



DOWNTOWN PUBLIC REALM PLAN & STREETSCAPE GUIDELINES

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Downtown Victoria is an area with rich cultural heritage demonstrated by local architecture, plazas, and distinctive character areas and is considered to be one of the most vibrant, walkable and recognizable Downtowns in North America. These characteristics, along with the significant role played by the City's public spaces, all contribute to Victoria's unique identity and urban vitality.

OPEN



PART 1

INTRODUCTION

1 INTRODUCTION

1.1 BACKGROUND AND OVERVIEW

Downtown Victoria is an area with rich cultural heritage demonstrated by local architecture, plazas, and distinctive character areas, and is considered to be one of the most vibrant, walkable and recognizable Downtowns in North America. These characteristics, along with the significant role played by the City's public spaces, all contribute to Victoria's unique identity and urban vitality.

Since the early 20th century, sub-districts such as the Inner Harbour Causeway/Provincial Legislative area and the City's two Heritage Conservation Areas – Chinatown and Old Town – have been recognized as diverse components of a compact, multi-faceted city core. In addition, key corridors such as Douglas Street and Government Street connect major citywide attractions and destinations and provide key points of entry into the Downtown area and a focal point for business activity. Over the years, streetscape improvements have been based on the established Downtown character areas, resulting in a patchwork quilt of materials, furnishing and paving patterns. At the same time, Victoria's Downtown Core has expanded, and the original character precincts have evolved.

The Downtown Core Area Plan adopted in 2011 establishes a framework for land use and development, economic vitality, mobility and urban design. This plan renews the vision for Downtown as the economic, social and cultural heart of the city in anticipation of broad, balanced growth totaling approximately one million square meters of new building development, and the addition of an estimated 26,600 additional households between 2021 and 2049. The City is currently undertaking implementation of a cycling network that is comfortable for all ages and abilities. This includes key corridors in the Downtown, which will integrate seamlessly with the pedestrian environment to enhance, prioritize and support low carbon mobility options in the City.

Continued growth in the number of people living, working and visiting the Downtown Core has created new challenges and roles that the City's public realm will need to address in the coming years. At the same time, the City's public realm and open spaces link a host of key destinations, services and attractions both within and outside the Downtown core. In order to support the connectivity of these spaces, an improved program for wayfinding that integrates with the overall approach to the public realm will be important in enhancing legibility and understanding for all users and establishing the Downtown as a more user-friendly and pedestrian-oriented place.

To ensure a unique, walkable, timeless and high-quality downtown environment, the Downtown Public Realm Plan outlines a design framework and set of principles, strategies, and standards for the Provincial Capital. Significant considerations have been placed on respecting and showcasing Chinatown, Canada's oldest Chinatown and a National Historic Site, and Old Town, one of the Country's largest Heritage Conservation Areas. Both of these precincts are home to a mixture of old and new architectural elements that contribute to the unique and eclectic identity of Downtown Victoria.

Visual Victoria, an integrated and collaborative planning process, included a series of stakeholder and public workshops along with online and social media engagement which resulted in extensive community participation, input and feedback. The input and feedback received was used to develop the Vision and set of principles, along with the strategies and guidelines contained within the Public Realm Plan. The City-wide Wayfinding Strategy, an important companion document to this plan, was also developed as a part of the Visual Victoria process.

1.2 PURPOSE AND USE

The overarching purpose of the Victoria Downtown Public Realm Plan is to provide long-term strategies, principles and guidelines for the design and programming of the public realm to support the Downtown Core Area Plan Document.

The Public Realm and Streetscape Plan builds upon existing public realm assets and the City's 1996 Downtown Beautification Strategy as well as other key City plans to develop a renewed strategy for public realm investment. This Plan clarifies important requirements for public space, waterfront and street design to all professionals engaged in the facilitation, design, approvals and implementation of the public realm. Professionals include both private and public sector representatives.

The Plan applies a consistent approach to all streetscapes in Downtown Victoria. These strategies, principles and guidelines are supported by the Standards Catalog for Public Infrastructure Works. The Standards set out the technical requirements for civil, landscape and infrastructure works that will be owned by or vested in the City of Victoria.

The streetscape standards set out in Section 3 are intended to guide design and implementation of public sidewalks, and not necessarily private open spaces and plazas, which will require a design response unique to their specific contexts.

PURPOSE OF THIS PLAN

Provides a strategic companion document to the Downtown Core Area Plan (City of Victoria, 2021).

Outlines the value and importance of public spaces within the Downtown.

Provides an updated catalogue of furnishing, materials, paving patterns and other guidelines and specifications for downtown sidewalks and other public spaces.

Provides clarity to developers, designers and City staff regarding long-term strategies, principles and guidelines for the design and programming of public streets and spaces in the downtown.

Demonstrates application of design principles to Downtown public streets and open spaces.

Provides design directions for the design of key public spaces.

Provides a checklist of design principles.

Provides an implementation strategy for the short and long term.

Provides design direction and standards for downtown sidewalks and public realm infrastructure.

1.2.3 IMPLEMENTATION

This document provides public realm design guidance that will be implemented through a combination of developer-initiated frontage improvements, city capital projects, and ongoing operations and maintenance.

1.2.4. PROCESS

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 the Phase 1 feedback were synthesized into a set of design principles. These principles guided the set of concepts and options developed as a part of Phase 2. The outcomes of Phase 1 and Phase 2 guided the concept refinement and detailed design that occurred in Phase 3, which is compiled into the Victoria Downtown Public Realm Plan. All initial concepts and the design vision were presented to the general public and stakeholders in the form of a slideshow and presentation. In addition, boards were generated to provide in-depth details of the information presented.

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

1.2.1 MONITORING AND UPDATES

It is important to note that the Plan and associated Streetscape Standards and Catalogue are intended to be updated from time to time based on ongoing monitoring and assessment of the performance and suitability of furnishing and materials. The Plan's implementation framework will also be updated as identified projects get implemented, and new priorities are identified. The Plan was most recently updated as part of the Official Community Plan 10-Year Update in 2025.

1.2.2 SCOPE

This Plan applies to the area shown in the Project Scope Map, corresponding to the Downtown Core Area Plan (DCAP) boundary. The Plan considers important relationships between Victoria's Downtown and neighbouring areas.



Fig. 1 Project Scope Map

1.3 DOWNTOWN CONTEXT

Located on the southern tip of Vancouver Island, Victoria is the capital of British Columbia. Victoria is home to over 94,000 residents while the surrounding Greater Victoria Region has approximately 400,000 residents. The City draws over 3 million tourists each year with its surrounding natural beauty, compact and unique Downtown, and historic old town area, as well as other key attractions, special events and destinations in and around the Downtown core. Victoria's Downtown is the City's calling card and a major contributor to its livability. Past public and private investments in the City's urban fabric have created and revitalized a number of walkable districts in and around the Downtown core with distinct visual identities and strong destinations for both visitors and residents.

Increased population and job growth coupled with a strong growing stakeholders as important corridors in need of more detailed future planning and public realm design. Therefore, the treatment and role of Douglas and Government Street corridors are of key importance in the Plan and Strategy. As such, this plan provides specific consideration for these two corridors.

Downtown Victoria also supports a large tourism industry. A vibrant cruise ship industry attracts over 300 cruise ships each year and unloads close to one million passengers, many of whom will spend time walking through the Downtown and surrounding area. Further, Clipper and Blackball ferry services transport over 750,000 passengers and bring in 127,000 vehicles to Victoria each year. The Inner Harbour also contains several float plane operators who provide daily services from the Inner Harbour to Vancouver BC, Seattle WA, and other destinations.

Ensuring a unified, cohesive, legible and high-quality public realm environment is therefore an essential component of supporting a vibrant, pedestrian-oriented and memorable downtown environment that is the social, cultural, and economic heart of the Capital City and region.



1.4 RELEVANT PLANS AND INITIATIVES

In addition to the Downtown Public Realm Plan, the City of Victoria has also established a number of plans and initiatives that are referenced within the Downtown Public Realm Plan. These plans and initiatives should be used in conjunction with the Downtown Public Realm Plan and are listed below.



URBAN FOREST MASTER PLAN



**WORKS AND SERVICES BYLAW,
AND SCHEDULE A: ENGINEERING
STANDARDS AND SPECIFICATIONS (ESS)**



GO VICTORIA



WAYFINDING STRATEGY



INDUSTRY, ARTS & INNOVATION



CLIMATE LEADERSHIP PLAN



**CITY OF VICTORIA ACCESSIBILITY
FRAMEWORK**



ART IN PUBLIC PLACES, POLICY & GUIDELINES



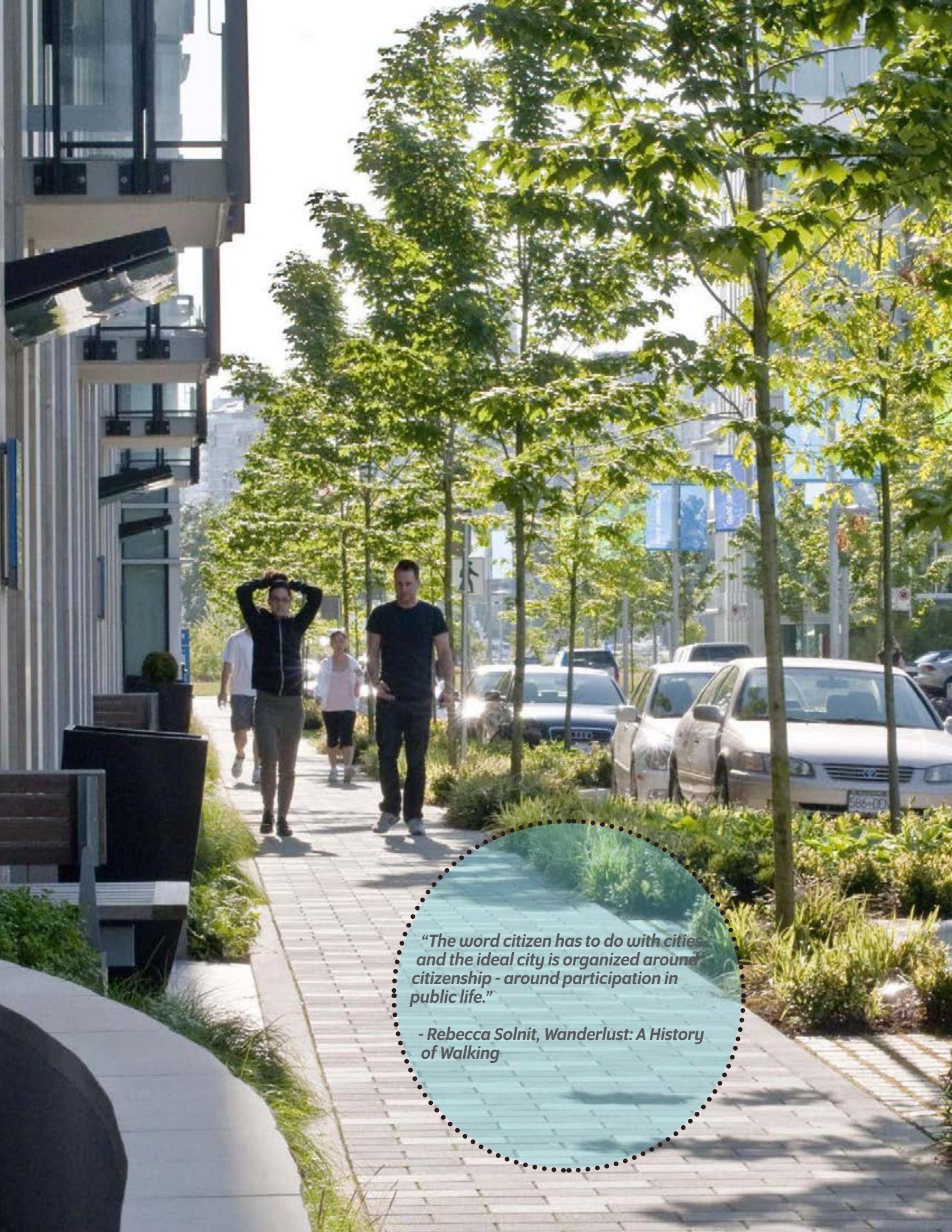
PLACEMAKING TOOLKIT



CREATE VICTORIA



BANNER PROGRAM



"The word citizen has to do with cities, and the ideal city is organized around citizenship - around participation in public life."

*- Rebecca Solnit, *Wanderlust: A History of Walking**

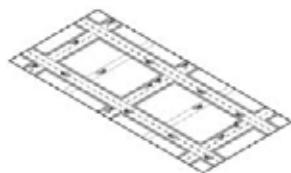
1.5 DEFINING THE PUBLIC REALM

The public realm includes all exterior social spaces in the city that are generally open and accessible to all people regardless of ownership. These public spaces include streets, lanes, greenways, bridges, squares, plazas, parks, linkages, natural areas, transit hubs, views, and the waterfront. It also incorporates streetscape elements such as street furniture, lighting, public art, and sidewalk treatments.

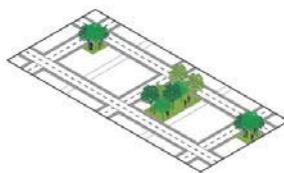
The characteristics of a great public realm and great public spaces have been extensively studied and documented across North America and throughout the world. The public realm and public spaces must be constantly blended and woven together in order for cities to be more livable, neighbourhoods more engaging, and communities more memorable.

The public realm includes exterior spaces, linkages and the surrounding built form elements that are visually and physically accessible. Public realm components generally include parks and open spaces, plazas, streets, sidewalks, pathways, transportation hubs, gateways, waterfront areas, natural features, view corridors and the interface between these elements and surrounding buildings.

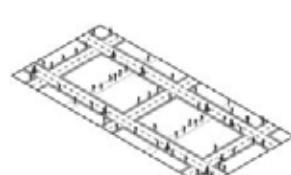
Streets and Lanes



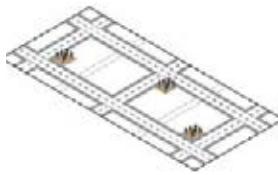
Parks and Green Spaces



Pedestrian and Bike Ways



Public Spaces and Nodes



Trees



Public Art

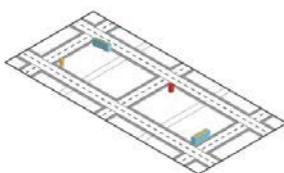


Fig. 2 Components of Public Realm.

The overall quality, design and function of the public realm has significant influence on the local quality of life within the urban environment. The public realm provides the places and spaces where people gather, meet, socialize, recreate, shop and work.

The public realm strategy described in this Plan provides a comprehensive and focused approach to build upon the Downtown Core Area's successful history of place-making through public realm improvements that provide:

- Social and active spaces
- Versatile spaces that benefit all ages
- Meaningful and pedestrian-friendly connections
- Distinctive places that strengthen local identity
- High-quality and attractive places
- Public amenities that are attractive and functional

1.5.1 IMPORTANCE OF THE PUBLIC REALM

A high-quality public realm is essential to achieving an attractive neighbourhood experience at the human scale. It can encourage people to use sustainable transportation modes - walking, cycling, transit - by offering improved connections between places, while also making those connections into memorable spaces. It can nurture community by providing gathering spaces that are appealing and functional. The public realm plays an important role in enhancing the quality of life in a community which, in turn, can improve its desirability as a place to live and work.

To achieve these benefits, the Public Realm Plan outlines a comprehensive and strategic approach to how the public realm is developed, enhanced and maintained.

1.5.2 STREETS AS PUBLIC SPACES

Collectively, streets make up the largest public space in most cities. The way in which people and vehicles move through the street network have a significant impact on the overall experience of a city's public realm. The first step in making cities safer and more pleasant places to live is to inspire residents to view their streets as public spaces. Long-term planning as well as inexpensive tactical transformation strategies can be powerful tools to encourage public participation and improve quality of life.

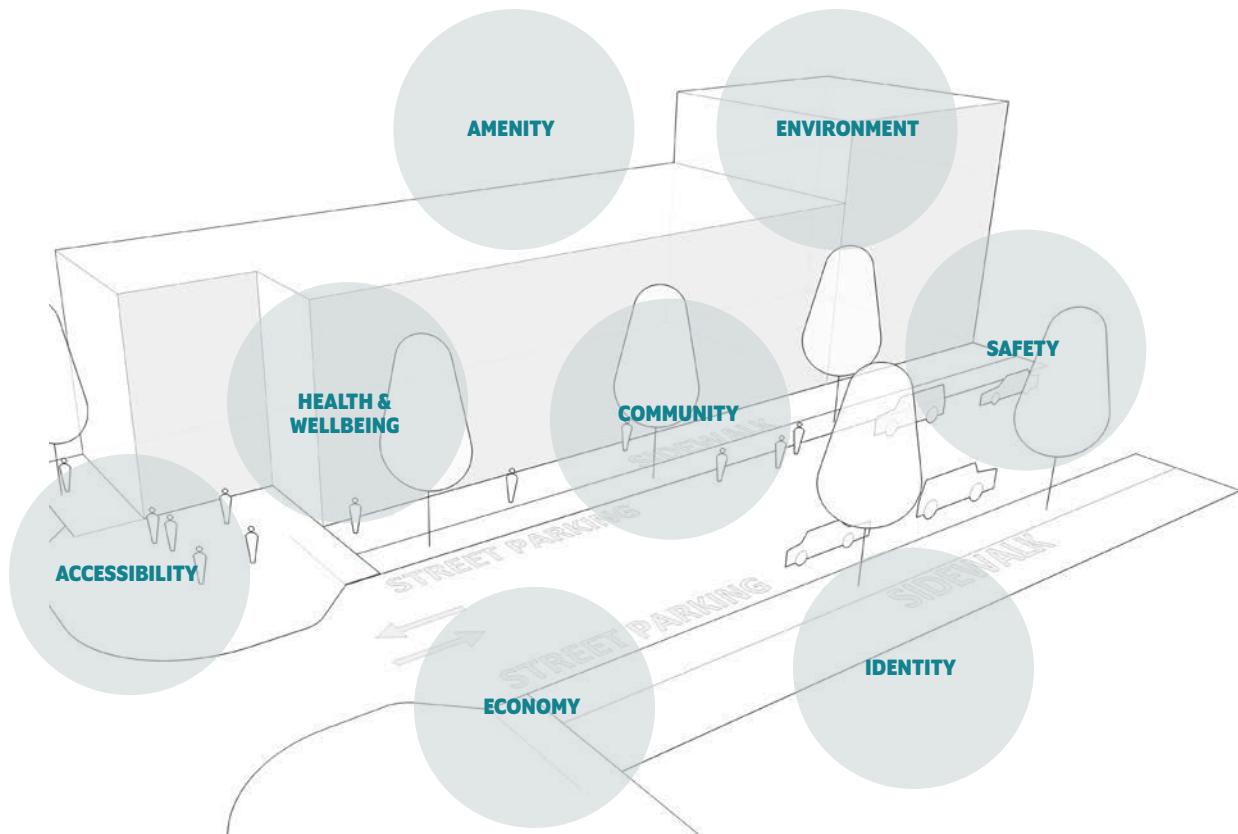


Fig. 3 Benefits of public realm come from excellent design and thoughtful programming.

1.5.3 BEST PRACTICES

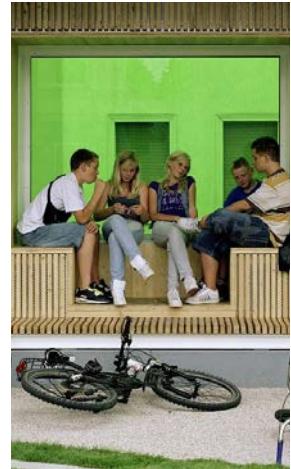
The Downtown Core Area will feature a collection of vibrant urban neighbourhoods centered around a thriving, pedestrian-friendly core. All residents, workers, and visitors will enjoy a high-quality public and private realm, supported by diverse opportunities for employment, housing, shopping, and recreation.

This well-connected and attractive urban environment will embrace the beauty of Victoria's Harbour, celebrate the city's heritage and role as the Provincial Capital, and serve as a model for livable and sustainable urbanism.

BEST PRACTICES

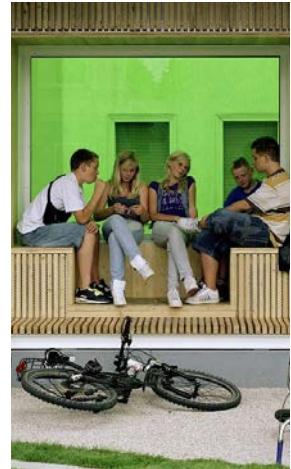
Identity of Place

Create public spaces with authentic character and identity.



Diversity of Use

Provide a mix of varied public spaces to support the diversity and uniqueness of the precincts and to meet the needs of current and future populations.



Community Focus

Ensure public spaces engage the local community and contribute to community health and wellbeing.



Sustainability

Design a public realm that improves environmental, material, financial and social sustainability.



Interfaces

Provide diverse and engaging building interfaces with streets, waterfronts and public spaces, attracting daily activities and enriching street life.



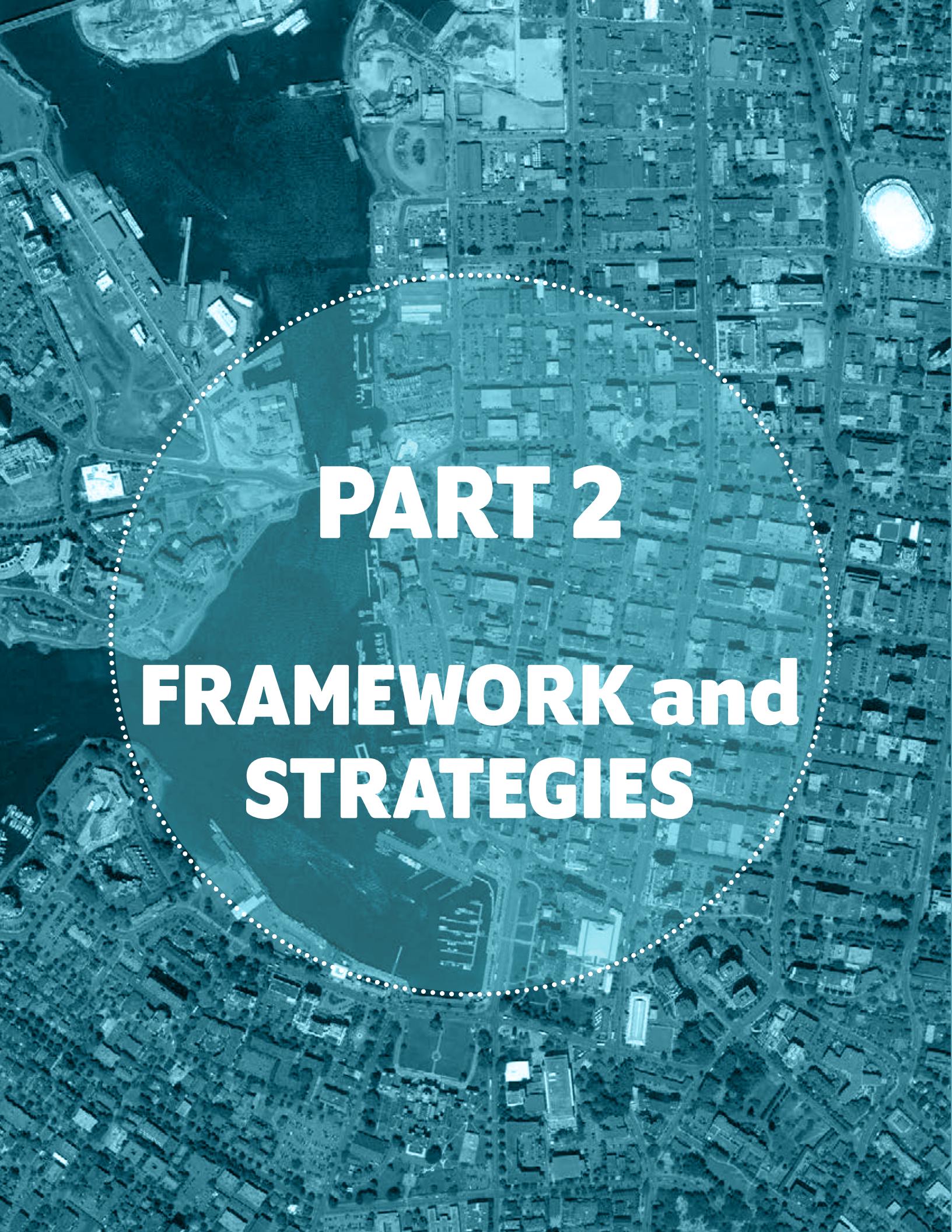
Accessibility

Incorporate universally accessible design into the public realm to allow barrier-free access.



Connectivity

Ensure permeability and safe linkages within Downtown by enhancing a unique network of lanes and passages.

An aerial photograph of a coastal city, likely a port, showing a grid of buildings and roads. A large, irregularly shaped area is outlined by a dotted line, representing a specific region of interest. The city is situated near a body of water, with industrial structures and docks visible along the coastline.

PART 2

FRAMEWORK and

STRATEGIES

2 DESIGN FRAMEWORK AND STRATEGIES

2.1 VISION STATEMENT

"The Downtown Public Realm will be a vibrant, well-connected network of public spaces – from the outdoor shopping experience of Government Street and Douglas Street to small, intimate alleyways allowing for a sense of discovery. The simplified but sophisticated materials palette and unique selection of furnishing and street elements for each of the character areas creates a coherent and elegant environment that complements the rich heritage character of Downtown streets."

2.2 DESIGN FRAMEWORK

This plan structures the downtown public realm into five distinctive character precincts: Rock Bay, Chinatown, Old Town, New Town, Inner Harbour, and two character streets - Government Street and Douglas Street. In addition, there are a number of considerations for various key public spaces in the downtown Victoria area, as listed below.

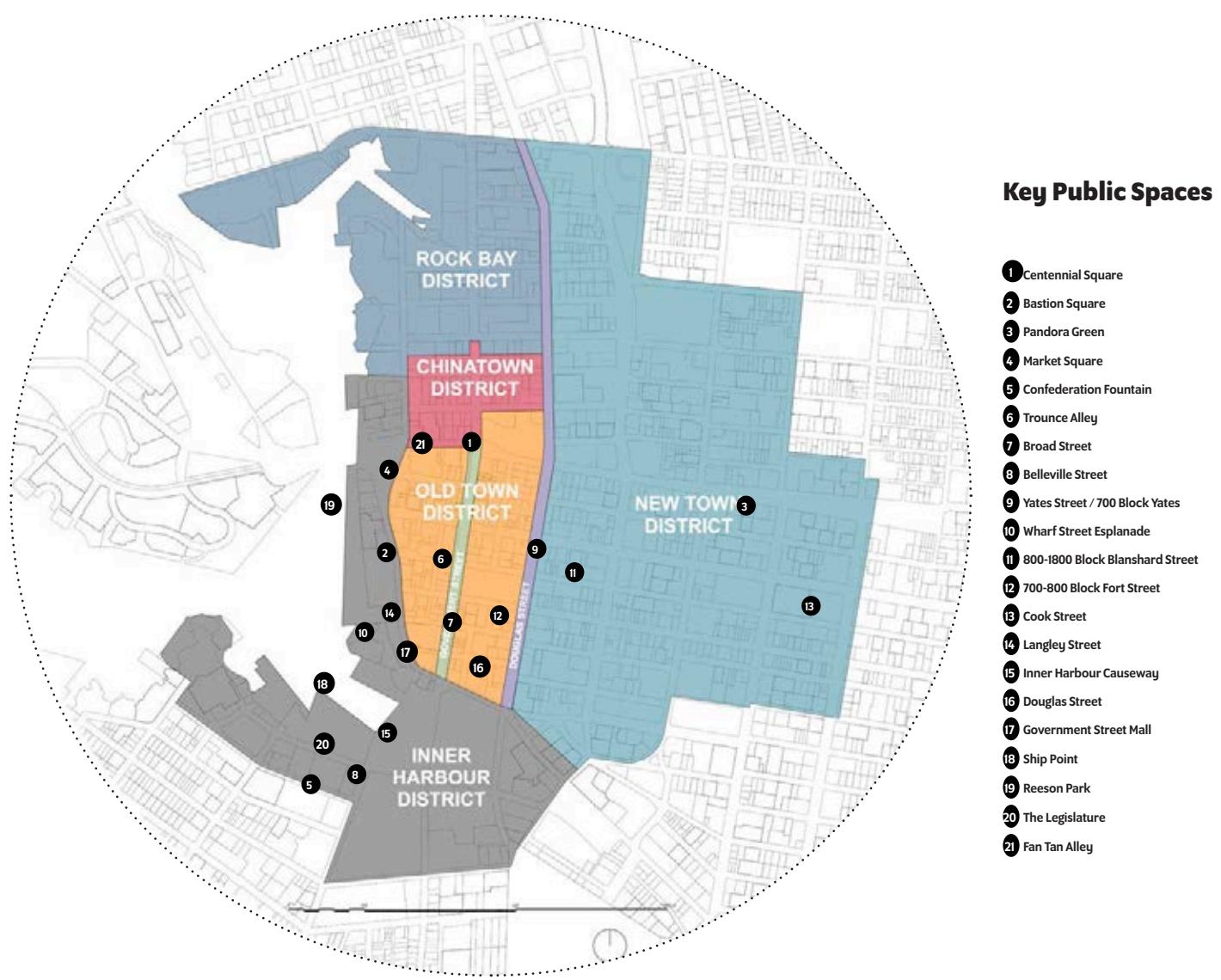


Fig. 4 Design Framework



“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

- Jane Jacobs, *The Death and Life of Great American Cities*

2.3 PUBLIC REALM STRATEGIES

The following Design Principles are premised on supporting 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. These principles were established through public and stakeholder engagement that occurred as part of the Visual Victoria process, and are elaborated on as a set of strategies in the following pages.



SIMPLE MATERIALS



ACTIVE SPACES



SLOWER STREETS



CONNECTED SPACES



PRIORITIZE



RESPECT CONTEXT

Simplify

The diversity, “busy-ness” and lack of continuity of materials, furnishing, signs and colours is 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, as well as provide wayfinding clarity.

Activate

Lack of programming and activity results in poorly used and unwelcoming public spaces in some instances - for example, Centennial Square and the waterfront.

Slow Down

Downtown as a place where life can slow to a human walking pace, where people can mingle without fear of motor vehicles, and access is possible for the widest spectrum of the population.

Connect

The network of alleys, mid-block passageways, plazas, waterfront pathways and other pedestrian open spaces can be better linked to create a connected whole. This would create an alternative network to complement the more central and busier promenades such as Government, Douglas and Yates Streets.

Prioritize

Prioritize and focus on key public space improvements, and coordinate implementation with new private developments, and on-going capital and maintenance projects.

Respect and Celebrate Context and History

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

Play

Play can be introduced to city streets and public spaces with playful elements that invite all generations to explore and discover play in an urban environment. From small temporary interventions to permanent displays.

2.3.1 MAKING THINGS SIMPLE

The rich and varied architecture of Old Town, Chinatown and other Downtown precincts, as well as the eclectic and diverse mix of building facades and businesses, define the strong and unique character and identity of the Downtown area. A simplified and higher quality palette of streetscape elements will provide a 'quiet canvas' and allow the rich architectural heritage and diversity of storefronts and activities that define Victoria's Downtown to shine.

USE FEWER BUT HIGH-QUALITY MATERIALS

A mix of only four key paving materials in different proportions throughout the Downtown will simplify but allow for diversity. The proposed materials allow for a variety of finishes and sizes to ensure accessibility and to accommodate various user groups. The proposed construction details will also improve settlement differences to ensure a unified and even surface.



RICH HERITAGE MATERIALS

Brick is a heritage material already present within Downtown with a rich and sophisticated quality. It is to be used in the character precincts with significant heritage value.



HIGH-QUALITY FEATURE MATERIALS

Natural stone is to be used as a feature visual element in the streetscape. The stone has a timeless, sophisticated and elegant quality. The proposed material maintains a continuous, even and uniform surface for increased accessibility and long-term durability.



Concrete unit pavers are also considered to be a feature visual element. These standardized pavers provide a comfortable pedestrian setting and easy accessibility for all user groups.



SIMPLE SIDEWALK MATERIALS

Concrete paving is practical and provides a uniform and even surface that allows accessibility to various user groups. They are used throughout sidewalk areas to maintain a comfortable and safe pedestrian environment.

IMPROVED CONSTRUCTION DETAILS

Materials should be installed using a flexible mortar set that can accomplish a smooth finish with an even surface. Furthermore, elements such as tactile mats and bollards provide additional safety for various user groups.

FEWER STANDARD ELEMENTS

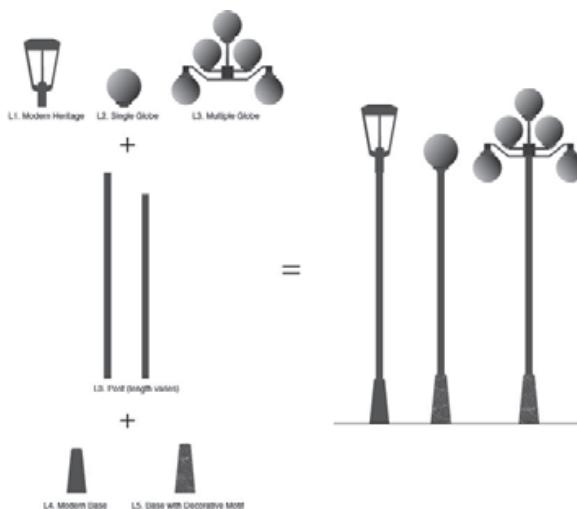
Maintaining furnishing unique and iconic to Victoria and focusing them in specific character precincts, while reducing the number of standard elements in the Downtown overall will create a more simplified and focused palette of materials. This will help create a more cohesive and unified streetscape, better distinguish different character precincts and minimize maintenance costs over the long term.



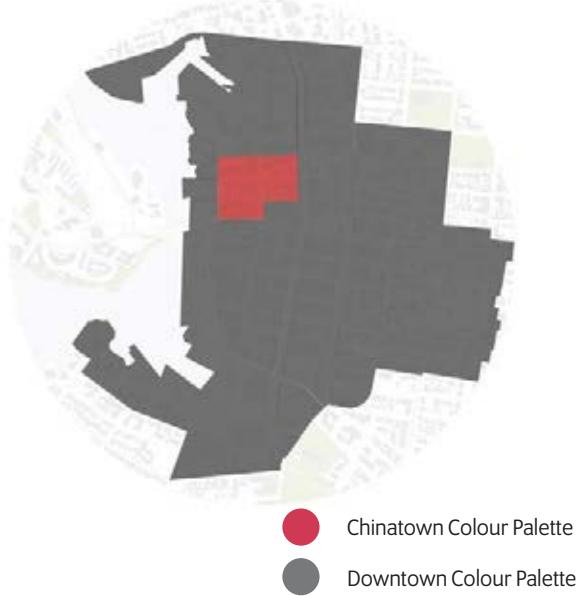
LIGHT STANDARDS

The Globe Light is an iconic element in Downtown Victoria, in particular Old Town and the Legislative Precinct. To enhance the character and identity of these two unique and identifiable areas, the use of Globe Lights will be focused only in the Old Town and Legislative Precincts.

In the New Town and Rock Bay precincts, a new "modern heritage" style lamp standard will be used to complement the mix of more contemporary architectural styles and create contrast with the Old Town and Chinatown heritage precincts. It will also help create a robust long-term strategy to minimize maintenance costs.



COLOUR PAlettes



Chinatown Colour Palette



Downtown Colour Palette

UNIFIED COLOUR - GLOSSY BLACK

To unify and simplify downtown streetscape elements with a colour that is timeless and fits well with the heritage architectural fabric of the Downtown, glossy black will be applied to all streetscape elements in the Downtown with the exception of Chinatown, which will remain red.

This includes the metal components of all benches, light poles, trash bins, bike racks, and bollards.



CHINATOWN UNIQUE

Chinatown is a Heritage Conservation Area, a National Historic Site and Canada's oldest Chinatown. It has a well-established and unique character defined in part by its streetscape elements. These include custom street lamps, red painted streetscape components, varied and unique street trees, catenary lighting on Fisgard, the symbolic sidewalk brick and paving pattern, and the Chinatown gate and lion statues on Fisgard at Government. These established streetscape elements will be maintained and expanded within Chinatown.



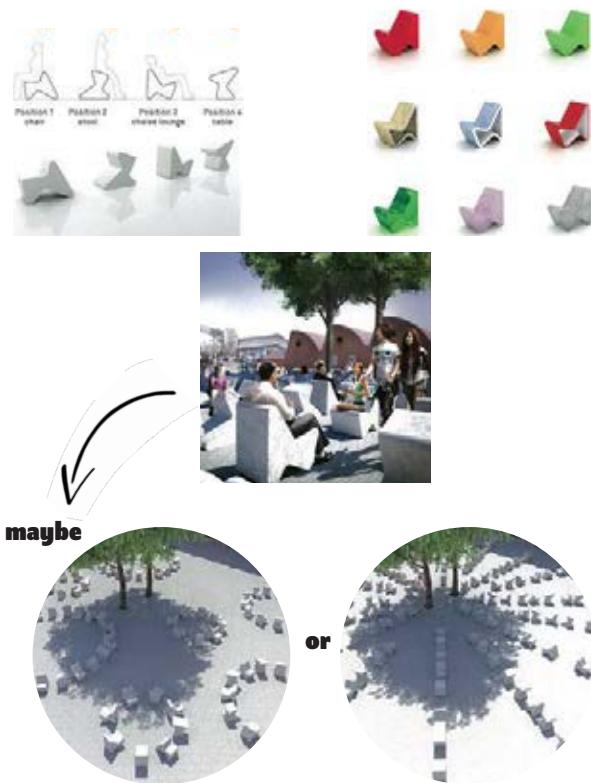
2.3.2 ACTIVATE THE WATERFRONT

As a working harbour with an industrial past, the Downtown waterfront has been an important component of the City's economy and identity. In recent years, the industrial activities have subsided and the Downtown waterfront area is in a state of transition. While there are pockets of activity along the Downtown inner harbour, specifically along the Lower Causeway and at Ship Point, when there are events and festivals, other sections of the Downtown waterfront have limited activity and connectivity to the Downtown.

The Harbour Pathway is an important initiative that will help address this issue. Once complete, it will connect Rock Bay to Ogden Point through the Downtown along the Inner Harbour. A further opportunity to help activate the waterfront will be to program various activities along the Harbour Pathway that engage people of all ages, and fit with the urban surroundings. Examples include bocce ball and lawn chess, shipping container cafés with patios, interactive public art, etc. In addition to activating the pathway along the water, programmed activities will draw people to the waterfront from all parts of Downtown, thus strengthening the urban fabric in the entire area. Following are some initial strategies for activating and unifying the waterfront.

REVEAL PROGRAMMING OPPORTUNITIES BY USE OF MODULAR + REMOVABLE STRUCTURES

- Flexible elements to accommodate people of all ages.
- Start with temporary interventions that can lead to the development of more permanent interventions over time.



PUBLIC ART TO UNIFY AND ENHANCE THE WATERFRONT

Public art can be used as a unifying element along the waterfront to help create a more cohesive, unified and enhanced public waterfront and Harbour Pathway through the downtown that will potentially extend along the entire Harbour Pathway. The City will undertake a Waterfront Public Art Strategy to supplement the Harbour Pathway initiative to define elements, components and implementation requirements that can help create a more cohesive, unified and enhanced public waterfront.

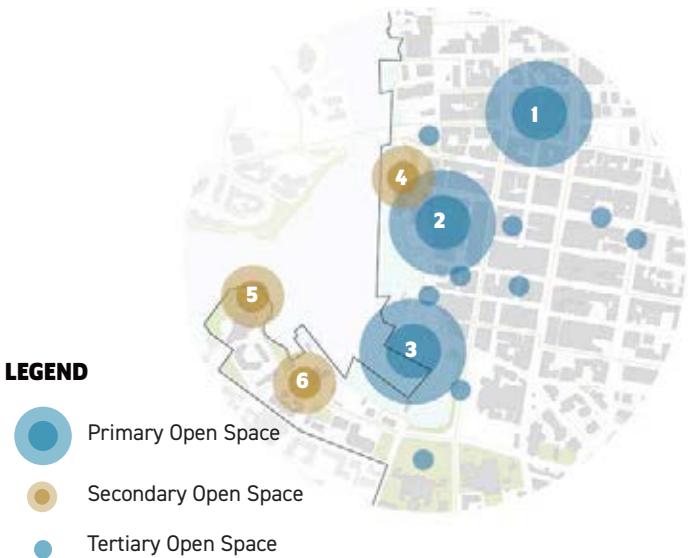


» As part of the exhibition "Please Touch the Art", Jeppe Hein reinvented the form of the park bench, and turned them into a series of witty and interactive sculptures to engage and be enjoyed by park users of all ages!

2.3.3 ENERGIZE OPEN SPACES

Plazas and open spaces are the defining elements of the public realm. Clear pedestrian linkages between open spaces draw people from one to the next and contribute to a sense of spatial cohesion throughout the city.

Locations such as Reeson Park, Ship Point, Belleville Street/Green, Centennial Square, Menzies Plaza and Laurel Point should be re-activated and re-animated with a myriad of diverse programming to help form a cohesive vision including interactive public art opportunities.



PRIMARY OPEN SPACE

1 Centennial Square

Centennial Square Revitalization plan; Council-approved



2 Bastion Square

Pop-up fair/temporary interactive installations.



3 Ship Point

Conceptual design for a world-class waterfront park as a key City public, open space destination was approved in 2024. Temporary activation of the space has been in place since 2023, through the OUR DWNTN program, and conceptual design for shoreline restoration is in progress in advance of longer term improvements.



SECONDARY OPEN SPACE

4 Reeson Park

Movable furniture and playable/interactive public art on the sloping lawn.



5 Laurel Point

Art installations.



6 Belleville/Menzies Plaza

A terraced plaza with an amphitheater design to support connectivity and activity.



2.3.4 DISCOVER THE SECRET THREAD

Creating a sense of comfort, curiosity, and excitement for pedestrians means giving them increased choices—where to walk, where to pause, where to sit down, how to engage, when to interact, and when to play.

The network of alleyways and mid-block connections is a unique and interesting feature that adds an element of surprise and a sense of adventure to the Downtown urban fabric, and provides alternate routes to the busier street network. Creating better connections, and recognition of the network of alleys and mid-block connections within the larger open space network, will enhance its legibility and attractiveness. Further, programming these spaces with art and activities will make them more vibrant and interesting places to be.

FROM INVISIBLE TO SPECIAL - A LAYERED APPROACH

A layered approach is combined with a phasing strategy—starting with temporary interventions of wayfinding and recognizable branding, followed by incremental changes towards diversified programming opportunities and uses.

1. VISUALLY CONNECTED

The intent is to create a physical guide to connect and recognize the laneway network within Downtown.

This can be done in a number of ways:

- Use of temporary and permanent street paint on the ground plane, murals on vertical walls.
- Installation of vertical wayfinding elements and plaques.
- Use of unique materials, special pavers and colours to demarcate laneway entry points at street crossings.
- Use of interesting and artistic patterns such as footsteps, a continuous graphic line or other graphic patterns in the alleyways as well as at crossing zones.



2. DIVERSIFIED BY PROGRAMMING + USE

The intent is to recognize and highlight the existence of the laneway network and bring new life and energy to these narrow and interesting spaces.

This can be achieved by:

- Allowing sidewalk cafés
- Providing financial incentives
- Providing art and culture programming such as festivals, musical performances, art installations
- Providing permits for “legal street art”
- Creating an art program that pairs several artists each year with laneways to create temporary artwork



2.4 PRIORITY PUBLIC REALM IMPROVEMENTS

2.4.1 CENTENNIAL SQUARE REVITALIZATION

Centennial Square is the City's main civic, ceremonial and recreational plaza and serves as a venue for a number of different types of events and large public gatherings ranging from protests to honouring ceremonies, from demonstrations and displays of public art to theatre performances, and from music and cultural festivals to local markets. Centennial Square was constructed in the 1960s as part of a major initiative to preserve, restore and revive downtown Victoria, and to celebrate the 100th anniversary of the incorporation of the City of Victoria. A major renovation to the southwest corner of the plaza was completed in 2009. Centennial Square is surrounded by both modern and historic structures, including historic City Hall constructed in 1891.

A new vision for Centennial Square has been approved that balances its historic significance with the contemporary and future needs of a dynamic and evolving Victoria community. Improvements and design changes prioritize enhancing the quality and utility of the space, while simultaneously acknowledging and celebrating the past.

The “big idea” for Centennial Square revolves around the notion of home, a space for the community to come together. The concept seeks to create three distinct “rooms”, each serving a unique purpose while seamlessly blending into one cohesive space and leveraging plants and materials that reflect and showcase the context of the Victoria landscape.

The first room, the front porch, has a prominent location on Douglas Street. This is the most formal space, the front of house that welcomes visitors graciously, and sets the tone for the experiences and opportunities within.

The Douglas Street Plaza is the gateway to the Square, a formal yet inviting space – one that exudes a sense of civic importance and responds to the proximity of the historic City Hall. Accessibility has been improved by the elimination of stairs, and ramps now transition down the slope in an intuitive and natural manner, connecting to the north entrance of City Hall and the Parkade.

The Heart is the living room of Centennial Square, a flexible and fun space that transitions both in formality and elevation. This is the centre of activity and energy, at times both a relaxed and playful space where users can unwind, socialize, and connect with each other. Designed with flexibility and play in mind, the openness of the Plaza invites visitors to stop and linger and supports a wide range of diverse programming opportunities for festivals and events.

Moving west, towards Chinatown, the Green expands the already successful Spirit Square into a verdant oasis, the backyard of the Square. This lush, green zone contrasts some of the more structured spaces within the Square, inviting the community in to kick off their shoes and relax on the lawn. These moves are complimented by activated edges that encourage interaction, foster connection, and increase activity both around and into the Square.

Detailed design of Centennial Square Revitalization was completed in 2025. Implementation will be considered in future years.



2.4.2 GOVERNMENT STREET - REFRESH VISION

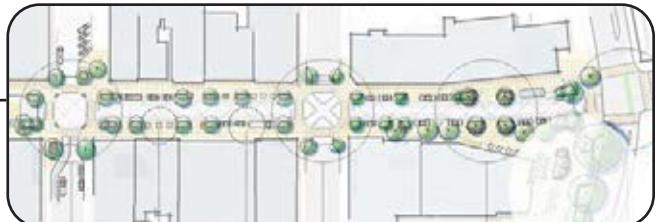
With a diversity and concentration of pedestrian-oriented shops and services, and as a key pedestrian connection between the legislative precinct through Old Town to Chinatown, Government Street is the Downtown's most prominent pedestrian priority street and one of its signature destination retail high streets. Streetscape improvements emphasizing Government Street's role as pedestrian-priority street, including the use of brick pavers, rolled curbs and widened sidewalks, were completed from Wharf Street to Yates Street in the late 1970's.

More recent plans to enhance the street were adopted in 2022. The Government Street - Refresh Vision outlines pedestrian, placemaking and cultural interpretation improvements along the street between Humboldt Street and Pandora Avenue. Highlights of the plan include:

- Extending the pedestrian priority treatment north past Yates Street to Pandora Avenue through a full streetscape reconstruction project. A curb-less environment with a continuous ground plane and paving materials, and the separation of pedestrian from vehicular space using bollards, tree planting and other furnishing elements is planned. Together with temporary and seasonal traffic closures, this design will support the use of Government Street as a linear plaza, and an events and festivals space. This will also increase the use of the street as a ceremonial and parade route. A new public plaza will be completed at Pandora and Government on a separate timeline and will eventually help connect Government Street to key city sites such as Chinatown and Centennial Square.
- Gradual implementation of a Street Tree Succession Strategy to expand and improve the urban forest downtown and improve the aesthetic, comfort and environmental qualities of the street.
- Mobility changes that focus on enhancing and prioritizing the pedestrian experience. A full closure to vehicles between Humboldt and Courtney is planned in support of a future plaza. The remainder of the corridor to Pandora will function as a low-volume, low-speed roadway with cyclists sharing travel lanes with motorized vehicles.
- A focus on a cohesive furnishing palette that reflects the distinct character of Government Street. A variety of flexible, inclusive seating opportunities are planned to invite people to linger, relax and socialize.
- A cultural interpretation approach that includes expanding the narrative of Government Street, to educate and build better awareness about the Indigenous history and continued presence and stewardship of these lands by the Xwsepsum and Songhees peoples. Telling the full story of this place, is one of the most important aspects of this project. Design elements will be woven in along the entire corridor and be celebrated fully at a Lək'ʷəŋən cultural plaza and landmark, envisioned for Government Street between Humboldt and Courtney to recognize the Lekwungen People and mark the gateway between the Inner Harbour and Old Town.

• Complete the street

- Extend existing Government St. pedestrian-priority treatment between Wharf St. and Yates St. all the way to Pandora Ave. and capture public space in the form of a new public plaza.



Concept of new streetscape between Yates St. and Pandora Ave.

• Street Tree Succession Strategy

- Over time, existing trees with dense canopy in planters will be replaced with more transparent canopy trees that will allow the true heritage of Government Street to shine and become more visible. Additional locations for street trees will also be identified.



• A people-first approach

- Widened sidewalks, attractive furnishings and modifications for temporary road closure to promote a pedestrian environment and community building.



• Cultural interpretation and public art

- A Lək'ʷəŋən cultural plaza is planned at Government St. and Humboldt St. along with interpretive elements throughout the new streetscape.



2.4.3 DOUGLAS STREET - TRANSIT-ORIENTED CORRIDOR

Douglas Street is the City's traditional ceremonial and principal retail 'main' street. It has been a major north-south shopping and transit corridor for the last century. In recent years, its prominence has diminished somewhat, as retail activity has shifted and dispersed to other Downtown retail streets such as Government Street and Johnson Street, as part of the revitalization of Old Town.

As the city's principal transit corridor and key gateway to Downtown from the north, and as the transitional street between Old Town and New Town, Douglas Street is the spine of the Downtown and a major defining element of it. As such, the revitalization of Douglas Street as a key Downtown promenade and transit priority corridor is an important opportunity for improving mobility choice both within and connecting to the Downtown, and for creating a more liveable and identifiable Downtown environment.

Therefore, a key action of this plan is the planning and design for a significant reconfiguration of Douglas Street as a transit-priority corridor and pedestrian promenade, and to work with BC transit, senior levels of government, and other organizations, stakeholders and partners, for implementation. Following are key directions and considerations to guide future planning and design for the Douglas Street Corridor through the Downtown.

Envision long-term change

- Human-scale, pedestrian-friendly corridor with transit focus.
- Unique character and scale of public realm elements and lighting.
- High-quality streetscape.
- Pedestrian-friendly waiting zones and bus stops.
- Multi-modal with priority to pedestrians and transit, and future Light Rail Transit (LRT)



- Consider unique lighting strategy, including retaining the iconic cluster lamps that significantly contribute to the gateway of the capital city
- Consider central median as a pedestrian/transit-oriented zone with bus stops and plantings.
- Consider special paving treatment areas to increase quality and safety

Use temporary interventions to test long-term visions

- Temporary street closures for community events.
- Claiming traffic lanes with artful street graphics.
- Extending bus lanes into the Downtown area.
- Using colour and paint to test ideas as part of public art program.



More space for people

- Temporary parklets as waiting zones for transit.
- Visual extension of pedestrian zones into parking areas.



— Potential long term improvements
.... Temporary interventions/Potential pilot ideas



PART 3

**STREETSCAPE
STANDARDS**

3 STREETSCAPE STANDARDS

3.1 INTRODUCTION

The Downtown Public Realm and Streetscape Guidelines represent a renewed and simplified palette of materials to help emphasize the existing heritage of built form, stimulate pedestrian interest, and guide orientation based on the framework of character precincts and streets as shown in figure 7.

These guidelines provide design guidance for public realm improvements that occur as a part of developer-initiated frontage improvements, or through City capital projects. The guidelines comprise a kit of parts of materials, furnishing, and landscape, along with design and layout guidelines, for public open spaces and streetscapes in the Downtown.

These streetscape guidelines are intended to be applied consistently throughout the Downtown. However, they will require modification and adaptation to respond to specific conditions throughout the Downtown.

It is important to note that these streetscape standards are intended to guide design and implementation of public sidewalks, and not necessarily private open spaces and plazas, which will require a design response unique to their specific contexts. However, the design and choice of materials for adjacent private open spaces and plazas will be sympathetic to the furnishing, materials, and patterning established by the streetscape standards. Maintenance of this streetscape system will require a re-dedication of efforts as the Downtown grows and changes.

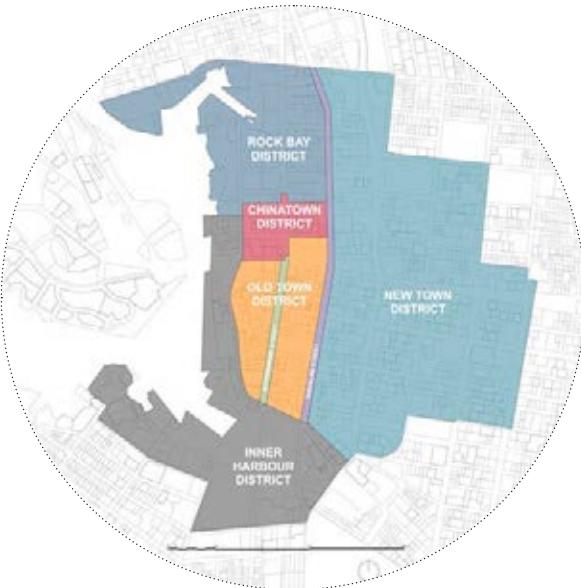


Fig. 7 Character precincts diagram



"Cultures and climates differ all over the world, but people are the same. They'll gather in public if you give them a good place to do it."

*- Jan Gehl, *People Cities: The Life and Legacy of Jan Gehl**

3.2 STREETSCAPE DESIGN PRINCIPLES

The development of the Streetscape Standards for Downtown Victoria has been guided by a clear set of Design Principles that have been established to help achieve the Vision Statement for the Downtown. Design Principles will continue to provide a guiding framework for frontage improvements, capital projects and priority public realm improvements implemented over the years ahead.

District Identity

The Streetscape Standards will seek to reinforce the unique identity of individual character areas within well-defined boundaries of Downtown as a whole. Streetscape designs for each character area will be coordinated to create a unified and cohesive character for the Downtown.

Successful Businesses/Multi-Use Streets

Streetscapes will be developed to support successful businesses and allow for a variety of uses such as retail display, outdoor seating, street vendors, festivals, performances, etc.



Pedestrian & Transit Friendly Destination

The public realm design will give priority to the comfort, safety and accessibility of pedestrians, cyclists and transit users over the accommodation and convenience of private vehicles.

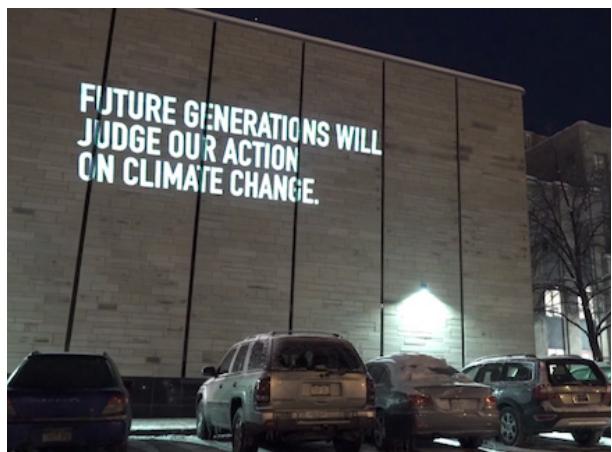


Waterfront Connection

The public realm design will physically, visually and thematically reinforce the Downtown's relationship to the waterfront.

Civic Connection

The development of unique character for Douglas Street and Government Street will reinforce the link between the Municipal Hall Complex and facilities along the waterfront.



Sustainability

The design, implementation and maintenance of the public realm will be socially, economically and environmentally sustainable.

High-Quality/Long Life

The Standards will promote design strategies and material choices that will result in easy-to-maintain, durable and high-quality streetscapes.

Flexible Implementation

The Standards will allow for implementation through phased and incremental development.

Accessibility

The public realm design will provide for universal accessibility in Downtown Victoria through a comprehensive material palette.



A simplified palette of materials to emphasize the heritage fabric, stimulate pedestrian interest, and improve legibility and accessibility.

The following streetscape standards section has been developed to provide general guidance on the layout, materials and furnishing intended for the public realm in the Downtown. This document cannot cover all scenarios that exist within the public realm and should be reviewed and applied to meet the needs of each specific site context through a detailed design process.

For all construction details and specifications, the applicant should refer to the City of Victoria Works and Services Bylaw.

3.3 STREETSCAPE STRATEGIES

Four key strategies have been developed to achieve the design principles and help focus implementation and application of the newly developed standards over time.

STRATEGIES

Featured Corner

High quality materials and unique layout design focused on all street corners.

Simplified Sidewalk Treatment

In order to balance high quality corner treatments, sidewalks are designed to be simple and durable with only slight variations of patterns.

Healthy and Continuous Street Trees

Healthy and continuous trees contribute to creating great streets. With limitation on green infrastructure in the Downtown core, it is critical to provide a healthy growing environment for all street trees.

Unified Streetscape Elements

Glossy black becomes a streetscape-elements standard, and the number of already-existing elements will be reduced to a minimum.

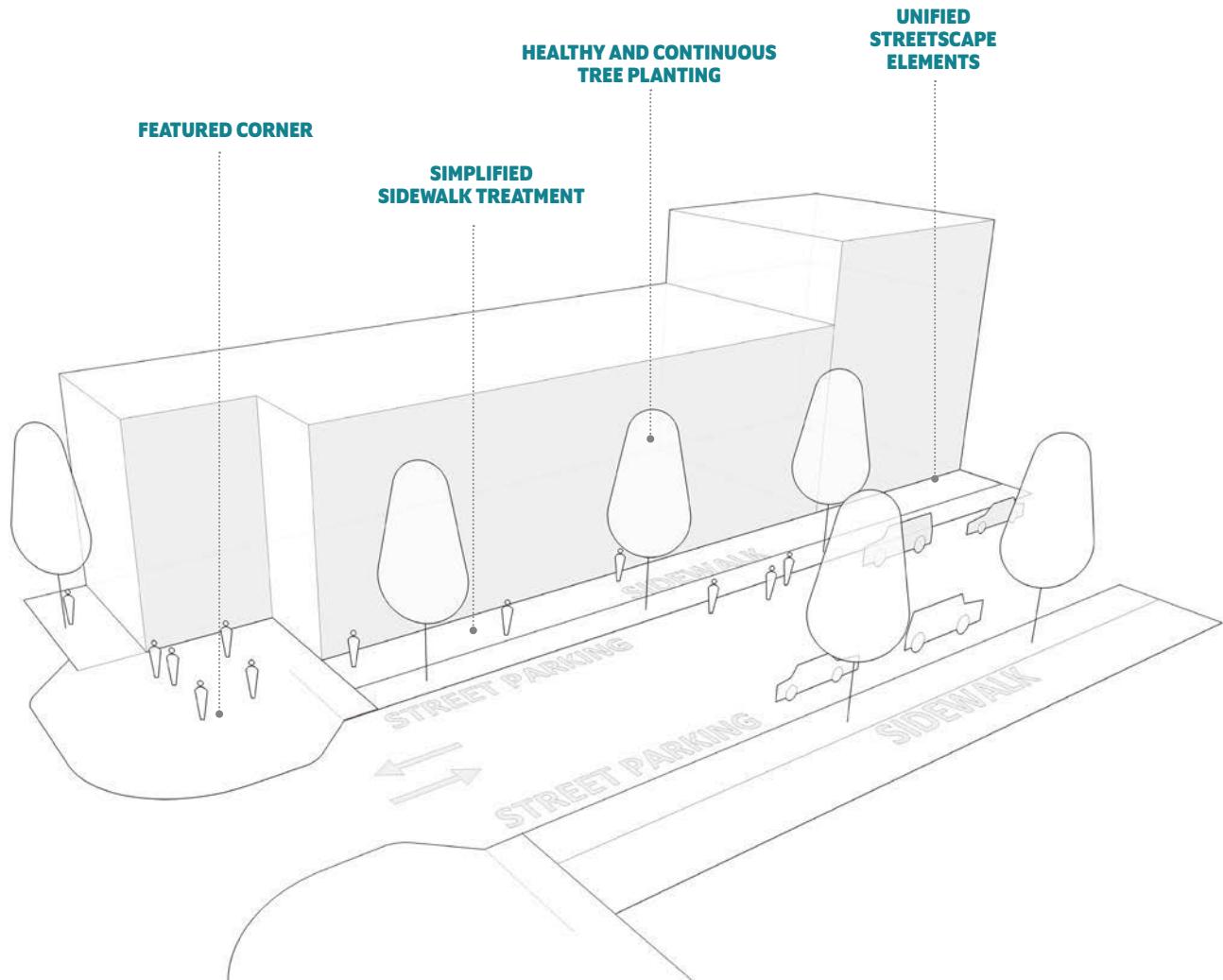


Fig. 6 Streetscape Strategies Diagram

3.3.1 CORNER BUMP-OUTS

INTENT

Where traffic movement and the arrangement of adjoining parcels permit, new street corner bump-outs will be developed to provide a range of benefits aimed at improving the pedestrian environment, including:

- Increased room for waiting and circulation.
- Improved sense of pedestrian safety.
- Reduced length of crosswalks.
- Improved connectivity throughout Downtown.

APPLICATION

New bump-outs are proposed at all street corners except in the following situations:

- Where a bump-out already exists.
- Where conflicts arise with the arrangement and configuration of the adjoining parcel, such as where existing driveways are in conflict.
- Where conflicts arise with the current road configuration, such as where right turn lanes or transit stops are in conflict.
- Where it is deemed impractical due to vehicle turning requirements.
- Where other circumstances are deemed to be in conflict.
- Narrower streets of Old Town where a unique street pattern is already established.

TYPICAL BUMP-OUT LAYOUT

Zone 1: Uninterrupted walking zone

- Paving material as per Character Area specifications.

Zone 2: Uninterrupted crossing zone

- Tactile stainless-steel domes as specified in this document and to be located and installed according to the City of Victoria Works and Services Bylaw.

Zone 3: Outdoor room

- Single chair seating arranged to face one another.
- Where enough room is available, backless wood benches could be used with a chair combination.
- Outdoor rooms should be located along quieter streets.

Zone 4: Furniture zone and wayfinding

- Typical furnishing includes: trash bin, bike racks, street-light poles, traffic signal poles, pedestrian lighting.
- Wayfinding pilon signs when needed.
- In addition to waste receptacles available, multi-stream receptacles are to be used when appropriate on a case-by-case basis, as approved by the City of Victoria. See Part 4 -Streetscape Catalogue for details and specifications.

* Note: Please refer to City of Victoria Wayfinding Strategy for signage details and location guidelines

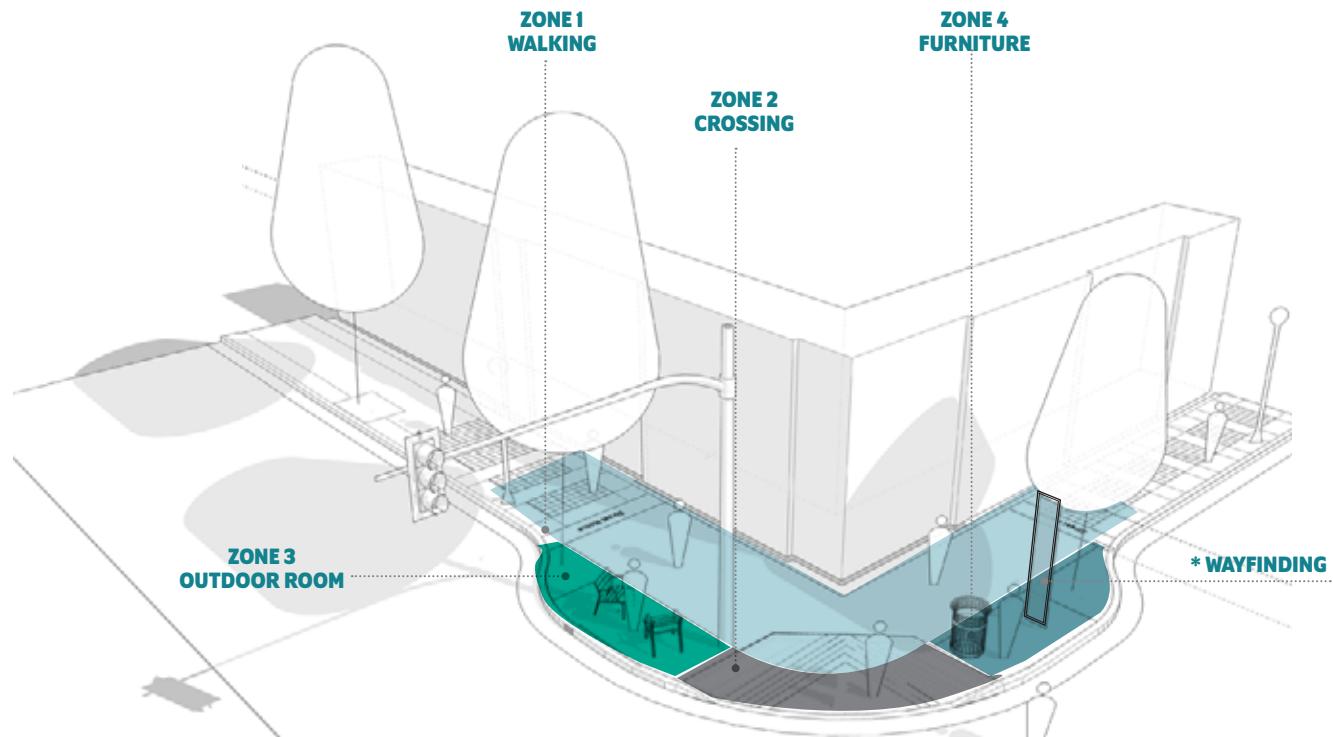


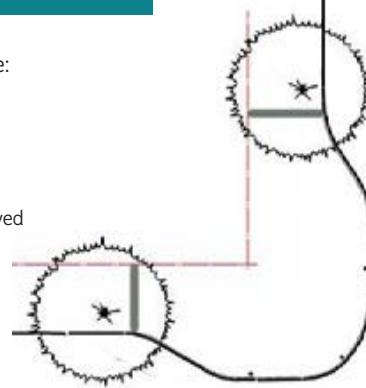
Fig. 7 Typical Bump-out Diagram



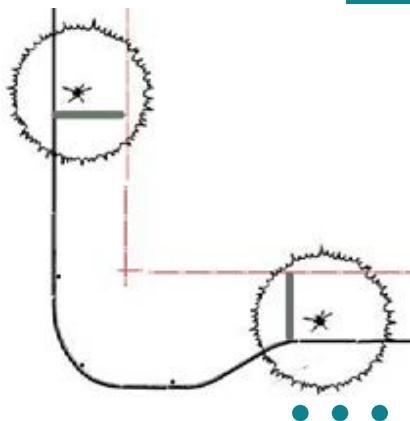
SCENARIO 1

Corner with bulges on both sides would include:

- Tree planting at both bulges when possible.
- Outdoor room zone and furnishing zone.
- Feature paving elements: both entry bands, curved feature band.
- Street names at entry bands.
- Bollards at curb's edge.



SCENARIO 2



Corner with bulge on one side would include:

- Tree planting at bulge side.
- Outdoor room zone or furnishing zone at bulge side.
- Feature paving elements: both entry bands, curved feature band.
- Street names at entry bands.
- Bollards at curb's edge.



SCENARIO 3

Corner without bump out would include:

- Feature paving elements: entry bands only.
- Street names at entry bands.
- Only 2 bollards at curb's edge flanking the corner.

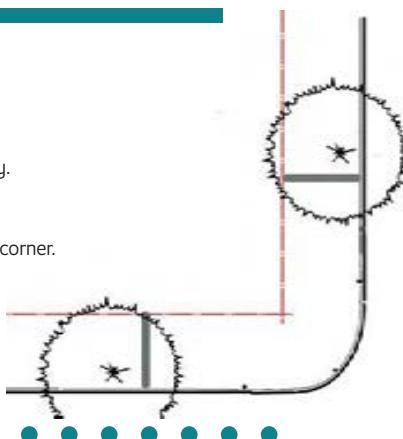


Fig. 8 Bump-out Scenarios

3.3.2 MID-BLOCK BUMP-OUTS AND CROSSINGS

Mid-block crossings are locations of marked crosswalks between intersections. The crosswalk may be signalized or not. They provide convenient locations for pedestrians to cross mid-block in areas with infrequent intersection crossings.

INTENT

Where traffic movement and the arrangement of adjoining parcels permit, new street mid-block bump-outs would be developed to provide a range of benefits aimed at improving the pedestrian environment, including:

- Increased opportunity to cross mid-block.
- Increased room for waiting and circulation.
- Improved sense of pedestrian safety.
- Reduced length of crosswalks.
- Improved connectivity throughout Downtown.
- Improved pedestrian priority throughout Downtown.

APPLICATION

New mid-block bump-outs are proposed at all streets locations with all of the following conditions:

- Where parallel parking allocation exists at street edge and can be adopted for bump out mid block.
- Where it does not interfere with transit operations.
- Where adjacent building uses allow for sidewalk expansion into the parking zone.
- Where there is a need to reduce the length of the street block for better pedestrian circulation.
- At all locations where lanes meet the City streets, if there are no conflicts with vehicular maneuvering.



Fig. 9 Mid Block Bump

3.3.3 TREE PLANTING

Street trees are City-owned infrastructure and a key component of public streets. The planting of street trees in the Downtown core began in the 1960's. Over time, a number of trees have been removed and new trees have been planted in some locations, resulting in a mix of species and vitality. These streetscape standards aim to improve trees in the Downtown core by adding additional street trees, and provide guidelines for replanting when a tree is removed.

INTENT

The general objectives of the street tree strategy are to:

- Increase the extent of the tree canopy within the Downtown Area.
- Increase the general health and long term success of tree planting.
- Retain existing healthy trees where possible.
- Improve growing conditions of existing trees where possible.
- Provide the best growing conditions possible for new tree plantings.
- Selectively remove and replace unhealthy or unsuitable trees.

New tree planting is proposed to achieve the objectives established in the Urban Forest Master Plan:

- Achieve regularly spaced street trees along all streets to provide visual continuity.
- Develop and maintain strong community-wide support for the urban forest.
- Protect, enhance and expand Victoria's urban forest.
- Design and manage the urban forest to maximize watershed health, biodiversity, and the conservation of sensitive ecosystems.
- Maximize community benefits from the urban forest in all neighbourhoods.

STREET TREE REQUIREMENTS

New street trees need to conform to the City of Victoria Downtown Tree Specifications. All plant material must meet or exceed the 'Canadian Standards for Nursery Stock' set out by the CNLA.

TREE SPECIES AND HARDSCAPE PLANTING SELECTION

Appropriate street tree selection is critical to the overall urban forest management and stormwater management strategies of the City, as well as creating great streets in Victoria's Downtown. Selecting species that are long-lived and can be raised over time to reduce obstructions at the street and sidewalk level is preferable to short-lived trees or small trees that will have minimal impact or presence on the street. Refer to the City of Victoria Preferred Tree List for Hardscaped Areas for a list of approved tree species in the Downtown area.

INTENT

- To have long-lived, healthy and large-scaled street trees in Downtown.
- To have street trees that address stormwater management and provide habitat for local fauna.
- To diversify tree species in park areas and within the public realm.
- To increase mature tree canopy size in order to mitigate urban island heat effect.

For tree planting strategies in the Downtown Core, refer to the Urban Forest Master Plan.

TREE PLANTING DETAILS

Planting conditions are critical to the success of street trees in urban environments. Soil quality and volume are two aspects that are crucial to the health of street trees. Without either, the life of planted street trees is dramatically reduced and the benefits they bring to the city and neighbourhood diminish in proportion.

The majority of past streetscape improvements and building construction projects provided minimal soil volumes, and often compacted the small volumes of soil which remained. Base compaction of material prevents tree roots from penetrating the native soil below. If the tree pit has minimal soil volume, the tree suffers and cannot reach its natural size. There are a number of measures for improving planting conditions in urban environments that are becoming standard across North America. These affect not only the street tree quality, but also stormwater management, urban forestry, biodiversity, long term maintenance, durability and resilience - all of which support the City of Victoria's sustainability goals. It is recommended that soil cells should be used when ever possible and structural soil as an alternative where soil cells are not possible.

INTENT

- Ensure there is adequate soil/growing medium to produce healthy large scale street trees.
- Ensure there is adequate above-ground and below-ground space for the species selected. The proximity of utilities, building awnings, street furnishing and all other obstructions should be considered.

TREE PLACEMENT

The Public Realm Plan proposes a simplified pattern of locating new street tree planting in relation to proposed paving patterns and the established boulevard zone.

- See character areas section for detailed guidelines on tree spacing for each zone.
- Generally, all street trees should be planted in a tree pit with a 450mm offset from the curb line. See diagram below for guidance.

For details on all required Site and Growing Conditions, and Structural Soils requirements, please refer to the Works and Services Bylaw.

SQUARE TREE GRATE

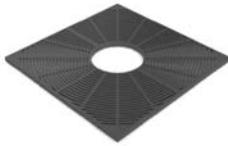


Fig. 10 Tree Grate Detail

METAL TREE GUARD



Typical Square Tree Grate and Tree Guards to be used in all precincts. For details, please refer to Part 4 Streetscape Catalog.

- Note: Alternative Round Tree Grate option is available when more flexibility is required or Square Tree Grate cannot be accommodated. See Furnishing Section of Part 4 Streetscape Catalog for details.

LANDSCAPE FENCING

Low height ornamental landscape fencing to be used in some boulevard and rain garden applications as approved by the Director of Engineering.



Landscape fencing should:

- Be recessed from the street a minimum of 300 mm.
- Be no shorter than 300 mm, or no taller than 450 mm.
- Be made of metal, and painted (vs powder coated) black.
- Allow water to freely enter the tree bed.
- Not have any sharp points.
- Not be anchored into the sidewalk.
- Not be fastened with concrete in the tree bed.

TREE RECOMMENDATIONS

The Public Realm Plan proposes a simplified approach to tree selection that is based on general recommendations of:

- Size: large, medium, small
- Form: columnar, rounded, broad
- Canopy coverage: dense, transparent

Following sections of the document specify the key typologies for each Character Area based on these elements. Please refer to Character Areas section for detailed recommendations.

SIZE

LARGE



MEDIUM



SMALL



FORM

COLUMNAR



ROUNDED

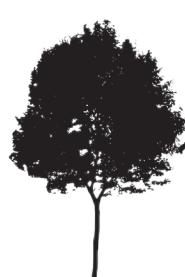


BROAD



CANOPY

DENSE



TRANSPARENT

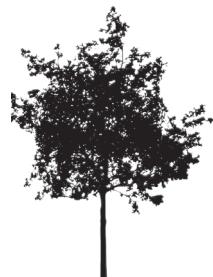


Fig. 11 Tree Typologies

3.3.4 STORMWATER

The City of Victoria supports an integrated watershed planning approach for the management of surface water, rainwater, and groundwater resources that promotes healthy aquatic ecosystems, resilience to climate change and the maintenance of hydrological functions.

By using green stormwater infrastructure, we can incorporate opportunities in rights-of-ways to interpret local ecosystems and ecological processes through urban design, infrastructure, development and public realm improvements. This improves the health, livability and climate resilience of our city.

For more information on the City stormwater initiatives, please visit: victoria.ca/stormwater

INTENT

Strategically placed, green stormwater infrastructure within the Public Realm to support the City in meeting its rainwater management target as identified in the forthcoming Integrated Rainwater Management Plan.

- Ensure green stormwater infrastructure is placed in viable locations for long-term success.
- Ensure rain gardens are thoughtfully integrated into surrounding public realm.

APPLICATION

New rain gardens are only placed in locations with all of the following conditions:

- Where a minimum 2.5m sidewalk clear width can be maintained.
- Where it does not interfere with transit operations.
- Where a seat ledge or significant depth is possible to limit trampling by people and pets.
- Ability to prevent impacts from vehicles tracking over planting.
- Appropriate soil depths can be achieved.
- Conditions will allow for full and continual plant coverage.

Where rain gardens or other surface, green stormwater infrastructure approaches are not feasible, stormwater treatment is to be incorporated into tree soil cells.



3.3.5 SIDEWALK TREATMENTS

INTENT

The Public Realm Plan proposes a palette of simplified paving materials and patterns for all Downtown sidewalks including sand-blasted, cast-in-place concrete and broom-finish concrete. Reducing the number of materials for all sidewalk treatments allows for a more coherent environment:

- Simplified materials.
- Simplified patterns.
- Simplified maintenance and reduced inventory of replacement paver types.
- Improved sense of pedestrian safety and accessibility.
- Improved surface consistency and quality.
- Improved connectivity across Downtown.
- Increased opportunity to reduce clutter.

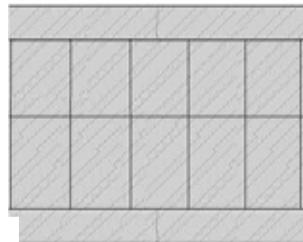
Use of concrete as a general sidewalk material with only slight variations in patterns allow for coherence for all of Downtown as well as for Feature Corners to stand out.

OLD TOWN AND INNER HARBOUR PATTERN



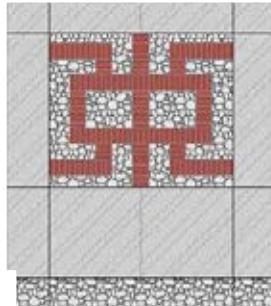
- NOTE: Please refer to section 3.4 Character Area Section for layout guidance.

NEW TOWN AND ROCK BAY PATTERN



- NOTE: Please refer to section 3.4 Character Area Section for layout guidance.

CHINATOWN PATTERN



- NOTE: Please refer to section 3.4 Character Area Section for layout guidance of the different Chinatown paving patterns.

APPLICATION

There are four distinct sidewalk patterns developed that are applied throughout Downtown. All are characterized by common layout elements:

- Fine broomed finish.
- Trowel jointing.
- Cast-in-place concrete field, with the exception of the Chinatown area - that carries its own custom brick pattern in an exposed concrete field.
- Note: refer to character areas guidelines for detailed layout guidelines for each pattern.

EXISTING FEATURE PAVING

There are a number of areas throughout Downtown where special paving treatments exist and differ greatly from new proposed sidewalk patterns for these areas.

Key areas and elements identified are:

1. Broad Street - a unique street with a comprehensive, unique and distinct paving pattern.
2. Yates Street between Douglas St. and Blanshard St. - strong and distinctive brick paving pattern with shades of yellow and burgundy brick.
3. Areas of Old Town such as Wharf Street - large continuous treatments of unique concrete pavers.
4. Feature blue-and-white street name tiles in limited locations throughout Downtown

Recommendations for the above-mentioned areas are as follows:

- Existing paving patterns should be maintained for the foreseeable future.
- When larger area improvement becomes necessary, it is recommended to undertake full block replacement, to avoid patchwork approach and piece-meal condition.
- New paving system will not be applied unless the entire block face is replaced.
- Maintain and restore all existing ceramic tile names throughout the Downtown to the greatest extent possible.



3.3.6 FURNISHING PLACEMENT

FURNISHING PLACEMENT - FURNISHING ZONE

- All streetscape elements must be located within the 1.2m zone of the sidewalks to allow uninterrupted walking zone in the sidewalk that is clear of elements.
- With sidewalks narrower than 2m, all elements shall be placed as close to the curb line as possible.
- All vertical elements should line up with the trees.
- Lights should be aligned with trees and spacing distance 15-20m.



Examples of established furniture palette in Downtown

3.3.7 ACCESSIBILITY

INTENT

The Public Realm Plan proposes a materials palette that will facilitate barrier-free universal accessibility throughout Victoria's Downtown public realm.

- Create a barrier-free universally accessible environment within the Downtown Victoria public realm.
- Use long-lasting, quality materials that are easily accessible and promote safety for all ages and abilities.
- Implement the tactile-dome strategy to alert people with visual impairments.

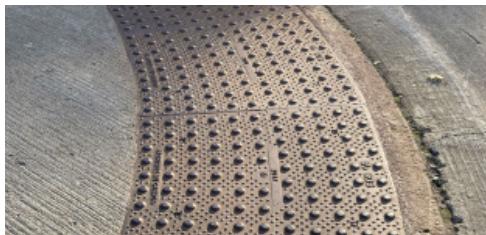
Accessibility approaches include the use of tactile elements embedded within the sidewalk to alert people with visual impairments.

KEY STRATEGIES

- There are two different types of tactile materials for Downtown: cast iron mats, tactile tiles.
- All tactile areas should always be oriented at 90 degrees to the curb as illustrated in the diagrams below.
- All tactile zones' size, area and location should follow directions in accordance with the City of Victoria's Works and Services Bylaw, and the CNIB Clearing Our Path 2.0 document.
- Double let-down is a preferred treatment when space is available.



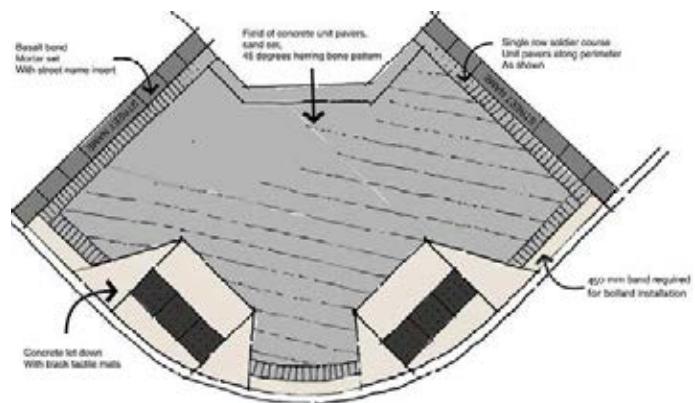
Concrete tiles



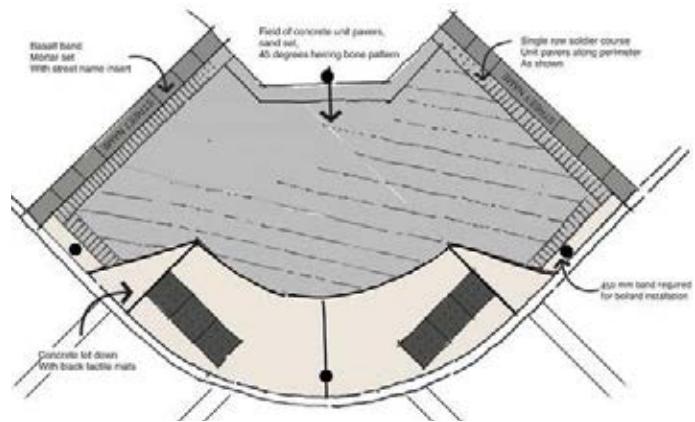
Cast iron tactile mats

Downtown Victoria has many atypical sidewalk conditions and in many instances sidewalks are narrow and corners are small. That is why there might be 2 different layouts for tactile warning:

- Single continuous radial let-down with tactile warning fields in 2 separate areas, perpendicular to each of the pedestrian crossings.
- Double let-down when there are 2 separate let-downs, with 2 independent fields of tactile warning.



2 separate let-downs with two independent fields of tactile warning



Single radial let-down

3.3.8 LIGHTING STRATEGY

INTENT

The lighting strategy is premised on enhancing the Downtown's unique and identifiable character and helping to distinguish defined heritage precincts while ensuring durability, maintenance and overall sustainability of pedestrian lighting assets.

This is achieved by focusing and distinguishing the use of the iconic globe/cluster pedestrian light within the Old Town and Inner Harbour Character precincts, and along key corridors.

- Maintaining the historic feature lighting in Bastion Square and Chinatown.
- Implementing a new 'modern heritage style' pedestrian light standard within the New Town and Rock Bay character precincts.

KEY STRATEGIES

- Use of glossy black as a unifying colour for all lights, including street lights.
- Utilize street-light poles for placement of pedestrian lights.
- Use light typologies specified in this document only.
- Use boulevard zones for placement of all pedestrian and street lights.
- Use furnishing zone at corner bump outs for placement of pedestrian lights.

LIGHTING TYPOLOGIES

There will be two typologies of pedestrian lights that are distributed throughout the Downtown with feature lights applied to specific areas. See diagram below for distribution of light types.

- Heritage Cluster Globe light: city-designed mould.
- Modern Heritage Style Lantern light: Identified and implemented in phases within the New Town and Rock Bay character precincts.
- Feature Lights: China Town Lantern Lights, Bastion Square Heritage Lights, Centennial Square Pedestrian Lights, Harbour Pathway Feature Lights.

The lighting design will allow for flexibility to mix and match pole and base styles with the selected lighting typology that is needed for a particular location.

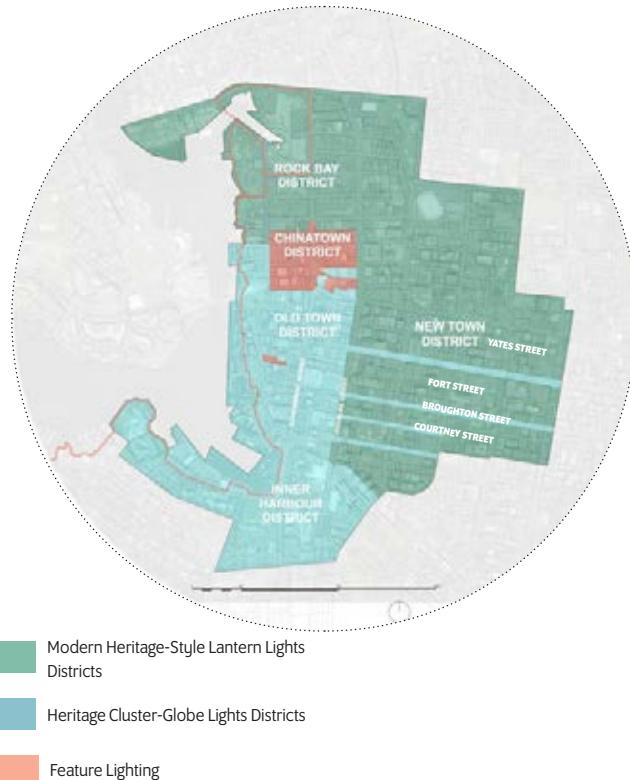
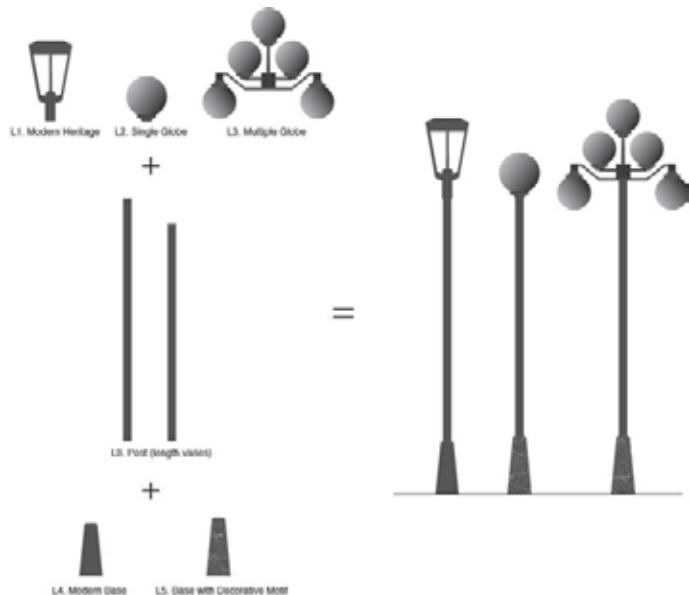


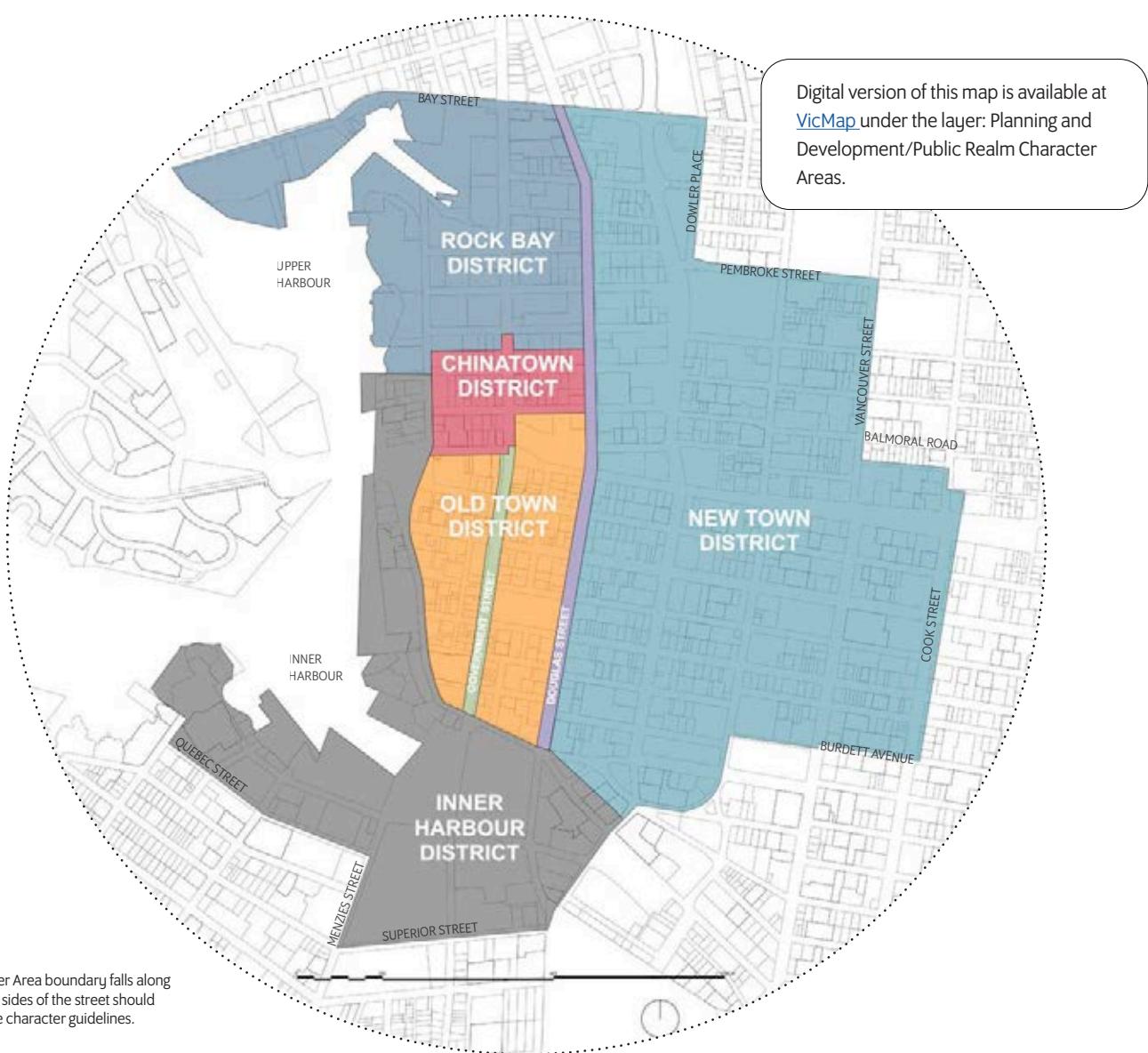
Fig. 13 Tactile warning Strategy Diagram

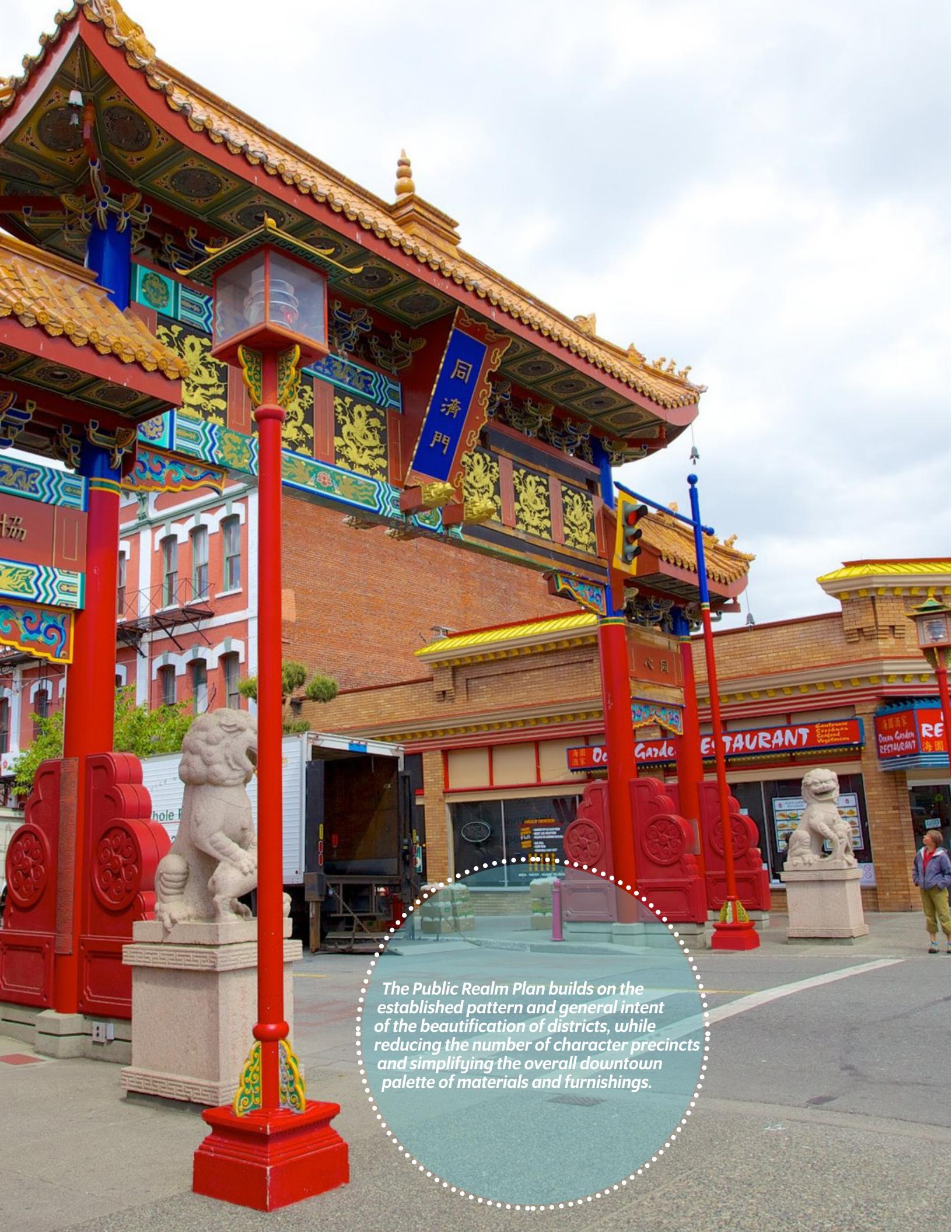
3.4 CHARACTER AREAS

Since the early twentieth century, Downtown Victoria's precincts such as the Inner Harbour Causeway/ Provincial Legislative area, Chinatown area, and Old Town area have been recognized as diverse components of a compact, multi-faceted city core. The Downtown Core Area Plan advances this pattern, reconfirming and strengthening long-established character areas of Chinatown, Old Town and the Inner Harbour while looking ahead to the evolution of more contemporary areas in the growing City Core, namely the emerging Innovation, Arts and Industry District (Rock Bay) and New Town districts.

The Public Realm Plan builds on the established pattern and general intent of the beautification of districts, while reducing the number of character precincts and simplifying the overall Downtown palette of materials and furnishing. This is to better emphasize and distinguish Old Town, the Inner Harbour and Chinatown districts, while creating a more unified and cohesive public realm overall.

The following section of this document focuses on the detailed design of the unique character districts, and typologies for each of the districts, shown on the map below.



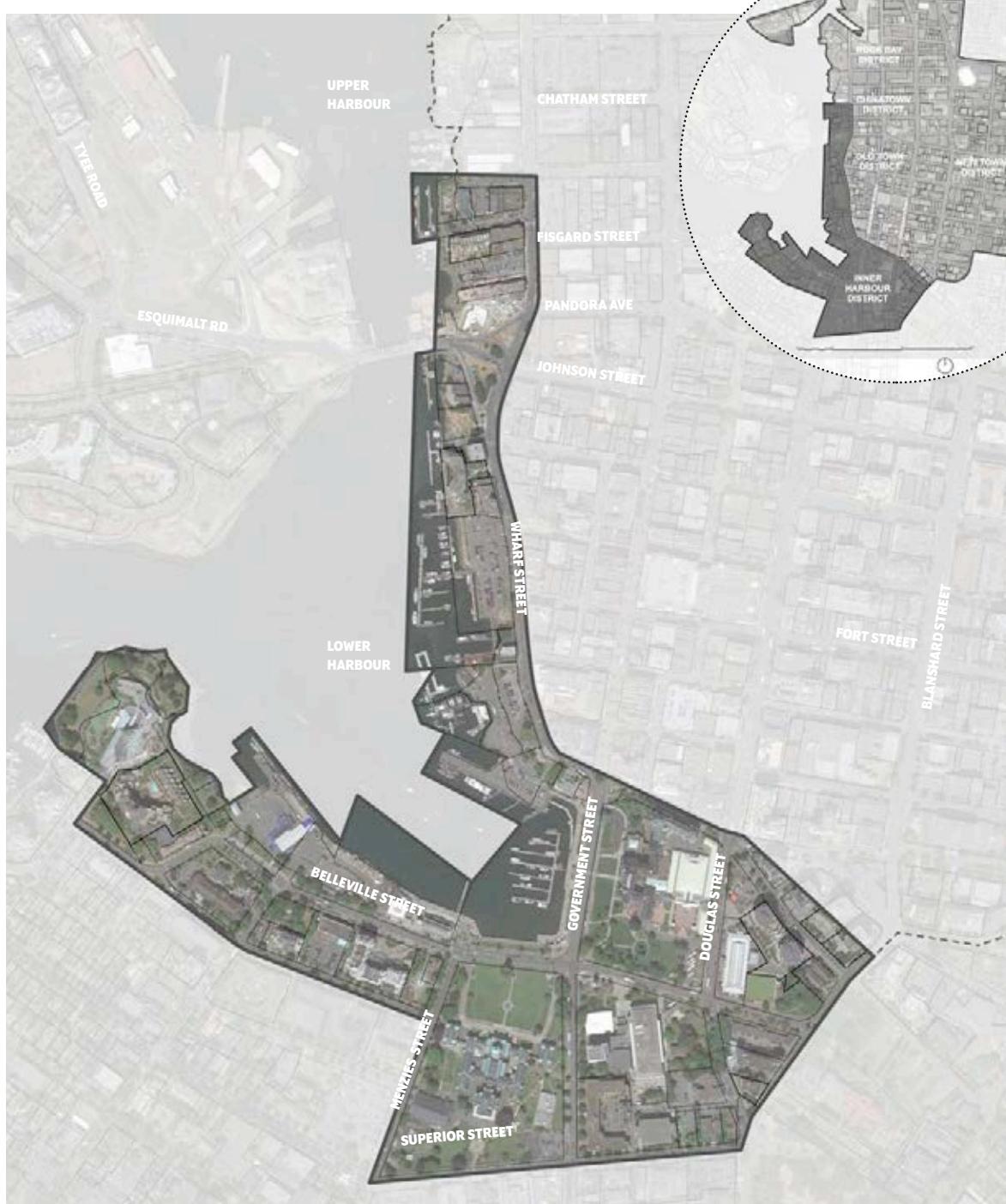


The Public Realm Plan builds on the established pattern and general intent of the beautification of districts, while reducing the number of character precincts and simplifying the overall downtown palette of materials and furnishings.

3.4.1 INNER HARBOUR

The Inner Harbour District encompasses areas fronting Victoria's Harbour, extending from the Johnson Street Bridge, to Laurel Point, and includes the Legislative Precinct. This 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.

Digital version of this map is available at: [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



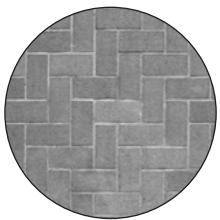
INNER HARBOUR PAVING MATERIALS

1 CONCRETE



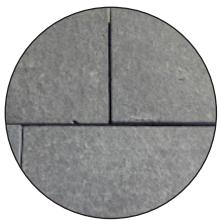
- Application: Sidewalk fill and frame.
- Installation Method: Cast-in-place.
- Colour: Natural.
- Finish: Fine-broom finish.
- Joints: Trowel or saw-cut.

2 GRANITE PAVERS



- Dimensions: 300mm x 100mm x 80mm.
- Application: Paving field at corner.
- Installation Method: Mortar set.
- Mortar colour: Light grey to match stone.
- Colours: Hardy Island (salt and pepper).
- Finish: Flamed.

3 BASALT PAVERS



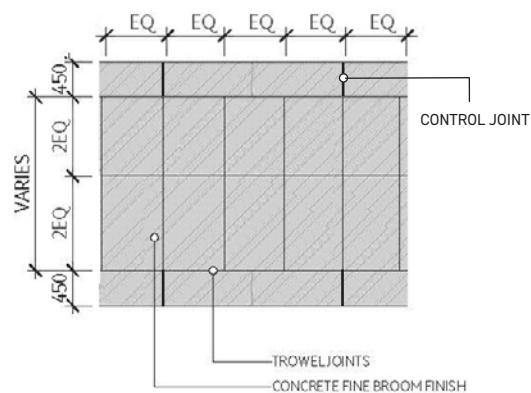
- Dimensions: 300mm x 450mm x 80mm.
- Application: Entry banding.
- Installation Method: Mortar set.
- Mortar colour: Dark grey to match stone.
- Colour: Natural basalt.
- Finish: Flamed.



INNER HARBOUR PAVING APPLICATIONS

1 SIDEWALK

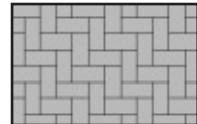
- 600mm score line pattern perpendicular to the curb with a centre-line parallel to the curb.
- 450mm concrete band along curb and building face.
- Control joints shall be provided across 450mm bands every 3rd panel and expansion joints at every 9m or less.
- Narrow sidewalks - 2m or less: eliminate 450mm banding along building face from the pattern.



2 CORNERS

Paving field

- Pattern: Herringbone with a single-row soldier course along the edge.
- Installation: Mortar set.
- Mortar colour: Light grey to match stone colour.

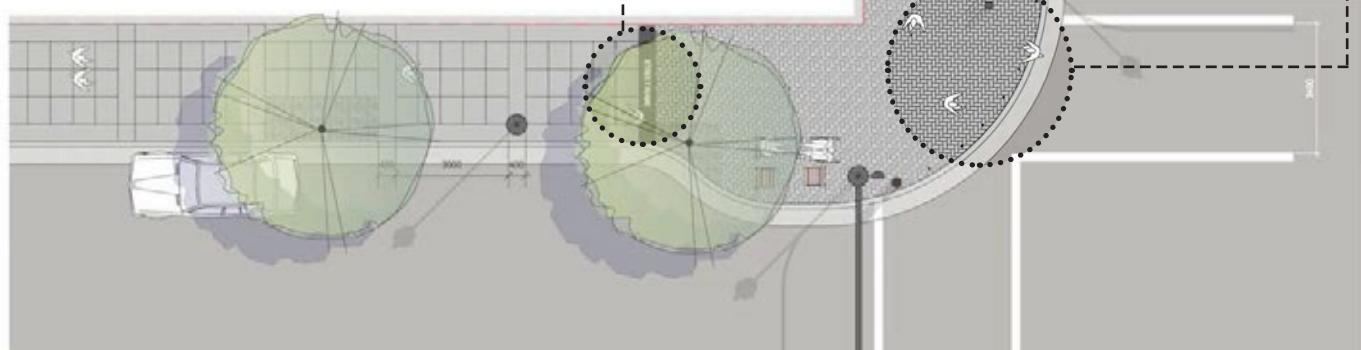


Tactile warning and let downs

- When possible provide two separate let-downs.
- Please see section 3.3.7 for more details in regards to accessibility.

3 BASALT ENTRY BANDING WITH STREET NAME INSERT

- Pattern: 300mm x 450mm wide single-row soldier course band with 1200mm x 450mm slab where street name appears.
- Orient towards user approaching named street.

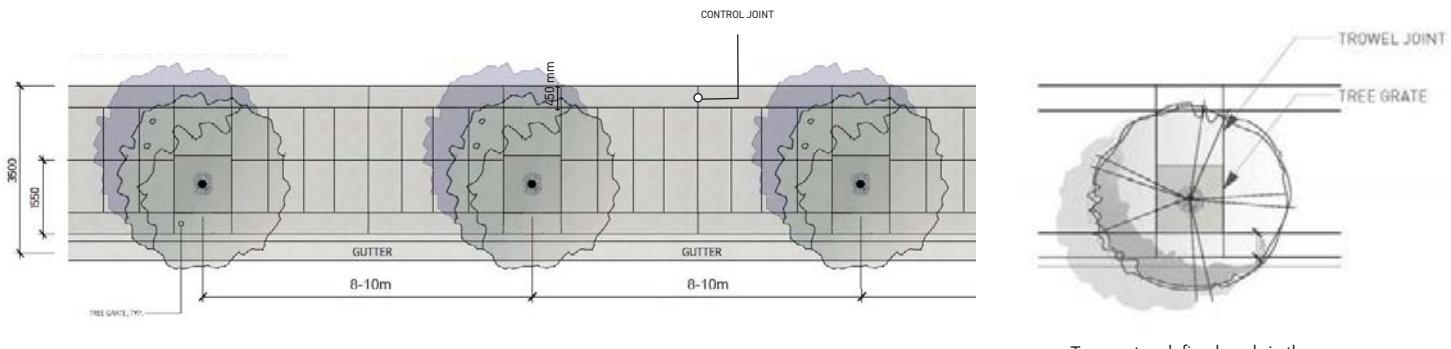


INNER HARBOUR PLANTING DETAILS

APPLICATION

For all sidewalks in the Inner Harbour area there are two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
 - Small modifications to proposed trowel-joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on a case-by-case basis for each improvement area.
 - Use of proposed poured-in-place resin-bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
 - A street tree spacing of between 8 - 10 metres is desired.
 - Tree grates should be set in a concrete band that runs across the sidewalk from curb to building face as illustrated in the diagram below, with the trowel joint defining the band always aligned with tree grates.
 - Street trees should be sited to correspond with architectural features of building frontage when possible.



- Tree grates define bands in the sidewalk pattern as illustrated in the diagram above.

INNER HARBOUR RECOMMENDED TREE TYPOLOGIES

SIZE	FORM			CANOPY	
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD

INNER HARBOUR FURNISHING

Inner Harbour's palette of site furnishing is currently black and is recommended to remain black. It complements the very formal legislative precinct of Downtown and allows for simplification and elevated elegance. Furniture suite in this area is proposed to stay within a heritage character to emphasize its unique surroundings.

BOLLARDS

TYPE A



TYPE B



TRASH BINS

TYPE A



TYPE B



BIKE RACK



Type A Bollard: Heritage style

- Application: All corners and plazas, feature areas.

Type B Bollard: Modern style

- Application: Case-by-case when needed.
- Bollards should be installed on flat surfaces only.

Type A: Heritage Bin

- Application: All corners, and Government Street, Belleville Street and plazas

- Note: Place at least 1 bin at corner bump-out.

Type B: Outdoor Waste Enclosure

- Application: All streets except corners, Government Street and Belleville Street.

Downtown Bike Rack

- Application: All areas.
- Note: To be installed in furnishing zones of the sidewalk.

BENCHES

TYPE A



CHAIR

TYPE A



Type A1: Heritage style with back

- Application: All areas in Inner Harbour Character areas.

Type A2: Heritage style without back

- Application: All areas in Inner Harbour Character areas.

Chair seat: Heritage style with back

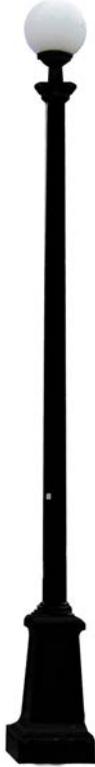
- Application: Corner bump-outs in outdoor room zones, wider sidewalk furnishing zones, and plazas.
- Note: Minimum of two chairs shall be placed at each location where possible.

INNER HARBOUR LIGHTING

Inner Harbour area's lighting plays an important role for Downtown and for the Harbour. It is the most exposed and visible area for all those arriving in Victoria by air, water and ground. For that reason it is important to retain the current globe cluster lighting as the feature lighting for all streets within this area.

PEDESTRIAN LIGHTS

SINGLE GLOBE LIGHT



Heritage Single Globe

- Application: Small plazas (such as Belleville Plaza), residential streets.

CLUSTER GLOBE LIGHT TYPE A



Heritage Cluster Globe Type A : Circular

- Application: All major streets and larger plazas, Fort Street, Yates Street.
- Note: Place lights perpendicular to the curb.

CLUSTER GLOBE LIGHT TYPE B



Heritage Cluster Globe Type B : Aligned

- Application: All major streets and larger plazas.
- Note: Place lights perpendicular to the curb.

3.4.2 OLD TOWN

Old Town's ambiance, unhurried pedestrian appeal, and picturesque continuous street-wall enclosure and irregular street character are all typical of this District. Use of rich and timeless brick in combination with black and simple furnishing will emphasize its distinct and sophisticated charm.

Digital version of this map is available at [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



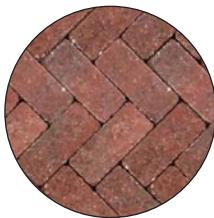
OLD TOWN PAVING MATERIALS

1 CONCRETE



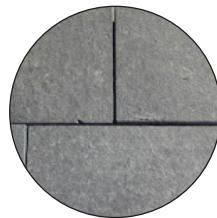
- Application: Sidewalk fill and frame.
- Installation Method: Cast-in-place.
- Colour: Natural.
- Finish: Fine-broom finish.
- Joints: Trowel or saw-cut.

2 BRICK PAVER TYPE C



- Dimensions: 94mm x 194mm x 57mm.
- Application: Paving field at corners.
- Colours: Red brick.
- Finish: Honed.
- Installation Method: Mortar set.
- Mortar colour: Natural concrete.

3 BASALT PAVERS



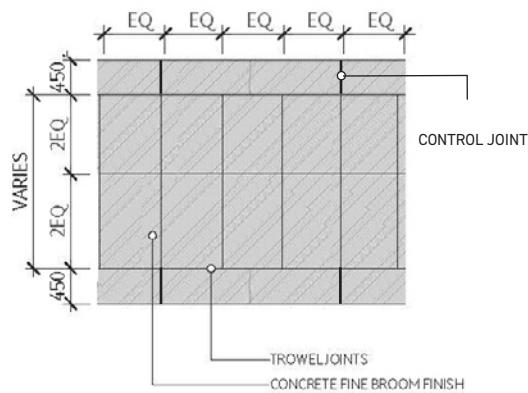
- Dimensions: 300mm x 450mm x 80mm.
- Application: Entry banding.
- Installation Method: Mortar set.
- Mortar colour: Dark grey to match stone.
- Colour: Natural basalt.
- Finish: Flamed.



OLD TOWN PAVING APPLICATIONS

1 SIDEWALK

- 600mm score line pattern perpendicular to the curb with a centre-line parallel to the curb..
- 450mm concrete band along curb and building face.
- Control joints shall be provided accross 450mm bands every 3rd panel and expansion joints at every 9m or less.
- Narrow sidewalks - 2m or less: Eliminate 450mm banding along building face from the pattern.



2 CORNERS

Paving field

- Herringbone field with single-row soldier course along the edge.
- Installation: Mortar set.

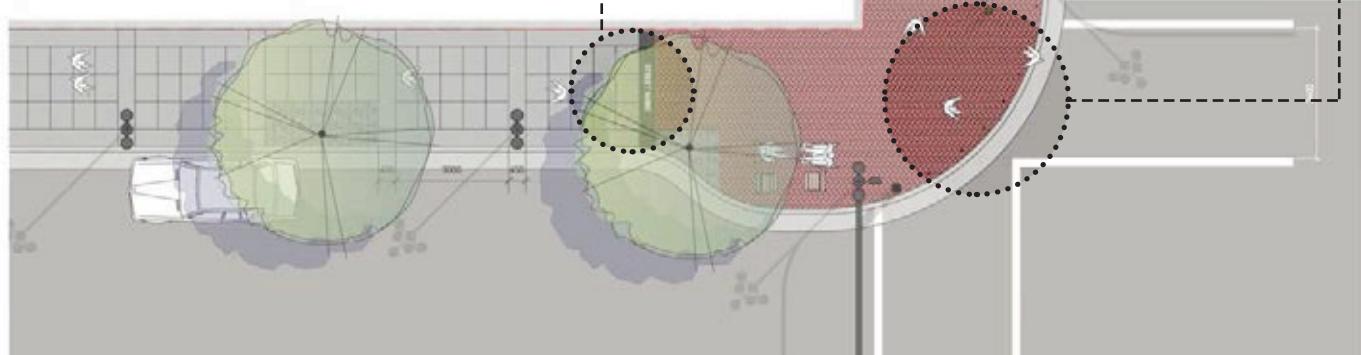


Tactile warning and let downs

- When possible, provide two separate let-downs.
- Please see Section 3.3.7 for more details with regards to accessibility.

3 BASALT ENTRY BANDING WITH STREET NAME INSERT

- Pattern: 300mm x 450mm wide single-row soldier course band with 1200mm x 450mm slab where street name appears.
- Orient towards user approaching named street.

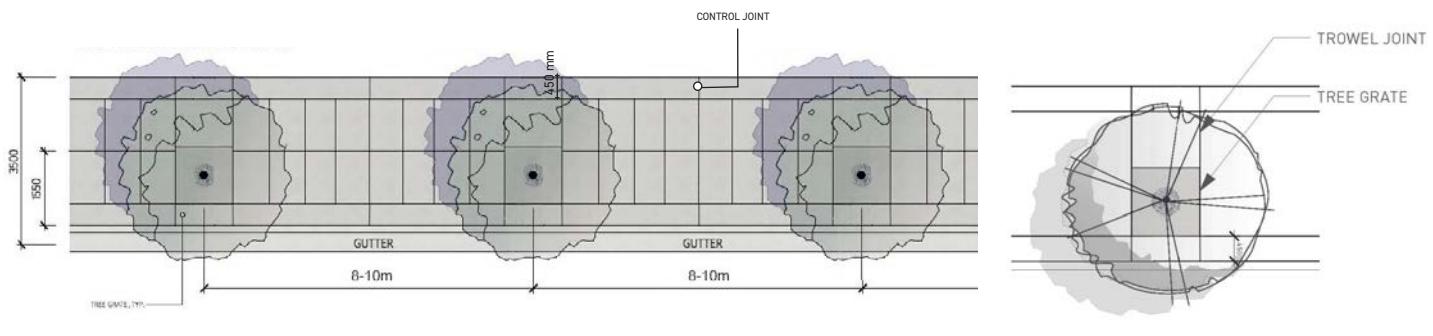


OLD TOWN PLANTING DETAILS

APPLICATION

For all sidewalks in the Old Town area there are two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
 - Small modifications of proposed trowel-joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on a case-by-case basis for each improvement area.
 - Use of proposed poured-in-place resin-bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
 - A street tree spacing of between 8 - 10 metres is desired.
 - Tree grates should be set in a concrete band that runs across the sidewalk from the curb to the building face as illustrated in the diagram below, with the trowel joint defining the band always aligned with tree grates.
 - Street trees should be sited to correspond with architectural features of building frontage when possible.



- Tree grates define bands in the sidewalk pattern as illustrated in the diagram above.

OLD TOWN RECOMMENDED TREE TYPOLOGIES

SIZE	FORM	CANOPY					
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT

OLD TOWN FURNISHING

Old Town is characterized by a rich urban fabric and clear definition of street walls. It is the district with the strongest heritage presence and shall be maintained in the same way. Use of iconic globe lights, heritage trash bins and heritage bollards add to the overall character and richness. The glossy black palette will help simplify and elevate the elegance in the area.

BOLLARDS

TYPE A



TYPE B



TRASH BINS

TYPE B



BIKE RACK



Type A Bollard: Heritage style

- Application: All corners and plazas, feature areas.

Type B Bollard: Modern style

- Application: Case-by-case when needed.
- Bollards should be installed on flat surfaces only.

Type B: Outdoor Waste Enclosure

- Application: All streets except corners, Government Street and Belleville Street.

Downtown Bike Rack

- Application: All areas.
- Note: To be installed in furnishing zones of the sidewalk.

BENCHES

TYPE A



Type A1: Heritage style with back

- Application: All areas in Old Town Character areas.



Type A2: Heritage style without back

- Application: All areas in Old Town Character areas.

CHAIR

TYPE A



Chair seat: Heritage style with back

- Application: Corner bump-outs at outdoor room zones, wider sidewalk furnishing zones and plazas.
- Note: Minimum of two chairs shall be placed at each location where possible.

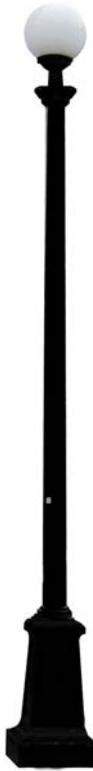
OLD TOWN LIGHTING

Pedestrian lights play an important role in the public realm. They bring and elevate the character of the street and can become an icon, such as the globe cluster lights in the Downtown area.

Cluster Lights are proposed to be kept in all locations in the Old Town district as they gracefully add to the richness of its streets.

PEDESTRIAN LIGHTS

SINGLE GLOBE LIGHT



Heritage Single Globe

- Application: Small plazas (such as Homecoming Plaza), residential streets.

CLUSTER GLOBE LIGHT TYPE A



Heritage Cluster Globe Type A : Circular

- Application: All major streets and larger plazas, Fort Street, Yates Street.
- Note: Place lights perpendicular to the curb.

CLUSTER GLOBE LIGHT TYPE B



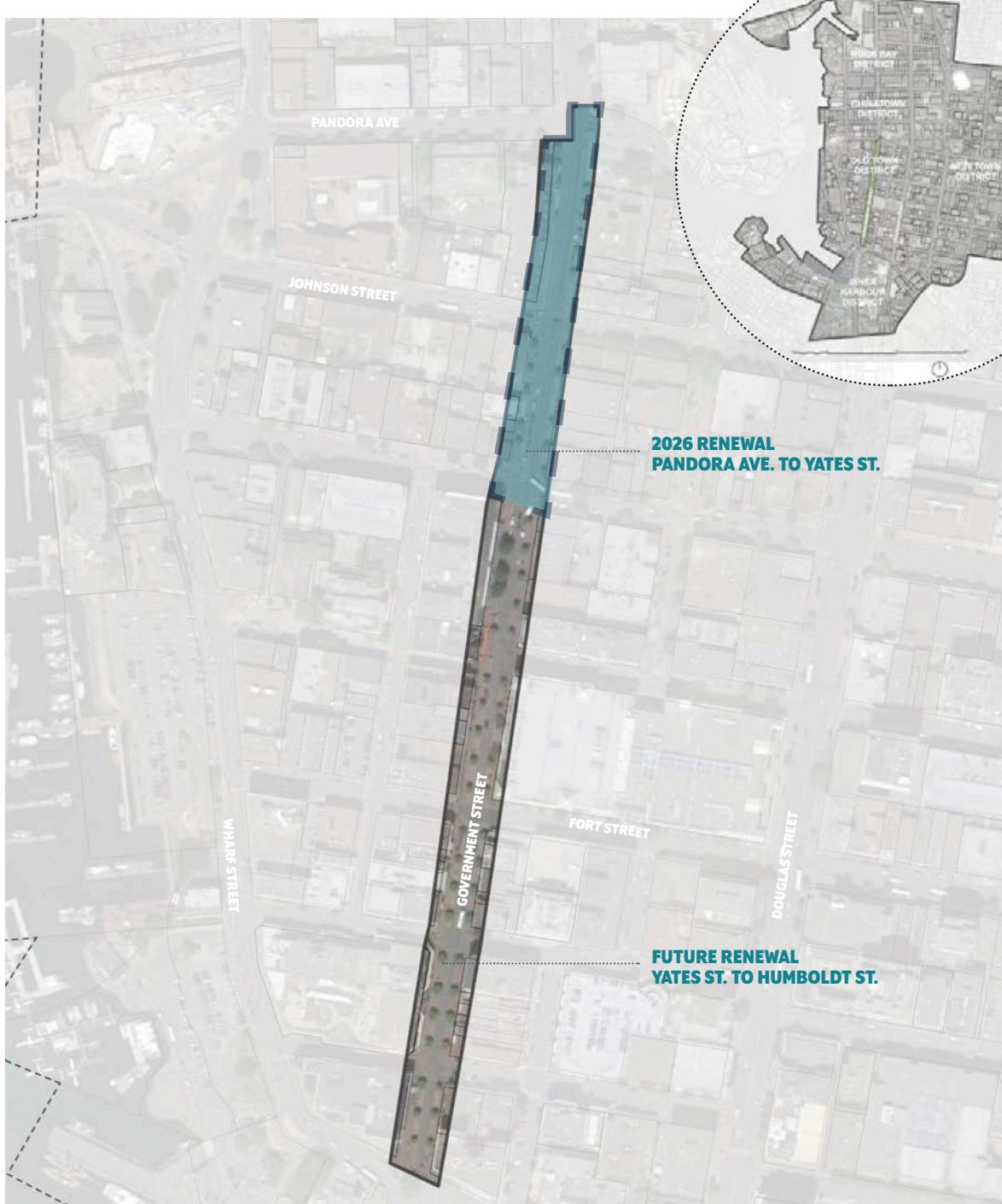
Heritage Cluster Globe Type B : Aligned

- Application: All major streets and larger plazas, Government Street Mall.
- Note: Place lights perpendicular to the curb.

3.4.3 GOVERNMENT STREET MALL

Government Street's distinctive character as a pedestrian-oriented retail street featuring roll curbs and brick paving is well established. The street is visited frequently by tourists and locals. A continuation of this general character is proposed to be extended to Yates Street. Full streetscape renewal for Yates to Pandora is planned for 2026, which will respond to the existing character, and improve overall connection to Centennial Square and Chinatown.

Digital version of this map is available at [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



GOVERNMENT STREET: PUBLIC REALM IMPROVEMENTS

As explained in section 2.4.2 of this document, Government Street is a priority public realm improvement area, and a “Refresh Vision” has been approved for the corridor between Pandora Ave. to Humboldt St. The Refresh Vision emphasizes the benefits of transforming the corridor to a pedestrian-priority street, which connects major citywide attractions and destinations and provides key points of entry into the Downtown area while also functioning as a primary retail corridor. General improvement goals across the entire corridor include:

- Improved accessibility and universal design in the physical environment, programming, furnishing, and the experience overall.
- Expanded sidewalks, and safe and flexible design for bicycles, transit and other vehicle movements.
- Implementation of a tree succession strategy to ensure a long-term tree canopy is present on the street that respects the existing heritage buildings.

Highlights of the plan by section, are shown below.

PANDORA AVE. TO YATES ST. REDESIGN

The existing pedestrian mall experience from south of Yates will be extended north to Pandora. The road will be grade-raised to create one continual ground plane, while maintaining vehicle access. Sidewalks are widened and the width dedicated to vehicle movement is reduced to create a slow, low-volume environment. New tree planting, seating and patio areas, lighting and cultural interpretive elements will be introduced.

YATES ST. TO COURTNEY ST. REFRESH

From Courtney to Yates a refresh and infrastructure maintenance program is envisioned. This area will see an enhanced pedestrian experience, while maintaining commercial loading zones and timed vehicle access to the street.

COURTNEY ST. TO HUMBOLDT ST. - LËK'ÆÑËN CULTURAL PLAZA

A LËK'ÆÑËN cultural plaza and landmark are envisioned for Government Street between Humboldt and Courtney to recognize the LËK'ÆÑËN People and celebrate the gateway between the Inner Harbour and Old Town.

INTERIM IMPROVEMENTS

For any public realm works completed prior to finalization of detail designs on Government Street, between Pandora Ave. to Humboldt St., restoration to meet existing conditions should be maintained.

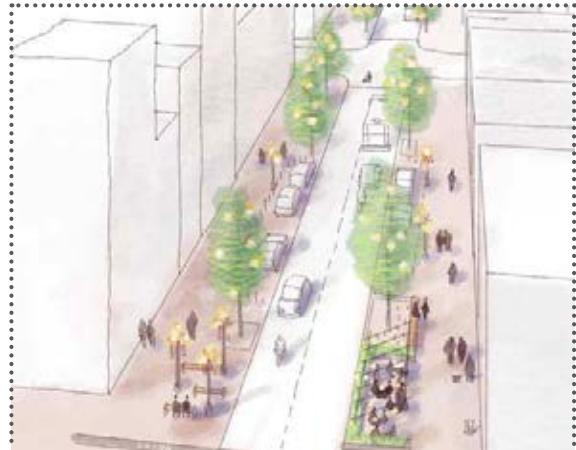


Fig. 14 REDESIGN CONCEPT Pandora Ave. to Yates St.



Fig. 15 REFRESH ZONE CONCEPT Yates St. to Courtney St.



Fig. 16 LËK'ÆÑËN CULTURAL PLAZA - AMPHITHEATER CONCEPT
one of two conceptual renderings developed

3.4.4 CHINATOWN

Chinatown is 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. A number of common features have been established and will be retained for the entire area.

Digital version of this map is available at [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



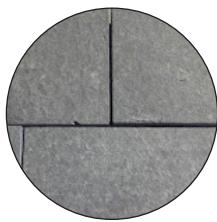
CHINATOWN PAVING MATERIALS

1 CONCRETE



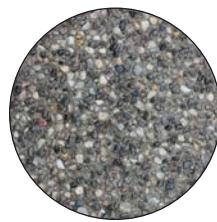
- Application: Sidewalk fill and frame.
- Installation Method: Cast-in-place.
- Colour: Natural.
- Finish: Fine-broom finish.
- Joints: Trowel or saw-cut.

2 BASALT PAVERS



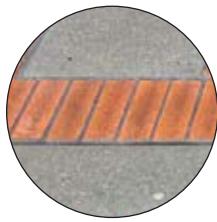
- Dimensions: 300mm x 450mm x 80mm.
- Application: Entry banding.
- Installation Method: Mortar set.
- Mortar colour: Dark grey to match stone.
- Colour: Natural basalt.
- Finish: Flamed.

3 EXPOSED AGGREGATE



- Installation Method: Cast-in-place.
- Dimensions: Fit to size.
- Application: Main paving field at corners.
- Colour: Dark Grey.

4 BRICK PAVER TYPE B



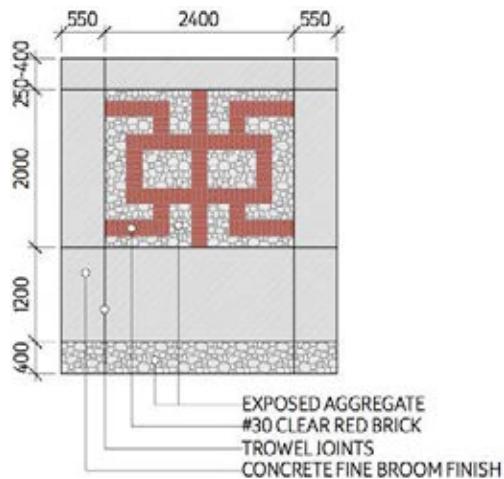
- Material: Smooth Red Brick.
- Dimensions: 94mm x 194mm x 25mm.
- Application: Sidewalk accents.
- Colour: Orange-red.
- Installation Method: Mortar set.
- Mortar colour: Medium grey.



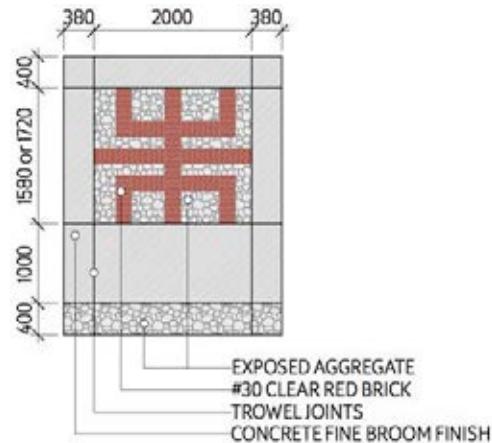
CHINATOWN PAVING APPLICATIONS

1 SIDEWALK

- Pattern: Two different Chinatown paving patterns with broomed concrete frame, exposed aggregate fill with brick pattern.
- Pattern 1: Linked



- Pattern 2: Longevity in wide (1720) and narrow (1680) applications.



2 CORNERS

Paving field

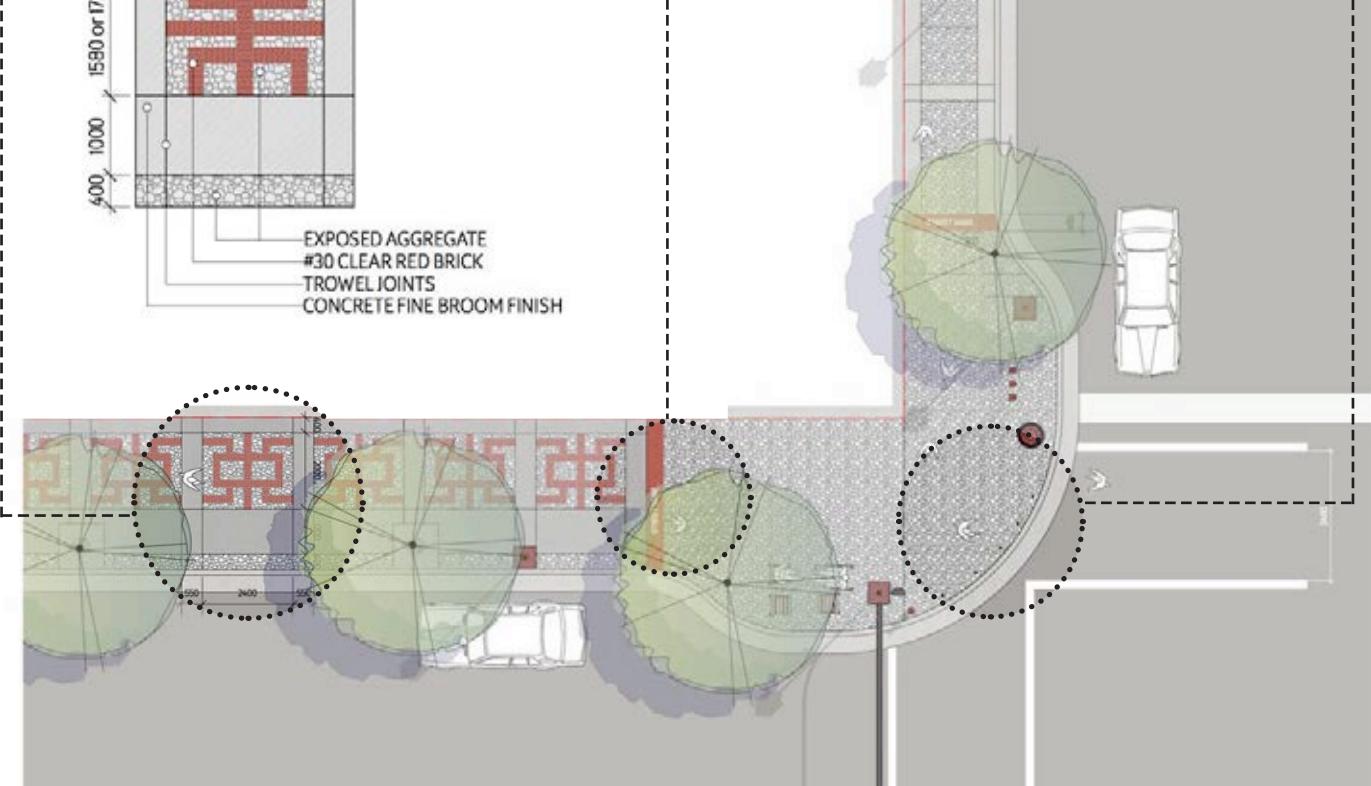
- Pattern: Field of exposed aggregate.
- Installation: Cast-in-place.

Tactile band

- Continuous 450mm concrete band adjacent to curb with tactile scoring at let-down.

3 BASALT ENTRY BANDING WITH STREET NAME INSERT

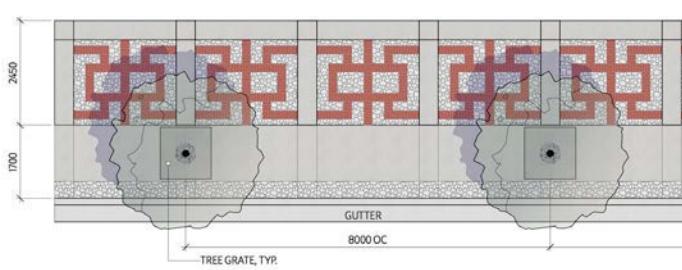
- Pattern: 300mm x 450mm wide single-row soldier course band with 1200mm x 450mm slab where street name appears.
- Orient towards user approaching named street.



CHINATOWN PLANTING DETAILS

APPLICATION

For all sidewalks in the China Town area, there are two types of trees-in-sidewalk condition:



CHINATOWN RECOMMENDED TREE SPECIES & TYPOLOGIES

Chinatown is a relatively small area within the overall Downtown core. Spanning only a few streets with a strong character and thematic presence, it is recommended to focus on planting one primary street tree species - *Pinus Thunbergii* - to provide a stronger and more coherent character.

It is recommended that Fisgard Street continue to plant the existing mix and variety of trees.



Pinus Thunbergii

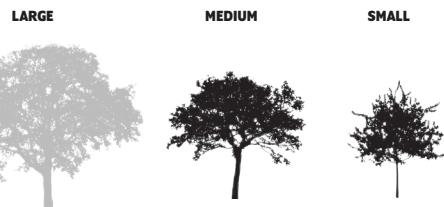
1. Adaptation of existing tree locations to sidewalk improvements:

- Small modifications of proposed trowel-joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on a case-by-case basis for each improvement area.
- Use of proposed poured-in-place resin-bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.

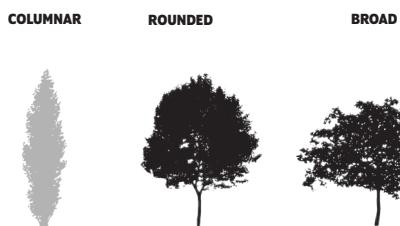
2. New development condition:

- A street tree spacing of between 8 - 10 metres is desired.
- Tree grates should be set in a concrete band that runs across the sidewalk from curb to building face as illustrated in the diagram below, with the trowel joint defining the band always aligned with tree grates.
- Street trees should be sited to correspond with architectural features of building frontage when possible.

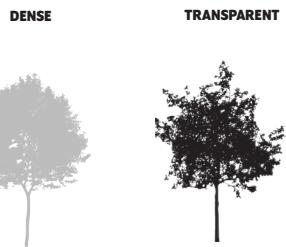
SIZE



FORM



CANOPY



CHINATOWN FURNISHING AND LIGHTING

The Chinatown furnishing palette is proposed to maintain its traditional look and feel - using traditional Chinese red for all streetscape furniture. Custom Chinatown-lantern style lights are kept as a feature element for this area.

PEDESTRIAN LIGHT

BOLLARDS

TYPE B



Type B Bollard: Modern style

- Feature colour: Red
- Application: Corner bump-outs and all other locations where vertical separation is needed.
- Bollards should be installed on flat surfaces only.

TRASH BIN



Chinatown Bin

- Application: All areas of Chinatown.
- Note: Place at least 1 bin at corner bump-outs.

BIKE RACK



Chinatown Bike Rack

- Application: All areas in Chinatown.
- Place bike racks in furnishing zone or adjacent to the buildings and planters.



Chinatown Pagoda Lantern

- Application: All streets in Chinatown.

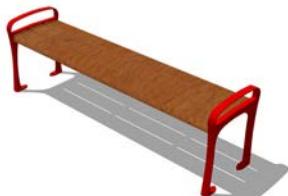
BENCHES

TYPE B



B1: Modern style with back

- Materials: Red metal with IPE wood
- Application: All areas of Chinatown including plazas, feature locations and corner bump-outs.



B2: Modern style without back

- Materials: Red metal with IPE wood
- Application: All areas of Chinatown including plazas, feature locations and corner bump-outs.

CHAIR

TYPE B



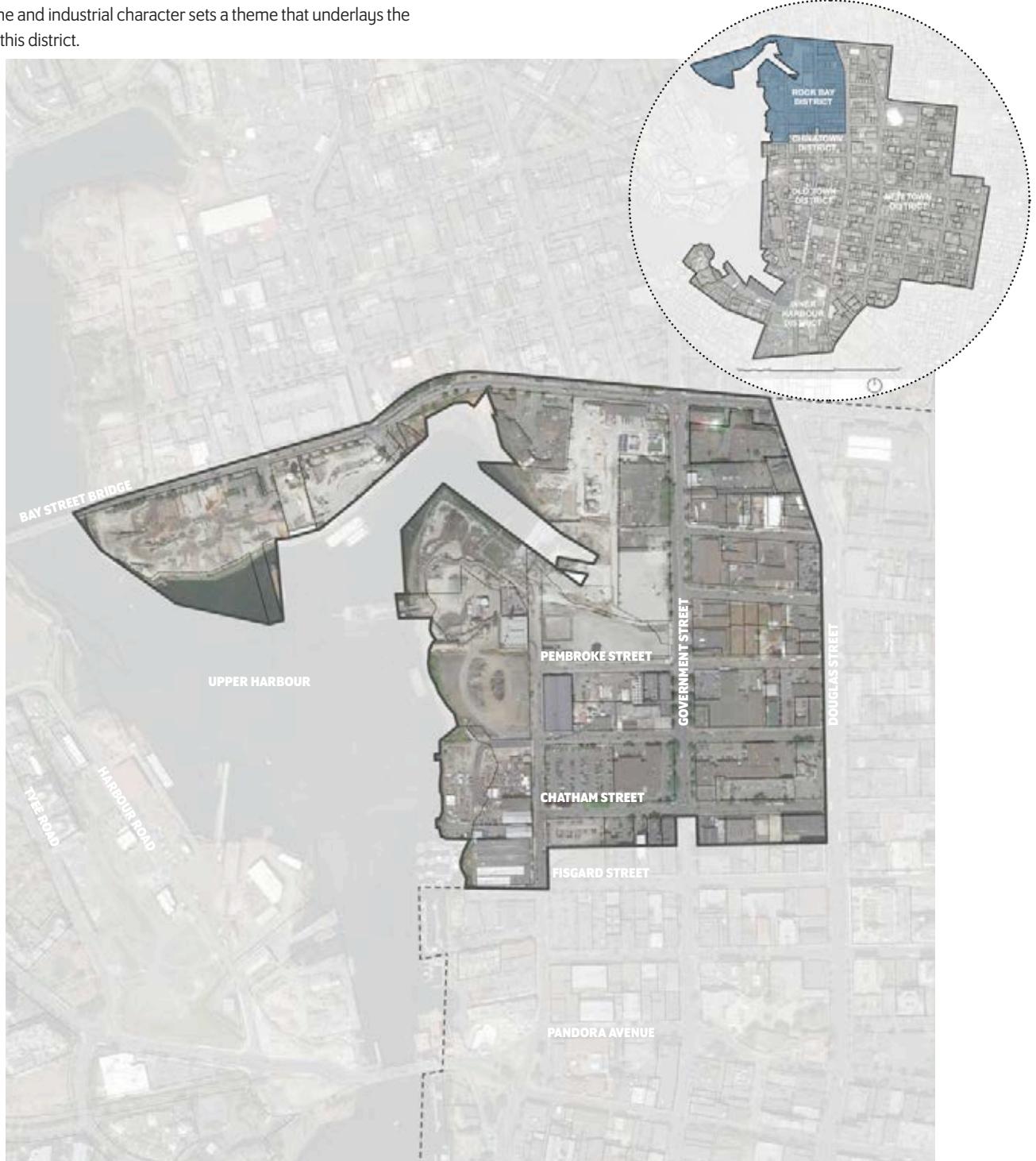
Chair: Modern style with back

- Materials: Red metal with IPE wood
- Application: All areas of Chinatown including plazas, feature locations and corner bump-outs.
- Note: Minimum of two chairs shall be placed at each location.

3.4.5 ROCK BAY

Rock Bay is the historic northern, industrial service area which flanks Downtown Victoria. The area is largely under-used, with few remaining active service businesses or industries. Some harbourside shipping and industrial uses continue to be active. Issues of outdated civil services/contaminated properties constrain adaptation of this area. A heritage of rugged marine and industrial character sets a theme that underlays the character of this district.

Digital version of this map is available at [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



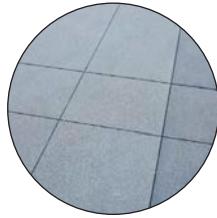
ROCK BAY PAVING MATERIALS

1 SIDEWALK CONCRETE



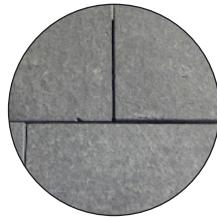
- Application: Sidewalk fill and frame.
- Installation Method: Cast-in-place.
- Colour: Natural.
- Finish: Fine-broom finish.
- Joints: Trowel or saw-cut.

2 CORNER CONCRETE



- Application: Corners.
- Installation Method: Cast-in-place.
- Colour: Natural.
- Finish: Light-broom finish.
- Joints: Saw-cut.

3 BASALT PAVERS



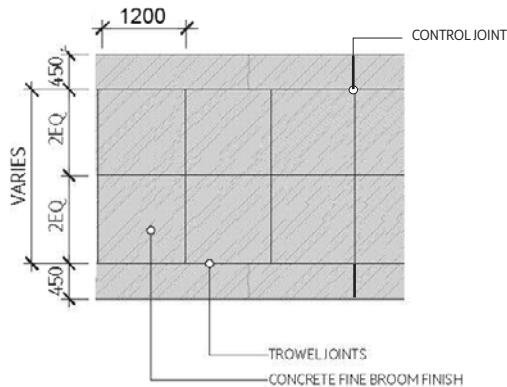
- Dimensions: 300mm x 450mm x 80mm.
- Application: Entry banding.
- Installation Method: Mortar set.
- Mortar colour: Dark grey to match stone.
- Colour: Natural basalt.
- Finish: Flamed.



ROCK BAY PAVING APPLICATIONS

1 SIDEWALK

- 1200mm score line pattern perpendicular to the curb with a centre-line parallel to the curb.
- 450mm concrete band along curb and building face.
- Control joints shall be provided across 450mm bands every 3rd panel and expansion joints at every 9m or less.
- Narrow sidewalks - 2m or less: Eliminate 450mm banding along building face from the pattern.



2 CORNERS

Paving field

- Pattern: 1m x 1m Diamond saw-cut.
- Installation: Cast-in-place concrete.

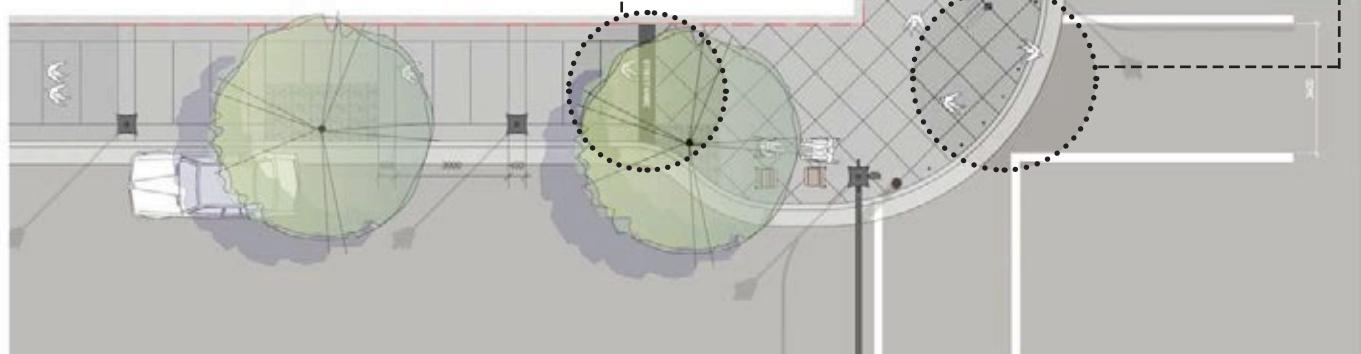


Tactile warning and let downs

- When possible, provide two separate let-downs.
- Please see Section 3.3.7 for more details with regards to accessibility.

3 BASALT ENTRY BANDING WITH STREET NAME INSERT

- Pattern: 300mm x 450mm wide single-row soldier course band with 1200mm x 450mm slab where street name appears.
- Orient towards user approaching named street.

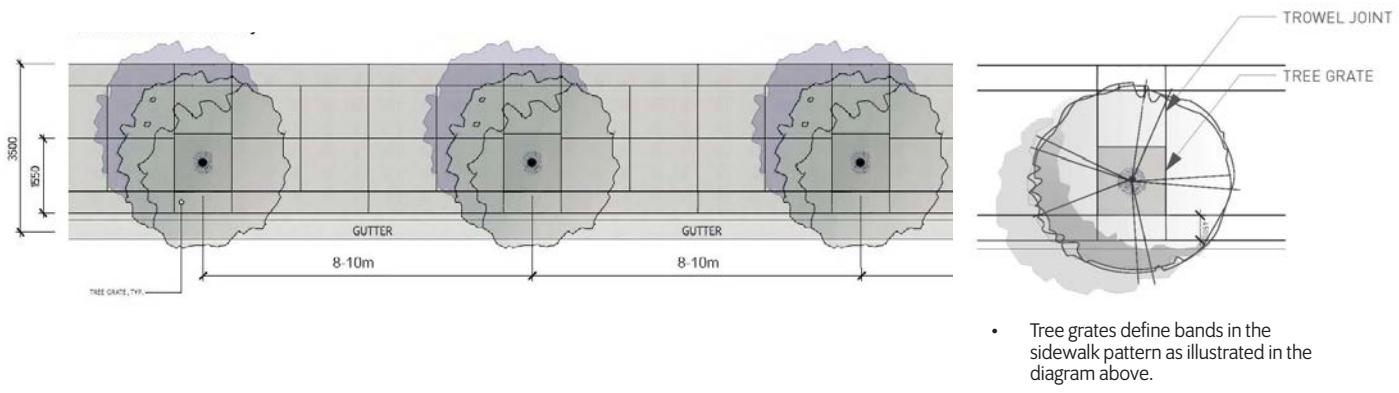


ROCK BAY PLANTING DETAILS

APPLICATION

For all sidewalks in the Rock Bay area, there are two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
 - Small modifications of proposed trowel-joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on a case-by-case basis for each improvement area.
 - Use of proposed poured-in-place resin-bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
 - A street tree spacing of between 8 - 10 metres is desired.
 - Tree grates should be set in a concrete band that runs across the sidewalk from curb to building face as illustrated in the diagram below, with the trowel joint defining the band always aligned with tree grates.
 - Street trees should be sited to correspond with architectural features of building frontage when possible.



ROCK BAY RECOMMENDED TREE TYPOLOGIES

SIZE	FORM			CANOPY			
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT

ROCK BAY FURNISHING AND LIGHTING

Rock Bay area has a distinctive industrial character. With its proximity to the water and working harbour, the style proposed is modern and simple. The furnishing and lighting suite is kept to a minimum and takes on a more modern feel. However, more ornamental and heritage style elements are used at key locations to provide coherence with the rest of Downtown. The black metal materiality highlights the industrial character.

Lighting is simplified to only one pedestrian standard that demonstrates a modern heritage character, connecting the modern and heritage characteristics of the district.

PEDESTRIAN LIGHT



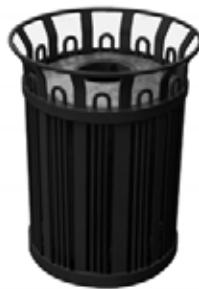
BOLLARDS



Bollard: Modern style

- Application: Corner bump-outs and all other locations where vertical separation is needed.
- Bollards should be installed on flat surfaces only.

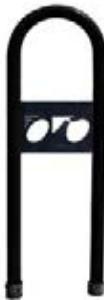
TRASH BINS



Type B: Outdoor Waste Enclosure

- Application: All streets, corner bump-outs and plazas.

BIKE RACK



Downtown Bike Rack

- Application: All areas Downtown, except Chinatown.

Modern Heritage Style Light

- “B cluster” pole with Ashbury fixture.
- Application: All areas except key corridors - Yates Street, Fort Street Broughton Street and Courtney Street - See page 71 for key corridors lighting application.

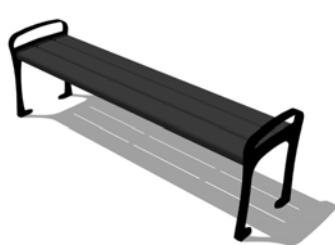
BENCHES

TYPE B



B1: Modern style with back

- Materials: Black metal frame with HDPC Charcoal.
- Application: All areas of Rock Bay including plazas, feature locations and corner bump-outs.



B2: Modern style without back

- Materials: Black metal frame with HDPC Charcoal.
- Application: All areas of Rock Bay including plazas, feature locations and corner bump-outs.

CHAIR

TYPE B



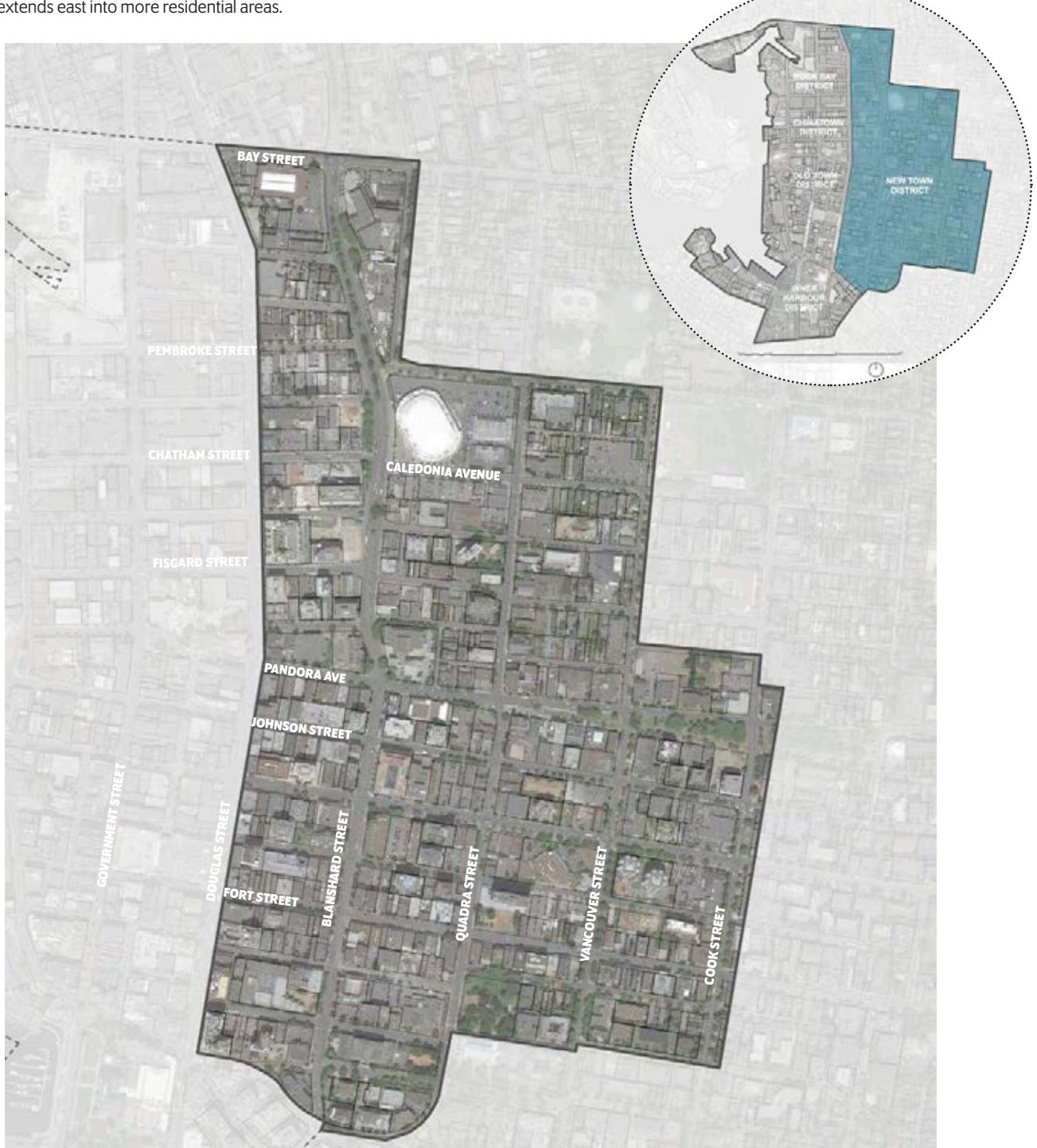
Modern style with back

- Materials: Black metal frame with HDPC Charcoal.
- Application: All areas of Rock Bay including plazas, feature locations and corner bump-outs.
- Note: Minimum of two chairs shall be placed at each location.

3.4.6 NEW TOWN

The New Town District is Downtown Victoria's evolving nucleus for commerce and urban interaction, as well as a key transit access zone. Focused on one side of the intersection of Victoria's two traditional main streets - Douglas and Yates - the district reaches east to developing areas surrounding Blanshard and abutting Quadra Streets, extends north-south from Chatham to Humboldt Streets, and extends east into more residential areas.

Digital version of this map is available at [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



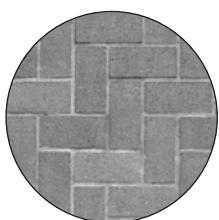
NEW TOWN PAVING MATERIALS

1 TROWEL JOINT CONCRETE



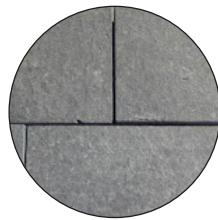
- Application: Sidewalk fill and frame.
- Installation Method: Cast-in-place.
- Colour: Natural.
- Finish: Fine-broom finish.
- Joints: Trowel or saw-cut.

2 CONCRETE UNIT PAVER



- Application: Paving field at corners.
- Installation Method: Sand set.
- Colour: Natural Grey.

3 BASALT PAVERS



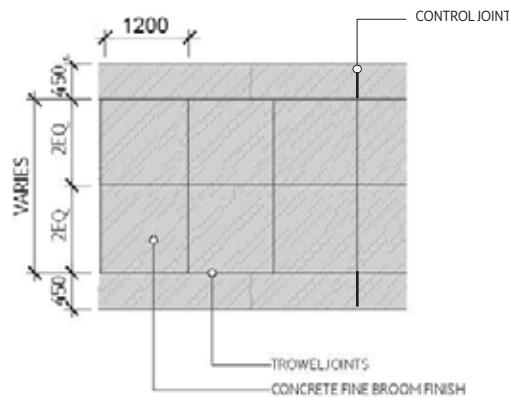
- Dimensions: 300mm x 450mm x 80mm.
- Application: Entry banding.
- Installation Method: Mortar set.
- Mortar colour: Dark grey to match stone.
- Colour: Natural basalt.
- Finish: Flamed.



NEW TOWN PAVING APPLICATIONS

1 SIDEWALK

- 1200mm score line pattern perpendicular to the curb with a centre-line parallel to the curb.
- 450mm concrete band along curb and building face.
- Control joints shall be provided across 450mm bands every 3rd panel and expansion joints at every 9m or less.
- Narrow sidewalks - 2m or less: Eliminate 450mm banding along building face from the pattern.



2 CORNERS

Paving field

- Concrete unit paver.
- Installation: Sand or mortar set.

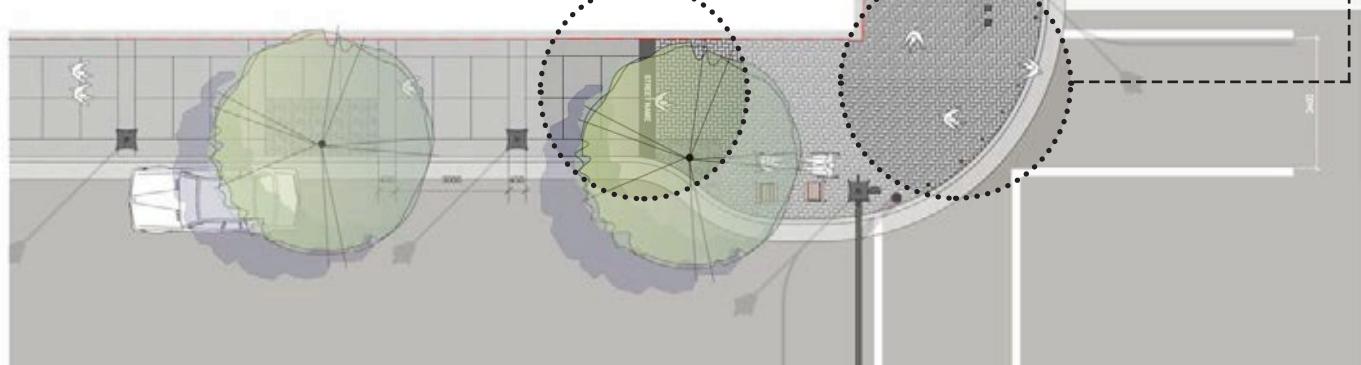
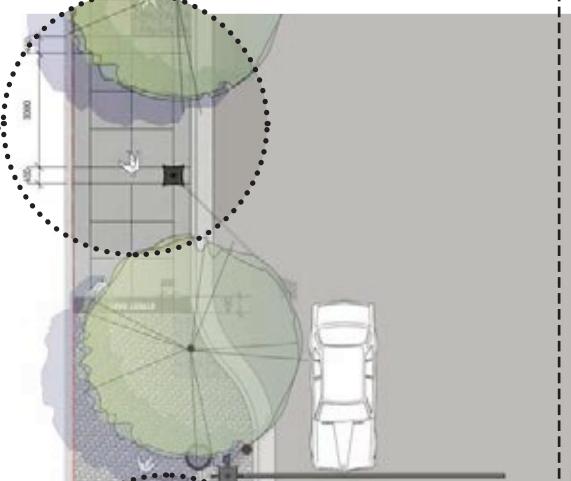


Tactile warning and let downs

- When possible, provide two separate let-downs.
- Please see Section 3.3.7 for more details with regards to accessibility.

3 BASALT ENTRY BANDING WITH STREET NAME INSERT

- Pattern: 300mm x 450mm wide single-row soldier course band with 1200mm x 450mm slab where street name appears.
- Orient towards user approaching named street.

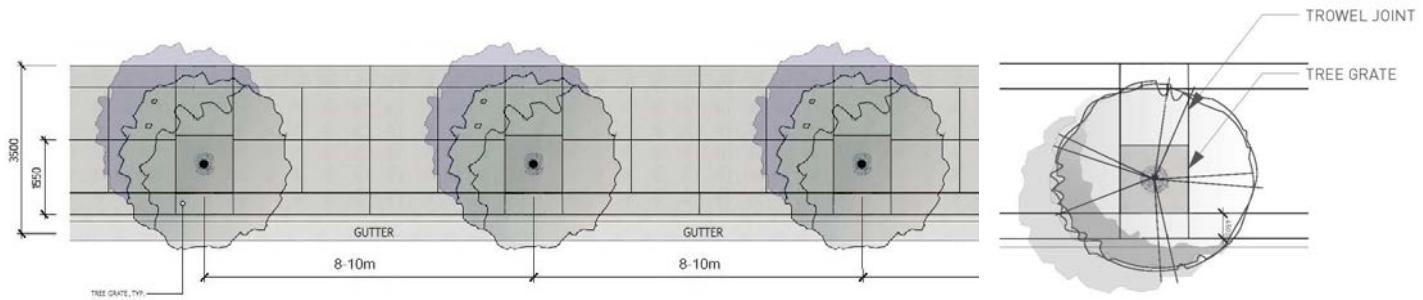


NEW TOWN PLANTING DETAILS

APPLICATION

For all sidewalks in the New Town area there are two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
 - Small modifications of proposed trowel-joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on a case-by-case basis for each improvement area.
 - Use of proposed poured-in-place resin-bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
 - A street tree spacing of between 8 - 10 metres is desired.
 - Tree grates should be set in a concrete band that runs across the sidewalk from curb to building face as illustrated in the diagram below, with the trowel joint defining the band always aligned with tree grates.
 - Street trees should be sited to correspond with architectural features of building frontage when possible.



- Tree grates define bands in the sidewalk pattern as illustrated in the diagram above.

NEW TOWN RECOMMENDED TREE TYPOLOGIES

SIZE	FORM	CANOPY					
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT

NEW TOWN FURNISHING AND LIGHTING

New Town furnishing suite is a modern heritage style. It has the most diversity within street characters, from busy Douglas Street and Blanshard Street, to quiet, residential narrow streets with planted boulevards. Proposed elements can accommodate for both conditions - giving flexibility as to how and where to use them.

PEDESTRIAN LIGHT



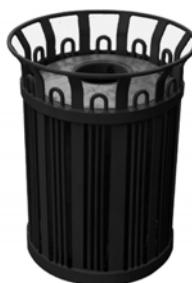
BOLLARDS

TYPE B



TRASH BINS

TYPE B



BIKE RACK



Bollard: Modern style

- Application: Corner bump-outs and all other locations where vertical separation is needed.
- Bollards should be installed on flat surfaces only.

Type B: Outdoor Waste Enclosure

- Application: All streets, corner bump-outs and plazas.

Downtown Bike Rack

- Application: All areas Downtown, except Chinatown.

Modern Heritage Style Light

- "B cluster" pole with Ashberry fixture.
- Application: All areas except key corridors - Yates Street, Fort Street Broughton Street and Courtney Street - See page 71 for key corridors lighting application.

KEY CORRIDORS PEDESTRIAN LIGHTS

CLUSTER GLOBE LIGHT TYPE A



Heritage Cluster Globe Type A: Circular

- Application: Fort Street, Yates Street.

CLUSTER GLOBE LIGHT TYPE B



Heritage Cluster Globe Type B: Aligned

- Application: Broughton Street, Courtney Street.
- Note: Place lights perpendicular to the curb when possible.

SINGLE GLOBE LIGHT



Heritage Single Globe

- Application: Where other Cluster Globe Types don't fit.

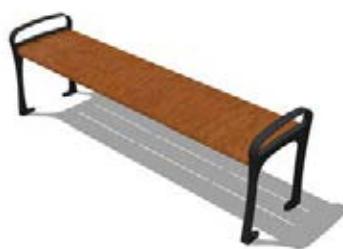
BENCHES

TYPE B



B1: Modern style with back

- Materials: Black metal frame with IPE wood.
- Application: All areas of New Town including plazas, feature locations and corner bump-outs.



B2: Modern style without back

- Materials: Black metal frame with IPE wood.
- Application: All areas of New Town including plazas, feature locations and corner bump-outs.

CHAIR

TYPE B



Modern style chair

- Materials: Black metal frame with IPE wood.
- Application: All areas of New Town including plazas, feature locations and corner bump-outs.
- Note: Minimum of two chairs shall be placed at each location.

3.4.7 DOUGLAS STREET

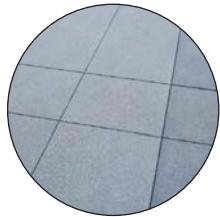
Douglas Street is the city's traditional ceremonial and retail main street, principal transit corridor and key gateway to Downtown from the north. A significant reconfiguration of Douglas Street to revitalize and enhance it as a key Downtown promenade and transit priority corridor is envisioned over the medium to long-term. In the meantime, the existing general character will be maintained based on the following materials and furnishing: All corner treatments on Douglas Street should be consistent and adhere to the respective character areas on adjoining streets.

Digital version of this map is available at [VicMap](#) under layer: Planning and Development/Public Realm Character Areas.



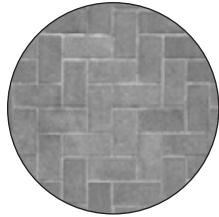
DOUGLAS STREET PAVING MATERIALS

1 CONCRETE BANDING



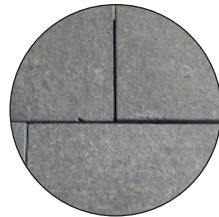
- Dimensions: 450mm wide.
- Application: Sidewalk patterning.
- Installation Method: Cast-in-place.
- Spacing: 3m min. or to match Architectural elements when possible.

2 CONCRETE UNIT PAVERS



- Dimensions: 225mm x 112mm x 60mm.
- Application: Main sidewalk paving between concrete banding + corner bump-outs.
- Installation Method: Sand set.
- Colour: Charcoal grey.

3 BASALT PAVERS



- Dimensions: 300mm x 450mm x 80mm.
- Application: Entry banding.
- Installation Method: Mortar set.
- Mortar colour: Dark grey to match stone.
- Colour: Natural basalt.
- Finish: Flamed.



DOUGLAS STREET PAVING APPLICATIONS

1 STREET NAME INSERT

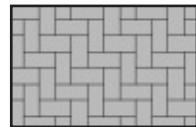
- Pattern: 300mm x 450mm wide single-row soldier course band with 1200mm x 450mm slab where street name appears.
- Orient towards user approaching named street.



4 CORNERS

Paving field

- 45° Herringbone field with single-row soldier course.
- Installation: Sand set.

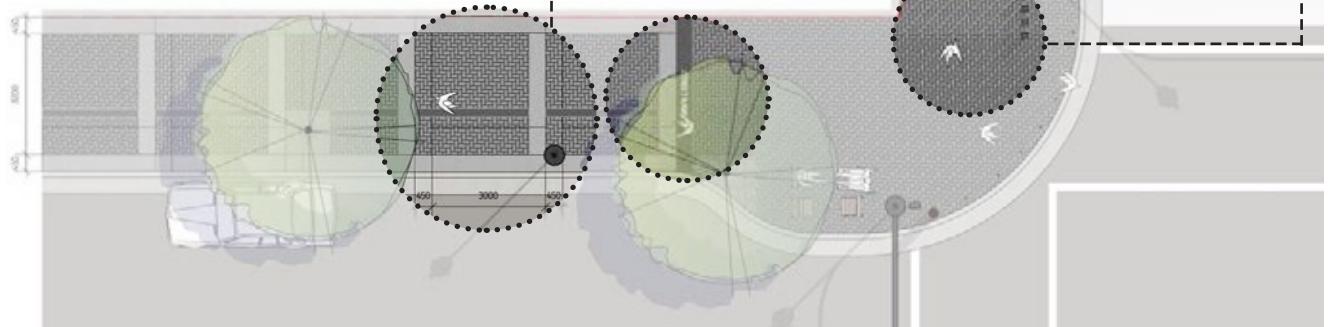


Tactile warning and let downs

- When possible, provide two separate let-downs.
- Please see Section 3.3.7 for more details in regards to accessibility.

3 SIDEWALK

- Pattern: Concrete frame with concrete unit pavers fill.
- Note: Equal spacing of banding takes priority over Architectural coordination.



DOUGLAS STREET FURNISHING

Douglas Street is a divider between the old heritage style and New Town's more modern style furniture. Due to its nature of being a transit-oriented corridor, it takes on a more modern look with a larger number of metal benches and bins, and offers more ornamental elements at feature locations and corners. There are also a few feature elements proposed for Douglas Street to infill the larger sidewalk areas, as well as create a safer and more secluded pedestrian environment in busy traffic areas.

Future planning and design work that is to be undertaken in the comprehensive redevelopment of Douglas Street include the consideration of retaining the iconic cluster lamps that significantly contribute to this gateway of the capital city.

PEDESTRIAN LIGHT



BOLLARDS

TYPE B

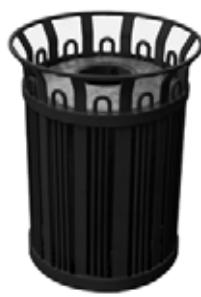


Bollard: Modern style

- Application: Corner bump-outs and all other locations where vertical separation is needed.
- Bollards should be installed on flat surfaces only.

TRASH BINS

TYPE B



Type B: Outdoor Waste Enclosure

- Application: All streets, corner bump-outs and plazas.

BIKE RACK



Downtown Bike Rack

- Application: All areas Downtown, except Chinatown.

BENCHES

TYPE B



B1: Modern style with back

- Materials: Black metal frame with IPE wood.
- Application: All areas of Douglas Street including plazas, feature locations and corner bump-outs.



B2: Modern style without back

- Materials: Black metal frame with IPE wood.
- Application: All areas of Douglas Street including plazas, feature locations and corner bump-outs.

CHAIR

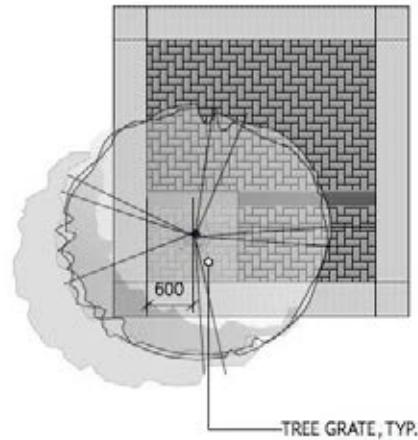
TYPE B



Modern style chair

- Materials: Black metal frame with IPE wood.
- Application: All areas of Douglas Street including plazas, feature locations and corner bump-outs.
- Note: Minimum of two chairs shall be placed at each location.

TREE PLANTING RECOMMENDATIONS



Recommendations:

- Grand character.
- Large-scale trees to establish and/or strengthen a street wall.
- High and large canopy to allow for truck, bus and car circulation.
- Low maintenance.
- All new trees planted in tree grates with tree guards.
- Use of soil cells is highly recommended where possible.

SIZE	FORM	CANOPY
LARGE		
MEDIUM		
SMALL		
COLUMNAR		
ROUNDED		
BROAD		
DENSE		
TRANSPARENT		

A series of eight tree silhouettes arranged horizontally. From left to right: 1. Large tree (shaded), 2. Medium tree (shaded), 3. Small tree (shaded), 4. Columnar tree (shaded), 5. Rounded tree (shaded), 6. Broad tree (shaded), 7. Dense tree (shaded), 8. Transparent tree (shaded). Each silhouette is a different shade of gray, with the first three being darker and the last five being lighter.



PART 4

**STREETSCAPE
ELEMENTS
CATALOGUE**

4 STREETSCAPE ELEMENTS CATALOGUE

This Streetscape Elements represent a catalogue of all standard elements and paving materials for Downtown Victoria. Products and suppliers should match those specified within this document, or be equivalent (as approved by the City of Victoria). For installation and construction details for all elements refer to the Engineering Standards and Specifications (ESS) within the Works and Services Bylaw.

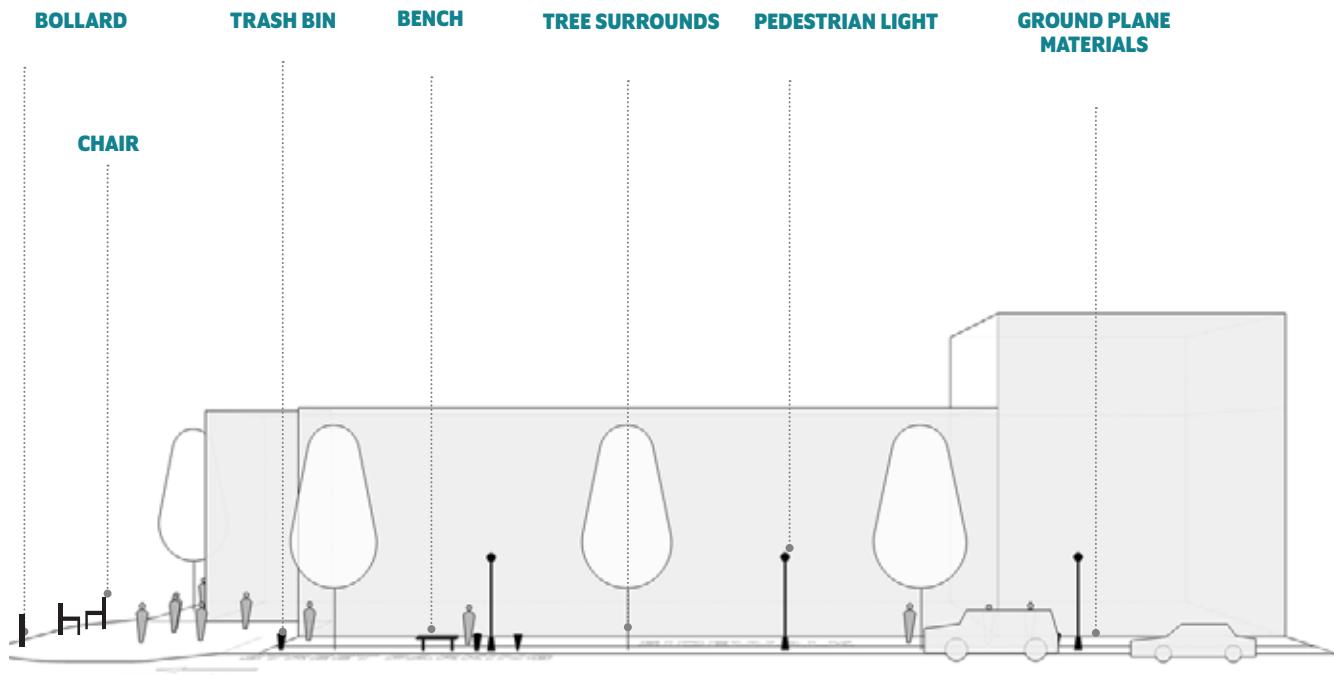


Fig. 17 Streetscape Elements Diagram

ALL ITEMS ON PAGE 81 ARE TO BE SOURCED THROUGH THE CITY OF VICTORIA STORES.

FURNISHING SHOULD BE ORDERED 24 WEEKS IN ADVANCE TO ENSURE QUANTITIES ARE AVAILABLE, AND ADEQUATE LEAD TIMES ARE MET.

PLEASE CONTACT: ENGINEERING'S EMAIL INQUIRY <ENG@VICTORIA.CA> TO ORDER.

ALL OTHER FURNISHING IS TO BE SOURCED EXTERNALLY.

4.1 CITY-SUPPLIED FURNISHING

BINS



BOLLARDS AND GUARDS



BENCHES (IN PROTOTYPE STAGE)



BIKE RACKS



PEDESTRIAN LIGHTS



*City to supply and install poles, and applicant to purchase and install fixtures.

4.2 FURNISHING DETAILS

*For non-City supplied furnishing, equivalent product types may also be used, subject to approval by the Director of Engineering.

SINGLE GLOBE LIGHT

PRODUCT TYPE:	Pedestrian Light.
PRODUCT NAME:	Single Globe Light.
DESIGN STYLE:	Heritage Pre-1913.
MATERIALS:	Cast Iron or cast aluminum with Polycarbonate Globe.
COLOUR/FINISH:	Glossy Black (RAL 9017 or 9005) Powder coated.
DIMENSIONS:	17.5" Base, 14.3" Height.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Inner Harbour, Old Town.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



CLUSTER GLOBE LIGHT TYPE A

PRODUCT TYPE:	Pedestrian Light.
PRODUCT NAME:	Cluster Globe Light Type A.
DESIGN STYLE:	Circular Heritage Cluster Pre-1913.
MATERIALS:	Cast Iron or cast aluminum with Polycarbonate Globe.
COLOUR/FINISH:	Glossy Black (RAL 9017 or 9005) Powder coated.
DIMENSIONS:	17.5" Base, 14.3" Height.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Inner Harbour, Old Town.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



CLUSTER GLOBE LIGHT TYPE B

PRODUCT TYPE:	Pedestrian Light.
PRODUCT NAME:	Cluster Globe Light Type B.
DESIGN STYLE:	Aligned Heritage Cluster Pre-1913.
MATERIALS:	Cast Iron or Cast Aluminum with Polycarbonate Globes.
COLOUR/FINISH:	Glossy Black (RAL 9017 or 9005) Powder coated.
DIMENSIONS:	17.5" Base, 14.3" Height.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Inner Harbour, Old Town.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**SINGLE GLOBE WALL MOUNT**

PRODUCT TYPE:	Wall Light.
PRODUCT NAME:	Single Globe Wall Light.
DESIGN STYLE:	Heritage Pre-1913.
MATERIALS:	Cast Iron or Cast Aluminum with Polycarbonate Globe.
COLOUR/FINISH:	Glossy Black (RAL 9017 or 9005) Powder coated.
DIMENSIONS:	Wall mounted.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Inner Harbour, Old Town.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



BASTION SQUARE STREET LANTERN (DP1)

PRODUCT TYPE:	Pedestrian Light.
PRODUCT NAME:	Bastion Square Street Lantern (DP1).
DESIGN STYLE:	Heritage.
MATERIALS:	N/A.
COLOUR/FINISH:	Glossy Black (RAL 9017) Enamel.
DIMENSIONS:	N/A.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Bastion Square.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	All existing lights should be maintained and be repainted black. All new lights shall be installed to match existing distribution.

**CHINATOWN PAGODA LANTERN**

PRODUCT TYPE:	Pedestrian Light.
PRODUCT NAME:	Chinatown Pagoda Lantern*.
DESIGN STYLE:	Chinatown Heritage.
MATERIALS:	Spun Aluminum Post with Molded Aluminum Lantern.
COLOUR/FINISH:	Glossy Red (RAL 3002) Yellow (RAL 1003) and Green (RAL 6005) Accent Baked on Enamel.
DIMENSIONS:	N/A.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Chinatown.
MANUFACTURER:	Modelcast Inc.
SPECIAL NOTES:	All existing lights should be maintained. All new lights shall be installed to match existing distribution.



MODERN HERITAGE SINGLE LIGHT

PRODUCT TYPE:	Pedestrian Light.
PRODUCT NAME:	“B Cluster” Pole with Ashbery Fixture*.
DESIGN STYLE:	Modern Heritage.
MATERIALS:	Pole: Cast Iron or Cast Aluminum.
COLOUR/FINISH:	Glossy Black (RAL 9005) Enamel.
DIMENSIONS:	14' Height.
LIGHT SOURCE:	LED.
DISTRIBUTION:	Rock Bay, New Town.
MANUFACTURER:	Pole: City of Victoria, Fixture: Ashbery.
SPECIAL NOTES:	Detailed design to be provided by the City of Victoria.

**SINGLE HERITAGE WALL MOUNT**

PRODUCT TYPE:	Wall Light.
PRODUCT NAME:	Modern Heritage Single Light.
DESIGN STYLE:	Modern Heritage.
MATERIALS:	NA.
COLOUR/FINISH:	Glossy Black (RAL 9017) Enamel.
DIMENSIONS:	Wall Mounted.
LIGHT SOURCE:	Rock Bay, New Town, Douglas Street.
DISTRIBUTION:	LED.
MANUFACTURER:	City of Victoria/Landscape Forms as alternative.
SPECIAL NOTES:	Detailed design to be provided by the City of Victoria. Image to the right shows the Ashbery Light from Landscape Forms as alternative option.



HERITAGE BENCH

PRODUCT TYPE:	Type A Wood Bench with Backrest.
PRODUCT NAME:	Heritage Bench.
DESIGN STYLE:	Heritage.
MATERIALS:	Cast Aluminum Frame with Oak Slats.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated Frame, Varnished Slats.
DIMENSIONS:	6' Length, 18" Height.
DISTRIBUTION:	Inner Harbour, Old Town.
MOUNTING:	Stainless steel fasteners, tamper-proof bolts with nylon washer to protect paint finish.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	Detailed design to be provided by the City of Victoria. See Character area section of Streetscape Standards for specific location guidelines.

**HERITAGE BENCH**

PRODUCT TYPE:	Type B Wood Bench Backless.
PRODUCT NAME:	Heritage Bench.
DESIGN STYLE:	Heritage.
MATERIALS:	Cast Aluminum Frame with Oak Slats.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated Frame, Varnished Slats.
DIMENSIONS:	6' Length, 18" Height.
DISTRIBUTION:	Inner Harbour, Old Town.
MOUNTING:	Stainless steel fasteners, tamper-proof bolts with nylon washer to protect paint finish.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	Detailed design to be provided by the City of Victoria. See Character area section of Streetscape Standards for specific location guidelines.



HERITAGE CHAIR

PRODUCT TYPE:	Wood Chair with Backrest.
PRODUCT NAME:	Heritage Chair.
DESIGN STYLE:	Heritage.
MATERIALS:	Cast Aluminum Frame with Oak Slats.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated Frame, Varnished Slats.
DIMENSIONS:	2' Length, 18" Height.
DISTRIBUTION:	Inner Harbour, Old Town.
MOUNTING:	Stainless steel fasteners, tamper-proof bolts with nylon washer to protect paint finish.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	Detailed design to be provided by the City of Victoria. See Character area section of Streetscape Standards for specific location guidelines.

**MODERN WOOD CHAIR**

PRODUCT TYPE:	Wood Chair with Backrest.
PRODUCT NAME:	Maglin 870 Chairs*.
DESIGN STYLE:	Modern.
MATERIALS:	Steel Frame and IPE or equivalent.
COLOUR/FINISH:	Powder Coated Frame.
DIMENSIONS:	2' Length, 18" Height.
DISTRIBUTION:	Inner Harbour, Old Town, Douglas Street, New Town.
MOUNTING:	Stainless steel fasteners, tamper-proof bolts with nylon washer to protect paint finish.
MANUFACTURER:	Maglin Site Furniture.
SPECIAL NOTES:	Detailed design to be provided by the City of Victoria. See Character area section of Streetscape Standards for specific location guidelines.

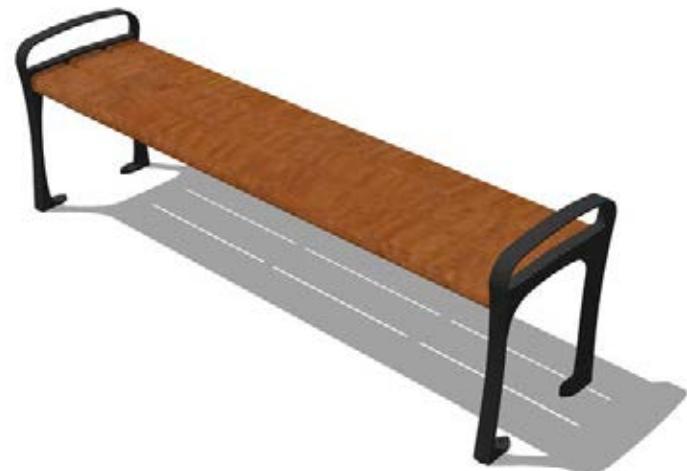


MODERN WOOD BENCH

PRODUCT TYPE:	Bench with Backrest.
PRODUCT NAME:	Maglin 870 Backed Benches*.
DESIGN STYLE:	Modern.
MATERIALS:	Steel Frame and IPE or equivalent. See special notes for details.
COLOUR/FINISH:	Powder Coated Frame.
DIMENSIONS:	5'-11.25" Length, 2'-7.19" Height.
DISTRIBUTION:	Rock Bay, New Town, Douglas Corridor, Chinatown.
MOUNTING:	Stainless steel fasteners, tamper-proof bolts with nylon washer to protect paint finish.
MANUFACTURER:	Maglin Site Furniture.
SPECIAL NOTES:	China town: Red steel frame with IPE slats. New Town: Silver frame with IPE slats. Rock Bay: Black frame with black HCP. Douglas St: Silver frame with black HCP.

**MODERN WOOD BENCH**

PRODUCT TYPE:	Bench Backless.
PRODUCT NAME:	Maglin 870 Backed Benches*.
DESIGN STYLE:	Modern.
MATERIALS:	Steel Frame and IPE or equivalent. See special notes for details.
COLOUR/ FINISH:	Powdered Coat Frame.
DIMENSIONS:	5'-11.25' Length, 2'-7.19" Height.
DISTRIBUTION:	Rock Bay, New Town, Douglas Corridor, Chinatown.
MOUNTING:	Stainless steel fasteners, tamper-proof bolts with nylon washer to protect paint finish.
MANUFACTURER:	Maglin Site Furniture.
SPECIAL NOTES:	China town: Red steel frame with IPE slats. New Town: Silver frame with IPE slats. Rock Bay: Black frame with black HCP. Douglas St: Silver frame with black HCP.



CAUSEWAY HERITAGE BOLLARD

PRODUCT TYPE:	Type A Bollard.
PRODUCT NAME:	Causeway Heritage Bollard.
DESIGN STYLE:	Heritage.
MATERIALS:	Cast Aluminum.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated.
DIMENSIONS:	11" Square Base, 38" Height.
DISTRIBUTION:	Inner Harbour, Old Town.
MOUNTING:	Surface Mounted, Bolted to Concrete.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**RELIANCE FOUNDRY BOLLARD**

PRODUCT TYPE:	Type B Bollard.
PRODUCT NAME:	Reliance Foundry Bollard R-7530*.
DESIGN STYLE:	Standard.
MATERIALS:	Ductile Iron.
COLOUR/FINISH:	Glossy Black (RAL 9017) or Glossy Red (RAL 3002) Baked-on Powder Coated.
DIMENSIONS:	35" Height.
DISTRIBUTION:	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street.
MOUNTING:	Surface Mounted, Bolted to Concrete.
MANUFACTURER:	Reliance Foundry.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



STANDARD BIKE RACK

PRODUCT TYPE:	2 Capacity Bike Rack.
PRODUCT NAME:	Standard Bike Rack.
DESIGN STYLE:	Standard.
MATERIALS:	1.5" Galvanized Steel Pipe.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated.
DIMENSIONS:	12" Length, 3' Height.
DISTRIBUTION:	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street.
MOUNTING:	Surface Mounted.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**CHINATOWN BIKE RACK**

PRODUCT TYPE:	2 Capacity Bike Rack.
PRODUCT NAME:	Chinatown Bike Rack.
DESIGN STYLE:	Chinatown Heritage.
MATERIALS:	1.5" Galvanized Steel Pipe and Steel Bar.
COLOUR/FINISH:	Glossy Red (RAL 3002) Baked-on Powder Coated.
DIMENSIONS:	12" Length, 3' Height.
DISTRIBUTION:	Chinatown.
MOUNTING:	Surface Mounted.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



OUTDOOR WASTE ENCLOSURE

PRODUCT TYPE:	Type B Outdoor Waste Enclosure.
MATERIALS:	Metal Frame.
DESIGN STYLE:	Contemporary.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated.
DIMENSIONS:	42" Height.
DISTRIBUTION:	Old Town, Rock Bay, New Town, Douglas Street.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	Streetscape Standards for specific location guidelines.

**HERITAGE BIN**

PRODUCT TYPE:	Type A Litter Bin.
PRODUCT NAME:	Heritage Bin.
DESIGN STYLE:	Heritage.
MATERIALS:	Cast Aluminum with Polyethylene Liner.
COLOUR/FINISH:	Two toned- Glossy Black (RAL 9017) and Light Grey Enamel.
DIMENSIONS:	36" Height, 22" Square.
DISTRIBUTION:	Inner Harbour.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



CHINATOWN CLASSIC LITTER BIN

PRODUCT TYPE:	Litter Bin with Recycling Component.
PRODUCT NAME:	Chinatown Classic Litter Bin.
DESIGN STYLE:	Chinatown Standard.
MATERIALS:	Metal Frame.
COLOUR/FINISH:	Glossy Red (RAL 3002) Baked-on Powder Coated.
DIMENSIONS:	42" Height.
DISTRIBUTION:	Chinatown.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**METAL TREE GUARD**

PRODUCT TYPE:	Tree Guard.
PRODUCT NAME:	Metal Tree Guard.
DESIGN STYLE:	Contemporary.
MATERIALS:	Metal.
COLOUR/FINISH:	Glossy Black (RAL 9017) Baked-on Powder Coated.
DISTRIBUTION:	All areas Downtown.
MANUFACTURER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



ROUND TREE GRATE

PRODUCT TYPE:	Tree Grate.
PRODUCT NAME:	Round Tree Grate*.
DESIGN STYLE:	Contemporary No. RP-48.
MATERIALS:	Metal.
COLOUR/FINISH:	Natural Steel.
DIMENSIONS:	Min. 48" D.
DISTRIBUTION:	Special areas where use of square tree grate is not possible.
MANUFACTURER:	Dobney Foundry Ltd. (No. RP-48).
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

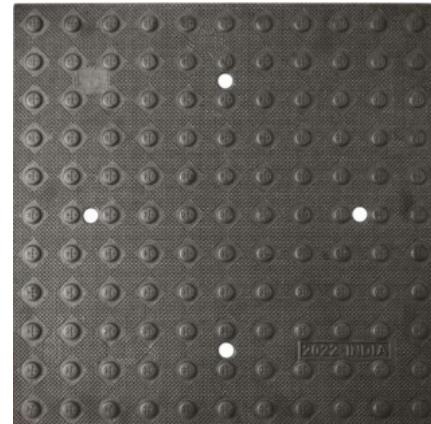
**SQUARE TREE GRATE**

PRODUCT TYPE:	Tree Grate.
PRODUCT NAME:	Square Tree Grate*.
DESIGN STYLE:	Contemporary.
MATERIALS:	Metal.
COLOUR/FINISH:	Natural Steel.
DIMENSIONS:	48" W.
DISTRIBUTION:	All areas Downtown.
MANUFACTURER:	Dobney Foundry Ltd. (No. SP-48).
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



IMBEDDED TACTILE MAT

PRODUCT TYPE:	Tactile mats.
PRODUCT NAME:	Detectable Warning Plate R-4985-25R*.
DESIGN STYLE:	Non-slip.
MATERIALS:	Cast Iron ASTM A 48 Class 35B.
COLOUR/FINISH:	Gray cast iron.
DIMENSIONS:	H- 1.47", L- 24.2", W- 20.6".
DISTRIBUTION:	All areas Downtown.
MANUFACTURER:	Reliance Foundry Co. Ltd, https://www.reliance-foundry.com/
SPECIAL NOTES:	Installation- Set in place, Weight- 48 pounds (21.77 kg), Design- Radial Plate.

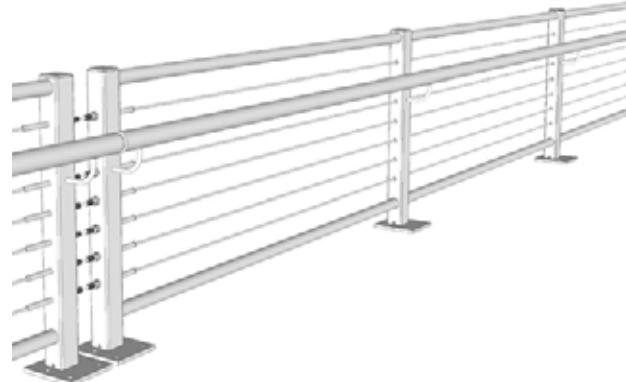
**SURFACE APPLIED TACTILE MAT**

PRODUCT TYPE:	Tactile mats.
PRODUCT NAME:	Armour Tile Tactile System*.
DESIGN STYLE:	Non-slip.
MATERIALS:	Polymer.
COLOUR/FINISH:	Yellow
DIMENSIONS:	24" x 24".
DISTRIBUTION:	Application limited to existing ones only.
MANUFACTURER:	Armor tile, https://armor-tile.com/
SPECIAL NOTES:	Surface mounted, cast-in-place and pavers; adaptable options available depending on application.



WATERFRONT RAILING

PRODUCT TYPE:	Railing.
PRODUCT NAME:	City of Victoria pathway railing*.
DESIGN STYLE:	Contemporary.
MATERIALS:	Metal .
COLOUR/FINISH:	Galvanized with steel rope.
DIMENSIONS:	Panel width is custom.
DISTRIBUTION:	As required.
MANUFACTURER:	Zapco Welding and Fabricating.
SPECIAL NOTES:	This railing applies in all locations that need vertical separation and guardrails along the waterfront.

**WALL TOP BENCH**

PRODUCT TYPE:	Wall bench.
PRODUCT NAME:	Wood wall bench*.
DESIGN STYLE:	Contemporary.
MATERIALS:	Frame made of hot dipped galvanized steel, painted.
COLOUR/FINISH:	Wood slats.
DIMENSIONS:	Top-of-a-wall mount with mounting anchors.
DISTRIBUTION:	As required.
MANUFACTURER:	Equipark, https://equiparc.com/products/ep-1900/
SPECIAL NOTES:	Ensure concrete wall is built to allow for overall height of the seat to not exceed 450mm.



PIXEL MODULE**PRODUCT TYPE:**

Type I Wood Bench Backless.

PRODUCT NAME:

Maglin Pixel*.

DESIGN STYLE:

Steel Frame and IPE Wood Slats.

MATERIALS:

Glossy Black (RAL 9017) Baked-on Powder Coated Frame, Varnished Slats.

COLOUR/FINISH:

See Cut sheet for details.

DIMENSIONS:

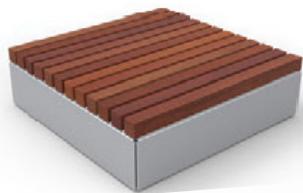
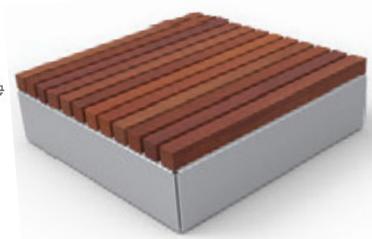
Temporary interventions/all public spaces and streets.

DISTRIBUTION:

Maglin Site Furniture.

MANUFACTURER:

More detailed guidelines to be developed for tactical urbanism applications and toolkit.

SPECIAL NOTES:**Ipe Wood****STYLE 1—Square Profile****LANDSCAPE FENCING****PRODUCT TYPE:**

Low-height ornamental landscape fencing.

PRODUCT NAME:

Curb Allure Tree Guard Fencing Frame and Panels*.

DESIGN STYLE:

Contemporary.

MATERIALS:

Metal.

COLOUR/ FINISH:

Painted black.

DIMENSIONS:

300 mm-450 mm Height.

DISTRIBUTION:

All Villages and Town Centres unless otherwise noted.

MANUFACTURER:

Curb Allure.

**Panel design options:**

The Flower



Straight Pickets



Vine



Square in Square



Circle and Pickets



Diamond



Floating Leaves

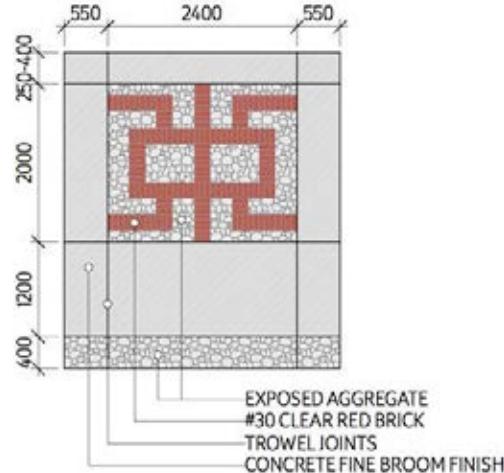


Flowers and Pickets

4.3 PAVING LAYOUT AND DESIGN DETAILS

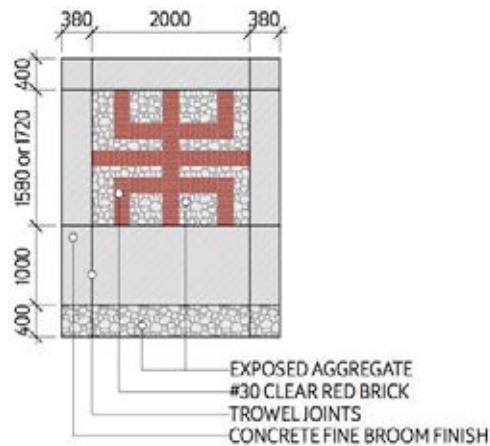
CHINATOWN CHARACTER PAVING - LINKED

PATTERN TYPE:	Chinatown Character Paving Pattern.
PATTERN NAME:	Character Paving Pattern- Linked.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	See drawing.
DIMENSIONS:	See drawing.
APPLICATION:	Sidewalk Patterning.
SPACING:	See drawing.
DISTRIBUTION:	Chinatown.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



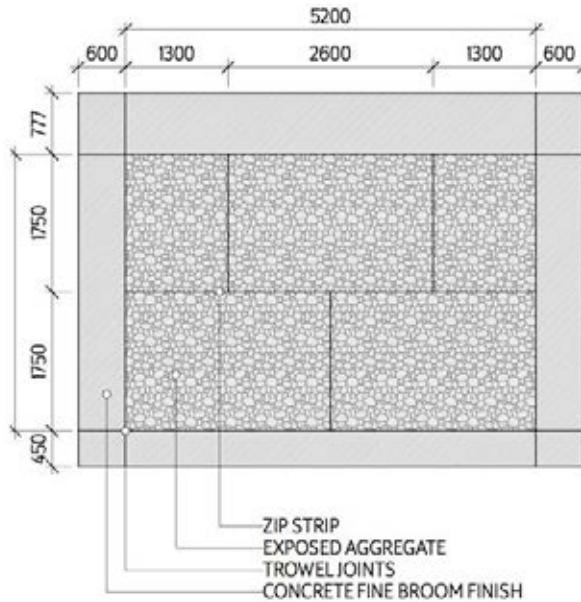
CHINATOWN CHARACTER PAVING - LONGEVITY

PATTERN TYPE:	Chinatown Character Paving.
PATTERN NAME:	Character Paving Pattern- Longevity.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	See drawing.
DIMENSIONS:	See drawing.
APPLICATION:	Sidewalk Patterning.
SPACING:	See drawing.
DISTRIBUTION:	Chinatown.
SPECIAL NOTES:	2 different pattern sizes (1580 or 1720); See Character area section of Streetscape Standards for specific location guidelines.

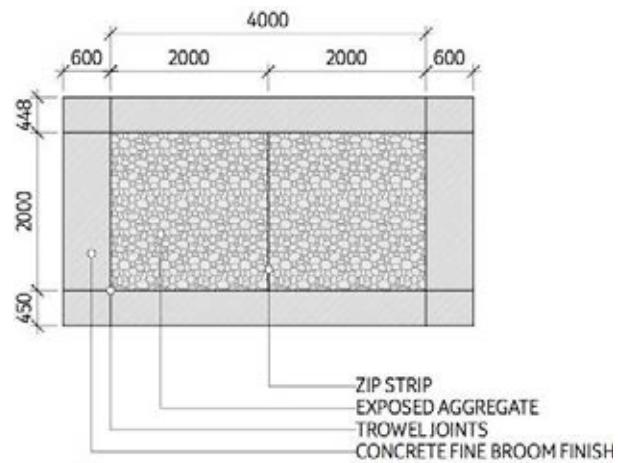


CHINATOWN PAVING PATTERN TYPE A

PATTERN TYPE:	Chinatown Paving Pattern.
PATTERN NAME:	Paving Pattern Type A.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	See drawing.
DIMENSIONS:	See drawing.
APPLICATION:	Sidewalk Patterning.
SPACING:	See drawing.
DISTRIBUTION:	Chinatown.
SPECIAL NOTES:	For sidewalk areas where only character paving cannot be accommodated.

**CHINATOWN PAVING PATTERN TYPE B**

PATTERN TYPE:	Chinatown Paving Pattern.
PATTERN NAME:	Paving Pattern Type B.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	See drawing.
DIMENSIONS:	See drawing.
APPLICATION:	Sidewalk Patterning.
SPACING:	See drawing.
DISTRIBUTION:	Chinatown.
SPECIAL NOTES:	For sidewalk areas where only character paving cannot be accommodated.



CONCRETE BAND

PRODUCT TYPE:	Concrete Banding.
PRODUCT NAME:	Concrete Band.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	Natural.
DIMENSIONS:	450mm Wide.
APPLICATION:	Sidewalk Patterning.
SPACING:	3m min. or to match Architectural elements when possible.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

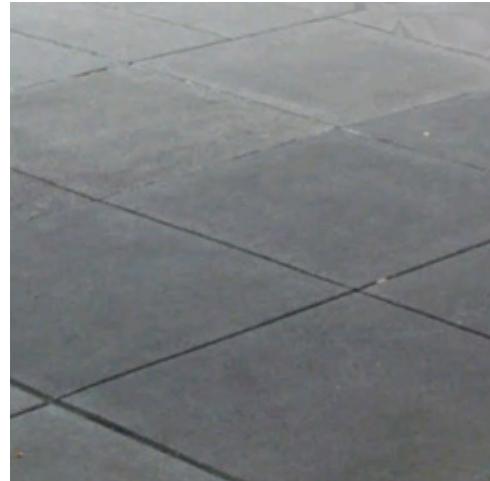
**CONCRETE BROOM FINISH**

PRODUCT TYPE:	Concrete Paving.
PRODUCT NAME:	Concrete Broom Finish.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	Natural Broom Finish.
DIMENSIONS:	450mm wide.
APPLICATION:	Sidewalk Frame.
SPECIAL NOTES:	See Sidewalk Finishing Tools Section of the catalogue, for details on finishing and tools; see Character area section of Streetscape Standards for specific location guidelines.



TROWEL JOINT CONCRETE

PRODUCT TYPE:	Concrete Paving.
PRODUCT NAME:	Trowel Joint Concrete.
INSTALLATION METHOD:	Cast-in-place.
INSTALLATION NOTE:	Prior to broom finish application, trowel out shoulders to leave only a score line.
COLOUR/FINISH:	Fine Broom Brush.
DIMENSIONS:	Plan Specific.
APPLICATION:	Sidewalk Fill.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**CONCRETE UNIT PAVER**

PRODUCT TYPE:	Concrete Paving.
PRODUCT NAME:	Concrete Unit Paver*.
INSTALLATION METHOD:	Sand set.
COLOUR/FINISH:	Natural Grey Unsealed.
DIMENSIONS:	225mm Width x 112.5 mm Depth x 60mm Thick
APPLICATION:	Paving Field.
MANUFACTURER:	Abbotsford Concrete Products Ltd.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

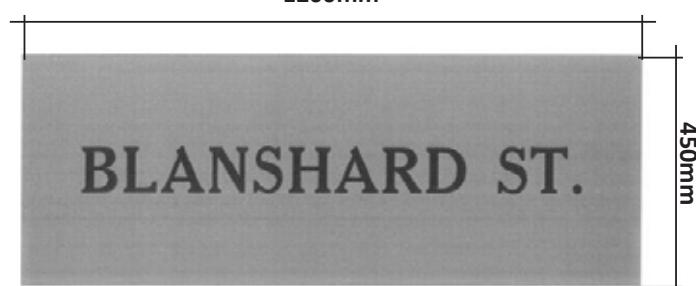


CONCRETE UNIT PAVER

PRODUCT TYPE:	Concrete Paving.
PRODUCT NAME:	Concrete Unit Paver.
INSTALLATION METHOD:	Sand set over concrete base.
COLOUR/FINISH:	Charcoal Grey.
DIMENSIONS:	225mm Width x 112.5mm Depth x 60mm Thick.
APPLICATION:	Main Sidewalk Paving between Concrete Banding and Corner Bump-outs.
MANUFACTURER:	Belgard Commercial or approved equivalent.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

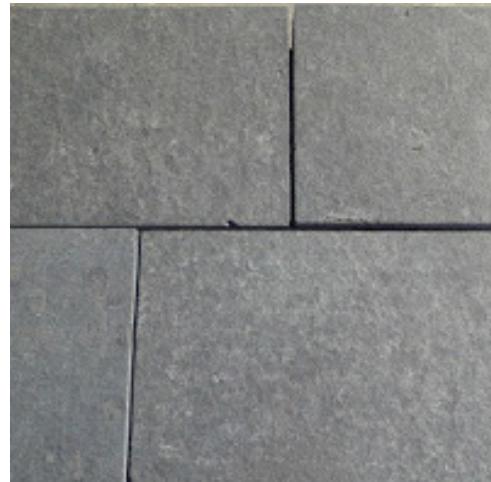
**BASALT BAND**

PRODUCT TYPE:	Basalt Banding- street name.
PRODUCT NAME:	Basalt Banding*.
INSTALLATION METHOD:	Mortar Set.
COLOUR/FINISH:	Natural Basalt with flamed/thermal finish and sawn edges; Mortar colour to match stone- dark grey colour.
APPLICATION:	Corner entry banding insert.
ORIENTATION:	Towards user approaching named street.
MANUFACTURER:	Bedrock Natural Stone.
SIZE:	1200mm x 450mm x 80mm or imperial 17 ¾" x 48" long x 3" with street name sandblasted in, and centered on the block.
FONT:	<ul style="list-style-type: none"> Use abbreviations for street, avenue, road or others, such as St.; Ave.; Rd.; with capital letters and punctuation at the end. Font: Cheltenham Medium. The font size is 90mm (3 ½") with 50mm (2") on either side to the edge of the basalt. Note: Letter spacing and kerning should achieve a legible, centred street name on the basalt block.



BASALT PAVER

PRODUCT TYPE:	Basalt Paver.
PRODUCT NAME:	Basalt Paver*.
INSTALLATION METHOD:	Mortar Set.
COLOUR/FINISH:	Natural Basalt with flamed/thermal finish and sawn edges.
DIMENSIONS:	300mm Width x 450mm Depth x 80mm Thick Entry Banding.
APPLICATION:	All corners at full width from curb to adjacent concrete.
SUPPLIER:	Bedrock Natural Stone.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



GRANITE PAVERS

PRODUCT TYPE:	Granite Paving.
PRODUCT NAME:	Granite Pavers*.
INSTALLATION METHOD:	Mortar Set.
COLOUR/FINISH:	Grey, Flame Finish.
DIMENSIONS:	300mm Width x 100mm Depth x 80mm Thick.
APPLICATION:	Paving Field.
DISTRIBUTION:	-
SUPPLIER:	Bedrock Natural Stone.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



EXPOSED AGGREGATE

PRODUCT TYPE:	Exposed Aggregate Paving.
PRODUCT NAME:	Exposed Aggregate*.
INSTALLATION METHOD:	Cast-in-place.
COLOUR/FINISH:	Dark Grey.
DIMENSIONS:	Fit to Size.
APPLICATION:	Main Paving Field at Corners.
DISTRIBUTION:	Chinatown, New Town.
SUPPLIER:	Bedrock Natural Stone or Equivalent.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



RESIN BOUND POROUS SURFACING

PRODUCT TYPE:	Resin Bound Surfacing.
PRODUCT NAME:	Resin Bound Porous Surfacing.
INSTALLATION METHOD:	Pour-in-place.
COLOUR/FINISH:	Natural Grey, Smooth Finish.
DIMENSIONS:	Varies to Fit the Paving Grid.
APPLICATION:	Tree Grates.
DISTRIBUTION:	Inner Harbour, Old Town, Chinatown, Rock Bay, New Town, Government Street, Douglas Street.
SUPPLIER:	Romex Canada West or equivalent.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

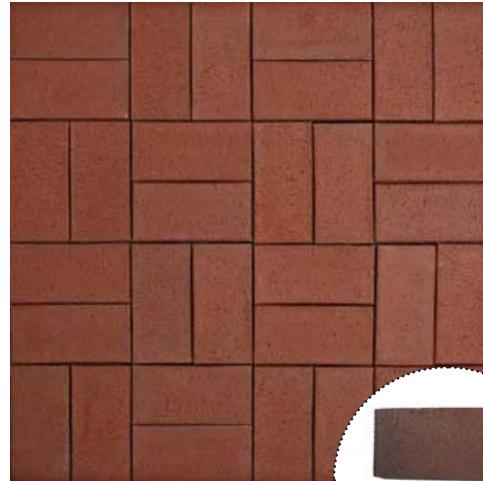
**HERITAGE WOOD PAVER**

PRODUCT TYPE:	Wood Paving.
PRODUCT NAME:	Heritage Wood Paver.
INSTALLATION METHOD:	-
COLOUR/FINISH:	Wood.
DIMENSIONS:	7.75" Length x 2.75" Width.
APPLICATION:	Main Alley Paving.
DISTRIBUTION:	Waddington Alley.
SUPPLIER:	City of Victoria.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

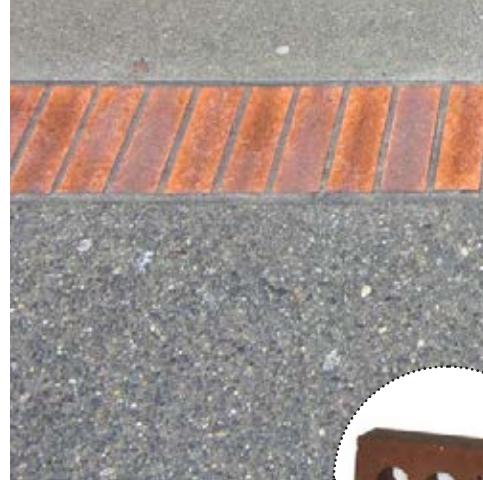


BRICK PAVER

PRODUCT TYPE:	Brick Paving Type A.
PRODUCT NAME:	Brick Paver*.
INSTALLATION METHOD:	Mortar Set.
COLOUR/FINISH:	-
DIMENSIONS:	94mm Width x 194mm Depth x 57mm Thick.
APPLICATION:	Main Paving Field, Boulevard Band.
DISTRIBUTION:	-
SUPPLIER:	Interstate Brick.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**BRICK PAVER**

PRODUCT TYPE:	Brick Paving.
PRODUCT NAME:	Brick Paving Type B*.
INSTALLATION METHOD:	Mortar Set.
COLOUR/FINISH:	Orange Red, Smooth Finish.
DIMENSIONS:	94mm Width x 194mm Depth x 25mm Thick.
APPLICATION:	Feature Banding.
DISTRIBUTION:	-
SUPPLIER:	Interstate Brick.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.



BRICK PAVER

PRODUCT TYPE:	Brick Paving.
PRODUCT NAME:	Brick Paving Type C*.
INSTALLATION METHOD:	Mortar Set.
COLOUR/FINISH:	Clear Red, Honed Finish.
DIMENSIONS:	94mm Width x 194mm Depth x 57mm Thick.
APPLICATION:	Paving Field.
DISTRIBUTION:	-
SUPPLIER:	Interstate Brick.
SPECIAL NOTES:	See Character area section of Streetscape Standards for specific location guidelines.

**HISTORIC GLASS PRISMS**

PRODUCT TYPE:	Paving Prism.
PRODUCT NAME:	Historic Glass Prisms.
MATERIALS:	Specialty glass set in concrete.
COLOUR/FINISH:	Purple glass prisms.
DIMENSIONS:	Varies.
DISTRIBUTION:	Where encountered in sidewalk.
MANUFACTURER:	TBD.
SPECIAL NOTES:	City of Victoria encourages restoration of Historic Glass Prisms where possible. All existing prism frames to be removed and condition to be assessed. Most will need to be reset in new frames. Prisms in new frames to be set in concrete when the sidewalk is poured.

