



Government Street Charrette Notes



DRAFT

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CASCADIA ARCHITECTS



DOWNTOWN VICTORIA
BUSINESS ASSOCIATION
COMMITTED TO THE CORE

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Charrette Findings *Feedback from Participants during Charrette*

Summary

The following key points have been summarized from feedback received during the charrette process.

Key Points

- Better integration of locals and tourists
- More flexibility and multi-modal movement in public realm
- Unification of Government Street from Belleville North with increased connectivity.
- More active use of the public realm
- Promote mixed-use along entire corridor
- Replace existing unattractive street trees with tall narrow 'columnar' species at sidewalk level
- Improve areas for street furnishing, activity spaces, micro parks, and cafes

Recorded Feedback

The following is a transcription of the comments recorded on paper at each group session during the charrette

Group #1

Positives

- Many and smaller storefronts
- Seasonal flexibility in traffic patterns
- Cater to locals first
- Draw locals to South end of Government
- Introduce traffic calming
- Tour bus stops
- Schedule uses on street

Negatives

- Two way traffic with parking causes congestion
- Trees in planter boxes
- Loud and stinky tour busses
- Psychological barrier between Yates North/South

Group #2

Positives

- Small storefronts
- Street furniture
- Flexible traffic flow
- Decorative active elements
- Pedestrian and bike centric
- Food!
- Extend South pattern North
- Flexibility of space
- Visual cues for connectivity
- Visual wayfinding (lights)

Negatives

- Planters/trees have to go
- Timing of traffic lights
- One way traffic inhibits movement
- Lack of continuous identity
- Sidewalks North of Yates Street too constricted

Group #3

Positives

- Maintain mixed uses
- Flexible shared public realm
- Tall deciduous trees at sidewalk level
- Activity / vibrancy promoting activities
- Build a city for residents first
- Better ways to shuttle tourists (trolley)
- Consider the whole of Government Street
- Add bike lane (make it safe)
- Wayfinding and Connectivity needed

Negatives

- Not a two way street
- Get rid of old and dirty (diesel) tour buses
- Find a new way to get tourists to come through
- Different types of trees/planters
- Better connections to larger context (Parliamentary Precinct, China Town, Dallas Rd., Windsong Walk)
- More parks
- Seasonal events

Street Preferences

Existing Condition

Charrette participants were asked to evaluate elements they like or dislike on Government Street. This is what was recorded.

● LIKE ● DISLIKE

Building Uses

Pub / Restaurant / Cafe	
Retail	
Government	
Residential Above	
Office Above	

Block/Building Height

Low Height - Many Storefronts	
Varied Height Low - Many Storefronts	
Full Block Mid Height - Few Storefronts	
Varied Height Tall - Many Storefronts	
Full Block Full Height - Few Storefronts	

Civic Landmarks

Centennial Square	
Bastion Square	
Harbourfront	



Sidewalk Composition

Patio, Plantings,
Narrow Sidewalk



Low Planter Trees, No
Overhang, Wide Side-
walk



Big Trees, Overhang,
Wide Sidewalk



No Trees, No Over-
hang, Narrow Sidewalk



Open Sidewalk /
Square



Traffic Planning

*Redesign after
review*

One Way
No Parking



One Way
Parking One Side



Two Way
Parking Both Sides



Summary

Building Uses

- Participants seem to be generally positive about the current uses present on Government Street.
- A distinct preference from residential uses above first floor commercial was shown.

Block / Building Height

- A preference for many storefronts per block was demonstrated as well as for conditions with a variety of building heights
- A dislike of whole block uses with few or no storefronts was also shown.

Civic Landmarks

- Participants showed a preference for the Harbourfront and Bastion Square as opposed to a dislike of how Government relates to Centennial Square.

Sidewalk Composition

- A preference for more open sidewalks with public squares was shown over more typical narrower sidewalks either with or without trees.

Traffic Planning

- There was little consensus on a preference for any of the existing conditions on Government Street, perhaps pointing to the area with the most potential for positive change.

Street Preferences

Case Studies

Charrette participants were asked to evaluate elements they would like or dislike to see on Government Street. This is what was recorded.

● LIKE

● DISLIKE

Beats should be allowed / for an artistically street (Curb should be for James King)

Sidewalk

In-paving lighting



No Curb



Interactive / Digital



Street Art



Rain Garden



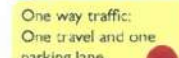
*Red Street Music - South Program
use of more music groups to curb st
- Make Community - South Side
- Make*

Traffic Flow

Two way traffic:
One travel and one
parking lane each way.



One way traffic:
One travel and one
parking lane



No Cars



One way traffic:
no parking



Flexible traffic flow
rent / seasonal basis



Trees

No Trees



Portable / Potted



Tall / Deciduous



*Height limit
- planting frequency?
- the space for trees
- how to plant?
- make quality?*

Other

Food Trucks



More Bike Parking



Overhead Lighting



New / More Street Furnishings



Covered Outdoor Areas



Summary

Sidewalk

- A preference was shown for the addition of rain garden and lighting elements to the sidewalk.
- A preference for keeping a curb separation was shown.

Traffic Flow

- A distinct preference was shown for flexible or seasonal traffic patterns to accommodate the varying nature of uses on Government street.
- There was dislike of eliminating cars altogether or of making the street a typical two way with parking 'main street'

Trees

- A definitive dislike of no trees was shown by participants.
- A preference for tall deciduous trees was strongly expressed.

Other

- Generally a strong desire for other creative uses of the street were supported with the exception of the presence of food trucks which received a split of positive and negative sentiment.

Charrette-ing

This spread contains images and sketches compiled during the charrette.

