

Belleville Street International Marine Transportation Terminal Design Guidelines

An application has been made to the City of Victoria by the Provincial Capital Commission to secure the necessary City approvals that are a precondition to the future development of the Belleville Street marine terminal site.

Why a new zone?

In 1998, the Provincial Capital Commission (PCC) and the City of Victoria entered into a cooperative agreement to explore the opportunity to develop a modern, financially self-supporting marine terminal. The terminals along Belleville Street have been recognized as having many deficiencies. The current zone is very limiting and inadequate to permit a contemporary terminal and the kinds of uses and activities that will add to the vitality and appeal of the harbour front.

Once the zoning is in place, a proposal call will be developed through the Provincial Capital Commission requesting design build proposals. A key part of that process was to develop a set of building envelop principles without getting too elaborate. There is a strong desire to avoid problems associated with design guidelines that are too stringent. An advantage for this project will be its control by the PCC.

Design Guidelines

The basic building envelop and design principles adopted for the Belleville Street terminal can be summarized as follows:

Uses

Marine transportation, retail, office, galleries, restaurants and like forms of retail and tourist service activities.

Building Mass

1. New terminal building – 2-1/2 stories above Belleville Street floor space 4,180 m^2 , maximum height 17m.
2. New retail building – 2 stories above Belleville Street, floor space 930 m^2 , maximum height 9.15m.
3. CPR Terminal building – 4 stories, floor space 2,153 m^2 , building height 17m.

Landscape Plaza

A landscaped plaza will be developed that will link the three buildings and provide several important functions:

- pedestrian access to the buildings
- off-street pick-up and drop-off to the terminal
- substantially improve harbour views and public vantage points
- improve the walking link from the Inner Harbour to Laurel Point
- enable public display, art and entertainment



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Key Design Elements

- The new buildings should be of high quality and be inspiring and contribute to the district's identity.
- Siting – the main terminal be strategically sited to serve the various transportation users and located in front of the Provincial Capital Commission owned park at Oswego and Belleville Streets to minimize interference of views from surrounding hotels.
- The main terminal building be a maximum of 2-1/2 stories above Belleville Street (three stories overall). The extra 1/2 storey is to allow for architectural interest at the roofline.
- Setback – the buildings be set back from Belleville Street to allow for pedestrian access.
- New buildings should avoid "mock" heritage and utilize brick, steel and glass, concrete or other materials that are durable and compatible with a marine environment.
- Substantial windows are encourage to create a "light" rather than a "massive" - looking structure.
- Colours to be warm and inviting.
- Significant landscape features be included, providing warmth, colour and screening.
- Signage – a graphics package for the entire area will be required covering a common theme, style and colour. No third part advertising. No back-lit sign boxes.
- Bicycle racks and access for the disabled, mobility impaired and baby carriers will be required.
- Canopies and awnings for weather protection will likely be a significant feature.
- In association with the awnings, the use of banners and flags will be encourage.

Additional Design Controls

The lands are designated a development permit area and specific design plans will require approval by the City. The written design guidelines included in the rezoning document, the conceptual images forming part of the document and other associated reports such as the draft harbour plan, also serve as references for guiding future design team proponents and the City's future evaluation of such proposal.

Additionally, the lands are owned and controlled by the Provincial Capital Commission who are careful (and legislated) stewards of their lands and whose mandate it is to improve and enhance the character and environment of the region to reflect its Provincial as well as civic importance. Two members of City Council sit on the Commission Board.



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