20/ Minimize—and generally limit where possible—surface parking. Where surface parking is provided, the main parking area should be located within the interior of the site and to the rear of buildings. Surface parking is prohibited between the building and sidewalk.

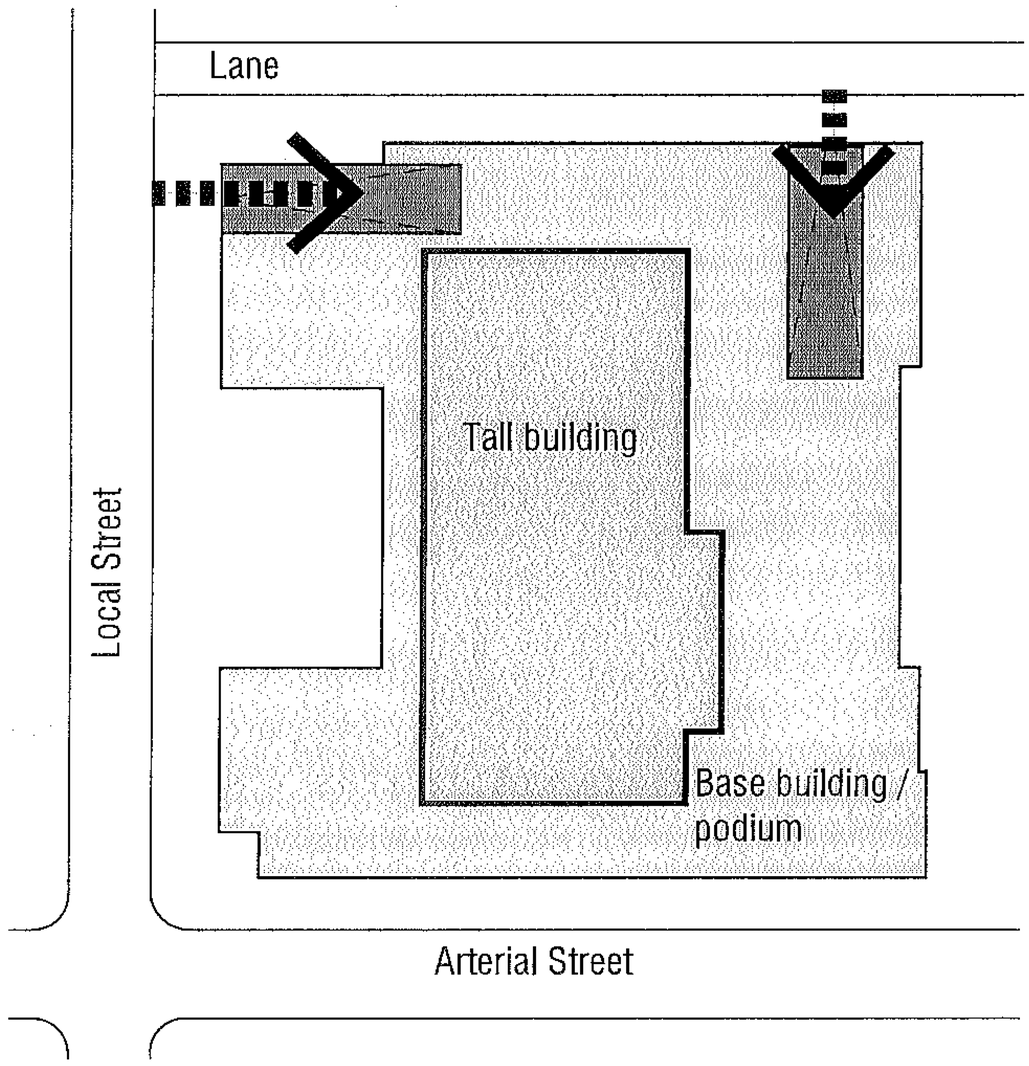
21/ Access for vehicular parking and services should be from collector or local streets and to the rear or side of the building.

22/ Vehicular entrances shall be consolidated to serve multiple buildings within each block in order to minimize the number of interruptions in the street wall and to reduce the number of potential conflicts with pedestrians and cyclists

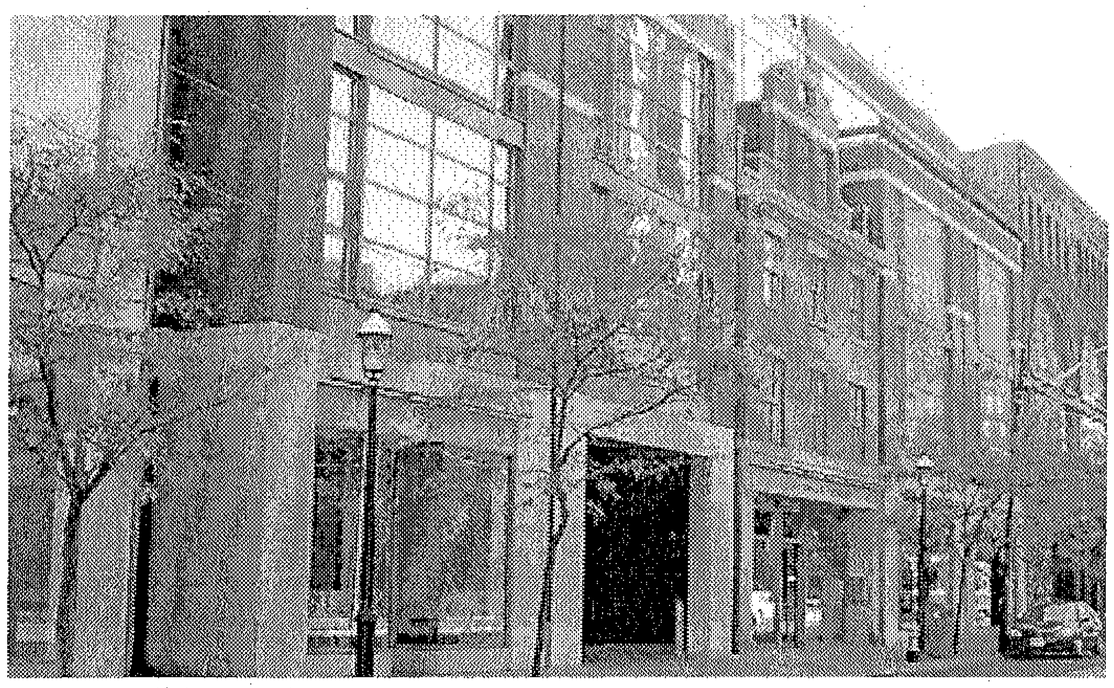
23/ Vehicular access should be appropriately integrated into the design of the building massing and public realm, in such a way that it supports the design concept and does not detract from the design of the building elevation and the overall character of the street.

24/ Where parking, access and service areas are located in courtyards, design buildings and landscape to minimize visual and noise impacts on outdoor spaces.

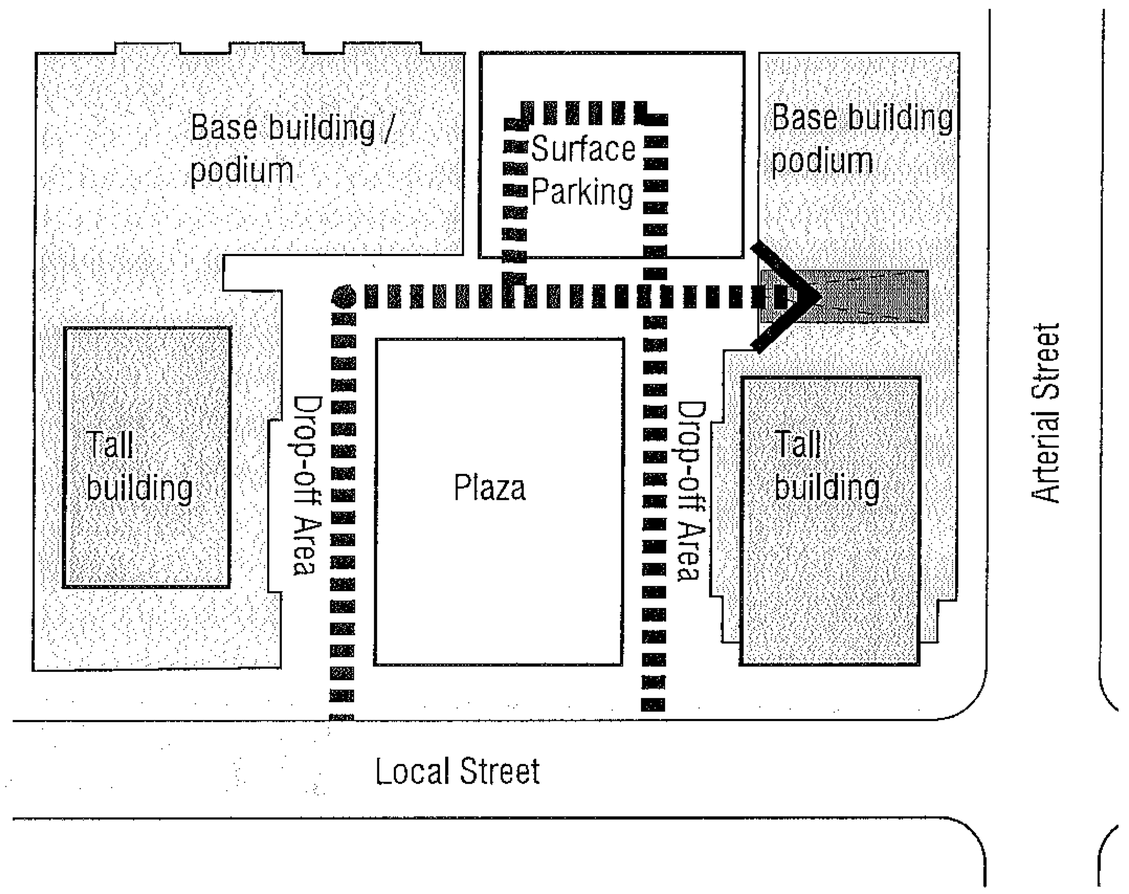
25/ Screen servicing and loading access from pedestrian boulevards with fencing or landscape buffers. Locate waste and loading areas so that they are not visible from the public street. Screen or enclose them with similar materials as the primary building.




Vehicular access should be from collector or local streets and to the rear or side of a building



Example of a parking, loading and servicing entrance integrated within the façade design of the podium building




In larger redevelopment projects, vehicular access, loading and servicing should be integrated into the building massing and public realm