Healthy Development Assessment

USER GUIDE

Industrial, Commercial, Institutional

Healthy Peel *By Design*

Region of Peel
working with you

Acknowledgements

The Healthy Development Assessment User Guide (2016), and revised in 2020 ,is adapted from the Health Background Study Framework (HBSF), which was originally prepared by the Planning Partnership on behalf of the Region of Peel.

The evidence base for Healthy Development Assessment (HDA) Tool is derived from the Healthy Development Index (HDI) , which was completed in 2009. This academic literature explored data on the association between physical-activity related health outcomes and at least one measureable feature of the built environment. An updated literature review of the HDI was completed in 2017, and this acts as the basis for the revisions made to the tool.

Representatives from various Regional departments and the local area municipalities also provided invaluable insight into the User Guide.

Production of the HBSF was made possible through financial contributions from Health Canada and the Canadian Partnership Against Cancer.

Health Assessment Tool : Industrial, Commercial, Institutional (ICI)

This tool acts as an addendum (addition) to the Peel Healthy Development Assessment (HDA) tool that scores industrial, commercial or institutional (ICI) development applications on their health-promoting potential. A review of the original evidence base, along with review of well established industry led tools, have formed the basis for the addendum.

Last Revised: 2023

1 ICI Tool Background, Intent and Reporting








What is healthy development?
The concept of healthy communities is intrinsically tied to the Provincial planning policy's promotion of complete communities. Complete communities meet people's needs for daily living by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, opportunities for aging in place, and accessible community infrastructure including schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also a key part of complete communities.

BACKGROUND

The Region of Peel is committed to creating healthy, supportive environments that enhance the health-promoting potential of communities. A healthy and complete community is compact, pedestrian-friendly, and transit-supportive; contains a mix of uses that support daily living; and, enables physical activity through active transportation. This User Guide provides background information and instructions for completing the Healthy Development Assessment (HDA) ICI Tool. The ICI (Industrial, Commercial and Institutional) Tool is an addendum to the in effect HDA and it is intended for use by anyone who has a role in the planning, design and approval of development.

This tool measures the health-promoting potential of a planning or development proposal by producing a score to communicate the achievement of design standards that are essential to building healthy and complete communities. It is not applied alone as a means for approving or rejecting development proposals, but rather as an informative component of the application evaluation process. Further, the HDA is intended to work with existing planning policies (provincial, regional and local), regulations and standards, with which all developments should comply.

The ICI HDA is a key component of the Healthy Development Framework, which is comprised of health assessment tools that have been adapted from the HDA to address the specific development contexts found in each of the local area municipalities.

The ICI HDA's Core Elements
Healthy communities are impacted by the following interconnected Core Elements of the built environment:

- Density
- Service Proximity
- Land Use Mix
- Street Connectivity
- Streetscape Characteristics
- Efficient Parking

All six elements are interdependent and work together to promote healthy communities. Achieving one or two elements within a development is not sufficient and will not satisfy

this goal. For example, a development that achieves higher densities without service proximity or land use mix will lack opportunities for walking and cycling, and will promote the same type of automobile dependence as traditional development. Conversely, service proximity and land use mix are difficult to achieve without appropriate development densities. Section 4 provides more information on each element.

While the current HDA is intended for mixed-use and residential developments, the ICI tool was created to have a consistent and efficient format for providing health comments on industrial, commercial and institutional developments. The standardization of the metrics within this addendum is intended to act as a front facing way for applicants to have clear expectations for the health commenting which will accompany the development application review.

Approach

Similar to the creation of the HDA, an evidence review was completed to evaluate the 6 core elements of the HDA and validate which metrics would be applicable to our ICI uses.

Additionally, an external tool review was completed to evaluate well established industry led tools for metrics related to ICI uses. Through review of 7 different frameworks, we created a consistent categorization for the ICI HDA Core elements. The tool reviewed include:

-Toronto Green Standards

- Well Building Standards

-Community Well-being: a framework for design professionals

-LEED for Neighbourhood Development (v4)

-LEED Cities and Communities: Existing and Plan and Design (V4.1)

-LEED Building Design and Construction (V4.1)

-Urban Land Institute (ULI) Building Health Places Toolkit

How to Use this Guide

The aim of the User Guide is to support the implementation of the ICI HDA. It also aims to equip individuals involved in the development process with the knowledge and tools to meaningfully review development proposals based on healthy development criteria. This way, development proponents and reviewers can respond to the unique issues and opportunities of the development.

The User Guide is divided into the following sections:

- Healthy Development Assessment Instructions – Provides instructions for completing the ICI HDA, and an explanation of how the completed tool will be interpreted and scored.

What is the Healthy Development Framework?

In an effort to develop healthier, more complete communities in Peel Region, health and planning departments across the Region have undertaken a deliberate, yet flexible approach towards planning for built environments. An essential aspect of this approach is the Healthy Development Framework.

The Healthy Development Framework is a collection of local, context-specific tools that assess the health promoting potential of neighbourhoods in Peel Region. Developers use the tool to evaluate and pre-emptively mitigate any potential health impacts associated with their development proposal. Each tool focuses on the Core Elements that influence the health of a community: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics and Efficient Parking.

The Framework integrates Regional and local municipal implementation strategies to reduce duplication and maximize opportunities for healthy development. The Region of Peel created the Healthy Development Assessment (HDA) to monitor and evaluate the development of complete communities across the Region. However, additional tools that apply the same evidence base as the HDA were needed to address Peel's diverse development context, which includes urban/suburban and rural form, and greenfield and infill development. As a result, the Region of Peel and each local area municipality have unique, but complementary approaches to implementation.

Town of Caledon

The Town of Caledon uses the ICI HDA tool to assess all applicable development applications. The broad applicability of the HDA is suited to Caledon's diverse development context, which includes both infill and greenfield development in a mainly rural context, with sections of suburban development.

City of Brampton

The City of Brampton uses the Sustainability Assessment Tool (SAT) to assess all applicable development applications, with the exception of secondary plans which are assessed using the HDA. The tool includes a set of performance targets used to measure environmental sustainability. The walkability component of the tool was created using the same evidence base as the HDA in order to integrate with existing development review processes in Brampton and minimize the need for additional submission material.

City of Mississauga

The City of Mississauga will use the Mississauga Healthy by Design tool to assess all applicable development applications. This tool was adapted from the HDA to align with Mississauga's existing design standards for the purpose of evaluating mixed use infill in intensification areas and new mixed use residential developments.

- Key Considerations – Provides a series of questions to consider in the planning and preparation of an application. The questions are intended to initiate dialogue within the development team and with the municipality on strategies/ approaches to meet desired outcomes.

- Reporting Requirements – Provides a breakdown of the documents, illustrations, maps and plans required to demonstrate how the proposed development complies with the minimum Standards established for each of the Core Elements.
- The Core Elements – Describes each of the Core Elements in detail, and identifies the Standards associated with each element.

- Glossary – Provides definitions of terms used throughout the User Guide.

- Appendix A – Healthy Development Assessment for large-scale planning or development proposals. This version of the ICI HDA applies to applications such as secondary plans, block plans and subdivision plans. In cases where the sole purpose of the Plan of Subdivision is to create lots/blocks for future employment uses and a future site plan application is required, then the small-scale tool will be substituted for the use of a large-scale tool.
- Appendix B – Healthy Development Assessment for small-scale planning or development proposals. This version of the ICI HDA applies to applications such as official plan amendments and site plans.

HEALTHY DEVELOPMENT ASSESSMENT INSTRUCTIONS

The tool is intended for use on all light industrial, commercial and institutional developments.

Light Industrial vs Heavy Industrial

Light industrial uses are classified as any building for manufacturing or warehousing purposes including but not limited to an assembly plant, boat works, building supply, cold storage warehouse, engineering shop, machine shop, metal products plant, printing plant, processing plant and wood products plant, provided that there is no open storage for good of materials, there is no waste transferring on site and that there is non-obnoxious odours, emissions or noise on site. Please see the glossary for further details.

Heavy industrial uses can permit open storage on site and have certain parameters around what noise and odour is permitted. The heath evidence used to define the metrics for this tool are applicable to light industrial type uses and uses classified as 'Heavy Industrial' will not be applicable for the use of the tool.

There are two versions of the ICI Healthy Development Assessment (HDA)* :

- Appendix A – intended for large-scale planning (e.g. secondary plans, block plans, subdivision plans) . In cases where the sole purpose of the Plan of Subdivision is to create lots/blocks for future employment uses and a future site plan application is required, then the small-scale tool will be substituted for the use of a large-scale tool.
- Appendix B – intended for small-scale planning (e.g. smaller-scale subdivision plans, official plan and zoning by-law amendments, site plans)

Depending on the planning level of the application in question and the scale and nature of the development, the applicant is to complete the appropriate ICI HDA. While each version of the ICI HDA has been prepared to incorporate the Standards that are appropriate to the type of planning application submitted, further analysis may reveal that certain Standards do not apply.

Both tools are organized into five columns:

1. Standard
2. Demonstration of Standard
3. Document Reference
4. Potential Score
5. Actual Score

Standard
This column lists the applicable HDA Standard.

Demonstration of Standard
In this column, the proponent is to explain how a design feature of the development meets the intent of the applicable HDA Standard. In some instances, a Standard may not apply to a development. When this occurs, the proponent can provide rationale as to why the Standard does not apply and subtract the applicable points from the Scorecard total.

This column is particularly important in the evaluation of qualitative standards, and is an opportunity to illustrate adherence to key community design elements that could not otherwise be demonstrated through the scoring system. Key considerations to assist the proponent in the planning and preparation of design strategies to meet the intent of Standards are provided in Section 2.

Document Reference
In this column, the proponent is to indicate where on a plan, map, or illustration adherence to a Standard is demonstrated. Reference to a draft policy may also be appropriate in this column. Detailed reporting requirements are provided in Section 3.

Potential Score
This is the highest score a development can receive for the applicable Standard.

Actual Score
The proponent is to submit an actual score based on whether a planning or development proposal meets the minimum requirements for a Standard. Upon review of the HDA and supporting documentation, the municipal Planner may assign partial scores to a development proposal that conforms to the intent of a Standard, but does not strictly achieve the minimum requirements for a complete score. Rationale provided in the Demonstration of Standard column, as well as supporting documentation, will be considered when assigning partial scores.

SCORECARD

The scores for the Standards are tallied in the HDA Scorecard by the proponent. While the score alone will not result in the approval or refusal of an application, it serves to inform staff and decision-makers of a development's overall health-promoting potential. At all times, development proponents are strongly encouraged to consult with local and regional staff to ensure conformity with existing planning policies.

It is important to note that the score only tells a part of the story. The individual responses to the different standards are oftentimes more constructive in identifying potential opportunities for improvement from a health perspective, and can serve as a starting point for dialogue and negotiation between staff and development proponents.

CERTIFICATION

A gold/silver/bronze/pass scoring is used to assess the relative health-promoting potential of a development proposal. The overall percentage dictates the applicable certification. The score ranges are as follows:

- Gold: 80 – 100%
- Silver: 70 – 79%
- Bronze: 60 – 69%
- Pass: 50 – 59%

In the event that an application is below scoring requirements for a pass, the following statement, with explanation, will be provided to decision makers: *The application does not meet the percentage minimum for a passing score, and therefore cannot be considered as healthy development*.

2 Key Considerations

All applicants should consider the following key considerations in the preparation of their proposed planning application. These questions are intended to initiate dialogue within the development team and within the municipality on strategies/approaches to optimize the health promoting potential of the application.

Applicants and all members of the development team should also ask an additional question that applies to all Core Elements: "Have the specific additional needs of vulnerable groups (i.e. the elderly, disabled and children) been considered"? The needs of vulnerable groups require special consideration to ensure communities are accessible and safe for everyone, regardless of their ability, income, or age. Special considerations will vary by Core Element, and may be related to improving accessibility, visibility, or the inclusiveness of local housing stock and services.

Density

1. What are the current density permissions for the subject lands?
2. What are the current and projected number of residents and jobs, and how will this influence future transit and service provision?
3. Based on the proximity of the employment opportunities, to the transit, schools, residential and community services and facilities, will this support walkable communities and complete streets?

Service Proximity

4. What is the existing service context of the subject lands? Are sufficient transit, employment, public and retail servicing available or planned?
5. Based on the proximity of the employment opportunities, to the transit, schools, residential and community services and facilities, will this support walkable communities and complete streets?

Land Use Mix

1. What are the current zoning permissions and land use designations (Official Plan and Secondary Plan) for the subject lands?
2. How can infill development contribute to ensuring a diversity of housing types?
3. Can the development/redevelopment include small scale services on site?

Street Connectivity

1. Does the proposed development have a sufficient density of intersections and sufficiently small block size to encourage active transportation?
2. How can infill development contribute to a higher level of street connectivity on the site and beyond?
3. Does the site have direct access to a cycling network and open space nearby?
4. Has the proposed plan set out direct routes through a permeable and linked road and pedestrian network including trails, to ensure that short walking distances can be achieved?

Streetscape Characteristics

1. What are the municipally-designated standards for sidewalk and bicycle lane dimensions and design? What are the standards for other amenities?
2. Is there a Bicycle/Walking/Active Transportation Plan for the area? If so, what bicycle or pedestrian facilities are designated or recommended within the development site?
3. Does the proposed development provide sufficient pedestrian and bicycle amenities to encourage active transportation?
4. How can intersections be designed to increase safety and comfort for pedestrians and cyclists?

Efficient Parking

1. Is infrastructure for transit in place, and what is the level of transit service currently provided?

2. Is the automobile parking for the proposed development sufficient, or excessive? Consider the planned level of transit service, and pedestrian and cycling facilities.

3. Can automobile parking be provided more efficiently through an unbundled or shared system?

4. How have the environmental and aesthetic impacts of surface parking been minimized or mitigated?

5. Is sufficient visitor and occupant bicycle parking provided in the proposed development?

3 Reporting Requirements

The following Reporting Requirements are to be fulfilled by the proponent to demonstrate how the proposed development complies with the minimum Standards for each of the six Core Elements. In some instances, the requirements can be met by providing the requisite detail within the HDA. However, many Standards require supporting documentation, whether a table, map, illustration or plan. These should be attached as an appendix to the completed HDA. For Secondary Plans, a land use map, draft policy documents and supporting documentation (e.g. Transportation Master Plan, Community Design Plan) are general submission requirements.

Density

Density calculations that demonstrate unit count by:

- gross floor area for non-residential development
- land area

Service Proximity

For all planning application types, plans or maps with euclidian (large-scale) or street network (small-scale) buffers. These should demonstrate the location of:

- community and retail services (including types and gross floor area)
- proposed or existing transit routes and stops
- parks
- schools
- employment or urban centres

Land Use Mix

Secondary Plan stage:

- a list of enabling policies, standards, or enforceable guidelines which meet the intent of the relevant standard

Draft and Site Plan stages:

- a description of how the proposed land use mix contributes to meeting the Secondary Plan/Official Plan vision of complete and healthy communities

Street Connectivity

Secondary Plan stage:

- a list of enabling policies, standards, or enforceable guidelines which meet the intent of the relevant Standard

Draft Plan stage:

- plans demonstrating the number of intersections and block sizes within the proposed development
- a calculated intersection density and average residential block size

Streetscape Characteristics

Secondary Plan stage:

- a list of enabling policies, standards, or enforceable guidelines which meet the intent of the relevant standard
- Transportation Master Plan and Community Design Plan demonstrating intent of standards

Draft and Site Plan stages:

- a detailed and integrated plan demonstrating widths of sidewalks, bikeways, street tree planting, intersection treatments, traffic calming measures, pedestrian priority streets, bicycle amenities and pedestrian lighting fixtures

Efficient Parking

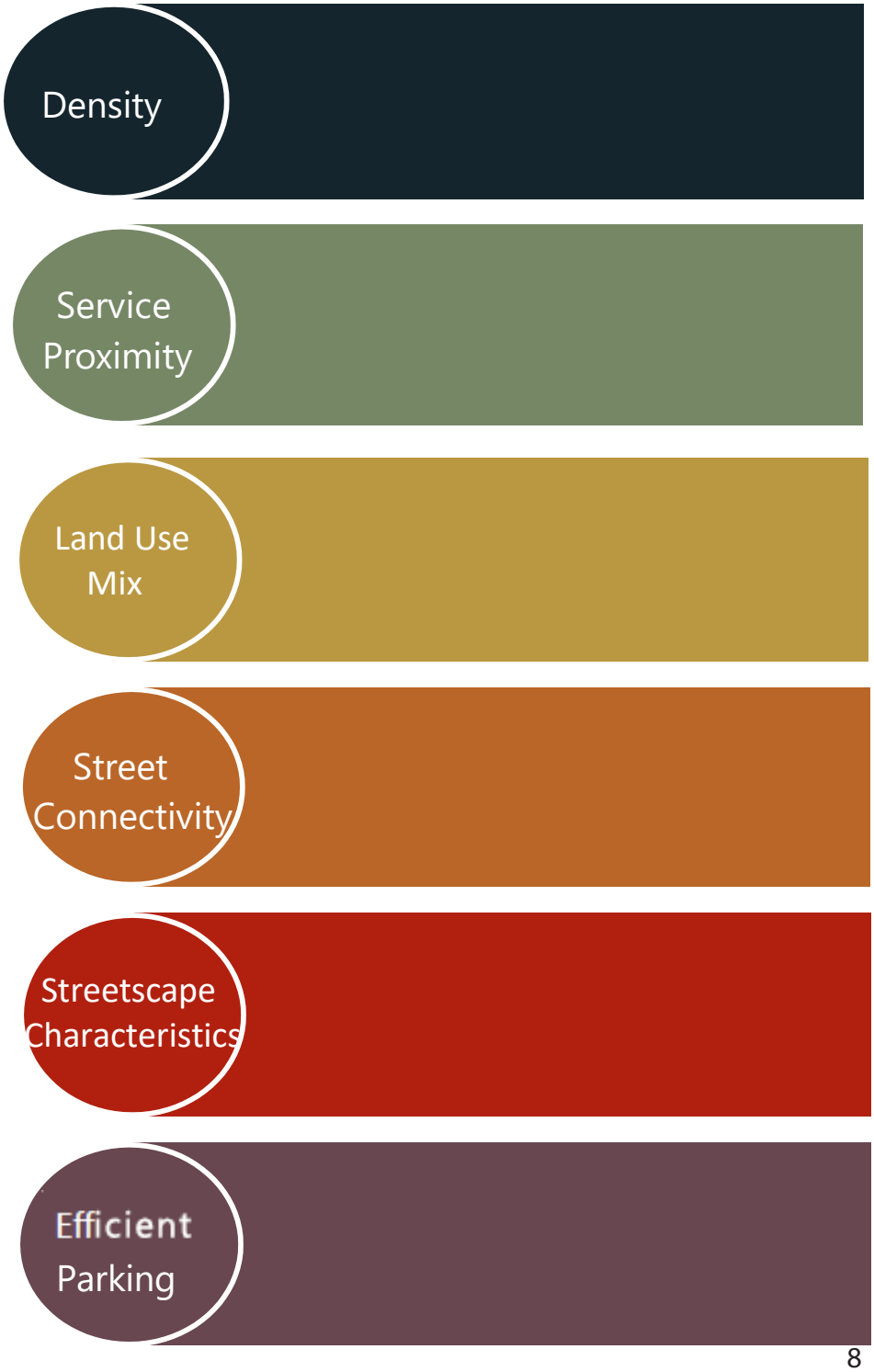
Secondary Plan stage:

- a list of enabling policies, standards, or enforceable guidelines which meet the intent of the relevant standard

Site Plan and Draft Plan stages:

- a plan showing the location of parking in relation to buildings
- a plan demonstrating the landscaping treatment for parking, pedestrian pathways and amenities
- a count of proposed automobile and bicycle parking spaces

4 The Core Elements

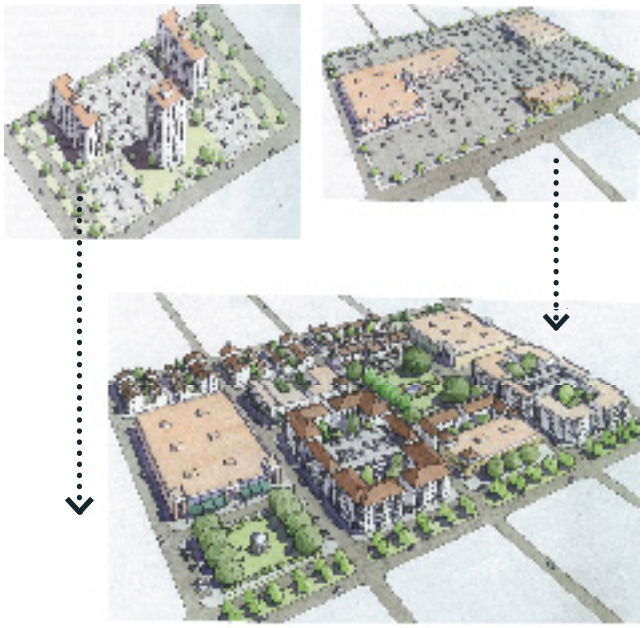


Density

What is density?

Development density refers to the number of people, dwelling units, and/or jobs that will be accommodated in a specific area (e.g., 50 people and jobs combined per hectare).

Density can be calculated on either a gross or net basis. *Gross density* includes infrastructure, such as streets and parks, in the overall density measurement, whereas net density only includes the land area within a development parcel (e.g. the land directly occupied by the structure and its private outdoor amenities). *Gross density* provides a more complete measure of how efficiently land is used across an entire community or urban area.



The images above show how employment density can be increased. (Image credit: *Sprawl Repair Manual*, by Galina Tachieva and The Globe and Mail: A Suburban office park designed with an urban vibe by Josh O'Kane)

Why does density matter?

Planning for employment densities in our communities ensures we create complete communities with accessible opportunities for jobs and for living. Increasing the number of employment destinations in a community and having them located near transit services or residential can support opportunities for active transportation (walking, bicycling, etc.), which is a key component of creating healthier places to live. Higher densities also allow for a more efficient use of resources, which supports sustainable initiatives related to health promotion, such as reduced emissions from buildings and cars.

What does density look like?

Employment density development can take on a variety of forms depending on the context, and is achieved using a number of approaches that could include the following:

- efficient lot configuration
- increased site coverage of buildings
- opportunity for efficient parking supply and the introduction of structures and/or on-street parking
- a compact street network, achieved through layout and reduced *right-of-way* dimensions (in terms of the number of traffic lanes, the width of traffic lanes and/or the boulevard)

Greenfield development provides ample opportunity to achieve higher densities because the developer is starting with a clean slate. In this context, there is more flexibility for determining the location and form of hierarchical density distribution.

Development in greenfield areas should always recognize and promote patterns that encourage complete communities, and support for transit.

The density of existing neighbourhoods can be increased through *infill developments* on vacant or underutilized sites, and through the adaptive reuse of, and/or additions to existing buildings. *Infill development* is generally greater in scale and density than existing development, while maintaining compatibility with existing adjacent conditions, and ideally enhancing the streetscape and other public realm elements.

Density Standards

The density standards are derived from the density targets established by the Places to Grow: The Growth Plan for the Greater Golden Horseshoe, 2020 (The Growth Plan). The Growth Plan establishes overall density targets for Designated Greenfield areas and Urban Growth Centres (intended as high density, mixed use, transit supportive nodes).

In accordance with The Growth Plan, density shall be calculated on a gross basis, but may net out environmental features, where specified in municipal and provincial planning policy.

Large-Scale ICI HDA Standards

1. All development on Designated *Greenfield Areas* shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.4.19.6 and 5.4.19.7.

   Where the local municipality has established higher density targets, these higher targets will apply. Employment (commercial, retail, light industrial) and institutional areas/developments shall consider a higher density target than the established local municipality, if feasible.

   If the large-scale employment or institutional area/ development application does not contain details about density considerations, provide written detail about how density standards could be achieved at the site plan.

2. All development in Designated *Urban Growth Centres* in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare.

   Where the local municipality has established higher density targets, these higher targets will apply. Employment (commercial, retail, light industrial) and institutional areas/developments shall consider a higher density target than established by the local municipality, if feasible.

   If the large-scale employment or institutional area/ development application does not contain details about density considerations, provide written detail about how density standards could be achieved at the site plan.

Small-Scale ICI HDA Standards

1. If density considerations were not included in the block plan or large scale development application, please provide comments on how institutional or employment area density is addressed by the site plan (small-scale) development application.

Service Proximity

What is service proximity?

Service proximity refers to the distance between where people live and work and where they can access three types of services: public transit, neighbourhood community and retail services, and employment.

Public transit includes *low-order transit* (which operates in mixed traffic), and *high-order transit* (that is separated from other traffic). Neighbourhood community and retail uses include facilities for childcare, long-term care, social services, community gardens, hospitals or health clinics, public libraries, places of worship, cultural spaces, post offices, and recreation centres. Employment refers to *employment areas*, characterized by a concentration of jobs.

Mississauga's Downtown21 plan includes residential, employment, institutional, commercial, and community uses in proximity to each other.

The planned Mayfield West community in Caledon features housing, a school, community parks, a seniors centre site, and greenway corridor and open space features within a 5-minute walking distance from each other.

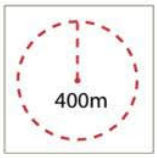
Why does service proximity matter?

Service and employment proximity affect the travel distance between daily destinations such as home and work. Travel distance has a strong influence on whether people choose to walk or bicycle, rather than drive a car. Like other elements that encourage people to replace car trips with walking and bicycling, service proximity provides the benefits of increased physical activity, improved mental health through greater community interaction, and reduced greenhouse gas emissions. Service proximity also makes the community more equitable and inclusive for those who cannot drive (especially children and seniors).

Service Proximity Standards

The goal of the standards for service proximity is to achieve a reasonable cluster of key services and employment opportunities to residences and transport nodes, based on walking distance. While some people are willing to walk long distances, setting maximum distances ensures that a high incentive to walk is maintained through all seasons and weather conditions, and across a reasonable range of physical abilities. Service proximity is calculated as a percentage of the population located within a specified distance of a service item.

The applicability of standards varies for *greenfield* versus *infill development*. All *greenfield development* should meet these standards, while infill development should strive to contribute to the achievement of these standards in existing communities (e.g. by incorporating services into the redevelopment), or by locating in proximity to existing services/residences, as applicable, to enhance service proximity.



Large-Scale: Distances are to be calculated based on euclidean distance, or a simple straight line network buffer.

Small-Scale: Distances are to be calculated based on the shortest potential walking path, taking into consideration the street network and pedestrian paths.

Large-Scale ICI HDA Standards

Transit

3. 100% of the functional entries in the proposed development are situated within a 400-meter walking distance of an existing or planned transit stop (as identified by Brampton Transit, MiWay or Go Transit) or 800-meters of higher order transit stop.

4. Areas within 800m of a Higher Order Transit stop are developed to meet Major Transit Station Area density targets.

5. Access to transit from the proposed development is safe, attractive and direct for pedestrians:
   •Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point)

   •Pathway to transit site contains pedestrian scaled lighting (1 point)

   •Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)

Services and Retail

6. At least 75% of the proposed functional entrances are situated within 800m of 6 or more diverse uses, including:

   - Grocery Store or Supermarkets (1 point)
   - Full Service restaurant, cafe, or diner that does not provide a drive-thru (1 point)
   - And any of the four from the following categories (4 points):

   Community Service Retail:
   - Convenience store
   - Hardware Store
   - Pharmacy
   - Other retail

   Services:
   - Bank
   - Family Entertainment venue (e.g. theatre, sports)
   - Gym, health club, exercise studio
   - Hair care
   - Laundry, dry cleaner

   Civic and Community Facilities:
   - Adult or senior care (licensed)
   - Child care (licensed)
   - Community or recreation centre
   - Cultural or arts facility
   - Educational facility
   - Government office that services the public on site
   - Medical Centre or office that treats patients
   - Place of worship
   - Post Office
   - Public Park
   - Public library
   - Open community spaces such as squares or plazas

7. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).

8. *Convenience commercial* uses are present in key locations, including *greyfield* areas, *intensification areas* and *corridors* and *greenfield areas*.

Cyclist Infrastructure

9. At least 75% of the project's functional entrances are within 400 meters of an existing or planned cyling network that is connected to higher order transit.

Small-Scale ICI HDA Standards

Transit

2. 100% of the development's proposed units are situated within 400m of a planned (as identified by Brampton Transit, Miway, Go Transit) or existing transit stop.

Locating neighbourhood community and retail services in close proximity to where people live provides opportunities for walking.

3. Access to transit from the proposed development is safe, attractive and direct for pedestrians:

   •Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point)

   •Pathway to transit site contains pedestrian scaled lighting (1 point)

   •Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/ coniferous trees) that improve the environment for pedestrians (1 point)

4. Areas within 800m of a Higher Order Transit stop are developed to meet Major Transit Station Area density targets.

Services and Retail

5. At least 75% of the proposed functional entrances are situated within 800m of:
   •Grocery Store or Supermarkets (0.5 point)
   •Full Service restaurant, cafe, or diner that does not provide a drive-thru (0.5 point)
   •5000m2 of personal service and commercial retail space comprising a mix of uses such as a pharmacy, bank, dry cleaner, or hair salon. (1 point)

6. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).

Cycling Infrastructure

7. Convenience commercial uses are present in key locations, including greyfield areas, intensification areas and corridors and greenfield areas.

Land Use Mix

What is land use mix?
Land use mix refers to the composition of housing types, services, and employment in an area. Common non-residential land uses provide services and employment in a community, and include commercial, institutional, parks/ open space, and "mixed use" (where both non-residential and residential uses are included in an area or on a site).

Complete communities provide housing options and a mix of services for a diversity of people as their needs change throughout the life cycle.

Land uses can be mixed within buildings and sites.

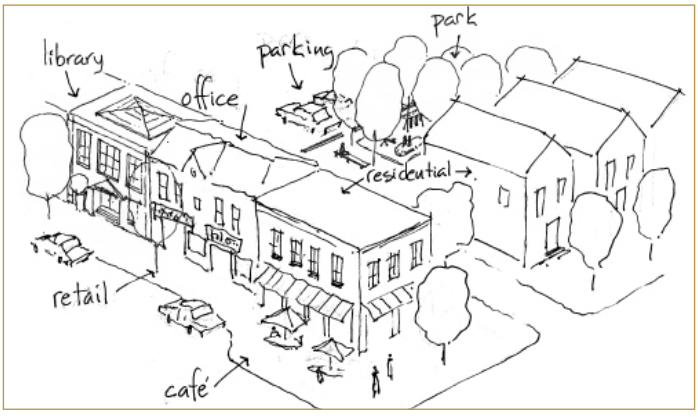
Why does land use mix matter?

Providing a range and mix of land uses such as employment, institutional, residential, etc. within a community, as well as within buildings themselves, also facilitates walking and cycling as viable modes of transportation, supports a more compact and efficient urban from, and creates the necessary demand to support public transit. In contrast, vast tracts of segregated land uses such as single-family homes create obstacles to walking, cycling and public transit, and can negatively affect the affordability and inclusiveness of a community.

Land Use Mix Standards
There is no "ideal" proportion for each type of land use for health. Recognizing that land use mix is closely associated with service proximity and density, the standards here are meant to compliment the standards assigned to the former elements. In general, the objective of the land use mix element and standards is to promote a broad mix of land uses that are conveniently sited and connected by safe and comfortable routes to residential areas that provide a variety of housing options. These standards apply uniformly to *greenfield* and *infill development*.

Large-Scale ICI HDA Standard

10. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.



The built environment integrates employment opportunites in close proximity to green space and active transportation infrastructure and other services.

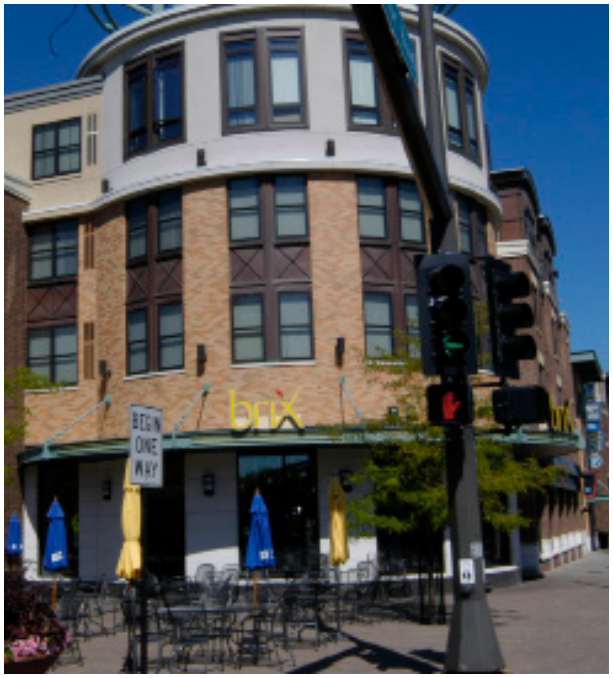
11. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.

12. The proposed development contains a mix of allowable land uses as per zoning regulations and includes a minimum of three different uses on the project site (e.g., retail, commercial, office, light, industrial, institutional, hospitality, park or recreation) or other additional uses as permitted under the zoning designation.

Small-Scale ICI HDA Standards

8. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.

9. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.



Above: At-grade retail is shown at the base of the building.

Street Connectivity

What is street connectivity?

Street connectivity refers to the directness of travel and the number of route options between any two destinations.

Different street patterns such as grid, loop, cul-de-sac, and innovative patterns such as the fused grid concept) provide varying levels of *street connectivity*, depending on the size of blocks and the connection of the street network to green spaces and multi-use paths. *Street connectivity* is particularly relevant for active modes of transportation, which are more sensitive to route distance and directness.

Grid pattern street networks are more permeable than conventional, disconnected streets. Paths through green spaces also help to increase street connectivity and improve the walkability of a neighbourhood.

Why does street connectivity matter?

Creating communities with high street connectivity reduces route distances, promotes active transportation by increasing route options and convenience, and dissipates vehicular traffic throughout the network. When a dense grid/connector network is achieved, pedestrians in particular have access to the greatest freedom of movement and the most direct routes to their destinations. Conversely, a lack of *street connectivity* can significantly increase walking and cycling distance, which decreases the likelihood of residents choosing these active modes of travel over the car.

What does street connectivity look like?

There is no standard formula for achieving high *street connectivity* because every site is different. In general, the street network should, wherever feasible, make it as easy and attractive to walk, cycle or take the bus, as it is to travel by car.

Both *greenfield* and *infill development* can provide good access and connections through higher levels of *street connectivity*. Intensification projects can considerably improve street connectivity by eliminating superblocks and enhancing permeability with new roads, small laneways, pedestrian cut-throughs, or indoor arcades. Where the ability of an *infill development* to influence *street connectivity* is limited, the development should still strive to improve the street environment for pedestrians through design details.

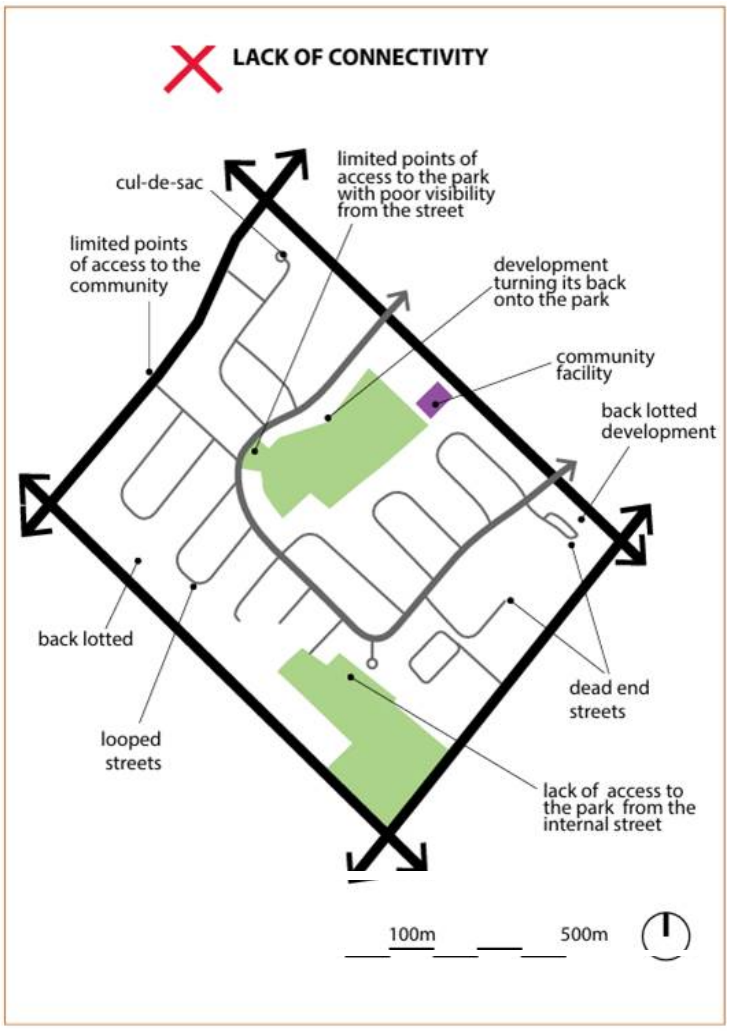
Below Left and Middle: A modified grid street system offers multiple route options to reach destinations. Bottom Right: A disconnected street network forces pedestrians to take long, circuitous routes to reach destinations.

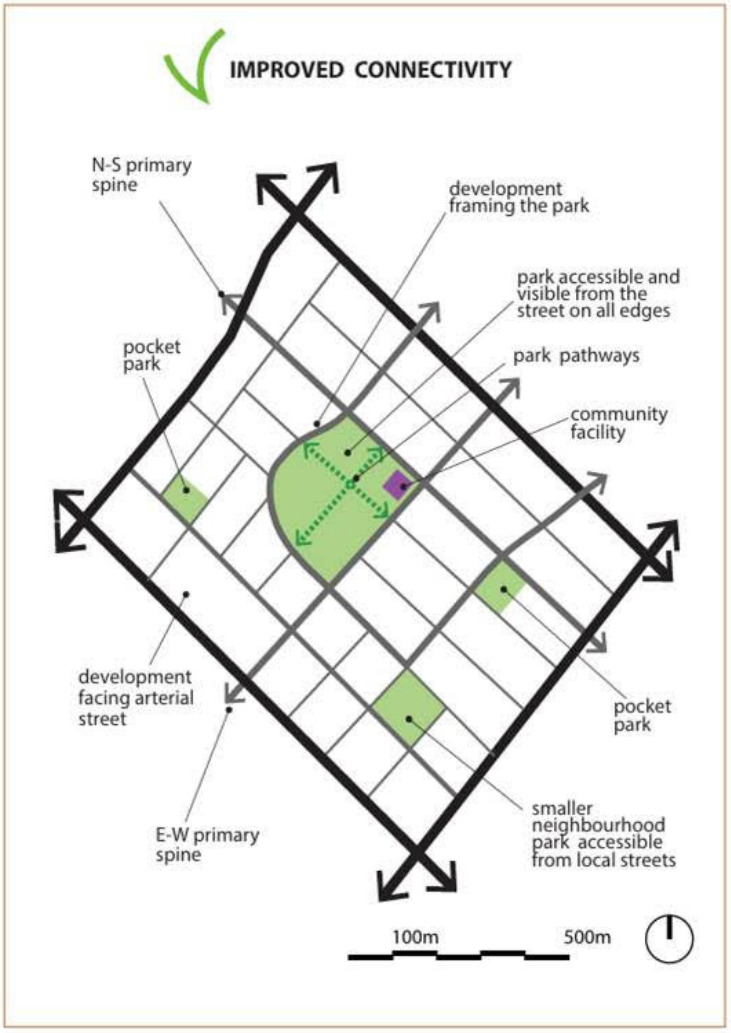
Greenfield development has the benefit of working without the constraints of an existing street network to achieve a high-level of *street connectivity*. This type of development provides the opportunity to implement street patterns that are recognized for their high level of *street connectivity*, or experiment with emerging street patterns that achieve the same goals.

Street Connectivity Standards
The objective of the minimum standards is to promote a highly connected network of streets and active transit nodes to support opportunities for walking and cycling.

Large-Scale ICI HDA Standards

13. The proposed development contains complete streets, designated for safety and security of all users, including pedestrians, cyclists, motorists and transit riders of all ages and abilities. Street-networks and off-road paths are multi-modal and separated by mode to provide safety and choice to pedestrians and cyclists and make clear connections (signage should be incorporated) to existing routes and facilities.
14. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features. If these features are present, then pedestrian paths are established to allow for a cut-through in the middle of the longer blocks.
15. Reverse frontage streets are not utilized.
16. Commercial, retail, institutional or light industrial blocks in the proposed development do not exceed 80x180m in size.
17. Intersections are frequent (75/sq.km.), with street blocks decreasing in size as density increases.
18. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes.





Streetscape Characteristics

What are streetscape characteristics?

Streetscape characteristics include facilities for pedestrians, cyclists, and transit users along the public right of way. These characteristics include the sidewalk, bikeways, *street furniture*, intersection treatments, shading, lighting, *wayfinding*, and *traffic calming* measures. While walking and cycling may be possible without these specific amenities, a certain level of comfort and prioritization through design will create inviting public spaces and prevent injuries.

Intersection treatments and cycling facilities make streets safer for people of all ages and abilities.

Sidewalk amenities like trees and benches make streets more comfortable for pedestrians.

Why does streetscape matter?

A well-designed *streetscape* improves the safety, comfort and convenience of traveling by foot or bike and makes public spaces more inviting. Like other elements that promote walking and cycling, the *streetscape* can promote increased physical activity, community interaction and accessibility, while reducing the incidence of crime and traffic-related pedestrian and cycling injuries and fatalities.

Streetscape Standards

The *streetscape* standards apply to street, intersection and sidewalk design and are intended to promote active transportation, prevent traffic-related injuries, and make communities more attractive and accessible to people of all ages and abilities. These standards apply uniformly to *greenfield* and *infill development* where the scale of the development permits.

Large-Scale ICI HDA Standards

On-site Amenity Area

19. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain:
    - Appropriate green space of natural open space,
    - Adequate amount of seating,
    - Covered all-weather seating,
    - Mixed-used space and street furniture,
    - Weather protection and shade along pedestrian pathways,
    - Waste baskets

Pedestrian Amenities

20. All streets in industrial areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres.

    All streets in medium- and high-density institutional, retail and commercial areas have sidewalks on each side that are at least 2.0 m wide, or wider than the minimum local municipal standard and are on both sides of the street.

21. Functional building entrances for institutional, commercial, and industrial uses are oriented towards the street and are clearly identifiable and prominent with direct access to public sidewalk, pedestrian connections and transit facilities.

22. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets and provide increased shading on the pedestrian path.

23. All major pedestrian routes, transit stations and major transit stations have the following features, which are adequate to meet the projected demand on-site:
    - weather protection
    - seating
    - waste baskets
    - lighting
    - route information
    - bicycle parking

Lighting

24. Streets in employment aeas and institutional areas have pedestrian-scaled lighting and are limited to a height of 4.6 meters.

25. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.

Cycling Amenities

26. A connected and destination-oriented cycling network is provided throughout the proposed development, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include:
    - bicycle lanes
    - sharrows
    - signed routes
    - multi-use paths on the boulevard

    In areas where the anticipated higher truck volume, on-street bikeway facilities should provide a greater degree of separation from motorized traffic.

    Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.

Traffic Calming

27. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.

28. In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following:
    - Minimum traffic lane widths
    - Minimum number of traffic lanes in the roadway
    - Separated and protected bike lanes
    - Traffic Islands
    - Curb extensions to visually highlight pedestrians and slow traffic

Small-Scale ICI HDA Standards

On-site Amenity Area

10. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain:
    • Appropriate green space of natural open space,
    •Adequate amount of seating,
    •Covered all-weather seating,
    •Mixed-used space and street furniture,
    •Weather protection and shade along pedestrian pathways,
    •Waste baskets

An expansive tree cover provides shade from the sun, enhancing the pedestrian experience of the street.

Pedestrian Amenities

11. Safe, direct and universally accessible pedestrian routes are provided from functional building entries to off-site pedestrian networks and priority destinations.

    Destinations can include transit stops, existing trails or pathways, schools, community centres and com mercial areas.

12. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets and provide increased shading on the pedestrian path.

Lighting

13. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.

Traffic Calming

14. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.

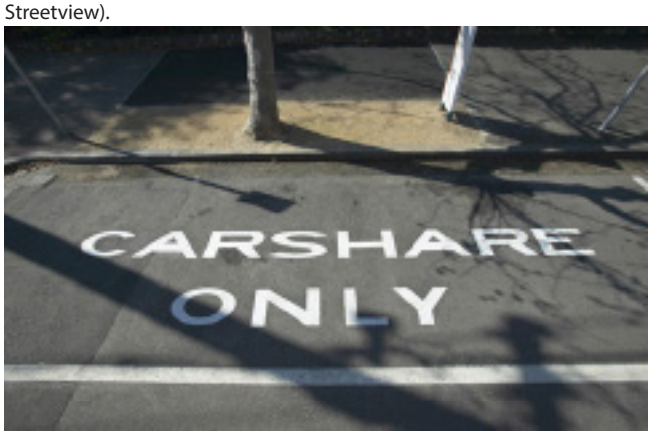
Efficient Parking

What is efficient parking?

Efficient parking considers on and off-street parking for automobiles and bicycles. *Automobile parking* may be provided in the right of way (full-time or part-time), in surface lots or structures. *Bicycle parking* includes two categories of facilities: a) short-term facilities for visitors such as outdoor bicycle racks, and b) secure long-term facilities for occupants such as bicycle lockers or indoor bicycle rooms.

Parking requirements are generally expressed as the number of parking spaces per dwelling unit, number of employees, or GFA.

Above, from top to bottom: In-street visitor *bicycle parking* (Image credit: APBP); covered visitor *bicycle parking*.
Below, from left to right: Reserved car share parking space; structured car parking and bicycle racks on sidewalk. (Image credit: Google Streetview).



Why does efficient parking matter?
Automobile parking is an important amenity to residents and businesses, but it can have a negative effect on proximity, density, and the aesthetic of the *public realm*. Abundant low cost parking also provides little incentive for residents, employees and shoppers to use other means of transportation. Additionally, impermeable surface parking lots negatively impact water and air quality by contributing to stormwater run-off and the urban heat island effect.

Bicycle parking is not only an important amenity to residents and businesses, but one that supports healthy communities. Unlike with *car parking* where there can be a problem with over-supply, *bicycle parking* is often in short supply, which creates a barrier to cycling for transportation. Logically, if there is nowhere to park your bicycle at work, school or the store, you are much less likely to travel there by bike. Providing *bicycle parking* with an appropriate level of weather-protection and security is a key part of promoting cycling for transportation.

Efficient Parking Standards
The objective of the efficient parking standards is to discourage private automobile use and promote active modes of transportation, including walking, cycling and public transit. The standards seek to reduce the supply of *car parking* while increasing the supply of *bicycle parking*. In addition, the standards aim to make more efficient use of *car parking*, reducing its environmental and aesthetic impacts. These standards apply uniformly to *greenfield* and *infill development*.

Large-Scale ICI HDA Standards

Automobile Parking

29. Limit Automobile parking in industrial, commercial and institutional project sites through:
    - Adhering to minimum parking requirements as per the local parking by-law, or
    - A parking reduction approved through a minor variance on the site.

30. Efficient use of parking is promoted by identifying systems for sharing parking spaces among two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).

31. Where zoning by-laws permit provide reduced automobile parking ratios for buildings and other facilities within 800 meters of a higher order transit stop.

32. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.

33. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.

34. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design:
    - pedestrian access, connectivity and circulation
    - tree planting
    - landscaping
    - stormwater management
    - porous/permeable surfaces
    - light-coloured materials instead of black asphalt

Small-Scale ICI HDA Standards

Automobile Parking

15. Limit Automobile parking in industrial, commercial and institutional project sites through:
    - Adhering to minimum parking requirements as per the local parking by-law, or
    - A parking reduction approved through a minor variance on the site.

16. Efficient use of parking is promoted by identifying systems for sharing parking spaces among two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).

17. Provide preferential parking for car pool or car share vehicles. Preferred parking for these vehicles is provided by incorporating signage and/or pavement markings.

18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.

19. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.

20. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design:
    - pedestrian access, connectivity and circulation
    - tree planting
    - landscaping
    - stormwater management
    - porous/permeable surfaces
    - light-coloured materials instead of black asphalt

Minimum Bicycle Parking Standards, by Use and Type

Use	Minimum Spaces by Bicycle Parking Type	
	Secure bicyle parking	**Short-term bicycle parking**
Multi-unit Residential	0.5/bedroom	2 + 0.05/ bedroom
Office	2 + 0.15/100 m2	2 + 0.05/100m^2
Retail	2 + 0.1/100m^2	2 + 0.05/100m^2
Hospital	2 + 0.05/100m^2	2 + 0.01/100m^2
Elementary/Secondary School	2 + 0.05/100m^2	2 + 0.10/100m^2
Post-Secondary School	2 + 0.05/100m^2	2 + 0.2/100m^2
Other non-residential (e.g. Industrial)	2 + 0.05/100m^2	2 + 0.01/100m^2
High-order Transit Station	Complete a bicycle parking demand estimate for the station, for example using boardings, alightings and local bicycle mode share data.	

21. The development must meet or exceed the higher of:
- local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or
- The Minimum Bicycle Parking Standards outlined in the HDA User Guide.

22. Bicycle parking is located in a highly visible and publicly accessible location at-grade adjacent to the primary functional entrance of the building, or on the first parking level of the building below grade. Bicycle parking is secure, covered and basic bike maintenance tools (e.g. bike pump or patch kit) are provided for employee or public use.

5 Glossary

Affordable Housing

1. In the case of ownership housing, the least expensive of:

    a. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or

    b. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

2. In the case of rental housing, the least expensive of:

    a. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or

    b. A unit for which the rent is at or below the average market rent of a unit in the regional market area (Provincial Policy Statement, 2014).

Automobile Parking

Storage for cars on and off the street, including parking that is provided in the right-of-way (full-time or part-time), in surface lots or structures (above or below grade).

Bicycle Boulevards

Designated cycling routes on streets with low volumes and speeds that have been optimized for bicycle travel. This is accomplished through treatments such as traffic calming, traffic education, signage, pavement markings, and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic. Motor vehicle access to properties along the route is maintained.

Bicycle Lane

A designated space in the roadway that is marked with a solid white line and a bicycle stencil. Bicycle lanes are a minimum of 1.5 metres wide and motorized vehicles are not permitted to stand, park or drive in bicycle lanes.

Bicycle Parking

Storage facilities for bicycles, which fall into two categories: visitor (i.e., short-term) and occupant (i.e., long-term) bicycle parking.

Visitor bicycle parking includes bicycle racks in an easily accessible location that are available for public use and may either be sheltered or unsheltered. Visitor parking is meant for bicycles that will be parked for about two to three hours at a time, and can be provided on public or private land, along building frontages, on the sidewalk and in the street.

Occupant bicycle parking is meant for occupants (residents, employees) and provides a higher level of security and weather protection for bicycles that are left for longer than two or three hours at a time. Occupant bicycle parking is secure and enclosed, with controlled access. Examples include bicycle lockers, bicycle cages and indoor bicycle rooms.

Bikeway Facility

Bikeway facility refers to designated bicycle lanes, cycle tracks, bicycle boulevards, sharrows, signed routes, off- road trails/ multi-use paths, or other types of infrastructure designed for the movement of cyclists. A local road may be considered a bikeway facility if it is continuous, with protected crossings at higher-order roadway intersections, and if it connects to other bikeway facilities or destinations.

Bikeway Network

A Bikeway network consists of on and off-street bicycle facilities (e.g., bicycle lanes, signed routes, off-road trails) that are connected, continuous, direct, comfortable and destination-oriented. The on-street component of the bicycle network provides hierarchical separation from motorized vehicles based on the volume and speed of traffic on the street. Bikeway networks are typically designated in a Bicycle Plan.

Car Sharing

A car rental system where the automobiles are available for rent to members for short periods of time (often by the hour). Car sharing is intended to offset the need for private automobile ownership by people who do not require a car on a daily basis. Car sharing can also off-set the need for families to purchase a second or third private automobile.

Complete Communities
Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Convenience Commercial
A small-scale retail commercial business which sells a limited number of goods tailored to people's everyday needs (e.g., food, toiletries).

Cycle Track
A designated space for cyclists in the roadway that is delineated from motorized traffic by a barrier, such as curb, median, planting strip, hatched buffer, or bollards. Cycle tracks are sometimes referred to as physically separated or protected bicycle lanes, and may be one or two-way. Some cycle tracks are multi-use (e.g., shared by cyclists, pedestrians, rollerbladers).

Employment Area
Areas designated in an official plan or clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail, and ancillary facilities.

Floor Area Ratio/Floor Space Index
The gross area of all buildings on a lot divided by the lot area.

Greenfield Development
The creation of new development on previously undeveloped land located outside or on the edge of an urban area. Places to Grow established the term "Designated Greenfield" area which it defines as the area within a settlement area that is not a built-up area.

Greyfield Development
Previously developed properties that are not contaminated and that may be underutilized, derelict or vacant.

Gross Density
The ratio of dwelling units/floor space/people/jobs to the overall area of a development. Depending on the jurisdiction, some land area exclusions may be factored into the calculation of gross density.

Heavy Industrial
Heavy industrial uses can permit open storage on site and have certain parameters around what noise and odour is permitted. The heath evidence used to define the metrics for this tool are applicable to light industrial type uses and uses classified as 'Heavy Industrial' will not be applicable for the use of the tool.

Higher-Order Transit
Transit modes including bus, streetcar, light rail or subway that operate in their own dedicated right-of-way or given priority at intersections or on roadways.

Infill Development
The development of vacant or underutilized parcels in urban areas.

Intensification Areas/Corridors
Areas designated by the Province or municipalities in their Official Plans that are within the settlement area and a target for intensification. Intensification areas include urban growth centres and major transit station areas, as well as intensification corridors along a major road, typically serviced by higher order transit. Intensification is the development of a property at a higher density than that which currently exists through: redevelopment, development of vacant lots, infill development, or expansion or conversion of existing buildings.

Light Industrial
Any building for manufacturing or warehousing purposes including but not limited to an assembly plant, boat works, building supply, cold storage warehouse, engineering shop, machine shop, metal products plant, printing plant, processing plant and wood products plant, provided that there is no open storage for good of materials, there is no waste transferring on site and that there is non-obnoxious odours, emissions or noise on site.

Live-work Units
Purpose-built units that can serve as both residential dwellings and commercial space.

Low-Order Transit
Transit modes, including bus or streetcar, that operate within existing right-of-ways without dedicated priority over other transportation modes.

Major Transit Station Area
The area including and around any existing or planned higher-order transit station, or the area including or around a bus depot in an urban core. Station areas are generally defined as a 500 metre radius from a transit station.

Mixed-use Development
A form of development that contains a mix of residential and non-residential uses within an individual building or development area.

Multi-modal
The availability or use of more than one form of transportation, such as automobile, walking, cycling, bus, rapid transit, rail (commuter or freight), trucks, air and marine.

Multi-use Path
Off-road, paved facilities that are shared by cyclists, pedestrians, rollerbladers and other non-motorized users. Multi-use paths are generally a minimum of 3 metres wide and provide lighting.

Net Density
The ratio of dwelling units/floor space/people/jobs to the overall area of a development, excluding certain features, such as infrastructure and environmental features. The determination of applicable exclusions varies between jurisdictions.

Permeable
Referring to the street network, the degree to which an area has a variety of pleasant, convenient and safe routes through it.

Public Realm
Urban space, whether publicly or privately owned, and intended for the broader public to see, use and enjoy (e.g., streets, squares, parks). It includes the features and amenities present within that space, such as benches, lights and sidewalks. Also commonly referred to as "public domain" or "public space".

Right-of-Way (ROW)
A strip of land, including the space above and below the surface, that is platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles, or utilities. It usually includes the road surface for vehicles and sidewalks, and may include boulevards with trees.

Secondary Suites
A self-contained separate dwelling unit as part of an existing dwelling unit with full kitchen and bath facilities as well as a separate entrance.

Shared Parking
Parking spaces that are shared by multiple users who require parking at different times of the day, week or year (e.g., office workers, theatre patrons). The purpose of shared parking is to use parking more efficiently by optimizing the use of each spot.

Sharrows
Shared-lane pavement markings that are intended to indicate the ideal cyclist position in the lane (away from the curb and parked cars) and to remind drivers to share the road.

Signed Routes
Signed routes are found on streets that have been identified as preferred routes for bicycle travel because of their lower traffic volumes and speeds, and connectedness to other bikeway facilities or destinations. The route is designated on the street with signage only (no pavement markings or other physical changes are made to the roadway).

Street Connectivity
Referring to the directness of travel and the number of route options available between any two destinations, using the street network and/or off-street paths. Street connectivity can be measured by the frequency of links between streets, paths and/or other types of on- and off-street routes on which people can travel. Street connectivity affects the permeability of a neighbourhood.

Street Furniture
Objects in the street, such as bus shelters, litter bins, seating, lighting, benches, signs and bollards. Well designed, integrated and carefully sited, they contribute to the amenity and attractiveness of a street.

Streetscape
The elements within and along the street that define its appearance and street scenery (overall appearance of the street), identity, and functionality, including adjacent buildings and land uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others.

Traffic Calming
Physical design strategies implemented on neighbourhood streets in an effort to reduce the speed and/or volume of motorized traffic. Traffic calming strategies make use of a variety of design treatments that narrow the roadway, discourage excessive through traffic and force motorists to slow down. These include speed humps, bollards, chicanes, curb extensions and reductions in the number and width of traffic lanes.

Urban Growth Centres
Identified in the Places to Grow Act and in the Region's and local municipalities' Official Plans, urban growth centres are subject to provincial and regional policies, including minimum density provisions. Urban growth centres are expected to accommodate population and employment growth, and are important economic and service nodes.

Walkable
Refers to a single route, or a system of routes, between points that is relatively short, barrier free, interesting, safe, well-lighted, comfortable and inviting to pedestrian travel.

Wayfinding
A planned system for helping people identify their location in an area and navigate towards destinations by means such as signs, landmarks and a clear urban structure.

Appendix A

Application Submitted

☐ Site Plan Control ☐ OP/Zoning By-law Amendment ☐ Draft Plan of Subdivision ☐ Block Plan

☐ Secondary Plan

Office Use Only

Municipality: ☐ Brampton ☐ Caledon ☐ Mississauga

Date Received:_____ Planner:_____ Application No.:_____

Is this HDA revised from an earlier submission? ☐ Yes ☐ No

Property and Applicant

Address of Subject Land (Street Number/Name):_____

Applicant

Name:_____ Telephone:_____ E-mail:_____ Registered Owner: _____

Proposal Description

Gross Floor Area:_____Number of Storeys:_____Number of Units: _____

Project Summary (describe how the project contributes to a healthy community)

Region of Peel
working with you

PEEL ICI HEALTHY DEVELOPMENT ASSESSMENT (LARGE-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
1. All development on Designated *Greenfield Areas* shall achieve a minimum overall density target as prescribed by the Regional Official Plan in policies 5.4.19.6 and 5.4.19.7. Where the local municipality has established higher density targets, these higher targets will apply. Employment (commercial, retail, light industrial) and institutional areas/ developments shall consider a higher density target than the established local municipality, if feasible. If the large-scale employment or institutional area/ development application does not contain details about density considerations,			5	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
provide written detail about how density standards could be achieved at the site plan.				
2. All development in Designated *Urban Growth Centres* in the Region of Peel (i.e., Downtown Brampton, Downtown Mississauga and Intensification Areas) achieves a minimum overall density target of 200 people and jobs per hectare. Where the local municipality has established higher density targets, these higher targets will apply. Employment (commercial, retail, light industrial) and institutional areas/ developments shall consider a higher density target than established by the local municipality, if feasible. If the large-scale employment or institutional area/development application does not contain details about density considerations, provide written detail about how density standards could be achieved at the site plan.			5	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
3. 100% of the functional entries in the proposed development are situated within a 400-meter walking distance of an existing or planned transit stop (as identified by Brampton Transit, MiWay or Go Transit) or 800-meters of higher order transit stop.			2	
4. Areas within 800m of a *Higher Order Transit* stop are developed to meet *Major Transit Station Area* density targets.			1	
5. Access to transit from the proposed development is safe, attractive and direct for pedestrians: •Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point) •Pathway to transit site contains pedestrian scaled lighting (1 point) •Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)			3	
Services and Retail				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
6. At least 75% of the proposed functional entrances are situated within 800m of 6 or more diverse uses, including: • Grocery Store or Supermarkets (1 point) • Full Service restaurant, cafe, or diner that does not provide a drive-thru (1 point) • And any of the four from the following categories (4 points): Community Service Retail: • Convenience store • Hardware Store • Pharmacy • Other retail Services: • Bank • Family Entertainment venue (e.g. theatre, sports) • Gym, health club, exercise studio • Hair care • Laundry, dry cleaner Civic and Community Facilities: • Adult or senior care (licensed) • Child care (licensed) • Community or recreation centre • Cultural or arts facility • Educational facility • Government office that services the public on site • Medical Centre or office that treats patients • Place of worship			6	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
• Post Office • Public Park • Public library • Open community spaces such as squares or plazas			6	
7. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).			2	
8. *Convenience commercial* uses are present in key locations, including *greyfield* areas, *intensification areas* and *corridors* and *greenfield areas*.			2	
Cycling Infrastructure				
9. At least 75% of the project's functional entrances are within 400 meters of an existing or planned cyling network that is connected to higher order transit.			1	
LAND USE MIX				
10. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.			2	
11. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
12. The proposed development contains a mix of allowable land uses as per zoning regulations and includes a minimum of three different uses on the project site (e.g., retail, commercial, office, light, industrial, institutional, hospitality, park or recreation) or other additional uses as permitted under the zoning designation.			3	
STREET CONNECTIVITY				
13. The proposed development contains complete streets, designated for safety and security of all users, including pedestrians, cyclists, motorists and transit riders of all ages and abilities. Street-networks and off-road paths are multi-modal and separated by mode to provide safety and choice to pedestrians and cyclists and make clear connections (signage should be incorporated) to existing routes and facilities.			1	
14. Cul-de-sacs, crescent streets and loop roads are not utilized unless they are located near significant infrastructure, including highways and railways, or near natural features. If these features are present, then pedestrian paths are established to allow for a cut-through in the middle of the longer blocks.			2	
15. Reverse frontage streets are not utilized.			1	
16. Commercial, retail, institutional or light industrial blocks in the proposed development do not exceed 80x180m in size.			3	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
17. Intersections are frequent (75/sq.km), with street blocks decreasing in size as density increases.			3	
18. Sidewalks, bike lanes and multi-use paths connect to street networks, community amenities and transportation nodes and are available for general public use.			n/a	
STREETSCAPE CHARACTERISTICS				
On-site Amenity Areas				
19. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain: • Appropriate green space of natural open space, •Adequate amount of seating, •Covered all-weather seating, •Mixed-used space and street furniture, •Weather protection and shade along pedestrian pathways, •Waste baskets			1	
Pedestrian Amenities				
20. All streets in industrial areas have sidewalks on each side of the street which are at least 1.8 m wide. Where is it only possible to include a sidewalk on one side of the street, ensure it is a minimum of 2.0 metres. All streets in medium- and high-density institutional, retail and commercial areas have sidewalks on each side that are at least 2.0 m wide, or wider than the minimum local municipal standard and are on both sides of the street.			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
21. Functional building entrances for institutional, commercial, and industrial uses are oriented towards the street and are clearly identifiable and prominent with direct access to public sidewalk, pedestrian connections and transit facilities.			2	
22. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets and provide increased shading on the pedestrian path.			1	
23. All major pedestrian routes, transit stations and major transit stations have the following features, which are adequate to meet the projected demand on-site: • weather protection • seating • waste baskets • lighting • route information • bicycle parking			1	
Lighting				
24. Streets in employment areas and institutional areas have pedestrian-scaled lighting and are limited to a height of 4.6 meters.			1	
25. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.			1	
Cycling Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
26. A connected and destination-oriented cycling network is provided throughout the proposed development, including a variety of on- and off-street bikeway facilities. These provide an appropriate degree of separation from motorized traffic, taking into account the speed and volume of traffic on the street. These on-street bikeway facilities must include: • bicycle lanes • sharrows • signed routes • multi-use paths on the boulevard In areas where the anticipated higher truck volume, on-street bikeway facilities should provide a greater degree of separation from motorized traffic. Where there is a local Bicycle Plan, the bikeway network proposed in the Plan is implemented in the development area, and opportunities to enhance, or connect, the proposed bikeway network are identified.			1	
Traffic Calming				
27. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.			N/A	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
28. In greenfield development, or where new streets are introduced through infill (re)development, traffic calming is achieved by using any of, but not limited to, the following: • Minimum traffic lane widths • Minimum number of traffic lanes in the roadway • Separated and protected bike lanes • Traffic Islands • Curb extensions to visually highlight pedestrians and slow traffic • Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists)			3	
EFFICIENT PARKING				
29. Limit Automobile parking in industrial, commercial and institutional project sites through: • Adhering to minimum parking requirements as per the local parking by-law, or • A parking reduction approved through a minor variance on the site.			2	
30. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).			1	
31. Where zoning by-laws permit provide reduced automobile parking ratios for buildings and other facilities within 800 meters of a higher order transit stop.			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
32. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.			2	
33. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.			N/A	
34. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt			2	

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY /5

Density targets /5

(Tick correct box)

- ☐ Greenfield targets
- ☐ Urban Growth Centre targets

SERVICE PROXIMITY /17

Transit proximity	/2
Major Transit Station Area targets	/1
Safe & comfortable transit access	/3
Proximity to public services and retail	/2
Proximity to park, square or open space	/6
Convenience commercial in key locations	/2
Proximity to cycling network	/1

LAND USE MIX /6

Employment Lands	/2
Retail uses on ground floor	/1
Mix of land uses	/3

STREET CONNECTIVITY /10

Complete Streets	/1
Non-grid streets avoided	/2
Reverse-frontage streets avoided	/1
Active transportation connectivity	N/A
Small blocks	/3
Frequent intersections	/3

STREETSCAPE CHARACTERISTICS /12

On-site amenity areas	/1
Linear and nodal ICI development	/2
Sidewalks	/1
Street trees	/1
Pedestrian route and transit station amenities	/1
Connected bike network	/1
Lighting ICI areas	/1
Public outdoor lighting	/1
Traffic calming	/3
Traffic calming enhances comfort and safety	N/A

EFFICIENT PARKING /8

Limit Automobile Parking	/2
Provide reduced parking ratios	/1
Identify systems for shared parking spaces	/1
Parking location	/2
Above-ground parking design	/2
Bicycle parking	N/A

TOTAL*: /58

GOLD:	80-100%
SILVER:	70-79%
BRONZE:	60-69%
PASS:	50-59%

*Should certain standards not apply, the total score will be reduced accordingly.

Appendix B

Application Submitted

☐ Site Plan Control ☐ OP/Zoning By-law Amendment ☐ Draft Plan of Subdivision ☐ Block Plan

☐ Secondary Plan

Office Use Only

Municipality: ☐ Brampton ☐ Caledon ☐ Mississauga

Date Received:_____ Planner:_____ Application No.:_____

Is this HDA revised from an earlier submission? ☐ Yes ☐ No

Property and Applicant

Address of Subject Land (Street Number/Name):_____

Applicant

Name:_____ Telephone:_____ E-mail:_____ Registered Owner: _____

Proposal Description

Gross Floor Area:_____Number of Storeys:_____Number of Units: _____

Project Summary (describe how the project contributes to a healthy community)

Region of Peel
working with you

PEEL ICI HEALTHY DEVELOPMENT ASSESSMENT (SMALL-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual Score
DENSITY				
1. If density considerations were not included in the block plan or large scale development application, please provide comments on how institutional or employment area density is addressed by the site plan (small-scale) development application.			N/A	
SERVICE PROXIMITY				
Transit				
2. 100% of the functional entries in the proposed development are situated within a 400-meter walking distance of an existing or planned transit stop (as identified by Brampton Transit, MiWay or Go Transit) or 800-meters of higher order transit stop.			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians: •Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians (1 point) •Pathway to transit site contains pedestrian scaled lighting (1 point) •Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)			3	
4. Areas within 800m of a Higher Order Transit stop are developed to meet Major Transit Station Area density targets.			1	
Services and Retail				
5. At least 75% of the proposed functional entrances are situated within 800m of: • Grocery Store or Supermarkets (0.5 point) • Full Service restaurant, cafe, or diner that does not provide a drive-thru (0.5 point) And • 5000m2 of personal service and commercial retail space comprising a mix of uses such as a pharmacy, bank, dry cleaner, or hair salon. (1 point)			2	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
6. The functional entry of the proposed development is within 800-meter walking distance of a planned or proposed natural open space, green space, or public square that contains pedestrian infrastructure (e.g. walking path).			2	
Cycling Infrastructure				
7. At least 75% of the project's functional entrances are within 400 meters of an existing or planned cyling network that is connected to higher order transit.			2	
LAND USE MIX				
8. Where permitted, employment lands include small scale amenity retail services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.			2	
9. Retail uses on the ground floor are provided in institutional, commercial and light industrial buildings.			2	
STREETSCAPE CHARACTERISTICS				
On-site Amenity Areas				
10. On-site common outdoor amenity, social gathering or recreation spaces are provided and contain: • Appropriate green space of natural open space, •Adequate amount of seating, •Covered all-weather seating, •Mixed-used space and street furniture, •Weather protection and shade along pedestrian pathways, •Waste baskets			1	
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
11. Safe, direct and universally accessible pedestrian routes are provided from functional building entries to off-site pedestrian networks and priority destinations. Destinations can include transit stops, existing trails or pathways, schools, community centres and commercial areas.			1	
12. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets and provide increased shading on the pedestrian path.			1	
Lighting				
13. Lighting and light standards in public outdoor areas, such as pedestrian walkways, pathways to transit stops, common amenity or recreation spaces, plazas and parking areas relate to the pedestrian and are limited to a height of 4.6 meters.			1	
Traffic Calming				
14. Traffic calming elements are designed to increase comfort and safety for means of active transportation, so as not to unduly create hazards or obstacles for pedestrians or cyclists.			N/A	
EFFICIENT PARKING				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
15. Limit automobile parking in industrial, commercial and institutional project sites through: • Adhering to minimum parking requirements as per the local parking by-law, or • A parking reduction approved through a minor variance on the site.			1	
16. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).			1	
17. Provide preferential parking for car pool or car share vehicles. Preferred parking for these vehicles is provided by incorporating signage and/or pavement markings.			1	
18. For institutional and employment uses, parking is located away from the street to the rear or to the side or is located underground.			2	
19. For commercial, industrial and institutional areas within 400m of higher order transit, provide at least 10 additional publicly accessible, short term bicycle parking spaces per building on the project site or within the public boulevard in addition to the bicycle parking required from the local bicycle parking standards.			1	

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
20. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design: • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • light-coloured materials instead of black asphalt			1	
21. The development must meet or exceed the higher of: • local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or • The Minimum Bicycle Parking Standards outlined in the HDA User Guide.			1	
22. Bicycle parking is located in a highly visible and publicly accessible location at-grade adjacent to the primary functional entrance of the building, or on the first parking level of the building below grade. Bicycle parking is secure, covered and basic bike maintenance tools (e.g. bike pump or patch kit) are provided for employee or public use.			1	

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

DENSITY — N/A

Density targets

SERVICE PROXIMITY — /12

Transit proximity	/2
Major Transit Station Area targets	/1
Safe & comfortable transit access	/3
Proximity to park, square or open space	/2
Proximity to commercial retail	/2
Proximity to cycling network	/2

LAND USE MIX — /4

Employment Lands	/2
Retail uses on ground floors	/2

STREETSCAPE CHARACTERISTICS — /4

Common amenity areas	/1
Street trees	/1
Safe and direct pedestrian routes	/1
Public outdoor lighting	/1

EFFICIENT PARKING — /9

Limit Automobile Parking	/1
Identify systems for shared parking spaces	/1
Carpool and car share	/1
Parking location	/2
Above-ground parking design	/1
Bicycle parking	/1
Bicycle parking in proximity to higher order transit	/1
Bicycle parking location	/1

TOTAL*: /29

GOLD:	80-100%
SILVER:	70-79%
BRONZE:	60-69%
PASS:	50-59%

*Should certain standards not apply, the total score will be reduced accordingly.