



ATTACHMENT E

Active Transportation Advisory Committee (ATAC) and Planning Transportation and Economic Development (PTED) Committee Comments

#	Committee Input	Staff Response/Possible Action	Type of Change	Potential Change	Recommended
<b>ACTIVE TRANSPORTATION ADVISORY COMMITTEE</b>					
1	Section 7.– Bike lanes, 2.0 metre AAA lanes – concerned about boxing cyclists in.	<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	<b>Add</b> 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	Multi-unit residential need secure parking that are actually secure.	Bike parking policy could be adjusted to emphasize importance of secure facilities	Housekeeping	<b>Revise</b> Policy -6.3.2 – adjust to include ‘secure’ bike parking	Yes
3	define end of trip facility	“End of trip” has not been identified in the UD Plan. Benefit of interdepartmental discussions to determine which policy/regulatory document should include such definition, as one does not exist currently. Generally this term is understood in intent by industry representatives.	Housekeeping	Add “end of trip facility” definition	No

Attachment E  
Advisory Committees Feedback and Recommendations

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4	Correct terminology is Douglas Local Connector, not Douglas Connector, Also missing from Map 6.4	Label is incomplete and Map 6.4 would benefit from specific label	Housekeeping	<b>Add</b> “Douglas Local Connector” Label to Map 6.4. <b>Add</b> word “Local” to policy 6.3.6	Yes
5	consider rainwater and swales in policy 6.2.3	Direction around incorporating swales and stormwater management is Included in Section 9, Urban Design. Policy 6.2.3 is focus more generally on creating a buffer for pedestrians	Housekeeping	Add reference to swales and rainwater management in policy 6.2.3	No
6	Parking – move away from free parking (public and private), stop subsidizing	These conversations are important and align with the key implementation item around developing updated parking standards for the District, with specific considerations to the UD Plan area.	n/a	None (To be addressed through implementation)	n/a
7	connections along Ravine Way, cycling and pedestrian, need improvements, especially considering level of services in shopping centres	Through redevelopment, enhancements to connections and public realm will be considered. Ravine Way currently includes policy and a conceptual cross section (Section 7).	n/a	None	n/a
8	Oak Street – where do the bike lanes fit in?	Oak Street is intended to be more of a neighbourhood street, with slower traffic. Bikes will share the road with vehicles. It is important to note the intention of Audley Crossing, a new lane that seeks to reduce conflict and congestion along Oak Street.	n/a	None	n/a
<b>PLANNING TRANSPORTATION AND ECONOMIC DEVELOPMENT COMMITTEE</b>					
9	Parks and Land Values. Many properties as prescribed in this plan, it is a no brainer that land values will be increased by the Plan but the question is how much. It will probably be in our interest to have a plan to identify spaces for parks. Has this been	The Plan identifies general areas for new priority park space (see Section 8.1 and Map 8.10 ). Other parks and open spaces will be provided through site-specific redevelopment negotiations, as this is a priority direction of the plan.	n/a	None	n/a

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	included in the plan or is this on the radar. Has there been discussion with MOTI on the land between Blanshard at Vernon?	DCC Bylaw includes Uptown Douglas Parks and larger sites are required to contribute a fixed % of park space  Conversations with MOTI have occurred about highway island and policy exists to explore opportunities for community use			
10	Land values – On industrial sites, has there been an analysis or consideration to the increase in land value property impacting choices to locate/relocate – some businesses may not be able to compete. The cost of this industrial land will play a role in shaping this area.	In 2019 staff retained a consultant to prepare a land review and market conditions analysis, including several test sites where pro forma analyses were completed.  We recognize that there may be impacts to some of the areas in terms of inflated land values as a result of the future land use designations identified in the plan. The plan contains policy that looks to redevelop the area with industrial as a component and to enhance this area and provide opportunity to enhance it's economic vibrancy.	n/a	None	n/a
11	<b>(Motion to Council)</b> Upon the conclusion of an Economic Development Strategy for Saanich, that land use planning documents be reviewed and updated through the lens of the Economic Development Strategy.”	Policy could be added that supports the development of an economic development strategy and its application to the Uptown-Douglas Plan once complete. This approach would help to further reflect and enhance the economic vibrancy section of the Plan.	Minor Amendment	Add Policy on development of economic development strategy in Section 11	Yes