

FREQUENTLY ASKED QUESTIONS

Phase 4 Engagement
August 2026



**Uptown Douglas
Pre-Zoning & Network Design Project**

Uptown Douglas Plan Implementation



Frequently Asked Questions

Table of Contents

1.0 General Questions3

2.0 Transportation Network Design7

 Oak Street7

 Audley Crossing9

 Road Improvements.....9

3.0 Development in the Pre-Zoning Area10

 Land Dedications10

 Parking10

 ME Zone10

 UPT Zone11

4.0 Financial Considerations12

 Property Taxes12

5.0 Opt-In Process13



Frequently Asked Questions

1.0 General Questions

1.1 Why is the Uptown Douglas Pre-Zoning & Network Design Project (the "project") being undertaken by the District of Saanich?

The Uptown Douglas Pre-Zoning and Transportation Network Design Project is the next step in putting the Uptown Douglas Plan (UDP) into action. The UDP was approved by Council in 2022, and this follow-up project focuses on turning that long term vision into a regulatory framework.

This project aims to create a clear and predictable framework for how land can be used, what kinds of buildings can be built, and how transportation will function in the area. To do this, the policies from the UDP have been translated into draft zoning regulations that would guide future development into alignment with the vision for this area.

The project also includes a draft Transportation Network Design. This design outlines the future of Oak Street and the new lane, Audley Crossing. The Network Design would set expectations for future street improvements to guide development in the area

1.2 What is the goal of the Project?

This Project is the District's first large scale implementation project. The overarching goal of the project is to translate the planning vision for the area, which is defined by the Uptown Douglas Plan, into zoning regulations and guidelines. Aligning zoning regulations with planning policy would facilitate development in the area which is consistent with District objectives.

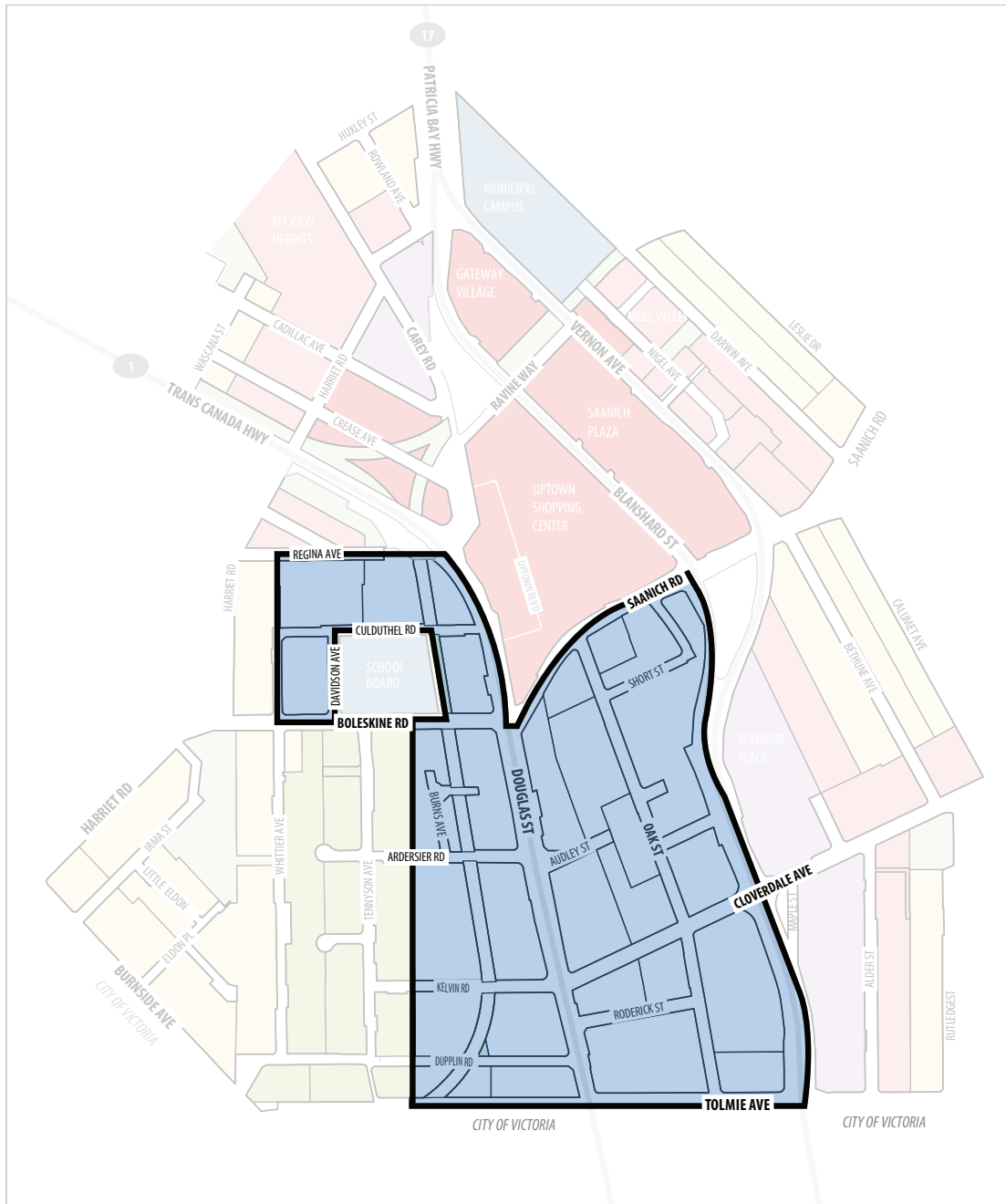
The project work includes:

- A refined to the pre-zoning area
- A conceptual transportation network design
- Potential amendments to the Uptown Douglas Plan (UDP)
- Proposed draft zoning regulations

Frequently Asked Questions

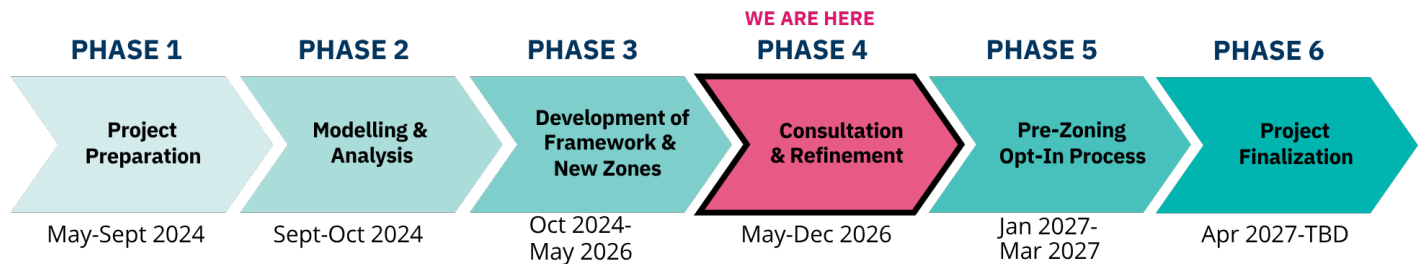
1.3 Why as this study area chosen?

The study area, defined in Map 1 below, was chosen as it has policy for the highest intensity of development in the Uptown Douglas Plan and proposes building forms which are new to the District.



Frequently Asked Questions

1.4 What is the anticipated timeline for this project?



The project began in May 2024 and has included in-dept technical analysis, including architectural and economic testing and a transportation study. Following this testing, the framework and draft zones (UPT & ME) were developed.

Currently, the project is in Phase 4, Consultation and Refinement. During this phase, staff are consulting with the general public and target stakeholders to obtain feedback on the work completed to date. Once engagement is complete, staff will analyze all feedback and make refinements.

The project will return to Council before the beginning of the Opt-In Process.

1.5 What is a Pre-Zoning?

Pre-Zoning is a staff-initiated rezoning of a defined geographic area to align the Zoning Bylaw with the development potential defined in planning policy. This project will translate Uptown Douglas Plan policies into regulations and guidelines to allow development in the area to be processed through a Development Permit, eliminating the need for site by site rezoning applications.

Frequently Asked Questions

1.6 Why were some properties removed from the pre-zoning area?

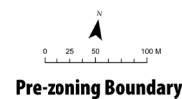
Through the technical analysis, properties within the Study area were removed from the Pre-zoning area because they are:

- Identified for future park
- Identified for the implementation of Audley Crossing
- Heritage Designation
- Straddled the Study Area boundary
- Have a site constraint that would not allow them to develop to the intensity proposed in the draft zoning regulations.



LEGEND

PRE-ZONING BOUNDARY



Frequently Asked Questions

2.0 Transportation Network Design

Oak Street

2.1 Why is the District proposing to close Oak Street?

The vision for the Uptown-Douglas area is to create green, safe, and connected places where people can gather. Currently, the area has many strengths, but it lacks green space. The Uptown Douglas Plan supports turning Oak Street into a main street and adding a new park for future residents and workers. As the area grows, there is both a need and an opportunity through re-development to add more public green space.

2.2 How will Oak Street be redeveloped?

The Oak Street design would be built over time as properties are redeveloped. When a property is redeveloped the owner must pay for and build the portion of road in front of their property based on the approved design. Depending on the location of their property, they could be required to build a Complete Street or a Shared Street design.

The park would be built by the District as a capital project after Audley Crossing is opened. This is likely ten or more years in the future. Property owners next to the future park would need to build improvements along their frontages to support the park.

2.3 Has there been consideration to fully pedestrianize Oak Street?

Ex. On a seasonal basis such as Montreal.

Policy in the Uptown Douglas Plan supports temporary closures of Oak Street for festivals and other community celebrations. In addition, the conceptual designs for Oak Street would support temporary closures to part or all of Oak Street. Any temporary closure would be done in collaboration with the business community and residents in the area.

The conceptual designs all enable significant improvements to the pedestrian realm along Oak Street, so even when the street is open to vehicle traffic, it will be an enhanced experience for pedestrians along the corridor.

Frequently Asked Questions

2.4 Will vehicles be allowed on the Shared Street portion of Oak Street?

Yes. Per the conceptual design, there would be space for two vehicles to pass one another on the street. There would also be intermittent bays in the Shared Street that would provide short-term parking and there would be vehicle turn-arounds on Shamrock Street and Valley Avenue.

2.5 How large is the park intended to be along Oak Street?

The proposed road closure is approximately 800 m² in area. The proposed road closure would be the first step to creating an urban park that would be further developed through adjacent land development or acquisition.

The future park is intended to be an urban-scale neighbourhood park.

2.6 Will there be a public bathroom in the future park on Oak Street?

Yes, public bathrooms would be considered as part of the future park or possibly along the Shared Street.

2.7 Where will driveways be located for new developments along Oak Street?

All development parcels will have vehicular access. Where possible driveways for new developments will be located on side streets to maintain continuity and safety of sidewalks and bike lanes on Oak Street. For properties on the west side of Oak Street, access may be from Audley Crossing, the new lane between Oak Street and Douglas Street.

There are currently many driveways on Oak St that provide access to businesses and buildings. Through re-development the total number of driveways along the corridor will likely be reduced. In some cases, driveways will be consolidated and removed and where access can be provided from a side street, driveways will be relocated.

2.8 If the parcel beside mine re-develops and frontage improvements are completed on Oak Street as a result, will I lose access to my property?

No, vehicle access will be maintained to all properties.

Frequently Asked Questions

Audley Crossing

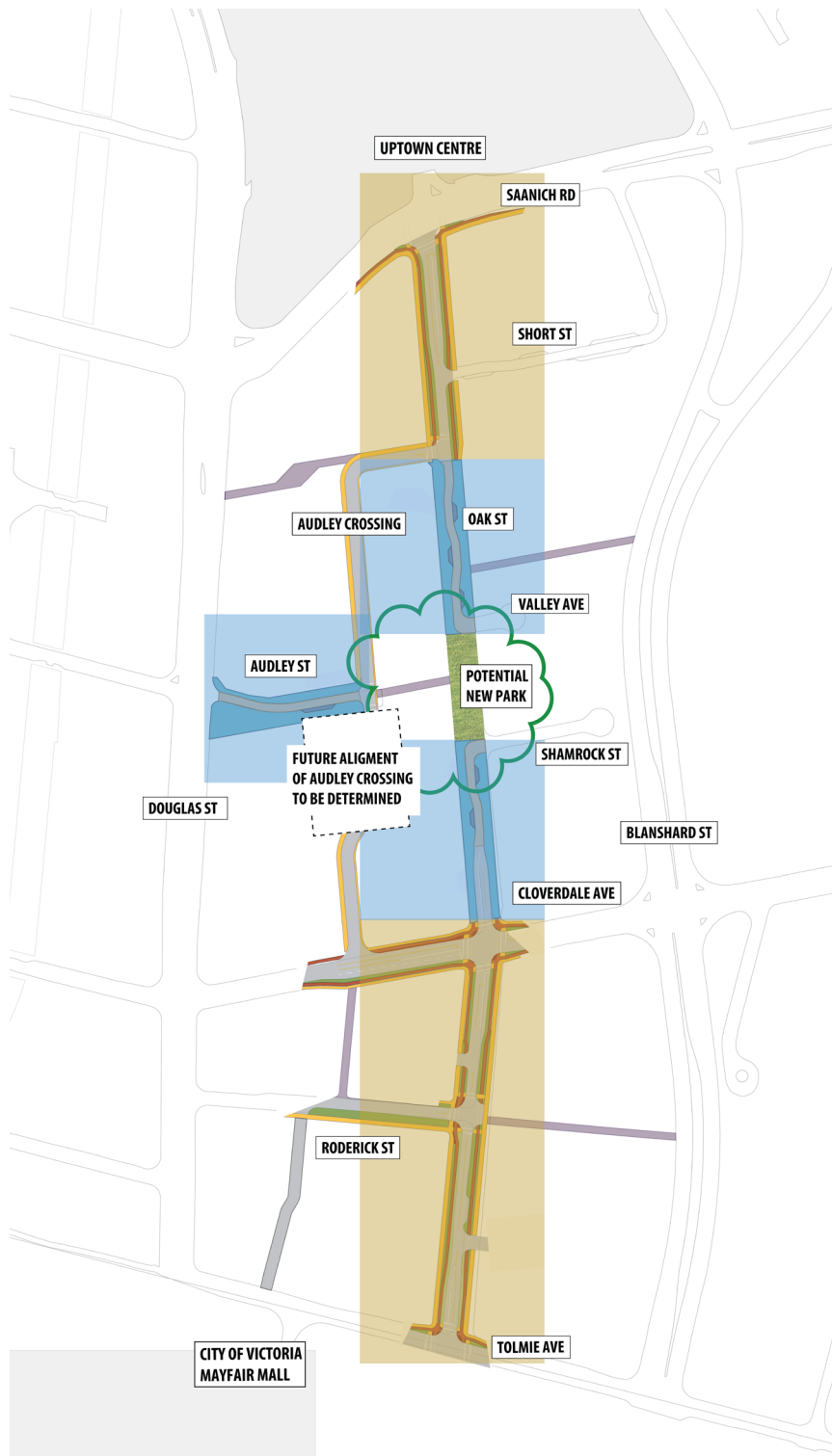
2.9 What is the route of Audley Crossing?

Audley Crossing is a new lane that runs between and parallel to Oak St and Douglas St. It starts south and west of Short St (in the northern end of the project area) and ends at Tolmie Ave. The section of Audley Street between Cloverdale Ave and Roderick St would be a multi-use path.

Road Improvements

2.10 The Uptown Douglas Plan identifies a new traffic signal at Tennyson Ave and Boleskine Rd. A new pedestrian activated traffic signal is being installed at Whittier Ave and Boleskine Rd instead. Will the Uptown Douglas Plan be amended to reflect this change?

The Capital Regional District is installing a new pedestrian activated traffic signal at Whittier Avenue and Boleskine Road to provide a temporary safe route for pedestrians and cyclists to use while construction on the Galloping Goose Trail is underway. The light will remain once the CRD's project is complete, and it will become a permanent piece of infrastructure to support Saanich cycling network.



Frequently Asked Questions

3.0 Development in the Pre-Zoning Area

Land Dedications

3.1 Can taller buildings be located next to Heritage properties within the UPT or ME Zones?

Once the pre-zoning is complete, all UPT or ME zoned parcels could develop to the maximum height identified in the draft zones. Adjacency to a heritage property would not increase or decrease the height permitted.

The UPT Zone allows for 18 storey development throughout and would permit 24 storey development on parcels which have frontage on either Douglas Street or Blanshard Street, if the proposed Amendment 2 is approved.

If Amendment 2 is not supported the maximum building height in the UPT Zone would be 18 storeys.

The ME zone allows for development up to 8 storeys on all parcels.

Parking

3.2 How will parking be regulated?

Parking in the pre-zoning area would be regulated, consistent with all properties in the District, through Section 7 Off-Street Parking of the Zoning Bylaw.

ME Zone

3.3 Will there be requirements for secure bike parking in developments along the Galloping Goose Regional Trail?

Yes, all developments are required to meet the bicycle parking requirements set out in Section 7 of the Zoning Bylaw.

Frequently Asked Questions

UPT Zone

3.4 Is there a minimum height for buildings along Oak Street?

Yes, minimum heights are proposed in the UPT Zone. Oak Street is primarily flanked by Development Area B, as demonstrated by the map on the right. Development Area B is intended to be consistent with the Urban Mixed Use Residential land use designation.

If Amendment 3 is supported, the minimum building height in Development Area B would be 6 storeys.

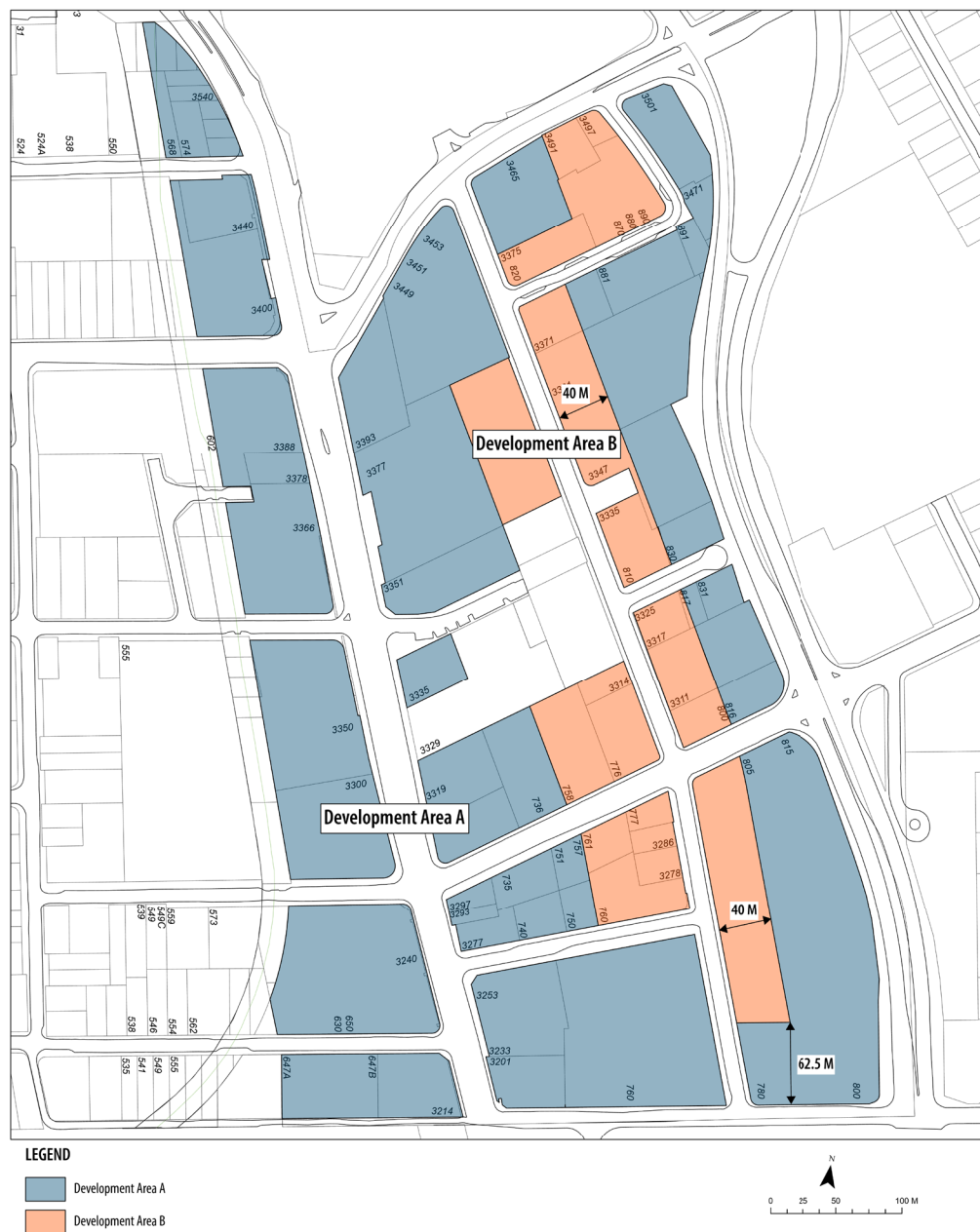
If Amendment 3 is not supported, the minimum building height in Development Area B would be 8 storeys.

3.5 Is there a maximum floor plate size?

The draft regulations currently do not propose to regulate floorplate size. The Development Permit Design Guidelines and the Uptown Douglas Plan both contain policy/guidelines to limit the area of a tower floor plate.

Floor plate policy and guideline references:

- UDP – Policy 9.2.11. ii
- DP Guidelines - 71.3. e. & 10.1.12 c.



Development Areas

Frequently Asked Questions

4.0 Financial Considerations

4.1 Has there been research done on whether development in this area is economically viable?

Yes, an economic analysis of development within the Uptown Douglas Area was completed and is publicly available. [Click here to view the Financial Feasibility Analysis.](#)

Property Taxes

4.2 Could property taxes go up if property owners choose to opt-in during pre-zoning?

It is challenging to predict the future property tax implications of the pre-zoning as they are influenced by many factors that vary based on economic conditions. The pre-zoning would increase the development potential of the identified parcels of land under the Zoning Bylaw. The policy development potential would be unchanged, consistent with the Uptown Douglas Plan, adopted in 2022.

Below is a high-level description of the BC assessment property evaluation process. It is recommended to consult with BC Assessment directly to assess possible impacts to property assessments.

BC Assessment property evaluation process

In the event that a property is rezoned, BC Assessment would review market evidence and determine any potential impact to the assessed value as well as property classification.

Should the evidence indicate there is an impact on value or a change in permitted uses regarding classification, BC Assessment would review comparable sales and permitted uses to determine the impact to the market value as of July 1.

The following are important considerations when determining the impact on market value of rezoning:

- What is the impact of the rezoning on the value of the property?
- What is the classification of the property following rezoning?
- Does the new zoning (e.g. permitted uses and density) affect the development potential?
- Does market evidence indicate if there is demand for the rezoned property?
- Do comparable sales indicate the rezoning has had an impact on the market value of the property versus its current use?

Frequently Asked Questions

4.3 How will pre-zoning impact the collection of Development Cost Charges and Community Amenity Contributions?

The pre-zoning would not impact the collection of Development Cost Charges (DCCs). Consistent with the DCC Bylaw, DCCs are collected for specified infrastructure and parks projects at time of Building Permit or Subdivision approval.

Community Amenity Contributions (CACs) are negotiated at time of rezoning based on the District's Community Amenity Contribution & Inclusionary Housing Policy. If properties were rezoned through the pre-zoning, CACs would not be negotiated or collected.

Currently, the District does not have an Amenity Cost Charge (ACC) program. A new ACC program and Bylaw are being considered as part of the major review and update of Saanich's DCC Program. This work is expected to be complete in 2027.

5.0 Opt-In Process

5.1 How does the Opt-In process work?

The process for a landowner to declare their interest in including their property in the pre-zoning, or "opt in" process, has not yet been fully defined. We are currently engaging with landowners to ensure they have adequate information and time to make this decision.

Once engagement is complete, staff will define the "Opt in" process. The defined process will be presented to Council when the project returns for consideration in late 2026.

Below is a summary of the anticipated steps to choose to include a property in the pre-zoning.

- **Step 1:** All landowners within the pre-zoning area would be notified.
- **Step 2:** To be included in the pre-zoning, a property owner would declare their intention to include their property in the pre-zoning. If a property owner does not make a declaration, the zoning of the property would remain unchanged.
- **Step 3:** The pre-zoning and network design project would return to Council for completion identifying all properties which would be rezoned.
- **Step 4:** All properties, with owner consent, would be rezoned.

Frequently Asked Questions

5.2 What are the benefits of opting-in for property owners?

The benefits of pre-zoning to a property owner are that the development rights would be secured through zoning, and rezoning applications and fees would not be required to redevelop land.

5.3 How will consistency be maintained in this area if some people opt-in and some people do not opt-in?

Consistency would be maintained through the policies in the Uptown Douglas Plan (UDP). The UDP, adopted in 2022, would guide all development within the area. Through this project, the policies in the UDP have been "codify", translated into regulations, to facilitate development consistent with UDP.