

Welcome to the First Esquimalt Road Urban Design Guidelines Project Open House

The Township of Esquimalt recently retained a consultant team to prepare Urban Design Guidelines for Esquimalt Road, from Canteen Road in the west to Dominion Road in the east. The work is now getting under way, and this is a **first opportunity** for the community to provide input to the process.

This work forms a key part of the Township's Economic Development Strategy. It is also an important component of the Official Community Plan review process.

The Township's goals for the project include:

- Enhance the perception + experience of Esquimalt Road as the heart of downtown Esquimalt
- Establish a clear, geographically defined identity
- Respond to changing patterns of land use, and encourage new development
- Provide design guidance to future developments
- Address the need for uniform design guidelines for both the street & new buildings
- Enhance the Public Realm

Let us know your thoughts

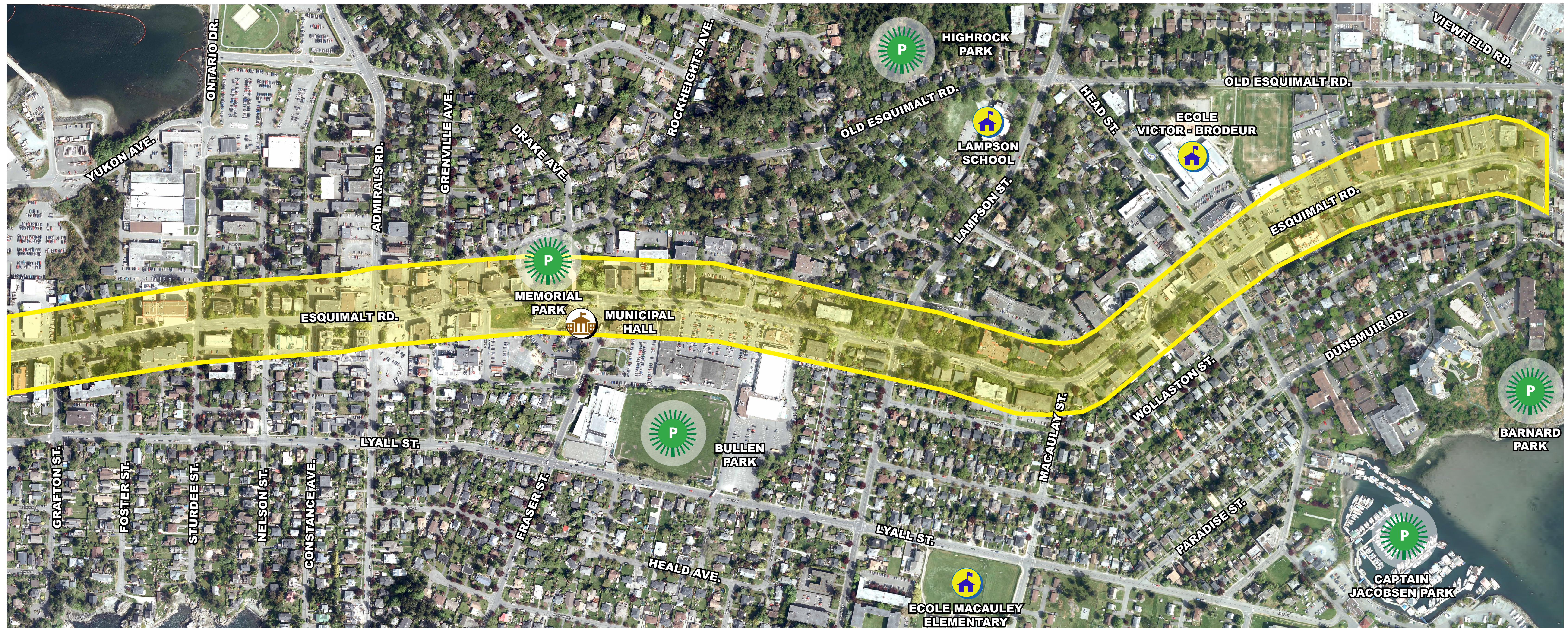
Please complete the comment sheet and drop it off on your way out, or email it to the Township.

We value your input, which will help inform the design guidelines.



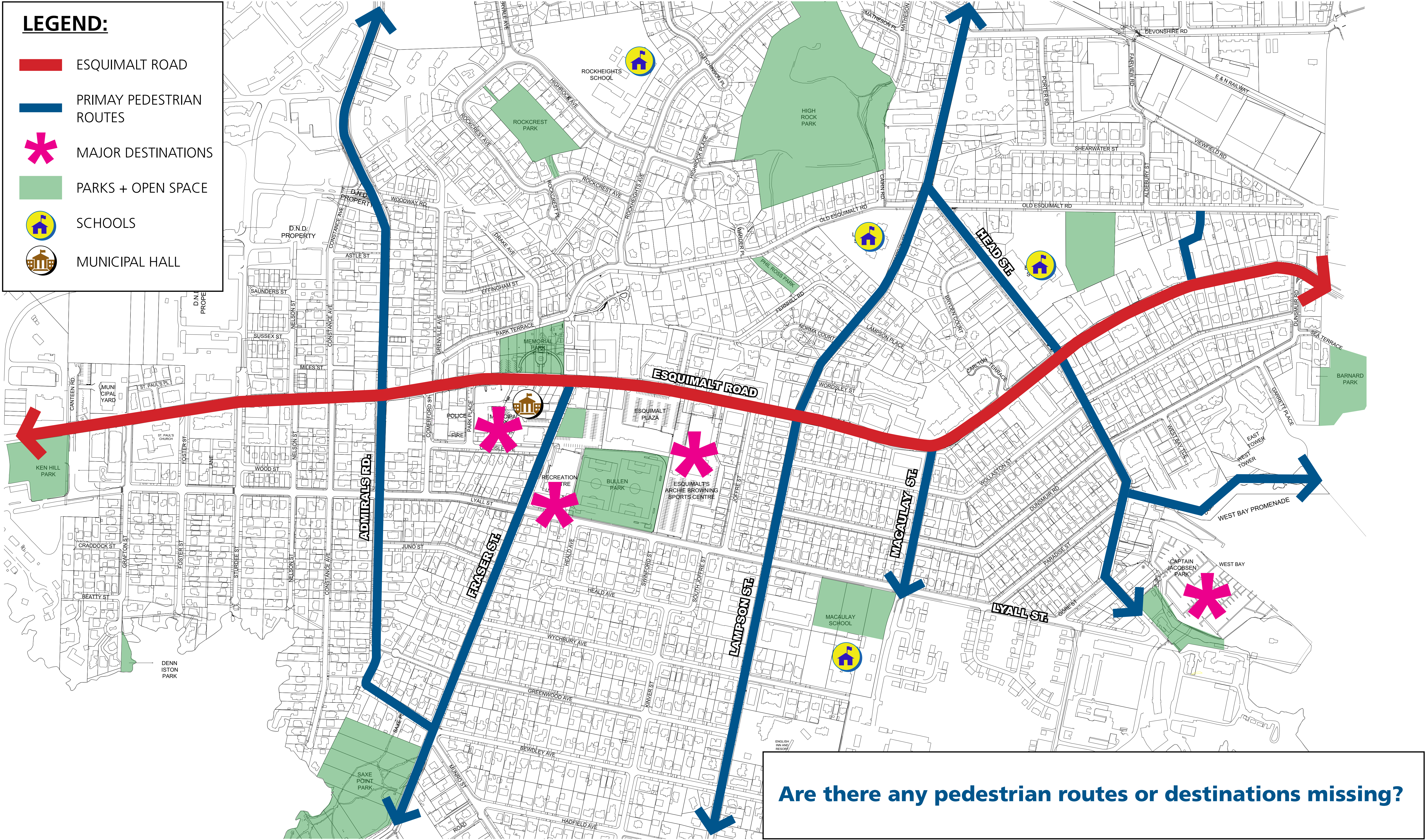
CONSULTANT TEAM:

Urban Forum Associates - Prime Consultant, Urban Planners
P+A - Landscape Architects
KWL - Civil Engineers
Site Economics - Land Economics
Placemaker Design - Architectural Design & Illustrator



Esquimalt Road is the primary route into and through the Township of Esquimalt, and the principal gateway to Esquimalt. It is also Esquimalt's primary commercial corridor and the location of its civic precinct.

The Urban Design Guidelines will address both the public realm streetscape and the emerging built form along this corridor.





Downtown gateway (west) / narrow sidewalk / hydro poles



Narrow sidewalk / hydro poles



Dedicated bike lanes



Previous streetscape improvements / bumpouts + medians



Narrow sidewalks / hydro poles



Previous streetscape improvements / crosswalk conditions



Limited on-street parking



Paving conditions



Esquimalt gateway identification (east)

Issues + Constraints

- The street Right-Of-Way (ROW) is limited and full of competing uses
- Conflicts between cars, bicycles, buses, trucks and pedestrians
- Narrow sidewalks
- Retaining walls restrict sidewalk widths
- Limited on-street parking
- Hydro poles create obstacles in the sidewalk
- Esquimalt Road is a frequent transit corridor/future bus rapid transit corridor
- Limited space for bus stops and shelters
- Vehicle access from the road (no rear lane) with curb cuts across sidewalk
- Garbage service is accessed from the road (no rear lane)
- No pedestrian lighting, irregularly spaced and uncoordinated street lighting
- Older buildings that are candidates for redevelopment
- Poor gateway signage announcing entrance into Esquimalt
- Surface parking lots face the street and interrupt the built form
- No consistent building heights or setbacks

What are the priority ISSUES + CONSTRAINTS?

What are the priority OPPORTUNITIES?

Opportunities

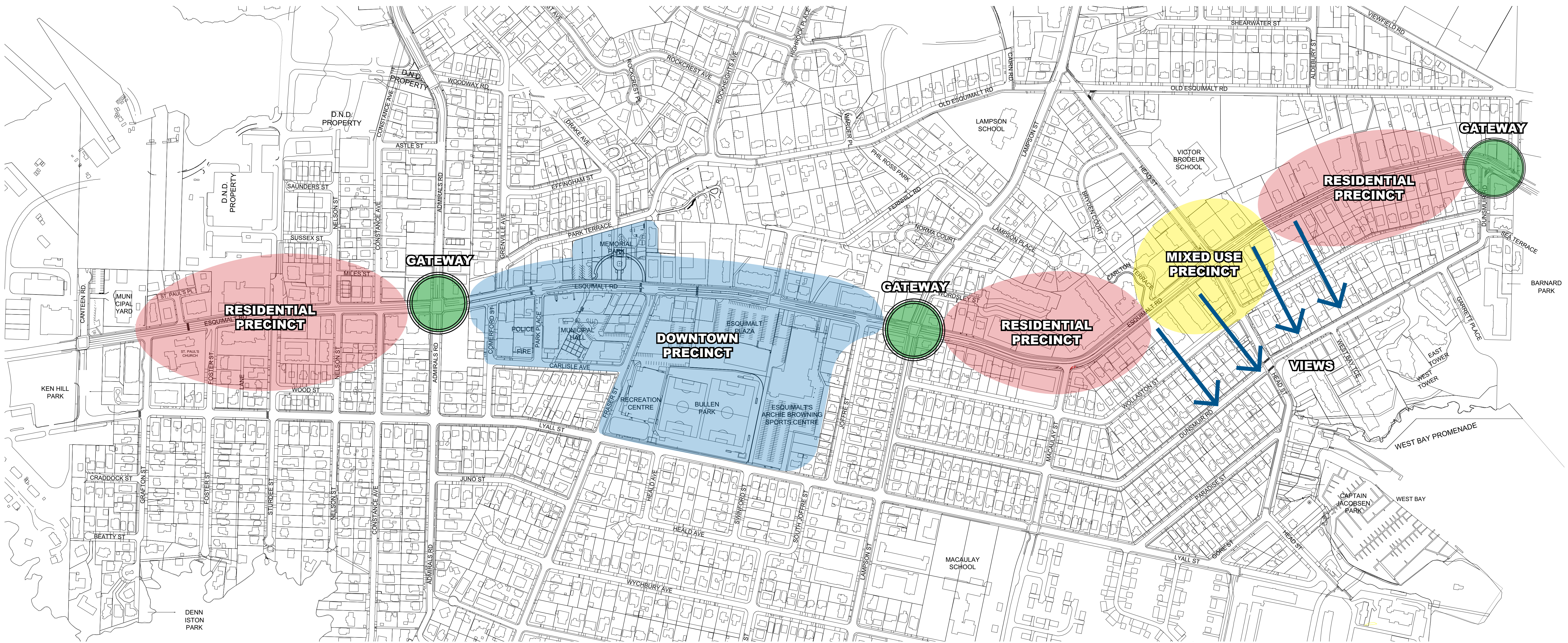
- A number of proposed new developments
- Prioritize pedestrians
- Require building setbacks, creating space for wider sidewalks
- Enhance views towards water from key sites
- Bury hydro lines
- Increase density to help finance public realm improvements
- Relocate bike lanes off Esquimalt Road to gain wider sidewalks
- Install new street and pedestrian lighting if hydro lines are buried and/or if bicycle lanes are removed
- Provide new paving and street furniture



Lack of pedestrian amenities



Inadequate gateway definition

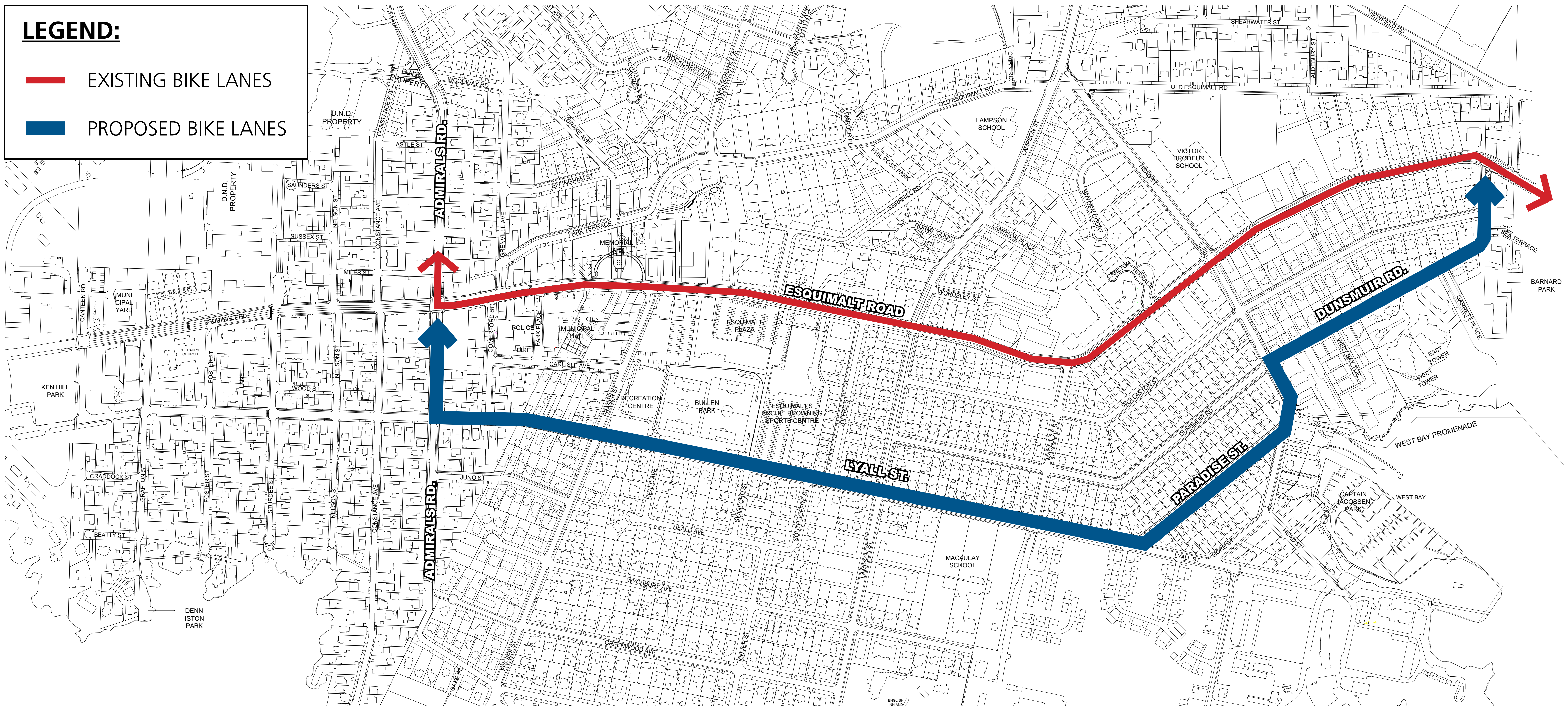


This map illustrates a proposed urban design framework for Esquimalt Road.

- ‘Character Precincts’
- ‘Activity Nodes’ (Key Intersections)
- ‘Gateways’
- View Opportunities

Questions about urban form include:

- Should building heights vary along the length of Esquimalt Road?
- If so, which portions should have the tallest buildings?
- Should building heights differ on the two sides (North + South) of the street?
- Should building setbacks be required, to enhance the public realm?
- Should buildings be required to step back above the ground floor in order to allow more sunlight penetration to sidewalks?



One idea that has emerged is to consider relocating the existing dedicated bicycle lanes from Esquimalt Road onto (parallel) Lyall Street.

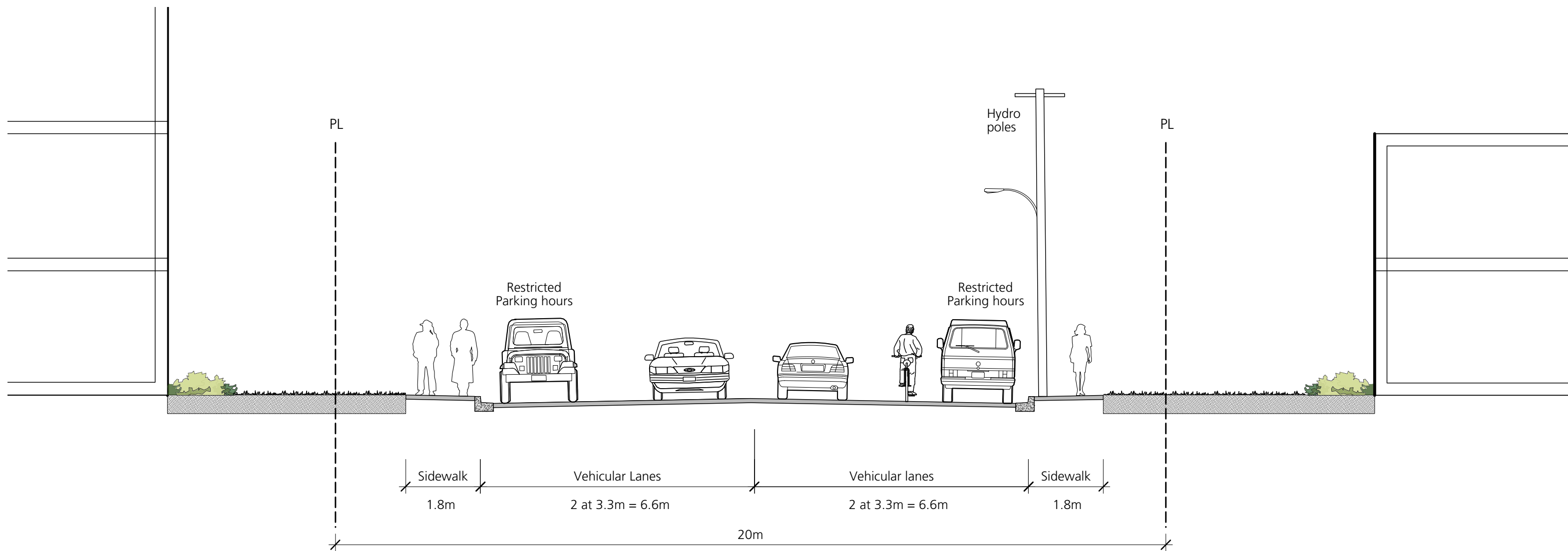
This map depicts one possible alignment of a **new bike route along Lyall Street, Paradise Street and Dunsmuir Road**, for illustrative purposes only.

Relocating the existing bicycle lanes from Esquimalt Road could free up space for wider sidewalks and an enhanced public realm along Esquimalt Road.

Should this idea be explored further?

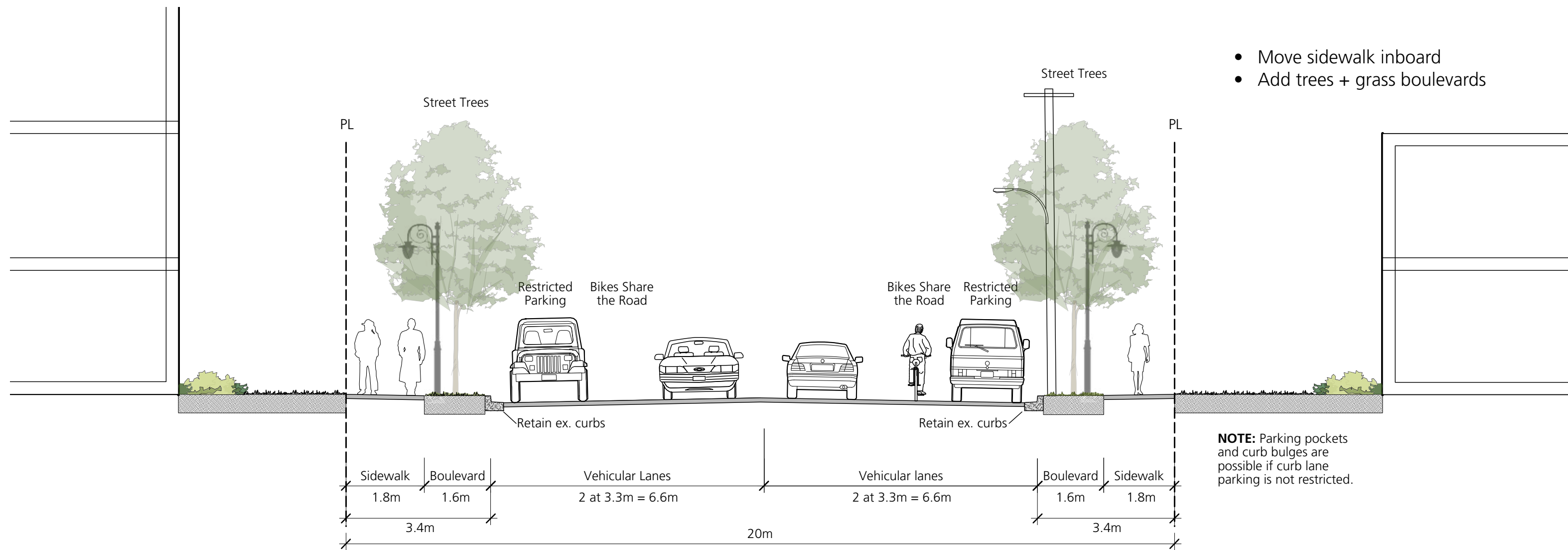
7 ALTERNATIVE BICYCLE ROUTE

EXISTING CONDITIONS

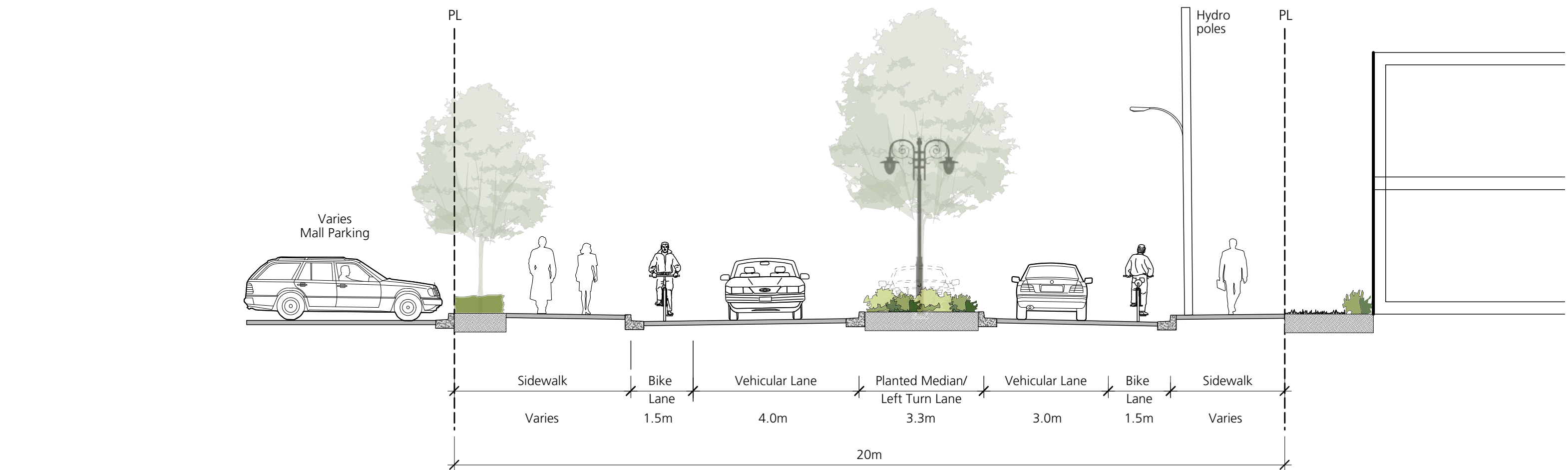


EXISTING WEST OF ADMIRALS ROAD

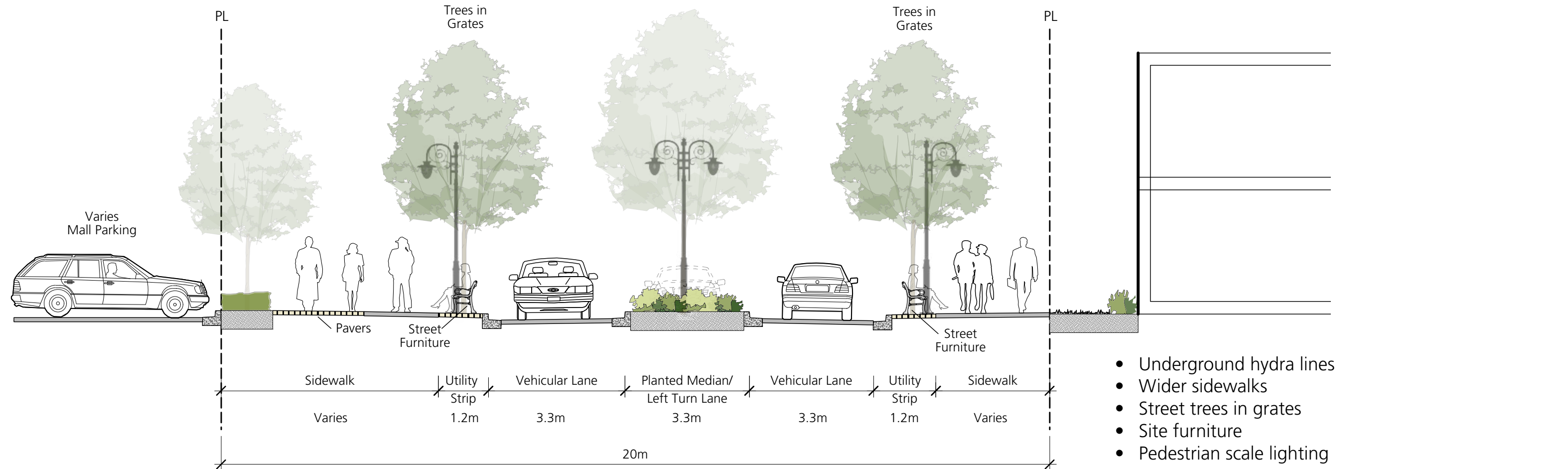
PROPOSED CONDITIONS



PROPOSED WEST OF ADMIRALS ROAD



EXISTING DOWNTOWN

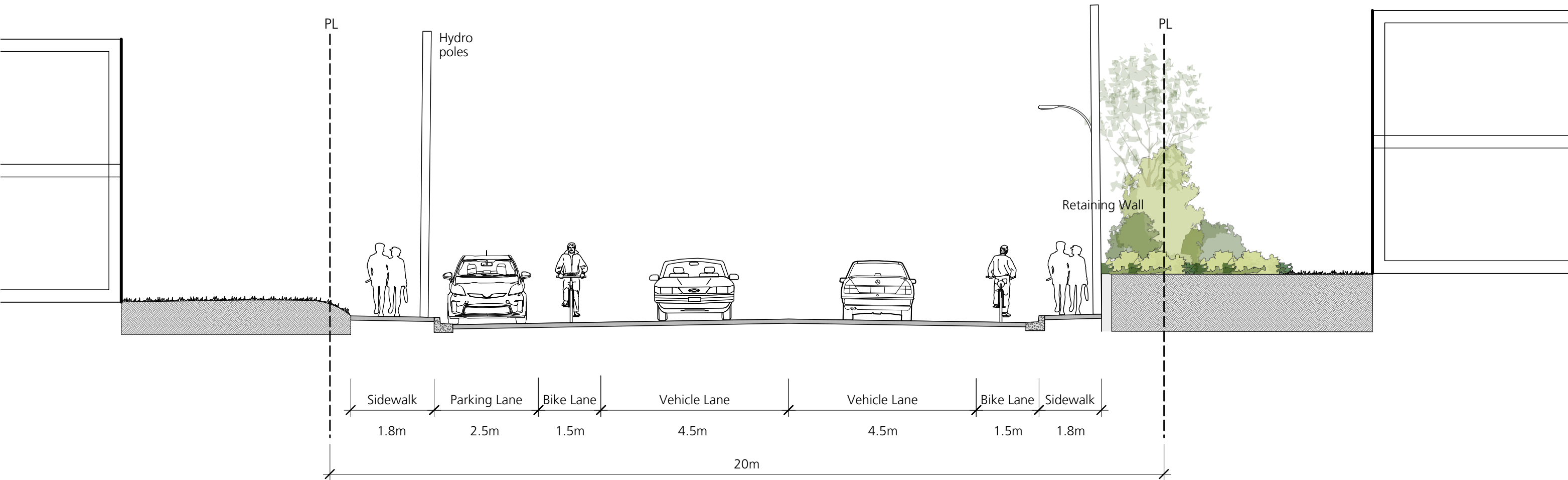


PROPOSED DOWNTOWN

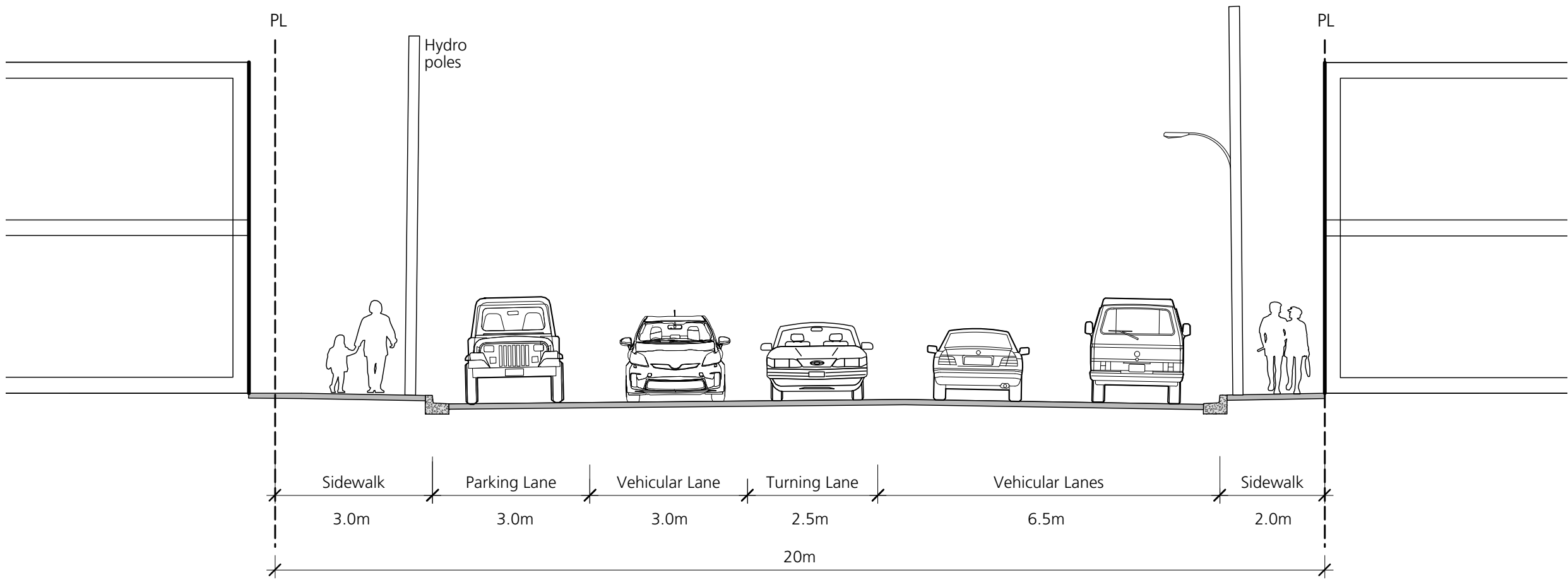
These street cross sections illustrate some potential options for how Esquimalt Road could be enhanced, assuming the bicycle lanes are relocated and the sidewalks are widened accordingly. The central medians/ left turn lanes remain as is. The existing travel lanes are widened incrementally. Some of the ideas shown include: wider sidewalks (assumes painted bicycle lanes are relocated), new street trees, new street and pedestrian lights (assumes existing hydro lines are buried), building setbacks, and landscaped boulevards between the curb and the sidewalk.

- Key Questions about the public realm include:
- Should the existing bicycle lanes be relocated, thus freeing up space for the illustrated public realm / streetscape enhancements?
 - Should street redesign options such as curb bulges, new crosswalks, and boulevard landscaping be considered?
 - Should the existing limited on-street parking be retained or removed?

EXISTING CONDITIONS



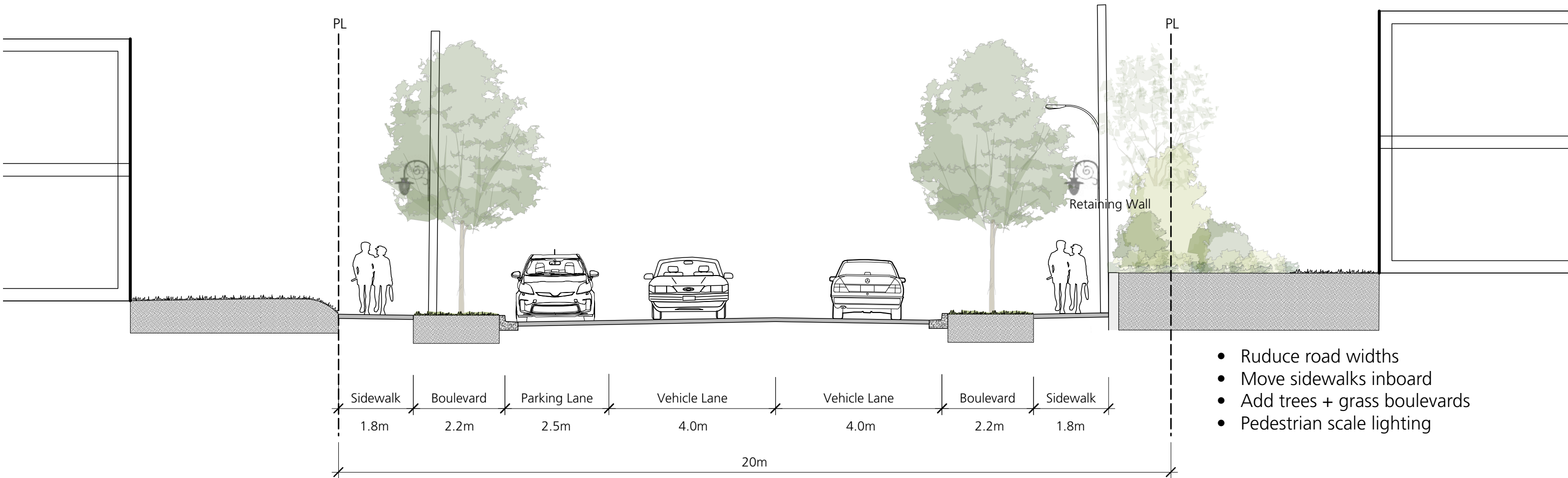
EXISTING EAST OF LAMPSON STREET



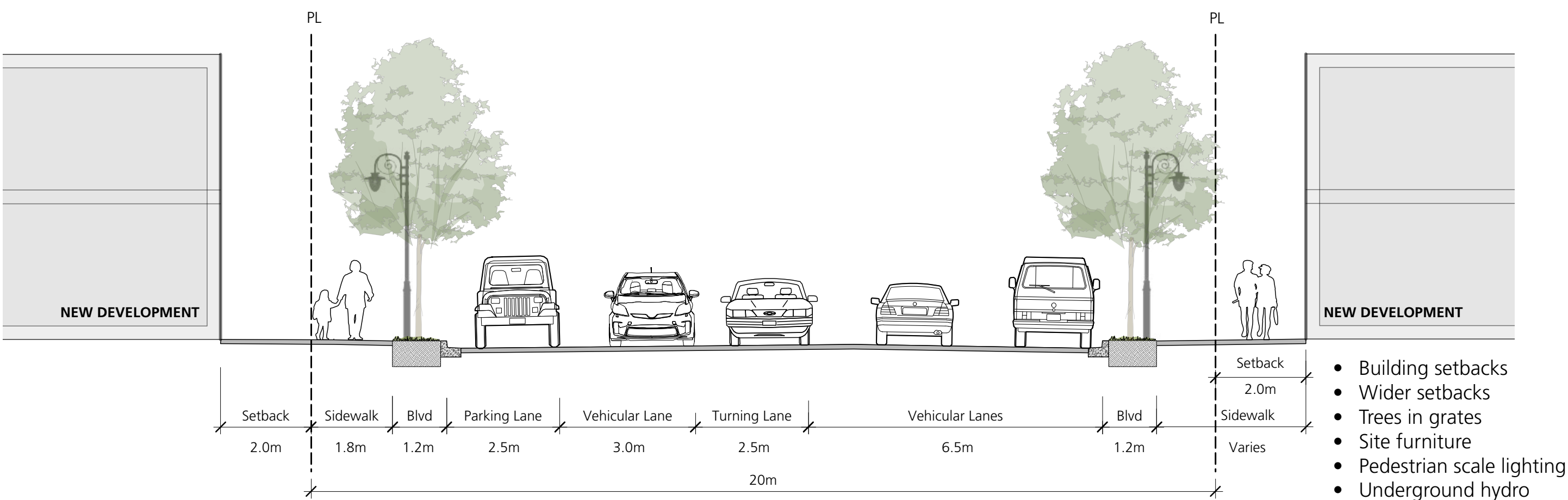
EXISTING EAST OF HEAD STREET

These street cross sections illustrate some potential options for how Esquimalt Road could be enhanced, assuming the bicycle lanes are relocated and the sidewalks are widened accordingly. The central medians/ left turn lanes remain as is. The existing travel lanes are widened incrementally. Some of the ideas shown include: wider sidewalks (assumes painted bicycle lanes are relocated), new street trees, new street and pedestrian lights (assumes existing hydro lines are buried), building setbacks, and landscaped boulevards between the curb and the sidewalk.

PROPOSED CONDITIONS



PROPOSED EAST OF LAMPSON STREET



PROPOSED EAST OF HEAD STREET

Key Questions about the public realm include:

- Should the existing bicycle lanes be relocated, thus freeing up space for the illustrated public realm / streetscape enhancements?
- Should street redesign options such as curb bulges, new crosswalks, and boulevard landscaping be considered?
- Should the existing limited on-street parking be retained or removed?

PHASE	PROCESS + ACTIVITIES	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL
1	Background Review						
	Startup Client Meeting #1 and Site Tour						
	Background Research						
	Site Analysis						
2	Initial Public Consultation						
	Client Meeting #2						
	Key Stakeholder Group Workshop						
	Open House #1						
	Online Consulation						
	Meeting with City of Victoria						
3	Draft + Final Design Guidelines						
	Draft Design Guidelines						
	3D Computer Model						
	Client Meeting #3						
	Open House #2						
	Economic Analysis						
	Refine Design Guidelines						
	Finalize + Submit Design Guidelines						
	Council Presentation						

This chart illustrates where we are now in the process, and future opportunities for further public input.

The public can also get further information and provide feedback via the Township’s website at www.esquimalt.ca/roaddesign

Note: Costs will be addressed later in the process.