



# Trespass by Design



'The Straw' by Mentalgassi

January 9<sup>th</sup>, 2016

# trespass etymology

## noun

c. 1300, "a transgression," from Old French *trespas*, verbal noun from *trespasser*

## verb

c. 1300, "transgress in some active manner, commit an aggressive offense, to sin," from Old French *trespasser* "pass beyond or across, cross, traverse; infringe, violate," from *tres-* "beyond" (from Latin *trans-*; see *trans-*) + *passer* "go by, pass" (see *pass* (v.)). Meaning "enter unlawfully" is first attested in forest laws of Scottish Parliament (c. 1455).

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'Park(ing)' Banksy



≠















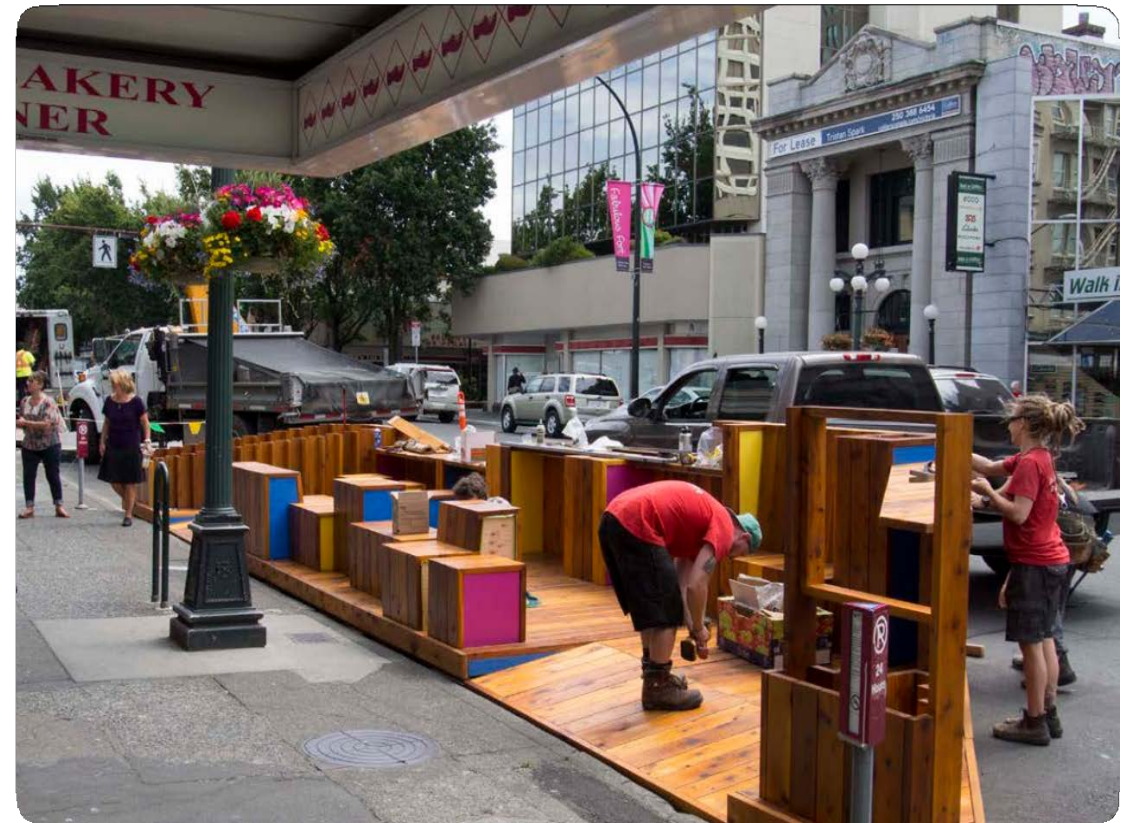


## Fort Street Parklet

Photo by Spencer Bialek, taken from <http://opencityprojects.com/on-parklets-and-pedestrians/>



Designed and built by local volunteers





Pre-parklet



Fort Street Parklet

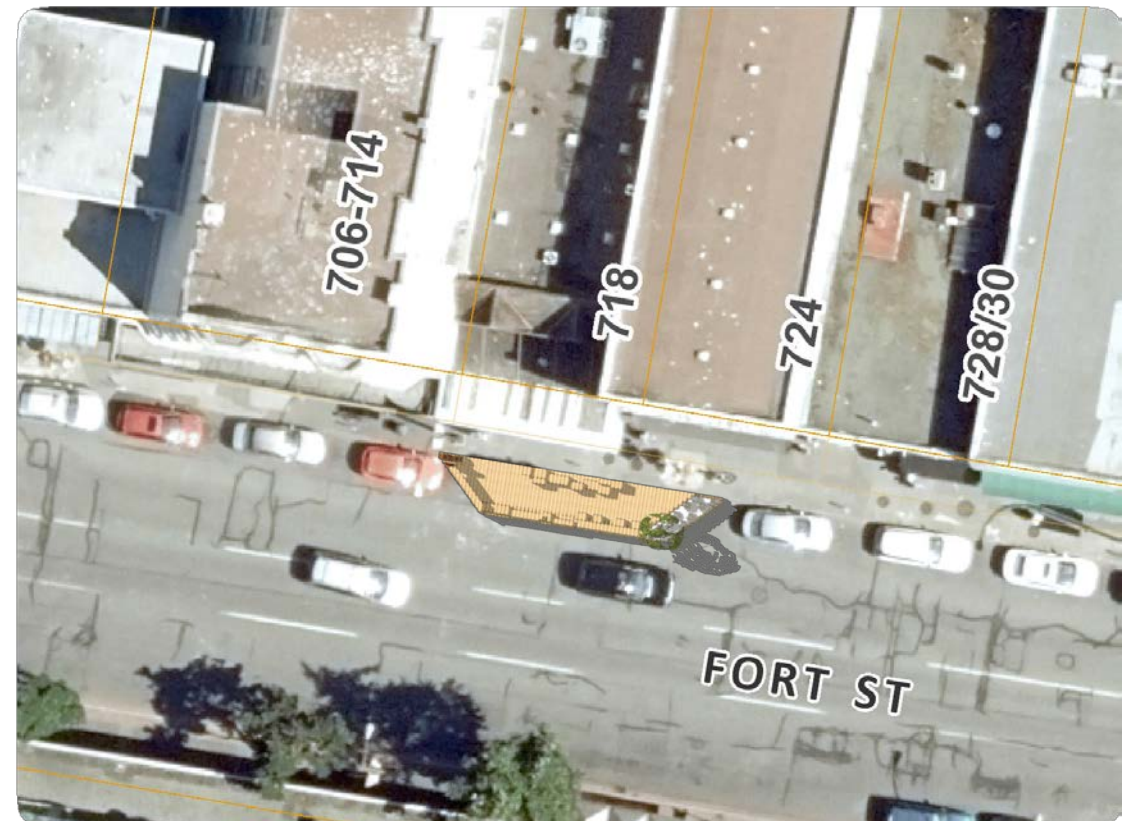
Photo by Spencer Bialek, taken from <http://opencityprojects.com/on-parklets-and-pedestrians/>

## Trespasses

-ve

\* eliminating parking

\* impact of 'loitering', upkeep & liability



## Trespases

-ve

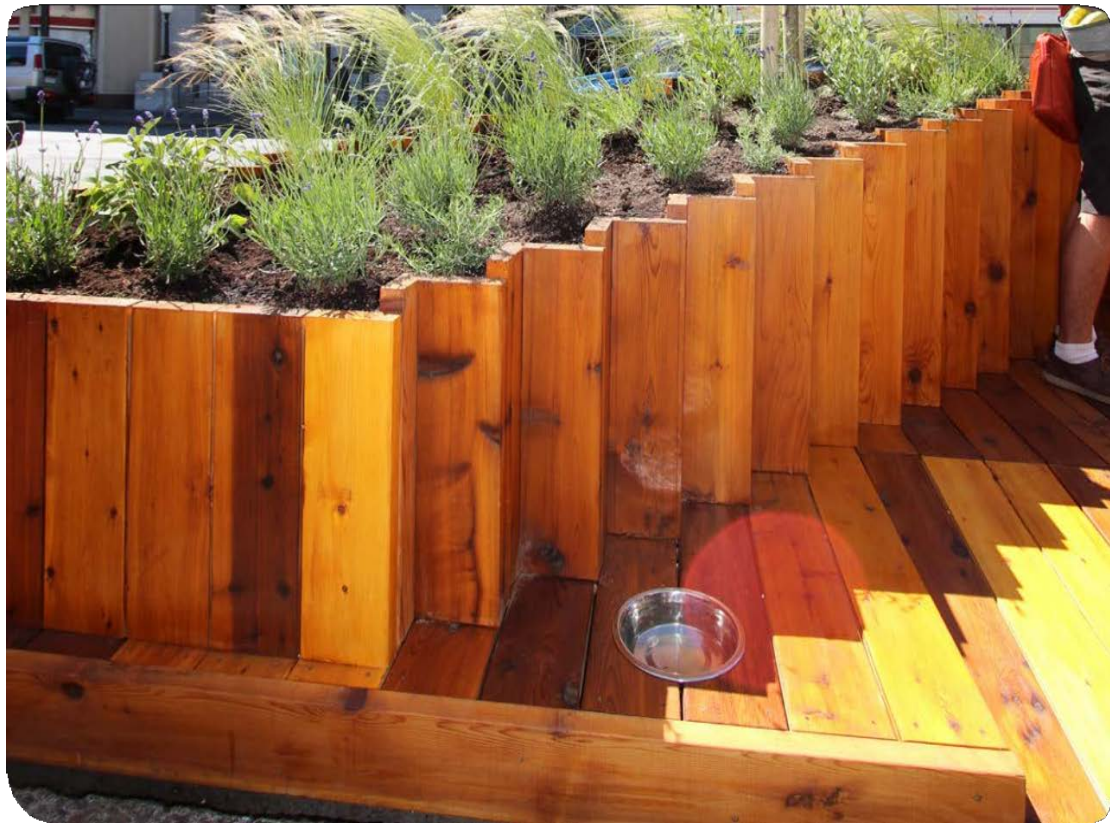
- \* eliminating parking
- \* impact of 'loitering', upkeep & liability

+ve

- \* expanded public sidewalk amenity including the addition of seating and greenery
- \* creating community among local businesses











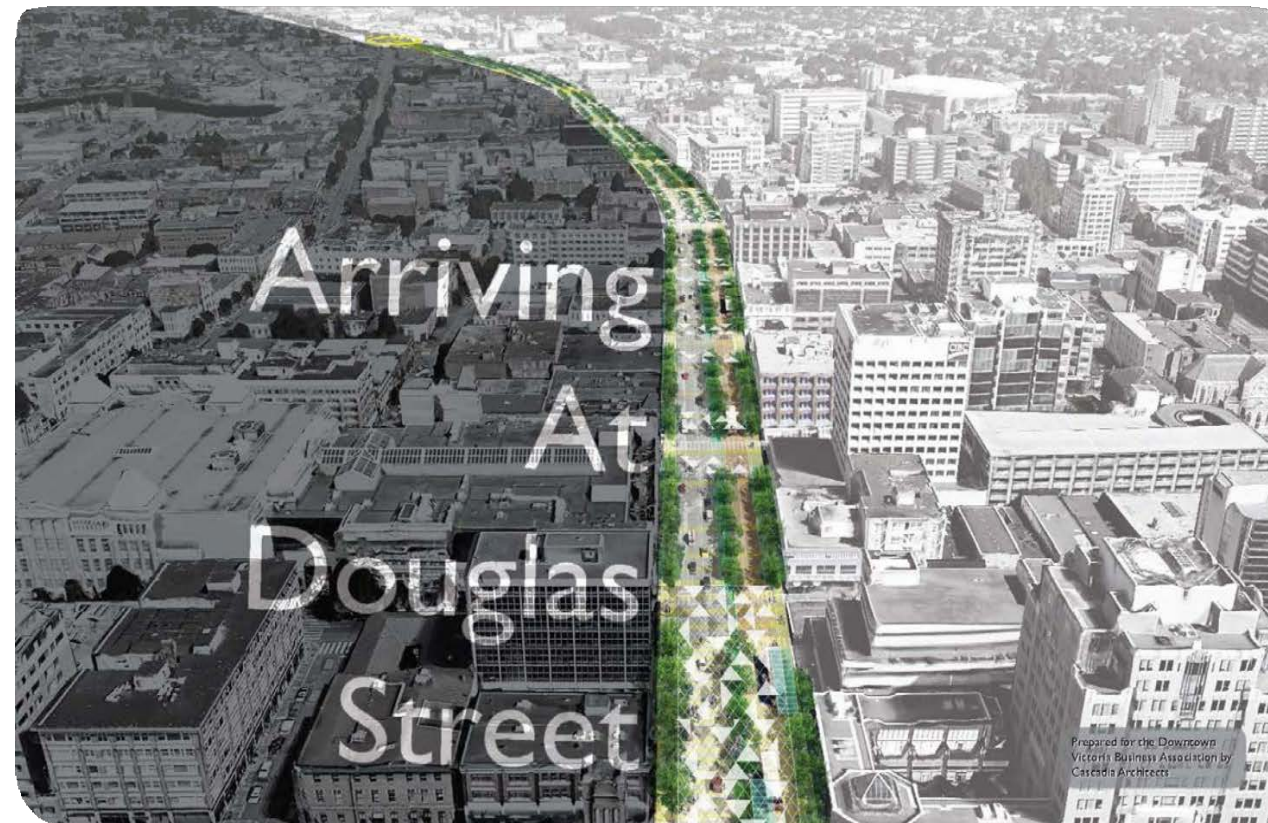
## Fernwood Pole Painting

Photo by Angela Hemming of the Fernwood Pole Painting Project May 28, 2011  
<https://www.flickr.com/photos/fernwoodnrg/5821450399/in/album-72157626937358356/>



## Fort Street Parklet

Photo by Spencer Bialek, taken from <http://opencityprojects.com/on-parklets-and-pedestrians/>

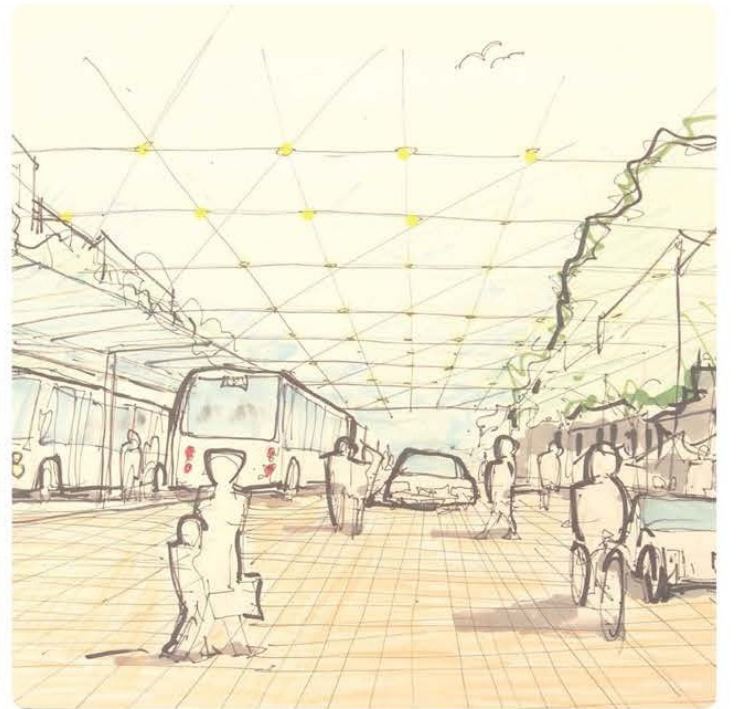


# Arriving At Douglas Street

Prepared for the Downtown  
Victoria Business Association by  
Cascade Architects

Circa 1930





Produced by Cascadia Architects for the Downtown Victoria Business Association.



2015



# Douglas Street: Today and Tomorrow

## City of Victoria

The work in this study is predicated on a number of previous studies and official documents produced for or by the City of Victoria. These include:

### The City of Victoria Official Community Plan

<http://www.shapeyourfuturevictoria.ca/>

### Downtown Core Area Plan

[http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Downtown~Core~Area~Plan/DTCP\\_book\\_web.pdf](http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Downtown~Core~Area~Plan/DTCP_book_web.pdf)

### Victoria Bicycle Master Plan Update

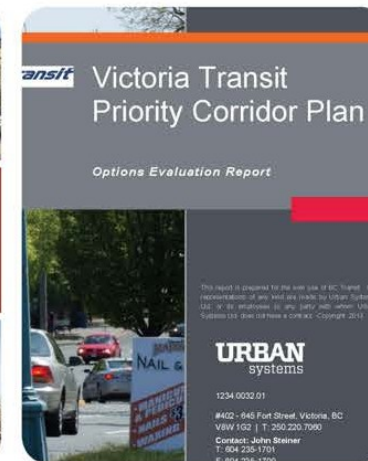
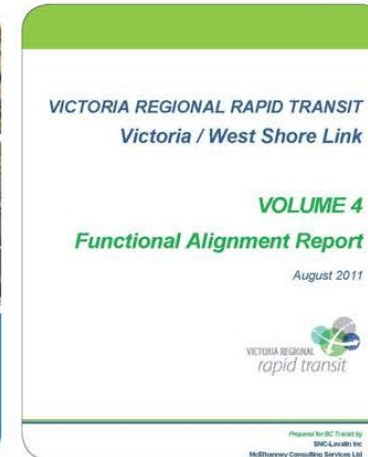
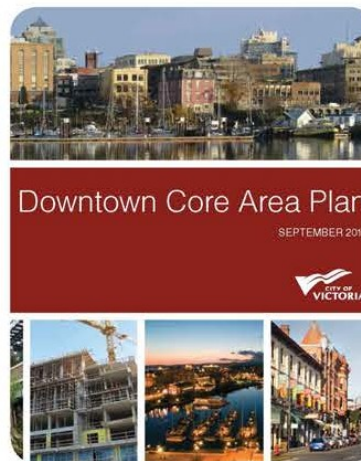
<http://www.victoria.ca/EN/main/community/cycling/update-to-the-bicycle-master-plan.html>

### Crossing Boundaries: An Urban Plan for Oak Bay

D'Ambrosio Architecture + Urbanism and New Landmarks  
[http://www.fdar.ca/links/rock\\_bay/rockbayudp.pdf](http://www.fdar.ca/links/rock_bay/rockbayudp.pdf)

### Burnside Local Area Plan

[http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Local%20Area%20Planning%20Priority%201%20Approach\\_PLUC%20June%2010%20doc.pdf](http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Local%20Area%20Planning%20Priority%201%20Approach_PLUC%20June%2010%20doc.pdf)



## BC Transit

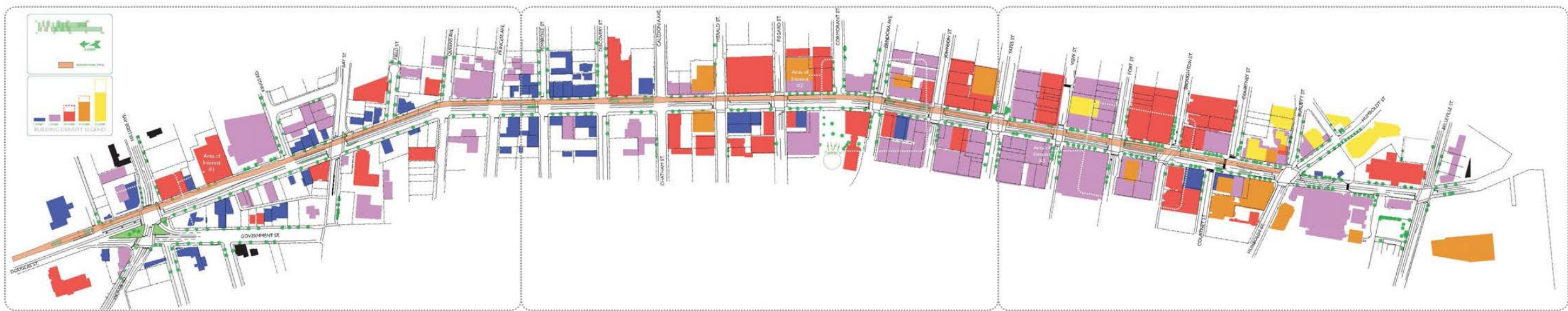
As a terminus to transit from around the region, we are also working with consideration to the extensive work done by BC Transit. Reference documents include:

Victoria Regional Rapid Transit Victoria / West Shore Link: Volume 4 Functional Alignment Report (SNC-Lavalin Inc, 2011)

<http://bctransit.com/servlet/documents/1403640684205>

Victoria Transit Priority Corridor Plan: Options Evaluation Report (Urban Systems, 2013)

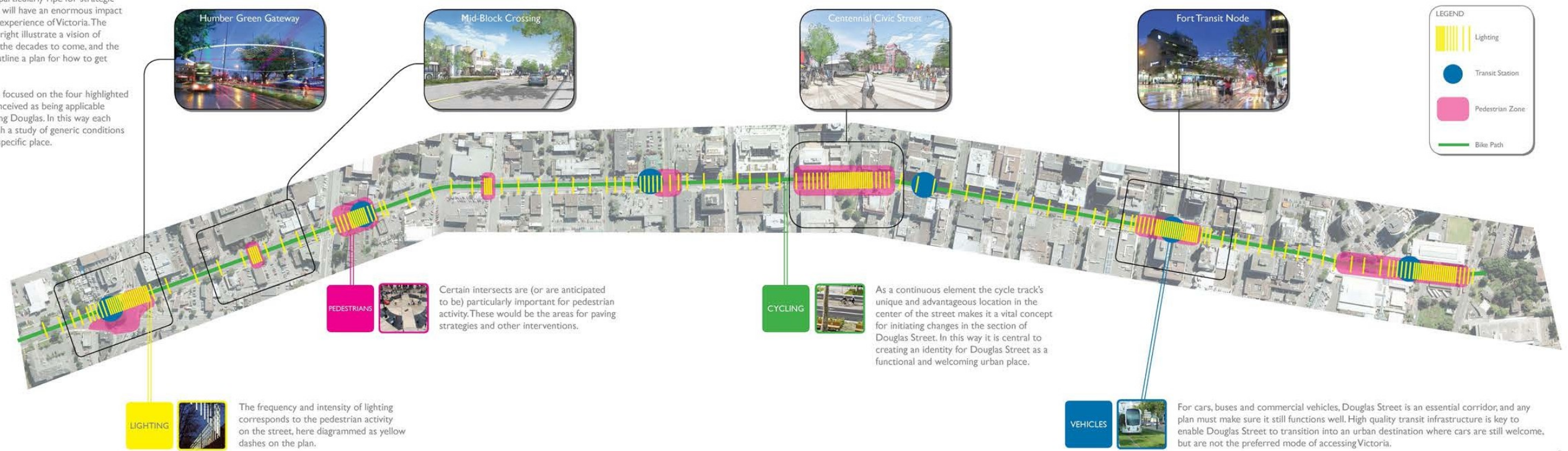
<http://bctransit.com/servlet/documents/1403640646765>

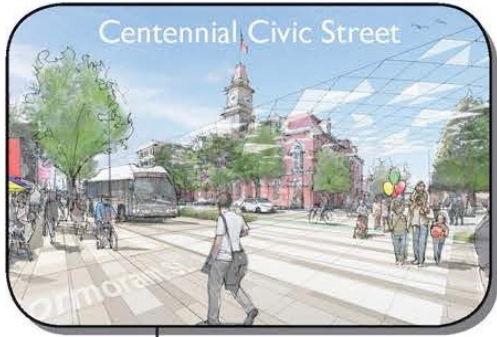




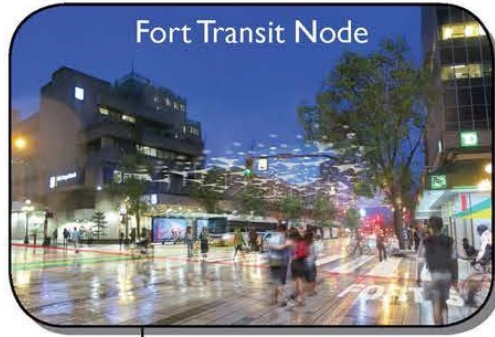
Douglas Street is particularly ripe for strategic interventions that will have an enormous impact on the image and experience of Victoria. The renderings to the right illustrate a vision of Douglas Street in the decades to come, and the following pages outline a plan for how to get there.

While attention is focused on the four highlighted areas, they are conceived as being applicable to many areas along Douglas. In this way each example is as much a study of generic conditions as it is about the specific place.









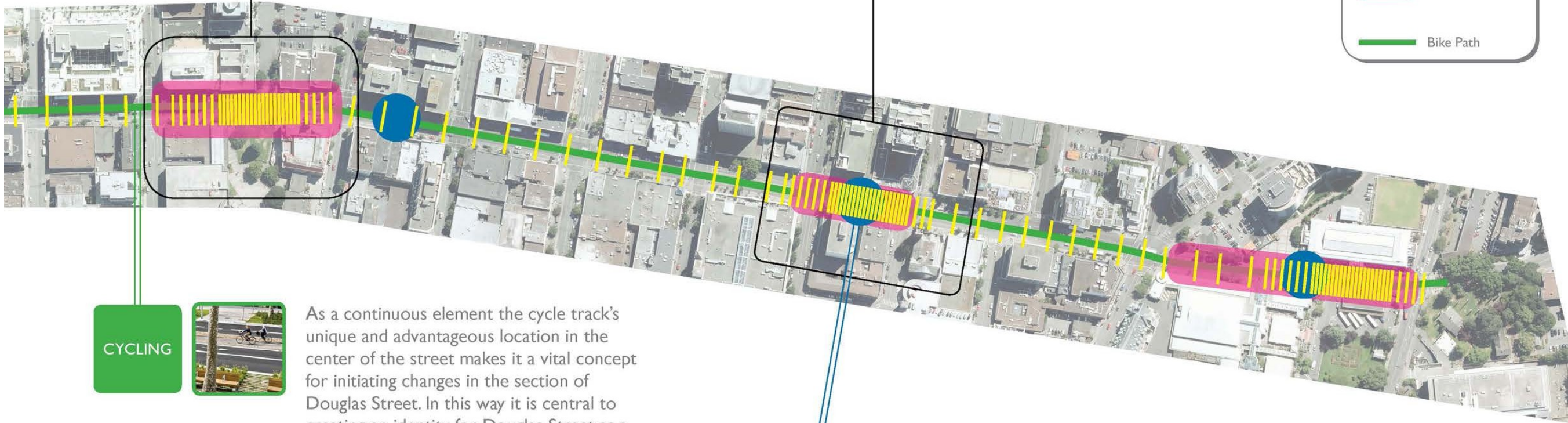
Centennial Civic Street



Fort Transit Node

LEGEND

-  Lighting
-  Transit Station
-  Pedestrian Zone
-  Bike Path



CYCLING



As a continuous element the cycle track's unique and advantageous location in the center of the street makes it a vital concept for initiating changes in the section of Douglas Street. In this way it is central to creating an identity for Douglas Street as a functional and welcoming urban place.

VEHICLES



For cars, buses and commercial vehicles, Douglas Street is an essential corridor, and any plan must make sure it still functions well. High quality transit infrastructure is key to enable Douglas Street to transition into an urban destination where cars are still welcome, but are not the preferred mode of accessing Victoria.

# Key Objective

Create a unified identity for Douglas Street expressing its role as the central corridor into the heart of Victoria.

This objective will be fulfilled through the implementation of four concepts. These concepts are combined to achieve this vision of a consistent and vibrant street. They are:

## LIGHTING

Establish a consistent lighting 'canopy' over the street that can be implemented as development occurs. The intensity, density and constitution of the light canopy responds to the activity happening along the street; particularly instances of intensified pedestrian activity.

## PEDESTRIAN ACTIVITY

Increase the feelings of welcoming, safety, and interest for pedestrians. Strategies for achieving this are diverse but commonly include changes in paving, additional lighting,

## TRAFFIC

Facilitate the transition to sustainable modes of transportation as outlined by BC Transit and Victoria's OCP while ensuring that the street remains an important artery within the city.

## CYCLING

The provision of safe and convenient cycling infrastructure is a device for the realignment of Douglas Street traffic lanes in preparation for the established imperative to have regional dedicated transit corridor.

### 0 TO 2 YEARS

These interventions can take place with relatively little planning and overhead, and are often of a temporary or event type installations. They allow for the testing of an idea before more permanent interventions.

### 2 TO 5 YEARS

These interventions are more permanent and will take a little more planning and effort to put in place. Often these are improvements that are of a transitional nature in anticipation of a final planned outcome but are well worth the investment in their own right.

### 10 TO 20 YEARS

These will require time and significant capital to put in place and are the fruition of long term planning processes meant to make Douglas Street the best it can be.

LIGHTING



PEDESTRIANS



VEHICLES



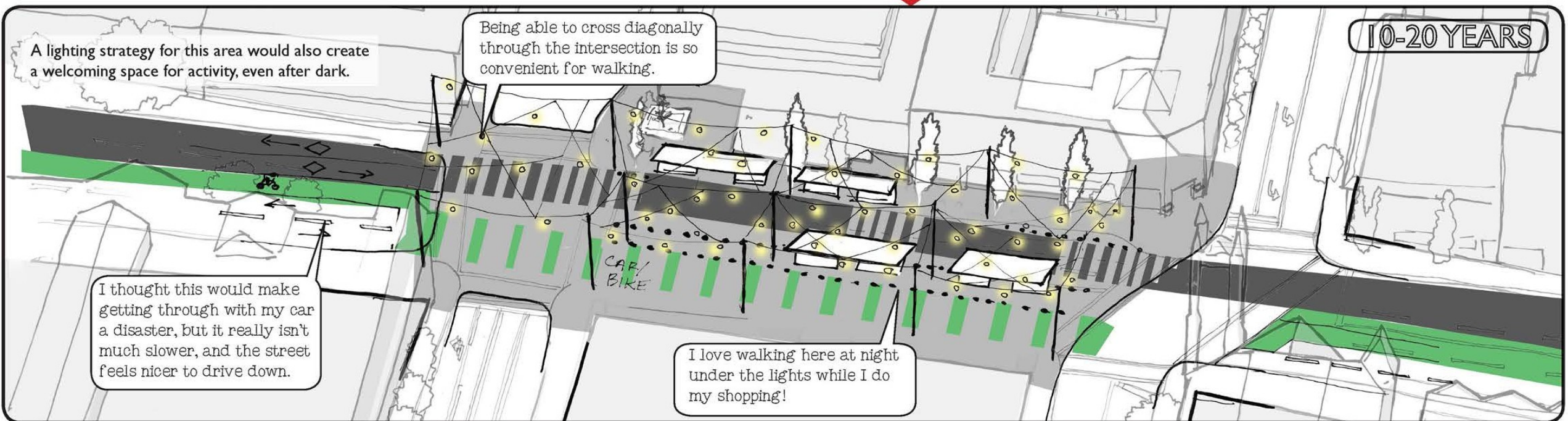
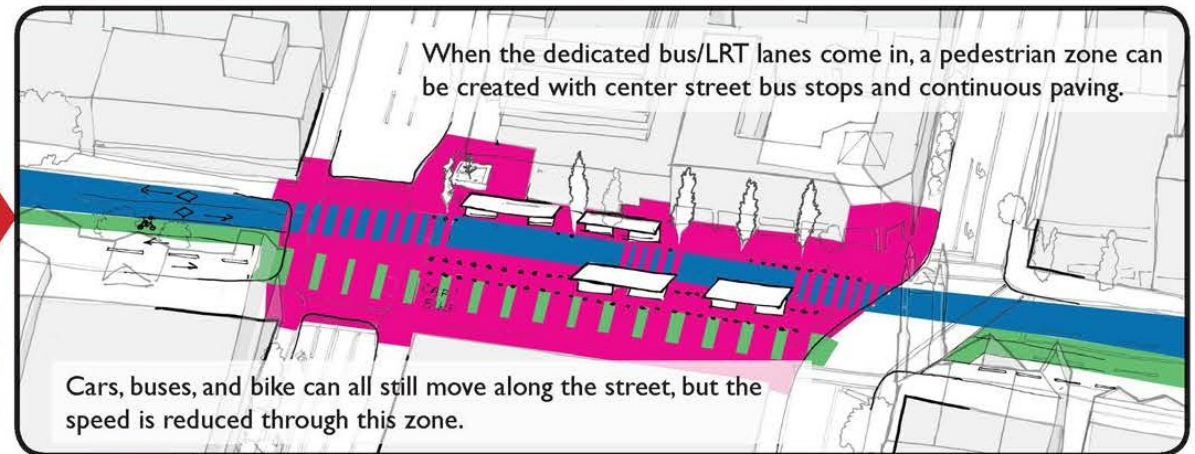
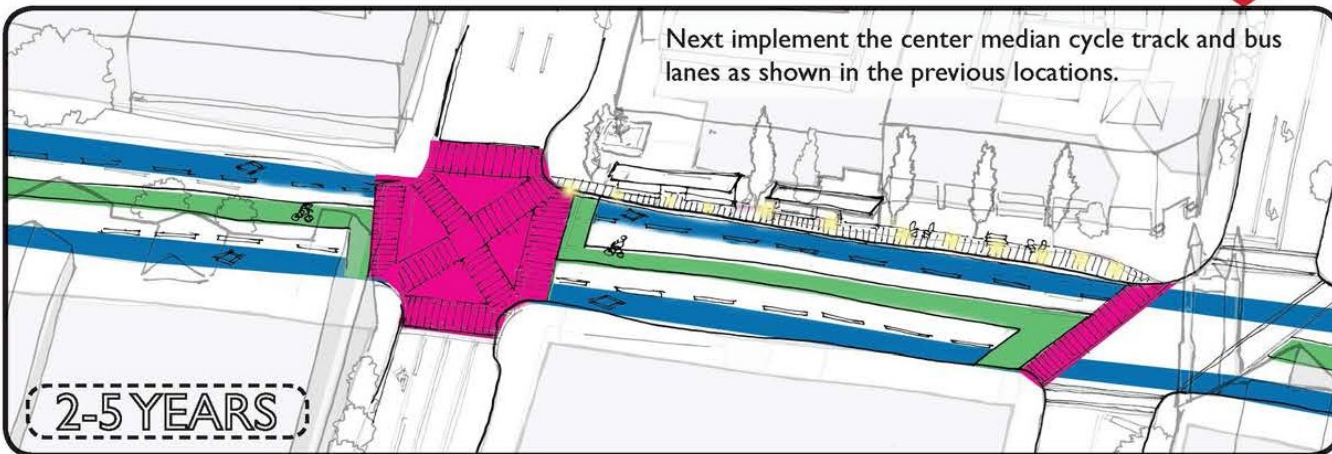
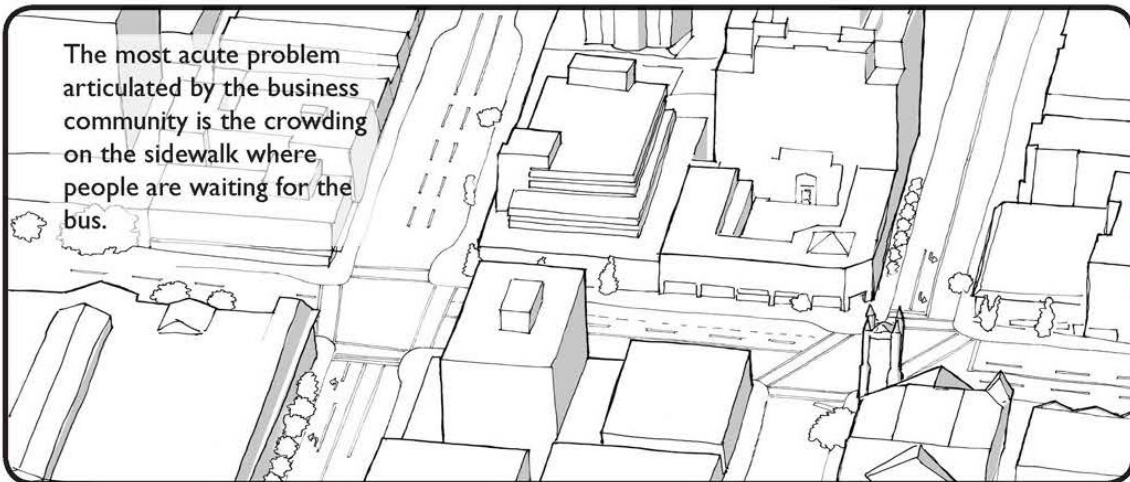
CYCLING



0-2 YEARS

2-5 YEARS

10-20 YEARS





Put in a scramble intersection such as the Oxford Circus where a busy vehicular street takes time for pedestrian crossings during peak walking hours.



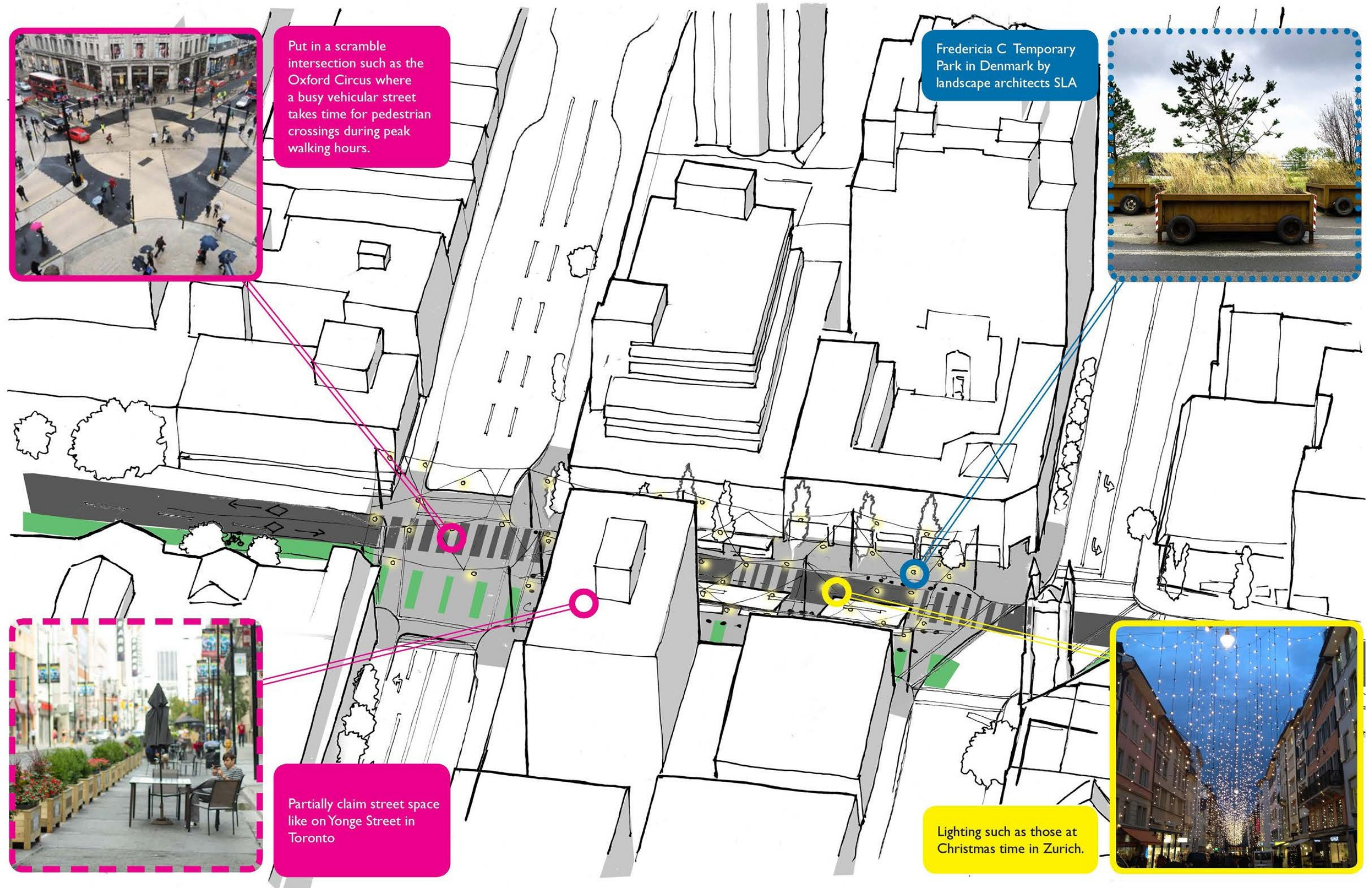
Fredericia C Temporary Park in Denmark by landscape architects SLA



Partially claim street space like on Yonge Street in Toronto



Lighting such as those at Christmas time in Zurich.



In the eventual future at that same bus stop...



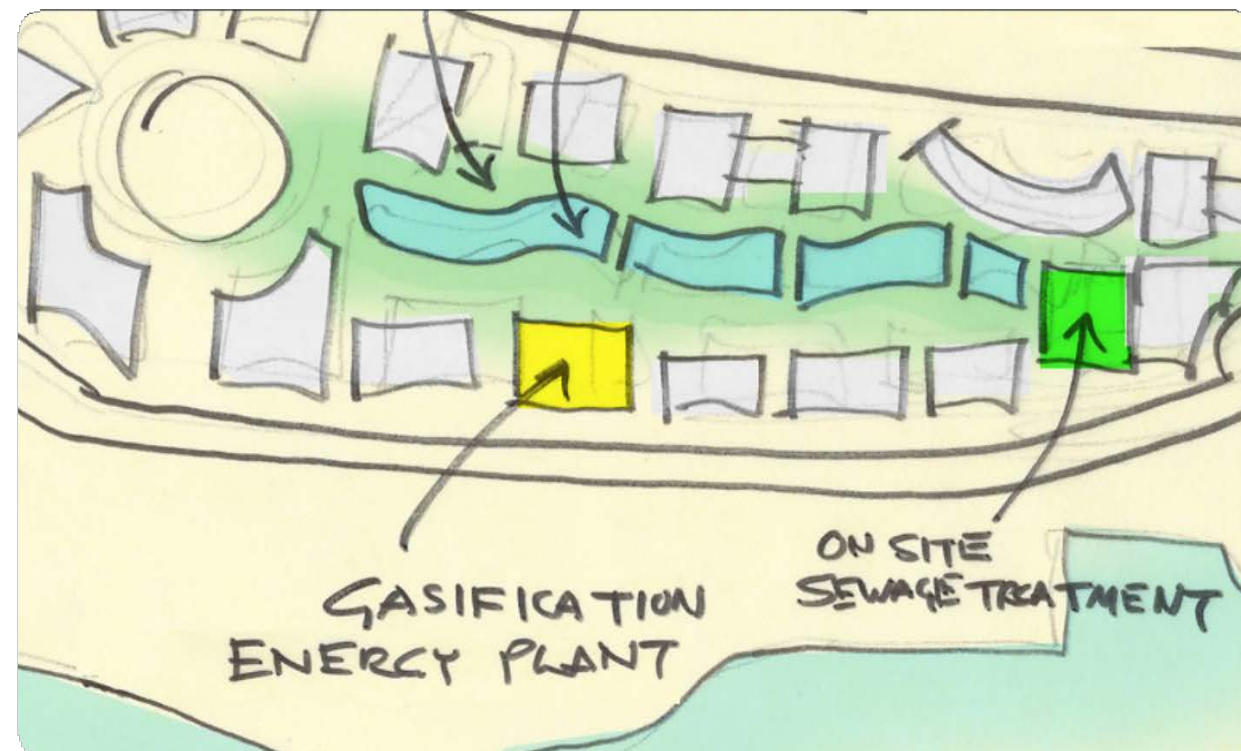
Rendering by Chris Foyd

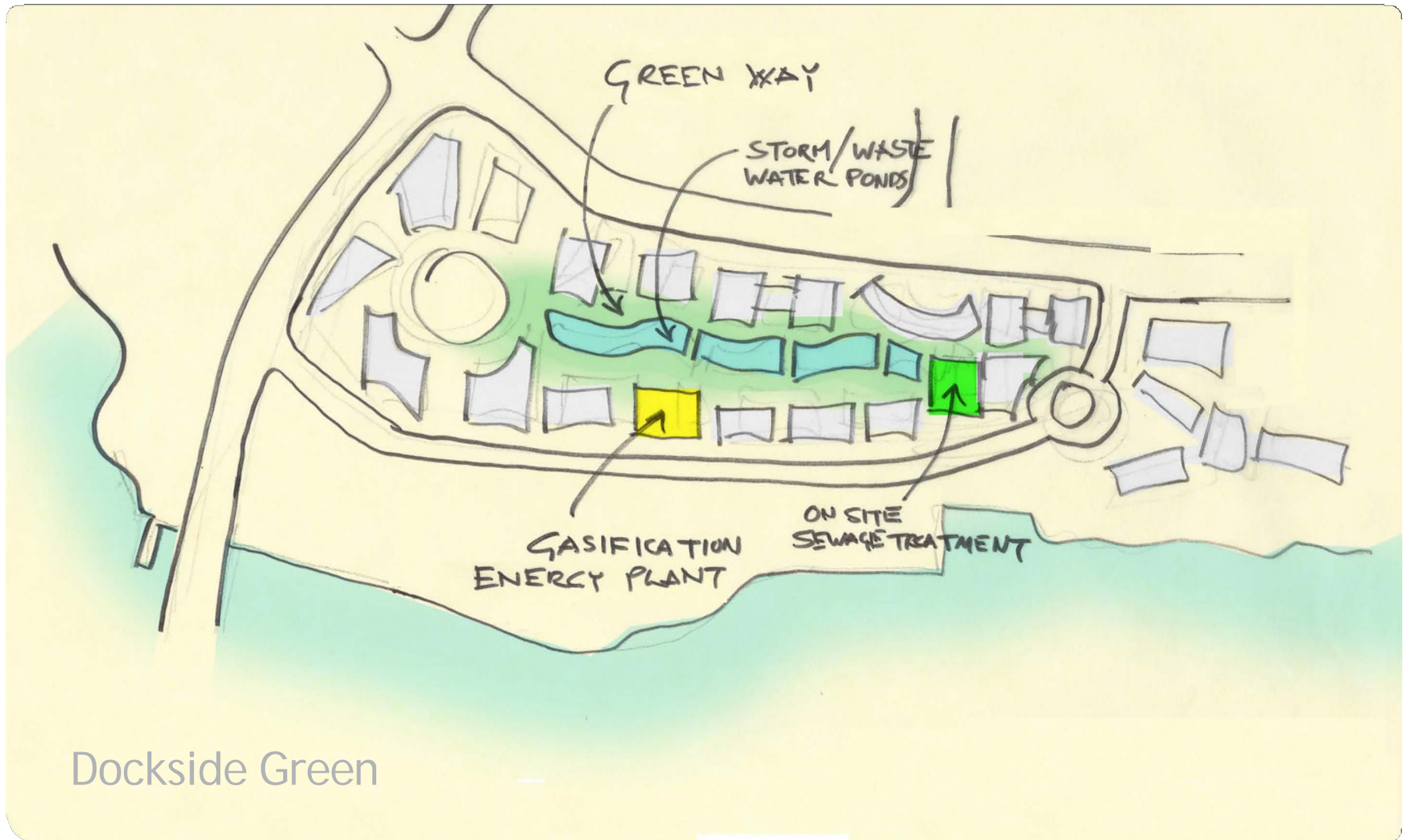


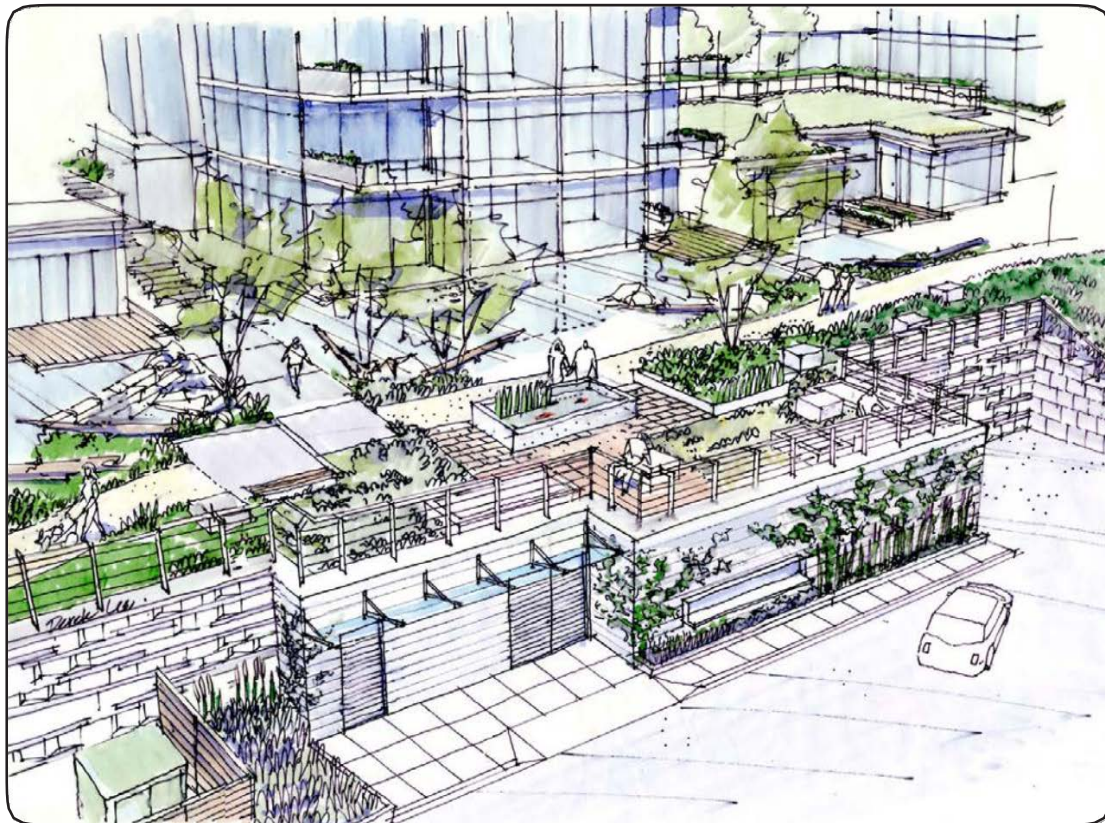




## Community Infrastructure

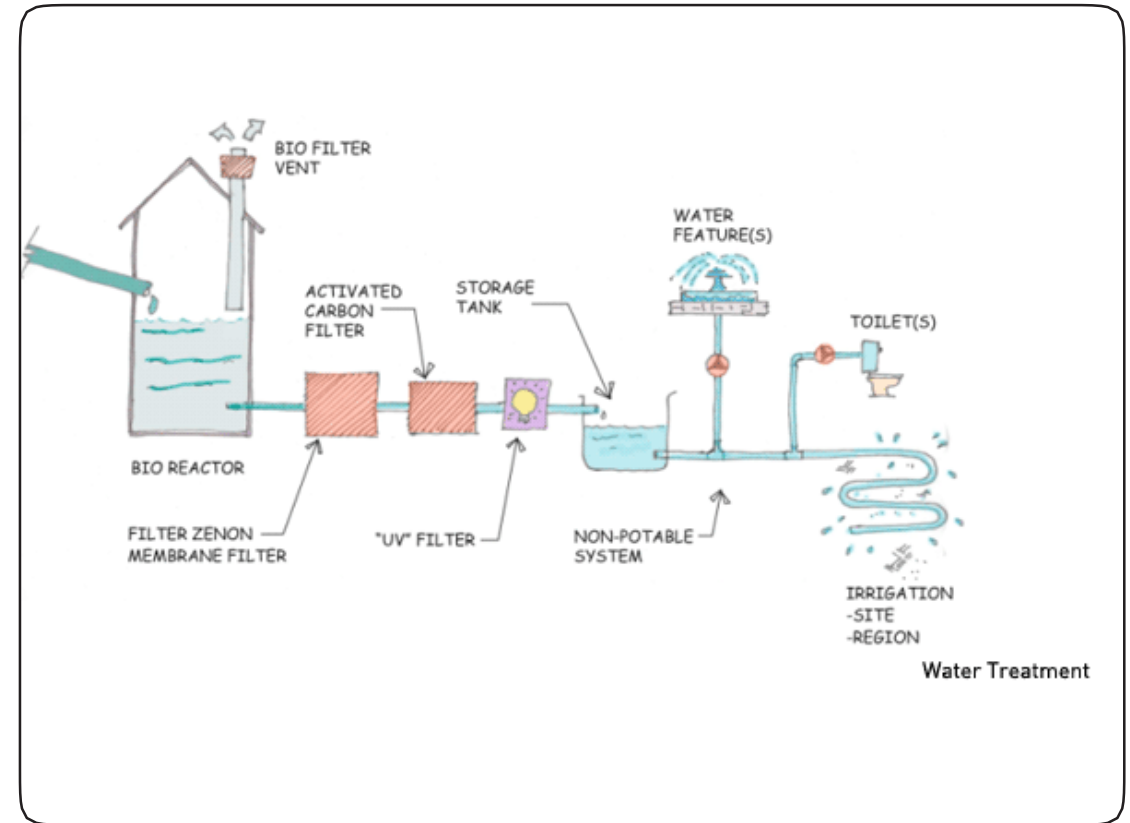






## Dockside Greenway

Render courtesy of PWL





## Dockside Greenway

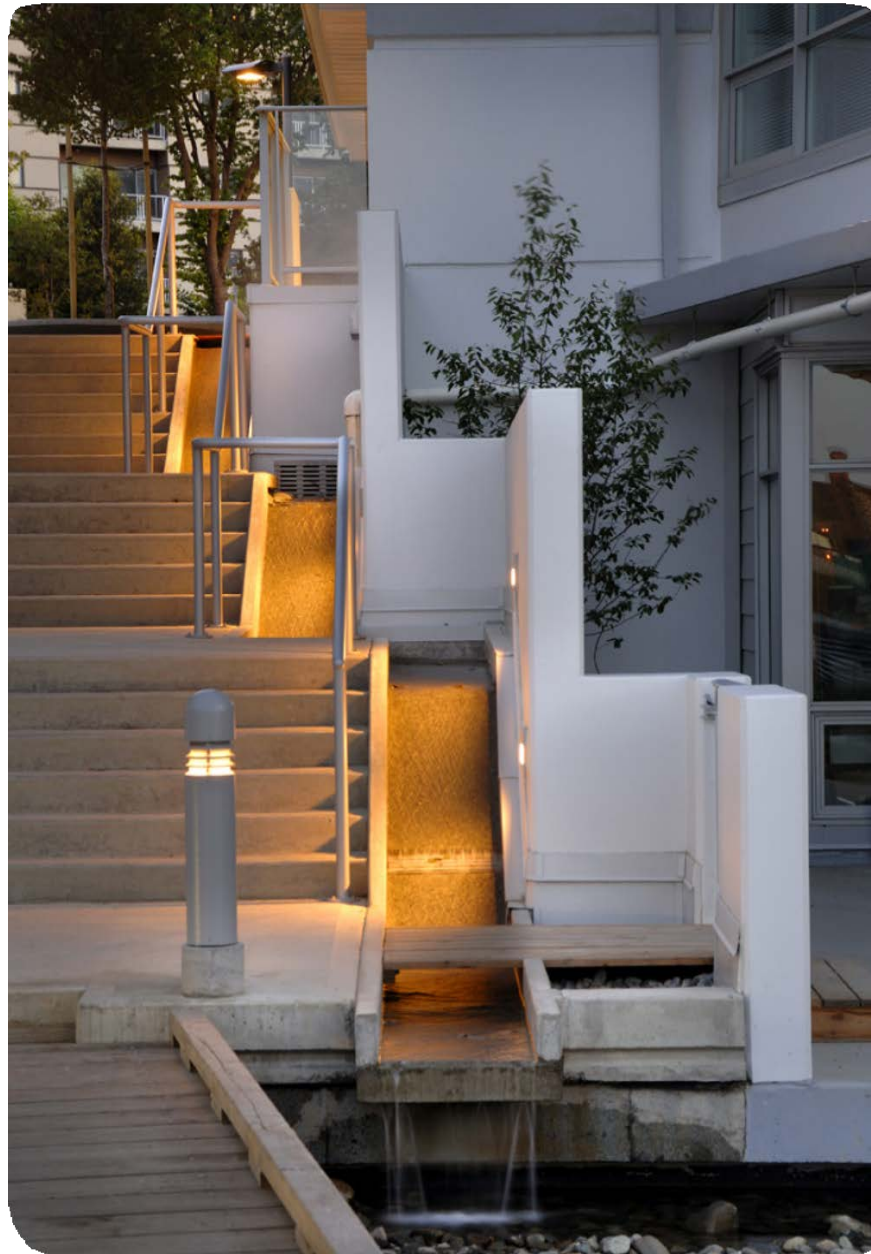
Image courtesy of Dockside Green





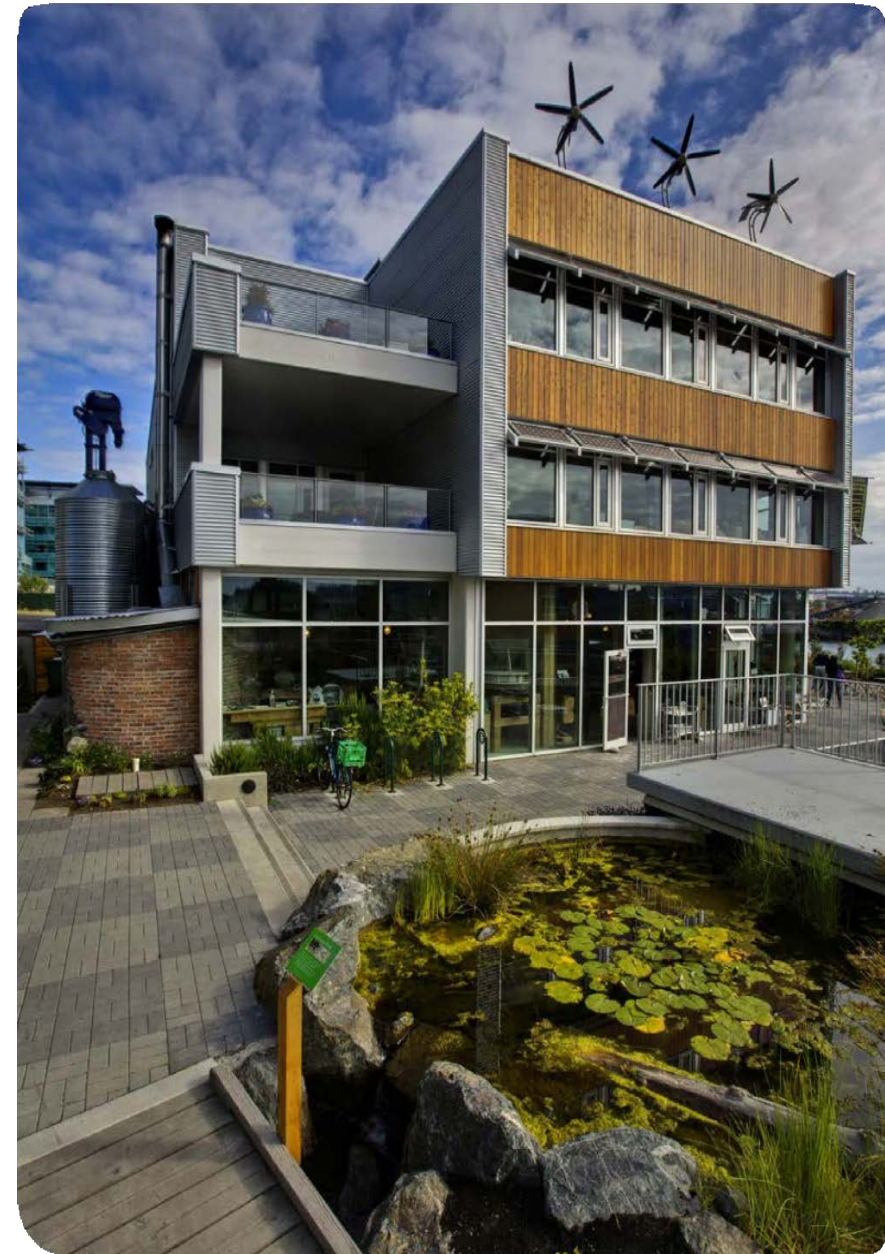
Waste water treatment plant

Image courtesy of Dockside Green



Stormwater runnels

Image courtesy of Vince Klassen



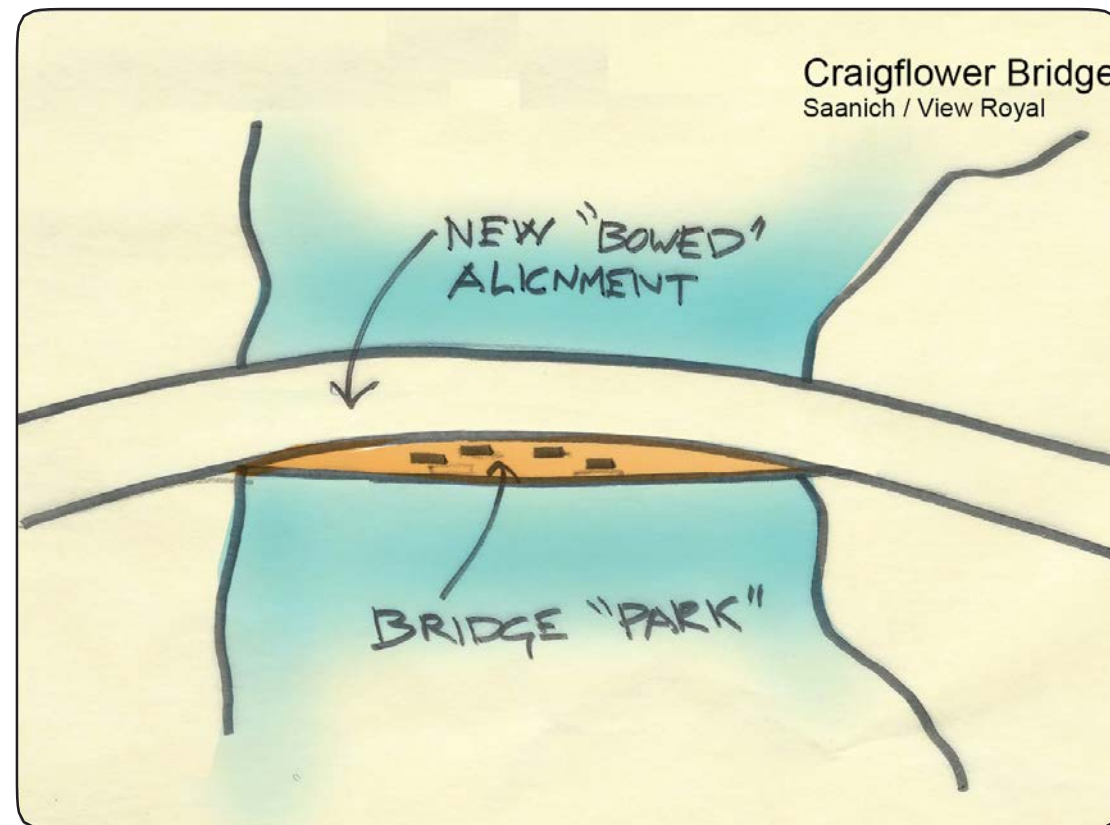
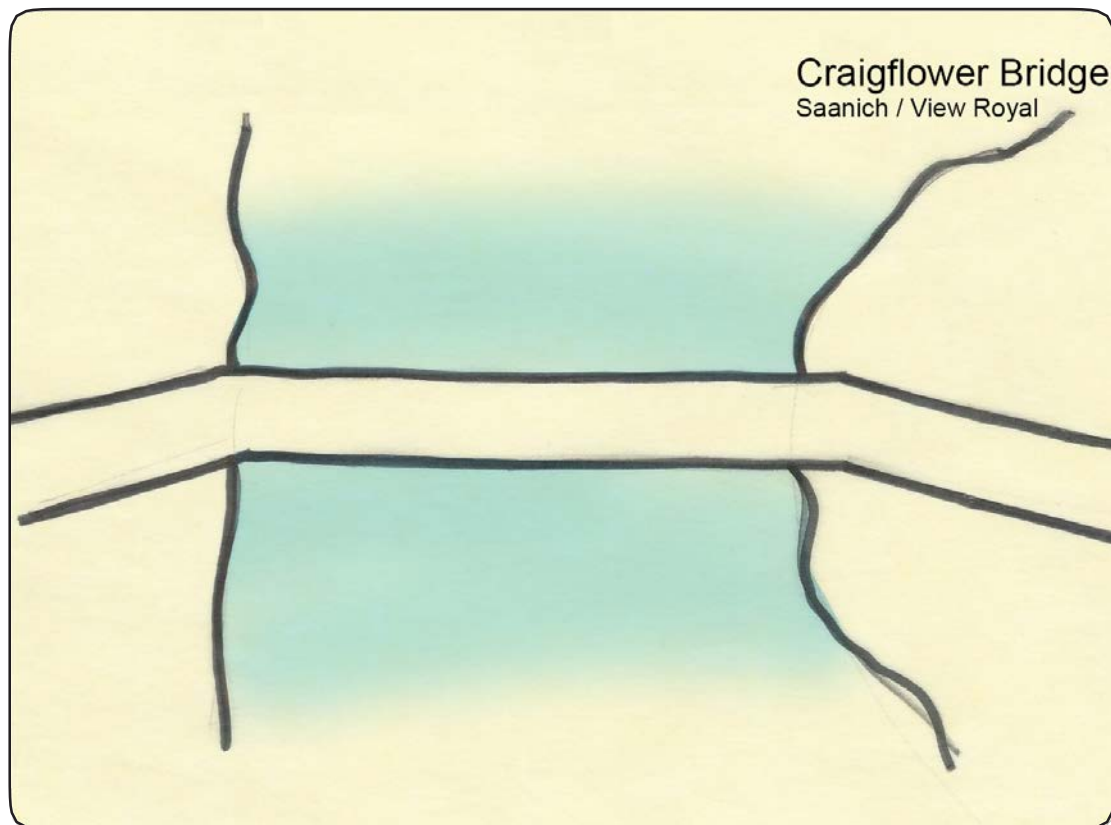
CI-1 Building

Image courtesy of Terry Lam

# Craigflower Bridge







## Concept Sketches

Render courtesy of Chris Foyd



Rendering of Pedestrian Deck

Image courtesy of HCMA



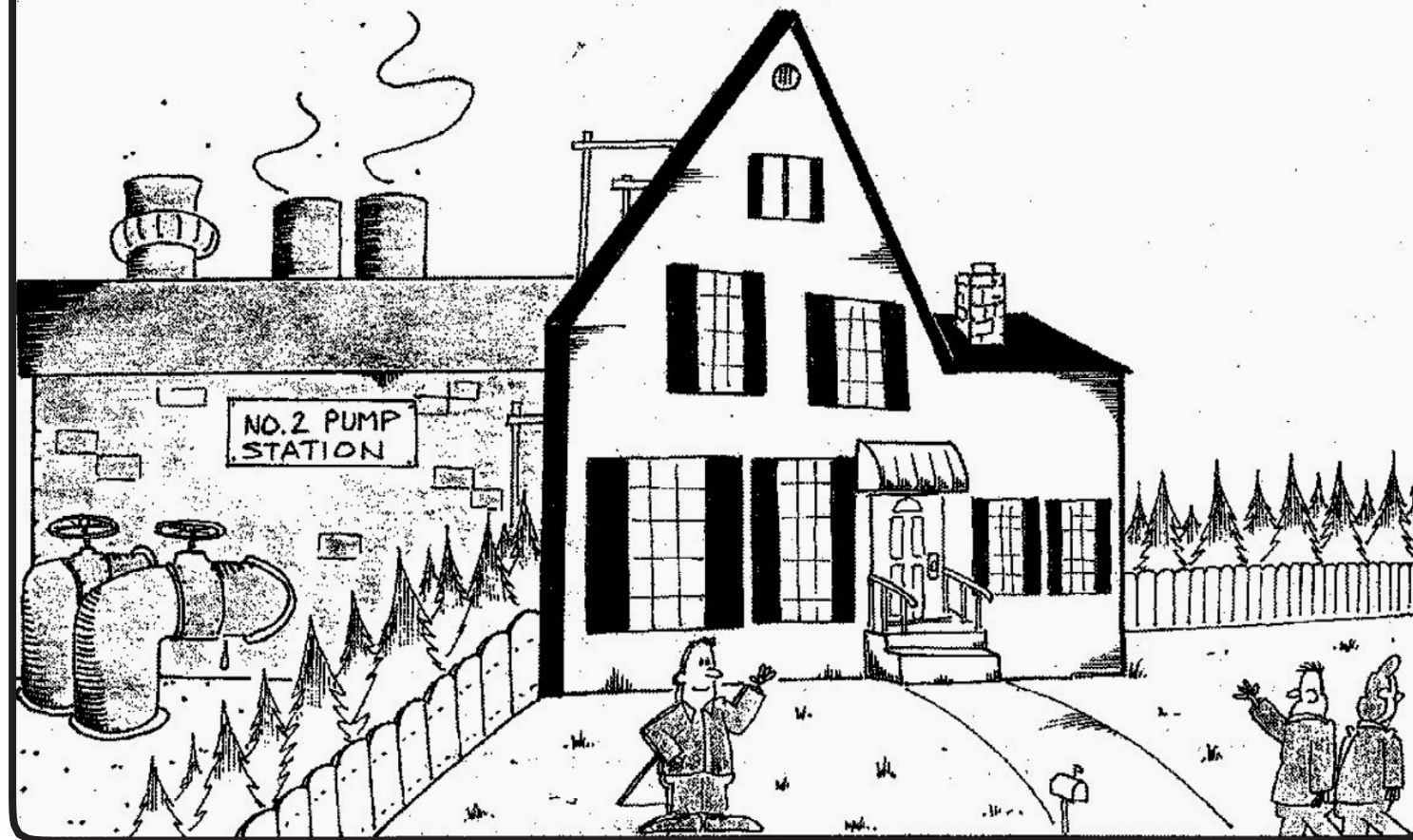
**HCMA**

**Craigflower Bridge Replacement**

**Bridge Furniture Design**  
November 2012

UNDER THE  
**GLAMER**  
*Edwards*

HOW TO BUILD A SEWAGE PUMPING STATION  
WITHOUT ANYONE KNOWING ABOUT IT...



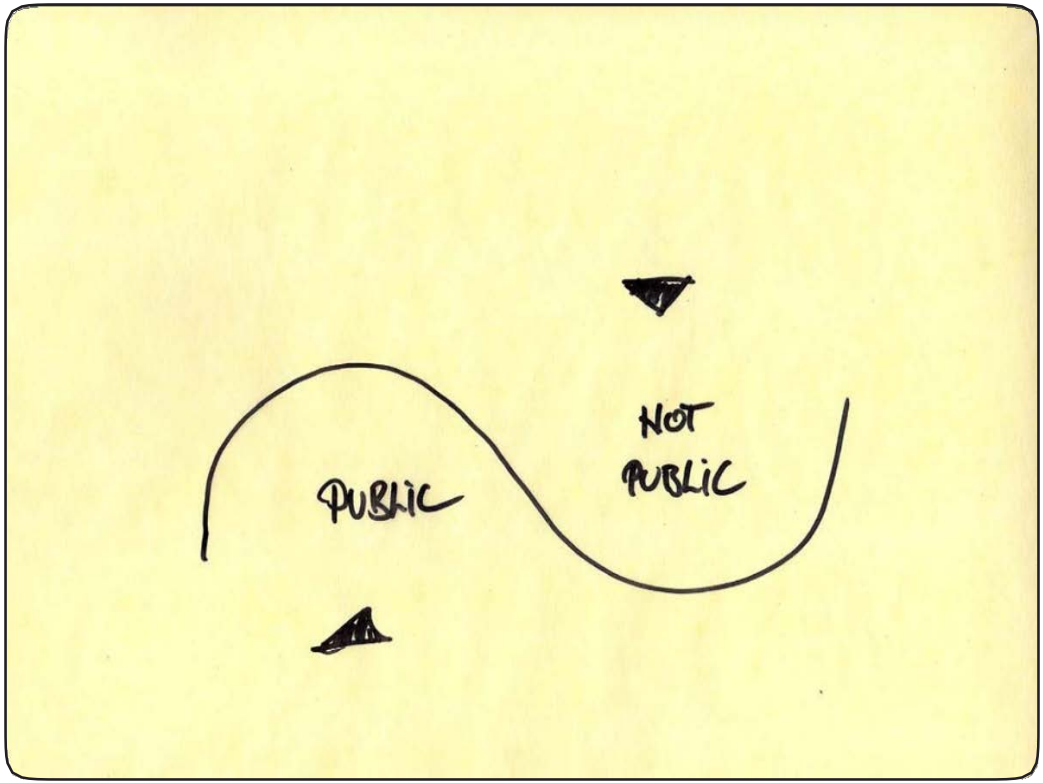


Currie Road Wastewater Pump Station

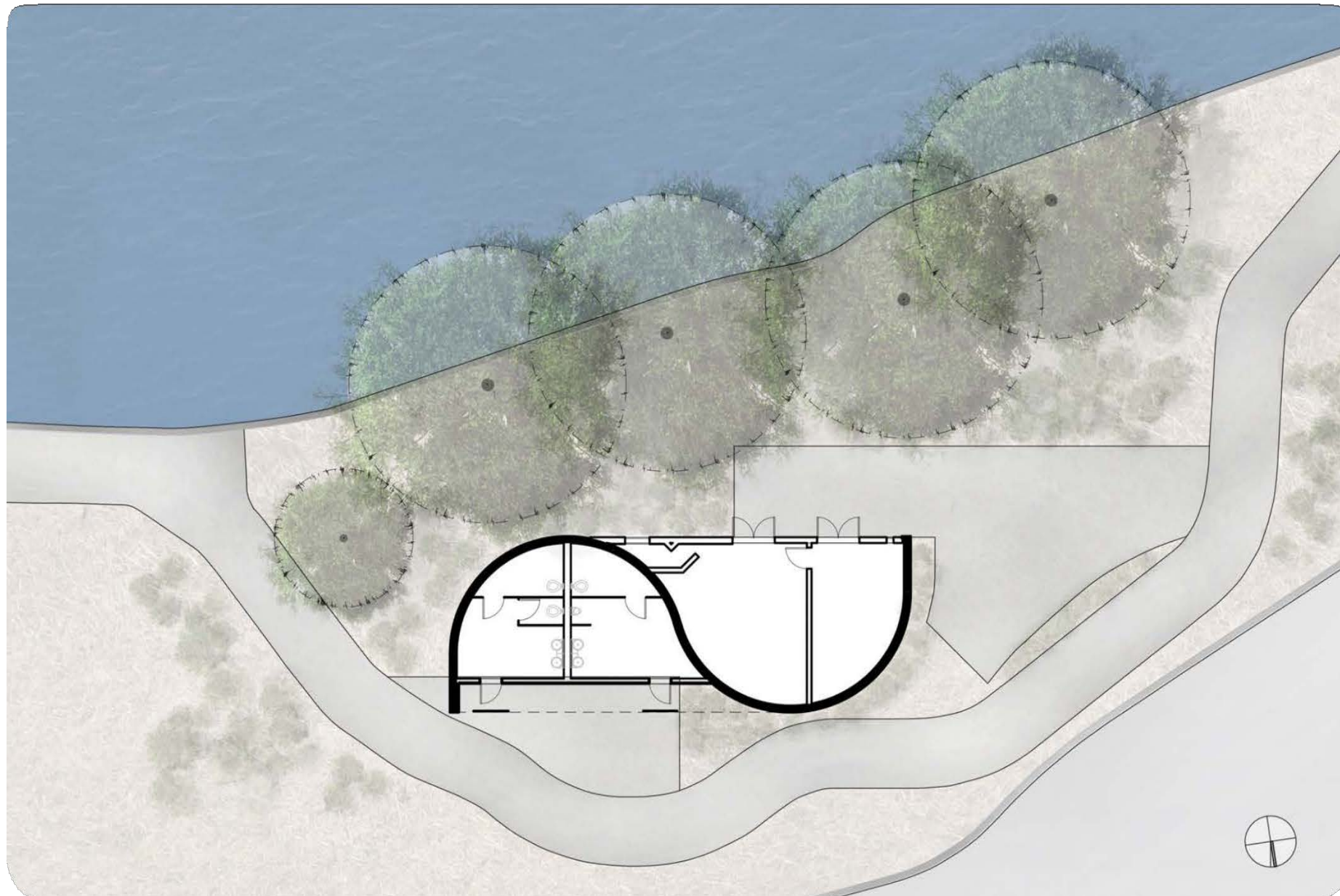


# Austin Pump Station









Site Plan



Render courtesy of Chris Foyd

Thank you!