

Urban Design Guidelines

Fairfield Block

Parcels 1 and 2

Revised March 2001

CitySpaces Consulting Ltd.

Ray Hunt Planning and Architecture Ltd.



Urban Design Guidelines

These Urban Design Guidelines have been prepared to provide guidelines for the City when a Development Permit Application is received for the Fairfield Block, Parcels 1 and 2.

1. Overall Design Principles

- Multi-use components such as commercial retail unit (CRU), restaurant, office, health clinic, hotel, exhibition, residential.
- Reactivation of a street presence and urban activity outside of weekday office hours by uses conducive to such activity, particularly restaurant, retail or personal services at sidewalk level.
- Maintain a view corridor across the southwest corner of Parcel 1 to west end of St. Ann's Academy from the top of Blanshard Street with a public courtyard to that area.
- Use materials, colours and textures compatible with adjacent heritage buildings, with particular emphasis on traditional materials at the junction of Parcels 1 and 2.
- Careful street-edge considerations with some variation to setback lines, and use of high quality, durable materials at the junction of wall and paving. Clearly identifiable entrances achieved by the use of canopies or porticos.
- A centre courtyard to Parcel 1 of significant usable form designed to maximize the potential for linkage/aggregation as the parcel is developed.
- Barrier-free, through-block pedestrian circulation at the boundary of Parcel 1 with Parcels 2 and 3 with a substantial water feature or other significant component where there is a major grade change. This will be seen from the St. Ann's Academy gateway.
- Corner splays to be provided to buildings of Parcel 1, and to Parcels 2.
- Enclosure of vehicle parking and service vehicle bays.
- Varied building massing so as to permit phased development with completed and permanent building facades at each phase including where future buildings are likely to adjoin.

2. Siting and Open Space

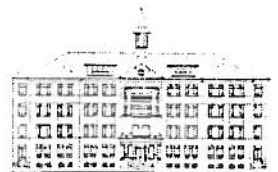
Setbacks – Parcel 1

- Generally: minimum 3.0 metres.
- Boundary to Parcels 2 and 3: minimum 9.0 metres
- 45 degree \pm angle setback where Parcel 1 setbacks adjoin Parcel 2 and 3 to 9.0 metre minimum dimension indicated on the schematic (Diagram 7).
- Buildings on Fairfield Road frontage greater than 30.0 metres in length must provide open space of minimum dimension of 7.5 metres in width and 3.0 metres in depth.

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The Fairfield Block
Parcels 1 and 2
Design Guidelines
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and
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Setbacks – Parcel 2

- Front: existing.
- Rear 5.0 metres and east 4.15 metres setbacks are based on the minimum requirements of BC Building Code for Unprotected Areas, that is, windows to X Wing and Chapel.
- West setback is 13.45 metres and is estimated to be the centre line of a traffic circle, if this is developed.

Highway Right-of-Way (R.O.W.)

- Fairfield Road R.O.W. (2.38 metres) – can be mandated by City of Victoria, proposed to be by way of a Statutory Right-of-Way.
- Blanshard Street R.O.W. (width varies) – advisory only. While Blanshard Street is in excess of the required right-of-way, an easement will facilitate future road realignment. The City of Victoria will provide an exchange of site area if needed as indicated on Diagram 7.

Open Space and Access

- In Parcel 1, a courtyard to the southwest corner, accessible by the public, is to be maintained to the minimum dimensions shown on the schematic (Diagram 7). In Parcel 2, front yard landscaped areas are to remain as existing, and side and rear yards are to be developed as required with soft or hard landscape surfaces.
- In Parcel 1, a centre courtyard is to be provided with a minimum width of 21.5 metres. Buildings adjoining the centre courtyard are to be a minimum 15.5 width. The centre courtyard is to be accessible from all street frontages, and, where accessible through a building access, is to be by ramp or steps or elevator for a minimum period of 16 hours per day.
- Public access is to be provided in the east-west direction between Lot 1, Lot 2 and Lot 3 respectively.
- Public access to be provided between Humboldt and Blanshard Streets to the plaza on the southwest corner of Parcel 1.
- Universal barrier fire access routes will be provided wherever possible.

View Corridor

- A view corridor setback to the corner of Blanshard and Humboldt Streets is required to the dimensions indicated on the schematic (Diagram 7 Rev. 3). The setback diagonal is at 40.53 metres north of the corner of Blanshard and Humboldt to 35.13 meters east of the corner.

Site Access and Parking

- Parcel 1 parking is to be for a minimum 50% of the Schedule C requirements and is to be enclosed, with access from Fairfield Road. The access road is to be shared with Parcel 3. Lane width will be three lanes total, each lane 3.0 metres wide and to City of Victoria Engineering Standards. Curb design and road surface are to be design on schematic (Diagram 10). Pedestrian access is to be from City sidewalk with a new through-block, barrier-free access. Special treatment of boulevard and retaining wall surface apply, see Item 4 below. Optional vehicle drop-off points from circular turnaround to Parcel 2, or by new access lanes off Humboldt Street or Fairfield Road, are subject to City of Victoria approval.



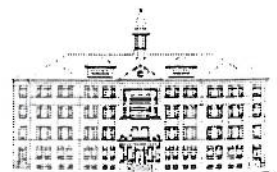
- Parcel 2 parking is to provide for one service vehicle and two parking stalls for persons with disabilities. Garbage collection, material recycling and storage is to be within a building enclosure, either in X Wing or a new structure in the rear yard compatible with X Wing form and character.
- Parcel 2 is to have a new vehicle access point off Humboldt Street, by way of a minimum 10.0 metre diameter turnaround or alternate shared by Parcel 1 with curb design and road surface as shown on the schematic (Diagram 10).

3. Building Form and Character

- Building form and character will be determined generally by the new owner of the site and is subject to City of Victoria approval. Constraints are determined by building height and setbacks shown on the schematics (Diagrams 7 and 11). Item 4 below identifies materials and colours.
- Building entrances are to provide weather shelter and interest, and to help modulate the street edge.
- Height: The distribution of building heights may be varied across the site. Generally, the buildings will step up from Humboldt Street and Fairfield Road to the centre of the site to a maximum 24.5 metres (see also CD4 Zone).
- The 6 storey-/18.5 metre-high buildings facing Fairfield Road and Humboldt Street are to have a maximum vertical wall face of 16.0 metres with balance of height achieved within a sloping roof face of maximum 75 degrees to horizontal (wall height will be similar to X Wing).
- Wind Effect: Technical studies are to be provided by the new owner to limit, where possible, the wind effect by using design techniques such as by adapting building massing or providing screening.
- Daylight and Shadow: The new owner is to use, where possible, a design technique that provides indirect sunlight to north faces of new buildings.
- Building Services: Mechanical and elevator penthouses, exhaust flues, satellite dishes, antennae, etc. must be planned as part of the building design and be concealed from pedestrian viewpoints and overlooking buildings (current and future as permitted by zoning bylaws).

4. Materials and Colours

- Buildings immediately adjacent to Parcel 2 (X Wing and Chapel) are to have a material colour of grey tones and a texture which is sympathetic to X Wing and Chapel. Horizontal and vertical rhythm/proportion including windows should be sympathetic to X Wing and Chapel.
- Wall materials around public spaces shall be durable and capable of sustaining prolonged wear and abuse incurred from use and activities in these public areas.
- The use of heavier materials such as masonry, stone or textured concrete is encouraged as a base material for all facades. Artificial stone and stucco are not permitted as a base material adjacent to public areas. Generally, muted colours are most appropriate.
- The facing material to the retaining walls adjacent to the pedestrian ramp along the shared access between Parcel 1 and Parcels 2 and 3 is to be stone, to be similar in colour and pattern to the existing base material of Parcel 2 (X Wing and Chapel) and the Humboldt Street edge retaining wall – see schematic (Diagram 10).



5. Paving

Paved courtyards and streets shall be a hard character material such as exposed aggregate concrete, concrete/brick pavers or stone, to reinforce the permanence of the building. The paving surfaces of the two shared access routes between Parcel 1, and Parcels 2 and 3 are indicated on the schematic (Diagram 10). Drive-over concrete curb design is to be incorporated. Banding patterns should be used to identify specific elements, such as pedestrian crossings and traffic islands, and as accent materials.

6. Landscaping

- The design of landscape should provide botanical interest throughout the year.
- Groupings of street trees should serve to emphasize openings and enclosures of public spaces. Where adjacent the existing boulevard on Blanshard Street and Humboldt Street, substantial planting of new trees of a species similar to that existing, with grassed areas, shall be provided so as to enlarge the apparent boulevard width.
- Flowering plants should help identify significant places where people congregate or pass through.
- Tree grates, manholes and other site appurtenances should be substantial cast metal and integrated elements.
- All planted areas are to be initially irrigated, but drought-resistant, low-irrigation features may be used in some areas.
- A substantial water feature or other significant component is to be provided to the through block circulation at junction of boundary of Parcel 1, 2 and 3 where there is a major grade change. This will be seen as a "street-head" from the St. Ann's Academy gateway on Humboldt Street.

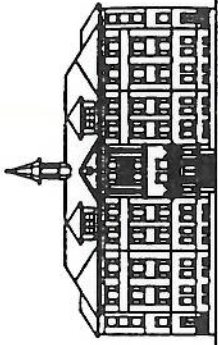
7. Street Furniture

- Benches, street lighting and wall lights, trash receptacles, water fountains, and bollards defining separation of vehicular and pedestrian areas shall generally be cast metal fixtures derived from traditional Victoria character fixtures. Bicycle racks should be provided close to building entries.
- A system of informational signage and directional signage should be developed which is derived from traditional Victoria character fixtures.

8. Diagrams

Diagrams are attached. Diagrams 7 (Rev.3), 10 and 11 are referred to in the text. Included for information are diagrams 13 (Rev.2) and 14. (Note: these numbers are retained for convenience from the original submission.)





FAIRFIELD HEALTH CENTRE
MOUNT ST. MARY REDEVELOPMENT

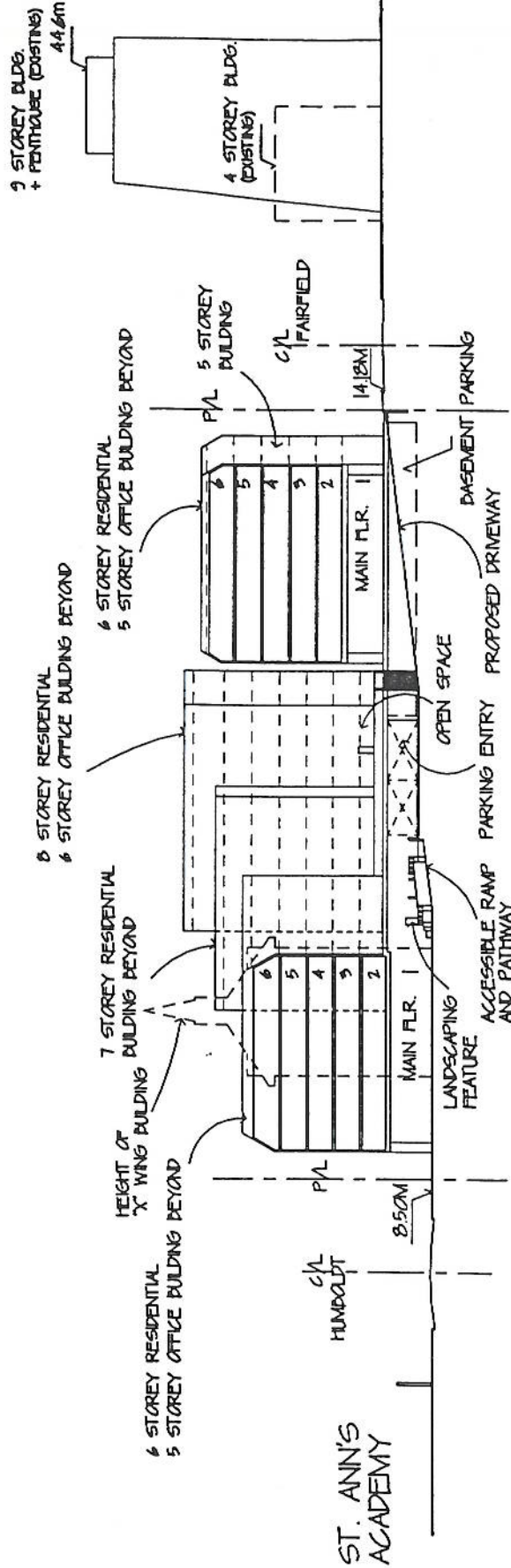
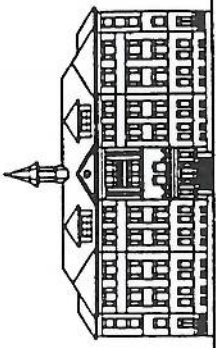


DIAGRAM 14 (REV)

PROPOSED DRIVEWAY PROFILE

991B/DIAGRAM14-JAN18.DWG

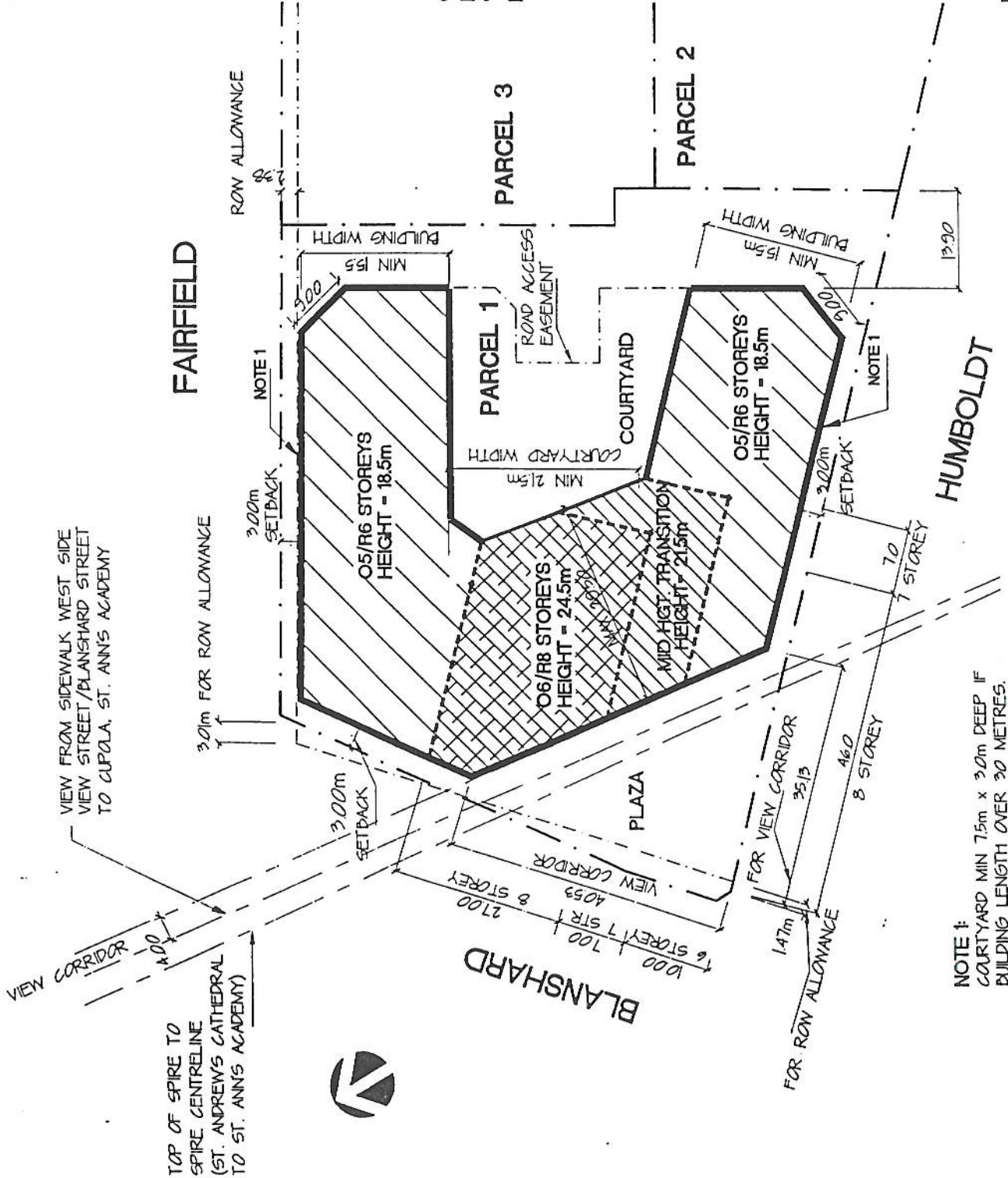


FAIRFIELD HEALTH CENTRE
MOUNT ST. MARY REDEVELOPMENT

LEGEND

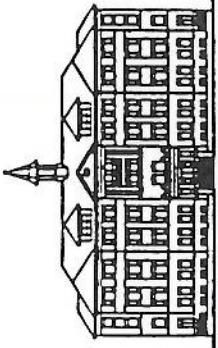
- O - OFFICES
- R - RESIDENTIAL
- "18.50m" - HEIGHT DEFINED BY ZONING BYLAW

DIAGRAM 7 (REV.3)



NOTE 1:
COURTYARD MIN 7.5m x 3.0m DEEP IF BUILDING LENGTH OVER 30 METRES.

PARCEL 1 - SCHEMATIC SITE PLAN

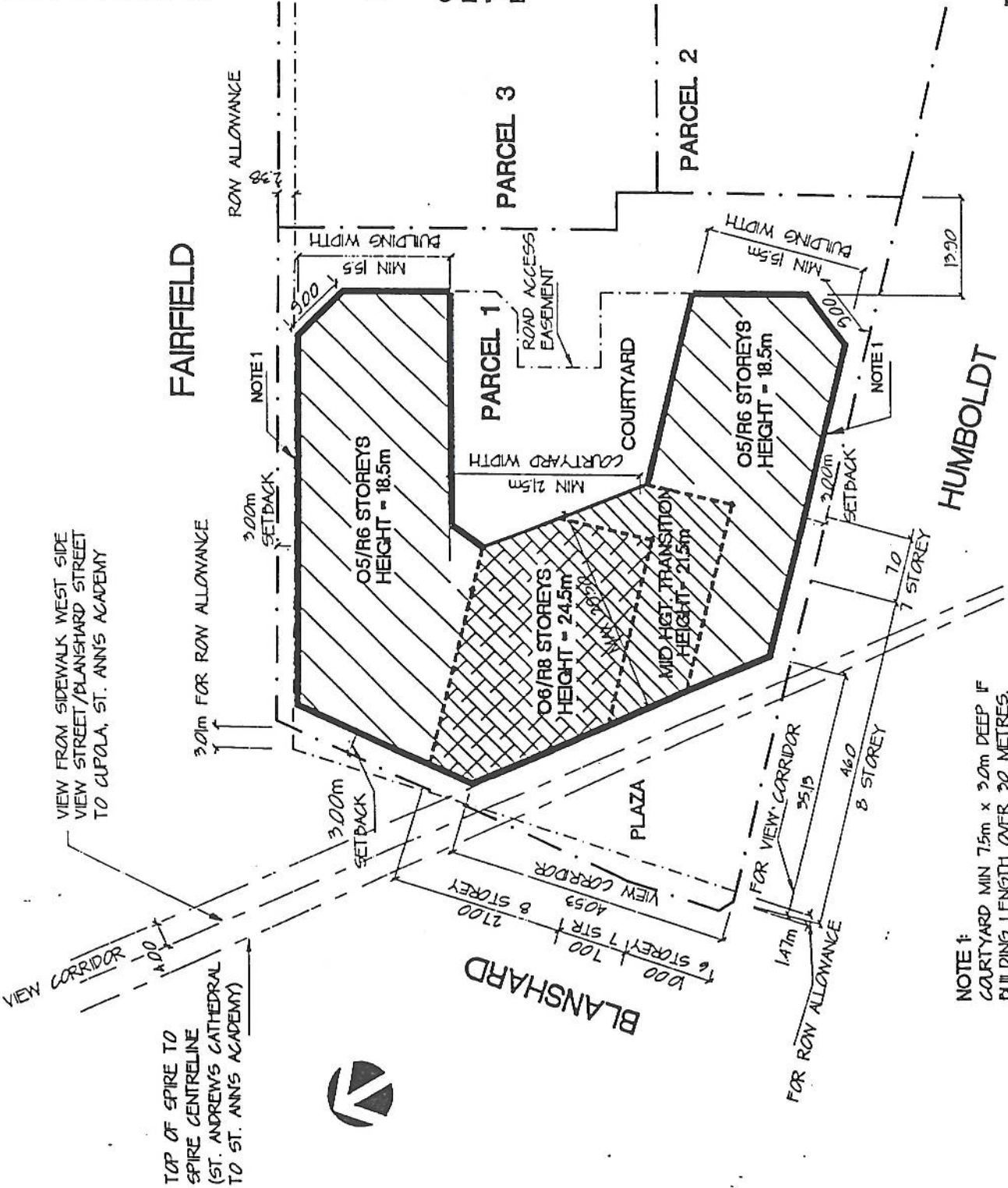


FAIRFIELD HEALTH CENTRE
MOUNT ST. MARY REDEVELOPMENT

LEGEND

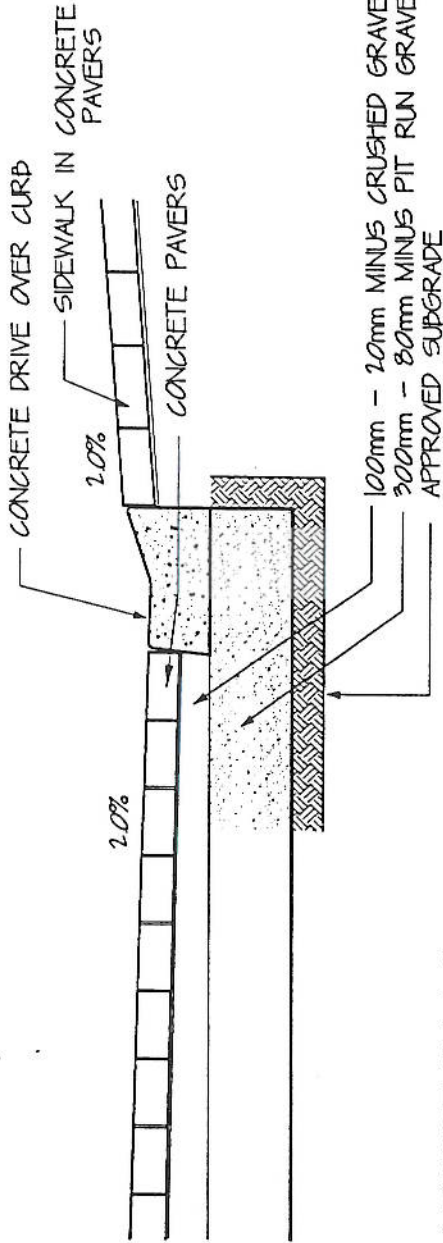
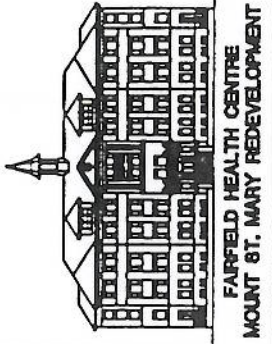
- O - OFFICES
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DIAGRAM 7 (REV.3)



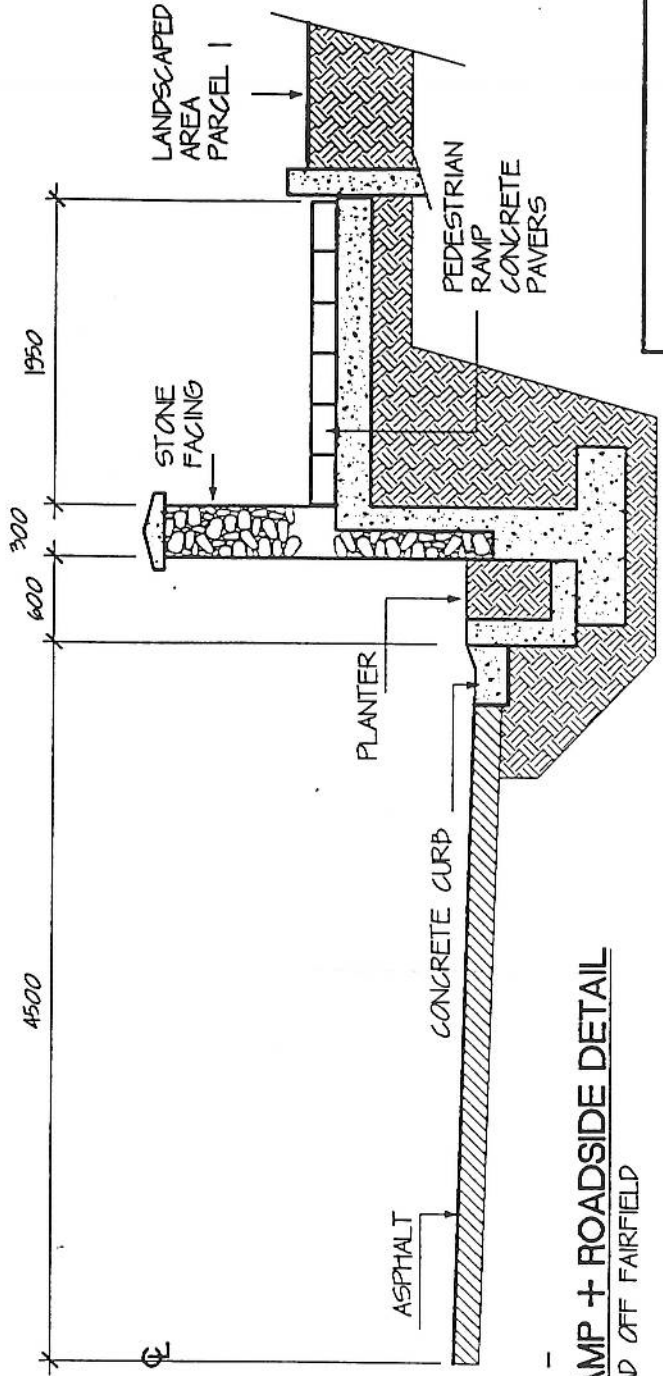
NOTE 1:
COURTYARD MIN 7.5m x 3.0m DEEP IF
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PARCEL 1 - SCHEMATIC SITE PLAN



**1. PARCELS 1 + 2 -
SIDEWALK AND ROADSIDE DETAIL**

SHARED ACCESS ROAD OFF HUMBOLDT



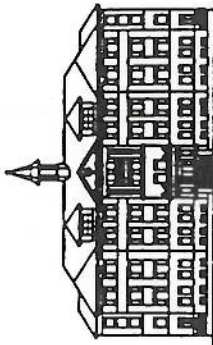
**2. PARCELS 1 + 3 -
PEDESTRIAN RAMP + ROADSIDE DETAIL**

SHARED ACCESS ROAD OFF FAIRFIELD

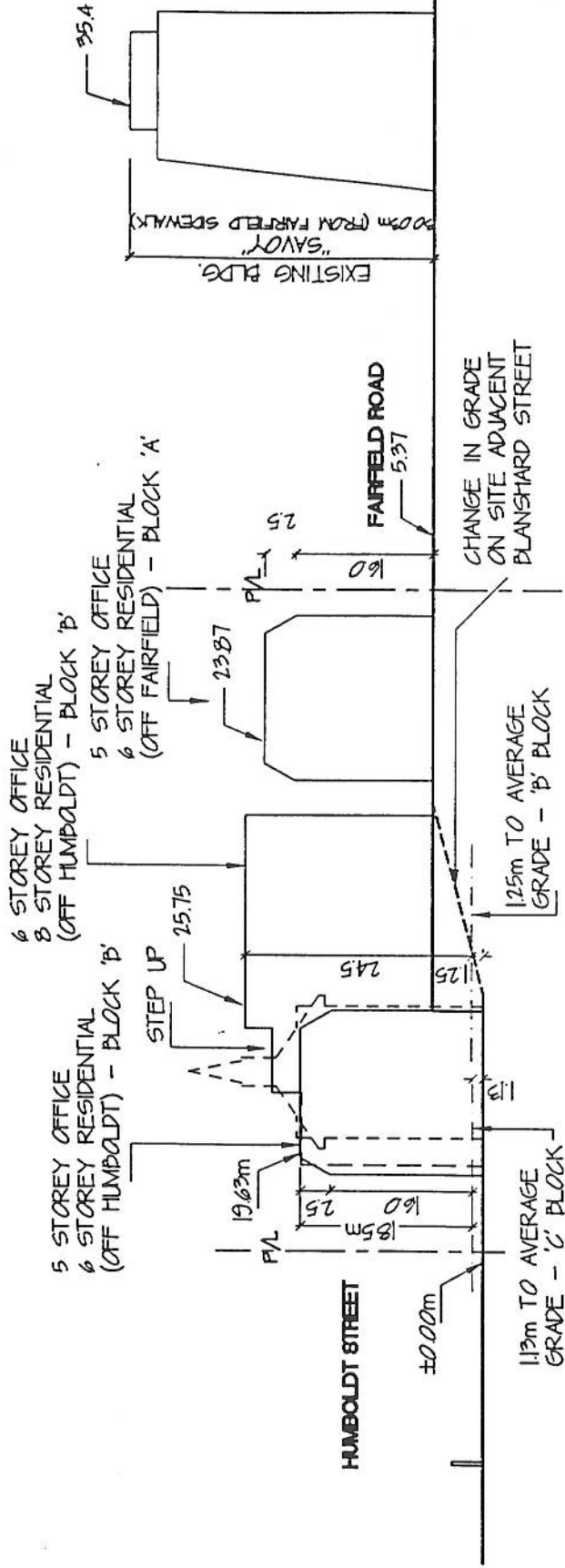
SIDEWALK AND RAMP DETAILS

DIAGRAM 10 (REV.)

9918/DIAGRAM10.DWG



FAIRFIELD HEALTH CENTRE
MOUNT ST. MARY REDEVELOPMENT



VIEW FROM EAST

- NOTE 1. LEVELS EG. $\sqrt{35.4}$ ARE SHOWN AT THE HEIGHT ABOVE HUMBOLDT STREET
2. BUILDING HEIGHTS ARE DIMENSIONED ABOVE AVERAGE GRADE.
3. TYPICAL OFFICE FLOOR TO FLOOR HEIGHTS ARE 4.0 m
4. TYPICAL RESIDENTIAL FLOOR TO FLOOR HEIGHTS ARE 3.0 m
5. DATUM (HEIGHT ABOVE SEA LEVEL) IS 92 m AT HUMBOLDT STREET

HEIGHT COMPARISON

DIAGRAM 11 (REV.2)

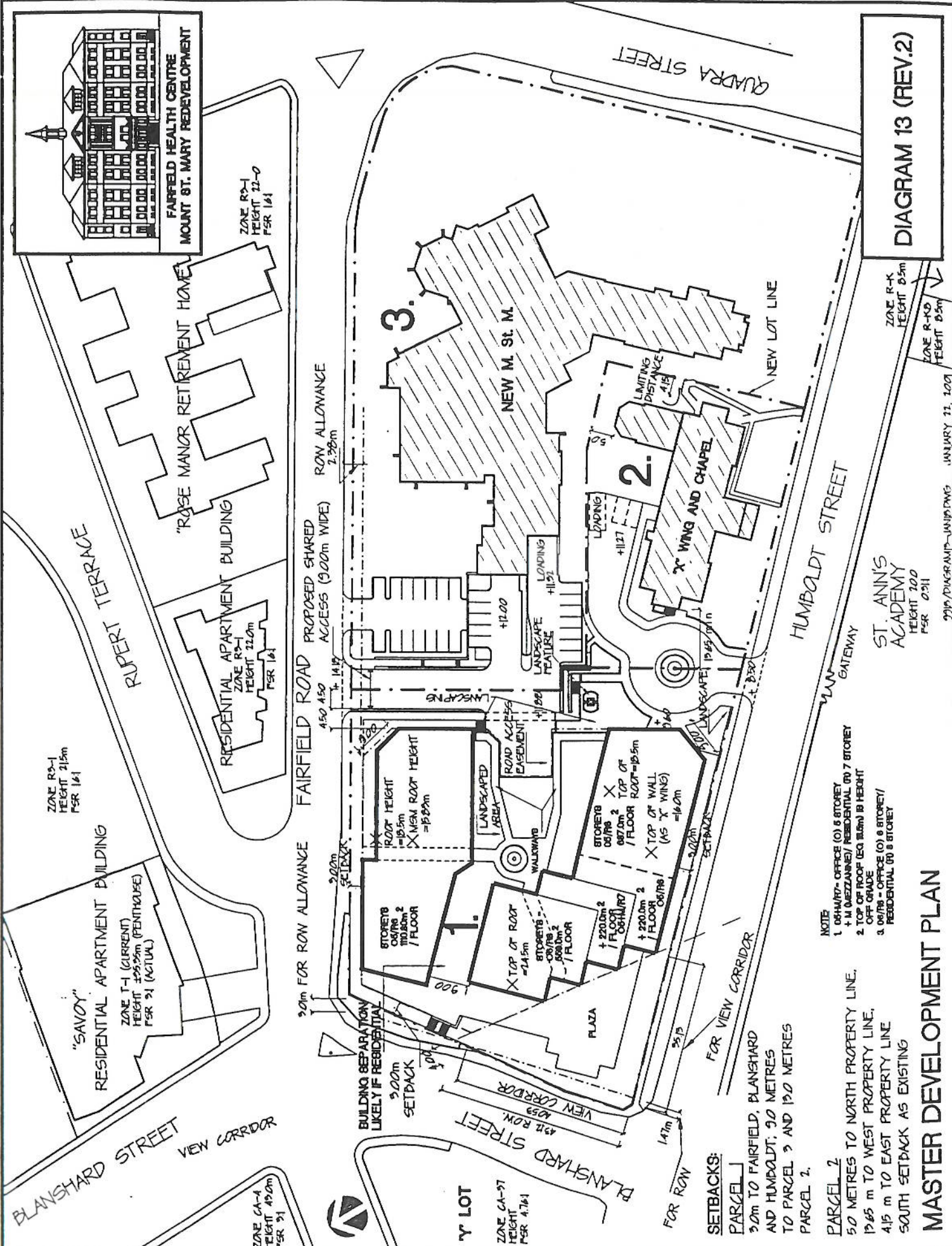


DIAGRAM 13 (REV.2)

ST. ANN'S ACADEMY
HEIGHT 10.0
FSR 0.91

ZONE R-K
HEIGHT 8.5m

2215 DIAGRAM - JAN 19/2003 JANUARY 21, 2003

- NOTE
1. 06/18 - OFFICE (O) 8 STOREY
+ 14.0 (22/21) / RESIDENTIAL (R) 7 STOREY
 2. TOP OF ROOF (EO 15.5m) IS HEIGHT OFF GRADE
 3. 06/18 - OFFICE (O) 8 STOREY / RESIDENTIAL (R) 8 STOREY

SETBACKS:
PARCEL 1
9.0m TO FAIRFIELD, BLANSHARD AND HUMBOLDT; 9.0 METRES TO PARCEL 3 AND 19.0 METRES PARCEL 2.

PARCEL 2
5.0 METRES TO NORTH PROPERTY LINE.
19.65 m TO WEST PROPERTY LINE.
4.15 m TO EAST PROPERTY LINE
SOUTH SETBACK AS EXISTING

MASTER DEVELOPMENT PLAN

'Y' LOT
ZONE CA-4
HEIGHT 49.0m
FSR 31

ZONE R3-1
HEIGHT 21.5m
FSR 161

ZONE R3-1
HEIGHT 22-0
FSR 161

ZONE CA-4
HEIGHT 49.0m
FSR 31

RESIDENTIAL APARTMENT BUILDING
ZONE R3-1
HEIGHT 22.0m
FSR 161

'SAVOY'
RESIDENTIAL APARTMENT BUILDING
ZONE T-1 (CURRENT)
HEIGHT 25.25m (PENITHOUSE)
FSR 31 (ACTUAL)

'ROSE MANOR RETIREMENT HOME'
FAIRFIELD HEALTH CENTRE
MOUNT ST. MARY REDEVELOPMENT

FAIRFIELD ROAD PROPOSED SHARED ACCESS (9.00m WIDE) ROW ALLOWANCE 2.38m

QUADRA STREET

HUMBOLDT STREET

RUPERT TERRACE

NEW M. St. M.

BLANSHARD STREET

BLANSHARD STREET

FOR ROW

FOR VIEW CORRIDOR

BUILDING SEPARATION LIKELY IF RESIDENTIAL

LANDSCAPED AREA

ROAD ACCESS EASEMENT

LANDSCAPE FEATURE

LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m

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LANDSCAPE 15.65m

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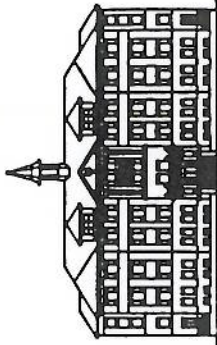
LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m

LANDSCAPE 15.65m



FAIRFIELD HEALTH CENTRE
MOUNT ST. MARY REDEVELOPMENT

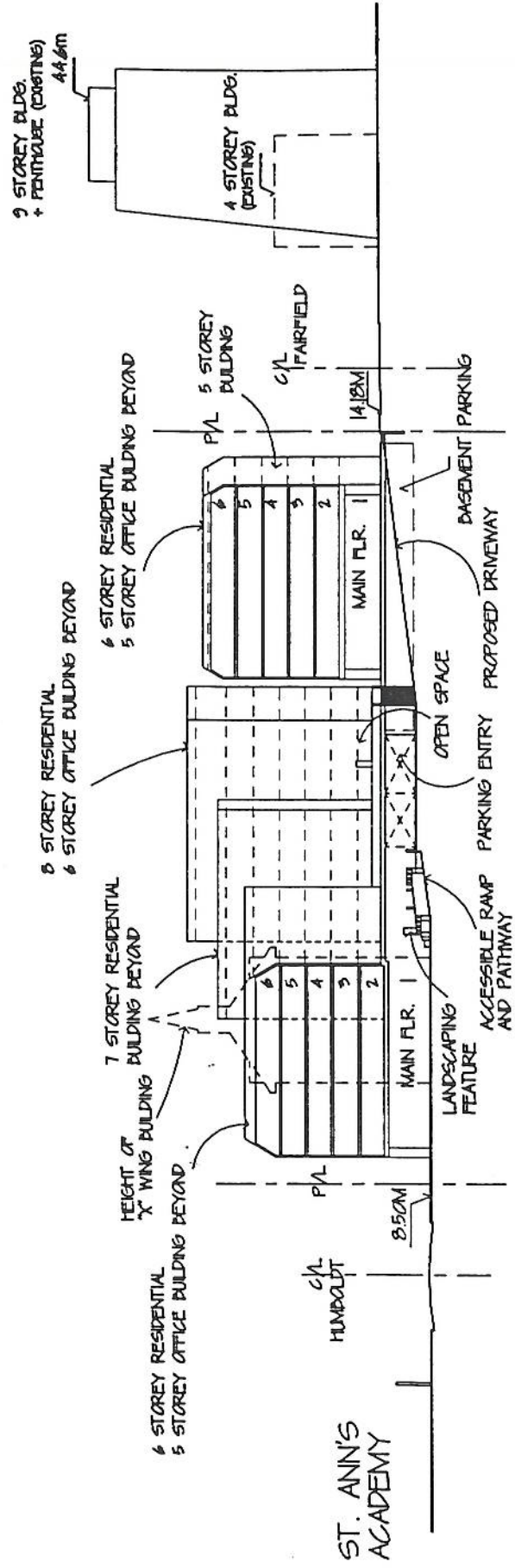


DIAGRAM 14 (REV)

PROPOSED DRIVEWAY PROFILE

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