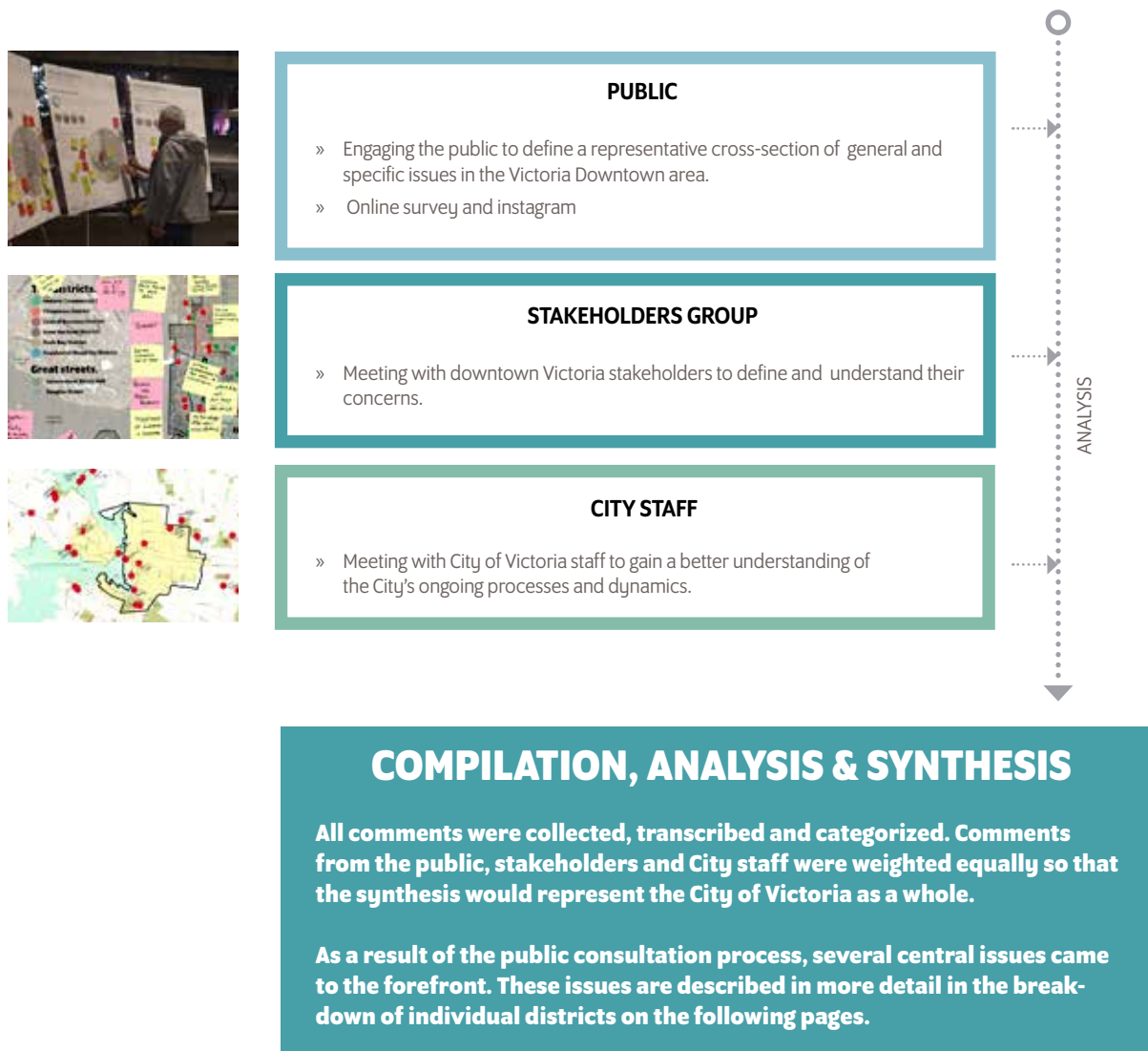


Attachment: Visual Victoria Engagement Summary

2.3 PUBLIC ENGAGEMENT

The intention of Phase 1 public and stakeholder engagements was to solicit and collate residents' views on the study area, with an emphasis on their understanding of the distinctive districts and areas that have guided public space design since the Downtown Beautification Strategy was completed in 1996. It also drew upon the key directions established in the Downtown Core Area Plan.

Participants were asked to consider conditions in each of the character areas defined in the ACP. Workshop findings as well as a visual inventory of current streetscape elements are summarized in the following pages.



NOTE: This section is an interpretation of the most prevalent comments received in the consultation process. This interpretation attempts to distill the comments into issues pertinent to this document while incorporating as many wide-ranging opinions as possible. As such, they form a collage of the public/stakeholder/staff input.

District	Comments Summary
Victoria Downtown (General)	<ul style="list-style-type: none"> » Create more 'slow' spaces: wider sidewalks, reduced driving area, integrated cycling paths, no-car zones » Increase the street furniture to encourage use by diverse age groups » Activate the street level e.g. no blank walls facing the sidewalk (instead encourage murals and other art forms), variety in the streetscape (pocket parks) » Introduce more shade/rain structures in particularly exposed areas/intersections » Look for opportunities to incorporate small pocket parks or plazas for residents and visitors as part of increasing the amount of people living downtown. » Introduce more playful elements such as colour or small mobile playground devices
Old Town Area & Chinatown	<ul style="list-style-type: none"> » Increase the sense of continuity from narrow alleys to wider streets » Encourage more small (local) cafes and businesses which can activate outdoor space and draw people in to the area » Ensure public realm emphasizes the rich heritage and history of these areas and their designation as heritage conservation areas » Ensure public realm elements enhance rather than detract from the rich architectural heritage and diversity of these areas
Inner Harbour District	<ul style="list-style-type: none"> » Create a more consistent look/feel by replacing parking lots with public pedestrian space » Allow for programming public open spaces for use by more than just tourists: waterfront pubs with patios, picnic lawn areas at appropriate scale etc. » Increase seating areas spaced at appropriate distance to encourage use of entire waterfront » Ensure public realm elements emphasize the area's formal, civic and heritage character
Central Business District	<ul style="list-style-type: none"> » Break up block length by adding crosswalks and incorporating/enhancing mid-block passageways » Acknowledge people who work downtown with spaces for relaxing on breaks (rain-covered spaces, small well-designed spaces for small gatherings- where do you eat lunch outside?)
Rock Bay District	<ul style="list-style-type: none"> » This area is seen as a potentially exciting urban element in Victoria, with desire for increased access from downtown (bike, pedestrian) » It is lacking attractive pedestrian spaces, and there is lots of opportunity to enhance the public realm with cheap and cheerful approaches » There is interest in preservation of current industrial character/use, focus on businesses compatible with industrial setting and exciting public space (art studios etc)
Mixed Use Residential District	<ul style="list-style-type: none"> » Needs coherent cycling corridors to prevent cyclists from choosing sidewalks » Spatial monotony needs to be broken by well-positioned plazas » Of particular concern is the lack of vertical zoning diversity (street level shops/cafes with residential above), especially surrounding existing open space/parks » Open spaces need to be activated by surrounding building program » Boulevard streets are key character elements in this area » There are opportunities to create more pocket parks, green spaces, and 'outdoor living rooms' given the increasing number of people living downtown

NOTE: The comments on this page pertain to the Downtown area as a whole- it is a collection of broader issues that arose during the synthesis process. Many were repeatedly mentioned by the community in relation to several or all character areas.

Victoria Downtown

General Interests

1. Need for wider demographic (particularly families) through increased access and more diverse transportation planning (particularly pedestrian)
2. Distinct materials palette to strengthen historic character of precincts (particularly old town)
3. Increased public space by reducing car right of way and planning multi-use bus transport nodes
4. More flexible pedestrian-oriented use of public space through public art events, food trucks etc.

Participant Comments

- » Create more 'slow' spaces: wider sidewalks, reduced driving area, integrated cycling paths, no-car zones
- » Increase the street furniture to encourage use by diverse age groups
- » Activate the street level e.g. no blank walls facing the sidewalk (instead encourage murals and other art forms), variety in the streetscape (pocket parks)
- » Introduce more shade/rain structures in particularly exposed areas/intersections
- » Look for opportunities to incorporate small pocket parks or plazas for residents and visitors as part of increasing the amount of people living downtown.
- » Introduce more playful elements such as colour or small mobile playground devices



"Street murals bring life to the city"

Victoria Downtown

General Problems

1. Lack of defining character to individual districts, in terms of materials (building+streetscape), colour palette, furnishings and spatial organization
2. Bus stops collect people in waiting areas and this lends a disorganized look to the central streets (Douglas/Gov't)
3. Waterfront as a whole is under-utilized as public space
4. Intersections are not pedestrian friendly
5. Paving, furnishing and colours need to be simplified



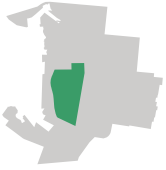
"Introduce more rain/sun shelters in the public realm"



"Avoid or mitigate blank walls along sidewalk"



"No-car zones can create attractive pedestrian pocket plazas"



OLD TOWN DISTRICT

As a part of one of Canada's largest heritage Conservation Areas, the Old Town district contains the oldest built areas of the City, including a continuous townscape over twenty city blocks of intact nineteenth century streets and buildings. Old Town has evolved from being Victoria's historic original downtown to serving as a specialized character district of mixed recreational, residential and commercial uses (commercial zone, food and beverage, offices) within a larger growing downtown core. Vintage brick and masonry buildings with rich and varied architectural styles and exuberant facades and colours, a network of old commercial alleys, and a compact walkable size all contribute to Old Town's attractive pedestrian setting.

Participant Comments (Old Town & Chinatown)

- » Increase the sense of continuity from narrow alleys to wider streets
- » Encourage more small (local) cafes and businesses which can activate outdoor space and draw people in to the area
- » Ensure the public realm emphasizes the rich heritage and history of these areas and their designation as heritage conservation areas
- » Ensure the public realm elements enhance rather than detract from the rich architectural heritage and diversity of these areas



Streetscape elements and paving materials within the Old Town District: cast iron furnishing elements create a strong sense of local heritage character in the public realm



Continuity from small to large spaces



Typical Street of Old Town District: brick paving, stylized cast iron furnishings, and wide sidewalks.



Sometimes colourful and playful elements can enhance the street



Encourage more seating around pedestrian zones

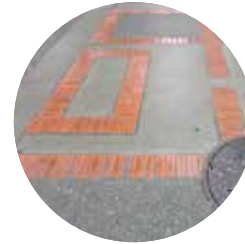


CHINATOWN

This is the oldest Chinatown in Canada and one of downtown Victoria's most distinctive historical districts. The 500 block of Fisgard Street is its primary block, but surrounding blocks are also integral to this precinct. The common streetscape features shown here are generally accepted as a suitable theme for the district moving forward. Comments for the Old Town district extend to Chinatown as well.



Typical Chinatown District streets: red cast iron, historic architectural style, brick paving patterns, and distinct decorations such as lighting and building signage



Streetscape elements and paving materials within the District: red as dominant furnishing colour, Chinese-themed brick paving patterns and street signs create a unique atmosphere that sets Chinatown apart from the rest of downtown



Fan Tan Alley is an important destination and connector



Playful elements add character



INNER HARBOUR

The Inner Harbour District encompasses areas fronting Victoria's Harbour, extending from the new Johnson Street Bridge to Laurel Point and including the Legislative Precinct. The district features a distinctive array of functions: maritime transportation, visitor services, cultural and entertainment activities, institutional and Provincial Capital government agencies, and seasonal community and visitor events.

Participant Comments

- » Create a more consistent look/feel by replacing parking lots with public pedestrian space
- » Allow for programming public open spaces for use by more than just tourists: waterfront pubs with patios, picnic lawn areas at an appropriate scale, waterfront recreation for all ages etc.
- » Increase seating areas spaced at regular intervals to encourage use of entire waterfront
- » Ensure public realm elements emphasize the area's formal, civic and heritage character



Streetscape elements and paving materials within the Inner Harbour District: the beautifully detailed cast iron theme is shared with Old Town, suggesting it might become a defining theme for the study area as a whole.



Opportunity for public space instead of parking



Typical Street of Inner Harbour: large open spaces, interesting cast iron furnishings, and challenging wayfinding typify the waterfront experience



Attempt to organize seating areas more thoughtfully



Encourage diverse programming of public space



CENTRAL BUSINESS

As downtown Victoria's evolving nucleus for commerce, this area is planned to function as Victoria's office and financial employment heart. Located on the edge of the historic downtown areas and intersected by large thoroughfares, its current streetscape is looking to evolve into a more suitable downtown condition- a calmer pedestrian environment with a clear segregation of public and private transport.

Participant Comments

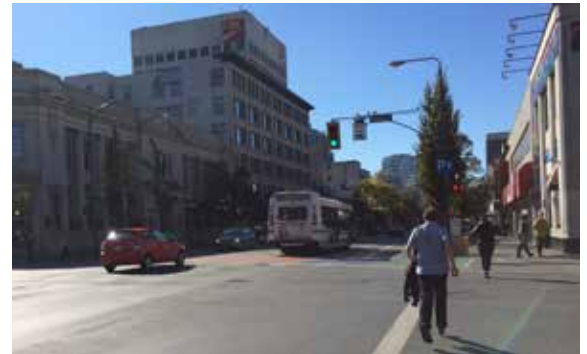
- » Break up block length by adding crosswalks and incorporating/enhancing mid-block passageways
- » Acknowledge people who work downtown with spaces for relaxing on breaks (rain-covered spaces, small well-designed spaces for small gatherings- where do you eat lunch outside?)



Streetscape elements and paving materials within the Central Business District: while the theme shares some material properties with the areas on the previous pages, it diverges from the strong unified heritage character by modernizing style and colour



Creation of small gathering spaces- allowing pedestrians to dwell



Typical Street of Central Business District: busy intersections, increased pedestrian daytime activity, inadequate cycling infrastructure.



Add mid-block crosswalks to reduce block length



Add street furniture to encourage spontaneous encounters



ROCK BAY

This is the historic northern industrial service flank of Downtown Victoria, linking downtown to the Rock Bay water. Several important harbourside industrial uses continue alongside light industry, service, and retail businesses with the potential for growth in the future. The area contains important heritage buildings as well as under-utilized lots. A heritage of rugged marine and industrial character is giving way to a mix of unique, creative, home-grown businesses that support opportunities for creative streetscapes. Government Street has been identified as a unifying 'main street' (high street) for this area. East of Douglas Street, transformation to an intensive mixed-use residential area is anticipated



Typical streetscape elements and paving materials within Rock Bay: a less ornate, more generic modern steel theme. Perhaps something more suited to the industrial context could be appropriate?

Participant Comments

- » This area is seen as a potentially exciting urban element in Victoria, with desire for increased access from downtown (bike, pedestrian)
- » Most important aspect is preservation of current industrial use/character, focus on businesses compatible with industrial setting and exciting public space (art studios etc)



Typical Street of Rock Bay: transitioning from active industry to other uses leaves the public realm relatively empty with few pedestrian-friendly features



Increase access to interesting industrial areas and heritage buildings



Encourage businesses that are interesting from the street and contribute to a vital street life



RESIDENTIAL MIXED USE

This District represents an area of centralized urban residential density, supported by mixed streetscapes of lower storey commercial frontages, formal residential addresses, and generously treed streets.

Participant Comments

- » Needs coherent cycling corridors to prevent cyclists from choosing sidewalks
- » Spatial monotony needs to be broken by well-positioned plazas
- » Of particular concern is the lack of vertical zoning diversity (street level shops/cafes with residential above), especially surrounding existing open space/parks
- » There is ample opportunity for introducing more small play areas for all ages as this area becomes increasingly attractive for families now and in the future
- » Open spaces need to be activated by surrounding building program
- » Boulevard streets are key character elements in this area
- » There are opportunities to create more pocket parks, green spaces, and 'outdoor living rooms' given the increasing number of people living downtown



Streetscape elements and paving materials within the Residential Mixed Use District: there are no clear standards for this part of the City- it could be simplified.



Encourage ground-floor cafes in residential areas



Typical Street of Residential Mixed-Use area: a balance of open space parks, medium density housing, green streetscape and reduced traffic speed



Improve design of private spaces to make them more welcoming and accessible



GOVERNMENT STREET

One of Downtown's main traffic corridors, Government Street offers the most potential for a Pedestrian Priority Street. It passes through several Districts that are diverse in character - the Inner Harbour Causeway area, the Government Street Mall, Chinatown, and the Rock Bay District - and its streetscape elements vary in relationship to these surrounding contexts. Government Street plays a role as a primary visitor link from the Causeway area into more central areas of the Downtown Core, and will take on increasing uses as a ceremonial street or a parade route with support from its updated street design.

Government Street has been the subject of a charrette involving citizens and specialists. The results of that charrette are incorporated into this document (in the below comments section as well as in the general document moving forward).



Streetscape elements and paving materials along Government Street are positively perceived- though perhaps they could be simplified to allow the street to become a more integral part of the downtown

Participant Comments

- » Introduce traffic calming measures- most perceive the street as best suited for pedestrian/ public transit with flexible use for cars
- » There is a desire to increasing appeal of the street to both tourists and locals by diversifying built form and businesses with street frontage
- » Most participants would love to see a typology consisting of ground level business with mixed office/ residential on upper floors throughout the area
- » Participants desire more plaza space, tall trees, rain gardens, in-paving lighting, street art, bike parking, covered areas, and seating areas
- » There is also a desire for diverse, active/ decorative elements, micro parks and cafes to maintain and improve the street's intimate scale



The ability for cafes to use the sidewalk is a huge benefit for the public



Well-positioned lighting is a key feature for improving Government St



Cafes are the ideal catalyst for a lively streetscape, during the day and at night



DOUGLAS STREET

Douglas Street is downtown Victoria's traditional primary retail and ceremonial street. It is the planned regional transit trunk spine, with growth over time. The frontages will function as anchoring urban blocks for the Downtown Core Area.

Over the years, time has weathered the condition of this streetscape- the painting program and other elements of the originally envisioned streetscape have not been put in place, and some outdated elements are due for replacement. At the same time Victoria's Downtown Core has expanded and the original character precincts have evolved. A refashioning of the original Beautification streetscape initiative is needed to align this program to a steadily developing, expanded Downtown Core.

Douglas Street has also been the subject of a charrette involving citizens and specialists. The results of that charrette are incorporated into this document (in the below comments section as well as in the general document moving forward).



Streetscape elements and paving materials along Douglas are generally attractive and in keeping with the heritage atmosphere, though (as with Government) they could be simplified

Participant Comments

- » Reduce car speed and transition to sustainable modes of transportation while ensuring that the street remains an important artery within the city
- » Encourage pedestrian-oriented interventions and emphasize accessibility and comfort for seniors
- » Establish consistent lighting 'canopy' over the street
- » Ensure safe cycling infrastructure
- » Focus on making intersections pleasant and safer for pedestrians
- » Introduce separate bus lanes, drive-through pedestrian zones, and wider crossings
- » "Urbanize" the connection to Centennial Square
- » Introduce scramble intersections and reclaim street space where appropriate



Focus on intersections as a more positive public space element



Create more lively seating areas along the street and diversify the street frontage

2.3.1 ONLINE SURVEY AND SOCIAL MEDIA FEEDBACK

What people love

Government Street when the trees are lit up at night the inner harbour
- always active day or night, small vendor stalls, entertainers and food year round
I like the trees on Yates between Blanshard and Wharf. There aren't many, but
it makes it my favourite downtown street **Centennial Square**--it can be so
much more than it is currently. But it is still my favourite place the Chinatown
alleys... they should stretch all the way across downtown Fishermans Wharf,
unique floating world. Should be expanded upon **Market Square... but it is
too quiet there...** waterfront parking lots could be converted in Public Market
Centre Wharf St. south of Pandora... that such a beautiful street is so devoid
of foot traffic I like Market Square (though without its roof it's no longer an all-
weather venue) Inner Harbour Causeway - open views, full of people, detracts
panhandlers, homeless. Has a sense of safety and is inviting **Inner harbour
by the floatplanes terminal... but that parking should be removed**
the inner harbor is largely underdeveloped I enjoy sitting along Government St.
near Roger's Chocolates... I can watch people walk by and enjoy hearing different
languages from visitors from all over the world

In Need of Improvement

Bastion Square when the market is not on... is underutilized and could have more seating and greenery Centennial Square is a very sad place. It needs an overhaul **Corner of Douglas & Yates St...** few businesses or desirable places to stop and hang out nearby and there are many unresolved 'street' issues that make the area threatening Too much of downtown is **parking lots that empty out** when the commuters leave **City Hall... the fountain looks outdated and old**, doesn't feel as safe as it should, mostly a cement wasteland Store street in general, because the sidewalks are too small Douglas... is a place I don't feel safe on and would not consider spending my time and money there Park space near the Johnson St bridge has always felt unsafe to me **Douglas is a busy fast-pace street**, cars motor along too fast there. **I would love to see this rush move more to Blanshard** The Bay Centre is a carbuncle... it would be nice if the main floor could be eliminated so Broad St. wasn't interrupted Centennial Square and the legislature grounds (and the causeway) - large open but useless spaces with no shade, seating, or permanent vendor spaces, they feel... contrived? **The waterfront** of such a beautiful city should not be an ugly parking lot Parking lots - should be underground or stacked vertically in a parking garage to reduce the amount of square footage used The inner harbour has so much potential but it just seems like a big parking lot **Centennial Square:** when there are festivals going on, it's a fantastic place to be. Otherwise it's dead space, and it's an attractive hangout for "undesirables", which makes others stay away large surface parking lots like those on the waterfront of Wharf St... what a waste of valuable real estate **A good play space for kids to get wiggles** out means parents can spend more time (and money!) at businesses Centennial/Spirit Square... woefully underused I find it inexcusable that Mall hours on every major mall in the city are limiting.

Suggestions from the public





"perhaps a swing could go in a wider alley like Waddington and be of use to adults (not just children since adults like to have fun too!)"



"lots of public seating, interesting historical displays, loved the pedestrian friendly street all the way up town."

"I have thoroughly enjoyed the palazzos and pedestrian only streets in Venice, London, and Paris. I don't understand why we don't do the same with a few blocks of Government because my experience is that retailers benefit"



"it may only be a few blocks long but Nelson's downtown is more engaging than Victoria's."



"Penticton, BC, completely shuts down three to four blocks of the downtown core every weekend for a community market... It's an incredible economic generator for the Downtown Business Association and much loved by the community."

Victoria's Favourite Place

Victoria's network of pedestrian streets/alleys elicits the greatest response from the public. Citizens cite the lack of cars, human-scale spaces, and diversity of shops as prime attractors. Additionally, the material palette makes people feel as though the area has the most 'character' out of the various areas examined. These spaces are the highlight of Victoria's downtown core for pedestrians. As a result, most wish for the area to be extended- a sense of continuity from these streets out to the rest of the downtown is desired.



Brick character



Guiding pedestrians to waterfront



Transitioning from wide to narrow streets



Various spatial scales to keep space exciting



Intimately scaled pavement materials



Controlled sight lines to attract pedestrians



Healthy density and mixed use



Lively atmosphere

Opportunity for Improvement

While there are many parts of downtown Victoria that would benefit from revitalization, it would be unrealistic to address them all simultaneously. Instead, it is suggested that an initial 'seed' be sown that might become a catalyst for further improvements in the same thread.

Centennial Square is an obvious location with the most opportunity for improvement in Downtown Victoria, and its prominence as central square is such that it could define the direction forward for public space in general.

Comments from the public overwhelmingly point to activating the edges with cafes, so that there might be constant pedestrian activity/presence as opposed to during events only. As the City's only public square of this scale, the public finds that its use is not as spread out over the day/night as it could be.

The periphery of the square does not enclose it to create a sense of spatial unity. Adjoining buildings and landscape elements do not encourage use of the square, often presenting cold facades to pedestrians.

The square does not attract a diverse cross-section of Victoria residents- seating around the fountain is uncomfortable and there are few (if any) attractions for children. The square's use at night is dependent on events which are scheduled irregularly, leaving periods of underuse between.

Previous studies of the square such as the Douglas St charrette also indicate that citizens do not feel as though the square is integrated into its urban context- its edge condition to adjoining streets could use a lot more thought, in particular creating a more inviting entry to the square from Douglas St.

As indicated on page 31, Centennial Square forms the central hub of a network of public open spaces that can be improved. Changes



Program adjoining buildings to overlap with outdoor space

proposed at Centennial Square are meant to be appropriated at other key nodes in this network, namely the Legislature's front lawn, Lower Wharf, Bastion Square, and Reeson Park.



Find a meaningful way to enclose the space to achieve spatial unity and make it more welcoming from surrounding streets



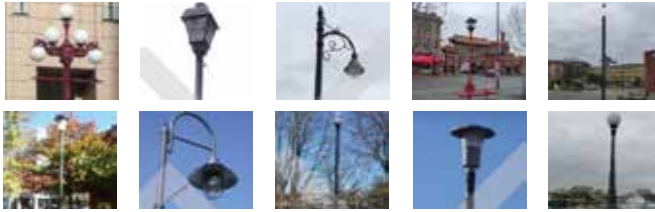
The fountain seating area is not inviting to pedestrians due in part to its jagged form



Consider social activities when designing seating/gathering areas

2.4 VISUAL INVENTORY OF STREETScape ELEMENTS

A visual inventory has been done throughout the study area that is summarized in the images and notes below.



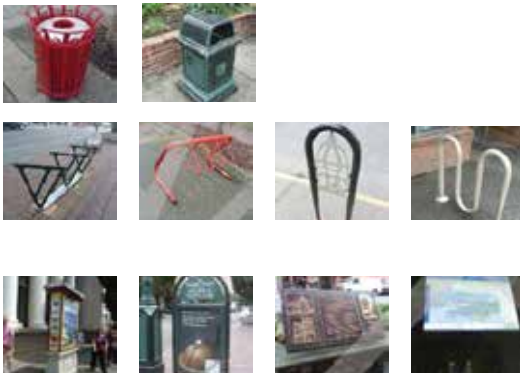
Pedestrian Lamps (left to right)

- 1 Multi-globe Heritage Lamp
- 2 Heritage Carriage Lamp
- 3 Heritage 'Shepherd's Crook' Lamp
- 4 Chinatown Lamp
- 5 Centennial Square Contemporary Lamp
- 6 Broad Street Contemporary Lamp
- 7 Humboldt Street Contemporary Lamp
- 8 Harbour Pathway Pedestrian Lamp
- 9 Overhead Pedestrian Lamp
- 10 Causeway Single Globe Lamp



Benches and seats (left to right)

- 1 Metal frame – metal slat seat.
- 2 Metal frame – wood slat seat.
- 3 Metal pipe frame – painted wood seat, or with back.
- 4 Metal frame – wood seat and back.
- 5 Miscellaneous seats- with public art or planters.
- 6 Metal frame –wood plank seat, or with wood plank back.
- 7 Metal frame –oiled hardwood seat, or hardwood seat and back. Some with arms.
- 8 Metal frame –oiled hardwood seat, or hardwood seat and back. Some with arms.



Waste Containers (left to right)

- 1 Metal Frame and Slat Barrel (Variety of patterns)
- 2 Cast Metal

Bike Racks (left to right)

- 1 "V" Metal Bike Rack,
- 2 Cora Bike Rack,
- 3 Art Bike Rack,
- 4 Tube Bike Rack

Street Information Kiosks (left to right)

- 1 Box Kiosk.
- 2 Panel Kiosk.
- 3 Metal Plaque.
- 4 Printed Plaque.

1 CONCEPT DEVELOPMENT

1.1 CONCEPT GENESIS

The broad purpose of the Visual Victoria process is to support the creation of a memorable and positive image of Victoria based on its rich history and vision for the future, while enhancing its unique identity and supporting vitality, accessibility and usability. Public and stakeholder engagement that occurred as a part of Phase 1 resulted in an inventory and assessment of existing conditions, along with the identification of issues, opportunities and big ideas. The results of Phase 1 feedback were synthesized into the following set of design principles. These principles guided the set of concepts and options developed as part of Phase 2 and are summarized in this document. The outcomes of Phase 1 and Phase 2 will guide concept refinement and detailed design that will occur in Phase 3.

Simplify

The diversity, “busy-ness” and lack of continuity in materials, furnishings, signs and colours makes the area appear cluttered and haphazard. There is an opportunity to create a more simplified palette, or a ‘quiet canvas’, that provides an unfettered backdrop for the rich built environment and diversity of storefronts and activities that define Victoria’s downtown; the simplicity would also provide wayfinding clarity.

Activate

Lack of programming and activity results in poorly used and unwelcoming public spaces in some instances, as demonstrated by Centennial Square and the waterfront.

Slow Down

Downtown can be a place where life can slow to a human walking pace and where people can mingle without fear of motor vehicles and access is possible for the widest spectrum of the population. Create wayfinding material such as maps and signs readable by everyone that are focussed on pedestrians, cyclists and transit users.

Connect

The network of alleys, mid-block passageways, plazas, waterfront pathway and other pedestrian open-spaces can be better linked to create a connected whole. The alternative network would complement the more central and busier promenades such as Government, Douglas and Yates Streets. Develop a wayfinding program that connects with existing systems in order to promote larger connectivity overall.

Prioritize

Centennial Square is an important civic and public gathering space that was identified as a priority for improvement, including programming for activities throughout the year. More play elements and features would attract children and families and expand its use beyond the occasional special events.

Respect Context and History

Ensure street furnishings, materials, colours and signs enhance, rather than detract from the downtowns rich and diverse architectural heritage. Respect and honour First Nations past and present through place naming, signage and public art.

Integrate

Create graphic and naming links with existing systems (eg. BC Transit) in order to provide a more seamless wayfinding experience for system users. Use existing infrastructure where possible.

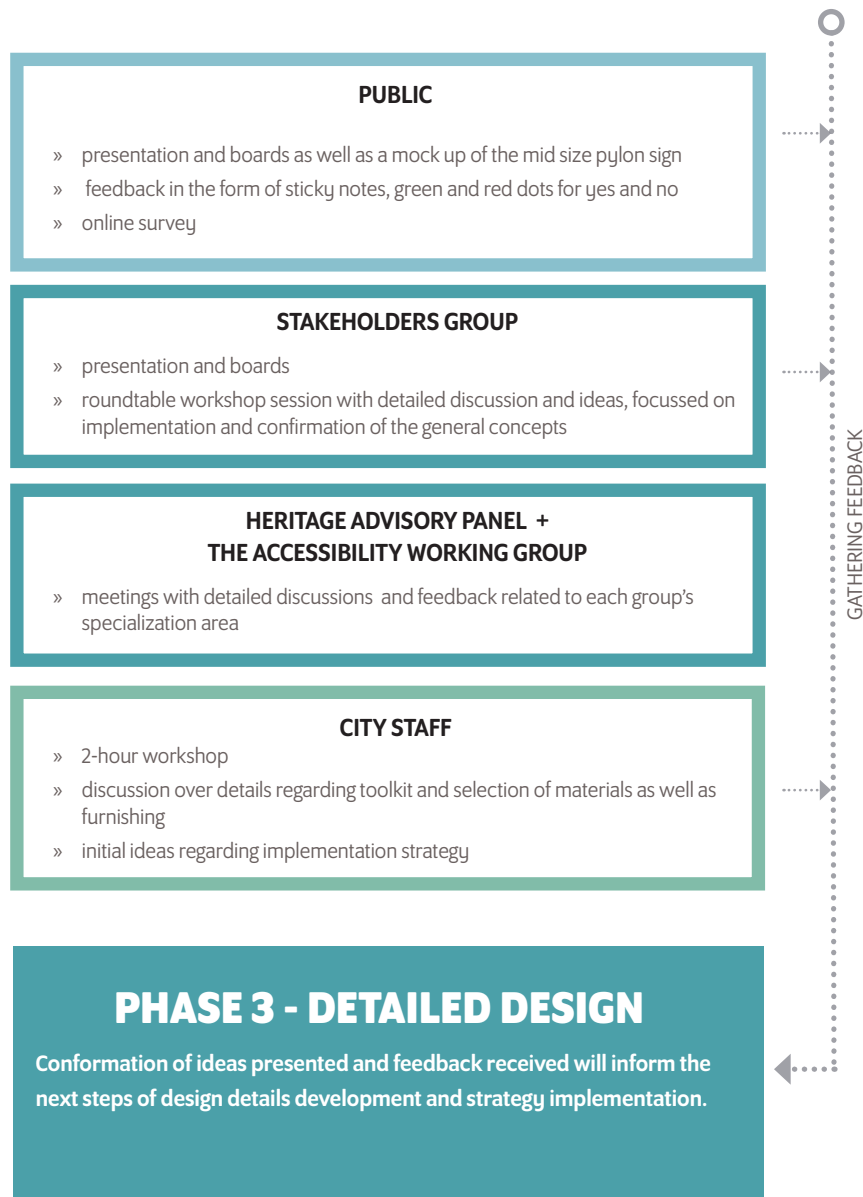
1.2 PRESENTATION OF CONCEPTS

All initial concepts and design vision were presented to the general public and stakeholders in the form of slideshow and presentation. In addition, boards were generated to provide in depth details of the information presented. All groups were asked to leave feedback on the boards by using different colour dots to mark their preferences and post-it notes for comments.



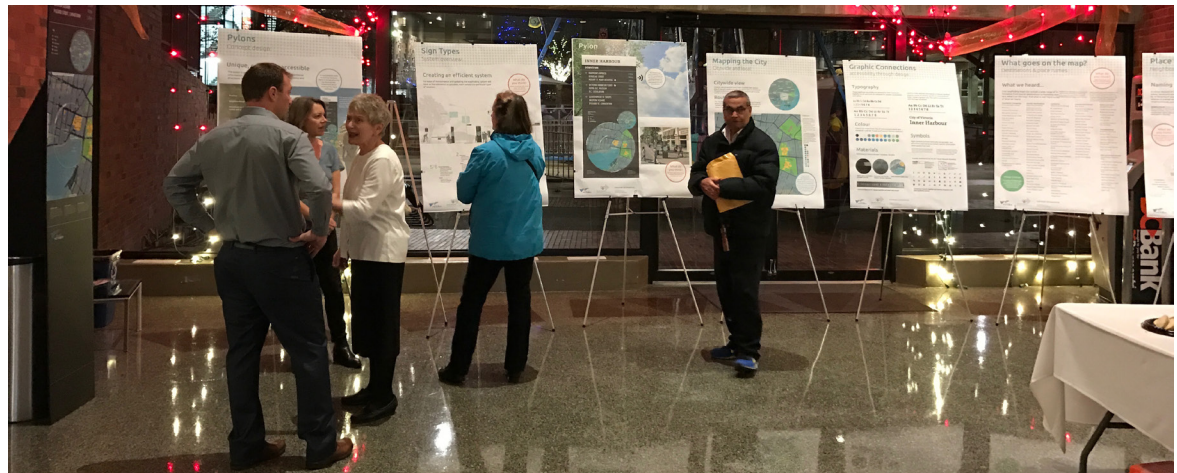
1.3 FEEDBACK

Feedback was received in the form of interactive markups of boards, live questions and answers at the presentation as well as online (and onsite) survey with questions related to each topic presented.



1.3.1 PUBLIC REALM - GENERAL PUBLIC FEEDBACK

The table below summarizes feedback received from the general public at the open house on November 30th.



Strategy	Comments Summary
Making things simple	<ul style="list-style-type: none"> » general support for black as Downtown's theme colour and simplification strategy » support for the materials proposed, some concerns for the tactile character of materials for visually impaired group, suggestion for tactile elements to be contrasting and highly visual » support for the simplification in number of types of streetscape elements » materials and textures should be suitable for all ages and abilities
Energize Open Space	<ul style="list-style-type: none"> » Library Square mentioned as a potentially great secondary space in Downtown » support for temporary interventions as a treatment strategy for spaces with concern over quality and appropriate choices made on case to case basis » using Harbour pathway as a link to all spaces along the water » great support for programming and use of public art as a component (glow product or rain sensitive stencil graphics)
Discover the Secret Thread	<ul style="list-style-type: none"> » allow for more and better lighting » use good signage to raise awareness » don't use temporary solutions but rather incrementally invest in permanent solutions » concerns about costs » long term vision preferred
Energize Centennial Square	<ul style="list-style-type: none"> » not much support for changing of water feature element, leave and improve existing feature » change of uses to frame the square will bring most change, not the look or furnishings upgrade » programming to date in the last few years have been successful » huge support of commercial uses and edges but some controversy over food truck solution.
Douglas Street	<ul style="list-style-type: none"> » make Douglas street more pedestrian friendly » uplift quality of finishings and business interfaces » it feels unsafe » more covered spaces and pedestrian friendly bus stops » 50/50 support for the median solution
Government Street	<ul style="list-style-type: none"> » general support for Government St. to be a shared street with brick pavement » issues seen with clear demarcation between users » long term solutions for better commercial interface at the last block before Pandora Ave.

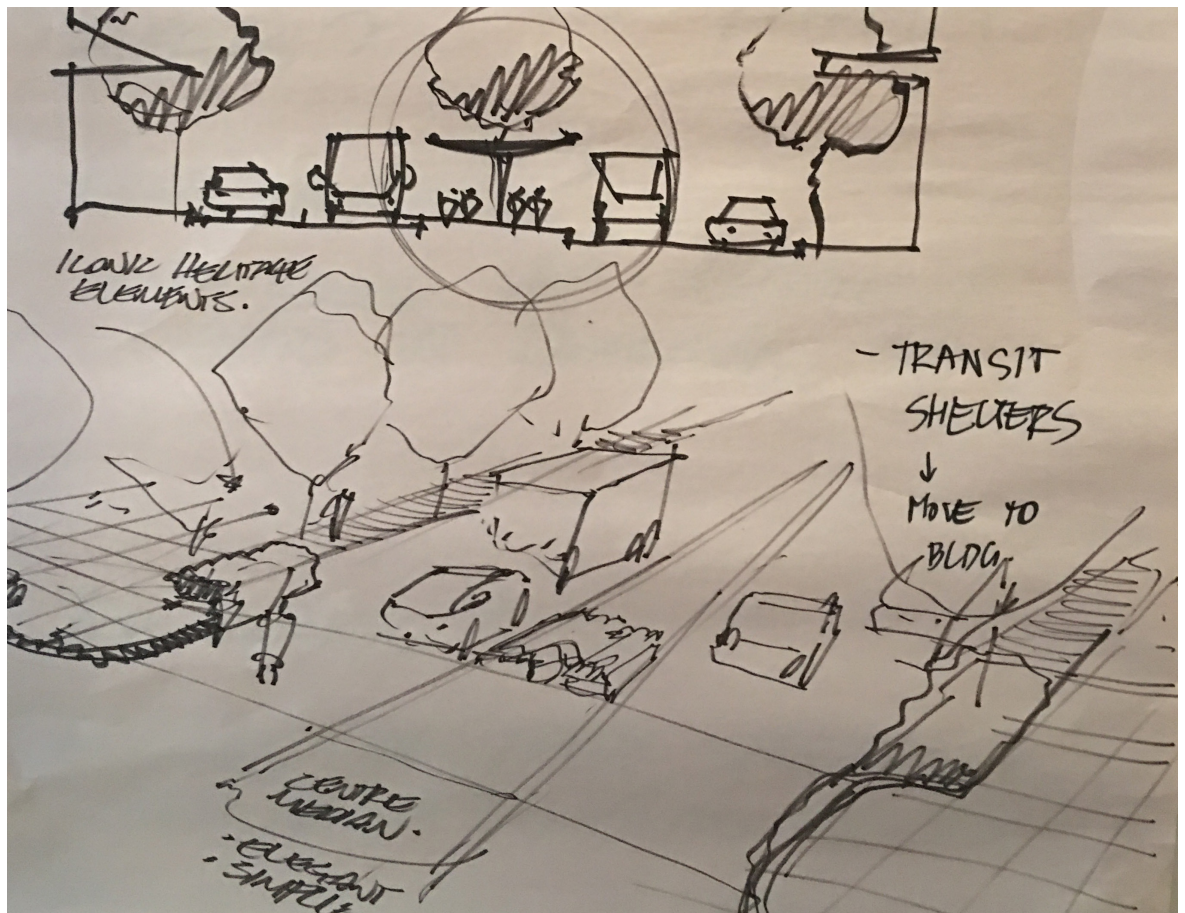
1.3.2 PUBLIC REALM - STAKEHOLDERS FEEDBACK

Heritage Committee

- » Consider future integration of new heritage/interpretative strategy
- » Activate the alleys for safety
- » Consider (traditional) perpendicular orientation of cluster lights
- » Incorporate street name plates in sidewalks and on building facades
- » Need to emphasize need for healthy urban street tree canopy – ensure public realm plan integrates/refers to urban forest management plan
- » Expand use of wood as a material for street furniture

Accessibility Working Group

- » Integrate tactile strips that fit with paving materials and patterns (support for stainless buttons)
- » Simplified and durable palette for accessibility
- » Concern with use of natural stone with regards to accessibility/tripping hazard, slipperiness.

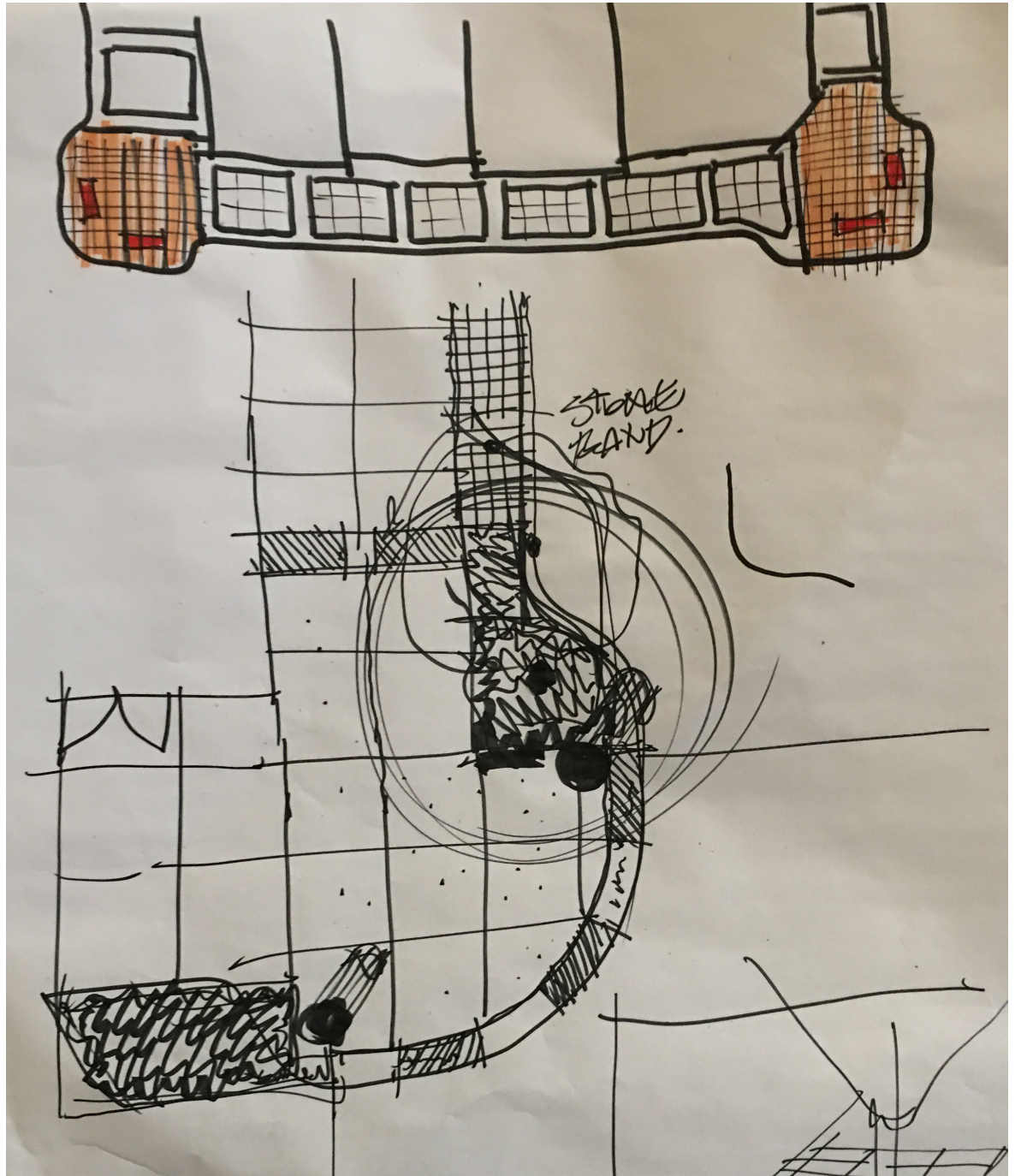


The table below summarizes feedback received from stakeholders groups in a workshop on December 1st.

Strategy	Comments Summary
Making things simple	<ul style="list-style-type: none"> » general support for the strategy » less but higher quality elements and materials » less clutter while retaining Victoria's character, identity and uniqueness » make sure visually impaired issues are addressed » lighting as key priority, fixtures as well as quality of light distribution on sidewalks - support for LED with warm light colour » retain globe cluster lights in Old town, accomodate for LED » tactile strips as a standard
Energize Open Space	<ul style="list-style-type: none"> » be careful with implementing new structure. New implementations should fit into the context and not contrast with existing elements. If contrasting ideas are proposed, they should be well thought through.
Discover the Secret Thread	<ul style="list-style-type: none"> » create a more consistent look/feel by replacing parking spaces with public pedestrian space » program spaces for users other than just tourists: waterfront pubs with patios, picnic lawn areas at appropriate scale etc. » increase seating areas spaced at appropriate distance to encourage use of entire waterfront
Energize Centennial Square	<ul style="list-style-type: none"> » more commercial uses supported but with longer term uses than food trucks » Create a better case and environment for businesses with better visibility into the square. Maybe we could remove big sequoia tree? » improve visibility
Douglas Street	<ul style="list-style-type: none"> » overall interest and support for the median on Government St. » median as calming measure » improve pedestrian experience » better bus stops are needed and waiting zones (potentially moved closer to the building edges instead of the curb) » combine pedestrian and traffic lighting » consistent tree species along Douglas St.
Government Street	<ul style="list-style-type: none"> » general support for the treatment proposed » reconsider trees to create better visibility and expose the true heritage of the street » remove concrete planters/replace with other planters that can serve as seating edge » if no curb, clear demarcation is needed, potentially with soft elements and furnishings » incentivize patio culture

1.3.3 PUBLIC REALM - CITY STAFF FEEDBACK

Following a 1-hour stakeholders workshop in early morning, another 1-hour workshop with City Staff was held in the afternoon. The table below summarizes feedback received from City Staff on December 1st.



Discussion with City Staff was focused on the tool kit and implementation and was not structured in the same way as with the general public and stakeholders. Below are a few key areas and points of discussion with a summary of directions for further, detailed design.

Strategies

- » Key strategy is to focus on the intersections and corners to promote coherent character areas recognition, that can be done by the following:
 - » Introducing corner bump outs when possible with unified treatment for each corner and with only material change between different precincts;
 - » Developing pedestrian crossing strategy that will help to enhance pedestrian experience;
 - » Unifying materials;
 - » Simplifying all Downtown city sidewalks to one treatment in order for corners and character areas to be highlighted;
 - » Using different elements for different application zones and precinct recognition.

Furnishings:

- » Proposed furnishings catalog should build as much as possible on the existing catalog items to ensure reduction of clutter and addition of new elements.
- » Strong implementation strategy and maintenance strategy will allow the plan to be successfully but gradually implemented.
- » Wood benches are preferred over metal ones.

Paving

- » Existing paving patterns should be carried forward and refined if necessary.
- » There is more room for variety and “special” treatment along Douglas St. and Government St.
- » Brick to be used as main paving material for Government St.

Lighting

- » Proposed initial lighting strategy was positively received and simplification in number of standards is strongly supported.
- » Preliminary 2 light typologies were proposed : globe cluster lights and more modern heritage lantern style light. This was positively received and will be further investigated.
- » There is currently an ongoing LED retrofitting strategy for street lights that should be taken into consideration for a long term vision for Downtown.

Government St and Douglas St.

- » Rethink trees along Government St.
- » Provide better and more consistent planting for Douglas St.

STAKEHOLDER MEETING SUMMARY

Overall the stakeholder group responded positively to the draft Visual Victoria plan elements. Main questions and comments included:

Public Realm:

- concern over the loss of globe lights up Fort and Yates Streets outside of the downtown. Suggestion these are retained along these corridors
- concern from one member regarding the suitability of corner bulb-outs in the downtown heritage area
- reaffirmation from the representative of the accessibility committee of the approach to testing the tactile domes at key intersections to ensure functionality
- support for the black colour palette for furnishings
- support for the extension of the Government Street mall north
- concern from one member regarding the future of Centennial Square and the fountain in the Square, with a view to refurbishing rather than replacing

Wayfinding

- support for the pylon design and implementation strategy

PUBLIC REALM

Board: Welcome. What is happening?

General

- the 2nd one I went to I was locked out and nobody was there
- patchwork not right. trees in Centennial Square are evidence

Board: Character Areas

General comments

- Rockland Heritage/Cultural District. Develop theme and stds/guidelines as part of upcoming Local Area Planning Project
- not a fan of the black for light standards and benches. dark in our drab winter climate

Under New Town

- New Town – who came up with this??

Board: Safety & Accessibility

Street name insert

- good idea

Tactile Buttons

- good idea

Bollards

- These are okay but more modern elements would be better

Board: Heritage Value

General

- bike racks. Regina main town square – for 25-50 bikes. Why not here?

Lighting Strategy

- I think you shouldn't be afraid to introduce modern elements – even in historic areas I don't like these globe lights

Bench strategy

- public space is for everyone. Why do we have “fancy” areas with individual benches in prominent tourist spots + divided benches elsewhere?

Bollards

- Are bollards decorative or functional?

Trash bins

- I think you should use the cylindrical bins everywhere. Glossy black is a good finish.

Board: Priority Public Realm Projects

Government Street

- how to get tourists to explore beyond Government Street?

Douglas Street

- [under “use temporary intervention or test long term visions”] report speaks of temporary fun signage. not dealt with here?
- somehow tame the traffic

Board: Implementation Strategy

General

- no part of Ship Point should be in Visual Victoria that's GVHA