

Attachment D
Council Input and Comments



#	Council Input & Comments	Staff Response/Possible Action	Type of Change	Potential Change	Recommended
	Environment and Sustainability				
19	<p>Canopy Cover: Why is this the canopy cover target 20% and is there a need for a maximum? How does the Plan propose to implement this target? How do we calculate the coverage?</p> <p>The UDP identifies a target of 20%, what is the current target? Is this a target could we raise this target – for example 30%.</p>	<p>Achieving target through streetscape redesign, parks and open space and private redevelopment. Urban forestry strategy identifies mechanism for calculating canopy cover.</p> <p>Currently 6% of area is parks and open space. 20% target is based on best practice as a target for this type of dense urban area and is on the higher end of targets used in other urban cores.</p>	Minor Amendment	Change Policy 4.1.2 to target a 30% canopy cover	No
20	Cecelia Creek: Why are the Cecelia Creek and its watershed not included as a larger goal?	Object 4E and Section 4.4 address Watersheds, including Cecelia Creek. Key action is an inter-municipal study	n/a	None	n/a
21	<p>Net Zero Energy Ready Buildings: Section 4 Policy Priorities – how did rankings come about? Supports net zero energy/ready buildings – consider an incentive to reuse buildings. Regeneration and reuse of buildings has great benefit, including heritage preservation and landfill waste generation.</p> <p>Deconstruction (Demo) Policy/Program: Council has not adopted a deconstruction program. Recently attended climate caucus shows we should create a policy to align with climate goals</p>	<p>Policy in section 4.2.3 speaks to the incentive tools and programs to encourage development of net zero carbon and/or net zero energy ready buildings; Section 6 discusses planning for future reuse of new above-grade parking structures, and Section 10.4 includes policy related to heritage restoration, preservation and protection.</p> <p>Priority levels for policy implementation have been identified in order of necessity and aligned with District led initiatives.</p>	Minor amendment	Add new policy in Section 4.2 - Encourage adaptive reuse of existing buildings or where that is not feasible, the deconstruction and re-use of building materials.	Yes

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		<p>The Climate Plan does speak to this but at a more strategic level: <u>Building Objective:</u> By 2030, the embodied emissions in new buildings are reported and lowered <u>Strategy F2:</u> Move Towards “Lighter Living” in Saanich <u>Action F2.2 Develop and Implement a Zero Waste Strategy</u> – Develop and implement a community-wide Zero Waste Strategy that aligns with the CRD Solid Waste Management Plan</p>			
22	<p>District Energy: Section 4 Policy – undertake a feasibility study Based on CRD study that looked at District Energy and recapturing potentials, would like to include “reuse of energy” in buildings (from energy that we are losing) and adjust priority action from low to medium. The CRD study identified 39 sites and the UD area was ranked 10 for potential and Shel/McKenzie was ranked 6 for energy loss or recapturing energy through infrastructure. Why is this a low priority? Especially with 100% Renewable Saanich. Council should look to push the feasibility study as a higher priority action item. Would PTED be looking at issues around District Energy? And</p>	<p>Current priority level is based on no immediate study being planned and other high priorities in the areas</p> <p>In regards to this item (Policy 4.2.5) there is a high degree of complexity in terms of implementation and ownership model to get this item off the ground.</p>	Minor Amendment	Move Implementation Priority from Policy 4.2.5 District Energy Study from Low to Medium	No

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	moving this priority from low to medium?				
23	Green Roofs: Policies encouraging green roofs and walls – is this requirement new or does it already take place through redevelopment. Green roofs are a positive and it's good to have it as a target policy for this dense area. Living walls can be difficult to implement and maintain – he has heard of through conversations with developers.	Green roof discussions are not new to the development process for Saanich, but the policy in the Uptown-Douglas Plan was crafted with the assistance of our Sustainability Division, and aligns with the goals and objectives of the Climate Plan.	n/a	None	n/a
Land Use					
7	Form Based vs. FSR: In review of land use component there does not appear to include FSR but a form-based approach to development has instead been included in the Plan	<p>The Plan provides land use and building height designations and urban design guidelines to inform building form and massing. Flexibility provided in design, with density (FSR) seen as more of a design outcome.</p> <p>Densities could be added for each designation, but this would involve additional consultation to determine.</p>	Major Amendment	Add in FSR maximums for each Land Use Designations	No
8	Inclusionary Zoning: This isn't seen within this Plan as a way to ensure this within the redevelopment. Can we require this through the Plan? How can we benefit the municipality and not just the landowner through increase in overall land value? Can this be explicitly identified in the Plan	As per Council direction on April 19, 2021, a process will be undertaken to- create a Community Amenity Contribution and Inclusionary Housing Program. A specific item in the scope of work is to develop specific guidance for the Uptown-Douglas Plan area.	n/a	none	n/a
9	Urban Design: Support for a number of policy and guidelines in the Urban Design section and	As a key plan implementation item, the UD Plan Development Permit Area Guidelines will be brought	n/a	none	n/a

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	thinks this is a really important part of the Plan.	forward to Council in the near-term for consideration of adoption as an appendix to the Official Community Plan.			
10	Family Appropriate Housing: Support for provision for 2 and 3 - bedroom units. What other requirements support family friendly development?	References are included in various policies in the UD Plan, including Sections 5.2 (Housing) and 10.2 (Supportive and Affordable Housing). Specific policy examples include the inclusion of outdoor amenity space, youth-oriented amenity, secure storage facilities, and creating a network of walkable streets with accessible public spaces.	n/a	none	n/a
11	Putting Pedestrians First: Since this is a car-centric area of Saanich and region, how is the Plan able to achieve the goal of putting pedestrians first? .	The Plan's Transportation (Section 6) and 'Significant Streets (Section 7) sections, along with general redevelopment will lead the redesign of the streetscape into a complete community. Changes will happen incrementally through redevelopment and infrastructure projects. Additionally, the Plan identifies new DCC parks and contains requires dedication of parks through development of larger sites reinforcing the network of parks and open space.	n/a	none	n/a
12	Population Estimate and Calculation: How was this arrived at. It appears low when the plan states that the capacity analysis suggests 7-10x capacity and the population projection of about 5000 new residents seems low.	The plan will likely exceed the plan projections identified by the CRD. Additionally, these projections will need to be regularly updated. The capacity assessment is theoretical and captures sites based on a standardized set of assumptions applied to land use designations.	n/a	none	n/a

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13	Maximum Heights: Policy 5.1.4 – why would a long-term Plan like the UD Plan need a maximum height.	<p>Including maximum heights provides a degree of certainty about future urban form and was based on analysis and community input. Maximum height in the Uptown Centre has been adjusted upward in the OCP from 18 to 24 storeys.</p> <p>Staff would recommend that should Council wish to expand height beyond 24 storeys that community consultation be involved.</p>	Major Amendment	Revise Plan to remove or increase height maximums	No
14	Land Use: Can uses intermingle in other designations? Please expand upon the heights referenced in section 5.1.5	<p>Most designations permit some range of uses.</p> <p>The intent of section 5.1.5 is to act as a general guideline to align with the storeys that are identified, and are based on industry standards</p> <p>Variations in the heights here could be considered as these are general guidelines.</p>	n/a	none	n/a
15	<p>CAC's and Land Lift Analysis: Policy 5.6.6 – requirement for land lift analysis for buildings exceeding 18 storeys. Where 75% of lift be allocated to CAC – how would this be reconciled with the work directed by Council today with the CAC program.</p> <p>Additional land lift in Section 5.6.6, is this looking at the height above the 18 storeys? Does the Industry support the Land Lift Approach? And, with this, could there be a hybrid approach included</p>	<p>This policy was included as an interim measure for a very limited number of circumstances.</p> <p>Amenity contribution guidelines are addressed in interim policy and will be formalized when long-term Program (in progress) is adopted.</p> <p>This policy is still important to inform complex negotiations until a formal program is adopted.</p>	Minor Amendment	Remove Policy 5.6.6	No

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16	Car Dealerships: Are car dealerships and buildings with the plans vision?	<p>Policy 5.3.6 states “Do not support the expansion of traditional auto retail models of dealerships (with on-site vehicle storage beyond a showroom), including the expansion of established businesses.</p> <p>The Plan sees a transition of uses over time, which includes, for example, a greater focus on ready to order cars and the exiting of demand for surface parking lots/parkades. Existing businesses will continue to be a to be a component of the Plan area, but sites are intended to evolve and/or change use over time</p>	n/a	None	n/a
17	Public Schools: As the Plan area formerly had enough families and children in the area to warrant two schools (Mt. View and Tolmie) – moving forward with the revitalization of this area, what role does School District 61 play in this Plan?	<p>One of the key goals of the Plan is to create a complete community, and this includes a public school. Staff have had conversations with the Greater Victoria School District (GVSD), and they are aware of the projected growth in the area and the desire to re-introduce a school on their site. However, there is no firm commitment to do so at this time.</p>	n/a	None	n/a
18	Plan Boundary and Expansion Opportunities: Interested in the boundary of the Plan area and in exploring the continuity into the Tillicum Major Centre and others like the McKenzie Corridor etc. With a goal to accelerate LRT and BC Transit stations along Tillicum, would it be of benefit to have development in this area as well. Should we consider border	<p>Boundaries as shown in the UD Plan are based on the OCP, and the UD area is largely within the Uptown Major Centre. The boundary was endorsed by Council in 2017 through the Plan Framework.</p> <p>Future work could inform a corridor study, for the extension of Douglas Street.</p>	Major Amendment	Revise plan boundary and initiate consultation process to explore land use / policy in additional areas	No

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	expansion now and address this in the coming years?				
Transportation and Mobility					
1	Douglas Street Bike Lanes: Treatment of Douglas Street – cross section – concern with the AAA bike lane. The 2 metre width is a concern for safety of passing with this width. Would like a design of the bike lane to the boulevard, for example, no curb to the boulevard in case there was extra room needed.	<p>The ultimate design of cyclist paths will be determined through the street re-design and/or redevelopment process. Detailed design will include type of materials and transition between spaces. .</p> <p>Conceptual designs attempt to balance multiple objectives and maintain a reasonable ROW width. On Douglas Street, additional space is allocated to boulevards / sidewalks to reflect the high pedestrian volumes associated with its role as a high street and primary transit spine. Detailed design will examine how cyclist passing can be accommodated</p>	Housekeeping	Add sentence in Section 7 Introduction indicating that “Conceptual cross-sections have been identified for a number of streets. Please note that these designs are subject to detailed design.”	Yes
2	Pedestrian Scramble: Has a pedestrian scramble been considered, and could we implement this on our streets (like Victoria and other places have done)?	As intersection redesigns are undertaken, these types of improvements can be considered as part of detailed design processes. Pedestrian scrambles may be suitable in areas of high pedestrian volumes,	Minor Amendment	Add policy in section 6.2 that states “Explore the introduction of a pedestrian scramble design at high activity intersections as a way to enhance pedestrian priority.”	No
3	Parking: Parking requirements – would like to see requirements beyond vehicles – Active Transportation Committee looking at policy beyond this. Does the Plan include other forms of	Sections 4 (Environment and Sustainability), 6 (Transportation and Mobility), 7 (Significant Streets), and 9 (Urban Design) all include policy and guidelines related to parking, of vehicles and other alternative modes,	n/a	none	n/a

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	parking – including bikes and scooters.	including: bicycle, e-bikes, secure parking/storage for oversized bikes including cargo bikes, scooters, and charging stations for e-mobility. Specific policy (6.3.3) supporting bike parking in excess of requirements.			
Significant Streets					
4	<p>MOU: Strongly support entering into a MOU with MOTI. Previously Council brought a motion forward and make a recommendation to MOTI in regards to how inadequate Douglas Street is – and the fact that cyclist lanes in Victoria were different from Saanich and the width for cyclists. As such, would very much like the MOU and have staff to identify likelihood of entering in to this – what other municipalities have entered into Refer to ATP</p> <p>MOU: Conversion of Vernon Avenue into a pedestrian street out of the plan and discussions with MOTI around the MOU and how likely it is that the MOU will be achieved. Would like to see additional pressure to MOTI on the Council level</p>	<p>Development of MOU is identified as a high priority item in implementation section of Plan.</p> <p>Other Municipalities that have undertaken the MOU process with MOTI including Sooke and Nanaimo, and these can be models to undertake ours from.</p>	Minor Amendment	Add Policy 7.1.3 as a high priority action in Section 12	Yes
5	MOTI/ Stakeholder Input:, would like a better understanding on if and how MOTI was involved in the process and if they were	Staff have worked with MOTI throughout the Plan process. Formal referrals were distributed, Plan adjustment made and ultimately staff have received support for the UD	n/a	None	n/a

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	invited to review the plan throughout the process.	Plan policy and for the development of an MOU.			
6	MOTI Controlled Roads: Policy 7.1.4 – gaining control over MOTI controlled roads to ensure complete streets in the area. Does this working include the possibility to include the previous idea of creating Vernon as a residential street? Wants to ensure that the wording is inclusive	Wording of policy 7.1.4 is broad enough to enable exploration of changes to street design. Staff will continue to explore options surrounding Vernon Avenue with the Ministry. The ability to achieve complete streets approach could be achieved through the MOU or through this policy as having Saanich in control of this/these roads.	Minor Amendment	Add Policy 7.1.4 as a high priority action in Section 12	Yes
Social and Cultural Well-Being					
25	Public Art – Murals/Wall: Are we thinking about Art – including mural and wall art in this area?	Urban Design Guidelines, Section B: Building Massing and Design - Section 9.2.8 xvi. states “No blank walls are permitted along street frontages including the Galloping Goose and Lochside Regional Trails. Temporary blank walls should incorporate articulations and/or public art (e.g. murals) for visual interest and engagement”.	n/a	None	n/a
	Oak Street Transformation: Could this street or others be used for street festivals and/or parades?	Sections 5.7 (Douglas-Oak Hub) and 7.8 (Oak Street, Significant Street) support this concept, with specific reference to festivals and celebration in Policy 7.8.7.	n/a	None	n/a
Economic Development & Analysis					
26	Economic Analysis: Has a consultant been involved in an economic analysis on the Plan and the pressures that Res. Development puts on other land uses, including industrial land uses. Would like a priority to be to take a closer look at the	An economic analysis was completed in 2019 and evaluated several properties in the UD Plan area, applying a residual land value assessment and determining if land use designations and other development factors/assumptions	n/a	None (Economic analysis developed in response)	n/a

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	<p>economic development and additional analysis, while moving forward with the Plan in principle. Specifically, would like to include additional analysis with opportunity to protect and expand light industrial and commercial spaces.</p> <p>Economic Analysis: In review, where is the economic analysis? Potential to ask staff for more. If we convert a commercial area, for example the Oak Street corridor which is primarily commercial to a mixed-use the taxation impact on this is interesting. Comm. Pays more than RES but the density may offset this. Where is the analysis</p>	<p>would result in successful (i.e. profitable) projects.</p> <p>An additional economic analysis is being prepared by staff that will analyze tax revenue change with the transition of land use in the Plan area over time.</p>			
27	<p>Economic Impacts: Is the land use and rental rates for square footage attainable to develop and to withstand? Believe that the plan would benefit from additional economic analysis to support positive outcomes. Given the long-term nature of the plan it is critical to ensure it is tweaked in the right way, especially in regards to economic development and our business community. Tax information, how economic base impacts housing and those related to CACs can hopefully be dealt with easily and does not see this as taking too long, but important to look at</p>	<p>Land uses and plan adjustments in 2019 were based on a proforma analysis that assessed the viability/challenges of proposed land use designations and policy (i.e. CACs).</p>	n/a	None (Economic analysis developed in response)	n/a

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	these in a smaller environment. Endorsement ensures the plan will move forward.				
28	<p>Economic Development & Analysis: The reports vision values and goals and goal to foster economic viability and conserve light industrial is well referenced in section 3, however then only 2 pages are dedicated to economic side of things in the entire Plan. For this project to be successful we need to bring it all together and interlink it with the economic side of things. How can we ensure that we maintain light industrial and that the necessary employment arises out of this and what type of analysis has been done. Furthermore, can light industrial and housing work together - how does this work.</p>	<p>To support the protection and enhancement of the industrial land, Section 5 (Land Use) include objectives and policy specific to the achieving goals related to industrial lands.</p> <p>The Mixed-Employment and Tennyson Industrial land use designations in Section 5 require new development to include an industrial component, with a minimum of 50% of the first two-storeys being dedicated to industrial uses. The Plan supports a variety of uses here, including light industrial, ultra-light industrial and shared worker spaces. The Land Review and Market Conditions Analysis (2019) undertaken for the Plan was primarily in the form of test sites to ensure feasibility of the proposed land use parameters.</p> <p>The Plan looks to encourage/support stacked strata developments, which offer lease and purchase options for a mix of uses, including industrial, commercial and residential. These developments are trending in the lower mainland markets, and elsewhere in North America. Recent forecasts for the Greater Victoria area anticipate the introduction of this use in our markets in 2021. Part of the</p>	n/a	None (Economic analysis developed in response)	n/a

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		reason for this is the high land costs and extremely low vacancy rates coupled with the fact that much of the regions industrial lands are owner-occupied. This combination lends itself favourably to redevelopment and diversification of land use.			
Priorities / Process					
29	Priority Action: How are the priorities in the plan selected? Specifically the low-medium. And how were the key implementation priority actions identified	Action oriented policies were identified as priority-based, with other factors contributing to the selection including interdepartmental input, ease of implementation, level of impact, etc. In addition, staff selected four near-term action items that are believed to be vital to implementation of the Plan and to catalyse development in the area.	n/a	None	n/a
30	Plan Process: What level of the plan direction is based on planning practices and inputs?	The development of the Plan was based on research and analysis, community input at multiple stages and best practices.	n/a	None	n/a