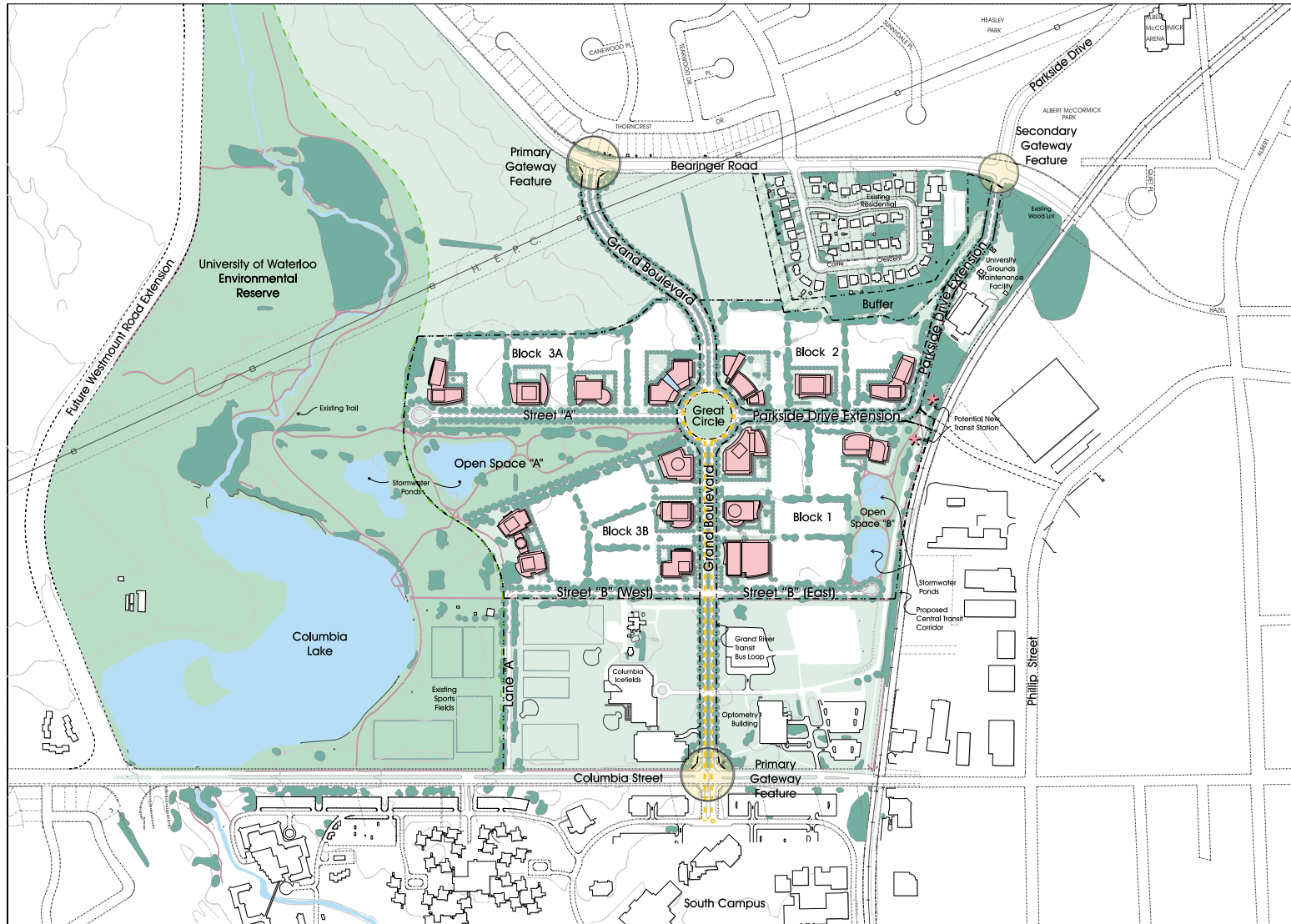


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


University of Waterloo Research & Technology Park

Conceptual Site Plan



March 2002



-  Possible Research & Technology Buildings
-  Pedestrian and Bike Trails
-  Future K/W Transit Bus Loop

1.0 INTRODUCTION

1.1 Background

The University of Waterloo, together with its partners the Region of Waterloo, the City of Waterloo, Communitech and Canada's Technology Triangle, and with the support of the Government of Canada and the Province of Ontario, is transforming a portion of its North Campus into a leading, environmentally-sustainable research and technology park.

1.2 The University of Waterloo Research and Technology Park

Situated north of Columbia Street, the University of Waterloo Research and Technology Park (UW Research and Technology Park) will consist of approximately 1.2 million square feet of floorspace in several buildings spread across nearly 120-acres of land owned by the University of Waterloo. These buildings will house technology intensive companies undertaking applied research and innovative product development in co-operation with the University of Waterloo. The UW Research and Technology Park will contain a building housing an Accelerator Centre of approximately 20,000 square feet, which is to provide space for new and growing local companies.

The University of Waterloo, its partners and the community envision an environmentally sustainable research and technology park in a campus like setting overlooking the Laurel Creek valley lands. The quality and character of the UW Research and Technology Park will be consistent with the University's South Campus.



Laurel Creek

The UW Research and Technology Park has been designed to establish a distinct sense of place. A grand landscaped boulevard draws people into the site from Columbia Street and connects them to Bearinger Road, through a great circle at the height of land that serves as the focal point for the development. Distinctive gateway features mark the entrance to the Park. Attractively designed buildings frame the Great Circle and Grand Boulevard and respond to the surrounding landscape of Laurel Creek and Columbia Lake. An open space accommodating storm water ponds reaches into the heart of the site from the University's Environmental Reserve. Other open spaces and informal gathering spaces are integrated with the research facilities. Highly visible trails and pathways thread their way throughout the Park connecting it to the city and beyond. Bus routes service the site. In the future, light rail transit may service the site.

1.3 Objectives, Purpose and Interpretation of the Guidelines

The University of Waterloo would like to create a distinct and strong sense of place at the UW Research and Technology Park by ensuring that the quality of the public realm and infrastructure is commensurate with the significance of the Park, and that the quality and character of individual developments are consistent, while allowing for expressions of corporate image.

This *Development Handbook and Design Guidelines* applies to the lands to be developed for the Park. It is intended to provide guidance to developers, tenants and users of the UW Research and Technology Park to ensure that future development is consistent with the objectives of the University of Waterloo. This handbook and guidelines is to be used in conjunction with the City of Waterloo's Site Plan Guidelines and is intended to assist the City in their review and evaluation of site plans brought forward for the UW Research and Technology Park.

This document allows room for interpretation, consistent with the overall spirit and intent of the conceptual site plan for the UW Research and Technology Park. It should be read in conjunction with approved policies and regulations including the University of Waterloo's Campus Master Plan, the Region of Waterloo's Official Policies Plan, the City of Waterloo's Official Plan, Zoning By-law, Site Plan Guidelines, Sign By-law and Entrance Features Policy. Tree species lists approved by the University, the Region and the City should also be consulted.

1.4 Outline

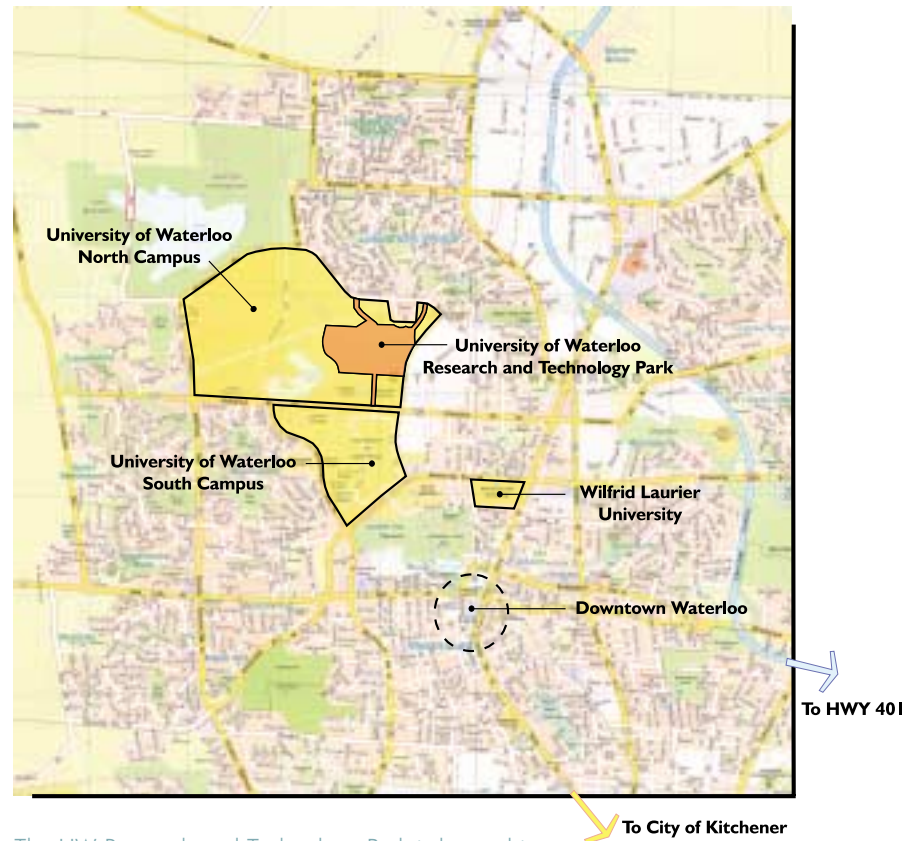
This *Development Handbook and Design Guidelines* begins by describing the physical setting and context for the UW Research and Technology Park. It then describes the conceptual site plan for the UW Research and Technology Park and establishes broad guidelines for the various elements of the park. These urban design guidelines address streetscape, landscape design, built form, parking, signage and street furniture.

2.0 CONTEXT

2.1 The Research and Technology Park Site

The UW Research and Technology Park is located north of Columbia Street in the University of Waterloo's North Campus. The North Campus is approximately 700 acres in size and is situated immediately south of the Laurel Creek Reservoir near the City of Waterloo's northern boundary with the Township of Woolwich.

At just under 120 acres in size, the UW Research and Technology Park site is bordered by an agricultural field and an established residential neighbourhood on the north, a rail line on the east, University-related uses on the south and the University's Environmental Reserve on the west. A north-south ridge runs approximately up the centre of the site. From this, the land gradually slopes towards the east and the west. Slopes towards Columbia Lake are relatively steeper than those to the east. Several hedgerows punctuate the lands. Some of these hedgerows have been identified as having environmental or aesthetic value. These hedgerows and other trees are identified in the Trees to be Saved Plan. The conceptual site plan responds to the natural topography of the site and integrates many of its natural features.



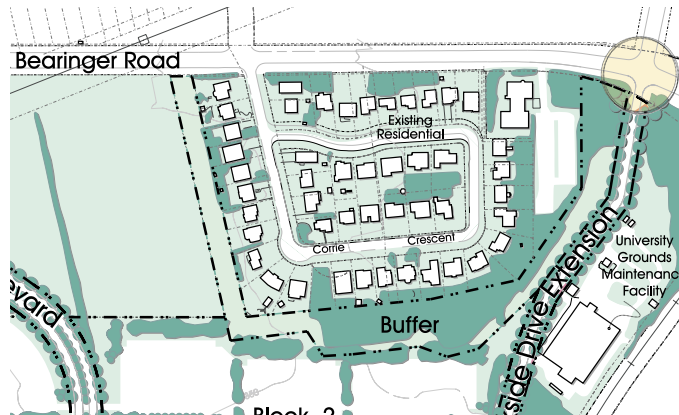
The UW Research and Technology Park is located in the University of Waterloo's North Campus.



Corrie Crescent Neighbourhood



University Grounds Maintenance Facility



An environmental buffer surrounds Corrie Crescent, ensuring that new and existing uses are compatible.

2.2 Responding to the Surrounding Area

The UW Research and Technology Park is situated in an established part of the City and is surrounded by environmental, residential, industrial, commercial and institutional uses. It is this context, and the specific uses discussed below, that provide the setting for the planning and designing of the UW Research and Technology Park.

North of the UW Research and Technology Park, on the south side of Bearing Road, is a residential neighbourhood and the University's grounds maintenance facility. Known as Corrie Crescent, the residential neighbourhood is surrounded on the south and east sides by a mixed deciduous woodlot. The grounds maintenance facility consists of several buildings and a fenced outdoor storage area.

The conceptual site plan for the UW Research and Technology Park responds to these conditions by establishing an environmental buffer around Corrie Crescent. This buffer will be enhanced through additional tree plantings. A landscaped berm will be introduced at the southeast corner of the buffer adjacent to the Parkside Drive Extension. Care should be taken to ensure that fill is not placed directly over tree root zones. The conceptual site plan also contemplates improvements to the physical appearance and layout of the grounds maintenance facility to ensure that it reinforces the area's new role as a gateway into the Park.

Once owned by CN, the rail corridor on the east side of the UW Research and Technology Park was recently used for the Waterloo-St. Jacobs Tourist Train Line. This line has since been acquired by the Region of Waterloo who is studying the feasibility of using it as part of the proposed Central Transit Corridor which would link Cambridge, Kitchener, Waterloo, St. Jacobs and Elmira, via light rail transit technology.

A transit station serving the needs of the University of Waterloo could be placed within the UW Research and Technology Park either north or south of the possible future connection to Phillip Street. The conceptual site plan responds to the opportunity for light rail transit through the appropriate siting of buildings. Buildings east of the Central Boulevard should also acknowledge the rail transit corridor through the placement of entrances, treatment of facades and creation of tertiary pedestrian connections.

East of the rail line is a collection of commercial and industrial uses fronting Phillip Street. The majority of uses along this corridor are similar in function, if not in building type, to those contemplated for the UW Research and Technology Park. Buildings within the UW Research and Technology Park will be distinct from these buildings.

To the south of the UW Research and Technology Park are the University's Optometry Building (and associated parking facilities), Columbia Icefields, daycare facilities, the historic Brubacher House Museum and

assorted recreational playing fields. These uses separate the UW Research and Technology Park from Columbia Street and the University's South Campus.

Integration is achieved through two grand gestures - the Great Circle and the Central Boulevard - which together draw people into the heart of the Park. Buildings acknowledge and address the Great Circle and Central Boulevard and create a strong sense of arrival.

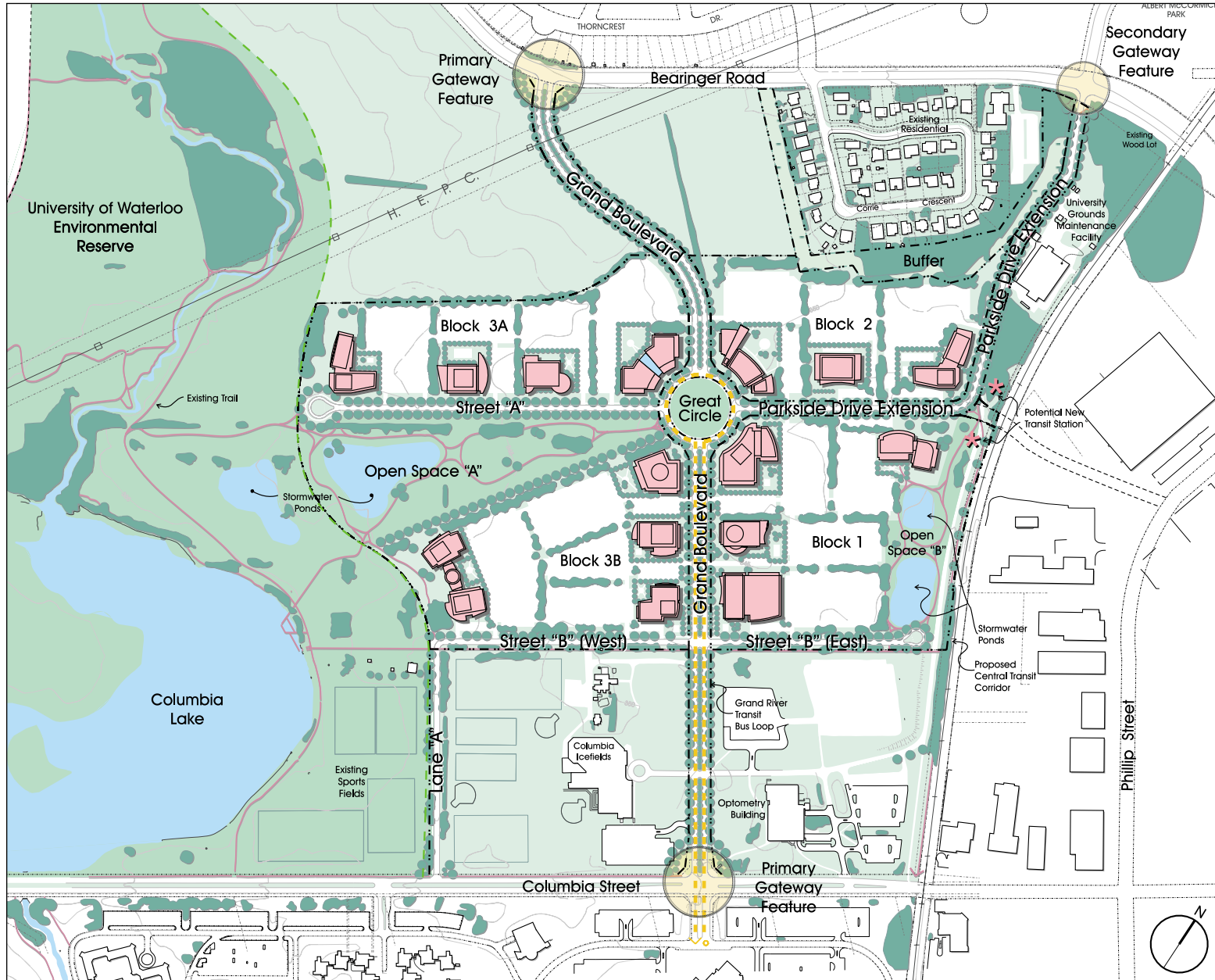
The University's Environmental Reserve bounds the UW Research and Technology Park on the west. Laurel Creek flows through the reserve connecting the Laurel Creek Conservation Area to Waterloo Park and Downtown Waterloo. This reserve also contains Columbia Lake and is threaded by the Trans Canada Trail System. The conceptual site plan embraces this natural feature and draws it in to the heart of the site. Buildings in this area address and overlook the extension and the Laurel Creek valleylands.



The Brubacher House Museum



Columbia Lake



Conceptual Site Plan

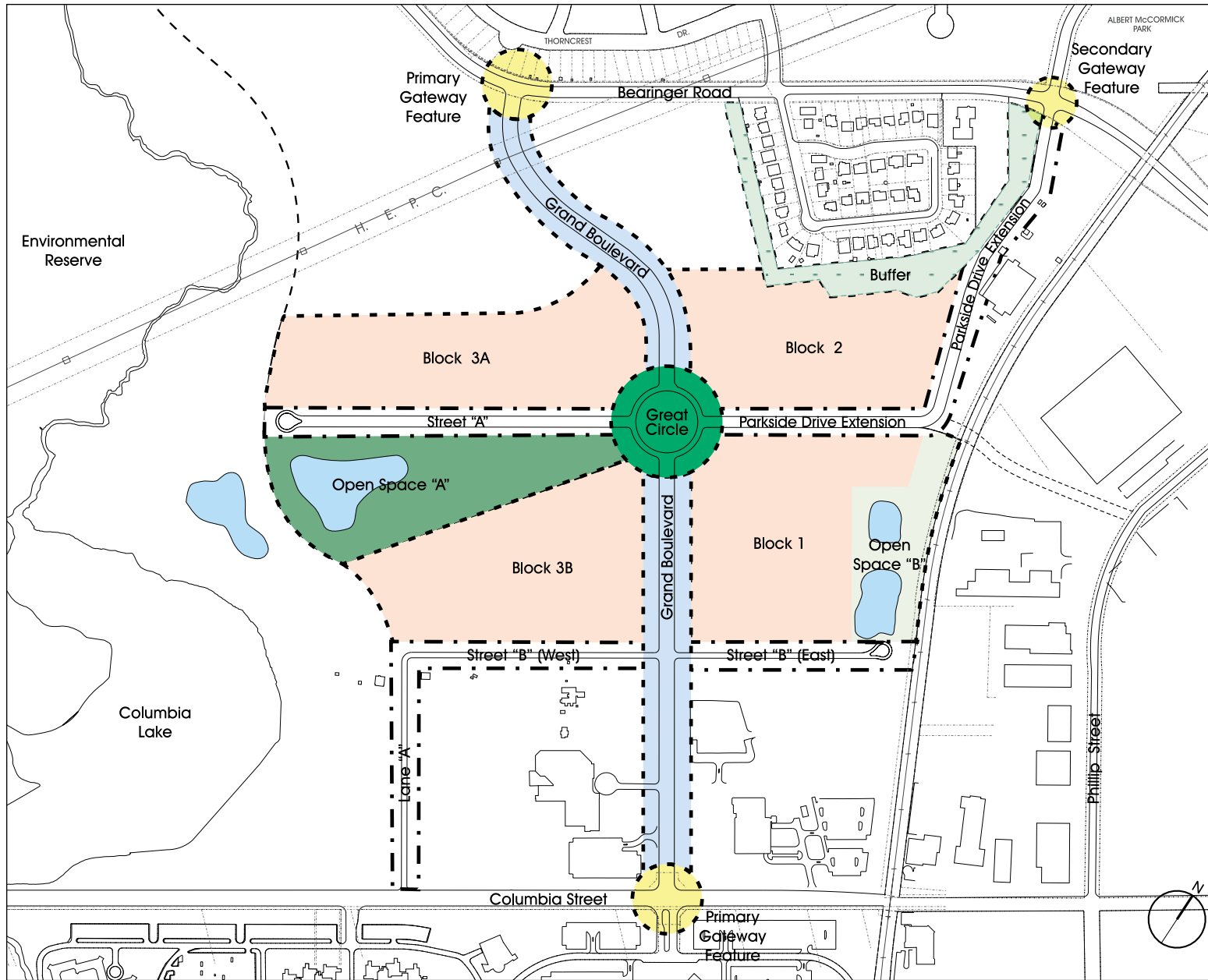


3.0 CONCEPTUAL SITE PLAN

The conceptual site plan for the UW Research and Technology Park is rooted in the site's physical setting and surroundings. The concept also addresses the dual design challenges of drawing people into the site from the surrounding streets, particularly Columbia Street, through strong urban design, while embracing the natural environment and responding to it in a more informal way. Buildings and streetscape will be designed to create a sense of identity through treatment of architectural feature, form, massing, scale, site layout, landscaping, signage and orientation.



Consistent landscape treatment creates a sense of continuity and identity.



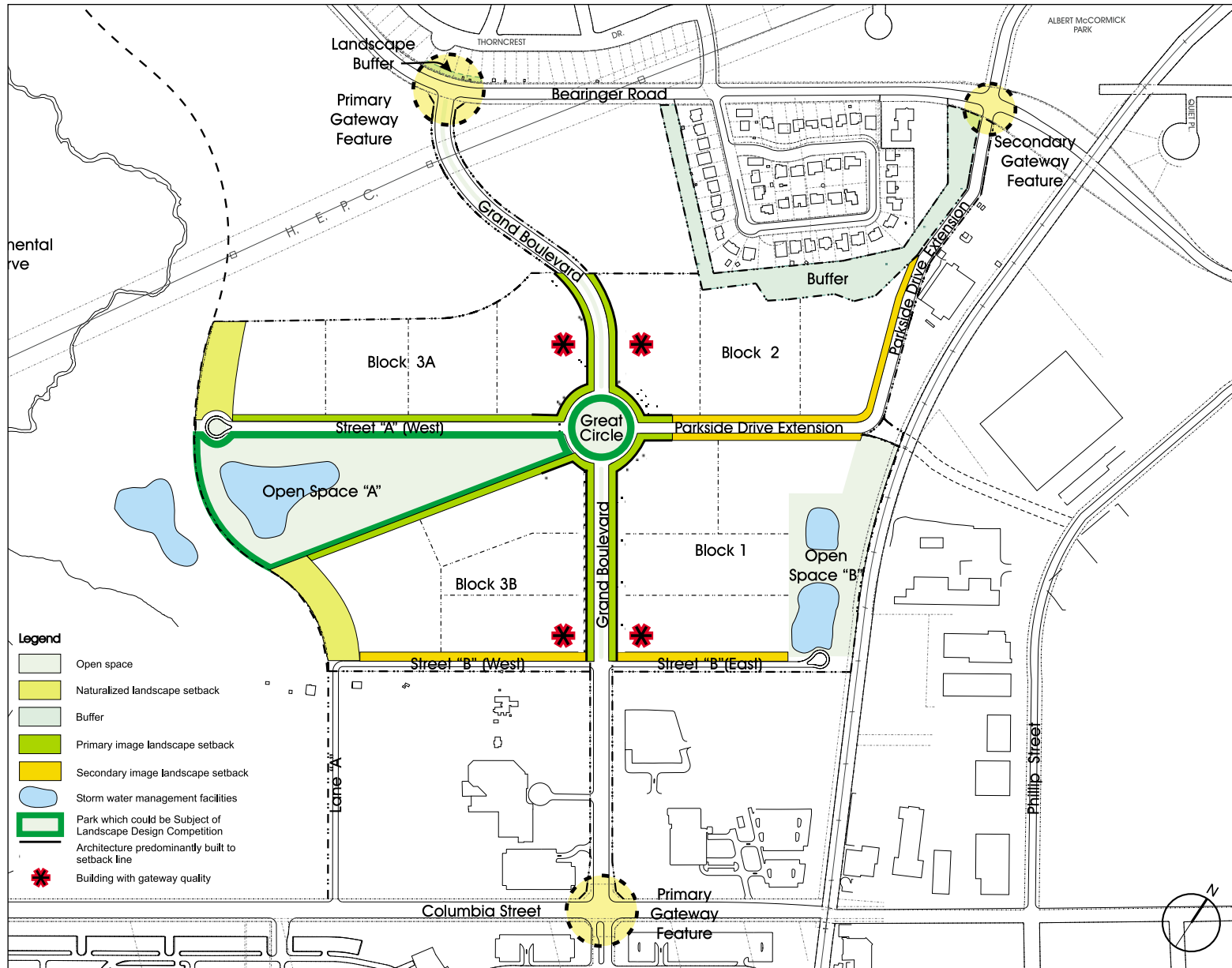
The UW Research and Technology Park consists of a series of design districts. These include:

- **Gateway Features**
- **The Grand Boulevard**
- **The Great Circle**
- **The Parkside Drive Extension**
- **Other Streets**
(Street "A", Street "B" (East) (West), Lane "A")
- **Open Spaces**
(Open Space "A" and Open Space "B")

Each of these districts will be distinct in character.



Engaging the natural environment with a balance between landscape and built form.



The relationship between these districts and adjacent development is illustrated through a series of key design elements. These elements are shown on the diagram on the opposite page and, where applicable, discussed below.

The following sections provide a general description of the overall direction or design principles for each of these elements. These directions and principles are further articulated through more detailed design guidelines and illustrations.



Design elements create a distinct sense of place.

3.1 Gateway Features

Concept

Access to the UW Research and Technology Park is marked by three gateway features. Primary gateway features are located where the Grand Boulevard intersects with Columbia Street and Bearinger Road. A secondary gateway feature is located at the intersection of the Parkside Drive Extension and Bearinger Road.



Concept Sketch: Primary Gateway Feature

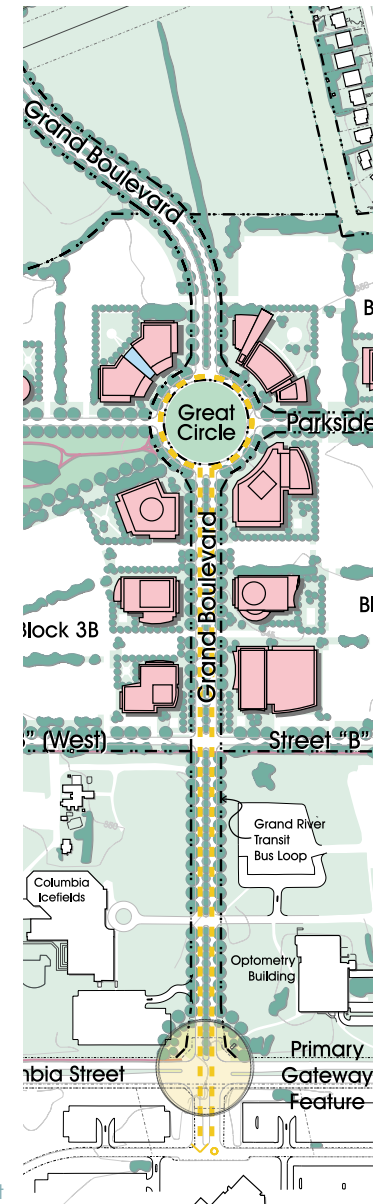
Guidelines

- Primary and secondary gateway features differ only in the magnitude of their design intervention and should be appropriately scaled.
- Gateway features should create a distinct sense of arrival into the UW Research and Technology Park. They should be predominantly composed of mature plantings (mixes of coniferous and deciduous) as well as perennial gardens that would reflect seasonal changes.
- Distinctive signage structures marking the entry to the UW Research and Technology Park should be integrated in the gateway features, the size of such signage reflecting whether it is a primary or secondary gateway.
- A four-season tree buffer should be planted on the north side of Bearinger Road, opposite the Grand Boulevard gateway feature, to minimize the impact of traffic on the adjacent residential properties.
- The University's grounds maintenance facility, particularly the Bauer Building, will be improved to its new role as a gateway into the Park.

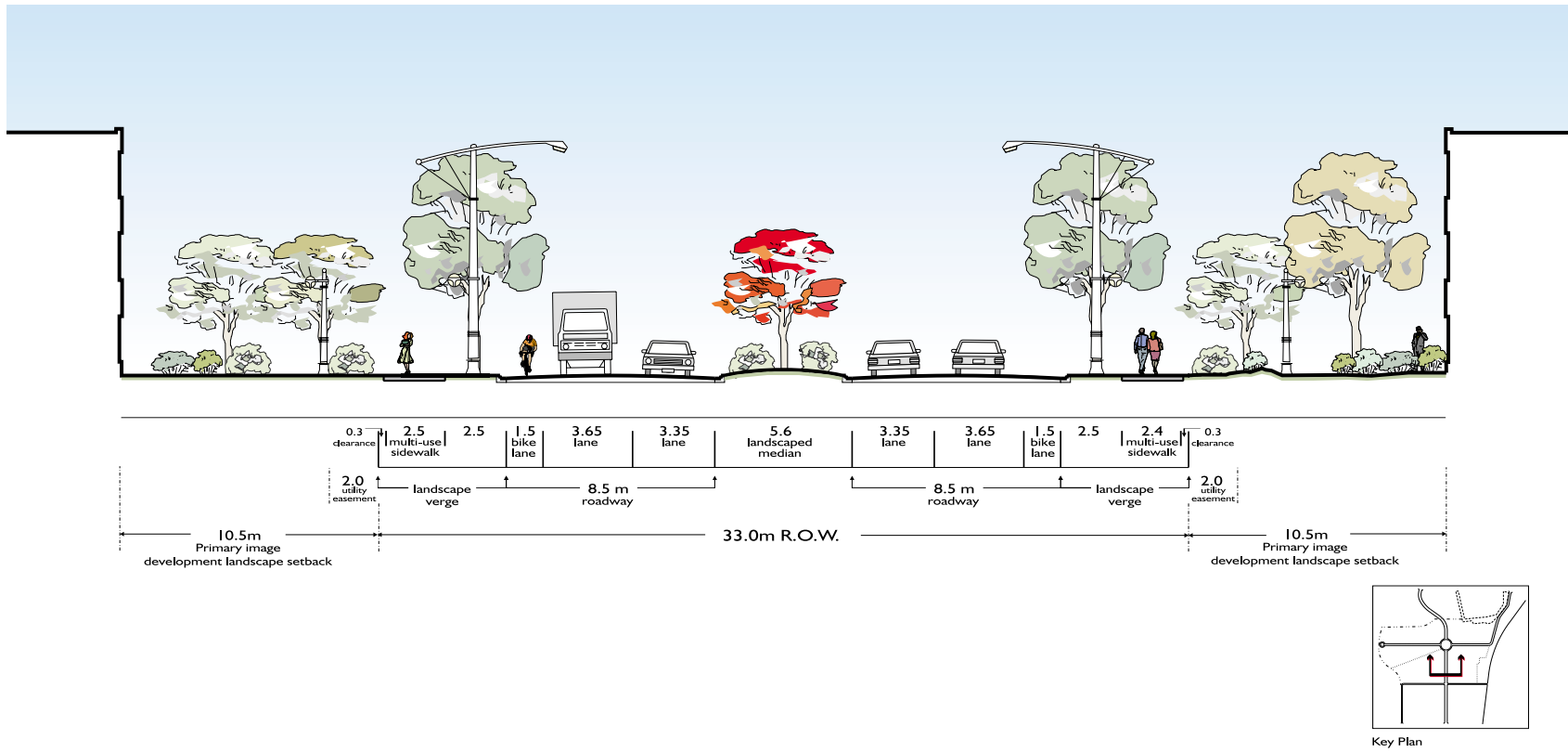
3.2 The Grand Boulevard and Adjacent Development

Concept

The Grand Boulevard and the Great Circle form the central image of the UW Research and Technology Park and are the primary organizing framework for the development. The boulevard is the main movement artery as well as the main focus for development. This sequence should create a strong and distinctive image of environmental responsibility and corporate identity.



The Grand Boulevard and Adjacent Development



Cross Section: Grand Boulevard

Guidelines

Grand Boulevard

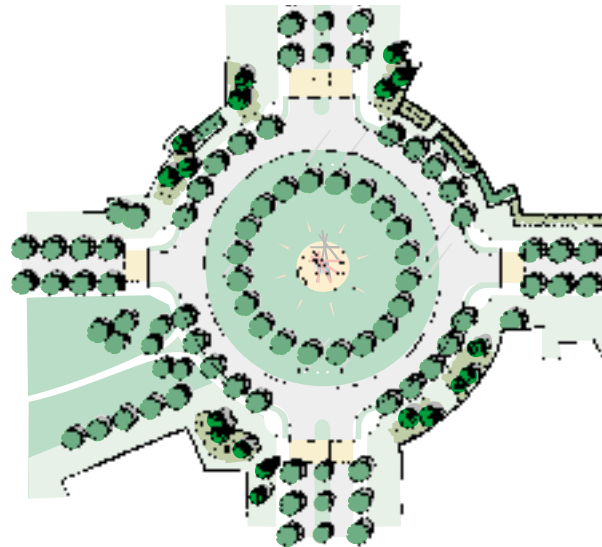
- The raised landscaped median will have a natural image utilizing groups of appropriate trees, such as sumach.
- Bicycle lanes will be incorporated within the roadway in both directions.
- The sides of the boulevard will be lighted and landscaped with continuous formal rows of deciduous trees. Hydro servicing will be provided underground.
- A multi-use sidewalk will be integrated within the landscape verge on both sides of the boulevard.

Setback and Landscape Treatment

- Buildings will be set back 10.5 metres from the Grand Boulevard.
- This setback is characterized as a primary landscape area where:
 - Primary landscape areas should convey a strong sense of environmental responsibility and corporate image.
 - Primary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed.
 - Parking will not be allowed between the boulevard right of way and building frontages.
 - Driveway access to parking areas will be permitted from the Grand Boulevard.

Built Form

- Buildings will be predominantly built to the 10.5 metre setback line to clearly define the edge of the Grand Boulevard.
- Buildings will be 3 to 4 storeys in height and of a scale appropriate to establish the character of the Grand Boulevard. In no event can any part of a building fronting on the Grand Boulevard be less than 2 storeys in height.
- Buildings at the northeastern and northwestern corners of the Grand Boulevard and Street "B" should mark the entrance to the Park and create a strong sense of arrival.
- Buildings along the Grand Boulevard at the northern most end of the Park should also have a gateway quality and create a strong sense of arrival.



Great Circle Conceptual Sketch

3.3 The Great Circle and Adjacent Development

Concept

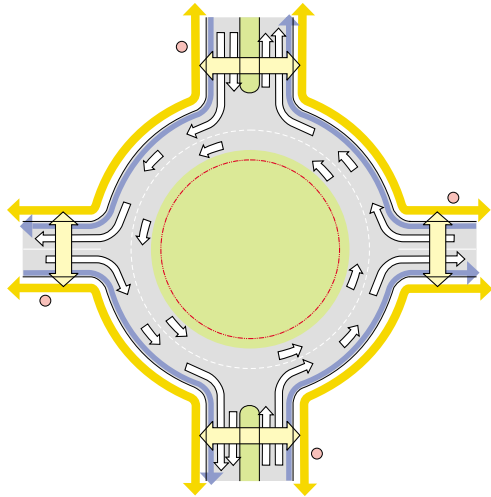
The Great Circle forms the centre of the UW Research and Technology Park and is the focus for development. It is located near the highest point in the Park and commands great views of the Park and surrounding area, acting in particular as the head of a new triangular open space that leads to the University's Environmental Reserve.

The design of the Great Circle should mark this focal point and create a strong and distinctive image, reflecting the technological, environmental and corporate functions of the Park. While primarily a landscaped area, it should contain appropriately creative and distinctive structures or elements to mark its location and significance. The design for the interior portion of the Great Circle could be the subject of a landscape design and/or public art competition.






Guidelines

Great Circle

- The Great Circle will accommodate pedestrian, cyclist, transit and vehicular circulation.
- The outer edge of the Great Circle right of way should be lighted and landscaped with a continuous formal row of deciduous trees. Hydro servicing will be provided underground.
- Pedestrian and cyclist crossings will occur away from the throat of the circle. Crossings will be yield or stop controlled and well demarcated to minimize the potential for conflicts and ensure safety.
- The design for the interior portion of the Great Circle could be the subject of a landscape design and/or public art competition.



Legend

	Pedestrian circulation		Vehicular circulation
	Bicycle path		Stop or yield control
	Pedestrian and cyclist crossing		

Great Circle Movement Diagram

Setback and Landscape Treatment

- Buildings will be set back 10.5 metres from the circle.
- This setback is characterized as a primary landscape area where:
 - Primary landscape areas should convey a strong sense of environmental responsibility and corporate image.
 - Primary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed.
 - Parking will not be allowed between the circle right of way and building frontages.
 - Driveway access to parking areas will not be permitted from the circle and should be taken from the Parkside Drive Extension or Street "A".

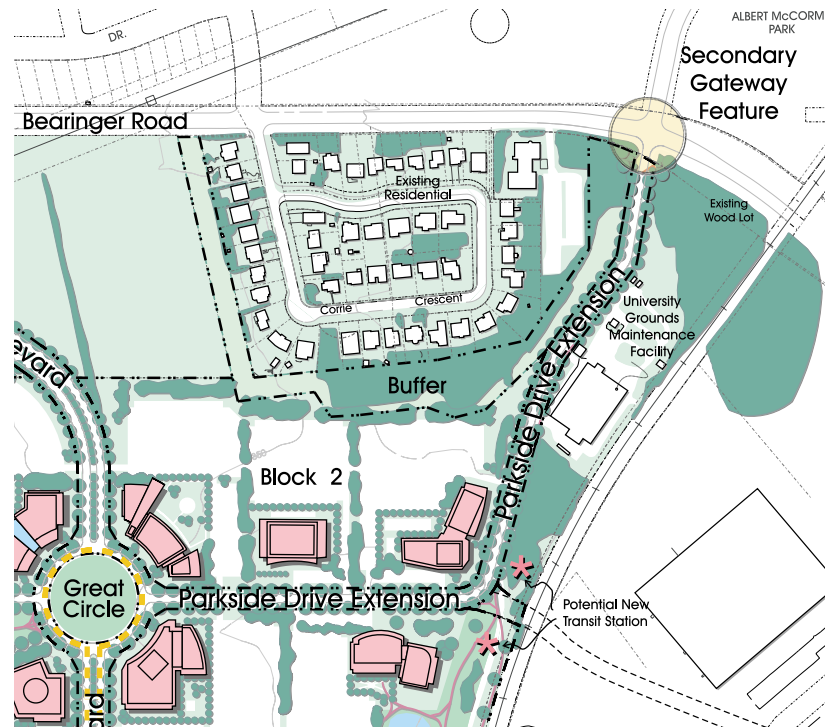
Built form

- Buildings will acknowledge and respond to the Great Circle. Buildings should be predominantly built to or front the 10.5 metre setback line.
- Buildings will be 3 to 5 storeys in height and of a scale appropriate to establish the character of the Great Circle. In no event can any part of a building fronting the circle be less than 2 storeys in height.
- High quality exterior cladding materials such as glass, steel, metal paneling and masonry must be employed on the building facades facing the Great Circle and its flanks on adjoining streets. Pre-cast paneling and exterior insulated finishing systems will not be allowed on the portion of the facade facing the Great Circle.

3.4 The Parkside Drive Extension and Adjacent Development

Concept

The Parkside Drive Extension connects the Great Circle to Bearinger Road and Parkside Drive. Its design should create a sense of arrival and continue an image of environmental responsibility and corporate identity.



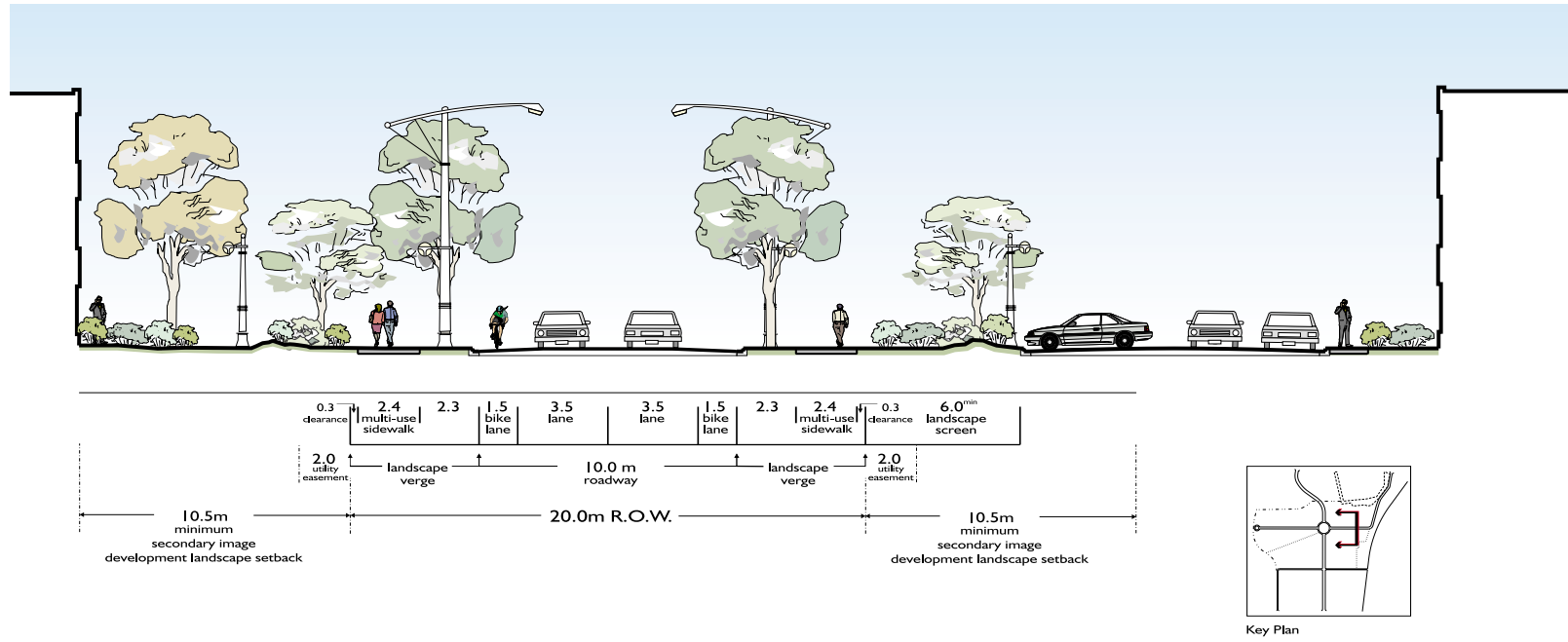
The Parkside Drive Extension and Adjacent Development

Guidelines

- Bicycle lanes will be incorporated within the roadway in both directions.
- The sides of the extension should be lighted and landscaped with continuous formal rows of deciduous trees. Hydro servicing will be provided underground, with the exception of the existing hydro line connecting to Bearinger Road.
- A multi-use sidewalk will be integrated within the landscape verge on both sides of the extension. Where the extension turns northward, the multi-use sidewalk on the west side of the street will be replaced with a pedestrian sidewalk.
- A landscaped berm will be incorporated into the verge adjacent to the southeastern corner of the Corrie Crescent Environmental Buffer to ensure compatibility between the homes and the Parkside Drive Extension. Care should be taken to ensure that fill is not placed directly over tree root zones. The Environmental Buffer will be enhanced with additional plantings.
- The conceptual site plan contemplates a long term road connection across the rail line to Phillip Street.
- The area north or south of this connection could be used for a transit station associated with the Central Transit Corridor. This station will serve the needs of the University of Waterloo.



The Environmental Buffer will be enhanced with additional plantings.



Cross Section: Parkside Drive Extension (East/West)

Setback and Landscape Treatment

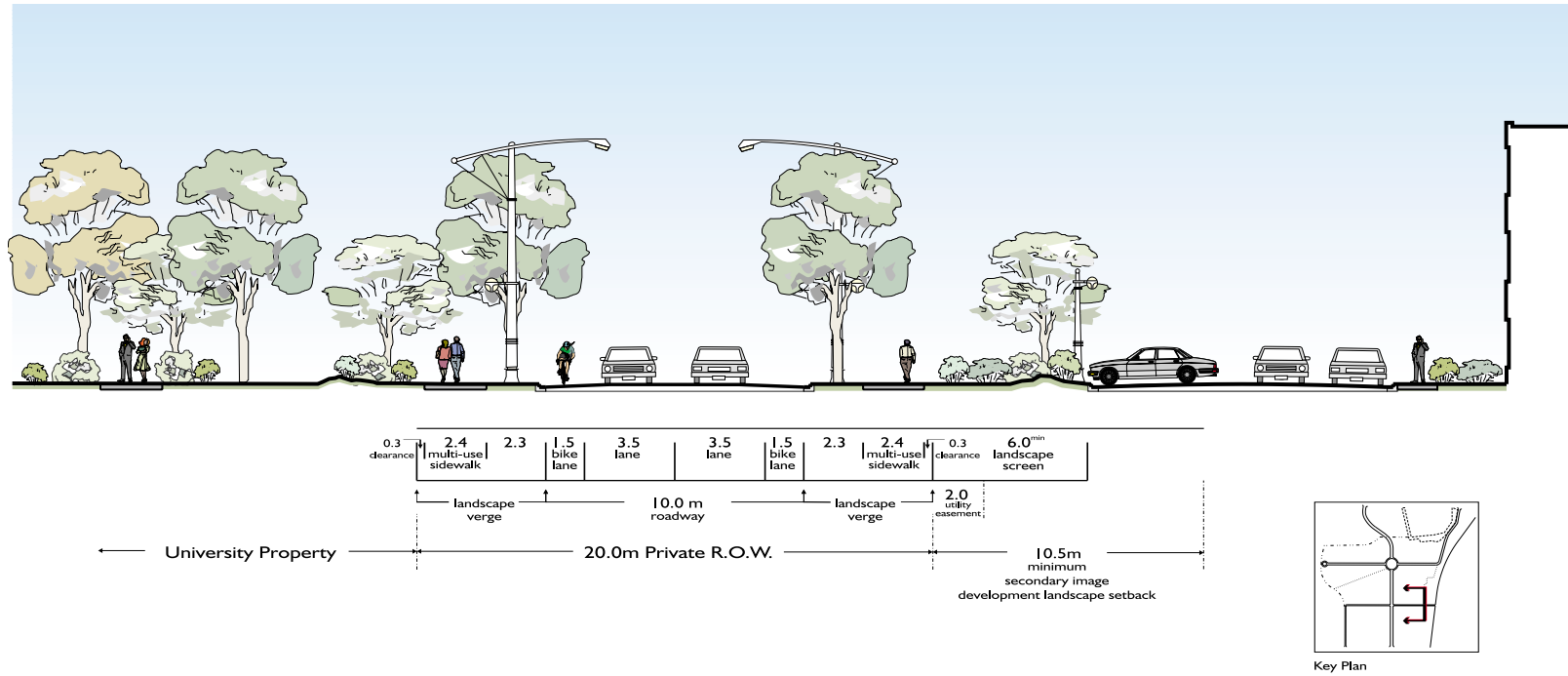
- Buildings will be set back 10.5 metres from the edge of the street.
- This setback is characterized as a secondary landscape area where:
 - Secondary landscape areas should continue a sense of environmental responsibility and corporate image.
 - Secondary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed. A limited amount of berming will be allowed where warranted and appropriate.
 - A limited amount of parking for visitors and space for "pick-ups" and "drop-offs" will be allowed off-street in the secondary landscape setback. Parking areas will be single loaded and appropriately screened.

Built Form

- Buildings will be situated towards the front of the property to address the street, although not necessarily built to the 10.5 metre setback line.
- In no event can any part of a building fronting on the drive or extension be less than 2 storeys in height.



University of Washington Fisheries Building



Cross Section: Street "B" (East and West)

3.5 Other Streets and Adjacent Development

Concept

A series of streets, owned and operated by the University of Waterloo, further subdivide the UW Research and Technology Park, completing and enhancing access to the development blocks. These include Street "A", Street "B" (East)(West) and Lane "A". Their design should foster a sense of place and image of environmental responsibility and corporate identity.

Guidelines

Street "A"

- Bicycle lanes will be incorporated within the roadway in both directions. The north and south sides of the street should be lighted and landscaped with a continuous formal row of deciduous trees incorporating multi-use sidewalks. Hydro servicing will be provided underground.
- Buildings will be set back 10.5 metres from the street.
- This setback is characterized as a primary landscape area where:
 - Primary landscape areas should convey a strong sense of environmental responsibility and corporate image.
 - Primary landscape areas should compliment and reinforce Open Space "A" and be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed.
 - Parking will not be allowed between the right of way and building frontages.
 - Driveway access to parking areas will be permitted from Street "A".

Street "B" (East) (West)

- In the case of Street "B" (West), bicycle lanes will be incorporated within the roadway in both directions. The north and south sides of the streets should be lighted and landscaped with a continuous formal row of deciduous trees incorporating multi-use sidewalks. Hydro servicing will be provided underground. The south side of the street will be appropriately landscaped.
- In the case of Street "B" (East), over the long term, bicycle lanes will be incorporated within the roadway in both directions. The north and south sides of the street will be lighted and landscaped with a continuous formal rows of deciduous trees incorporating multi-use sidewalks. In the short term, this street will be partially extended to provide access to development on the east side of the Central Boulevard and Open Space "B". Hydro servicing will be provided underground.
- Buildings will be set back 10.5 metres from the north side of the street.
- This setback is characterized as a secondary landscape area where:
 - Secondary landscape areas should continue a sense of environmental responsibility and corporate image.
 - Secondary landscape areas should be composed of lawn, a mix of mature coniferous and deciduous trees and gardens. Fences will not be allowed. A limited amount of berming will be allowed were warranted and appropriate.
 - A limited amount of parking for visitors and space for "pick-ups" and "drop-offs" will be allowed off-street in the secondary landscape setback. Parking areas will be single loaded and appropriately screened.

Lane "A"

- Lane "A" will provide limited access to the UW Research and Technology Park. The design and operation of this lane should respect the University's existing playing field complex.

Built Form

- Buildings along these streets should be located towards the front part of the property, although no consistent setback line is necessary.
- In no event can any part of a building fronting on these streets be less than 2 storeys in height.

3.6 Open Spaces

Concept

In addition to the formal elements of the Great Circle and the Grand Boulevard, the Park contains two important open space areas, where environmental best practices will be encouraged. These open spaces serve important storm water management and recreational functions. A new major open space, Open Space "A", links the Great Circle to the University's Environmental Reserve, accommodating a series of storm water management facilities and providing a park setting for adjacent development. Open Space "A" could be the subject of a landscape design competition alone or together with a similar competition for the interior portion of the Great Circle. A second open space, Open Space "B", lies next to the rail line near the southeastern corner of the Park. This park also accommodates a series of storm water management facilities.

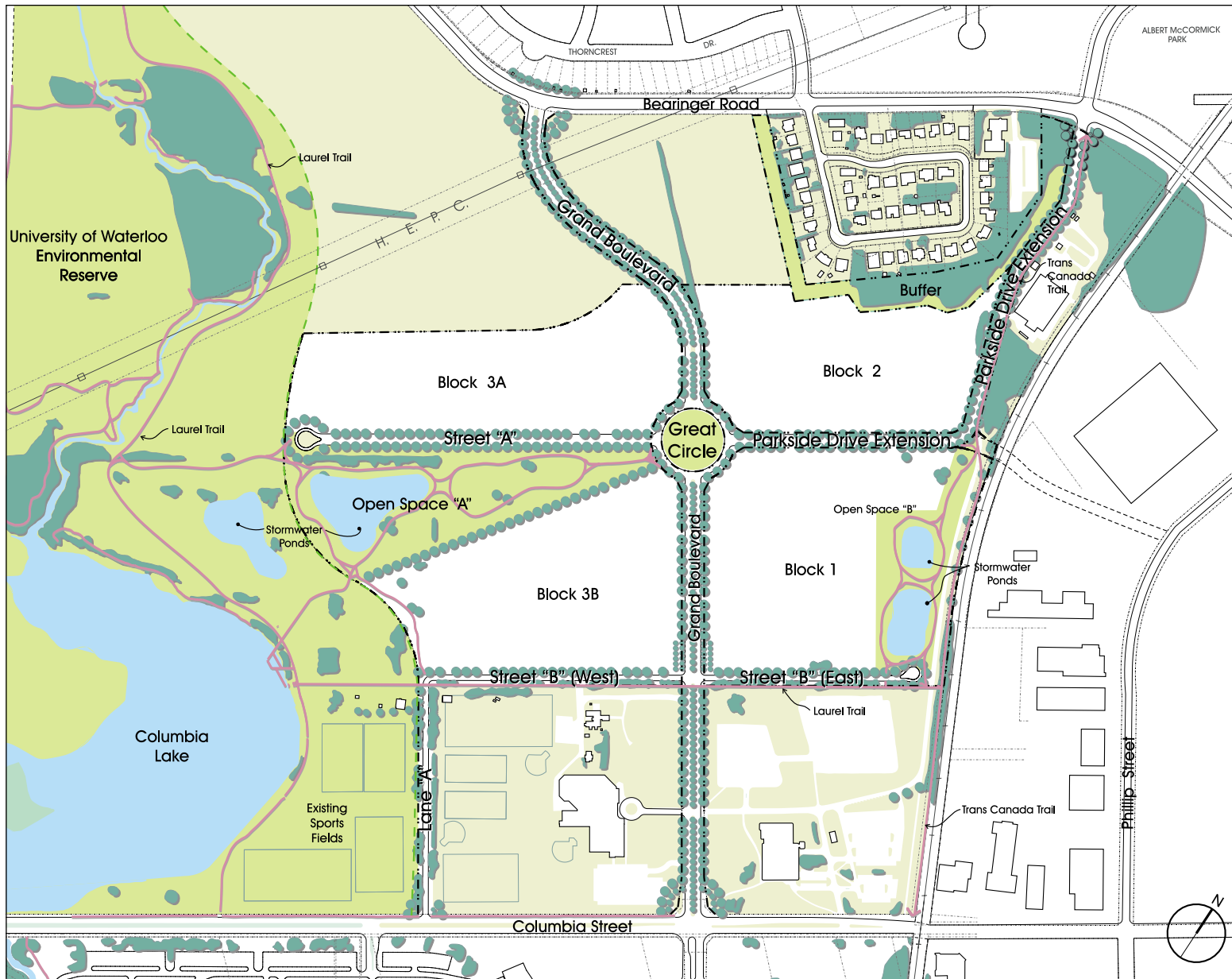


Laurel Creek

Guidelines

Open Space "A"

- This open space plays a number of functions that must be reflected in its design. As outlined in the Scoped Subwatershed Management Plan, it plays an important role in managing storm water runoff from the site. It is an important recreational resource for the workers and visitors to the Park, it provides a setting for the buildings on the west side of the Park and it forms an ecological greenway across the site.
- Open Space "A" could be the subject of a landscape design competition alone or together with a similar competition for the interior portion of the Great Circle.
- The southern edge of Open Space "A" will be framed by a 10.5 metre primary landscape area, which will be treated as an extension of the open space.
- Adjacent development should address Open Space "A" to create visual connection and foster a sense of safety and security.
- A naturalized landscape zone of at least 30 metres will be provided at the easternmost ends of the development parcels fronting the University's Environmental Reserve to allow for an appropriate landscape transition. These areas should be treated accordingly. Driveway access will be permitted in these zones.



Open Space "B"

- As outlined in the Scoped Subwatershed Management Plan, Open Space "B" plays an important role in managing storm water runoff from the site. It is also an important recreational resource for workers and visitors. It provides a setting for buildings on the east side of the Park and buffers them from the rail corridor.
- Visual connections between these buildings and the Open Space "B" will be important to foster a sense of safety and security. Strong and direct visual connection from the Parkside Drive Extension through Open Space "B" will also be important in this regard. Buildings on this development block should be appropriately setback from the railway corridor to accomplish this.
- The open space also incorporates a storm water management facility which is integrated within the landscape. These features should be reflected in the detailed design of the open space.



Careful treatment of edge conditions provides interest and accessibility.

3.7 Trail System

Concept

A series of bicycle and multi-use trails weave their way through the UW Research and Technology Park, connecting it to the community and the remainder of the nation via Laurel Trail and the Trans Canada Trail. The trail system shown on the diagram on the previous page, complements the existing trail system by introducing a series of new on and off street trails, integral to the open space system. The result is a system of primary, secondary and tertiary trails.



Laurel Trail

Guidelines

- The UW Research and Technology Park will be served by a comprehensive system of primary, secondary and tertiary trails.
- New pedestrian and bicycle trails should be connected to the existing trail system.
- New bicycle lanes and multi-use trails will be accommodated along the Grand Boulevard, the Parkside Drive Extension and Street "A". These primary trails compliment existing primary trails such as Laurel Trail and the Trans Canada Trail.
- A portion of the Trans Canada Trail will be replaced by the new multi-use trail along the east side of the Parkside Drive Extension. The abandoned portion of the Trans Canada Trail will be renaturalized.
- A portion of Laurel Trail will be replaced by the bicycle lane and multi-use trail along Street "B".
- New secondary pedestrian and bicycle trails also weave their way through Open Space "A" and Open Space "B".
- New tertiary trails facilitate pedestrian access to buildings from or across surface parking lots.
- The design of trails must ensure a sense of security and safety and be accessible to all members of the public through means such as lighting and emergency call boxes.
- Signage should be incorporated as part of the trail system, where appropriate.
- Trail materials should be impervious in areas of heavy pedestrian and cycling usage, and granular in areas of light use.

3.8 Building Design

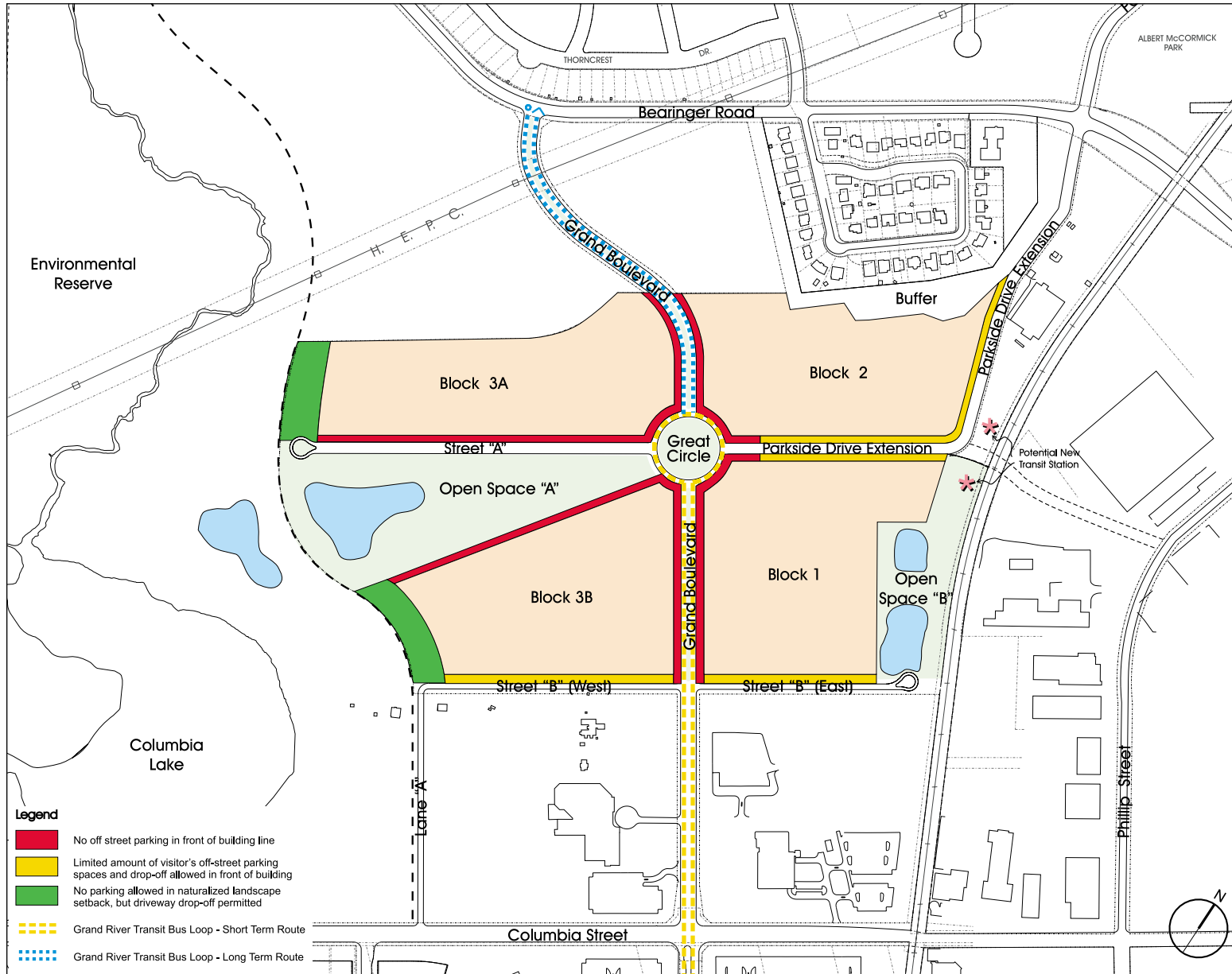
- While no specific overall architectural themes are established, individual buildings should be designed to create a distinct sense of place, while reflecting the modern research and technology functions and activities that they accommodate.
- Each building will have a unique and distinct design character. Their siting, landscaping and design should however contribute to the overall quality and sense of place of the various districts within the Park.
- High quality exterior cladding materials such as glass, steel, metal paneling and masonry must be employed, particularly on the front of the buildings. Pre-cast paneling and exterior insulated finishing systems could be allowed in appropriate locations and in appropriate proportions. Exposed concrete blocks will not be permitted.



UC Irvine Neuroscience Research Facility

3.9 Building Services

- Building are encouraged to make use, where feasible of environmental best practices such as passive and active solar technology, green roofs and environmental wastewater processing systems.
- To help reduce reliance on the automobile, buildings should incorporate safe and secure bicycle parking spaces and shower/change facilities for employees.
- Pedestrian access to buildings shall be safe and convenient with adequate protection from inclement weather through the use of canopies and arcades.
- Buildings shall have grade-related, barrier free entrances.
- Mechanical equipment located on the roof of buildings will be screened from public view although such equipment could be located within the structure.
- Every effort will be made to integrate servicing facilities into building structure, wherever possible.
- Outdoor refuse storage will not be allowed. Indoor refuse storage will be connected to and treated with the same materials and character as the principle building.
- Shipping and loading areas, transformers and meters will be located at the rear of buildings and screened from public view.
- Sufficient capacity for snow storage will be provided on each development block.



3.10 Public Transit and Parking

Concept

The UW Research and Technology Park will be served by surface transit. Buses will enter the Park from Columbia Street and service the Central Boulevard and Great Circle. It is anticipated that, as the Park develops bus services will be extended north along the Central Boulevard linking the Park to the surrounding neighbourhoods and the South Campus. The Park may also be serviced by light rail transit in the future.

The nature of the UW Research and Technology Park however, implies large areas of surface parking. Good design of these parking areas is an important part of establishing a distinct sense of place and conveying an image of environmental responsibility and corporate identity.

Guidelines

- Transit stops will be appropriately located along the Grand Boulevard.
- Parking should be accommodated in surface areas or structured facilities either above or below grade. On-street parking will not be permitted.
- Off-street parking will not be allowed in the front of the building line along the Central Boulevard, the Great Circle and Street A. The parking areas for such buildings should not extend beyond the building line.
- Parking will not be allowed in front of buildings facing Open Space "A" and adjacent parking areas should be adequately screened.
- A limited amount of visitor parking will be allowed off-street along the Parkside Drive Extension and Street "B" (East) (West) subject to conditions previously addressed in this Handbook.
- The perimeter of surface parking areas, particularly at adjoining lots, will be visually screened with a 6 metre minimum landscaped area.
- Parking areas will be generously landscaped to break up the extent of the surface parking area. Landscaped medians should occur at regular intervals and, to the extent possible, median biofiltration islands should be employed to accommodate storm water runoff.
- Shared access points to and internal connections between surface parking areas are encouraged.
- Pedestrian access to buildings from or across surface parking areas shall be safe and convenient. Where possible, landscape design should emphasize the primary pedestrian routes and provide weather mitigation.

3.11 Signage and Street Furniture

- A consistent system of signage for streets and building entries should be developed for the Park, while permitting the clear representation of individual building and corporate identity.
- A parallel and compatible interpretive signage system should be developed for the Park along bicycle, pedestrian and multi-use trails, particularly within the open space areas, to highlight environmental best practices and promote environmental education.
- Street furniture including seating, lighting, transit shelters, garbage receptacles and bike racks should reinforce the sense of place created for the Park and should reflect the same design standards for both public and private open spaces.

