



# UPTOWN-DOUGLAS CORRIDOR PLAN

DRAFT





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Uptown – Douglas Corridor Plan

September 2019

Appendix \_\_ to  
OCP Bylaw 8940



Prepared by the District of Saanich Planning Department & FRANK planning collaborative

The District of Saanich is within Coast and Straits Salish territory, the traditional territories of the Lekwungen peoples known today as Songhees and Esquimalt Nations and the WSÁNEĆ peoples known today as WJOŁŁP (Tsartlip), BOKÉĆEN (Pauquachin), STÁUTW (Tsawout), WSIKEM (Tseycum) and MÁLEXEŁ (Malahat) Nations. The First Peoples have been here since time immemorial and their history in this area is long and rich.

## ACKNOWLEDGEMENTS

The District of Saanich's Uptown – Douglas Corridor Plan is adopted as an appendix to the Official Community Plan. This planning initiative was led by the District of Saanich, in collaboration with the FRANK planning collaborative.

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# CONTENTS

1	<b>INTRODUCTION..... 1</b>
	1.1 BACKGROUND..... 1
	1.2 PLANNING AREA..... 1
	1.3 PLAN PURPOSE..... 4
	1.4 PUBLIC ENGAGEMENT..... 4
	1.5 ORGANIZATION OF THE PLAN..... 6
	1.6 HOW TO USE THIS PLAN..... 7
2	<b>PLANNING CONTEXT..... 9</b>
	2.1 NEIGHBOURHOOD CHARACTERISTICS..... 9
	2.2 HISTORY..... 11
	2.3 OPPORTUNITIES AND CHALLENGES..... 12
	2.4 PLANNING FRAMEWORK..... 14
	2.5 PLANNING TOOLS..... 17
3	<b>VISION, VALUES AND GOALS..... 19</b>
	3.1 VISION..... 19
	3.2 COMMUNITY VALUES..... 20
	3.3 KEY PLAN DIRECTIONS..... 21
	3.4 NEIGHBOURHOOD SUB-AREAS..... 25
4	<b>ENVIRONMENT AND SUSTAINABILITY..... 31</b>
	4.1 CLIMATE CHANGE MITIGATION: BUILT ENVIRONMENT AND ENERGY..... 32
	4.2 CLIMATE CHANGE ADAPTATION: BUILT ENVIRONMENT AND RESILIENCE..... 34
	4.3 WATERSHEDS AND STORMWATER MANAGEMENT..... 34
	4.4 NATURAL AREAS AND GREEN SPACES..... 36
	4.5 URBAN FOREST..... 38
5	<b>LAND USE..... 39</b>
	5.1 FUTURE LAND USE..... 40
	5.2 HOUSING..... 45
	5.3 COMMERCIAL AND COMMERCIAL MIXED-USE..... 46
	5.4 INDUSTRIAL LANDS..... 47
	5.5 INFRASTRUCTURE..... 48
	5.6 COMMUNITY CONTRIBUTIONS..... 49
	5.7 DOUGLAS - OAK HUB..... 51
	5.8 TENNYSON INDUSTRIAL QUARTER..... 54
	5.9 RUDD NEIGHBOURHOOD..... 57
	5.10 RUTLEDGE NEIGHBOURHOOD..... 60
	5.11 MT. VIEW NEIGHBOURHOOD..... 63
	5.12 NIGEL VALLEY – MUNICIPAL CAMPUS..... 66
	5.13 TOLMIE QUARTER..... 69

# CONTENTS (continued)

6	<b>TRANSPORTATION AND MOBILITY.....</b>	<b>73</b>
	6.1 MOBILITY NETWORK CONNECTIVITY.....	75
	6.2 WALKING.....	77
	6.3 CYCLING.....	79
	6.4 PUBLIC TRANSIT.....	81
	6.5 MOTOR VEHICLES AND GOODS MOVEMENT.....	83
	6.6 PARKING.....	85
7	<b>SIGNIFICANT STREETS.....</b>	<b>87</b>
	7.1 GENERAL DESIGN OF STREETS.....	88
	7.2 DOUGLAS STREET.....	89
	7.3 BLANSHARD STREET.....	91
	7.4 VERNON AVENUE.....	93
	7.5 RAVINE WAY.....	94
	7.6 OAK STREET.....	95
7.7 AUDLEY CROSSING.....	97	
8	<b>PARKS, OPEN SPACES, TRAILS AND COMMUNITY FACILITIES.....</b>	<b>99</b>
	8.1 PARK ACQUISITION AND FINANCING.....	100
	8.2 PARK, OPEN SPACE AND TRAIL NETWORK DESIGN.....	103
	8.3 GALLOPING GOOSE AND LOCHSIDE TRAILS.....	105
8.4 COMMUNITY FACILITIES.....	107	
9	<b>URBAN DESIGN.....</b>	<b>109</b>
	9.1 GENERAL URBAN DESIGN POLICY.....	110
	9.2 URBAN DESIGN FRAMEWORK.....	114
	A. SITE CONTEXT AND ORGANIZATION.....	115
	B. BUILDING MASSING AND DESIGN.....	119
C. PUBLIC REALM.....	127	
10	<b>SOCIAL AND CULTURAL WELL-BEING.....</b>	<b>129</b>
	10.1 SOCIAL WELL-BEING.....	130
	10.2 SUPPORTIVE AND AFFORDABLE HOUSING.....	131
	10.3 CULTURE.....	132
	10.4 HERITAGE SITES.....	134
10.5 AGRICULTURE AND FOOD SECURITY.....	138	
11	<b>ECONOMIC VIBRANCY.....</b>	<b>139</b>
	11.1 ECONOMIC ENHANCEMENT AND DIVERSIFICATION.....	140
11.2 ECONOMIC SUSTAINABILITY.....	141	

# CONTENTS (continued)

12	<b>TAKING ACTION AND TRACKING PROGRESS.....143</b>
	12.1 PRIORITY ACTIONS..... 143
	12.2 MONITORING AND EVALUATION STRATEGY..... 147

13	<b>APPENDICIES.....149</b>
	13.1 GLOSSARY..... 149
	13.2 AMENDMENT TRACKING..... 157

MAPS	MAP 1.1 REGIONAL CONTEXT.....2
	MAP 1.2 UPTOWN – DOUGLAS CORRIDOR PLANNING AREA.....3
	MAP 2.1 LOCAL AREAS.....16
	MAP 3.1 NEIGHBOURHOOD SUB-AREAS .....25
	MAP 4.1 WATERSHEDS.....35
	MAP 4.2 NATURAL AREAS AND GREEN CORRIDORS.....37
	MAP 5.1 LAND USE AND BUILDING HEIGHT DESIGNATIONS .....41
	MAP 5.2 DOUGLAS-OAK HUB.....52
	MAP 5.3 TENNYSON INDUSTRIAL QUARTER .....55
	MAP 5.4 RUDD NEIGHBOURHOOD.....58
	MAP 5.5 RUTLEDGE NEIGHBOURHOOD .....61
	MAP 5.6 MT. VIEW NEIGHBOURHOOD.....64
	MAP 5.7 NIGEL VALLEY - MUNICIPAL CAMPUS.....67
	MAP 5.8 TOLMIE QUARTER.....71
	MAP 6.1 REGIONAL TRANSPORTATION CONTEXT .....74
	MAP 6.2 NETWORK CONNECTIVITY .....76
	MAP 6.3 PEDESTRIAN NETWORK.....78
	MAP 6.4 CYCLING NETWORK.....80
	MAP 6.5 TRANSIT NETWORK.....82
	MAP 6.6 ROAD NETWORK .....84
	MAP 8.1 PARKS AND OPEN SPACE NETWORK.....101
	MAP 8.2 REGIONAL TRAIL NETWORK .....106
	MAP 8.3 RECREATIONAL FACILITIES .....108
	MAP 9.1 VIEW CORRIDORS AND POINTS OF ENTRY .....112
	MAP 9.2 STREET WALL HEIGHTS .....120
	MAP 10.1 POTENTIAL PUBLIC ART LOCATIONS .....133
	MAP 10.2 HERITAGE ASSETS.....135

# 1. INTRODUCTION

## 1.1 BACKGROUND

The Uptown – Douglas Corridor (UDC) is located at the core of the Capital Region and is highlighted in Saanich’s Official Community Plan as a strategic area for significant growth and change. With several regional destinations, major employment nodes and important cycling, transit and vehicle routes, the area is vital to the success of Saanich and the region (See Map 1.1).

The UDC Draft Plan seeks to create a complete community and a shared place for all Saanich residents. Saanich is a community of highly identifiable and valued neighbourhoods, but lacks a singular, shared place for its residents to gather. With its central location, amenities, and transportation routes, the area can become the heart for Saanich and the region. This Plan seeks to provide a roadmap to create such a place - one that has abundant housing and employment opportunities, high quality public spaces and a balanced mobility network.

## 1.2 PLANNING AREA

The Uptown – Douglas Corridor (UDC) planning area is approximately 155 hectares in size and is located at the southern end of the District of Saanich (See Map 1.2). The area is defined by the municipal boundary with the City of Victoria at Tolmie Avenue on the south, Huxley Street, just north of Municipal Hall on the north, between Burnside Road and Harriet Road on the west and Leslie Drive and Calumet Avenue on the east.

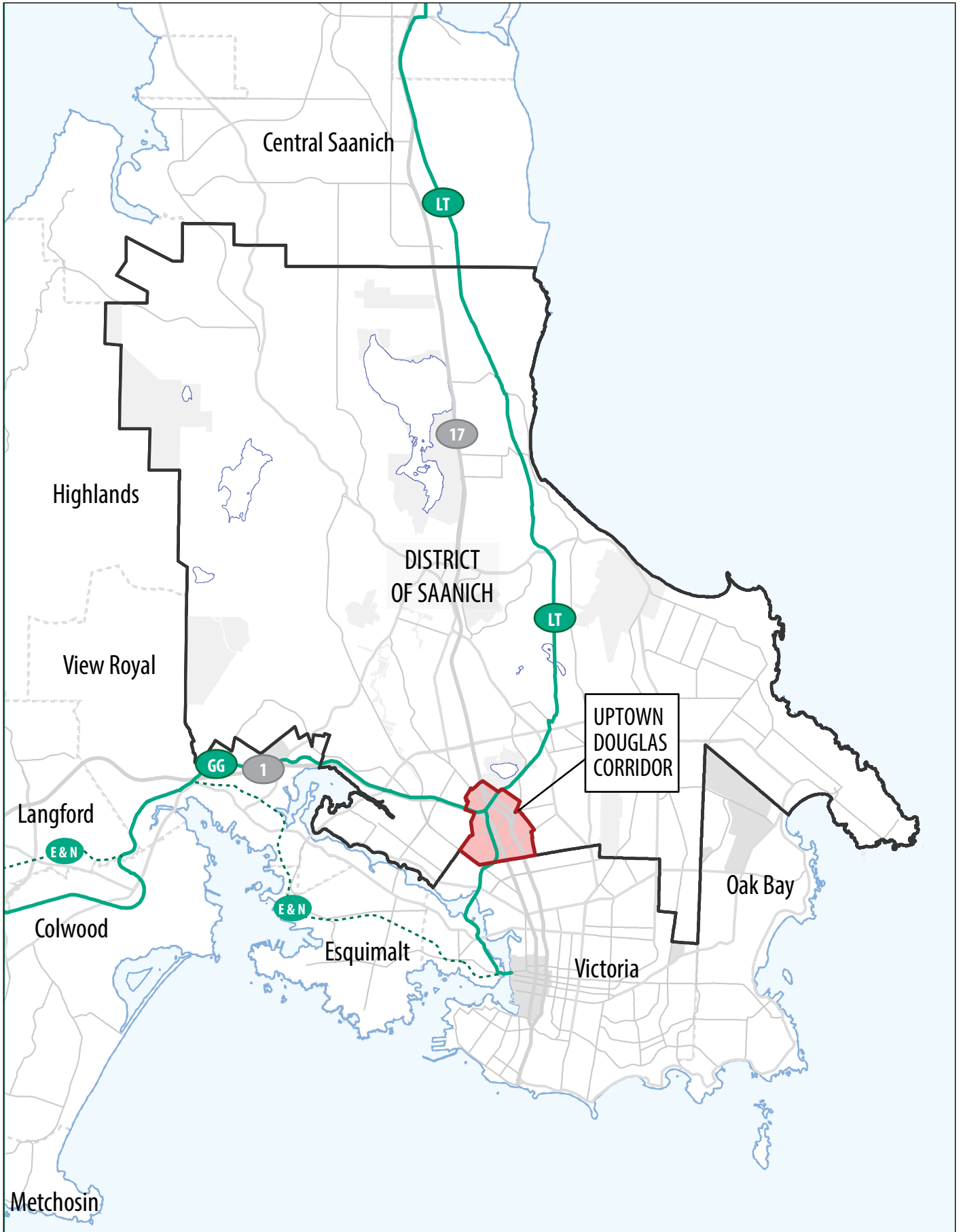
The area includes two major regional transportation corridors: Douglas Street, linking the region’s urban core to the western communities via the Trans-Canada Highway (Highway 1), and Blanshard Street, providing connection to the Greater Victoria International Airport and the BC Ferries Swartz Bay Terminal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

The area also contains important municipal services and valued community amenities. The District of Saanich Municipal Hall, Fire Station, and Police Station (collectively making up the Municipal Campus) are located on the northeast edge of the planning area. The Galloping Goose and Lochside Regional Trails, which run through and connect in the planning area, as well as Swan Lake Nature Sanctuary and Rudd and Rutledge Parks serve residents in Saanich and throughout the region.

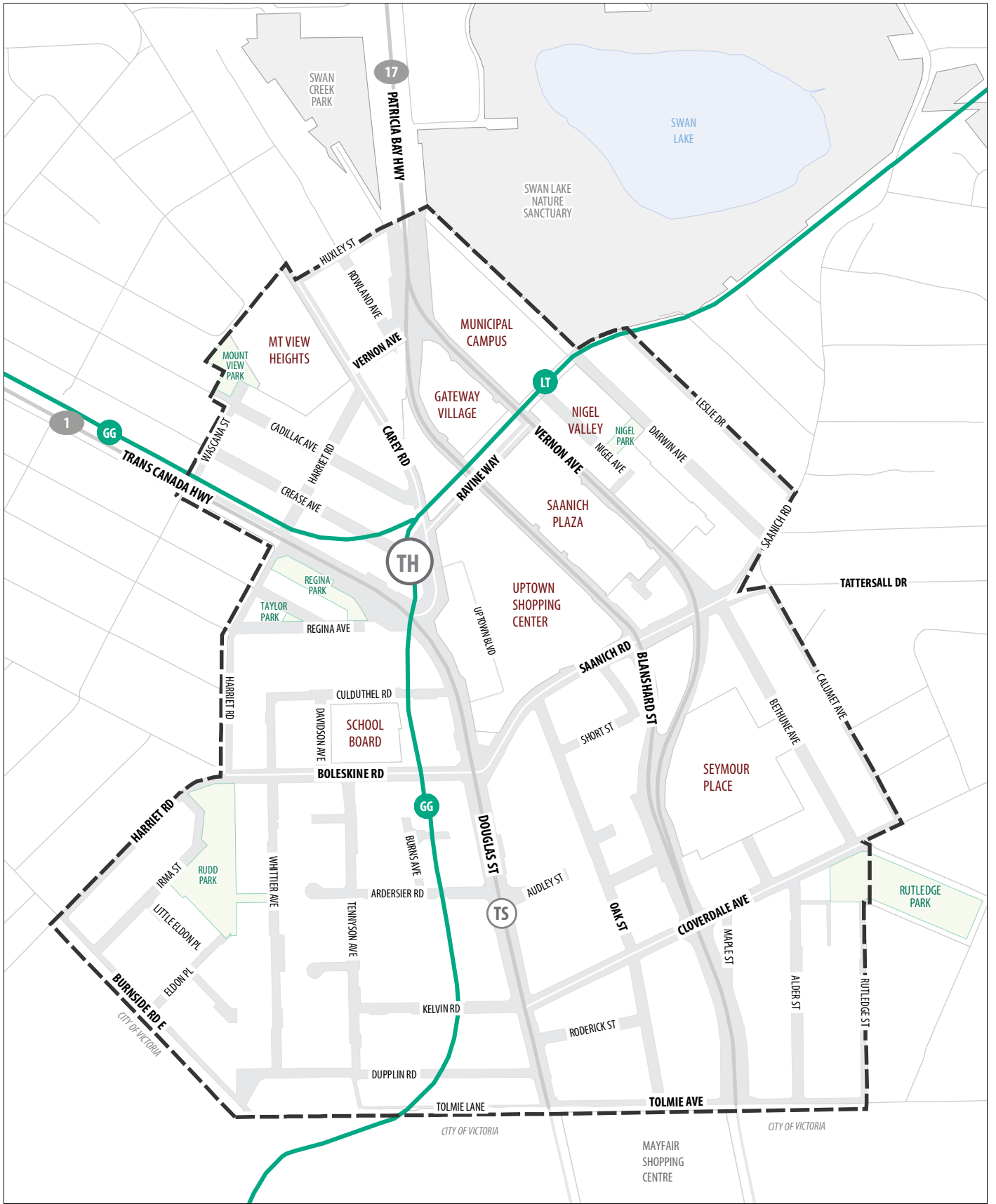
The UDC Plan provides land use and policy direction for the Uptown Major Centre, which is identified conceptually in Saanich’s Official Community Plan (OCP). This Plan provides more definition to the OCP Major Centre boundary and includes detailed policies that implement the broader directions of the OCP. Major Centres are an important planning tool for the District of Saanich and the Capital Regional District that help to focus growth and create complete communities.

The UDC meets a broad range of community and regional commercial and service needs and is well serviced by major bus routes. The UDC also provides a range of multi-family housing options, accommodates a range of institutional uses and is home to approximately 30% of Saanich’s industrial lands.





Map 1.1 Regional Context



-  UPTOWN-DOUGLAS CORRIDOR PLAN
-  MULTIMODAL TRANSIT HUB
-  STATION
-  UDC PARK
-  GALLOPING GOOSE / LOCHSIDE REGIONAL TRAILS

## 1.3 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.

The area is beginning to see significant change as it prepares to integrate major transit improvements, attract more employment and accommodate population growth. The UDC Plan serves as a tool for Council and the community to manage this change in an efficient and effective manner.

While the UDC Plan comprehensively addresses a range of topics, the primary focus is to provide land use direction that guides future development within the area. This direction seeks to fundamentally change the character of the area to create a vibrant, liveable centre and a balanced mobility network where walking, cycling and public transit are inviting and accessible for all.



## 1.4 PUBLIC ENGAGEMENT

Development of the Uptown - Douglas Corridor (UDC) Plan involved a comprehensive public engagement process in accordance with the District's Public Participation Policy. A summary of the key stages and events in the plan development process are as follows:

### Project Initiation

- The UDC Plan Advisory Committee, representing a diverse range of interests, was established to assist with development the engagement process, identify issues and opportunities and engage citizens.
- Development of a Baseline Conditions Report (May, 2016) highlighting key trends and data related to the study area.

### Developing a Vision

- Public engagement included pop-up booths, group discussions, weekly polls and an online Vision Survey. The Vision Survey asked participants to identify issues, opportunities and a Vision for the area was completed by 321 people.
- Across all engagement activities, approximately 2,500 engagement interactions occurred and nearly 500 pieces of feedback were received.
- Input collected throughout all of the engagement activities was used to develop the project Vision and Community Values as well as form some initial ideas and concepts.

### Exploring Options

- Public engagement included two Saanich Talks speaker sessions, a three-day Community Design Workshop in which the public and stakeholders were invited to participate in exploring key concepts and assisting with the creation of preliminary policy directions.
- A landowner luncheon, two in-person open houses and a virtual open house, as well as presentations to Council Committees and Community Associations were held in order to report out on the ideas and concepts developed at the Community Design Workshop.
- A total of 800 people participated in these events with 290 online surveys completed.
- The Plan Framework Report and Public Engagement Summary (November 2017) were endorsed by Council.

### Draft Plan Creation and Review

- The draft Plan was developed by staff over the course of 2018 and early 2019 based on public feedback received and direction provided in the Plan Framework Report.
- Public and stakeholder feedback is being sought on the draft plan through a number of channels in Fall 2019.

### Adoption (targeted for Late 2019)

- Public feedback received will be used to adjust the draft plan prior to being brought forward for Council's consideration in adopting the Plan.



Figure 1.1 UDC Plan Development Process

### UDC Advisory Committee

The UDC Plan Advisory Committee, comprised of a variety of community and business stakeholders, has met throughout the process of developing this Plan. Their input and participation

has been integral to ensuring that community issues and interests have been addressed in the creation of the Uptown-Douglas Corridor Action Plan.



## 1.5 ORGANIZATION OF THE PLAN

The Uptown – Douglas Corridor (UDC) Plan is organized into 13 sections. Each section builds upon the previous section, providing a comprehensive framework and policy direction for realizing a 20-30 year vision for the UDC.

This Plan is arranged to provide the vision, values and higher level concepts in the opening sections, with the finer grained details and guiding policy in subsequent sections. In each of the core content sections (4-11), objectives provide a touchstone for evaluating potential decisions and highlighting intended outcomes. Policies that follow identify specific courses of action to be undertaken to realize this Plan's vision. A summary of each section is provided below.

**Section 1 - Introduction** provides an overview of the UDC area, outlines the purpose of this Plan and describes the process through which it was developed.

**Section 2 - Planning Context** highlights the relevant context and unique characteristics of the UDC, including planning area statistics, history and opportunities and challenges, all of which inform the policies in each of the eight core content sections that follow.

**Section 3 - Vision, Values and Goals** details the shared vision, community values and overarching goals that frame and guide the objectives and policies throughout this Plan. Key plan directions are highlighted for the UDC as a whole, and unique vision statements are provided for each of the seven neighbourhood sub-areas.

**Section 4 - Environment and Sustainability** provides objectives and policies supporting climate change adaptation and mitigation, energy reduction and management of stormwater, natural areas and urban forests.

**Section 5 - Land Use** details a framework for land development and change in the UDC, including objectives, policies, land use designations and community contribution

priorities. Comprehensive land use direction is provided for each of the seven neighbourhood sub-areas.

**Section 6 - Transportation and Mobility** provides objectives and policies to guide transportation and mobility changes in the area – a crucial element to reaching the UDC vision.

**Section 7 - Significant Streets** provides objectives and policies for significant streets in the UDC to enable their transition to complete streets. Future mobility and urban design concepts are provided for six critical streets in the UDC area.

**Section 8 - Parks, Open Spaces, Trails and Community Facilities** provides objectives and policies to guide new park, open space and trail design and outlines directions to secure future park and facility needs, with specific attention given to the Galloping Goose and Lochside Trail networks.

**Section 9 - Urban Design** provides objectives and policies for urban design in the UDC, including the built form and public realm.

**Section 10 - Social and Cultural Well-Being** provides objectives and policies to develop and balance critical community foundations, including social well-being, inclusion and the enhancement of arts and culture.

**Section 11 - Economic Vibrancy** provides objectives and policies to enable retention and growth of various economic sectors, building on the strong economic assets existing in the UDC.

**Section 12 - Taking Action and Tracking Progress** identifies priority implementation actions and a series of indicators to evaluate the progress of the Plan.

**Section 13 - Appendices** provides supporting information and documentation for this Plan, including a glossary and a list of amendments.



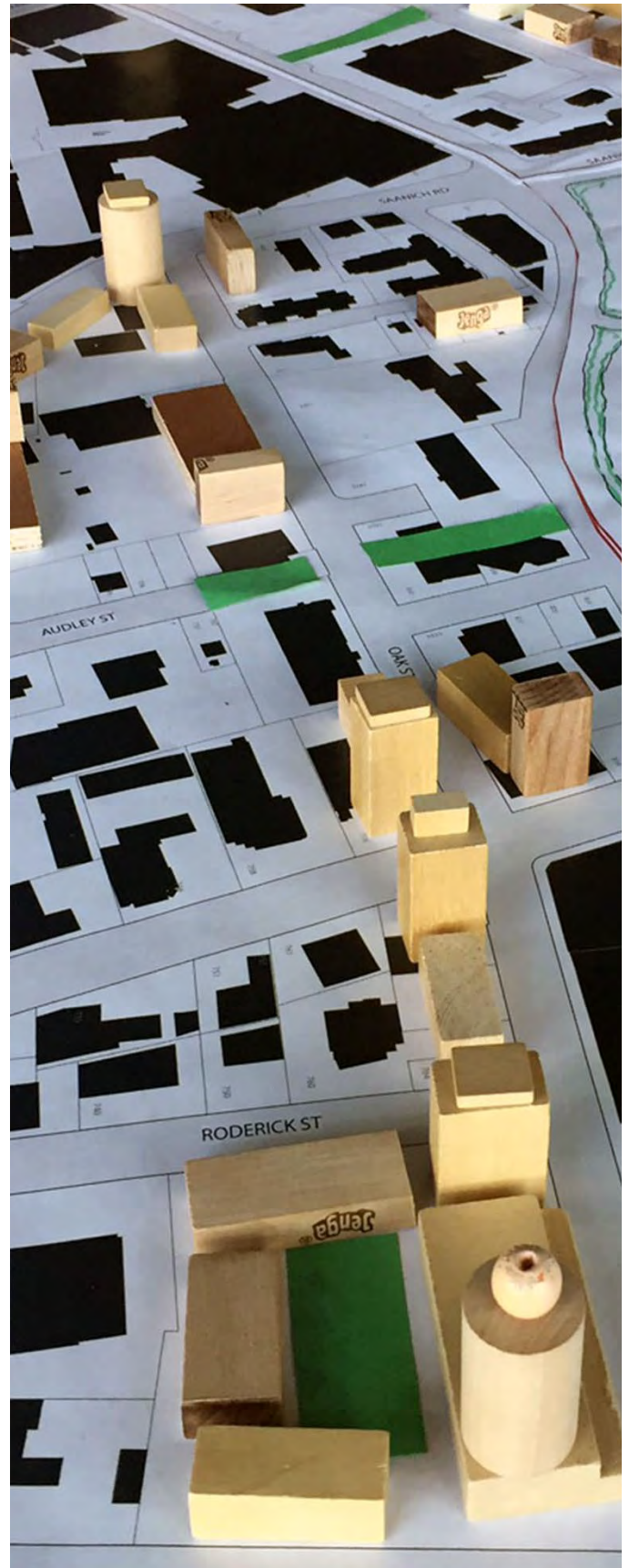
## 1.6 HOW TO USE THIS PLAN

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 is adopted as part of Saanich's Official Community Plan (OCP) and is used in conjunction with the OCP to guide and support decision making.

The document itself is intended to guide and inform evaluation of development applications but it must not be considered independently of other municipal and regional planning documents. 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.

The UDC Plan area overlaps with three Local Areas. In instances where there is direct conflict between this Plan and the Local Area Plan, the more recent plan will take precedence.

The UDC Plan addresses a comprehensive range of subject matter and will be used to guide decisions that require the contemplation of many different factors. In fact, the integrative analysis of multiple factors is essential to ensuring community priorities are addressed in a thoughtful and holistic manner. For example, 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.



## Applying the Uptown-Douglas Corridor Plan to Development Proposals

The sections of Uptown-Douglas Corridor Plan work together to provide guidance for how sites can be developed in a manner consistent with the Plan's vision, values and objectives.

**Section 4 – Environment and Sustainability** highlights key foundational site considerations based on the area's natural characteristics and ensure consideration of impacts associated with climate change mitigation and adaptation.

**Section 5 – Land Use** provides parameters for the type of development that would be supported on each site and key considerations to ensure land use objectives are achieved. This includes:

- Suitable land uses;
- Maximum building height;
- Desired building setbacks and street wall heights;
- Area-specific land use considerations; and
- Guidance for community contributions that will enhance the area and support the introduction of new residents, employees and visitors.

**Section 6 – Transportation and Mobility** identifies:

- Long term mobility network design;
- Locations of future roads and pedestrian / cycling connections, which may impact site design; and
- Guidance for off-street parking supply and design.

**Section 7 – Significant Streets** provides detailed design guidance for properties that front onto important roads in the UDC area. Direction is provided for:

- Conceptual design and associated required frontage improvements;
- Potential road dedications;
- Street specific street wall and setback dimensions; and
- Guidance for the treatment of the public-private street interface.

**Section 8 – Parks, Open Space, Trails and Community Facilities** identifies:

- Park and open space provision requirements; and
- Guidance for design of open spaces, parks and trail interfaces.

**Section 9 – Urban Design** includes an extensive set of design principles that provide direction on:

- Site planning considerations;
- Building design and massing; and
- Design of public spaces and the public realm.

**Section 10 – Social and Cultural Well-being** highlights key social infrastructure considerations, including:

- Guidance for the provision of supportive and affordable housing;
- Desirable locations for public art; and
- Direction on the preservation and revitalization of heritage resources.

**Section 11 – Economic Vibrancy** identifies considerations regarding the types of economic uses and activities that are supported in the UDC.

Looking Northwest - Douglas Street / Highway 1

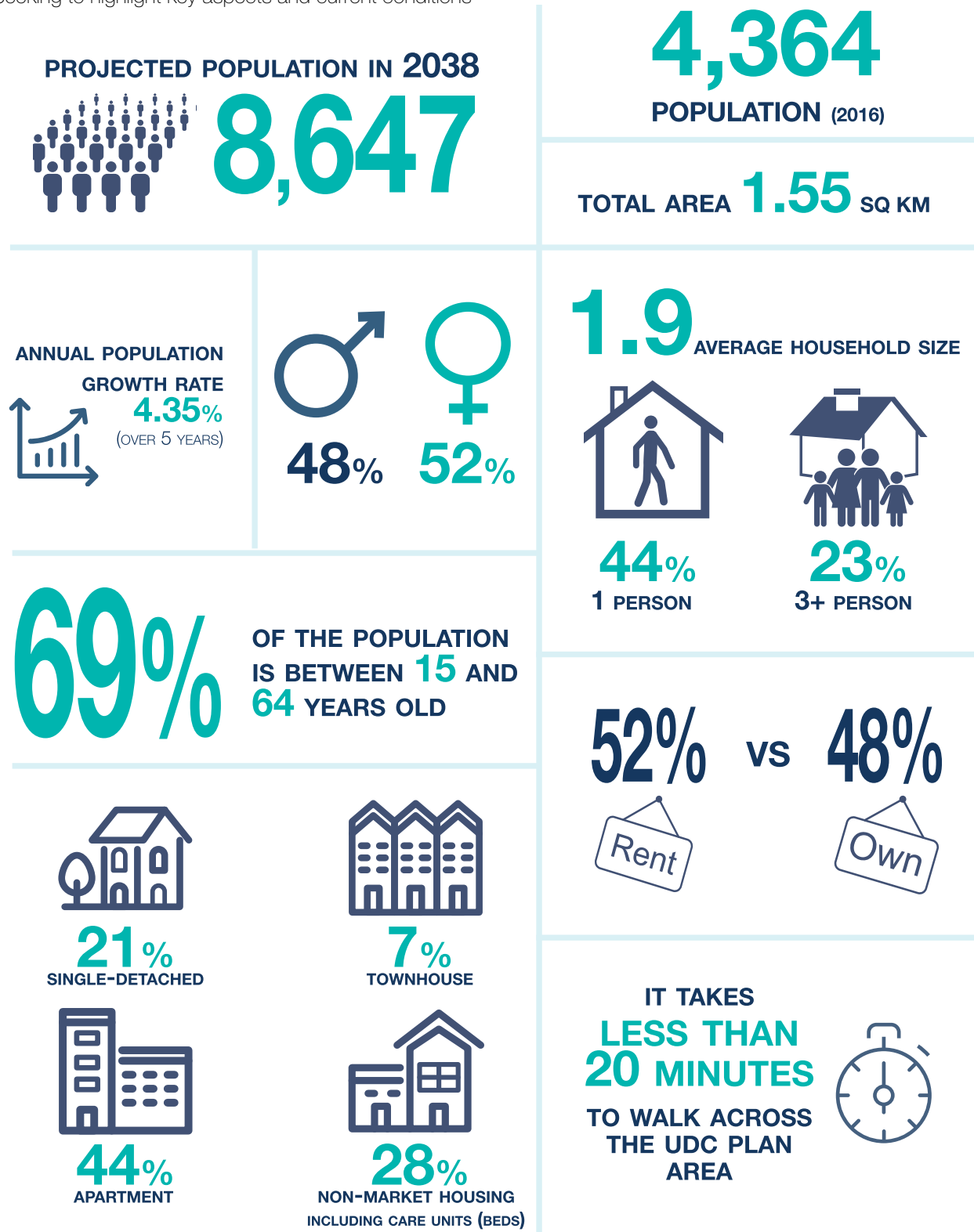


# 2. PLANNING CONTEXT

## 2.1 NEIGHBOURHOOD CHARACTERISTICS

The current neighbourhood characteristics for the Uptown-Douglas Corridor (UDC) area are presented in a snapshot below. Seeking to highlight key aspects and current conditions

that exist within the study area, this data has informed policy development throughout the UDC Plan.







**43%**

OF THE UDC AREA  
CONSISTS OF  
COMMERCIAL ZONING

(MANY OF THESE ZONES  
ALSO PERMIT  
RESIDENTIAL USES)

EMPLOYMENT  
IN THE UDC  
HAS **GROWN**  
APPROXIMATELY  
**2X FASTER**  
THAN THE  
**SAANICH**  
**AVERAGE**  
OVER THE LAST  
**5** YEARS



**10,111** PEOPLE  
ARE EMPLOYED  
IN THE UDC  
AREA (2018)

**MEDIAN  
HOUSEHOLD  
INCOME  
\$50,700  
IN UDC VS  
\$77,282 IN  
SAANICH**



**2,400**

CYCLISTS AND PEDESTRIANS  
USE THE GALLOPING GOOSE  
AND LOCHSIDE TRAILS DAILY  
IN THE SUMMER



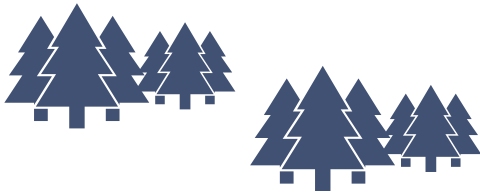
**7** PUBLIC CHARGING  
STATIONS



APPROXIMATELY **30,000**  
PASSENGERS TAKE TRANSIT  
THROUGH THE UDC AREA DAILY



THERE IS A TOTAL OF  
**2,299** METRES OF  
TRAILS THROUGHOUT  
THE UDC AREA



**24%** OF ALL COMMUTES  
IN SAANICH ARE  
MADE BY WALKING, CYCLING  
AND TRANSIT



**7** NEIGHBOURHOOD PARKS  
WITHIN THE UDC AREA



**6%** OF TOTAL  
UDC AREA  
CONSISTS OF  
PUBLIC PARKS

INFORMATION PRIMARILY OBTAINED FROM 2016 CENSUS

## 2.2 HISTORY

The local history of southern Vancouver Island is abundant - some of which is readily documented and detectable on the landscape and some is more narrowly noted and under-acknowledged. It is imperative to recognize that since time immemorial the Coast Salish peoples have lived off of these lands. The Uptown – Douglas Corridor (UDC) is situated upon the traditional territory of the Lekwungen peoples, known today as the Songhees and Esquimalt First Nations, whose historic and cultural relationships with the land continue to this day.

Beginning in the 1840s, the Hudson's Bay Company (HBC) was appointed authority to establish a colony on Vancouver Island, on the condition that they promote settlement in the region. In the immediate years of colonization the lands and way of life for the Songhees peoples were disrupted momentarily. During this time many Songhees relocated to the Inner Harbour Reserve, leaving their traditional village, located in Victoria's downtown core, behind. And, with the introduction of the rules of British land tenure, the vast and culturally rich territorial lands of the Songhees and Esquimalt peoples was disregarded and the built form of Saanich as we see it today slowly began to take form.

A prominent early European land owner in the Saanich area was Dr. William Fraser Tolmie, who held an 1,100 acre land holding known as Cloverdale Farm. Professionally, Tolmie practiced medicine, was a Hudson's Bay Company factor, a cabinet minister with the provincial legislature, a recognized authority on Indian Affairs, a botanist and an ethnologist. Together with his wife Jane, he built the Cloverdale House (1859-60), a 15-bedroom structure made of stone and California Redwood, located on the corner of Cloverdale Avenue and Calumet Avenue. Regrettably, the house was demolished 102 years later in 1963 despite local petition to preserve the structure and its historic significance in the community. Subdivision of Tolmie's land began in the 1890s and assisted the influx of growth and land ownership in Saanich. By the time Saanich was incorporated as a District Municipality in 1906, the street pattern in the UDC was fairly well established south of Cloverdale Avenue, with the area having been divided into smaller 0.4 hectare (1 acre) parcels.

Saanich, and particularly the commercial node within the boundaries of the UDC, experienced a successive land boom in the period between 1910 and 1914 and the area was again extensively subdivided into familiar land patterns seen there today. Some of the earliest public buildings to serve the population were constructed on land donated by the Tolmie family, including the original Tolmie School (Tolmie Avenue) and the adjacent St. Mark's Church (Tennyson Avenue), both of which were constructed in 1892. The original school was later demolished and a new school was

mandated and constructed between 1912 and 1914. The building now accommodates the offices of the Greater Victoria School Board.

The later part of the century brought three key landmarks to the area that helped shape the UDC into the recognizable urban destination that we identify with today. The first landmark was the development of the Town and Country strip mall on the current Uptown Shopping Centre site in 1961. Next, in 1965, the District of Saanich's commissioned municipal hall was completed, a brutalist style architectural building, now listed as a designated heritage building. And lastly, the Capital Regional District invested heavily into the recreational capacity of the area with the development of the Galloping Goose Regional Trail (1987), the Switch-Bridge (1996) and the Lochside Regional Trail (2001).

Accommodating change is an ongoing requisite of growth and development, and this is readily evident in the core area of the UDC. By 2010 the Town and Country strip mall, which had served the region as a popular shopping outlet for nearly 50 years, closed and Uptown Shopping Centre, an open air shopping district offering substantial mixed-use buildings, a central plaza and a core boulevard, became the new shopping and service destination for local and regional residents.

Looking back, the turn of the 20th century Saanich offers evidence of similar and essential features that the UDC Plan is striving to create today – a compact and livable urban core complete with varied amenities, established services and well-organized transportation. Recognizing lessons learned from its past, the UDC Plan proposes thoughtful and innovative design of future developments while respecting and enhancing the economic, social, cultural and environmental resources of the community.



Town and Country, 1974.

## 2.3 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.

### Accommodating Future Growth

This UDC is expected to undergo significant change over the next 20 years in order to accommodate the addition of approximately 4,300 new residents and 5,000 new employees. Many new services, buildings and public spaces will be required to successfully integrate this dynamic growth in a way that provides a high quality of life for people who live, work, shop or recreate in the area. A well designed mix of housing, employment opportunities, shopping, local gathering places, and community facilities make neighbourhoods more walkable, livable and sustainable. Through this thoughtful planning and design, there is an opportunity to accommodate growth and create a community that will enable people of different life stages, income levels and abilities to grow and age in place.

### Creating a Sense of Place

The UDC is a major regional destination. However, the area's role as a transportation nexus presents challenges, as the majority of the area has been designed to accommodate free movements of automobiles. This design has impacted the character of public spaces and ability to move comfortably within the area. Complete street designs, the development and celebration of unique districts, public art and a better connected mobility network will all help to create a clear and memorable identity for the area.



Uptown Shopping Centre Splash Pad



Lochside Trail

### Leveraging Transit Improvements

The area is a vital component of the region's transit system and its role is anticipated to be further enhanced as infrastructure is expanded. The development of a multi-modal transit hub and the progression of Douglas Street towards a rapid transit corridor will be significant catalysts for change in the area. Ensuring this change is supported by land use that improves, not worsens, the pedestrian and cycling experience and the quality of the public realm will be a primary challenge.

### Redesigning the Street Network

The street network in the UDC is characterized by long blocks and the presence of major roads designed to highway standards. Creating a vibrant urban area will be largely dependent on facilitating improvements to the street network that place a greater emphasis on pedestrian activity and a high quality public realm. Building complete streets, adding green infrastructure, breaking up superblocks, incorporating pedestrian and cycling crossings and creating a high quality public realm will be crucial to success. In particular, effectively liaising with the Ministry of Transportation and Infrastructure on the design of Douglas Street, Blanshard Street, Vernon Avenue and Ravine Way to arrive at a design that is consistent with a walkable urban context will be critical.

### Maintaining and Enhancing Employment Uses

The UDC contains approximately 10,000 jobs and is a vital component of Saanich's economy. Supporting existing business operations and further diversifying employment opportunities will be critical to the area's success. As the area accommodates additional high density residential, a critical challenge will be to ensure compatibility between existing employment uses and new residential uses. Additionally, maintaining the integrity of primary industrial/commercial areas and capitalizing on new and emerging sectors will be essential.

## Housing Diversity and Affordability

Housing diversity and affordability is a significant challenge throughout the region and continues to be an important issue and priority for Saanich. Saanich is committed to supporting policies and actions that increase housing diversity as well as affordability. Living and working close to transit in a pedestrian-friendly, amenity rich environment reduces the need for an automobile, which in turn frees up overall household income. The UDC has great potential to accommodate a diversity of new housing options that could meet the needs of many segments of the population in a location with abundant mobility options and access to services.

## Access to Parks, Trails, Open Space and Community Facilities

As Saanich seeks to enhance the livability and vitality of the UDC, parks, trails, open spaces and community facilities will need to be substantially strengthened in order to meet the recreational and transportation needs of those living, working and visiting the area. As the area evolves, the need to provide both new and redeveloped parks, trails and open spaces will be essential to build complete and integrated neighbourhoods that meet the needs of residents and employees, create a sense of community and foster social interaction.

## Enhancing Area Sustainability

From an ecological perspective, the UDC is highly compromised, with few permeable surfaces, minimal green space and limited exposure to nature and natural processes. However, the area contains a high density of jobs and housing and excellent mobility options, providing strong building blocks for a sustainable, complete community. While large scale ecological restoration of the area will be highly challenging, it is essential that each development or capital project incrementally works towards enhancing sustainability. This effort could be accomplished in many ways including through additions to the urban forest, enhanced stormwater management and enhanced building energy performance to make the UDC an exemplar for urban sustainability. Saanich Municipal Hall in particular provides an opportunity to model sustainable development practices.



Rudd Park

## 2.4 PLANNING FRAMEWORK

The Uptown – Douglas Corridor (UDC) Plan provides a vision for how the area will develop over the next 20-30 years using detailed policy direction and an implementation strategy. This Plan, however, is not standalone – it is informed by, dependent upon and related to several other plans, policies and tools managed and implemented by the District of Saanich and its partners.

The UDC Plan works together with several related policy documents to aid Council, staff, property owners and the public in decision-making and to provide a measure of predictability to the community and development industry. A summary of some of the related policy documents is provided here, but many more may be applicable over the course of implementing the UDC Plan.

### Official Community Plan (2008)

All planning in Saanich is guided by the Official Community Plan (OCP). The OCP articulates the fundamental values and goals of the community and is the principal legislative tool for guiding future growth and change throughout Saanich. The OCP policies and principles guided the development of the UDC Plan. The UDC Plan is an appendix to the OCP bylaw and is intended to build on and provide more detailed policy guidance for the UDC planning area.

### Regional Growth Strategy (2018)

The Regional Growth Strategy (RGS) is a vision for the future of the Capital Regional District, guiding decisions on regional issues such as transportation, population growth and settlement patterns. The RGS promotes the long term livability of the region by enhancing social, economic and environmental performance.

### Climate Action Plan (2009) and Climate Adaptation Plan (2010)

Saanich's Climate Action Plan sets community-wide emission reduction targets, as well as targets for the District's operations. The Plan further identifies a range of actions to be undertaken in order to achieve these targets. The Climate Adaptation Plan was developed in order to identify climate change impacts and assess capacity to adapt to potential changes. It also identifies and prioritizes actions for various stakeholders throughout Saanich and leads community engagement on adaptation issues.

Currently, a process is underway to update and combine these two plans. This update is centered around a target for Saanich to become a 100% renewable community by 2050. As the UDC is envisioned to see substantial increases

in density and will see the greatest amount of change in Saanich, linking UDC policies and directions to climate related goals, actions and targets is critical.

### Active Transportation Plan (2018)

The Active Transportation Plan guides the development, promotion and implementation of safe, attractive and convenient active transportation choices in Saanich. The plan includes cycling and pedestrian networks, along with implementation plans and priorities. Several strategies and actions guide staff's efforts and provide direction for shifting a significant portion of trips from vehicles to active modes such as walking, cycling and transit.

### BC Transit – Victoria Transit Future Plan (2011)

The Transit Future Plan envisions the Victoria region's transit network over 25 years and describes what services, infrastructure and investments are needed to get there. The plan was designed to create a stronger link between land use and transit planning, support the key initiatives of BC Transit's Strategic Plan and support the Provincial Transit Plan. Transit infrastructure upgrades for the UDC include bus priority lanes along Douglas Street that are currently under construction, as well as a transit hub that will be located north of the switchbridge on Crease Avenue where the Galloping Goose and Lochside Regional Trails connect.

### Other Regional and Municipal Plans

Other regional and municipal plans, including the Regional Pedestrian and Cycling Master Plan, and the Urban Forestry Strategy also inform, influence, and help to implement the Vision of the UDC Plan.

## Overlapping Local Area Plans

The UDC Plan overlaps the boundaries of three Local Area Plans (Map 2.1). In situations where there is direct conflict between the UDC Plan and a Local Area Plan (LAP), the UDC Plan will take precedence.

### Saanich Core Local Area Plan (1999)

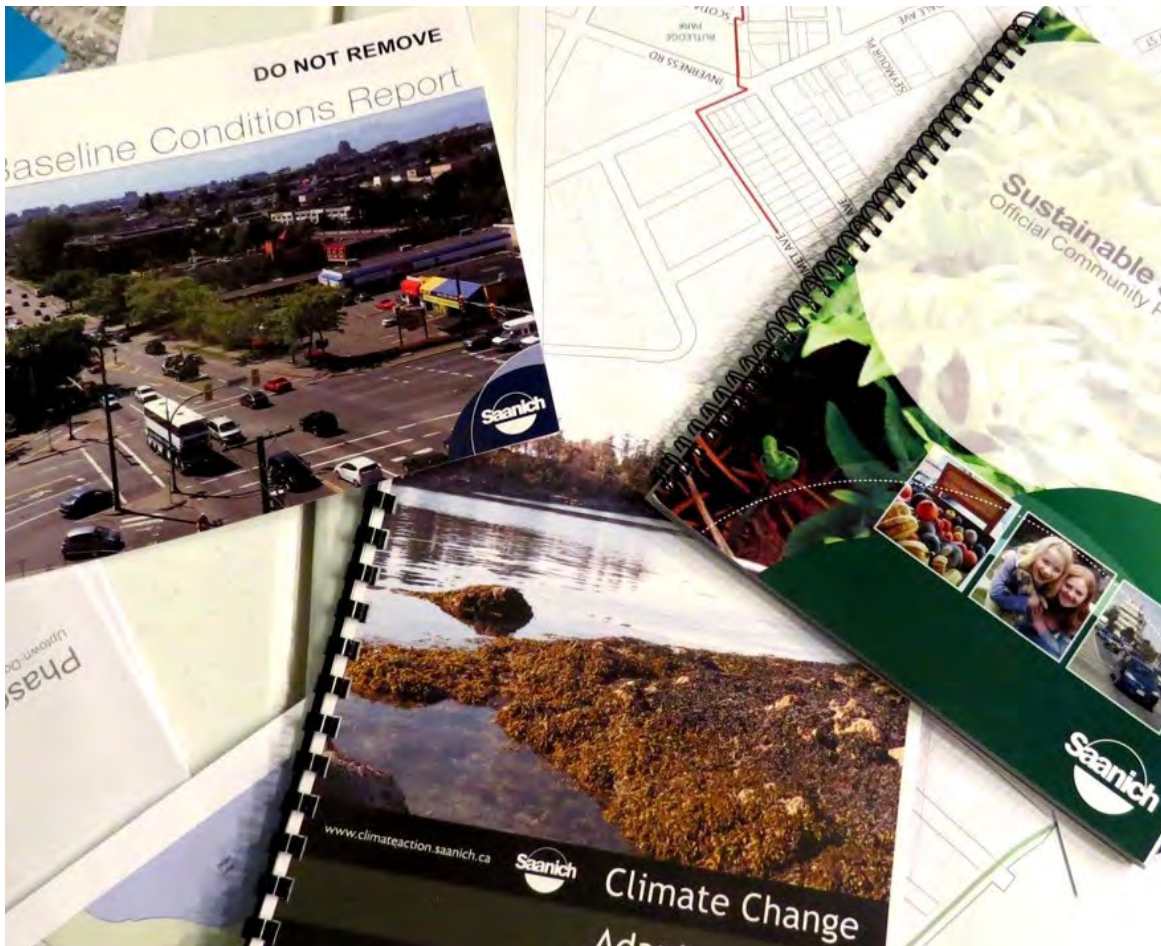
The Saanich Core local area is located in the southern part of the municipality and is adjacent to the common boundary with the City of Victoria. Approximately 75% of the Saanich Core area is located within the UDC planning area. The areas of the Saanich Core that lay outside the UDC boundary are to the east and include multi-family residential areas adjacent to Rutledge Park.

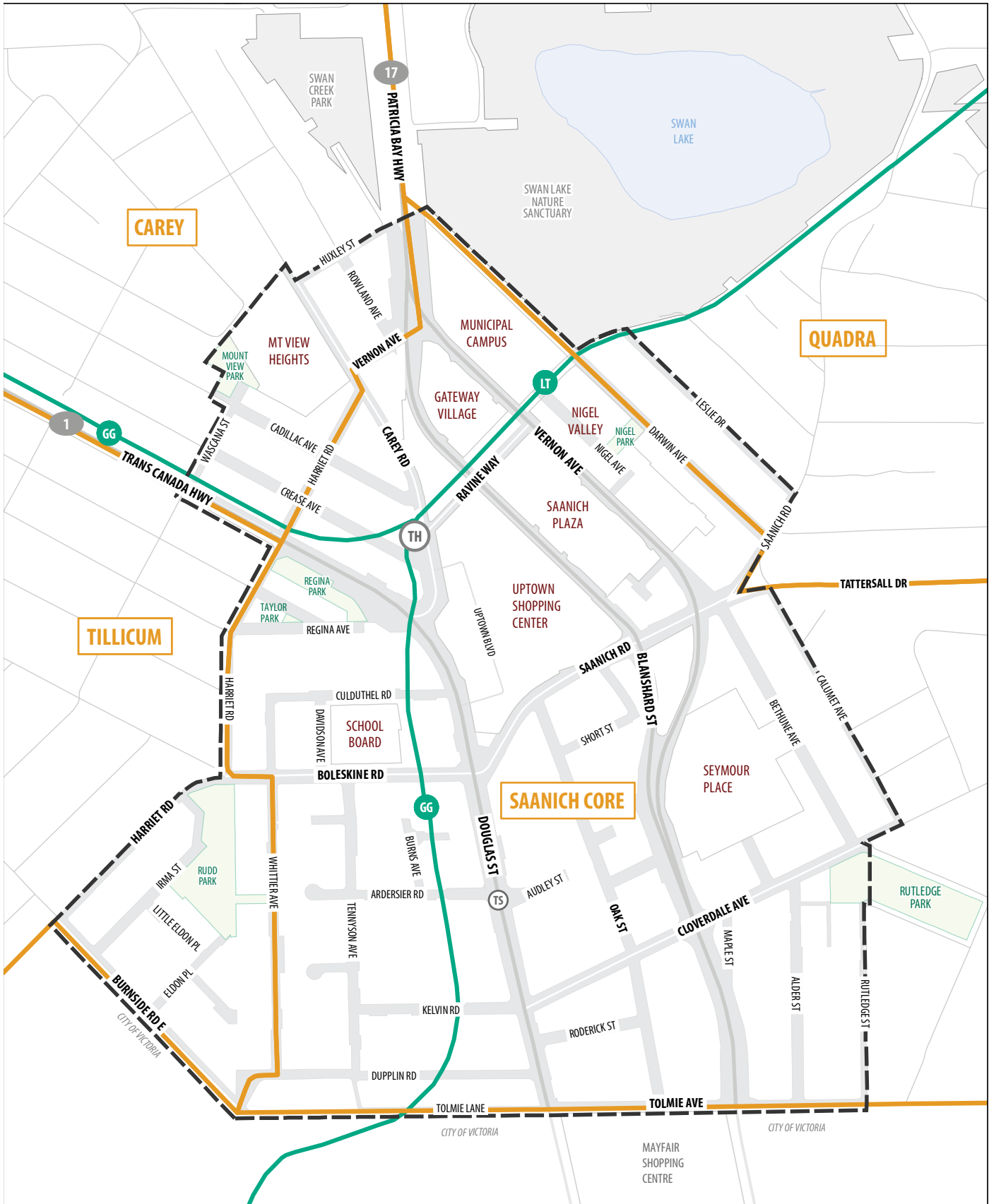
### Tillicum Local Area Plan (2000)

The Tillicum local area is defined by the Trans-Canada Highway to the north, Portage Inlet to the west, Gorge Waterway to the south and Harriet Road, Whittier Avenue and Burnside Road to the east. A small portion overlaps with the UDC planning area, including areas along Burnside Road. Tillicum is a suburban community with a mix of commercial, recreational and institutional facilities, however residential uses dominate the area.

### Carey Local Area Plan (1999)

A small portion of the Carey local area overlaps the UDC boundary that lay at the northern portion of the UDC planning area. This area is adjacent to the transit hub and includes the Campus of Care, located along Carey Road. The UDC Plan works to transition from the high density civic core to the established neighbourhoods of the Carey local area.





**LEGEND**

- UPTOWN-DOUGLAS CORRIDOR PLAN
- LOCAL AREAS
- UPTOWN PARKS

Map 2.1 Local Areas

## 2.5 PLANNING TOOLS

The implementation of the Uptown – Douglas Corridor (UDC) Plan will occur primarily through land redevelopment initiated by private developers and capital projects and programs initiated by Saanich or other public agencies. From a land redevelopment perspective, planning tools are available to local governments to help manage and evaluate change.

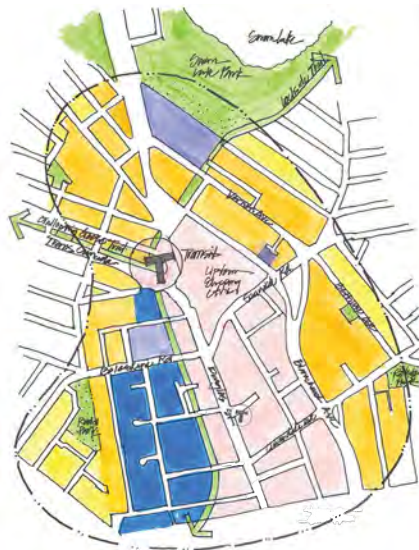
Every parcel in Saanich is designated with a specific zone, which identifies parameters for development, including use, density, setbacks and height. The UDC Plan looks 20-30 years into the future and provides a vision for land use. This vision is communicated through the policies throughout this Plan and through the specific land use and building height designations provided for guidance in Section 5. As this Plan is intended to guide future change, there are instances where existing current zoning does not align with UDC policy and land use and building height designations. Potential changes to zoning are evaluated through a formal process, with the UDC Plan used to guide decision-making.

For the purposes of this Plan, two primary review processes will be undertaken for any redevelopment proposal: a Development Permit Application and/or a Rezoning Application. Both processes are explained in detail below:

If a development application is received and the proposal conforms to the site's current zoning, the applicant would be required, in most instances, to obtain a Development Permit. A Development Permit helps to ensure the building and site design meets design objectives. A Development Permit, when required, mostly regulates the form and character of commercial, industrial, and multi-family developments through guidelines tailored to address the local context. Development Permit applications are reviewed by staff, with opportunities for community input before they are considered by Saanich Council for approval.

If an application is received and it does not conform to the site's current zoning, the potential zoning change (rezoning) is evaluated using established policy. In the case of applications in the UDC, this Plan will be the primary policy tool used to evaluate a potential change to zoning. The broader directions of the Official Community Plan and policies in other Saanich and region-wide plans will also be used to evaluate the application.

For each rezoning application, the community is consulted and staff conduct an analysis to assess impacts, benefits and alignment with policy. Planning staff then present a report to Saanich Council with a recommendation. The rezoning application receives a public hearing and is then considered by Council for approval. In the case of a rezoning, Council can broadly consider all components of a project and often must consider conflicting goals and objectives.







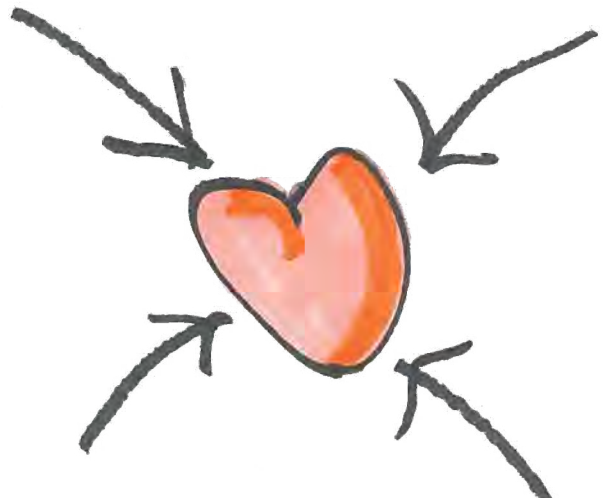
# 3. VISION, VALUES AND GOALS



## 3.1 VISION

The 20-30 year Vision for the Uptown – Douglas Corridor (UDC) reflects the goals and objectives of the Official Community Plan as well as the desired future of the area as articulated by participants through an extensive public engagement process (See Section 1.4).

The Vision for the UDC is as follows:



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.

## 3.2 COMMUNITY VALUES

Community Values articulate the public and stakeholder priorities for the Uptown – Douglas Corridor (UDC) and are a cornerstone of this Plan; they were developed through an extensive public engagement process (See Section 1.4). The Community Values are carried through each component of this Plan and are a touchstone to help ensure core community aspirations are addressed.

The Community Values for the UDC are as follows:



### 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.

## 3.3 KEY PLAN DIRECTIONS

Creating a new heart for the District of Saanich, a central gathering place for the community and region, is no simple task. While the Uptown – Douglas Corridor has numerous assets and unique potential to realize this vision, major changes to the physical landscape and shifts in the way that growth and development are approached will be required. The following items highlight fundamental changes that are central to achieving this Plan's Vision and will be delivered by the collective policies in this Plan.

### 1. 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, the Bloor & Dufferin project.



### 2. 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, Paris Metro project.





### 3. 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.

City of Hamilton, LRT project.



### 4. 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.

Taller 13 Architectura, Mexico City Airport.



### 5. 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, 655 New York Avenue.

## 6. 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, Vancouver, BC.



## 7. 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.

Geoff Livingston, Larimer Square at Night.



## 8. Convert Grey to Green

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

Delancey Street Associates,  
Essex Crossing project.

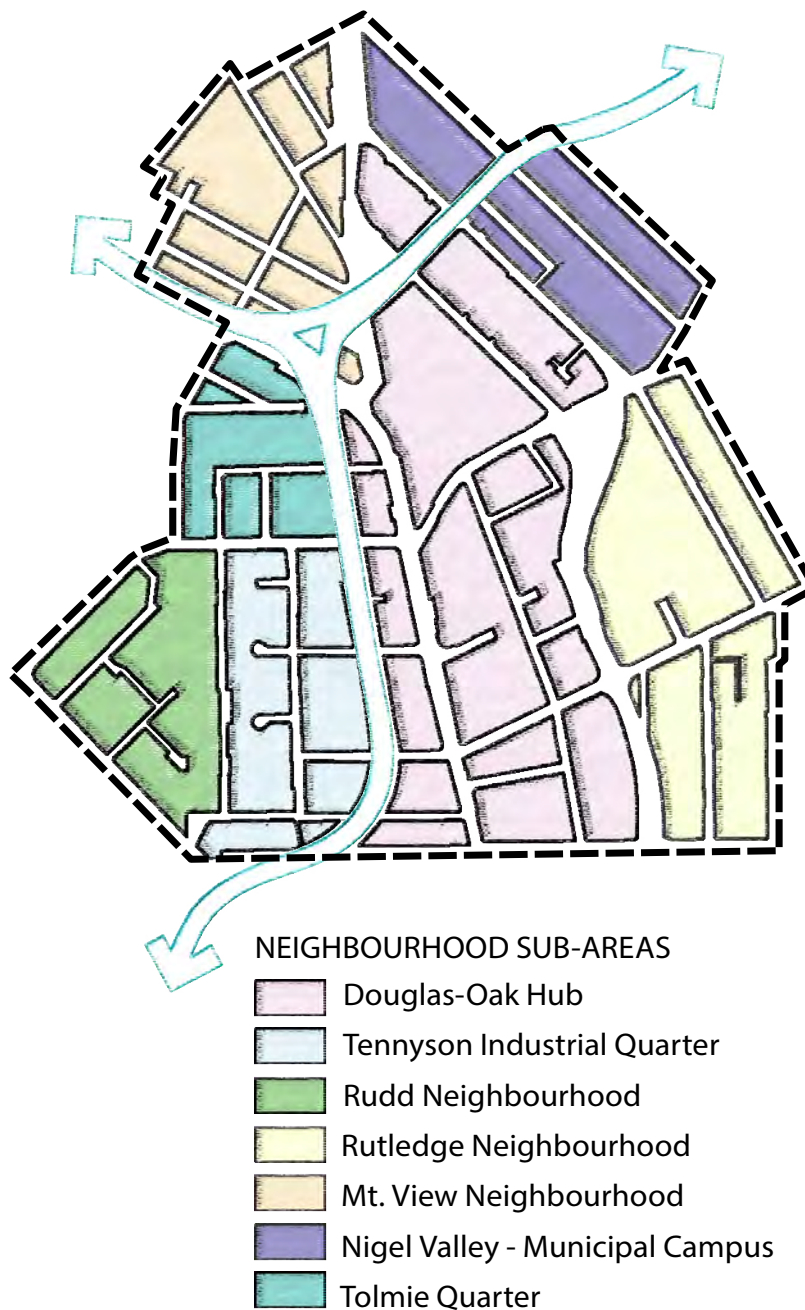




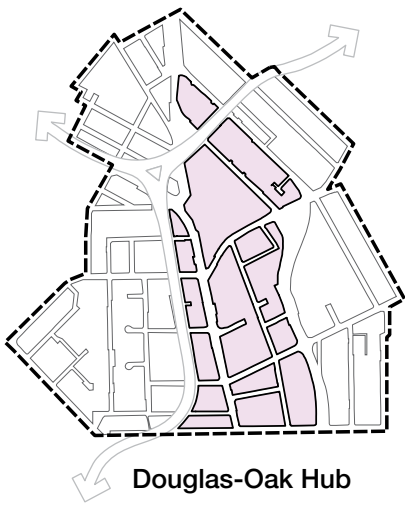
## 3.4 NEIGHBOURHOOD SUB-AREAS

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.

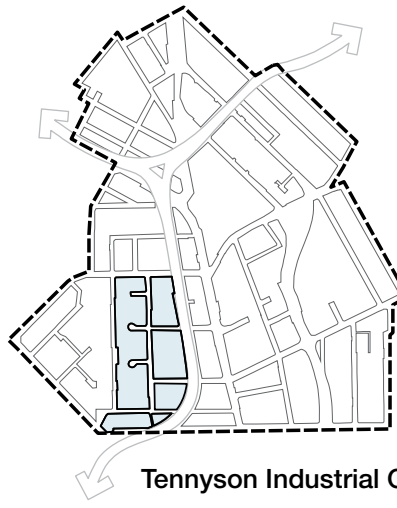
This section of the Plan provides an overview of each of the seven neighbourhood sub-areas (identified on Map 3.1) and highlights the vision for how these areas will grow and change into the future. Section 5 (Land Use) provides specific policy guidance regarding how changes will occur to enable the sub-area visions to be realized.



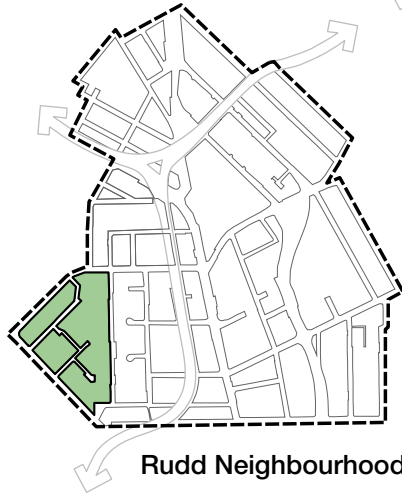




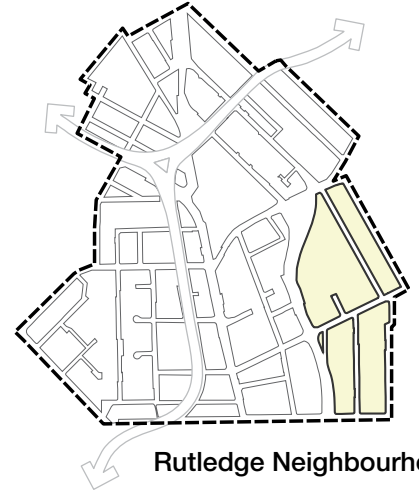
Douglas-Oak Hub



Tennyson Industrial Quarter



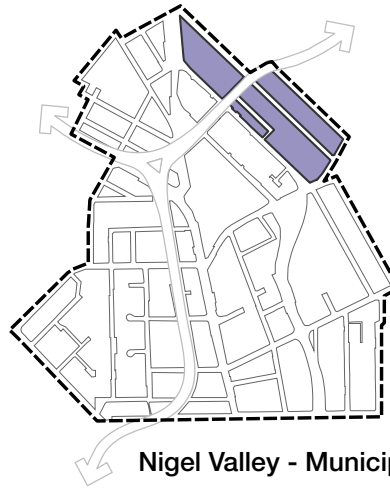
Rudd Neighbourhood



Rutledge Neighbourhood



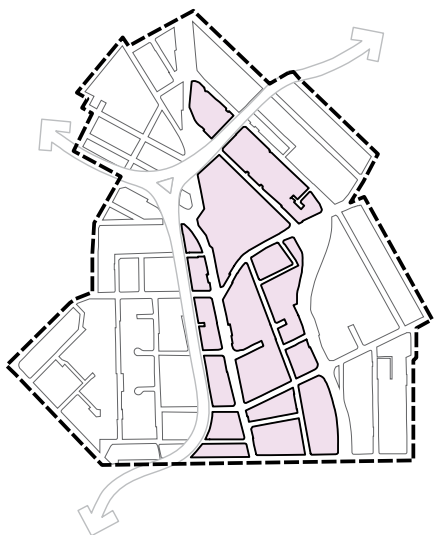
Mt. View Neighbourhood



Nigel Valley - Municipal Campus



Tolmie Quarter



## DOUGLAS-OAK HUB

### Existing Conditions

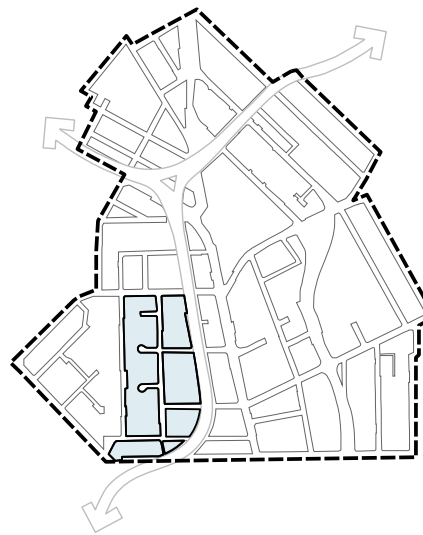
The Douglas-Oak Hub is a significant employment and shopping area in Saanich and is anchored by the Uptown Shopping Centre, a major regional destination. Commercial uses, which include retail, office and hotel, provide employment and economic activity, as well as goods and services for residents. Major highways transition into urban arterial streets as they enter the area and serve as a gateway to the region's urban core. The pockets of residential that have developed in recent years are the first steps towards increasing residential population in the area.

The highways also bring a high volume of vehicle traffic, which has had a significant influence on the land use and design of the area. The pedestrian realm is characterized by narrow sidewalks, unseparated from vehicle traffic in many locations, little to no green space and large blocks with limited connectivity.

### Vision

Over time, the Douglas-Oak Hub will have blossomed into the heart of Saanich. A sustained period of redevelopment will result in the revitalization of the area, with new parks, attractive streetscapes and a plethora of shops, services and employment opportunities providing a high quality of urban living. Douglas Street will be reinforced as a key employment corridor, while a re-imagined Oak Street will be framed by new ground-oriented multi-family buildings and more pedestrian-oriented commercial including retail, restaurants, cafes and entertainment.

The area will be better connected with key destinations accessible within minutes by foot or bike, including, the Uptown Shopping Centre, Mayfair Mall, the re-developed Saanich Plaza, new park spaces, the Galloping Goose Trail and new high frequency transit connections. The whole precinct will be active and engaging - full of life with diverse vertical mixed-uses and bustling businesses, conveniently located near transit and the Galloping Goose Trail.



## TENNYSON INDUSTRIAL QUARTER

### Existing Conditions

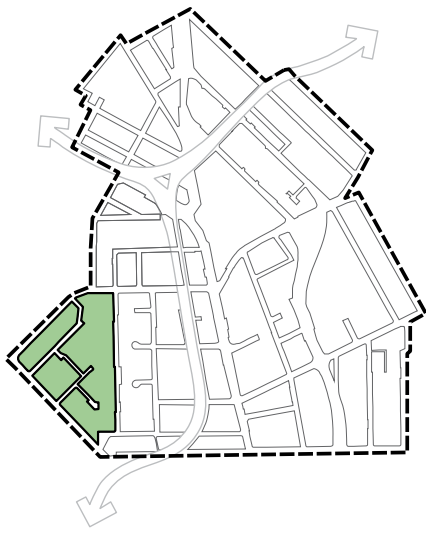
The Tennyson Industrial Quarter contains mostly light industrial uses and is an important component of the industrial land supply in Saanich and the region. The range of industrial and commercial uses in the area is diverse, with an increasingly greater number of uses that could be considered more commercial in nature. A similar industrial clustering is located to the south of this area in the City of Victoria.

Mobility in the area is characterized by one north-south through street (Tennyson) and numerous fractured or dead-end east-west streets. The pedestrian realm is limited with few street trees, sidewalks or crossings, except for the eastern portion of the area that is framed by the Galloping Goose Trail.

### Vision

The Tennyson Industrial Quarter will contain a diverse range of employment opportunities and remain a regionally significant industrial area. New higher density mixed use industrial/residential buildings fronting the Galloping Goose Trail will bring new life and inject an eclectic feel to the area. Residential rental units on upper floors of properties adjacent to the Trail will provide housing close to employment activity that is compatible with the light industrial uses in the area.

The Galloping Goose Trail will continue to be celebrated as a regional jewel and will be enhanced and animated by food kiosks, pocket parks and a wider, separated area for pedestrians and cyclists to travel. Tennyson Avenue will remain the heart of the industrial area, and sites along the street will continue to grow and redevelop, providing new business space and additional employment opportunities on upper floors. New sidewalks and street trees will create more desirable active travel options, while roads and vehicle access for goods movement supporting the industrial uses will remain a priority.



## RUDD NEIGHBOURHOOD

### Existing Conditions

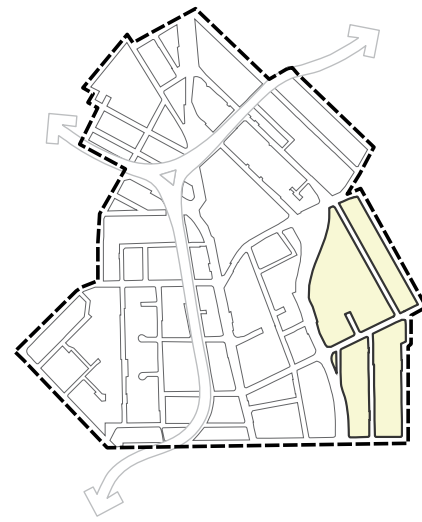
The Rudd Neighbourhood is a predominantly single family neighbourhood built on a modified grid. Over the years, multi-family developments have located on the edges of the neighbourhood, including along Burnside Road and Whittier Avenue. Rudd Park is one of the largest parks located in the UDC area and hosts amenities for various users.

This area contains a number of heritage registered or designated buildings, with most in close proximity to Boleskine Avenue and Harriet Road.

### Vision

The Rudd Neighbourhood will maintain its residential neighbourhood character and be further enhanced by additional housing options near Rudd Park in the form of low-rise apartments and townhouses suitable for families with children. Rudd Park will be revitalized and expanded to serve as a vibrant community gathering place.

The area will become better connected for all modes of travel over time and Whittier Avenue will serve a preferred walking and cycling route with a greenway character.



## RUTLEDGE NEIGHBOURHOOD

### Existing Conditions

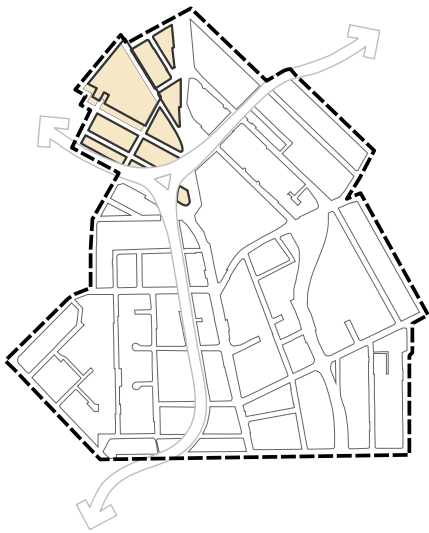
The Rutledge Neighbourhood contains a mix of land uses, including commercial along Blanshard Street and Cloverdale Avenue, multi-family in close proximity to Rutledge Park and single family on its eastern edge. Rutledge Park is the largest greenspace in the area and is a central component of neighbourhood life. Properties adjacent to Rutledge Park have seen a recent revitalization, with new apartments buildings constructed that provide housing for a variety of demographics.

Blanshard Street, with its uninviting streetscape and substantial width, poses a significant barrier to travel to and to integrate with areas to the west. A large portion of this neighbourhood is occupied by the Provincial offices at 4000 Seymour Place, which is a major employer and includes a daycare facility and a large amount of surface parking.

### Vision

The Rutledge Park neighbourhood will be a location of choice for residents seeking to live close to shops, services and amenities in a quiet residential setting with a range of medium density housing options. Rutledge Park will continue to serve as a neighbourhood anchor and community recreational hub. The neighbourhood will be further enhanced by the addition of new housing options and improved networks for walking and cycling.

The large parcels along Blanshard Street will redevelop over time to a higher density mix of uses including residential, neighbourhood commercial, small retail and employment. This redevelopment will include 4000 Seymour Place, which is envisioned to have a series of buildings with smaller footprints, a finer grained mobility network, new green space and improved streetscapes that connect the site with the surrounding neighbourhood. A newly designed Cloverdale Avenue will further emphasize the convenience of an eight to ten minute walk or two minute bike ride between the Galloping Goose Trail and Rutledge Park.



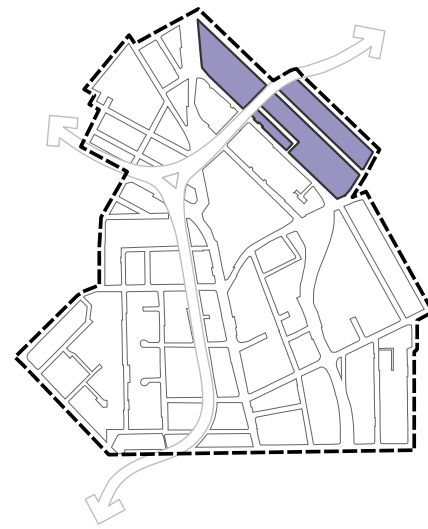
## MT. VIEW NEIGHBOURHOOD

### Existing Conditions

The Mt. View Neighbourhood hosts the intersection of the Galloping Goose and Lochside Trails and is the gateway to the heart of Saanich. The Trans-Canada Highway and Patricia Bay Highway transition to Douglas Street and Vernon Avenue / Blanshard Street respectively, providing a transition into a more urban context. Between these two corridors is a neighbourhood, which contains a mix of housing and employment uses, including the recently developed Campus of Care. The Mt. View neighbourhood offers several viewpoints and a walkable street network with easy access to transit, services and regional trails.

### Vision

The Mt. View neighbourhood will be a highly desirable community where a variety of housing options, access to shops and recreational opportunities, and an abundance of convenient mobility options mean residents can easily live without owning a vehicle. New multi-family developments will provide housing for families, younger adults, and seniors. The sub-area will be the nexus of transit activity for the region, providing efficient connections to anywhere in Greater Victoria. The transit hub will be easily accessible for all modes of travel and, through thoughtful design and integration with the neighbourhood, will serve as a central gathering space for the community.



## NIGEL VALLEY – MUNICIPAL CAMPUS

### Existing Conditions

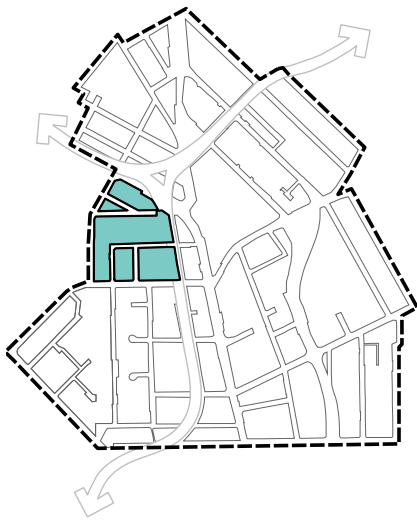
Sitting astride two of the Capital Region's major arteries for commuters and visitors this neighbourhood is the site of the District of Saanich Municipal Hall, Police Station and Fire Station (collectively the Municipal Campus). The Municipal Hall, which has played an important role in Saanich for over 50 years, is the key facility of the Campus which, due to its heritage status, low seismic capacity and operations pressures, will warrant a high degree of careful planning in the coming years. Nigel Valley is also located here and includes a collection of five housing and care operators that serve a variety of populations, including seniors, families and individuals with disabilities.

Single family residences are located along Darwin Avenue and Leslie Drive, with multi-family residences closer to Saanich Road. The Lochside Trail runs through the area to create a strong east-west connection and links to the Galloping Goose Trail. Swan Lake Nature Sanctuary is located on the northeast edge of the neighbourhood and is adjacent to the Municipal Campus parking lot.

### Vision

The Municipal Campus and Nigel Valley sites will be redeveloped to integrate strong pedestrian connections and public realm elements to be enjoyed by the greater community. The Municipal Campus, highlighted by the iconic landmark Municipal Hall, will be revitalized as a space for discourse, celebration, remembrance, governance and community. The Nigel Valley will be a vibrant, inclusive neighbourhood that is fully integrated with the broader community and provides a range of housing and services that contribute to a healthy community.

Additional housing options will be provided north of Darwin Avenue through new multi-family developments that sensitively transition into the neighbourhood. The Lochside Trail will be enhanced through the addition of plaza spaces and improved connections.



## TOLMIE QUARTER

### Existing Conditions

The Tolmie Quarter currently contains a mix of institutional, industrial, office and multi-family residential and single-family residential uses. The area is distinguished by the Greater Victoria School Board (School Board) offices and adjacency to the Galloping Goose Trail. The Tolmie Quarter's proximity to the future transit hub, Galloping Goose and a diversity of land uses presents unique opportunities for the future of the area. The pedestrian realm is limited in much of the area, with infrequent street trees, single-side sidewalks and minimal public open space, namely Regina and Taylor Parks.

### Vision

The Tolmie Quarter will transition into a centre of community activity. The core of the centre will be defined by the redevelopment of the School Board site, seen as a hub for learning and community service uses that may include a public school in combination with other desirable community facilities. To ensure the maximum potential of the site is achieved, a master plan will ensure a vibrant arrangement of uses that includes the preservation of the heritage structure and its integrity on the landscape. New connections and building orientations will encourage on-site activity and animate the Galloping Goose trail.

Other properties will evolve in concert with the School Board site and provide an eclectic mix of employment and housing options. High-tech, ultra-light industrial and mixed employment uses will contribute to the area's character and support positive public realm improvements. Housing will be added to the area through multi-family housing to the west and north with rental housing included on the upper storeys of light industrial / mixed-employment sites.

The area will be well connected, with seamless transitions to multi-modal transit hub, the Galloping Goose trail, and streets animated with store fronts, live-work units and inviting community spaces. Active transportation options, people-oriented public spaces and unique work and work-live opportunities will fuel the success of the area.

# 4. ENVIRONMENT AND SUSTAINABILITY

Protecting and enhancing the environment and its functions for current and future generations is foundational to the success of the Uptown – Douglas Corridor (UDC). 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.

Saanich has demonstrated the importance of addressing climate change by setting the target to become 100% renewable energy community by 2050. Saanich's Climate Plan will prioritize actions and strategies to achieve these targets. Guided by a principle of energy efficiency first, the UDC can support Saanich's climate goals by encouraging less energy intensive housing forms, providing better walking, cycling and public transit options, facilitating access to nature and integrating low-carbon solutions and environmental considerations into urban design.

Healthy and functioning natural systems are critical to the well-being of communities, both locally and globally. Watercourses, the urban forest and other natural areas are vital to the community's livability, health and environmental sustainability. They support biodiversity, cleaner air and water, animal and plant habitat and contribute to climate change resiliency. They provide opportunities for residents to connect with nature, enjoy a quiet moment, and better understand natural processes and systems.

The UDC is part of the Cecelia Creek Watershed and the Colquitz Creek Watershed. Development has occurred over part of the area where Cecelia Creek once flowed, resulting in the loss of what might have once been a significant natural feature in the area. Cecelia Creek is now one of the most degraded creek systems in the region. Most of the pollution in Cecelia Creek comes from urban runoff from impervious surfaces. Due to industrialization and development, there are few remaining natural features in the area. This Plan aims to restore and enhance these features for a healthy and productive environment.

All sections of this Plan work towards developing the fundamental components of a sustainable community, while this chapter specifically focuses on climate and energy resiliency in the built environment and the management of natural resources and systems in the UDC.

## OBJECTIVES

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



EV Charging Station - Gordon Head Recreation Centre

## 4.1 CLIMATE CHANGE MITIGATION: BUILT ENVIRONMENT AND ENERGY

The Uptown – Douglas Corridor (UDC) Plan aims to reduce building and transportation related energy use and carbon emissions by: focusing future residential and employment growth; improving active transportation amenities, bus service and access to electric vehicle charging; and increasing housing options that enable residents to live close to services and employment opportunities. Additionally, the higher density mixed-use and multi-family building forms identified in this Plan typically 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 areas.

Building energy performance in Saanich is guided by the BC Energy Step Code, which establishes progressive performance steps in energy efficiency for new buildings. The Step Code will progress from the current BC Building Code level to net zero energy ready buildings by 2032. Saanich has adopted the Step Code, with building energy performance requirements increased over time. As part of building a sustainable community and building stock that is

resilient, new development will be encouraged to exceed the current mandated Step Code level and/or utilize renewable energy (including electric) for space and hot water heating systems where possible.

An opportunity to support both climate mitigation and adaptation is the development of district energy systems, which can facilitate a flexible and efficient supply of local renewable energy sources, and support energy security through decentralized energy generation and stable energy prices. For district energy systems to be feasible and function effectively, a concentration of medium to high density development is required to create adequate demand. In a 2012 District Energy Review Study, the UDC was identified as the area of Saanich that could best support a future district energy system. To advance the potential implementation of district energy, this Plan looks to proactively put the supporting pieces in place by increasing density along major roads and in proximity to the transit hub and by encouraging systems in buildings that can be easily connected to a future small or larger scale district energy system.



## POLICIES

- 4.1.1 Encourage all new development applications in the UDC to meet higher BC Energy Step Code levels than mandated to achieve improved energy efficiency.
- 4.1.2 Encourage new developments to minimize energy consumption through opportunities such as passive solar design and highly energy efficient building envelopes and ventilation systems.
- 4.1.3 For new and existing developments, encourage the use of renewable energy for space and hot water heating systems such as air-source heat pumps, geexchange, solar thermal, photovoltaic, biomass, hydro-electric and wind.
- 4.1.4 Explore incentive tools and programs to encourage development of Net Zero Energy ready buildings.
- 4.1.5 Encourage the provision of charging facilities for electric vehicles and electric bikes beyond required levels (See also Policy 6.5.9.)
- 4.1.6 Undertake a feasibility study to assess the potential of developing a district energy system designed for renewable fuels in the UDC.
- 4.1.7 Optimize the potential viability of and future connection to a future district energy system in the UDC by encouraging the use of hydronic heating systems in new medium and high density developments.



Mount View Heights



## 4.2 CLIMATE CHANGE ADAPTATION: BUILT ENVIRONMENT AND RESILIENCE

Climate projections predict an increase in extreme weather events that include flooding, drought, temperature extremes and high wind events. The Uptown – Douglas Corridor (UDC) is a highly impermeable area with few green spaces, resulting in an increased risk of overland flooding, higher

urban heat island effect and lower air quality. 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.

### POLICIES

- 4.2.1 Support redevelopments that introduce green space, expand the urban forest and provide weather protection and shading.
- 4.2.2 Design landscaping to adapt to increasingly variable climate, including through the use of native and drought-tolerant species.
- 4.2.3 Design developments to provide adequate cooling and ventilation to account for extreme heat and poor air quality events, and take advantage of passive cooling, where possible.
- 4.2.4 Support the installation of efficient irrigation systems that enable the establishment of a viable urban forest and enable plantings to withstand extended periods of low precipitation and high temperatures.

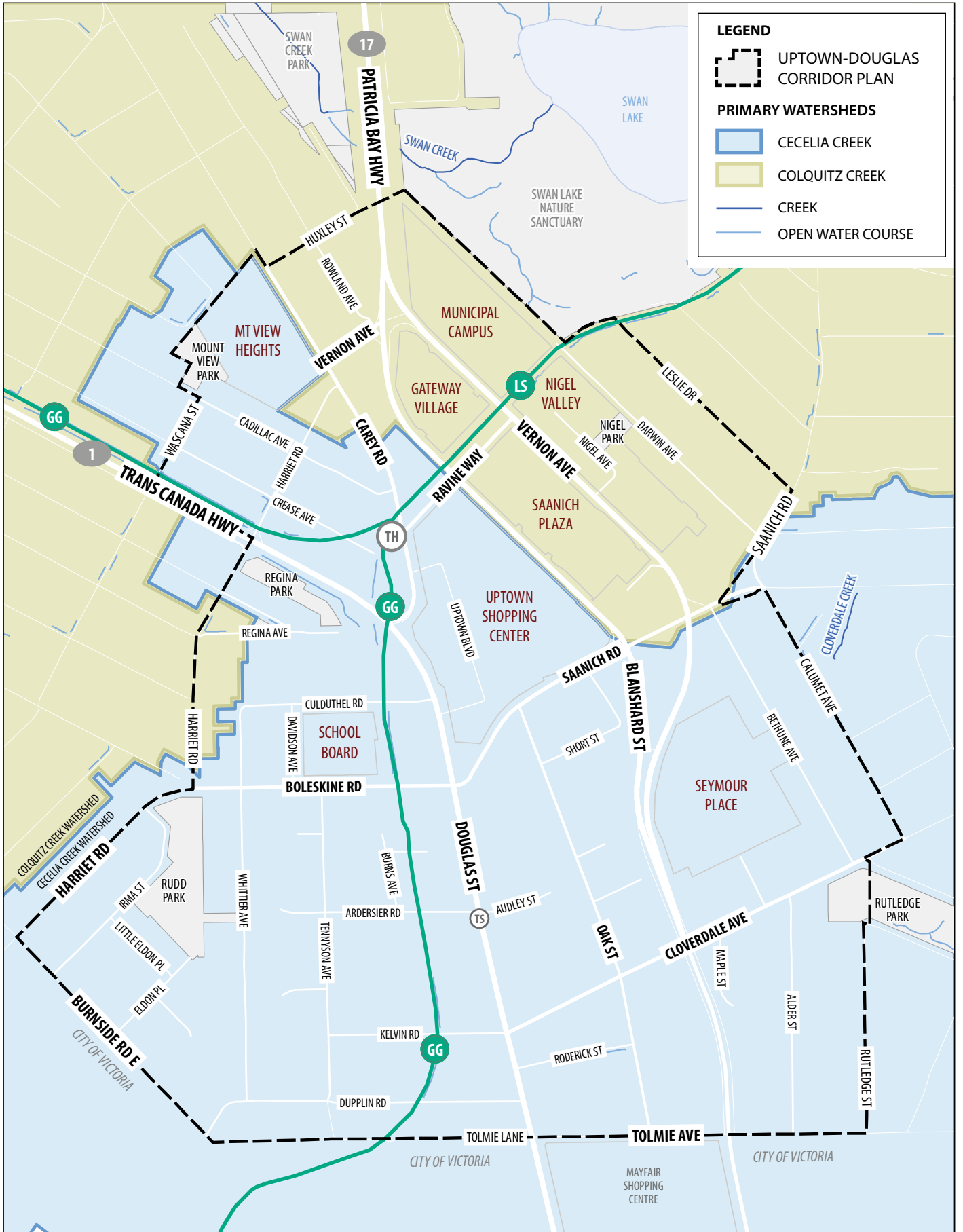
## 4.3 WATERSHEDS AND STORMWATER MANAGEMENT

Rainfall and stormwater runoff are the main sources of water in a watershed. The quality and quantity of stormwater runoff is affected by alterations to the land, including agriculture, urban development, and the activities of people within the watershed. The Uptown – Douglas Corridor (UDC) is home to the Cecelia Creek watershed (and Cloverdale Creek sub-

watershed) and portions of the Colquitz Creek watershed (Map 4.1). This means activities in the UDC affect ecological assets like Swan Lake and Colquitz Creek. This Plan guides development practices in the UDC to mitigate negative impacts on local watersheds.

### POLICIES

- 4.3.1 Support the Capital Regional District in undertaking a study to comprehensively assess the Cecelia Creek Watershed, assess feasibility of daylighting Cecelia Creek and identify priority actions for improvements.
- 4.3.2 Consider options for the enhancement of the Cecelia Creek watershed through redevelopment of properties and public spaces along the historical alignment, including through improving riparian areas in the above-ground section adjacent to the Switchbridge.
- 4.3.3 Increase awareness of Cecelia Creek and the Cecelia Creek watershed, including through interpretive signage and public art.
- 4.3.4 Maximize permeability, minimize stormwater runoff and improve stormwater quality through low impact development practices such as bioswales, engineered raingardens, green roofs and permeable pavement.
- 4.3.5 Encourage rainwater harvesting for re-use of non-potable water for landscape irrigation.
- 4.3.6 Limit discharge into municipal stormwater drainage systems and place focus on on-site stormwater management.
- 4.3.7 Explore options to enhance the stormwater management practices of existing industrial and commercial businesses to enhance the quality and quantity of stormwater entering the receiving environment.



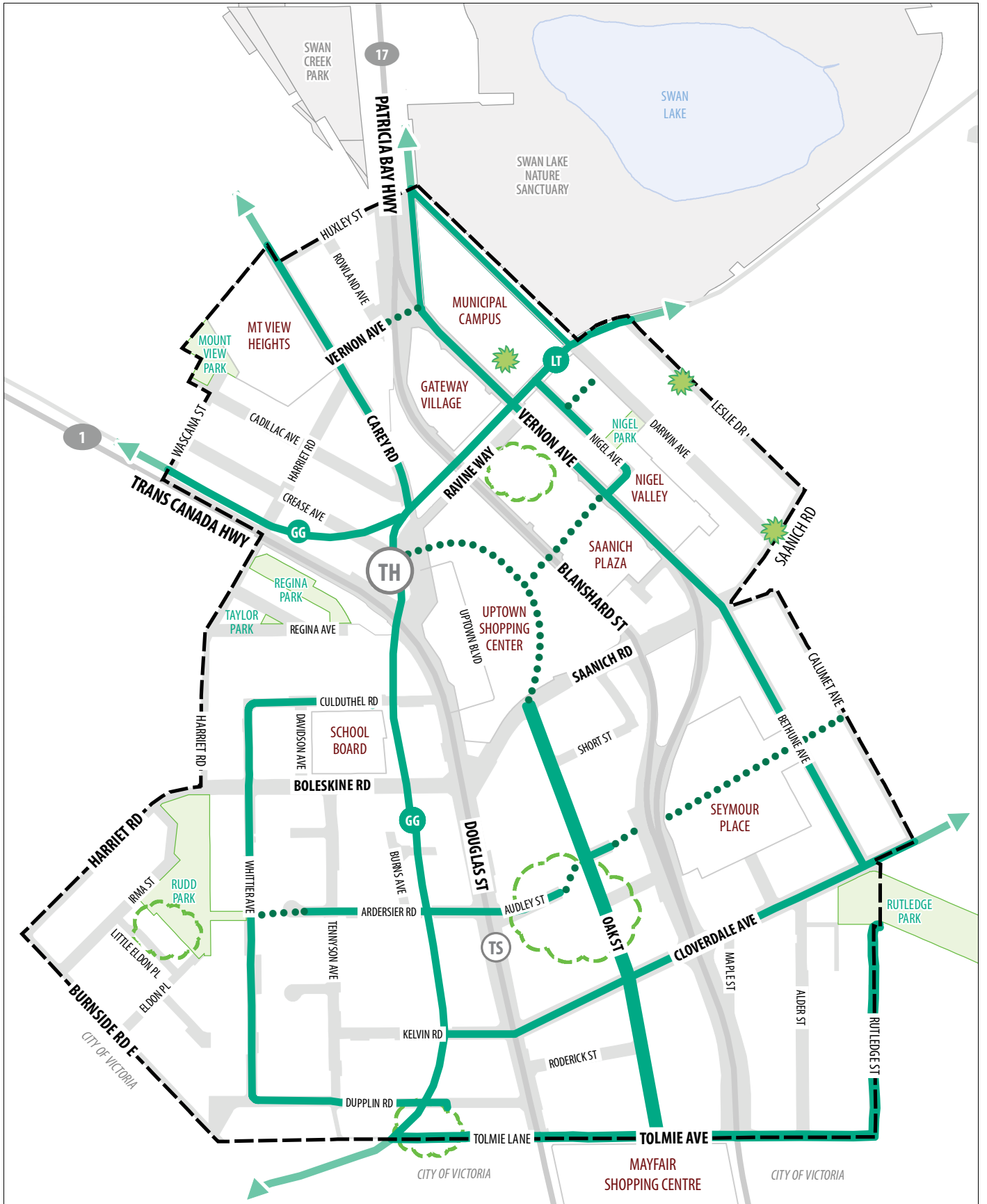
## 4.4 NATURAL AREAS AND GREEN SPACES

The Uptown – Douglas Corridor (UDC) has limited natural features, with the most notable natural asset being Swan Lake on the periphery of the Plan area. Most of the UDC has been developed and industrialized 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.

### POLICIES

- 4.4.1 Where development is adjacent to natural areas or green spaces, seek opportunities to increase the size of the green space, expand the overall connectivity of the green space network and ensure ecologically sensitive areas are not negatively impacted.
- 4.4.2 Further enhance Swan Lake Nature Sanctuary to improve nature viewing, interpretation and wildlife appreciation.
- 4.4.3 Enhance the transition between Swan Lake and the Municipal Campus through creating a buffer zone and considering opportunities for low impact development practices on the municipal campus site, such as permeable pavement or rain gardens.
- 4.4.4 Explore opportunities to enhance the ecological value of Regina Park with respect to stormwater management, biodiversity and pollutant mitigation (See also Policy 8.2.7).
- 4.4.5 Create and enhance green corridors as identified in Map 4.2 through:
  - Planting additional trees within rights-of-way;
  - Adding pocket parks with trees and appropriate vegetation, including along the Galloping Goose and Lochside Trails (See Section 8);
  - Integrating stormwater management features; and
  - Reducing impervious surfaces within rights-of-way and on adjacent properties.
- 4.4.6 Prepare an inventory of supported planting materials for development projects that reflect the principles of Naturescape and includes drought-resistance and native species.
- 4.4.7 Consider climate change in decisions around the protection and management of natural areas and biodiversity.
- 4.4.8 Pursue protection, restoration and connection of remnant natural areas such as Garry Oak clusters, rock outcrops, and low-lying shrub vegetation to enhance habitat and resilience.
- 4.4.9 Look for opportunities to expand the dominant heritage landscape of the UDC by planting Garry Oaks and associated vegetation where possible.



- UPTOWN-DOUGLAS CORRIDOR
- GREEN CORRIDORS
- PEDESTRIAN CONNECTIONS
- PRIORITY AREA FOR PARKS
- SIGNIFICANT TREES
- UDC PARK

## 4.5 URBAN FOREST

The urban forest is the sum total of all trees and their associated ecosystems and includes trees on private lands, parks, boulevards and other public spaces. The urban forest is a critical component of a functional green infrastructure system and sequesters carbon, filters air and water, reduces energy demands, creates shade and contributes to social well-being.

The Saanich Urban Forest Strategy sets a goal of no net loss of tree canopy for the District. Meeting this goal will be a challenge, as a shift to higher density building forms and an increased demand for utility corridors, wider sidewalks, cycle tracks and vehicle turn lanes within road rights-of-way will impact space available to plant trees. However, opportunities will also be presented through future redevelopment, where sites dominated by surface parking can be redeveloped to better integrate the urban forest and rights-of-way can be expanded to accommodate appropriate planting area for trees to thrive.

Mapping completed in 2016 showed that the majority of the Uptown – Douglas Corridor (UDC) area has less than 5% tree cover (See Figure 4.1). The conservation organization,

American Forests, suggests that a healthy canopy cover in a central business district (i.e. a downtown) should be 15%, with the number going up to 25% canopy cover for healthy urban residential areas. Using these measures, the UDC falls short of optimal tree cover.

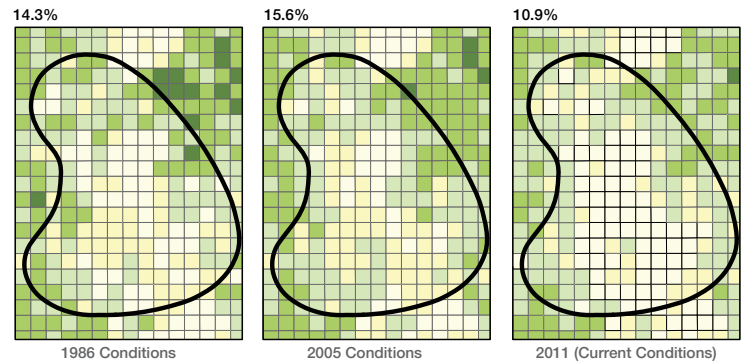


Figure 4.1 Uptown – Douglas Corridor Tree Cover

### POLICIES

- 4.5.1 Implement the Urban Forest Strategy by retaining and planting sizeable trees along boulevards, on municipal properties, in riparian areas, in parks and on private lands as a means to expand the urban forest, establish street tree canopies, and support climate change mitigation and adaptation.
- 4.5.2 Target 20% tree canopy coverage in the UDC Plan area.
- 4.5.3 Consider climate change in management decisions for the urban forest, including species selection, street-scale species diversity, innovative planting solutions, and the allocation of resources for maintenance such as watering or hazard tree removal.
- 4.5.4 Cluster tree and shrub plantings at major intersections (or other focal points) to create a visual respite in areas of extensive pavement and provide opportunities for significant understorey planting.
- 4.5.5 Require adequate soil volumes in boulevard tree plantings, including through a minimum 2 metre wide planting area, where possible, and through the use of engineered soil cells (See also Section 7: Significant Streets and Policy 8.2.9).
- 4.5.6 As part of street design, identify line assignments for trees to facilitate early planting in advance of road dedication.
- 4.5.7 Through periodic updates to the Tree Protection Bylaw and environmental regulations, promote the protection of the urban forest.
- 4.5.8 Pursue opportunities to introduce native tree and shrub species, including Garry Oaks, on boulevards and public space plantings, where appropriate.

# 5. LAND USE

With a broad diversity of land uses and a significant level of intensity, the Uptown – Douglas Corridor (UDC) is perhaps the most dynamic area in Saanich. With this intensity of activity comes an abundance of jobs, services, and housing options available to residents and employees, tourists and commuters. 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 UDC contains numerous essential retail, public and institutional services: Saanich Municipal Hall, Fire Station and Police Station (collectively making up the Municipal Campus), the regional school board offices, a regional library and four shopping centres (Uptown Shopping Centre, Saanich Plaza, Island Home Centre, and Gateway Village). The diversity of the area is evident in the business community with over 600 individual employers.

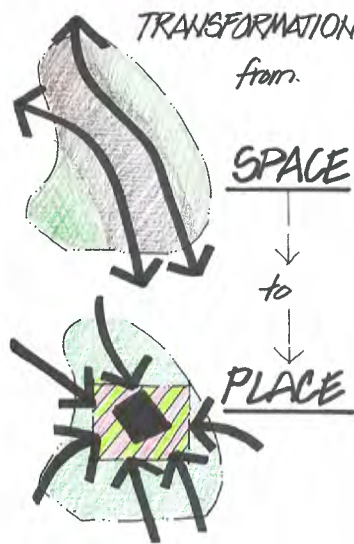
The number of residents in the UDC is growing at a more rapid rate than the rest of Saanich and it is anticipated that this growth rate will double as new multi-family and mixed-use developments continue to be added. Today, a predominance of single-person households is a trend consistent within most urban centres across Canada. The UDC reflects this trend with a high proportion of single-person households, renters and multi-family dwellings. Adding a variety of housing choices to the UDC will enable households of all sizes to live in a vibrant urban centre and will contribute to the overall health of the economy by bringing a diverse workforce close to growing employment opportunities.

Historically, it was the automobile that informed land use patterns in the UDC, ensuring ease of access and providing vehicular connections. The evolution of the region and associated transportation networks has resulted in a dramatically different planning context for the area than existed 20, 40 and 80 years ago. More recently, the abundance of development in the Westshore, expansion of high frequency transit lines, establishment of the Galloping Goose and Lochside Trail, and the redevelopment of the Uptown Shopping Centre have supported the positioning of the UDC as the heart of the region. These developments have also set the stage for significant land use change that can accommodate additional dwellings and jobs in a location

already rich with services and transportation options.

As the area grows and densifies, an inviting built environment and range of public amenities will be needed to ensure the UDC develops as a complete community. Overall, this is a transition that seeks to transform the UDC area from a 'space' to a 'place', where the area becomes mutually experienced, meaningful and memorable.

This chapter details the land use pattern that is intended to evolve in the UDC over the next 20-30 years. As such, this chapter is a keystone element of this Plan and is foundational to most objectives and policies found in other chapters. The land use framework is supplemented by a series of policies that will help to ensure land use changes contribute to the 'space' to 'place' transformation, including infrastructure and community amenities needed to ensure the development of a complete and sustainable community. Detailed policies are included for each of the seven sub-areas of the UDC, reflecting their unique conditions and objectives.



## OBJECTIVES

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

## 5.1 FUTURE LAND USE

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. The goal of this chapter is to ensure that changes in the UDC over the coming 20 to 30 years meet the community's Vision.

### POLICIES

- 5.1.1 Consider changes to use, height and density in the UDC based on the land use and height designations identified on Map 5.1 and in Figure 5.1 and the policies contained in all sections of this Plan.
- 5.1.2 Consider site-specific changes to land use and height designations in Map 5.1 and Figure 5.1 where proposals advance overall plan objectives and include significant community contributions.
- 5.1.3 Support developments that exceed the Base Building Height identified on Map 5.1 (but are within Maximum Building Height limit identified in Figure 5.1) provided that they:
  - Demonstrate advancement of objectives in all sections of the Plan, as appropriate to the site;
  - Provide significant community contributions, with the level of contribution informed by an economic analysis of the value of property land lift (See Policy 5.6.6); and
  - Align with the Plan's urban design framework (Section 9).
- 5.1.4 Apply building height guidelines identified in Figure 5.1 through:
  - Permitting a storey height based on current development standards, typically:
    - o For residential: 2.4 – 3.6 metres above finished floor;
    - o For ground floor commercial / industrial: 4.5 – 6.1 metres above finished floor; and
    - o For commercial / industrial storeys above the ground floor: 4.3 metres above finished floor.
  - Considering lofts/mezzanines as a separate storey; and
  - Considering the building height in storeys at all elevations in assessing consistency with guidelines.
- 5.1.5 As part of development proposals, require enhancements to the mobility network, including new connections identified in Section 6 and road dedications and streetscape improvements consistent with policies in Section 7.
- 5.1.6 Assess potential impacts of new development, including through requiring studies to analyze impacts on active transportation networks, parking, traffic flows, infrastructure capacity, ecological assets, land use and building transitions, views, shadowing and shading, and geotechnical conditions.
- 5.1.7 Encourage land assembly that avoids isolating individual parcels that may be subject to restricted development potential, including parcels with frontages of less than 30 metres in the Core and Urban Mixed-Use land use designations.



Rutledge Park





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

Figure 5.1 Uptown – Douglas Corridor 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)
Urban Mixed-Use Residential	<p>Medium-high rise mixed-use and residential buildings.</p> <p>Active commercial uses at grade required as a component of each development along Oak Street, Audley Crossing and Cloverdale Avenue.</p> <p>Commercial uses will be considered for the first 4 storeys. Additional storeys of commercial may be considered on Blanshard Street.</p> <p>Live-Work units will be considered.</p>	<p>Set buildings back 5-7 meters from the outer edge of the curb to achieve lively pedestrian areas.</p> <p>Provide a continuous street wall of 2-4 storeys.</p> <p>Storeys above the podium should step back to maximize light penetration and be articulated to minimize shadowing.</p> <p>Along Audley Crossing, development should provide a continuous streetwall of 2 storeys.</p> <p>Residential should include ground level units with direct access, frontage and views to the street.</p> <p>Ground level commercial units should provide a range of small street frontages and active access to the street.</p>	8	12
Core	<p>High-rise mixed-use or commercial buildings.</p> <p>Commercial required at grade.</p> <p>Residential and commercial uses permitted on the upper floors.</p>	<p>In general, provide a continuous street wall of 4-6 storeys. Lower street walls may be required on narrower streets.</p> <p>Storeys above the podium should step back to maximize light penetration and be articulated to minimize shadowing.</p> <p>Ground level commercial units should provide a range of small street frontages and active access to the street.</p> <p>The Galloping Goose Trail will be considered a street frontage. For development adjacent, improvements will be required to animate the trail.</p>	12	18
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

Figure 5.1 Uptown – Douglas Corridor 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)
Tennyson Industrial	Industrial buildings and structures.  Consideration for commercial use at grade with street frontage along Boleskine Road, Tennyson Avenue and high pedestrian traffic areas.	2-3 metre front yard setback.  Buildings with commercial uses must provide outdoor recessed areas with landscaping.  Ground level uses must have direct access, frontage and views to the street.	4-8	<b>8</b>
Mixed Institutional	Typically municipal, provincial or federal buildings including schools, community facility, commercial mixed-use and recreation.	Developments should include engage the street and provide prominent public open spaces fronted by active uses or be situated adjacent to active transportation corridors.  The Galloping Goose Trail will be considered a street frontage. For development adjacent, improvements will be required to animate the trail.	Site Specific	
Park	Limited buildings and structures ancillary to park and recreational uses.  Includes urban plazas, pocket parks, neighbourhood parks, community parks (See Section 8 for more detail).	Designed to activate streets, public spaces and neighbourhoods.  Adjacent developments should provide passive visual surveillance and active uses.	Site Specific	

Figure 5.1 Uptown – Douglas Corridor Land Use and Building Height Designations



Rutledge Park

## 5.2 HOUSING

The provision of housing types that can accommodate people of different ages, incomes, family structures, and physical and social needs is one of the fundamental elements of creating a healthy, inclusive and sustainable community. The region's high housing costs, low vacancy rates, and limits in the variety of supply all pose challenges to housing people. Recent analysis completed as part of the Regional Housing Affordability Strategy (2018) shows that there is a shortfall of approximately 20,000 units in the region for households with "very low" to "low to moderate" incomes. This need is particularly acute for renters, where 45% of renters pay more than 30% of their income on housing (compared with 19% of owners).

The projected population growth of the Uptown – Douglas Corridor (UDC) combined with its proximity to a range

of transportation options, shops and services make it an ideal location to accommodate new housing stock. The Mt. View, Rudd Park and Rutledge Park neighbourhoods in particular are ideal locations for low to medium rise housing forms that are conducive to families with children. Denser sub-areas closer to Douglas Street will provide housing suitable for a range of households in a location where car ownership is not essential and at price points that potentially are lower than many other areas of Saanich and the region. A critical measure of success for this Plan will be the ability to accommodate a diversity of housing, including rental and non-market housing forms.

This section provides guidance for the development of new housing and is intended to work in tandem with Section 10.2, which focuses on supportive and affordable housing.

### POLICIES

- 5.2.1 Expand housing choices in the UDC through promoting a diversity of residential development forms.
- 5.2.2 Seek to achieve a minimum of 30% of housing units with two and three bedrooms as a means of providing housing options suitable for families with children (See also Policy 10.2.7).
- 5.2.3 Support developments that are non-market or contain a non-market housing component (See also Policy 10.2.2) through considering:
  - Additional height or density allowances;
  - Parking variances;
  - Financial contributions through the Saanich Affordable Housing Fund; and
  - Waivers or partial waivers to Development Cost Charges.
- 5.2.4 Support live/work residential units at grade to expand employment opportunities and local ownership and animate higher density residential areas.
- 5.2.5 Require new residential developments to provide useable private outdoor space, not less than 6m<sup>2</sup> per unit for apartments or 9m<sup>2</sup> for townhouse/rowhouse units or common usable outdoor space equivalent to the aggregate individual unit requirement. Common space can include play areas, gardens or seating areas.
- 5.2.6 Permit permanent rental only residential as a component of developments within the Mixed Employment designation.
- 5.2.7 Support innovative infill housing solutions, with preference given to affordable housing developments, which offer a range of unit size and type (e.g. micro and accessible).

## 5.3 COMMERCIAL AND COMMERCIAL MIXED-USE

A key objective for the Uptown – Douglas Corridor (UDC) is to retain and increase employment within the area.

A significant supply of commercial already exists, including Uptown Shopping Centre, Gateway Village, Island Home Centre and Saanich Plaza. In addition, there is a significant amount of auto retail, an industry that is undergoing a shift in how products are sold and distributed. Auto dealers are beginning to experiment with alternatives to traditional sales, including near online-only and direct sales. This shift aligns with the dramatically altered land use plan envisioned within the Douglas-Oak Hub. While these industries will continue to exist in the near term, the longer term vision for the area does not include space intensive, vehicle-oriented uses.

The existing commercial focus of the area will be enhanced, further strengthening the supply and quality of retail and office offerings. The substantial increase in residential will expand the customer and employee base within walking distance, further enhancing the resiliency of area businesses. To strengthen existing commercial areas, this Plan also encourages increased densities. With higher densities, existing expansive commercial areas will transition to a built form that is more consistent with dense urban areas, including underground parking, integration of residential uses and street-oriented design.

### POLICIES

- 5.3.1 Encourage commercial and mixed-use buildings to include small scale retail uses at street level, with larger retail uses located in the upper levels or behind smaller scale frontages.
- 5.3.2 Support mixed-use developments on significant streets and in high pedestrian traffic areas to promote an environment that is friendly and welcoming and that encourages social interactions.
- 5.3.3 Support live/work units and co-work/worker-share spaces in the Tennyson Industrial Quarter, Tolmie Quarter and the Douglas-Oak Hub sub-areas.
- 5.3.4 Require new developments to facilitate pedestrian orientation and social interaction on commercial streets by retaining and creating small, attractive storefronts that define the building and add variation to its façade to cue visual interest at grade.
- 5.3.5 Promote the provision of a range of commercial uses that will offer a range of services for all ages and stages of life, including child-care, medical services and professional offices.
- 5.3.6 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.



Bin 4

## 5.4 INDUSTRIAL LANDS

The Uptown-Douglas Corridor Area contains a significant portion of Saanich's industrial lands and represents a strategic location for many businesses due to convenient access to regional destinations and travel routes. While the area does not have an abundance of large sites, it has a diverse range of business types.

This Plan emphasizes the importance of retaining industrial lands while recognizing movement away from traditional industrial forms towards lighter, multi-purpose forms, such as high technology. Industrial lands will be protected while the needs of emerging sectors are facilitated to attract a variety of employment opportunities. Retaining the industrial emphasis of the Tennyson Quarter and broadening the range of potential opportunities for industrial uses in the Tolmie Quarter will help ensure the integrity of the area is maintained. Permitting a broader range of uses in some areas will enable continued investment and enhance overall area vibrancy.



Galloping Goose Trail

### POLICIES

- 5.4.1 Maintain industrial as the primary use for all developments in lands designated as Tennyson Industrial.
- 5.4.2 Require light industrial to be a component of all developments in areas designated as Mixed Employment (See Figure 5.1 - Mixed Employment).
- 5.4.3 Require frontage improvements as part of industrial projects to ensure the development of a streetscape consistent with an urban area, including the introduction of separated sidewalks and street trees, where possible.
- 5.4.4 Support opportunities to introduce uses and public realm improvements that animate the Galloping Goose and enhance connections to the industrial area.



Tennyson Avenue

## 5.5 INFRASTRUCTURE

Underground infrastructure is a critical component of a complete well-functioning community. Saanich's underground infrastructure includes sanitary sewers, storm drains, and water servicing. Saanich evaluates the capacity of its underground services as a part of the redevelopment process.

In partnership with the Capital Regional District's core area waste water treatment plant, Saanich has been allocated a quota for use of the sewage system. Currently, there is capacity to add new development within that quota. Eventually, Saanich will reach its limit, and new development will need to attenuate (hold back) sewage during peak times, and pump when there is available capacity.

### POLICIES

- 5.5.1 Continue to review and update information on infrastructure and ensure adequate water, sewer and drainage capacity is available to support new development.
- 5.5.2 Consider the impacts of new development proposals on the overall sewer system. Optimize the efficiency of the network, including through requiring the use of sewage attenuation tanks where needed.
- 5.5.3 Work towards correcting non-conforming utility corridors where they exist.
- 5.5.4 Permit statutory rights of way for watermain looping or other infrastructure purposes.
- 5.5.5 Through the redevelopment process, require all new developments to underground utility lines and pole-top equipment, as per BC Hydro's guidelines.
- 5.5.6 Further to Policy 5.5.5, should undergrounding of utilities not be achievable in the near term due to parcel characteristics, require installation of pre-ducting on the property and the provision of bonding to enable future undergrounding of utilities when adjacent properties redevelop.
- 5.5.7 Explore the use of latecomer agreements that would enable utilities to be undergrounded at the block level prior to redevelopment of all sites on that block.
- 5.5.8 Continue to work with BC Hydro to develop a supported list of standard planting specifications and vegetation maintenance for overhead and underground utilities.

## 5.6 COMMUNITY CONTRIBUTIONS

To help deliver new community facilities and infrastructure vital to the well-being of residents, new developments are 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. Community contributions supplement Development Cost Charges (DCCs), which are fixed rate contributions that help finance growth.

Each development proposal involves an individual negotiation with the applicant to determine appropriate community contributions. This section looks to provide clarity on principles, priority areas and expectations for community contributions in the Uptown – Douglas Corridor (UDC). In negotiating community contributions, the intent is to deliver improvements, such as public plazas or pocket parks, that directly benefit the area, as well as improvements, such as housing or building energy performance that address broader municipal goals.

### POLICIES

- 5.6.1 Seek to obtain community contributions in the UDC based on the following principles:
- Ensure new developments contribute facilities and infrastructure that will support the well-being of residents, employees and visitors both at the site level and in the broader area;
  - Consider the broader goals of climate action, housing affordability and biodiversity when assessing community contributions;
  - Ensure the extent of community contributions are commensurate with the scale of proposed development / additional density;
  - Where possible, address on-site assets and opportunities, such as the preservation of heritage buildings, enhancement of natural features or addition of pedestrian / cycling connections;
  - Endeavour to make the community contribution negotiation process consistent, transparent and clear; and
  - Consider affordable housing as a core component of a complete community.
- 5.6.2 Require a community contribution statement for all rezoning applications.
- 5.6.3 Prioritize new parks and open space (non-DCC), affordable housing, and public realm enhancements when negotiating community contributions.
- 5.6.4 Obtain community contributions as part of the redevelopment process, with a consideration for the following items:
- Parks or plazas (See Policies 5.6.3, 8.1.5 and 8.1.6);
  - Affordable housing (See Policy 5.6.3);
  - Significant contribution to public realm improvements beyond standard development servicing requirements (See Policy 5.6.3);
  - Dedications or easements that create new connections for pedestrians and cyclists;
  - Daycare facility, with an affordability component;
  - Significant sustainable building features, including Step Code building energy performance beyond level regulated;
  - Protection or enhancement of natural areas, including Cecelia Creek;
  - Publicly accessible green roofs with amenity value;
  - Public Art;
  - Community Facilities;
  - Contributions to funds that support local improvements; and
  - Park improvements.



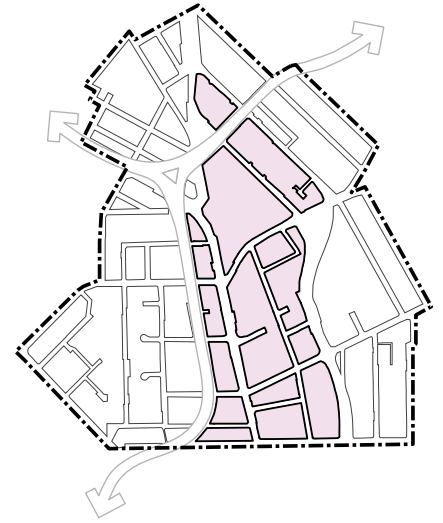


Rutledge Park

- 5.6.5 For developments that exceed base height guideline identified on Map 5.1 require the provision of a pro forma analysis to enable a transparent analysis of value of property land lift. Seek to achieve 75% of land lift value for community contributions.
- 5.6.6 Undertake analysis to enable the development of a structured amenity policy for rezoning that would establish a transparent and predictable system for obtaining amenity contributions in the UDC and Saanich as a whole.
- 5.6.7 Establish a General Amenity Fund to collect contributions for the purpose of implementing improvements in the UDC area, including streetscape and public space enhancements.

## 5.7 DOUGLAS - OAK HUB

The heart of activity in the Uptown - Douglas Corridor is in this sub-area, as it contains the majority of commercial uses and major transportation corridors. In future, this area will see significant intensification, including more housing, which will balance out the high concentration of commercial uses and support the long term introduction of rapid transit.



### SUB-AREA OBJECTIVES

- A. Emphasize Douglas Street as the primary commercial and transit corridor in the region.
- B. Support the introduction of uses that reinforce the area as the heart of Saanich and enhance the range of destinations and cultural experiences.
- C. Design Oak Street as a special street with a blend of commercial activity and medium to high density residential.
- D. 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.
- E. Expand opportunities to locate active uses fronting the Galloping Goose Trail.
- F. Enhance walkability and the pedestrian experience by reducing the impact of major roads and adding connections to the street grid.



Looking South from Uptown Shopping Centre



Map 5.2 Douglas-Oak Hub

## POLICIES

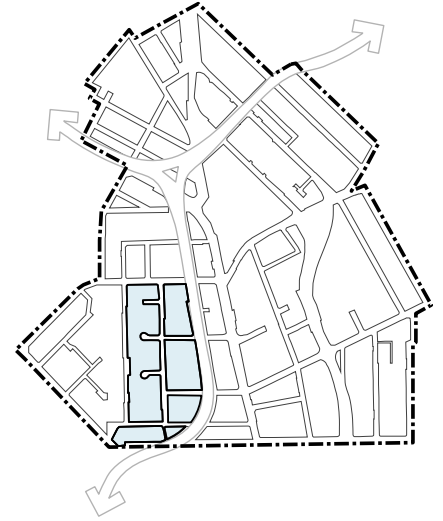
- 5.7.1 Support new development that enhances the position of the area as a primary employment, commercial and community hub.
- 5.7.2 Support rezoning applications along Douglas Street that accommodate a strong concentration of employment and commercial uses along with complementary uses such as multi-family development, hotels, restaurants, public institutions, personal service businesses and retail stores.
- 5.7.3 Support high density commercial buildings along Douglas Street to make efficient use of infrastructure and to maintain compact building footprints.
- 5.7.4 Concentrate the tallest buildings along the Douglas-Oak Hub and transition downwards to surrounding areas to the east and west.
- 5.7.5 Properties on the west side of Douglas Street that front onto or are adjacent to the Galloping Goose Regional Trail shall animate the trail with complementary uses, trail accesses and design features, with massing to step down to the trail with active frontage (See also Policy 8.3.9).
- 5.7.6 Strongly discourage large blank walls or parking lots fronting the Galloping Goose Trail.
- 5.7.7 Support medium to high-density mixed-use developments along Oak Street that enhance neighbourhood livability and expand the range of housing options.
- 5.7.8 Ensure development on Oak Street maintains a human scale including through setting back upper storeys, restricting surface parking and discouraging blank walls and larger building faces fronting the street.
- 5.7.9 Encourage redevelopment of the old Mayfair Lanes site (760 Tolmie Avenue) with a mix of uses that incorporates public open space and active uses.
- 5.7.10 Support the creation of a Master Plan for the Gateway Village and Saanich Plaza sites that includes higher density redevelopment as well as the integration of pathways and roads to create better connectivity and pedestrian-oriented streetscapes and the integration of a prominent public open space.
- 5.7.11 Support changes that better integrate the Uptown Shopping Centre into the fabric of the neighbourhood through public realm improvements, wayfinding and improved connections for all modes.
- 5.7.12 Require development proposals to identify how they are addressing green space and the urban forest on their sites, including through the provision of parks and open space, green roofs and streetscape improvements (See also Section 8).
- 5.7.13 Add a new park space along Oak Street and for Audley Crossing to serve future residents and employees, orient future development onto the new park space and ensure it is well connected and easily accessible to the surrounding neighbourhood (See also Policy 8.1.3).



Looking South towards Oak Street and Blanshard Street

## 5.8 TENNYSON INDUSTRIAL QUARTER

The Tennyson Industrial Quarter is a valuable employment area in Saanich and houses an eclectic mix of businesses. Long term plans include retaining industrial uses, while expanding employment opportunities in the industrial area and introducing rental residential adjacent to the Galloping Goose trail to further animate the area and provide housing opportunities.



### SUB-AREA OBJECTIVES

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



Home Lumber Office - 470 Ardorsier Road



## POLICIES

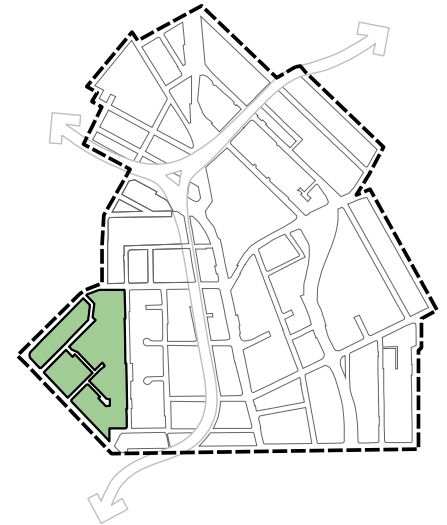
- 5.8.1 Support density increases that provide additional employment opportunities and protect and enhance the industrial character of the area (See also Policy 11.2.7).
- 5.8.2 Restrict residential uses in the area, with the exception of areas noted in Policy 5.8.3, residentially-zoned sites and potential work/live units in the area adjacent to the south side of Boleskine Road and north side of Tolmie Lane.
- 5.8.3 Allow residential uses as secondary to industrial in areas designated as Mixed Employment, while restricting the tenure of residential to rental only.
- 5.8.4 Work with the Capital Regional District to expand opportunities to front active uses along the Galloping Goose Trail, such the development of an Artisan Alley that includes live/work studios, light industrial uses and food establishments with direct access from the Trail.
- 5.8.5 Pursue the development of pocket parks or plazas along the Galloping Goose Trail, including at the intersection with Dupplin Road (See also Policy 8.3.3).
- 5.8.6 Through redevelopment, encourage Heritage Designation of the property located at 470 Ardesier Road (currently listed on the Heritage Register).
- 5.8.7 Improve the streets in the sub-area by adding sidewalks and street trees as part of local improvements and development changes to increase its attractiveness to existing and future employers.



Tennyson Avenue

## 5.9 RUDD NEIGHBOURHOOD

The Rudd Neighbourhood contains a mix of single-family and multi-family housing, with Burnside Road at the west forming a border with the City of Victoria. Over time, the area is envisioned to provide additional options for housing through low-rise apartments near Rudd Park.



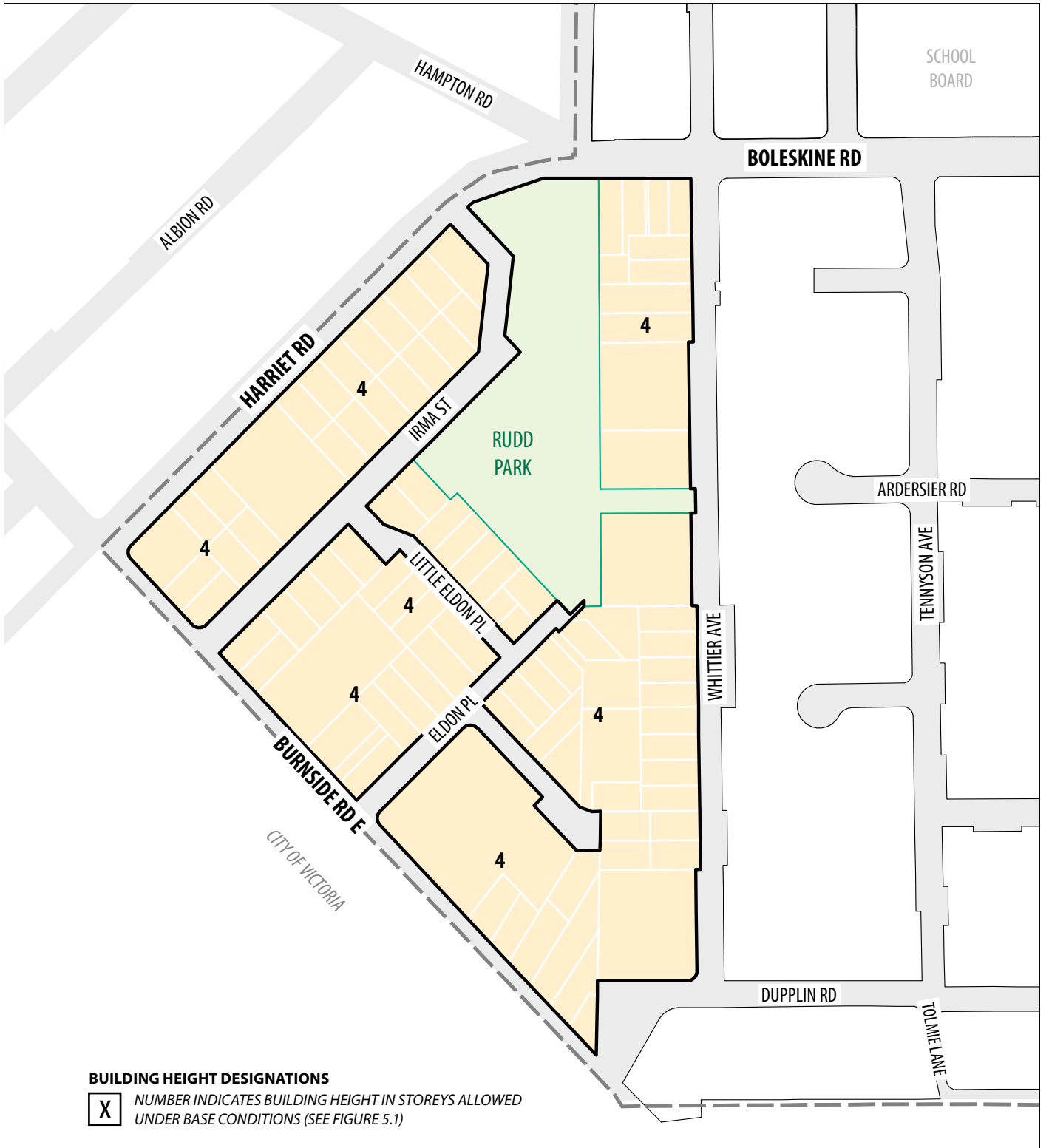
### SUB-AREA OBJECTIVES

- 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.



Rudd Park





Map 5.4 Rudd Neighbourhood

## POLICIES

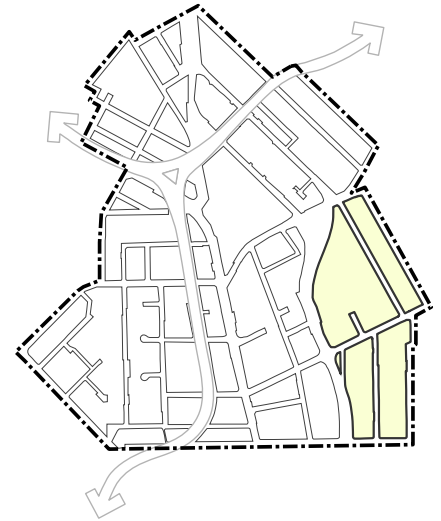
- 5.9.1 For properties in the area bounded by Harriet Road, Burnside Road East and Whittier Avenue require a minimum of 30% of housing units, to contain two and three bedrooms as a means of providing housing options suitable for families with children.
- 5.9.2 Permit apartment residential development on Burnside Road to complement City of Victoria land uses on the other side of the road.
- 5.9.3 Enhance Whittier Avenue as a neighbourhood greenway through introducing separated sidewalks at the time of redevelopment, further enhancing the green buffer on the east side of the street and minimizing impacts from vehicle travel.



452 Boleskine Road

## 5.10 RUTLEDGE NEIGHBOURHOOD

The Rutledge Neighbourhood is centred on Rutledge Park and the recent developments that have sprung up around the Park. Over time, the redevelopment of the property at 4000 Seymour will provide significant opportunities to better connect to the broader Uptown – Douglas Corridor Area and add amenities and housing to the areas.

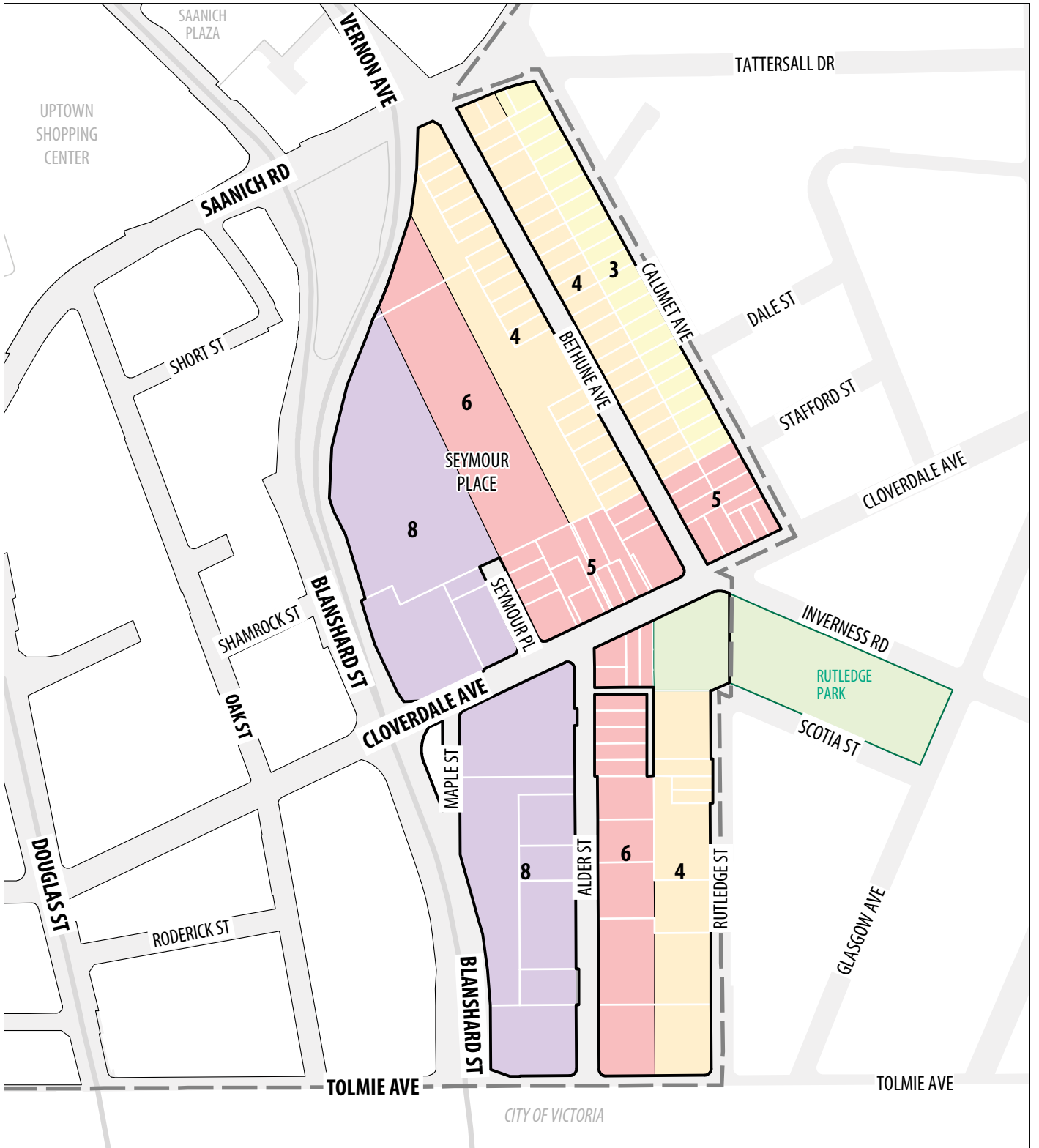


### SUB-AREA OBJECTIVES

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



Rutledge Park



**BUILDING HEIGHT DESIGNATIONS**

**X** NUMBER INDICATES BUILDING HEIGHT IN STOREYS ALLOWED UNDER BASE CONDITIONS (SEE FIGURE 5.1)

**LAND USE DESIGNATIONS**

- |   |                         |   |                      |  |              |
|---|-------------------------|---|----------------------|--|--------------|
|  | NEIGHBOURHOOD INFILL    |  | MID-RISE RESIDENTIAL |  | PARK / TRAIL |
|  | NEIGHBOURHOOD APARTMENT |  | URBAN MIXED-USE      |  |              |

## POLICIES

- 5.10.1 Transition building heights downwards from Blanshard Street to the eastern edge of the neighbourhood, generally progressing from medium-rise mixed-use buildings on Blanshard Street to low rise apartments and townhouses at the eastern edge.
- 5.10.2 Support the development of a master plan for the 4000 Seymour (4000 Seymour Place) site that incorporates a mix of residential and commercial uses, higher density buildings with smaller footprints, a fine-grained, walkable development pattern connected with the surrounding neighbourhood, limited surface parking, strong east-west connectivity from Blanshard to Bethune, community amenities and pedestrian-oriented green space.
- 5.10.3 As part of redevelopments on Blanshard Street, locate building entrances on Blanshard Street and separate sidewalks with a treed boulevard to support a transition to a complete street.
- 5.10.4 Support ground floor retail or other active uses on Cloverdale Avenue to animate the street and emphasize the connection to Rutledge Park.
- 5.10.5 Support local community serving retail on Cloverdale Avenue by considering limits on the size of commercial frontages.
- 5.10.6 As part of redevelopment of 4000 Seymour Place, pursue the acquisition of a Neighbourhood Park that provides a recreational amenity to support new multi-family development.
- 5.10.7 Work with the Ministry of Transportation and Infrastructure to explore potential options to utilize the highway island on Blanshard Street for public benefit.



Inverness Road

## 5.11 MT. VIEW NEIGHBOURHOOD

The Mt. View Neighbourhood is primarily residential, and includes Mt. View Park, the Campus of Care on Carey Road and some industrial land close to the switch bridge, where the Galloping Goose and Lochside Trails connect. The future introduction of the Transit Hub near the Switchbridge will add significant activity to the area and influence land use over the longer term. New housing opportunities in proximity to the hub will provide homes in a compact, complete community with abundant transit options.



### 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 viewscales.
- D. Explore opportunities to create public space within the Ministry of Transportation and Infrastructure right-of-way green space.



Mount View Heights



**BUILDING HEIGHT DESIGNATIONS**

**X** NUMBER INDICATES BUILDING HEIGHT IN STOREYS ALLOWED UNDER BASE CONDITIONS (SEE FIGURE 5.1)

**LAND USE DESIGNATIONS**

- |  |  |   |
|--|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> NEIGHBOURHOOD APARTMENT | <span style="display: inline-block; width: 20px; height: 10px; background-color: #d1c4e9; border: 1px solid black; margin-right: 5px;"></span> URBAN MIXED-USE | <span style="display: inline-block; width: 20px; height: 10px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> PARK / TRAIL |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #ffb74d; border: 1px solid black; margin-right: 5px;"></span> MID-RISE RESIDENTIAL    | <span style="display: inline-block; width: 20px; height: 10px; background-color: #e57373; border: 1px solid black; margin-right: 5px;"></span> CORE            |   |

**Map 5.6 Mt. View Neighbourhood**

## POLICIES

- 5.11.1 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 in the landscape.
- 5.11.2 Encourage the provision of two and three bedroom units suitable for families with children in new multi-family developments.
- 5.11.3 Support the exploration of various land assembly configurations for the multi-modal transit hub to best achieve the items identified in Policy 5.11.1. Should land assemblies change the configuration of development parcels and transportation corridors, generally apply the Core land use designation to newly created development parcels in the immediate area.
- 5.11.4 Explore options to incorporate an underground transit hub system for the future BC Transit station, potentially connecting Vernon Avenue, Blanshard Street and Douglas Street below grade.
- 5.11.5 Support redevelopment that applies the principles of transit-oriented development, with provision for reduced parking requirements given the proximity to the future transit hub and active transportation facilities.
- 5.11.6 Explore enhancements along Wascana Avenue that provide a stronger connection between the Galloping Goose Trail and Mt. View Park, including pedestrian and cycling improvements and the addition of landscaping and street trees.
- 5.11.7 Explore the addition of a pedestrian and cycling connection across the Pat Bay Highway to connect the Mt. View Neighbourhood sub-area to Swan Lake.



Uptown Place, Rowland Avenue



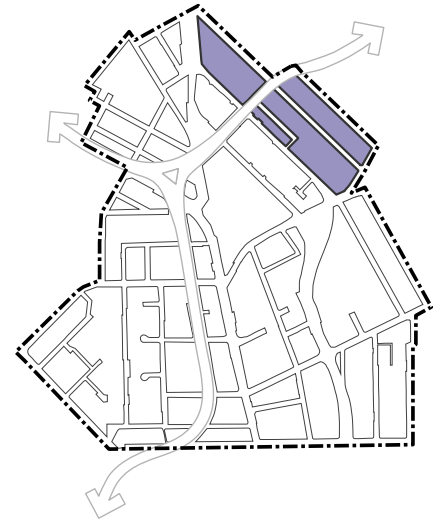


## 5.12 NIGEL VALLEY – MUNICIPAL CAMPUS

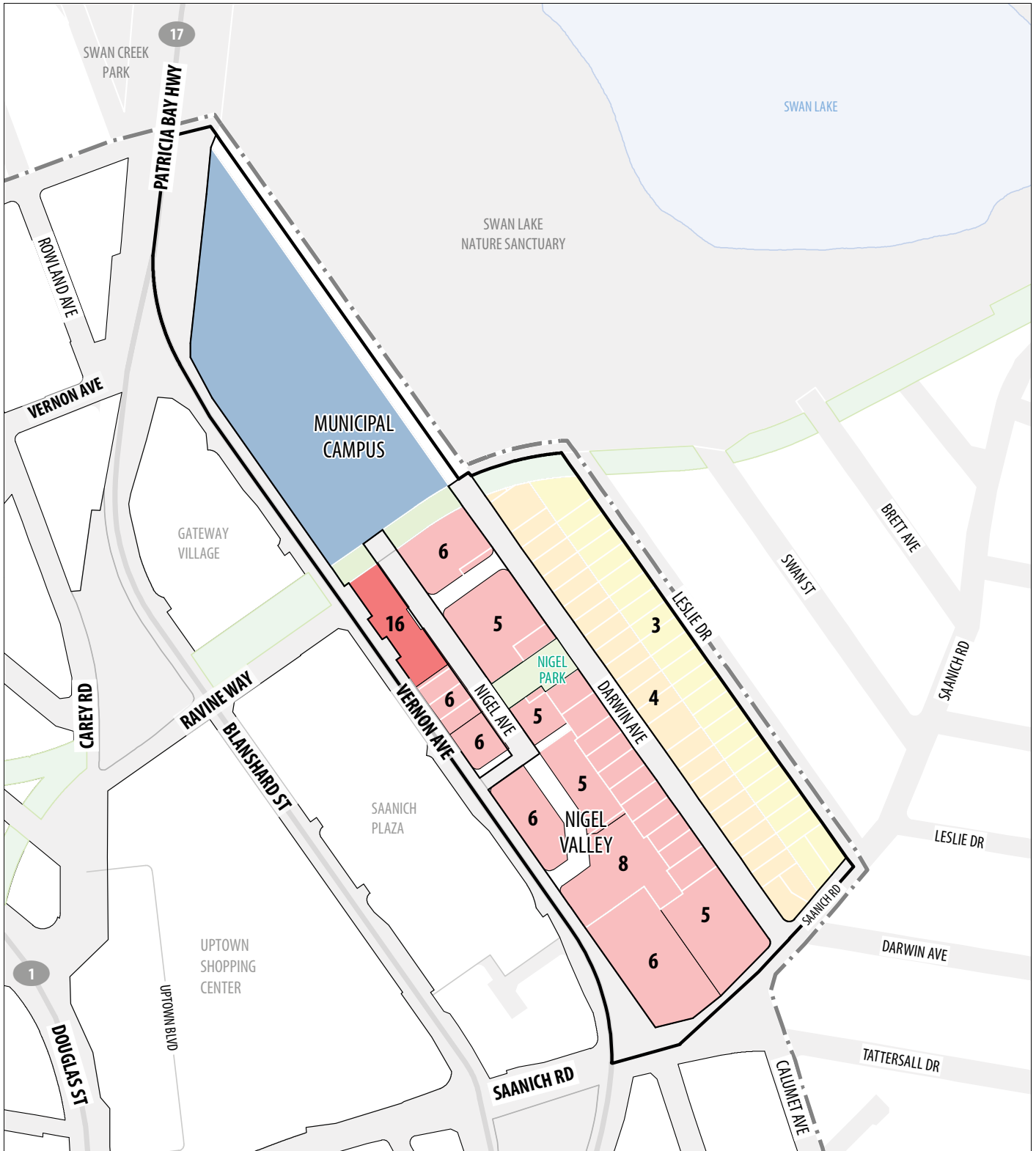
The redevelopment of the Nigel Valley site will change the character of this sub-area and create high quality housing for vulnerable members of society. Longer term, the redevelopment of the Municipal Campus site will enable important public institutions to be better connected to the area.

### SUB-AREA OBJECTIVES

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



Nigel Valley



**BUILDING HEIGHT DESIGNATIONS**

**X** NUMBER INDICATES BUILDING HEIGHT IN STOREYS ALLOWED UNDER BASE CONDITIONS (SEE FIGURE 5.1)

**LAND USE DESIGNATIONS**

- NEIGHBOURHOOD INFILL
- NEIGHBOURHOOD APARTMENT

- MID-RISE RESIDENTIAL
- CORE

- MIXED INSTITUTIONAL
- PARK / TRAIL

## POLICIES

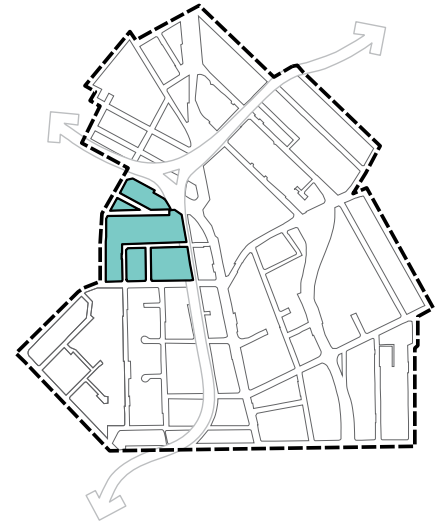
- 5.12.1 Support the addition of office, retail or housing on the Municipal Campus site as a means to better animate and connect the area.
- 5.12.2 Ensure any new development on the Municipal Campus site respects the character of the Heritage Designated Municipal Hall building through:
- Requiring the design of new buildings to respond to the height, massing and detailing of Municipal Hall;
  - Encouraging the material of new buildings to extend the language of exposed structure and dense detailing, producing shadow and interest, but not necessarily requiring a fully concrete building; and
  - Respecting heritage designated landscape features and exploring opportunities to incorporate and extend these features.
- 5.12.3 Support the introduction of a taller building on the southeast corner of the Municipal Campus site along Vernon Avenue to enhance the prominence of the site, ensuring any shadowing impacts are addressed.
- 5.12.4 Maintain a buffer between the Swan Lake Nature Sanctuary and any structures on the Municipal Campus site and explore options to enhance landscaping in that buffer area.
- 5.12.5 Reduce the extent of surface parking on the Municipal Campus site, including through the introduction of underground parking.
- 5.12.6 Re-design the Municipal Campus site mobility network to reduce conflicts between pedestrians, cyclists and vehicles.
- 5.12.7 Support the introduction of new multi-family housing between Darwin Avenue and Leslie Drive that provides a transition into the single-family neighbourhoods to the south.
- 5.12.8 Support implementation of the approved Nigel Valley development concept (See also Policy 10.2.11).
- 5.12.9 Support land use changes on properties adjacent to the Nigel Valley neighbourhood that provide additional housing options, improve active transportation connections and contribute to the overall cohesiveness of the area.
- 5.12.10 Enhance connectivity to the Lochside Trail and support the creation of a public / open space that complements the Nigel Valley plaza space across the Trail as part of Municipal Campus upgrades or redevelopment (See Policy 8.3.7).



Looking Southeast from the Municipal Hall

## 5.13 TOLMIE QUARTER

The Tolmie Quarter is a unique area of the UDC whose future will largely be determined by the future use of the School Board site. A central element of any future will involve a community use on the site. Surrounding properties will incorporate a broader range of uses, providing a greater range of opportunities for business and housing suitable for a range of residents.



### SUB-AREA OBJECTIVES

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



Looking North from Uptown Shopping Centre

## POLICIES

- 5.13.1 Support the development of a master plan for the School Board site that:
- retains and revitalizes the heritage designated building;
  - incorporates community facilities and uses;
  - explores a range of uses including housing, community facilities, commercial and light industrial;
  - incorporates significant public open space; and
  - adds a pocket park, plaza or open space adjacent to the Galloping Goose Trail and consider animating the space with active uses such as a coffee shop or restaurant.
- 5.13.2 Support School Board efforts should they wish to pursue re-introduction of a public school at the Boleskine Road site (See also Policy 8.4.6).
- 5.13.3 Support the expansion of light industrial use in Mixed Employment areas designated in Map 5.1 in close proximity to the School Board site provided that new development provides a high density of employment and is compatible with residential uses.
- 5.13.4 Support the exploration of a potential land swap of Regina Park lands that would create a more functional park space (See also Policy 8.2.6).
- 5.13.5 As part of the redevelopment of the properties adjoining Regina Park ensure a portion of the lands are secured as a neighbourhood amenity and integrated into the design as public open space.
- 5.13.6 Support active commercial uses along Boleskine Road to support its role as a major pedestrian route and link to surrounding residences.



Tolmie School, 556 Boleskine Road



**LAND USE DESIGNATIONS**

- NEIGHBOURHOOD APARTMENT
- MID-RISE RESIDENTIAL

**BUILDING HEIGHT DESIGNATIONS**

**X** NUMBER INDICATES BUILDING HEIGHT IN STOREYS ALLOWED UNDER BASE CONDITIONS (SEE FIGURE 5.1)

- MIXED EMPLOYMENT
- MIXED INSTITUTIONAL
- PARK / TRAIL



Tolmie School and School Board Offices

# 6. 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. Douglas Street, Blanshard Street and Vernon Avenue cumulatively carry close to 100,000 vehicle trips a day, while the Galloping Goose and Lochside Trails are the highest volume cycling routes in the region. All of these routes run through the heart of the UDC and provide a strong basis for a complete transportation network. Transitioning these routes to be multi-modal and integrated with the public realm and new development will support the desired change from space to place.

The transition and re-design of the transportation network will require ongoing partnerships. The Ministry of Transportation and Infrastructure considers Douglas Street, Blanshard Street, Vernon Avenue and Ravine Way to be part of the highway system and has jurisdiction over these roads. The Capital Regional District is responsible for the maintenance and operation of the Galloping Goose and Lochside Trails. Additionally, BC Transit's Transit Future Plan identifies Douglas Street as a Rapid Transit Corridor and highlights the development of a transit hub in the UDC as a key short-term initiative. Building a common understanding of the area's future and aligning standards and capital works initiatives will be essential to this Plan's successful implementation.

Saanich has committed to creating a mobility network that embraces different priorities than existed when the current street network was developed. The Active Transportation Plan has a target to double the proportion of trips made by walking, cycling and transit by 2036. Additionally, Saanich has committed to reducing greenhouse gas emissions by 80% by 2050. Given that 58% of Saanich's greenhouse gas (GHG) emissions are transportation related, major changes are needed in how infrastructure is designed and people move through and within the UDC.

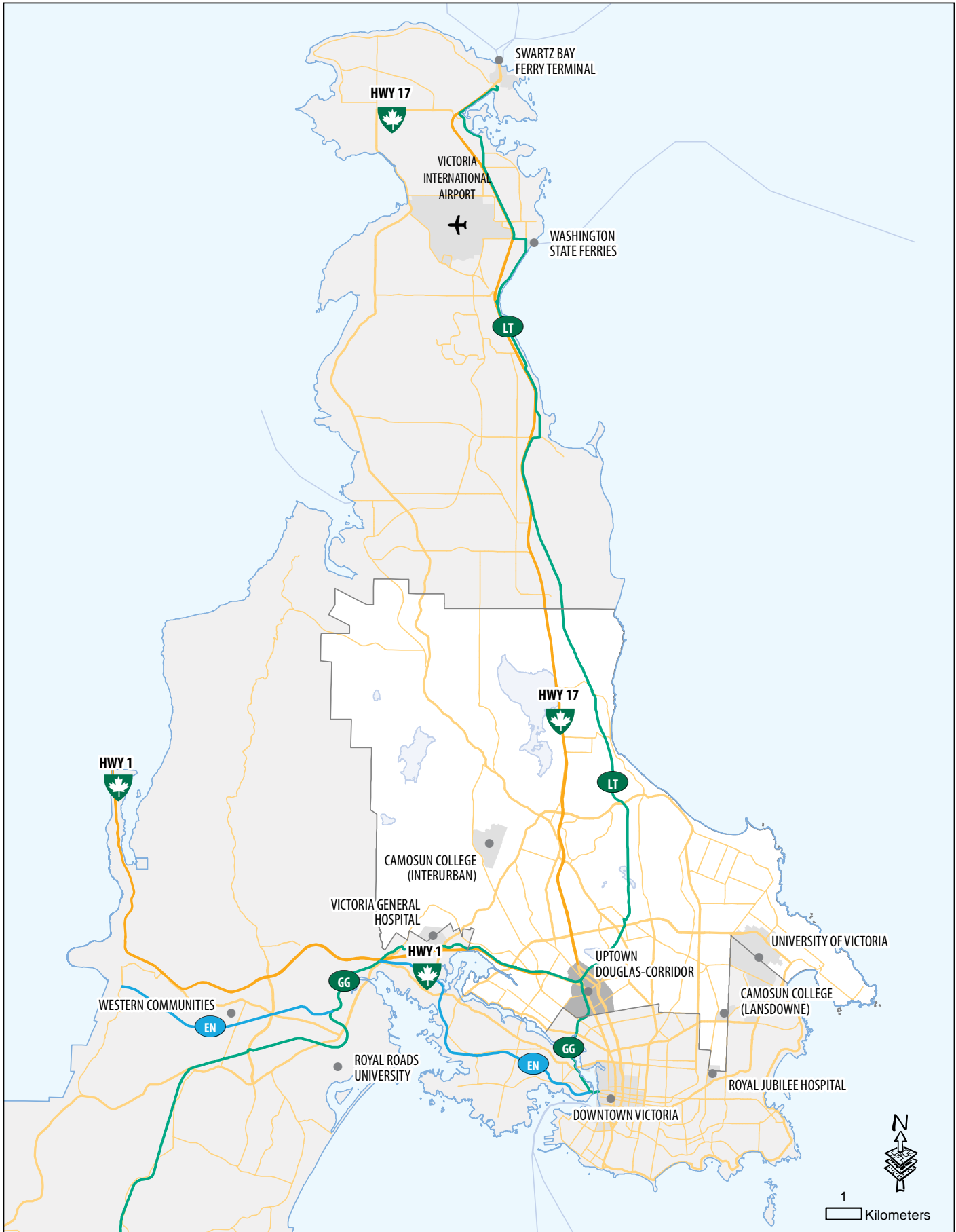
The current conditions of the UDC, including its centrality in the region, high frequency transit, abundance of shops and services and high quality active transportation spines (e.g. Galloping Goose and Lochside Trails), provide tangible opportunities to increase walking, cycling and transit and in turn reduce GHG emissions. 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.

Land use and transportation planning will go hand-in-hand to reach the vision for the UDC. This section provides objectives and policies to align the transportation network with the future land use described in Section 5; it further focuses on detailed aspects of the transportation system, including objectives and policies for walking, cycling, transit, vehicles, and parking.

## 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 re-designing 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.





Map 6.1 Regional Transportation Context

## 6.1 MOBILITY NETWORK CONNECTIVITY

A connected mobility network that provides convenient and safe route options is foundational to the development of efficient multi-modal options. In the Uptown – Douglas Corridor (UDC), major roads with limited crossing opportunities and a

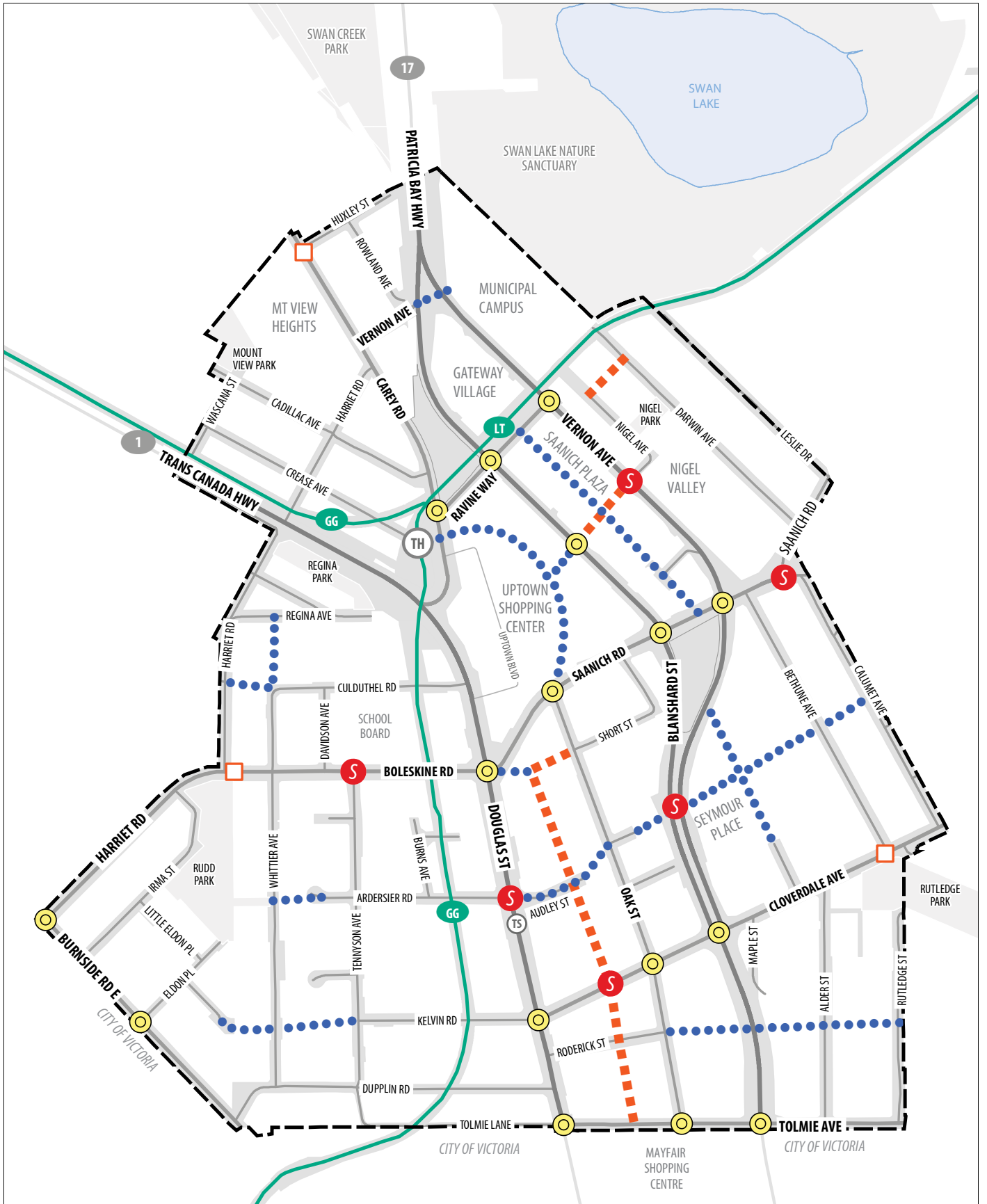
disconnected street network present challenges to creating a connected network. Redesigning mobility networks to add connectivity will make walking and cycling more viable, increase the convenience of transit and improve access to businesses.



Saanich Road

### POLICIES

- 6.1.1 Acquire connections for walking, cycling and goods movement, including those identified on Map 6.2, through rezoning, subdivision or property acquisition to achieve overall network connectivity.
- 6.1.2 Pursue a network of pedestrian and cycling routes, including roads, trails and footpaths that provide route options every 100 metres.
- 6.1.3 Improve travel across major roads through adding signals in locations identified on Map 6.2.
- 6.1.4 As part of redevelopment of the Saanich Plaza site, require the dedication of a new municipal road to connect the driveway at Uptown Shopping Centre with Nigel Avenue and support the new road with full traffic signals on Blanshard Street and Vernon Avenue.
- 6.1.5 Enhance pedestrian and cycling connectivity to Audley Street Transit Station through creating an east-west route from Rudd Park to Calumet Avenue through a combination of new traffic signals, redesign of large sites and the introduction of pathways.
- 6.1.6 Explore the introduction of a pedestrian and cycling overpass across the Patricia Bay Highway that provides a connection to Swan Lake Nature Sanctuary from the area west of the Highway.
- 6.1.7 Require pedestrian and cyclist mobility plans for the redevelopment of large sites (0.5 hectares and larger) and ensure that those plans address public connections to the broader neighbourhood and adjacent sites, internal site connectivity and permeability, end of trip facilities and access to building entrances.
- 6.1.8 Continue to monitor and evaluate the conditions on the Galloping Goose Trail and assess suitability of vehicle access restrictions. Should restrictions be implemented, consider complementary improvements for vehicle movement, including the signalization of intersections.
- 6.1.9 Introduce a new laneway (Audley Crossing) between Douglas Street and Oak Street to support network connectivity, access, goods movement and reduce conflicts on primary streets (See Section 7.7).



**FUTURE NETWORK**

NEW STREET / LANE

PEDESTRIAN / BIKE CONNECTOR

NEW TRAFFIC SIGNAL / CROSSING

**EXISTING NETWORK**

TRAFFIC SIGNAL

CONTROLLED CROSSWALK

REGIONAL TRAIL

Map 6.2 Network Connectivity

## 6.2 WALKING

Walking is the basis of mobility for people, particularly in an urban context. Every trip begins on foot and the quality of walking connections between modes or destinations is often what defines the overall quality of a mobility network. The Uptown – Douglas Corridor (UDC) poses many challenges for pedestrians, including wide major roads, sidewalks that are narrow and unseparated from traffic in many locations and a

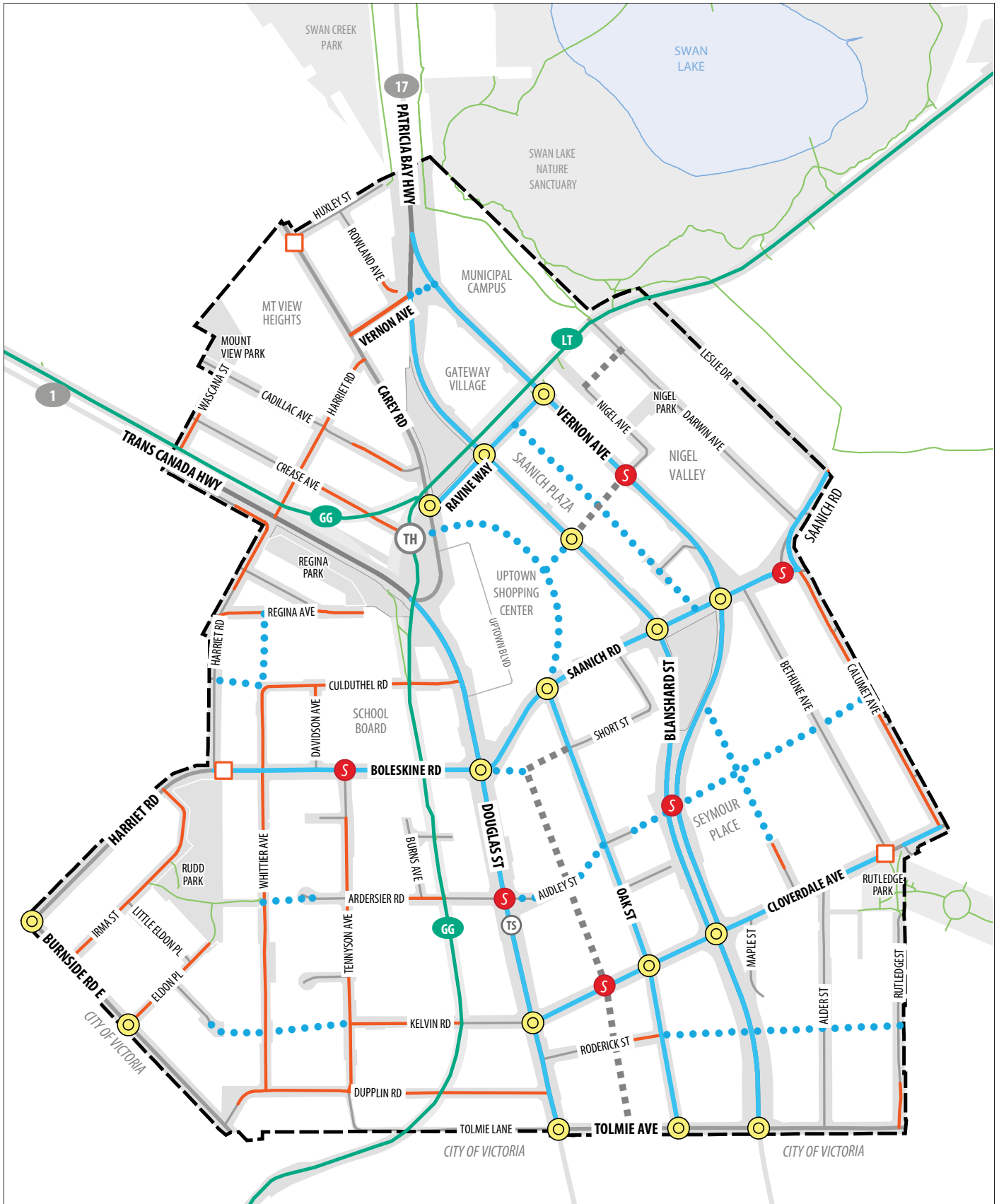
pedestrian network that lacks connectivity and convenient route options. Creating a connected pedestrian grid, redesigning major roads and using land use to provide a more supportive pedestrian environment will help to make walking a better option, connect major destinations and support modal integration.



Carey Road

### POLICIES

- 6.2.1 Work towards establishing sidewalks on both sides of all streets through opportunities presented at the time of redevelopment and capital works programs.
- 6.2.2 Implement actions identified in the Active Transportation Plan including those that expand the sidewalk network and widen existing sidewalks (See Map 6.3).
- 6.2.3 Require a boulevard space to physically separate sidewalks from the roadway in all street improvement projects and redevelopment proposals. Exceptions may be considered if no design alternatives, such as narrowing the width of travel lanes, are possible.
- 6.2.4 Ensure the design of sidewalks and other pedestrian facilities address needs of individuals with mobility challenges and visual impairments.
- 6.2.5 Consider curb extensions as potential community spaces and explore their use for public seating, street furniture, bike parking or public art.
- 6.2.6 Consider improvements to surface infrastructure such as sidewalks when underground projects are scheduled to optimize efficiency and minimize disruptions.
- 6.2.7 Establish an alternative transportation reserve fund (i.e. a pedestrian/cyclist infrastructure bank) for the UDC specifically for developing pedestrian and bicycle facilities with contributions based on the extent of parking variances approved.
- 6.2.8 Strongly encourage developments to provide pedestrian facilities that match or exceed the municipal design standards.



**PEDESTRIAN NETWORK (ATP)**

- FUTURE SIDEWALK UPGRADES
- COMPLETE STREET PEDESTRIAN ENHANCEMENT
- NEW PEDESTRIAN / BIKE CONNECTOR
- NEW STREET / LANE
- S NEW TRAFFIC SIGNAL / CROSSING
- CONTROLLED CROSS WALK

**Map 6.3 Pedestrian Network**

## 6.3 CYCLING

A network of cycling routes suited to all ages and abilities is an important component of urban mobility. Saanich's Active Transportation Plan identifies development of a cycling network that could provide facilities for those aged 8 to 80 as a priority. Map 6.4 illustrates the routes of this network within the Uptown – Douglas Corridor (UDC). While the Galloping Goose

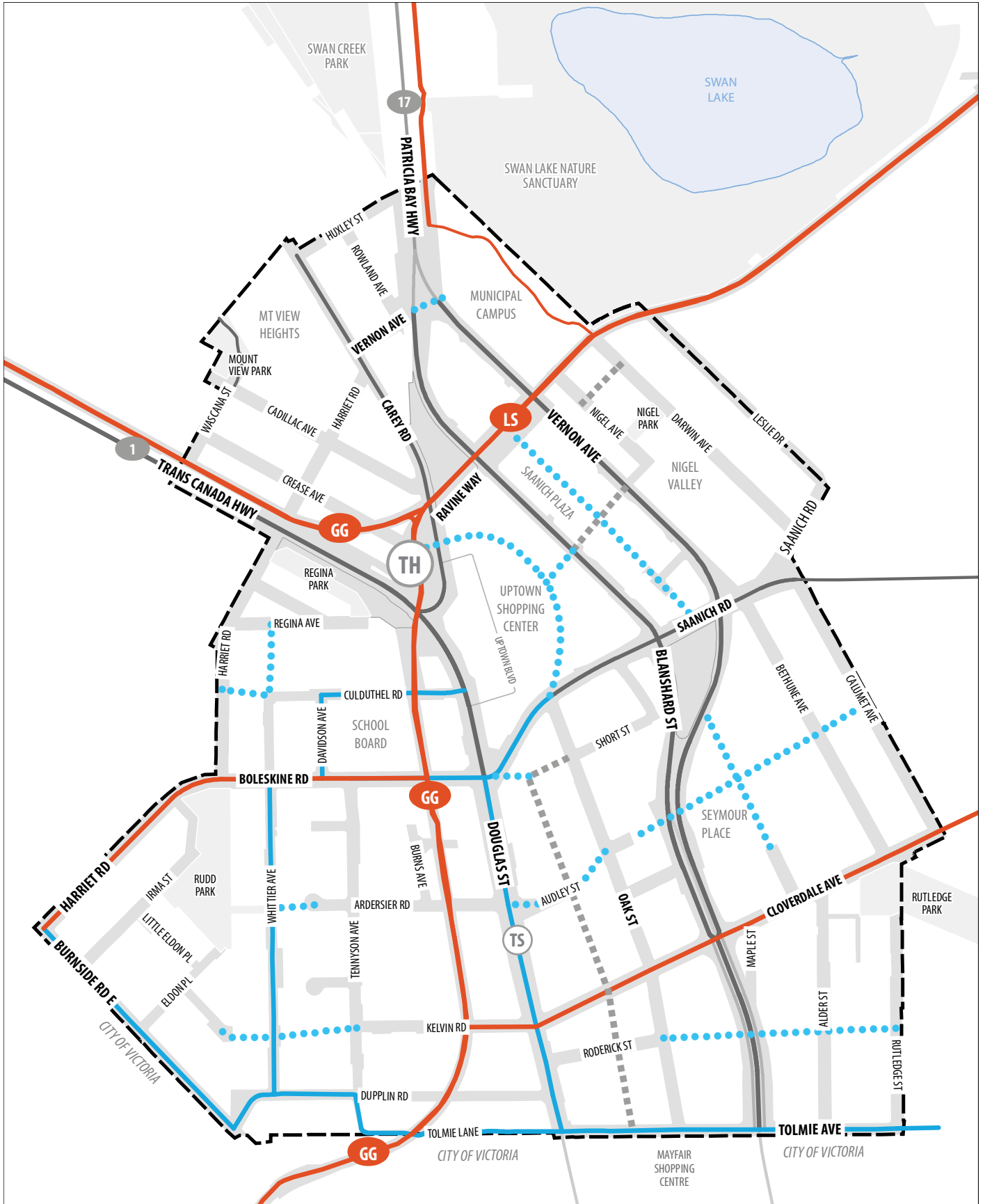
and Lochside Trails provide an excellent spine to build on, substantial work is required to upgrade infrastructure on other major routes. Additionally, land use changes must consider the role of individual buildings and sites as the first mile and last mile of most cycling trips and ensure they are convenient and safe.



Switchbridge

### POLICIES

- 6.3.1 Implement the Active Transportation Plan's Long-Term Bicycle Network, as identified on Map 6.4.
- 6.3.2 Work towards physically separating all bike facilities on major roads from vehicle traffic, including through the use of curbs, landscaped areas and bollards.
- 6.3.3 Support developments that incorporate indoor and sheltered outdoor bike parking in excess of Saanich Zoning Bylaw requirements and provide facilities for e-bikes, cargo/family bikes and bike trailers.
- 6.3.4 Require end of trip facilities be provided in new commercial developments, both for employees and customers and ensure they are secure, covered and conveniently located next to building entrances.
- 6.3.5 Require developments to consider parking infrastructure to support electric bikes, including charging facilities and secure lock-up locations.
- 6.3.6 Create a separated bike facility through the Municipal Campus site to connect the Lochside Trail to the Douglas Bike Connector.
- 6.3.7 Continue to enhance Cloverdale Avenue as a primary cycling corridor, including through the introduction of an all ages and abilities (AAA) cycling facility that is physically separated from vehicle traffic.



**LONG-TERM BIKE NETWORK (ATP)**

- ALL AGES & ABILITIES SPINE NETWORK
- FUTURE BIKE CONNECTIVITY
- NEW PEDESTRIAN / BIKE CONNECTOR
- NEW STREET / LANE

**Map 6.4 Cycling Network**

## 6.4 PUBLIC TRANSIT

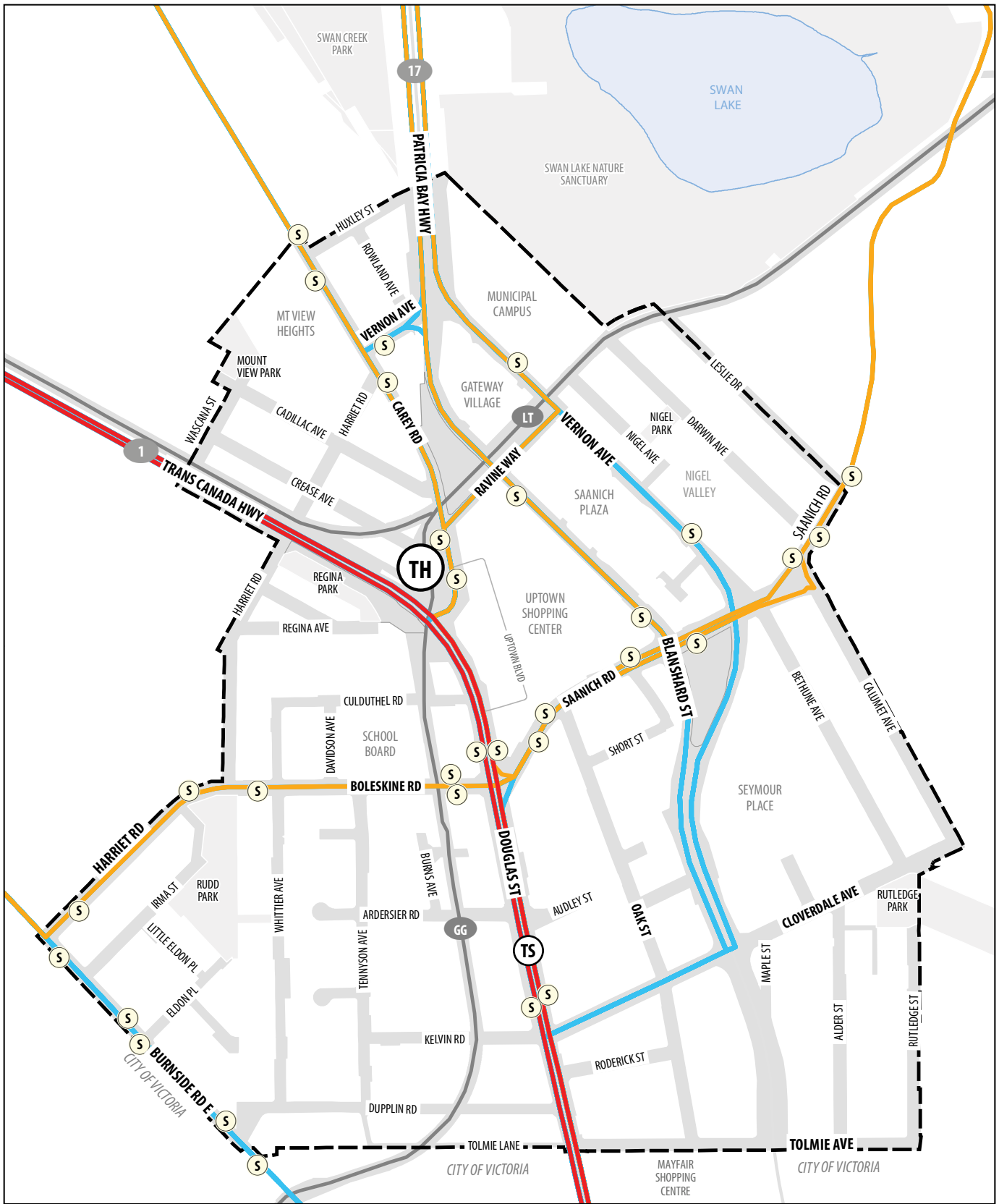
Transit will be a primary factor in shaping the future of the Uptown - Douglas Corridor (UDC). BC Transit's Transit Future Plan (2011) contains numerous directions that highlight the importance of the area from a transit perspective. Implementing a landmark transit hub, enhancing transit priority on Douglas Street and supporting transit-oriented development are central to creating an area that functions as the heart of Saanich. Complementary to those efforts will be

developing an urban mobility network that supports transit trips. While the area is currently well served by transit, the focus on efficiently moving buses and vehicles through the area has created a challenging environment for pedestrians and cyclists. Building complete streets and enhancing the public realm will be essential to creating an area that can truly provide high quality transit service.

### POLICIES

- 6.4.1 Support BC Transit in the implementation of the Transit Future Plan, including through improvements on routes identified on Map 6.5.
- 6.4.2 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;
  - Serves as a prominent visual landmark that highlights the area and serves as a point of orientation in the landscape;
  - Integrates high quality public spaces and services/amenities throughout the exchange; Includes attractive facades, public art, appropriate lighting and gathering spaces, including a publicly accessible rooftop open space;
  - Incorporates active uses, housing and/or community facilities such as retail/ commercial, a community centre, library or other similar services;
  - Creates a seamless and inviting experience for all modes, including pedestrians, cyclists, transit users, taxis and mobility providers;
  - Improves the 'AAA' (all ages and abilities) quality of the Galloping Goose and Lochside Trails;
  - Enables efficient transit access and egress along Douglas Street; and
  - Accommodates the potential future conversion to rapid transit.
- 6.4.3 Ensure the future multi-modal transit hub is designed with safe and convenient connections that tie into the existing pedestrian and bicycle network.
- 6.4.4 Provide a pedestrian connection between the multi-modal transit hub and the Uptown Shopping Centre without a street connection to provide a perceived extension of the hub.
- 6.4.5 Support the future introduction of the Audley Street Transit Station, including through securing open space to support station design, adding pedestrian connections to the street network and installing a traffic signal at the intersection of Douglas Street and Audley Street.
- 6.4.6 Collaborate with BC Transit to improve bus stop facilities including: new and upgraded shelters, street furniture, lighting and real-time display of passenger information.
- 6.4.7 Support BC Transit in exploring locations for a transit staging area that can minimize the impacts of bus traffic at the Transit Hub. Ensure the staging site minimizes impacts on neighbouring properties and the aesthetic of the street.
- 6.4.8 Improve traffic and transit connections by providing exclusive busways along Douglas Street and creating a new connection to link the Patricia Bay Highway and the future transit hub.
- 6.4.9 When considering implementing potential transit priority measures, ensure that quality pedestrian and cycling facilities are an integral part of the design.





**FUTURE TRANSIT PLAN**

- RAPID TRANSIT ROUTE
- FREQUENT TRANSIT NETWORK
- REGULAR SERVICE



MULTI-MODAL  
TRANSIT HUB



TRANSIT  
STATION



EXISTING BUS  
STOPS

**Map 6.5** Transit Network

## 6.5 MOTOR VEHICLES AND GOODS MOVEMENT

The Uptown – Douglas Corridor (UDC) plays a vital role in facilitating the movement of vehicles and goods. For many residents and businesses in the region a vehicle trip through the UDC is a regular part of their day. Maintaining safe and efficient vehicle travel and goods movement will be critical to the future of the area. Historically, the design of the area has been highly focused on vehicle movement. To realize the vision

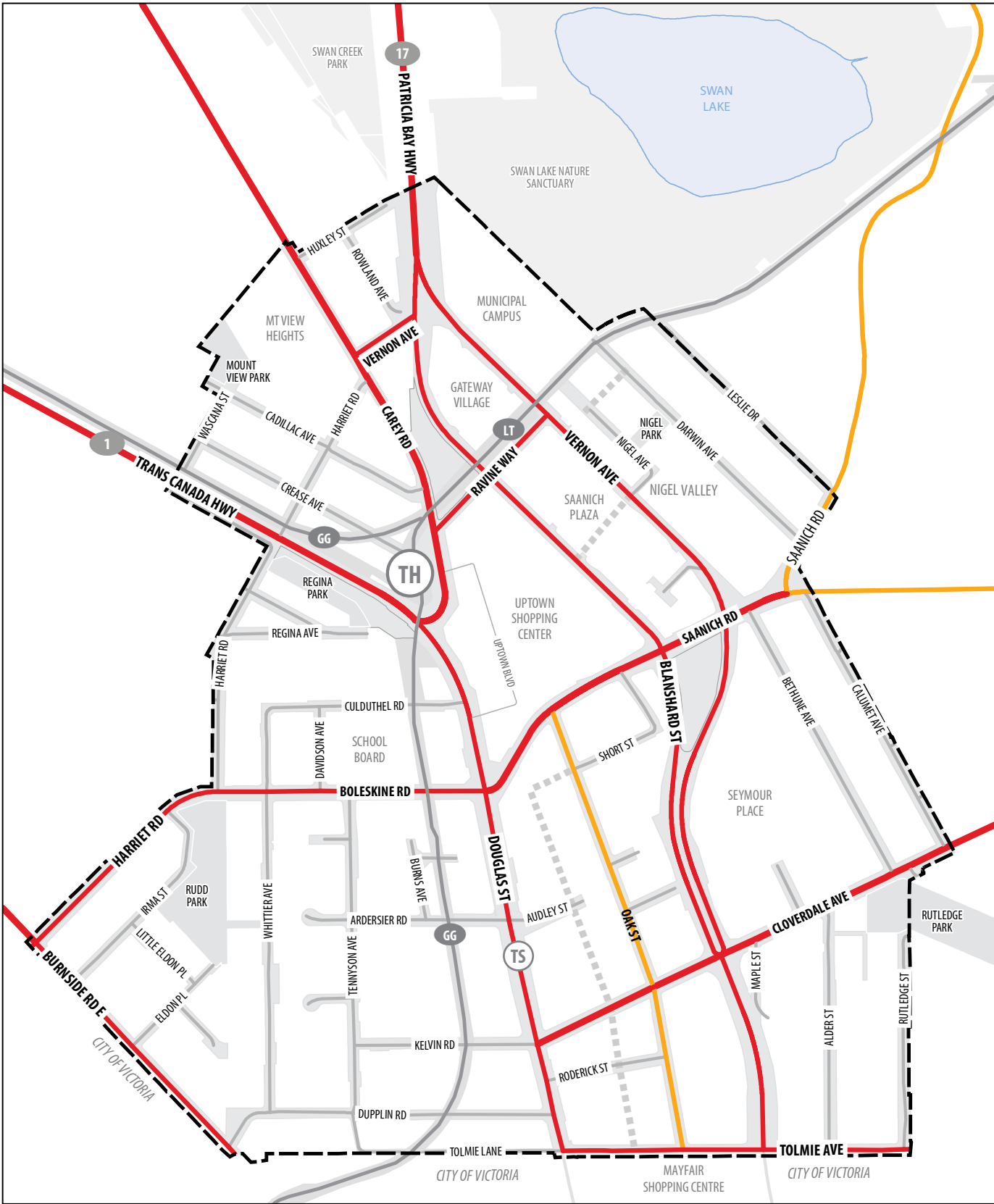
of this Plan a concerted change will need to be implemented over time to provide quality facilities for pedestrians, cyclists and transit users. These changes will need to be carefully implemented to ensure they do not detract from some of the existing strategic advantages that exist in the area today.

### POLICIES

- 6.5.1 Continue to design streets consistent with road designations identified on Map 6.6 and policies included in Section 7 to ensure the safe travel for all modes and efficient movement of commercial services and goods.
- 6.5.2 Include on-site loading bays in building design for commercial and industrial development.
- 6.5.3 Require loading and access points to be located at the rear of the building and off of adjacent minor streets or laneways (See Section 9: Urban Design).
- 6.5.4 Support limited on-street loading on local roads that is identified through the redevelopment process.
- 6.5.5 As part of large lot redevelopment, pursue opportunities to improve movement and circulation, including through adding new streets or lanes, restricting access/egress to major roads and orienting building accesses to the public realm.
- 6.5.6 Encourage a more holistic transportation analysis during rezoning and subdivision processes that exceeds the standard assessment of traffic volumes and delays, and incorporates an assessment of implications for pedestrians, cyclists and individuals with mobility challenges.
- 6.5.7 Require a Travel Plan Summary for all multi-family, institutional and commercial development applications to demonstrate strategies to minimize GHG emissions and maximize sustainable transportation modes.
- 6.5.8 Ensure industrial businesses are supported by implementing improvements that enable efficient goods movement and site access.
- 6.5.9 Promote electric vehicle charging infrastructure in all residential developments and appropriate commercial, industrial and institutional buildings to improve access for residents, employees and the public (See also Policy 4.1.5).
- 6.5.10 Preserve options to integrate new technology, such as electric vehicles, autonomous vehicles, and ride sharing in the design of street rights-of-way, private parking areas, new development and redevelopment.



Douglas Street at Carey Road



**ROAD CLASSIFICATION**  
 — HIGHWAY / MAJOR      — COLLECTOR      — RESIDENTIAL      - - - - NEW STREET / LANE

Map 6.6 Road Network

## 6.6 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.

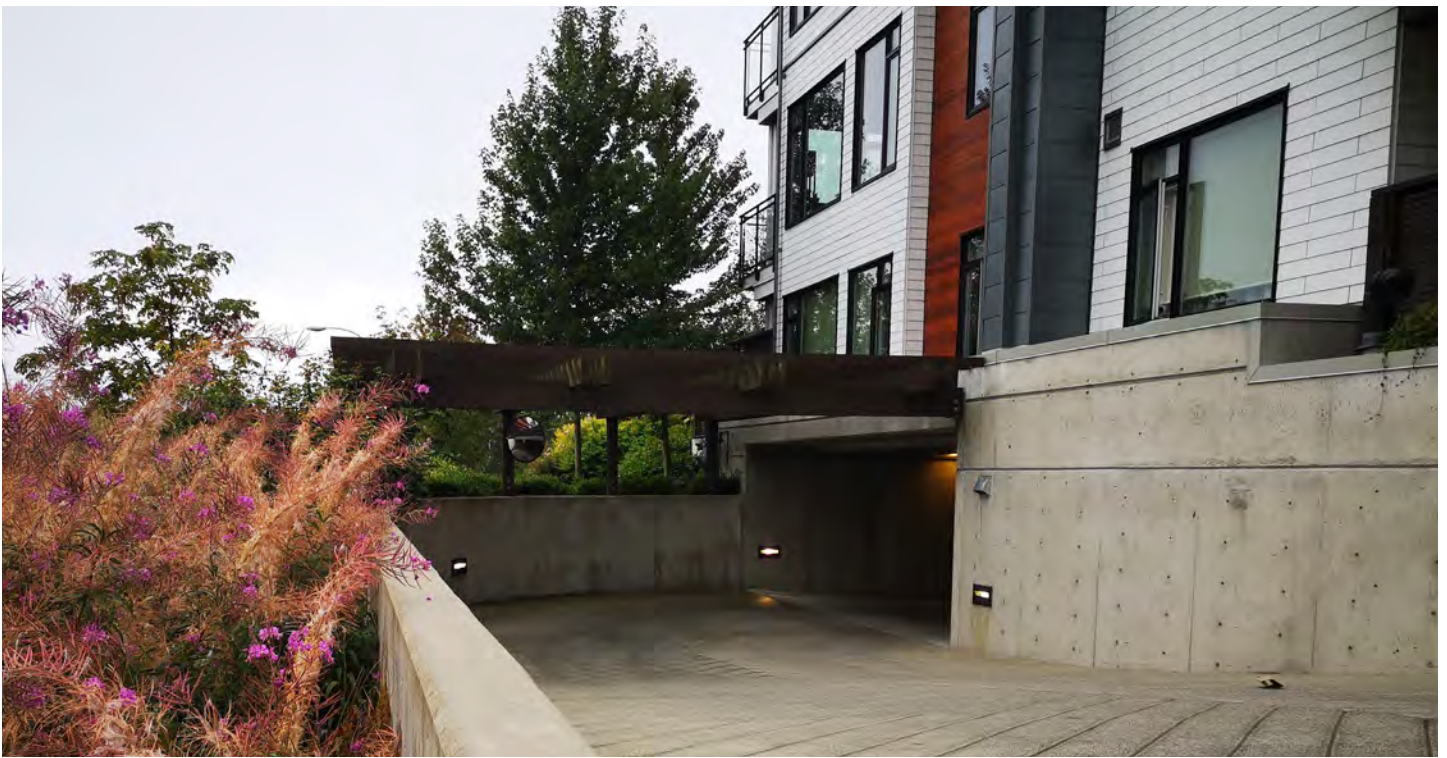
A fundamental change identified by this Plan is the alignment of off-street parking standards to reflect the multitude of travel options and more accurately match the parking demand that is experienced in this denser urban area of Saanich. This change will help to increase the viability of new development and reduce the amount of space on each site that is dedicated to vehicle storage.

The management of on-street parking in the UDC will also change over the next 30 years. Currently, there is no pay parking and limited time restricted parking in the area, both of which can help to manage parking demand. As the intensity of use increases, there will be a heightened need to manage parking in a way that maximizes efficiency, supports business operations and limits impacts on residents.

### POLICIES

- 6.6.1 Require parking to be located underground or under building. A limited amount of surface parking may be permitted for visitor and disabled parking.
- 6.6.2 Notwithstanding Section 6.6.1, permit surface parking for traditional industrial uses. Locate any surface parking at the rear of buildings and require it to be screened from public view.
- 6.6.3 Encourage parking areas to be broken up with pedestrian connections that provide safe and legible access to building entrances and between sites.
- 6.6.4 Immediately following adoption of this Plan, review and update parking requirements in the Zoning Bylaw with the intent to lower requirements in the UDC to reflect:
  - The central location of the UDC and proximate access to goods and services;
  - Access to frequent transit service and availability of high quality cycling and walking facilities;
  - Existing and projected parking demand in the area; and
  - The range of uses and housing types supported through land use designations.
- 6.6.5 Acknowledge the central location and availability of alternative transportation options in the UDC by considering parking variances for commercial, institutional and residential uses. Assess the extent of the potential variance based on the following factors:
  - Pedestrian and cycling network improvements (including the addition of new pathways);
  - Location relative to major transit stations (is within 250 metre / 3-minute walking distance);
  - Integration of major transit stops into the development;
  - Location relative to the Galloping Goose or Lochside Trail (is within 250 metre/ 3 minute walking distance);
  - Provision of non-market housing, rental housing and smaller unit sizes (for residential developments);
  - Provision of Class A bike parking spaces in excess of the Zoning Bylaw requirements;
  - Design and orientation of building(s) clearly prioritizes access for pedestrians, cyclists and transit users;
  - Provision of car share vehicles, parking spots and/or memberships; and
  - Other elements that support alternative transportation modes and reduce reliance on motor vehicles.
- 6.6.6 Consider opportunities for shared parking in mixed-use developments.
- 6.6.7 Prepare an inventory of existing parking restrictions and utilization rates and use information to develop a UDC parking management strategy.

- 6.6.8 Continue to explore on-street parking in commercial and residential areas to accommodate and prioritize short-term needs including through loading, time-limited, metered and residential only parking zones.
- 6.6.9 Support the provision of designated on-street car-share spaces in the Uptown-Douglas Corridor area.
- 6.6.10 Balance on-street parking needs of local residents, businesses and consumers with appropriate resources and tools (e.g. time-limited, metered and residential-only parking zones).
- 6.6.11 Provide flexibility in parking requirements for commercial uses where a change in use occurs in an existing building.



Underground parking off Huxley Street

# 7. SIGNIFICANT STREETS

The purpose of this section is to profile and provide direction for streets that will be particularly significant to how the Uptown Douglas Corridor will grow and change into the future. These streets include major roads, but also smaller scale streets that will be integral to the success of the area.

The long term vision is to create a network of complete streets that are designed to ensure users of all abilities, including pedestrians, cyclists, transit users and drivers, feel safe and comfortable. The feel, function and character of the Uptown-Douglas Corridor (UDC) is strongly defined by its major roads. Realizing the Vision of the UDC will require these major roads to transition to complete streets, each in a way that complements the surrounding land use context.

The treatment of Douglas Street, Blanshard Street and Vernon Avenue as highways has created a design that is inconsistent with the context of a dense urban area. Transitioning these streets to context-sensitive urban arterials could perhaps be the single most important step in enhancing the livability of the area. As the streets are currently under the jurisdiction of the Ministry of Transportation and Infrastructure (MOTI), a collaborative approach will be needed to ensure the vision for the area can be translated to design solutions on these major roads.

## 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.

In a different sense, the future design of Oak Street will also have a significant impact on the character of the area. The future vision of the area as a medium density residential high street without a major role in carrying high traffic volumes provides a unique opportunity to create an innovative design with a special character. The addition of Audley Crossing between Douglas Street and Oak Street will enable many access and loading functions to be removed from Oak Street, provide additional space for commercial activity and introduce a finer grained pedestrian network.

This section provides a holistic vision for a future design of streets in the UDC, including Douglas Street, Blanshard Street, Vernon Avenue, Ravine Way, Oak Street and Audley Crossing. The objectives and policies seek to create streets with unique identities that signify their role and importance. The directions here are intended to work in tandem with land use policies, urban design guidelines and transportation policies to provide guidance on how these streets can be designed to achieve this Plan's vision of complete streets, with a quality public realm and seamless integration with buildings and public spaces.



Douglas Street

## 7.1 GENERAL DESIGN OF STREETS

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 and all ages and 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, who have jurisdiction over many major road rights-of-way.

### POLICIES

- 7.1.1 Design all major and collector roads in the UDC to be complete streets that comfortably accommodate walking, cycling, transit and vehicle travel for all ages and abilities.
- 7.1.2 Continue to work with the MOTI to implement right-of-way designs on Ministry roads that are complete streets and consistent with the UDC's urban land use context.
- 7.1.3 Develop a Memorandum of Understanding with the MOTI which identifies agreed upon design and development approaches that reflect the UDC context and policy directions and provides predictability for future capital projects and improvements required as part of re-development proposals.
- 7.1.4 Explore options for Saanich to gain control of MOTI owned roads for the purpose of implementing complete street designs on urban arterial roads.
- 7.1.5 Work with MOTI, either through a Memorandum of Understanding or as part of individual proposals, to reduce the required 4.5 metre setbacks from property lines on Ministry roads in order to create a pedestrian-oriented public realm with buildings close to the street.
- 7.1.6 Enhance pedestrian conditions at intersections by:
  - Minimizing pedestrian crossing distances;
  - Removing right turn islands;
  - Reducing corner turn radii;
  - Providing sufficient waiting space at corners;
  - Improving visibility of pedestrians; and
  - Implementing designs that consider individuals with mobility challenges.



Whole Foods, Blanshard Street

Source: Tourism Victoria

## 7.2 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 future, Douglas Street will be more multi-modal, with street oriented uses and clear transit priority.

### POLICIES

- 7.2.1 Within existing right-of-way, implement the conceptual design for Douglas Street identified in Figure 7.1.
- 7.2.2 Pursue options to reduce lane widths on Douglas Street to dimensions consistent with accepted standards for urban arterial streets, as follows:
  - 3.0 to 3.1 metres for travel lanes;
  - 3.3 metres for turn lanes; and
  - 3.5 metres for bus lanes.
- 7.2.3 Acquire additional right-of-way on Douglas Street, as redevelopment occurs, to achieve a minimum:
  - 35 metre right of way between Tolmie Avenue and Ardersier Road / Audley Street where no centre turn lane exists;
  - 38 metre right of way between Tolmie Avenue and Ardersier Road / Audley Street where a centre turn lane exists; and
  - 40 metre right of way between Ardersier Road / Audley Street and Carey Road.
- 7.2.4 Within the future 35-40 metre right of way on Douglas Street, implement the conceptual design in Figure 7.2 and accommodate the following features on both sides of the street:
  - Minimum 2.5 metre sidewalk;
  - Minimum 2.0 metre cycle track with 0.5 metre buffer;
  - Minimum 2.5 metre boulevard; and
  - Dedicated right-of-way space for transit and high quality transit stops.
- 7.2.5 Ensure any changes or frontage improvements on Douglas Street align with future design concepts, including ensuring trees are planted in locations where they will not be removed when the future expanded design is implemented.
- 7.2.6 Support the development of high quality transit stops on Douglas Street by requiring additional right-of-way, supporting designs that integrate transit stops into buildings and limiting landscaping that could impact pedestrian circulation.
- 7.2.7 Work with property owners to achieve an effective pedestrian realm that extends beyond the property line and utilizes private property space for weather protection, seating, lighting and street furniture.
- 7.2.8 Support capital projects that work towards enhanced transit service and the introduction of rail on Douglas Street.
- 7.2.9 Require separation of sidewalks from vehicle traffic by boulevards, bike lanes or utility strips.
- 7.2.10 Define a four to six storey street wall along Douglas Street to frame the street (See Figures 7.1 and 7.2).
- 7.2.11 Design street corners with additional tree/landscaping plantings and benches to create interest and community interaction.
- 7.2.12 Ensure all new developments have zero or minimal setbacks on Douglas Street to create a pattern of continuous commercial frontages.
- 7.2.13 Orient building entrances to Douglas Street and ensure storefronts are transparent and invite activity and interaction.
- 7.2.14 Design Douglas Street as a major commercial and transit corridor, with active uses at street level, wide sidewalks and branding elements that highlight its role as a rapid transit corridor.



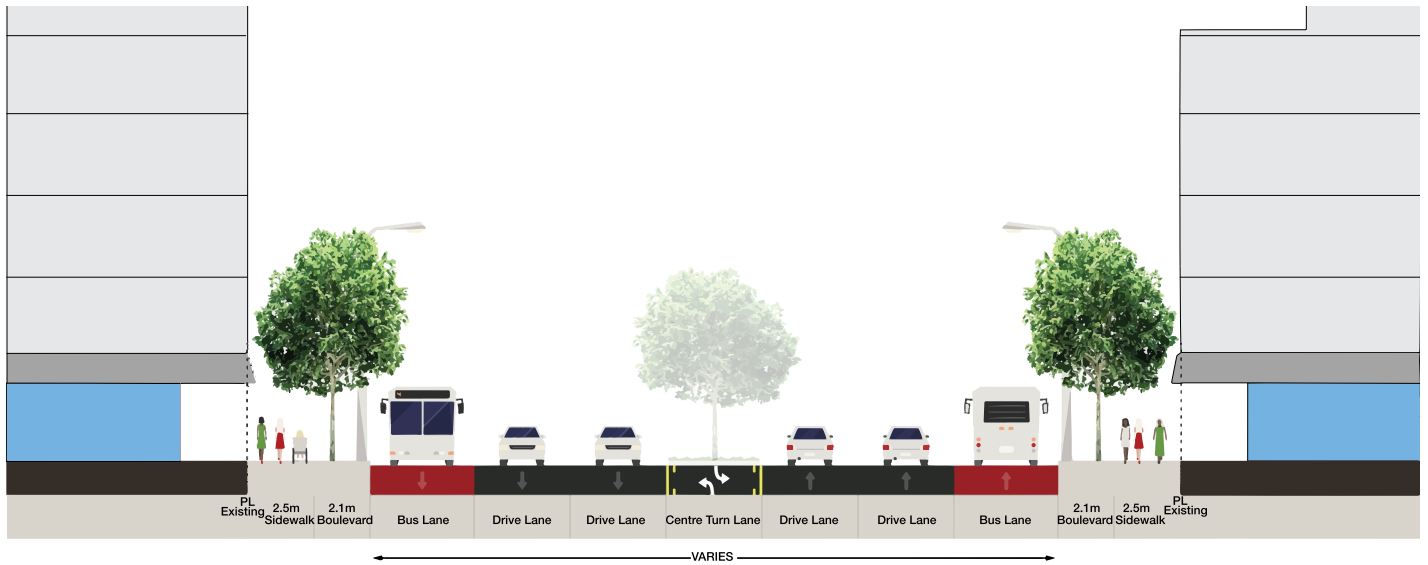


Figure 7.1: Conceptual Cross section for Douglas Street within existing Right of Way (variable width)

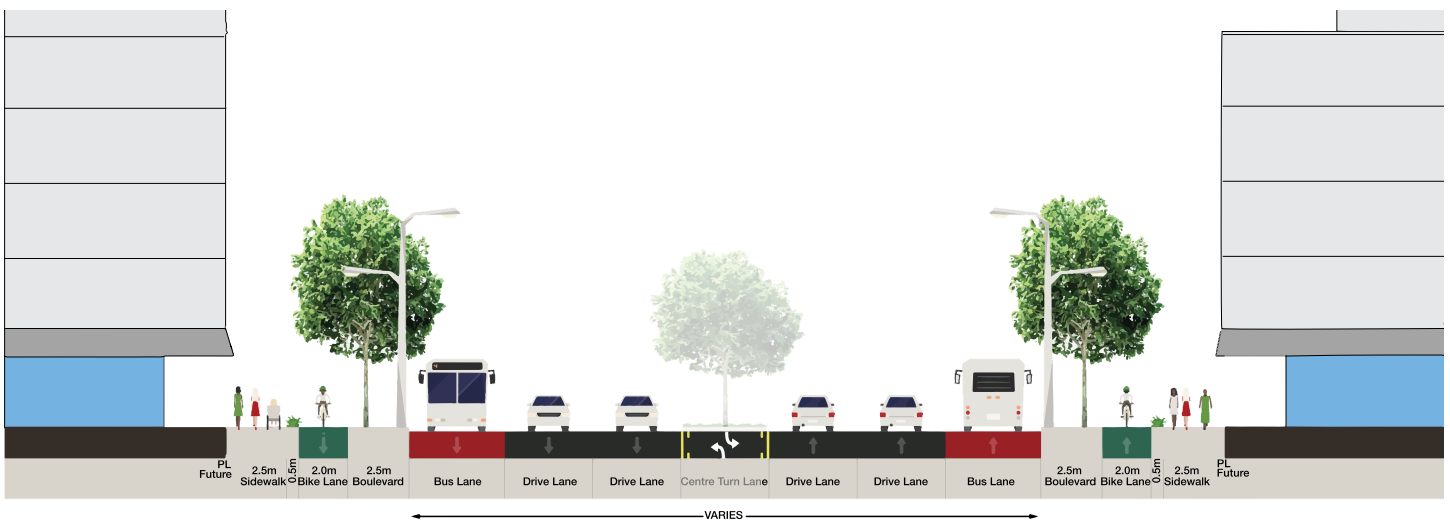


Figure 7.2: Long-term cross section for Douglas Street within an expanded Right of Way (generally 35-40 metres).

## 7.3 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.



Looking Southeast towards Seymour Place

### POLICIES

- 7.3.1 Where necessary, acquire additional right-of-way, as redevelopment occurs, from properties on the north side of Blanshard Street between Vernon Avenue and Saanich Road to achieve a minimum 22 metre right-of-way on the one-way section of Blanshard Street.
- 7.3.2 Work with the Ministry of Transportation and Infrastructure (MOTI) to analyze feasibility of reducing the one-way section of Blanshard Street to three lanes, similar to the reduction being undertaken on Vernon Avenue.
- 7.3.3 Implement the conceptual design identified in Figure 7.3 on one-way sections of Blanshard Street, subject to the results of the analysis identified in Policy 7.3.2.
- 7.3.4 Implement the conceptual design identified in Figure 7.4 on two-way sections of Blanshard Street
- 7.3.5 Where feasible, reduce intersection crossing distances, increase signal crossing times and introduce median/green refuge islands to support two-stage crossings.
- 7.3.6 Work with MOTI to plant large canopy trees and introduce public art in the Blanshard Street median.

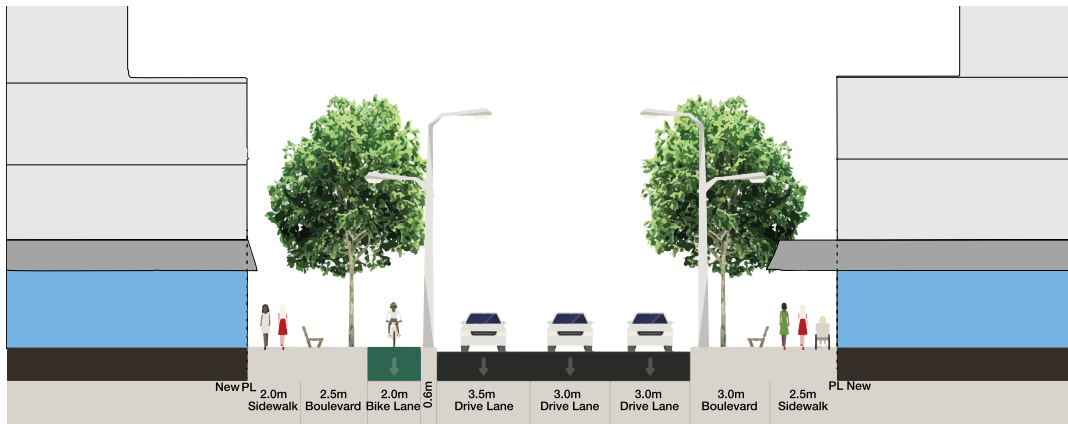


Figure 7.3: Conceptual Cross section for Blanshard Street– One way (22 metres)

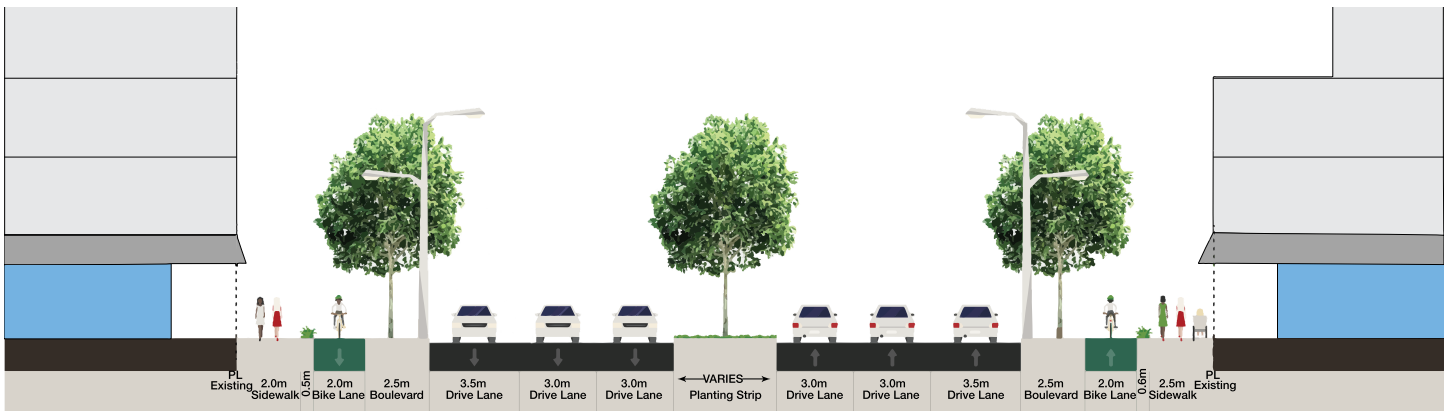


Figure 7.4: Conceptual cross section for Blanshard Street– Two-way (variable width)

## 7.4 VERNON AVENUE

Vernon Avenue is a one-way street that is approximately one kilometre in length and forms one half of the couplet that transitions from the Patricia Bay Highway to the urban core of Saanich and two-way segment of Blanshard Street. This road is short, but connects some important landmarks in the Uptown – Douglas Corridor (UDC), including the Municipal Campus, Saanich Plaza, Lochside Trail and Nigel Valley. The road was originally designed as a highway and that is reflected in the narrow sidewalks and bike lanes, lack of landscaping, high number of vehicle lanes and auto-oriented

land uses. 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.

### POLICIES

- 7.4.1 Where necessary, acquire additional right-of-way, as redevelopment occurs, from properties on the south side of Vernon Avenue to achieve a minimum 22 metre right-of-way on Vernon Avenue.
- 7.4.2 Implement the conceptual design identified in Figure 7.5 on Vernon Avenue.
- 7.4.3 Work towards the removal of deceleration lanes on Vernon Avenue.
- 7.4.4 Orient new development towards Vernon Avenue including through entrances that connect to the pedestrian realm.
- 7.4.5 Work with the Ministry of Transportation and Infrastructure (MOTI) to add an additional pedestrian crossing on Vernon Avenue between Saanich Road and Ravine Way.
- 7.4.6 Explore options to better integrate and connect the Nigel Valley site and Saanich Municipal Campus to the rest of the UDC, including through streetscape improvements on Vernon Avenue and active transportation connections.

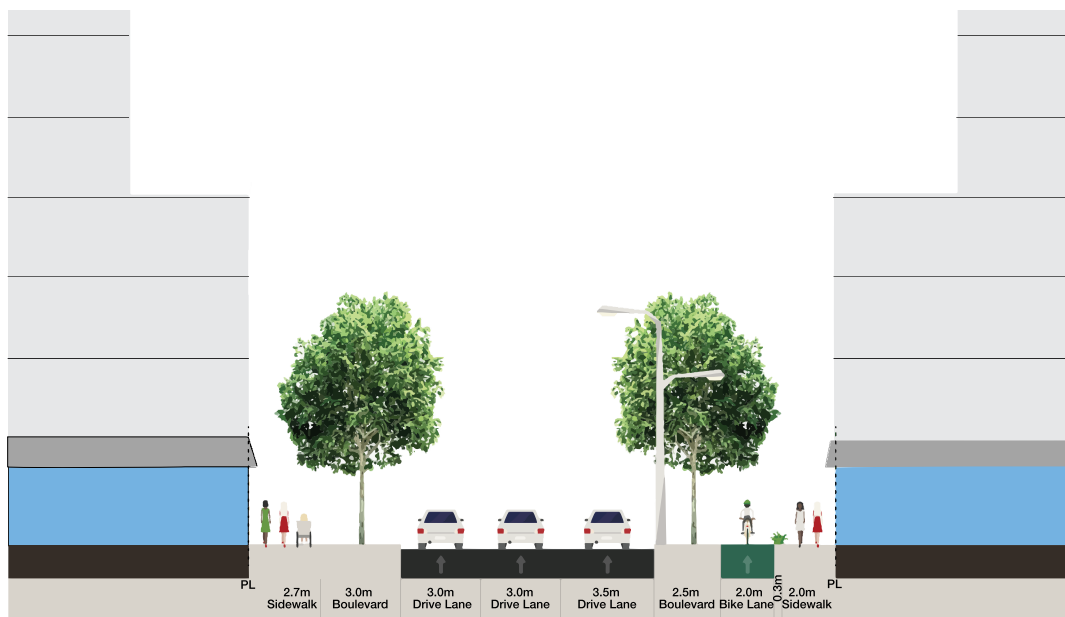


Figure 7.5: Conceptual cross section for Vernon Avenue (22 metres)

## 7.5 RAVINE WAY

Portions of Ravine Way have begun to transition toward a complete street through the Uptown Shopping Centre development.

The continued transition of Ravine Way to 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 and a two way road way. In future, it is also envisioned that access to the Lochside Trail is improved and an additional connection point is explored.

### POLICIES

- 7.5.1 Implement the conceptual design identified in Figure 7.6 on Ravine Way.
- 7.5.2 Where possible, add a sidewalk facility at street level on the west side of Ravine Way, either within the road right-of-way or within the Lochside Trail right-of-way.
- 7.5.3 Explore adding a new connection to the Lochside Trail from Ravine Way.
- 7.5.4 Explore opportunities to enhance transit priority on Ravine Way.

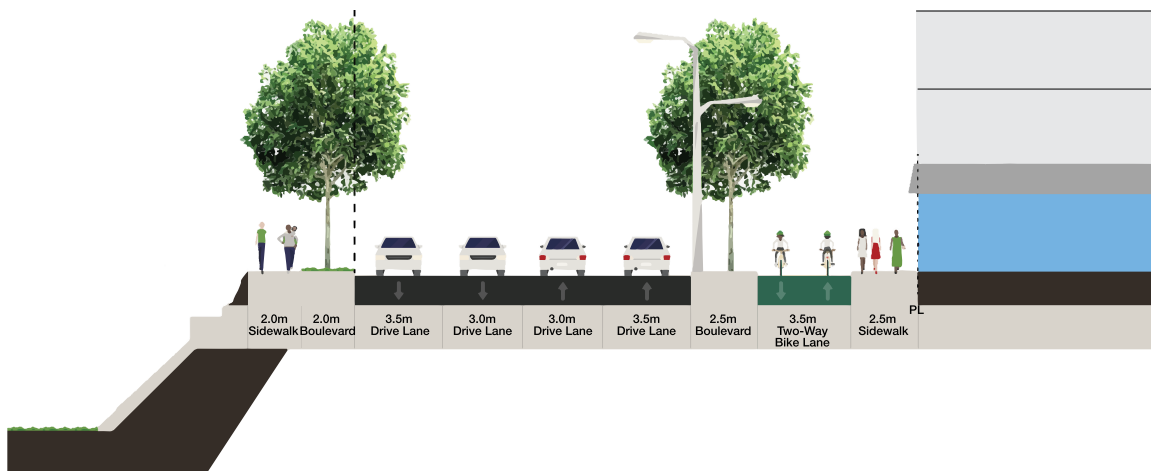


Figure 7.6: Conceptual cross section for Ravine Way (20 metres)

## 7.6 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 by almost exclusively 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, it provides unique opportunities for its future design and role in the UDC.

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

### POLICIES

- 7.6.1 Implement the conceptual design identified in Figure 7.7 on Oak Street.
- 7.6.2 Design Oak Street as a featured pedestrian street with street trees and street furniture (including benches, pedestrian lighting, movable seating, and resting places).
- 7.6.3 Support developments that enhance and improve streetscape design of Oak Street that serves to enhance its role, function and appearance as a pedestrian-oriented main street.
- 7.6.4 Define a three-storey street wall along Oak Street to frame the street and reflects its smaller scale character (See Figure 7.7).
- 7.6.5 Support changes on Oak Street that increase animation and pedestrian orientation, including the addition of parks, plazas, patios and active uses.
- 7.6.6 Support the installation of parkettes along Oak Street that use parking spaces to create temporary pocket parks.
- 7.6.7 In collaboration with the business community, support temporary closures of Oak Street for festivals or other community celebrations.
- 7.6.8 Strengthen the pedestrian connections to the existing Uptown Boulevard where Oak Street and Saanich Road intersect, including through paving, wayfinding and intersection design.
- 7.6.9 Restrict access points off of Oak Street, locating access on side streets or from Audley Crossing, where possible.
- 7.6.10 Provide street lighting with separate light sources for pedestrians and vehicles.
- 7.6.11 Explore opportunities to plant Garry Oak trees in park spaces or feature areas along Oak Street to celebrate the Street's name and the area's natural history.



Oak Street

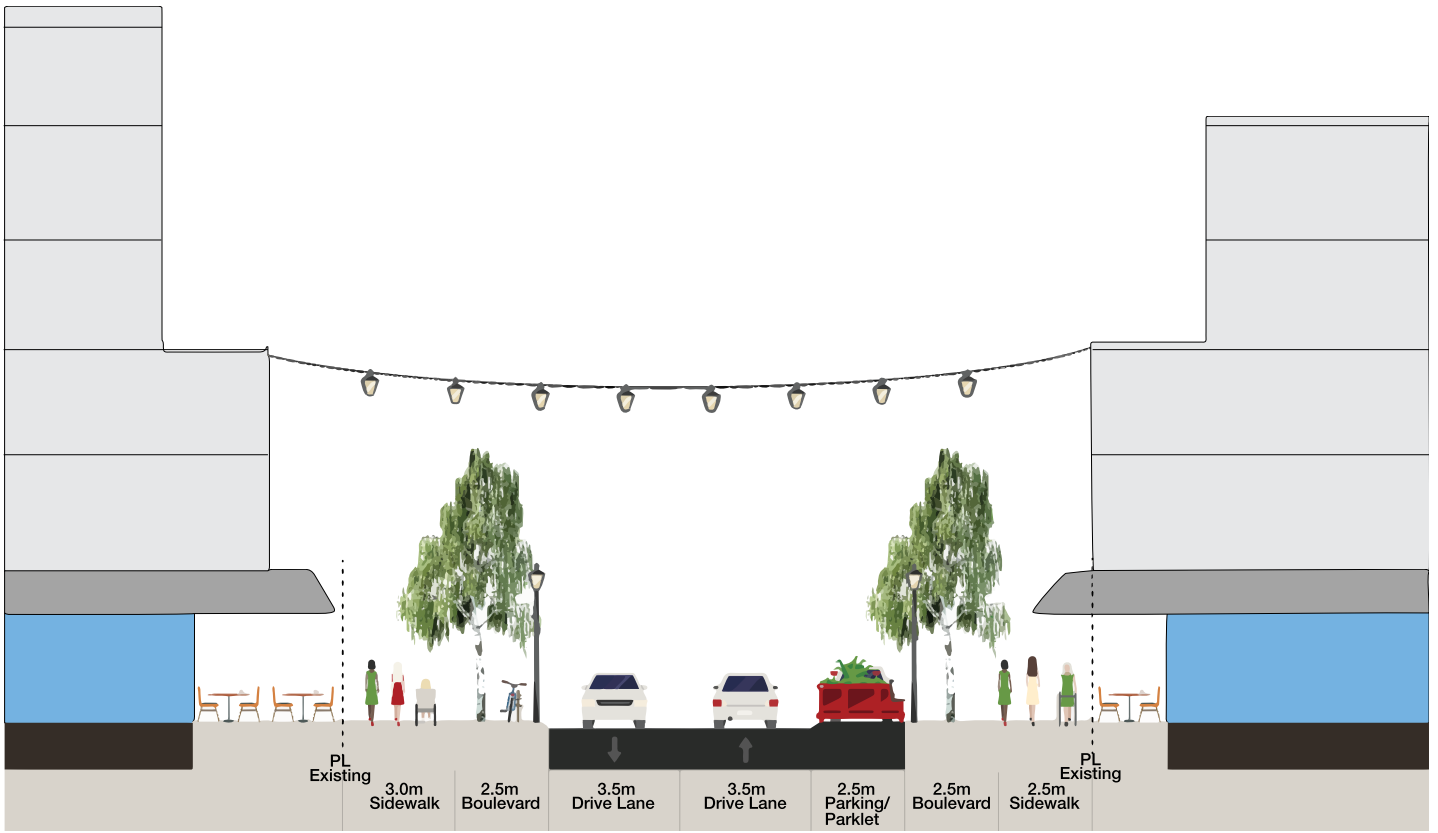


Figure 7.7: Conceptual cross section for Oak Street (20 metres)



Oak Street

## 7.7 AUDLEY CROSSING

Audley Crossing is a new laneway planned 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 will contribute to making this an attractive and inviting public realm while retaining the shared purpose of service and access.

### POLICIES

- 7.7.1 Create a new Audley Crossing laneway through the development process, generally based on the alignment identified on Figure 7.9.
- 7.7.2 Implement the conceptual design for Audley Crossing identified in Figure 7.8.
- 7.7.3 Design Audley Crossing as a shared lane with pedestrian priority, including features such as planters and living walls, street furniture and pedestrian lighting, on the buildings.
- 7.7.4 Define a two-storey street wall along Audley Crossing to frame the lane and reflect its pedestrian-scale character (See Figure 7.8).
- 7.7.5 Encourage opportunities for integrating Audley Crossing as part of large redevelopment projects on Douglas Street and Oak Street, and support residential and commercial mixed-use developments (up to 3 storeys, stepped back at 2 storeys) that front onto the lane and serve to enhance its role, function and appearance as a shared thoroughfare.
- 7.7.6 Require active commercial developments along Audley Crossing that frame the lane, provide commercial activity and pedestrian orientation and offer a spilling-out of uses into the space (e.g. cafes, patio seating).
- 7.7.7 Provide pedestrian, bicycle, local vehicle and loading/delivery access while creating an exceptional pedestrian-oriented lane that accommodates recreational and social activities.
- 7.7.8 Require all loading access and bays to be on-site and integrated into building designs.
- 7.7.9 Consider public open space linkages (i.e. new park acquisition) and other improvements that create unique areas along Audley Crossing including pocket parks, enhanced seating areas and public art.



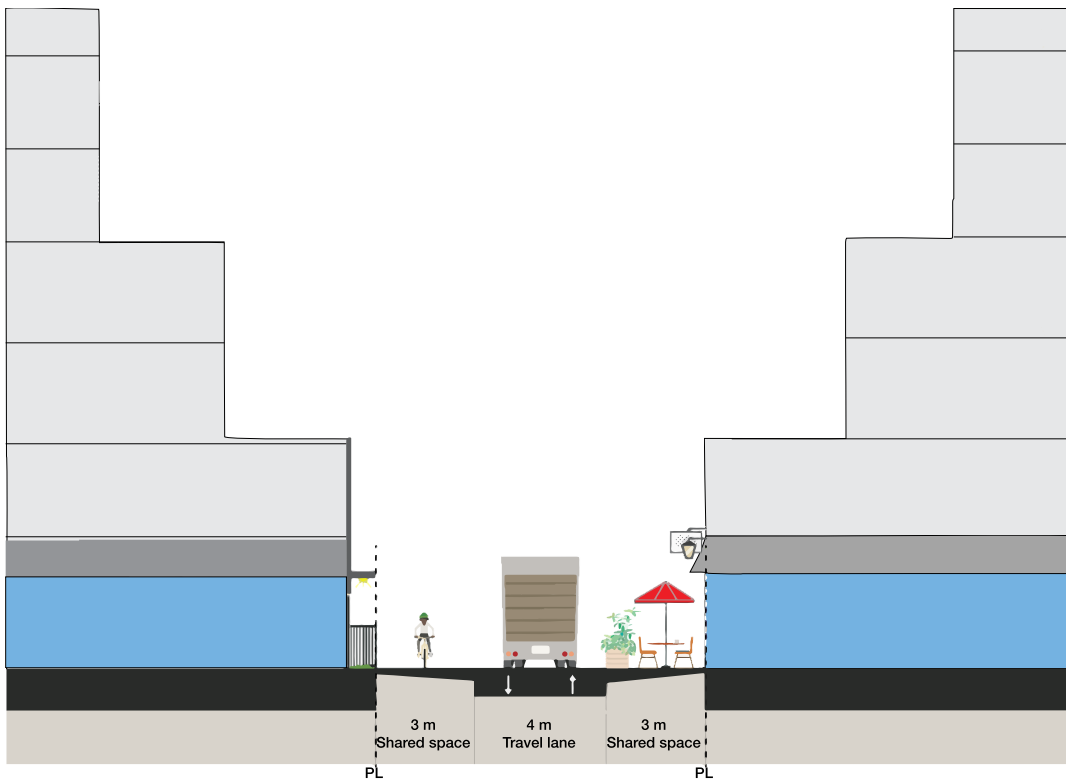


Figure 7.8: Conceptual cross section for Audley Crossing (10 metres)

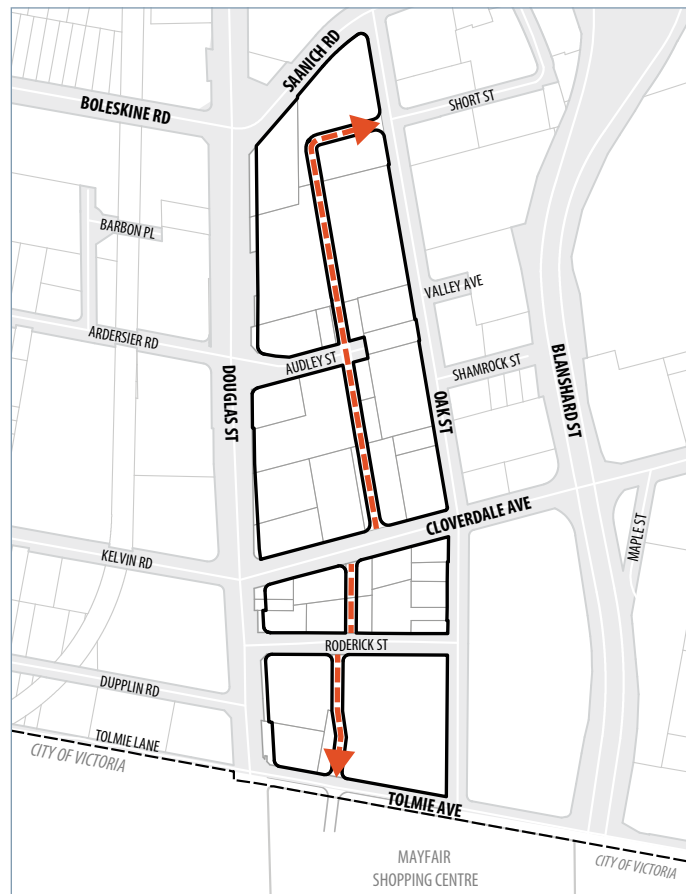


Figure 7.9: Conceptual alignment of Audley Crossing

# 8. PARKS, OPEN SPACES, TRAILS AND COMMUNITY FACILITIES

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.

Similar to many other municipalities in Canada, park space in Saanich has typically been focused on serving residential populations in suburban neighbourhoods. The Uptown – Douglas Corridor (UDC) represents a much different context than most other areas of Saanich. The vast majority of future residential development will be in the form of multi-family housing, with limited private outdoor space. Additionally, the area has three times as many employees as residents, creating a much different park user profile than many other areas of the District. In order to continue to attract investment, support commercial activity and improve the quality of life for everyone in the area, parks and open spaces that service a variety of populations will need to be provided.

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. However, there are several public gathering spots in the UDC: the Greater Victoria Public Library (Uptown Shopping Centre); Rutledge Park; Rudd Park; Uptown Plaza; the Ukrainian Community Centre and Mount View Park. As the population in the area grows so too will the need for open space and community facilities.

This section 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. Emphasis will be placed on creating new parks and open spaces in the centre of the plan area where significant growth is anticipated and there is an existing shortage of park space. These large park acquisitions will be achieved through the Development Cost Charge (DCC) Program, while smaller scale, local serving parks and public open spaces will be acquired through opportunities presented at the time of redevelopment. Collectively, these acquisitions will form a robust and varied open space network of spaces that is critical to a thriving, complete community.

## Objectives

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



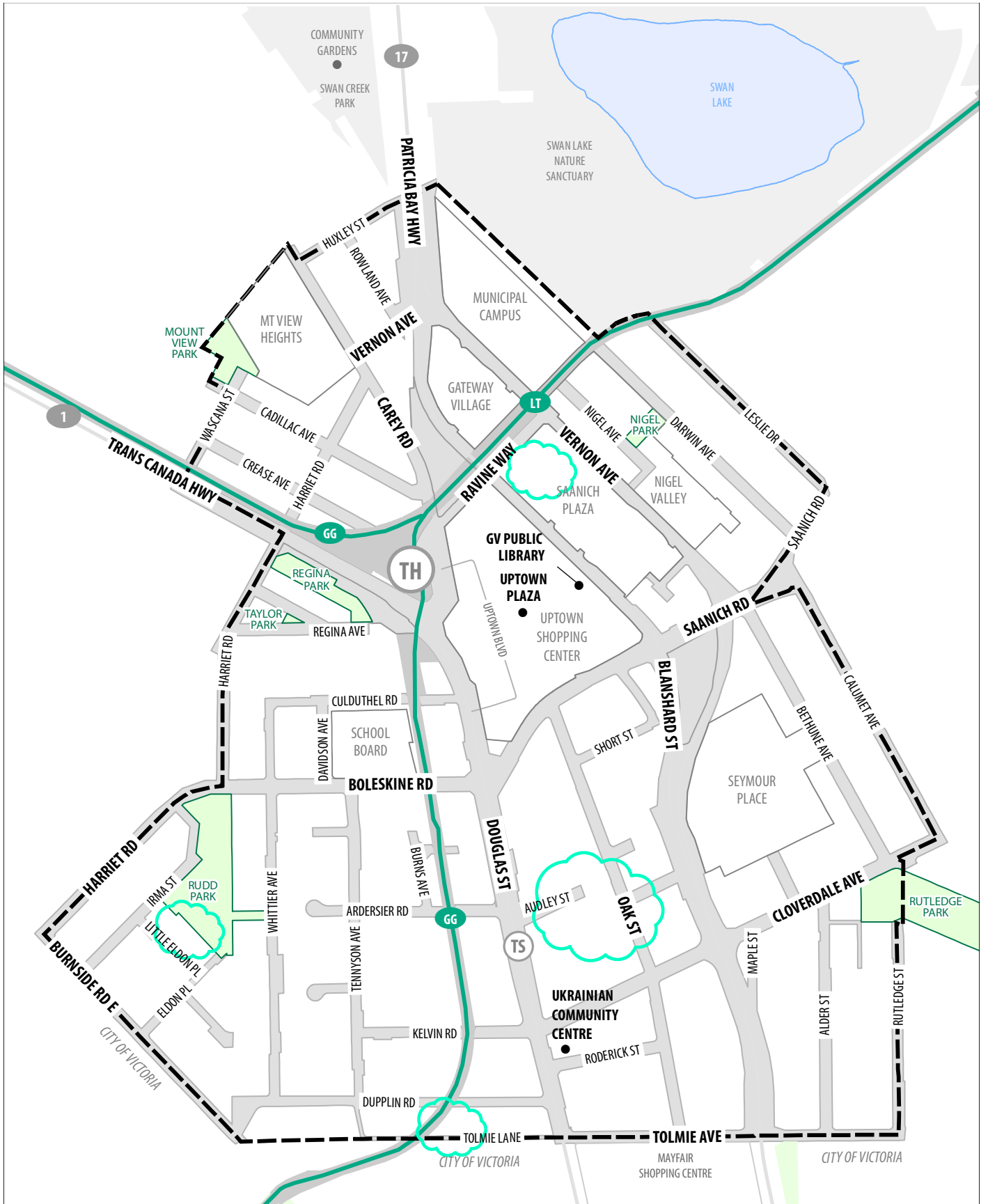
## 8.1 PARK ACQUISITION AND FINANCING

Based on the current park supply and projected population and employment growth, the Uptown – Douglas Corridor (UDC) has the greatest need for additional park space in all of Saanich. Significant new park space is foundational to support quality of life for new and existing residents. In order to fulfill anticipated need in this diverse urban area, a hierarchy of parks and open spaces with a range of sizes and functions will be required (See Figure 8.1).

A central civic space in close proximity to the Municipal Campus and future transit hub and a sizable community park close to Oak Street / Audley Crossing are significant building blocks to the envisioned network of parks and open spaces in the UDC. Smaller scale neighbourhood parks and publicly accessible open spaces and plazas will complete the network, supporting higher density development and contributing to a vibrant urban environment.

### POLICIES

- 8.1.1 Work towards a network of parks and open spaces within the UDC (Figure 8.1) 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.
- 8.1.2 Use the Development Cost Charge program to finance the acquisition of new community park space to support population and employment growth.
- 8.1.3 Prioritize new community park space acquisitions, as noted in Map 8.1, 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.
- 8.1.4 Use a minimum standard of 1.2 hectares of neighbourhood parks per 1,000 people to guide acquisition.
- 8.1.5 Require properties with a gross land area of 1 hectare or more, as part of any redevelopment application, to provide a minimum of 10% of the total lot area as neighbourhood park, plaza / urban park (non-DCC park) or publicly accessible open space area or a combination thereof. Further require a minimum of 50% of the new park / open space area to be dedicated park land.
- 8.1.6 Require proposed developments with a gross land area of between 0.5 and 1 hectare to provide a minimum of 5% of the total lot area as neighbourhood park, plaza / urban park (non-DCC park) or publicly accessible open space or a combination thereof.
- 8.1.7 Support the addition of pocket parks and plazas and enhancement of streetscapes in all proposed development.
- 8.1.8 Consider private / public partnerships to acquire, develop and maintain parks, trails and community facilities.
- 8.1.9 Consider the use of variances, density bonusing, housing agreements, covenants, phased development agreements and amenity contributions as mechanisms to secure public amenities such as plazas and playgrounds during the development review process.



UPTOWN-DOUGLAS CORRIDOR PLAN

UDC PARK

PRIORITY AREA FOR PARKS

COMMUNITY FACILITIES / POINTS OF INTEREST

<b>Parks &amp; Open Space Type</b>	<b>Purpose</b>	<b>Size</b>	<b>Walking Distance Guideline</b>	<b>Examples</b>
<b>Private Open Space</b>	To provide outdoor space for private property/strata developments.	Various sizes	On-site	Balconies Patios Courtyards Backyards Gardens Green Roofs
<b>Publicly Accessible Open Space</b> (private ownership)	To increase the availability of publicly accessible open space, including places for residents, employees and visitors to gather on private and/or public open space.	Various sizes	2 minutes	Uptown Shopping Centre Plaza, Community Gardens
<b>Plaza/ Urban Park</b> (public or private ownership)	To provide small open space with seating areas, play areas and decorative elements, including on private land with public access.	0.1 – 0.8 ha	5 minutes	Switchbridge Plaza
<b>Neighbourhood Parks</b>	To provide local recreation opportunities, including play equipment, pathways, open grass, seating around play environments or areas of refuge for residents and employees within 400 metres.	Various sizes	5 minutes	Mount View Park, Regina Park
<b>Community Parks</b>	To provide spaces with high quality elements such as sports fields, playgrounds, skateparks, trails, urban plazas and/or natural features for users 1 to 3 kilometres away.	0.5 ha and larger	10-20 minutes	Rudd Park, Rutledge Park
<b>Municipal Parks</b>	To provide a range of park uses, including natural features such as beaches and forests for all Saanich residents.	20-200 ha	n/a	Swan lake Nature Sanctuary

Figure 8.1: UDC Parks and Open Space Framework

## 8.2 PARK, OPEN SPACE AND TRAIL NETWORK DESIGN

The design of cities and neighbourhoods affects the ease with which people can walk, cycle, participate in active recreation and interact with neighbours and their community. With an increase in multi-family housing in the Uptown – Douglas Corridor (UDC), ensuring access to well-planned parks and trails will foster a sense of community, promote healthy lifestyles and connect destinations. The type of

open space will range greatly within the UDC from multi-use trails and greenways to urban plazas, community gardens and natural spaces, each connected to create a complete network for the community.

### POLICIES

- 8.2.1 Support the development of additional public parks, open spaces and trails to provide amenity space throughout the area and strengthen the green corridor network identified on Map 4.2.
- 8.2.2 When considering new parks or publicly accessible open spaces as part of development proposals or capital projects, seek to locate and design spaces to:
- Strengthen the green corridor network identified on Map 4.2;
  - Optimize connectivity to active transportation networks;
  - Complement or expand existing parks or public spaces;
  - Address gaps in the parks and open space network, enhancing walkable access;
  - Add new connections to improve walking and cycling;
  - Consider aspect, maximizing sunlight and minimizing potential impacts from shading; and
  - Be supported by active uses, such as coffee shops, restaurants or community facilities.
- 8.2.3 Enhance the design of municipal streets and rights-of-way to better link parks, open spaces and plazas.
- 8.2.4 Increase the profile of the civic and public realm space at the Municipal Campus site and adjacent Gateway Village / Saanich Plaza sites, including through the development of a central civic space that is visually prominent, multi-purpose and easily accessed by all modes of travel.
- 8.2.5 Pursue the addition of a plaza space where the Municipal Campus intersects with the Lochside Trail to create a welcoming access point.
- 8.2.6 Support options for the future of Regina Park, including a re-design or land swap, that would improve the functionality of the park and reduce the impact of the Trans-Canada Highway (See also Policy 5.13.4).
- 8.2.7 Pursue enhancements to Regina Park that enrich the recreational and ecological value of the park, including enhancement of the urban forest and introduction of community facilities (See also Policy 4.4.4).
- 8.2.8 Work with the Provincial Government to explore options to achieve greater public benefit from the MOTI highway islands (on Blanshard Street north of the Lochside Trail and south of Saanich Road).
- 8.2.9 Support opportunities to incorporate food producing trees and plants in public areas where appropriate (See also Policies 4.5.6 and 10.5.1).
- 8.2.10 Consider community gardens within existing or proposed parks, institutional lands, undeveloped parcels, and closed road rights-of-way, as per the Community Gardens Policy, where appropriate.



## 8.3 GALLOPING GOOSE AND LOCHSIDE TRAILS

The Galloping Goose Regional Trail was originally a freight railway line built during the First World War. Dedicated to recreational use in 1989, it is part of The Great Trail, a national multi-use trail system linking trails from coast to coast. “The Goose” intersects with the Lochside Regional Trail, a 29-kilometre former railway line from Saanich to Sidney. It also intersects with the E&N Rail Trail – Humpback Connector, a new 17-kilometre cycling and pedestrian trail being constructed largely within the E&N rail corridor that links Victoria and the Westshore communities.

The right-of-way that contains the Galloping Goose and Lochside Trails is owned by the Ministry of Transportation and Infrastructure (MOTI), and both trails are operated by the

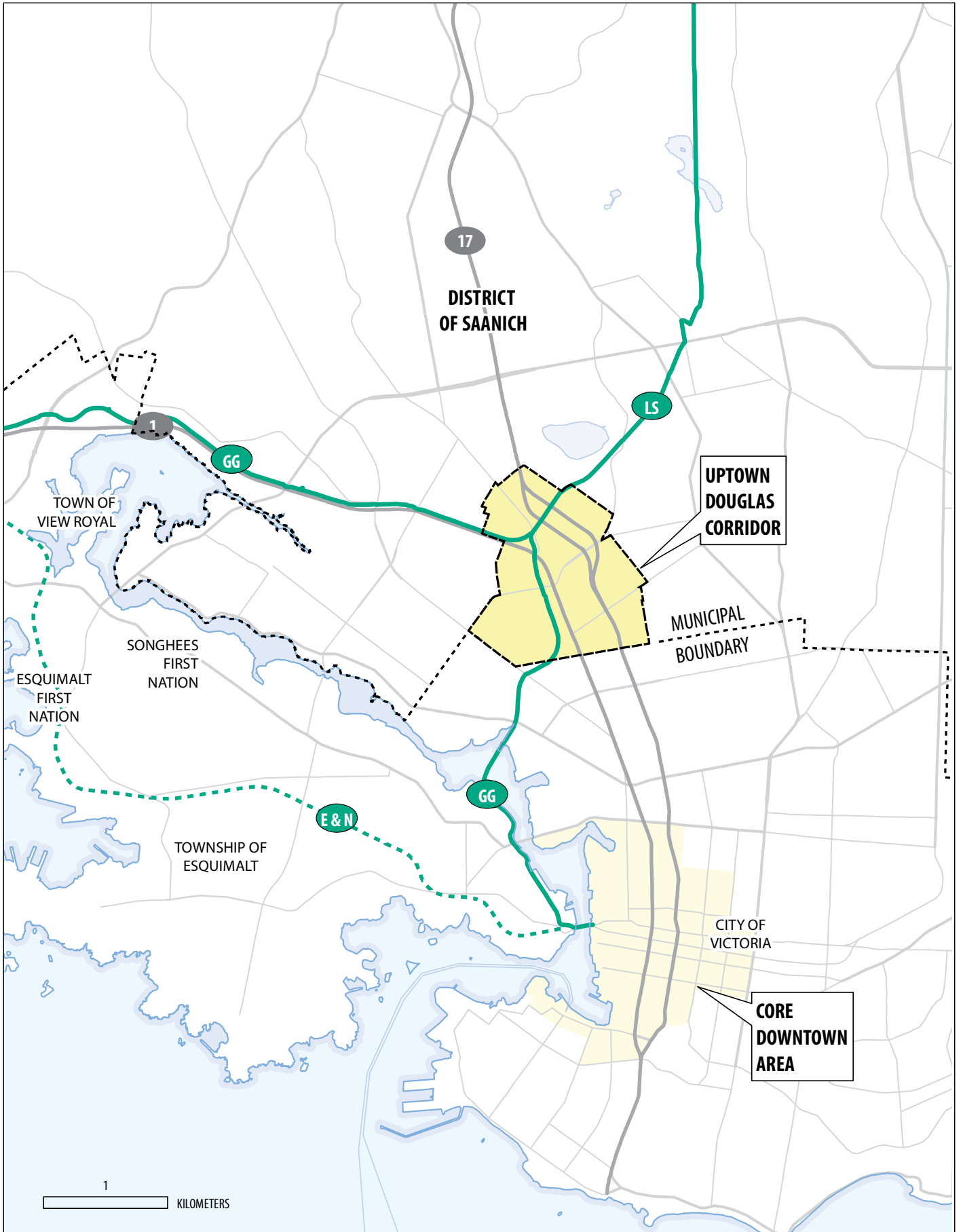
Capital Regional District.

The Galloping Goose and Lochside Regional Trails are integral components of the active transportation network, providing transportation and recreation opportunities for residents and visitors alike. As usage of the trails increases over time, changes will need to be made to ensure the safety and comfort of all users. Additionally, the trail represents a key asset in the UDC – one that can be further animated through adjacent land use changes and better integrated through new points of access to advance social well-being, economic development and environmental health.

### POLICIES

- 8.3.1 Work with the Capital Regional District to enhance the Galloping Goose and Lochside Trails by expanding the width of the trail and creating separate areas for pedestrians and cyclists to improve safety and enhance the experience for all users.
- 8.3.2 Explore opportunities to improve the safety and visibility of access points and crossing locations along the Galloping Goose and Lochside Trails, through:
  - Focusing on high use/high conflict areas;
  - Addressing sightlines and signage needs; and
  - Improving road-trail crossings, including through marking and lighting.
- 8.3.3 Pursue the development of pocket parks or plazas along the Galloping Goose (See also Policy 5.8.5).
- 8.3.4 Work with the Capital Regional District to enhance wayfinding to better link regional trails with key destinations and active transportation routes.
- 8.3.5 Work with Capital Regional District and adjacent property owners to enhance public amenities along the Galloping Goose and Lochside Trails, including through the provision of shelters, water fountains, benches, washrooms and bike kitchens.
- 8.3.6 Support public art installations along the Galloping Goose and Lochside Trails as a way to celebrate and animate the area.
- 8.3.7 Enhance connectivity to the Lochside Trail and support the creation of a public / open space that complements the Nigel Valley plaza space across the Trail as part of Municipal Campus upgrades or redevelopment.
- 8.3.8 Work with the MOTI and the Capital Regional District to enhance the integration of the Galloping Goose and Lochside Trails with adjacent land uses, including exploring additional non-motorized access points to uses fronting on to the Trail.
- 8.3.9 Ensure redevelopment proposals adjacent to the Galloping Goose and Lochside Trails are designed to:
  - Improve passive visual surveillance;
  - Add to interest and enhance the recreational experience of the trail;
  - Address potential conflicts created by access points; and
  - Include landscaped areas adjacent to the Trail with a balanced focus on native and drought tolerant plants to enhance the greenway character of the trail corridor.





Map 8.2 Regional Trail Network

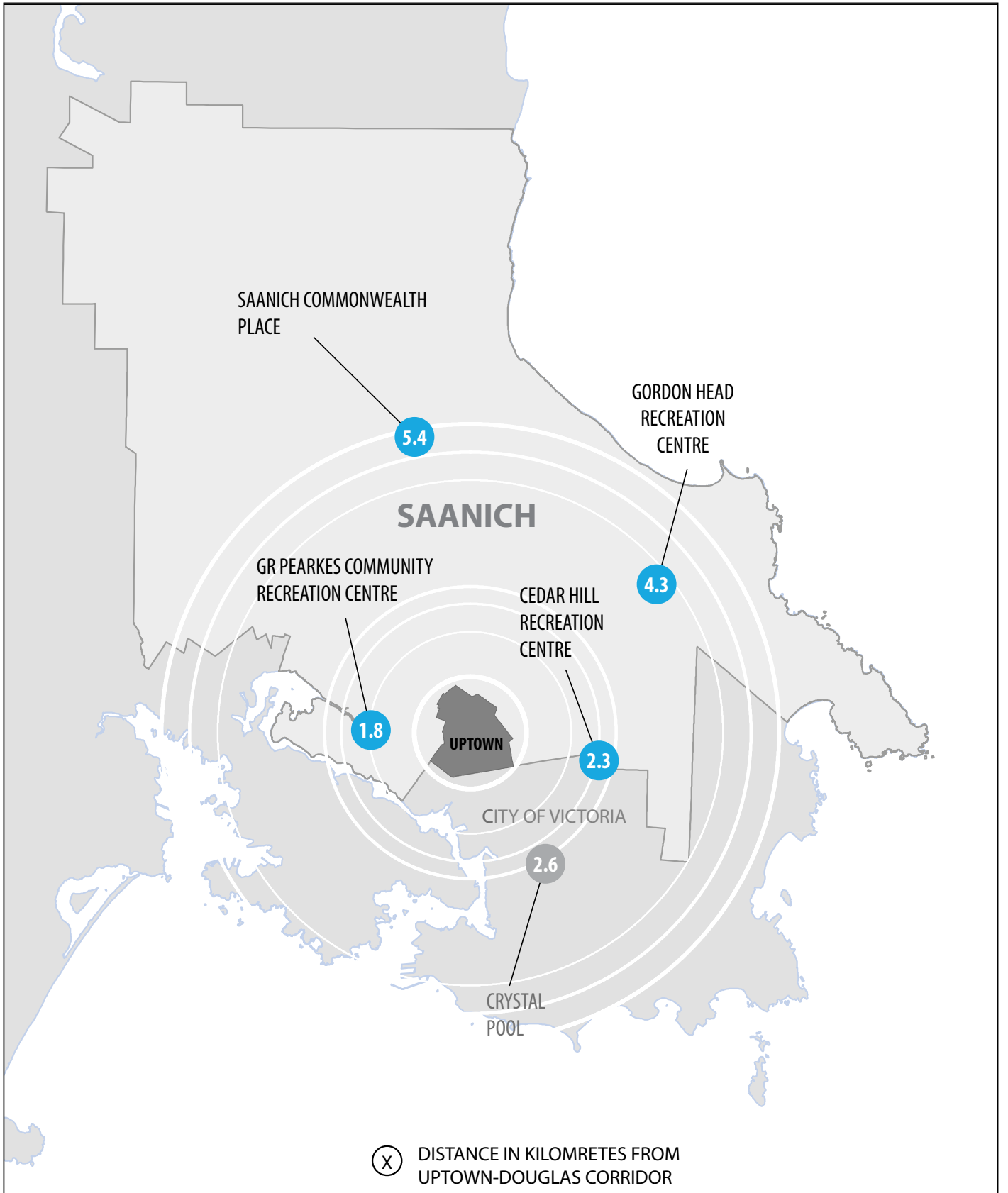
## 8.4 COMMUNITY FACILITIES

The Uptown – Douglas Corridor (UDC) does not contain any major Saanich Recreation Centres. However, Pearkes Recreation Centre, Commonwealth Recreation Centre and Cedar Hill Recreation Centre can all be accessed within a 10-minute drive (See Map 8.3). While the facilities currently in Saanich meet the needs of today's population, additional growth in the UDC may provide a long term rationale to explore the addition of a new recreation facility in the area. Easy access to transit and the Galloping Goose and Lochside Trails combined with a high density of residents and employees would make this area an ideal fit for a community recreation centre when the need is warranted.

While pursuing a larger community facility in the long term is desirable, additional community facilities will also need to be added incrementally to help support population growth and provide the recreational opportunities that are critical to the quality of life of residents, employees and visitors. These incremental changes can include adding smaller scale or privately owned community facilities and improving the connectivity to and accessibility of existing facilities. Needs expressed by community members include a new school, meeting spaces and daycare.

### POLICIES

- 8.4.1 Review recreational programming and facilities in the context of projected population growth for the UDC and directions from the Recreation Market Analysis to ensure they are meeting emerging needs.
- 8.4.2 Support the long term introduction of a new community recreation facility within the UDC in a location that has convenient access to transit and active transportation networks.
- 8.4.3 Explore possible public-private partnerships as a means to add new recreation facilities.
- 8.4.4 Liaise with the Library Board regarding implementation of its long-range facility plan, and support the concept of co-location of libraries and community centres.
- 8.4.5 Support the enhancement of library facilities in the area, including through development of a new facility that has greater floor space, is more prominently located in the area and is easily accessible by foot.
- 8.4.6 Work with the School Board to accommodate long-term needs for school facilities in the area to respond to anticipated growth in population and school age children.
- 8.4.7 Support the exploration of a new public school within the UDC, with a priority on the School Board site at Boleskine Road as a potential future location (See also Policy 5.13.2).
- 8.4.8 As part of redevelopment applications, pursue community facility amenity contributions, including daycares, community centres or community meeting spaces.
- 8.4.9 Explore the introduction of youth oriented facilities and amenities in Rudd Park.
- 8.4.10 Support the establishment of a youth centre in the area, potentially as a component of a multi-family, mixed-use or commercial development.
- 8.4.11 Explore the potential introduction of a community recreation facility and/or library as a potential component of any redevelopment of the Municipal Campus site.



**Map 8.3 Recreational Facilities**

# 9. URBAN DESIGN



Uptown Shopping Centre

The Uptown – Douglas Corridor (UDC) has a concentration of economic activity and a diversity of land uses that are conducive to an animated and vibrant urban environment. However, the auto-oriented design of major roads and buildings creates barriers to a quality public realm. Individual assets such as Rutledge Park and the Uptown Shopping Centre have some design elements that foster social interaction, but the majority of land uses are more utilitarian in form and function and offer limited contributions to the overall character of the built environment. Additionally, the overall cohesiveness of the area is limited, with a poor quality public realm, a lack of pedestrian-oriented building design and minimal elements that reinforce the area's position as a regional centre.

Recognizing the current economic value of the area, policies and principles seek to further advance the UDC as a leading regional destination while enhancing its character. A focus on pedestrian-oriented development and multi-modal design will be critical to this transition. Mobility for all ages and abilities is a clear priority in the UDC with policy that further defines and supports future rapid transit and bicycle, pedestrian and vehicle mobility.

This section is divided into two parts. The first part (9.1) identifies the guiding principles of urban design that has informed the later section. The second part (9.2) provides design details for specific elements of site layout, built form and public realm.

## 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.

## 9.1 GENERAL URBAN DESIGN POLICY

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. The urban design objectives will be realized, broadly, through the following policies.

### POLICIES

- 9.1.1 Apply the Urban Design Principles identified in Section 9.2 as the guiding framework to assess the form and character of redevelopment applications.
- 9.1.2 Integrate the UDC Principles and Framework (Section 9.2) into the development of updated Development Permit Area Design Guidelines.
- 9.1.3 Apply the principles of Crime Prevention through Environment Design (CPTED) in site planning, organization and building design.
- 9.1.4 Apply the standards of universal design and accessibility into all design elements of development.
- 9.1.5 Support more sustainable management of urban stormwater, using alternatives to piped systems such as rain gardens and bio-swales, for development in the UDC.
- 9.1.6 Support public art, as an independent installation in a public space and/or as a component of the building design.
- 9.1.7 Transition building height down from the highest density within the Douglas-Oak Hub out towards the lower density edges of the Plan boundary, as shown in Figure 9.1.
- 9.1.8 Incorporate view corridors into new development including through building siting, separation and transition in massing and height. Important view corridors are identified on Map 9.1 and include:
  - i. Olympic Mountains;
  - ii. Strait of Juan de Fuca;
  - iii. Victoria skyline;
  - iv. Sooke Hills; and
  - v. Christmas Hill.
- 9.1.9 Gateways into the UDC should be defined and celebrated through special signage, landscape elements, quality surface treatment, unique lighting and public art. Strategic locations are referenced on Map 9.1 and include:
  - i. Douglas Street at Carey Road;
  - ii. Vernon Avenue and Blanshard Street at Patricia Bay Highway; and
  - iii. Tolmie Avenue at Douglas Street and Blanshard Street.
- 9.1.10 Develop a wayfinding strategy for the UDC, as part of Saanich's overall wayfinding program, with a focus on connecting major destinations and integrating active transportation and transit networks, including the Galloping Goose and Lochside Regional Trails.

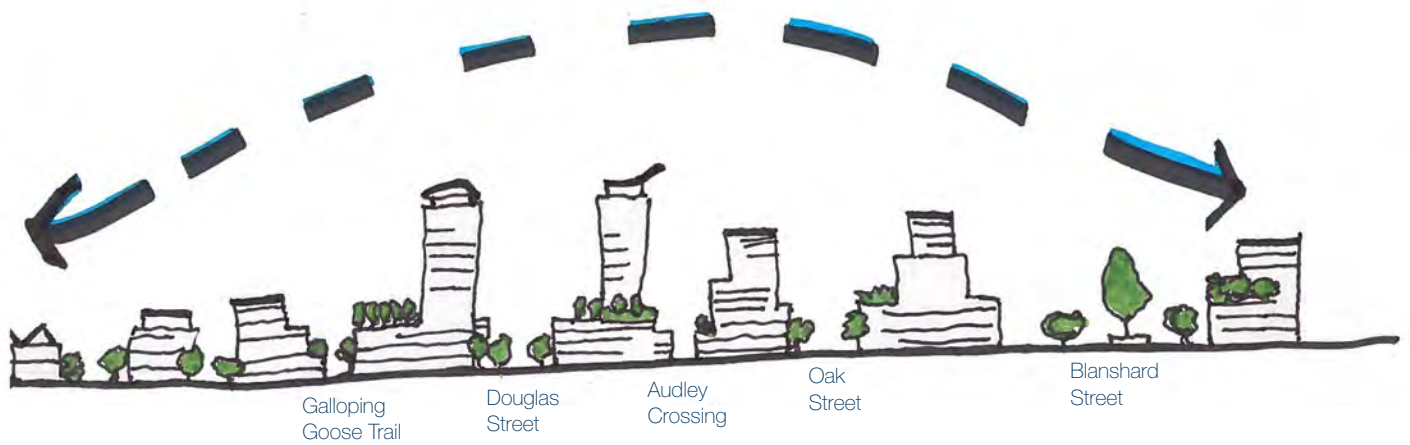
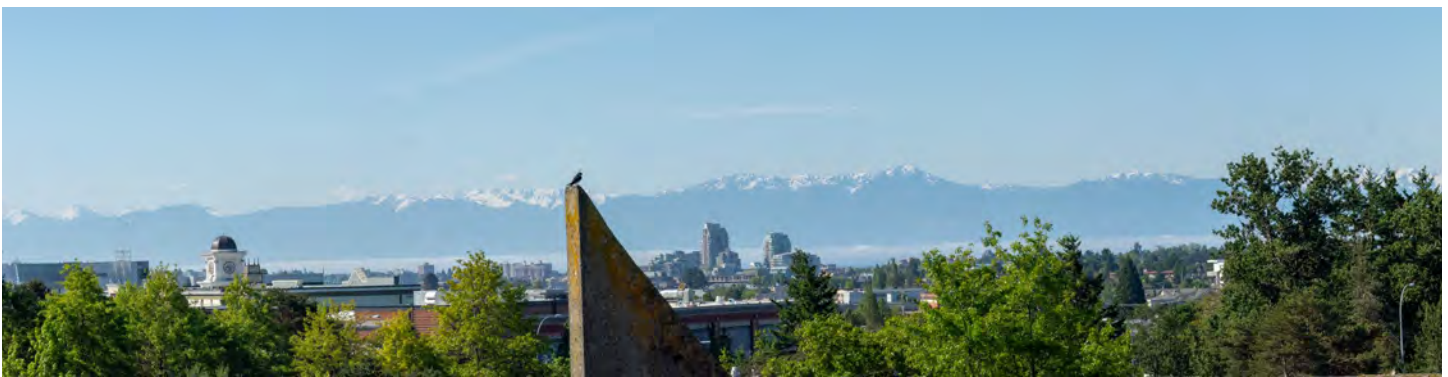


Figure 9.1: Transition building heights down from the Core



South/Southwest views: Olympic Mountains, Juan de Fuca Strait, Uptown Shopping Centre and Downtown Victoria



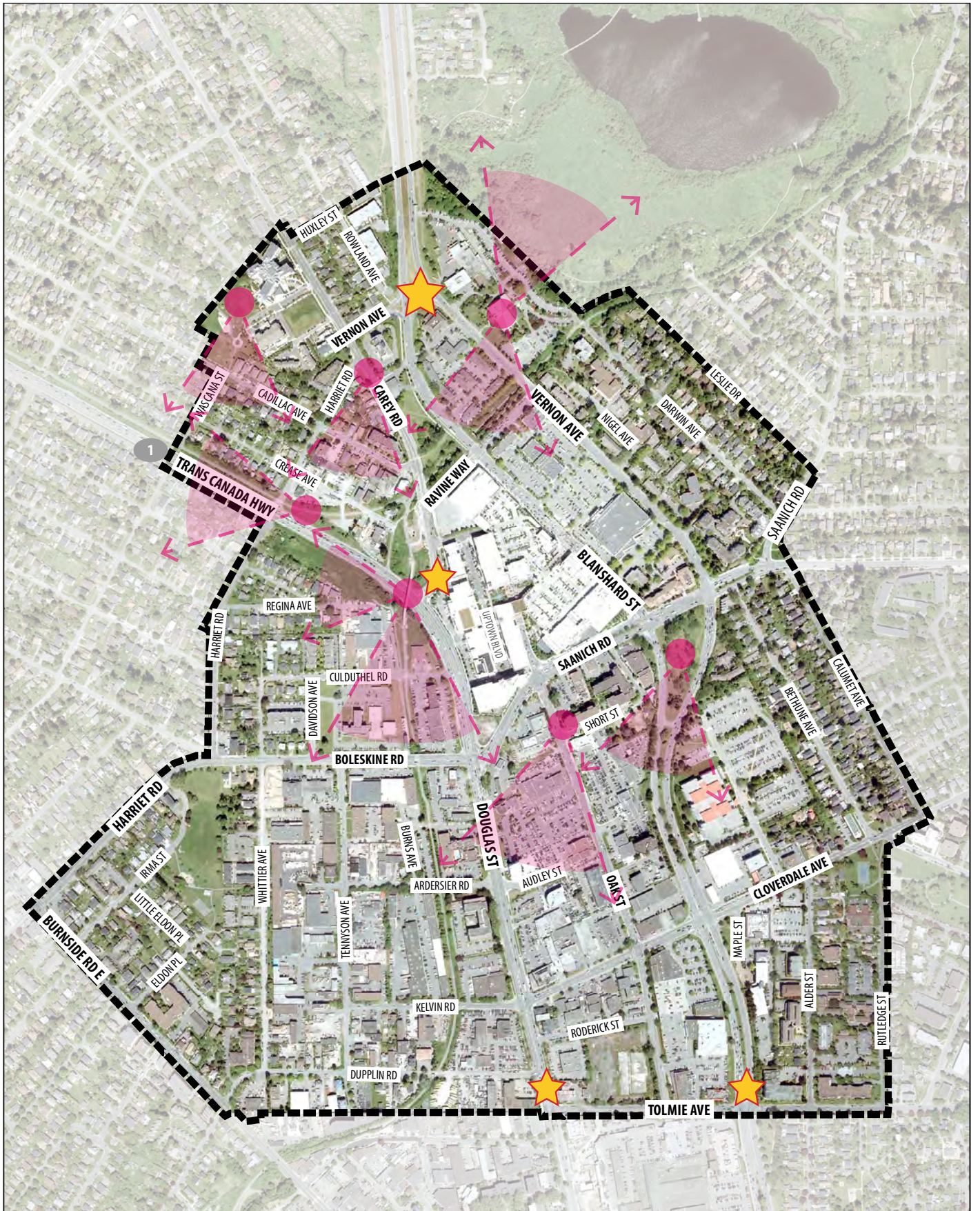
West views: Towards Sooke Hills



South views: UDC Area, Victoria and Olympic Mountains



North/Northeast views: Christmas Hill, Mount Douglas and Swan Lake Estuary



View Corridor



Point of Entry / Gateway





## 9.2 URBAN DESIGN FRAMEWORK

The purpose of the design framework is to guide the transition of space to place and develop a place that is unique, interesting and in keeping with the Plan's vision. The framework promotes community, liveability, aesthetics, ambiance, culture, safety, accessibility and an environment that is inclusive to all age groups and abilities.

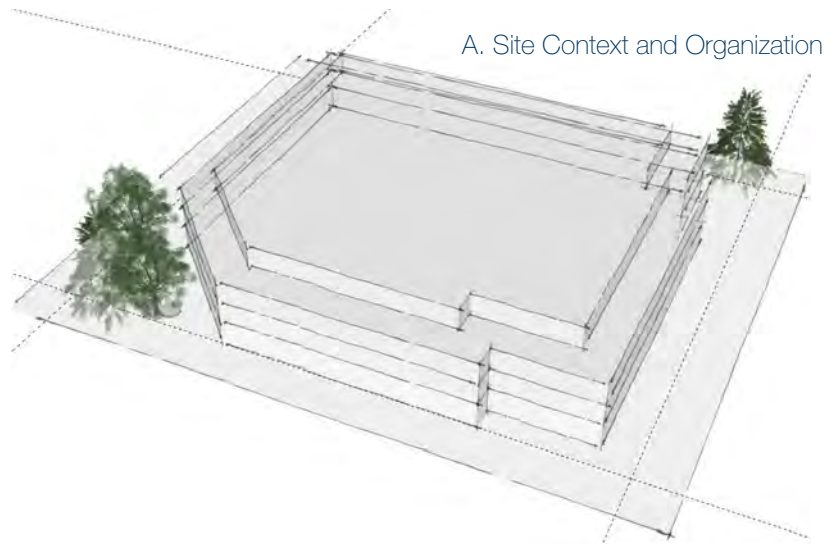
Furthermore, the Urban Design Framework seeks to develop a high density urban core while highlighting and enhancing the unique characteristics and functions of each neighbourhood sub-area (See Sections 3.4 and 5 for sub-area objectives and land use policies). New developments, street improvements and the introduction of public spaces will fuel the ability to generate a desired sense of place within each sub-area and within the larger urban core as a whole.

Public realm is a focus of this Plan, with land use and design objectives supporting the development of vibrant areas for social interactions on a myriad of scale, including streets, plazas, public squares, parkettes, and pocket parks. Improvements to the parks and open space network, both new and enhanced, have been identified as a critical piece of infrastructure needed to meet the anticipated needs of this fast developing urban area. Improving streetscapes through safety and beautification is no less important to improving the quality of the pedestrian experience in the UDC.

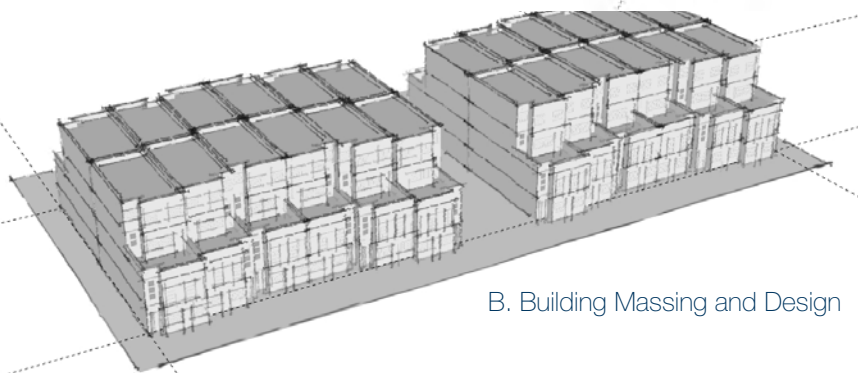
Urban design directions are intended to be used in conjunction with directions in Section 5 (Land Use) and Section 7 (Significant Streets). The content in these three sections, in particular, collectively work together to articulate the Plan's vision for the design of the built environment.

The framework is divided into three sub-sections, namely:

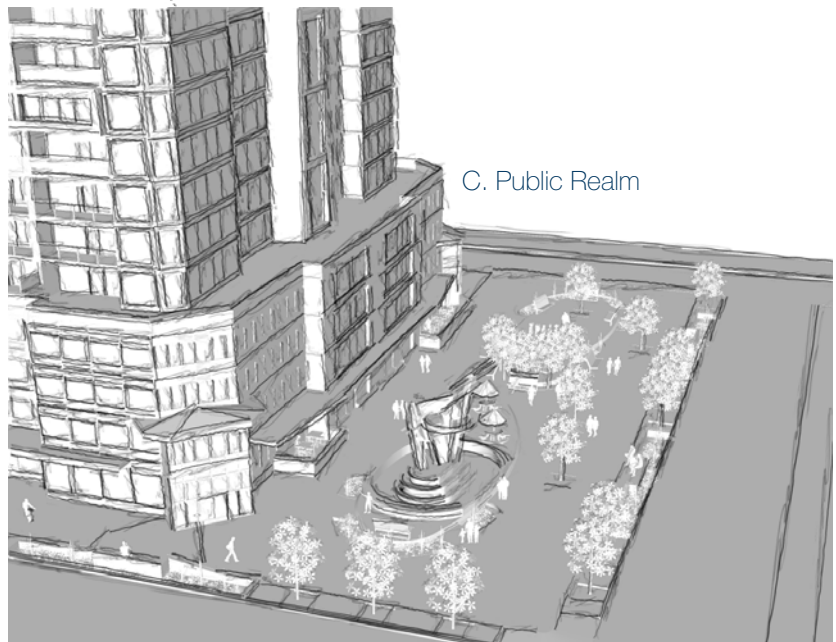
- A. Site context and organization;
- B. Building massing and design; and,
- C. Public realm.



A. Site Context and Organization



B. Building Massing and Design



C. Public Realm

### URBAN DESIGN FRAMEWORK ELEMENTS

## A. SITE CONTEXT AND ORGANIZATION

- 9.2.1 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.
- i. Site design should incorporate tree retention and protection, where possible, and identify strategies for tree replacement and integration of landscape features that increase the green areas on site.
  - ii. Passive design principles should be incorporated into site planning and design, including through consideration of building siting, solar orientation, thermal bridge-free design, shading/ventilation measures and other sustainable design features (Figure 9.2).
  - iii. During redevelopment, heritage buildings, sites and features should be a focal element of design considerations, including the preservation and integration of such as part of site planning and organization.
  - iv. New construction should be compatible with adjacent heritage buildings and complement existing heritage materials, pattern and scale of the streetscape by providing an appropriate transition between differing scales and heights of neighbouring buildings.
  - v. Large sites with multiple buildings and the potential for new public realm elements should consider coordinating development through a Master Plan. Potential sites include the School Board Site, Saanich Plaza, Gateway Plaza, 4000 Seymour and the Municipal Campus.
  - vi. Site design should promote and facilitate activity and social interaction through planned features such as active uses, strategic connections and public open spaces.

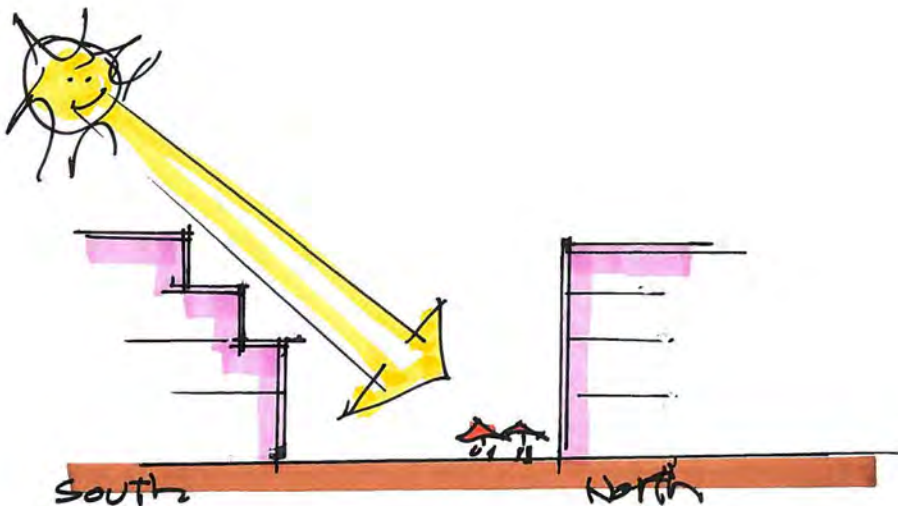


Figure 9.2: Optimize solar orientation of buildings and public spaces

## A. SITE CONTEXT AND ORGANIZATION

**9.2.2 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.

- i. Building types and forms should respect the scale and character of existing and planned land use and respond appropriately to the site conditions, context and adjacencies.
- ii. Building orientation should consider generalized and proximate view corridors and sightlines, including those identified on Map 9.1.
- iii. Buildings located at the end of terminating views and street corners should generally emphasize vertical articulation and include prominent architectural features (See Figure 9.3a).

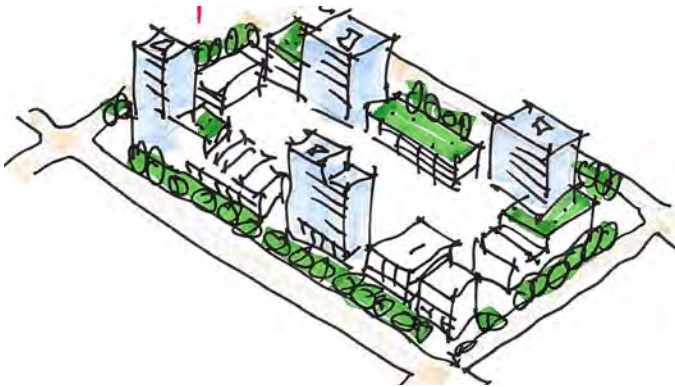


Figure 9.3a: Locate taller buildings at street corners

- iv. Street edges should consider setbacks for urban squares and plazas to enable animation and reduce negative impacts of shadowing on parks and other public spaces.
- v. Buildings should be designed to contribute to an interesting and distinctive skyline through articulated rooflines, upper storey massing and slender designs that promote a harmonious and shaped skyline (See Figure 9.3b).

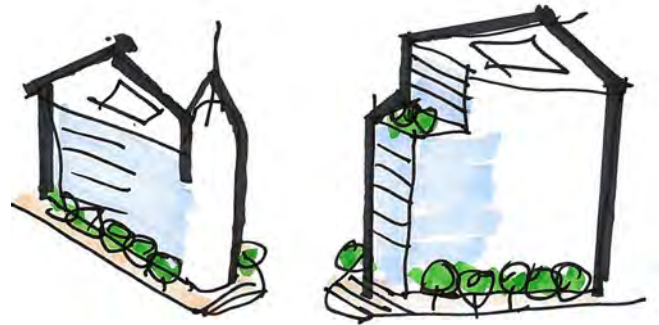


Figure 9.3b: Emphasize vertical articulation and include prominent architectural features

## A. SITE CONTEXT AND ORGANIZATION

**9.2.3 Public Realm Framework:** Developments should provide a seamless transition into the public realm through enhanced integration with streets, parks, open spaces and adjacent development.

- i. Large blocks should be fragmented to accommodate new pedestrian and cycling connections, including but not limited to locations identified on Map 6.2.
- ii. Connections should be designed with appropriate landscaping and lighting and be a minimum of 5 metres.
- iii. Buildings adjacent to pedestrian connections should be setback to minimize shadowing on paths and create the perception of spacious public spaces.
- iv. Buildings should be designed to engage with sidewalks, accommodate commercial activity, invite pedestrian activity and offer passive open spaces (See Figure 9.4). In order to create street interfaces that are comfortable, building should generally be setback from the principal street as per Figure 5.1.



Figure 9.4: Design building to engage the street

- v. Transit shelters should be integrated into site and building design (See Figure 9.5). Where a shelter is independent from a building, a minimum of 2.5 metres for pedestrian movement from the rear of the shelter should be provided.



Figure 9.5: Integrate bus shelters as part of street frontage improvements

- vi. Buildings should be sited and designed to provide interesting views to surrounding features and spaces.
- vii. Amenity spaces, focal point and/or landmarks should be located strategically to create interest from public and private areas.
- viii. Courtyards, forecourts, plazas, parkettes, terraces and patios are encouraged to enliven the public and semi-public realm. Consider spill-over of these features to support vibrancy on streets and in public places (See Figure 9.6).



Figure 9.6: Incorporate building design features that enliven public spaces

- ix. Buildings should front public spaces and complement the surrounding context through use and desired experiences.
- x. Special paving, landscaping, seating/benches, bike racks and waste/recycling stations are encouraged to define the public realm, and to promote human-scale dimensions.
- xi. Public open spaces should be designed with soft transitions in grade and be barrier free.

## A. SITE CONTEXT AND ORGANIZATION

**9.2.4 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.

- i. Building form and massing are expected to incorporate view corridors, illustrated through sympathetic orientation, design and massing.

**9.2.5 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.

- i. All parking must be located underground or underbuilding. Limited surface parking (e.g. accessible and visitor) may be considered at the rear of a building, and must be permeable surfaced and sufficiently screened from street view through landscape design features.
- ii. Building designs must include integrated loading stalls and bays, when loading is applicable to the use (See Figures 9.7a and 9.7b).
- iii. Appropriately sized and conveniently located parking spaces should be provided in order to support a variety of transportation options including but not limited to carpools, car-shares, EV vehicles, and electric and cargo bicycles.

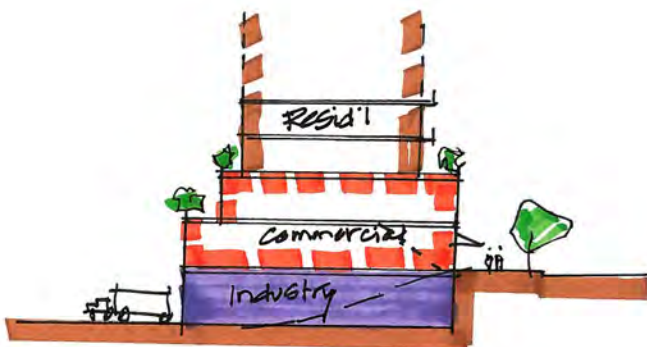


Figure 9.7a: Design new buildings with integrated loading and servicing

- ii. Buildings should step down towards the edges of sites, blocks and neighbourhoods to maximize and preserve significant views.
- iii. Significant view corridors should be protected through strategic placement of higher buildings to frame views while other public views should be retained through open street ends/corridors, breezeways, internal roads and paths and other openings within the built form (See Map 9.1).

- iv. Residential development should include designated, secure and safe indoor bicycle and cargo- bicycle parking. Consideration for e-bicycle charging outlets are encouraged.
- v. All development should include designated, secure and safe outdoor bicycle parking complete with overhead shelter, placed near entries to buildings for enhanced connectivity.
- vi. Parking structures should consider safe pedestrian circulation networks through providing raised walkways, clear signage and appropriate lighting.
- vii. Developments should ensure access and egress to/from any adjacent parcels remains achievable for future development.

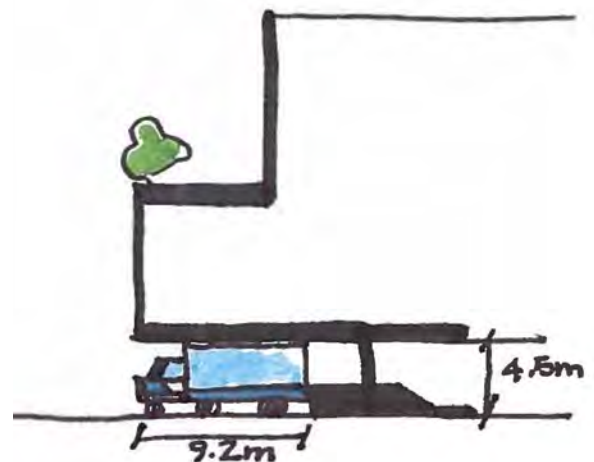


Figure 9.7b: Integrate loading to back of house in building design

## B. BUILDING MASSING AND DESIGN

**9.2.6 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.

- i. Apply angular planes, minimum horizontal separation distances, and other building envelope controls to transition buildings down to lower-scale buildings, streets, parks and open spaces.
- ii. For Infill, Apartment and Mid-Rise Residential designations, angular planes, of approximately 45 degrees, should be applied to the building massing and design to enable sunlight to reach sidewalks, provide perception of more human scaled buildings, reduce overlook to neighbouring buildings and mitigate shadowing on public spaces (See Figure 9.8). At the back of a building, the angular plane should be measured from either the rear property line or the mid-line of a rear lane/street.
- iii. Transitions in massing should be provided through use of features including articulated facades, building setbacks, and shoulder setbacks on upper levels.
- iv. Building massing should step down when adjacent to a pedestrian connection.
- v. Corner locations should occupy the bulk of the building height and massing and be articulated to reinforce corridors and views to public places (e.g. streets, plazas).
- vi. Design should minimize the impact of shadowing and maximize access to sunlight, sky view, and privacy on neighbouring properties.
- vii. Design of new buildings should incorporate features that minimize negative impacts on bird populations, including but not limited to: glazing techniques, fritted glass, fenestration patterns, bird trap mitigation and reduced light pollution. For buildings with a podium, storeys above should be massed and setback to allow light penetration and be articulated to create a pattern (e.g. saw-tooth) of slim, varying height forms.

viii. Buildings should be articulated to create a continuous streetwall, as detailed in Figures 7.1 – 7.8 and as shown on Map 9.2, generally as follows:

- Neighbourhood Infill, Apartment and Mid-Rise Residential: 2-3 storeys
- Urban Mixed-Use Residential: 2-4 storeys
- Audley Crossing: 2 storeys
- Oak Street: 3 storeys
- Core: 4-6 storeys

ix. Angled or terraced balconies, curtain or window wall systems, projecting windows, rooftop amenity space and other techniques are encouraged to promote public views and vistas and diversity in design.

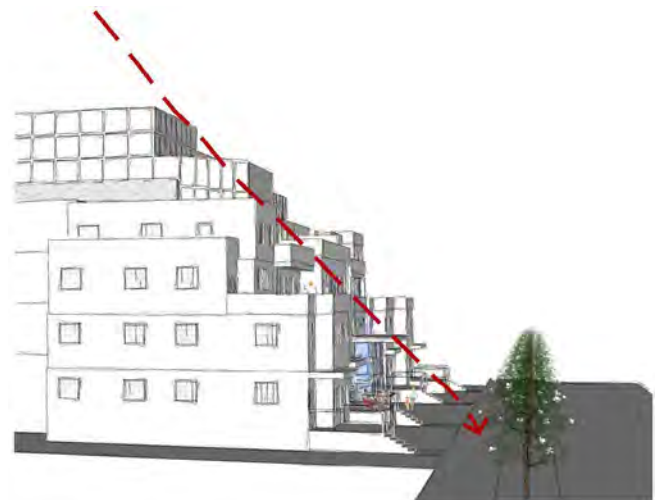


Figure 9.8: Mid-Rise development showing 45° angular plane



**GENERAL STREETWALL HEIGHTS (HEIGHT IN STOREYS)**

- 2
- 2-3
- 2-4
- 3
- 4-6

**Map 9.2 Street Wall Heights**

## B. BUILDING MASSING AND DESIGN

**9.2.7 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.

- i. Building entrances should be legible from the street, emphasized as a focal point of a building's facade and be placed in highly visible locations where there is the ability to animate a longer stretch of street (See Figure 9.9).
- ii. Entrances should be proportionally in scale with the buildings overall design and relate to the street.
- iii. Residential and office type uses with shared lobby entrances should be clearly differentiated and denote a sense of arrival through notable entry features (See Figure 9.10) including:
  - Landscape elements;
  - Prominent architectural features;
  - Transparent and double-height lobbies and entrances;
  - Canopies, awnings and other weather protection systems;
  - Integrated benches;
  - Visitor bicycle parking;
  - Appropriately scale lighting; and
  - Clear signage.
- iv. Pedestrian scaled lighting should be integrated into building entrances, public spaces and in areas with high pedestrian traffic.
- v. Ground floor residential units adjacent to a street must provide at-grade individual entrances with direct connections to the public sidewalk. Consider the use of raised terraces, forecourts, patios, landscaping, screening, fences and gates to enhance individual residential entrances and create a semi-private transition to the street (See Figure 9.11).
- vi. Developments on corner lots are encouraged to locate building entrances at the corner to animate both streets.



Figure 9.9: Emphasize building entrances as a focal point



Figure 9.10: Create a sense of arrival at building entrances



Figure 9.11: Provide individual Residential entrances with direct connections to the street



## B. BUILDING MASSING AND DESIGN

**9.2.8 Building Relationship to Streets:** Developments should relate directly to the street level while blending with the topography of the natural and built form surroundings.

- i. Building faces should be designed for the human scale with main entrances that address the street and include open space to accommodate gathering.
- ii. Buildings should be located to define the street edge and create a continuous human-scaled street wall (See Figure 9.12).
- iii. Continuous weather protection is required along all commercial and mixed-use developments and is encouraged for mixed-employment developments.
- iv. On sloping sites, ground floor commercial areas should step with the grade to allow flush entry into units.
- v. Pedestrian connections should be flanked with active frontages.
- vi. For the Neighbourhood Infill Residential designation, buildings should be articulated to provide 2 exterior walls for the majority of units; facades should be designed to be sympathetic to the surrounding context.
- vii. Development on corner sites (See Figure 9.13) should:
  - Align the building to the setback pattern of neighbouring buildings on both streets; and
  - Provide attractive finishing on both facades with emphasis given to the façade fronting the primary street.
- viii. Rear lot setbacks are intended to provide privacy and open space for residents and reduce overlook. These setbacks are dependent on building form, density and use and its adjacencies.
- ix. Buildings with commercial at grade should provide a range of unit sizes designed for active uses.



Figure 9.12: Use a continuous street wall to define the street edge



Figure 9.13: Address both frontages on corner sites

## B. BUILDING MASSING AND DESIGN

- x. Small and transparent storefronts that increase the building definition and articulation are encouraged.
- xi. Within the Urban Mixed-Use designation, specifically along Oak Street, Individual commercial street frontages should not exceed 10-15 metres. However, large commercial units with small frontages may be considered on deep lots when the bulk of the floor area is located “behind” smaller, fronting units (See Figure 9.14).
- xii. Façades fronting streets and public spaces should have large, well-proportioned areas of glazing to enhance the streetscape and promote a sense of visual interaction between the building and public realm (See Figure 9.15).
- xiii. Ground floor commercial units should incorporate:
  - A minimum of 70% glazing; and
  - Primary doors, walls and windows that slide, stack, fold, collapse and retract are encouraged for active, at grade uses taking advantage of seasonal benefits and encouraging energetic streetscapes.
- xiv. Buildings should promote safe and convenient connections through development sites and mid-block connections, especially in the Core and Urban Mixed-Use designations.
- xv. Signage should be designed to be consistent with the architectural style, scale and materials of the development and its surrounding context.
- xvi. No blank walls are permitted along street frontages (including the Galloping Goose and Lochside Trails); temporary blank walls should incorporate articulations and/or public art (e.g. murals) for visual interest and engagement.
- xvii. Buildings and foundations (low or stepped foundation walls) should be designed to exclude or minimize the exposure of concrete foundation.

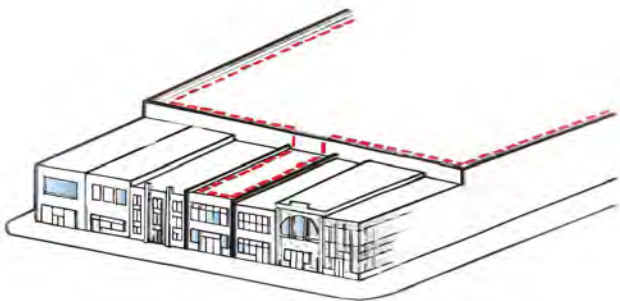


Figure 9.14: Maintain a small frontage for large commercial units

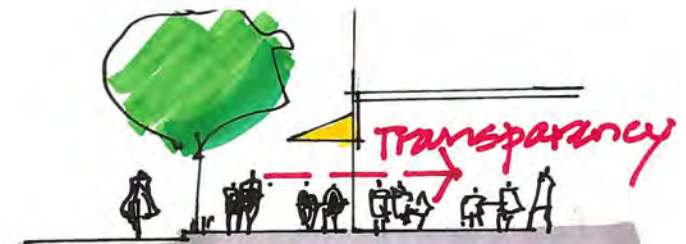


Figure 9.15: Activate the streetscape with appropriate glazing of at-grade commercial unit

## B. BUILDING MASSING AND DESIGN

- 9.2.9 Private Outdoor Amenity Space:** Design shared outdoor amenity areas to be a focal point within the developments and publicly accessible, where appropriate.
- Useable outdoor amenity spaces in the form of courtyards, forecourts, terraces, balconies, patios and rooftops (including podium surfaces) are strongly encouraged to enliven the private and semi-private realm.
  - Where private outdoor amenity space is provided the minimum area required is 6 m<sup>2</sup>, with 1.8 metres being the minimum for any one dimension.
  - For residential and mixed-use developments, accessible green rooftops and useable podium levels are encouraged to be provided as common amenity spaces. Consideration for indoor amenity

space to be contiguous with outdoor amenity is strongly encouraged (See Figure 9.16).

- Open spaces should be located and designed to maximize sunlight access during the day.
- Safety, comfort and the enjoyment of the amenity space should be enhanced by the provision of landscaping, seating, lighting, public art, and weather protection elements.
- Outdoor amenity space associated with large scale commercial or institutional developments should be publicly accessible (See Figure 9.17 and Section 9.2.15).

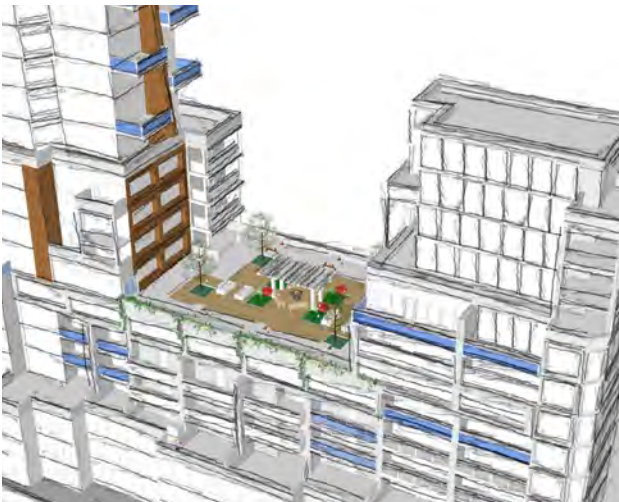


Figure 9.16: Encourage shared outdoor amenity space



Figure 9.17: Incorporate outdoor public amenity space into large scale commercial or institutional developments

## B. BUILDING MASSING AND DESIGN

### 9.2.10 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.

- i. Buildings should provide breaks in massing, offering visual relief in the urban streetwall and framing the urban neighbourhood appropriately. Consider securing communal viewpoints through breaks in massing.
- ii. Buildings should create a variety of spatial experiences at different scales to enhance the diverse quality of the area. Gardens, exterior courtyards and green spaces should be enhanced by building massing and siting.
- iii. For Neighbourhood Infill and Neighbourhood Apartment Residential designations, developments should provide breaks between buildings generally every 36 metres (based on groups of 6 units each 6m wide, or groups of 8 units each 4.5m wide) (See Figure 9.18).
- iv. Larger building masses (including width) or buildings with long frontages should generally not exceed 80 metres and are encouraged to provide visual breaks through shifts in massing, articulation, fenestration, recesses and/or other methods every 40 metres in order to maintain rhythmic variation along the street (See Figure 9.19).
- v. When buildings are required to stepback above the streetwall, a building setback ratio of 1:5 should generally be applied (See Figures 9.20a and 9.20b).



Figure 9.18: Provide breaks between buildings



Figure 9.19: Provide visual breaks in rhythm and massing for long frontages



Figure 9.20a: Building setback ratio of 1:5 from streetwall

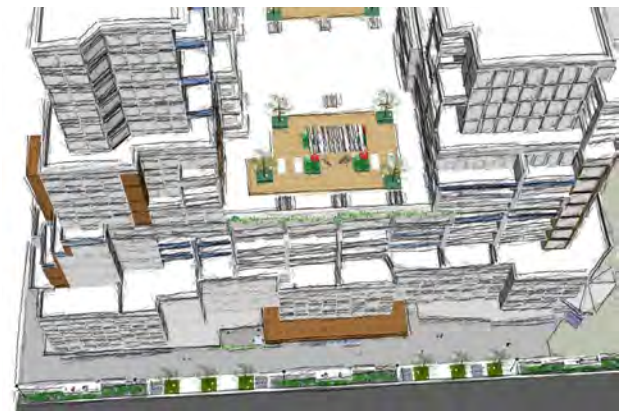


Figure 9.20b: Building setback ratio of 1:5 from streetwall, seen from above

## B. BUILDING MASSING AND DESIGN

### 9.2.11 Building Separation and Setbacks, Tall Buildings:

Towers should be 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.

i. Tower elements above the podium should have a minimum 20 metre separation with a 24.5 metre separation encouraged for residential towers (See Figure 9.21).

- ii. Multiple towers planned on a single site should be off-set or weaved to accommodate view corridors, respect privacy and overlook and minimize negative impacts of shadowing.
- iii. Tower floor plates should generally not exceed:
- 557 m<sup>2</sup> (6,000 ft<sup>2</sup>) for residential and mixed use buildings; and
  - 743 m<sup>2</sup> (8,000 ft<sup>2</sup>) for commercial buildings

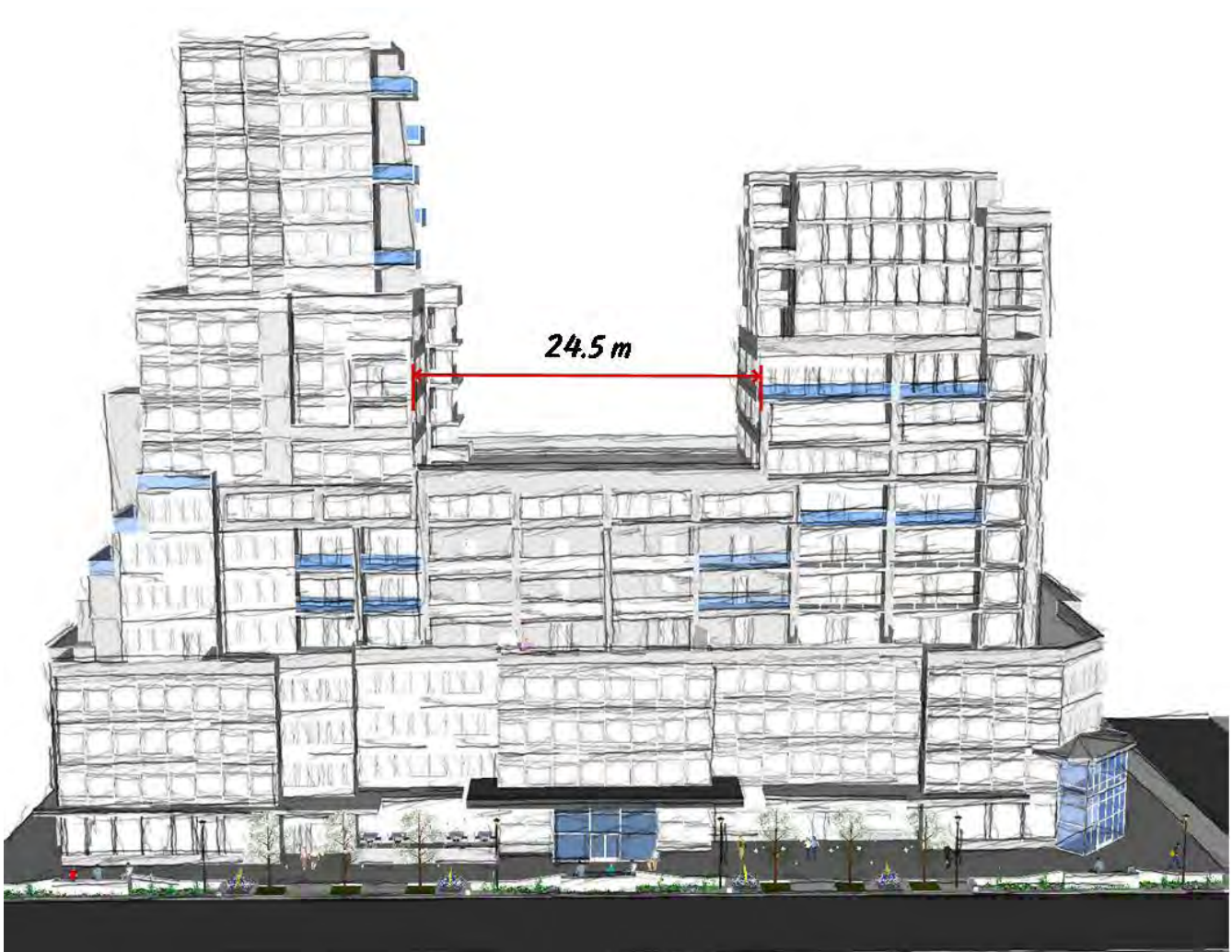


Figure 9.21: Building separation from between towers

## C. PUBLIC REALM

### 9.2.12 Streetscape, Landscape and Stormwater

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

- i. Mixed-use and commercial developments should be sited 5 to 7 metres from edge of curb (travel or cycle lane, whichever is closer) to building face to create a comfortable streetscape and include elements such as landscaped boulevards, stormwater management, weather protection features and articulated building facades.
- ii. Public open spaces, sidewalks, paths and connections should include quality permeable surface materials that produce, multi-purpose landscapes and support stormwater management best practices.
- iii. Development should integrate stormwater management best practices into the design of open spaces and are encouraged to consider rain gardens and bio-swales (See Figure 9.22).
- iv. Landscaping and new tree planting should contribute to an increased canopy cover and add resiliency to climate change impacts.
- v. The use of drought-tolerant native trees and vegetation as well as trees adapted to growing in heavily urbanized environments should be incorporated into open spaces.
- vi. Integrated stormwater management plans should include detailed assessments of the quality and quantity of stormwater and landscape plans that are both aesthetic and functional that assist in managing on-site flows.



Figure 9.22: Integrate stormwater management into streetscape design



Figure 9.23a: Create inviting, attractive and useable public squares



Figure 9.23b: Create inviting, attractive and useable public squares, seen from above

**9.2.13 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.

- i. Plazas, urban squares and other public spaces should be designed to promote staying activities that humanize the environment and foster a sense of place (See Figures 9.23a and 9.23b).
- ii. Lighting should enhance scenic qualities and night-time experiences of an area in addition to meeting functional requirements.
- iii. New developments should be designed to improve human comfort (e.g. microclimatic conditions) along street and amenity areas.
- iv. The use of awnings, canopies, overhangs, colonnades, arcades and landscaping that provide respite and shelter from the elements is encouraged.
- v. Buildings should be designed to minimize the effects of shading and wind impacts on adjacent properties, public streets, public park spaces and other outdoor amenity spaces.

## C. PUBLIC REALM

**9.2.14 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.

- i. Architectural variation within development blocks is encouraged to reduce sameness in design. Design components should be complementary within the development as a whole.
- ii. Windows should be well-proportioned and provide relief, detail and visual rhythm on the façade while considering principles of passive design.
- iii. In commercial districts developments should provide a continuous weather protection system at grade. These systems should be assist to articulate the base of the building and define the street edge (See Figure 9.24).
- iv. Roof structures should be designed to minimize visual impact of rooftop equipment using durable materials that are architecturally compatible with the building design (e.g. louvered screens).



Figure 9.24: Provide continuous weather protection to define street edges

**9.2.15 Public Outdoor Amenity Space:** Enhance the usability, comfort and appearance of outdoor amenity spaces within the public realm.

- i. Open spaces should include animated edges with active at-grade uses and be designed to be inviting, read as public space and encourage year round use.
- ii. Pedestrian circulation should be a focus of design and amenity spaces should be directly connected with the public street network and facilitate connections to active transportation routes, transit and facilities, and community amenities and destinations.
- iii. Short-term bicycle parking should be located in highly visible, well-lit, accessible and weather protected areas.
- iv. Ensure public outdoor space includes a mix of hard and soft features, including through surface treatments, trees, potted plants, flower beds, landscaped terraces and retaining walls.
- v. Public art is encouraged in public outdoor amenity spaces, including through integrated designs or as individual pieces to further humanize the built environment and animate the space.
- vi. Ensure that new public open spaces are designed to enable seamless pedestrian flows and provide connectivity to nearby destinations.

# 10. SOCIAL AND CULTURAL WELL-BEING

Community health and well-being is strongly tied to the availability, accessibility and affordability of housing, food, community facilities, as well as 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.

Several of the community values articulated for the Uptown – Douglas Corridor (UDC) directly relate to improving the social and cultural well-being of its residents and visitors. These values include having a safe place to live, work and explore, promoting active lifestyles, and building a sense of community for all abilities, ages and stages of life. Recognized internationally as an age-friendly community, the design of communities in Saanich places additional emphasis on urban environments that are accessible and welcoming to all.

Creating accessible public spaces, particularly those that provide services to a range of populations is a crucial element to community well-being. These spaces may host a range of resources, such as daycares, community kitchens, or simple outdoor gathering places. Ensuring a sense of safety along with a sense of social and cultural inclusion in these places is an important aspect of developing community.

The availability of housing that can serve the full spectrum of household needs is an essential component of a complete community. The UDC provides a diversity of housing, including a variety of non-market housing units with support services. Future development will play a critical role in expanding housing supply and diversity and ensuring new units are designed to foster social inclusion and connectivity to the neighbourhood. The Nigel Valley development will bolster the UDC in this regard and include the renewal of valuable housing for low-income residents.

Art and culture play an important role in community well-being by providing opportunities for residents to interact and reflect on the place in which they live. The land has a rich indigenous history through the Songhees and Esquimalt First Nations and their connection to the land. More recently, buildings and trees have been identified for their heritage value and they provide important landmarks that help provide identity to the UDC. Art can also help to add a sense of place and identity to a community and can create a shared bond among residents. Saanich is committed to maintaining and growing its collection of public art in the District through its Comprehensive Arts Policy. The anticipated growth and changes to land use provides an opportunity for the UDC to become a central area of culture and art for the District of Saanich.

This Plan puts forth a bold vision to transform space to place. Through the pedestrian-oriented design of new buildings, the addition of parks and social gathering spaces and the emphasis on streets as public places, the area will become a much more active and vital community. This section supplements those fundamental directions and places an emphasis on fostering social inclusion and strengthening the area as a cultural destination through placemaking, supportive housing and the expansion of art and culture.

## 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.





## 10.1 SOCIAL WELL-BEING

A healthy community includes opportunities for people to maintain their physical, social and mental health. This includes access to suitable and affordable housing, nutritious food, employment opportunities, and opportunities for social inclusion. Public spaces are vital to social integration. These spaces should be inspiring, shared locations, where people from different backgrounds can see and encounter each other. They must feel safe and welcoming, serving all members of the community, particularly those that are socially or economically marginalized.

The built environment can offer a variety of meeting places that bring residents and visitors together. Destinations such as parks and playgrounds enable social interaction between

neighbours, while simultaneously serving as pleasant points of connection along walking and cycling routes. Commercial environments such as cafés and restaurants are important “third” places, as are workplaces, schools and venues for culture, recreation and sport. Access to sports facilities and green spaces, and opportunities to enjoy physical outdoor pursuits are important in maintaining a physically active population.

Locating community services in easily accessible areas of the District ensures all residents can take advantage of programs, facilities and amenities that promote health and well-being. Accessible services may include daycares near employment centres or health services and community programs in proximity to residential neighbourhoods.

### POLICIES

- 10.1.1 Support the development of social service facilities that are responsive to the needs of vulnerable members of the Saanich community.
- 10.1.2 Promote healthy living by supporting physically and socially active lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, and active transportation.
- 10.1.3 Provide and create access to public parks, daycare facilities, playgrounds, community centres, libraries and other essential services needed to sustain families.
- 10.1.4 Develop, enhance and retain public and private spaces for cultural and social activities, emphasizing flexible uses that can evolve over time.
- 10.1.5 Support the location of new childcare facilities in convenient pick-up and dropoff locations, particularly along major transit and commercial corridors, areas of high employment, and areas of growth and higher density, including through the provision of office space, administrative support and direct funding.
- 10.1.6 In partnership with community service providers, ensure that high-quality, neighbourhood-specific programs and services for youth are accessible, affordable and culturally appropriate.
- 10.1.7 Ensure residents are kept apprised of proposed changes in the community and have ample opportunities to be informed and, where appropriate, share their opinions.
- 10.1.8 Improve the physical connection of the Municipal Campus site with the community and promote it as a place where residents can engage in civic discourse.

## 10.2 SUPPORTIVE AND AFFORDABLE HOUSING

Having suitable and affordable housing plays an important role not only in a community's quality of life, but also in its economy, health, and sustainability. Housing for low to moderate income households is in notably high demand in the District of Saanich and the Capital Region. Housing that is adaptable, age friendly, coupled with support services or otherwise considers the unique needs of a diverse population is crucial to community well-being. Such diverse and affordable housing forms enable all residents, specifically those that may otherwise be marginalized or

isolated, to remain a part of the community.

The growth and land use change anticipated for the Uptown – Douglas Corridor (UDC) provides an opportunity for the District of Saanich to be a leader in providing inclusive and community oriented housing options. The land use policies that support the addition of diverse and affordable housing are outlined in Section 5.2. This section provides additional policies aimed at building a housing supply in the UDC that encourages social inclusion and helps to meet the housing demands of the District and Region.

### POLICIES

- 10.2.1 Support the development and maintenance of secured market rental units in close proximity to transit, services and amenities.
- 10.2.2 Retain existing purpose built rental units or support the integration of the same or a greater number of rental units as a component of new developments.
- 10.2.3 Undertake and regularly update a Saanich Housing Needs Assessment and use the results to guide priorities around the types of housing units that are targeted for redevelopments in the UDC.
- 10.2.4 Support and incentivize non-market housing developments, or developments with a non-market housing component (See also Policy 5.2.3), and further encourage such developments to locate in close proximity to transit, services and amenities.
- 10.2.5 Support the development of housing and associated community service facilities for marginalized populations, people with special needs and seniors, and strive to locate such developments in close proximity to transit, services and amenities.
- 10.2.6 Encourage the use of the Voluntary Design Guidelines for Adaptable Housing when considering the inclusion and design of Adaptable Dwelling Units (as defined in the British Columbia Building Code, as amended) in new developments.
- 10.2.7 Support development that includes a range of unit sizes, including 2 and 3 bedroom units suitable for families (See also Policy 5.2.2), and further encourage the incorporation of additional family-friendly features, including:
  - Multiple bedroom units located on the ground floor for improved accessibility and greater affordability for families;
  - Multiple bedroom units with at least 1 bedroom that is large enough to accommodate a queen size bed;
  - Multiple bedroom units that include additional storage space;
  - Multiple bedroom units that include private outdoor space larger than what is required in the Saanich Zoning Bylaw (See Policy 5.2.5); and
  - Amenity or common space, both indoor and outdoor, that incorporates features which encourage social connection for families and youth, such as playgrounds and play spaces.
- 10.2.8 Encourage the use of energy reduction features in non-market and market rental developments, including Step Code building energy performance beyond level regulated, to reduce operating and utility costs.
- 10.2.9 Collaborate with social service providers to identify opportunities for supportive housing, transition housing, and subsidized housing to help reduce the paths to homelessness.
- 10.2.10 Continue to engage with the community on housing affordability issues and communicate the importance of supportive housing and community service facilities.
- 10.2.11 Support implementation of the approved Nigel Valley development concept as a key aspect of creating a diverse housing stock in the UDC and strive to integrate the development seamlessly with the surrounding area (See also Policy 5.12.8).

## 10.3 CULTURE

Saanich residents and visitors spend much of their time in parks, squares and other public spaces, including District buildings and facilities. As the Uptown – Douglas Corridor (UDC) grows and changes, new development and redevelopment should create space for cultural expression in various forms. Publicly visible and accessible works of art help to establish multifaceted, interesting, attractive and democratic public spaces. Diverse cultural programs, activities and opportunities for engagement contribute to a thriving community. Public and private spaces can be designed to

reflect or incorporate a range of cultural traditions, fostering community interactions and creating a sense of belonging.

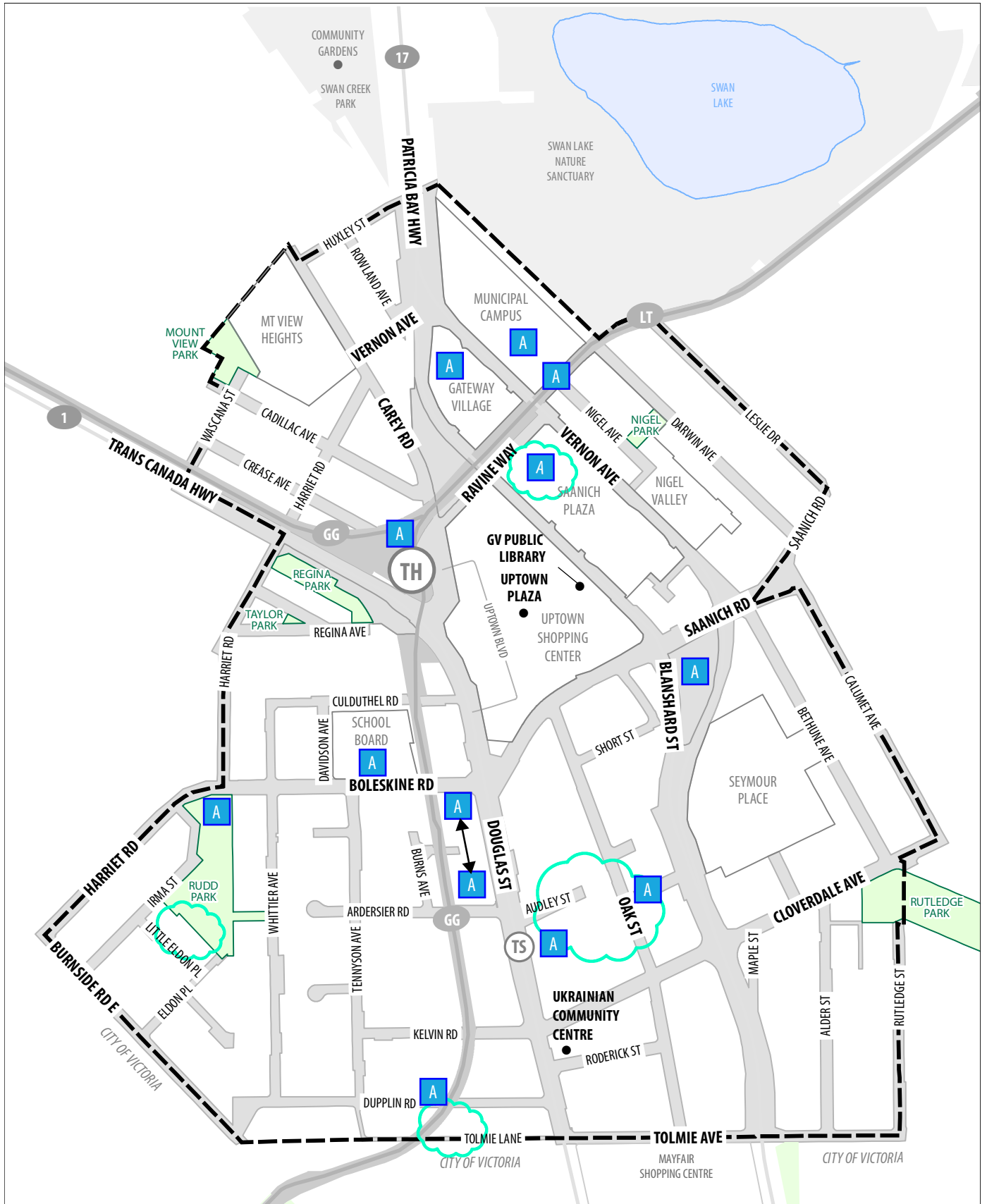
The creation of cultural places should acknowledge and embrace the rich indigenous history of the land and be representative to the traditions of the Songhees and Esquimalt First Nations. As noted in Section 2.2, the UDC has extensive indigenous history and there are opportunities to celebrate and showcase the historical and cultural connections. Continuing to learn, explore and celebrate these connections will contribute to the creation of a meaningful, vibrant and socially inclusive place.

### POLICIES

- 10.3.1 Work with the Songhees and Esquimalt Nations to better understand the pre-colonial conditions and cultural practices and explore opportunities to acknowledge and celebrate their history and culture.
- 10.3.2 Support cultural events and programming that can animate the area.
- 10.3.3 Explore the introduction of cultural facilities in the UDC, including through the redevelopment of larger sites or as the component of new park spaces.
- 10.3.4 Encourage public art projects in key strategic locations, including those identified on Map 10.1, and continue to explore the coordination, funding and/or implementation of these pieces and projects.
- 10.3.5 Support efforts to integrate culturally appropriate First Nations art within the UDC area.
- 10.3.6 Integrate public art into the public realm, enhancing the pedestrian experience, complementing the surrounding built environment and raising awareness of the history of the area.
- 10.3.7 Ensure spaces for cultural and social activity reflect the character and identity of the neighbourhood. Consider cultural programming needs when designing public and private spaces.



Public art in Rutledge Park



- UPTOWN-DOUGLAS CORRIDOR PLAN
- POSSIBLE LOCATIONS FOR PUBLIC ART
- UDC PARK
- PRIORITY AREA FOR PARKS
- COMMUNITY FACILITIES / POINTS OF INTEREST

## 10.4 HERITAGE SITES

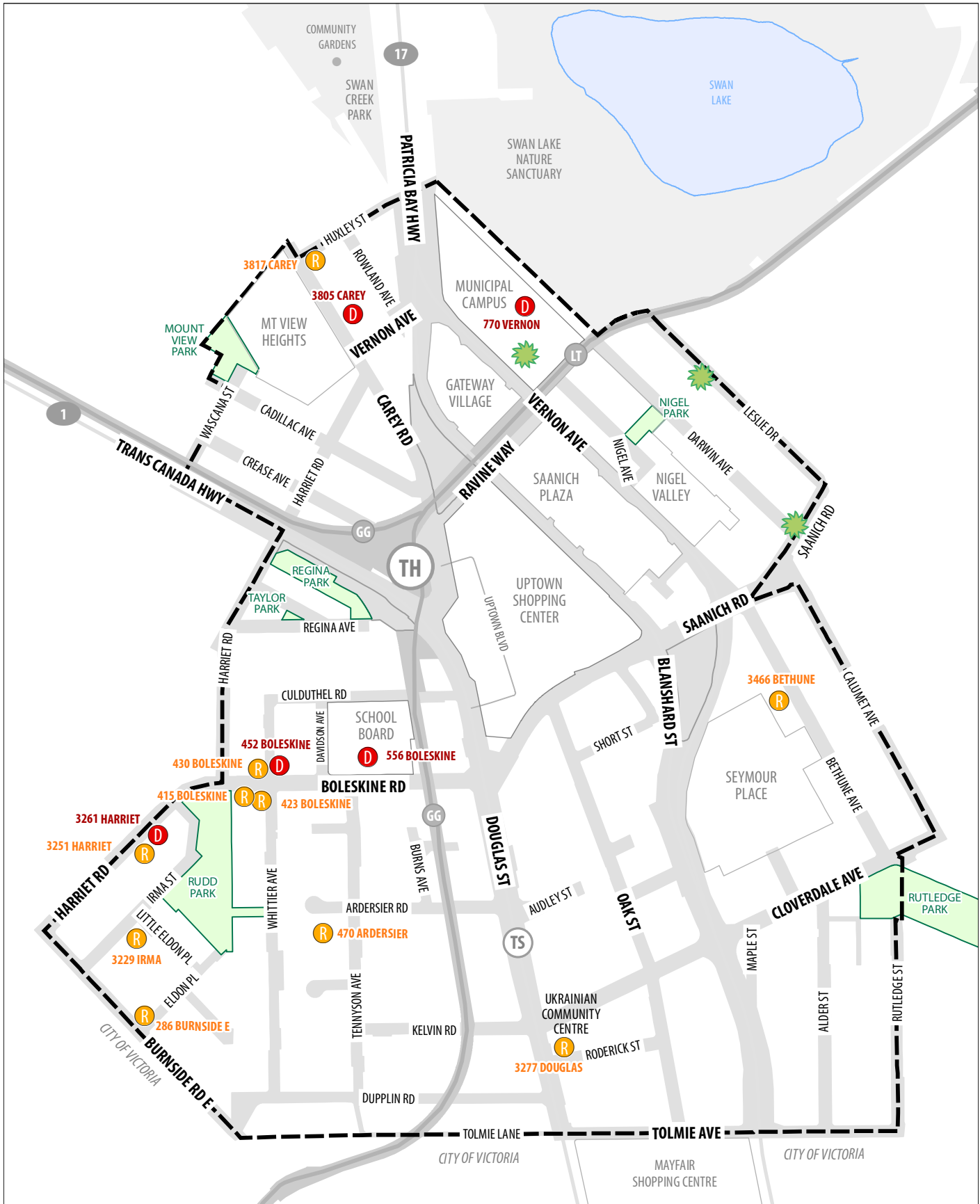
An important part of the identity of a community is its natural and built heritage. A number of features in the Uptown – Douglas Corridor (UDC) add to the character of the area. Saanich, and particularly the commercial node within the boundaries of the UDC, experienced a successive land boom in the period between 1910 and 1914. This period of construction is reflected by heritage buildings in the area. Significant buildings that are prominent on the UDC landscape include Tolmie School, built in 1913, and Saanich Municipal Hall, completed in 1965. The District of Saanich works with other organizations to protect its heritage





buildings and sites. In addition to preserving heritage in the built form, Saanich strives to protect trees that are unique or historically significant.

Over a dozen buildings of historical significance, predominately built in the early twentieth century, still scatter the landscape. Heritage Assets are shown on Map 10.2. Figure 10.1 identifies buildings of historical significance as listed in the Saanich Heritage Register, and includes five buildings with a Heritage Designation. In addition, three trees are listed in the Tree Protection Bylaw as significant trees.

### POLICIES

- 10.4.1 Recognize and celebrate the value of culturally diverse heritage assets in the UDC and Saanich as a whole.
- 10.4.2 Preserve and enhance the public visibility of all properties on the Saanich Heritage Register, with special consideration to Heritage Designated properties and buildings.
- 10.4.3 Ensure preservation, rehabilitation and restoration of heritage assets through any proposed redevelopment.
- 10.4.4 Encourage owners to seek Heritage Designation when considering proposed redevelopment of properties on the Saanich Heritage Register.
- 10.4.5 Require design sensitivity when considering rezoning, development and subdivision applications in the vicinity of buildings or sites on the Heritage Register or with a Heritage Designation, or in the vicinity of significant trees.
- 10.4.6 Maintain streetscape views and a strong visual presence of heritage assets.
- 10.4.7 Continue to support the Saanich Heritage Foundation, the Saanich Heritage and Archival Committee and the Significant Tree Committee in their respective roles in preserving heritage assets.
- 10.4.8 Support a comprehensive development project that preserves, restores and enhances the Tolmie School Building, a designated heritage site located at 556 Boleskine Road.
- 10.4.9 Seek to include sites of heritage significance as part of a wayfinding framework and promote heritage walking tours in the area.
- 10.4.10 Explore potential additions to the Heritage Register, including 520 Ardersier Road.



-  UPTOWN-DOUGLAS CORRIDOR PLAN
-  HERITAGE DESIGNATED
-  HERITAGE REGISTERED
-  SIGNIFICANT TREES

## Heritage Buildings

### Designated

452 Boleskine Road	Graham Residence	(1913)
556 Boleskine Road	Tolmie School	(1913)
3805 Carey Road	Mountain View Residence	(1914)
3261 Harriet Road	Johnson Residence	(1913)
770 Vernon Avenue	Saanich Municipal Hall	(1965)

### Registered

470 Ardersier Road	Home Lumber Office	(1972)
3466 Bethune Avenue	Leahy Residence	(1912)
415 Boleskine Road	Tapscott Residence	(1914)
423 Boleskine Road	Crowther Residence	(1911)
430 Boleskine Road	Axhome Residence	(1899)
286 Burnside Road East	Hancock Residence	(1905)
3571 Calumet Avenue	McAdoo Residence	(1919)
3817 Carey Road	Henson Residence	(1937)
3277 Douglas Street	Douglas Street Baptist Church	(1913)
3251 Harriet Road	Stoddart Residence	(1895)
3229 Irma Street	Matthews Residence	(1895)

### Significant Trees

833 Leslie Drive	Black Locust	(#174)
3666 Saanich Road	Garry Oak	(#84)
770 Vernon Avenue	Contorted Pekin Willow	(#16)

Figure 10.1 Identified Heritage Assets



Rudd Park, 1946.



St. Marks Church, 1893.



Greenhouses seen from Douglas Street, 1978.



Fire Hall No. 1, 1939.



Saanich Core, 1974.



Town and Country with Woolco, opening day 1961.



Douglas Street seen from Regina Park, 1965.



Bridge crossing over CNR Rail (now Lochside Trail), 1971.



## 10.5 AGRICULTURE AND FOOD SECURITY

The District of Saanich recognizes the importance of agriculture and food security as part of a sustainable community. Currently, the majority of food consumed in our region is imported which increases Saanich's vulnerability to market changes. Interest in food production in urban areas has expanded dramatically in recent years and is seen as a key way to supplement conventional agriculture and bring community members in touch with local food and natural processes.

The District of Saanich's Official Community Plan and Agriculture and Food Security Plan prioritize expanding opportunities for food production in urban areas. Urban agriculture is encouraged in order to reduce "distance to plate",

encourage social interaction, and allow more locally grown food production. While the Uptown-Douglas Corridor (UDC) is within the Urban Containment Boundary, agriculture and food security can play an important role in meeting the area's social, environmental, economic, and health goals.

Saanich protects its high capability agricultural land, but despite this access to healthy, local food is difficult for some households. Approximately 6% of households in Greater Victoria are considered 'food insecure'. Directions in the Plan contribute to the goal of raising production levels of food on the local land base and also address convenient access to healthy food by residents.

### POLICIES

- 10.5.1 Incorporate fruit and nut bearing trees and other edible landscaping elements on suitable public and private lands, where appropriate.
- 10.5.2 Encourage access to healthy and culturally appropriate food by supporting farmers markets, community gardens, community meals, food support programs and similar initiatives.
- 10.5.3 Consider community gardens within existing or proposed parks, undeveloped parcels, and closed right of ways, as per the District of Saanich Community Gardens Policy.
- 10.5.4 Recognize, support and enhance existing community food security initiatives, including through partnerships with the School Board and other institutional partners.
- 10.5.5 Support community food hubs and their work in redirecting food resources that would otherwise be disposed.
- 10.5.6 Support the establishment of uses that expand access to and awareness of local food and animate the area, including farmers markets, on-site farm stands and food trucks.
- 10.5.7 Support the introduction of facilities in industrial areas that support local food production, distribution and access.
- 10.5.8 Continue to utilize the Municipal Campus as a location to showcase food production and food accessibility.
- 10.5.9 Integrate spaces for food production within commercial and multi-family developments, both at grade and on shared / accessible rooftops.
- 10.5.10 Encourage community contributions that introduce assets that enhance food security and support agriculture.



# 11. ECONOMIC VIBRANCY

A vibrant and sustainable economy is one that provides diverse and viable economic opportunities that meet the needs of present and future generations – it is an important feature of a prosperous community. The Uptown Douglas Corridor (UDC) has close to 10,000 employment opportunities, a diversity of shops and services, and a developing housing stock. With regionally significant transportation corridors and proximity to downtown Victoria, it is a true economic centre in the Capital Region. With continued development in the Westshore and downtown Victoria, and the planned expansion of high frequency transit lines, the area is well positioned to be an economic hub for the region into the future.

Significant economic advantages, including commercial, industrial and transportation assets will be built upon to enhance and diversify the area. Numerous retail and commercial outlets such as the Uptown Shopping Centre, which continues to develop, the Saanich Plaza and the Gateway Plaza will serve as a foundation for economic growth. The UDC's future as a dense, mixed use community offers an opportunity to enhance these existing assets and create a sustainable, prominent regional hub, with a vibrant and diverse local economy. Additionally, new infrastructure to support quality of life and livability, such as parks, daycares, social gathering spaces and shops will help businesses attract and retain employees.



The area also has a strong industrial presence with 30% of Saanich's industrial lands. Industrial lands are important to both the local and regional economy, providing employment opportunities and essential services. In recent years, industrial vacancy rates have been declining and the demand for industrial land is growing, signaling a need for intensification. Additionally, the types of industrial spaces required have been shifting with trends in the larger economy, resulting in new space requirements for emerging sectors. The UDC has an opportunity to meet the needs of a changing economy while preserving industrial uses and creating a dynamic, integrated neighbourhood. Being at the forefront of an emerging economy offers an opportunity to grow the UDC in an economically, socially, and environmentally sustainable way.

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 Plan. This section focuses specifically on economic growth and diversification in the UDC, and how appropriate supports can be provided for entrepreneurs and businesses of all sizes and types to continue to thrive.

## 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.

## 11.1 ECONOMIC ENHANCEMENT AND DIVERSIFICATION

This Plan aims to retain and increase employment within the Uptown – Douglas Corridor to enhance its status as a key economic centre in the region. Employment retention and growth will be achieved by providing opportunities for intensification and diversification of commercial and industrial lands to support a growing variety of business needs

Commercial intensification will help to create a hub of retail and services. Diversification emphasizes the importance of

retaining industrial lands while recognizing the growing shift away from traditional industrial forms towards lighter, multi-purpose forms, including the tech industry.

The policies in this section seek to promote economic enhancement and diversification in the UDC area and three Neighbourhood Sub-areas (the Douglas - Oak Hub, Tolmie Quarter and the Tennyson Industrial Quarter).

### GENERAL POLICIES

- 11.1.1 Foster the UDC as an employment centre for office, professional services and retail by supporting existing and new development and attracting anchor tenants, with a focus on areas identified as Core in Map 5.1.
- 11.1.2 Strengthen the UDC as a location for job creation by supporting a variety of commercial uses that attract both regional and local serving retail.
- 11.1.3 Support efforts to make the UDC area a competitive and affordable location for development and business location and operation.
- 11.1.4 Explore the introduction of cultural facilities in the UDC and encourage physical links to related businesses such as restaurants, cafes, and visitor accommodations (See also Policy 10.3.3).
- 11.1.5 Support greater access to and expansion of education, housing and employment opportunities for groups facing longstanding disparities to ensure an equitable allocation of the benefits of development and economic prosperity.

### NEIGHBOURHOOD SUB-AREA POLICIES

#### Douglas - Oak Hub

- 11.1.6 Support development applications along Douglas Street that accommodate a strong concentration of employment and commercial uses along with complementary uses such as multi-unit residential development, hotels, restaurants, public institutions, personal service businesses and retail stores.
- 11.1.7 Support development along Oak Street and Audley Crossing that includes new multi-family buildings and more pedestrian-oriented commercial including retail, restaurants, cafes, and entertainment.

#### Tennyson Industrial Quarter

- 11.1.8 Support density increases that provide additional employment opportunities and protect the industrial character of the area (See also Policy 5.8.1).
- 11.1.9 Encourage a range of businesses to locate in the Tennyson Industrial Quarter, from start-up firms to corporate headquarters, with particular focus on knowledge-based industries such as technology, research and development.
- 11.1.10 Support the growth of new industrial sectors and promote this sub-area as a place where startups can transition to mature businesses.

#### Tolmie Quarter

- 11.1.11 Support live-work units, preferably fronting the Galloping Goose Trail or Boleskine Road, as a means to support small, local businesses.
- 11.1.12 Promote mixed-employment as a means to establish the area as a centre of learning and community services.

## 11.2 ECONOMIC SUSTAINABILITY

The Uptown – Douglas Corridor (UDC) is an economic hub for the Capital Region, envisioned to remain robust and resilient into the future. One way of achieving resiliency is through creating and maintaining a diversity of economic assets and, as articulated in the Community Values section of this Plan, supporting economic investment and development that fosters a range of business and employment opportunities. A diversity of assets will be realized through supporting local economic

development, providing services for employees in the area, providing opportunities for new businesses to establish and thrive, and providing diverse transportation options for employees to commute to and from the UDC.

The policies in this section aim to establish and enhance a diversity of economic assets in the UDC area and two Neighbourhood Sub-areas (the Douglas - Oak Hub and the Tennyson Industrial Quarter).

### GENERAL POLICIES

- 11.2.1 Support the development of a Business Improvement Association to provide business support and marketing to business owners, help navigate business and development processes, and build a collective identity for the UDC.
- 11.2.2 Ensure job space is well integrated with the transportation network by providing greater proportions of office and other higher ridership uses in proximity to transit stations and the Galloping Goose and Lochside Trails.
- 11.2.3 Engage businesses in providing daycare facilities on-site to attract and retain a diverse workforce.
- 11.2.4 Encourage “high performance areas” that promote energy efficient and low carbon building design and practices, particularly in areas with large amounts of planned new development.
- 11.2.5 Encourage flexible building design and construction that allows buildings to be repurposed and accommodate a variety of uses in the future.



## SUB-AREA POLICIES

### Douglas - Oak Hub

- 11.2.6 Enhance the vibrancy of the Douglas Street corridor to optimize its potential to attract investment and the development of new commercial uses.

### Tennyson Industrial Quarter

- 11.2.7 Promote the Tennyson Industrial Quarter as a center for innovative business and development practices, fostering job creation in sustainable industries.
- 11.2.8 Foster the long term success of industrial businesses while supporting their evolution into places with a broader mix of businesses, living-wage jobs, and higher employment densities.
- 11.2.9 Improve the urban design and character of streets in the area to increase its attractiveness to existing and future employers.

### Tolmie Quarter

- 11.2.10 Encourage a Master Plan for the redevelopment of the School Board site, ensuring a commitments towards the preservation of its heritage assets and supply of new community facilities.



# 12. TAKING ACTION AND TRACKING PROGRESS

## 12.1 PRIORITY ACTIONS

The implementation of the Uptown – Douglas Corridor (UDC) Plan will require sustained actions by the public and private sectors over the course of the 20-30 year time horizon of the Plan. While a primary role of this Plan is to provide a framework to guide and evaluate change, this section highlights a number of priority actions that will be undertaken to realize the goals and objectives of the Plan as a whole. These actions mostly relate to items that are within or partially within the control of the District of Saanich.

The policies in this Plan provide clarity with respect to future

objectives in the area, providing a level of certainty to guide investment and evaluate decision points that emerge. Many of those policies specifically related to development processes and associated negotiations.

The following table (Figure 12.1) outlines policy actions and their associated priority levels and assigns leadership to the appropriate department(s) within the District. As determined through the District's annual strategic planning and budget processes actions will be undertaken systematically to implement priority actions of this Plan.

Policy Actions	Policy No.	Lead Department(s)	Priority
<b>Environment and Sustainability</b>			
Explore incentive tools and programs to encourage development of Net Zero Energy ready buildings.	4.1.4	Planning	High
Undertake a feasibility study to assess the potential of developing a district energy system designed for renewable fuels in the UDC.	4.1.6	Planning + Engineering	Low
Explore opportunities to enhance the ecological value of Regina Park (See also Policy 8.2.7).	4.4.4	Planning + Parks	Medium
Prepare an inventory of supported planting materials for development projects that reflect the principles of Naturescape and includes drought-resistance and native species.	4.4.6	Planning + Parks	Medium
<b>Land Use</b>			
Undertake analysis to enable the development of a structured amenity system for obtaining contributions in the UDC and Saanich as a whole.	5.6.6	Planning	High
Establish a General Amenity Fund to collect contributions for the purpose of implementing improvements in the UDC area	5.6.7	Planning + Legislative Services	High
Work with the Capital Regional District to expand opportunities to front active uses along the Galloping Goose Trail.	5.8.4	Planning + Parks	High
Pursue the development of pocket parks or plazas along the Galloping Goose Trail, including at the intersection with Dupplin Road (See also Policy 8.3.3).	5.8.5	Planning, Parks + Finance	Medium

Figure 12.1 Priority Actions

<b>Policy Actions</b>	<b>Policy No.</b>	<b>Lead Department(s)</b>	<b>Priority</b>
<b>Transportation and Mobility</b>			
Acquire connections for walking and cycling, as identified on Map 6.2 to achieve overall network connectivity.	6.1.1	Planning, Engineering + Parks	Medium
Improve travel across major roads through adding signals at locations on Map 6.2.	6.1.3	Engineering	Low
Work towards establishing sidewalks on both sides of all streets.	6.2.1	Planning, Engineering + Parks	Low
Establish an alternative transportation reserve fund for the UDC specifically for developing pedestrian and bicycle facilities.	6.2.7	Planning + Engineering	Low
Implement the Active Transportation Plan's Long-Term Bicycle Network, as identified on Map 6.4.	6.3.1	Engineering	Medium
Create a separated bike facility through the Municipal Campus site to connect the Lochside Trail to the Douglas Bike Connector.	6.3.5	Engineering	Low
Support BC Transit in the creation of a landmark multi-modal transit hub at the intersection of the Lochside Trail and Galloping Goose Trail.	6.4.2	Planning + Engineering	Medium
Collaborate with BC Transit to improve bus stop facilities including: new and upgraded shelters, street furniture, lighting and real-time display of passenger information.	6.4.6	Engineering	High
Review and update parking requirements in the Zoning bylaw with the intent to lower parking requirements in the UDC, immediately following the adoption of this Plan.	6.6.4	Planning	High
Prepare an inventory of existing parking restrictions and utilization rates to inform development of a parking management strategy.	6.6.7	Planning + Engineering	Medium

<b>Policy Actions</b>	<b>Policy No.</b>	<b>Lead Department(s)</b>	<b>Priority</b>
<b>Significant Streets</b>			
Develop a Memorandum of Understanding with the Ministry of Transportation and Infrastructure (MOTI) which identifies agreed upon design and development approaches for Significant Streets that reflect the UDC context and policy directions.	7.1.3	Planning + Engineering	High
Pursue options to reduce lane widths on Douglas Street to dimensions consistent with accepted standards for urban arterial streets.	7.2.2	Engineering	High
Implement a complete street design on Douglas Street.	7.2.3 + 7.2.4	Planning + Engineering	Low
Work with the Ministry of Transportation and Infrastructure (MOTI) to analyze feasibility of reducing the one-way section of Blanshard Street to three lanes.	7.3.2	Planning + Engineering	High
Implement a complete street design on Blanshard Street	7.3.3 + 7.3.4	Planning + Engineering	Low
Implement a complete street design for Vernon Avenue.	7.4.1 + 7.4.2	Planning + Engineering	Medium
Implement a complete street design on Ravine Way.	7.5.1 + 7.5.2	Planning + Engineering	Low
Explore adding a new connection to the Lochside Trail from Ravine Way.	7.5.3	Planning, Parks + Engineering	Medium
Implement a complete street design on Oak Street.	7.6.1, 7.6.2 + 7.6.3	Planning + Engineering	Low
In collaboration with the business community, support temporary closures of Oak Street for festivals or other community celebrations.	7.6.7	Planning, Parks + Engineering	Ongoing
Strengthen the pedestrian connections to the existing Uptown Boulevard where Oak Street and Saanich Road intersect, including through paving, wayfinding and intersection design.	7.6.8	Planning + Engineering	Medium
Implement a complete street design on Audley Crossing.	7.7.1, 7.7.2 + 7.7.3	Planning + Engineering	Low



<b>Policy Actions</b>	<b>Policy No.</b>	<b>Lead Department(s)</b>	<b>Priority</b>
<b>Parks, Open Spaces, Trails and Community Facilities</b>			
Acquire new community park spaces through the DCC program.	8.1.2 + 8.1.3	Planning + Parks	High
Acquire new neighbourhood parks, plaza and public open spaces as a component of larger redevelopment projects.	8.1.5 + 8.1.6	Planning + Parks	Ongoing
Pursue the addition of a plaza space where the Municipal Campus intersects with the Lochside Trail.	8.2.5	Planning, Parks + Engineering	Medium
Work with the Capital Regional District to enhance the Galloping Goose and Lochside Trails.	8.3.1	Planning + Parks	Ongoing
Review recreational programming and facilities in the context of projected population growth for the UDC to ensure they are meeting emerging needs.	8.4.1	Planning + Parks	Low
Work with the School Board to accommodate long-term needs for school facilities in the area.	8.4.6	Planning + Parks	High
Explore the introduction of youth oriented facilities and amenities in Rudd Park.	8.4.8	Parks	Medium
<b>Urban Design</b>			
Integrate the Urban Design Principles and Framework into the development of updated Development Permit Area Guidelines.	9.1.2	Planning	High
Develop a wayfinding strategy for the UDC area.	9.1.10	Planning + Engineering	High
<b>Social and Cultural Well-Being</b>			
Undertake and regularly update a Saanich Housing Needs Assessment.	10.2.3	Planning	High / Ongoing
Explore the introduction of cultural facilities in the UDC, including through the redevelopment of larger sites or as the component of new park spaces.	10.3.3	Planning	Medium / Ongoing
<b>Economic Vibrancy</b>			
Support the development of a Business Improvement Association for the UDC.	11.2.1	Planning	Medium
Include sites of heritage significance as part of a wayfinding framework and promote heritage walking tours in the area.	10.4.9	Planning	Medium

## 12.2 MONITORING AND EVALUATION STRATEGY

A monitoring and evaluation strategy has been developed to help guide the implementation process of this Plan. The policies contained in the Uptown-Douglas Corridor (UDC) Plan will be monitored semi-regularly to ensure their effectiveness and adaptation to changing conditions. To ensure that this Plan remains a useful and relevant framework for the UDC, amendments arising from the monitoring process will be brought forward to Council for consideration, where appropriate.

A primary objective of this Plan is to assist in achieving the overall goals of the Official Community Plan (OCP). By tracking the key indicators, an assessment will be provided that not

only shows how many actions are being accomplished, but also the general progress towards the achieving the goals and objectives of the OCP. Through implementation of the UDC Plan, key OCP objectives, such as accommodating growth in Centres and Villages and improving options for walking, cycling and public transit, will be advanced.

The monitoring and evaluation strategy identifies a series of key measurable indicators. These indicators are not intended to be comprehensive, but rather to provide a general sense of whether progress is being made towards the goals and objectives of this Plan.

Theme	Indicator	Baseline	Metric	Desired Trend	Source
Environment+Sustainability	Canopy cover/urban forest	10.9% (2011)	Percent of canopy cover	Maintain or Increase	CRD Mapping
Environment+Sustainability	Developments/buildings that exceed Step Code		Percentage of new developments that exceed Step Code	Increase in proportion over time	Tempest/Staff Research
Land Use	Multi-family developments (with 2+3 bedroom units)		Percentage of new 2 and 3 bedroom units	30% of new multi-family development	Tempest/Staff Research
Land Use	Rental housing		Number of new rental units	Increase	Tempest/Stats Canada
Land Use	Industrial lands	20.72 ha	Total floor area of industrial	Maintain or Increase	Staff Research
Land Use	Population	4.35%	Annual population growth rate	3X the Saanich Average	Stats Canada
Land Use	Employment	2%	Annual employment growth rate	2X the Saanich Average	CRD/Stats Canada
Transportation + Mobility	Alternate transportation (walking, cycling or transit/day)	24%	Proportion of all trips by transit, walking, cycling (journey to work)	Increase	CRD/Stats Canada

Figure 12.2 Monitoring Indicators

<b>Theme</b>	<b>Indicator</b>	<b>Baseline</b>	<b>Metric</b>	<b>Desired Trend</b>	<b>Source</b>
Transportation + Mobility	Transit ridership (Douglas Street/day)	approx. 30,000 per day	Total number of transit trips in area	Increase	BC Transit
Significant Streets	Complete Street		Number of blocks (with listed improvements)	Increase	Saanich Engineering
Parks, Open Space, Trails, and Community Facilities	Galloping Goose/ Lochside Trail		Amount of trails upgraded (metres)	Increase	CRD
Parks, Open Space, Trails, and Community Facilities	Parkland	6%	New parkland by area (ha)	Increase	Tempest/Staff Research
Urban Design	Public Open Space (e.g. public plazas, squares, parkettes, parks)		Number of publicly accessible open spaces	Increase	Tempest/Staff Research
Social and Cultural Well-being	Affordable and non-market housing		Number of new non-market units	Increase	Tempest/Staff Research
Economic Vibrancy	Total number of employees and employers	650 employers 9,500 employees	Number of employers and employees	Increase	CRD/Staff Research
Economic Vibrancy	Total assessment value		Total assessed value of all properties	Increase	BC Assessment

# 13. APPENDICIES

## 13.1 GLOSSARY

### **Accessibility**

The degree to which a product, service or environment is available to as many people as possible. The concept often focusses on barrier-free design – designs intended to assist those with a particular limitation (e.g. people with disabilities or special needs).

### **Affordable Housing**

Housing where the rent or mortgage plus taxes is 30% or less of a household's gross annual income. Households that have no option but to pay more than this percentage of their gross income on shelter expenditures, in reasonable condition and of appropriate size, are households that are in need of affordable housing.

### **All Ages and Abilities (AAA)**

A network of interconnected bicycle facilities that are both comfortable and attractive to all users, regardless of ability, and designed to be suitable for persons aged 8 to 80 years old. Typical 'AAA' facilities include bicycle boulevards, protected bicycle lanes and multi-use pathways.

### **Amenities**

Items that add to the physical, aesthetic, and/or functional appeal of a particular site, neighbourhood or the community in general.

### **Active Commercial Use**

Commercial units, typically located at grade or the first two storeys of a development, and include services that generate activity within the public realm (e.g. cafes, restaurants, retail shops, service shops, etc.) through opportunity for spill-over of uses and often combined with increased transparency of store fronts.

### **Biodiversity**

All varieties of life and their processes, encompassing the full range of natural variability, including genetic diversity, species diversity, and ecosystem diversity.

### **Business Improvement Association (BIA)**

An organized group which provides economic development benefits to its members. Work of BIAs is typically focused on facilitating ongoing collaboration among business and property owners to assist in the economic growth, revitalization and promotion of a neighbourhood or other geographic area.

### **Campus of Care**

Located on Carey Road in the District of Saanich, Mount View Heights is a development owned by the Capital Regional District and Capital Regional Hospital District that addresses three key regional priorities; a 'Campus of Care' for seniors, housing for the homeless and affordable family housing.

### **Canopy Cover**

The percentage of ground covered by a leaf canopy as seen from above. Canopy cover is an effective, high level, indicator for community health and well-being, ecosystem and stormwater performance and economic and aesthetic value that trees generate in urban settings.

### **Capital Regional District**

The Provincially established federation of local governments and administrative districts providing services to the region.

### **Car Share or Car Co-op**

A system where a fleet of cars is made available for use by members of the car share group in a wide variety of ways.

## Climate Change

Any long-term significant change in the “average weather” that a given region experiences. Average weather may include average temperature, precipitation and wind patterns. It involves changes in the variability or average state of the atmosphere over durations ranging from decades to millions of years. These changes can be caused by dynamic process on Earth (ocean processes, volcanoes), external forces including variations in sunlight intensity, and more recently by human activities.

## Complete Streets

Roads designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets will look different based on the context and location, but may include wide sidewalks, protected bike lanes, designated transit lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, accessible pedestrian signals, landscaping, intermittent shelter, or narrower travel lanes. Complete streets promote a shift in the way road design is approached, both in terms of designing for the full variety of users, and in terms of ensuring safe and reliable integration with the larger transportation network.

## Crime Prevention Through Environmental Design (CPTED)

A multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of the built environment.

## Daylighting

Restoring a watercourse that has been channelized and or contained within a pipe or manmade structure, to its natural state.

## Density

Defined in the *Local Government Act (s. 455)* as “the density of use of the land, parcel or area, or the density of use of any buildings and other structures located on the land or parcel, or in the area”.

## Density Bonus

An increase in the permitted number of dwelling units or gross floor area in return for the provision of certain amenities or affordable or social housing.

## Development Cost Charge

A levy applied to new development to offset the long-term cost of providing new or extended services to the community.

## Development Permit Area

An area designated pursuant to the *Local Government Act* where approval of a development permit is required before a building permit can be issued or a subdivision is approved with specified exemptions. Development Permit Areas may be established to: protect the natural environment and bio-diversity; protect development from hazardous conditions; revitalize designated commercial areas; guide the form and character of commercial, industrial, and multi-family development; and guide the form and character of intensive residential development or to protect farming.

## Dwelling Unit

A self-contained set of habitable rooms with a separate entrance intended for year-round occupancy with complete living facilities for one or more persons, including provisions for living, sleeping, cooking, and sanitation.

## Ecosystem

A complete system of living organisms interacting with the soil, land, water, and nutrients that make up their environment. An ecosystem is the home of living things, including humans. It can be any size, but it always functions as a whole unit. Ecosystems are commonly described according to the major type of vegetation, for example, an old-growth forest or a grassland ecosystem.

## Floor Space Ratio (FSR)

The figure obtained when the total floor area of all floors in all buildings on a parcel is divided by the area of the parcel.

## Geo-Exchange

An industry term to describe the use of Earth's renewable energy as an alternative resource for heating, ventilation and cooling systems in construction.

## Green Building

A systems approach to a building's design and construction that uses techniques to minimize environmental impacts and reduce ongoing energy consumption while contributing to the health and productivity of its occupants.

## Green Infrastructure

At a neighbourhood or site specific level, it is an approach to managing run-off and rainwater that imitates the natural hydrology (or movement of water) on-site by using existing site characteristics and engineered and landscaped features to promote infiltration and evapotranspiration.

## Green Roof

A landscape on a roof which can be distinguished between two major types, namely intensive and extensive roofs. Intensive green roofs can be seen as a gardening and living space, going beyond functional utility by additionally providing aesthetical and social value. In contrast, extensive roofs are kept simple and seen solely as a functional unit for achieving cost savings. In general, this Plan seeks application of intensive green roofs as an extension of open spaces (private or public).

## Greenhouse Gas (GHG)

Gases present in the atmosphere which reduce the Earth's loss of heat into space and therefore contribute to global temperatures through the greenhouse effect. Greenhouse gases are essential to maintaining the temperature of the Earth, however, an excess of greenhouse gases can raise the temperature of a planet to uninhabitable levels. Greenhouse gases include water vapour, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) and ozone.

## Greenway

Linear green space corridors that connect natural areas and communities, associated with watercourses, trails, and transportation routes which provide wildlife habitat and increase recreational opportunities.

## Green and Blue Spaces

Natural and semi-natural areas, both land and water, that are of ecological, scenic, renewable resource, outdoor recreation, and/or greenbelt value. These areas are considered to have high ecological and/or social value as green/blue spaces. Green/blue areas also includes developed, partly developed, or undeveloped public and private land.

## Ground Oriented Unit

A unit in multi-storey building that has direct access, frontage and views to the street typically through a landscaped patio, terrace and/or garden.

## Healthy Communities

The Healthy Communities movement originated in Toronto in 1984, at an international conference on healthy public policy and is now globally recognized. There is no one size fits all approach to creating a healthy community, and each region has different characteristics and each community has a unique history of supporting collective health and wellbeing. Social experiences show that there are four cornerstones for success: community engagement; multi-sectoral partnerships; local government commitment; and healthy public policy.

## Heritage Resource

Buildings and sites of historic, architectural, archaeological, palaeontological, or scenic significance to the District that are identified in the Heritage Register as either listed in the registry or as designated by bylaw (as per the the *Local Government Act* or *Heritage Conservation Act*).

## **Impervious Surface**

Any human-made graded, hardened surface covered with materials comprised of asphalt, concrete, masonry or combinations thereof. Impervious surfaces are opposite of pervious surfaces and are much less preferred.

## **Infill Development**

New construction or renovations which make use of vacant or underutilized parcels and which may be substantially different from the present or previous use of the parcel.

## **Infrastructure**

The hard services associated with development and includes roads, trailways, storm drains, water and sewer, etcetera.

## **Invasive Species**

Plants, animals, and micro-organisms that colonize and take over the habitats of native species. Most invasive species are also non-native to the area and can become dominant because the natural controls (e.g. predators and disease) that previously kept their populations in check in their native environment no longer occur.

## **Landscaping**

Any combination of trees, bushes, shrubs, plants, flowers, lawns, vegetation bark mulch, decorative stones, boulders, gravel, paving, planters, foundations, sculptures, fences and the like, professionally arranged and maintained to enhance and embellish the appearance of a property or, where appropriate, to effectively screen a portion of a site. .

## **Land Lift Analysis**

A site specific analysis used to calculate and identify the amount of increased land value over and above the current land value that is directly attributable to increased density on a site. The land lift value is equal to the additional floor area multiplied by the buildable rate (which is equal to the land value divided by the base floor area).

## **Liveability**

A measure related to quality of life which considers various amenities, services, aesthetics, opportunities and other features that impact how people live in a given place.

## **Major Centres**

An important local and regional planning tool used to focus growth and create complete communities; they are intended to meet a broad range of both community and regional commercial and service needs and are focal points for transit amenities.

## **Mitigation**

Measures taken during the planning, design, construction, and operation of works and development to alleviate potential adverse effects on natural habitats.

## **Mixed Use**

Developments that combine residential, commercial, and other uses in the same building or development. Residences above shops and live-work residences are examples of mixed-use developments. Mixed-use developments enable people to live close to work and amenities.

## **Multi-Family Development**

A complex containing three or more dwelling units on a lot and includes housing typologies such as houseplexes (duplex, triplex, fourplex, etc.) townhouses, rowhouses, apartments and condominiums.

## **Multi-Modal Design**

An approach to design where multiple modes of movement are incorporated into private and public developments. Linked with pedestrian-oriented and transit-oriented design approaches, multi-modal design seeks to achieve the heightened health of communities through the merging of transit, bike and car sharing, taxi and pedestrians, and to a much lesser extent, vehicles, into one integrated and inclusive system.

## **Municipal Campus**

The collection of District of Saanich municipal buildings located east of Vernon Avenue and north of the Lochside Regional Trail and includes Saanich Municipal Hall, Saanich Police Station, and Saanich Fire Station (Fire Hall #1).

## **Natural Environment**

Natural and semi-natural areas, both land and water, that have ecological, scenic, renewable resource, outdoor recreation, and/or greenway value. The natural environment may be within developed or undeveloped areas, whether publicly or privately owned, and not necessarily an undisturbed area.

## **Naturescaping**

Landscaping to create ecologically sound, sustainable and aesthetically pleasing urban landscapes through the use of plant species native to the region. Naturescaping promotes creating landscapes that restore, preserve and enhance wildlife habitat in urban and rural areas. Naturescaping emphasizes creating landscapes with purpose – that are both beautiful and provide habitat for native plant and animal species.

## **Net Zero Energy Ready Building**

A building built to high energy-efficiency standards such that it could (with additional measures) generate enough onsite energy to meet its own energy needs.

## **Nigel Valley**

A nine-acre development located off Vernon Avenue and adjacent to the Municipal Campus. The development is led by BC Housing and owned and operated by a collection of five housing and care operators that serve the needs of a variety of populations, including seniors, families, adults recovering from a mental illness and adults with developmental and physical disabilities.

## **Non-Market Housing**

Housing designed for independent living by single persons or families who cannot afford to pay market rents or who have needs that are not being met by the market, and where the housing units are owned and operated by a government agency or a not-for-profit society and where rents may be controlled through a housing agreement.

## **Official Community Plan (OCP)**

A legal document prepared under the authority of the *Local Government Act* defined as a comprehensive guiding document, primarily in relation to land use planning. Sustainable Saanich's OCP is the central plan to guide growth and change. In concert with other plans and policies, the OCP provides a flexible framework to advance initiatives toward ensuring that Saanich is a livable sustainable community. Local Area Plans and Actions Plans are adopted as appendices and form part of the OCP.

## **Open Space**

Lands on which structures outside of park related uses are not located and are highly regarded by the community for their aesthetic, recreational and/or ecological values. Lands may be in a natural state (e.g. nature parks, reserves or undevelopable lands such as flood plains, beaches and wetlands) or in a developed state (e.g. playing fields, boulevards, squares and plazas). Open spaces may be located in the public domain (e.g. municipal, regional or provincial parks, roads and pedestrian networks) or in the private domain (e.g. private plaza, internal courtyards and golf courses).

## **Park**

Land that has a high capacity for active or passive recreation use and is typically available for such use.

## **Parkland Dedication**

As per the *Local Government Act*, a municipality may require a land owner to dedicate up to 5% of a parcel for park purposes for subdivision applications that propose three or more lots. A municipality can also consider cash-in-lieu for parkland dedication, where circumstances are appropriate.



## **Pedestrian-Oriented Design**

Pedestrian-oriented development is a pedestrian friendly framework that provides clear, comfortable pedestrian access to commercial and residential areas and transit stops. Its principles are employed through a combination of design practices that offer compact development, housing choice, mixed-use, traffic calming and public transit orientation.

## **Permeable Surface**

A surfaced area that is porous or can be penetrated by liquid to collect precipitation and stormwater runoff (including pavers, blocks, special asphalt, etc.) thereby enabling any collection to slowly infiltrate into the soil below. Pervious surfaces are opposite of impervious surfaces and are strongly encouraged.

## **Placemaking**

An approach to the planning, design and management of public spaces, maximizing the built environments function through community's assets, inspiration and development potential with the intention of creating public spaces that promote the health, happiness, interaction and well-being of people.

## **Podium**

In architecture, any various elements that form the base, foot or lower massing of a building.

## **Rain Garden**

A garden, typically with a mix of vegetation and perennial plants, that is designed with the surrounding landscape to temporarily store rainwater runoff that flows from the built environment. Rain gardens are can form part of an integrated stormwater management plan and are encouraged along the street interface to add aesthetic and ecological value to the public realm.

## **Restoration**

Measures taken to re-establish habitat features, functions, and conditions damaged or destroyed by human or natural activities.

## **Riparian Area**

The moist nutrient rich lands adjacent to streams. Riparian areas are transitional zones between aquatic and terrestrial (or upland) ecosystems and often exhibit vegetation characteristics of both; they are not as dry as upland environments and not as wet as aquatic or wetland systems.

## **Secured Market Rental Housing**

Housing, typically multi-family forms, that are built specifically for the purpose of residential rental and are secured for that purpose through legal agreements for a specified timeframe, often up to or exceeding the anticipated lifespan of the building.

## **Sense of Place**

The essential character and spirit of an area; a transition from space to place, providing special or unique features and fosters a sense of authentic human attachment and belonging when experienced.

## **Significant Tree**

A tree that is considered to be an outstanding specimen, a rare species, of historic significance, part of a significant row or grove, a landmark or wildlife habitat. The District has more than 150 registered significant trees.

## **Significant Street**

Includes several streets in the Uptown-Douglas Corridor Plan that are critical to the overall form and future function of the area. The principles of complete streets will be applied, but these streets are likely to seek additional variances and unique enhancements that will set them apart from other streets in the area. Significant Streets include: Blanshard Street, Vernon Avenue, Ravine Way, Douglas Street, Oak Street and Audley Crossing (future lane).

## Step Code

A regulation adopted by the Province of British Columbia in 2017, and by the District of Saanich in 2018, for building energy performance standard. The new standard is designed to help both government and industry chart a course to a future in which all new construction across the province is net-zero energy ready by 2032.

## Stewardship

Responsibility for the care and protection of resources so that they will be available to future generations.

## Streetscape

The elements within and along the street right-of-way that define its appearance, identity, and functionality, including street furniture, public art, landscaping, trees, sidewalks and surface treatments.

## Streetwall

The front façade of a buildings height that is perpendicular to the street. The street wall is an important urban design element that establishes human scale and contributes to the public realm.

## Supportive Housing

Affordable housing that offers additional services for residents in need. The type of services (e.g. outreach programs) and the way in which they are provided (e.g. on-site or off-site) will vary from site to site. Typically, services are intended to help residents establish and maintain suitable housing, reconnect with family, navigate personal issues or connect with the broader community. Supportive housing is typically temporary and intended to help residents move toward more permanent housing.

## Sustainability or Sustainable Development

The concept of meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability is based on the efficient and environmentally responsible use of natural, human, and economic resources, the creation of efficient infrastructures and the enhancement of residents' quality of life.

## Transit Oriented Development (TOD)

The practice of designing communities and planning for growth in a manner that enables and encourages people to drive less and walk, cycle and use transit more. TOD requires higher-density, mixed-use, pedestrian-oriented development in close proximity to transit. It is further reinforced by a well-connected network of streets and paths, designed with user safety and comfort in mind.

## Transitional Housing

Short term housing that provides support services to help residents at risk move toward a more stable housing situation. Transitional housing may be intended for people fleeing domestic violence, people struggling with addiction, substance abuse or other mental health issues.

## Transportation Demand Management (TDM)

The application of strategies and policies to influence traveler behavior with the aim of reducing automobile travel demand, as a means to save energy, reduce greenhouse gas emissions, improve air quality and reduce traffic congestion.

## Traffic Calming

Aims to reduce vehicle speeds and/or traffic to improve safety for pedestrians and cyclists, enhance quality of life for residents by reducing noise and air pollution, and recognize that streets have many social and recreational functions that can be impaired by car traffic, including throughspeed humps, lane narrowing, street trees, boulevard landscaping, chicanes and on-street parking

## Universal Design

(Also called Inclusive Design, Accessible Design or Accessibility) Refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs. Although universal design addresses the needs of people with disabilities, it is a comprehensive concept that can benefit all users.

## Urban Design

The practice of incorporating urban planning, landscape design, engineering and architecture into the design of urban places with distinct identities, while considering developmental, political, economic and social pressures.

## Urban Forest

All treed landscapes including private yards, urban parks, conservation areas, boulevards and forests within the District of Saanich.

## Urban Heat Island Effect

The amplification of high temperatures in urban areas, relative to natural or rural areas, due to a greater proportion of paved surfaces, fewer trees and less vegetation, which traps and intensifies heat. The effect is further intensified by heat generation within cities, including through the increased use of furnaces, air conditioners and vehicles.

## Watercourse

A river, stream, creek, waterway, lagoon, lake, spring, swamp, marsh or other natural body of fresh water; or a canal, ditch, reservoir or other man-made surface feature in which water flows constantly, intermittently or at any time.

## Watershed

An area of land where surface water from rain, melting snow, or ice converges and sheds to a single exit-point at a body of water.

## Wayfinding

A form of spatial problem solving in an urban environment. Wayfinding assists in locating and learning about ones whereabouts, both geographically and historically and in terms of the current and desired location. The merging of several elements can create good wayfinding, including signage, information/historical boards, architectural clues, lighting, banners, public art and sightlines.

## Zoning

A tool used to regulate the type, size and location of uses on a property. The District of Saanich Zoning Bylaw applies a zone to every property within the municipality, regulating permitted activities, building heights, density, setbacks, parking, and other requirements related to land use.

## 13.2 AMENDMENT TRACKING



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