



UPTOWN-DOUGLAS PLAN

Uptown Douglas Pre-zoning and Transportation Network Design Project

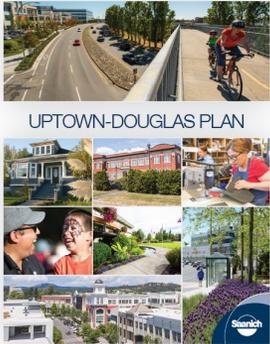
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23 March 2026



Vision to Implementation

PLANNING POLICIES



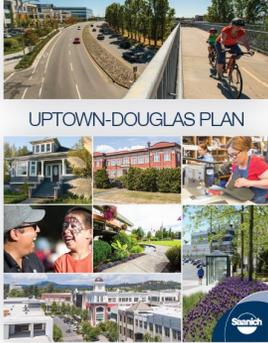
UPTOWN-DOUGLAS PLAN

A collage of images representing the Uptown-Douglas Plan, including a modern road with a cyclist, residential buildings, people interacting, and a street scene.



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REGULATIONS & GUIDELINES



Zoning Bylaw 8200
December 2023

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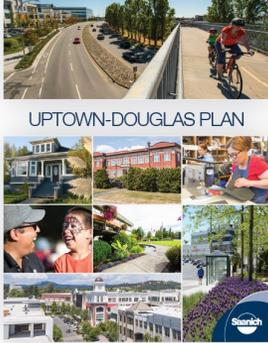
DEVELOPMENT PERMIT AREA GUIDELINES
JULY 11, 2024

Covers for the Zoning Bylaw 8200 and the Development Permit Area Guidelines, both featuring the Saanich logo.



Vision to Implementation

PLANNING POLICIES



UPTOWN-DOUGLAS PLAN

A collage of images related to the Uptown-Douglas Plan, including a road with a cyclist, residential houses, people interacting, and a Saanich logo.

REGULATIONS & GUIDELINES



Zoning Bylaw 8200
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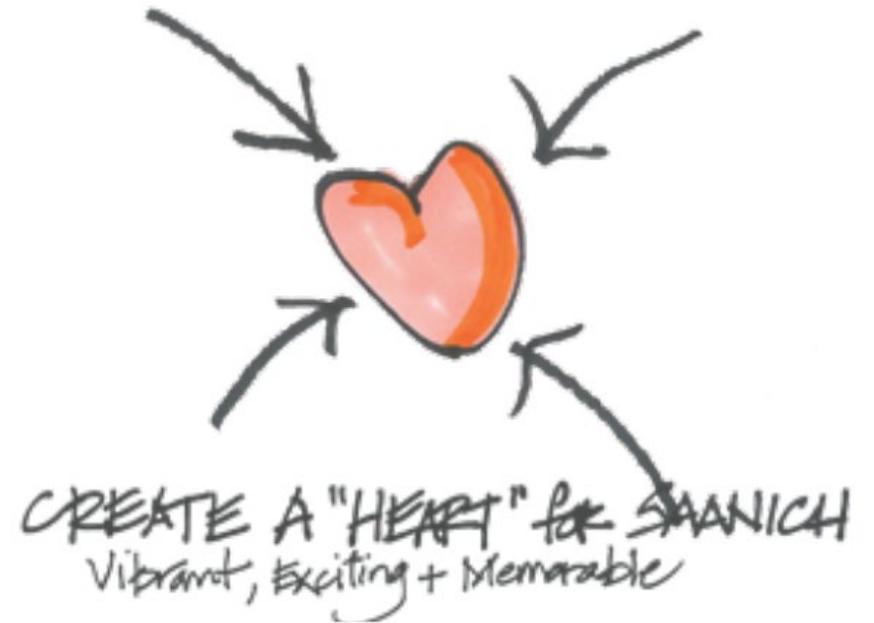
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DEVELOPMENT PERMIT AREA GUIDELINES
JULY 11, 2024

Covers for the Zoning Bylaw 8200 and the Development Permit Area Guidelines, both featuring the Saanich logo.



1. Encourage development which enhances the area as heart of Saanich
2. Transition Oak Street into a pedestrian high street
3. Create a new lane, Audley Crossing
4. Create a new park
5. Support economic development and the creation of new employment space

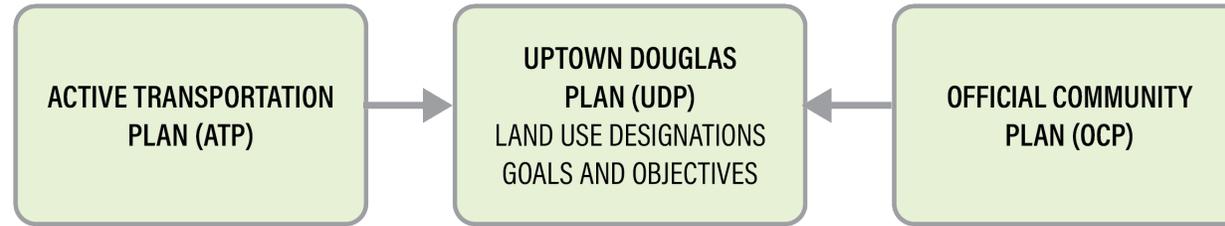


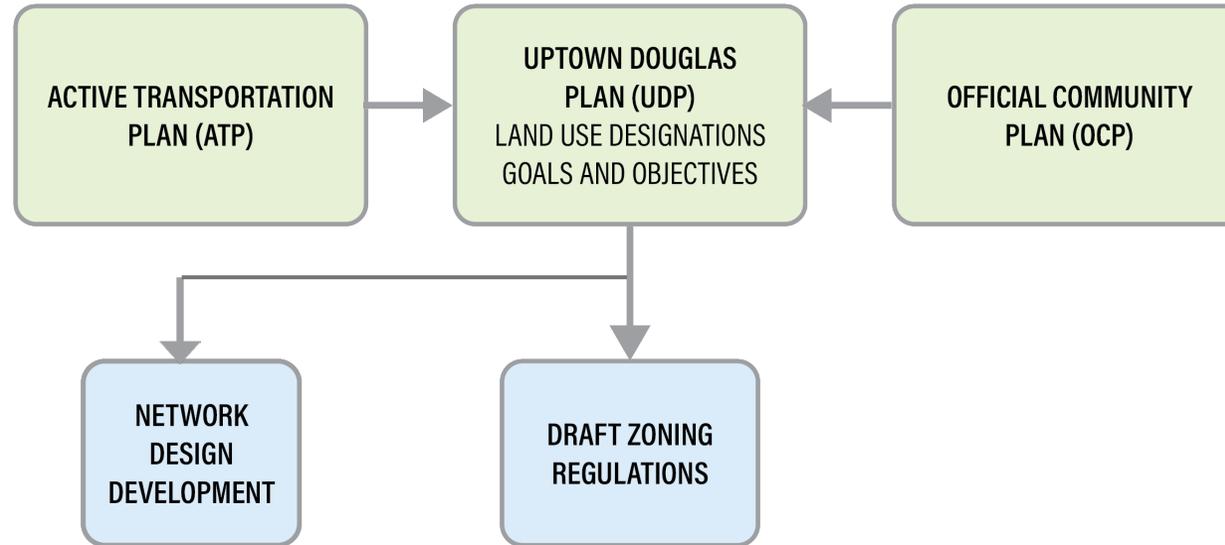
1. Background
2. Draft Zones
3. Transportation Network Design Concepts
4. Amendments to the Plan and Terms of Reference
5. Recommendations and Next Steps

2022 - Uptown Douglas Plan Adopted, with four key implementation items:

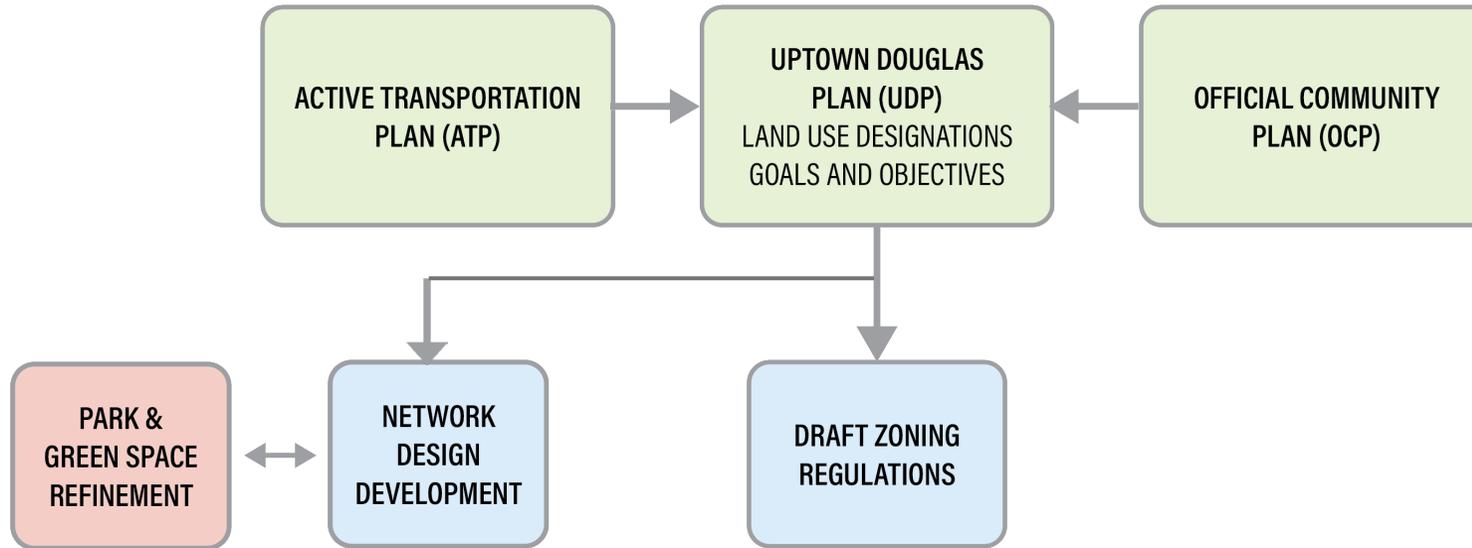
1. Development of Community Amenity Contribution policy – **Complete**
2. Creation of Uptown Douglas Development Permit Area – **Complete**
3. Develop new off-street parking standards for the area - **Underway**
4. **Undertake a pilot pre-zoning project - Underway**

2024 – Endorsement of the Terms of Reference for the Uptown Douglas Pre-Zoning and Transportation Network Project

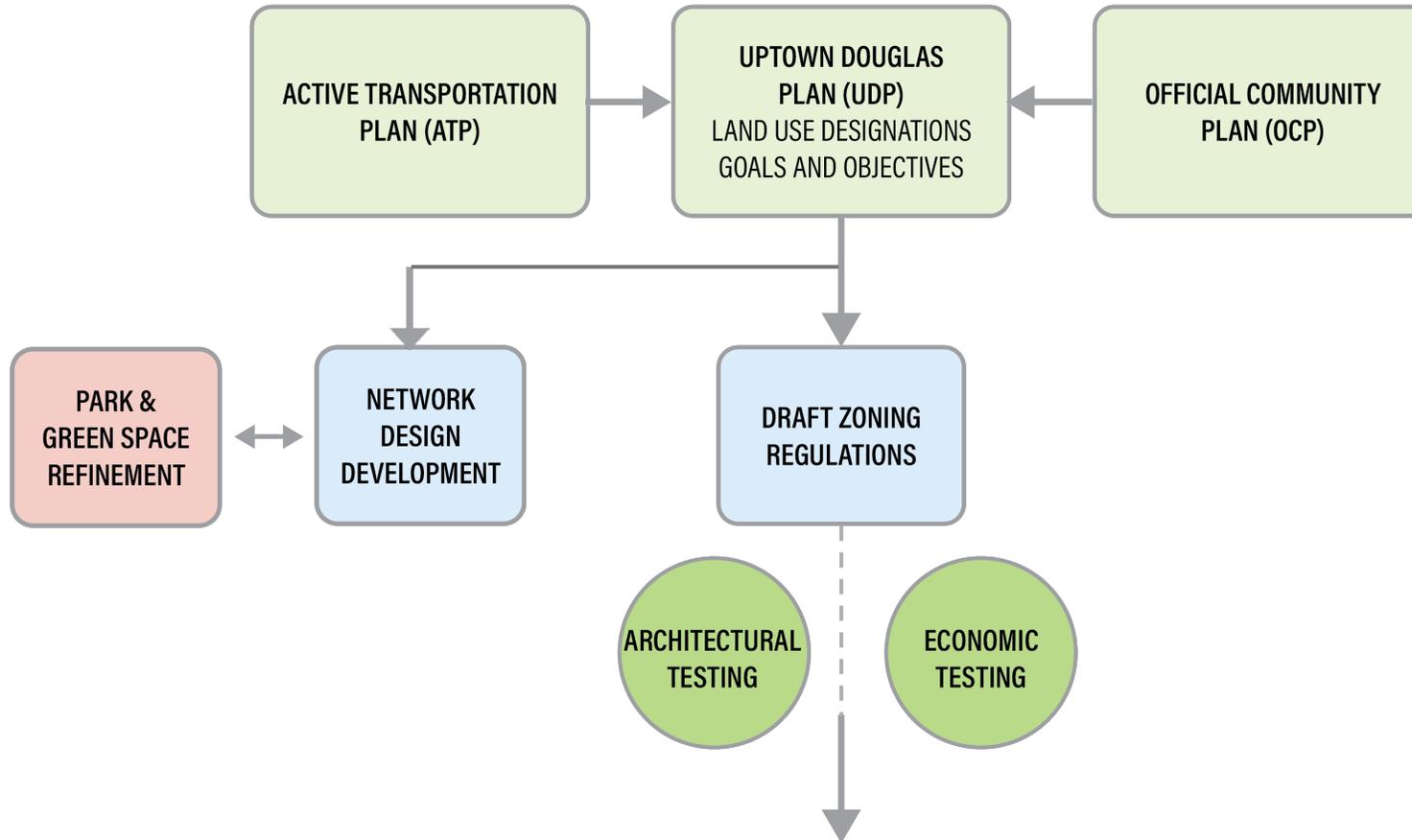




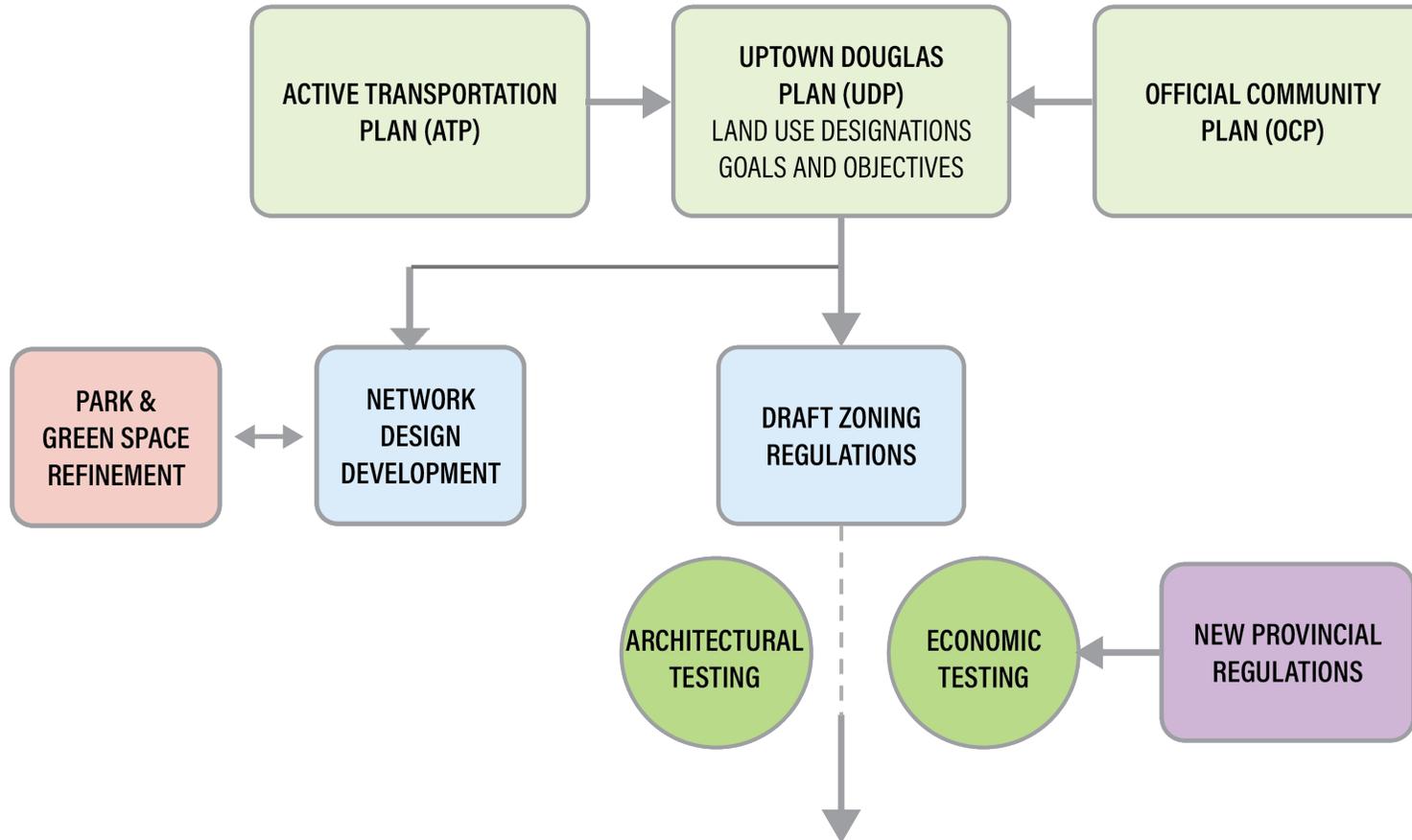
Vision to Implementation



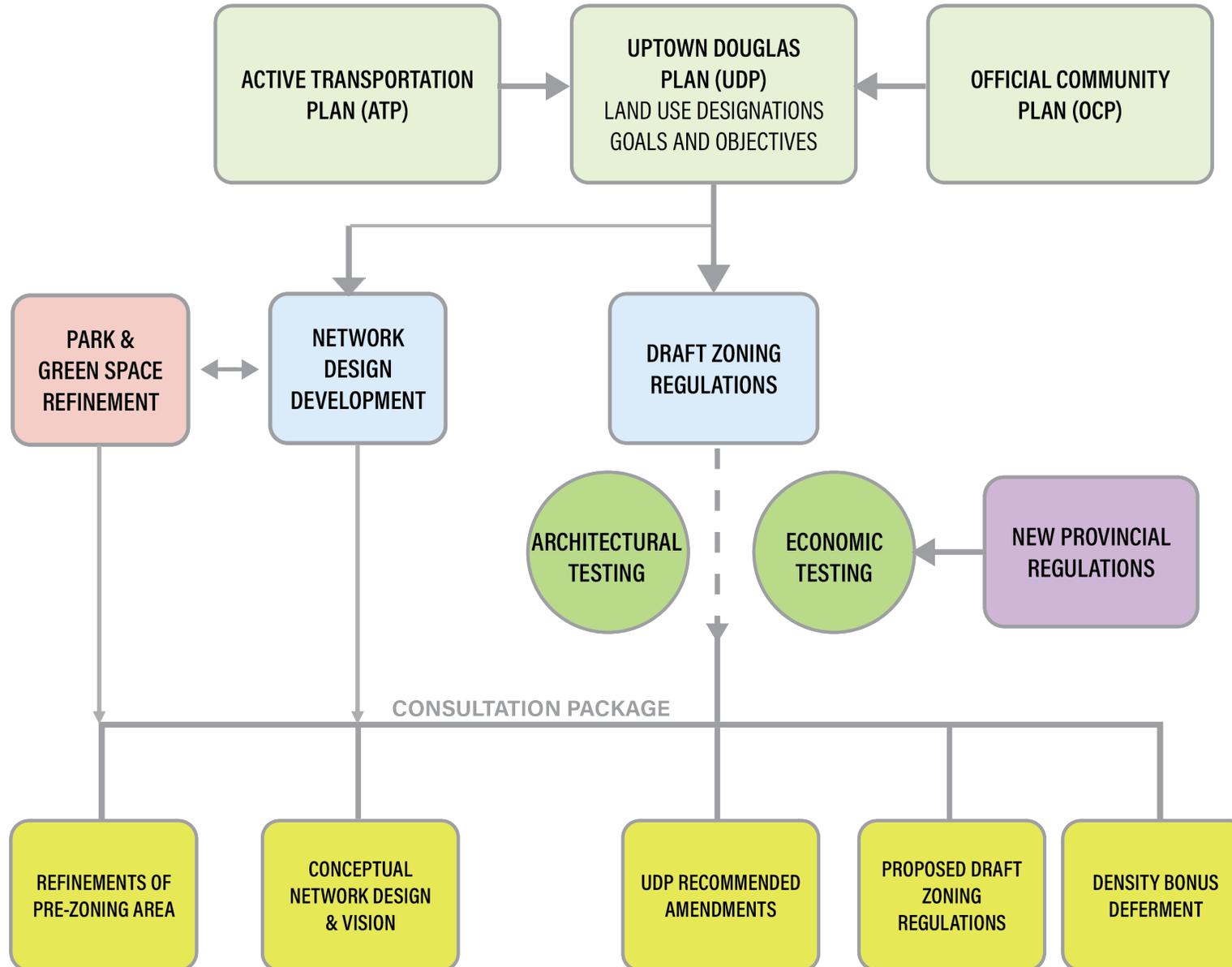
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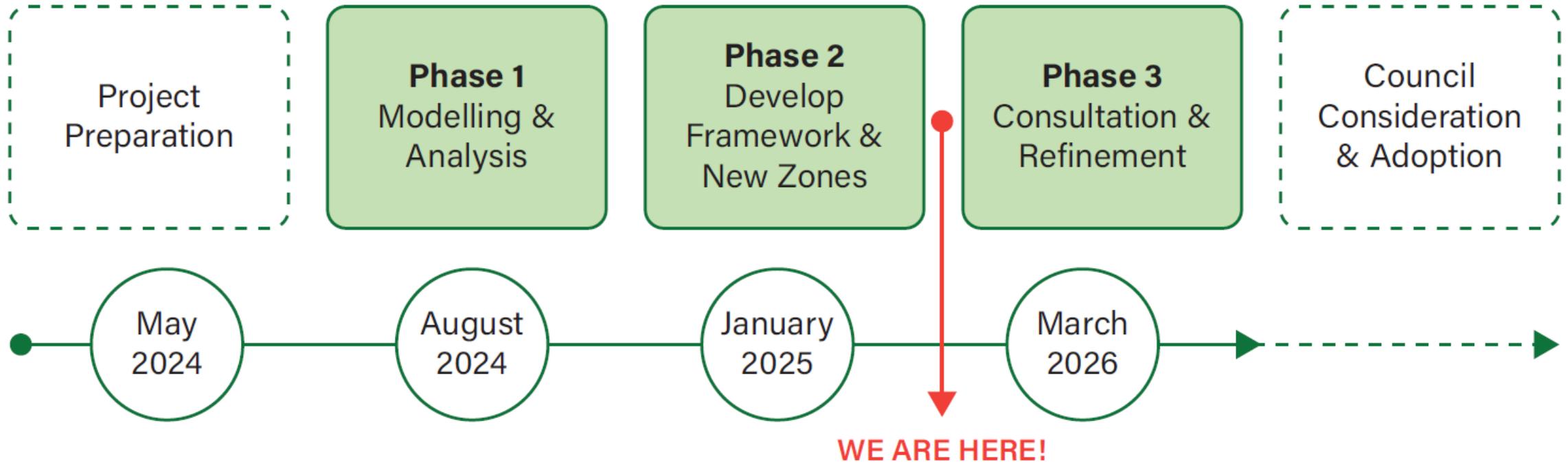


Vision to Implementation



Vision to Implementation

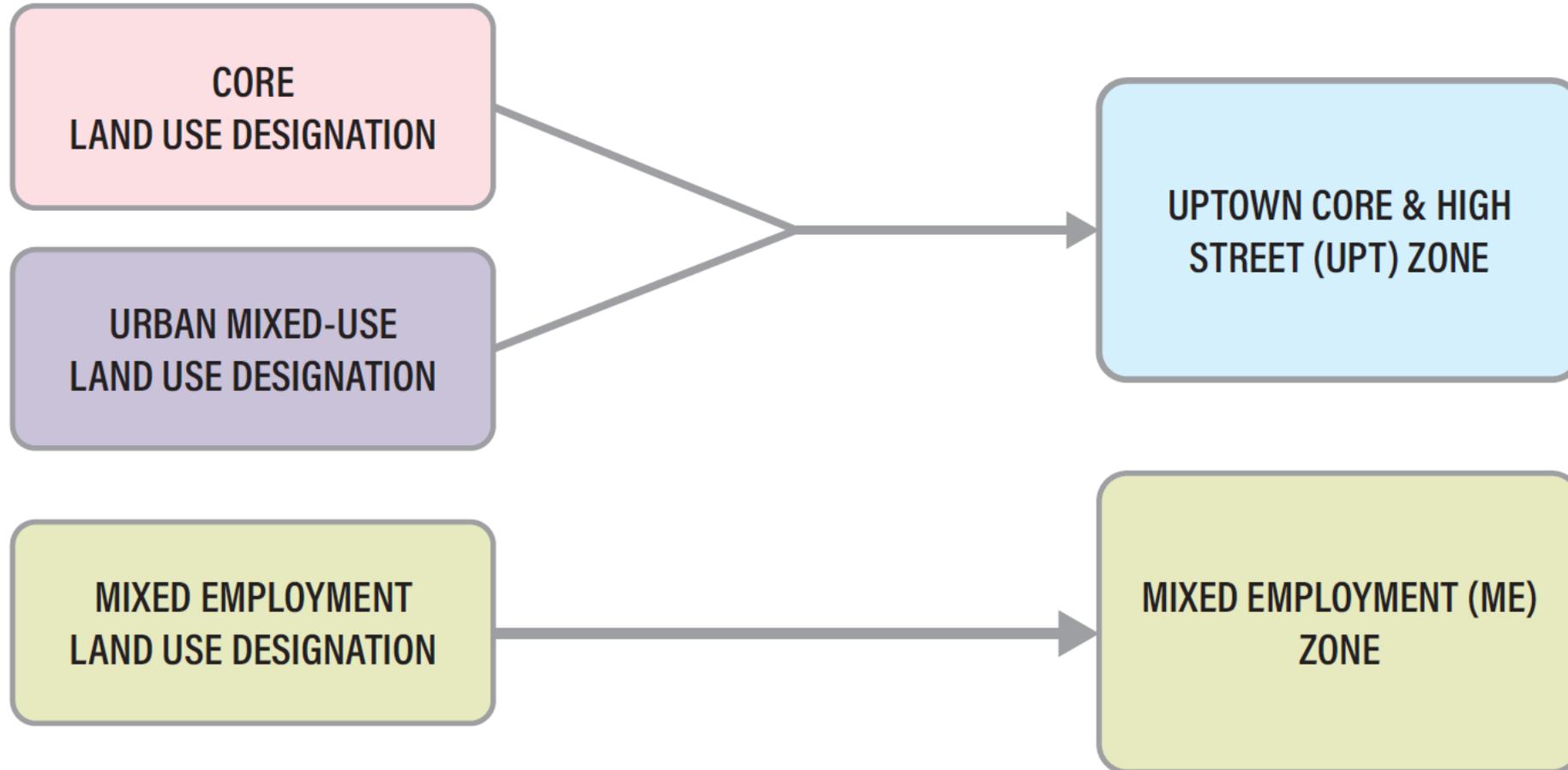






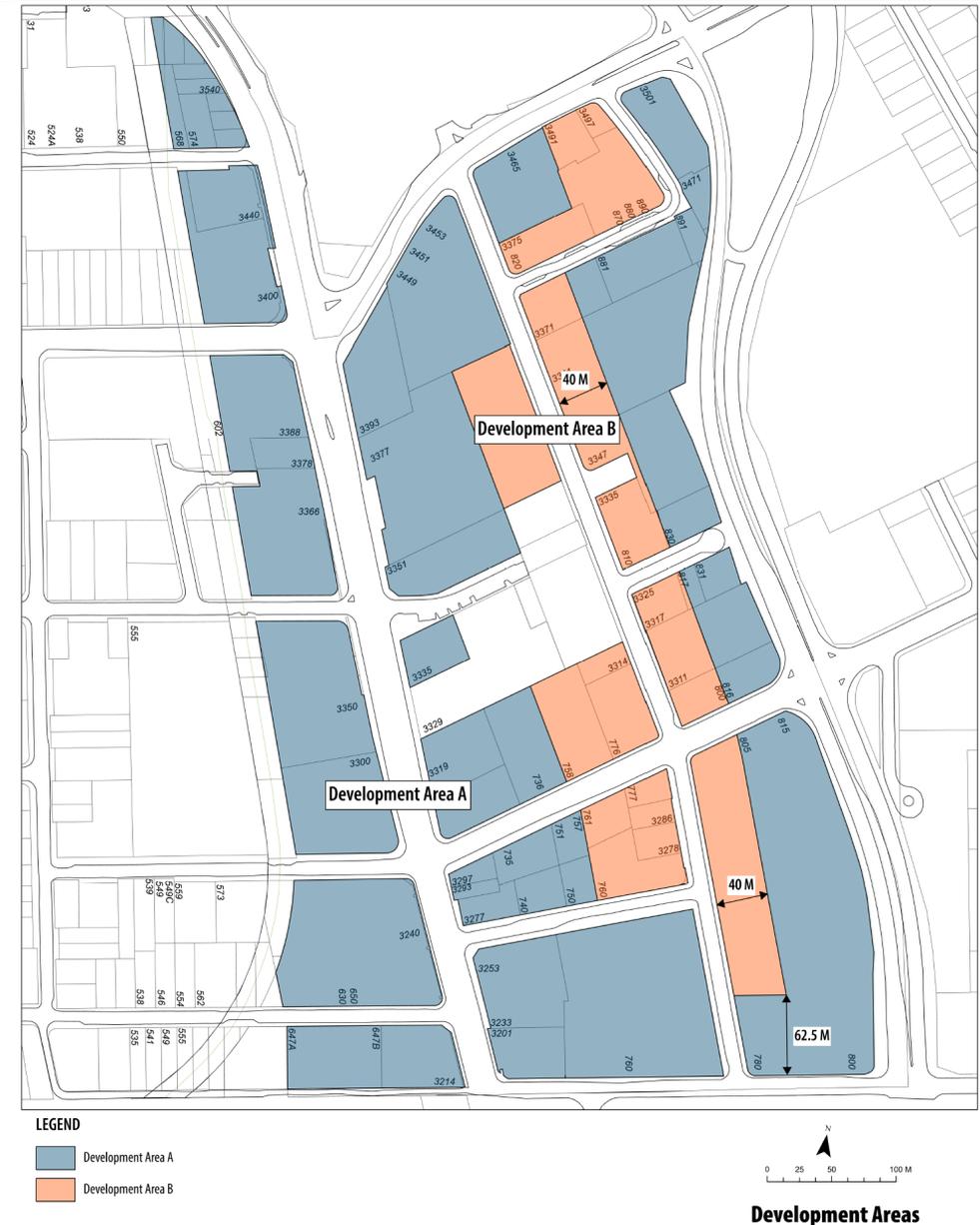
Draft Zones

The three land use designations were converted into two draft zones



Key Benefits of Combined Zone

- accommodates the similarity of both land use designations
- accommodates the existing lot pattern
- Avoids future administrative challenges



Intent

To reinforce the area as the District's employment and cultural hub, while leading with residential

Uses

- Residential
- Commercial
- Institutional
- Limited light industrial



Intent

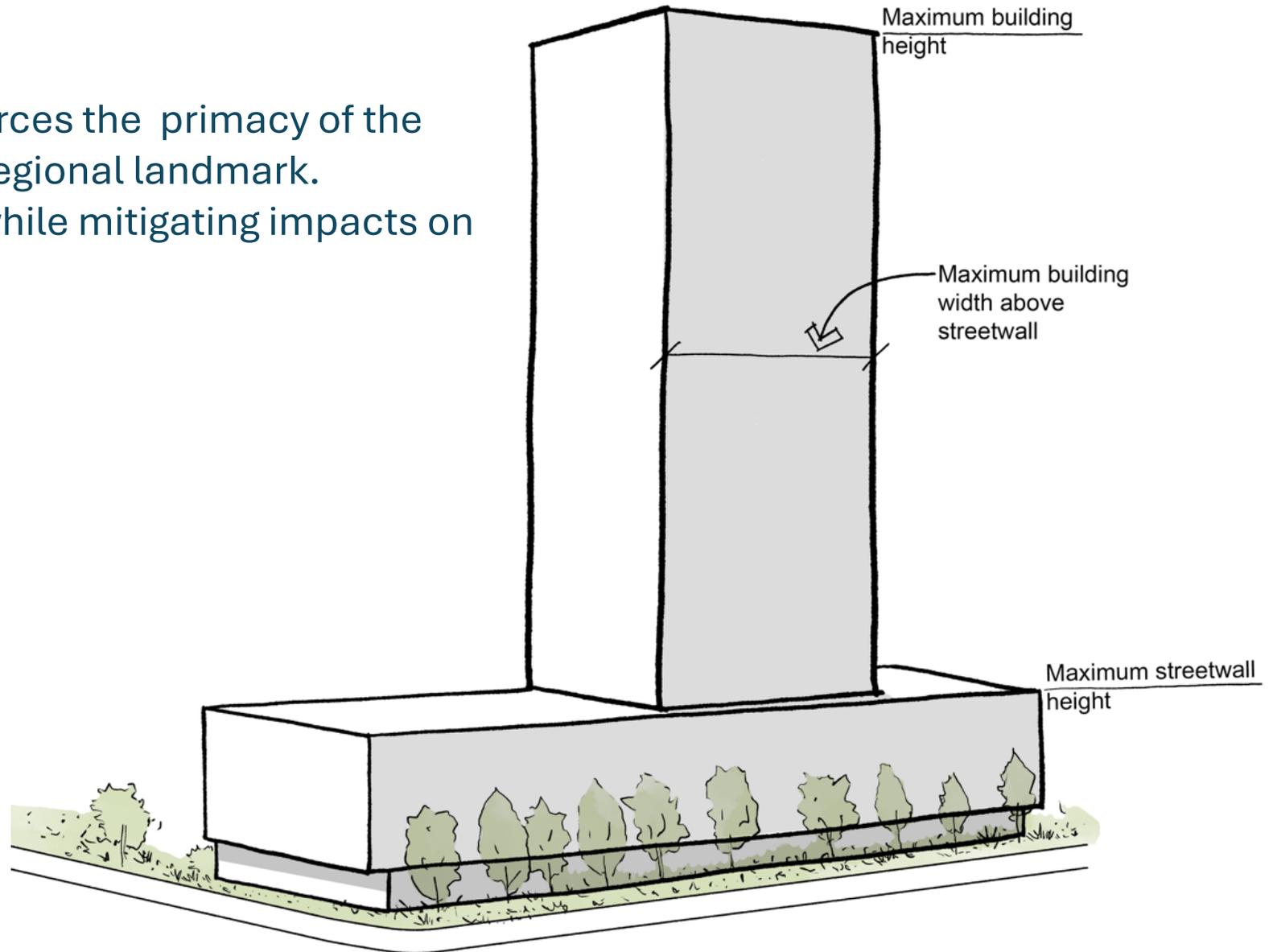
- Support development which reinforces the primacy of the Uptown Core in Saanich and as a regional landmark.
- Permit high density development while mitigating impacts on the public realm.

Form of Development

- Tower podium

Height

- Up to 24 Storeys



Intent

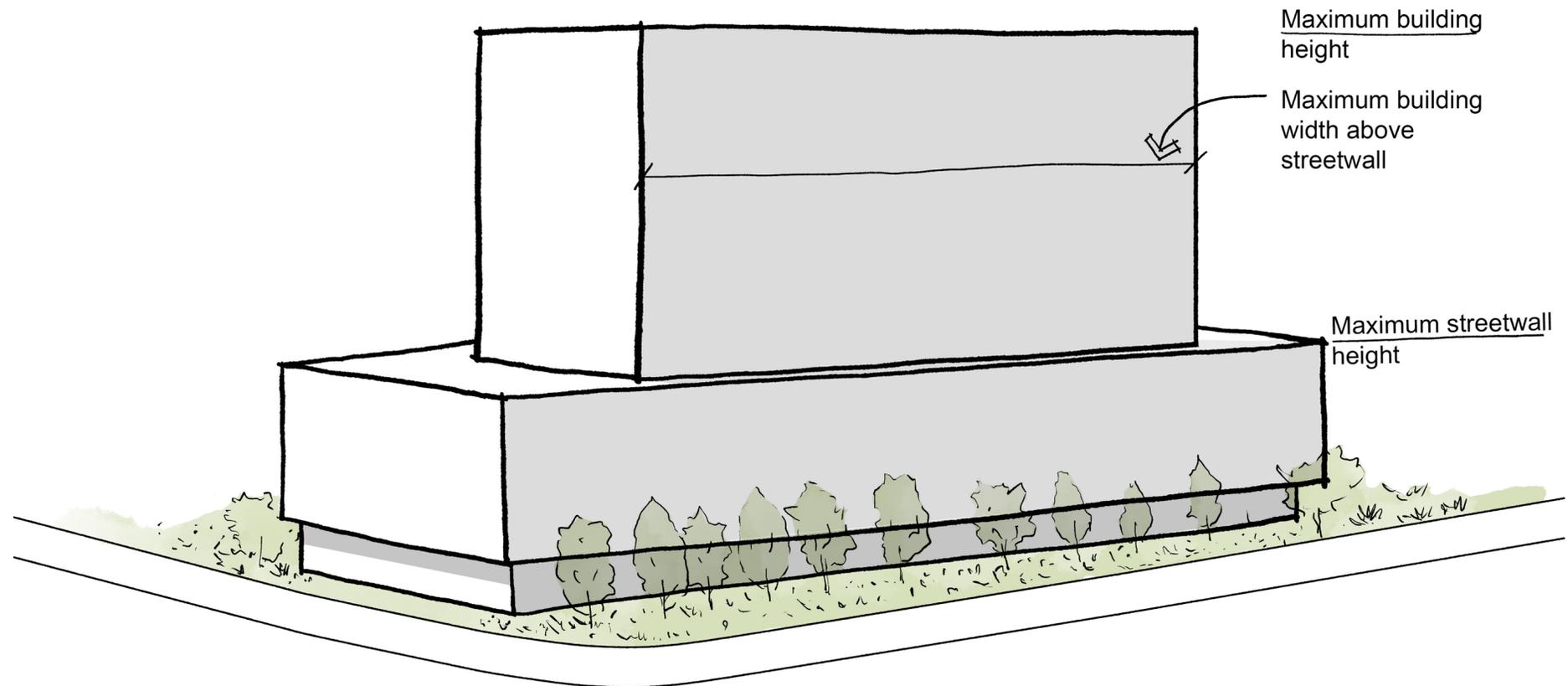
- Support mix-use development in a mid-rise form
- Step down density and height adjacent to the pedestrian high street.

Form of Development

- Mid Rise

Height

- Up to 12 Storeys



Intent

- Prioritize pedestrian comfort
- Create active and engaging pedestrian experience

Ground floor commercial uses

- Entertainment venues
- Restaurant
- Neighbourhood Public House
- Retail sales of goods

Massing

- “push back” massing of upper storeys



OAK STREET

Intent

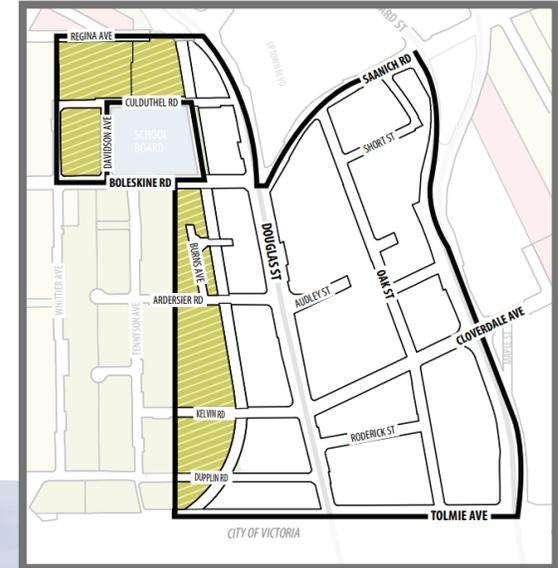
- Support mix-use development in a mid-rise form
- Ensure minimum amount of industrial and other employment uses, while allowing for residential.

Uses

- Industrial
- Commercial
- Institutional
- Residential

Height

- Up to 8 Storeys





Transportation Network Design

The transportation network design work included:

- Designing Oak Street
- Confirming the alignment and creating the design for Audley Crossing
- Conceptualizing key pedestrian and cycling connections
- Finding opportunities for green space



A thorough technical analysis was undertaken that included a review of:

- Existing transportation network
- Traffic volumes, speeds, and crash statistics
- Policy framework

- Forecast of future vehicle travel demand on Oak St and Audley Crossing
- An assessment of 4 future road design scenarios for Oak St

- A. Continuous traffic flow
- B. Closure between Valley Ave & Shamrock St
- C. Closure between Roderick St and Staples driveway
- D. Closures aligned with scenarios B and C

Traffic operations analysis



B. Closure to traffic between Valley Ave & Shamrock St

Based on the technical analysis, a conceptual design for the Oak St corridor emerged to include three main components:



Complete Street



Shared Street



Road Closure/Park Space

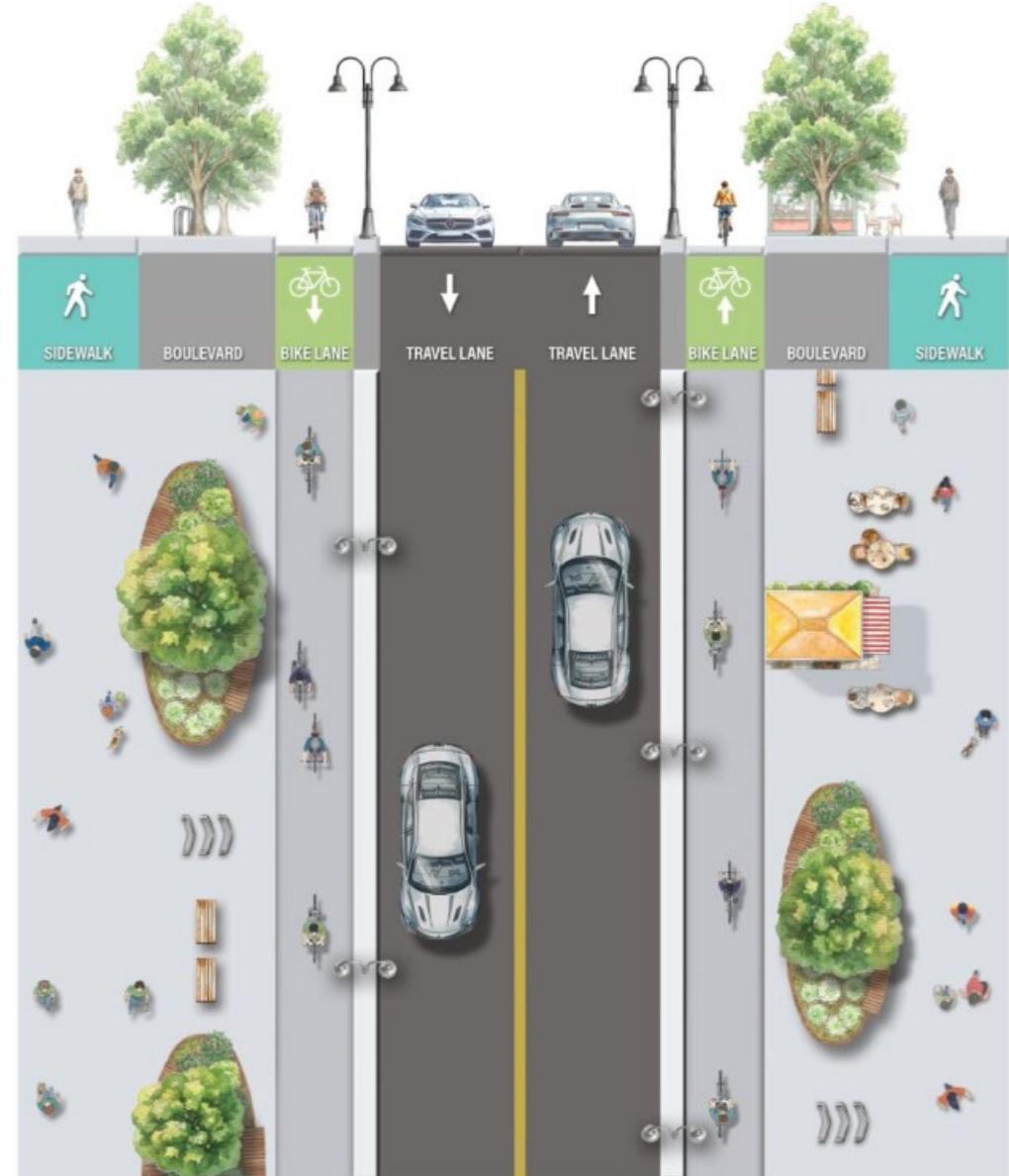
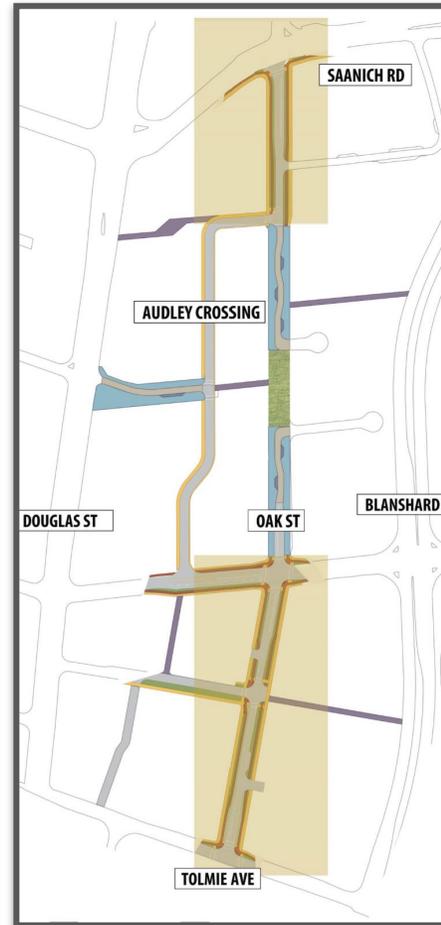


A Complete Street design is proposed for the north and south segments of Oak St.

North = south of Short St to Saanich Rd

South = Cloverdale Ave to Tolmie Ave

- Wide sidewalks integrated with boulevard space to accommodate a range of uses
- Protected bike lanes
- Two narrow travel lanes

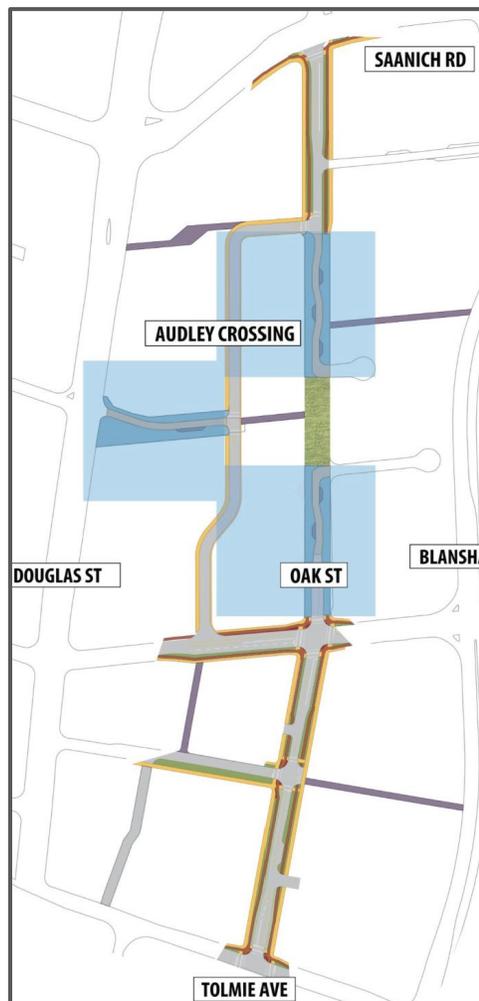


A Shared Street is proposed for 2 north and south segments of Oak St and Audley St to Douglas St

North = Valley Ave to south of Short St

South = Shamrock St to Cloverdale Ave

- A winding road to be shared by vehicles and bikes
- Intermittent parking/loading bays
- Integrated sidewalk and boulevard space



Future Park Space in the Road Right-of-Way

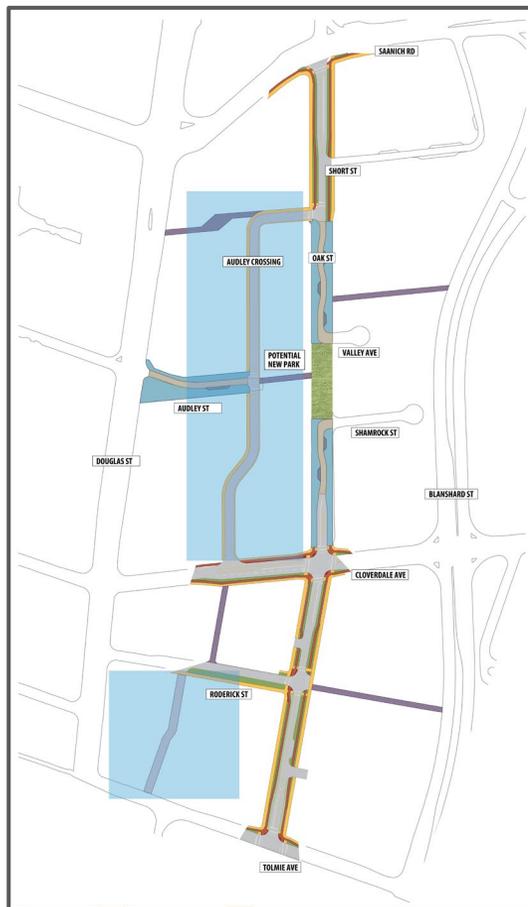
- The closure of Oak St between Valley Ave and Shamrock St would allow future park space at the terminus of Audley St
- Outdoor space for residents, employees and visitors
- Potential social, economic, and environmental benefits
- Future extents of the park are flexible and would be determined through redevelopment negotiations



Audley Crossing is a new lane located between and parallel to Oak St and Douglas St

Extent = South of Short St in the north to Tolmie Ave in the south

- Break up large blocks of development
- Provide rear access for businesses
- Function as a shared street
- Provide additional capacity in the transportation network



- The transportation network designs and public realm improvements would be implemented over time through development
- The timeline for implementation would be dictated by pace of development
- Audley Crossing would be implemented incrementally through development
- Closure of Oak St and development of the park would be completed through a capital project after Audley Crossing is operation. Comprehensive implementation of changes is 10+ years away



Proposed Amendments for Consultation

Uptown Core:

- Support development which reinforces the primacy of the Uptown Core in Saanich and as a regional landmark.
- Support for a broad range of use
- Support up to 24 storeys in limited circumstances

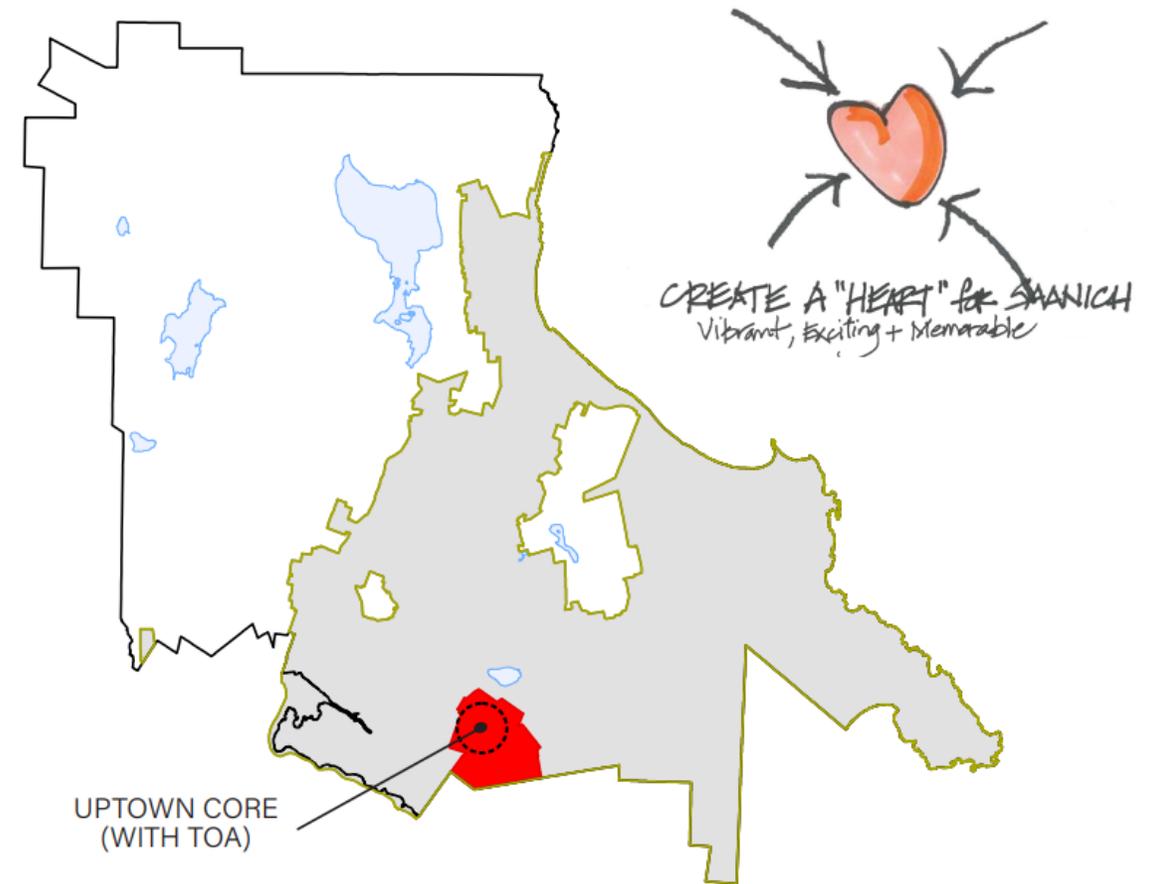


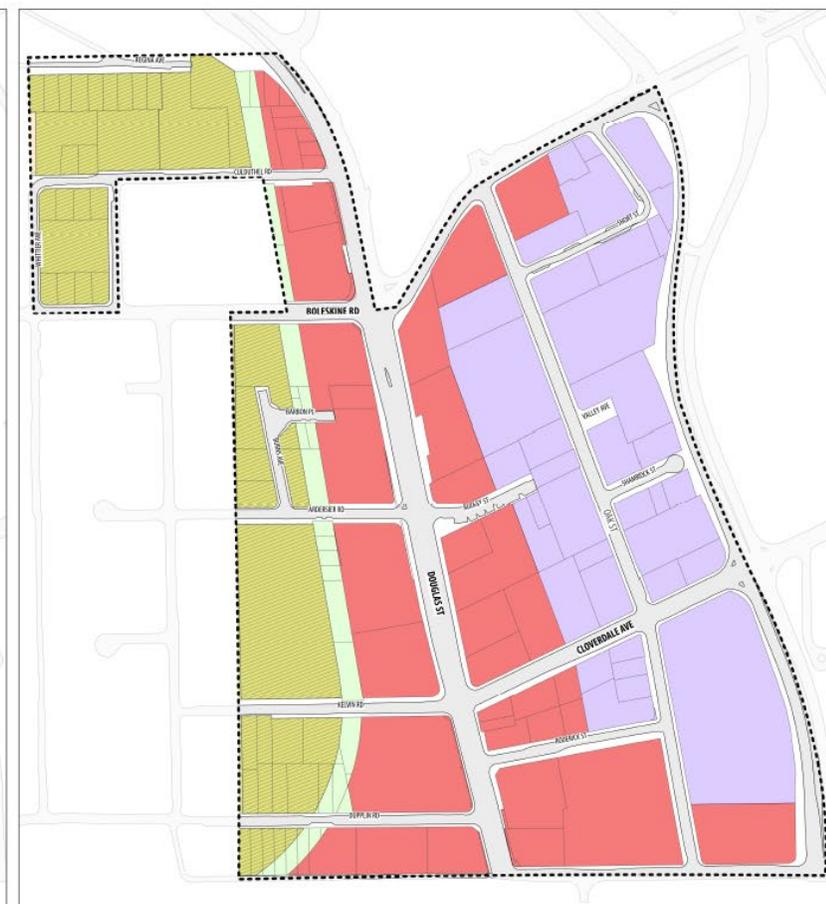
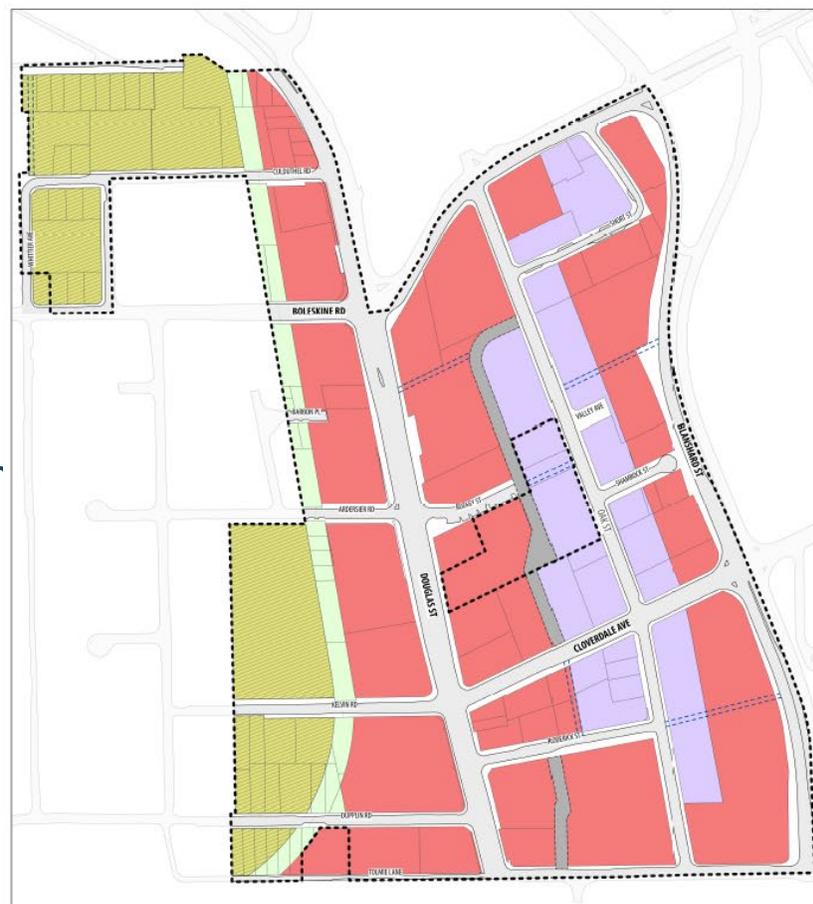
Figure 11. Uptown Core

Current policy:

- Core land use permits 18 storeys throughout; and
- 24 storeys in limited locations

Potential Amendment:

- Expand the Core Land Use Designation to properties fronting Blanshard Street
- Permit 24 storeys on all parcels which have frontage or Douglas Street or Blanshard Street

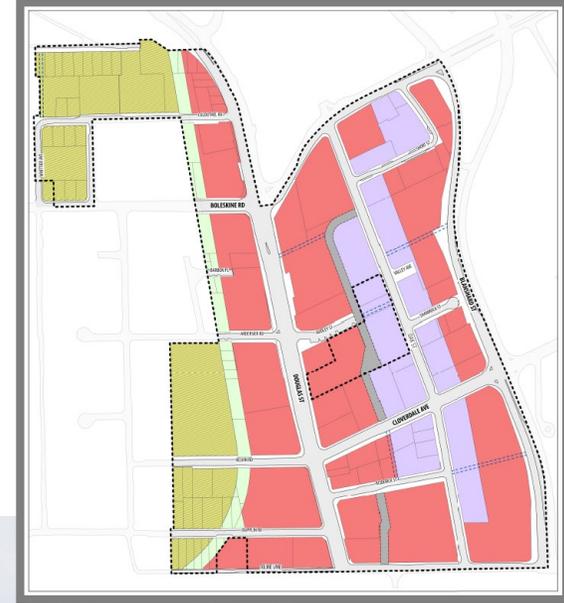


Current policy:

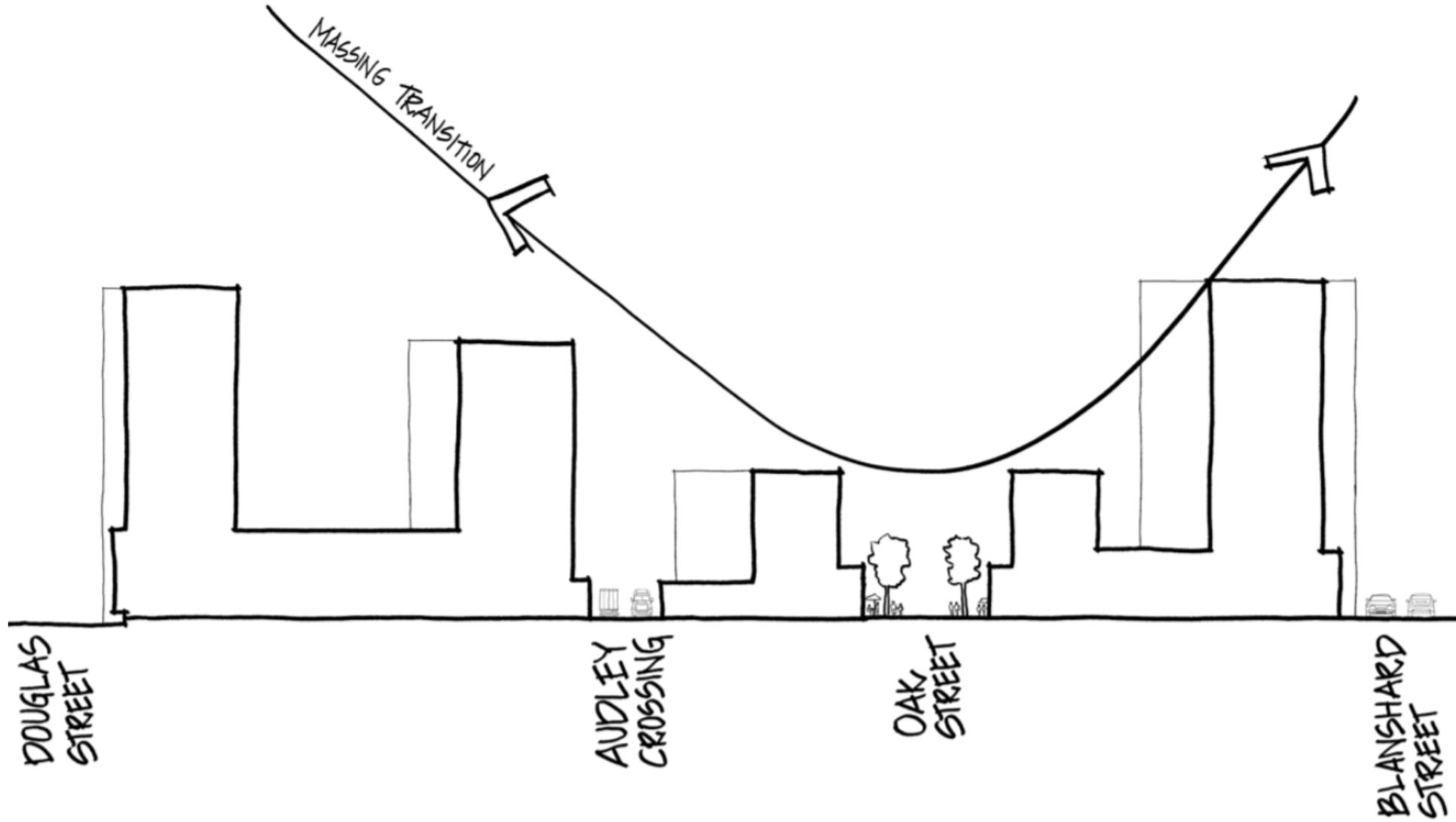
- Urban Mixed Use Land Use Designation has a minimum height of 8 storeys
- To generally not support development which propose building heights that are significantly lower than base heights

Potential Amendment:

- Lower base building height to 6 storeys along Oak Street within the Urban Mixed Use Land Use Designation



Proposed Amendments – Massing Transition





Pre-Zoning Approach

1. **Blanket pre-zoning** consistent with the Terms of Reference
2. **'Shelf Ready' zoning** with defined transportation and frontage requirements
3. **Owner's Choice** allowing property owner to choose to "opt in" to pre-zoning (**Recommended**)

New Provincial Legislation

A financial feasibility analysis must be completed to when creating a Density Bonus Bylaw.

Deferment of the density bonus framework

The economic analysis does not support the implementation of a density bonus framework at this time.



Inclusionary Zoning and Density Bonusing Comprehensive Guidance

Released: March 10, 2025

Updated: June 13, 2025



Ministry of
Housing and
Municipal Affairs



Recommendations and next steps

1. Receive the draft zones and transportation network design for information
2. Revise the Terms of Reference to allow property owners to opt in to the pre-zoning
3. Proceed to consultation on potential amendments to the Uptown-Douglas Plan
4. Proceed to consultation on the draft zones and network design

If Council proceeds as recommended, next steps would be:

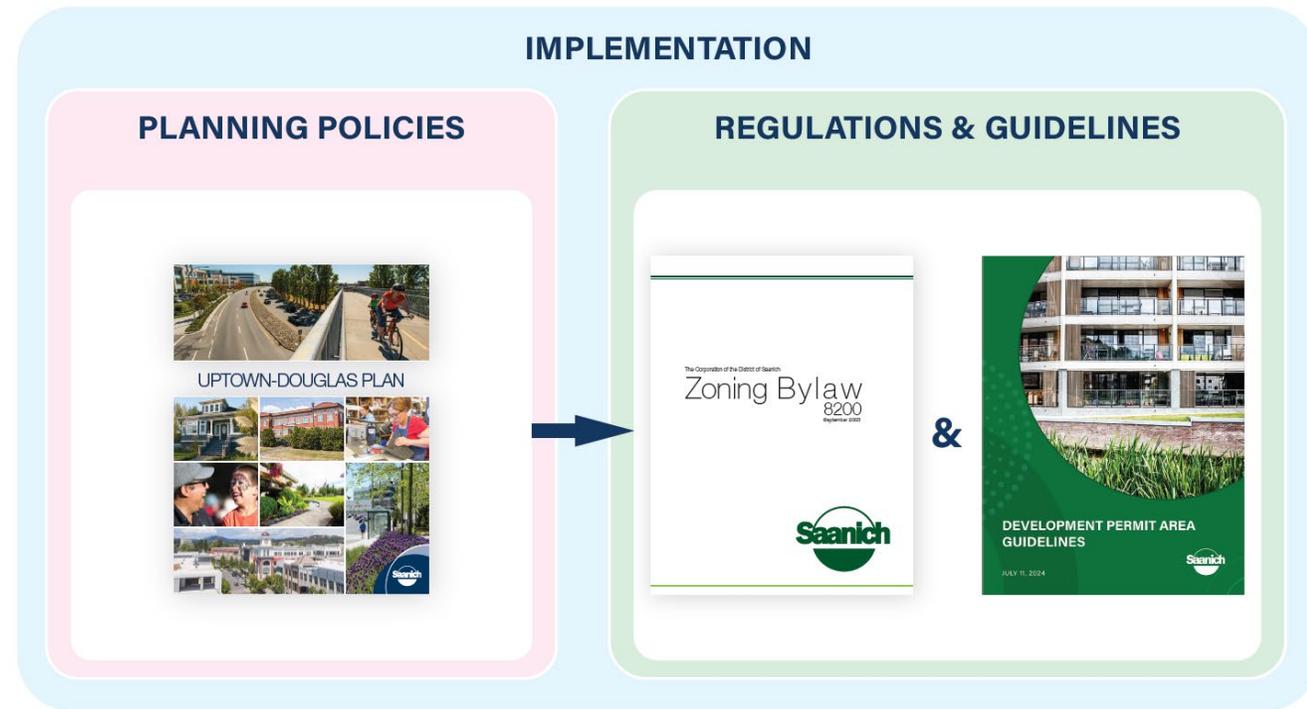
1. Public Engagement
2. Present Revised Draft Zones and Network Design for Council Consideration



Questions are welcome

Guiding Principles for the creation of the draft regulations:

- To provide a clear and direct link from policy to regulation
- To identify the key objectives for the area and represent them in the proposed regulations
- To evaluate built form goals and identify which are best suited to regulations vs guidelines
- To incentives key District objectives



Architectural Analysis:

- To ensure draft regulations result in development outcomes consistent with policy objectives.

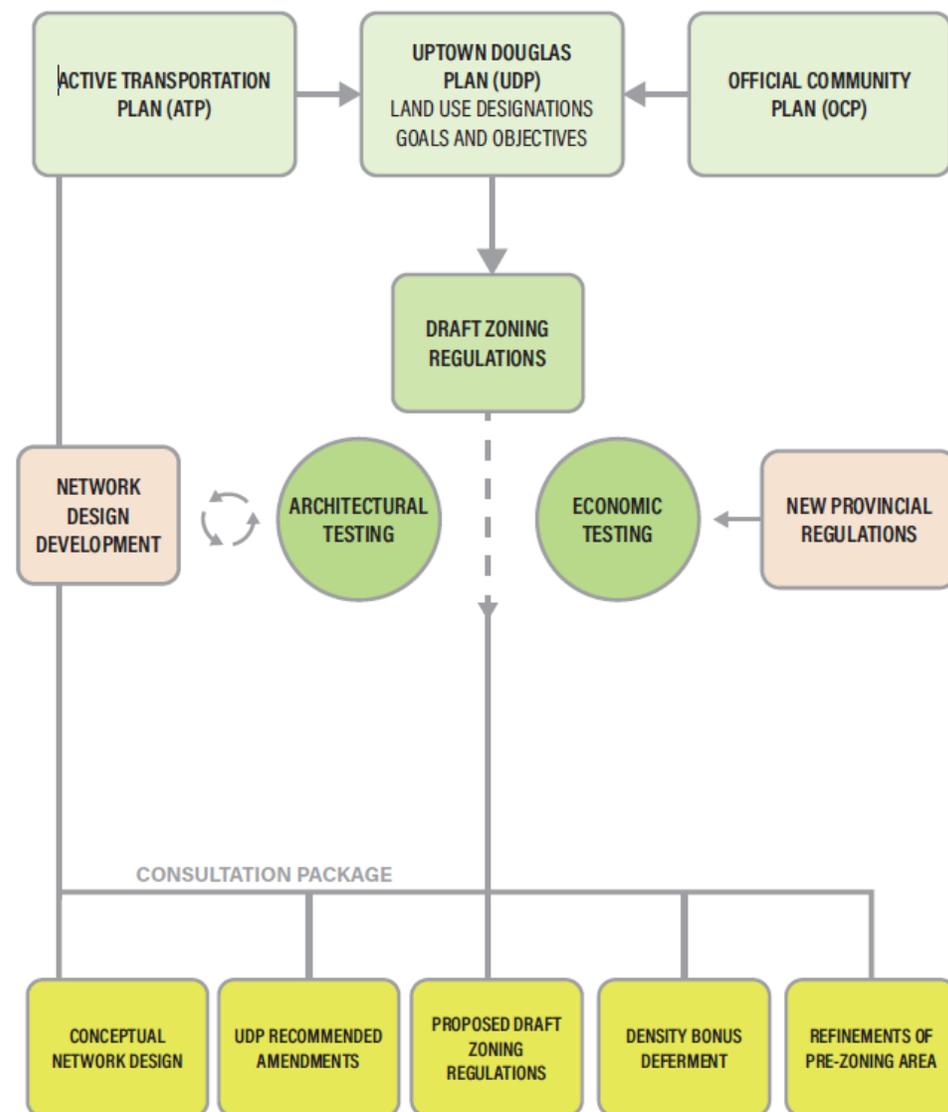
Economic Analysis:

Benefit of Pre-zoning would:

- reduced carry cost of land
- Reduced soft costs related to rezoning

Development in the area were deemed unlikely at this time due to:

- Cost of land;
- Cost of concrete construction;
- Insufficiently high unit pricing.



Proposed to be excluded from the pre-zoning area:

- Properties identified for potential future park
- Property identified for potential implementation of Audley Crossing
- Heritage designation properties
- Split zoned properties

Properties would retain existing zoning and development rights

**LEGEND**

- PROPERTIES PROPOSED TO BE EXCLUDED FROM PRE-ZONING AREA
- PRE-ZONING BOUNDARY
- PARK



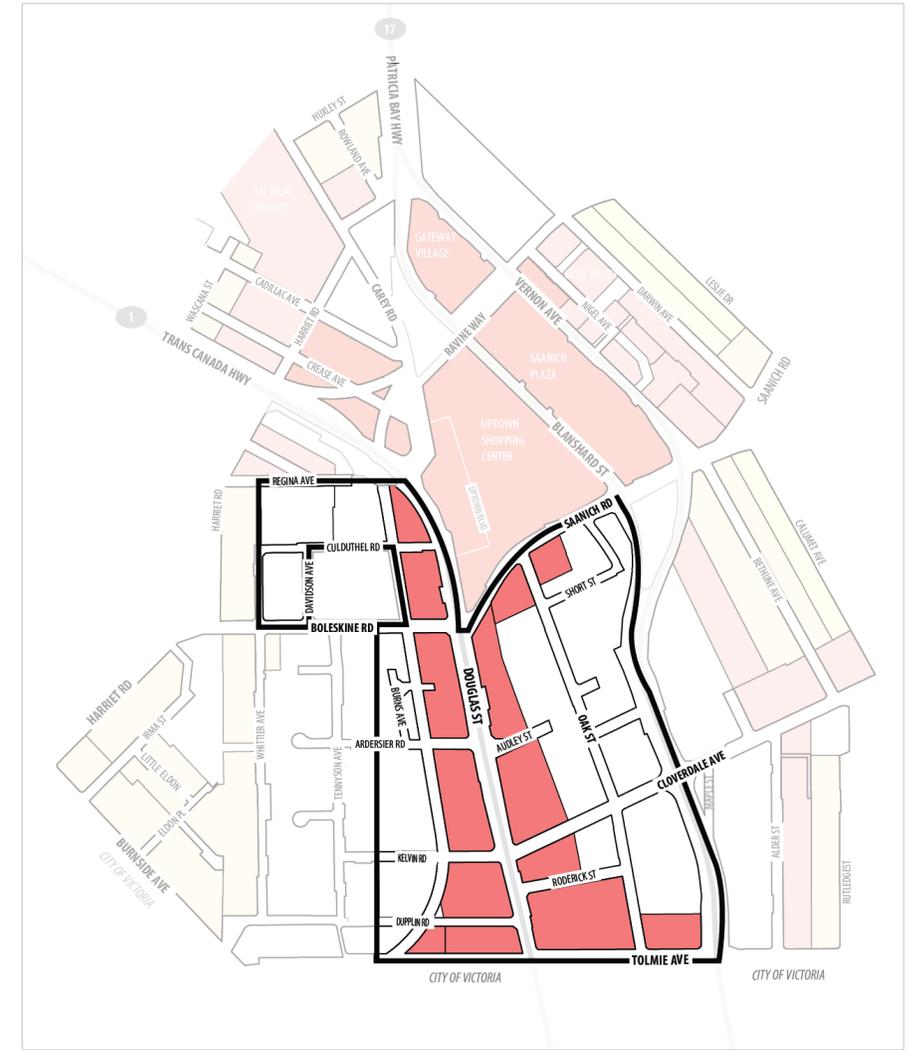
Pre-zoning Boundary

Core Land Use Designation

Intended to have the highest intensity of development.

High-rise mixed use or commercial, podium tower structures, with commercial required at grade.

Development in the area should enhance the areas position as the primary employment, commercial and community hub.



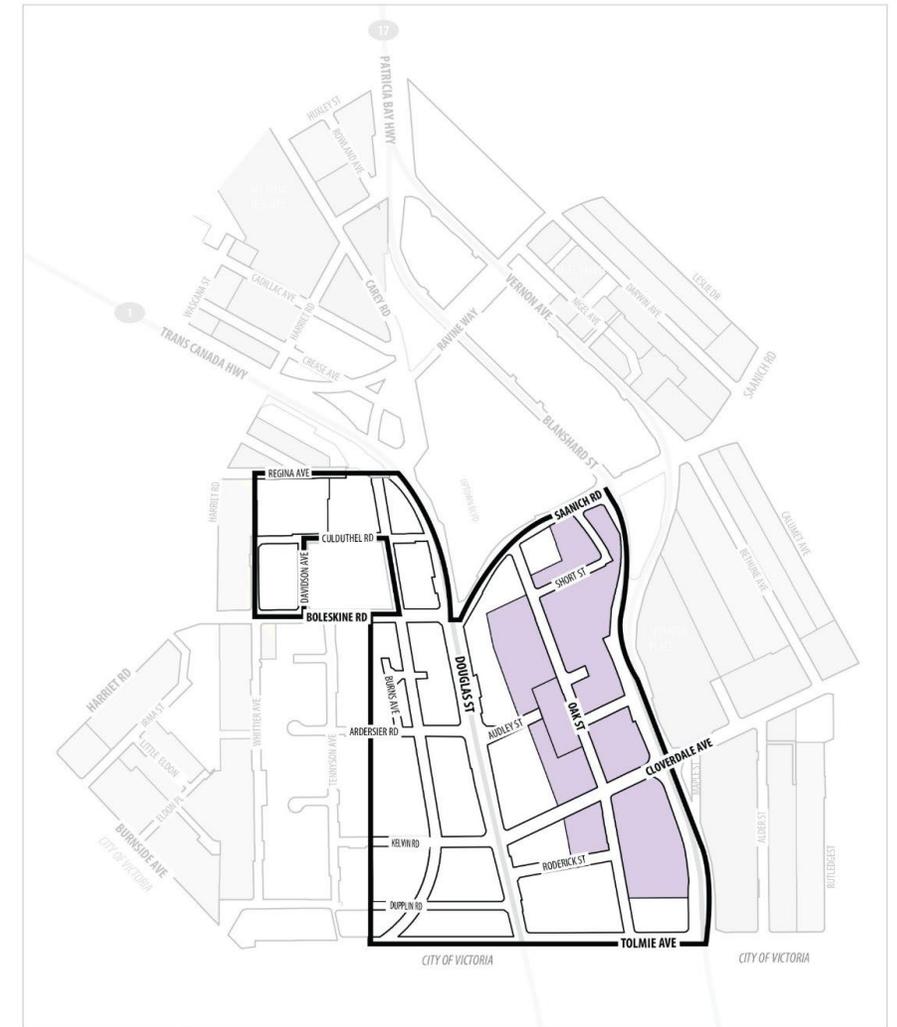
LAND USE DESIGNATION

■ CORE

Intended to be lower density than the Core.

Mid-rise mixed use or commercial buildings with active commercial at grade required along Oak Street, Audley Crossing and Cloverdale.

Oak Street is the featured pedestrian street with active and engaging mixed-use building framing the street.



LAND USE DESIGNATIONS

URBAN MIXED-USE

Intended to be lower density than the Core and Urban Mixed Use.

Mid-rise mixed-use building with light industrial, commercial and residential.

Policy intent is to prioritize light industrial uses while allowing for commercial and residential uses.



LAND USE DESIGNATIONS

 MIXED EMPLOYMENT