



TABLE OF CONTENTS >>>

EXECUTIVE SUMMARY

THE PROJECT	1
The Process	2
Phase 1: Project Initiation	2
Phase 2: Concept Report	3
Phase 3: Preliminary Designs	4
Phase 4: Final Design	4
SIGNAGE AUDIT & INSTALLATION PLANS	11
SIGNAGE FABRICATION ELEMENTS	47
FABRICATION DETAILS	53
VEHICULAR SIGNAGE	54
Gateway Sign	54
Parking Lot	58
Building Identification	63
Map / Directory Kiosk	66
Digital Message Board	70
Vehicular Directional	72
Finnerty Garden Sign	73

PEDESTRIAN SIGNAGE	74
Map / Directory Kiosk	74
Major Directional	81
Intermediate Directional	85
Directional Blade	88
Minor Wayfinding A & B	89
Event Sign	91
Minor Pedestrian Map	92
LIGHTING	93
COST SCHEDULE	95
PHASED IMPLEMENTATION PLAN	103
NEXT STEPS	111
Appendix A: Campus Web Survey Results	113

Contact Information »

Jeff Bray

Vice President, Project Manager

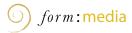
Form:Media

1 Starr Lane, Dartmouth, NS B2Y 4V7

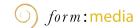
Ph: (902) 464.4447 ext. 108 Fax: (902) 465.3131 jeff@form-media.ca

www.form-media.ca









Executive Summary

Objectives

Through the course of this project the existing campus wayfinding system was analyzed for opportunities, deficiencies and constraints. This information provided a gap analysis that formed the basis of this wayfinding strategy that will mitigate directional challenges at both vehicular and pedestrian levels. The resultant wayfinding system addresses the needs of occasional visitors, regular campus users, and the visually and mobility challenged.

Principles

The following guiding principles were used in developing the campus wayfinding strategy.

- UVic's wayfinding strategy must be a cohesive, intuitive system designed to assist in the successful movement of people through the campus to their desired locations at all modes of transportation.
- The wayfinding program must address the needs of the mobility and visually challenged.
- The system will enhance user safety, security, and enjoyment of the campus.
- The design of the wayfinding system and its component signage designs must reflect the wayfinding needs inherent to the UVic campus.
- The signage aesthetic must reflect the unique environment embodied by the UVic campus, its architecture, landscape, and academic mission of education and research.
- The incorporation of critical elements of the University's corporate identity consistent with the UVic Brand Guidelines.
- To address future operational requirements, system components are designed to ensure that maintenance can be performed locally and/or by university operations staff
- Sign elements, design, materials and fabrication details consider campus sustainability and design guidelines.
- To increase its effectiveness, the wayfinding system's components must be flexible enabling it to adapt to the dynamic nature of the campus.

Process

Guided primarily by the project Terms of Reference, the strategy has been developed through continual collaboration and guidance provided by the Technical Project Committee; representatives from the facilities management department, campus security and parking services, campus planning and sustainability and alumni services.

Initial research included a review of several campus planning documents, an assessment of vehicle and pedestrian circulation patterns, meetings with the Marketing Department regarding the UVic branding guidelines and an audit of all existing campus signage and lighting. A key study goal in developing a comprehensive identification and campus wayfinding system was to provide for consultation with the campus and external community to identify needs and receive input on preferred strategies. Four interactive workshops were conducted with a wide range of stakeholder interests including students, faculty, staff, alumni, emergency personnel, community association members and the general public. In addition, an online survey was undertaken. This survey provided broad input on wayfinding issues and perspectives from the 165 respondents.

Wayfinding Hierarchy

Experiential information collected from a wide range of individuals in the consultation efforts and data obtained from the research and audit phase assisted in identifying specific areas of wayfinding challenges. These details directly influenced the development of the wayfinding signage hierarchy and its placement within the campus environment. Over the duration of the project a definitive wayfinding system has evolved that responds specifically to the requirements of the UVic campus.

Issues - Key Findings - Recommendations

Based on the campus audit results, interviews and web survey, the initial key items that need to be addressed are:

- 1. The provision of campus maps at a pedestrian level.
 In addition to maps included in the primary pedestrian wayfinding kiosks designs, it is proposed that 'stand alone' map panels be installed at all ticket kiosk dispensers and emergency phone locations. Installation at ticket kiosks will ensure user orientation at the critical transition from a vehicular to pedestrian travel mode.
- 2. The installation of facility/building identification.
 Audit results and survey information indicate that building identification signs are either in very poor condition or missing entirely. Another reoccurring comment was that, where the building is identified, the faculty or primary building use is often unlisted.

 New building identification signs have been designed to remediate these issues and enable easy panel text revision, reflecting the fluid nature of campus facility use.

The building identification signage has been developed to incorporate specific academic divisions, i.e. departments, faculties, and research centre identification - thus recognizing and highlighting campus academic and research activities.

- 3. Campus directory information at key campus entry points.
 Well-defined primary signage units located at both
 vehicular and pedestrian entry points are critical to
 the overall success of the wayfinding system. Currently
 such signage elements are limited or non-existent.
 Updated map kiosk installations at these areas will
 provide an initial introduction to the campus layout, and
 serve to 'initiate' users to the signage aesthetic.
- 4. Directional parking lot information signs.
 All parking lots are generally well signed. However, this level of information needs to be augmented with vehicular signage indicating what amenities, facilities and buildings a specific parking lot supports.

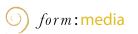
- 5. The lack of pedestrian directional signs. Areas of the campus are devoid of pedestrian wayfinding elements, i.e., all student residence areas, and the western approaches onto the campus from Gordon Head Road, through to the Ring Road. A hierarchy of pedestrian signage has been designed to address this deficiency.
- 6. Amenity specific directional signage.

 The lack of vehicular and pedestrian sign elements specifically designed to direct users to campus amenities and venues affects new and occasional visitors to the university. As with the lack of adequate parking lot information signs this deficit results in people looking for pertinent campus directions. At a vehicular and pedestrian level, new signs that direct people to such facilities as the Farquhar Auditorium, the Phillip T. Young Recital Hall, the University Club and the David Lam auditorium will help address these concerns.

Implementation

Priority areas for the implementation phase of an updated campus wayfinding system should focus on addressing the following primary, immediate wayfinding concerns:

- 1. The installation of vehicular and pedestrian map elements.
- 2. Creating campus-wide consistency with respect to signage aesthetic and panel layout.
- 3. Installing identified signage to remediate gaps within the campus' existing wayfinding/directional signage system.
- 4. The installation of missing facility/building identification signage.



THE PROJECT >>>







The over-arching goal of the University of Victoria's Campus Wayfinding Strategy is to develop a comprehensive, intuitive wayfinding system for the University of Victoria's (UVic) Gordon Head Campus. The resultant Strategy will be developed to address the needs of alumni, the general public/first time visitors and both new and 'seasoned' staff and students. Accordingly, the required signage hierarchy, signage element design and content will be developed to safely and effectively guide a variety of users to their desired destinations. In addition to fabrication level details for each sign element, the final Strategy includes sign location plans and matrix that will address wayfinding at both vehicular and pedestrian levels. The refinement of the sign element locations, and sign content continued throughout the duration of this project.

Wayfinding Principles

The wayfinding system must be cohesive. To this end, elements of the University's existing corporate identity and campus image that are carried throughout print collateral, the UVic website, etc., have been incorporated. Further to this, the University's wayfinding system must:

- assist the successful movement of people through the campus to a desired location,
- respect the needs of people with disabilities,
- create a unique sense of place that reflects the campus,
- enhance user safety and security,
- address future operational needs through sustainable designs that can be repaired and maintained locally and/or by campus operational staff.

To increase its effectiveness, the wayfinding program will also address specific spatial, architectural, landscape and lighting requirements found throughout the campus.

Accordingly, the wayfinding system has been developed to reflect the unique environment embodied by the UVic campus, its architecture, landscape and its academic mission of education and research.







The Process

Phase 1: Project Initiation

Workshops and Interviews

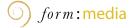
In coordination with the Technical Project Committee, the project was initiated March 4, 2008. Over the following four days, Form:Media (FM) conducted a series of workshops and interviews with campus staff and alumni. All of the participants brought an important subjective voice and personal history to this initiative. Accordingly, the workshops were designed to engage each participant and extract specific insights into wayfinding issues that presently exist on campus. Following are some of the principal thoughts and issues expressed during the interviews and workshop sessions:

- the campus needs a strong sense of arrival
- parking lot names need to be rationalized
- remove the 'cheap' looking signs on campus, e.g. in front of the McKinnon Building
- clear directional signage is needed at the bus loop
- colour codes indicating refuge areas and accessible entrances are needed
- building signage is either missing or needs upgrading
- building identity signage placement must be consistent
- sign appearance must reflect the natural environment
- the relevance of electronic devices, i.e., cell phone and portable based GIS systems, and their relevance to localized wayfinding and wayfinding systems

This information also provided Form:Media staff with the required assistance to quickly familiarize themselves with the University's environs and was critical in the development of a wayfinding system that addresses universal needs of the University and its users.

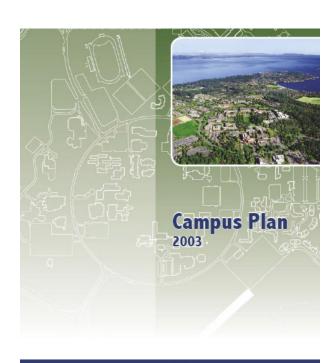
Campus Audit

FM staff spent over 16 hours conducting the Campus Audit. Observations were documented via photographs and GPS. This item was critical to provide an overview of the level, typology and condition of existing signage and a first time visitor orientation to the campus at both a vehicular and pedestrian perspective. This also provided primary insight into circulation patterns and campus destinations and was invaluable in the development of the signage location plans and the phased signage implementation strategy.









University of Victoria

Supplementary Design Input

The following research material, links and individuals have contributed to our understanding of the history and projected future of the UVic campus, as well as other University initiatives that will have a direct influence upon the Campus Wayfinding Strategy.

- 1. The Campus Plan, 2003, has provided FM with important insight into future expansion as well as proposed development within the existing campus confines. This data will inform both the immediate placement of sign elements and provide guidance to future installations within proposed campus planning initiatives.
- 2. A review of the 2008 Traffic and Parking Management Study and the 2006 Campus Traffic Survey. Particular note was taken of pedestrian and vehicular traffic counts and patterns. This information directly effected the development of the required sign hierarchy and the subsequent placement of the sign elements.
- 3. An interview with Sarah Webb, the Sustainability
 Coordinator, to review relevant campus sustainability
 programs and initiatives. This data will allow FM to make
 informed decisions regarding the selection of fabrication
 materials and methods of the signage components.
 Additionally, it is important that the proposed signs can
 be manufactured locally.
- 4. On February 7, 2008, FM staff conducted a campus tour that focused upon security, parking and facilities. Specific attention was addressed to vehicular circulation patterns, and parking regulatory signage requirements.
- 5. A review of the The UVic Brand Guidelines to gain an understanding of the protocols around the use of the University of Victoria's established identity, i.e., logos, typography and fonts.
- 6. The Resource Centre for Students with Disabilities, http://rcsd.uvic.ca/, to determine on campus issues facing this select population of UVic students.
- 7. Interviews with staff members from the English Language Centre to review difficulties related to wayfinding experienced by international students on campus, and their sponsors.



Phase 2: Concept Report

This Concept Report represents Phase Two of our design process. The following information confirms the findings of the workshops, interviews and the physical campus audit. Based on this information we developed a draft palette for the sign elements, and a signage hierarchy that informed the decisions made in Phase 3: Preliminary Design Stage.

Campus Description

The Gordon Head Campus is located within the Saanich and Oak Bay communities. Although the campus perimeter is bound by residential scale streets, it is the Ring Road that provides the campus with its unique character and provides the primary vehicular access. Academic buildings dominate the interior area of the Ring Road, whereas service and support related facilities are predominantly located outside the Ring Road. Although the Ring Road can be accessed via five entry points, access from University Drive may be viewed as the primary campus entry point. This is reinforced by both the vehicular and pedestrian traffic counts found within the 2006 Campus Traffic Survey.

The presence of mature trees, environmentally significant natural areas, an abundance of well maintained shrub beds and the central Academic Quadrangle lend the campus a distinct park-like setting. Within the Ring Road, this is reinforced by the absence of defined vehicular travel-ways. Although rationally laid out, the organic nature of many of the pedestrian paths linking campus buildings may be the cause of some wayfinding issues. This is exacerbated in heavily vegetated areas that reduce sight lines. The placement, scale and eclectic architectural style of the campus buildings also contribute to the site's natural ambience. Structures are all of a scale that are complementary to each other, while allowing the mature trees to dominate. Sensitive building placement to adjacent vegetation also compliments their relationship with the natural elements of the campus.

Aesthetic Development

The aforementioned campus' environmental and architectural attributes were used as inspiration points for the development of the signage aesthetic, i.e., the use of colours, unit scale and preliminary fabrication materials. It is also important to note that at this stage the incorporation of the UVic Branding Guidelines was also considered. All designs addressed an over-arching mandate that the signage complement rather than compete with the campus environment.





Phase 3 – Preliminary Designs

Applying the Concept Report's recommendations, the wayfinding signage strategy was developed. Through a series of increasingly refined designs, a complete wayfinding system aesthetic, i.e., text approaches and graphic design were created. At this stage preliminary campus signage installation plans were formatted with UVic mapping and campus audit materials. Fabrication material considerations were refined to address longevity and vandal resistance at this project stage.

A preliminary signage program layout and aesthetic development incorporated the use of colour keyed system. Through a couple of concepts, colour keys were used to orient users to:

- 1. A specific campus area through dominant building facility use, i.e. operational, academic, or
- 2. A campus quadrant system based on geographic orientation.

It was deemed that either approach was unwieldy due to the conflicting orientation of the campus' interior and exterior area layouts.

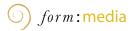
The overarching graphic approach was to create a holistic system within which all elements were visually linked. This was achieved through the continued use of the UVic brand, primary and secondary signage colours, fabrication materials and the development of the Garry oak motif.

Phase 4 – Final Design

Contact with UVic's Technical Project Committee throughout the course of this initiative was maintained to review the evolution of the signage system, solicit advice and feedback. This was achieved through regularly scheduled webmeetings and an on-site meeting in June 2008. This contact was critical to ensure that the development of the signage system proceeded with the Committee's understanding, and subsequent approval of the on-going revisions and the proposed design and wayfinding rationale. The June visit was also used to review proposed signage locates, investigate 'holes' in the signage strategy. A meeting with Leigh Anderson, a manager under Housing Food and Conference Services, to review wayfinding issues that have been experienced within the campus residence areas was also conducted at this time.

This stage represents the completion of the wayfinding strategy to a detailed refinement of all design elements to a fabrication level. This includes written specifications and detailed drawings. Additionally, the signage layout was developed to include message schedules, and included the proposed signage plan relative to existing signage, i.e., required new sign elements, and existing signs that required replacement under the new strategy.

Aesthetics, sustainability, operational maintenance, and the provision of a variety of signage fabrication options to address future capital implementation budgets have been considered in the development of this signage program.









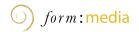






Design Aesthetic

A suggested design aesthetic for the wayfinding signage elements is predicated on the campus' extremely natural character. In addition to FM's assessment of the campus' character, this aesthetic was confirmed through comments received during the workshop sessions. Reoccurring superlatives such as, natural, sustainable reinforce this aesthetic foundation. The use of natural materials, i.e. wood, will tie the signage components to the surrounding environment. The architectural use of aluminum will subtly connect signage to unique structural embellishments found throughout the campus. Additionally, the use of these primary construction elements will also provide adherence to the University's sustainability guidelines.





University of Victoria Logo; horizontal standard

Brand, Typeface and Colour

It is understood that a great deal of effort has gone into the creation of a recognizable brand for the University. To this end, The UVic Brand Manual provides a succinct protocol for the use of the University's logo, wordmark and colours. It is important that the new wayfinding system aesthetic reinforces and complements these elements. Additionally, the incorporation of the established typefaces and colours will provide iconic elements that will already be recognizable for many users, thus aiding the goal for the system to be intuitive.

Myriad Myriad Myriad Myriad

abcdefghijklmnopqrstuvwxyz 1234567890

abcdefghijklmnopqrstuvwxyz 1234567890

ABCDEFGHIJKLMNOPQRSTUVWXYZ 1234567890

ABCDEFGHIJKLMNOPQRSTUVWXYZ 123456789

Samples of "Myriad" Typeface Family

Core Brand Colours > University of Victoria







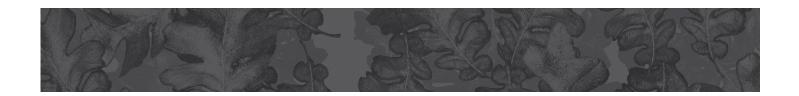


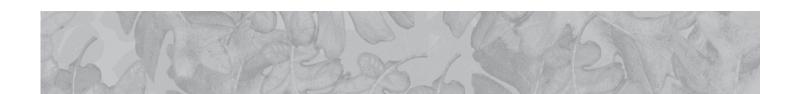
Garry Oak Motif

The University of Victoria has undertaken an on-going leadership role in the restoration of the Garry oak that will complement and advise other similar community initiatives. Understanding the status and significance of the Garry oak to the University has lead to the motif's development. While being influenced by UVic's environmental stewardship and sustainability ethos, the motif also creates a subtle graphic element that connects all the developed sign types.

The use of the respective motif vector graphics below, are determined by the primary panel colour. The motif is intended to complement rather than dominate the overall panel appearance.

















The Gordon Head Campus

The Gordon Head campus is located within an established suburban environment. The primary vehicular entrances into the campus - McKenzie Avenue/McGill Road, and University Drive are well defined by a single-sided gateway sign. Of the remaining two campus entry points, only the Finnerty Road entrance has a signifying gateway sign – or any UVic identifiers. Where the campus perimeter is bound by busy residential streets, (Gordon Head Road, Sinclair Road, Cedar Hill Cross Road) and the arterial McKenzie Avenue, the heart of the University is defined by the Ring Road.

Although the Ring Road's one-way traffic system provides a definite safety benefit to pedestrians and cyclists, it can be confusing for a first time visitor due to its deviance from a conventional road grid coupled with a lack of primary orientation points and relevant parking information. The Traffic and Parking Management Study (2008) suggests "...way-finding signs to encourage drivers to use the more remote parking lots where parking spaces are typically available. For example, Lot 10 may be better utilized with enhanced signage directing drivers to it."

As noted, the exemplary beauty of the UVic campus has been achieved by judicious placement of infrastructure, buildings and significant landscape elements. For the pedestrian however, the meandering paths, and resultant reduced viewing distances caused by mature vegetation can also create an initial confusing wayfinding experience.

Wayfinding Approach

The goal of the University of Victoria Signage Strategy is to provide coherent and succinct wayfinding signage that initially defines the campus entry points and then safely and efficiently guides people to their desired destination. The Wayfinding Approach first addresses two primary users – at a vehicular level, the goal is to direct users to the correct designated parking area, or a parking lot appropriate to their desired destination. Once parked, pedestrian wayfinding information will be clearly visible, providing the next tier of information. To capture the secondary primary users, cyclists and pedestrians, it is important to provide appropriately scaled wayfinding information at key campus entry points, i.e., the intersections of Gordon Head Road - McKenzie Avenue, Gordon Head Road - Cedar Hill Cross Road, Gordon Head Road - Midgard Avenue, and at the transit exchange area.

Following are detailed descriptions expanding upon the wayfinding approach for this signage strategy. Specific notes explaining each sign type's function, additional installation information, and siting parameters are also provided within the signage audit and location plans.











Gateway

The gateway signs are critical to provide a sense of arrival to the UVic campus. These elements also introduce the University's sigange aesthetic, fostering an intuitive recognition of signage program's elements as you move further into the campus. The 2006 Campus Traffic Survey's traffic counts have provided numbers that suggest that the McKenzie Avenue/McGill Road entrance should be viewed as a primary entry point into the UVic campus. The importance of this entrance to the University is heightened by the exposure to the external community via the high volumes of vehicular traffic on McKenzie Avenue. The existing gateway signs although functional, are fabricated from wood and have become worn and dated.

Inspired by the appropriately low-slung campus architecture, the gateway signs have been designed to demarcate the McKenzie Avenue, Gordon Head Road, Cedar Hill Cross Road, and Finnerty Road entrances.

Two gateway sign options have been developed. These options allow the University to address both available installation space, i.e. the Finnerty Road entrance is quite confined and will require the smaller gateway sign option, and to reinforce a confirmed campus entrance hierarchy. It is strongly recommended that all gateway sign units receive heightened, perimeter landscaping treatment. This will serve to enhance the sign units' visual impact in addition to discouraging vandalism through the installation of appropriately selected plant material. Both conventionally powered and photovoltaic lighting options have also been provided.

Parking and Vehicular Directional Signage

A common comment from interviews and the web survey was that University patrons were unsure where to park to enable quick access to their desired destination. In response to this, two levels of parking signage have been developed. The initial parking sign element provides the driver with three levels of information;

- that they are approaching a parking area,
- the parking area designation (i.e. metered, permit only, wheelchair accessible) and,
- where appropriate what key buildings/facilities are serviced by this parking lot.

In keeping with the University's focus and The Traffic and Parking Management Study (2008) recomendations, succinct parking directional sign elements will assist in guiding vehicular traffic to major parking lots between the Ring Road and the surrounding municipal roads.

The second parking sign element simply identifies the parking lot entrance.

All parking lot identification signage has been developed to provide clear and concise parking information. An aesthetic has been developed to bridge the existing and new signage elements. As the University transitions to the new signage this will mitigate user confusion. Additionally, it is important to note that these sign types have been designed to permit University operational staff to easily and inexpensively change parking lot designations.

Building Identification Signs

Given facilty locations adjacent to the Ring Road and within the pedestrian campus environment, two size options for these sign element has been developed to reflect a pedestrian and vehicular oriented application. The smaller option will also be utilized in confined installation areas. Simple in design and fabrication, these units have been developed to permit the textual information, i.e., building name and/or faculty and function, to be easily and inexpensively changed by either University operational staff or local sign fabricators.

Most of the existing facility identification signs are are in extremely poor condition. A phased program to replace existing facility identification signs has been identified within this initiative. It should also be noted that the lack of adequate facility identification signs was a reoccurring comment throughout the workshops and interviews.

As noted, the building identification signage has also been developed to incorporate a facility's specific academic divisions, i.e. departments, faculties, and research centre.

To specifically recognize patrons, the University has approved a building identification signage element design. Understanding that these elements are not to be used in any other context, the Building Identification Signs have been developed to complement both the existing facility and the donor identification signage.

Vehicular Map – Directory

Vehicular wayfinding information needs to occur immediately upon entering the campus. The vehicular map-directory kiosks provide the user with their first introduction with the signage aesthetic and have been designed to provide initial, over-arching campus orientation via a large campus directory map. Given the required spatial requirements, the map will not provide detailed directions to all campus destinations. The map and text panels have been designed to enable easy revision and replacement by University operations staff or local fabricators.

The sites of removed parking ticket kiosks on McGill Road, West Campus Gate, and on the Ring Road just east of University Drive provide ideal locations for these units as electrical infrastructure is in place, a safe vehicular pull-off area is provided and they are located before directional decisions will be required. Campus traffic counts have identified the Finnerty Road entrance as a primary vehicular campus entry point. Consequently, it is strongly recommended that a fourth unit replace an existing map kiosk adjacent to the Transit Exchange area. The panel face opposite the map directory will be oriented towards through-traffic, and has been designed as a changeable display area that could highlight various campus events and activities.









With respect to the high traffic volumes, the corner of McKenzie Avenue and Gordon Head Road has great potential for the installation of a digital display sign. The digital message board could advertise campus performances, musical events, lecture series and public service announcements. This item will provide a level of positive exposure to the external community not presently available to the University - potentially attracting new campus visitors. Conformance to the District of Saanich signage bylaws is required to permit installation.

As with the gateway sign elements, perimeter landscaping is strongly recommended to thwart potential vandalism. Due to this unit's power demands, it is proposed that the digital message boards be conventionally powered.

Additional Signage Collateral

Finnerty Gardens

The Finnerty Gardens present a unique and valuable amenity to both the University and the general community. Existing Finnerty Gardens signage is adequate with respect to wayfinding, but does not conform to the developed aesthetic.

To date University Marketing has not had an opportunity to develop or adopt a graphic for the Finnerty Gardens. Addressing this eventuality, a Finnerty Gardens identification sign template based on the Wayfinding Strategy aesthetic has been developed. This design has been further inspired by the flower on the existing sign, with the understanding that this icon is not an official or approved logo. Easily modified, this signage template will provide the University with a means to inject some creativity into a future Finnerty Gardens sign that is within the overarching signage program.

Map – Directory Kiosks

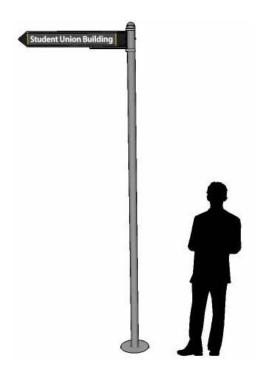
The pedestrian map directory kiosks are major wayfinding kiosks that have been designed to be iconic campus elements. As such, these elements must be developed in concert with well-defined landscape architectural elements; i.e. surface treatment, seating, garbage receptacles, lighting and plantings. Taking their design cues from campus architectural elements and materials, these units will be located at major pedestrian gathering areas and key decision points within the campus, i.e., the Academic Quadrangle and the Bus Terminal/Campus Services Building, to provide over-arching campus orientation.

The indicated landscape treatment is critical to provide guidance to the visually impaired. The use of low, growing perennial ground covers within the indicated areas will provide directional cues for the visually challenged.

The map and text panels have been designed to enable easy revision and replacement by University operations staff or local fabricators. Both conventionally powered and photovoltaic lighting options have been provided.

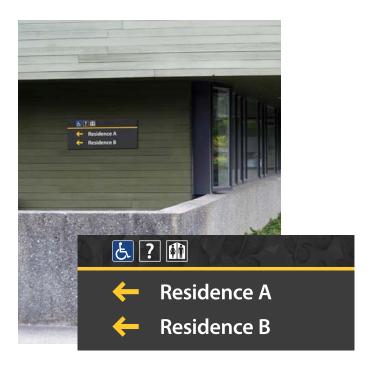
Major and Intermediate Directional

These sign elements are designed to be located at major campus decision points. The incorporated design aesthetic permits these signs to be unobtrusive in the landscape while retaining the ability to attract people who will have become familiar with the wayfinding system. The map and text panels have been designed to enable easy revision and replacement by University operations staff. Non-energized, and both conventionally powered and photovoltaic options have been provided. The determination of which option to use is location and budget dependent.



Directional Wayfinding Blade

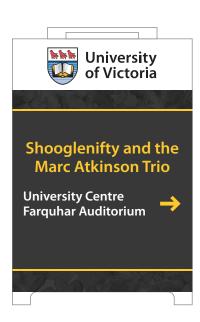
The Directional Wayfinding Blades are intended to augment the kiosk, major and intermediate pedestrian wayfinding elements. The spatial installation requirements and cost of this signage element will enable easy and inexpensive installation, while providing succinct directions to key campus destinations.



Minor Wayfinding

An identified issue that has caused wayfinding confusion is the lack of wayfinding signage throughout the student residence areas. This is especially true for people attending conferences on the campus from May to August. Many of these areas have very tight or confined spaces, or require very localized, directional information.

The resultant compact design of the two Minor Wayfinding sign elements address the issue of reduced available installation space, permitting them to be placed in a variety of campus locations. Additionally, Option B is an easily fabricated panel that can be wall or post mounted.



Event Signs

Comments were received regarding the negative appearance of hand-lettered event signs. To address this need a template was designed that will enable the University to control and ensure professional looking event wayfinding signs. The production dimensions of this template will fit within the sandwich board frames owned by the University.

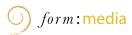


University of Victoria Map Panels

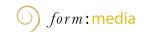
This item was developed to address the identified need for a compact directional element at critical pedestrian points within the campus. Moving from transit stops and parking lots into the campus is a critical juncture; as one transitions from a vehicular to a pedestrian mode of transportation. It is for this reason that a map directory panel should be placed at these locations. Based on the directory map developed for the vehicular and pedestrian directory kiosks within this document, this simple panel will include 'You are Here" location identifiers and can be modified to fit within the parking ticket kiosks structures. Either wall or pole mounted, these panels should be sited at appropriate sites throughout the campus, e.g., adjacent to campus emergency phones.

With respect to transit stops, it has been confirmed that the University owns all bus shelters. These structures also provide a logical and inexpensive venue for mounting a map directory panel.

The 2006 Campus Traffic Survey's traffic counts have indicated that University Drive, the West Campus Gate and past Artificial Turf Field F2 are primary entry points for both pedestrians and cyclists. Additionally, the corner of Gordon Head Road and McKenzie Avenue is the main pedestrian gateway into the campus. Map directory panels should also be located at these key campus entry points.



SIGNAGE AUDIT AND INSTALLATION PLANS >>>



Signage Audit & Installation Plans

Audit and Gap Analysis

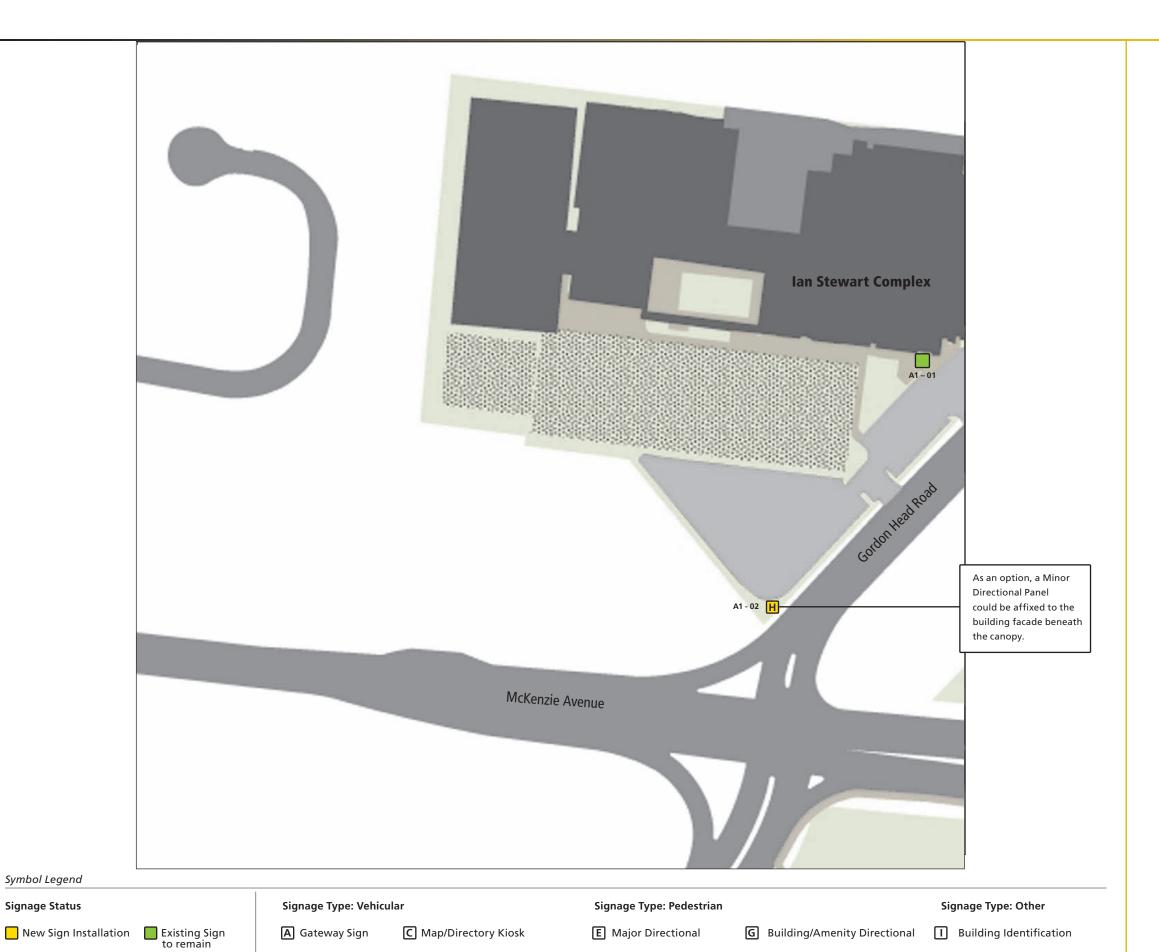
During the project's initial research phase Form:Media staff conducted an audit of the University's existing identification and wayfinding signage. The resultant data was mapped and examined to produce a gap analysis. This information - the types and respective placement of the current signage provided a coherent indication of gaps and opportunities enabling the development of the proposed signage hierarchy and its placement within the existing system.

Findings and Resultant Development Criteria

The audit's gap analysis revealed the existing signage system's issues, constraints and opportunities. It is important to note that most of the results of the workshops, interviews and web survey also reflected these findings.

- Most signage elements are well placed, providing succinct guidance.
 It is recommended that new sign elements will simply replace these signs at their present location.
- Many of the existing sign elements of the same type, e.g. parking lot identification, while being located appropriately, are inconsistent in design. Again, these signs should be replaced by new elements at their present location.
- The analysis identified that some campus facility identification signs were missing. Accordingly new facility sign elements have been located as required to rectify this deficit.
- Aside from parking lot identification, there were few pedestrian level wayfinding elements in place. The resultant wayfinding hierarchy and installation plans have been designed to address this need.

The wayfinding signage aesthetic has incorporated appropriate elements found within existing signage elements. This compatibility between existing and new signs will ensure a visual connect as the new system is gradually implemented.



Existing Sign Requires Updating

B Parking Lot

D Vehicular Directional

F Intermediate Directional H Minor Directional Map

J Digital Message Board

A1



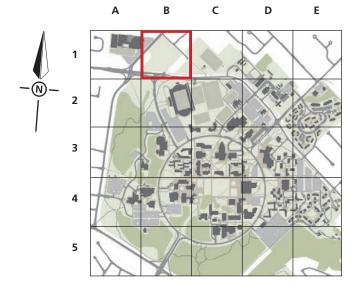
Existing Signage Inventory and Proposed Sign Elements





01

B1

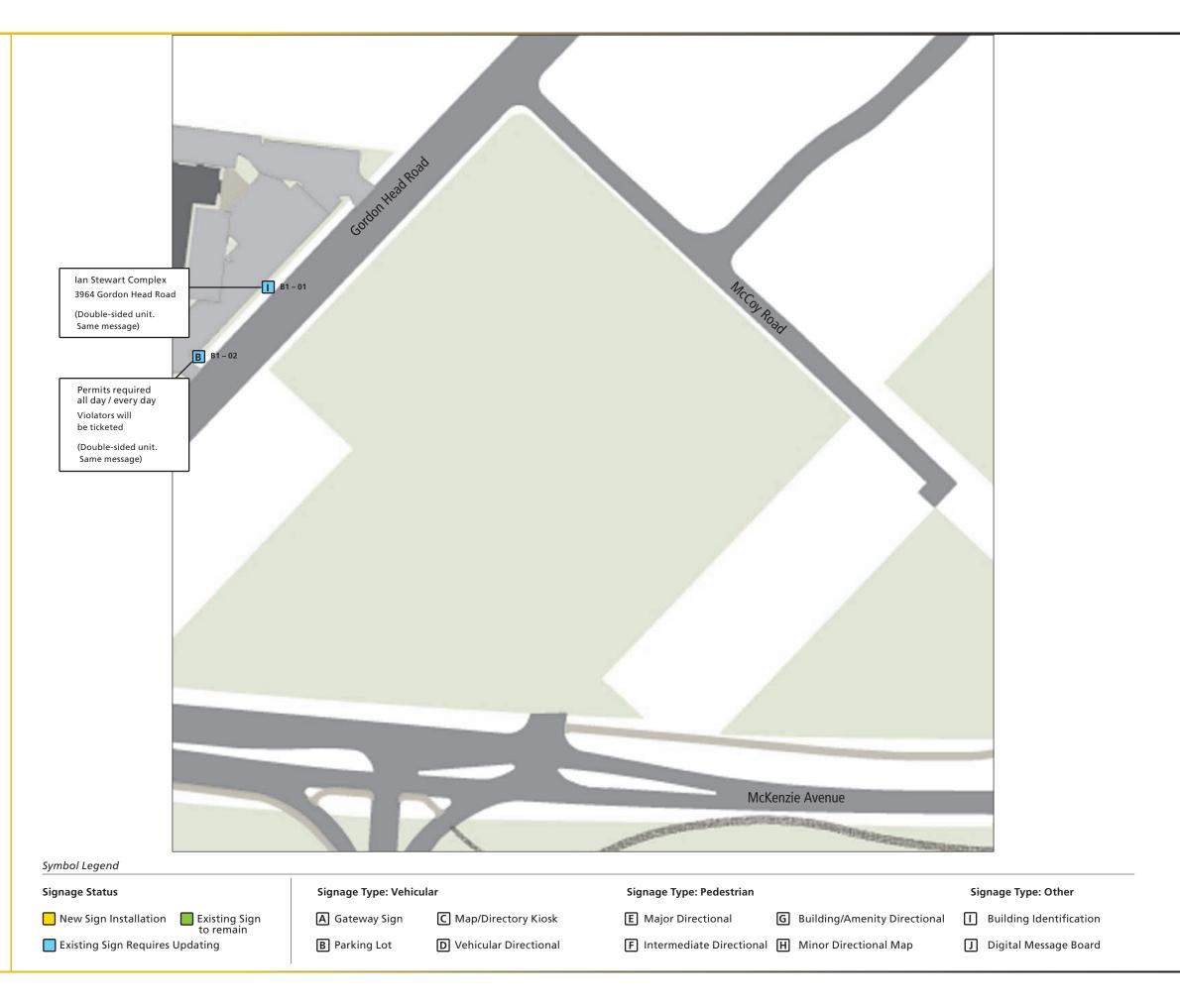


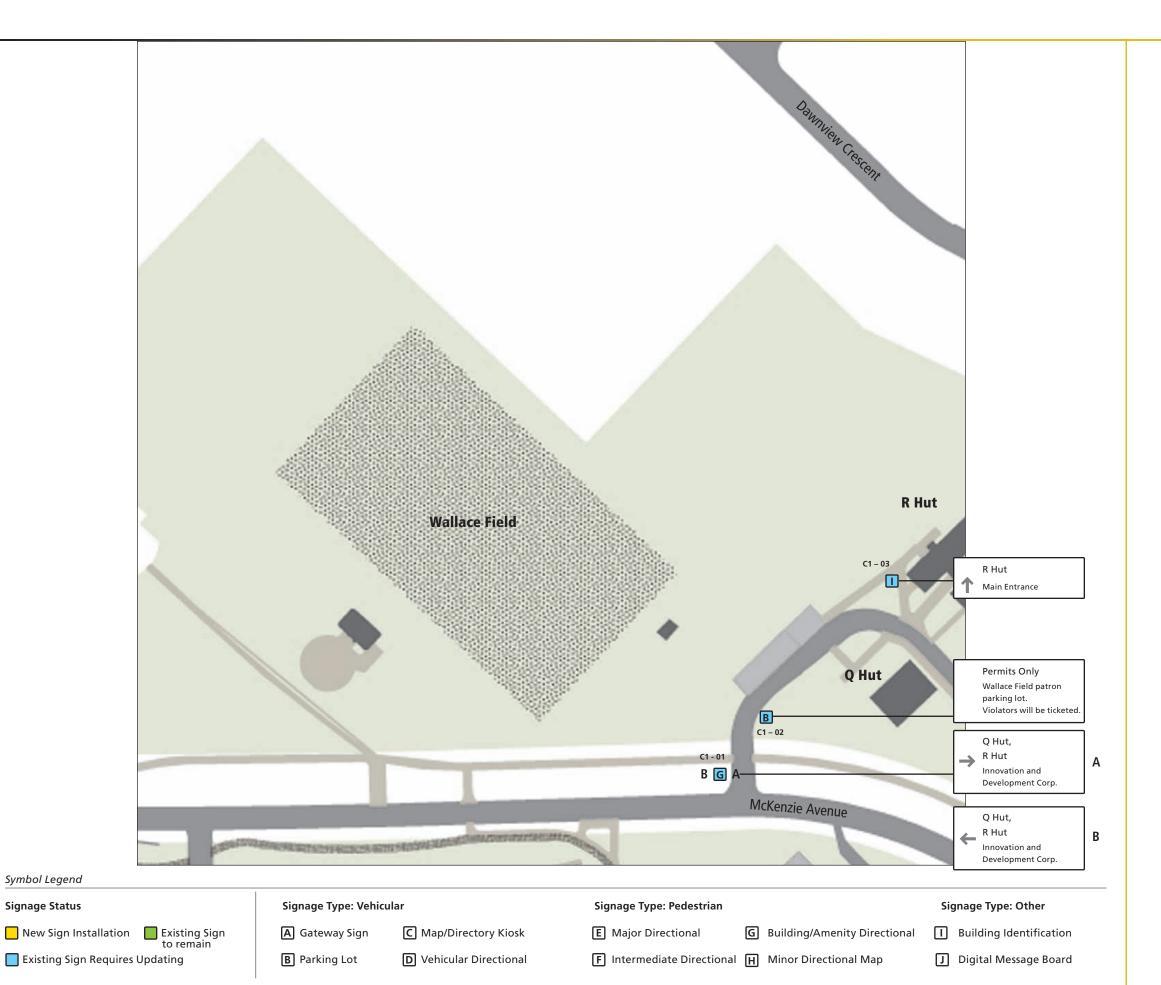
Existing Signage Inventory and Proposed Sign Elements





B1

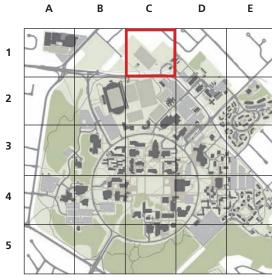




Symbol Legend

Signage Status

SECTION

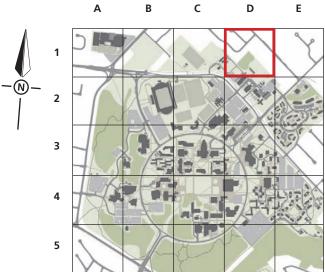


Existing Signage Inventory and Proposed Sign Elements



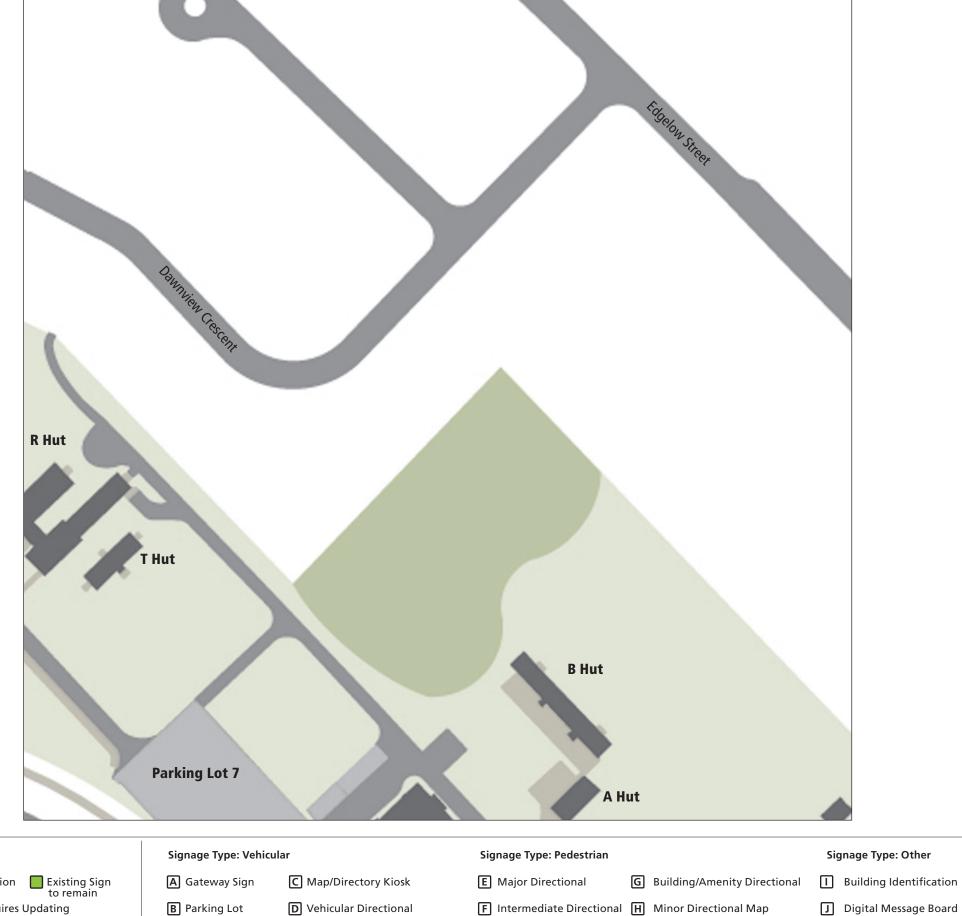




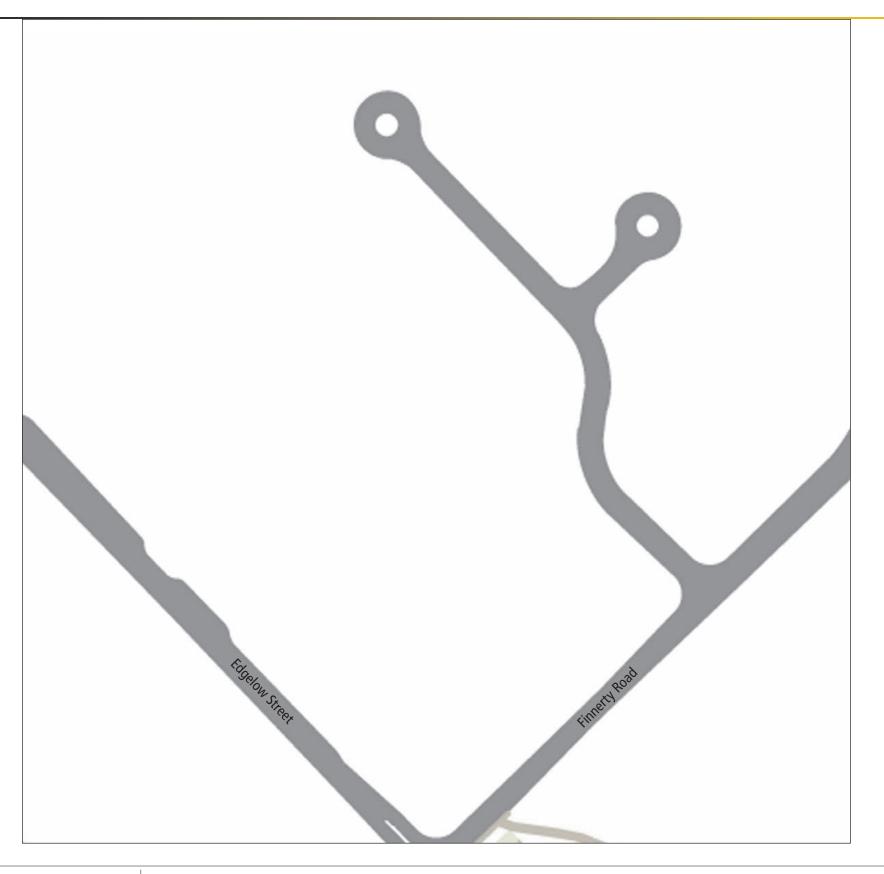


Symbol Legend

Existing Signage Inventory and Proposed Sign Elements



Signage Status New Sign Installation Existing Sign to remain F Intermediate Directional H Minor Directional Map Existing Sign Requires Updating **B** Parking Lot J Digital Message Board





Existing Signage Inventory and Proposed Sign Elements

Symbol Legend

Signage Status

New Sign Installation Existing Sign to remain Existing Sign Requires Updating

B Parking Lot

Signage Type: Vehicular

A Gateway Sign

C Map/Directory Kiosk

D Vehicular Directional

Signage Type: Pedestrian

E Major Directional

G Building/Amenity Directional

F Intermediate Directional H Minor Directional Map

Signage Type: Other

Building Identification

J Digital Message Board



Existing Signage Inventory and Proposed Sign Elements

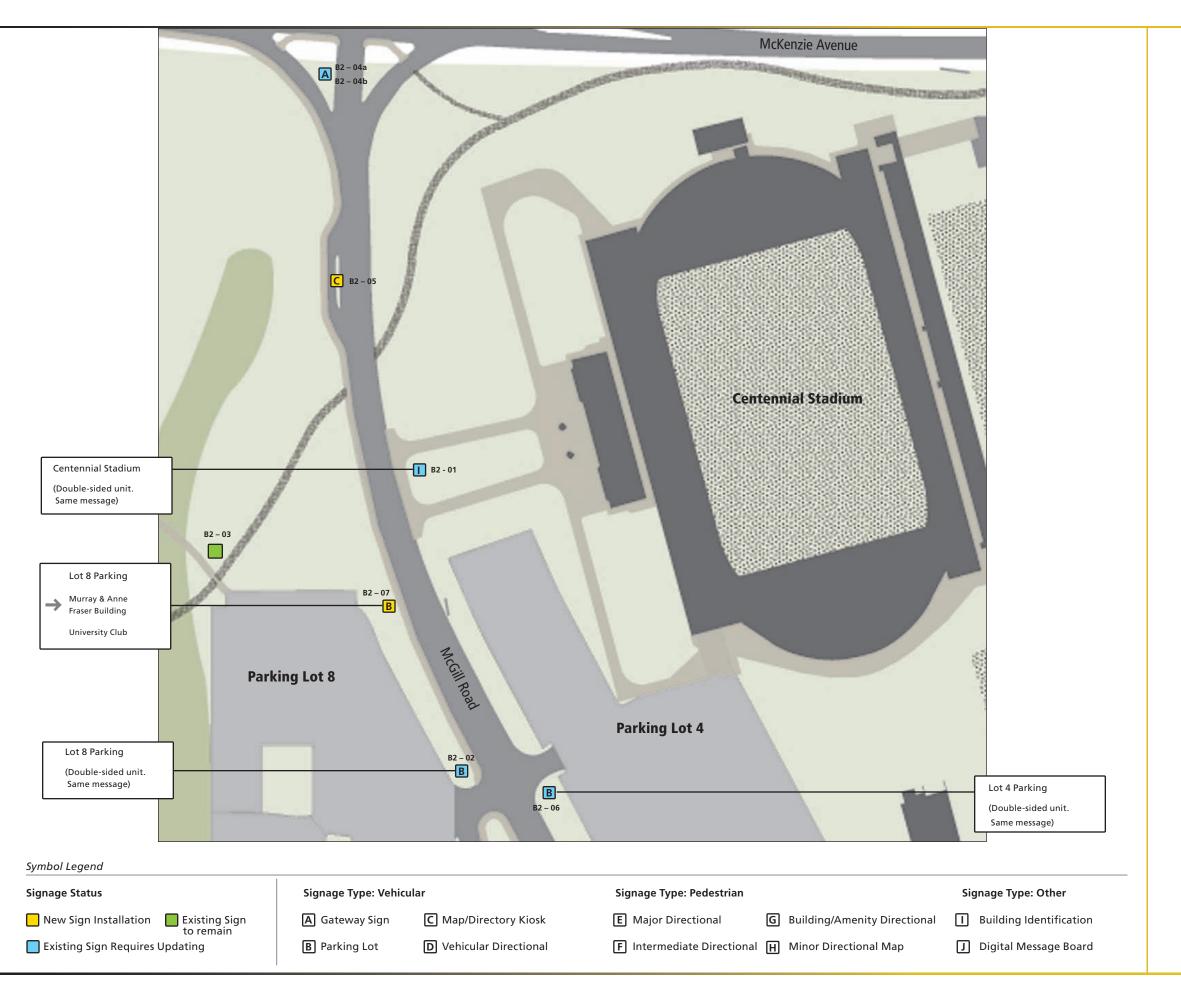








Symbol Legend Signage Status Signage Type: Other New Sign Installation Existing Sign to remain A Gateway Sign C Map/Directory Kiosk **E** Major Directional **G** Building/Amenity Directional Building Identification F Intermediate Directional H Minor Directional Map Existing Sign Requires Updating **B** Parking Lot D Vehicular Directional J Digital Message Board



B2



Existing Signage Inventory and Proposed Sign Elements





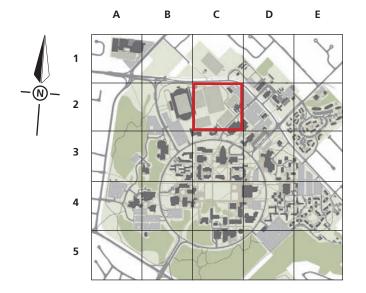






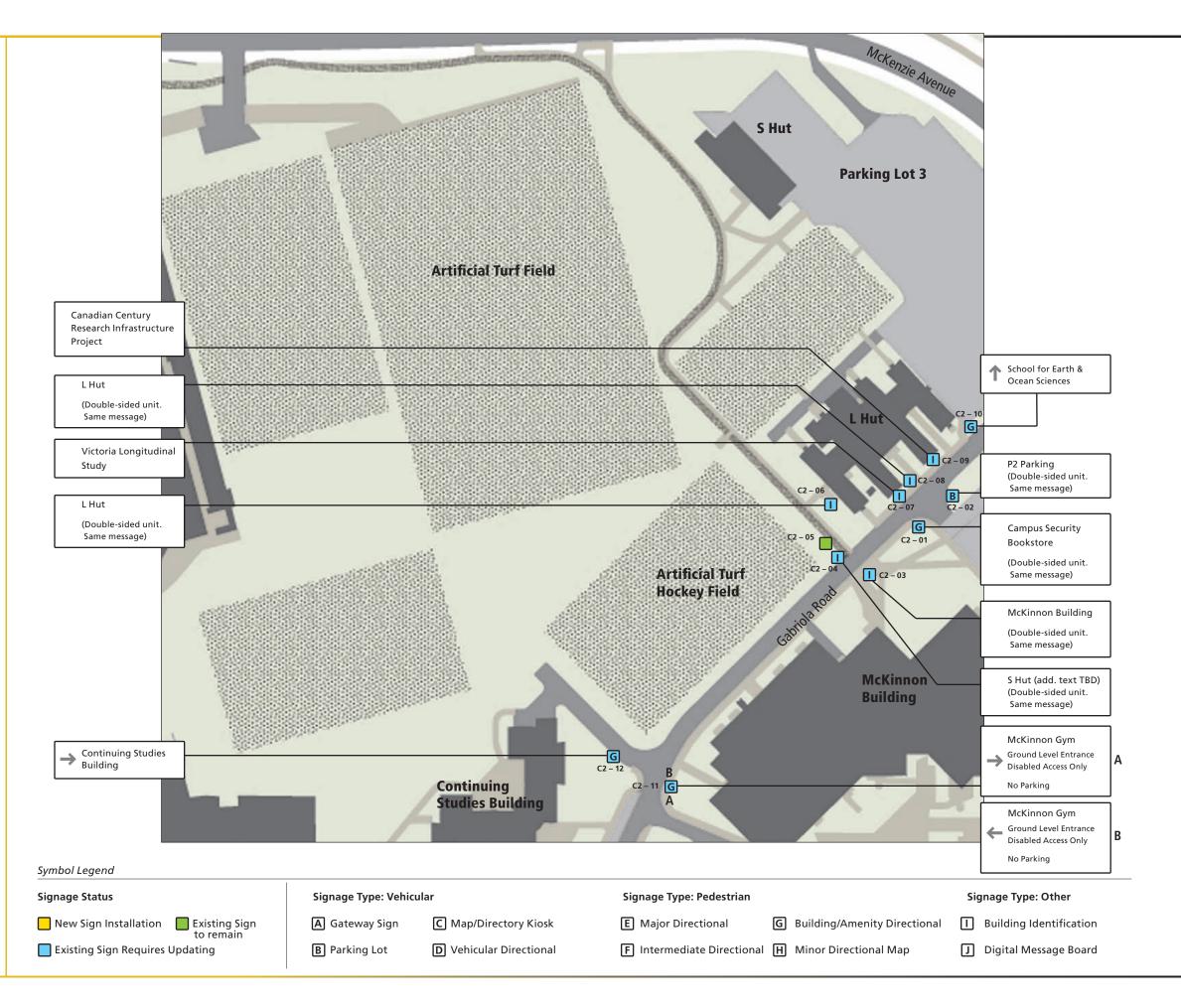


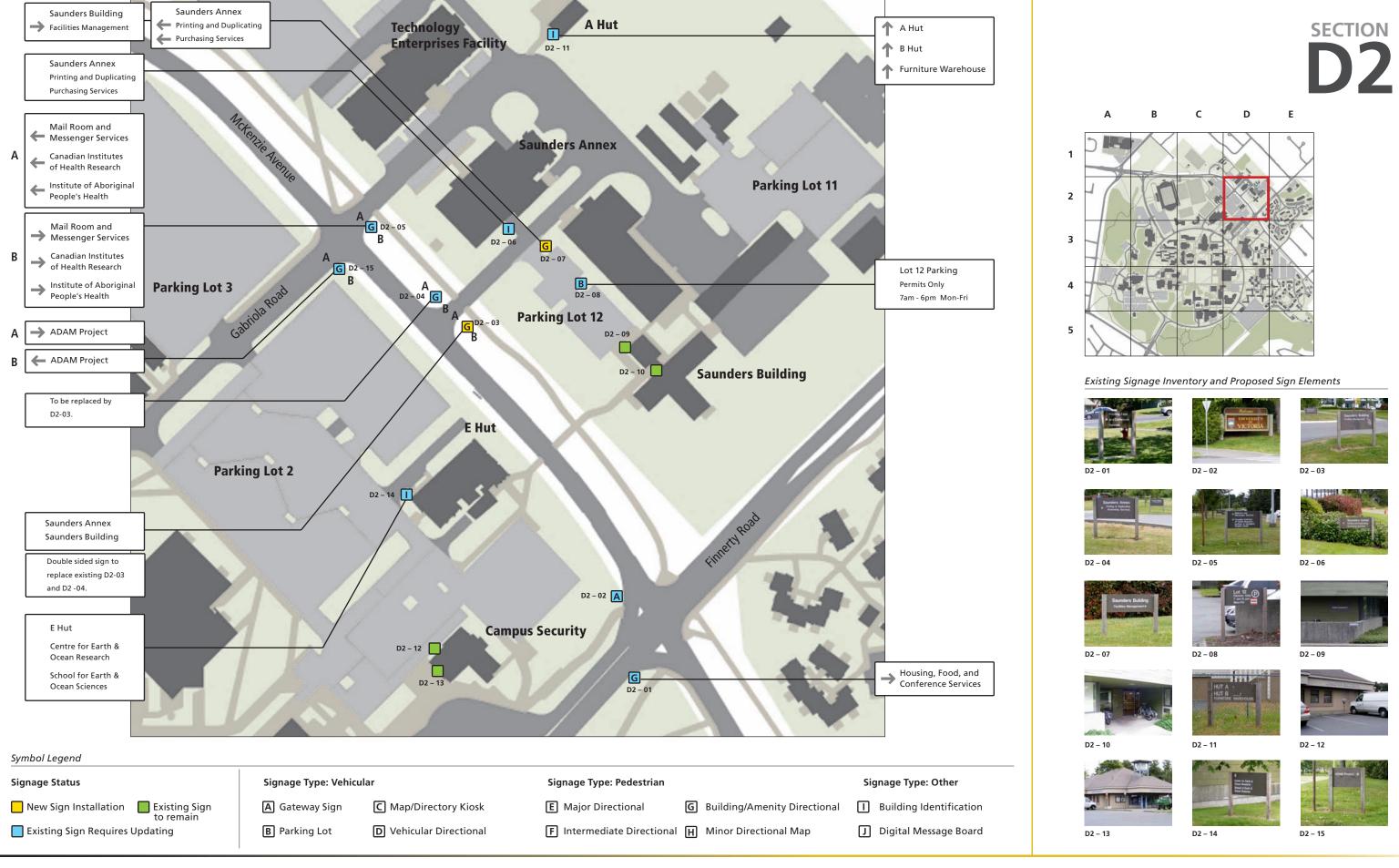


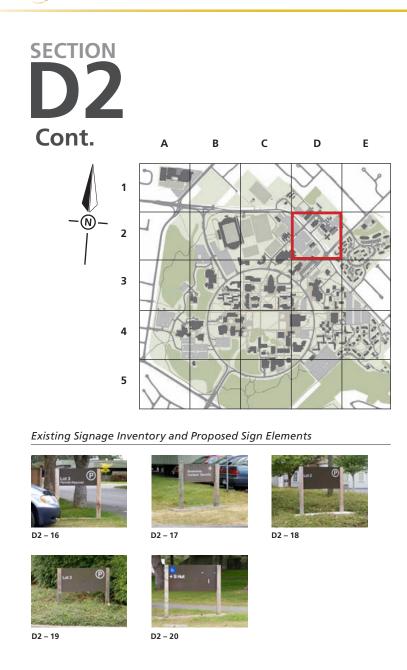


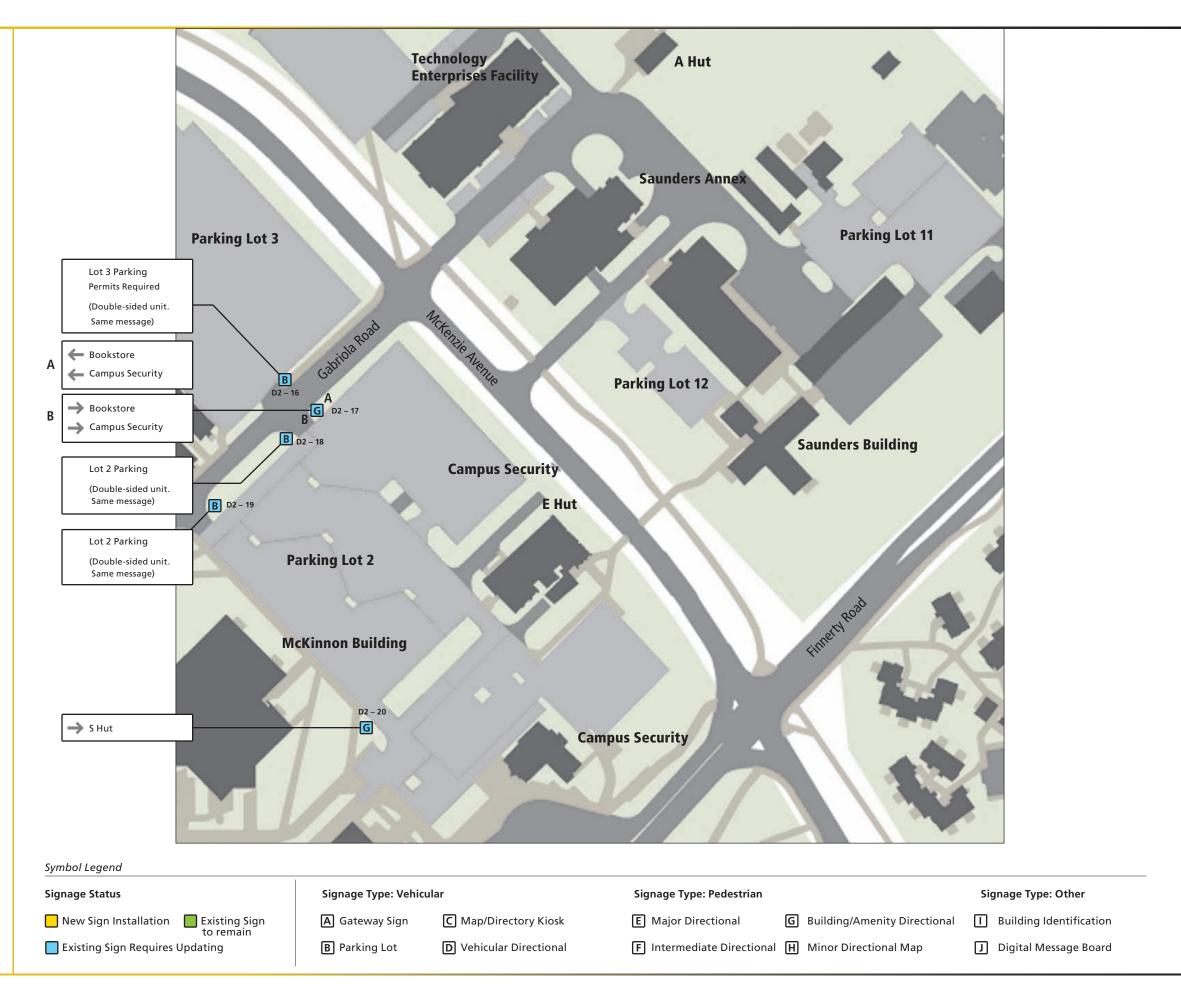
Existing Signage Inventory and Proposed Sign Elements

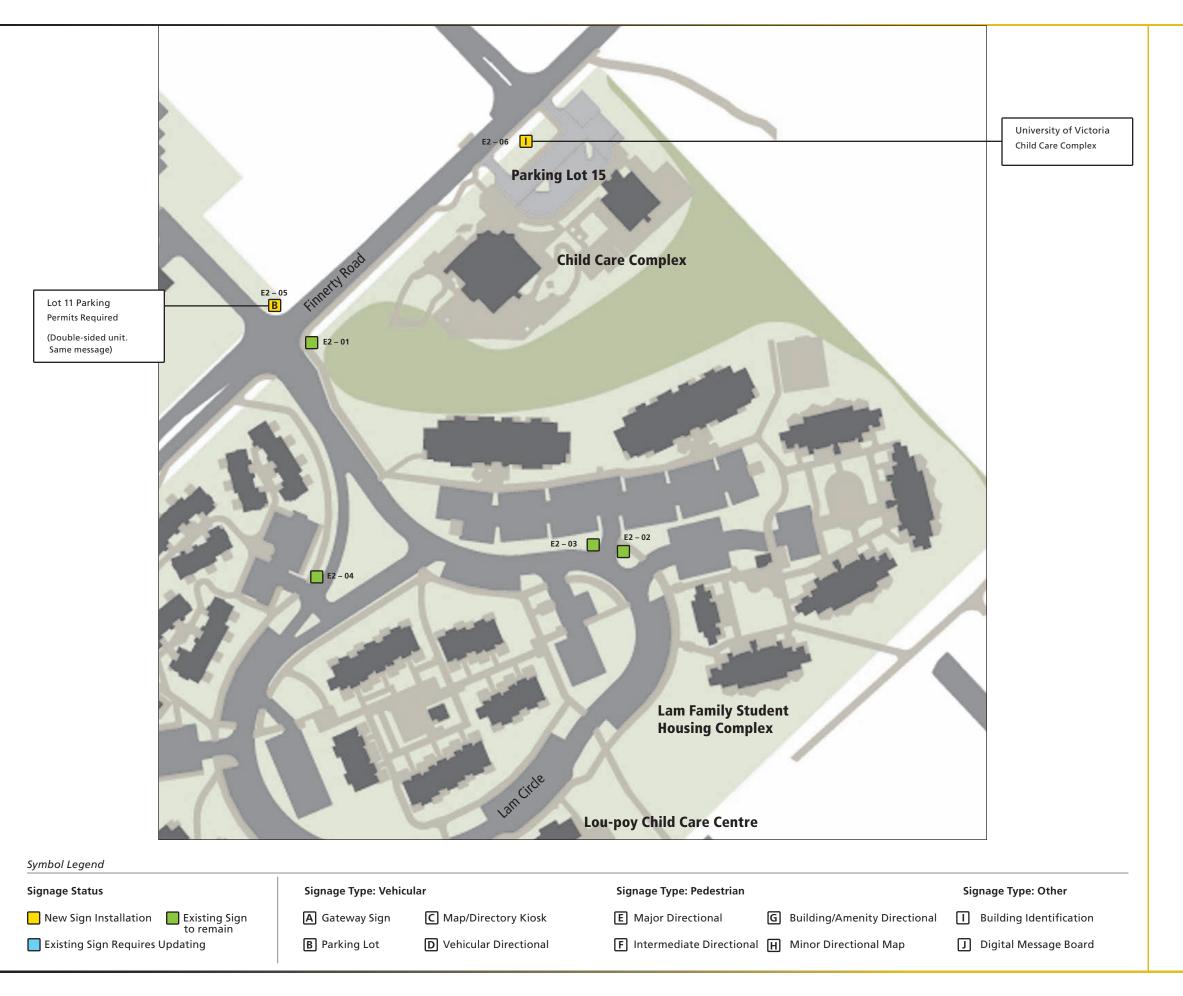














Existing Signage Inventory and Proposed Sign Elements



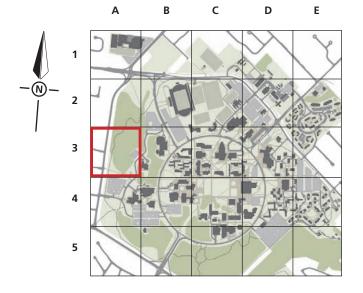








A3



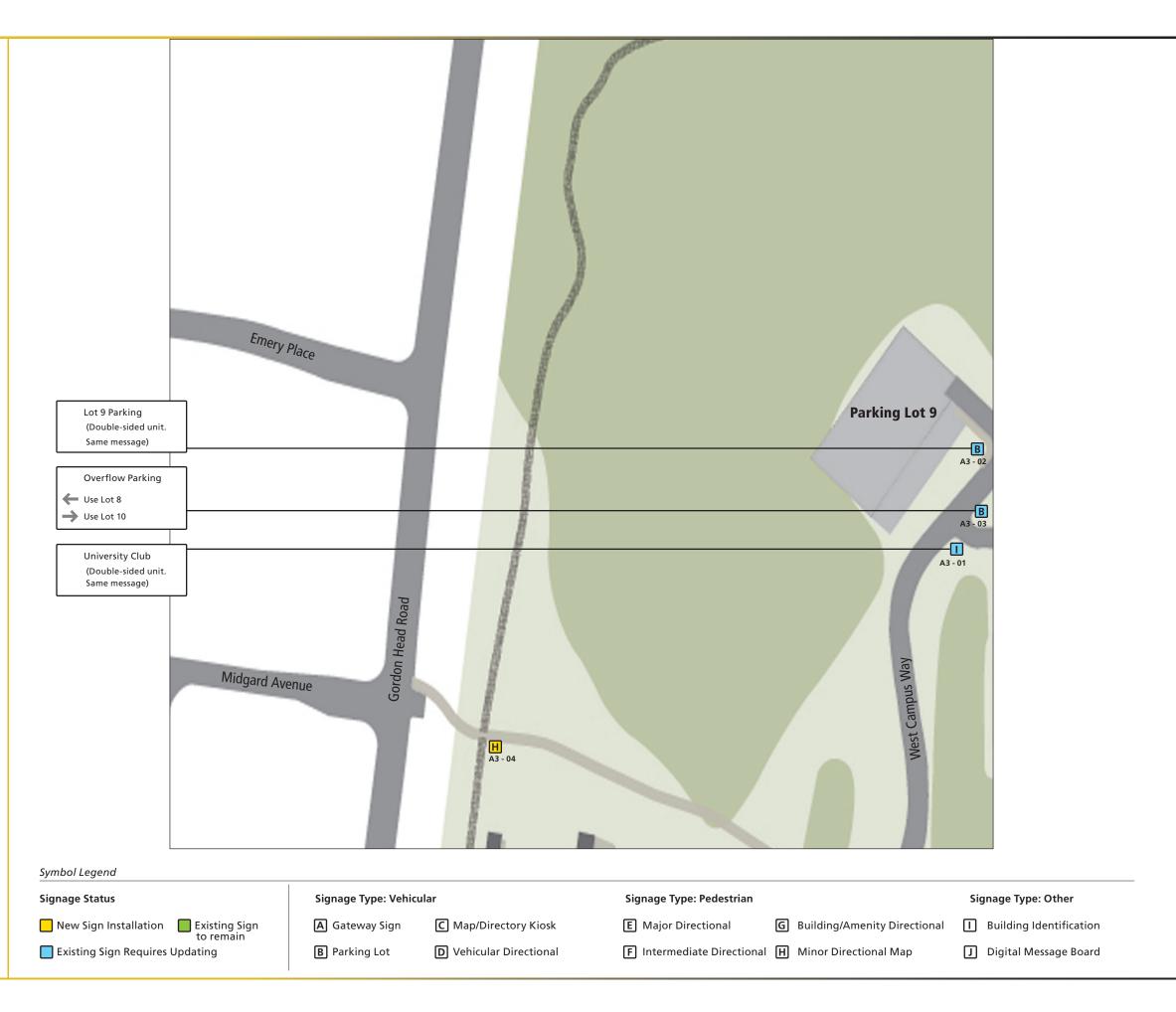
Existing Signage Inventory and Proposed Sign Elements





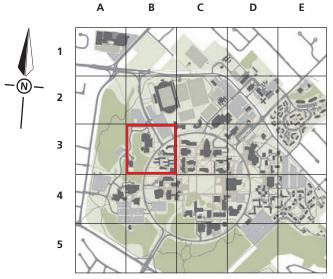


43 - 04

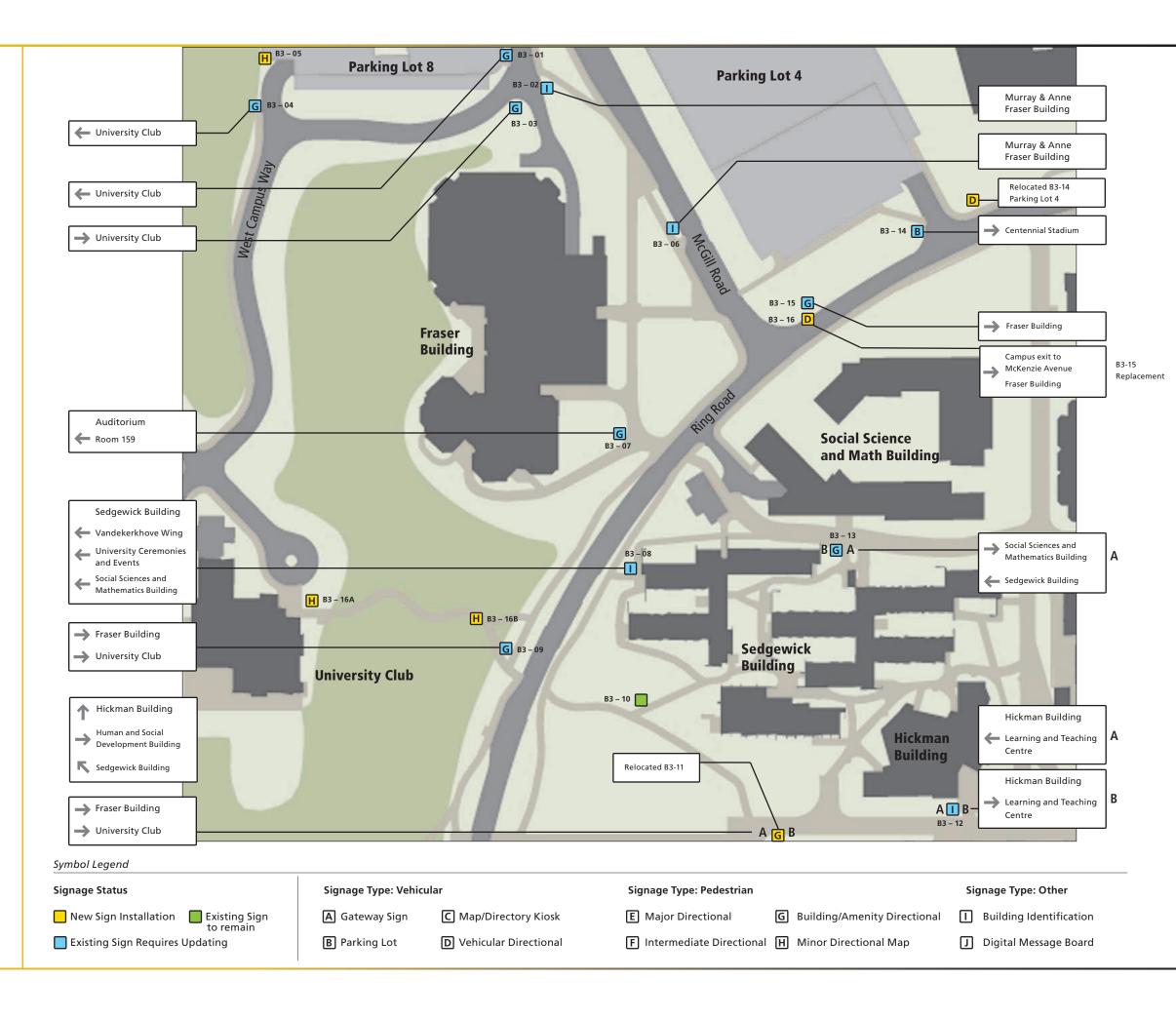


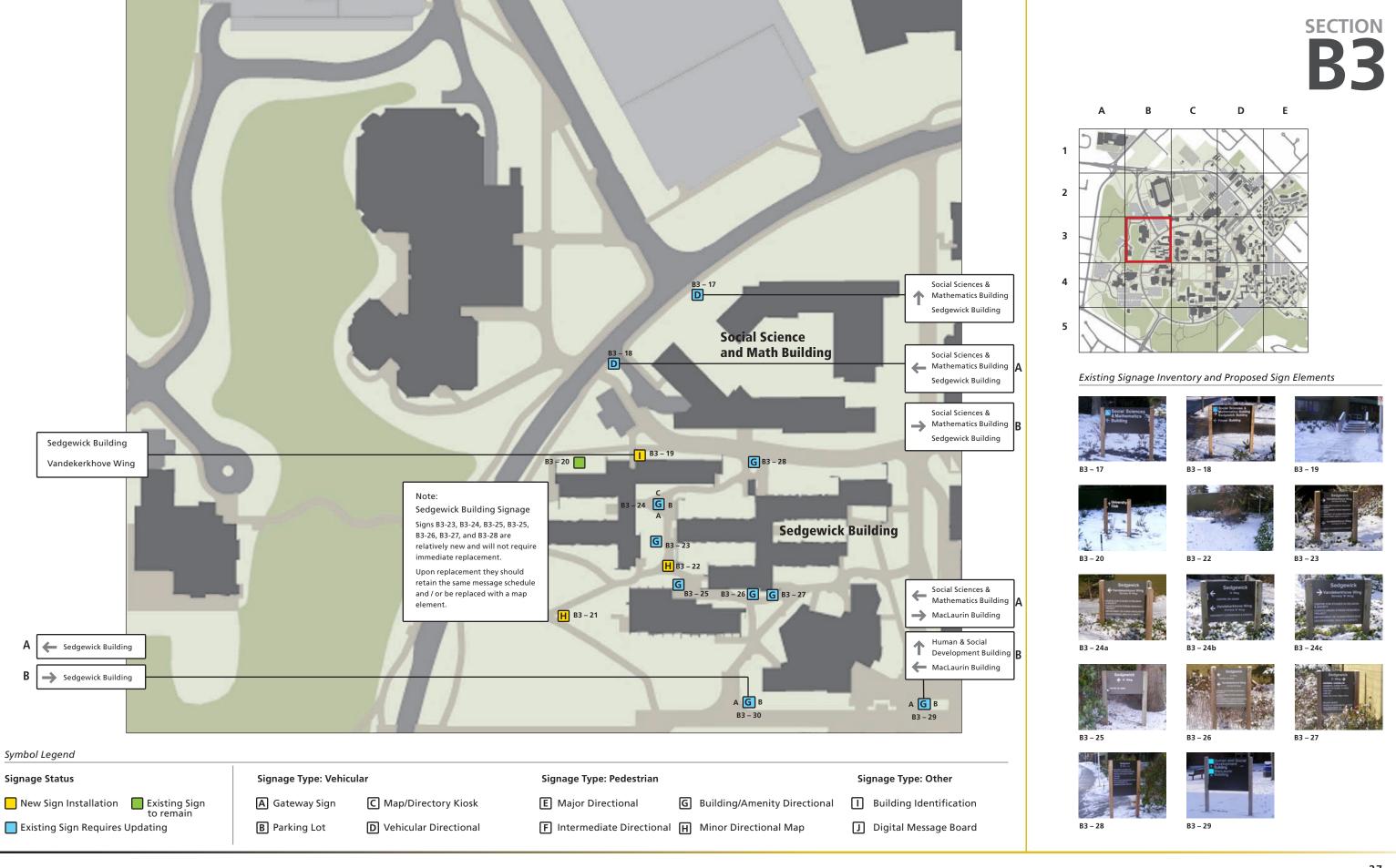
Installation plans continue on next page >>

B3

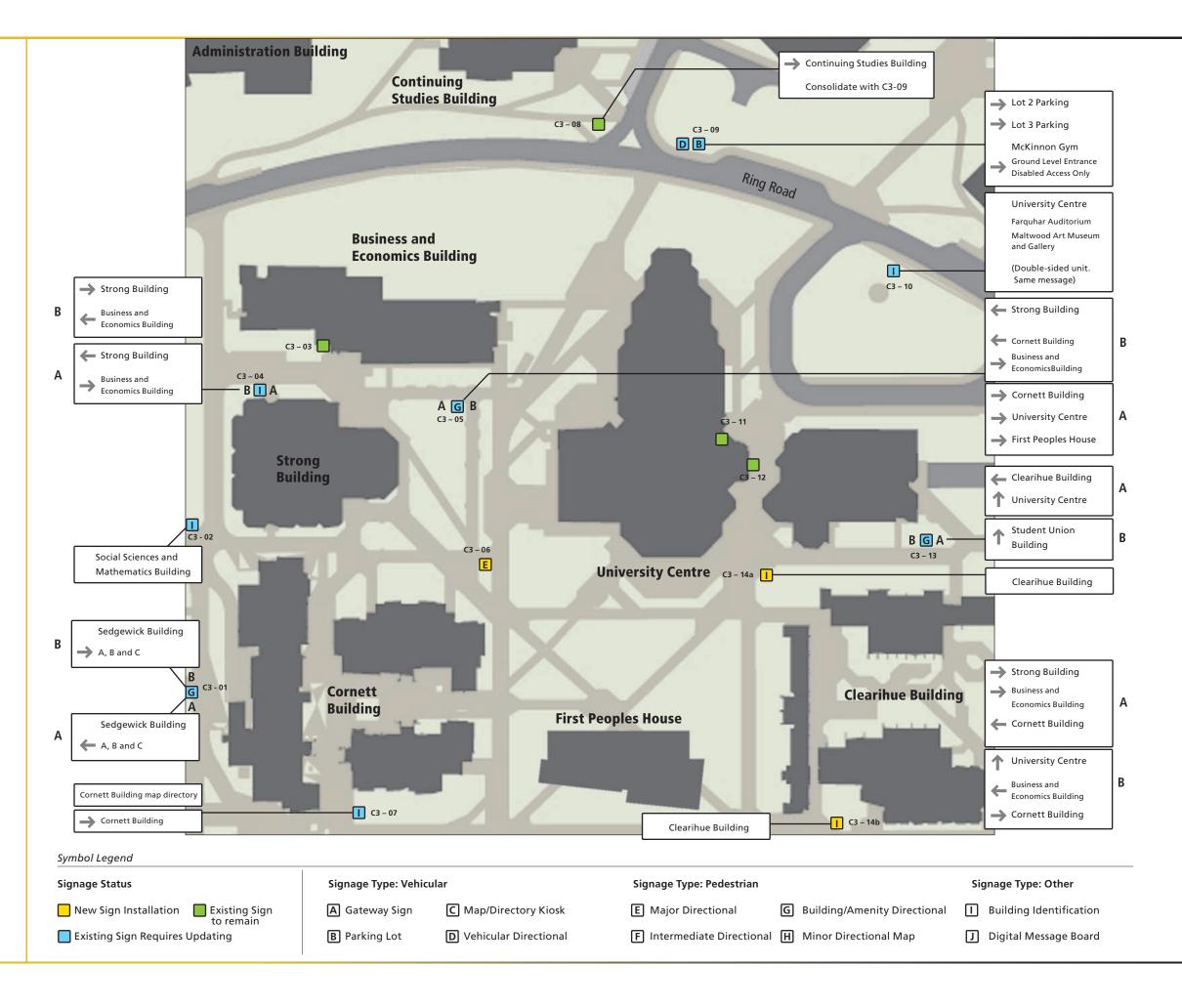


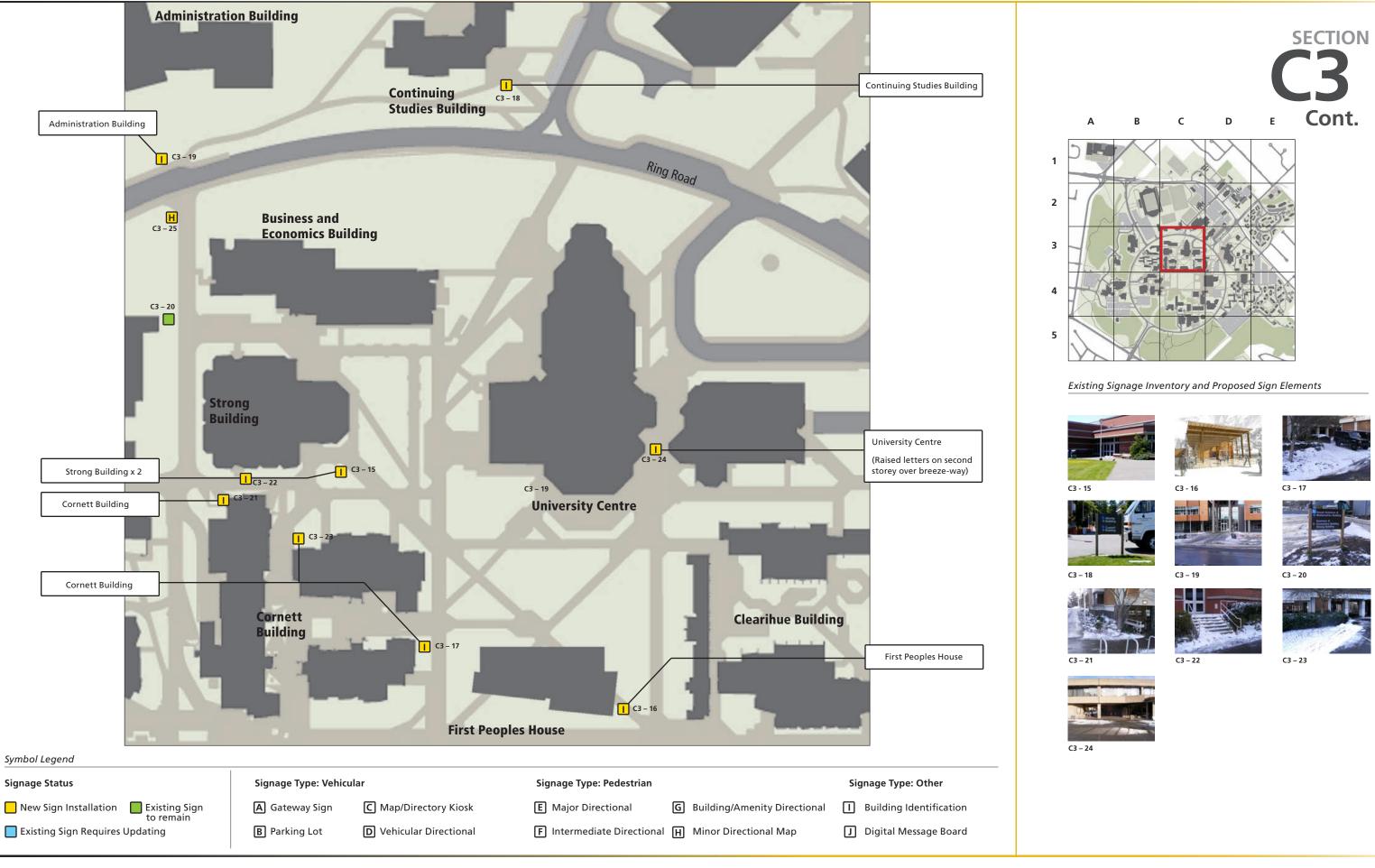




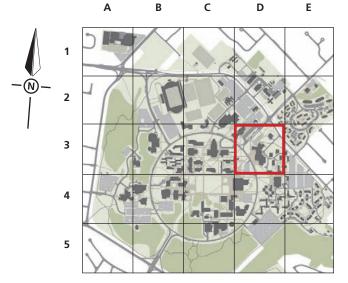


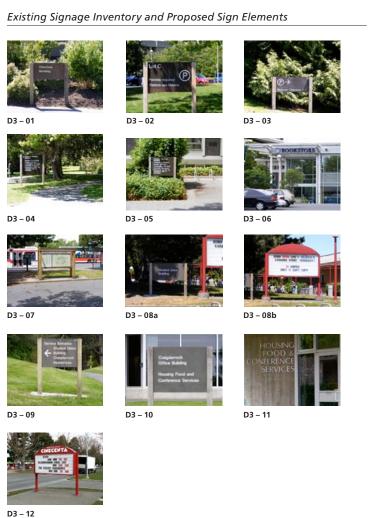
SECTION D Е Existing Signage Inventory and Proposed Sign Elements C3 – 05 C3 – 13 C3 - 14b C3 - 14a

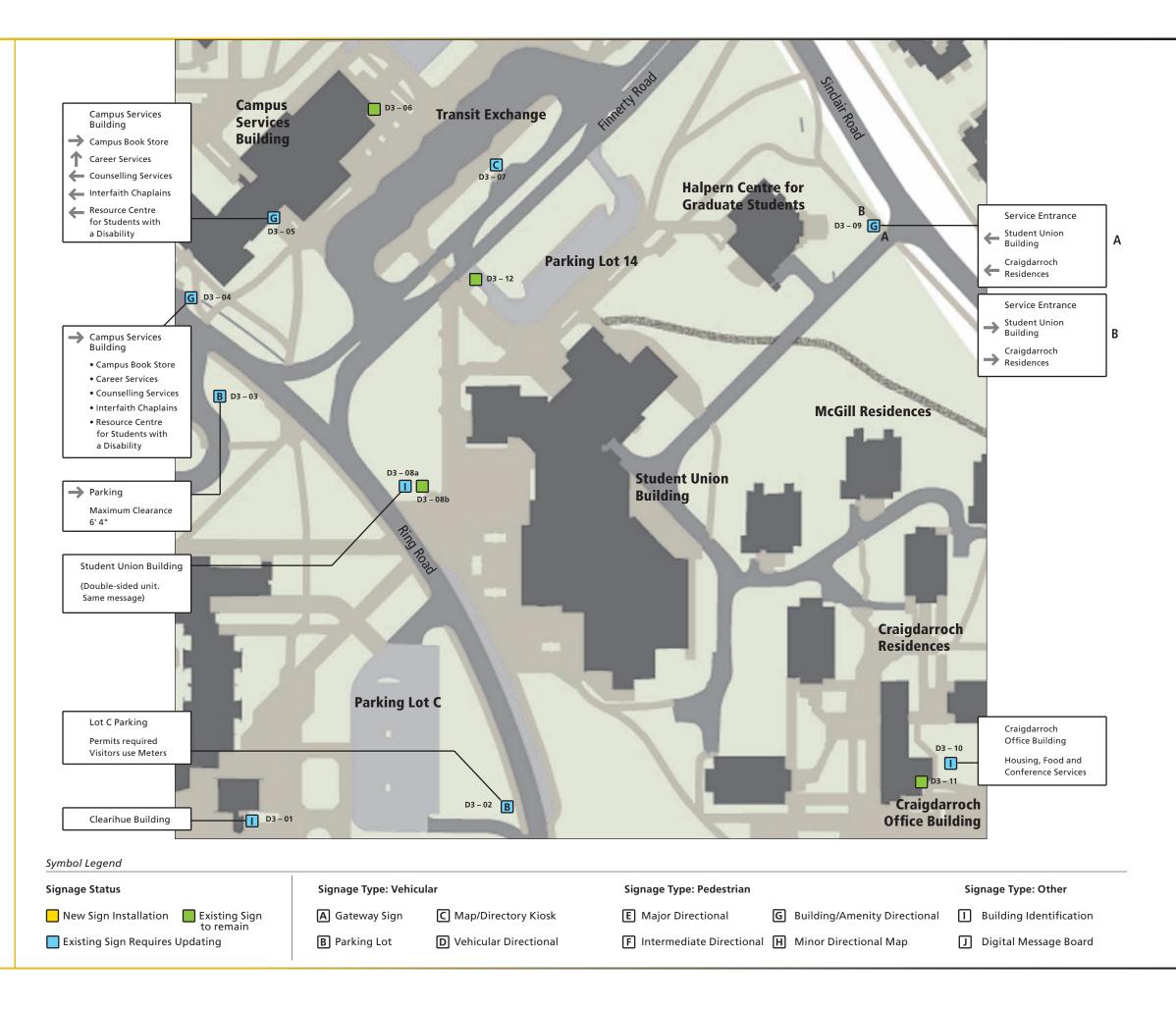


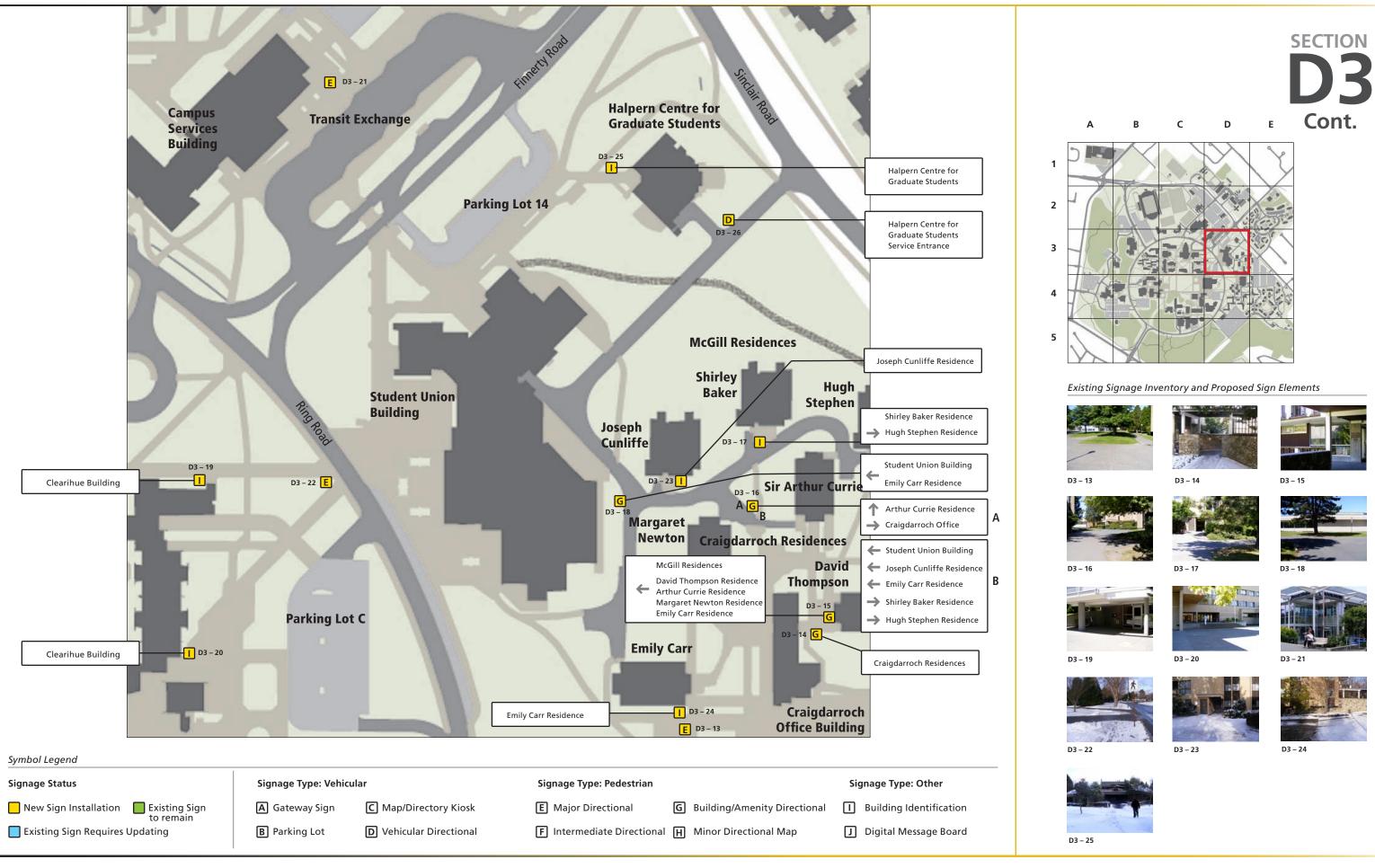


D3

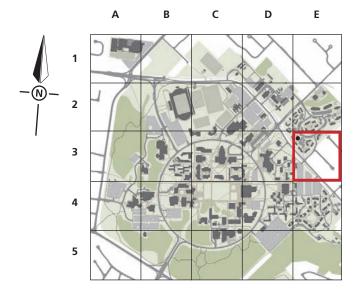






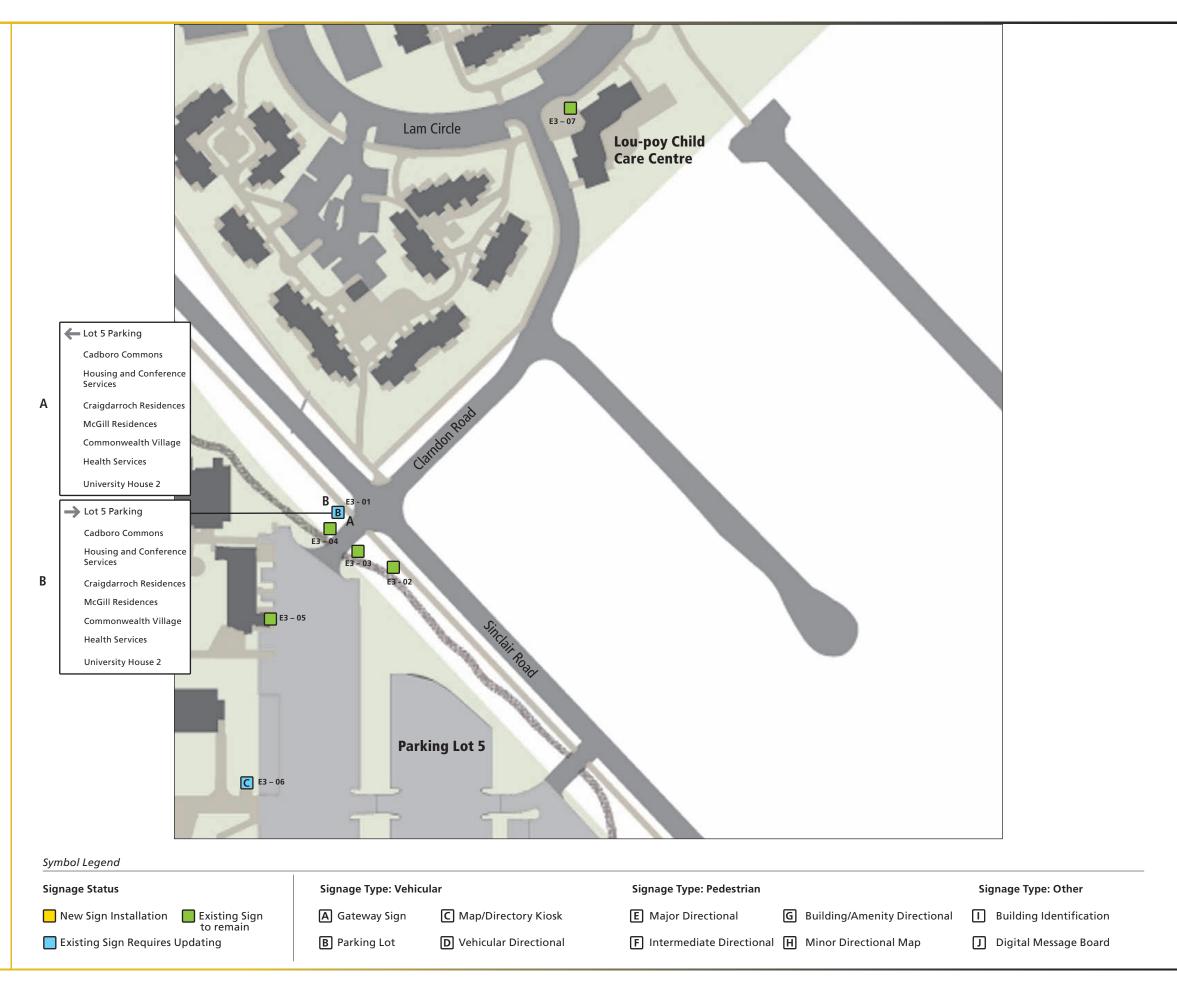


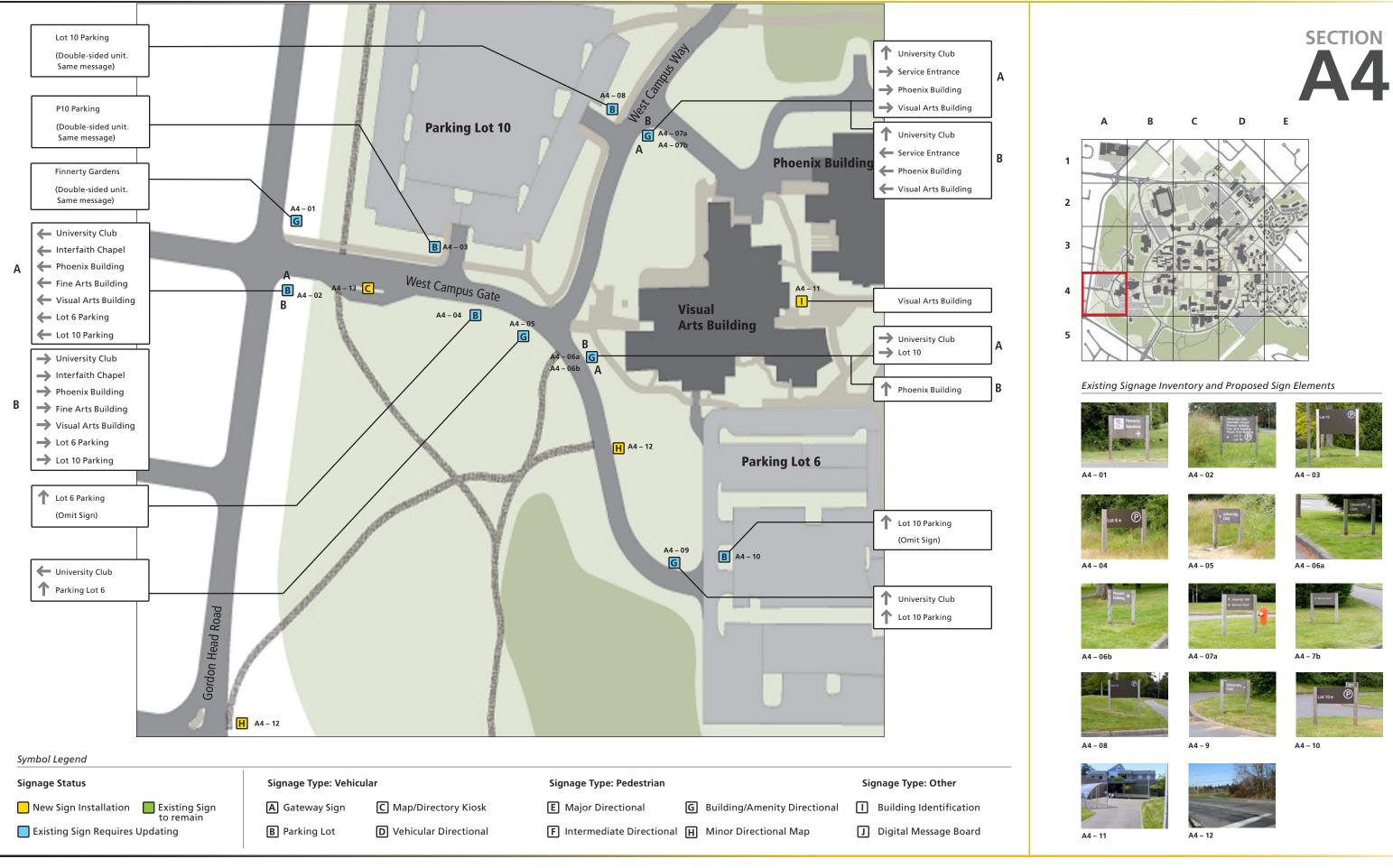
E3



Existing Signage Inventory and Proposed Sign Elements







SECTION



Existing Signage Inventory and Proposed Sign Elements

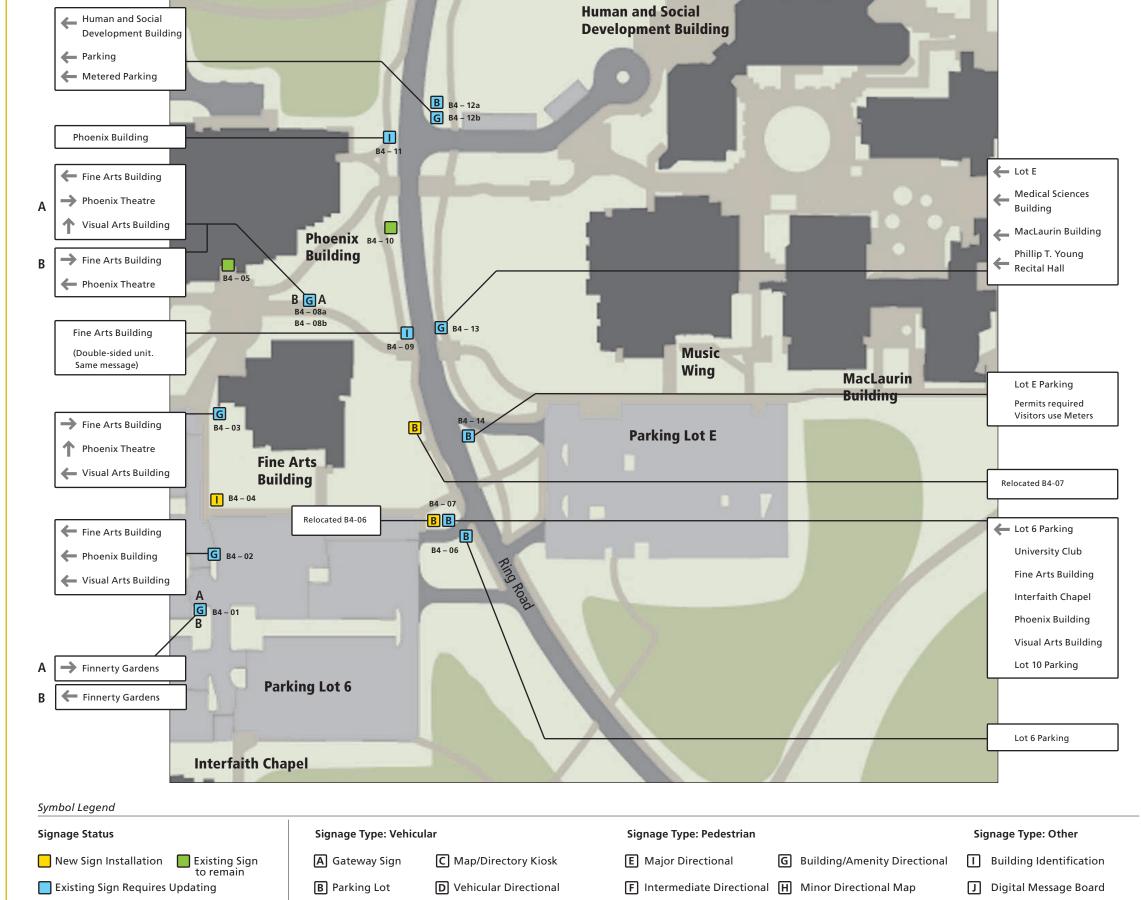




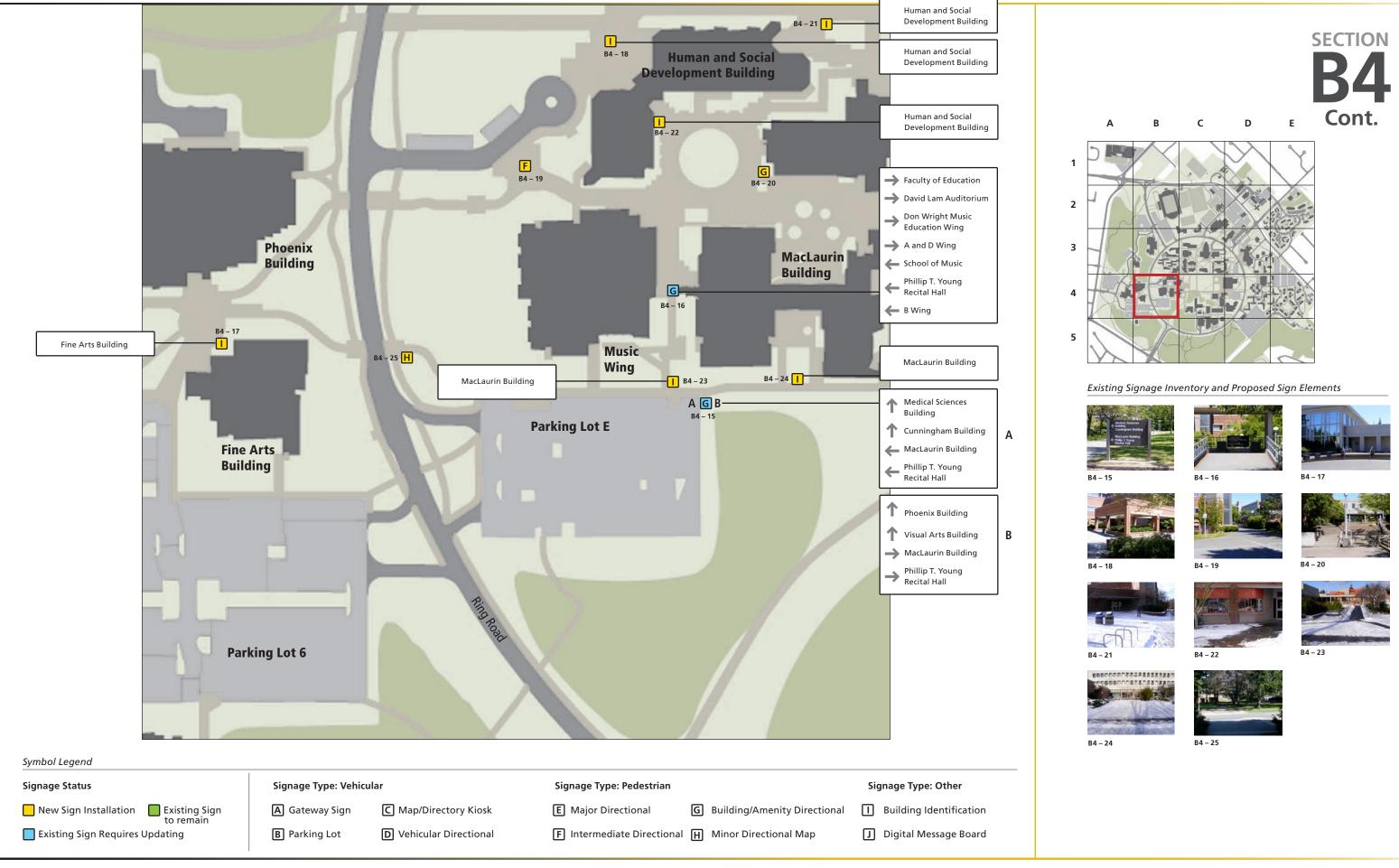




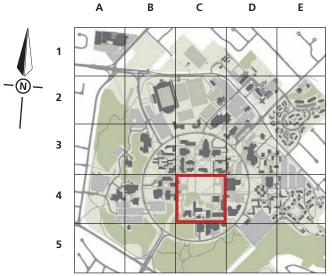




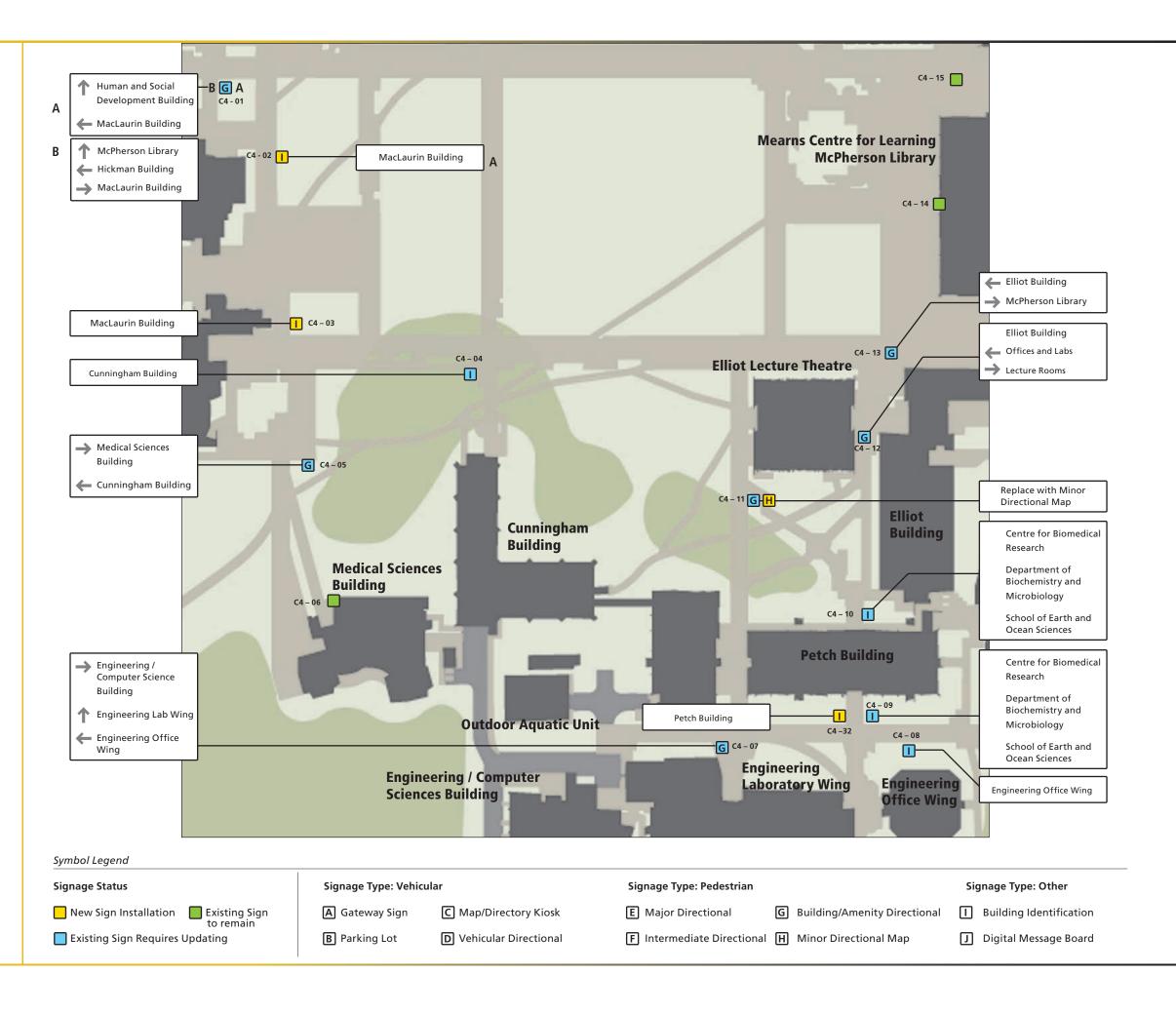
B4 - 12

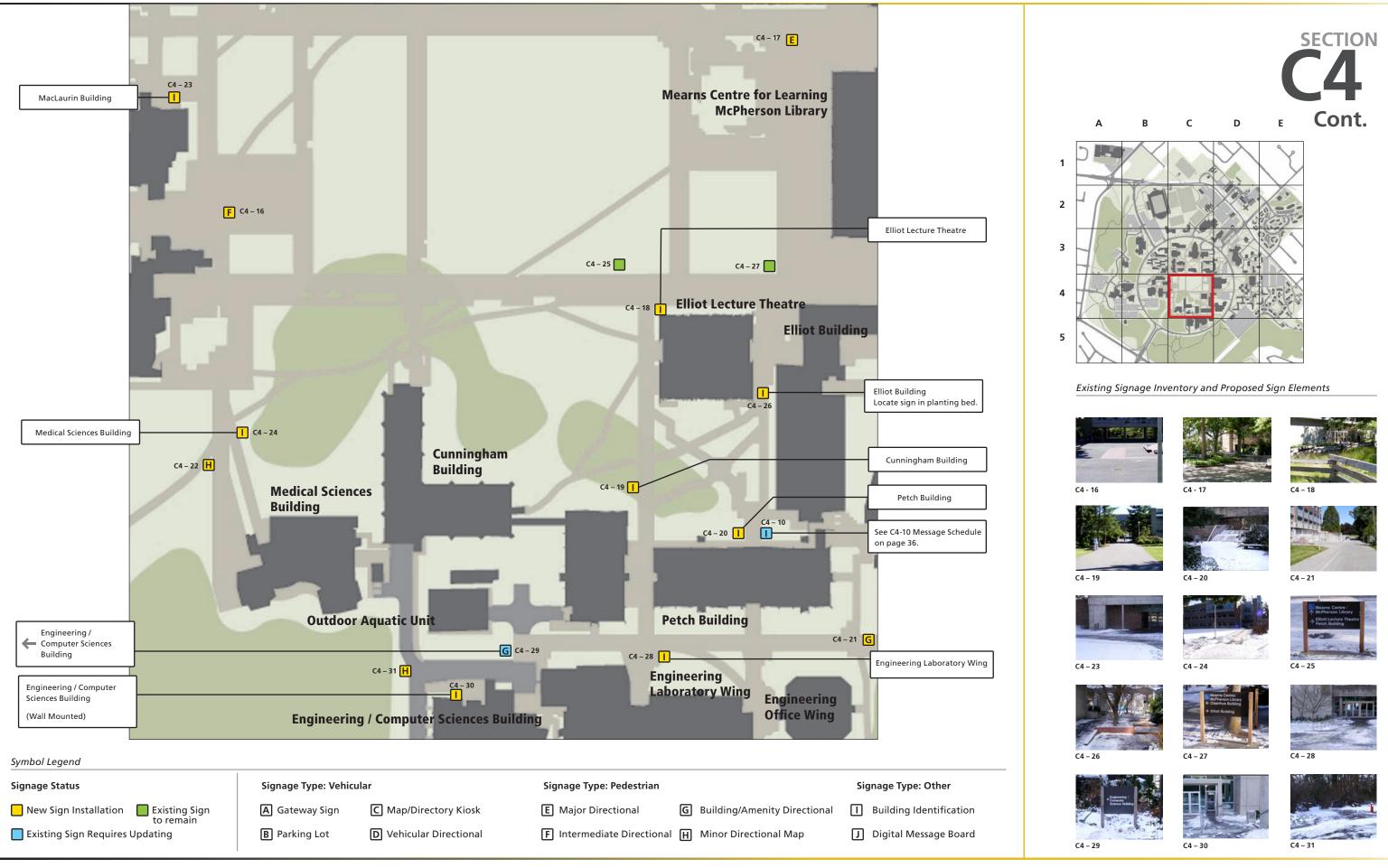


C4

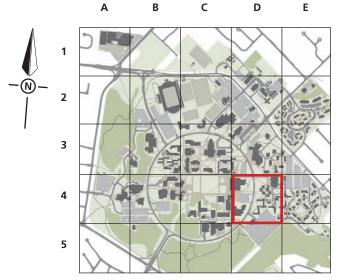




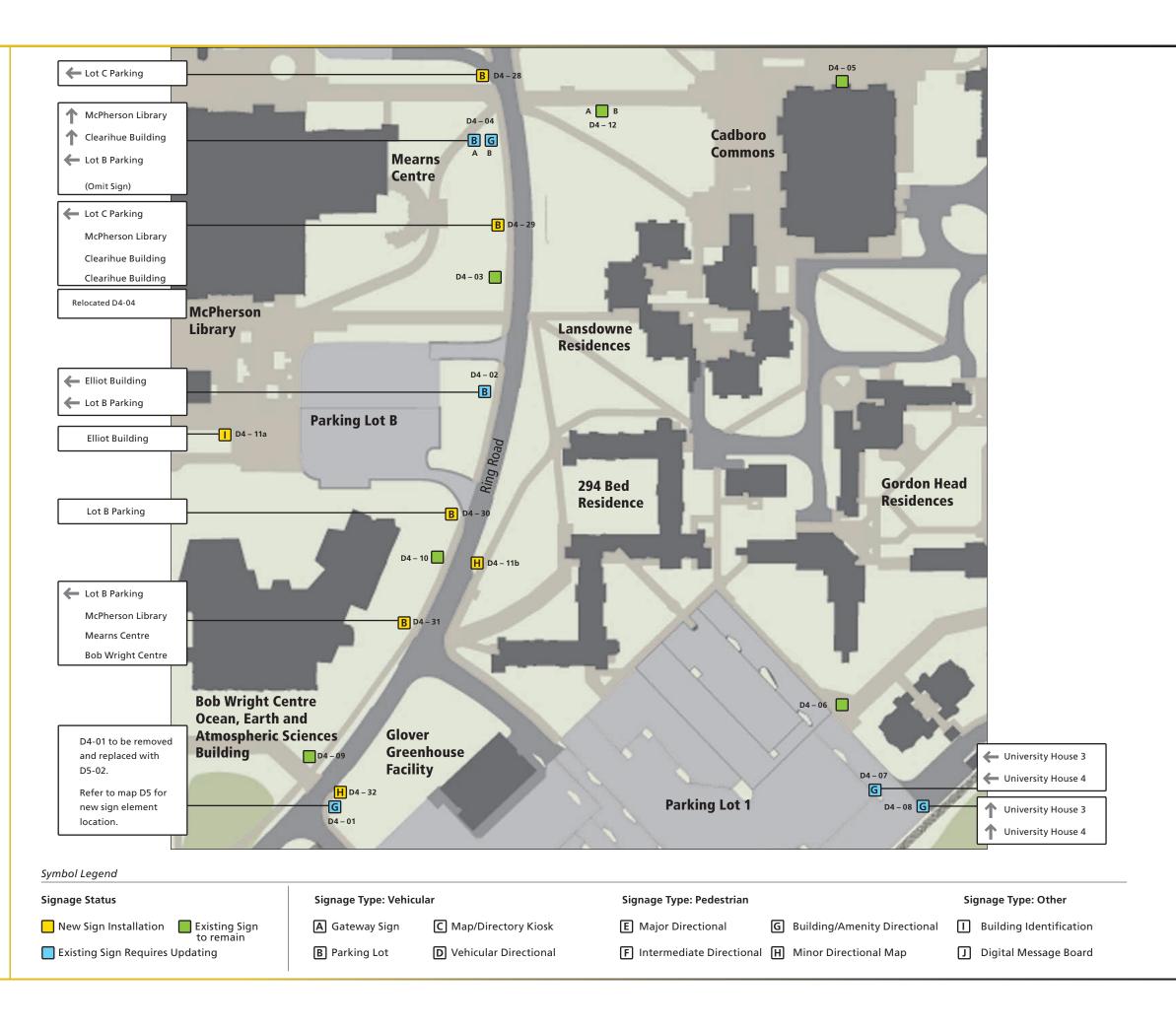


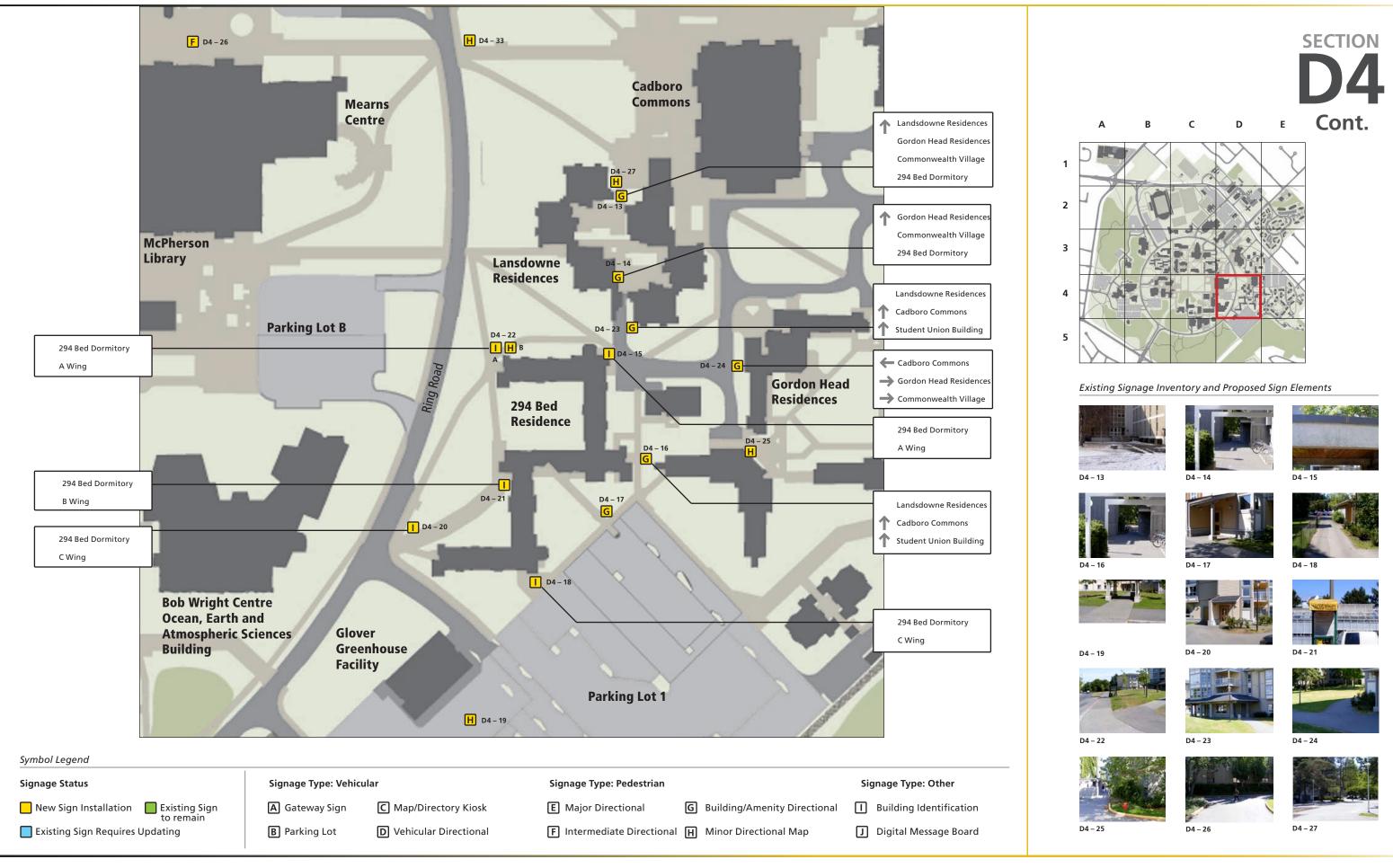


D4





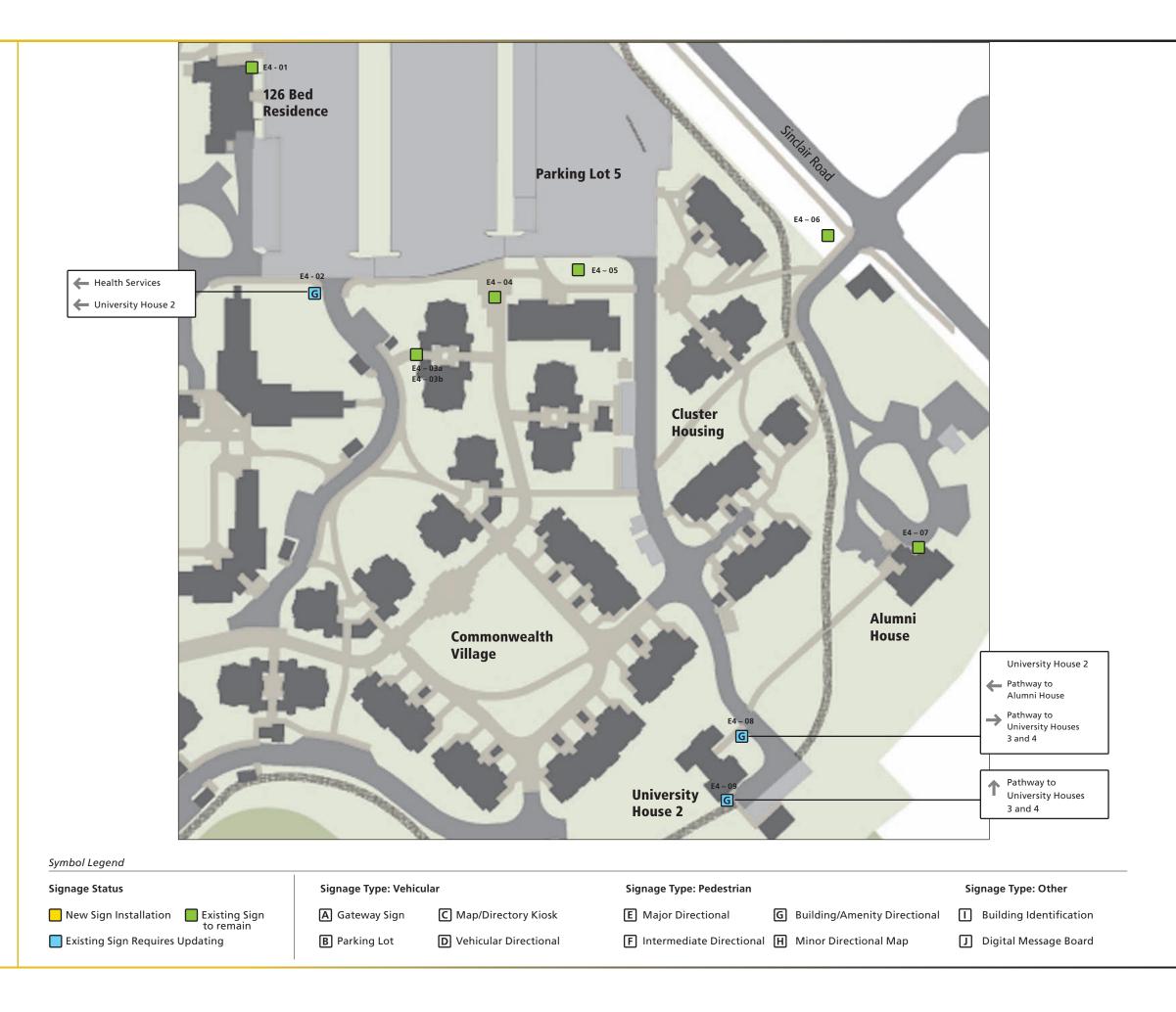




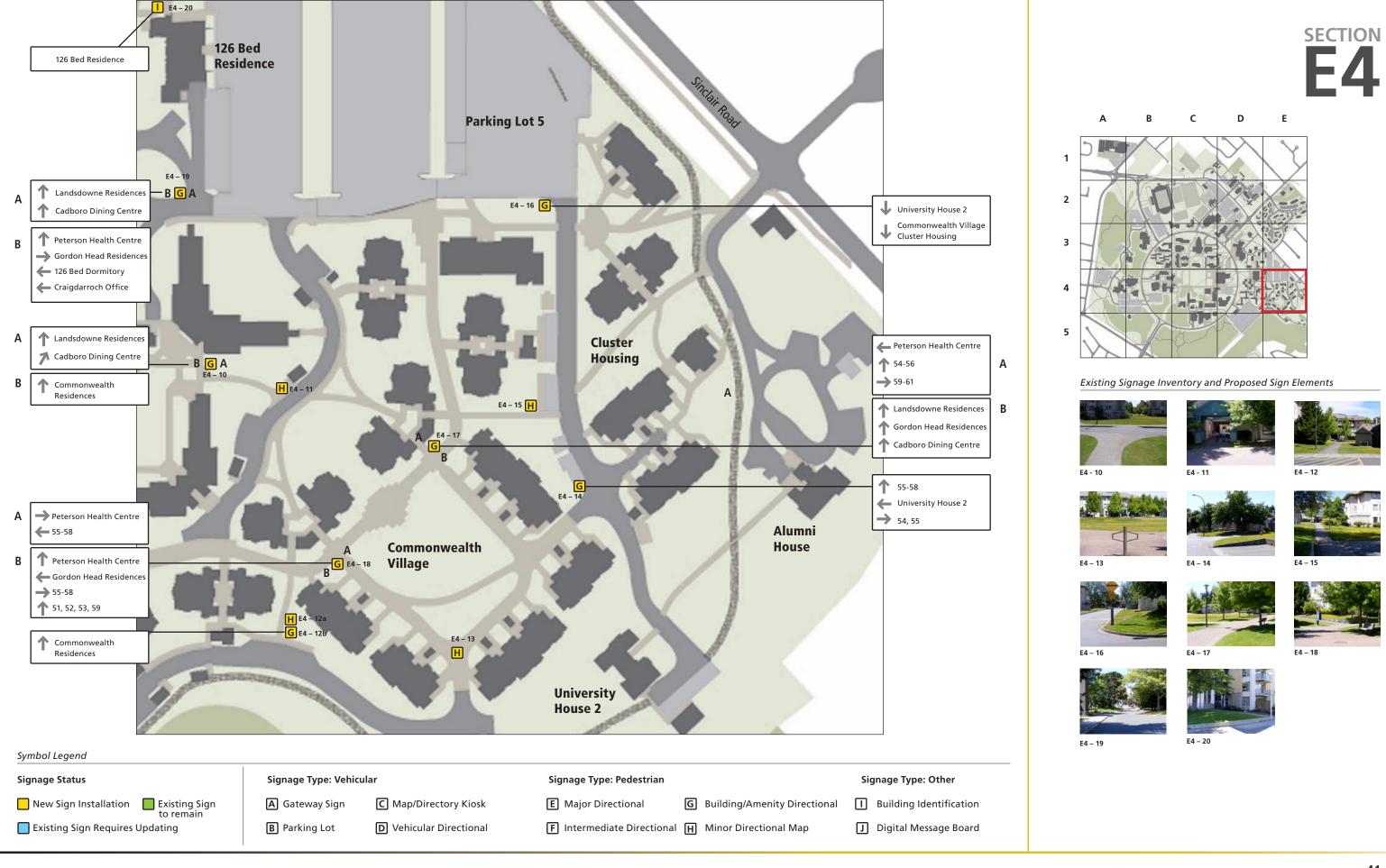
E4







E4 – 09



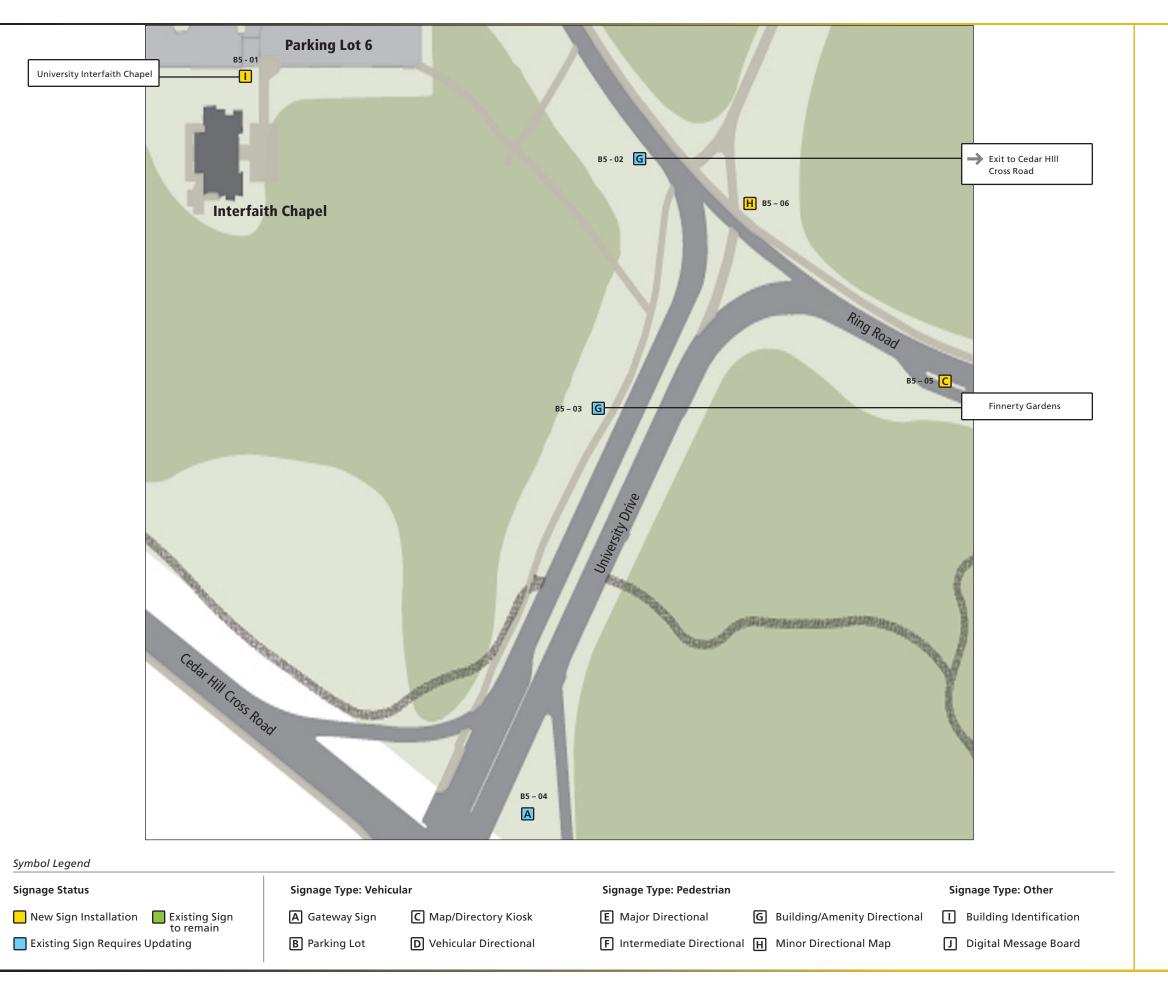
A5



Existing Signage Inventory and Proposed Sign Elements

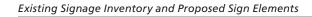














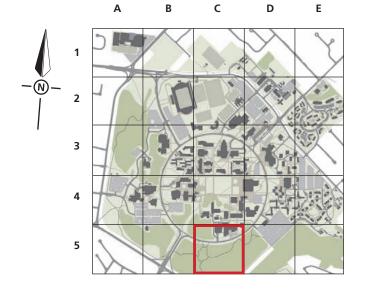








C5



Existing Signage Inventory and Proposed Sign Elements

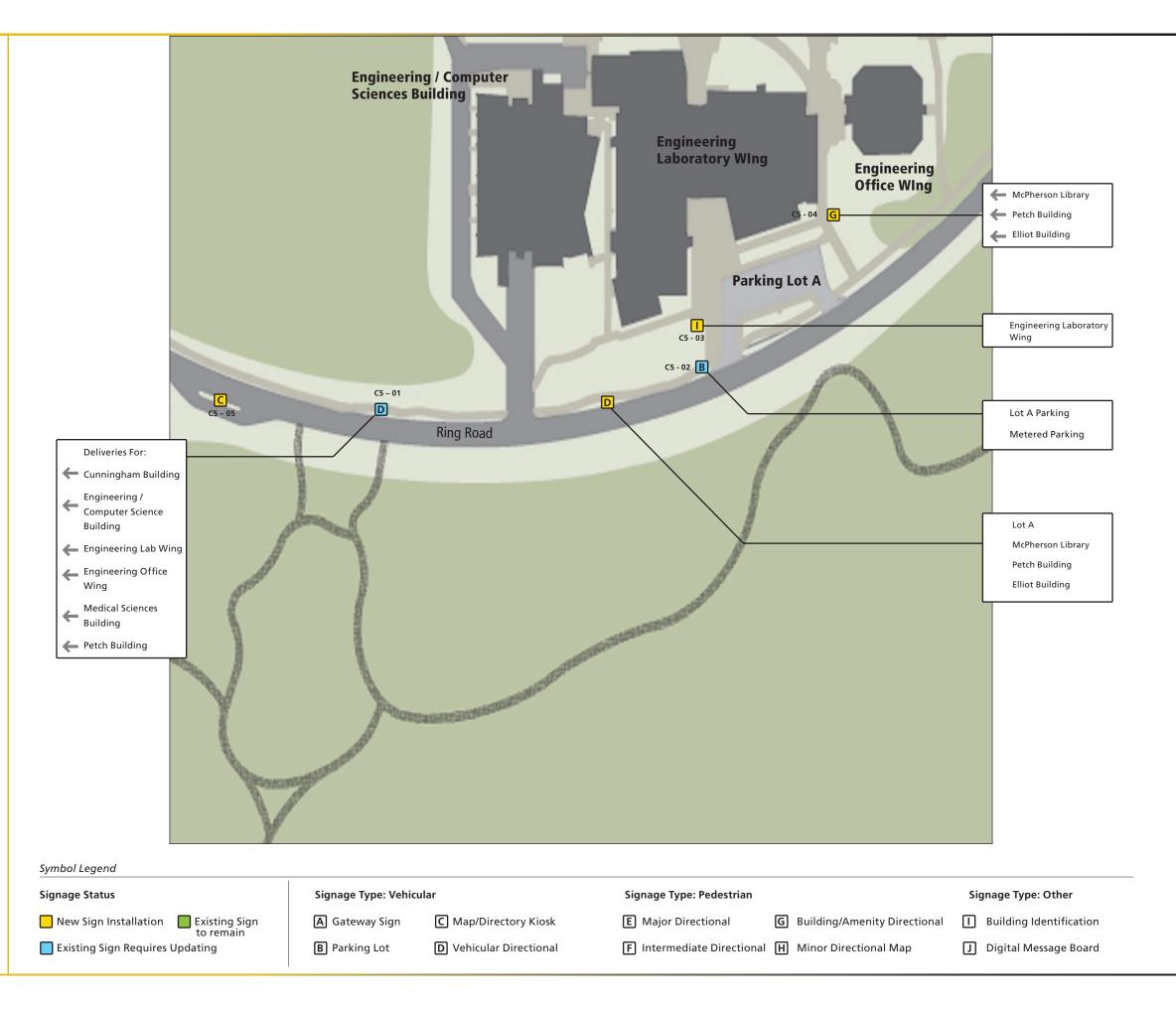


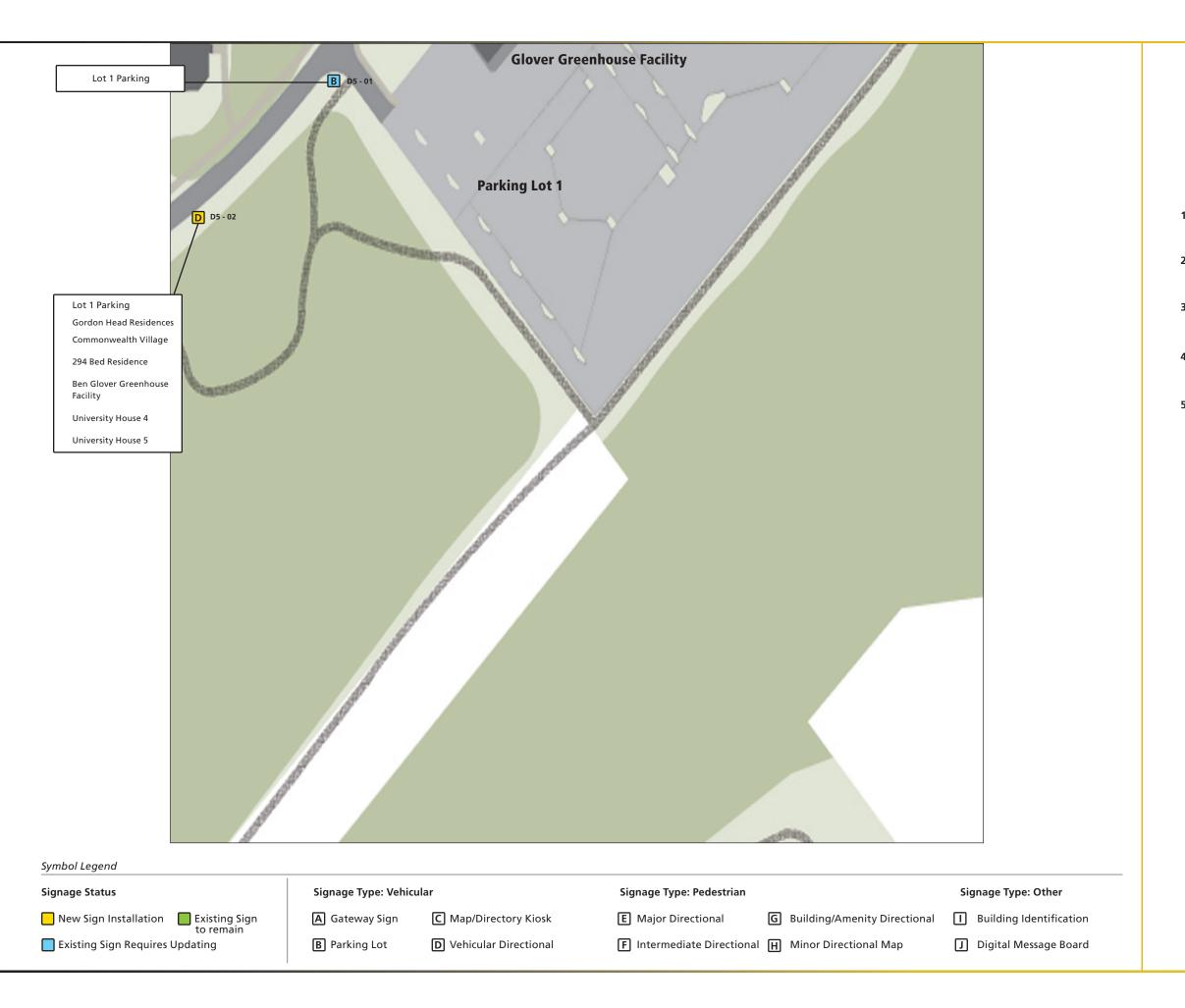




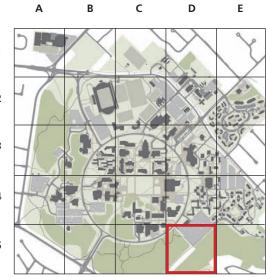


C5 – 0





D5

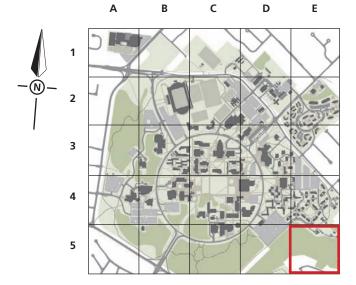


Existing Signage Inventory and Proposed Sign Elements



D5 - 01

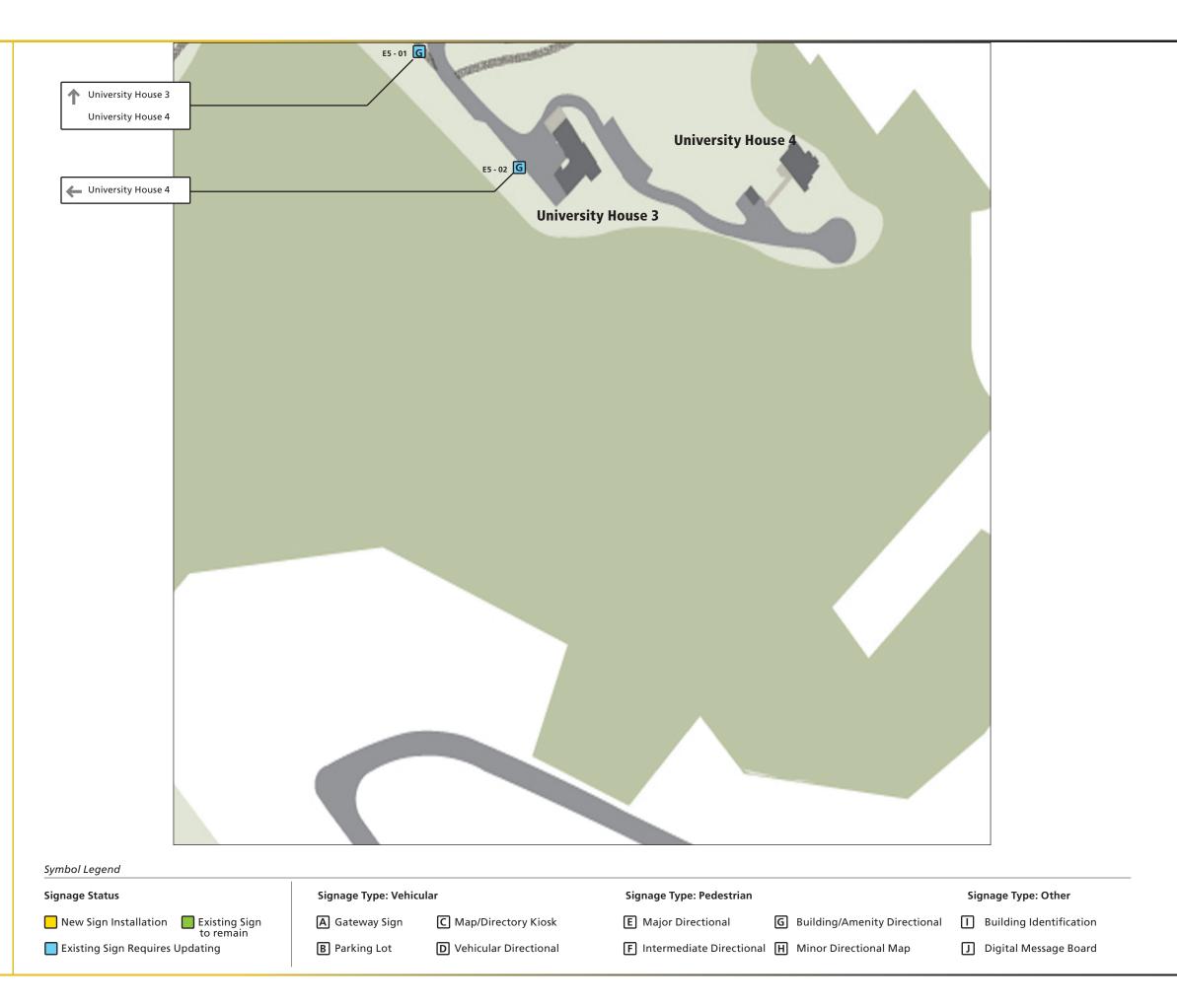
E5

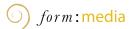


Existing Signage Inventory and Proposed Sign Elements



5 - 01



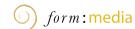


SIGNAGE FABRICATION ELEMENTS >>>

Upon entering the tender phase of any of the signage elements within this document, the University should ensure that all documentation and bidding contractors comply to the following over-arching *Project Guidelines*. These guidelines, as indicated on page 48, will permit the fabrication process to proceed in a coherent, timely fashion and ensure acceptable levels of fabrication quality.

The subsequent *Fabrication Quality Guidelines* provide a base level of acceptable industry standards for signage fabrication and installation. Adherence to these parameters will ensure the superior quality of all installed signage elements.

The *Standard Details* on pages 49, 50 and 51 are universal to all elements found within this signage system. Their specific application is keyed, e.g., D1, D2, D3, etc., and as such they are to be applied where indicated within the eaxh sign unit's respective fabrication and installation detail.



Project Guidelines

The University expects that all fabrication will be to the highest standard and that all work performed on campus will be executed in a safe, timely and professional manner. Production schedules are to be provided by the contractor and it will be their responsibility to provide advanced notice in writing of any unreasonable deviation from said schedule. Schedules are to be kept current through regular communication. All on site activities will be coordinated with the appointed University staff.

Fully detailed shop drawings are to be provided for review and approval. Where signs of the same type are to be produced one typical detail accompanied by a graphic schedule shall be submitted. The contractor will be responsible for obtaining all permits and adherance to all local bylaws. Where applicable, approved shop drawings must be accompanied by a stamped, approved drawing from a certified structural engineer. All electrical hook ups are to be performed by a certified electrician.

A materials list that includes the manufacturer and product code is to be provided for approval where applicable. Product sheets will need to be supplied for all chemical compounds such as paint, ink, epoxy as well as, acrylic, polycarbonate and adhesive vinyl. All structural and sheet metal is to be named as per industry standards and accompanied by actual physical dimensions as well as grade and alloy. Wooden members are to be named by tree species (including color), grade, nominal size, finished dimensions as well as mill processes (i.e. kiln drying) and intended finish.

The contractor will be responsible to provide mock ups of all fabrication methods as well as physical samples of all colours, finishes, materials and fastening hardware. Shop drawings, materials lists and mock ups as well as general manufacturing methods and quality will be reviewed by the consultant and the University. The combined approval of these submittals along with the contractors agreement will establish the working quality standard for the duration of the project.

The contractor is to make every effort to maintain the safety of the work site as well as avoid ongoing unsightly conditions. All refuse and discarded materials including old signs, posts and concrete are to be removed from the campus at the contractor's expense. All disturbed landscaping and hardscaping, e.g., asphalt, concrete, is to be repaired to its original condition as the work is completed.

Fabrication Quality Guidelines

All workmanship to be square and true with a high degree of architectural finish. It will be the responsibility of the contractor to inspect all raw materials for defects prior to fabrication. In addition workmanship and finishing will be inspected before transportation to the site as well as after installation. Responsibility for defects in materials, fabrication or finishing will be assumed by the contractor.

Fastening hardware is to be stainless steel or heavy coat galvanized steel. Fastening holes in sign faces and structures are be pre-drilled and deburred prior to paint finishing.

Structural welds to be executed to best trade practise. Welds must be cleaned and ground smooth as necessary to facilitate proper fit and finishing.

All sharp edges and corners must be removed. Butt seams to have a maximum 2mm parallel gap. All aluminum surfaces to be either anodized or paint finished. Painted aluminum is to be sanded, acid washed and given 2 coats with a self etching primer. The aluminum will then receive a minimum of 3 color topcoats and 2 semi-gloss, clear coats of acrylic polyurethane. Clear coating to incorporate UV inhibitors as well as graffiti resistant properties. Final finish coats of paint should be free of dust and scratches. Paint should lay nicely on the surface with minimal orange peel effect. Finish should wrap around and not bead or pull back from edges and corners.

Wooden timbers are to be free of structural weakness due to imperfections such as, but not limited to, cracking, splitting, insect damage or rotting. Exposed edges are to routed or otherwise finished to achieve a 45° bevel a minimum of 5mm deep. This detail will be submitted in the mock up stage and remain consistent for all timbers of the same scale.

Electrical components as well as finished installations must be CSA approved. Illuminated signs are to be inspected to ensure even and consistent lighting. Backlit sign faces must maintain their colour saturation and be fully legible. All proposed materials shall be tested to ensure the desired light requirements are achieved. Samples should be presented prior to full-scale fabrication for client approval. Installed backlit signs that are found to be "washed out" or difficult to read will not be accepted.

Application of all gluing and sealing agents is to be done in strict accordance with manufacturer's instructions pertaining to preparation, materials and environmental conditions. Epoxies, silicone, caulking and the like are to be applied in a neat and tidy manner as per best trade practise. All unintentional residue should be completely cleaned from surfaces. Unsightly glue or caulking will be regarded as a incomplete work.

Concrete work is to be of architectural quality. All concrete is to be poured, well tamped and floated level. Chamfers are to be accomplished in a professional manner and be true and consistent throughout the project. Above ground concrete is to be free of major defects such as air bubbles and major deformations due to deficiencies in form construction. Pigmented concrete color will need to be determined prior to installation as well as finish treatment and form patterning.

WATER MANAGEMENT - The designs presented in this document have all taken into consideration general water management strategies. It will be necessary to maintain, refine and implement these strategies throughout the specification, manufacture and installation stages. To this end all shop drawings should make note of this point. It is expected that the contractor will keep an open dialogue on this subject and, as necessary, suggest solutions based on their field experience.

All reasonable efforts should be made to keep direct rainfall and run off out of sign structures. Designs include overhanging roof caps for electrical signs and metal caps to cover all open end grain on wooden members. Fabrication should strive for logical placement of fasteners as well as weather stripping and tight, well sealed joints.

Some water will get inside either through condensation or leaching. It will be important to have adequate drain holes on the underside of all sign structures, welded metal sections and in the centre base plates. All base plates are to be secured on top of leveling nuts to provide sufficient space for drainage.

Electrical signs are to follow CSA code for outdoor sign construction. In general electrical components should reside in the most protected part of the structure which is usually in the centre top position. Wiring should not lay in areas that might accumulate water. Fluorescent lamps will require rubber lamp boots and each sign should have a liquid tight exterior disconnect switch.

All required electrical work shall adhere to all applicable codes. The installing contractor will be responsible for adherence to all codes, receiving all applicable permits prior to commencement of work, and coordinating all required inspections and approvals. Additional work required to meet said codes shall be the responsibility of the installing contractor.

Standard Details

(D1) Concrete Footings:

All concrete designs must be accompanied by approved engineered drawings and include details for forming, concrete specifications, drainage and backfilling. All concrete will be specified with reinforcing steel bar to best trade practise and embedded anchor bolt details.

See sheet D1 - Typical Concrete Footing And Anchor Bolt Detail, page50

(D2) Wooden Post with Base Plate:

All wooden posts inserted into metal base plates are required to have ample drainage and air flow to allow the wood to dry properly. This can be facilitated by a combination of details such as: oversized drain holes, over chamfered corners and routed grooves. The wooden members must also be undersized and secured at a distance from the metal face using spacing washers.

See sheet D2 - Typical Wooden Post With Base Plate Detail, page 51

(D3) Gary Oaks Motif:

This distinctive pattern will be applied to aluminum panels throughout the program. The panels are to be prepared as outlined in the fabrication quality guidelines to a painted top coat stage. The motif will then be silk screened, direct to surface printed or masked and painted. Finish must be consistent and treated with UV and graffiti resistant clear coat.



(D4) Map Graphics

The main map graphic is very complex with many small shapes and colours. As such it will require a digitally printed solution. It will be important to produce the maps in such a way that they are relatively easy to update as changes occur on campus. To facilitate this process building outlines and directory text should match adhesive vinyl colours so that they can be updated without replacing the entire map.



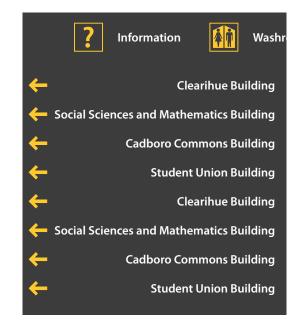
D5) Reflective Graphics

All main lettering, directional arrows and symbols should be produced as applied reflective vinyl. 3M series 280 premium reflective sheeting or equivelent is to be used.



(D6) Vinyl Graphics

Small text such as directory listings, graphic lines and miscellaneous graphic elements are to be applied vinyl. 3M series 220 cast opaque vinyl or equivelent is to be used.



(D7) Aluminum Panel Mounting

Aluminum panels are to be glued to main sign structures using LORD 400 series acrylic adhesive or approved equivalent. In some areas it may be necessary to augment or replace this fastening method with rivets or countersunk stainless steel machine screws. All fastening details are to be noted in shop drawings and approved prior to fabrication.

(D8) Removable panels

Map and directory panels will need to be removed from time to time for updating, There should also be at least one main back panel on each sign that can be readily removed to gain access to the mounting anchors should levelling adjustments or removal be necessary. These panels should be attached using a stainless steel pan head security screw. Part #381-436 as available from Spaenaur or equivalent.



09 Canopy Fabrication

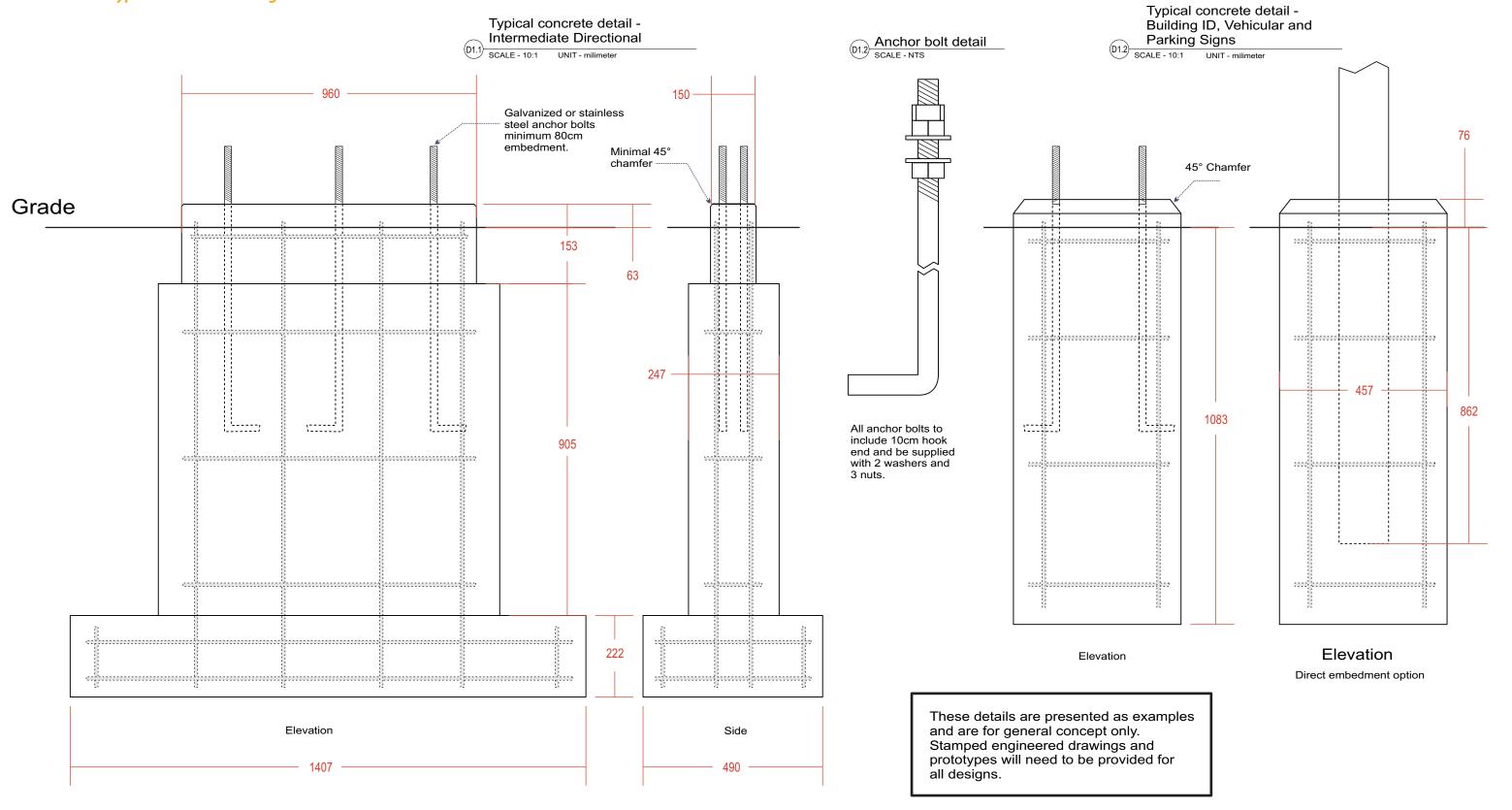
Canopy and roofing structures are to be fabricated from HSS square section aluminum tube. Suggested size is 25mm x 25mm x 3mm or greater as detailed in stamped engineered drawings to be provided by fabricator. All tig welded with welds ground and sanded as necessary to accept cladding sheets.

Cladding sheets are to be 2mm clear anodized aluminum sheet. Attached using LORD 400 series acrylic adhesive and aluminum rivets as necessary.



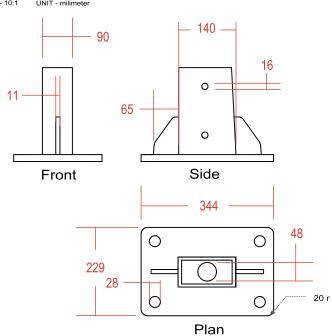


Detail D1 - Typical Concrete Footing and Anchor Bolt Details

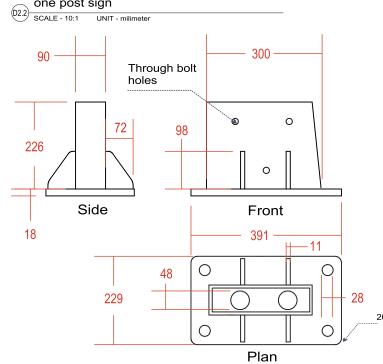


Detail D2 - Typical Wooden Post with Base Plate Detail

Typical plate with boot detail - two post sign SCALE - 10:1 UNIT - milimeter



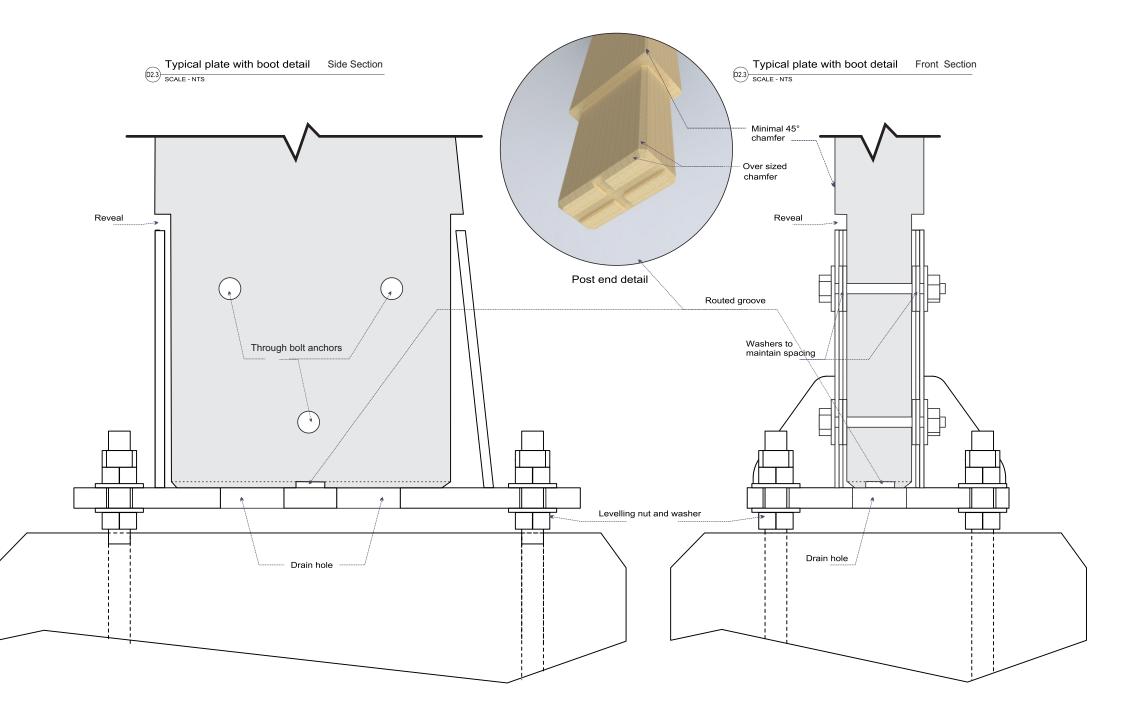
Typical plate with boot detail - one post sign

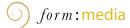


These details are presented as examples and are for general concept only.
Stamped engineered drawings and prototypes will need to be provided for all designs.

NOTE:

Wood posts to be solid hemlock or cedar. Members to be left raw or finished with an exterior marine grade clear coat. Contractor to provide samples prior to final fabrication.





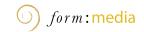
FABRICATION DETAILS >>>

The fabrication details for all sign elements have been developed to reflect the University's sustainable ethic while incorporating the following:

- Where possible the use of sustainable fabrication materials have been incorporated, i.e., aluminum, sustainably harvested rot-resistant wood.
- Certain campus facilities are subject to changes in programming and faculty. When these alterations occur it is important that the signs are adjusted as quickly as possible to reflect these changes. To facilitate this requirement, these sign elements have been designed in a modular fashion that requires only the replacement of the sign panel. These changes would require minimal services from UVic operational staff.
- The signage layout has been designed to benefit from existing light sources. Where internal lighting is required, both grid and alternative energy sources have been identified.
- All signage elements have been designed to be vandal resistant with respect to the easy removal of tags by UVic operational staff. The individual sign unit designs will enable replacement and/or repair by local fabricators.

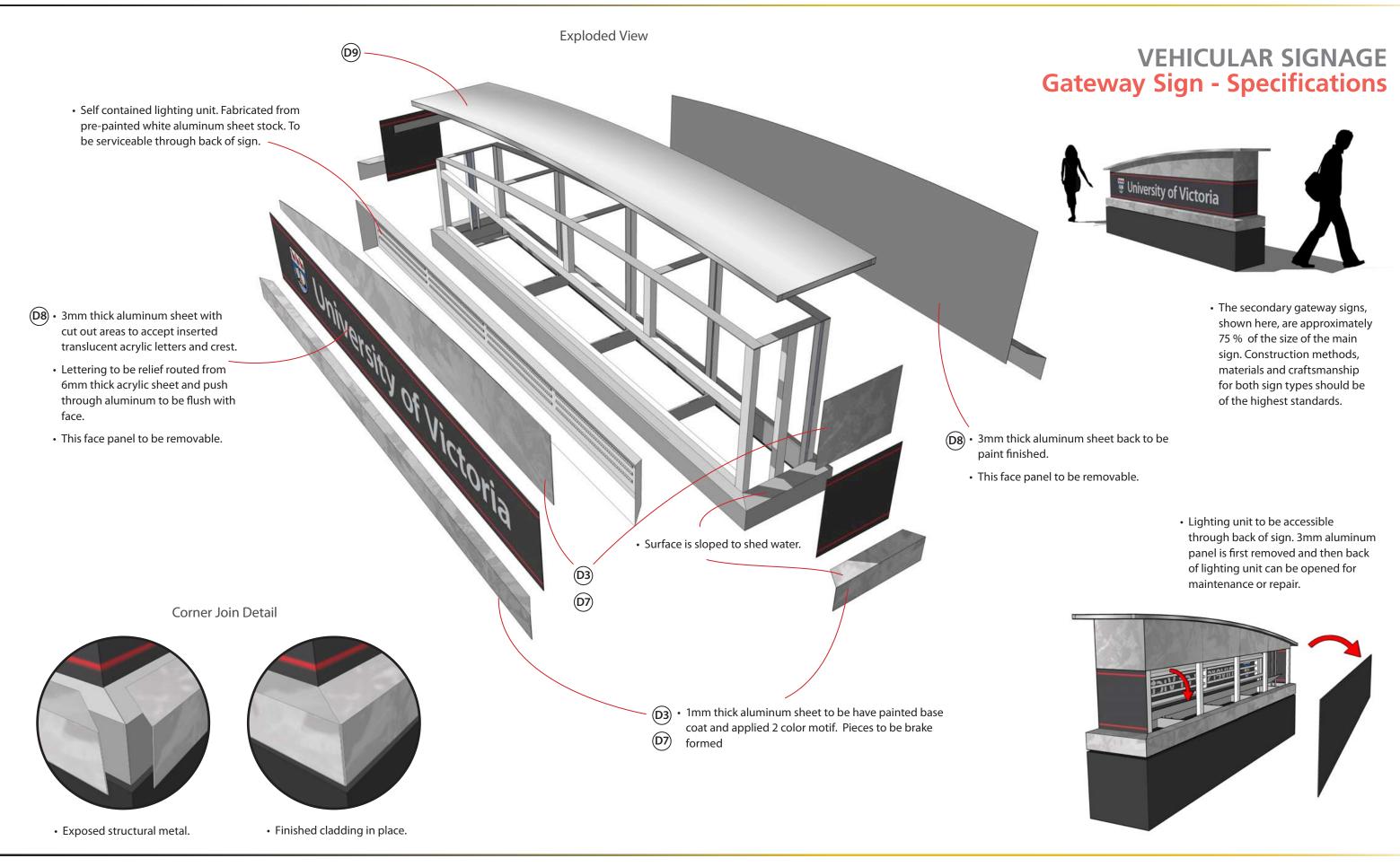
The fabrication portion of this document will enable the University to select specific items to address the indicated gaps in the existing system and/or meet available budgets.





VEHICULAR SIGNAGE Gateway Sign



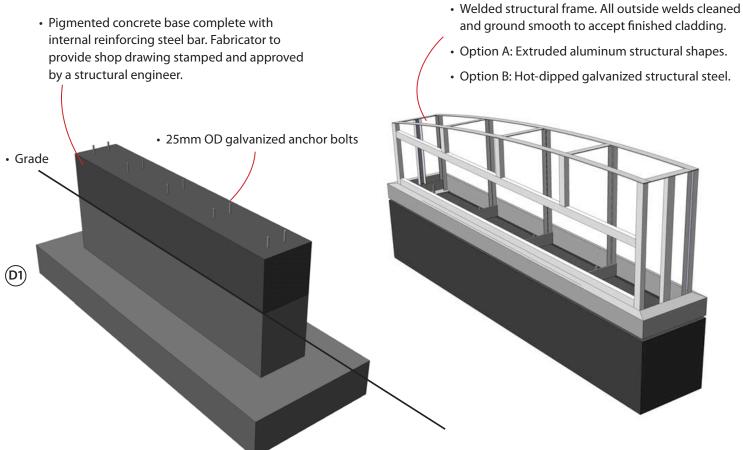


VEHICULAR SIGNAGE Gateway Sign - Specifications

Material Specifications

- Structural support frame to be welded all aluminum construction or hotdipped galvanized steel.
- External finished cladding sheets to be aluminum.
- Internally illuminated with translucent acrylic lettering and crest.
- Pigmented concrete base with UV resistant clear coat.
- Exposed pigmented concrete to be sealed with a UV resistant clear coat.

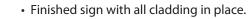


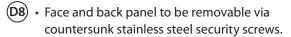


Extruded aluminum structural shapes.

Hot-dipped galvanized structural steel.

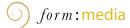
- Internal illumination to be:
- Option A: Bright white LED (shown) fed by solar panels and enclosed battery.
- Option B: High output fluorescent lamps with underground power feed.



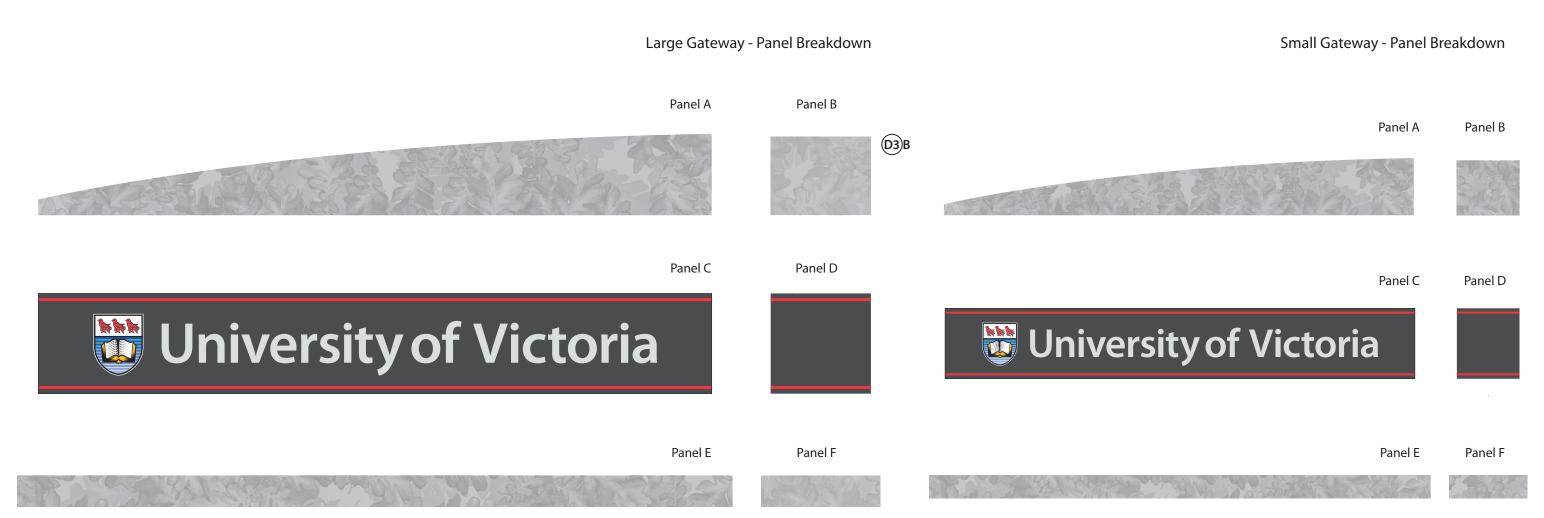




• Surface is sloped to shed water.

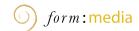


VEHICULAR SIGNAGE Gateway Sign - Panel Graphic Breakdown



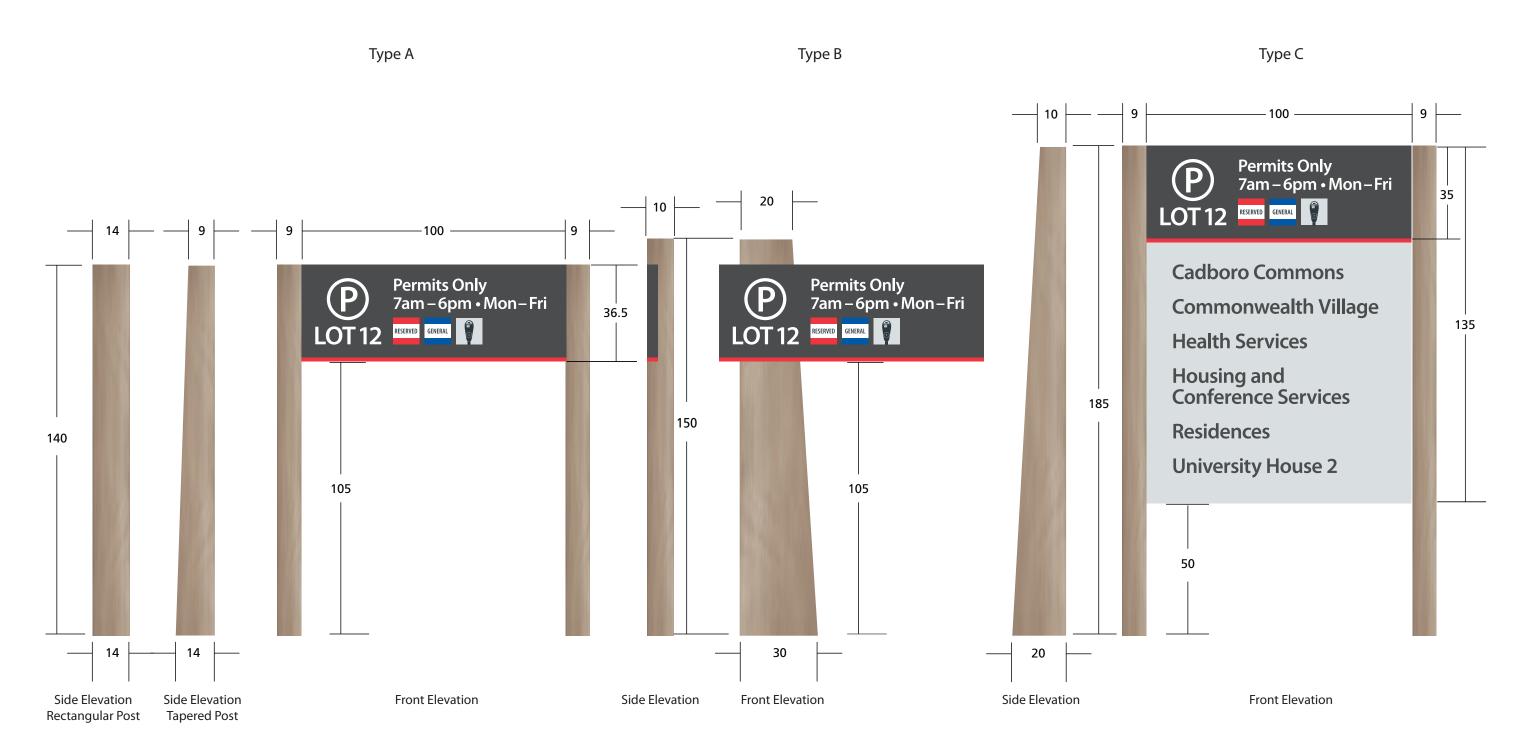
Note:

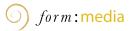
- 1. Above Gateway Sign graphics to be applied to both sides of sign elements.
- 2. The two Gateway Sign options have been developed to reflect the available installation space. Refer to the installation plans for sign locations.
- 3. All Gateway signs will use the light coloured Gary Oak motif. (D3)B



VEHICULAR SIGNAGE Parking Lot

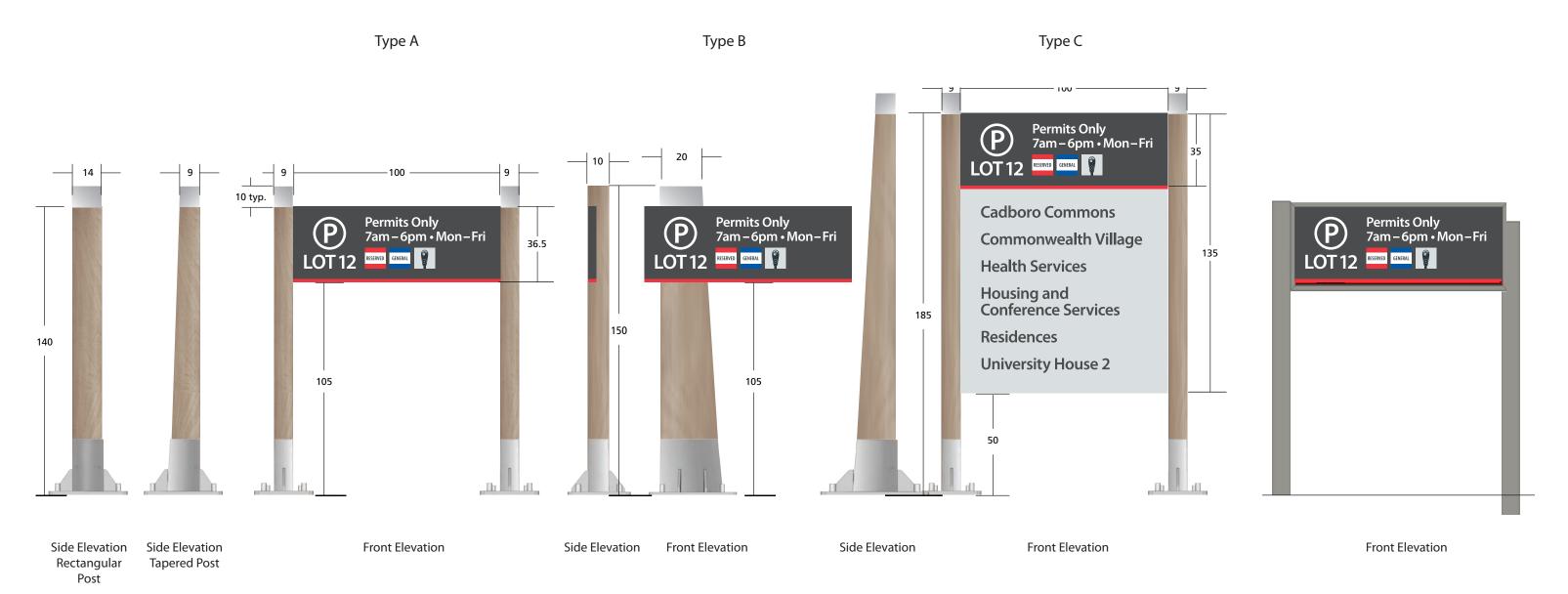
Option 1 - Direct Embedment





VEHICULAR SIGNAGE Parking Lot

Option 2 - Metal Base Plate Option 3 - Aluminum Post



VEHICULAR SIGNAGE Parking Lot - Structural

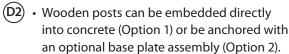
Material Specifications

NOTE: Fabrication details for parking signs and building identification signs are interchangeable.

Sign Fabrication Option A:

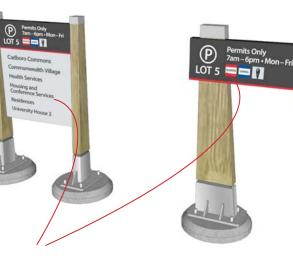
- Main sign body to be constructed from welded aluminum or hot-dipped galvanized steel, 50mm x 38mm x 5mm "U" channel.
- Edge of sign body to have 50mm x 38mm x 5mm structural "T" that slides into routed vertical slot in post.

 Panel to be fastened by through bolting and finished with wood plugs to match post.
 See Panel Mounting Detail, opposite.



- Base bracket to be welded aluminum or hot-dipped galvanized steel with concrete footing and galvanized anchor bolts.
- Installing contractor to ensure that all concrete 'over-spray' is removed prior to curing.





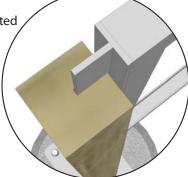
-16 gauge zinc or aluminum cap.

D5 3mm painted aluminum faces

 Detail showing sign frame inserted into routed slot for mounting.

(D1) • Concrete base complete with internal reinforcing steel bar. Fabricator to provide shop drawing stamped and

approved by a structural engineer.

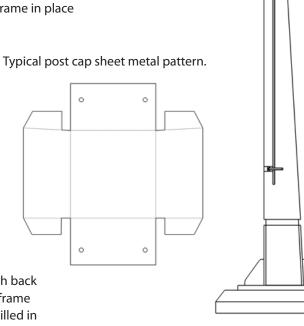


• Post directly embedded in concrete footing.

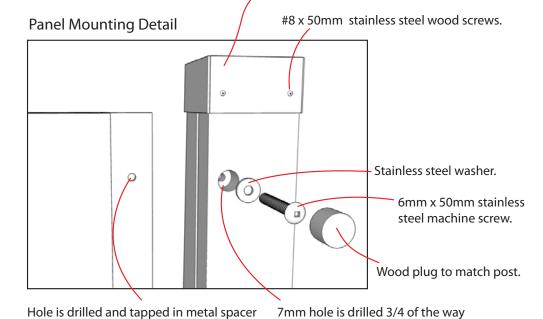
Posts shown with zinc caps and sign frame in place



 Notched post for single pole mounting. Sign will mount through back of post. Holes to be drilled and tapped through structural sign frame to accept stainless steel machine bolts. Matching holes to be drilled in back of post and finished with wooden plugs after installation.



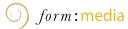
Side Section
Tapered post option.



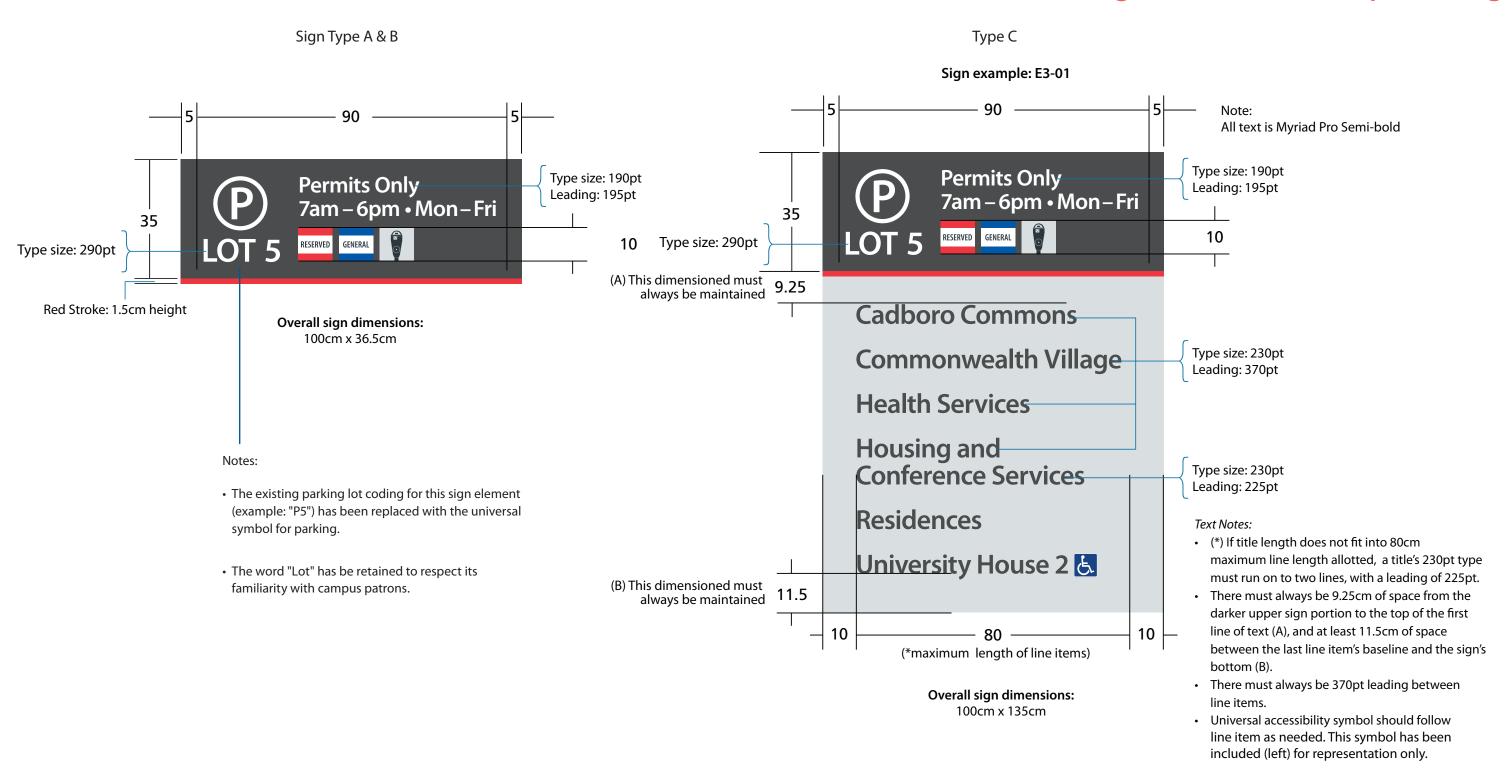
to accept 6mm machine screw.

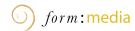
through post. Larger hole is drilled to

Grade



VEHICULAR SIGNAGE Parking Lot - Detailed Graphic Design





VEHICULAR SIGNAGE Parking Lot - Detailed Graphic Design

Type A & B: Upper Sign Examples





Notes:

- The above parking lot sign panels provide possible information configurations, that will form the basis for sign Types A & B, or the upper portion of a sign Type C.
- Each layout provides the ability to exclude or provide required universal symbols. All options may be used interchangeably.

In instances where only 2 lines of text are required, there is sufficient space to insert the "Reserved", "General", and "Parking Meter" symbols as needed.

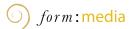
 3mm painted aluminum faces with 3M Scotchlite 280 series reflective vinyl or approved equivalent for main text, arrows and pictograms.



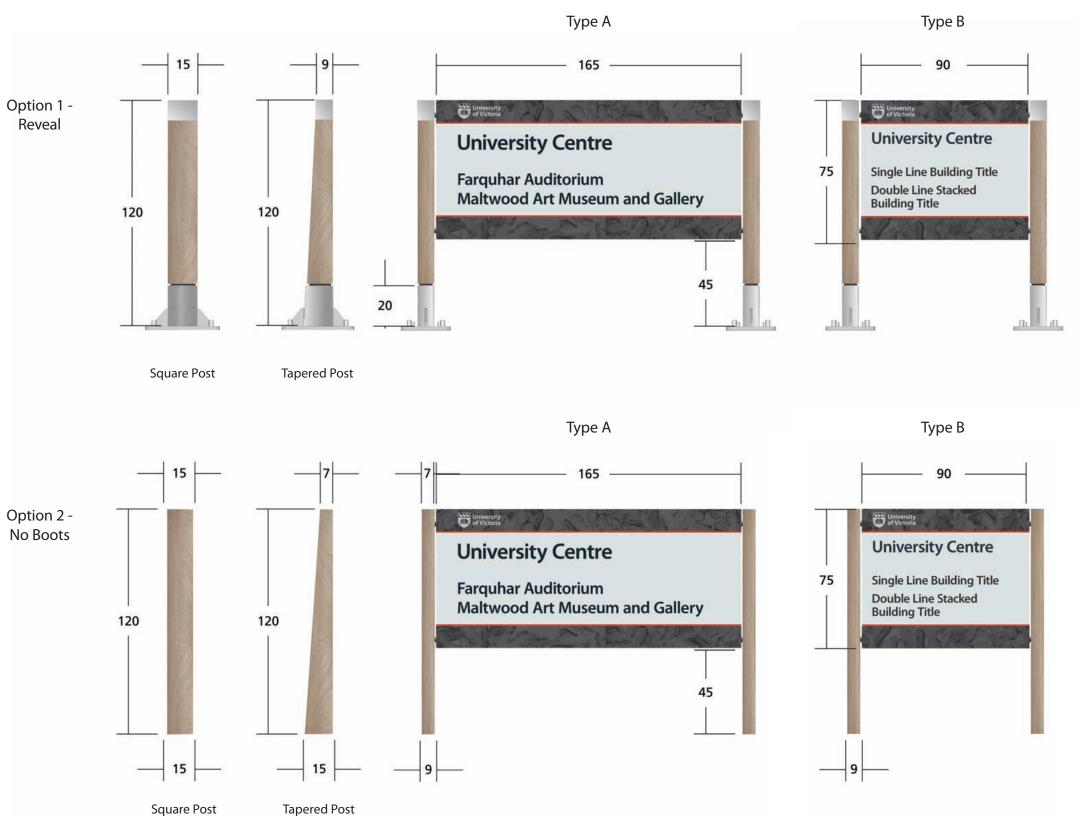


• The above sign does not require "Reserved", "General", and "Parking Meter" symbols.



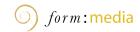


VEHICULAR SIGNAGE Building Identification - Structural



Option 3 - Aluminum Post with Direct Embedment





VEHICULAR SIGNAGE Building Identification - Structural

Material Specifications

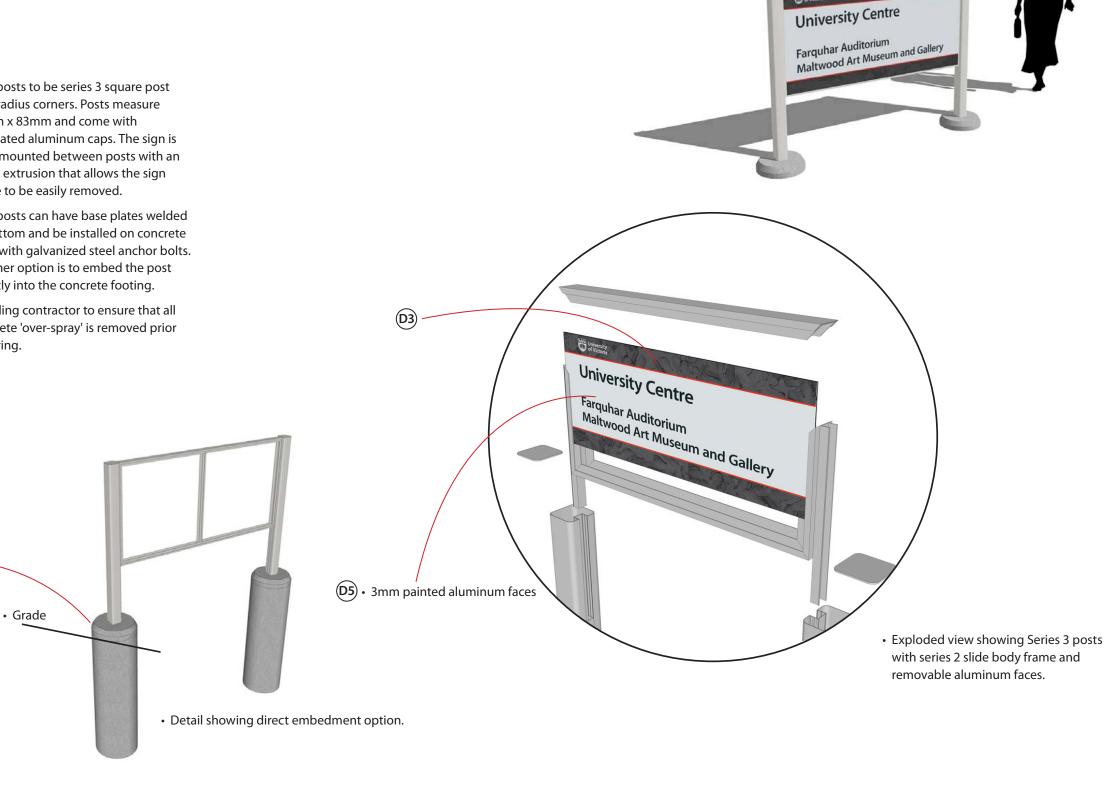
NOTE: Fabrication details for parking signs and building identification signs are interchangeable.

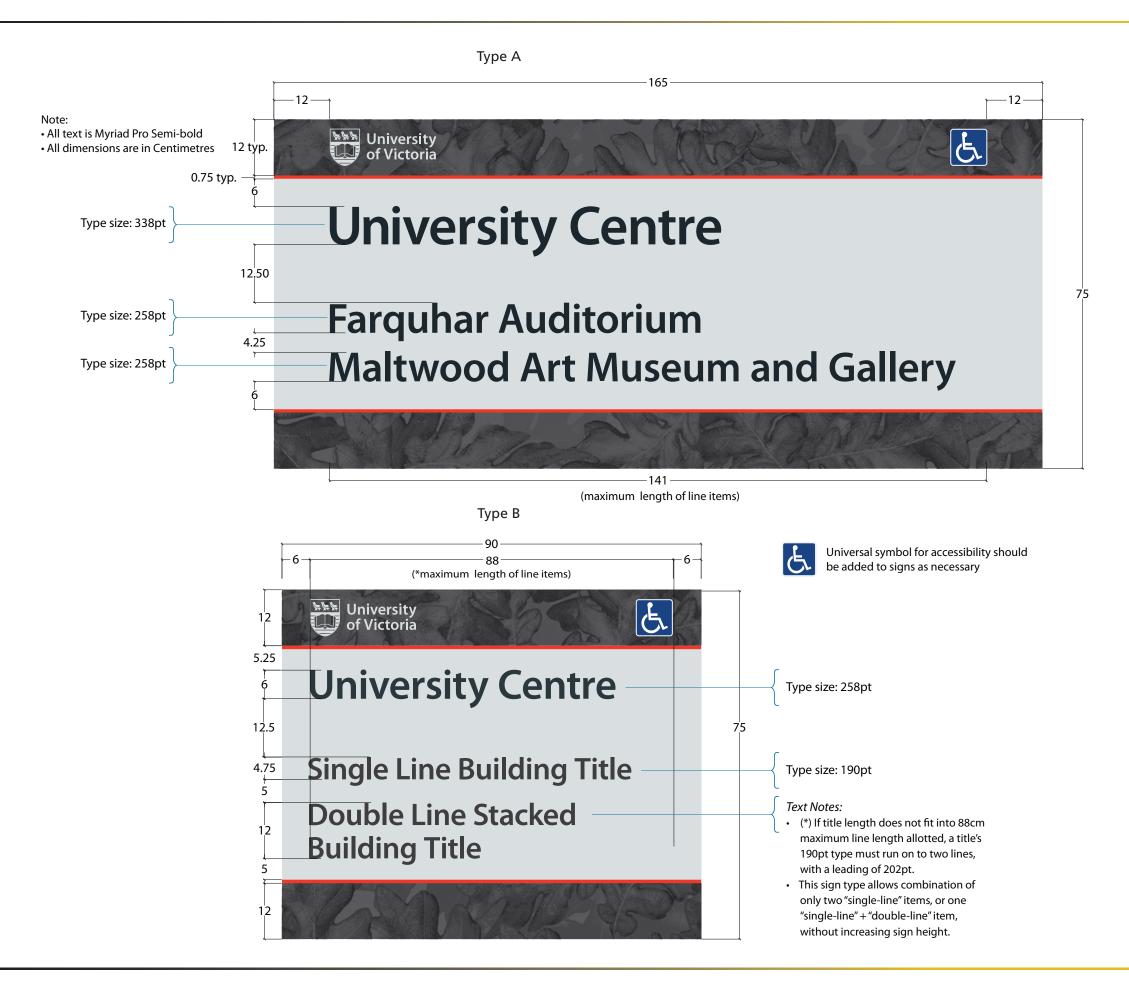
Sign Fabrication Option 3:

- All fabrication to be Sign Comp architectural aluminum extrusions. Main sign body to be series 2 slide body or bleed body with 50mm overall depth.
- The bleed body allows face panels to extend right to the edge of the sign frame. They are generally permanently bonded using LORD 400 series acrylic adhesive or approved equivalent. The slide body option presents a 12mm frame around the perimeter of the sign face but allows face panels to be removed individually for maintenance or repair.

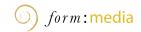
• Concrete base (D1)

- Sign posts to be series 3 square post with radius corners. Posts measure 83mm x 83mm and come with fabricated aluminum caps. The sign is flush mounted between posts with an insert extrusion that allows the sign frame to be easily removed.
- Sign posts can have base plates welded to bottom and be installed on concrete pads with galvanized steel anchor bolts. Another option is to embed the post directly into the concrete footing.
- · Installing contractor to ensure that all concrete 'over-spray' is removed prior to curing.





VEHICULAR SIGNAGE Building Identification -Detailed Graphic Design

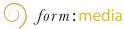


VEHICULAR SIGNAGE Map/Directory Kiosk

Option A - Light Colour Scheme

Option B - Dark Colour Scheme





Material Specifications

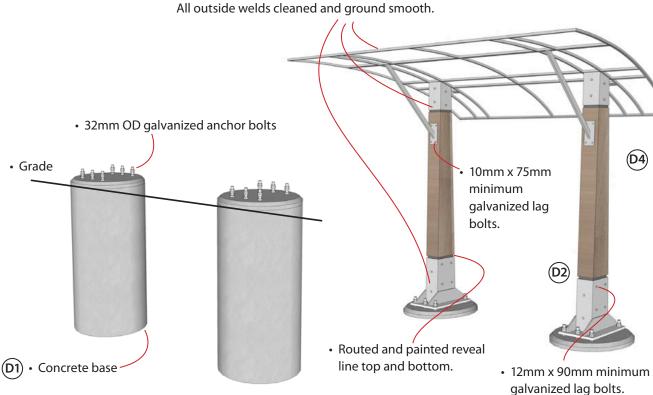
- Base plate and footings to be welded all aluminum construction or hot-dipped galvanized steel.
- Wood posts Top support brackets and canopy frame to be welded all aluminum construction.
- Cabinet to be all aluminum construction using SignPro extruded aluminum sign systems or approved equivalent.
 Cabinet is to be BSHD-R 8740 regular double sided extrusion. Front face is SignPro BSH2060 two part frame with panel access cover and BSH270 vertical divider. Back face is two part system using BSH1100 hinge on hinge and BSH2000 face frames.
- Cabinet shall be internally illuminated using high output fluorescent lamps with thermally protected power supply.
- Power supply shall be via underground conduit. Said conduit to be located within concrete footing. If engineering and electrical code permit, the conduit should feed through centre of the base plate / wooden post and discreetly through side of aluminum cabinet.
- Alternatively, an exposed vandal resistant conduit run will be located on metal boot and enter aluminum cabinet through its bottom.
- All electrical components and installation to be CSA approved and rated for exterior use.

• Welded footings and top bracket with structural canopy frame.



VEHICULAR SIGNAGE Map/Directory Kiosk - Structural

- Sign back to have two-part face frame.
- Outer face to be 5mm thick clear polycarbonate.
- Inner face to be 5mm thick white translucent acrylic.
- Graphic panel is Digitally printed on 2mm clear acrylic or similar and can be changed by opening outer fame.



 Sign face to be 5mm thick translucent panels with digital graphics.

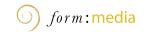
Option A:
 Fibrelite embedded fiberglass
 by Spectralite or approved
 equivalent.

Option B:
 Polycarbonate with reverse applied or direct to surface printed graphics. Backed with white diffuser layer.

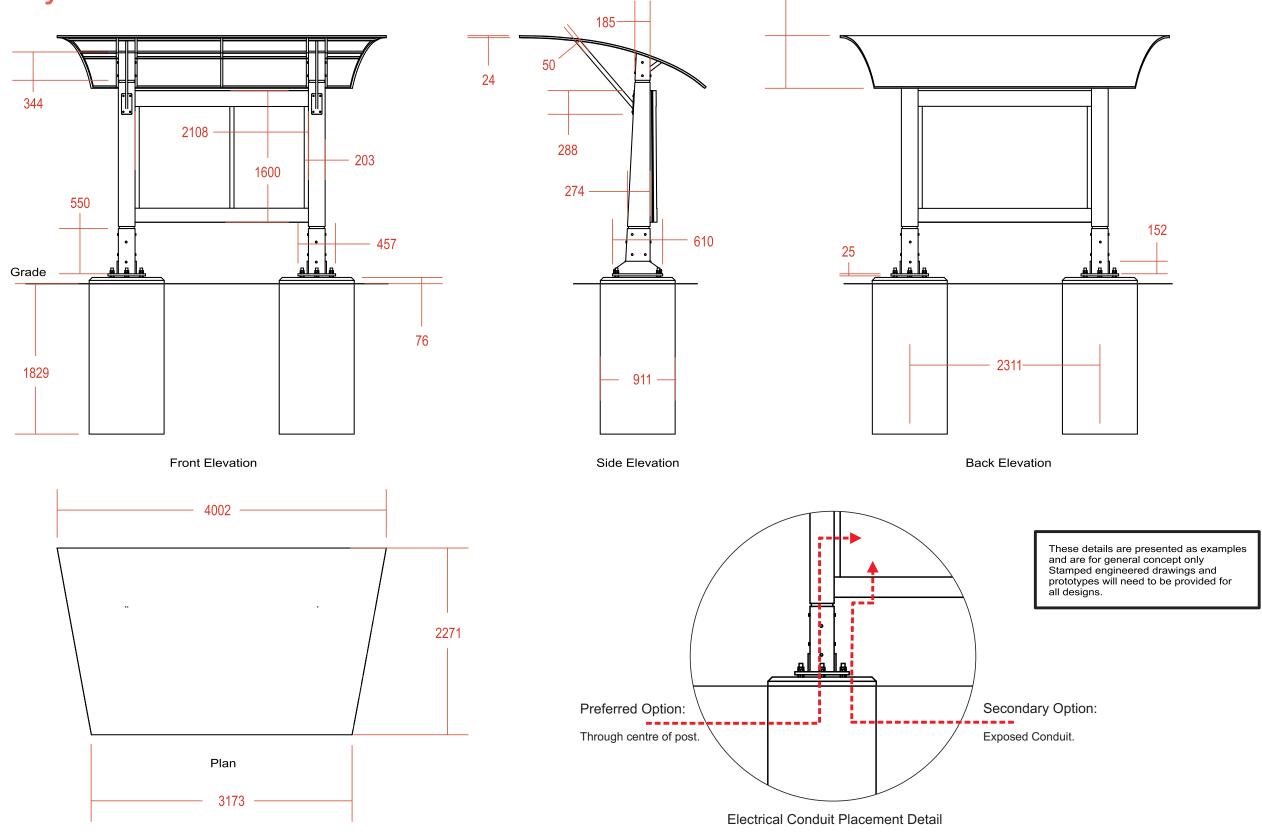


- Fluorescent lamps
- 250mm centre to centre spacing.
- Installing contractor to ensure light output is uniform and seamless.

colour.



VEHICULAR SIGNAGE Map/Directory Kiosk - Construction Detail



640

Panel Front

VEHICULAR SIGNAGE Map/Directory Kiosk - Detailed Graphic Design

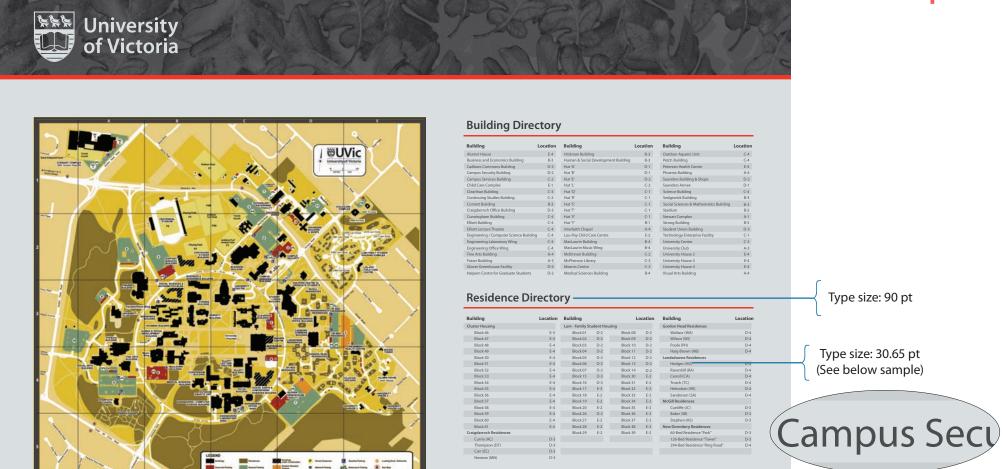
Option A: Light Colour Scheme Panel Back Face (image scaled by an extra 50%)



Option B: Dark Colour Scheme Panel Back Face (image scaled by an extra 50%)

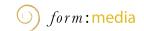
(Type size: 30.65 pt at 100%)





- It is important to note that the indicated map graphics and associated text are conceptual. Finalization of this element will have to be completed within the fabrication phase.
- Current University of Victoria maps are dated September 2007. This data will need to be updated prior to final fabrication stage.
- Pictograms are presented separately from map graphic to clearly identify emergency telephones, and washrooms locations in addition to where general campus information may be obtained.

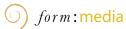
- Map graphic shall identify the following:
- 'You Are Here' indicator
- buildings,
- residences,
- wheelchair accessible buildings and parking lots,
- parking lots and their respective designations, i.e. reserved parking, general parking, student resident parking, metered parking, motorcycle parking, permit dispenser
- special amenities; ie. theatres, lecture halls, cinema, galleries,
- other: service delivery points / loading docks, bus stops, and buildings under construction



VEHICULAR SIGNAGE Digital Message Board

• Suggested shrub bed massing.

Option A: Light Colour Scheme Option B: Dark Colour Scheme TEST DRIVE YOUR CAMPUS TEST DRIVE YOUR CAMPUS WITH EXPERIENCE UVIC WITH EXPERIENCE UVIC 200 200 AND DESTINATION UVIC AND DESTINATION UVIC University of Victoria University of Victoria 380

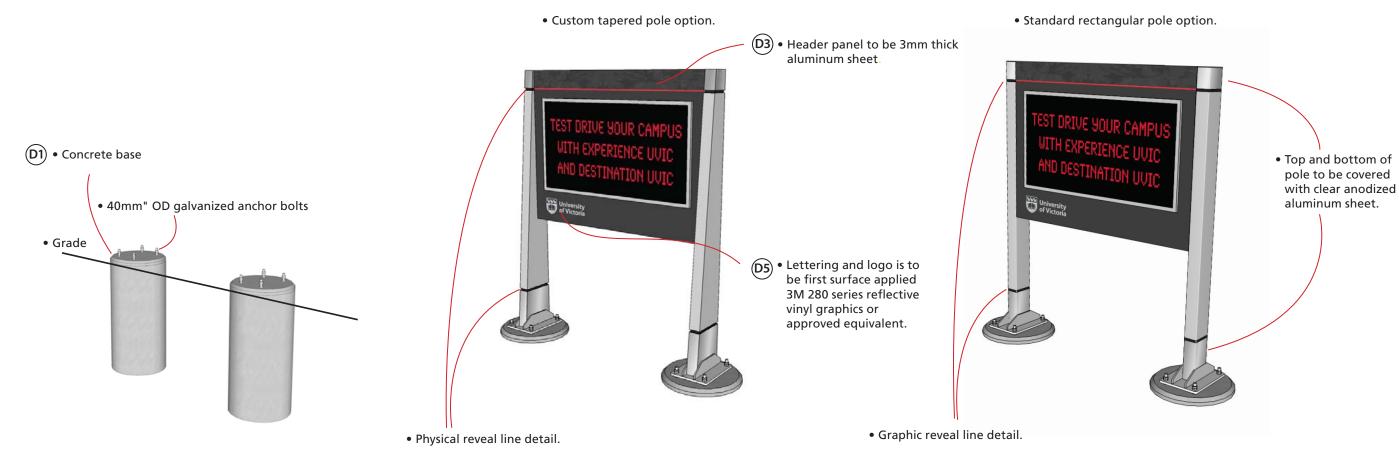


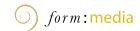
Material Specifications

- Two options are shown. The first is a custom fabricated tapered pole with a physical reveal line near the top and bottom. The second option is to use a standard hollow rectangular structural tube with a painted or applied reveal line.
- Base plate and poles to be welded all aluminum construction or hot dipped galvanized steel.
- Sign cabinet to be all aluminum construction with 1/8" face and back panels. Internally reinforced to support mounting of inset LED display. Display should be mounted so that face can be easily opened for regular maintenance.
- Digital display to be enclosed in a weather tight cabinet. Nu-Media SR21 outdoor series full matrix programmable display or approved equivalent.
- Message to be changeable through wireless communication or telephone modem. System should come complete with software package, documentation and training session.

VEHICULAR SIGNAGE Digital Message Board - Specifications





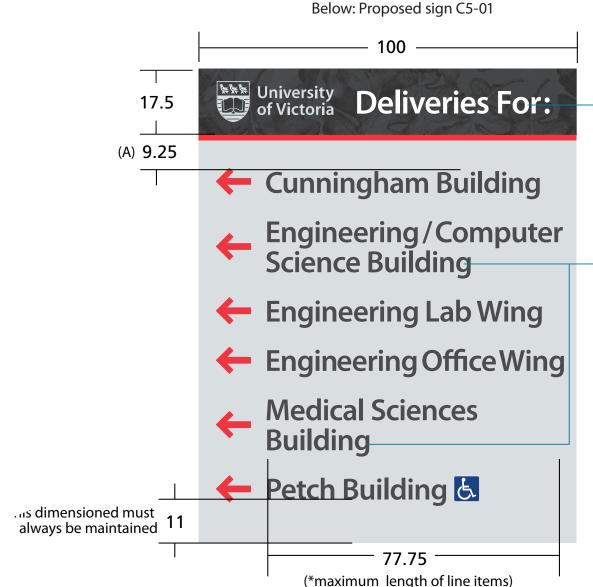


VEHICULAR SIGNAGE Vehicular Directional

Below: Proposed sign C5-01



Option A: Light Colour Scheme Front Elevation



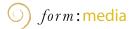
Overall sign dimensions: 100cm x 125.5cm

Type size: 250pt

Type size: 230pt Leading: 225pt

Text Notes:

- (*) If title length does not fit into 77.75cm maximum line length allotted, a title's 230pt type must run on to two lines, with a leading of 225pt.
- There must always be 9.25cm of space from the darker upper sign portion to the top of the first line of text (A), and at least 11cm of space between the last line item's baseline and the sign's bottom (B).
- There must always be 370pt leading between line items.
- Universal accessibility symbol should follow line item as needed. This symbol has been included (left) for representation only.



VEHICULAR SIGNAGE Finnerty Garden Sign

