FREDERICTON CITY CENTRE
BUILT FORM DESIGN GUIDELINES

Fredericton
The Planning Partnership

MAY 2017

FREDERICTON CITY CENTRE BUILT FORM DESIGN GUIDELINES

TABLE OF CONTENTS

1.1 WHAT IS BUILT FORM?

*Built form** refers to an individual building, or buildings in the collective. How buildings relate to each other and to adjacent spaces in terms of height, scale and character determines the extent to which they will define the *public realm* – the outdoor rooms that are the streets and gathering places of the city. Buildings, through their individual beauty and unique characteristics, collectively define a sense of place.

Buildings define public streets and spaces.

Fredericton City Centre is a complex environment with a significant obligation to create a lasting legacy of the highest quality for its citizens. The lifespan of buildings is measured in decades – and for good ones, centuries. High-quality buildings that age well, are adaptable over time for different uses, and relate well to their context, have an importance well beyond the immediate functional or profit motive.

The City Centre is also the most organic place in Fredericton, continually changing, renewing and evolving its built form. In many cities, not just Fredericton, planning controls established by the Municipal Plan and Zoning By-laws have proved insufficient to consistently achieve the high quality buildings and *public realm* that makes for habitable cities and stimulates tourism, economic activity and culture.

*Note: italicized words are defined in the Glossary.

1.2 PURPOSE OF THE GUIDELINES

The Built Form Design Guidelines are intended to shape individual buildings, one by one, to create the collective whole for downtown Fredericton. They are primarily concerned with creating a comfortable, safe and interesting pedestrian environment as perceived from sidewalks and public spaces, by focussing on creating a fine-grained, human-scaled building *fabric*. The Built Form Design Guidelines respond to, and enhance, the unique circumstances of downtown Fredericton.

The primary purpose of these Built Form Design Guidelines is to direct and shape the ongoing development of the downtown in a balanced manner and according to good urban design principles. In particular, they seek to protect and reinforce the area's distinct history and built characteristics, while enabling investment and revitalization opportunities through appropriate development, as market and demographic forces evolve. The intent of this document is to provide the City with a sound and rational framework for regulating development and for consistently assessing proposals.

The Built Form Design Guidelines provide policies related to the scale, character and design of new developments, both public and private. While they are primarily concerned with buildings, they also influence how access, parking, and privately owned outdoor spaces should be configured.

1.3 USE OF THE GUIDELINES

The Built Form Design Guidelines apply to all land within the City Centre. They work together with the Fredericton City Centre Plan and Public Realm Design Manual to create a cohesive policy framework for downtown, and the three documents should be read and understood as a whole. While they apply to all development, their chief purpose is to shape buildings – additions, changes, redevelopment and new construction.

As such, private landowners, developers and builders will use this document to understand the goals expectations of new development. They are also intended for City Council, staff of various departments, and residents.

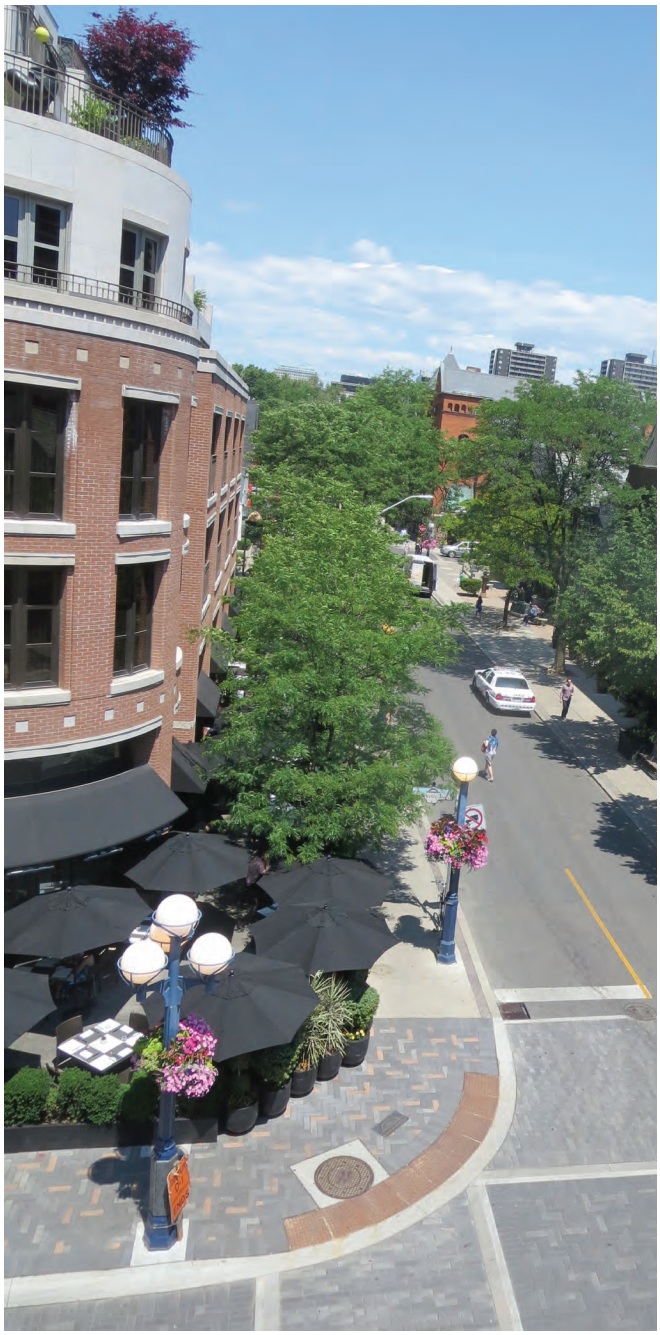
The Built Form Design Guidelines has four components.

1. Design Guidelines – the qualitative principles to apply to new construction that guide its use, look and feel.

2. Heritage Guidelines – design guidelines that apply specifically to properties that contain or are adjacent to heritage properties.

3. Typologies – Elaborate on basic building "types" and *massing* to show what is appropriate in the downtown context.

4. Glossary – Provides definitions of words used in the Built Form Design Guidelines, the Fredericton City Centre Plan, and the Public Realm Design Manual.



Buildings located at the street edge, with active uses at ground level, contribute to a great downtown.

1.4 VISION

The Fredericton City Centre Plan establishes the foundational goals of the downtown. An important goal of the Built Form Design Guidelines is to ensure *built form* builds upon, and in some cases recaptures, Fredericton's tradition of strong urbanism: the primacy of the connected street grid, well defined street edges, a *fine grained fabric*, and high quality *animated* buildings.

This is not about recreating an historical likeness. This can lead to a sense of the fake and theme park-like atmosphere. Rather, it is about learning what historic buildings did well - in principle - and applying that to new construction. Things like the sidewalk relationship, well-crafted proportions and detailing in architecture, human scale and *massing*, and response to context. These principles are not about style – they are as easily achieved by contemporary architectural expression as they are by Fredericton's surviving historic building stock.

It is also about guiding contemporary building designs in light of their typically larger footprints and *massing*, and space intensive programmes. Again, the concept of designing at a fine grain with human scale are principles of good design that apply to even the largest of buildings. Achieving a positive interface with adjacent streets and public spaces is the single most important outcome of these Guidelines (refer to the Sidewalk Relationship section).

Aerial photograph of downtown in 2016.

One challenge for the City Centre going forward is to create a *fine grained fabric* of mixed residential, office, commercial and institutional uses. In 1954, the whole of downtown was *fine grained*, though some of that can be attributed to a greater *house form* residential presence. Subsequent commercial development created a large, out-of-scale *fabric* of buildings and surface parking. These guidelines seek to restore a *pedestrian scale* focus for buildings downtown.

Aerial photograph of downtown in 1954.

1.5 INTERPRETATION

These guidelines are meant to achieve a balance between continuity and compatibility with the existing historical *fabric* while enabling individual expression in new developments. There are many ways to achieve this balance. The Built Form Design Guidelines provide a wide range of strategies for creating buildings that reinforce the vision for downtown Fredericton, based on principles of good urbanism and architectural design.

These principles are exhibited by much of Fredericton's existing, older building stock, as well as by some of Fredericton's newer buildings. For example, Fredericton's older buildings exhibit characteristics such as: well-defined street edges, a multitude of windows and doors facing streets, high quality materials, and well-defined organization of building *facade*s. These principles of good design are independent of style. Fredericton's older buildings employ (often simultaneously) historical styles such as Classic Revival, Queen Anne, or Italianate. However, the style is not fundamental to achieving the principles of good design. Contemporary building expressions are equally capable of achieving good urban design principles, and are more suited to current construction methods, building technologies, and aesthetic desires.

Further, each building site in the downtown is unique. Location in the downtown, street *frontage*, adjacent buildings and uses, accessibility and visibility, and any historic considerations all vary with each site. As well, each new building or addition will have its own functional programme (use, size, parking). ***Some guidelines will be more important than others depending on the specific context and use of each building.***

It is crucial to interpret these Built Form Guidelines with flexibility. The Fredericton City Centre Plan establishes a strong vision for creating a vibrant, cohesive downtown. New buildings must support this vision. While these Built Form Guidelines provide time-tested strategies for achieving the principles of good urbanism and architectural design, alternative approaches – even breaking the rules – should be encouraged wherever appropriate.

2.1 STREET WALL: ORIENTATION, PLACEMENT AND SETBACK

Principle

The orientation and placement of buildings along the street help to clearly define the *public realm* and enhance the pedestrian environment by providing visual *animation* and a sense of enclosure. Fundamental to creating a strong *street wall* is locating buildings at (or close to) the property line, particularly the *podium* portion of the building.

In Fredericton – What Works

Fredericton's traditional urban pattern is of buildings aligned parallel with the street and located at the edge of the right of way, particularly for commercial buildings. Old houses often have modest *setback*s but are still located parallel to the street and create a sense of enclosure to the street.

These buildings create a consistent street wall creating a sense of enclosure to the street.

Buildings at the street edge create a sense of enclosure even if there are modest gaps between them.

Guidelines

All buildings should orient to and address the street with clearly defined entry points that directly access the sidewalk.

Buildings should be placed at or close to the street edge, with no *setback*. In areas of *house form* buildings, new buildings should be placed to fit with the predominant *setback* of the street or block.

Buildings should be continuous along their *frontages*. Side yard *setback*s and gaps are generally discouraged, except where required for mid-block pedestrian connections or vehicular access. As such, new buildings will not have windows on their side *facade*s, as over time, buildings will fill in gaps and create a continuous *street wall*.

Development of an entire block or at corner sites may provide greater *setback*s to widen sidewalks without compromising the visual continuity of the *streetscape*. These wider sidewalks should be used to benefit the *public realm* or provide enhanced architectural treatment.

Buildings may be sited to define the edges of public open spaces such as plazas.

No parking is permitted between any new building and the street edge.

2.1 STREET WALL: ORIENTATION, PLACEMENT AND SETBACK

Buildings placed at the street edge, and addressing the street with windows and entrances.

2.2 PODIUMS

Principle

A building's *podium* is the most important element in creating a *street wall*. How the *podium* meets the street plays a significant role in the character of the downtown. *Podiums* should be of human scale and have *active facades*. Above the *podium*, buildings should *step back* from the street edge. This reduces the effect of a building's height on the human scale of the street, and provides for better light access and sky view.

In Fredericton – What Works, What Doesn't

The traditional height of buildings downtown is of two to four storeys. This creates a human scale. These buildings are well articulated, with window and doors that provide 'eyes on the street' and a sense of *animation* and engagement.

Some of the newer, taller buildings downtown are built without *podiums*. They have a single, continuous facade along the street. This gives them a looming quality that detracts from human scale and comfort.

Preferred

Three storey street wall with articulated facades.

Avoid

Six storey, vertical street wall with no articulation.

Guidelines

Buildings over four storeys in height should have a *podium* that defines the *street wall*.

Podiums should be three to four storeys in height. Above the *podium*, taller portions of the building should *step back* a minimum of 2.0 metres.

Greater *step backs* are required for buildings in a heritage context and along Queen Street – the *Landmark* Street (refer to the Heritage section).

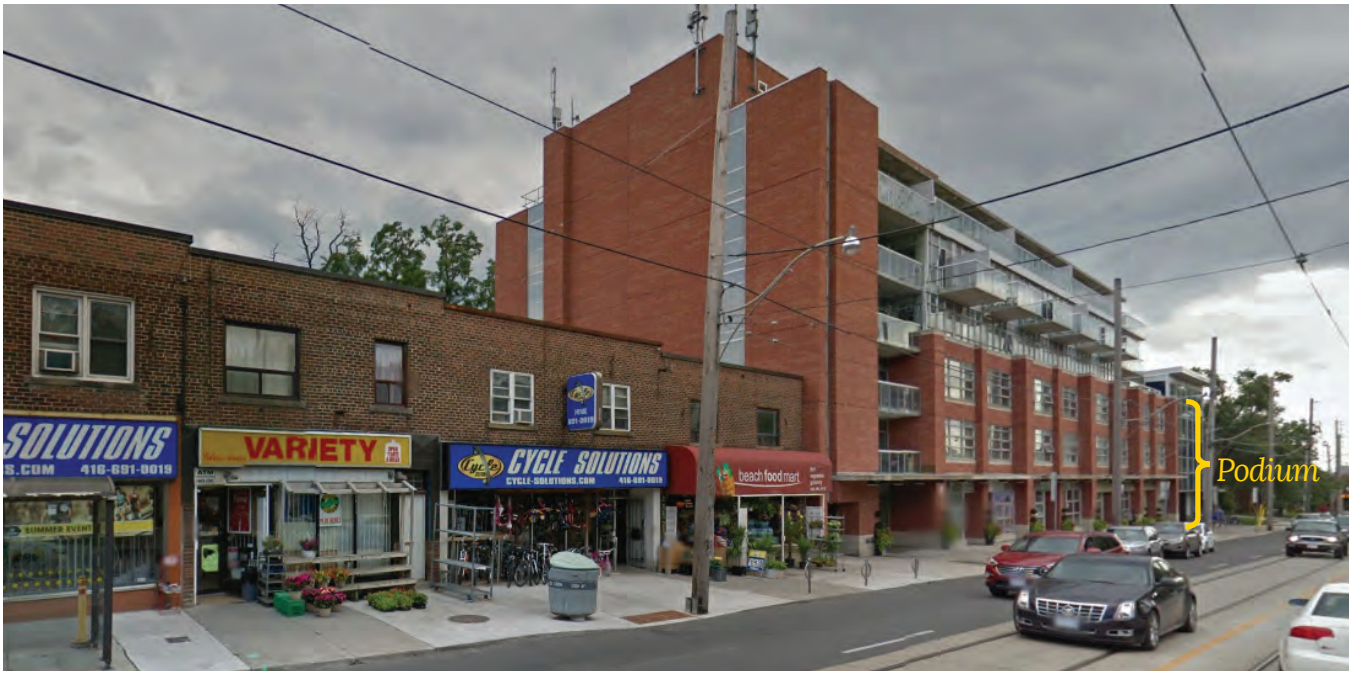
The ground floor of the *podium* should be a minimum of 4.5 metres in height (measured from the finished grade to the floor slab above). This permits flexibility and long-term adaptability of the *ground level* uses, for example, conversion from residential to commercial uses, or changes in the needs and functions of businesses as Fredericton evolves.

Podiums are not required for *house form* buildings or buildings of four storeys or less.

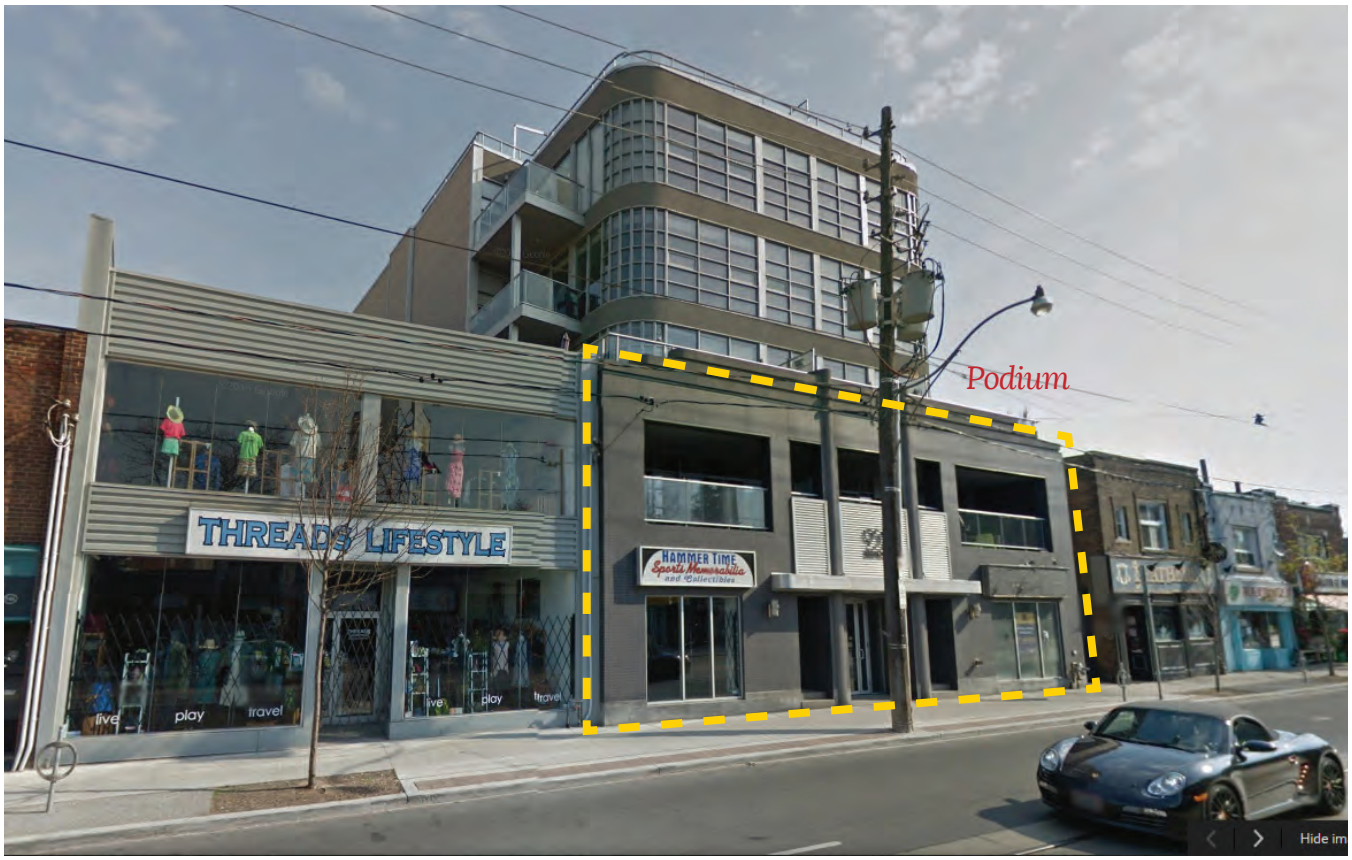
Minimum building height is two storeys, with *active uses* on both storeys.

Maintaining a human scale street wall with a three storey podium.

2.2 PODIUMS



New building creates a three storey street wall with a podium and upper level step back. Vertical rhythm creates a fine grained character at the street edge.

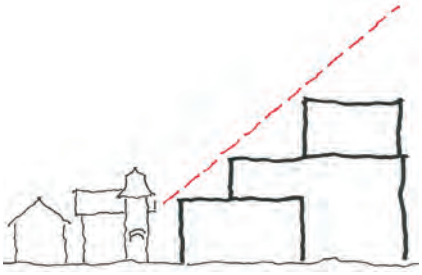


New building provides a podium at the street edge, maintaining the street wall, and the taller portion of the building is set back.

2.3 ANGULAR PLANES

Principle

The use of *angular planes* is intended to ensure there is an appropriate *transition* from tall buildings to sensitive existing uses and built form, particularly heritage buildings and *house form* buildings. The *angular plane* protects the adjacent *built form* from abrupt and looming *transitions* to new, tall buildings, as well as ensuring sunlight penetration and privacy to adjacent buildings and yards.



Guidelines

All properties near or adjacent to the Mixed Use Neighbourhood/Corridor, as defined by the Built Form Character Areas Map of the Fredericton City Centre Plan, are subject to *angular planes*. Buildings on affected properties must be built at or below the *angular plane*.

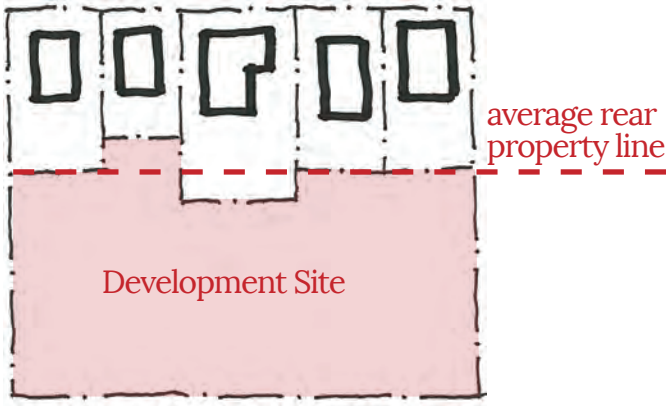
Angular planes are at a 45 degree angle, originating 7.5m above grade at the property line.

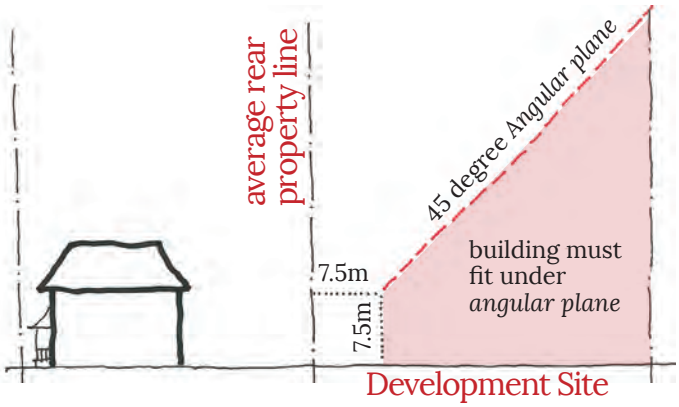
For multiple properties that abut the rear of Mixed Use Neighbourhood/Corridor properties, the *angular plane* originates at a *setback* of 7.5 metres from the "average" property line.

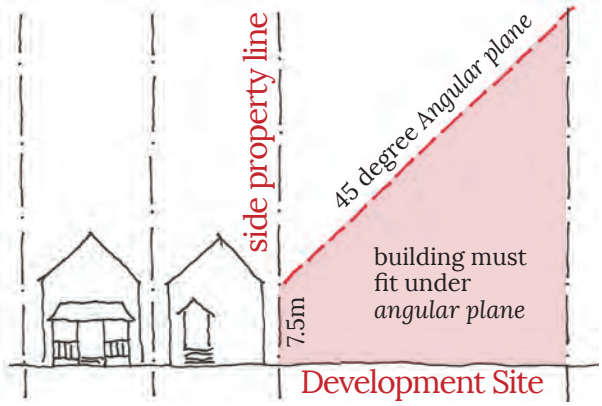
For properties that abut the side of Mixed Use Neighbourhood/Corridor properties, the *angular plane* originates on the property line.

Special *angular planes* for properties in a heritage context are provided in the Heritage Guidelines Section.

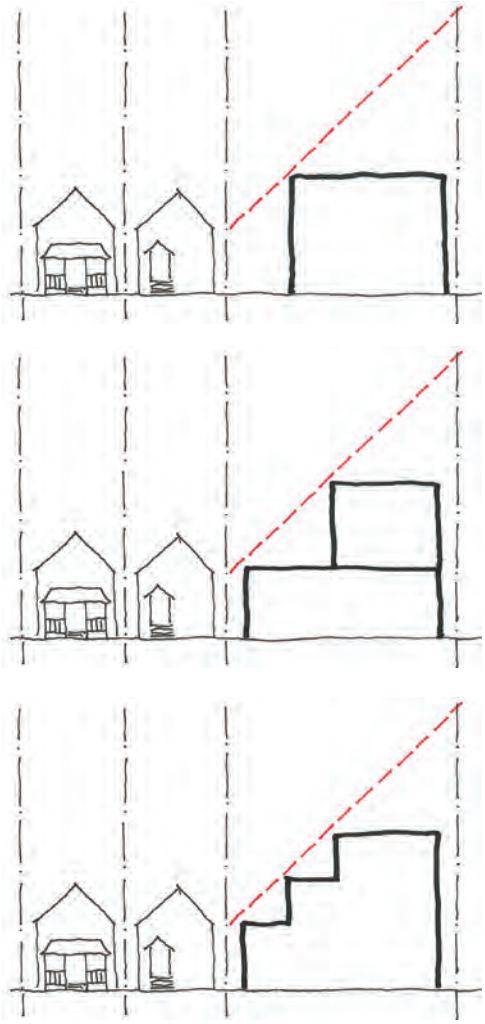
Angular planes are not intended to dictate a particular *built form* response such as 'tiers'.







2.3 ANGULAR PLANES



All of these buildings conform to the angular plane

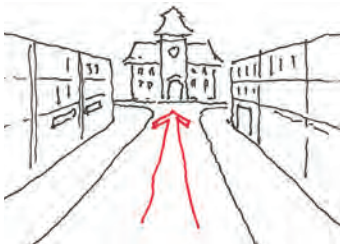
This building steps down to fit under an angular plane.

Buildings that seek to maximize their building envelope must step down to the adjacent low rise neighbourhood when angular planes are applied.

2.4 VISUAL PROMINENCE

Principle

Certain sites and buildings have greater visual prominence due to their location, or sometimes their use or function. Accordingly, buildings in these locations have greater civic obligations. For new buildings, this includes either ensuring existing visually prominent buildings and public spaces are respected and enhanced, or, responding to their own visual prominence through enhanced architectural treatment and/or public space.



In Fredericton – What Works, What Doesn't

Fredericton is blessed with a large inventory of spectacular public, institutional and heritage buildings (often in combination). They are key components of Fredericton's character and identity, and set Fredericton apart from other cities. Their visual prominence should be respected by all new development. They also provide very strong examples of how to design for visual prominence: through *massing*, architectural elements such as tower and rooflines, forecourts or landscaped frames, and axies.

View terminus looking north on St. John Street would benefit from a landmark element.

The Bill Thorpe Walking Bridge

The Bill Thorpe Walking Bridge and the Christ Church Cathedral create a dramatic sense of entry and a landmark gateway to downtown from the east.

This building's corner treatment provides a "pedestrian" space devoid of animation, amenity or architectural interest.

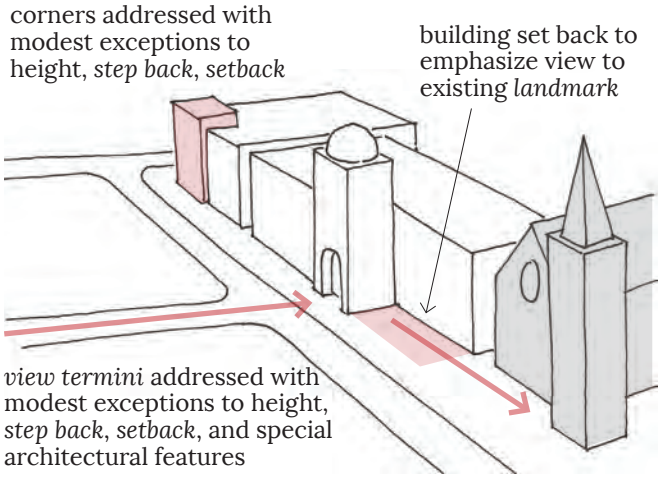
2.4 VISUAL PROMINENCE

Guidelines

Locations requiring architectural response are identified on the Built Form Elements Map of the Fredericton City Centre Plan.

To enhance the distinction and *landmark* quality of visually prominent locations, modest exceptions to *setbacks*, *step backs* and height restrictions are permitted, in consultation with City staff, to provide appropriate *massing* and design elements.

An enhanced architectural treatment is required, including high quality design and material use.



2.4 VISUAL PROMINENCE

Corners

Corner buildings front onto two streets and frame the intersection.

Corner sites should have a 'frontal' design that wraps both *facades*, including *transparency* at ground level.

Corner buildings should frame both streets. This building would be suitable at a gateway location as it provides an upgraded corner treatment through shape, massing, roofline, material and entrance.

Gateways

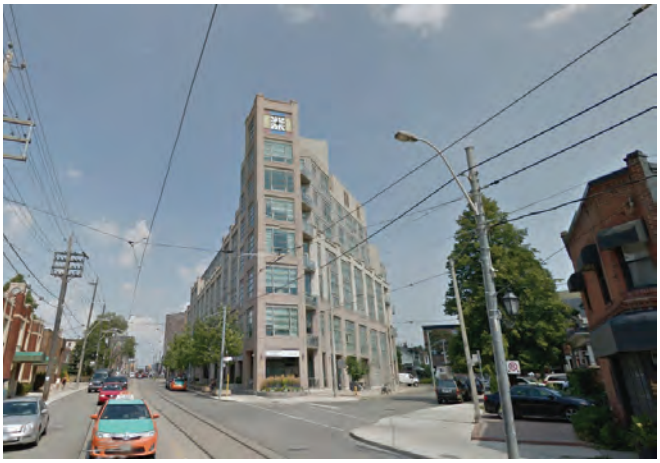
Typically *gateways* are corner locations at the entrance to the downtown.

Buildings at *gateways* should provide a deliberate and significant response befitting their role. Greater *massing* at the corner including exceptions to the *podium* height are encouraged.

View Termini

Buildings at the end of long view corridors terminate the view, typically along streets, and contribute to orientation of visitors and defining a sense of place.

Buildings should provide a special architectural response aligned to the view axis. Main building entrances are encouraged to be located here.



Corner/landmark building with taller massing element, and public amenity (clock).

Existing Landmarks

These buildings contribute to the cultural history and continuity of the downtown and Fredericton as a whole. Key *landmarks* are identified on the Built Form Elements Map of the Fredericton City Centre Plan.

New buildings should align to create or maintain views to existing *landmarks*.

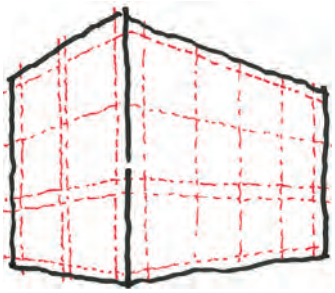
New buildings should provide *setbacks*, *step backs*, jogs, or other changes in *massing* in order to maintain views of, or create new views to, existing *landmarks*.

2.4 VISUAL PROMINENCE

This building provides a landmark element at the end of the view corridor.

2.5 FACADE ARTICULATION

Principle



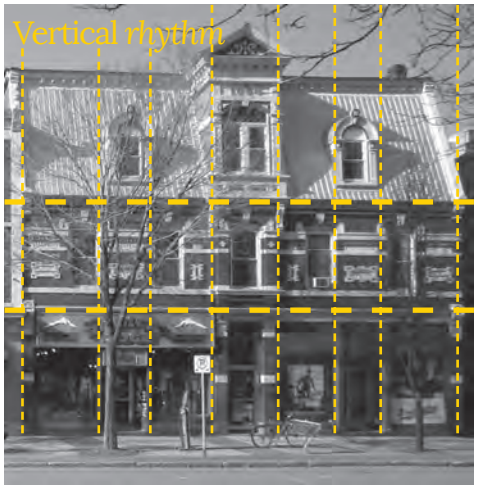
The *articulation* of a building contributes to human scale, a sense of *animation*, and the perception of quality, through attention to detail. *Articulation* considers the three dimensional qualities of the facade, where windows, doors and other architectural elements have depth, creating a dynamic play of light and shadows. *Articulation* often indicates structural elements, *transitions* between floors, interior spaces, and even adjacent buildings.

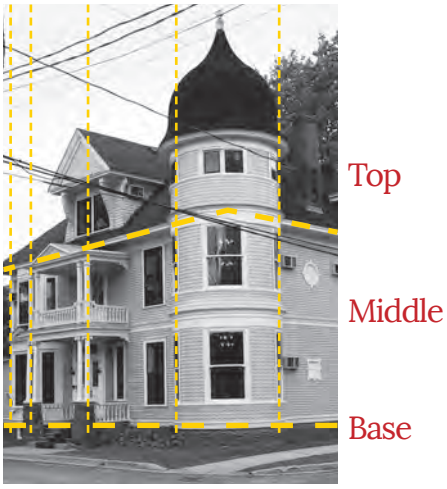
In Fredericton - What Works

Fredericton's great public buildings and historic commercial buildings almost universally articulate their *facades* using a variety of architectural details. Strong *cornice* lines, *datum lines* expressing internal floor levels, vertical organization through placement of windows, columns and pilasters, and decorative elements all work to create *active facades*.

Historic examples of articulated facades.

Contemporary example of an articulated facade.





2.5 FACADE ARTICULATION

Guidelines

To encourage continuity in the *streetscape* and to ensure horizontal 'breaks' in the facade, buildings should be designed to reinforce the following key elements through the use of *step backs*, projections, textures and detailing:

Base – Within the first three storeys a base should be clearly defined that positively contributes to the quality of the pedestrian environment in the level of *animation*, *transparency*, *articulation* and material quality.

Middle – The middle or body of the building should contribute to the physical and visual quality of the overall *streetscape*. The design of the middle or body should consider the appropriate dimensions that are appropriately suited for its location and orientation on its site and in relationship to the base building.

Top – The roof condition, expressed as an upper storey or roof feature should be designed to contribute to the visual quality of the *streetscape*. Rooftop mechanical systems should be *integrated* or concealed into their design wherever possible.

A contemporary building with a well articulated horizontal and vertical divisions.

Base, middle and top should be applied to all buildings regardless of whether they are small (*house form*) or tall.

A *rhythm* of vertical elements should create a *fine grained* character in buildings with wider *frontages* – those of 12 metres or more along the street edge. This is important to create human scale.

Buildings should contribute to the mix and variety of downtown by articulating the building *mass* through vertical and horizontal recesses or projections, *datum lines* , and changes in plane, materials, texture or colour. The maximum length of *slab buildings* above the *podium* is 50 metres.

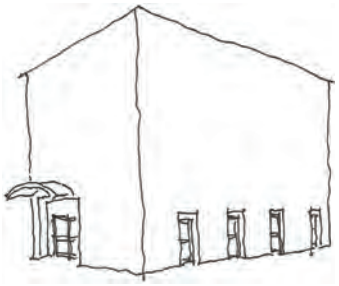
Street facing *facades* should have the highest design quality, however, all publicly viewed *facades* at the side or rear should have a consistent design expression. This includes wrapping the building expression a minimum of 5 metres around the corner, and/or using the same material palette across the entire exposed facade. An alternative approach would be the provision of public art or heritage-compatible advertising directly applied to the exposed facade.

Same materials from front facade wrapped to exposed side

Alternative example: heritage advertising

2.6 ENTRANCES

Principle



Entrances are often the most recognized and used part of building facades. They are what people look for when they approach a building. Entrances should be prominent, recognizable and accessible, as appropriate to their scale. For example, retail store entrances should be prominent within the *ground level* composition of the facade, whereas an entrance to a large office block should be prominent within the overall facade of the *streetscape*.

In Fredericton - What Works

Most buildings downtown, including many recent buildings, have prominent entrances.

Prominent buildings, historically, tend to have very prominent, central entrances, often the focus of an architectural composition.

Corners are good places for entrances. This entrance is emphasized with a change in massing, material and weather protection.

Guidelines

Entrances to buildings should address the primary street and should be clearly articulated and expressed.

Emphasize entrances with architectural forms and detailing such as changes in height and *massing*, projection, shadow, punctuation and change in roofline. Modest variation in height, *setback* and/or *step backs* are appropriate.

Ensure main entrances to public buildings, offices, and residential lobbies are weather protected through use of canopies, awnings or recesses.

Ensure entrance areas and *transitions* from inside to outside are barrier free and accessible. Continuous, relatively flat and smooth grading is paramount.

2.6 ENTRANCES

Retail entrance is set back slightly from the street edge, but still clearly visible. It is emphasized through recess/shadow.

Main common entrance to a large residential building is emphasized through massing. Entrance is protected with a canopy.

Entrances at corners are visually accessible and help provide greater pedestrian animation to intersections.

2.7 MATERIALS AND FINISHES

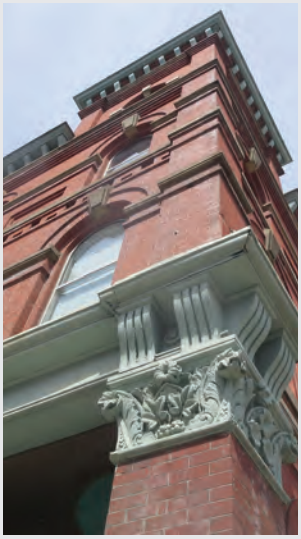
Principle

New development should ensure excellence in architectural design through use of high quality materials, particularly at street level. This promotes longevity and the ability for buildings to age gracefully.

In Fredericton - What Works, What Doesn't

Many of Fredericton's heritage buildings still maintain their original, high quality masonry finishes. So too, many of Fredericton's wood structures have been well maintained. The role of these materials cannot be overemphasized in creating a sense of quality and permanence in the downtown, for residents and visitors alike. A number of older buildings have suffered from additions or changes utilizing poor quality materials in an ad-hoc manner, while many new buildings are *clad* with inappropriate materials and windows. This significantly degrades the character of the downtown and lends a cheap quality to the buildings.

Inexpensive materials (including roof shingles) used as cladding in these contemporary retrofits creates a stark contrast with the original masonry and detailing.



Fredericton's heritage buildings set a high standard for material useage.

This building's materials and treatment are high quality.

The poorly articulated stucco and a painted concrete wall are inconsistent with the materials of the downtown.

2.7 MATERIALS AND FINISHES

Guidelines

Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance.

Building materials recommended for new construction include brick, stone, wood, concrete and glass.

In general, the appearance of building materials should be true to their nature and should not mimic other materials.

Vinyl siding and vinyl windows are discouraged where directly fronting and visible to a public street or open space.

Plastic, plywood, concrete block, tinted and mirrored glass and metal siding utilizing exposed fasteners are also discouraged.

Quality materials (brick, steel, glass) used appropriately help contemporary buildings fit in a heritage context.

A more contemporary expression (glass, concrete, steel) incorporating quality materials and detailing.

2.8 VEHICULAR ACCESS AND SERVICING

Principle

Vehicular access to buildings and properties, and servicing needs like loading docks, garage doors and trash storage are necessary for the downtown to function. They often do not create a welcoming pedestrian environment. Care must be given to minimize their impact on the *public realm* and pedestrians. It is said that every great street needs a support street, or *laneway*.

In Fredericton - What Works

Many of the existing narrow lanes that penetrate to the interior of blocks are ideal. They have minimal impact on streets. If more are needed, they are encouraged to look and function similarly. Fredericton's typically deep lot sizes facilitate good *laneway* access. Some recent developments provide narrow vehicular access to the side and rear of the property and hide loading doors well. Others place loading doors and unarticulated *facade*s directly adjacent to the street, compromising *streetscape* quality.

This laneway provides access to multiple properties and parking behind buildings.

The laneway is narrow and has minimal impact on the streetscape.

Guidelines

Locate access and servicing where they are minimally visible to the *public realm*, preferably at the rear of buildings.

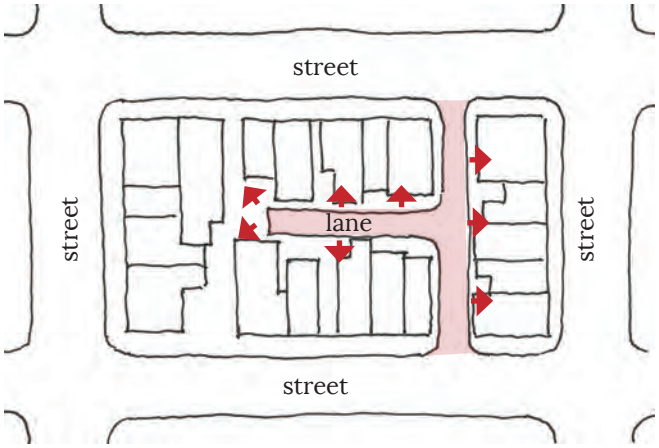
Where necessary, ensure vehicular and servicing access has a minimal impact on the *streetscape*, by minimizing their width and by designing them as *integrated* elements of the building facade.

Where access and service areas are visible from public spaces, provide high quality materials and screening elements consistent with the principle building.

Share *laneway*s, driveways and servicing areas among multiple buildings. An expanded network of servicing *laneway*s is encouraged.

Avoid loading doors and blank walls adjacent to the street. Better alternatives are at the side, rear, and/or screened by building mass.

2.8 VEHICULAR ACCESS AND SERVICING



An expanded rear laneway network can provide vehicular access and servicing to many properties.

Servicing/garage entrance at the rear, away from the public realm.

Where necessary, garage entrances that directly access streets should have minimal impact on the streetscape and be designed to fit within the bays of the facade.

2.9 PARKING

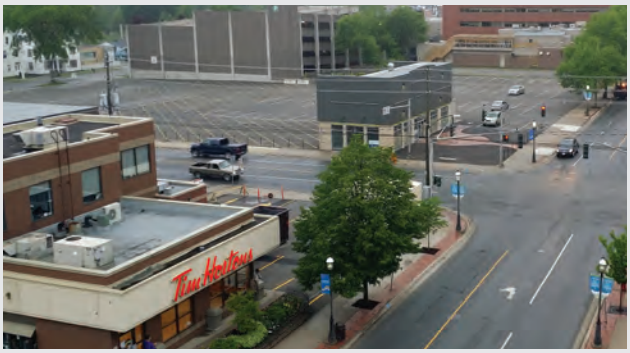
Principle

Like access and servicing needs, parking is necessary for the downtown to function well. Parking should generally be located away from public view. Surface parking lots at the street edge create large gaps in the *street wall*. Care must be given to minimize its impact on the *public realm*. Surface parking lots should be considered an extension of the *public realm* where they are visible from the street.

In Fredericton – What Doesn't Work

Some of the downtown's more notable detractions arise from how parking is handled. Parts of downtown suffer from a suburban approach to parking: large surface parking lots, and parking between buildings and the sidewalk. The existing parking garages – which are great for removing large areas of surface parking – do not contribute to the activation of the *public realm* and are an eyesore. These should be retrofitted by placing *active uses* at the street edge.

Parking located between buildings and the street edge is not appropriate in the downtown.



Large surface parking lots are not appropriate in the downtown.

Guidelines

No parking is permitted between buildings and the street edge.

Parking is best located underground, or to the rear of buildings in small surface lots.

Where surface parking is located at the street edge, for example beside a building, a coordinated landscape and hard element (e.g. fencing, columns) edge should be created to reinforce the street edge, while still ensuring visibility to the adjacent parking for safety.

Break large surface parking areas into smaller parking pods through the use of trees, lighting, and walkways. Ensure surface parking is well lit at night.

Walkways should be clearly demarcated through the use of paving materials, landscaping and lighting.

Where possible, provide multiple entry/exit points to surface parking.

Parking structures are required to contribute to the creation of positive *streetscapes* through *animation* and articulation. At a minimum, *active uses* should be provided at ground level, and the facade articulated with high quality materials and design. Refer to the Building Typologies section for guidelines on parking structure design.

2.9 PARKING

This parking areaa is defined and enhanced by pedestrian amenities, creating a small outdoor room.

This parking area is designed as a small court enhanced with trees.

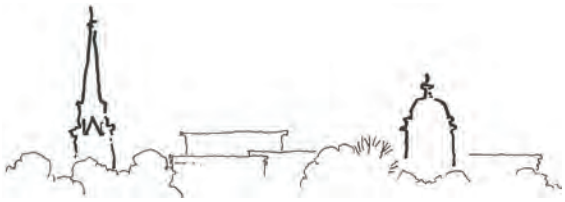
Parking structure with active uses at ground level and a high quality building facade.

This rear laneway accommodates parking for residents on one side and paid visitor parking on the other.

2.10 ROOFTOPS AND MECHANICAL EQUIPMENT

Principle

In Fredericton, a low skyline profile is a point of civic pride, as it reinforces the 'small town character' Frederictonians generally desire, as well as allowing historic buildings to shine, including Christ Church Cathedral, St. Dunstan's Parish, the Legislative Assembly, and City Hall.



The design of the roofline makes an impact on the character of the *streetscape*, especially from a distance. Building roofs are also seen from taller buildings. Both roof and roofline should contribute to architectural quality and the quality of views.

In Fredericton – What Works

Fredericton's skyline is viewed from many vantage points throughout the City. Even in winter, with no leaves on the trees, the skyline emphasizes Fredericton's historic spires.

Historic spires help define Fredericton's skyline. Modern buildings are lower.

As one of the tallest buildings in Fredericton, this building has greater civic obligations, and conceals its rooftop mechanical equipment reasonably well with a simple screening device.

Guidelines

The expression of the building top and roof should be clearly distinguished from the rest of the building through treatments such as *step backs*, materials, *cornice* lines and overhangs.

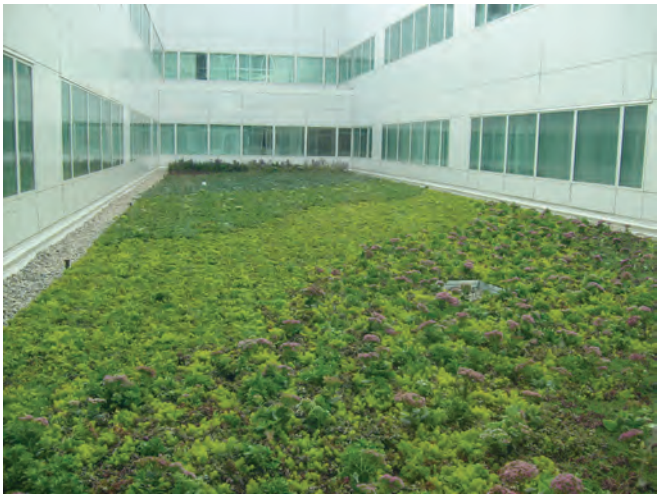
Mechanical penthouses should be *integrated* with the architectural treatment of the roofline and building expression.

Green roofs are encouraged to provide aesthetic and sustainability benefits, as well as providing amenity space for building occupants.

2.10 ROOFTOPS AND MECHANICAL EQUIPMENT

Roofline treatment creates a strong building top, a memorable architectural treatment, and screens rooftop mechanical equipment.

A green roof that combines environmental and recreational uses.

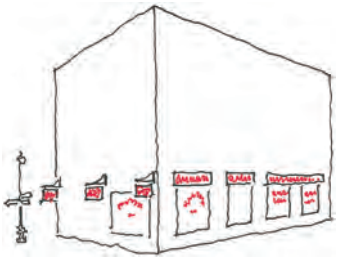


Green roofs can provide a host of environmental, recreational, and building system benefits.

2.11 SIGNS

Principle

Signs can have different treatments and goals depending on their function. Commercial signage tends to be identity related, contributes to *public realm animation* and interest, and is encouraged to be vibrant, unique and expressive. Traffic and directional signs, and by-law signage, tend to create clutter along streets, and should be consolidated to the extent possible.



In Fredericton – What Works

Signs in the downtown generally create a positive image and animate streets. Building signs are usually located in sign bands, in store windows (without obscuring), on awnings, or on overhead hanging signs. Even sidewalk signs and sandwich boards, which can be a nuisance and eyesore, have good examples in the downtown.

Signs within the sign band, on awnings, and on freestanding signs animate the street.

Great retail signs in the downtown located within a sign band.

Guidelines

The scale of signage should reinforce the *pedestrian scale* of downtown, by locating them at or near *ground level* for viewing from sidewalks.

Integrate signs into the organization and design of building *facades* by placing them within architectural bays, friezes and *datum lines* .

Signs should not obscure windows, *cornices*, or other architectural elements.

Commercial signage should not overwhelm the building and/or storefront

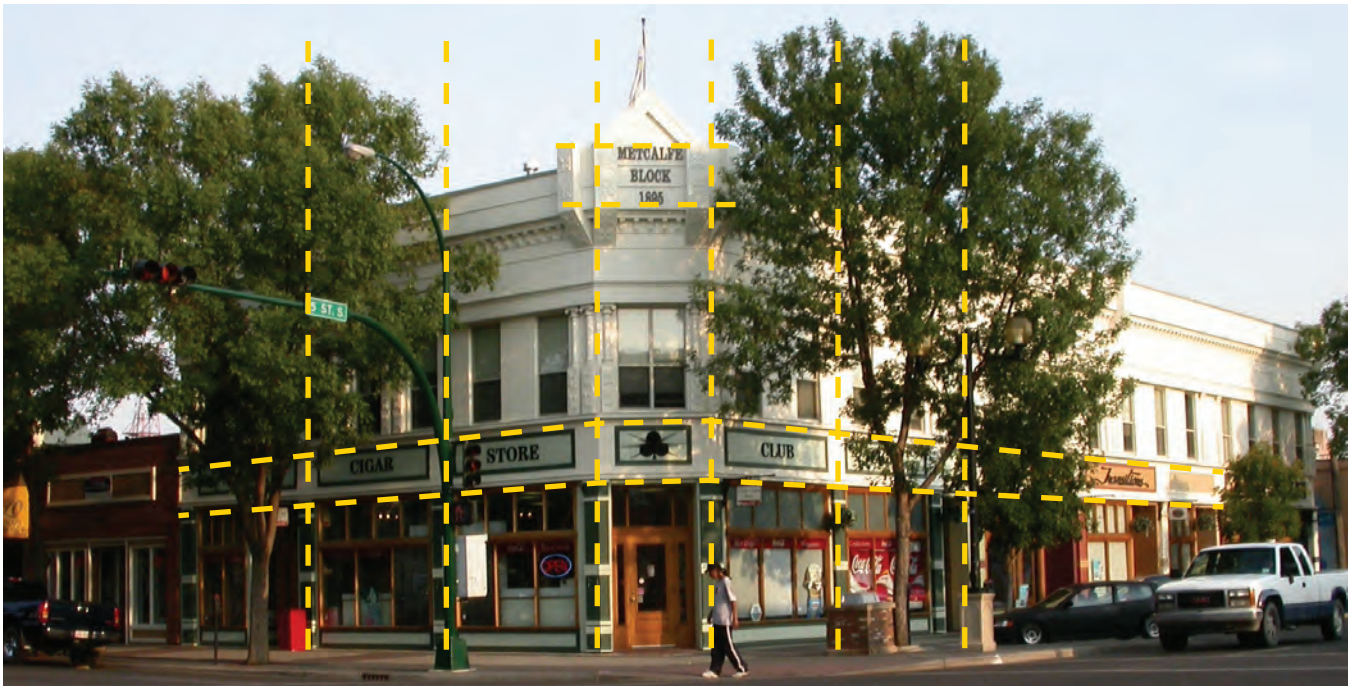
Large freestanding signs such as pylons, signs on top of rooftops such as billboards, and back lit illuminated rectangular sign boxes are discouraged.

Signs should be constructed of durable, high-quality materials and well maintained.

Street addresses should be clearly visible for every building.

Signs on heritage buildings should be compatible in terms of heritage character, colour, and material, and should not obscure architectural details.

2.11 SIGNS



Building mounted signs should be contained within the vertical and horizontal rhythms created by the facade design.

Decorative projecting signs are oriented to be seen from the sidewalk and create pedestrian interest.

Individually cut letters contribute to high quality commercial signs.

Projecting signs can be used in combination with a sign band.

2.12 PRIVATE LANDSCAPING

Principle

Design of the space between the building edge and the sidewalk has an important role to play in reinforcing high quality *streetscapes*, as well as providing amenity for pedestrians and building occupants. A key goal is to create a 'downtown' or urban landscape, as opposed to a suburban treatment. An urban treatment is characterized by well-defined zones (public, semi-public, semi-private, private), a mix of hard (paving, low walls, furniture) and soft elements (planting), and a sense of connection between building and street edge (as opposed to a buffer).

In Fredericton - What Works, What Doesn't

There are a variety of approaches to on-site landscaping in downtown Fredericton. Many of the grand institutional buildings are set back from the street edge with grass and trees in front. This creates an appropriate, park-like setting for the building, consistent with their historical intent. In some cases, however, institutional buildings would benefit from a more active, pedestrian environment such as a plaza or square. This is the intent of the Garrison District Plan. A few modern buildings downtown have a very suburban landscape characterized by grass, shrubs and trees used as a decorative buffer with a large *setback* from the street - this should be avoided.

More appropriate urban landscape: widened sidewalk at principal entrance, low wall reinforcing the sidewalk edge.

More suburban landscape to be avoided: grass verge with buffer planting.

2.12 PRIVATE LANDSCAPING

Guidelines

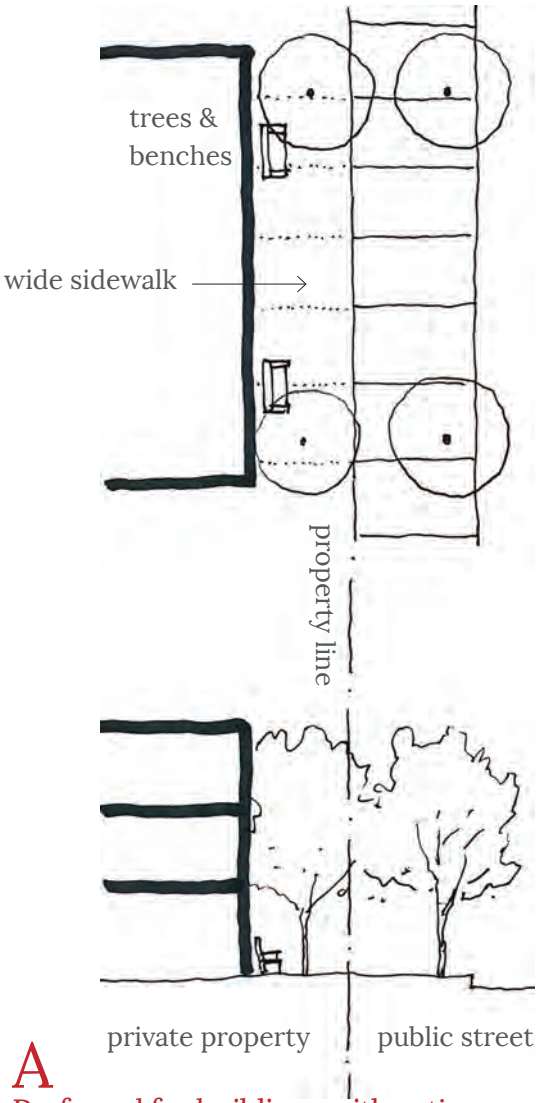
Landscaping should reinforce a well defined street edge.

Where the building is set back from the street edge, a widened *public realm* sidewalk is preferred, including street tree planting and pedestrian amenities such as seating, lighting and public art (diagram 'A').

Where the building is set back from the street edge but *ground level* uses do not support a widened sidewalk, a *transition* should be created between the sidewalk and building face through techniques such as modest grade separation, low walls, planting, and pathway connections to building entrances (diagram 'B').

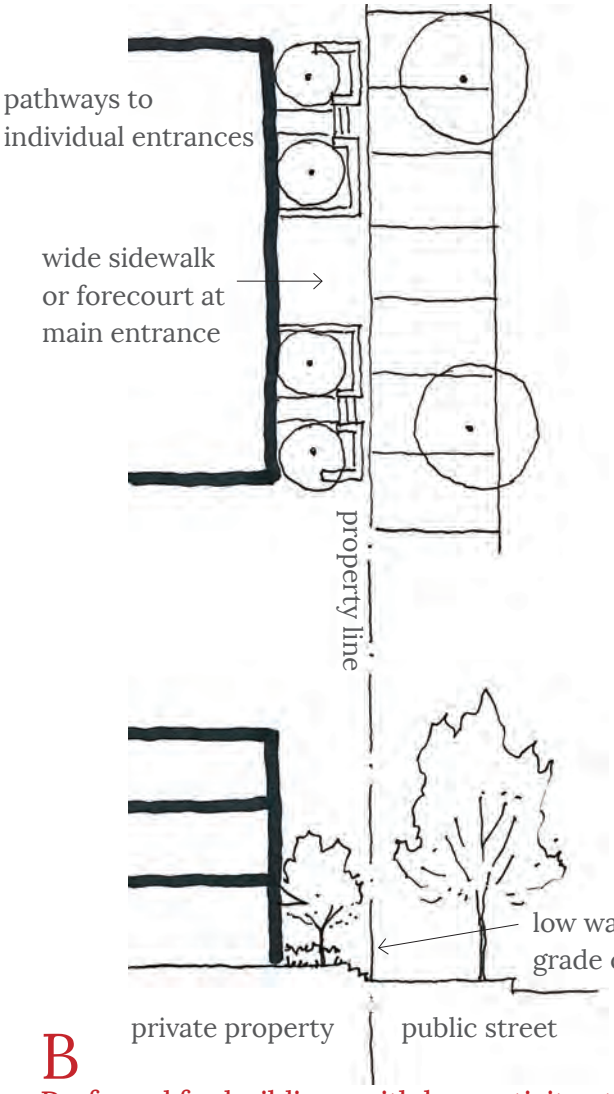
Trees planted on private property should reinforce the primary public street tree planting through species selection, location, spacing and planting condition.

Low landscaping on private property should reinforce the street edge and the architectural composition.



A

Preferred for buildings with *active uses* at ground level, such as retail - private landscape is an extension of the public sidewalk



B

Preferred for buildings with less activity at ground level, such as residential - private landscape addresses the street and provides a *transition*

2.13 SIDEWALK RELATIONSHIP

Principle

The relationship of the building to the street is of critical importance to the quality of the *public realm*, the functional usefulness of buildings, and the character of the buildings themselves. Buildings define the public spaces of Fredericton's streets, parks and plazas, and are experienced most profoundly at ground level. Buildings should have *active uses* at ground level. This often means retail at ground level, which provides activity and visual interest. If not retail, then the most *active uses* contained within the building should be located adjacent to the street. Multiple entrances to the street, combined with a highly transparent facade through window placement and design, as from a series of shop fronts or residential units, contribute to *active facades*, provide greater activity levels, and reinforce Crime Prevention Through Environmental Design (CPTED) principles. Another important principle is to provide seamless *transitions* from exterior to interior. This means flat or minimal slope grading conditions that promote ease of access.

In Fredericton – What Works, What Doesn't

Perhaps the largest improvement that can be made in Fredericton's downtown is to ensure a suitable sidewalk relationship, particularly for residential, commercial and office buildings. The building traditions of the past, as exhibited by many of the heritage buildings along Queen Street with their *active facades* and direct sidewalk relationship, has been lost in some recent development. Some new buildings exhibit the opposite of good sidewalk relationships: blank walls, lack of entrances, grade separation between sidewalk and entrances, and the lack of *active uses* at ground level.

Blank walls, no transparency, and lack of active uses at ground level.

Direct sidewalk relationship to be emulated.

Blank walls at pedestrian level, minimal transparency.

2.13 SIDEWALK RELATIONSHIP

Guidelines

Active Uses

Provide *active uses* at ground level. Parking, blank walls, and mechanical equipment or rooms, are strongly discouraged.

Priority should be given to retail, commercial or institutional uses supporting substantial pedestrian activity.

Where a building programme is substantially non-retail in nature, a thin 'veneer' of retail at *ground level* is encouraged.

The ground floor of the *podium* should be a minimum of 4.5 metres in height (measured from the finished grade to the centre of the ceiling) and built to commercial building code standards, if retail cannot be achieved in the short term. This permits flexibility and long-term adaptability of the *ground level* uses, for example, conversion from residential to commercial uses, or changes in the needs and functions of businesses as Fredericton evolves.

All uses should promote an animated street environment with frequent doors, windows and pedestrian generating fronting and directly accessing the street.

Entrances

Refer to the Entrances section for specific guidelines.

Transparency

Retail *frontages* should be highly transparent at ground level, with approximately 75% *glazing* to maximize display areas and provide visual interest and *animation.*

Non retail *frontages* should also provide visual interest and *animation* by providing ample windows and doors facing streets.

Retail/Commercial

Retail *frontages* should reflect the traditional *rhythm* of storefronts by having a *frontage* in the range of 7.5 metres or less, and no more than 15 metres.

Where retail *frontages* are larger than 7.5 metres, the appearance of narrow storefronts should be articulated in the design of the facade.

Minimize the *transition* zone between retail and the street. Ensure windows are close to or at the front of the facade. Avoid deep columns, recesses, or large building projections that reduce the visual presence of retail display or hide it from view.

Clear glass should be used for windows and doors. Dark tinted, reflective or opaque *glazing* is strongly discouraged.

An identifiable break or gap between street level uses and upper floors of a building is encouraged. This could consist of a sign band, datum line, change in material, or other means.

Weather protection needed/encouraged for pedestrians through the use of awnings or canopies over the sidewalk.

Large floorplate retail uses, or challenging building types such as theatres, should have the bulk of their floorplate located to the rear of their property or above ground level, allowing for a narrow retail *frontages* at the street edge.

2.13 SIDEWALK RELATIONSHIP

Non-retail: Residential, Office and Institutional

Building interiors should be organized to present the most animated uses or functions to the street, such as cafeterias, lobbies, and gathering areas, with a highly transparent facade.

Where residential uses are located at ground level, individual units should be directly accessed from the street, with their *facade*s designed to provide individual expression to each unit. They should be set back from the street by 1.0 to 4.5 metres to provide modest front yard privacy and separation measures, suitable for their context. These measures include landscaping, grade shifts (steps, raised stoops or porches), and low (1.2 metres maximum) walls or decorative fencing of an urban character.

Individual units should be designed and zoned for live-work and home occupations.

Institutional uses may have a variety of building *mass*ing and *setback* conditions depending on its function. If set back from the street edge, institutional buildings should provide a public plaza or an attractive landscaped forecourt as a public amenity.

Ground level units within an apartment building have individual entrances that directly connect with the sidewalk.

An institutional buildng with a modest public space in front with trees, landscaping, benches and weather protection.

2.13 SIDEWALK RELATIONSHIP

Welcoming, vibrant and attractive downtown streetscapes result from the interaction of many factors. This streetscape is the result of good public and private investment. On the public side, the sidewalk has a well-defined pedestrian clearway (for walking) paved in high quality materials, attractive landscaping, regular tree plantings, high quality lighting and signage, and on-street parallel parking. On the private side, active uses at ground level, weather protection, a rhythm of narrow storefronts, good signage, frequent entrances, transparency, high quality materials, and direct linkages between inside and out combine to create great built form that reinforces the streetscape.

Heritage Guidelines: Design for Development On or Adjacent to Heritage Properties

These guidelines inform the design of new structures on or adjacent to properties of heritage significance in downtown Fredericton. The underlying principles and objectives are applicable to all scales of change, from additions to *house form* buildings, to significant redevelopment of multiple heritage properties.

The success of downtown Fredericton depends on the coexistence and interplay of both the old and the new: the rich appeal and distinction of 'place' that heritage and character retention affords; and, the economic and cultural vibrancy that a critical mass of people, activity and investment can deliver.

The objective is to ensure that growth and development occurs in a way that is respectful of *heritage resources* while responding to contemporary demands of programme and architectural expression. New development should be compatible with the heritage character of downtown Fredericton.

First and foremost, compatibility is achieved by maintaining the fundamental principles of good urbanism exhibited by the structure of downtown as a whole: a connected grid of public streets, development parcels that front onto those streets, and the *articulation* of buildings to provide a positive interface at the *pedestrian scale*. This is what the Built Form Guidelines are all about, and new buildings must reinforce this historic pattern.

At the level of individual building design and expression, 'compatible' does not mean 'the same.' In fact, false or fake historic buildings, or derivative buildings, can equally contribute to poor *streetscapes* as an insensitive modern building with limited expression. Compatible buildings are those that exhibit intentional design towards *heritage resources*. They respond to a heritage resource through careful consideration of scale, *mass*, proportion, and especially, materials.

Contemporary or modern building expressions are preferred in their ability to be compatible with *heritage resources*. By their nature, they avoid being derivative. Their materials and detailing contrast with heritage buildings to best advantage, to make a heritage building more of a feature.

There are four general types of development that fall under these Heritage Guidelines:

Additions – modest new construction added to heritage properties, often at the sides or rear of existing buildings, but also on the top.

Infill – modest new buildings on vacant or under utilized sites located in-between heritage properties.

Integrated Developments – development of one or more heritage buildings as part of a larger development proposal, where *heritage resources* are wholly or partially (facade retained) *integrated* into a new building or grouping of buildings.

Adjacent Developments – development on sites that share a lot line with heritage properties or are part of a cluster of heritage buildings.

The appropriate degree and design of alterations to any existing building - designated or otherwise - should be determined and assessed according to the level of heritage significance assigned to the property, in discussion with the City.

A contemporary addition above a heritage building with a large step back.

Use of cornice lines, datum lines, ground level heights and upper level step backs to integrate heritage buildings within and beside new development.

3.1 GENERAL PRINCIPLES & GUIDELINES

Design of buildings should reflect good urban design principles, the specific function and role of their particular context, and be consistent with these Built Form Design Guidelines.

Some of these guidelines are by nature a subjective interpretation of qualitative factors. Subject to meeting the spirit and intent of these guidelines, creative solutions not identified in this document could be considered.

New construction should not destroy historic materials, features, and spatial relationships that characterize a property or area.

The new construction should be visibly differentiated from the old, achieving compatibility primarily through harmonious scale, *massing*, facade *articulation* and materiality.

Contemporary design that positively contributes to area character is preferred.

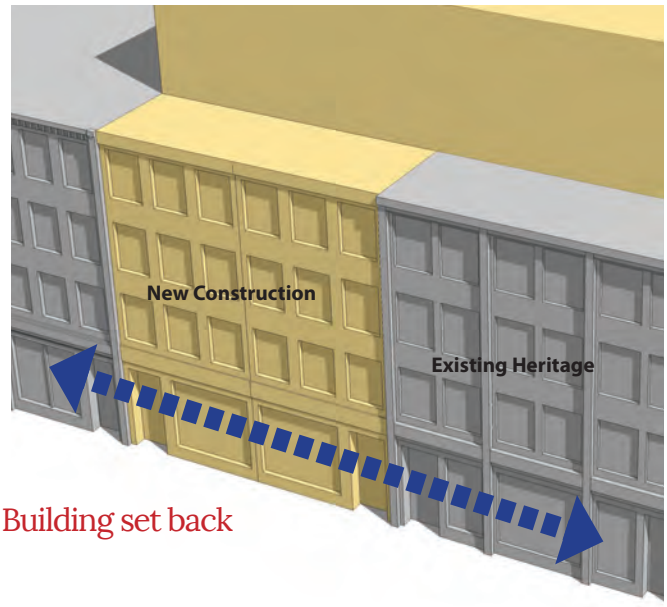
Where historical styles are proposed, they should be relevant to downtown Fredericton and designed in accordance with the established orders and details of that architectural style. Mimicry and designs that borrow and mix historic stylistic detailing inappropriately or incorrectly should be avoided.

This contemporary new residential exhibits many design principles advocated by these guidelines to achieve compatibility with its heritage context: similarities in massing, setback, scale, roof pitch, prominent entrance, sloped rood, prominent residential entrances, and materials. and material.

3.2 BUILDING PLACEMENT

Infill or adjacent developments should be set back consistent with adjacent heritage buildings.

Additions or *integrated* developments with street *frontage* may provide modest *setbacks* as a means of distinguishing or strengthening the prominence of the heritage building.



Building set back

This contemporary rooftop addition is stepped back from the heritage facade, and designed with vertical proportions.

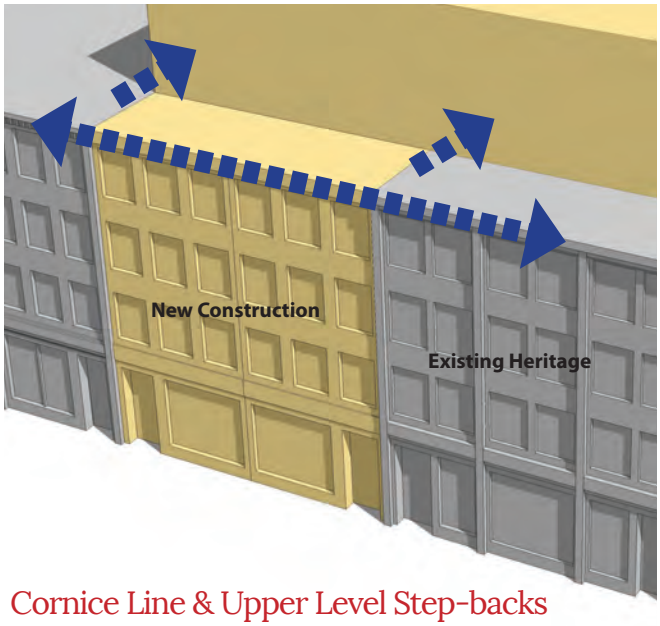
3.3 UPPER LEVEL STEP-BACKS AND ANGULAR PLANES

Provide a 5 metre *step back* for new construction above the *cornice* line of heritage buildings, facing streets and public spaces. Greater *step backs* (than 2 metres) are useful for distinguishing new construction from heritage in additions or *integrated* developments, so as to maintain a consistent *street wall* height and to minimize the visual impact of taller elements and avoid a looming character.

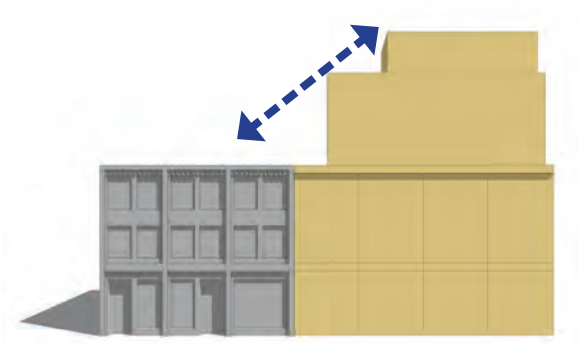
Where a heritage building has distinctive architectural features on its roof (such as a tower), provide 5 metre *step backs* around those features.

An *angular plane* should be considered at the side property line of all heritage properties, generally originating from the height of the heritage building on the property.

Greater contrast in the *articulation* and material quality of upper levels is encouraged to further distinguish the new construction from the heritage.



Cornice Line & Upper Level Step-backs

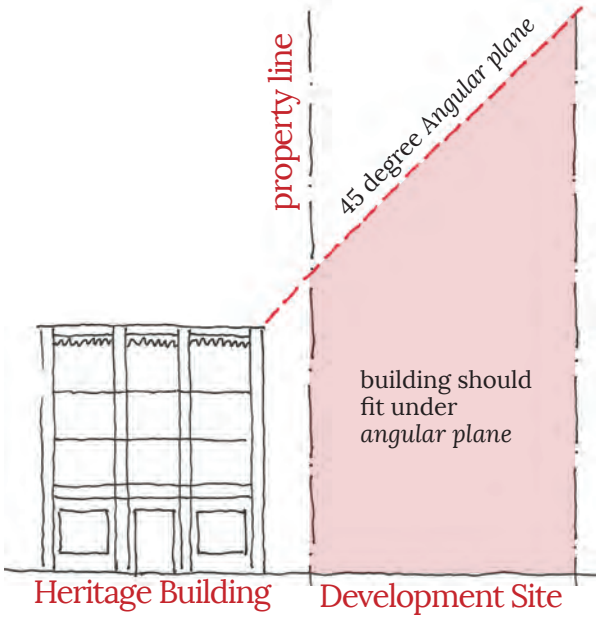


Cornice Line & Upper Level Step-backs

This new building is stepped back above the cornice line of the heritage building.

Upper level step back.

Taller elements of the building have a greater step back, reinforcing the visual prominence of the heritage building and maintaining a human scale street wall.



For heritage properties, the angular plane at the side property line originates at the top corner of the heritage building, as opposed to at the property line itself. This is to ensure that the side yard setback (if any) does not limit the development potential of the adjacent development site.

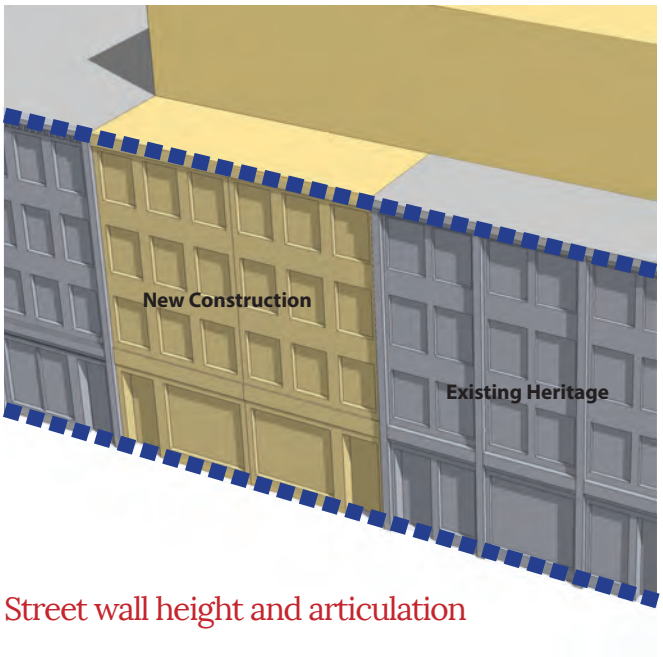
3.4 STREET WALL HEIGHT

If a heritage building is 3 to 4 storeys in height, maintain the same or similar *cornice* height for the *podium* base of a new building adjacent to it, to create a consistent and complementary *street wall* height.

Where infilling between heritage buildings of varying *cornice* heights, select the height of one to be consistent with. Where the infill site has sufficient *frontage* to articulate two or more bays of comparable width to the heritage buildings, the new *cornice* may vary its height to reference both heritage *facades*.

Where infilling between or adjacent to heritage buildings that are lower than 3 storeys, provide a 3 to 4 storey *street wall* height for new construction. Reference to the *cornice* height can be made in the design of the new facade.

This contemporary infill building maintains the street wall height and cornice line of adjacent heritage buildings.



Street wall height and articulation

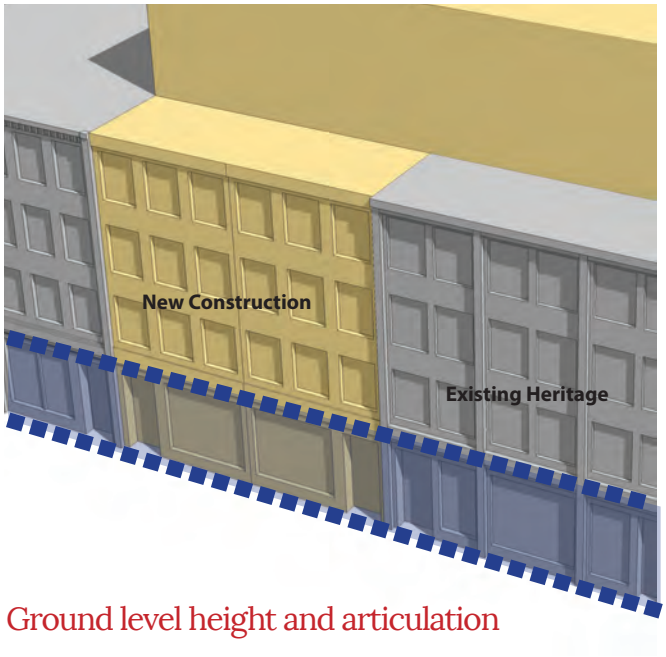
3.5 FIRST STOREY HEIGHT & ARTICULATION

Heritage buildings are often characterized by tall first storeys - the floor-to-ceiling height of the ground floor. Provide a first storey height for new buildings that is consistent with that of heritage buildings. Where infilling between heritage buildings of varying *ground level* heights, the taller height will set the datum for the new building.

Maintain other heights and proportions in the first storey such as:

- Sign band height and size
- Window height, size and proportion, including transoms
- Door height, position, and *setback*.

This contemporary infill building (right) maintains the ground level height and storefront articulation of adjacent heritage buildings.



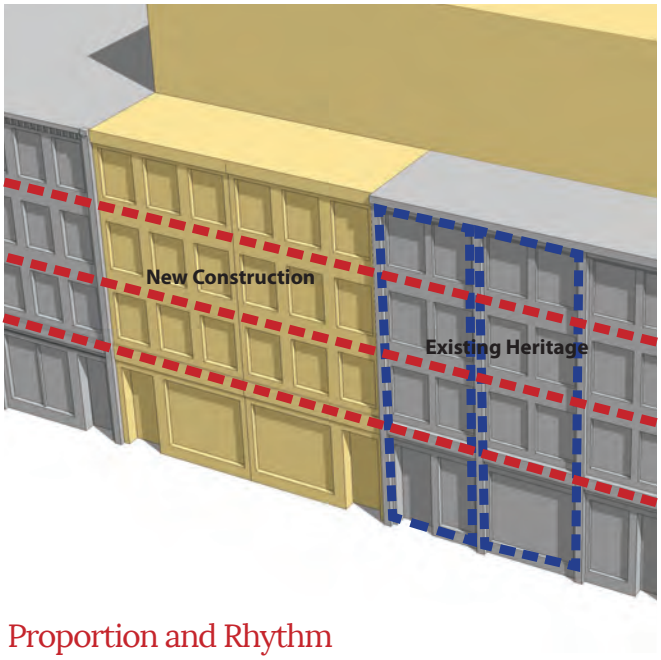
Ground level height and articulation

3.6 PROPORTION & RHYTHM

Reinforce the prevailing *rhythm* of the heritage buildings, generally of a narrow vertical proportion. The *rhythm* of heritage buildings are often created by towers or bays in the *massing*, shopfront widths, and repetition of upper level windows.

For larger or longer buildings, clearly articulate vertical divisions or bays in the facade at a *rhythm* consistent with the heritage buildings.

For *ground level* commercial uses, the retail bays or shop fronts should be expressed in a similar scale and *rhythm* to adjacent heritage buildings.



Proportion and Rhythm

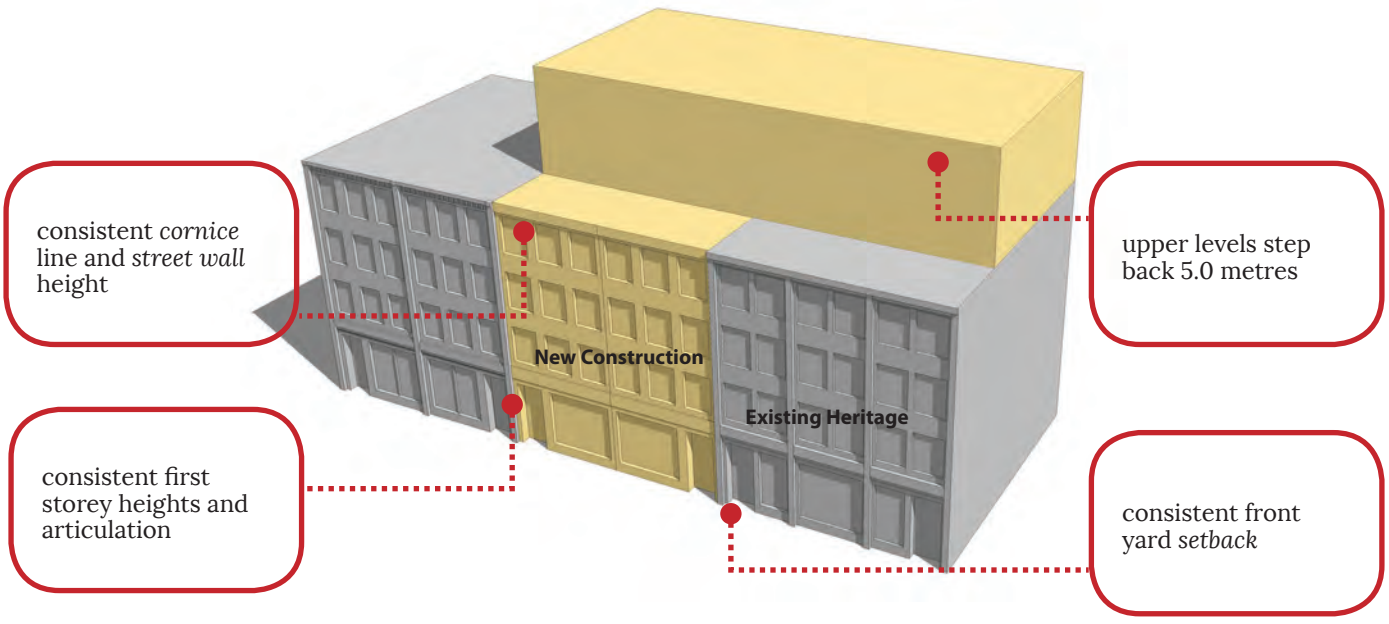
The new building on the right references the horizontal and vertical proportions of the heritage building on the left.

3.7 HERITAGE FACADE RETENTION & INTEGRATION

Where only a heritage facade is retained, the facade should not visually appear to be tacked on to a new building; rather, it should be *integrated* with the new construction in such a manner that the former building appears to have been retained.

Facade Retention and integration

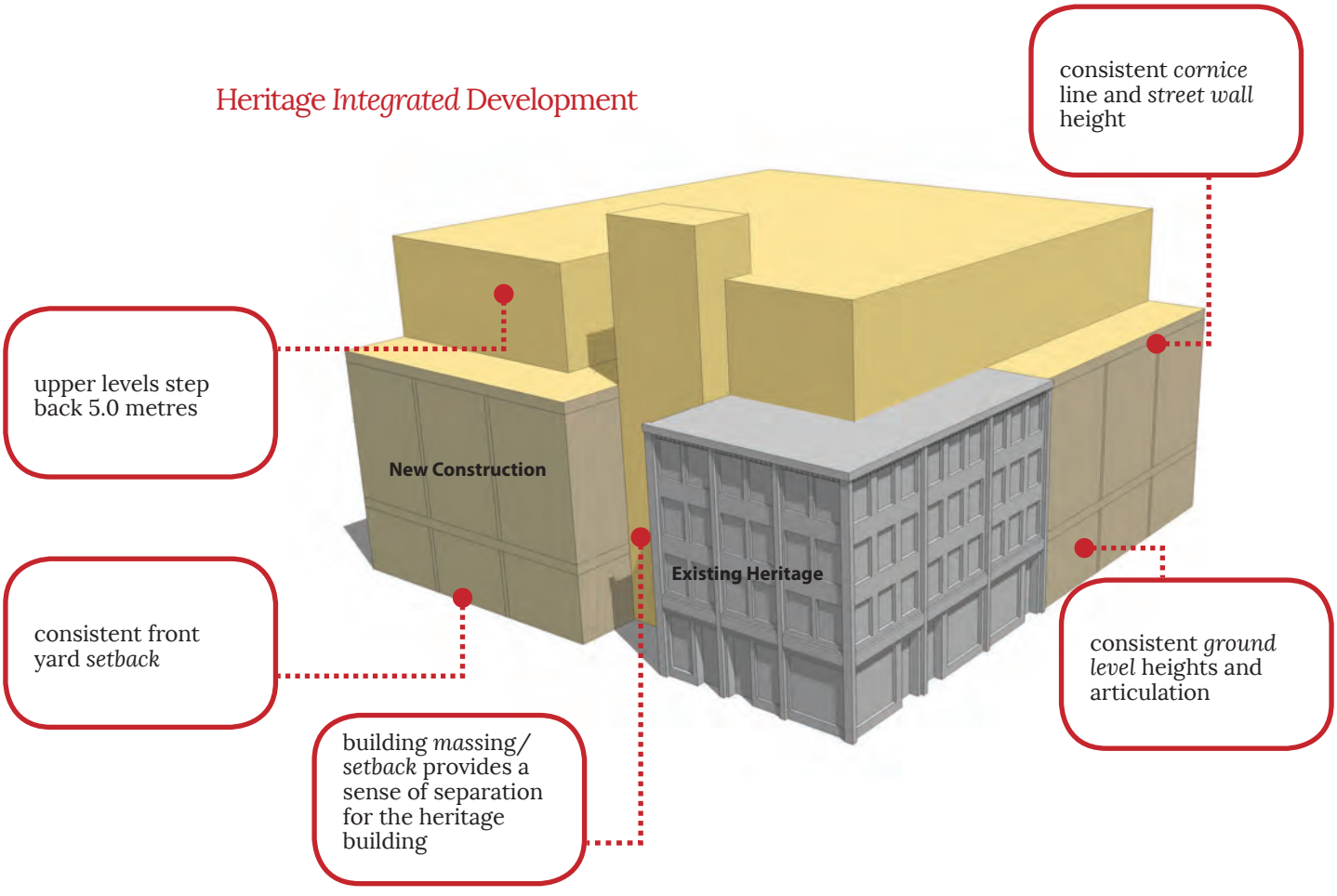
Heritage Infill and Additions



Facade retention and materiality

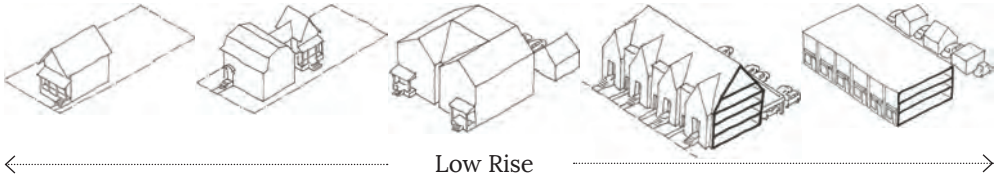
Complementing Contrast

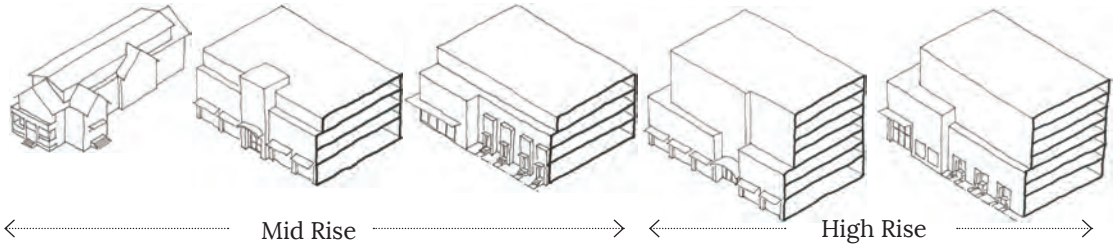
Heritage *Integrated* Development



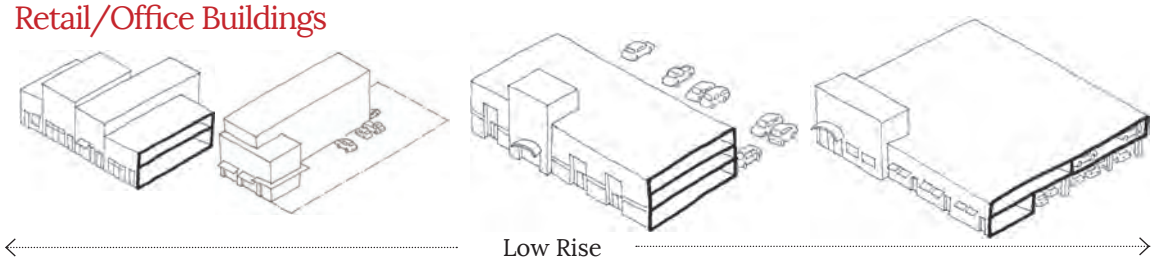
The following building typologies show appropriate building *massing* for downtown Fredericton based on scale (low, mid and high rise) and use (residential, commercial, etc.). They illustrate a range of possible building and site configurations. They are not meant to be rigid. Other typologies exist, as well as variations on these typologies. Their primary purpose is to visually illustrate the types of buildings that have the desired relationship to their urban context.

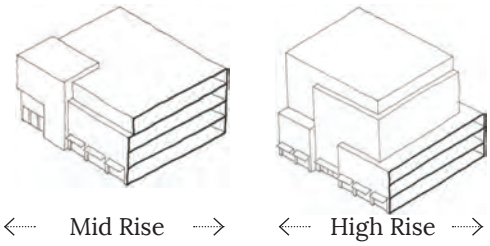
Residential Buildings



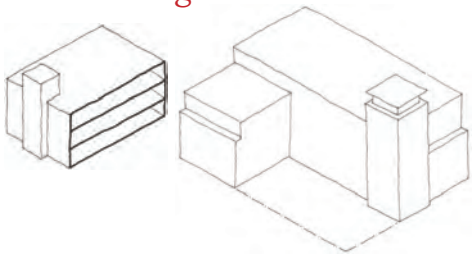


Retail/Office Buildings

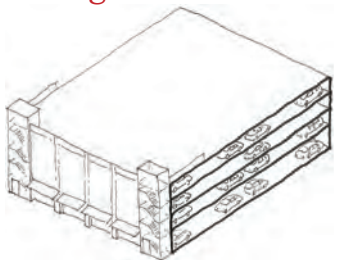




Civic Buildings



Parking Structure



4.1 GROUND CONTACT (LOW RISE) RESIDENTIAL FORMS

Height: 2-3 storeys

Description

Buildings where access to individual units occurs directly from ground level, typically from the street (as opposed to higher forms that have elevators and/or central corridors).

Residential *ground contact* forms include:

- Single Detached– *house form* buildings with one residential dwelling.
- Semi Detached/Duplex – *house form* buildings with two residential dwellings.
- Townhouse – multiple residential dwellings attached to each other at their sides.
- Stacked Townhouse – multiple residential dwellings attached to each other at their sides and above (units are stacked on top of each other).
- Back to Back Townhouse – townhouses attached at their rear walls. They have no rear yards.
- Back to Back Stacked Townhouse – stacked townhouses attached at their rear walls. They have no rear yards.

Private open spaces provided in the form of front yards, rear yards, balconies and decks, or occasionally, a common green, courtyard or mews that is visible and accessible to the street.

Single, Semi, Duplex, and Multiplex will all have similar *house forms*, varying only moderately by scale.

Multiplex forms: large *house forms.*

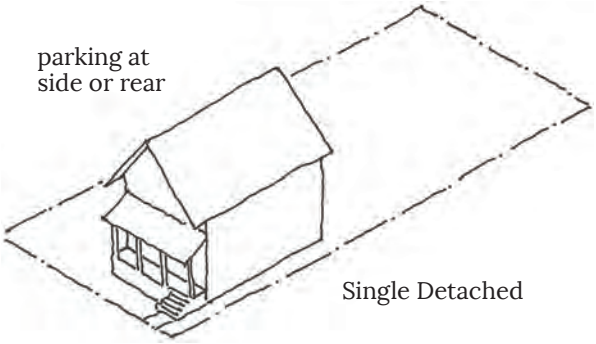
Uses

Commercial uses on the ground floor are desired.

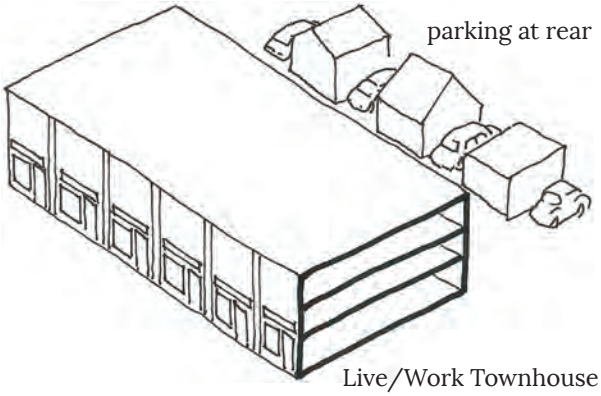
Where there is no commercial use, *ground level* units should be accessed directly from the street.

Street Relationship

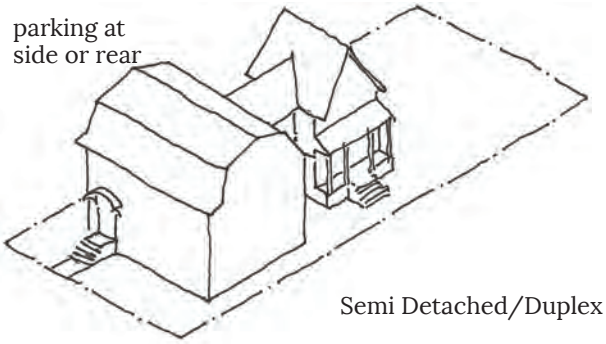
Buildings are located at or near the street edge, depending on the use at ground level. A modest *setback* is desired where residential dwellings are located at ground level.



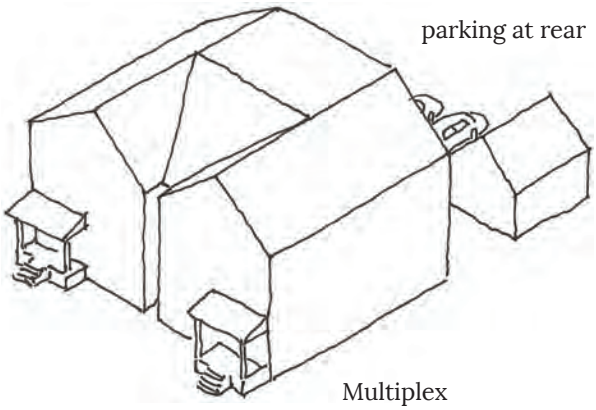
Single Detached



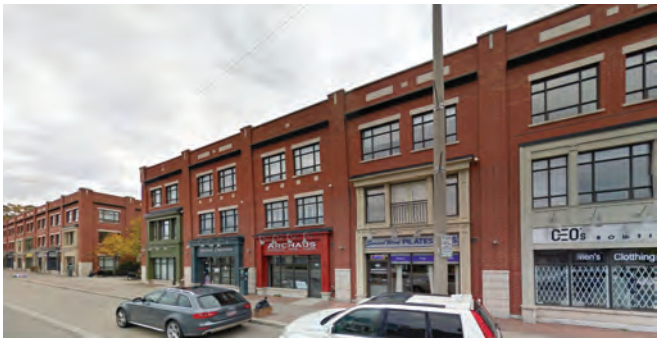
Live/Work Townhouse



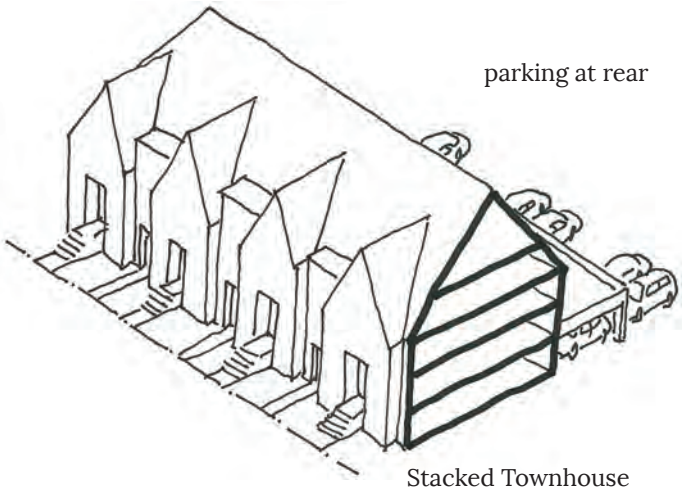
Semi Detached/Duplex



Multiplex



Live/Work Townhouse



Stacked Townhouse

Stacked Townhouse

Height: 2-3 storeys

Description

Buildings where access to businesses frequently occurs directly from ground level. This may include *ground level* retail, or, entrances located along the sidewalk that provide stair or elevator access to floors directly above.

Typically 'main street' forms of traditional storefronts with useable space above (office or residential).

Can include *low rise house forms* with stores and offices.

Uses

Commercial uses on the ground floor are desired.

Street Relationship

Animate the street by providing separate entrances to individual businesses.

Articulate non-commercial (office) ground floor *facades* for the potential future conversion to retail uses.

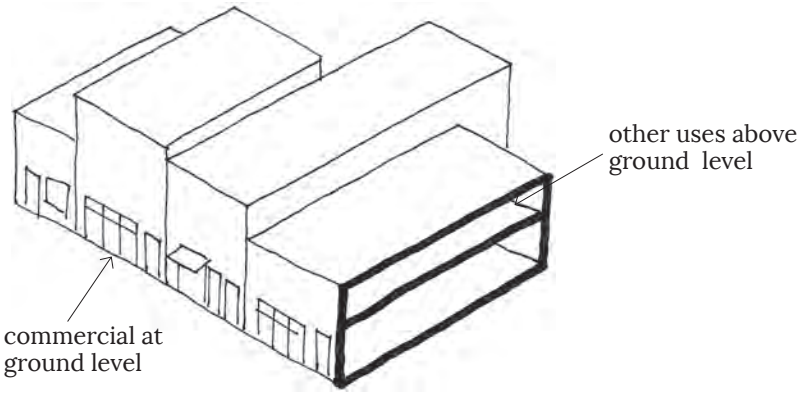
Preferred

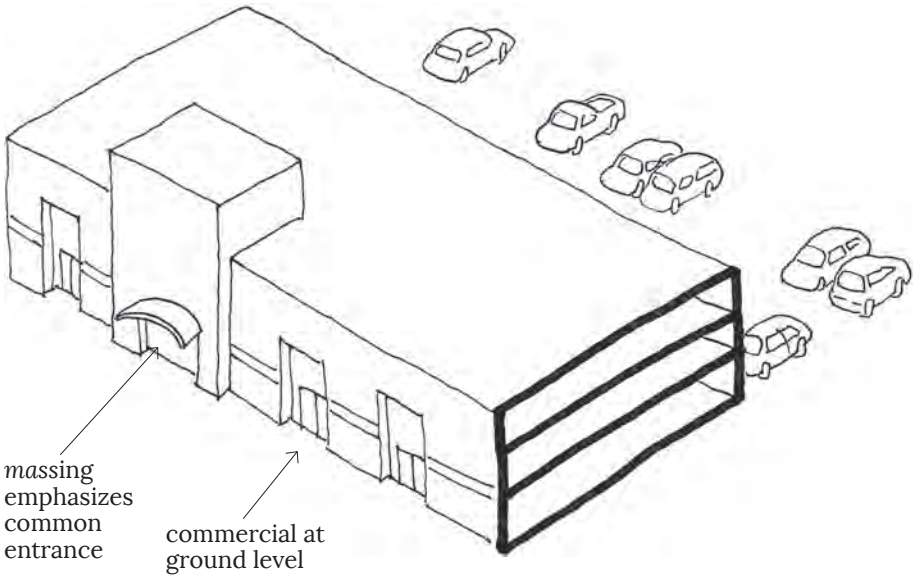
Retail at ground level with office or residential uses above, building located at the street edge screening parking and servicing behind

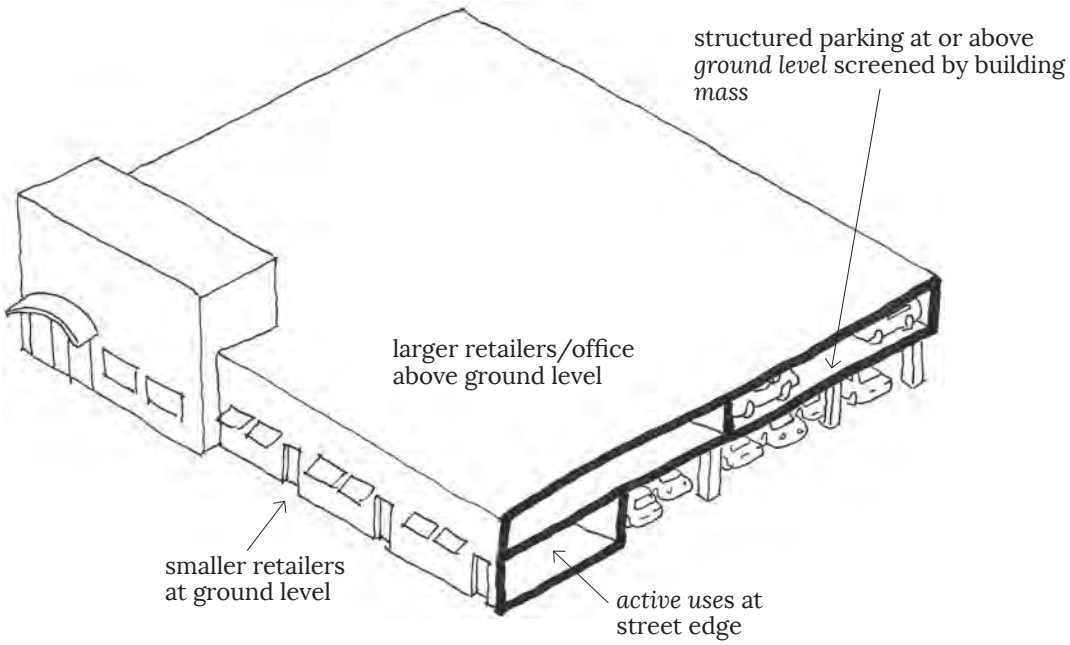
Large floorplate retailer located above smaller retailers

Avoid

Single storey retail with parking in front


other uses above ground level
commercial at ground level


massing emphasizes common entrance
commercial at ground level


structured parking at or above ground level screened by building mass
larger retailers/office above ground level
smaller retailers at ground level
active uses at street edge

4.3 MID RISE RESIDENTIAL FORMS

Height: 4-6 storeys

Description

Residential units attached to their neighbours above, below and to the side within a single building.

Private open spaces provided in the form of balconies, patios, decks, rooftops, or occasionally, an interior courtyard.

Uses

Commercial uses on the ground floor are desired.

Where there is no commercial use, *ground level* units should be accessed directly from the street.

Street Relationship

Commercial and residential common spaces (main entrances, lobbies, recreation/party rooms) should be located at the street edge.

Individually accessed *ground level* units should have a modest *setback*.

Individual entrances to units located at ground level.

Preferred

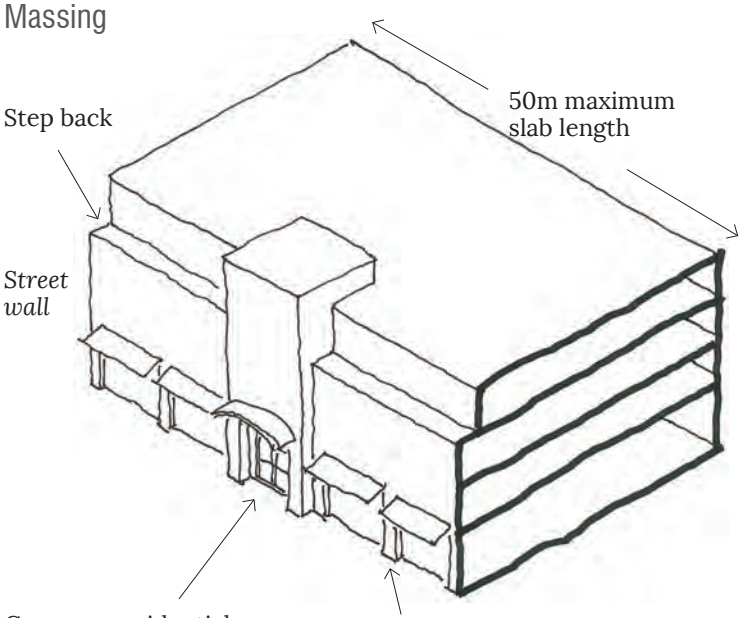
Urban Typology - building at the street edge, commercial uses at ground level.

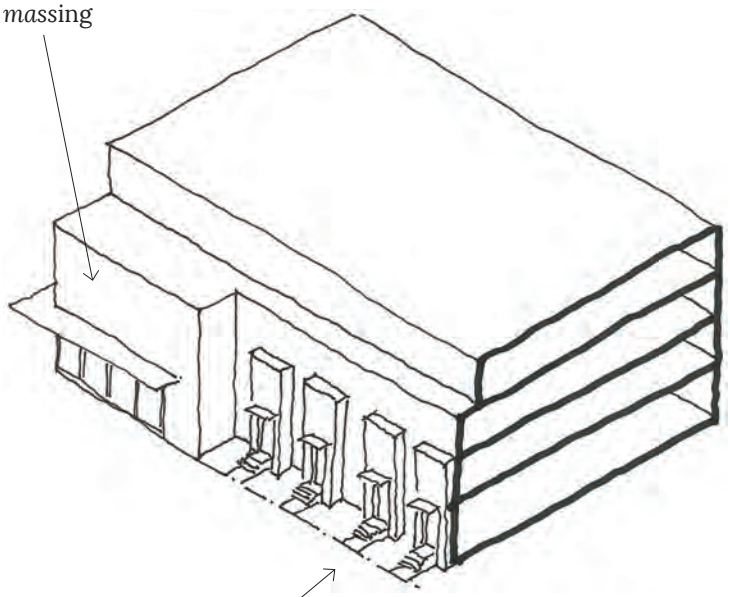
Step back creates a three storey street wall.

Avoid

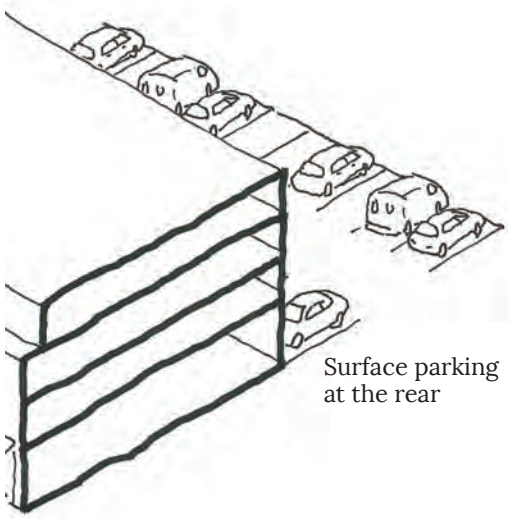
Suburban Typology - building set back from the street edge with a grass/ornamental landscape, lack of proinent entrance, low pitched roof and single use.

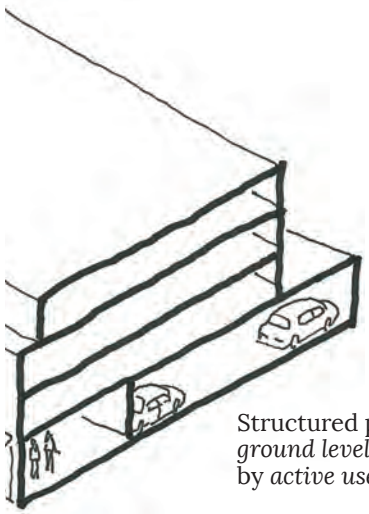
Massing

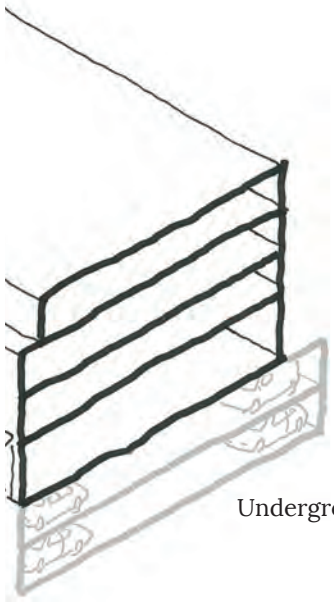




Parking







Height: 7+ storeys

Description

Residential units attached to their neighbours above, below and to the side within a single building.

Private open spaces provided in the form of balconies, patios, decks, rooftops, or occasionally, an interior courtyard.

Uses

Commercial uses on the ground floor are desired.

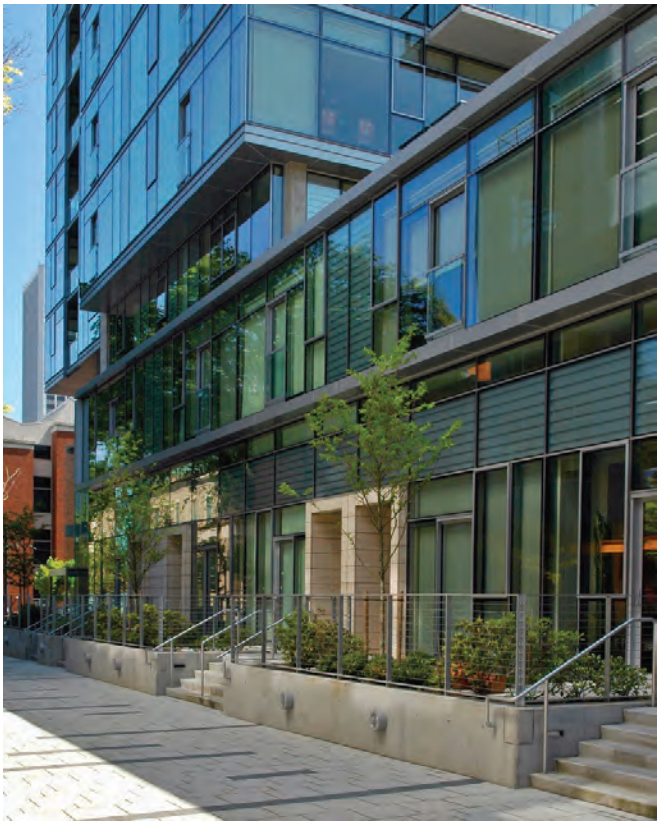
Where there is no commercial use, *ground level* units should be accessed directly from the street.

Street Relationship

Commercial and residential common spaces (main entrances, lobbies, recreation/party rooms) should be located at the street edge.

Individually accessed *ground level* units should have a modest *setback.*

Preferred

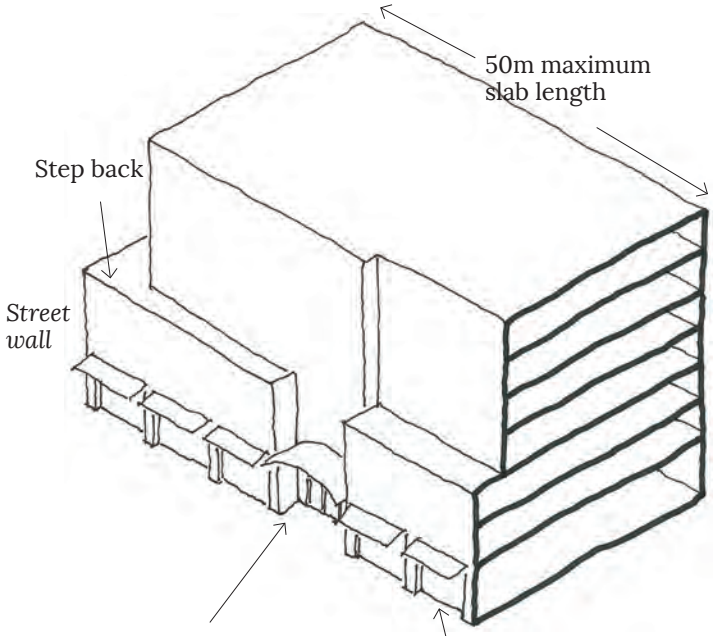


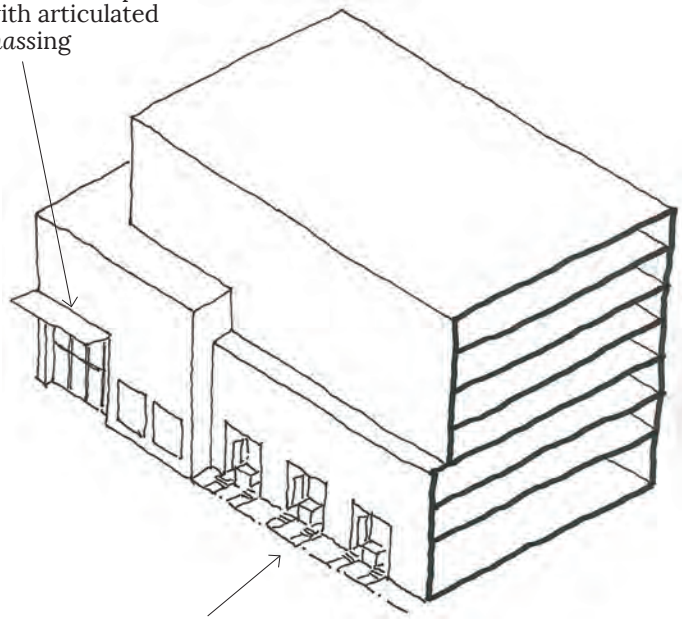
Where retail is not possible, ground level units have direct sidewalk access.

Avoid

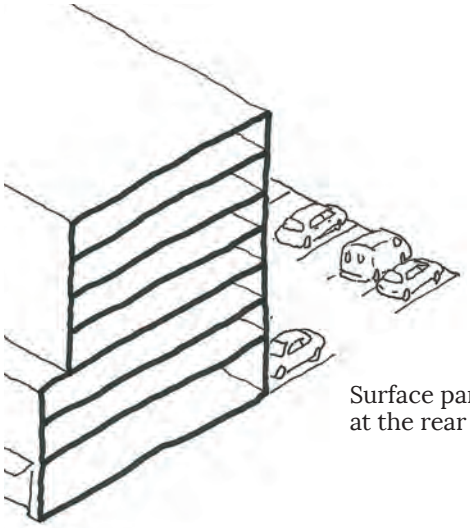
Blank wall at ground level.

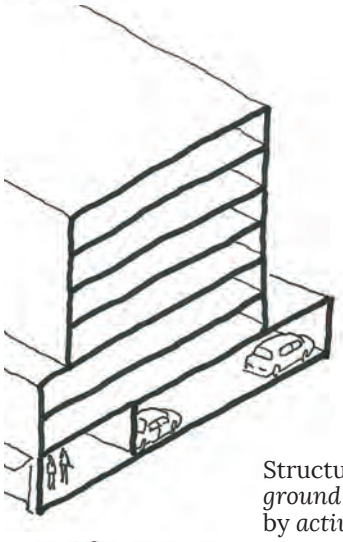
Massing

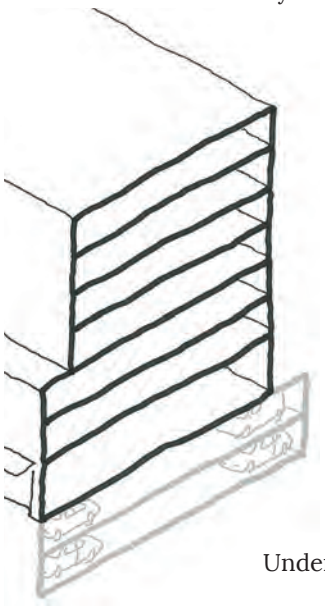




Parking







4.5 MID RISE OFFICE FORMS

Height: 4 - 6 storeys

Description

Commercial and office employment uses, typically on large open floorplates, attached to their neighbours above, below and to the side within a single building. May also include small condominium office units within a larger building.

Private open spaces provided in the form of patios, decks or rooftops.

Common building entrance(s) providing access to lobby and elevators.

Uses

Commercial uses on the ground floor are desired.

Where there is no commercial use, *active uses* at *ground level* are desired: cafeterias, lobbies, common meeting and recreation rooms.

Street Relationship

Modest *setbacks* for a building forecourt at the main entrance, or outdoor patio for a cafeteria, are desirable. Provide additional, direct entrances to the building.

Articulate non-commercial ground floor *facades* for the potential future conversion to retail uses.

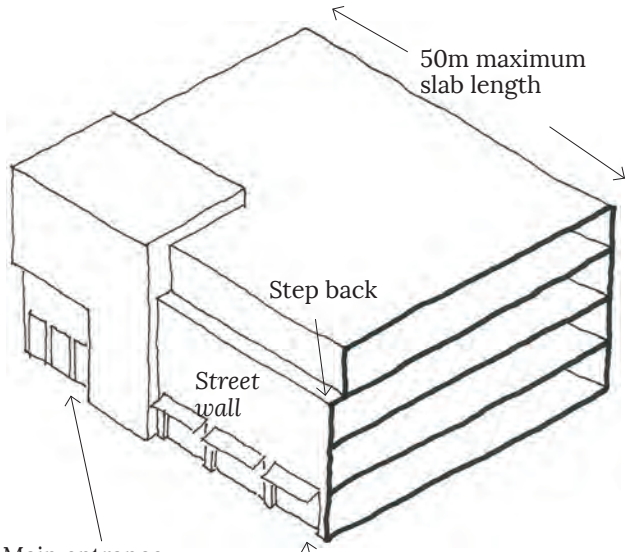
Preferred

Podium base with upper level step back, retail at ground level, public amenity forecourt where building is set back from street edge.

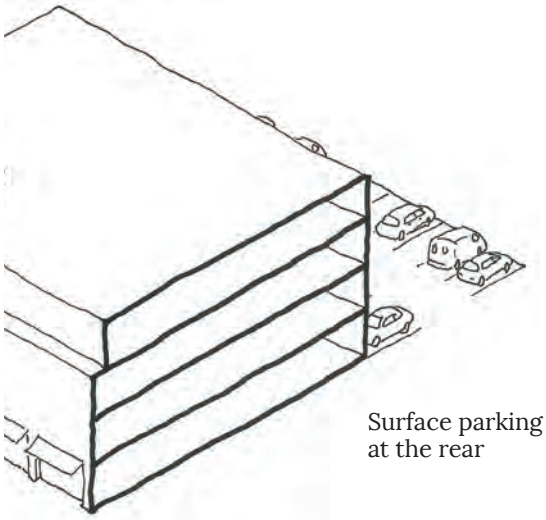
Avoid

Monotonous lengthy slab, lack of retail/cafe presence on street

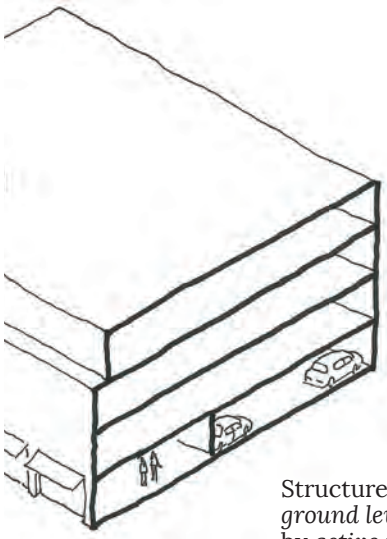
Massing



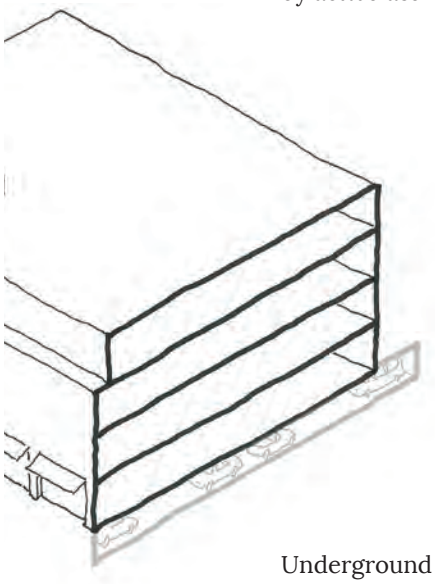
Parking



Surface parking at the rear



Structured parking at *ground level* screened by *active use*



Underground parking

4.6 HIGH RISE OFFICE FORMS

Height: 7+ storeys

Description

Commercial and office employment uses, typically on large open floorplates, attached to their neighbours above, below and to the side within a single building. May also include small lease or condominium office units within a larger building.

Private open spaces provided in the form of patios, decks or rooftops.

Common building entrance(s) providing access to lobby and elevators.

Uses

Commercial uses on the ground floor are desired.

Where there is no commercial use, *active uses* at *ground level* are desired: cafeterias, lobbies, common meeting and recreation rooms.

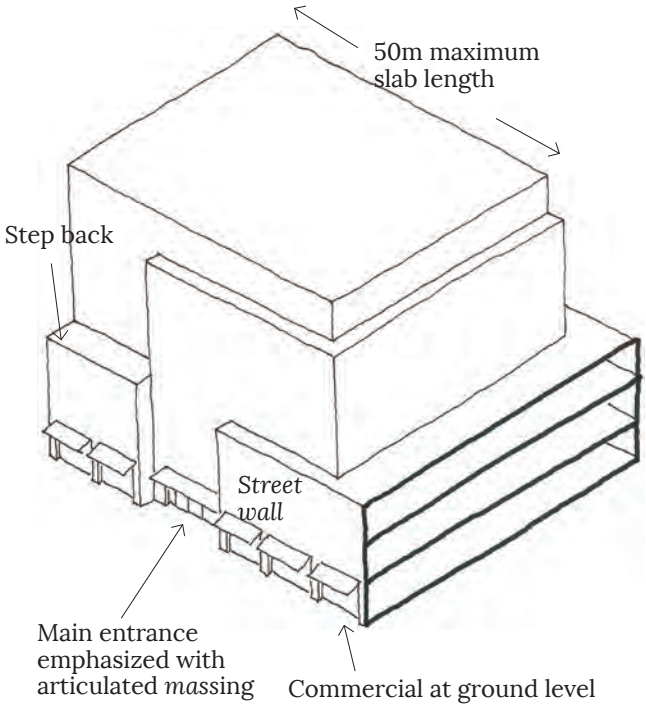
Street Relationship

Modest *setbacks* for a building forecourt at the main entrance, or outdoor patio for a cafeteria, are desirable. Provide additional, direct entrances to the building.

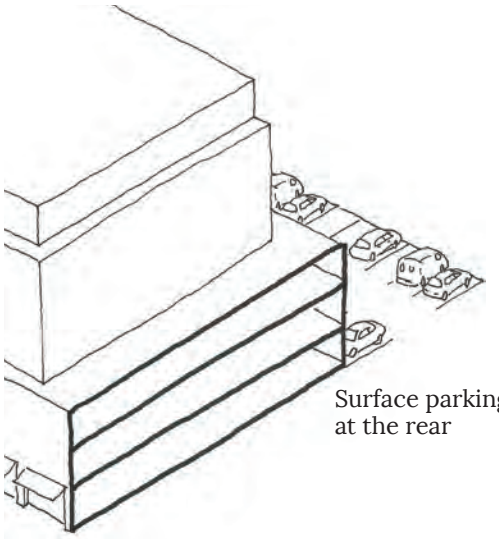
Articulate non-commercial ground floor *facades* for the potential future conversion to retail uses.

Well defined street wall relates to pedestrian scale, lined by active uses with multiple entrances. Large mass of office building is articulated into smaller units.

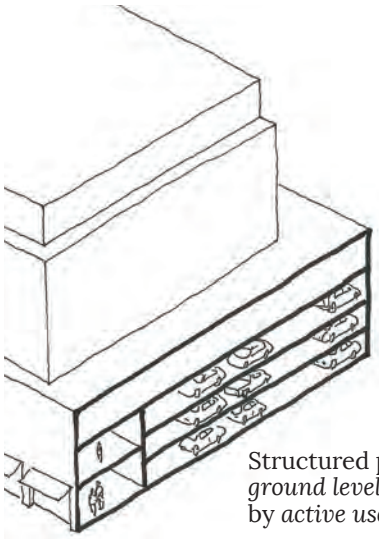
Massing



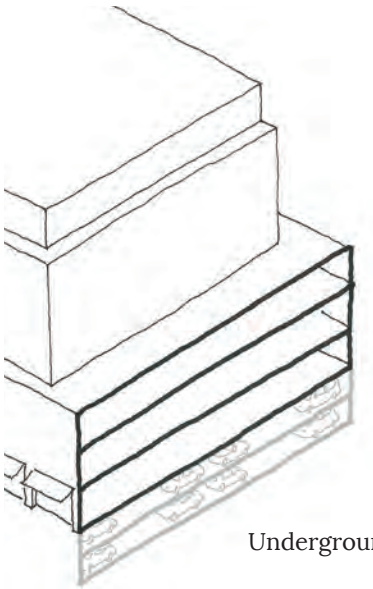
Parking



Surface parking
at the rear



Structured parking at
ground level screened
by *active use*



Underground parking

4.7 NARROW FRONTAGE/DEEP LOT

Height: 3+ storeys

Description

Properties with narrow *frontages* along the street edge but with great depths, often with long, narrow buildings with parking along one side.

Use

Varies. Commercial uses on the ground floor facing the street are desired, with residential, commercial or office uses behind and above.

Street Relationship

Maximize the width of the building along the street *frontage*.

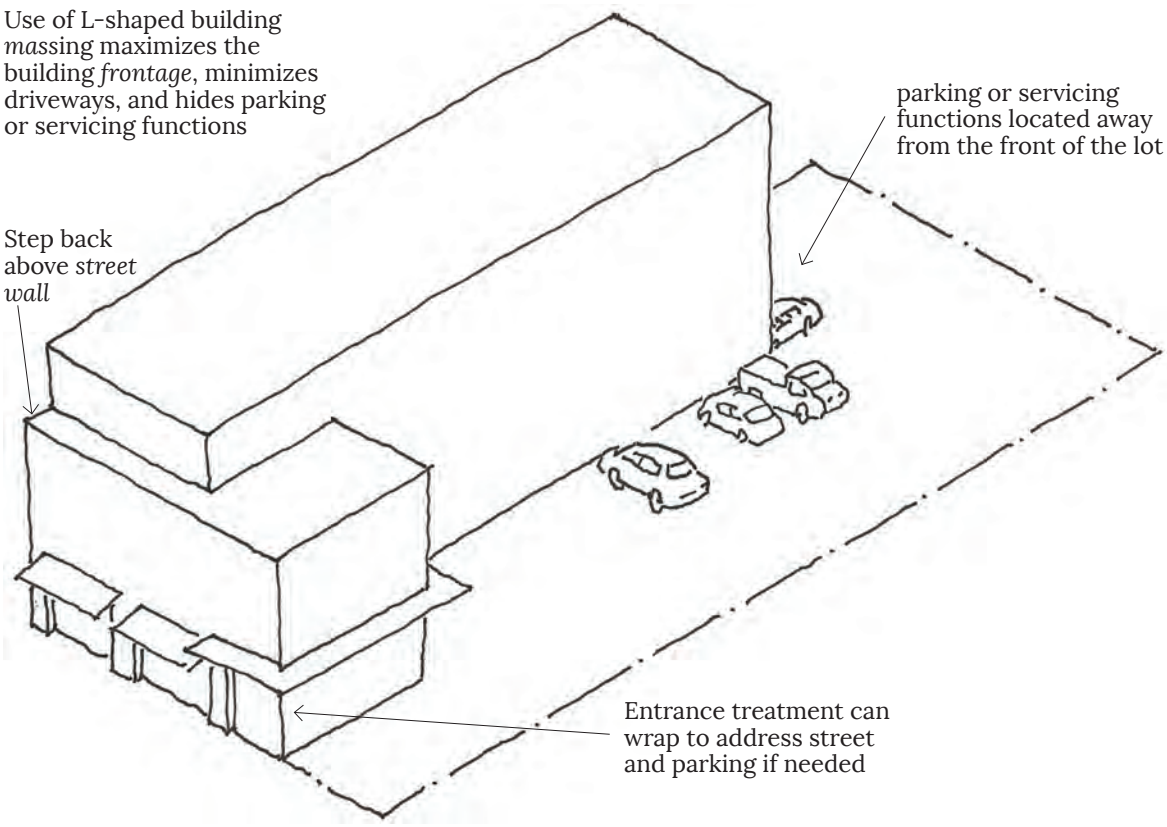
Minimize the width of vehicular access points. Consolidate vehicular entrances with other properties.

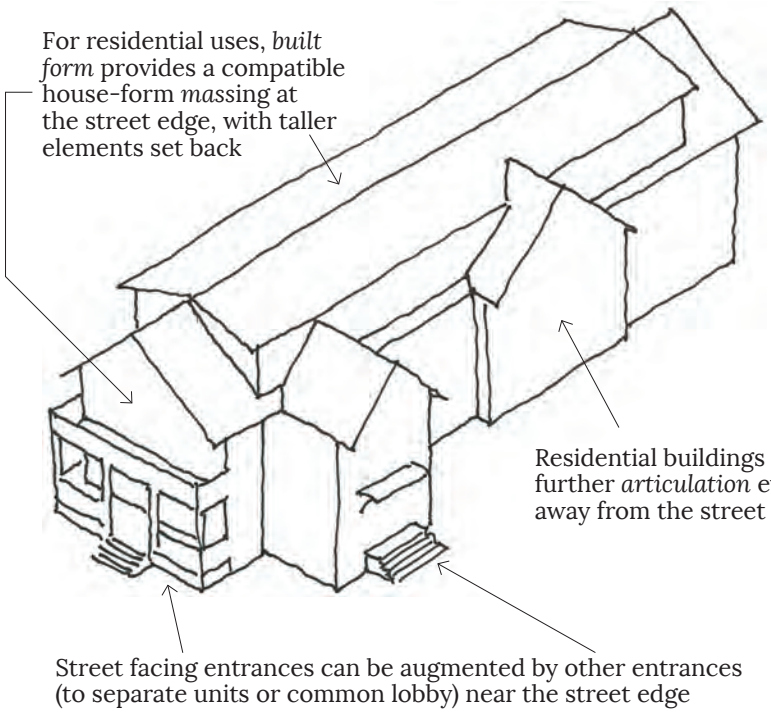
Preferred

Multi-unit building is compatible with its house-form context (massing, setback, character) and provides a great interface with the street with its porch and multiple windows.

Avoid

Little articulation of the facade, little transparency, and no mitigation of its scale in relation to neighbours to create a positive transition.


Use of L-shaped building *massing* maximizes the building *frontage*, minimizes driveways, and hides parking or servicing functions
parking or servicing functions located away from the front of the lot
Step back above *street wall*
Entrance treatment can wrap to address street and parking if needed


For residential uses, *built form* provides a compatible house-form *massing* at the street edge, with taller elements set back
Residential buildings benefit from further *articulation* even if located away from the street edge
Street facing entrances can be augmented by other entrances (to separate units or common lobby) near the street edge

4.8 CIVIC, PUBLIC, CULTURAL AND INSTITUTIONAL BUILDINGS

Height: varies

Description

Varies. Typical public buildings are of a grander scale and expression than most buildings. Public buildings have greater civic responsibility and often provide *landmark* architectural features. Common lobbies serve as welcoming and orienting public spaces.

Uses

Public services and amenities, places of worship, schools, museums, libraries, community centres, hospitals, theaters, police stations, and fire halls.

Street Relationship

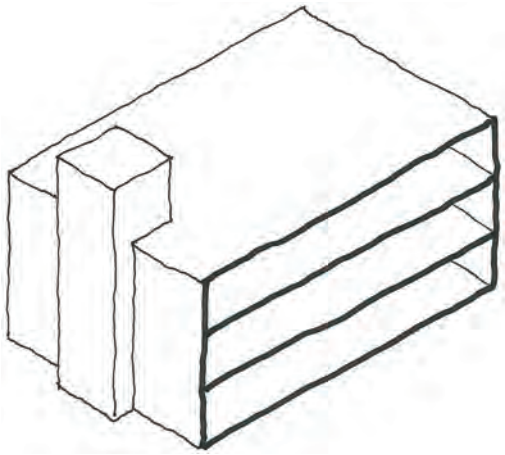
Varies. Fredericton has a tradition of public buildings set back from the street edge. New public buildings that are set back from the street should provide a publicly accessible plaza, forecourt or green space with amenities (seating, shelter, information). Otherwise, buildings should be located to define the street edge.

Commercial uses at *ground level* are required for *frontages* that would otherwise be blank, for example, the back-of-house for a theatre.

Preferred

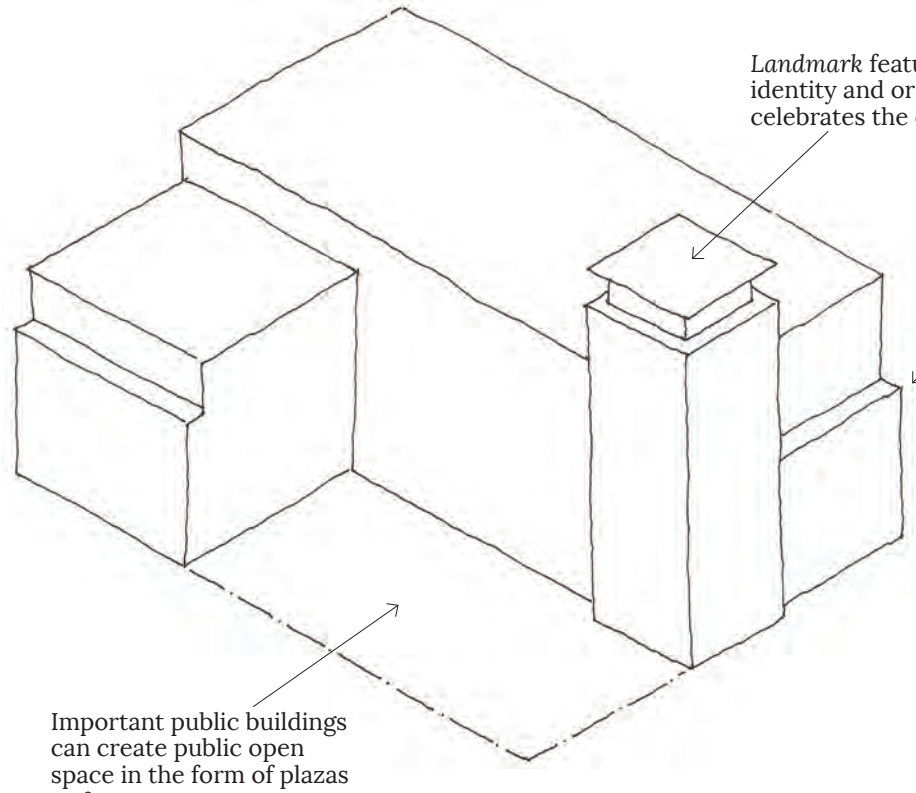
Building with landmark treatment set back to provide public amenities in forecourt.

Active spaces in front of important public buildings.



Small scale public buildings may simply be a *street wall* building with an enhanced *massing* element/entrance or other architectural feature

Extra emphasis placed on civic architecture (entrance, fenestration, roofline) by this police station and fire hall.



4.9 PARKING STRUCTURE (ABOVE GROUND)

Height: 2+ storeys

Description and use

Buildings whose primary purpose is to provide large vehicular parking areas in a multi-level format, with internal vehicular ramps.

Commercial uses should be provided at *ground level* (at a minimum) to animate the street *frontage* and screen parking.

Street Relationship

Consolidate vehicular access wherever possible to minimize impact on sidewalks. Provide clear sightlines for drivers and pedestrians at vehicular access points.

Locate pedestrian entrances to parking structures at the street edge. Provide significant visibility and *transparency* to entrances and stairwells.

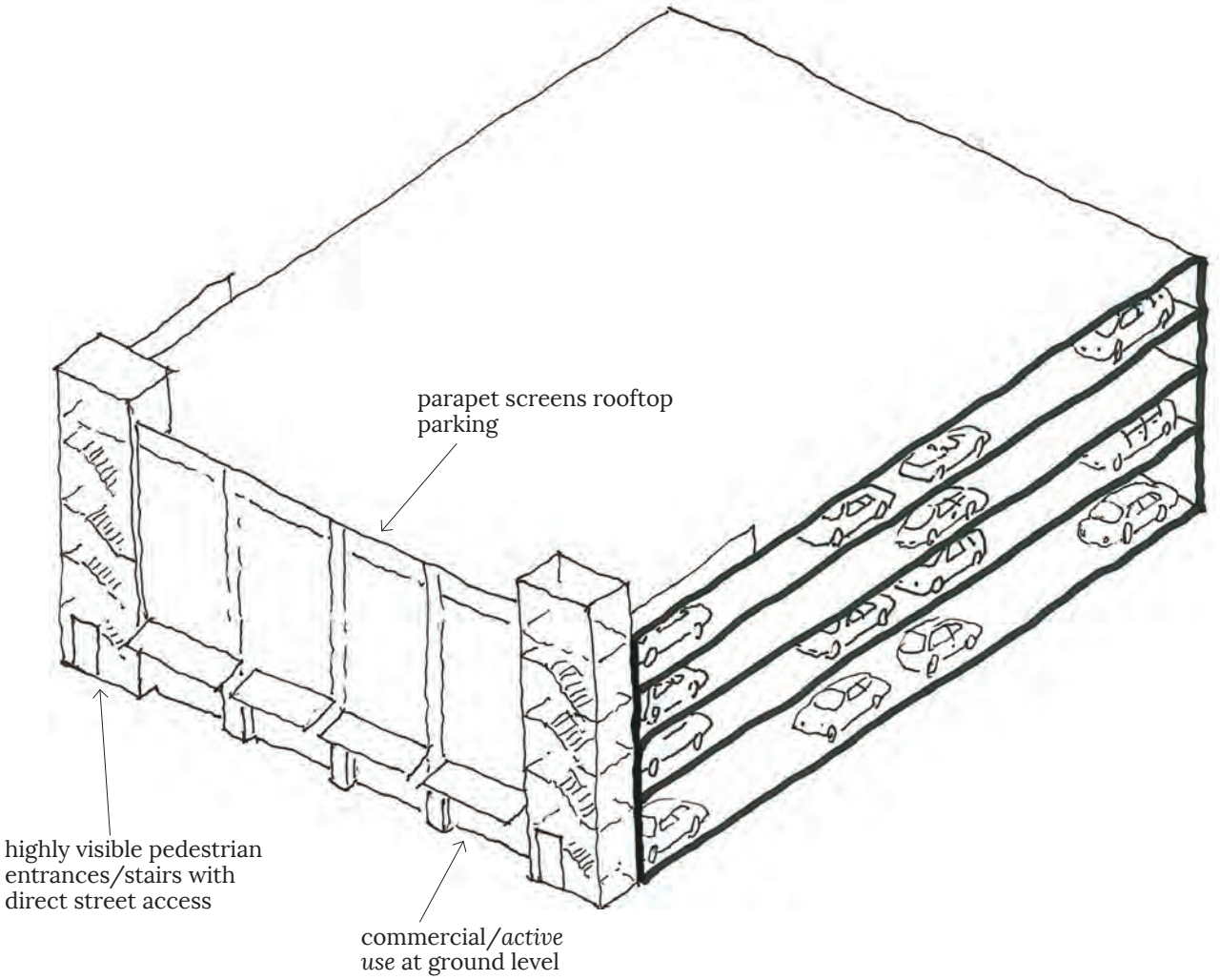
Provide an *integrated*, active facade for parking structures through *articulation* or public art.

Preferred

Ground level condition is active for these parking strucutures. High quality architectural treatment above.

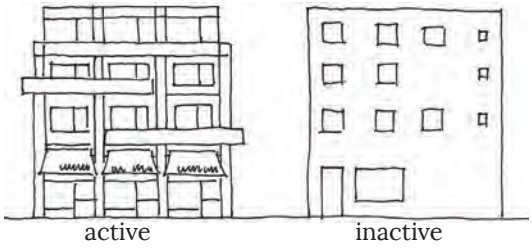
Avoid

Blank wall at ground level and exposed infrastructure.


parapet screens rooftop parking
highly visible pedestrian entrances/stairs with direct street access
commercial/*active use* at ground level

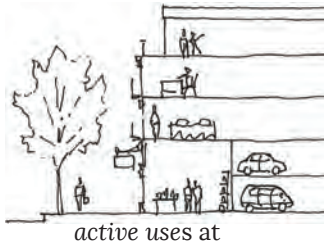
Active Facade

A facade that is visually interesting and/or highly transparent.



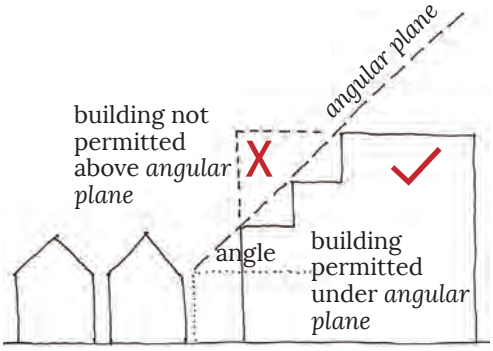
Active use

Space inside a building regularly used or inhabited, for example stores, offices or dwellings, as opposed to space that is not regularly used by people, such as parking garages or mechanical/servicing rooms.



Angular Plane

A flat surface extending from a specified line and projecting over a lot, at a specified angle measured up from the horizontal along a property line through which no part of a structure may penetrate.



Animation

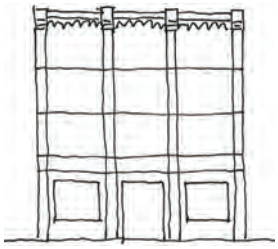
Visual interest as from an *active facade*, or *active uses* (inside or outside) that generate pedestrian activity. Stores, main front entrances, and beautiful heritage buildings all exhibit different types of *animation*.

Articulation

The way a building facade is designed and detailed to provide pleasing architectural compositions and an active facade for pedestrian and visual interest. Typical elements of building *articulation* are windows and doors, entrances, details such as *datum lines*, pilasters and decorative elements, balconies, rooflines, and special features such as towers and projections. In general, a high level of *articulation* is desired in the downtown, however, simple modern designs can also be well articulated in their detailing.

Ground Level (first storey)

Refers to the condition or use of a building at ground level, that is, the level that is immediately adjacent to and accessible from the sidewalk. *Ground level* use refers to the use or function of a building on the ground floor.



Built Form

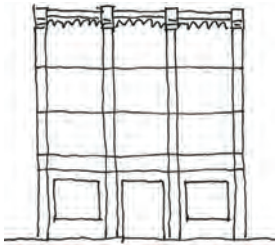
Buildings, both individually and as a collective.

Cladding

The finish materials on the exterior of a building (e.g. wood siding, brick, etc.)

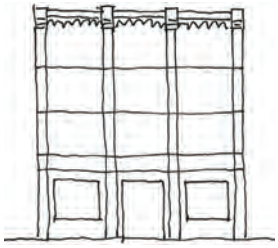
Cornice

A continuous, horizontal molding, material or architectural detail on top of a *mass*ing element (such as a *podium* or at the roofline).



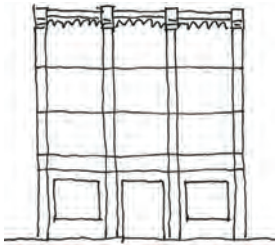
Datum Lines

Typically horizontal lines in the design of the facade, often articulating floor heights. Common examples include sign bands and *cornice*s.



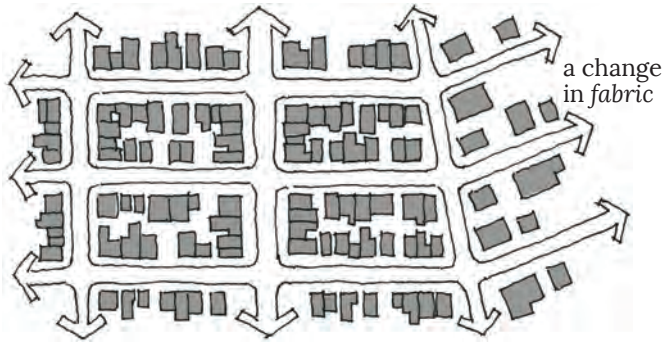
Facade

The face of a building that faces a public street or open space. Corner buildings have two (or more) *facade*s.



Fabric

The downtown *fabric* is the collective street network and *built form* that create a recognizable pattern, easily navigated, for accessing residences, businesses and services.



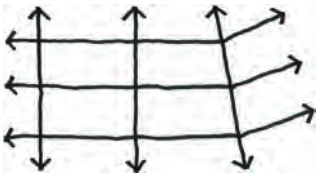
fabric - streets, lots, buildings

Fenestration

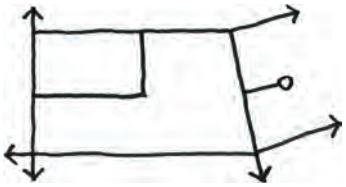
The design and placement of windows, doors and other openings in a facade.

Fine grained

See also *pedestrian scale*. Elements of the *built form* or *streetscape* that are sized and located to relate to the scale and use of pedestrians. The term *fine grained* is often used for short blocks, a well-connected *public realm*, and frequent entrances.



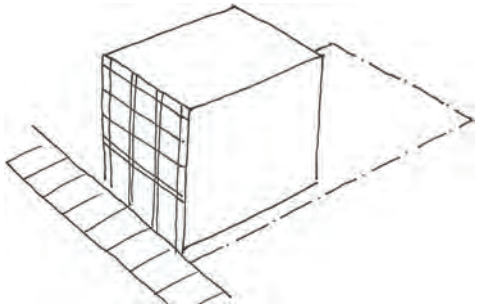
fine grained, connected



not *fine grained*, poorly connected

Frontage

The boundary of a property along a public street.



Glazing

Clear glass.

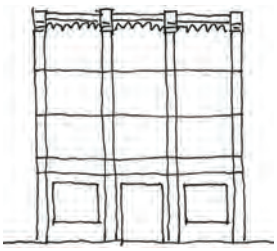
Gateway

An entrance to the downtown, such as the Westmorland Street bridge. A *gateway* should provide a clear sense of entry and identity.

Ground Contact

Typically housing where each unit is individually accessed from the sidewalk or has direct access to an outdoor space at ground level, as opposed to units stacked vertically as in an apartment.

ground contact housing



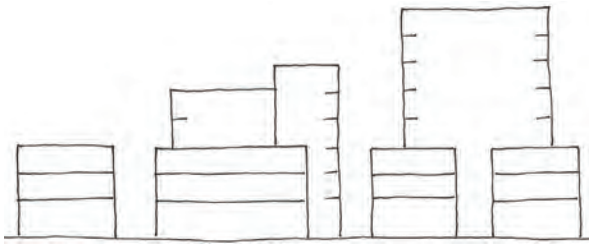
not *ground contact*

Heritage Resources

Buildings, structures, artifacts, districts, landscapes and archeological sites of architectural or historical significance. Fredericton's *heritage resources* create a distinct sense of identity for the downtown.

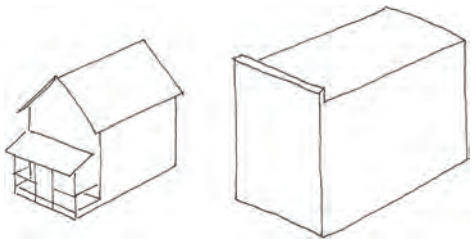
High Rise

Buildings that are above seven storeys.



House Form

Buildings that are shaped like houses. Usually built originally as houses. Many have been transformed in use to businesses in the downtown, and others remain residential. *House forms* are one to three storeys in height, and usually exhibit small *mas*sing and footprints, porches, and pitched roofs.



Infill

New development on an existing empty or underutilized lot in the downtown.

Integrated

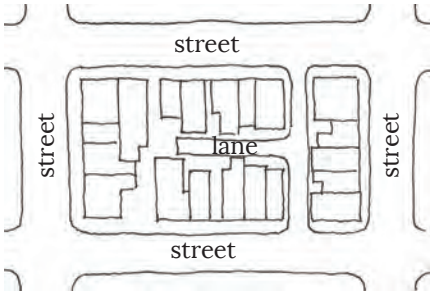
Combining or coordinating separate elements into a unified and interrelated whole. For example, mechanical equipment and signs are *integrated* with a facade when they fit within the organizing system of a facade and have compatible treatments, materials or colours.

Landmark

An object or feature of the cityscape that is easily seen and recognized from a distance, especially one that provides a sense of identity and orientation, such as a church spire. It can be a whole building or portion of a building such as a tower. Downtown Fredericton has many *landmarks*, such as Christ Church Cathedral, St. Dunstan's Parish, the Legislative Assembly, and City Hall.

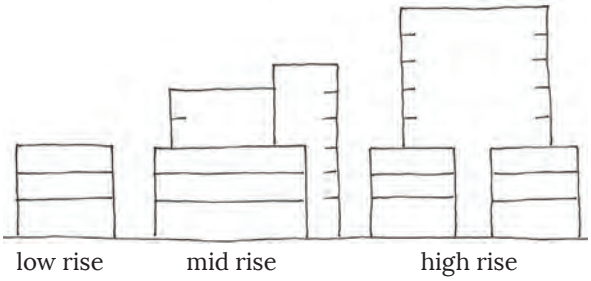
Laneway

A narrow vehicular drive at the side and especially rear of buildings that provides parking and servicing access.



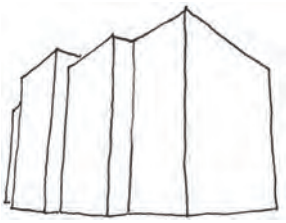
Low Rise

Buildings that are three storeys or less.



Mass, Massing

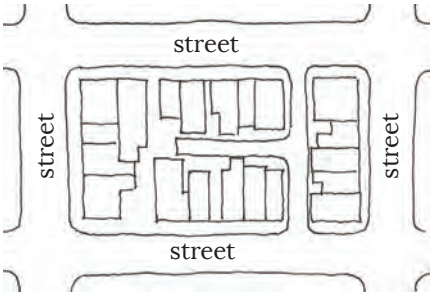
The generalized, overall volume of a building and its main elements, such as the *podium*, substantial articulation, and roof. Facade design and details do not impact the *mass*ing.



*mass*ing

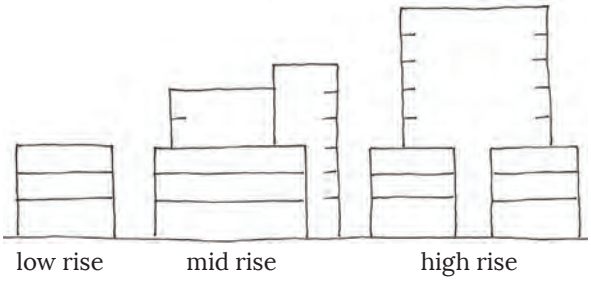
Mid Block Connection

A pedestrian passage between buildings, including along a *laneway*, that connects adjacent streets and open spaces.



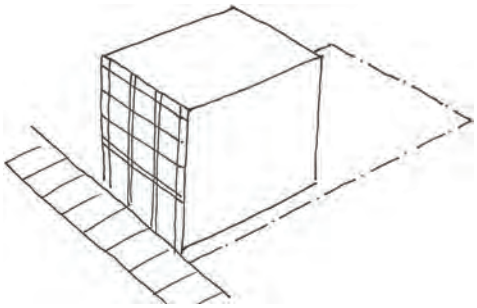
Mid Rise

Buildings that are four to six storeys



Oriented

The primary direction that a building or use faces. Buildings should be *oriented* to the street, and not to parking lots or *laneways*, through placement of the primary entrance and *facade* articulation.



Pedestrian Interest/Character

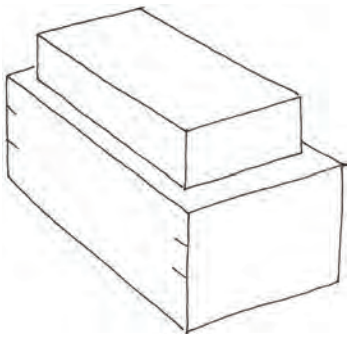
Elements of the *built form* or *streetscape* that contribute to a visually pleasing, animated character.

Pedestrian Scale

Elements of the *built form* or *streetscape* that are sized and located to relate to the scale and use of pedestrians. For example, short blocks, frequent entrances, and windows and architectural features at *ground level* provide *pedestrian scale*.

Podium

The lower portion of a building that defines the *street wall* and *public realm*. It is 3 to 4 storeys in height. The *podium* refers to the overall *mass*ing of this portion of the building.

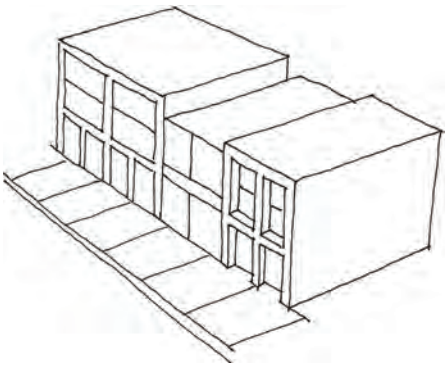


Public Realm

The outdoor, accessible streets, parks, plazas and other open spaces that are free for everyone to use, walk through, view and enjoy (even if privately owned).

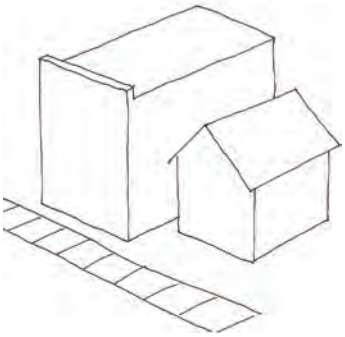
Rhythm

In a building or series of building facades, *rhythm* refers to a regular, repeating module, such as a series of storefronts or columns. Downtown should have *fine grained rhythm* to promote *pedestrian scale* and visual interest.



Setback

The distance from the edge of the property line (street line) that a building is located at ground level.

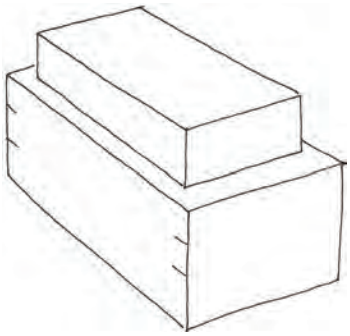


Slab Building

A large, continuous building of four or more storeys, typically without defined breaks, perceived as monotonous or blocky.

Step Back

Where a building is taller than the *street wall* or *podium* height, the *step back* is the distance from the *street wall* to the nearest part of the taller structure. Another way to express it is as a *setback* that is measured above ground level, from the edge of the *podium* to the taller part of the structure.



Streetscape

The *streetscape* is an outdoor public room that extends from building face to building face along the street. The *streetscape* includes all the elements within that space, including the *facade*s, trees, lighting, furnishing, sidewalks, bike lanes, vehicle lanes, parking and crosswalks. The design and organization of all these elements have a role to play in creating great *streetscapes*.

Street Wall

The edges of the street are defined by the buildings that line it. The *street wall* is comprised of each individual building along the street that collectively serve to define its edge as an outdoor public space. Generally, the lowest three storeys of a building have the most important role in defining the street's edge, as this is the level of *pedestrian scale*. To create great streets, the *street wall* should be relatively continuous on both sides of the street.

Transition

A change of one form or style to another, for example, from the surrounding *house form* neighbourhood of the Town Platt to taller buildings downtown. Downtown should avoid abrupt *transitions* in height and scale.

Transparency

Building openings such as windows and doors that have clear glass. Significant *transparency* is desired in the downtown, particularly at ground level, to promote *pedestrian interest*, *animation*, and casual observation and overlook.

Typology

Elements of the built environment that are classified into types based on common characteristics. For example, the building typologies are organized by scale (*low rise*, *mid rise* and high rise) and use (residential, commercial, office, institutional and parking).

View Terminus

The end of a view corridor, typically along a street. For example, the Crowne Plaza Hotel is a *view terminus* looking north along St. John Street.