



Several form and character guidelines applicable to infill commercial development on the subject property are identified as follows:

1.3.1.1 Safety and Accessibility Standards:

- (b) Well-defined public and private spaces, adequately lit exterior spaces and clear sightlines should be considered to create healthy, safe environments.
 - i. *Parking lots should be designed so that pedestrian access is clearly separated from driveways and parked vehicles. At the main entrance, the public street and parking areas should be linked by a walkway.*
- (d) *Building entrances should be well defined through architectural means such as overhangs, porticos and awnings. Primary entrances should be clearly expressed and easily accessed from the public street*

1.3.2 Improve the Public Realm:

- (d) *Treat as frontages all façades of multi-family, commercial and industrial buildings that front onto transportation corridors Do this with entrances, significant glazing and windows to create active connection to the public realm. ... Orient buildings to ensure that the building frontage and pedestrian access face the public street.*
 - i. *Vary a building's horizontal articulation at the pedestrian level. Avoid creating blank or undifferentiated façades at the ground level.*
- (i) *Service doors (e.g. an overhead door to a loading dock) should not be located on a building façade that faces a street. Service doors should be designed to fit in with the overall design of the building.*

1.4.1 Active Transportation:

- (a) *Enhance connections to a defined and continuous system of pathways, trails and sidewalks with clear sightlines. Support easy barrier-free walking and cycling access.*
 - iii. *Incorporate the following along the public street: courtyards, sitting areas, eating areas, view outlooks, public art and local points of interest on the property or on the adjacent public street.*

1.4.3 Managing Vehicular Impacts:

- (a) Reduce negative visual and land use impacts of parking and parking garages by locating them underground or at the rear of a site. Reduce the amount and size of at-grade parking areas and locate them away from public areas, views and streetscapes by giving preference to locating parking underground where feasible and at the rear of the property where underground parking is not feasible.



- ii. Provide trees, shrubs and vegetated swales and/or rain gardens within the site's parking areas and along abutting public streets and places. Cluster parking in groups of eight and intersperse significant (i.e. the inclusion of trees and shrubs) landscaping between clusters.
- (b) Improve standards for the delivery and pick-up of goods and services in new developments (e.g. loading, access maneuvers, garbage/recycling/organics pick-up and storage). Provide appropriate locations for loading bays and service areas, consider safe pedestrian access, and avoid negative visual impacts to public and private places, streets and views.

1.5.3 Landscaping in the Public Realm:

- (k) Plant trees and other vegetation along streets, in parking areas and in other paved open spaces, particularly large parking lots, roads, sidewalks and driveways.

1.6.2 Building Design Considerations:

- (c) Building design should, as a first priority, respond to site context, neighbourhood scale, community integration, and urban design improvements and landforms. (See objective 1 for public realm design practices.)
 - v. Vary building mass to minimize its scale. Avoid box-like design and monolithic forms
 - vii. Address the compatibility of scale between new buildings and existing adjacent buildings, especially in infill situations. For example, terrace building massing down to avoid significant height changes, and incorporate similar floor elevations with existing buildings or create the illusion of having done so.
 - viii. Orient buildings so that blank walls are not visible from the street and do not negatively impact adjacent properties. Commercial building façades that face vacant or underused properties should have interesting texture, materials, colour and/or form.
- (d) Use building mass and detailing to emphasize the entrance to buildings.
 - i. Ensure that pedestrian building entries are fully visible from the public streetscape, clearly articulated and accessible.
 - v. Commercial buildings should contain significant windows and entrances along all public streets and public spaces to add to street vitality and the comfort and safety of pedestrians and cyclists.

Additional development permit guidelines may be deemed relevant through the Development Permit review process