

Draft Uptown-Douglas Corridor Plan

Welcome to the Uptown-Douglas Corridor (UDC) Plan Open House!

We have been working on a plan to guide growth and change in your neighbourhood. Today's open house will bring you up to date on the process and provide you with an opportunity to learn more and share your feedback on the Draft Plan.

Purpose

The purpose of the Uptown – Douglas Corridor (UDC) Plan is to provide a vision for the area, detailed policy direction and priority actions to achieve the vision. This Plan considers the future of the area and illustrates how it will grow over the next 20-30 years through a variety of public and private sector developments and initiatives. It is intended to build on and directly implement the Official Community Plan's vision of environmental integrity, social well-being and economic vibrancy.

Open House Stations

There are 7 stations around the room. Please visit each station and provide us with your comments.

S1		The UDC Plan: Plan Area, Process and Framework
S2		UDC Sub-Areas
S3		Land Use and Urban Design
S4		Transportation and Mobility Significant Streets
S5		Environment and Sustainability Parks, Trails and Open Spaces
S6		Social and Cultural Well-Being Economic Vibrancy
S7		Feedback and Next Steps

How to learn more and provide your input:

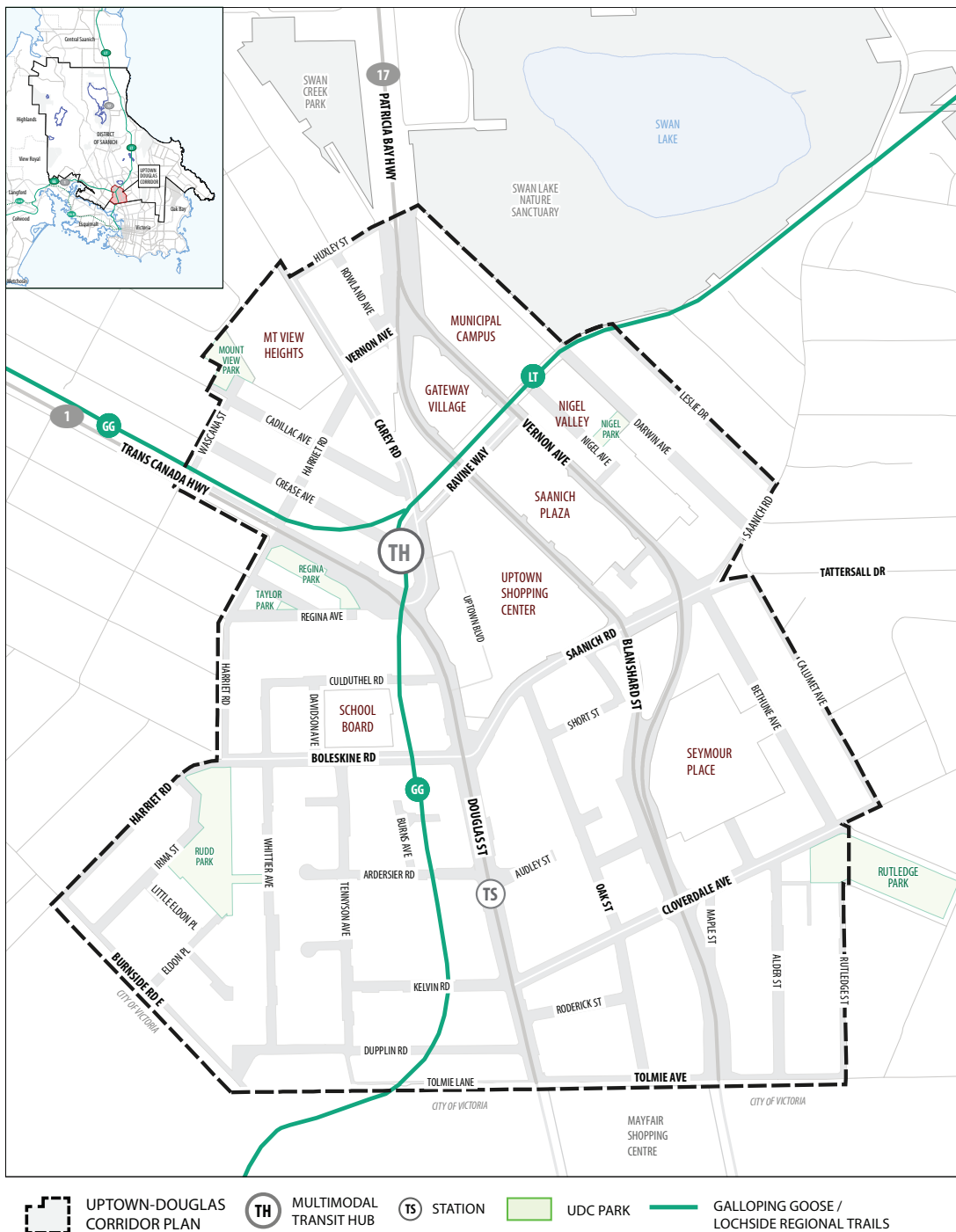
1. Review the display boards and Draft Plan
2. Talk to staff and ask questions
3. Complete the survey at the open house or online at saanich.ca/udcp
4. Email planning@saanich.ca with your comments

Neighbourhood Context and Characteristics

Plan Area

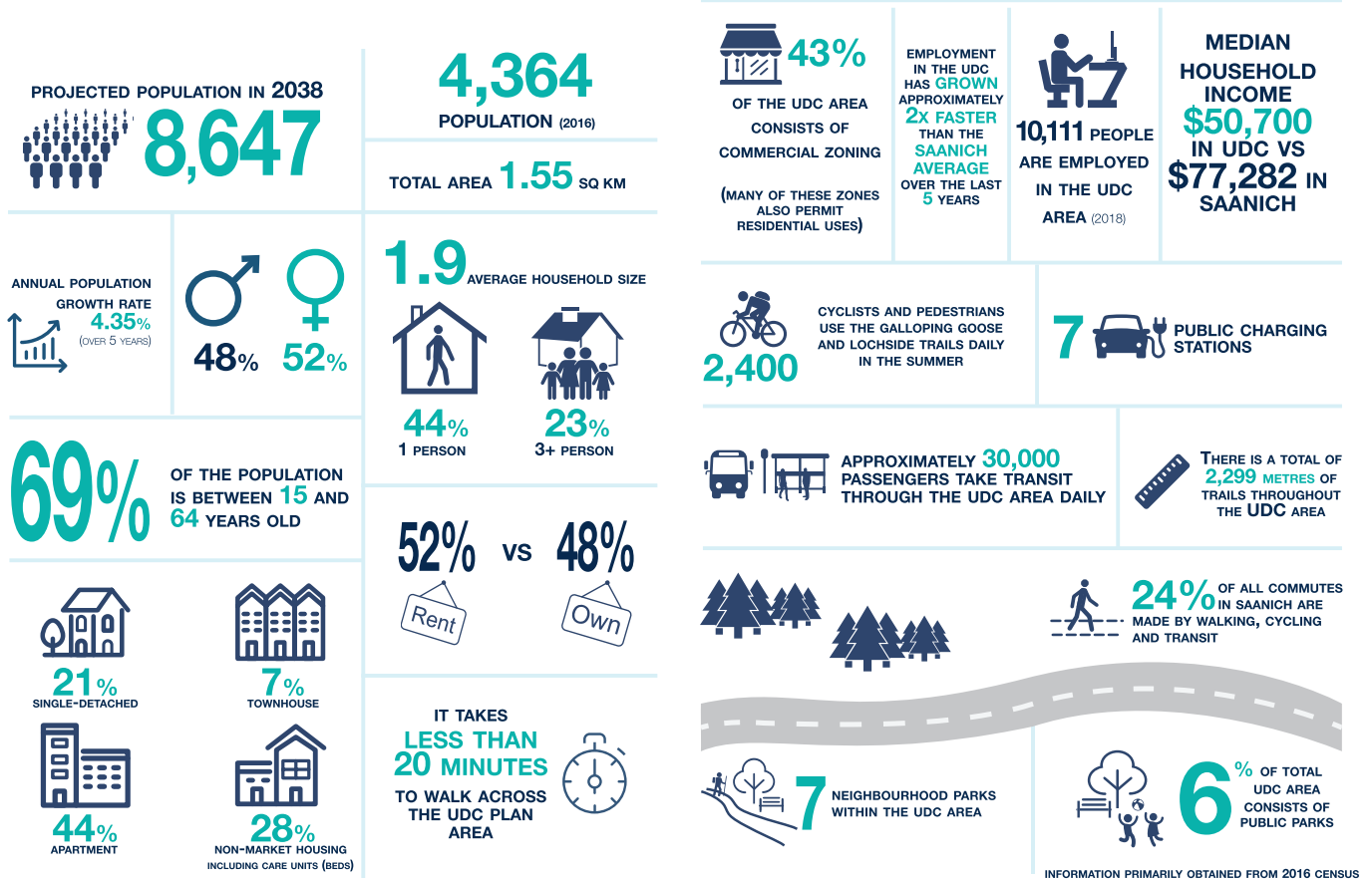
The UDC area includes two major regional transportation corridors: Douglas Street, linking the region's urban core to the western communities via the Trans-Canada Highway (Highway 1), and Blanshard Street, providing connection to the Greater Victoria International Airport and the BC Ferries Swartz Bay Terminal via Patricia Bay Highway (Highway 17). The Galloping Goose and Lochside Trails are also key transportation corridors and landmarks.

The area includes regionally significant commercial businesses and a large portion of Saanich's industrial lands. This area is identified in Saanich's Official Community Plan as a Major Centre and is intended to accommodate significant population and employment growth.



Neighbourhood Context and Characteristics

About the Area



Opportunities and Challenges

The Uptown – Douglas Corridor (UDC) is a critical regional hub with an unprecedented opportunity to implement innovative approaches that reflect the Official Community Plan's vision of sustainability. The area is well positioned to receive growth and develop as a compact, complete community. A number of current challenges and opportunities have the potential to heavily influence how the area develops and ultimately influence the success of this Plan.

These big picture challenges and opportunities are collectively addressed by the UDC Plan:

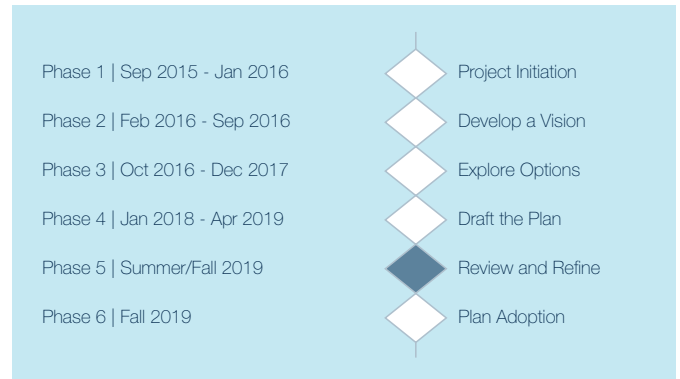
- Accommodate future growth
- Create a sense of place
- Leverage planned transit improvements
- Redesign the street network to accommodate all modes and activities
- Maintain and enhance employment uses
- Create housing diversity and affordability
- Improve access to parks, trails, open space and community facilities
- Address climate change mitigation and adaptation

Planning Process and Framework

The making of the Draft Uptown-Douglas Corridor (UDC) Plan has involved a comprehensive public engagement process. Earlier public input has helped shape content in the Draft Plan. Your feedback on the Draft Plan will help us refine the Plan before it is presented to Council for consideration.

Planning Process Highlights

- Formation of 16-member Project Advisory Committee
- Community visioning with pop-up booths, coffee klatches and surveys, with over 900 feedback submissions
- Two Saanich Talks Speaker Series events
- 3-day Community Design Charette to explore and develop Plan concept
- Adoption of Plan Framework Report by Council



How will the Plan be used?

The Uptown - Douglas Corridor (UDC) Plan is intended to be used by Council, community members, staff and the development community to guide and evaluate potential change. This guidance extends to the evaluation of development applications, capital projects and community initiatives and programs. The UDC Plan will be adopted as part of Saanich's Official Community Plan (OCP) and is used in conjunction with the OCP to guide and support decision making.

General OCP policies establish the broad vision and framework for growth and change in the community. Plans that focus on smaller geographic areas, such as the UDC Plan and Local Area Plans, provide more detailed guidance at the local level, aligning with and building on the broad directions of the OCP.



Example of how the Plan will be applied

The design of a new park space would draw on multiple sections of this Plan to ensure it is:

- supported by land use and urban design,
- well connected to transportation networks and major streets,
- contributes to natural systems and ecological performance, and
- is part of an overall framework to support social well-being and economic development.

Vision and Community Values

Vision

The Uptown – Douglas Corridor area welcomes a diversity of people to live, work and explore in this vibrant, accessible community – a showcase of urban sustainability.

Gathering places and destinations are green, safe and connected by walking, cycling, transit and vehicle mobility.



Community Values

Increase public safety

Trails, streets, buildings and public spaces are designed so residents and users are safe to live, work and explore.

Encourage active lifestyles

Active lifestyles and active transportation modes are promoted through urban design, and by creating and connecting destinations and enhancing walking and biking routes.

Build community

Thoughtful placemaking and engagement welcomes residents, businesses and visitors, and enhances the sense of community in the UDC for all abilities, ages and stages of life.

Enhance the natural environment

A conscious shift is made from grey to green to enhance and protect the natural environment and improve livability.

Foster economic vitality

Support economic investment and development that promotes a range of business and employment opportunities.

Integrate mobility

Multi-modal infrastructure is developed to connect people and places.

Support complete communities

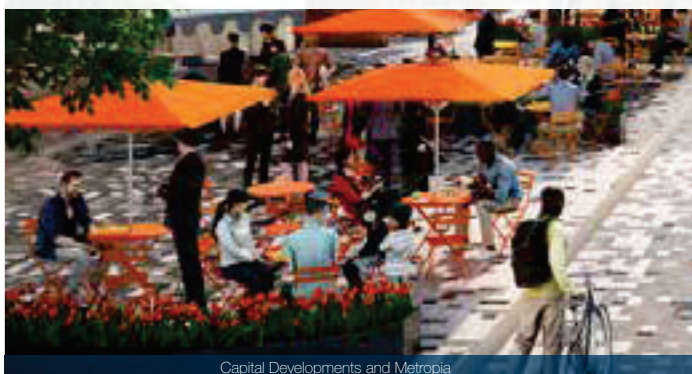
A range of housing options are accommodated close to services, amenities, employment and recreational opportunities.



Key Plan Directions

Put Pedestrians First

Develop an exceptional pedestrian realm and safe, people-friendly, connections; enhance east-west movement and build on the success of the Galloping Goose and Lochside Trails.



Capital Developments and Metropia

Create a Landmark Multi-modal Transit Hub

Develop a regional multi-modal hub that creates convenient connections for all travel modes, elevates transit service, encourages redevelopment, highlights regional cycling connections and reinforces pedestrian-first priority.



Kengo Kuma & Associates

Lead Growth with Residential

Encourage growth in the core area with a mix of compact, multi-family housing options to bring more people into the central area throughout the day and evening and activate the street with retail and service commercial where appropriate for the growing population.



Douglas Developments & Shalom Baranes

Conserve Light Industrial

Retain the light industrial uses west of the Galloping Goose Trail and enhance this area with street improvements and mixed-uses where appropriate to retain and expand local employment opportunities.



Chard Developments

Key Plan Directions

Accelerate Rapid Transit Implementation on Douglas Street

Support more compact, transit-oriented development in coordination with the multi-modal transit hub that increases housing and business options, enhances the pedestrian realm and accelerates the evolution to rapid transit on Douglas Street.



Create a Network of Active and Engaging Public Places

Develop a series of parks, plaza spaces, parkettes, and streetscape redesigns highlighted by a central civic space.



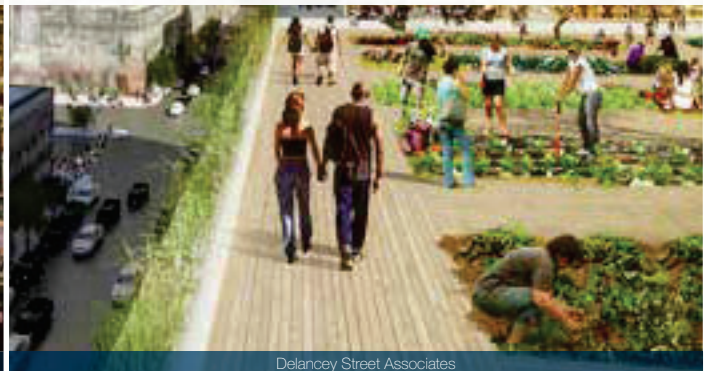
Transform Oak Street into a Neighbourhood Street

Design Oak Street as a central high street integrating transit, bikes, a pedestrian promenade and amenities along with active and engaging mixed-use buildings framing the street.



Convert Grey to Green

Develop the area as a showcase of urban sustainability through enhancing nature and integrating green infrastructure and green buildings.



Uptown-Douglas Corridor Plan Area

UDC Sub-Areas



S2






Neighbourhood Sub-Areas

The Uptown – Douglas Corridor (UDC) contains a diverse mix of neighbourhoods that have unique characteristics and roles. This Plan provides direction to create a high-functioning, cohesive core for Saanich by drawing on the distinct social, economic and environmental contributions of the UDC neighbourhood sub-areas.

An overview of each of the seven neighbourhood sub-areas are identified on the following three boards, and highlight the objectives for how these areas will grow and change into the future.

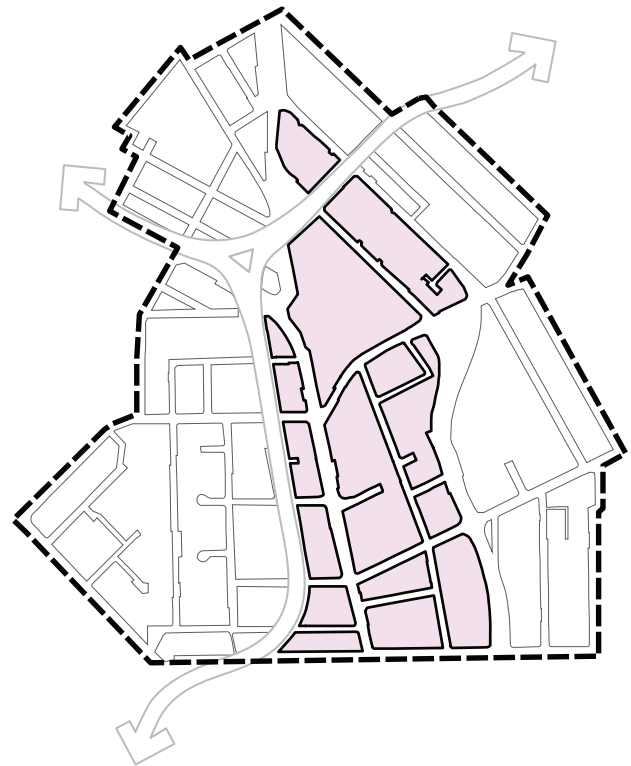


NEIGHBOURHOOD SUB-AREAS

-  Douglas-Oak Hub
-  Tennyson Industrial Quarter
-  Rudd Neighbourhood
-  Rutledge Neighbourhood
-  Mt. View Neighbourhood
-  Nigel Valley - Municipal Campus
-  Tolmie Quarter

Douglas - Oak Hub

This area will be reinforced as the core of activity in Saanich, with new parks, active streetscapes, housing units and employment opportunities creating a more diverse and walkable environment. A reimagined Oak Street becomes a pedestrian-oriented high street with high-quality urban living, entertainment, retail, and dining options.



Sub-Area Objectives

- Emphasize Douglas Street as the primary commercial and transit corridor in the region.
- Support the introduction of uses that reinforce the area as the heart of Saanich and enhance the range of destinations and cultural experiences.
- Design Oak Street as a special street with a blend of commercial activity and medium to high density residential.
- Integrate major parks and a variety of public open spaces and green spaces as a key component of infrastructure needed to support higher density development.
- Expand opportunities to locate active uses fronting the Galloping Goose Trail.
- Enhance walkability and the pedestrian experience by reducing the impact of major roads and adding connections to the street grid.

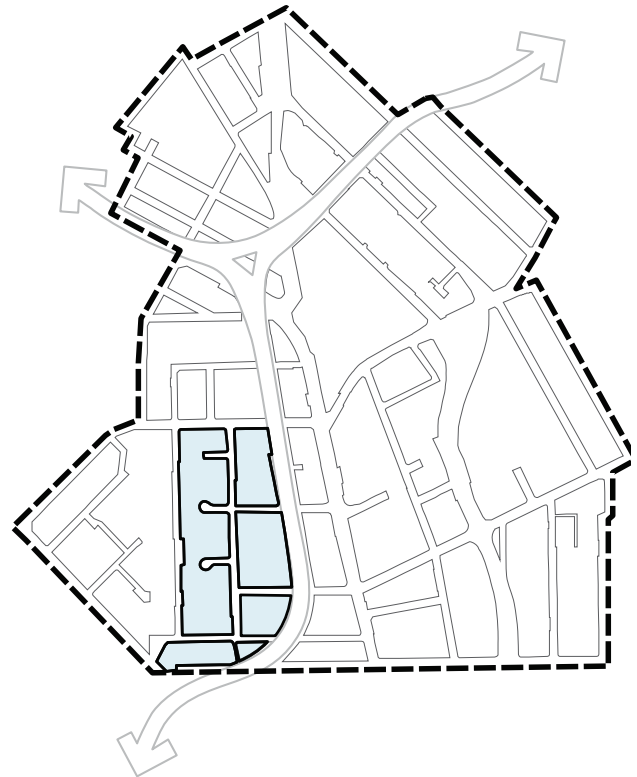


Policy Summary

- Support development that enhances the position of the UDC as a primary employment, commercial and community hub.
- Support high density commercial along Douglas Street with opportunity for complementary multi-family uses in upper storeys.
- Require developments along the Galloping Goose Trail to animate the trail.
- Support medium-high density mixed-use along Oak Street
- Add major new park spaces along Oak Street and in close proximity to the Municipal Hall/Transit Hub.
- Support development of a Master Plan development for Gateway Village, Saanich Plaza and Suburban Motors with high density uses that create better connectivity and pedestrian-oriented streetscapes.
- Support changes that integrate the Uptown Shopping Centre into the fabric of the neighbourhood.
- Re-design Douglas Street to improve the pedestrian realm and support its role as the regions primary transit street.
- Add a new lane (Audley Crossing) between Douglas Street and Oak Street to improve connectivity, add potential new commercial frontages and remove loading and access from Oak Street.

Tennyson Industrial Quarter

Innovative redevelopment will bring stability to this regionally significant industrial area, including through providing opportunities for higher density mixed-employment uses. The Galloping Goose Trail will be further activated, including through rental residential on upper floors of adjacent properties.



Sub-Area Objectives

- Retain industrial uses and support opportunities that increase density (floor space) and the number of jobs.
- Expand opportunities to locate active uses fronting the Galloping Goose Trail.
- Support residential rental units on upper floors of properties along the Galloping Goose Trail in combination with employment uses on lower floors.
- Enhance goods movement and reduce conflicts between modes.
- Enhance streetscape conditions to improve the quality of the area and broaden its attractiveness to a range of employment uses.
- Restrict residential uses in this area, other than for properties fronting the Galloping Goose Trail.

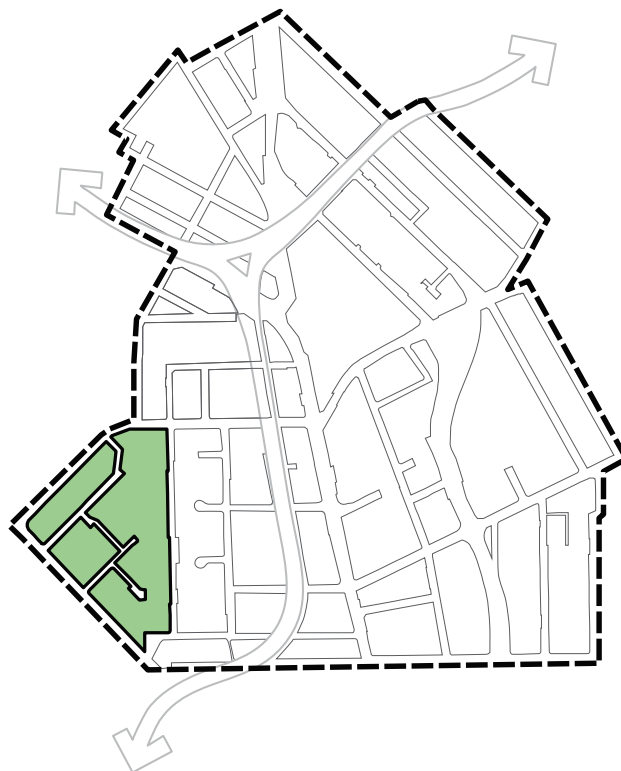
Policy Summary

- Support additional density that protects and enhances the industrial character, with potential for a greater mix of uses.
- Work with the Capital Regional District to expand opportunities to front active uses along the Galloping Goose Trail.
- Pursue the development of pocket parks or plazas along the Galloping Goose Trail.
- Encourage Heritage Designation of the property located at 470 Ardersier Road.
- Improve the streetscape through adding new sidewalks and street trees.



Rudd Neighbourhood

Infill development centering on an enhanced Rudd Park will bring additional family-oriented housing choices, while maintaining the residential character of the neighbourhood.



Sub-Area Objectives

- A. Support multi-family housing suitable for families.
- B. Explore opportunities for medium density residential on Burnside Road to complement City of Victoria land use designations.
- C. Continue to use Rudd Park as an amenity to anchor multi-family housing developments.
- D. Explore opportunities to enhance/expand Rudd Park.
- E. Protect and restore heritage assets.

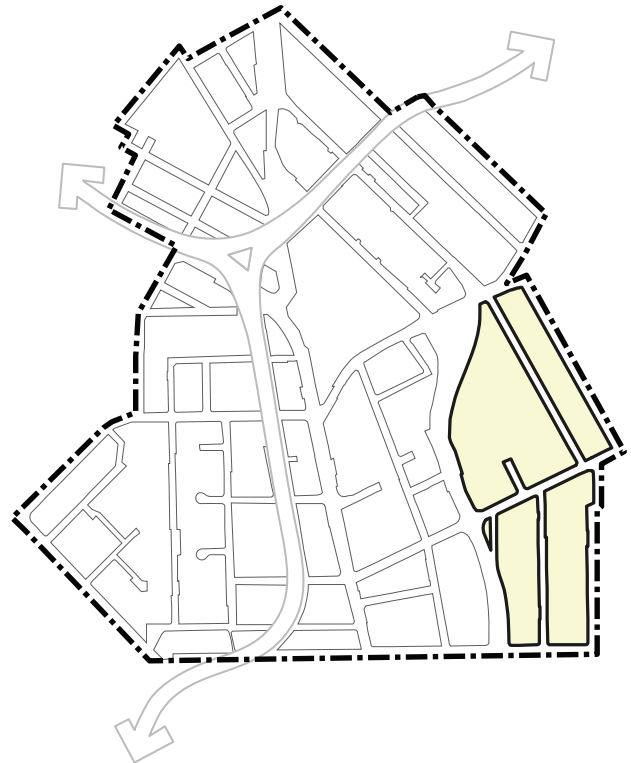
Policy Summary

- Require a minimum of 30% of new housing to be two and three bedroom units suitable for families with children.
- Support apartment residential along Burnside Road to complement City of Victoria land use policy.
- Enhance Whittier Avenue as a neighbourhood greenway.



Rutledge Neighbourhood

This neighbourhood will continue to be a desirable location for residents, with medium density housing choices and convenient access to shops, services and amenities. Rutledge Park will serve as a community recreational hub, while redevelopment of Seymour Place will provide new housing and employment opportunities integrated with the neighbourhood.



Sub-Area Objectives

- Expand the range of housing options.
- Improve the connectivity of the sub-area for pedestrians and cyclists.
- Improve connections between the Galloping Goose Trail and Rutledge Park along Cloverdale Avenue through public enhancements and street-oriented developments with active uses.
- Support higher density development on the 4000 Seymour site with integration of community uses and spaces and an improved mobility network.

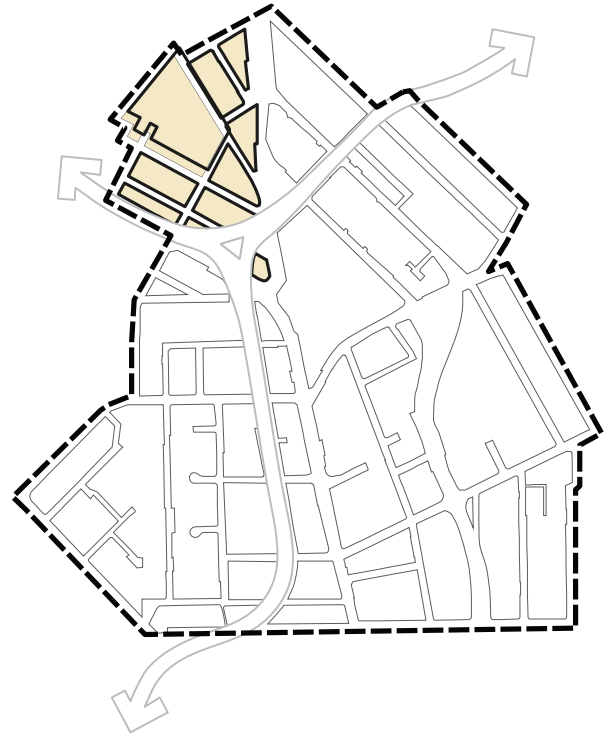
Policy Summary

- As part of redevelopment along Blanshard Street, locate entrances on Blanshard Street, separate sidewalks, and transition building heights down towards the east edge of the Plan area.
- Support a Master Plan development for 4000 Seymour Street that includes new park space, a fine-grained walkable development pattern and higher density buildings.
- Support active uses and retail on ground floors along Cloverdale Avenue to animate the street.
- Work with the Ministry of Transportation and Infrastructure to explore uses of highway islands for public benefit.



Mt. View Neighbourhood

Serving as the nexus of regional transit and cycling routes, the new landmark multi-modal transit hub will be the most prominent feature in the area. Complementary land use changes will expand the range of housing options, increase access to shops and recreational amenities and serve to better connect the area.



Sub-Area Objectives

- A. Create a landmark multi-modal transit hub.
- B. Ensure the multi-modal transit hub integrates a mix of uses and promotes multi-modal connections and pedestrian activity.
- C. Support higher-density uses and a diversity of housing within walking distance of the multi-modal transit hub while protecting viewscapes.
- D. Explore opportunities to create public space within the Ministry of Transportation and Infrastructure right-of-way green space.

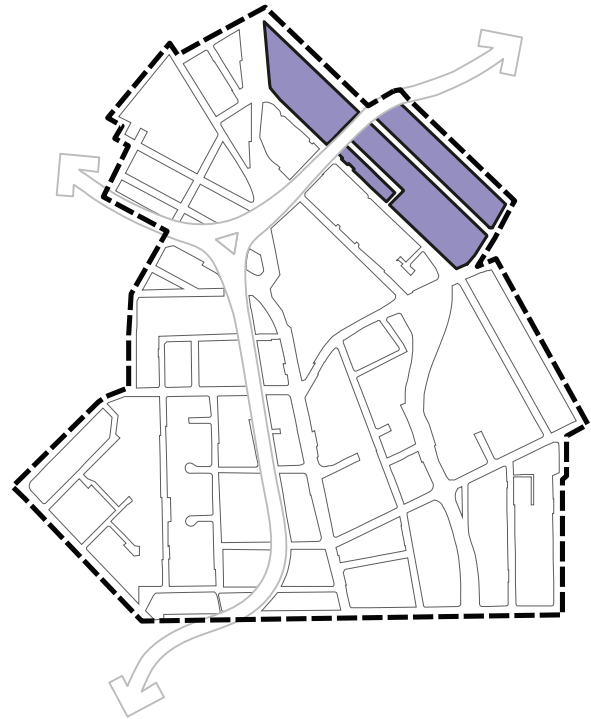


Policy Summary

- Support BC Transit in the creation of a landmark multi-modal transit hub at the intersection of the Lochside Trail and Galloping Goose Trail that:
 - Enhances the role and identity of the UDC as a regional hub and focal point in Saanich;
 - Includes attractive façades, public art, appropriate lighting and gathering spaces;
 - Creates a seamless and inviting experience for all modes, particularly pedestrians, cyclists and transit users;
 - Maintains the 'AAA' (all ages and abilities) quality of the Galloping Goose and Lochside Trails;
 - Integrates high-quality public spaces throughout the exchange;
 - Enables efficient transit access and egress along Douglas Street;
 - Accommodates the potential future conversion to light rail transit;
 - Incorporates active uses, housing and/or community facilities such as retail-commercial and a community centre, library or other similar services; and
 - Serves as a prominent visual landmark that highlights the area and serves as a point of orientation on the landscape.
- Encourage two and three-bedroom units in new multi-family developments.
- Support transit-oriented development with reduced on-site parking on parcels in the area, acknowledging proximity to the transit hub and active transportation options.
- Explore pedestrian and cyclist improvements including the addition of a connection across Highway 17 to Swan Lake.

Nigel Valley - Municipal Campus

The Municipal Campus will be revitalized as a place for discourse, celebration, remembrance, governance and community, while the Nigel Valley will blossom as a vibrant and inclusive neighbourhood. Emphasis is placed on strong pedestrian connections and public realm enhancements.



Sub-Area Objectives

- Highlight the Municipal Campus site as the civic centre of Saanich through prominent public space(s) and a greater intensity of uses.
- Realize redevelopment of the Nigel Valley site.
- Improve connections to the Nigel Valley, Lochside Trail and Municipal Campus.
- Explore further enhancements to Swan Lake.

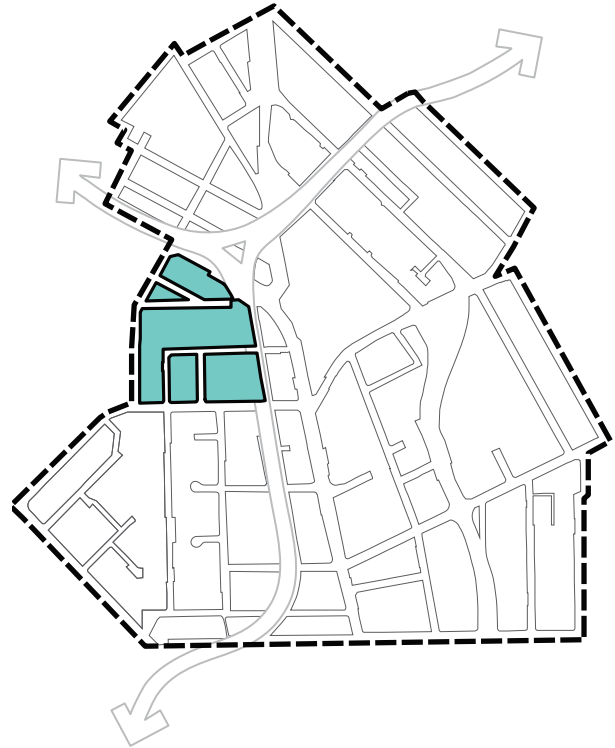
Policy Summary

- Support the addition of office, retail or housing on the Municipal Campus to better animate and connect the area.
- Ensure the heritage designated Municipal Hall is retained as a focus in the redevelopment of the Municipal Campus.
- Support developments adjacent to the Nigel Valley Neighbourhood that provide additional housing options.
- Enhance connectivity from Nigel Valley to the Lochside Trail and support a public/open space adjacent to the Municipal Campus site.
- Support implementation of the approved Nigel Valley development concept.



Tolmie Quarter

A redeveloped School Board site will serve as a community focal point and will be complemented by affordable housing, a diverse range of businesses, live-work spaces and community-oriented facilities.



Sub-Area Objectives

- Expand opportunities for higher density employment close to the Galloping Goose Trail and School Board site.
- Support redevelopment on the School Board site that retains the heritage building and enhances the site's role as a community space.
- Support a mix of uses and housing options that enhance the area's vitality.
- Strengthen linkages with employment uses in the Tennyson Industrial Quarter.

Policy Summary

- Support development of a Master Plan for the School Board site that includes the re-introduction of a public school and/or another significant community facility.
- Support light industrial close to the School Board site that provides high density employment compatible with residential uses.
- Support a potential land swap of Regina Park to create a more functional park space.
- Ensure a portion of the lands adjacent to Regina Park are secured as a neighbourhood amenity and integrated into the design as public open space.
- Support active commercial uses along Boleskine Road.



Land Use

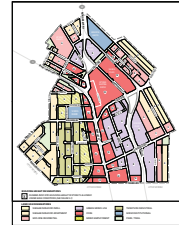
Supplying close to 10,000 employment opportunities, a diversity of shops and services, regionally significant transportation corridors, and a developing housing stock, the UDC is a true regional hub. Over time, this level of activity is anticipated to further intensify and diversify.

The potential for land use change in the Uptown – Douglas Corridor (UDC) is huge, with policy directions signaling a much different condition than exists today. Changes in land uses, built form, transportation, facilities, parks and overall perception are just a few of the shifts that are expected to occur, some sooner than others.

Direction for Future Land Use

Land Use Designation	Building Type	Uses	Street Interface	Maximum Possible Building Height
High Density Residential	Multi-family, townhomes	Residential, retail, office	Active, pedestrian-oriented	Up to 18 storeys
Medium Density Residential	Multi-family, townhomes	Residential, retail, office	Active, pedestrian-oriented	Up to 10 storeys
Low Density Residential	Single-family detached	Residential, retail, office	Active, pedestrian-oriented	Up to 3 storeys
Commercial	Office, retail, restaurant	Commercial, residential, office	Active, pedestrian-oriented	Up to 18 storeys
Industrial	Manufacturing, warehouse	Industrial, commercial, residential	Active, pedestrian-oriented	Up to 10 storeys

Table with details that identify desired building types, uses, street interface, and maximum possible building height for each land use designation.



Map with designations that identify future desired land use and base building height allowed (in storeys).

Objectives

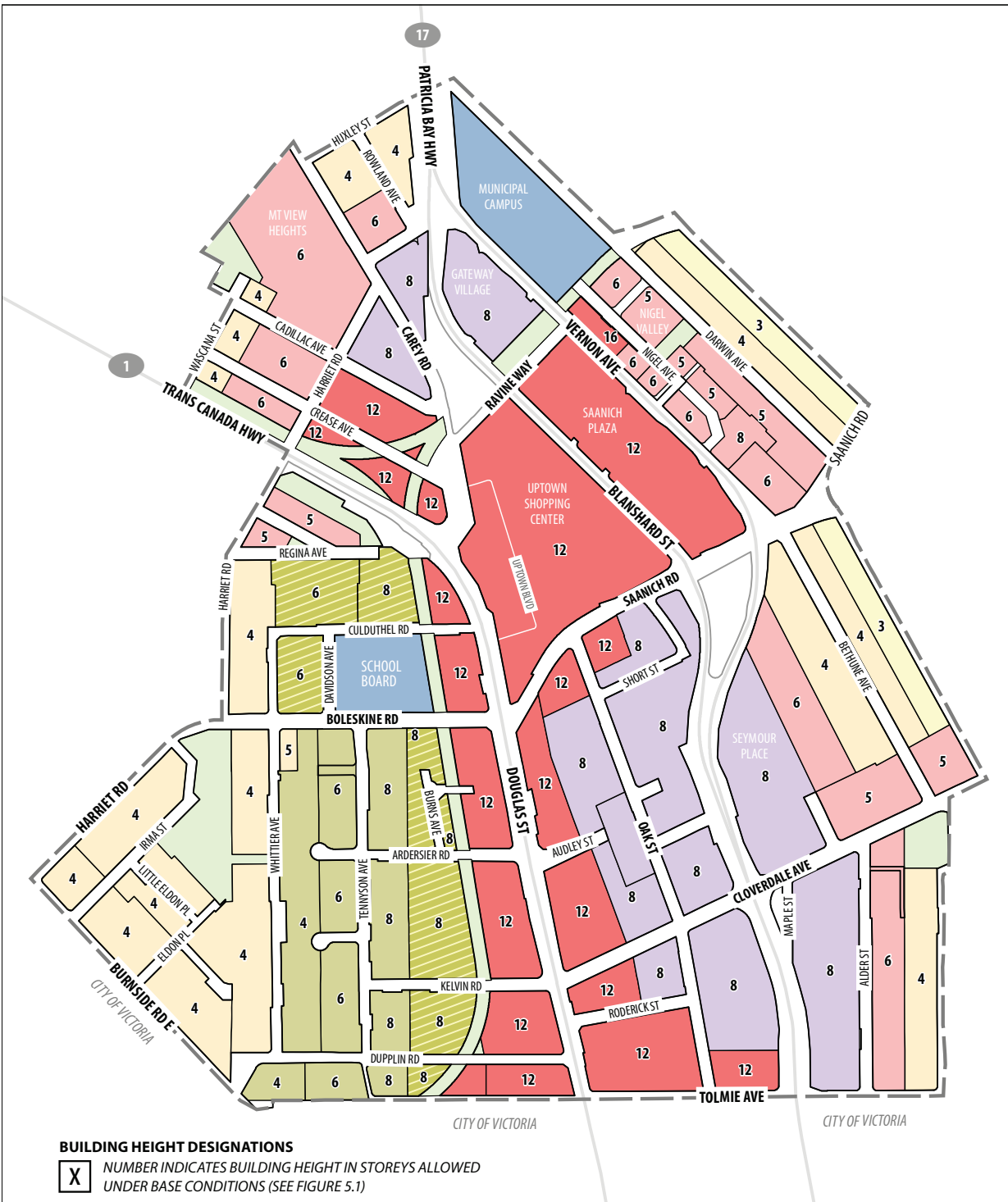
- Lead growth with residential that provides a diversity of housing options.
- Retain the area's role as a primary employment centre.
- Transition height and density from the area core to established neighbourhoods.
- Support the implementation of rapid transit by concentrating residents and jobs within walking distance of Douglas Street.
- Ensure all new buildings are pedestrian-oriented and enhance streetscape conditions.
- Improve area connectivity and break-up long blocks.
- Ensure each neighbourhood sub-area has sufficient public open space to provide recreation opportunities within walking distance.
- Support the introduction of new development that enhances the mix of uses and supports area vibrancy.

Policy Summary

- Focus higher density growth along Douglas Street and near the transit hub (up to 18-storey buildings).
- Expand the range of possible land uses to encourage a diversity of employment and housing options.
- Support lower scale multi-family at the edge of the Plan area to transition to established neighbourhoods.
- Expand the range of multi-family housing options, with a significant component as rental and affordable housing.
- Support higher densities on industrial sites.



Land Use and Building Height Designations



Land Use and Building Height Designations

Land Use Designation	Building Type and Use	Street Interface	Base Building Height (storeys) (See Map 5.1)	Max. Building Height (storeys)
Neighbourhood Infill Residential	Ground-oriented multi-family buildings including courtyard, houseplex, rowhouse and townhouse.	6 metre front yard setback. Provide a continuous street wall of 2-3 storeys. Residential units must have direct access, frontage and views to the street.	3	
Neighbourhood Apartment Residential	Multi-family buildings including stacked townhomes and low-rise apartments. Limited commercial at grade.	6 metre front yard setback Provide a continuous street wall of 2-3 storeys. Residential typologies with a mix of direct street facing accesses, including entrances to individual units and notable shared entrances to multi-family units on upper storeys. Ground level units must have direct access, frontage and views to the street.	4-5	5
Mid-Rise Residential	Mid-rise apartment buildings. Commercial permitted on the ground floor, and encouraged on main streets.	6 metre front yard setback for residential. Provide a continuous street wall of 2-3 storeys. Ground level residential units must have direct access, frontage and views to the street.	5-6	8
Urban Mixed-Use Residential	Medium-high rise mixed-use and residential buildings. Active commercial uses at grade required as a component of each development along Oak Street, Audley Crossing and Cloverdale Avenue. Commercial uses will be considered for the first 4 storeys. Additional storeys of commercial may be considered on Blanshard Street. Live-Work units will be considered.	Set buildings back 5-7 meters from the outer edge of the curb to achieve lively pedestrian areas. Provide a continuous street wall of 2-4 storeys. Storeys above the podium should step back to maximize light penetration and be articulated to minimize shadowing. Along Audley Crossing, development should provide a continuous streetwall of 2 storeys. Residential should include ground level units with direct access, frontage and views to the street. Ground level commercial units should provide a range of small street frontages and active access to the street.	8	12
Core	High-rise mixed-use or commercial buildings. Commercial required at grade. Residential and commercial uses permitted on the upper floors.	In general, provide a continuous street wall of 4-6 storeys. Lower street walls may be required on narrower streets. Storeys above the podium should step back to maximize light penetration and be articulated to minimize shadowing. Ground level commercial units should provide a range of small street frontages and active access to the street. The Galloping Goose Trail will be considered a street frontage. For development adjacent, improvements will be required to animate the trail.	12	18

Land Use and Building Height Designations

Land Use Designation	Building Type and Use	Street Interface	Base Building Height (storeys) (See Map 5.1)	Max. Building Height (storeys)
Mixed Employment	<p>Mixed-use buildings with a mix of light industrial, commercial and residential uses.</p> <p>Minimum of 50% of first two storeys are required to be light industrial.</p> <p>Employment uses required at grade.</p> <p>Limited residential at grade.</p> <p>All residential must be rental only.</p> <p>Live-Work units considered.</p>	<p>3-4 metre front yard setback</p> <p>The Galloping Goose Trail will be considered a street frontage. For development adjacent, improvements will be required to animate the trail.</p> <p>Ground level uses must have direct access, frontage and views to the street.</p>	6-8	8
Tennyson Industrial	<p>Industrial buildings and structures.</p> <p>Consideration for commercial use at grade with street frontage along Boleskine Road, Tennyson Avenue and high pedestrian traffic areas.</p>	<p>2-3 metre front yard setback.</p> <p>Buildings with commercial uses must provide outdoor recessed areas with landscaping.</p> <p>Ground level uses must have direct access, frontage and views to the street.</p>	4-8	
Mixed Institutional	<p>Typically municipal, provincial or federal buildings including schools, community facility, commercial mixed-use and recreation.</p>	<p>Developments should include engage the street and provide prominent public open spaces fronted by active uses or be situated adjacent to active transportation corridors.</p> <p>The Galloping Goose Trail will be considered a street frontage. For development adjacent, improvements will be required to animate the trail.</p>	Site Specific	
Park	<p>Limited buildings and structures ancillary to park and recreational uses.</p> <p>Includes urban plazas, pocket parks, neighbourhood parks, community parks (See Section 8 for more detail).</p>	<p>Designed to activate streets, public spaces and neighbourhoods.</p> <p>Adjacent developments should provide passive visual surveillance and active uses.</p>	Site Specific	

Community Contributions | Parking

Community Contributions

To help deliver new community facilities and infrastructure that is vital to the well-being of residents, new developments will be asked to contribute to neighbourhoods where change is occurring. These community benefits are sometimes built within a new project – such as a childcare facility or cultural space, or in other cases a developer makes a payment in-lieu so that funds from a number of projects can be pooled to fund improvements.

The intent is to deliver improvements that directly benefit the area, such as public plazas or pocket parks, as well as improvements that address broader municipal goals, such as housing or building energy performance.



Policy Summary

- Require a community contribution statement for all rezoning applications.
- Prioritize new parks and open spaces (non-DCC), affordable housing, and public realm enhancements when negotiating community contributions.
- Obtain community contributions through redevelopment, with a consideration for the following:
 - Parks or plazas.
 - Affordable housing.
 - Contributions to public realm improvements (beyond standard requirements).
 - New pedestrian and cycling connections.
 - Daycare facilities, with an affordability component.
 - Significant sustainable building features.
 - Protection or enhancement of natural areas, including Cecelia Creek.
 - Green roofs with amenity value (publicly accessible).
 - Public art.
 - Community facilities.
 - Contributions to local improvement funds.
 - Park and open space improvements.
- Require developments in excess of base heights (see Land Use Table) to prepare an economic analysis to assess the value of property land lift. Seek 75% of land lift value for community contributions.

Parking

A significant portion of the land area in the Uptown – Douglas Corridor (UDC) is currently dedicated to surface parking and the provision of parking has historically been a primary determinant of site design. While many businesses and residents will continue to rely on an adequate supply of parking, the demand is anticipated to diminish as travel options to access daily needs become more plentiful and convenient. As part of a transition to a more complete community, parking will become a less prominent component of the landscape. This transition will involve shifting parking underground and introducing transit, cycling and walking facilities that will help reduce the proportion of vehicle trips, thus reducing the amount of parking required.



Policy Summary

- Update parking requirements in the Zoning Bylaw for the UDC area immediately following Plan adoption.
- Acknowledge the central location and availability of alternate transportation options in the UDC area by supporting parking variances.
- Break-up parking areas with safe and accessible pedestrian connections to entrances and between sites.
- Locate parking underground or underbuilding, with consideration for a limited number surface stalls (e.g. accessible and visitor).
- Consider opportunities for shared parking in mixed-use developments, including on-street car share.
- Promote electric vehicle charging infrastructure in all residential and appropriate commercial, industrial and institutional developments.
- Design buildings to include integrated loading stalls and bays.
- Develop a parking management strategy for on-street parking.

Urban Design

The process of designing and shaping our cities requires collaboration of many professions that approach the built environment through varying lenses. The goal of good urban design is to direct the appearance and built form of our neighbourhoods, streets and spaces and extend its influence to the cultural, economic, environmental and social values of design. With considerable opportunity for redevelopment in the Uptown – Douglas Corridor (UDC), the intention is to have new developments lead growth with positive changes in the community, including quality architecture, comfortable streetscapes and welcoming public spaces that are accessible and well connected.

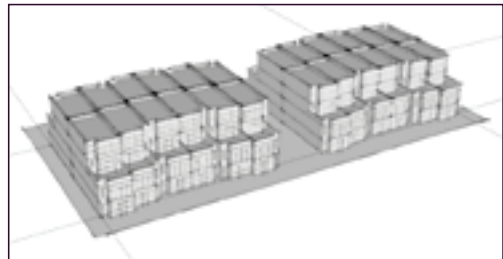
Objectives

- A. Support the creation of thriving places, animated spaces and enhanced streetscapes through the application of the pedestrian-oriented, transit-oriented and multi-modal design principles.
- B. Encourage placemaking and context sensitivity through the delivery of thoughtfully designed buildings, streets, interfaces and open spaces.
- C. Promote high-quality, diverse building designs that are a showcase of quality architecture and feature innovative, durable materials.
- D. Transition form and massing of buildings ensuring heights and overall densities transition down and outwards from the core to lower density neighbourhoods.
- E. Encourage site planning and sustainability features in new developments that contribute to the District's sustainability targets.
- F. Expand green spaces and environmental stewardship through application of sensitive and holistic site design.
- G. Frame and retain public views through thoughtful consideration of building placement, adjacencies, special corridors and vistas.

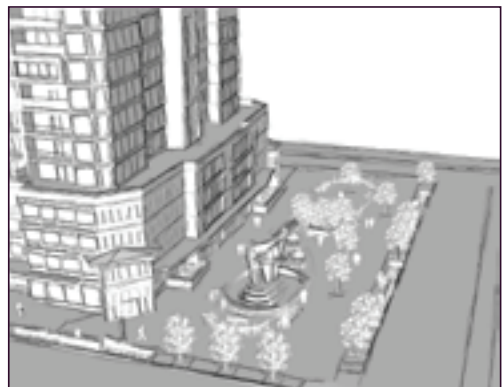
The design of new developments will be evaluated through an urban design framework that includes three layers:



A. Site Context and Organization



B. Building Massing and Design



C. Public Realm

Urban Design Framework

A. Site Context and Organization

Context Analysis

Evaluate the existing and planned site context and demonstrate how the proposed design and layout optimizes outcomes respecting building energy performance, improved livability and localized assets.

Building Placement

Locate buildings to frame the edges of streets, parks and open space. Ensure that buildings fit harmoniously with the existing context and provide opportunities for high-quality landscape and streetscape design.

Public Realm Framework

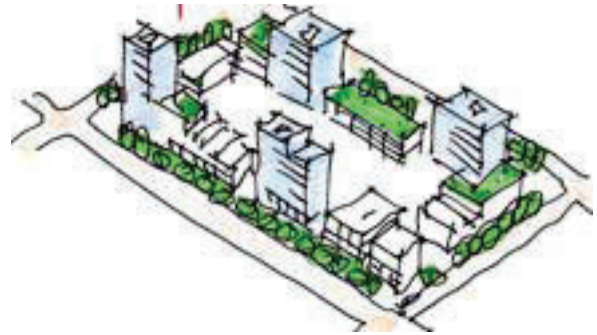
Developments should provide a seamless transition into the public realm through enhanced integration with streets, parks, open spaces and adjacent developments.

View Corridors

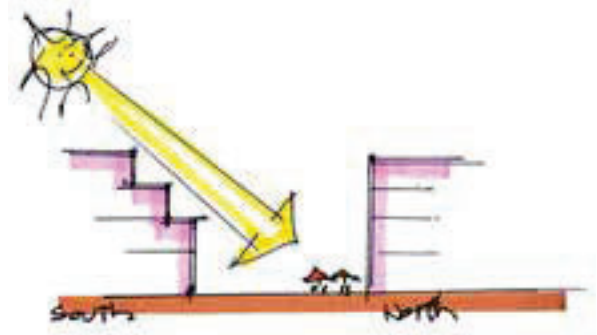
Provide visual relief in the context of framing urban neighbourhoods, secure communal viewpoints through site planning and capture vistas through the windows of individual developments.

Site Servicing, Access and Parking

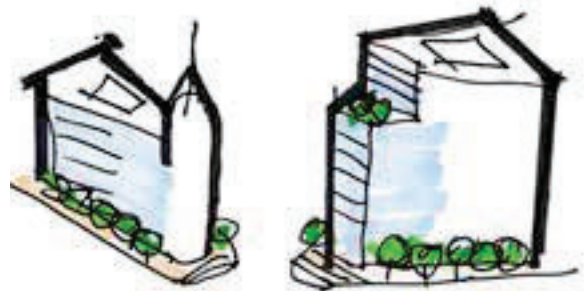
Locate operational activities (such as loading, servicing, utilities, storage and parking) underground, away from the public realm and screened from the public view.



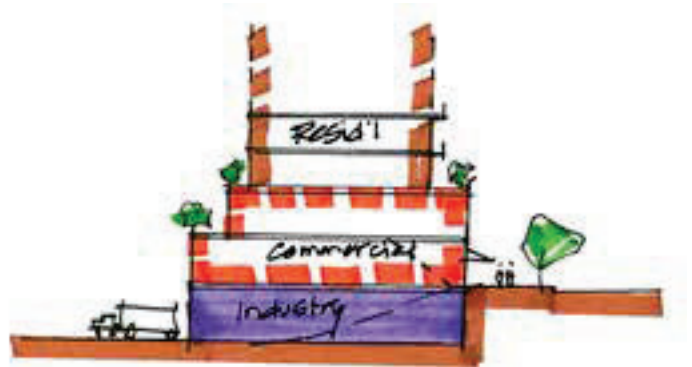
Locate taller buildings at street corners



Optimize solar orientation of buildings and public spaces



Emphasize vertical articulation and include prominent architectural features



Design new buildings with integrated loading and servicing

Urban Design Framework

B. Building Massing and Design

Fit and Transition

Ensure buildings fit within the existing and planned context of the neighbourhood and provide appropriate massing, articulation and character, as well as transitions in form between various scaled buildings, parks and open spaces.

Primary Entrances

Ensure well-designed front entrances and front yards, offering privacy and notable form while maintaining connections and a perception of eyes on the street.

Building Relationship to Streets

Developments should relate directly to the street level while blending with the topography of the natural and built form surroundings.

Private Outdoor Amenity Space

Design shared outdoor amenity areas to be a focal point within the developments and publicly accessible, where appropriate.

Building Separation and Setbacks, General

Locate and design buildings to ensure sunlight and sky views are maximized while overlook conditions between buildings and neighbouring properties are minimized.

Building Separation and Setbacks, Tall Buildings

Towers should strategically located to minimize shadowing and adverse wind impacts on adjacent properties, parks and public spaces. Towers should also be sited to provide sufficient privacy between the building and adjacent properties. For the purposes of this Plan, tall buildings are defined as buildings 12 storeys or greater.



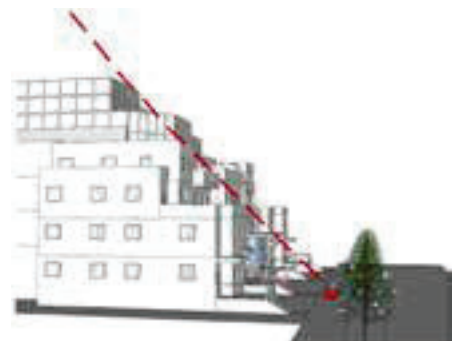
Create a sense of arrival at building entrances



Provide individual residential entrances with direct connections to the street



Use a continuous street wall to define the street edge



Mid-Rise Development showing 45° angular plane

Urban Design Framework

C. Public Realm

Streetscape, Landscape, and Stormwater Management

Provide high-quality, sustainable spaces between buildings and adjacent streets, parks, plazas and other open spaces.

Site Elements

Include well-designed site elements and ensure the proper placement of utilities to help elevate the quality and experience of the public realm.

Building Elements

Support high-quality architectural design and materials, appropriate building articulation and other thoughtful considerations in the building's design to promote diversity and visual interest.

Public Outdoor Amenity Space

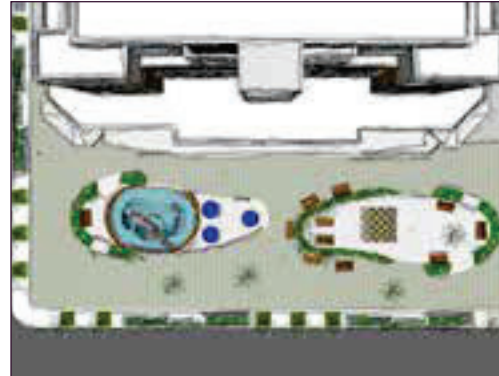
Enhance the usability, comfort and appearance of outdoor amenity spaces within the public realm.



Integrate stormwater management into streetscape design



Create inviting, attractive and useable public squares



Create inviting, attractive and useable public squares (seen from above)



Provide continuous weather protection to define street edges

Transportation and Mobility

Transportation routes are both the greatest strength of the Uptown – Douglas Corridor (UDC) and the biggest impediment to creating a high functioning, livable place. Major transportation routes converge in the UDC, providing a density of activity that attracts businesses and enables the efficient provision of transportation options. The anticipated growth rates and associated land use change in the area will provide the opportunity to create complete streets, further prioritize transit, enhance goods movement and create a complete, connected and convenient network of walking and cycling routes.

Objectives

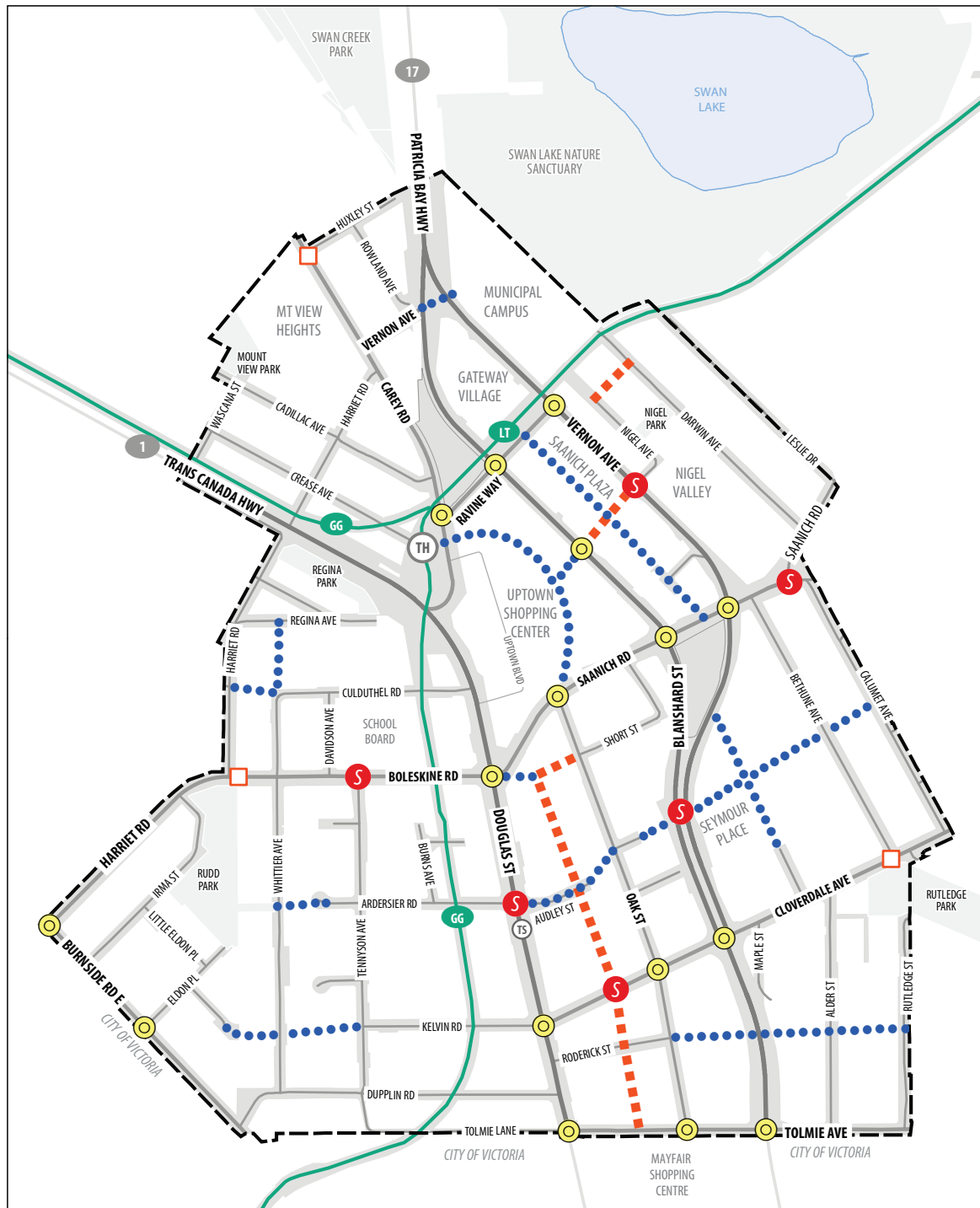
- A. Create a connected, sustainable and balanced transportation network that encourages more walking, cycling and transit use.
- B. Reduce carbon emissions by increasing active transportation and transit opportunities, ensuring access to electric vehicle charging and carshare programs, and creating a complete, compact and vibrant urban community.
- C. Put pedestrians first through developing an exceptional public realm and safe, convenient and attractive connections.
- D. Support infrastructure and circulation needs of businesses and balance with pedestrian, cyclist and public realm priorities.
- E. Develop complete streets through redesigning street rights-of-way to prioritize space for pedestrians, cyclists and landscaping and ensuring new development addresses the public-private interface.
- F. Create a central landmark multi-modal transit hub that includes convenient connections, a diversity of uses and public space.
- G. Enhance the Galloping Goose and Lochside Trails as primary active transportation spines and build high quality connections to provide links to area destinations.
- H. Enhance connectivity for pedestrians and cyclists through breaking up superblocks, adding crossings and encouraging permeability in the development of large sites.
- I. Accelerate rapid transit implementation along Douglas Street through the application of Transit-Oriented Development (TOD) principles.

Policy Summary

- Acquire connections for walking, cycling and goods movement through redevelopment to enhance overall network connectivity (see Mobility Network Map).
- Create a network of pedestrian and cycling route options every 100 metres.
- Improve travel across major roads through the addition of new crossings.
- Require a new municipal road across the Saanich Plaza site, connecting Uptown Shopping Centre with Nigel Avenue.
- Require pedestrian and cyclist mobility plans as part of the redevelopment of large sites (0.5 hectares and larger).
- Assess the suitability of vehicle access restrictions and improvements for vehicle movement on the Galloping Goose Trail.
- Introduce a new laneway (Audley Crossing) between Douglas and Oak Streets.
- Improve transit waiting areas and ensure safe and convenient connections to pedestrian and cycling networks.
- Support BC Transit in the implementation of the Transit Future Plan, including through implementation of rapid transit on Douglas Street.
- Implement the Active Transportation Plan by enhancing the All Ages and Abilities (AAA) spine network, undertaking sidewalk improvements and introducing local connections and route options.



Mobility Network



FUTURE NETWORK

- NEW STREET / LANE
- PEDESTRIAN / BIKE CONNECTOR
- NEW TRAFFIC SIGNAL / CROSSING

EXISTING NETWORK

- TRAFFIC SIGNAL
- CONTROLLED CROSSWALK
- REGIONAL TRAIL



Significant Streets

The overarching objective for the UDC area is to create a connected network of complete streets that are designed to ensure users of all ages and abilities feel safe and comfortable. A key emphasis of this section is developing a new philosophy towards the design of major streets in the Uptown – Douglas Corridor (UDC). Assessing any potential design changes both within the rights-of-way and to adjacent land uses will require careful consideration of potential impacts to all modes all ages and all abilities. By designing for the most vulnerable members of society, we are able to create a comfortable street environment for everyone. Key to these changes will be collaboration with the Ministry of Transportation and Infrastructure (MOTI), who have jurisdiction over many major road rights-of-way in the UDC.

Objectives

- A. Reduce the dominance of motor vehicles and associated impacts on safety and quality of place.
- B. Transform major and collector roads into complete streets that provide high-quality facilities for pedestrians, cyclists and transit users.
- C. Frame streets with pedestrian-oriented building design.
- D. Support public realm improvements that emphasize the special character and identity of each street.
- E. Phase out highway-like features of the major roads, including slip lanes and wide travel lanes.
- F. Ensure new transit stops are high-quality and consider the progression toward more frequent transit service.
- G. Implement a high-standard of cycling facilities suitable for all ages and abilities, prioritizing adequate space and protection for cyclists.
- H. Provide adequate space in boulevards for landscaping, furniture, and other elements that improve the pedestrian experience and safety.

Policy Summary

- Design all major and collector roads as complete streets.
- Work with MOTI on right-of-way designs that are complete streets and consistent with the UDC's urban land use context.
- Explore options to gain control over MOTI owned roads and implement complete street designs.
- Work with MOTI to reduce buildings setbacks and create a pedestrian-oriented public realm.
- Enhance the pedestrian conditions and experiences at intersections throughout the UDC.

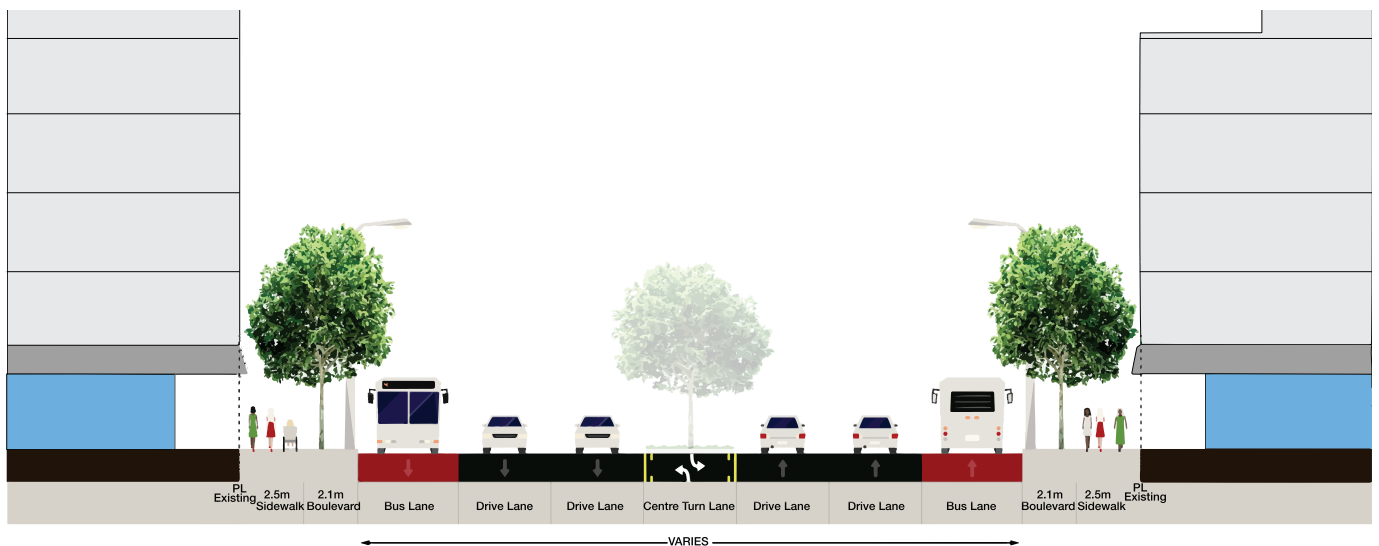


Douglas Street

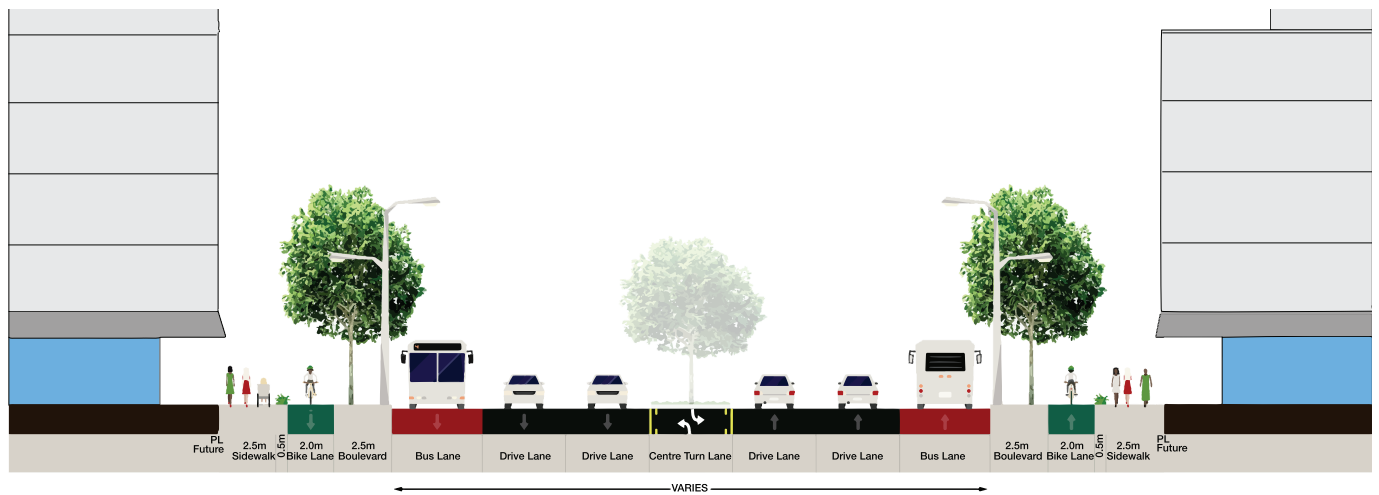
Douglas Street is a major corridor connecting the Greater Victoria core to the Westshore via Trans-Canada Highway (Highway 1). With approximately 40,000 vehicles passing through daily, the street feels and functions as a highway. In the future, Douglas Street will become more multi-modal, with street-oriented uses, while maintaining its transit priority.

Policy Summary

- Create a multi-modal design with wide sidewalks, transit priority, bike lanes and landscaping.
- Define a four to six-storey street wall with zero or minimal building setbacks to create a continuous frontage of shops and active uses.
- Enhance the pedestrian realm with widened sidewalks and boulevards separated from travel lanes.



Conceptual Cross Section for Douglas Street within existing Right-of-Way (variable width)



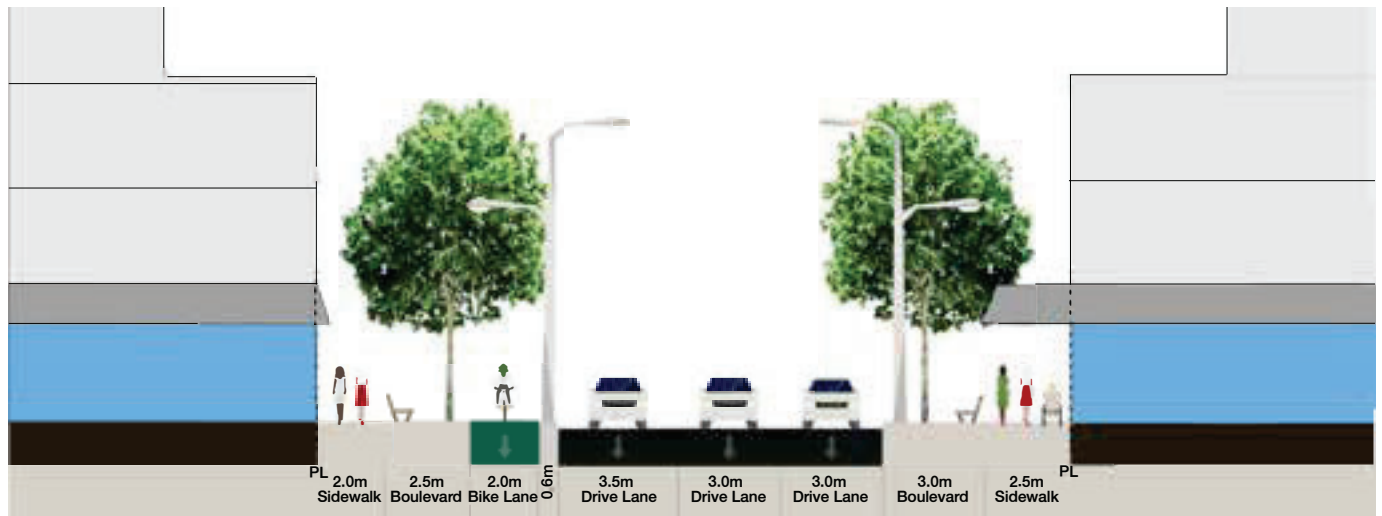
Long-Term Cross Section for Douglas Street within an expanded Right-of-Way (generally 35-40 metres)

Blanshard Street

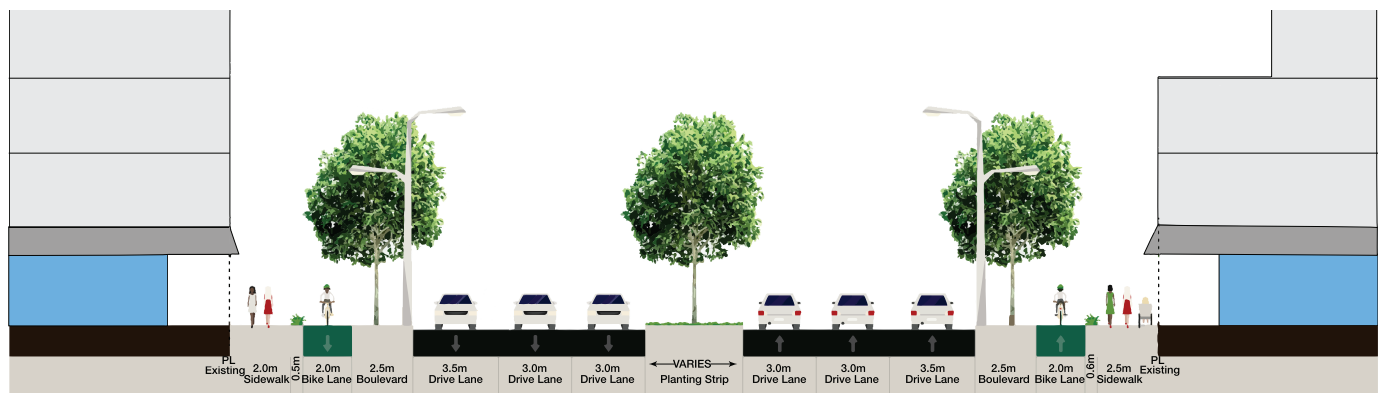
Blanshard Street is a major corridor that has a primary role in carrying high vehicle traffic volumes. It forms a couplet with Vernon Avenue at its juncture with the Patricia Bay Highway and transitions to a six-lane road that continues into the City of Victoria. The southern portion contains a wide treed median, narrow, unseparated sidewalks, narrow bike lanes and land uses that are largely disconnected from the street. As the Uptown – Douglas Corridor (UDC) evolves, Blanshard Street will transition to a complete street that supports walkability and connects buildings to the street.

Policy Summary

- Transition to a complete street with improved connectivity of people and buildings.
- Beautify the street with large canopy trees and public art along the medians.
- Introduce green refuge islands and lengthen crossing times while reducing crossing distances.



Conceptual Cross Section for Blanshard Street - One-Way (22 metres)



Conceptual Cross Section for Blanshard Street - Two-Way (variable width)

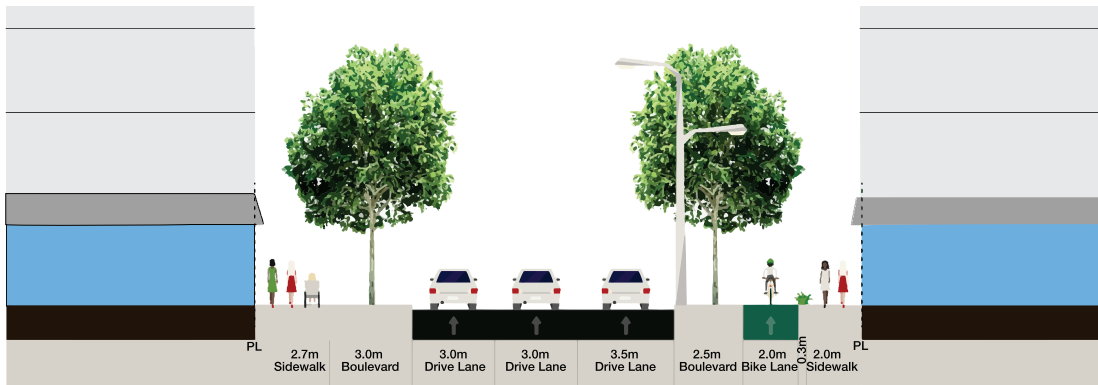
Vernon Avenue | Ravine Way

Vernon Avenue

Major sites along Vernon Avenue will redevelop over the time-frame of this Plan, starting with the Nigel Valley development. This provides an opportunity to redesign Vernon Avenue as a street that connects, rather than divides, the community. From a design perspective, this includes a complete street design that meaningfully accommodates pedestrians, cyclists, landscaping and vehicles, as well as street-oriented land uses that help to reinforce a vibrant and active public realm.

Policy Summary

- Orient new development towards the street, connecting entrances to the public realm.
- Include a pedestrian crossing on Vernon Avenue from the Nigel Valley development.
- Better integrate and connect the Municipal Campus and Nigel Valley with the broader UDC area.



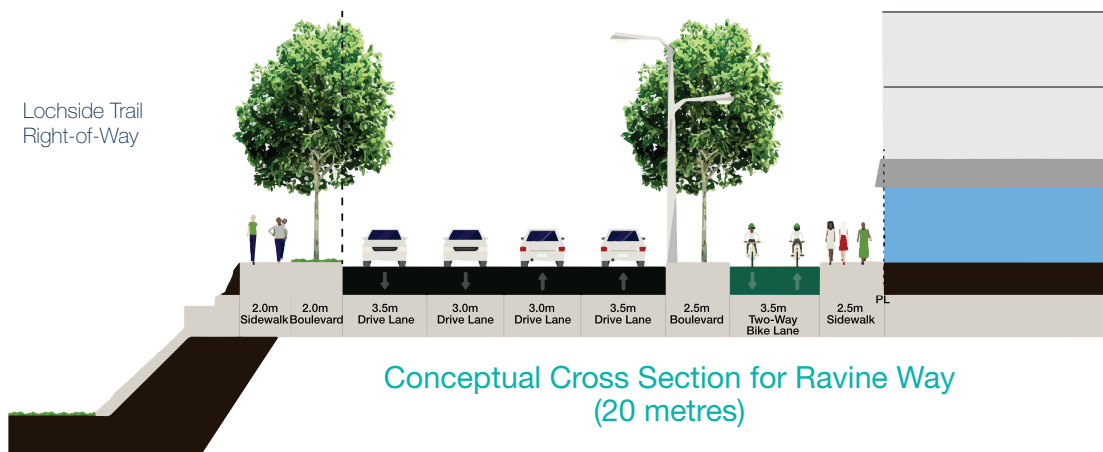
Conceptual Cross Section for Vernon Avenue
(22 metres)

Ravine Way

The continued transition of Ravine Way into a complete street will include the development of an inviting and connected pedestrian realm with access to adjacent commercial and residential uses, a two-way bike lane, a two-way road way and improved access to the Lochside Trail.

Policy Summary

- Improve the streetscape with new sidewalks along Ravine Way or within the Lochside Trail Right-of-Way.
- Provide connections between Ravine Way and Lochside Trail.
- Enhance transit priority.



Conceptual Cross Section for Ravine Way
(20 metres)

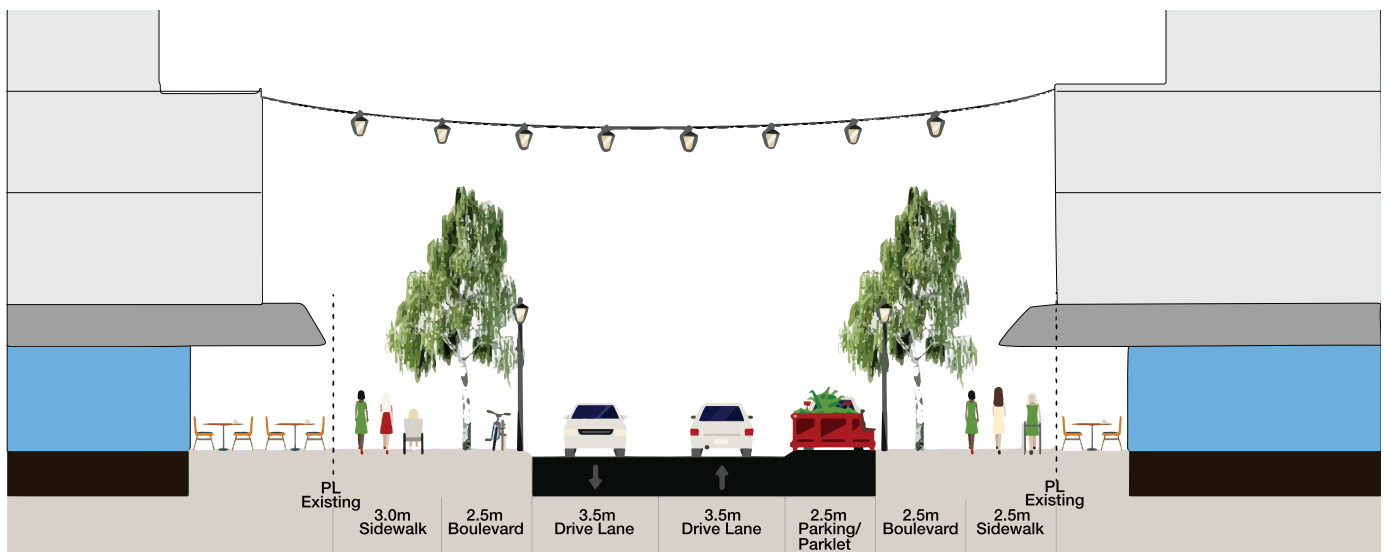
Oak Street

Oak Street is one of the few significant streets in the Uptown–Douglas Corridor (UDC) that is not heavily impacted by high traffic volumes. It is currently lined, almost exclusively, by commercial businesses including a number of car dealerships. Oak Street is situated between Douglas Street and Blanshard Street with direct links to Uptown Shopping Centre and Mayfair Mall, providing unique opportunities for its future design and role in the UDC.

Oak Street will be designed as a central high-street, integrating a pedestrian promenade and amenities with active and engaging mixed-use buildings. Livability will be the primary consideration in the design of the street and the buildings fronting it.

Policy Summary

- Act on the unique opportunity to redesign and promote Oak Street's role as a central high street.
- Define a three-storey street wall to reflect its smaller scale character.
- Foster animation and pedestrian-orientation and support parkettes/pocket parks.
- Restrict access points from Oak Street, redirecting traffic to side streets or Audley Crossing.
- In collaboration with the community, support temporary closures of Oak Street for festivals or other community celebrations.



Conceptual Cross Section for Oak Street
(20 metres)

Audley Crossing

Audley Crossing

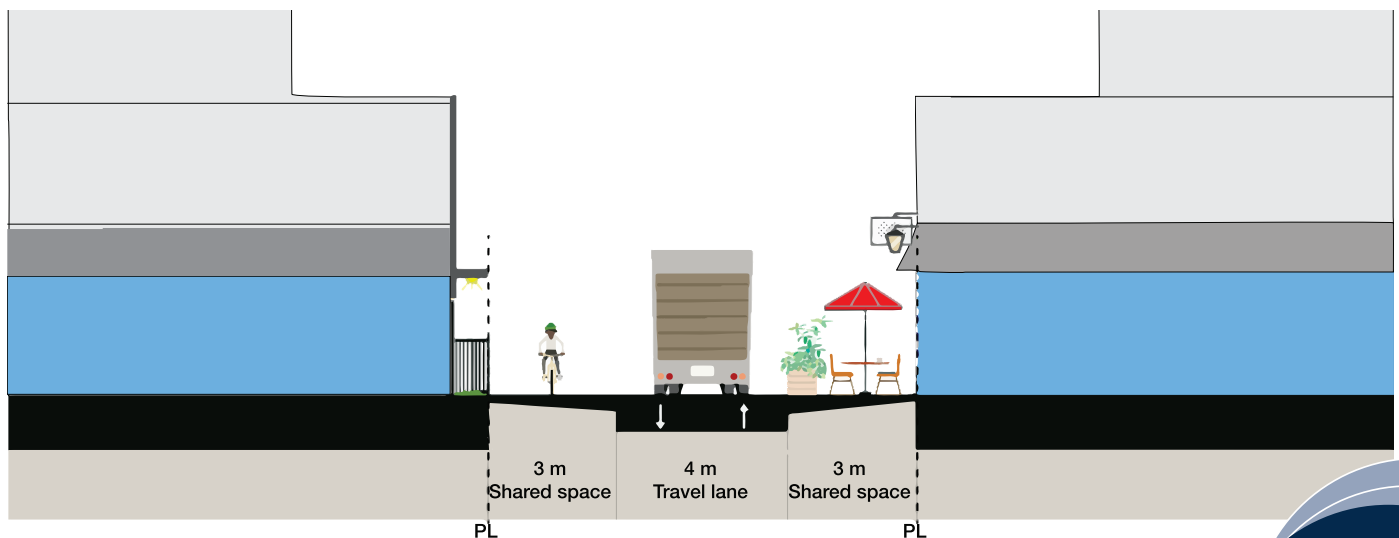
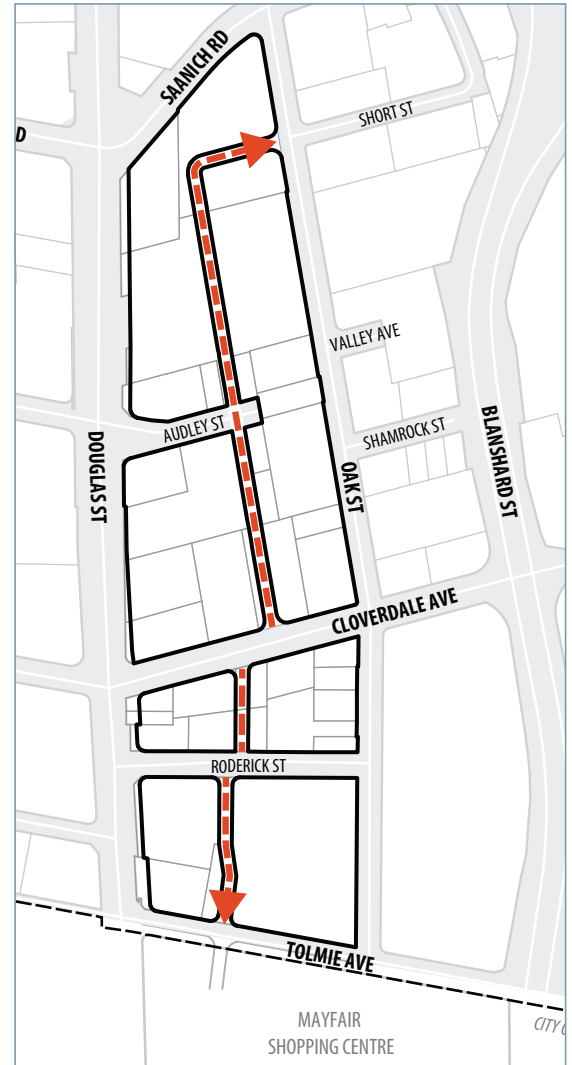
Audley Crossing is a new laneway proposed to be introduced through the development process. The lane will run between, and parallel to, Oak and Douglas Streets, commencing as an extension of the Short Street alignment and connecting all the way to Tolmie Avenue. Audley Crossing's primary intentions are to break up the large blocks and massing of surrounding developments, enable adequate on-site servicing, loading and access and provide additional opportunities for ground-oriented residential and commercial uses. The desired placement of the lane will align with and link the future community park acquisition and Audley Transit Station and provide opportunities for added connections to activated public space.

Audley Crossing will be designed as a pedestrian-oriented, activated shared street, bringing character while ensuring functionality of the space through the use of reduced speeds, distinctive and varied paving materials, landscaping, lighting and other features. The lane is intended to be implemented through negotiations at the time of redevelopment and could be phased in incrementally.

Policy Summary

- Design a pedestrian-oriented and activated shared street providing service and access.
- Define a two-storey street wall supportive of residential and mixed-use buildings.
- Ensure all loading access and bays are on-site and integrated into building designs.
- Integrate the lane through large redevelopment projects along Douglas and Oak Streets.

Conceptual Alignment of Audley Crossing



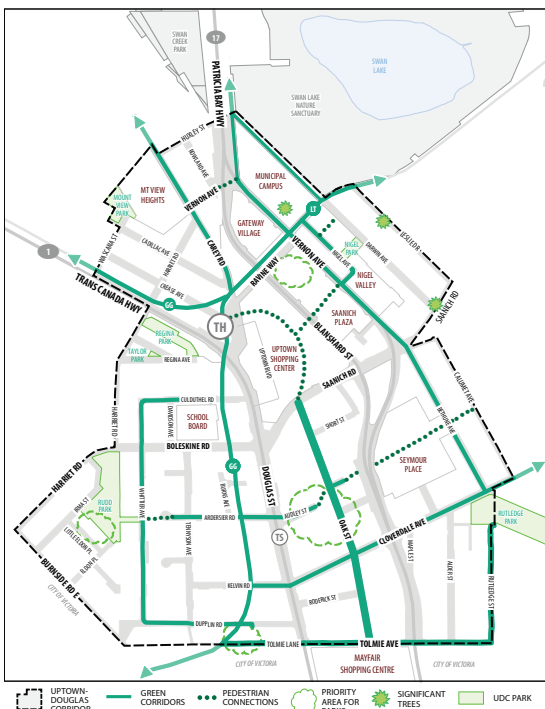
Conceptual Cross Section for Audley Crossing
(10 metres)

Environment and Sustainability

Addressing the issues of climate change, resource depletion and energy security is particularly critical for the health of future generations. This Plan seeks to transition the UDC from an auto-centric area with limited ecological assets towards a greener, people-friendly environment where residents live, work and play.

Objectives

- Support Saanich's climate targets by reducing building and transportation emissions and supporting a shift to renewable energy.
- Encourage sustainable urban design by promoting conservation and resiliency through green buildings, energy efficiency, renewable energy and green infrastructure.
- Increase resilience and capacity to adapt to climate change impacts in both natural and human systems.
- Create ecological value and improve storm water management through new green infrastructure and the enhancement of existing open spaces.
- Enhance and restore key environmental assets, including Cecelia Creek Watershed.
- Improve urban forest health and significantly expand the tree canopy cover throughout the area.
- Increase the permeability of surfaces throughout the UDC.



Natural Areas and Green Corridors

Natural Areas and Green Spaces

Most of the UDC has been developed and industrialized thereby reducing natural areas; however, future developments can create opportunities to increase public and private green space and natural areas. Existing open space assets, such as the Galloping Goose and Lochside Trails, and the historic Garry Oak ecosystem, can be enhanced and built upon to create green corridors and enhance environmental performance.

Policy Summary

- Increase natural areas, expand green network connectivity and protect ecologically sensitive areas through development.
- Enhance transitions between Swan Lake Nature Sanctuary and the Municipal Campus.
- Enhance the ecological value of Regina Park.
- Create and enhance green corridors in the UDC.
- Expand the dominant heritage landscape of the area by planting Garry Oaks and associated vegetation, where possible.
- Target 20% tree canopy coverage in the UDC Plan area.

Environment and Sustainability

Climate Change

Saanich is currently updating its Climate Plan to develop a municipal-wide approach to mitigation (reducing greenhouse gas emissions) and adaptation (preparing for the impacts of climate change). The Uptown-Douglas Corridor (UDC) Plan will help implement the broader goals of the Climate Plan, including through enhancing walking, cycling and transit infrastructure and promoting more energy efficient building forms.

Key goals of the Climate Plan are to:

- Reduce our greenhouse gas emissions by 50% by 2030 and to net zero by 2050
- Become a 100% renewable community by 2050
- Prepare for a changing climate

100% Renewable & Resilient Saanich

More information: saanich.ca/climateplan

Climate Change Mitigation: Built Environment and Energy

Higher density mixed-use and multi-family building forms identified in the UDC Plan will result in significantly lower per capita energy consumption due to shared walls and building energy systems. This combination of locational efficiency and denser building forms will provide more employment and residential opportunities in highly energy efficient spaces.

Policy Summary

- Encourage developments to exceed building requirements that minimize energy consumption and incorporate renewable energy.
- Explore tools and programs to encourage Net Zero Energy-ready buildings.
- Undertake a study to assess the potential of a district energy system in the UDC.

Climate Change Adaptation: Built Environment and Resilience

To create greater resiliency, new developments and redevelopments will need to consider this future context and create site designs that enhance stormwater management, reduce the urban heat island effect and grow the urban forest.

Policy Summary

- Support developments that introduce green space, expand the urban forest and provide weather protection.
- Ensure developments are designed using adaptive landscaping and provide cooling and ventilation.
- Design developments to take advantage of passive cooling and adequate ventilation to account for extreme heat and poor air quality events.



Environment and Sustainability

Watersheds and Stormwater Management

The Uptown – Douglas Corridor (UDC) is home to the Cecelia Creek watershed (and Cloverdale Creek sub-watershed) and portions of the Colquitz Creek watershed. This means activities in the UDC affect ecological assets like Swan Lake and Colquitz Creek. The Draft Plan seeks to develop practices that mitigate negative impacts on local watersheds. Additionally, the Plan provides direction for a comprehensive study to assess how Cecelia Creek could be best restored in this urban context.



Watersheds



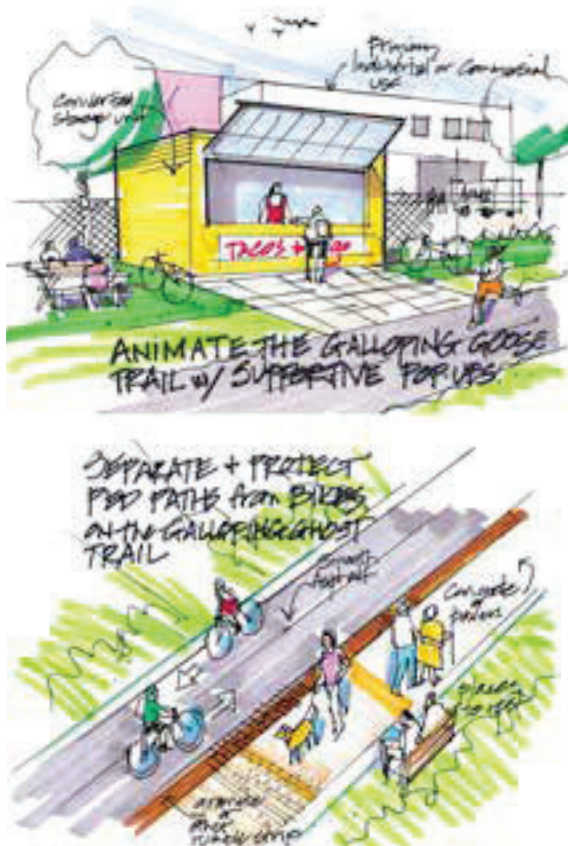
Policy Summary

- Undertake a study on Cecelia Creek, including a watershed assessment and daylighting feasibility, and identify priority actions.
- Increase awareness of Cecelia Creek and its watershed, and consider options to enhance the watershed through redevelopment.
- Maximize permeability, minimize runoff and improve stormwater quality through redevelopment.
- Enhance stormwater management practices for industrial and commercial uses.

Trails and Community Facilities

Galloping Goose and Lochside Trails

The Galloping Goose and Lochside Trails are integral components of the active transportation network, providing transportation and recreation opportunities for residents and visitors alike. The Plan aims to enhance these assets and further promote them as a centerpiece of the area.



Policy Summary

- Work with the Capital Regional District (CRD) to enhance the trails by increasing the width and creating separated areas for pedestrians and cyclists.
- Work with the CRD to enhance wayfinding.
- Work with the CRD and the Ministry of Transportation and Infrastructure to integrate the trail with adjacent land uses, including non-motorized access points.
- Improve the safety and visibility of access points and crossing locations.
- Pursue the developments of pocket parks or plazas along the Trails.
- Support public art installations.

Community Facilities

The Uptown-Douglas Corridor (UDC) does not contain any major Saanich Recreation Centres. Needs expressed by community members include a new school, meeting spaces and daycare.



Policy Summary

- Support the long-term introduction of a new community recreation facility in the UDC.
- Support the enhancement of library facilities in the area.
- Work with the School Board to accommodate long-term needs for school facilities in the UDC, and support the introduction of a new public school in the area.
- Explore the introduction of youth-oriented facilities and amenities in Rudd Park.
- Support the addition of a youth centre in the UDC area.

Parks and Open Spaces

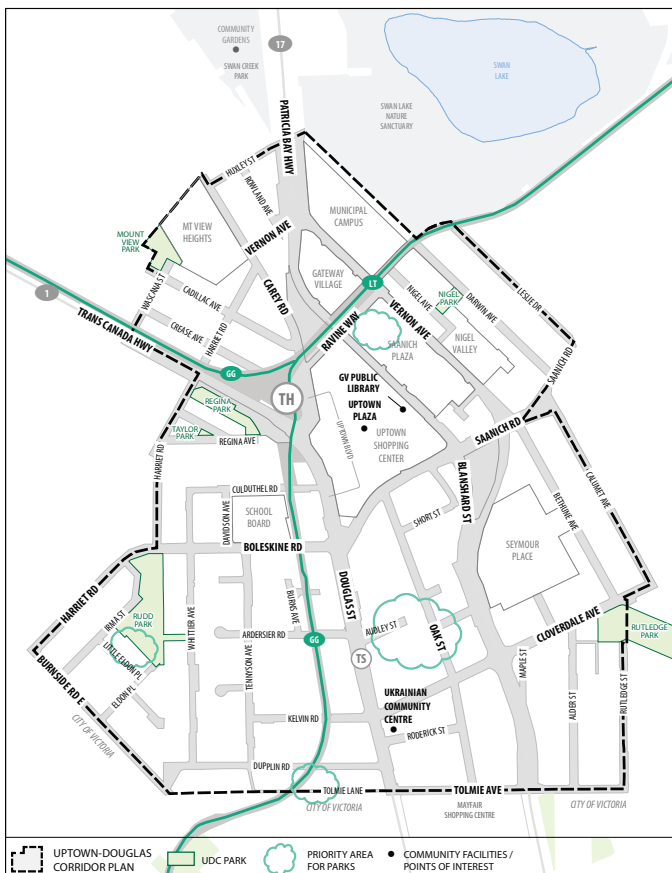
The importance of green space and access to recreation opportunities in urban contexts cannot be understated. Access to public open space, parks, natural areas and playgrounds creates numerous health, environmental and social benefits. Generally speaking, the UDC is deficient in parks when compared with other neighbourhoods and Saanich parks standards, with the least park space per person of all areas of Saanich. The Plan details how future population and employment growth will be supported through the introduction of new parks, trails and open spaces that will provide recreational opportunities, animate public space and better connect key destinations.

Objectives

- Create a series of parks, plazas, open spaces and streetscape redesigns highlighted by a central civic space.
- Provide park space, including play areas, meeting places, tree cover, natural area parks, greenways and trail systems to serve the existing and future populations.
- Retain and enhance areas of ecological value and connect natural areas.
- Promote the important role that parks, recreation and culture contribute to the quality of life and economic development of communities.
- Supply additional parks, open spaces and community facilities to meet existing needs and to support the future needs of the community.
- Consider a diversity of user needs and abilities for the park and open space network.

Policy Summary

- Work towards a network of parks and open spaces within the UDC that provides:
 - A community park within 1000 metres (10-minute walk) of all properties;
 - A neighbourhood park or plaza / urban park within 500 metres (5-minute walk) of all properties; and
 - A publicly accessible open space within 300 metres (2-3 minute walk) of all properties.
- Prioritize new community park space acquisitions, as shown in the map below, as follows:
 - A central civic space, at least 0.5 hectares in size, in close proximity to the Municipal Campus and future transit hub;
 - A community park to support residential growth along Oak Street / Audley Crossing and a new major transit station at Audley Street;
 - Additional park space to enhance the role and function of Rudd Park and enable it to support future development; and
 - Park space that animates the Galloping Goose Regional Trail and provides significant environmental benefits.
- Require redevelopment applications for larger properties to provide park or publicly accessible space.
- Enhance the design of streets and municipal rights-of-way to better link parks, opens spaces, plazas and trails.
- Increase the profile of the civic and public realm spaces at the Municipal Campus, Gateway Village and Saanich Plaza sites.
- Use the Development Cost Charge (DCC) program to finance the acquisition of new, prioritized park spaces (as identified on adjacent map).



Parks and Open Space Network

Social and Cultural Well-Being

Social Well-Being

Community health and well-being is strongly tied to the availability, accessibility and affordability of housing, food, community facilities, as well as to programs and access to parks and green spaces. People of all ages, incomes, abilities, and backgrounds need access to basic services and ample opportunities for cultural and social interaction. Another key element of cultural well-being is understanding and acknowledging local history. The Plan provides direction to ensure these elements are addressed in concert with foundational land use and transportation directions.

Objectives

- A. Encourage and promote active lifestyles through urban design that creates safe and comfortable walking and cycling options.
- B. Create a public realm that makes residents and visitors feel comfortable, safe and welcome.
- C. Facilitate and encourage the development of housing to accommodate residents of a variety of socio-economic statuses and stages of life.
- D. Ensure community facilities and programs are accessible and affordable for people of all ages, incomes, abilities and backgrounds.
- E. Honour and respect local First Nations' heritage and celebrate their unique art, history and culture.
- F. Acknowledge the history of the area and ensure cultural and heritage values are incorporated into planning and decision-making.
- G. Promote and support public art and place-making initiatives that facilitate social interaction and create gathering spaces for a diverse population.
- H. Ensure that all residents have adequate and appropriate opportunities for involvement and engagement.
- I. Enhance opportunities for urban agriculture and improved access to local, healthy food.

Policy Summary

- Promote healthy living by supporting physically and socially active lifestyles for all people.
- Support the development of social service facilities that are responsive to the needs in our community.
- Provide and create access to parks, daycares, playgrounds, community centres, libraries and other essential services to better sustain families.
- Develop, enhance and retain public and private spaces for cultural and social activity.
- Ensure high-quality neighbourhood-specific programs and services for youth.
- Work with First Nations to better understand pre-colonial conditions and explore opportunities to acknowledge and celebrate their history and culture.
- Preserve and enhance the public visibility of all properties listed in the Saanich Heritage Register.
- Encourage listed Heritage Register properties to attain Heritage Designation through the redevelopment process.
- Require design sensitivity when considering applications in the vicinity of heritage buildings or sites.
- Support uses that expand access to and awareness of local food and animate the area such as community gardens, food trucks and farmers markets.



Supportive and Affordable Housing

Housing

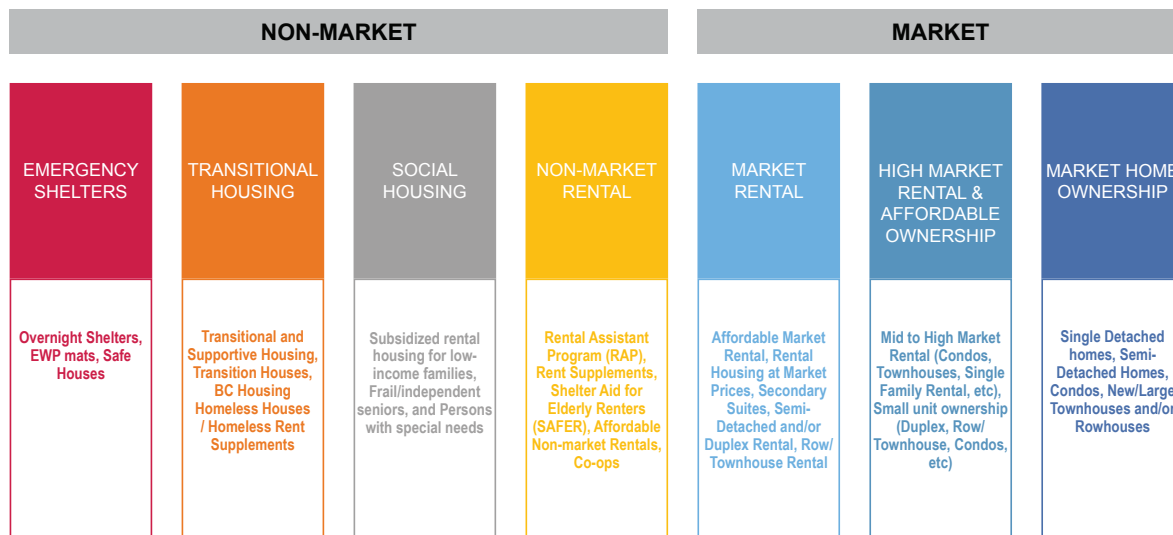
A critical measure of success for the Plan will be the ability to accommodate a diversity of housing forms, including rental and non-market housing. Having suitable and affordable housing (including those that are adaptable, age-friendly and coupled with support services) plays an important role not only in a community's quality of life, but also it is economy, health and sustainability. These policies aim to build a housing supply that encourage social inclusion and helps to meet the housing demands of the District and Region.



Policy Summary

- Expand housing choices through promoting a diversity of development forms.
- Support innovative infill housing solutions.
- Incentivize non-market developments.
- Support live-work units at grade, especially along the Galloping Goose Trail.
- Require new residential units to provide useable private outdoor space and common/shared amenity spaces.
- Allow residential uses in mixed-employment designations but restrict tenure to rental-only.
- Support secured market-rental units and incentivize non-market housing developments near transit, services and amenities.
- Retain purpose-built rental units or support re-integration into new developments.
- Develop a Saanich Housing Needs Assessment to guide housing priorities in the UDC.
- Support a range of unit sizes, including 2 and 3 bedroom units, suitable for families and encourage the addition of family-friendly features (e.g. storage space, private outdoor space, amenity and/or common space).
- Encourage energy reduction features in non-market and market rental developments to reduce operating and utility costs.
- Collaborate with social service providers to help reduce the paths to homelessness.
- Continue to engage with the community on affordable housing issues.
- Support implementation of the approved Nigel Valley development.

THE HOUSING/SHELTER SPECTRUM



Economic Vibrancy

Economic vitality in the UDC will be strengthened and supported through the realization of the land use intensification and transit supportive development directions found throughout this Draft Plan.

The Plan aims to retain and increase employment its status as a key economic centre in the region. Furthermore, policies seek to establish and enhance a diversity of economic assets in the UDC area.

Objectives

- A. Become a preeminent regional center for commerce, employment, arts, culture and entertainment.
- B. Support and encourage a diversity of commercial uses, including both regional and local serving retail, office, technology-oriented, institutional and visitor accommodation uses.
- C. Enhance urban realm conditions to create a leading location in the region for business and commercial activity and an attractive location for new development.
- D. Allow more flexible uses in industrial areas to accommodate the changing needs of this sector.
- E. Foster innovative business and urban development by supporting emerging industries and associated education opportunities.
- F. Support greater access to and expansion of economic opportunities for all in order to achieve an equitable allocation of the benefits of development and economic growth.

Policy Summary

- Promote the Tennyson Industrial Quarter as a centre for innovative business and development practices.
- Foster the UDC as an employment centre for office, professional services and retail.
- Strengthen the UDC as a location for job creation.
- Explore the introduction of cultural facilities.
- Support greater access to and expansion of education, housing and employment opportunities for groups facing longstanding disparities.
- Support the development of a Business Improvement Association for the UDC area.
- Ensure job space is well-integrated with the transportation network in the UDC area.
- Encourage businesses to provide daycare facilities on-site.
- Encourage "high performance areas" that provide energy efficiency and low-carbon building design and practices.
- Encourage flexible building design and construction to allow repurposing of uses in the future.



Next Steps and Information

THANK-YOU for attending the **Draft Uptown-Douglas Corridor Plan Open House!**

NEXT STEPS

During this phase of the project we will continue to refine the Draft Plan based on your feedback.

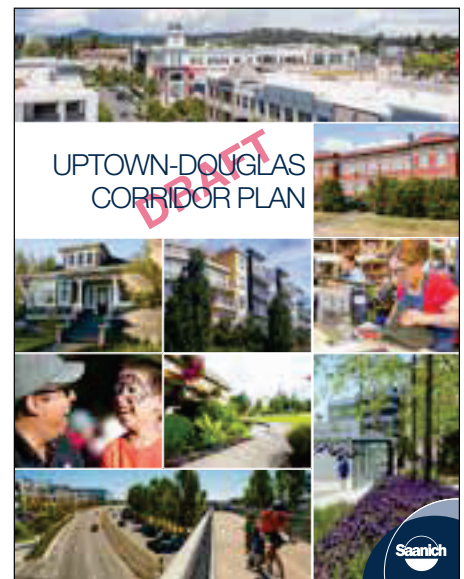
Staff anticipate that an updated Draft Plan will be brought forward to Saanich Council for consideration later this Fall or early in the new year.

Keep in touch with us and visit our webpage for important updates!

Visit saanich.ca/udcp to:

- Review the Draft Plan
- Take the Survey
- Access background information

Email planning@saanich.ca to receive email updates on the project.



saanich.ca/udcp