

DRAFT QUADRA MCKENZIE PLAN

Phase 4 Engagement Summary
January 2026



Table of Contents

1.	INTRODUCTION.....	1
2.	SURVEY RESULTS.	6
	SECTION 1 LAND USE.....	6
	SECTION 2 SUB AREAS	11
	SECTION 3 TRANSPORTATION AND MOBILITY.....	56
	SECTION 4 PARKS, TRAILS, OPEN SPACES AND COMMUNITY FACILITIES.	60
	SECTION 5 FINAL THOUGHTS.....	63
2.	EMAIL SUMMARY.	64
3.	OPEN HOUSE SUMMARY	66

INTRODUCTION

Project Background

The process to develop the Quadra McKenzie Plan began in February of 2023, after Council approval of the Terms of Reference. The intent of the project is to develop a Plan that promotes sustainable land use and transportation, while accommodating new housing and employment growth within well designed Centres, Corridors and Villages (CCVs). The Quadra McKenzie Plan focuses on four key plan goals around land use, transportation, housing and public realm, to guide planning and land use management decisions in the community for the next 20 to 30 years. The process is being delivered in accordance with the Terms of Reference and is currently in Phase 4 of 5.

In Phase 4, the refined Draft Plan was brought back out to the public for additional feedback on a number of key changes. Multiple engagement opportunities were presented to the public and stakeholders to review the contents of the refined Draft Plan and provide feedback to staff, both virtually and in-person. Based on the feedback received, changes will be made to the Draft Plan before it is finalized and presented to Council for their consideration.

The following graphic provides an overview of the updated project phases and timeline.



Purpose of this Report

The purpose of this report is to provide a summary of engagement activities and feedback received during Phase 4: Draft Plan Consultation & Refinement.

Summary of Phase 4 Engagement Activities

A refined Draft Plan was released to the public in July of 2025, along with a public survey that ran from September 1st, 2025 to October 5th, 2025. A series of in-person open houses, online webinars, pop-ups and stakeholder workshops were held between August 2025 and October 2025. The following outlines the community engagement activities that were undertaken during Phase 4: Draft Plan Consultation & Refinement, to promote and receive input on the key changes to the refined Draft Plan. Overall, engagement reached over 1,000 people and received over 2,500 comments.

Postcard

In August 2025, over 21,141 postcards were mailed to addresses within the study area to notify residents and businesses of the refined Draft Plan and upcoming engagement opportunities.

Social Media

Social media posts on Facebook and X (Twitter) were used to promote the refined Draft Plan release, online survey, in-person open houses, pop-up events, and virtual webinars.

Community Survey

An online survey was posted on the project website and HelloSaanich between September 1st, 2025, and October 5th, 2025. There were 698 responses to the survey during the 35 days it was active.

In-person Open Houses

In-person open houses were hosted on Wednesday, September 17th, Saturday, September 21st, and Wednesday, September 23rd, 2025. The open houses provided an opportunity for review and in-person feedback on the refined Draft Plan regarding key changes to the future land use designations and transportation network. 330 people attended the in-person open houses and left 232 sticky notes with written feedback.

Virtual Webinars

Virtual webinars were hosted on Wednesday September 10th, 11th and 16th, 2025, at 11:00am, 6:00pm and 12:00pm, respectively. The webinars provided an overview of the key changes to the Draft Plan and a Question and Answer period. A webinar recording was posted afterwards on the project website. 140 people attended the online webinars.

Pop-up Events

Pop-up events were held at the University of Victoria to provide an opportunity for additional public feedback and promotion.

Email Correspondence

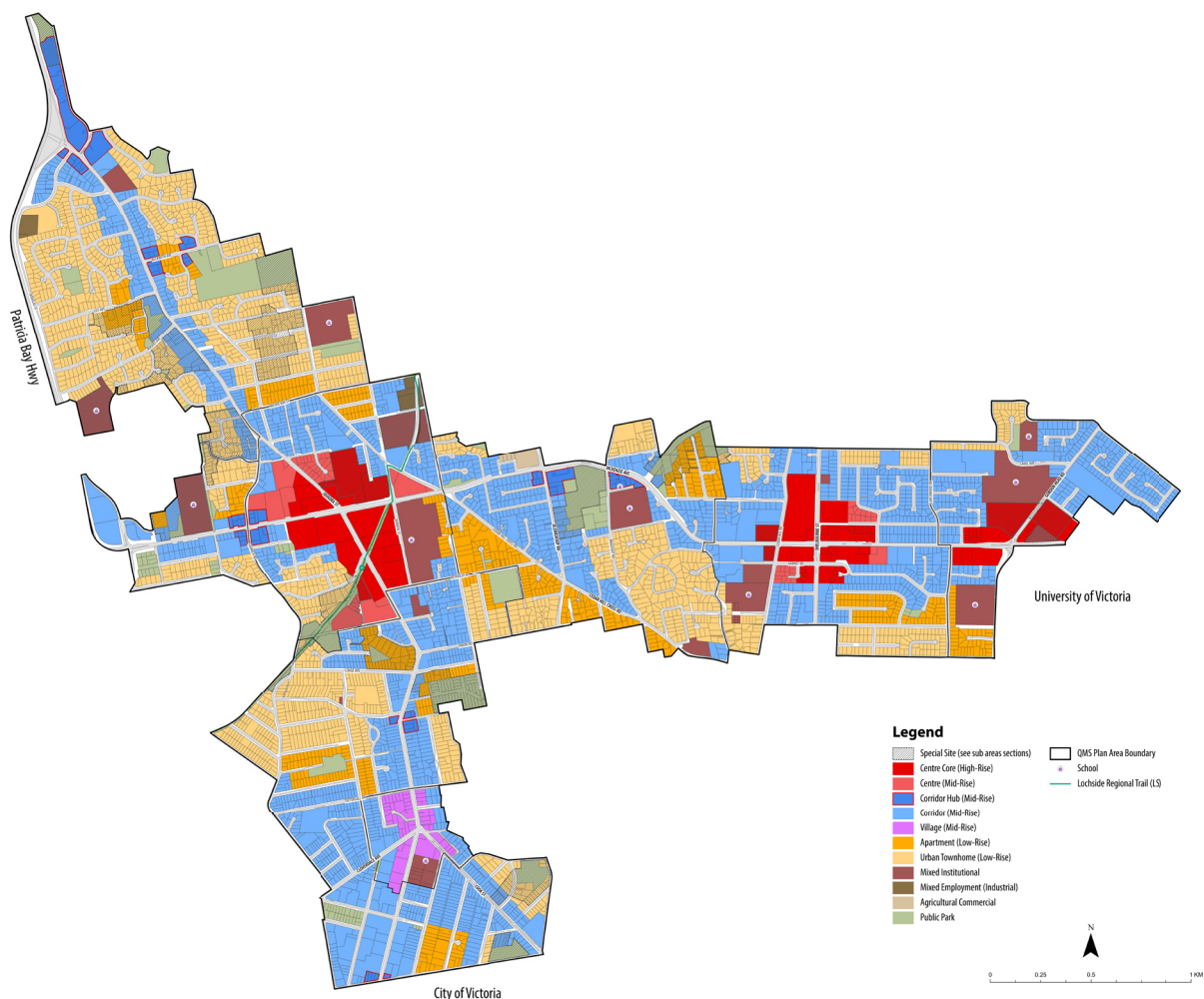
Members of the public were encouraged to email qmp@saanich.ca to ask questions and share their comments on the refined Draft Plan. During this phase, over 350 emails were received.

SURVEY RESULTS

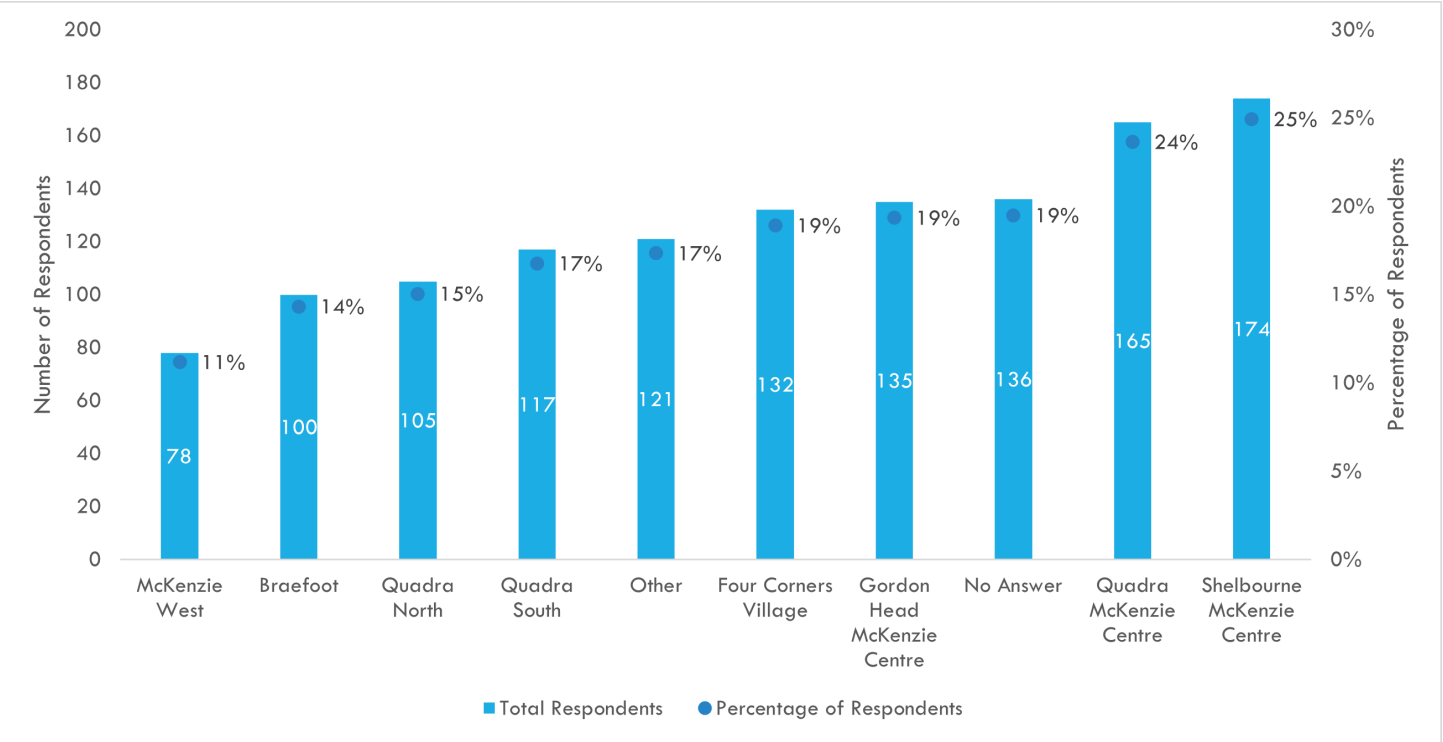
Section 1 - Land Use

To help understand perspectives on land use and future growth, participants were asked to share their thoughts on where and how future growth should occur within the Quadra McKenzie area. Building on the direction of Saanich's Official Community Plan, which envisions most future growth in Centres, Villages, and along key Corridors, the survey explored how residents see opportunities to create complete, walkable communities that support housing, employment, shops, services, recreation, and public spaces.

Questions focused on identifying areas within existing sub-areas where additional growth could be considered, the types of amenities and services that should be prioritized in future land use designations, and whether taller buildings could be supported in some locations if they delivered community benefits such as parks, childcare, or affordable housing.



1. As identified in the OCP, most of Saanich's future growth is planned to occur in Centres, Villages, and along key Corridors. These are intended to be complete communities supporting employment, shops, services, recreation, and public spaces that are planned within walking distance. Within the existing sub areas, are there areas where more growth should be considered?



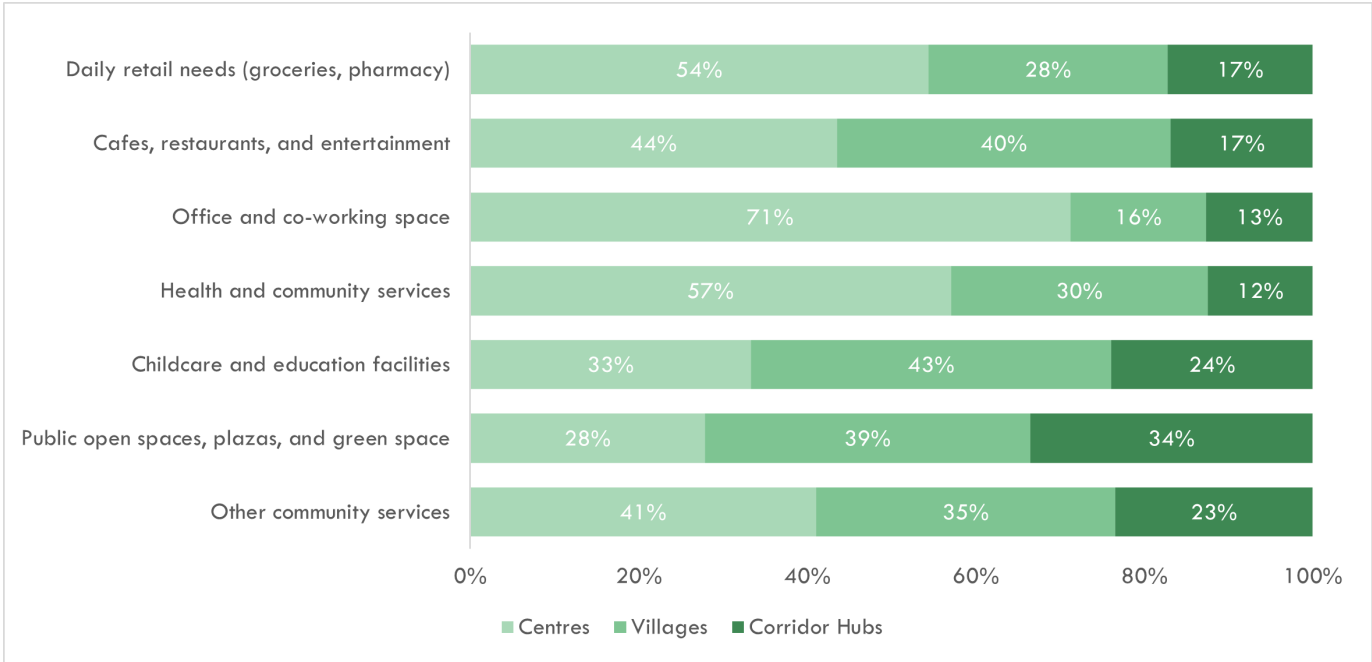
Other responses (121):

Respondents that selected Other expressed strong opposition to the level and scale of growth and densification proposed in the Draft Quadra McKenzie Plan. Most responses indicated that the current Plan suggests too much density, too high building heights, and too rapid development, with many calling for less growth, reduced building heights (often suggesting a maximum of 3-12 storeys), and preservation of existing single detached neighbourhoods. Comments are often tied to concerns about inadequate infrastructure, traffic congestion, lack of parking, and insufficient public transit to support increased density. Some respondents suggest that growth, if any, should be more evenly distributed across Saanich, not concentrated in the Quadra McKenzie area, and should avoid ecologically sensitive areas. Some respondents mention specific areas where some growth might be considered, such as near Uptown, near the University of Victoria, or along main corridors, but even these responses typically emphasize moderation and caution.

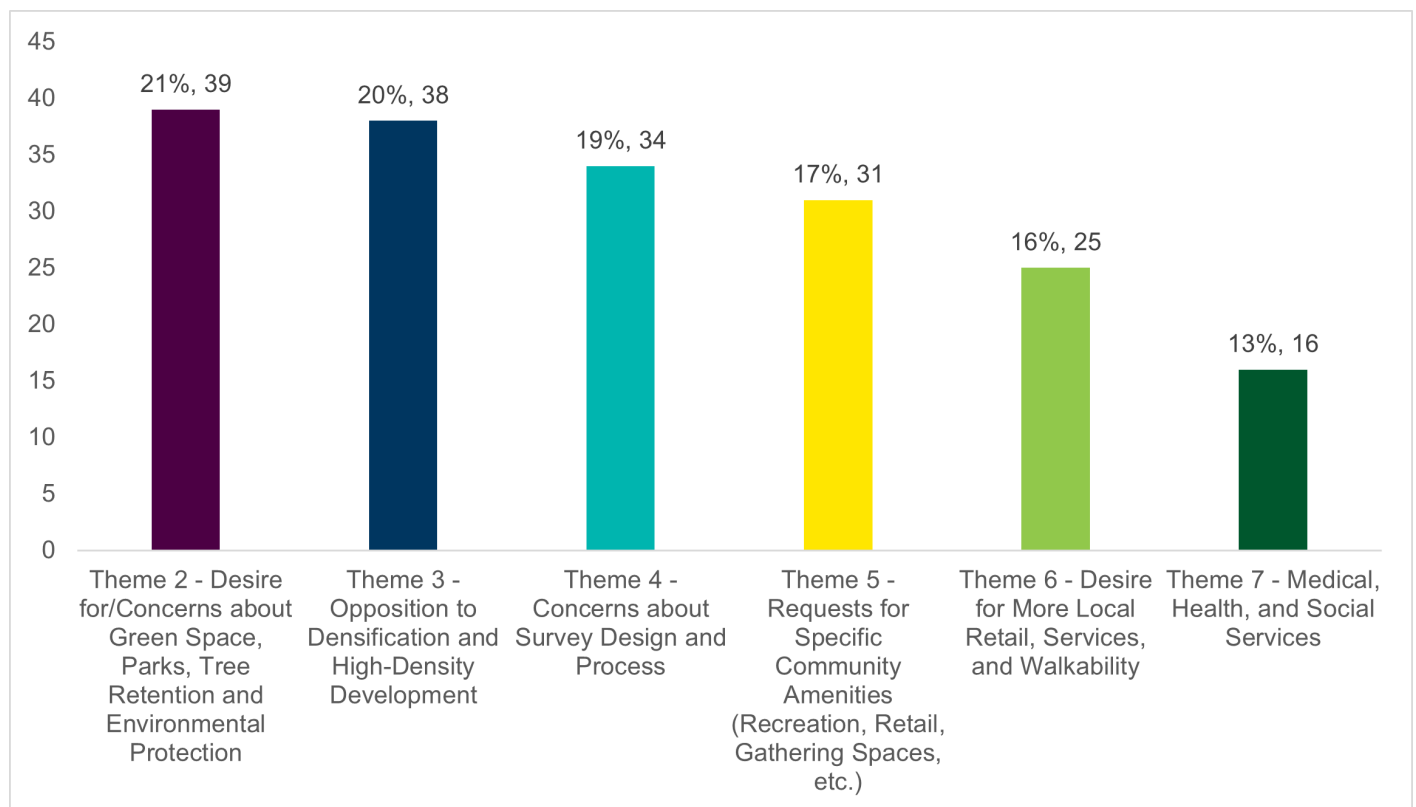
In summary, respondents are opposed to the proposed scale of growth and density in the plan, citing concerns about infrastructure, traffic neighbourhood character, and environmental impact.

2. When considering future growth being focused within Centres, Villages and along key Corridors, select which services and amenities you feel belong in each of these future land use designations?

- Centres are intended to provide the highest densities of shops, services, housing, and jobs in walkable areas served by high frequency transit.
- Villages are intended to provide medium density housing with smaller-scale commercial and community amenities.
- Corridor Hubs are intended to provide smaller clusters of shops, services, housing, and jobs in walkable areas.



3. Are there any services missing from the Plan area that you feel are essential to support daily life in your neighbourhood?



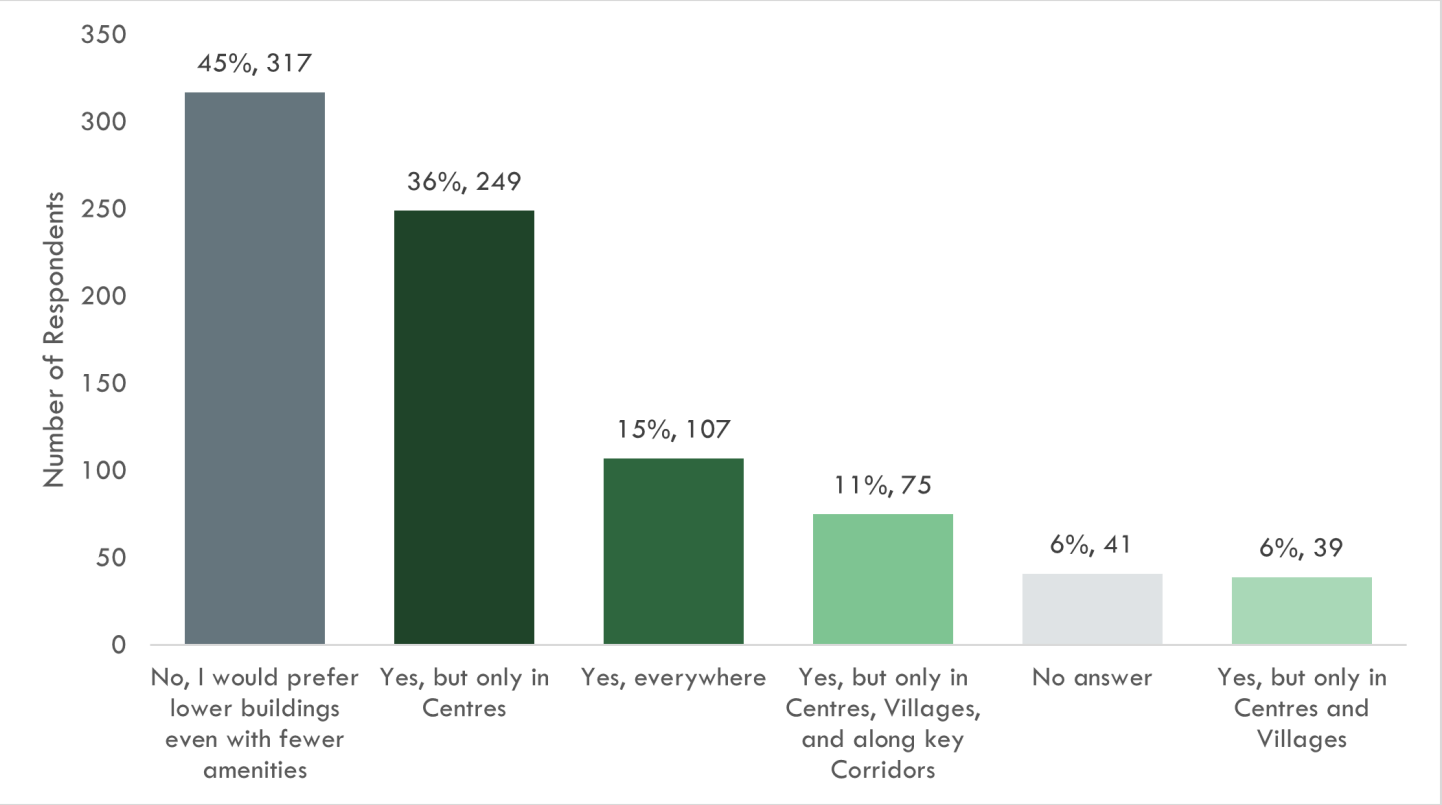
Total Comments: 199/698 (29% of total respondents)

Summary

Participants identified a variety of missing or needed services to better support daily life in the Quadra McKenzie area. Parks, trees, and green spaces were frequently highlighted as essential for maintaining livability and protecting natural areas. Many called for improved access to health and community services, including clinics, recreation centres, and spaces for youth and seniors. Enhanced transportation infrastructure, such as safer walking and cycling routes, improved transit, and better traffic management, was also a common priority. Respondents supported more local shops, cafés, and daily retail options to create walkable neighbourhoods, along with public and cultural spaces for gathering and community events. Some participants expressed concerns about infrastructure capacity, traffic, and parking, while others questioned the survey design or opposed additional density and growth in the area.

- Green space and natural areas are highly valued, with strong interest in preserving trees, parks, and ecological features.
- Health, recreation, and community facilities are viewed as essential to support a growing population.
- Transportation improvements, including safer pedestrian and cycling infrastructure, better transit, and traffic management, are major priorities.
- Local shops and gathering spaces are desired to enhance walkability and community connection.
- Some respondents expressed concerns about densification, infrastructure capacity, and the overall approach to growth in the Plan area.

4. Sometimes taller buildings can provide more significant community amenities (e.g., parks, childcare, affordable housing). Would you support taller buildings (6–18 storeys) in some locations if they delivered these kinds of benefits?



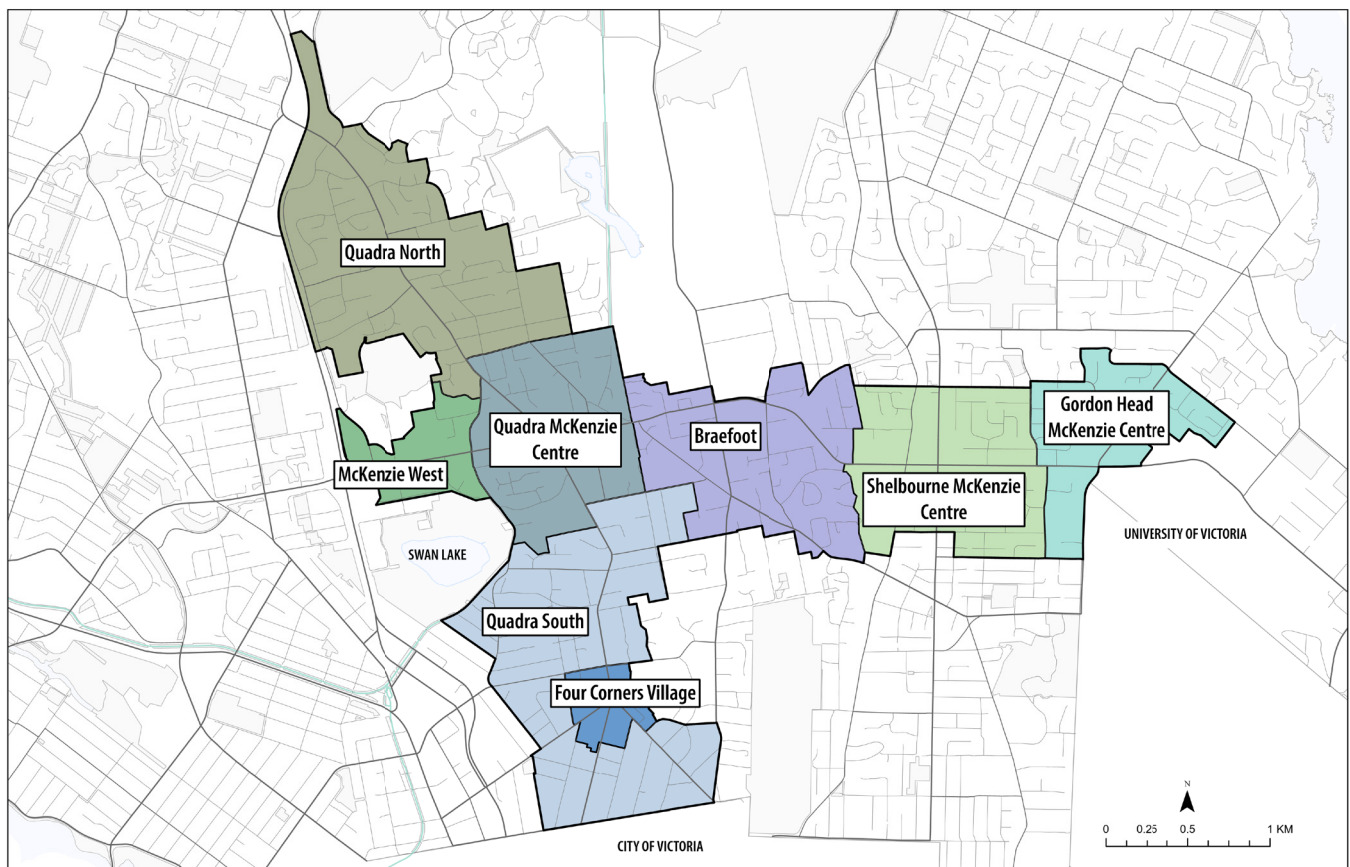
Section 2 - Sub Areas

The following sections provided space to comment on each of the sub areas in the Draft Quadra McKenzie Plan, including:

- McKenzie West
- Quadra McKenzie Centre
- Braefoot
- Shelbourne McKenzie Centre
- Gordon Head McKenzie Centre
- Quadra North
- Quadra South / Four Corners Village

Each sub area section asked questions related to changes in the updated Draft Plan and provided the opportunity to share additional feedback.

Respondents were prompted to select Yes or No if they wished to provide comment on each sub area. It was not required to provide comment on each sub area.



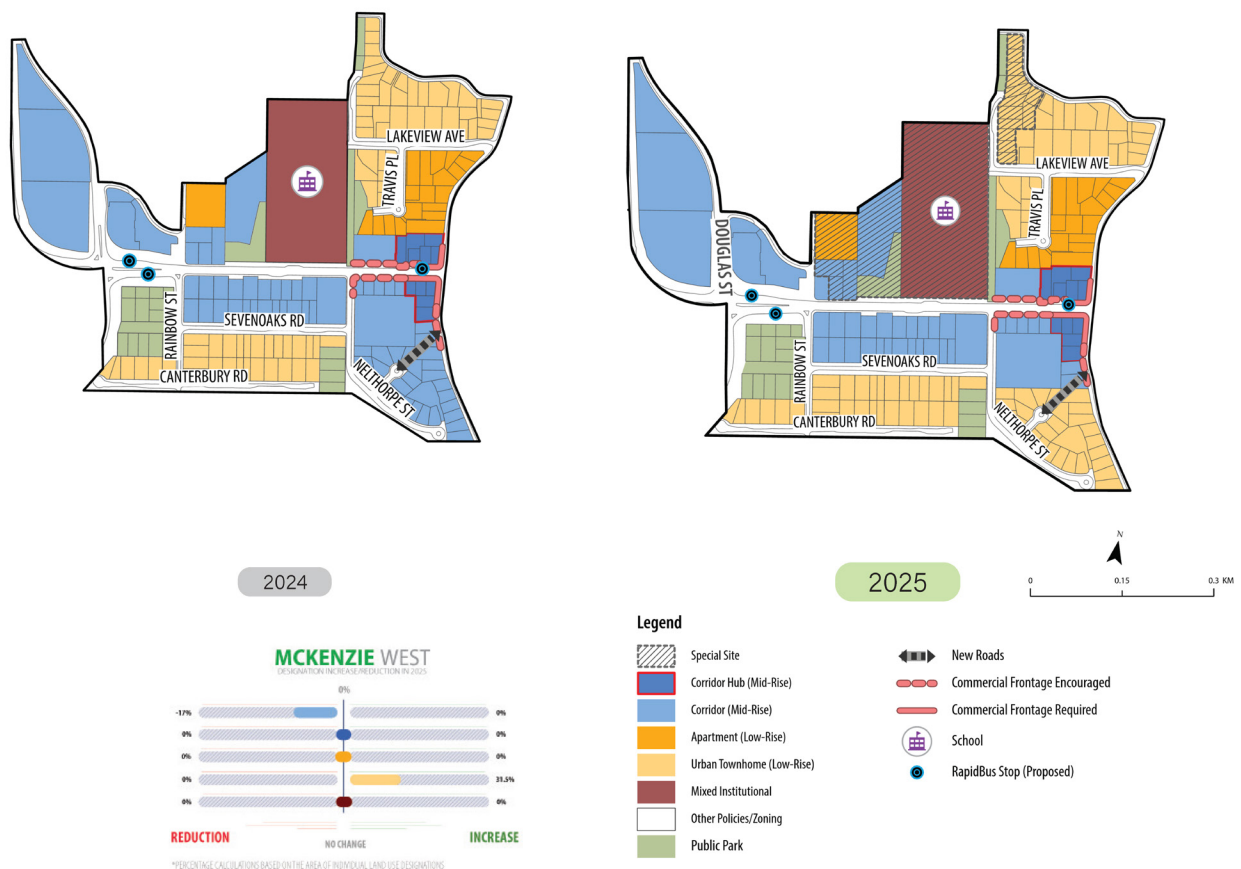
McKenzie West Sub Area

During previous engagement we heard a desire for changes to the McKenzie West sub area around land use designations, sensitive ecosystem protection, and local commercial services.

Key changes were made to the Draft Plan and include:

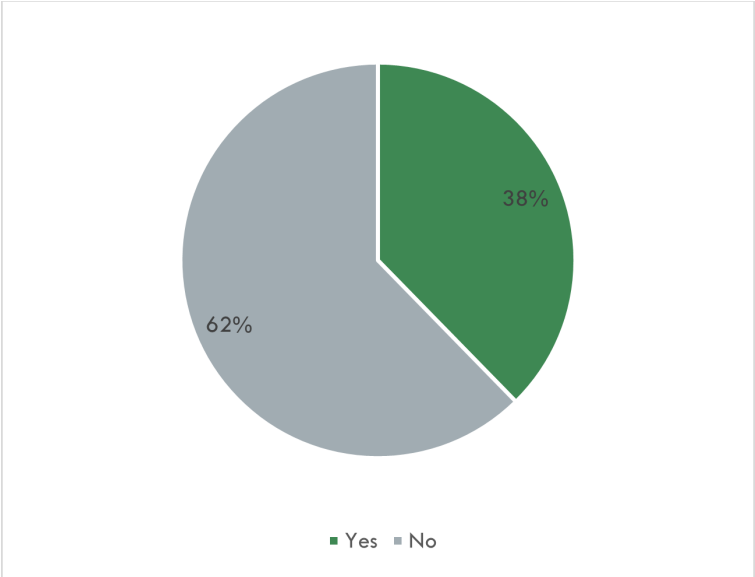
- A 17% reduction in the Corridor (3-6 storey) land use designation, replaced by the Urban Townhome (3 storey) designation.
- Policy changes, including expanded support for townhouses/mid-rise, local commercial services, and plaza spaces.
- Adding additional special site designations and modifying policy to strengthen environmental protection and support the preservation of sensitive habitat sites.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the McKenzie West sub area, found on [pages 79-81 of the refined Draft Plan](#).



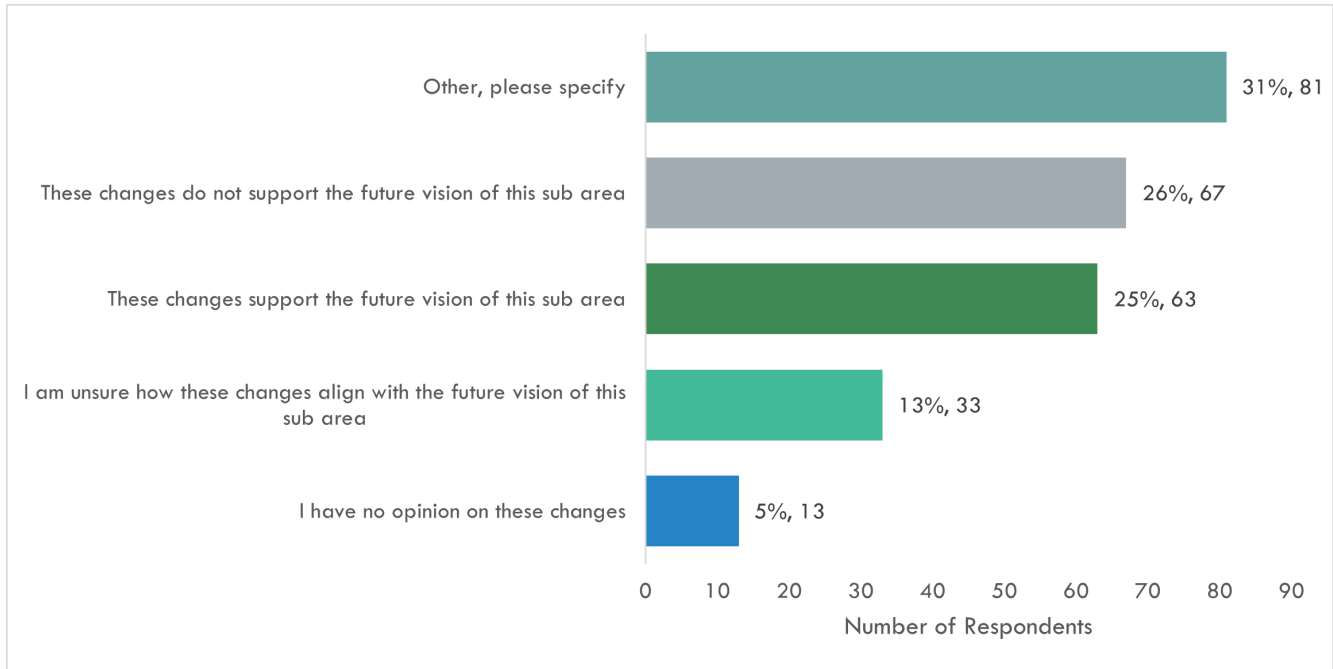
5. Would you like to provide comment on the McKenzie West sub area?

Total Respondents: 263/698 (38% of total respondents)



6. McKenzie West is envisioned as a residential Corridor with a local Corridor Hub, providing a community focal point that serves current and future residents. Growth here is intended to be modest, focusing mid-rise development along McKenzie Avenue, while transitioning into Apartments and Urban Townhomes adjacent to natural areas.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (81):

Theme 1 - Opposition to Density / Overdevelopment (54 comments)

- Comments expressed concern that the Plan is too dense, overbuilt, or aggressive in terms of development. Many respondents expressed concerns about building heights and density, with several stating a preference for limiting development to 2-3 stories or low-rise buildings.

Theme 2 - Traffic, Parking, and Transportation Concerns (17 comments)

- Comments were focused on traffic congestion, parking, lane reductions, and impacts on driving. Many felt the plan would worsen traffic congestion and make driving more difficult, especially for those with mobility issues. Concerns about parking and vehicle access were also common.

Theme 3 - Environmental and Ecosystem Protection (15 comments)

- Comments emphasized the need to protect green space, sensitive habitats, and wildlife corridors, with several comments mentioning impacts on Swan Lake, Christmas Hill and Garry Oak ecosystems.

Theme 4 - Support for Increased Density (13 comments)

- Comments argued that the Plan actually restricts housing supply too much, calling for more density, taller buildings, and business development. A minority supported modest development, especially low-rise, and townhomes, but not high-rises or condos.

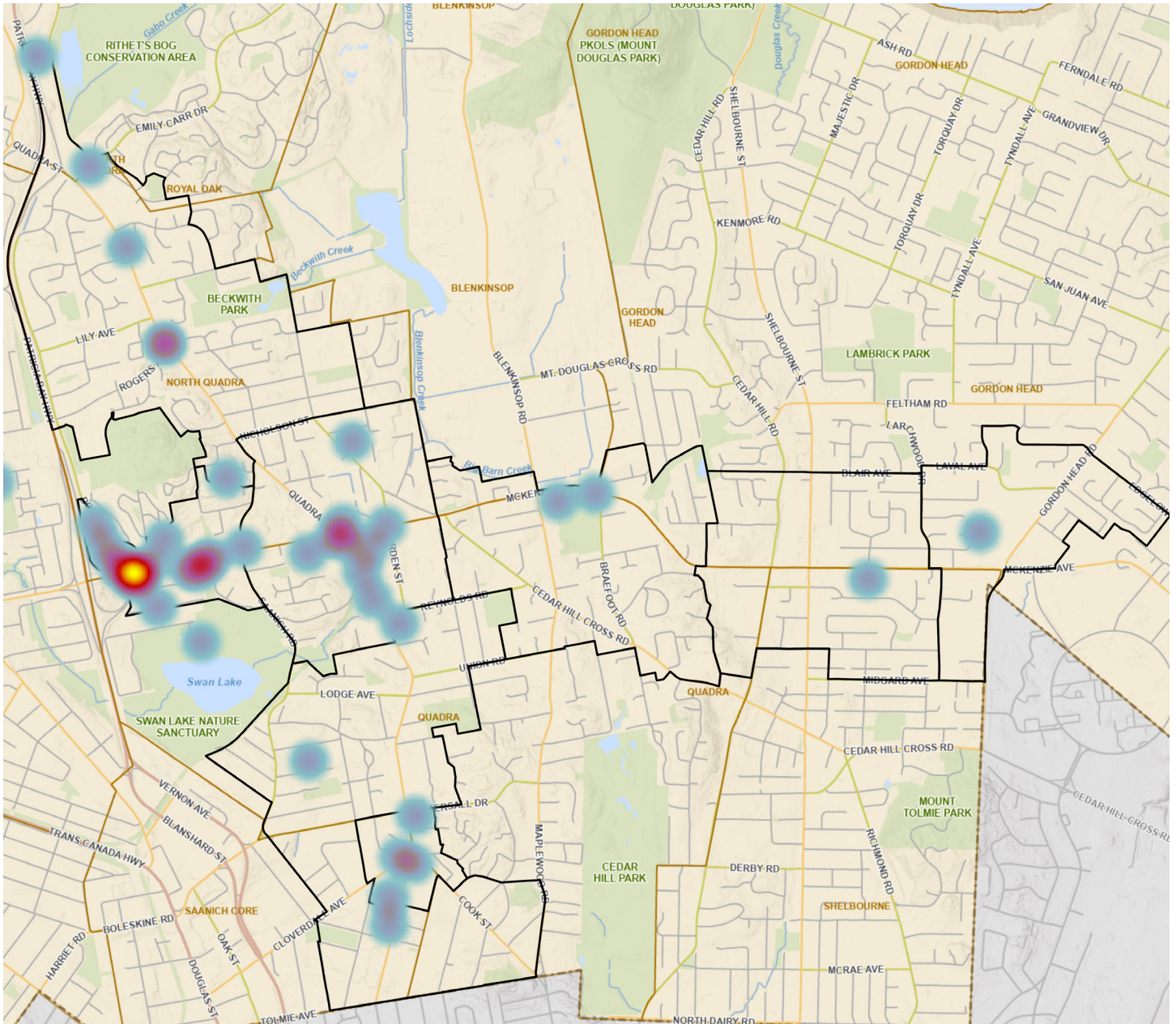
Theme 5 - Affordability

- Comments expressed that the Plan does not provide enough affordable housing, with concerns that new housing would be unaffordable and bought by investors.

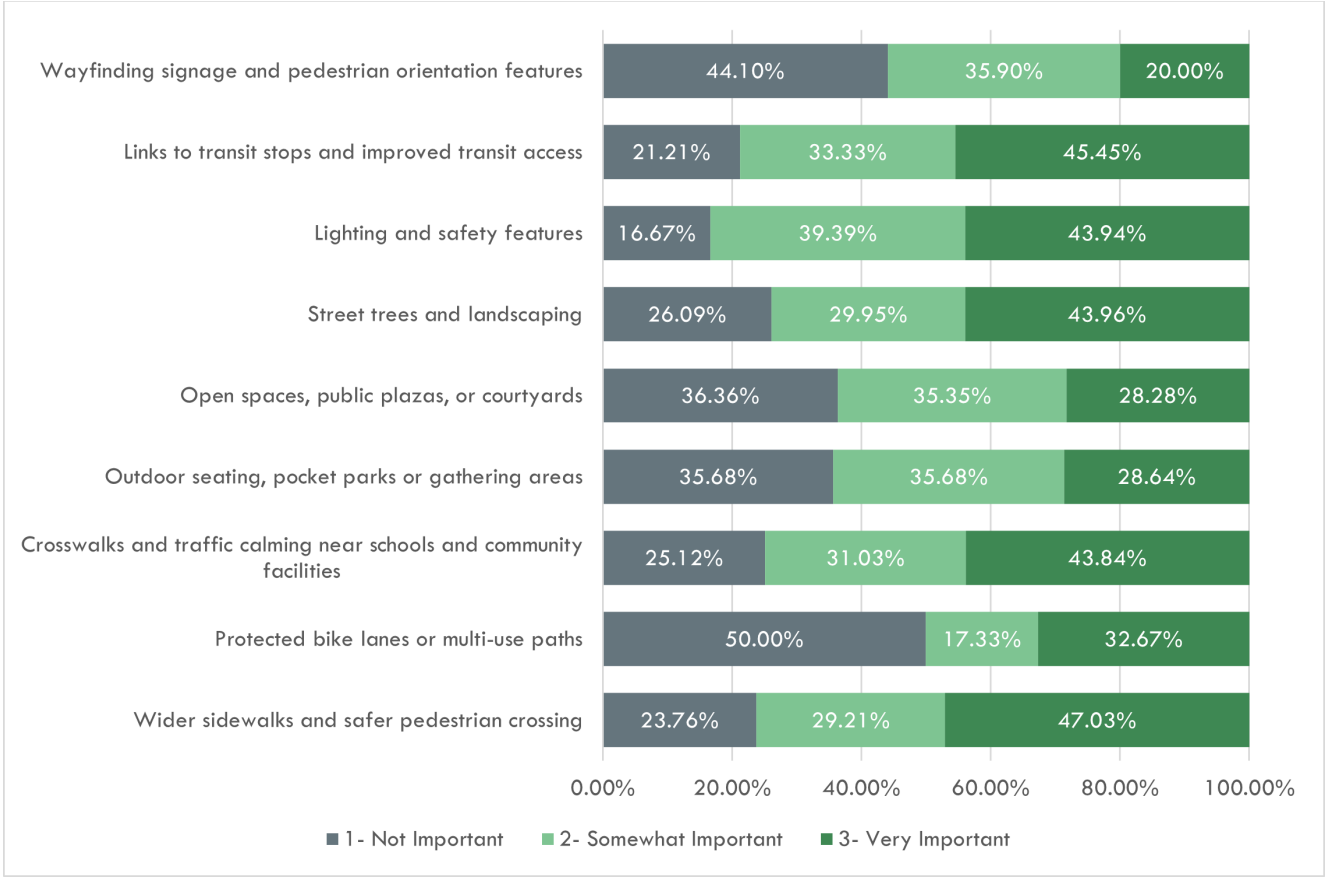
Additional themes included Critique of Planning Process (6) and Community Character (4).

7. The McKenzie West sub area has identified the Saanich Road Hub to support local commercial needs. Are there any other locations in the McKenzie West sub area that would benefit from additional / new commercial services?

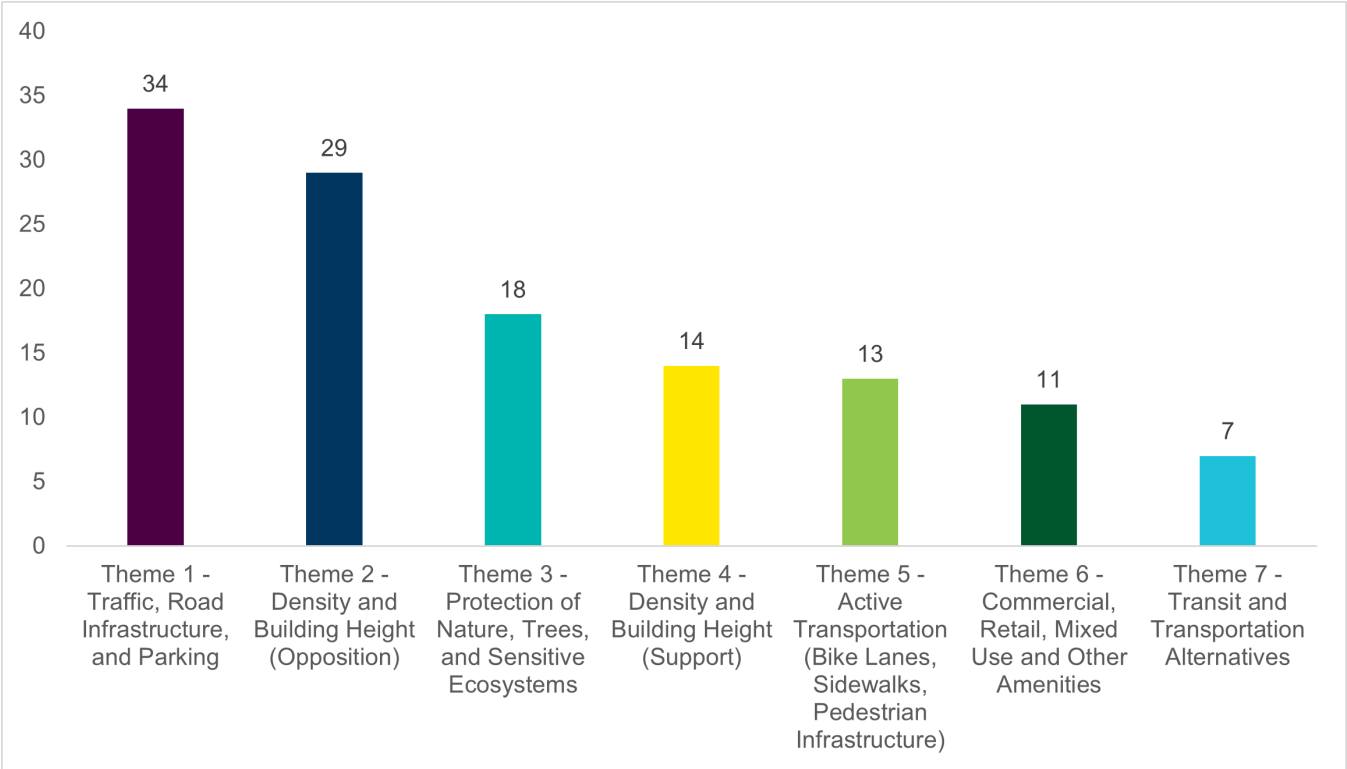
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



8. When considering public realm and transportation improvements, which are most important in the McKenzie West sub area?



9. Are there any additional changes you would like to see to this sub area's land use designations?



Total Comments: 93/698 (13% of total respondents)

Summary

Responses reflected a clear divide between participants who want to see less density and more protection of existing character and natural areas, and those who support greater housing diversity and mixed-use development along key Corridors. A significant number of participants emphasized traffic congestion, vehicle mobility, and infrastructure strain as major concerns, while others highlighted the need for improved pedestrian and cycling infrastructure that feels safe and connected. Many respondents called for stronger protection of Swan Lake, Christmas Hill, and ecological corridors, and several expressed frustration with what they perceived as a pre-determined or overly urban vision for the area. A smaller group supported more mid- to high-rise development near McKenzie Avenue and Saanich Road, provided it delivered tangible community benefits like transit, shops, or open spaces.

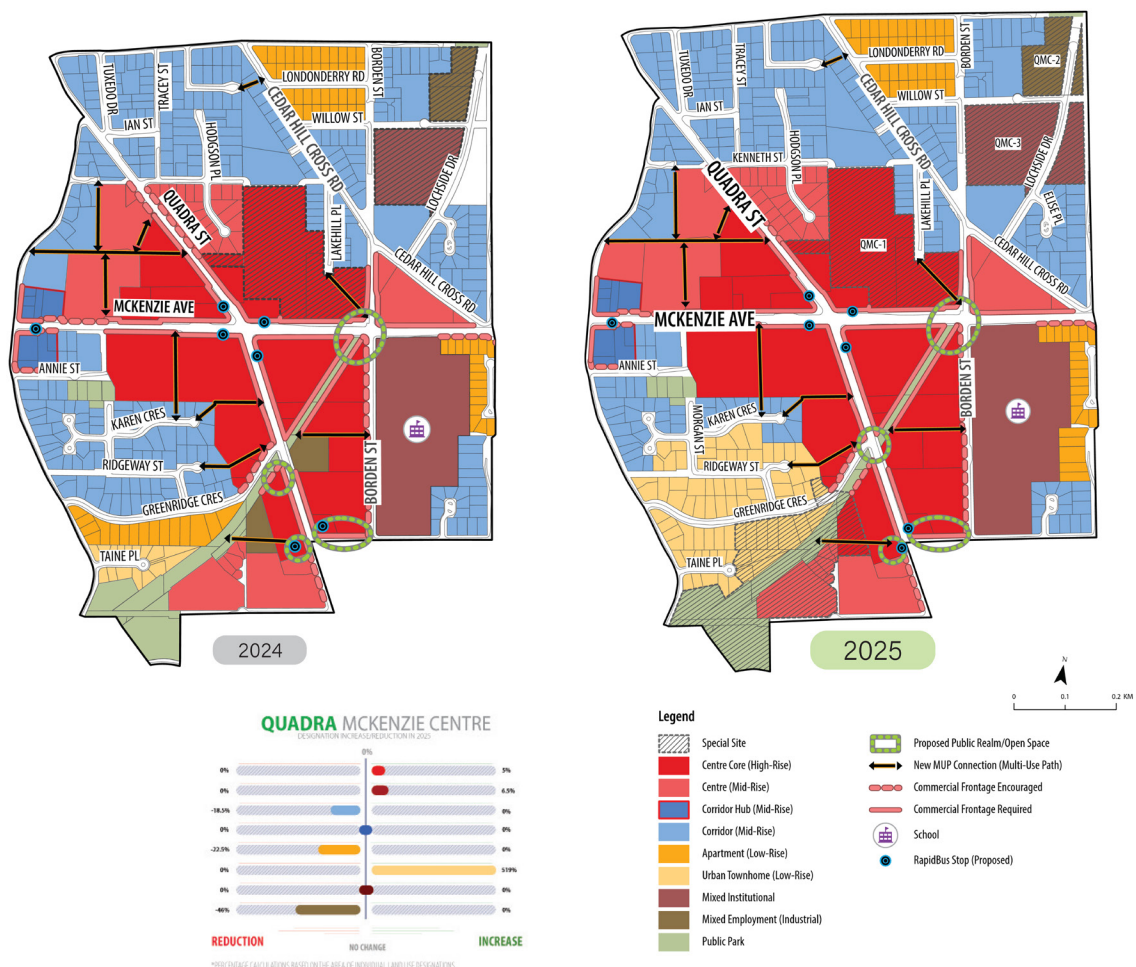
Quadra McKenzie Centre Sub Area

In response to community feedback, Council direction, and additional technical analysis, changes were made to the Quadra McKenzie Centre sub area for land use designations, building heights, sensitive ecosystem protection, and open space/public realm.

Key changes were made to the Draft Plan and include:

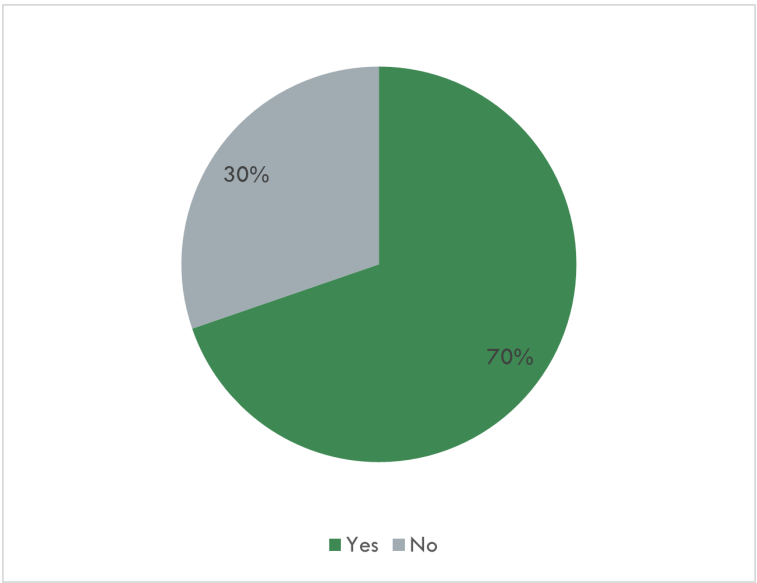
- Proposing a new policy to support increased maximum building height, from 18 storeys to 24 storeys, in the Quadra McKenzie Centre, with frontages along either of the two Primary Corridors – McKenzie and Quadra. (see Policy 6.3.4)
- Reducing land use designation density between Saanich Road, Karen Crescent, Greenridge Crescent and Quadra Street from Corridor and Apartment to Urban Townhome.
- Adding policies to strengthen environmental protection and support the preservation of additional sensitive Habitat Sites around Taine Place and Greenridge Crescent.
- Reallocating proposed public realm/open space to better connect with the Lochside Regional Trail.
- Changing the designation of specific parcels from Corridor or Mixed-Employment to Centre or Centre Core.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the Quadra McKenzie Centre sub area, found on [pages 83-85 of the refined Draft Plan](#).



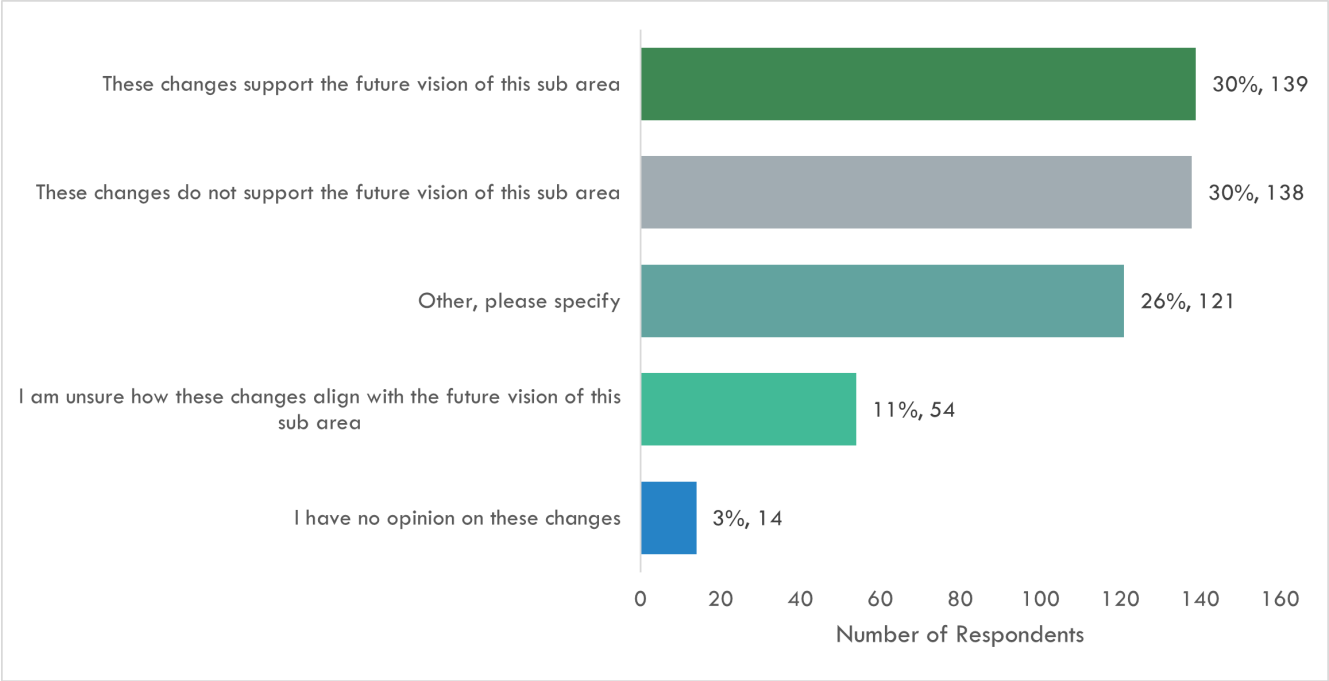
10. Would you like to provide comment on the Quadra McKenzie Centre sub area?

Total Respondents: 263/698 (38% of total respondents)



11. The future vision of the Quadra McKenzie Centre is as a regional mixed-use core that provides significant jobs, services, transit, and diverse housing. This sub area is where the Plan concentrates the highest density of development, focused around active transportation, public spaces and access to services and amenities.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (121):

Theme 1 - Opposition to Building Height / High-Rises (77 comments)

- Comments strongly opposed the proposed building heights, especially 18-24 storeys. Many respondents feel these heights are out of scale for Saanich, inappropriate for the neighbourhood, and would negatively impact community character.

Theme 2 - Traffic Congestion and Infrastructure Concerns (23 comments)

- Comments expressed concern that existing infrastructure, roads, and transit cannot support increased density, and that changes such as reducing car lanes or adding rapid transit/bike lanes will worsen congestion and safety.

Theme 3 - Support for Moderate Density (22 comments)

- Comments supported increased density with accepted heights ranging from 6 to 12 stories within Centres. Support for spread out medium density is also expressed.

Theme 4 - Concerns about Green Space (9 comments)

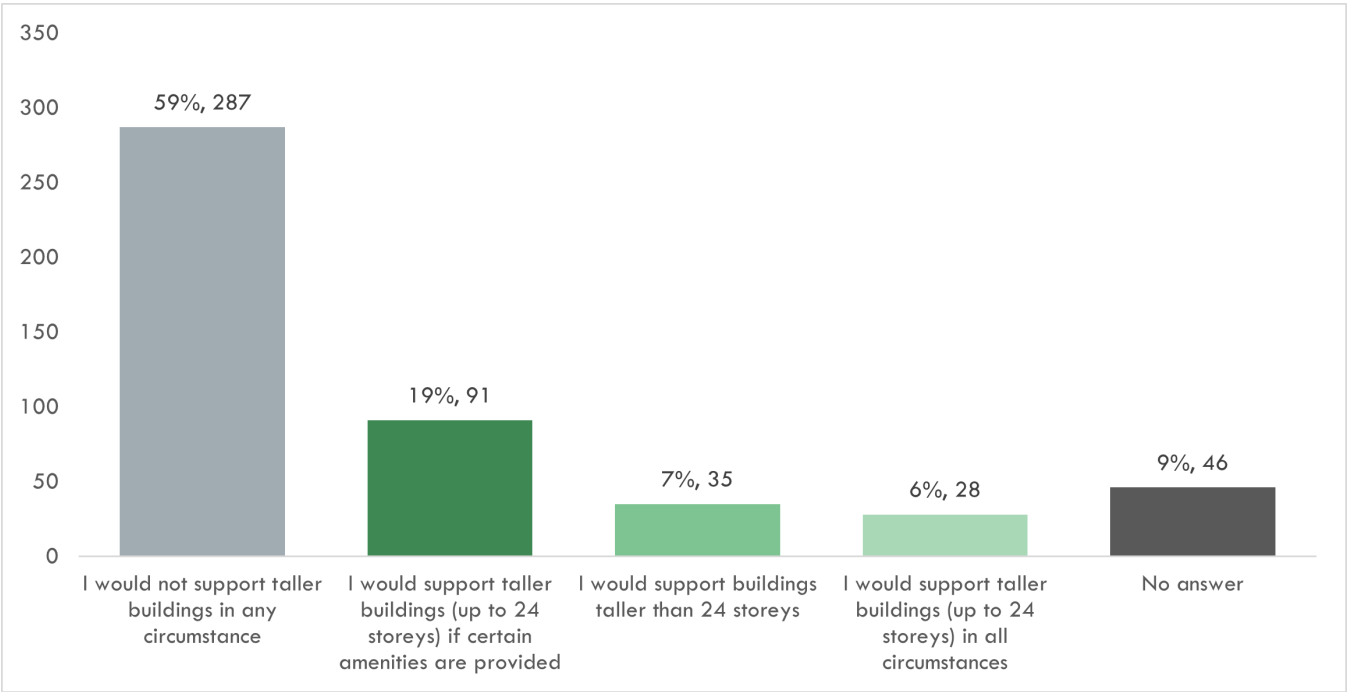
- Comments highlighted the need to protect green spaces, wildlife corridors, and trees, and to ensure livability with adequate parks and environmental protections.

Theme 5 - Community Impact

- Comments cited concerns about overdevelopment, loss of neighbourhood character, and negative impacts on quality of life.

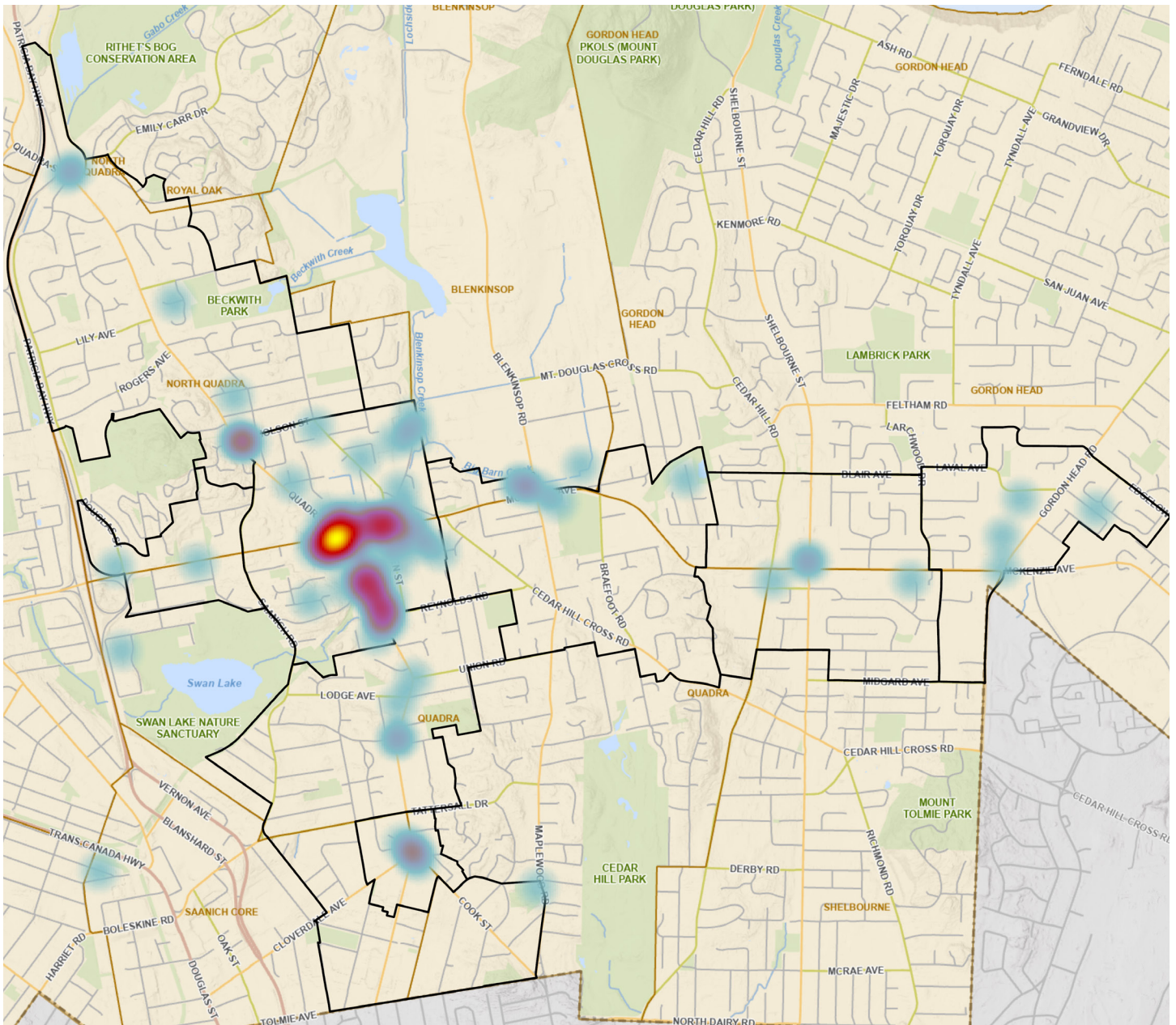
Additional themes included Criticism of Planning Process (9), and Affordability (4).

12. The Draft Plan currently allows buildings up to 18 storeys in the Centre Core land use designation. In order to deliver more community amenities than current policy requires, taller buildings may be needed. Would you support allowing buildings up to 24 storeys (instead of 18 storeys) on large Centre Core sites fronting McKenzie Avenue or Quadra Street?

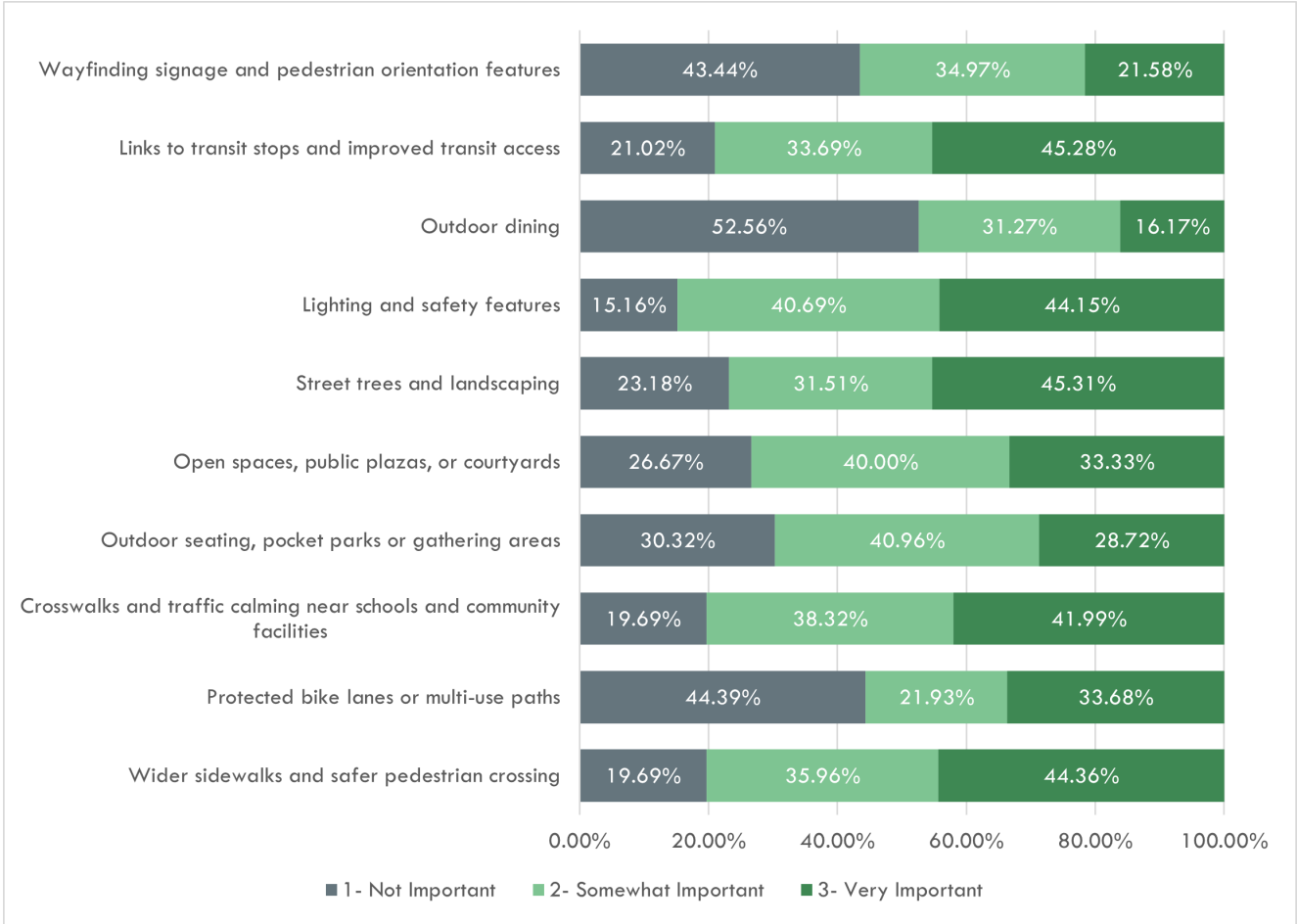


13. The Quadra McKenzie sub area supports extensive commercial businesses and services, however are there any other locations in the Quadra McKenzie sub area that would benefit from additional / new commercial services?

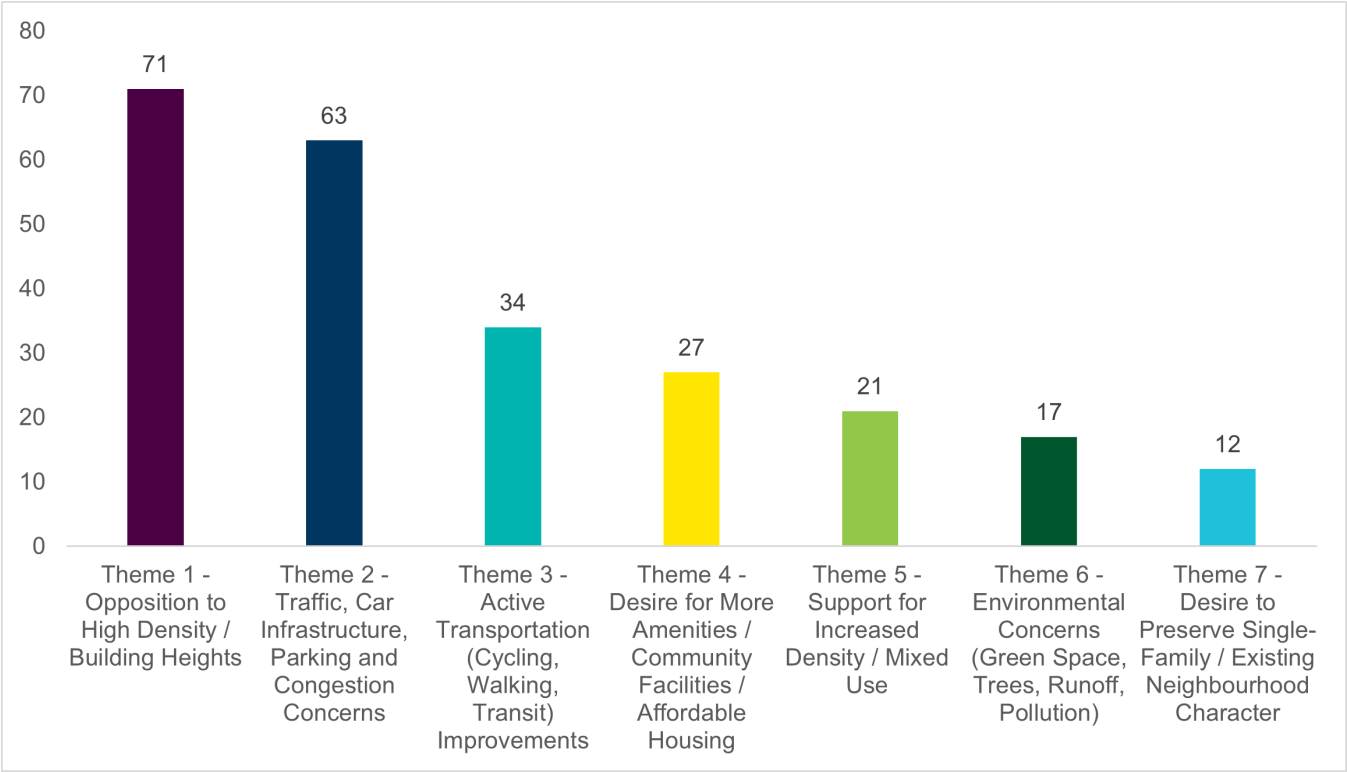
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



14. When considering public realm and transportation improvements, which are most important in the Quadra McKenzie Centre sub area?



15. Are there any additional changes you would like to see to this sub area’s land use designations?



Total Comments: 177/698 (25% of total respondents)

Summary

Feedback on the Quadra McKenzie Centre sub area reflected opposing views on the proposed future land use designations. Many respondents felt that the Centre Core future land use designation, in particular 18-24 storey development, would be out of scale with surrounding neighbourhoods and incompatible with existing infrastructure, worsening traffic conditions. Many respondents preferred to limit building heights to 6–8 storeys and to retain single detached housing, suggesting infill options like suites or townhomes instead of large towers. Concerns about traffic congestion, loss of vehicle lanes, parking shortages, and emergency access were widespread, alongside calls for better transit service before adding more density. Environmental protection, preservation of Garry Oak ecosystems, and retention of mature trees and green space were also frequent priorities.

A smaller number of respondents supported moderate to higher-density, mixed-use development near the Quadra and McKenzie intersection, emphasizing opportunities for transit-oriented growth, cycling connectivity, and vibrant, walkable Centres with shops, parks, and amenities.

Across all perspectives, participants expressed a desire for careful scaling of growth, infrastructure upgrades, and meaningful community benefits before major redevelopment proceeds.



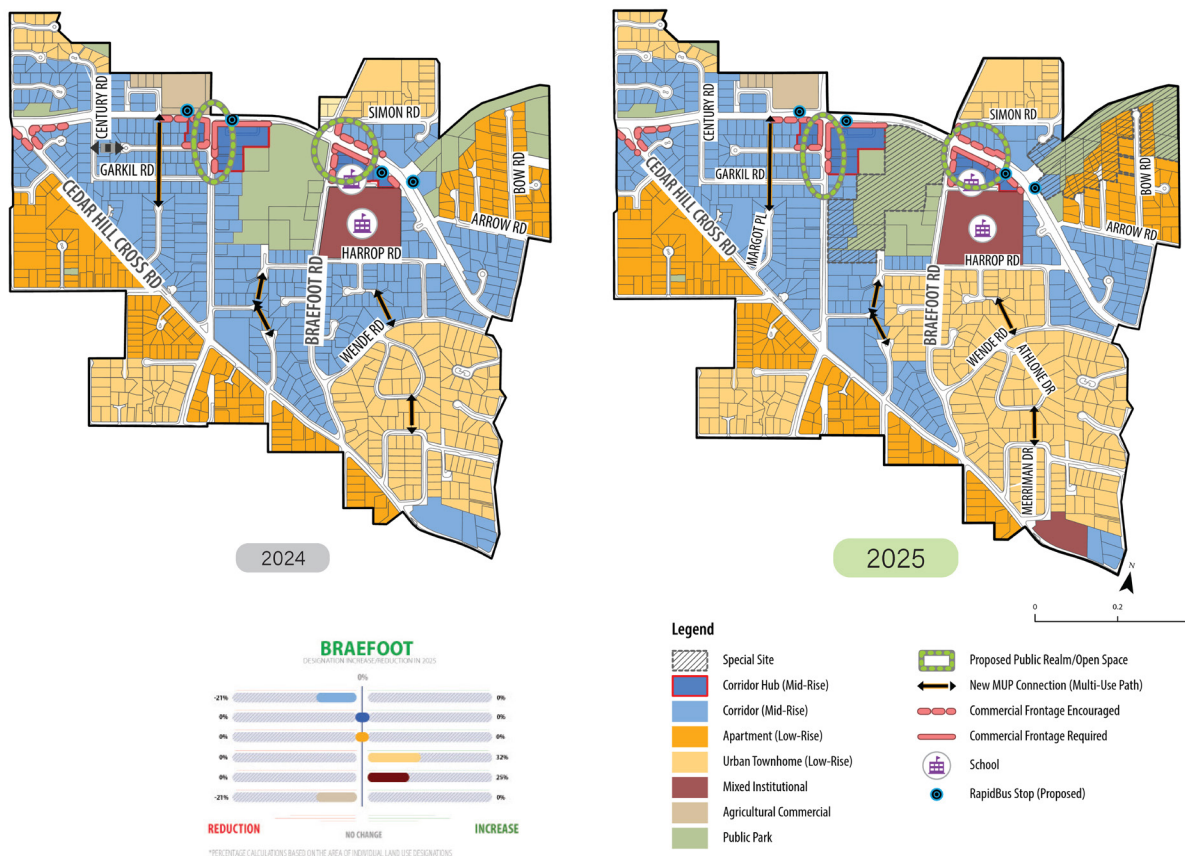
Braefoot Sub Area

During previous engagement we heard a desire for changes to the Braefoot sub area around land use designations, the proposed new road connection, and sensitive ecosystem protection.

Key changes were made to the Draft Plan and include:

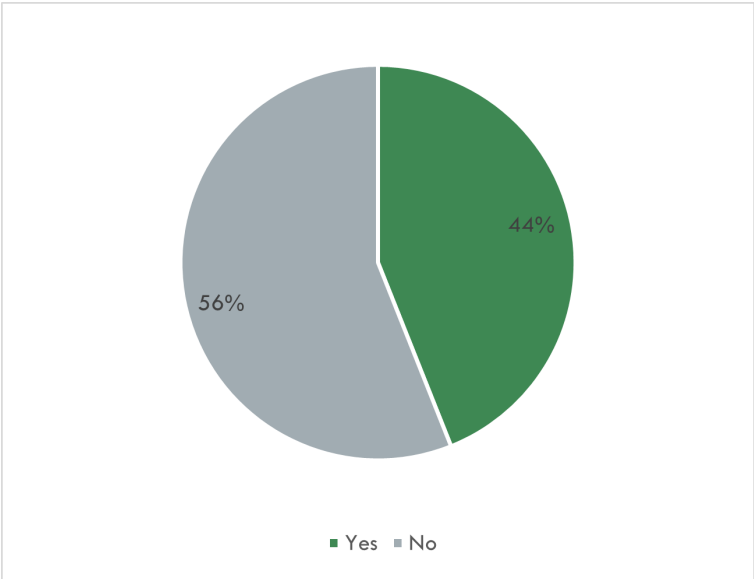
- A 21% reduction in the Corridor land use designation, replaced by the Urban Townhome designation.
- Removing the proposed road from Century Road to Lonsdale Place.
- Adding additional special site designations and amending policy to strengthen environmental protection and support the preservation of sensitive habitat sites.
- Moving the proposed signal from the intersection of Century Road and McKenzie Avenue to the intersection of Cedar Hill Cross Road and McKenzie Avenue.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the Braefoot sub area, found on [pages 87-90 of the refined Draft Plan](#).



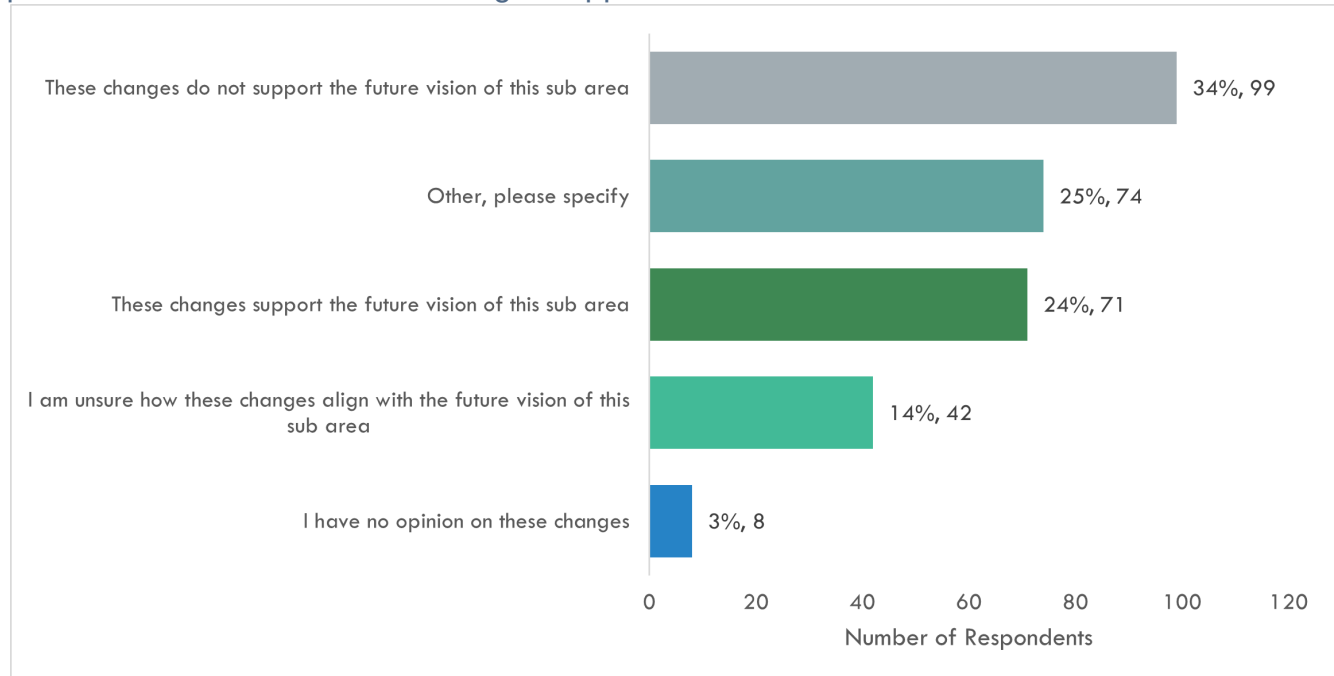
16. Would you like to provide comment on the Braefoot sub area?

Total Respondents: 307/698 (44% of total respondents)



17. The Braefoot sub area is envisioned to be a mix of low-rise Urban Townhomes and Apartments with mid-rise residential buildings. The mid-rise residential buildings on McKenzie Avenue and adjacent to key neighbourhood amenities of Braefoot Park Centre, Braefoot Park and Braefoot Elementary School. These designations will allow for focused density along the McKenzie Corridor, while maintaining lower density residential infill throughout much of the area.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (74):

Theme 1 - Opposition to Increased Density (48 comments)

- Comments opposed increased density, especially mid-rise and apartment buildings. Many respondents expressed a desire to preserve single detached homes and maintain the existing character of the neighbourhood. Some respondents questioned whether new housing will be affordable or suitable for families, expressing skepticism about the Plan's ability to deliver affordable units and preference for detached homes with yards.

Theme 2 - Concerns about Infrastructure, Traffic, and Parking (16 comments)

- Comments raised issues about the area's ability to handle increased population, specifically referencing traffic congestion, parking shortages, and inadequate infrastructure. Some mentioned impacts on emergency access and vehicle capacity.

Theme 3 - Opposition to Commercial Development (9 comments)

- Comments opposed the addition of new commercial or retail spaces, arguing that existing commercial areas are sufficient and that new businesses would not be viable or would disrupt residential character.

Theme 4 - Support for Increased Density (9 comments)

- Comments advocated for higher density, arguing that the Plan does not go far enough to meet housing needs or provincial requirements. Some criticized reductions in density as counterproductive.

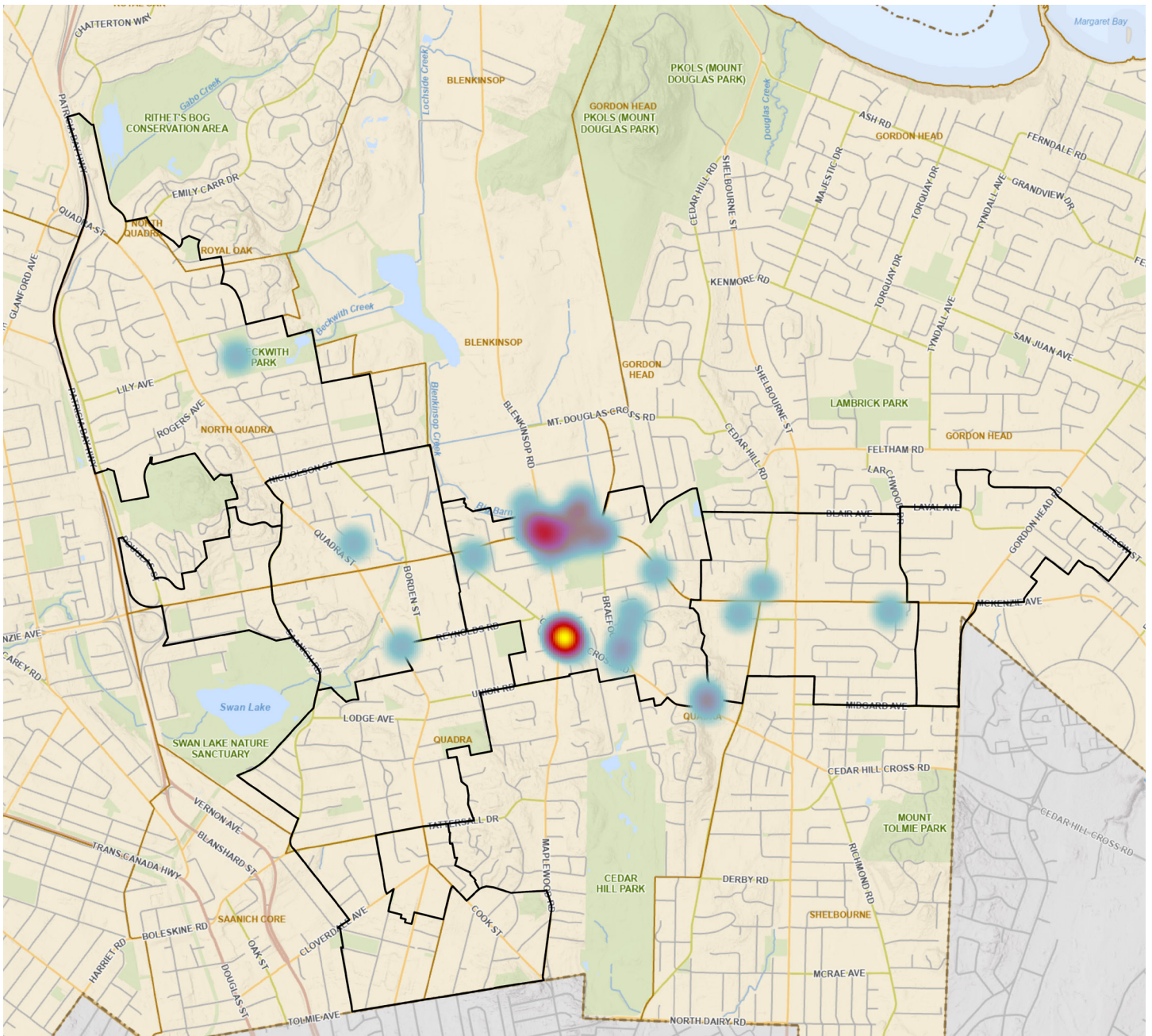
Theme 5 - Environmental Impact (7 comments)

- Comments worried about the loss of trees, Garry Oak stands, wildlife corridors, and green space due to increased density and development. They called for greater preservation and expansion of parks and natural areas.

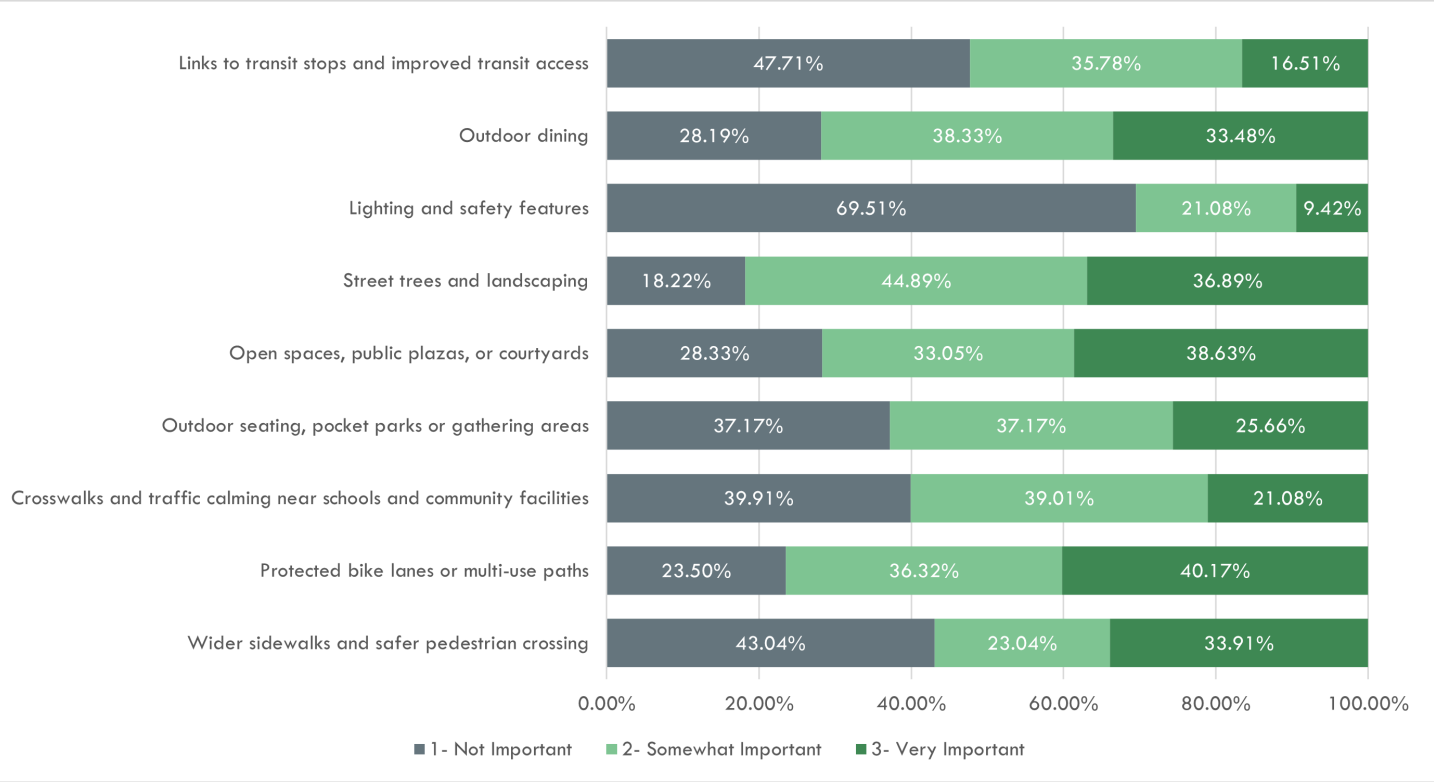
Additional themes included Community Facilities (3).

18. The Braefoot sub area has already identified the Blenkinsop Braefoot Hub to support local commercial needs. Are there any other locations in the Braefoot sub area that would benefit from additional / new commercial services?

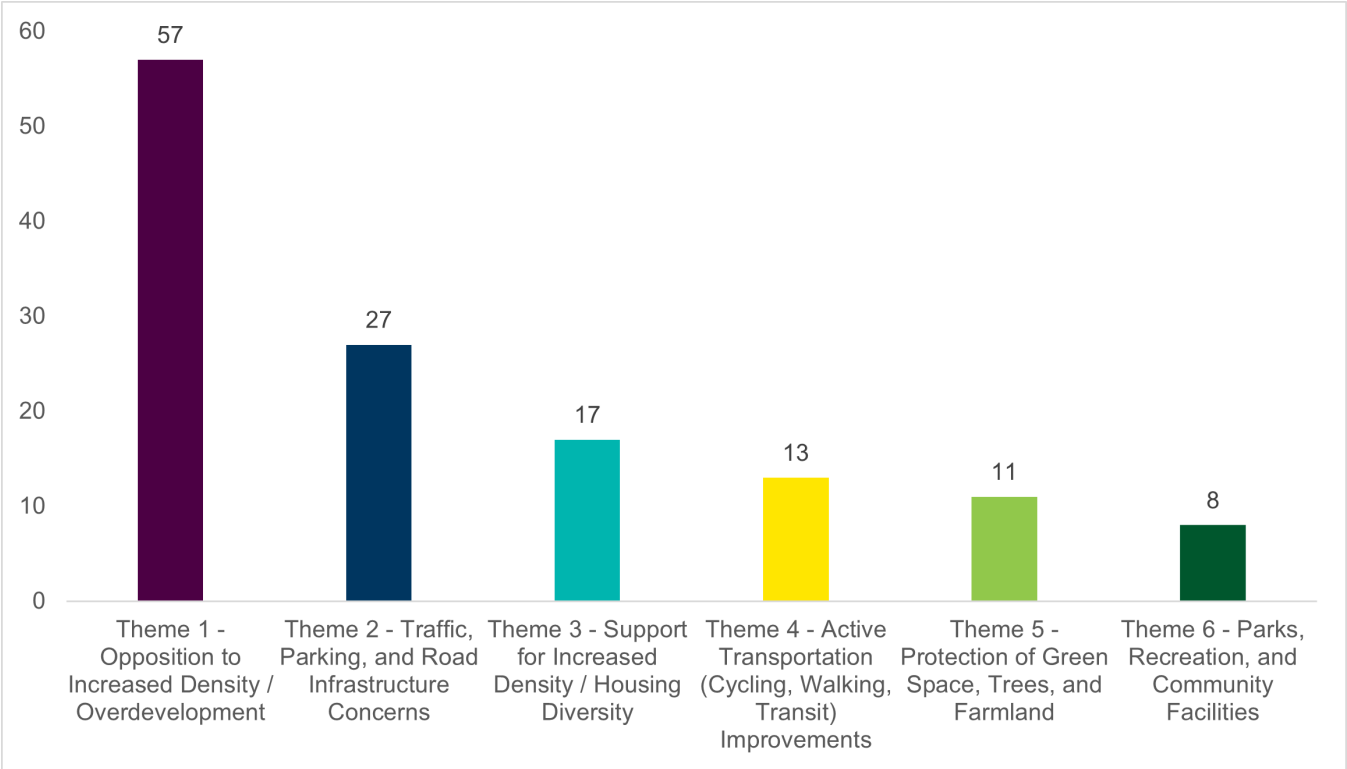
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



19. When considering public realm and transportation improvements, which are most important in the Braefoot sub area?



20. Are there any additional changes you would like to see to this sub area’s land use designations?



Total Comments: 105/698 (15% of total respondents)

Summary

Feedback on the Braefoot sub area was predominantly opposed to the proposed density and the Blenkinsop Braefoot Hub. Many respondents emphasized that Braefoot is a transitional, semi-rural area bordered by farmland and single detached neighbourhoods and should remain low-density with limited development, focusing instead on townhomes or low-rise apartments (two to four storeys). Common concerns about increases in density included traffic congestion, parking around Braefoot Park and schools, and unsafe walking and cycling routes on Cedar Hill Cross Road. Residents stressed that they felt additional density would worsen road safety, put strain on the existing infrastructure, and threaten the area’s tree canopy and park space.

Some respondents supported modest density near main roads or suggested restoring the original proportion of Corridor designations to better support housing needs alongside frequent transit routes. Several comments also called for better sidewalks, protected bike lanes, multi-use paths, and improved transit service to reduce car dependency.

Overall, feedback highlighted a desire to preserve the area’s green, family-oriented character while improving mobility and recreation infrastructure with a preference for gentle density increases.

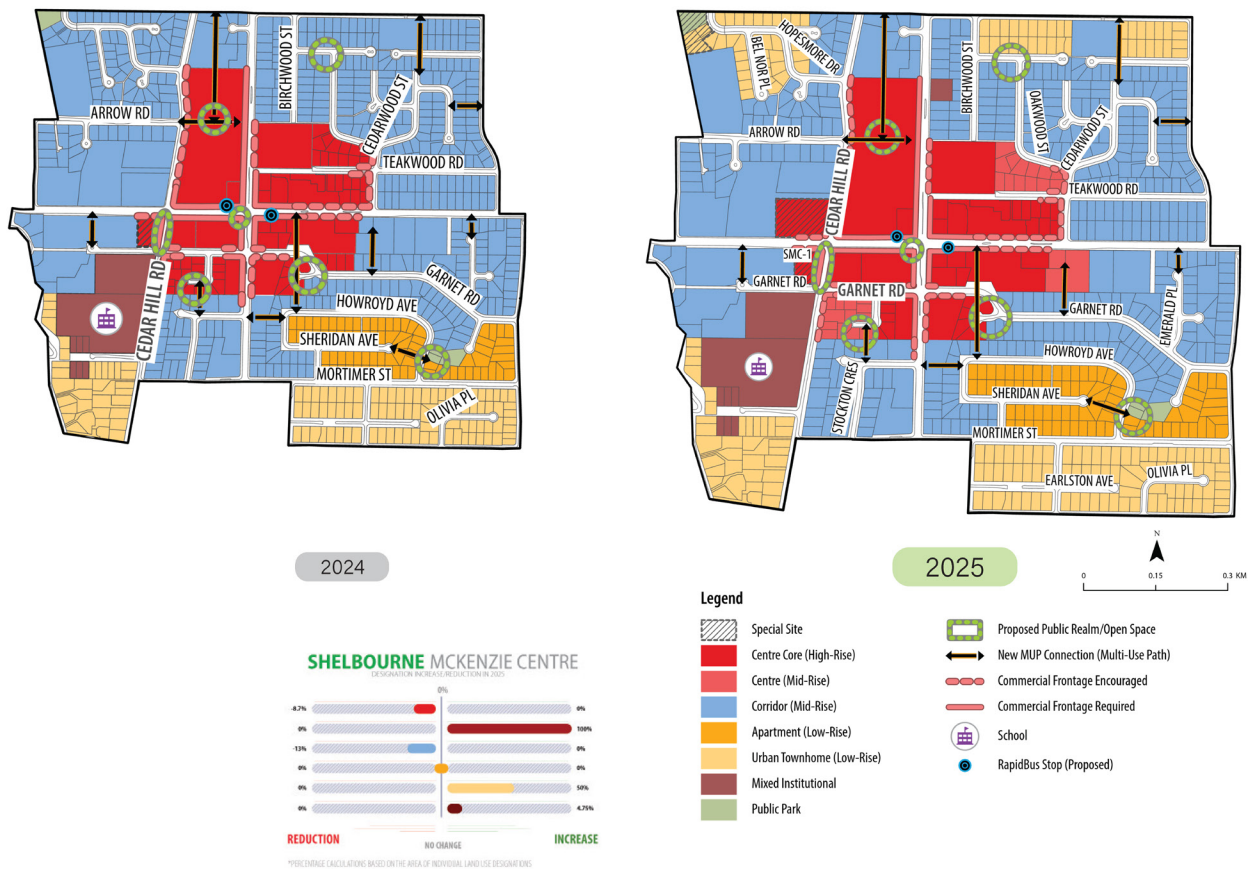
Shelbourne McKenzie Centre Sub Area

During previous engagement we heard a desire for changes to the Shelbourne McKenzie Centre sub area around land use designations and sensitive ecosystem protection.

Key changes were made to the Draft Plan and include:

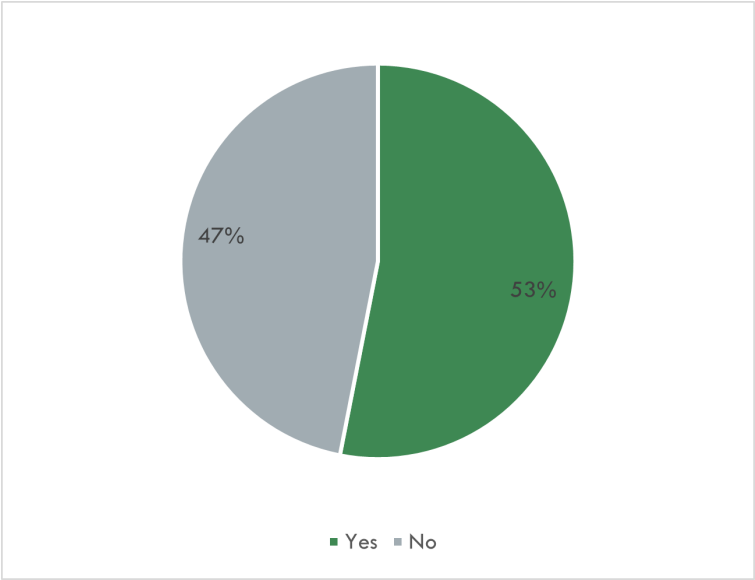
- Reducing Centre Core and Corridor land use designations in key locations to enable gentler transitions between land uses.
- Adding additional special site designations and amending policy to strengthen environmental protection and support the preservation of sensitive habitat sites.
- Increasing the land use designation at 3954 Cedar Hill Road to Centre Core and adding a special site designation.
- Reducing parcels adjacent to Blair Avenue from Corridor to Urban Townhome.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the Shelbourne McKenzie Centre sub area, found on [pages 91-94 of the refined Draft Plan](#).



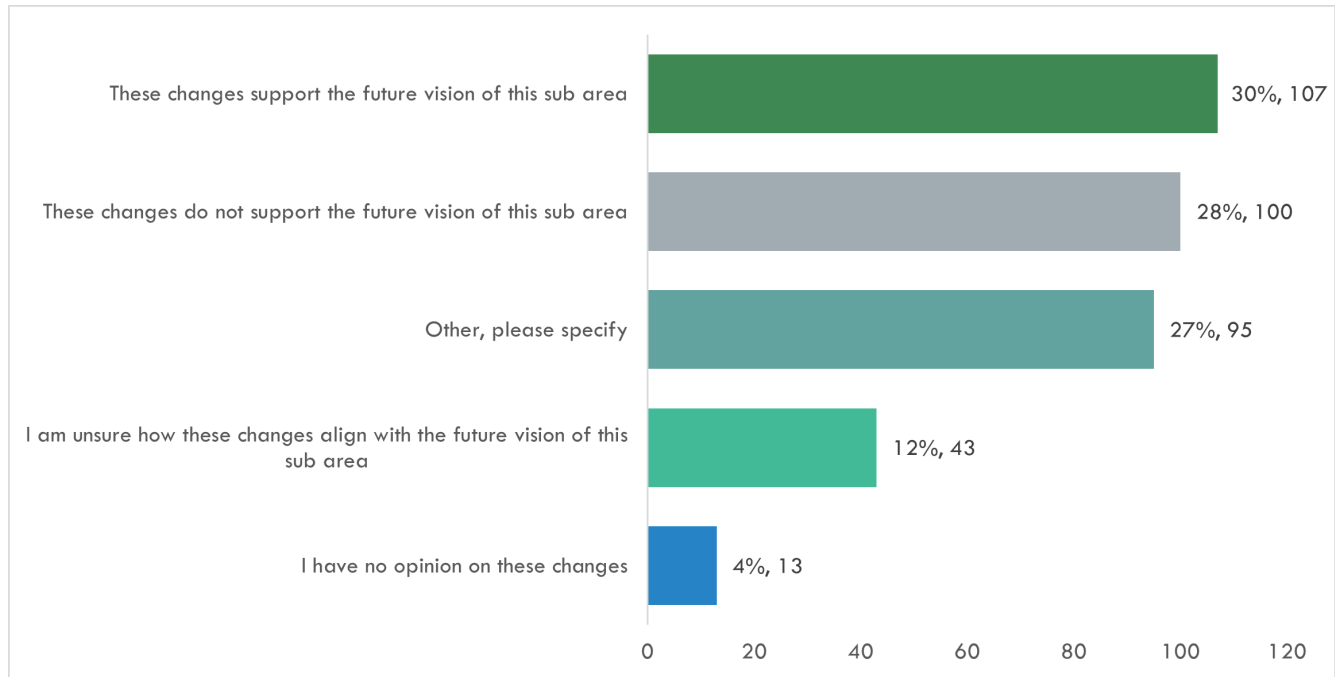
21. Would you like to provide comment on the Shelbourne McKenzie Centre sub area?

Total Respondents: 370/698 (53% of total respondents)



22. The Shelbourne McKenzie Centre is envisioned as a regional mixed-use Centre, with high frequency transit and strong active transportation networks. This sub area supports higher-density housing and employment at the Shelbourne & McKenzie intersection, with mid-rise and low-rise forms extending outward.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (95):

Theme 1 - Opposition to High Density / Building Heights (64 comments)

- Comments expressed strong opposition to high-density development, particularly high-rise buildings (often defined as 18-24 storeys, but also as anything above 6-10 storeys). Concerns included the impact on neighbourhood character, loss of single detached homes, and a preference for low-rise or mid-rise forms only. Some fear displacement of current residents and families.

Theme 2 - Concerns about Infrastructure and Traffic (18 comments)

- Comments worry that increased density will overwhelm existing infrastructure, including roads, schools, transit, and parking. Many cited current congestion and fear it will worsen, and some requested more parking or protection of vehicle capacity on roads.

Theme 3 - Support for Increased Density (11 comments)

- Comments supported higher density, criticized reductions in density, or called for more housing, especially near transit corridors.

Theme 4 - Concerns about Affordability / Housing Type (10 comments)

- Comments questioned whether new developments will actually be affordable, criticized micro-units, and called for more family-sized or non-profit housing. Some cited recent projects as failing to deliver affordability. Some respondents specifically worried about the displacement of existing residents, especially those in affordable or CRHC/CRD housing, due to redevelopment.

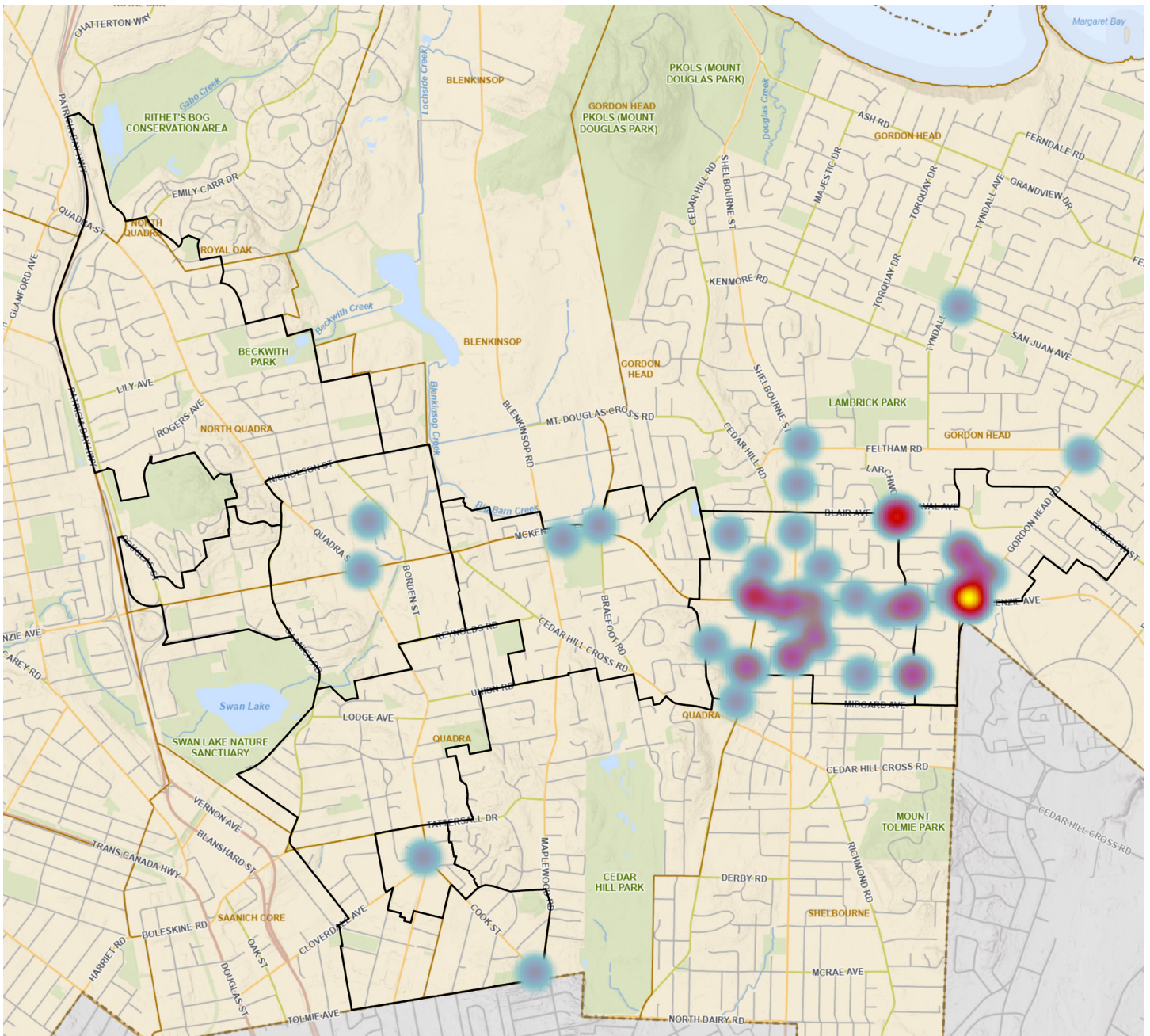
Theme 5 - Green Space, Parks, and Environmental Concerns (10 comments)

- Comments noted a lack of green space, parks, and trees in the plan, and worry about the environmental impact of increased density and concrete development. Some requested more or larger parks and protection of natural values.

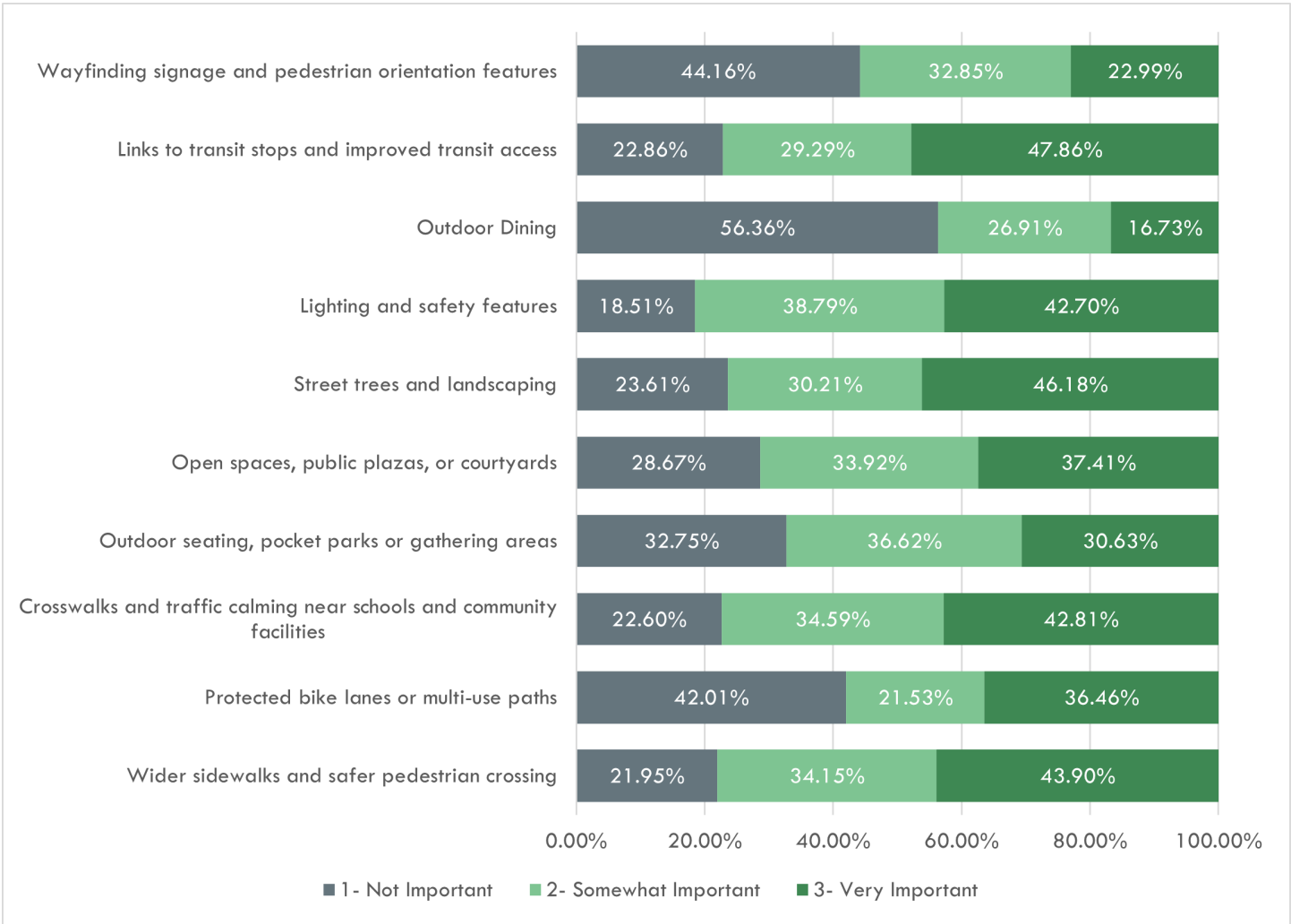
Additional themes included Concerns about Community Facilities (7 comments).

23. The Shelbourne McKenzie sub area supports extensive commercial businesses and services, however are there any other locations in the Shelbourne McKenzie sub area that would benefit from additional / new commercial services?

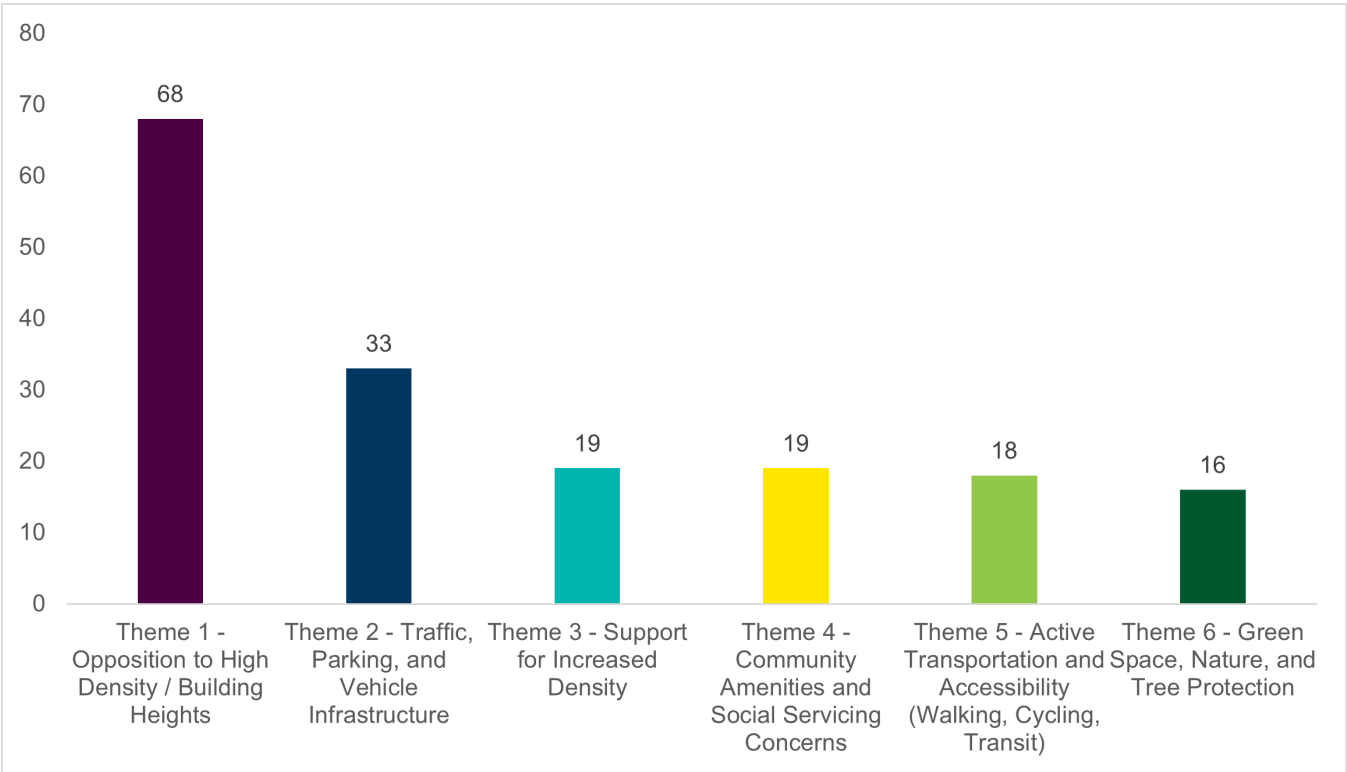
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



24. When considering public realm and transportation improvements, which are most important in the Shelbourne McKenzie Centre sub area?



25. Are there any additional changes you would like to see to this sub area’s land use designations?



Total Comments: 139/698 (20% of total respondents)

Summary

Feedback on the Shelbourne McKenzie Centre sub area reflected divided opinions about future density and development. Many respondents strongly opposed high-rise buildings (over 6–8 storeys), citing concerns about traffic congestion, parking shortages, noise, and loss of green space. Numerous comments emphasized that the area’s infrastructure, road network, and community services, including recreation facilities and emergency response, are already under strain. Residents expressed frustration with recent construction and feared that additional towers would erode neighbourhood character and create an unwelcoming, overly urban environment.

At the same time, some participants supported moderate or higher density along major Corridors, recognizing the need for student, senior, and affordable housing close to the University of Victoria and along frequent transit routes. Several called for public amenities, including a new recreation centre or pool, public green space, and better-designed buildings with aesthetic and human-scale features. Improved traffic flow, safer bike infrastructure, and accessible sidewalks were also key priorities.

Overall, while opinions varied, there was a clear consensus that growth must be balanced with livability, accessibility, and environmental protection.

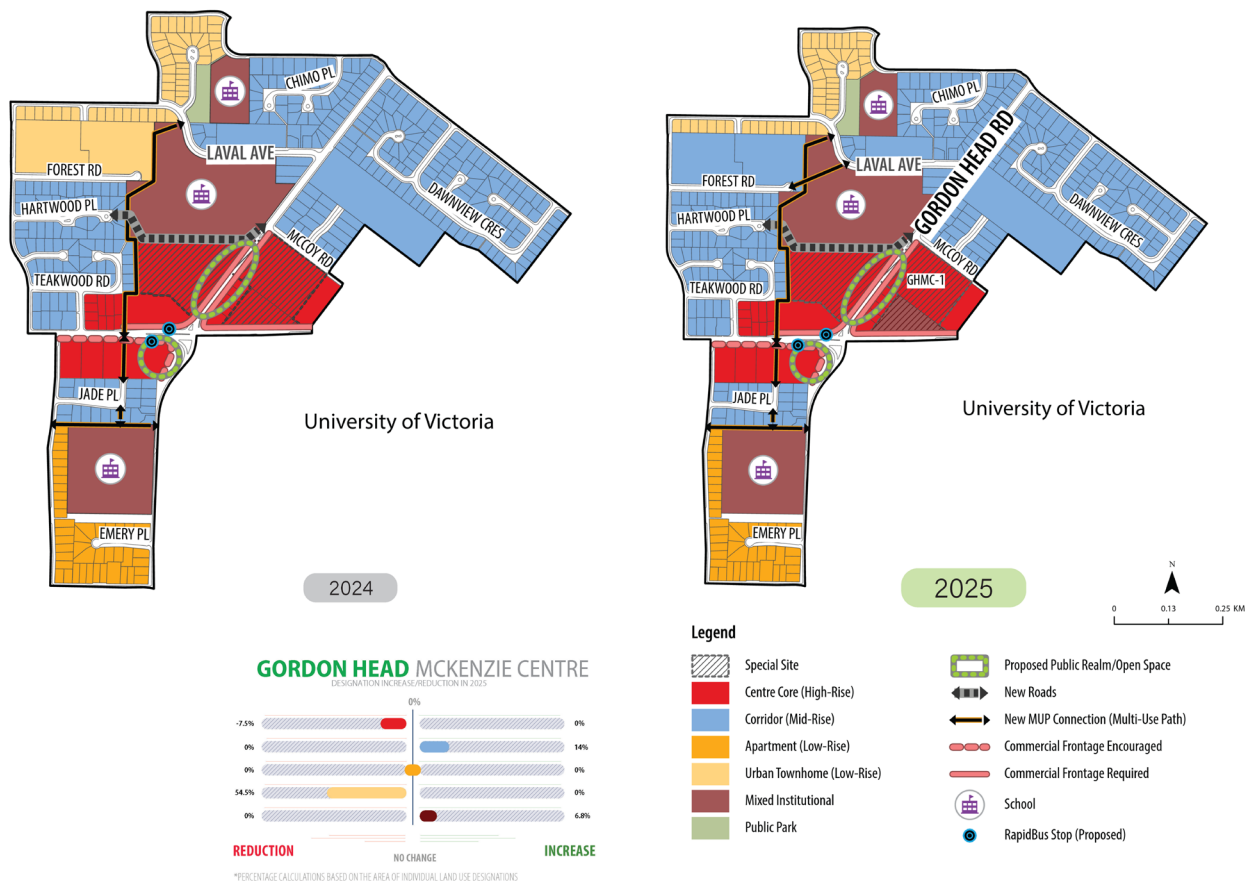
Gordon Head McKenzie Centre Sub Area

During previous engagement, alongside further technical analysis, we heard a desire for changes to the Gordon Head McKenzie Centre sub area around land use designations.

Key changes were made to the Draft Plan and include:

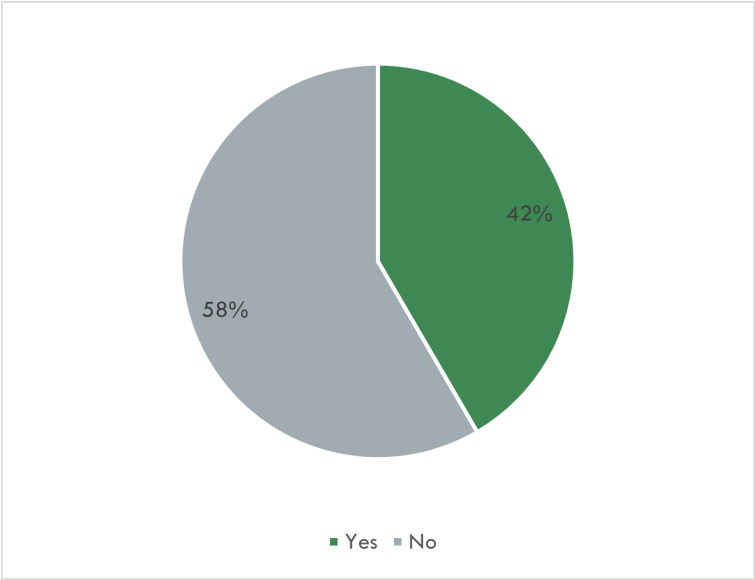
- A reduction in the Centre Core land use designation.
- A new proposed multi-use path connecting Forest Road to Laval Avenue.
- The re-designation of Saanich Fire Hall 3 from Centre Core to Mixed-Institutional.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the Gordon Head McKenzie Centre sub area, found on [pages 95-98 of the refined Draft Plan](#).



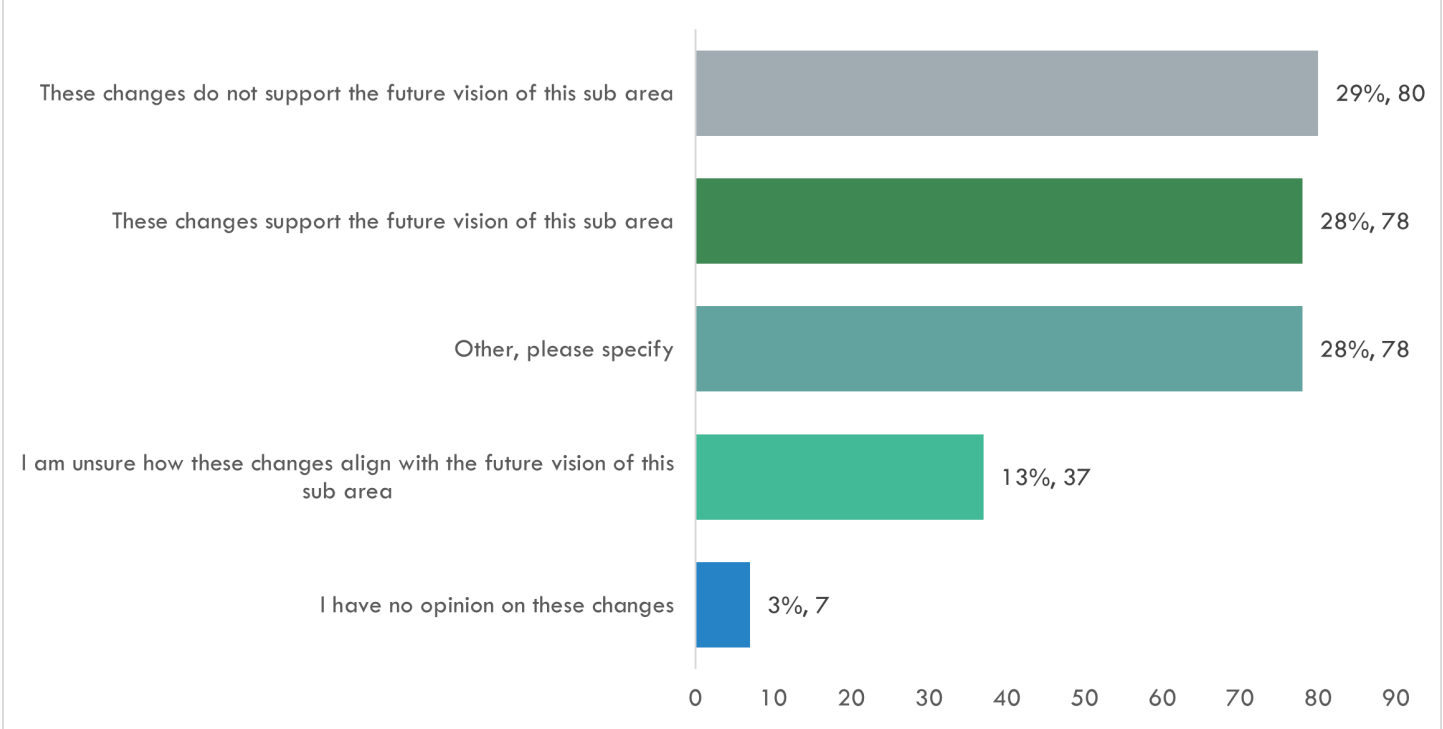
26. Would you like to provide comment on the Gordon Head McKenzie Centre sub area?

Total Respondents: 290/698 (42% of total respondents)



27. The Gordon Head McKenzie Centre is a new Centre that provides a unique opportunity to connect the University of Victoria with urban Saanich. This sub area envisions significant redevelopment, creating new housing for students, faculty, and families, along with mixed-use spaces, plazas, and transit-oriented development.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (78):

Theme 1 - Opposition to Density / High-Rise Buildings (48 comments)

- Comments opposed high-rise buildings and/or increased density, expressing concerns about the impact on neighbourhood character, livability, and quality of life. Many preferred low-rise or mid-rise development, citing that Saanich is not suited for high-density urbanization like Vancouver or Toronto.

Theme 2 - Affordability and Type of Housing (20 comments)

- Comments raised concerns about the affordability of new housing, questioning whether students and staff will be able to afford it, and advocating for more affordable, co-op, or non-profit housing. Numerous respondents believe the University of Victoria should take more responsibility for housing its students and not rely on the surrounding community.

Theme 3 - Support for Increased Density (14 comments)

- Comments supported increased density and development, seeing it as necessary to support the University of Victoria and future growth, or to provide more housing options.

Theme 4 - Concerns about Infrastructure and Traffic (13 comments)

- Comments raised concerns about existing infrastructure, particularly traffic congestion, parking, emergency vehicle access, and the ability of roads and utilities to support increased density. Several mentioned that current congestion is already problematic and would worsen with further development.

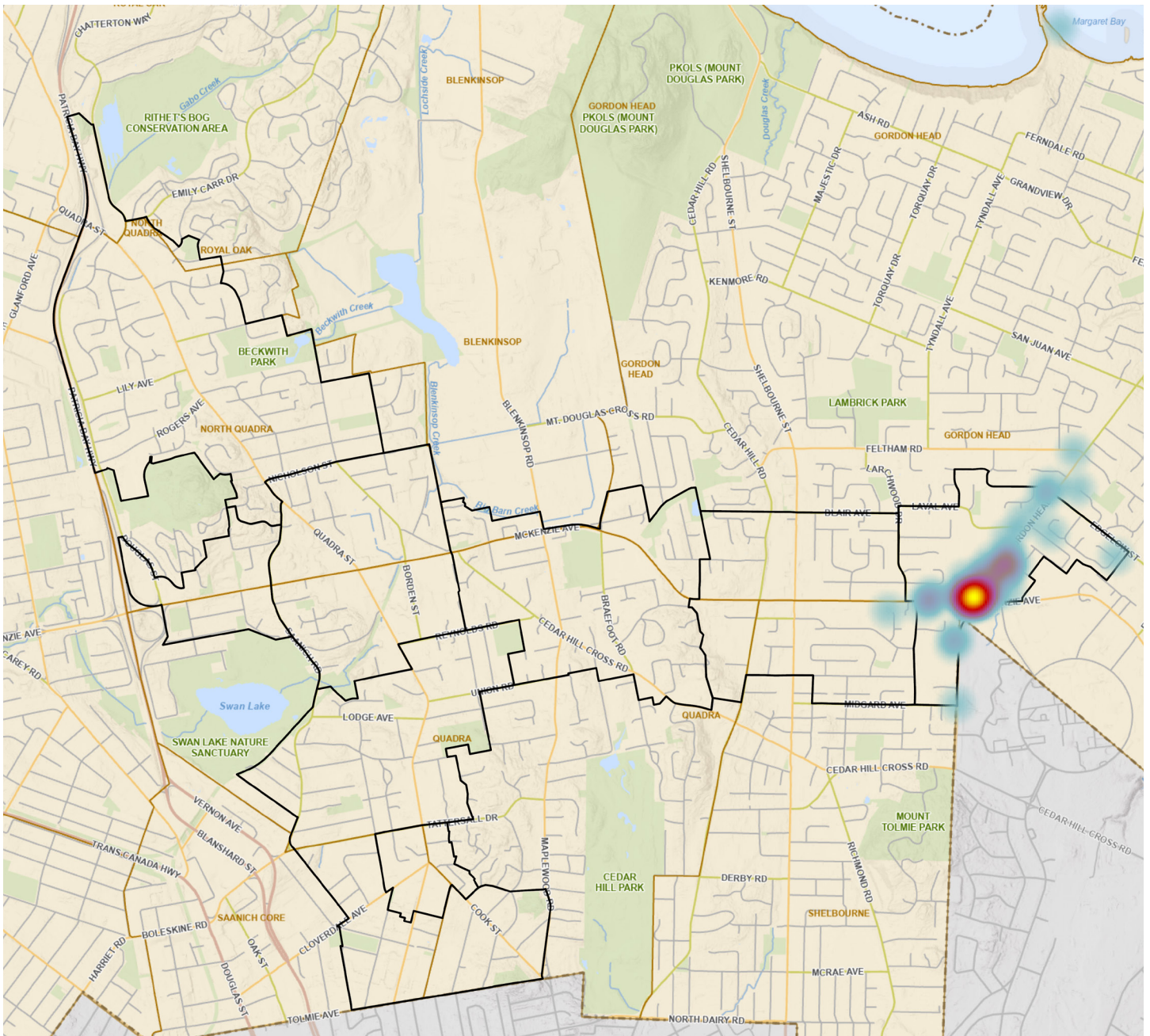
Theme 5 - Environmental and Green Space Concerns (4 comments)

- Comments highlighted the need to protect green spaces, trees, parks, and the local ecology, expressing concern that increased density and development will harm the environment.

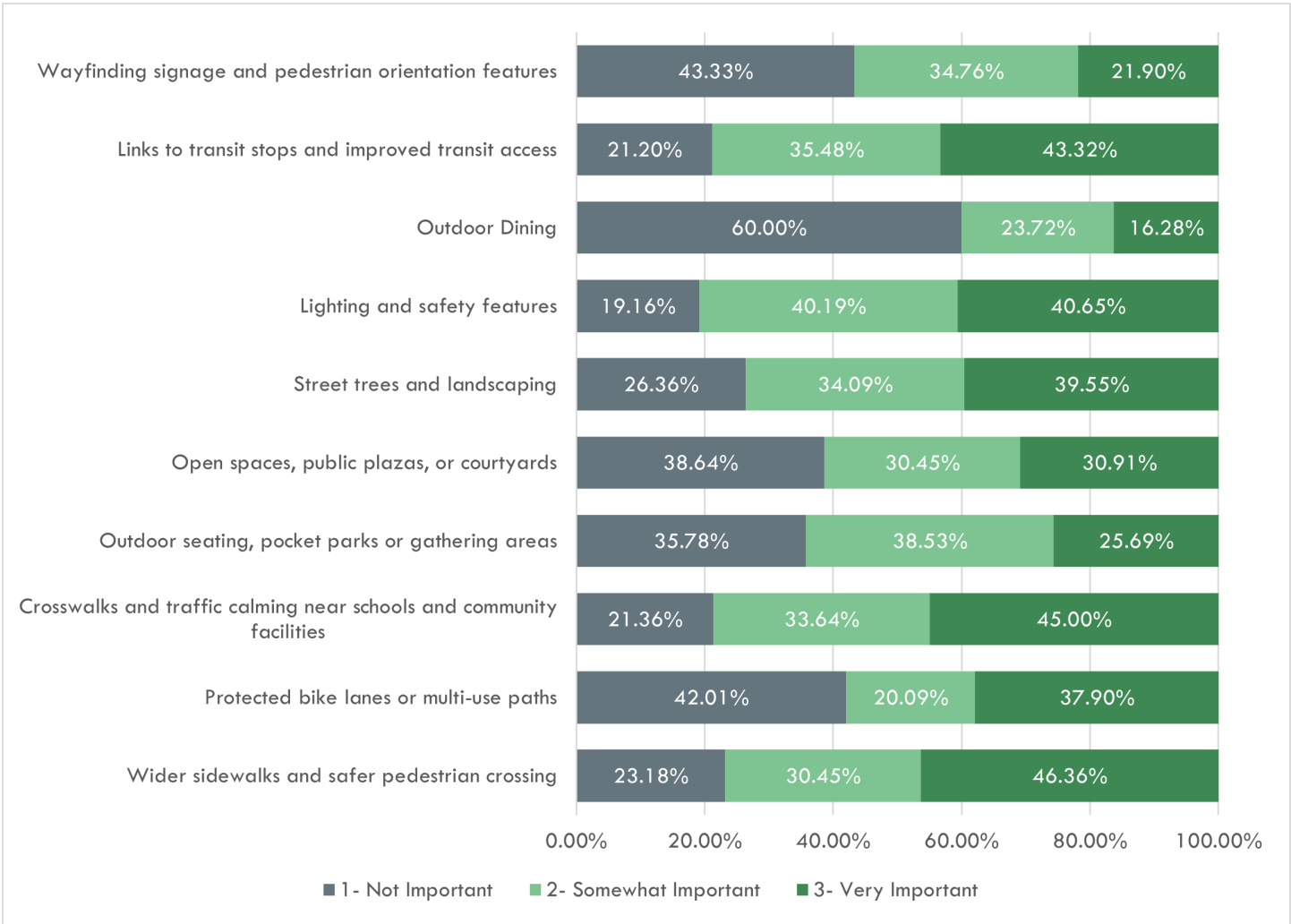
Additional themes included Active Transportation and Transit (3).

28. The Gordon Head McKenzie sub does not currently support extensive commercial businesses and services. Are there any other locations in the Gordon Head McKenzie sub area that would benefit from additional / new commercial services?

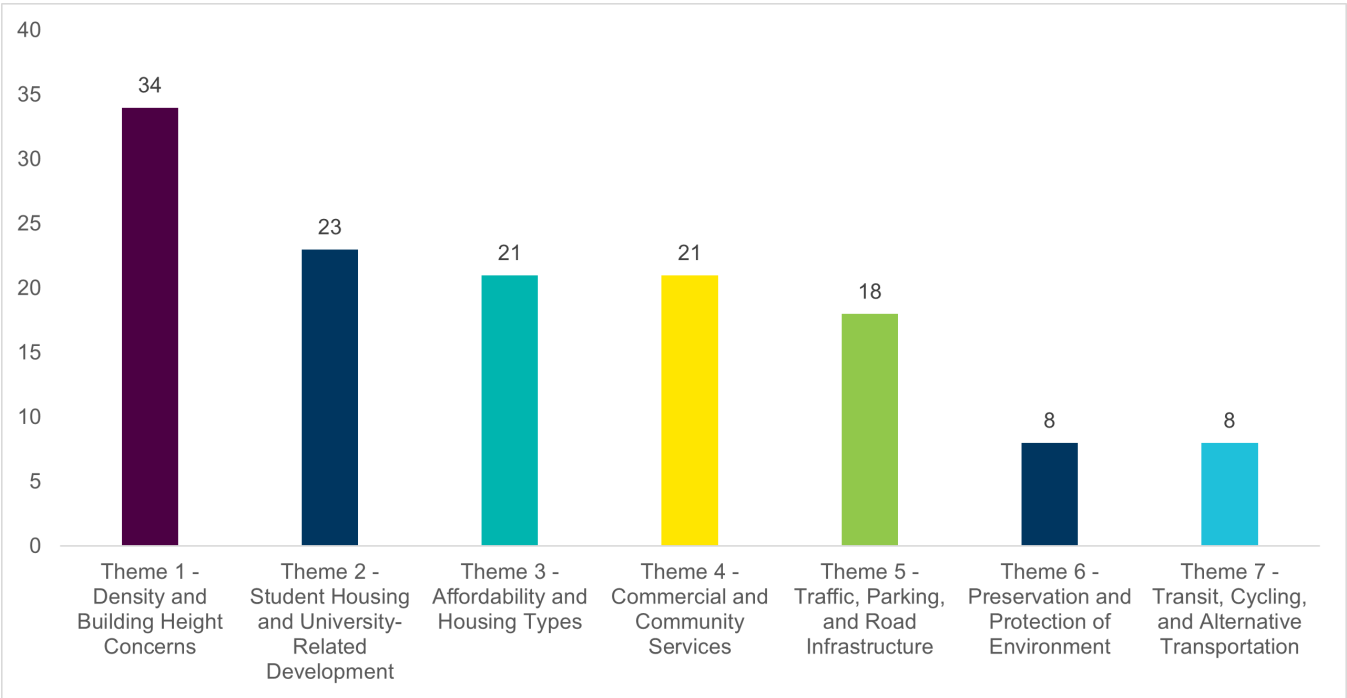
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



29. When considering public realm and transportation improvements, which are most important in the Gordon Head McKenzie Centre sub area?



30. Are there any additional changes you would like to see to this sub area’s land use designations?



Total Comments: 93/698 (13% of total respondents)

Summary

Feedback for the Gordon Head McKenzie Centre reflected diverse opinions about future growth, with many participants emphasizing the need to balance new housing with neighbourhood character, transportation capacity, and access to community amenities. Several respondents supported modest, low- to mid-rise development near the university to help meet student housing needs, while others expressed concern about over-densification, traffic congestion, and the strain on local infrastructure and schools. Many participants felt that high-rise buildings would be out of place in this area and preferred a focus on townhouses, rowhomes, and apartments up to six storeys. There was also strong interest in ensuring that the University of Victoria plays a leading role in providing student housing on its own lands, rather than through nearby neighbourhood redevelopment. Several comments highlighted the importance of maintaining key vehicle routes, such as McKenzie Avenue, improving parking and traffic flow, and ensuring that new development includes green space, recreation facilities, and essential services like medical offices or grocery stores.

Overall, feedback reflected a desire for thoughtful, well-serviced growth that supports students and families while preserving the calm, livable character that defines the Gordon Head area today.

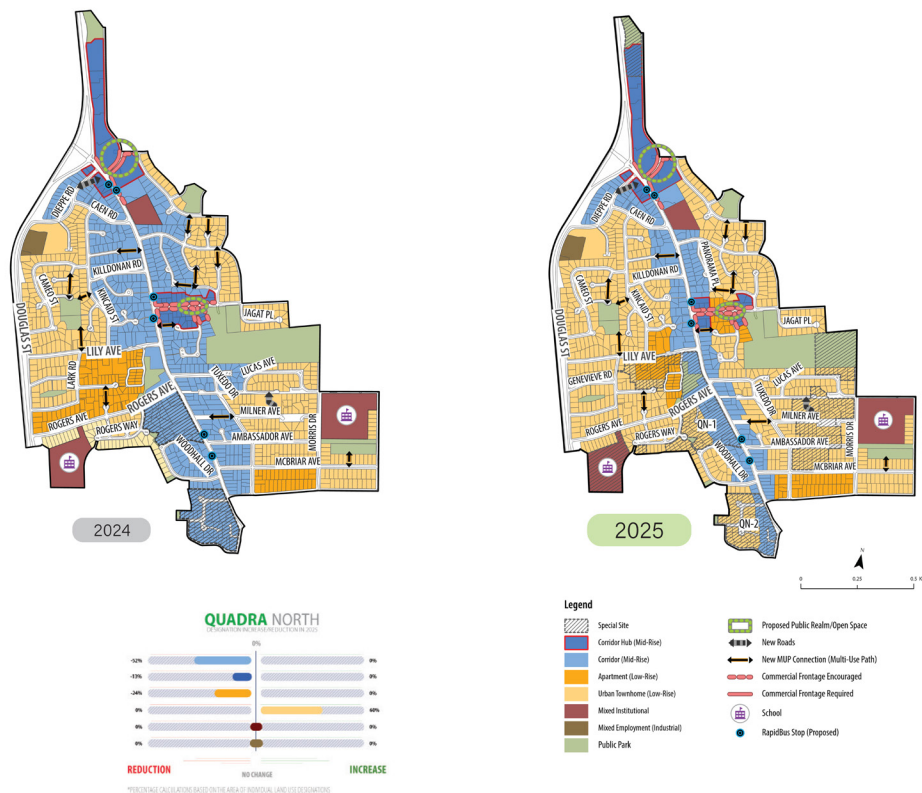
Quadra North Sub Area

In response to community feedback, Council direction, and additional technical analysis, changes were made to the Quadra North sub area for land use designations, Corridor Hub extent, building heights, proposed multi-use paths, and sensitive ecosystem protection.

Key changes were made to the Draft Plan and include:

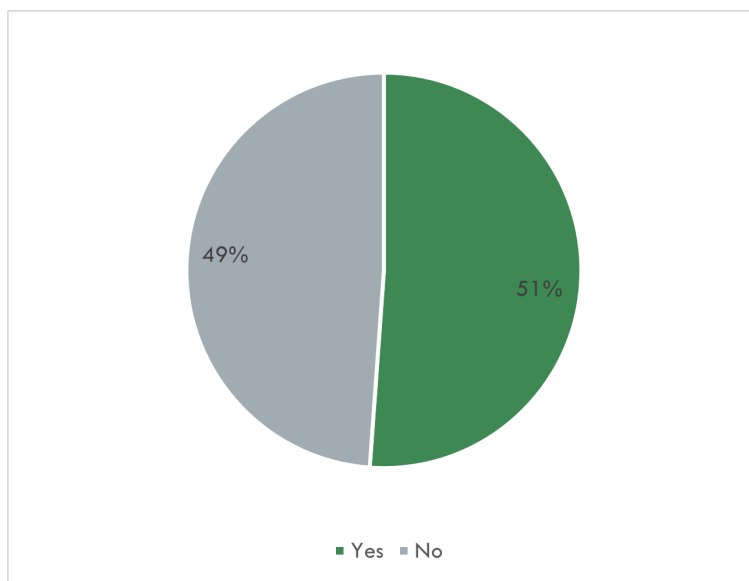
- A 52% reduction in the Corridor land use designation, replaced by Urban Townhome and Apartment designations.
- Reducing the extent of the Beckwith Hub and reducing land use designations to Apartment for specific parcels.
- Removing the proposed multi-use path connecting Belvedere Road to Panorama Drive.
- Adding additional special site designations and amending policy to strengthen environmental protection and support the preservation of sensitive habitat sites.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the Quadra North sub area, found on [pages 107-111 of the refined Draft Plan](#).



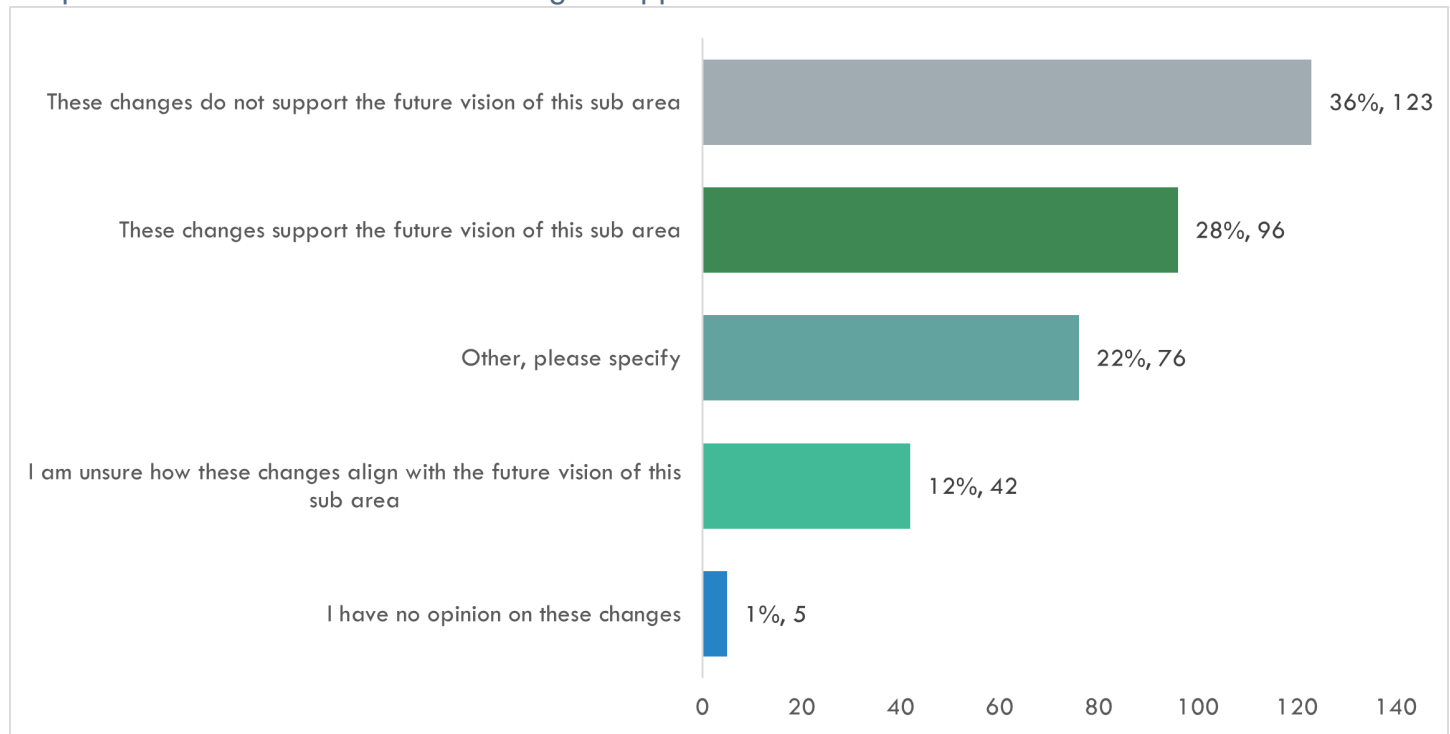
31. Would you like to provide comment on the Quadra North sub area?

Total Comments: 357/698 (51% of total respondents)



32. The Quadra North sub area is envisioned as a walkable residential area that balances limited new growth with preservation of residential character. Mid-rise development is focused along Quadra Street, transitioning into Urban Townhomes and Apartments surrounding parks and schools, ensuring gentler growth and greater housing diversity.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (76):

Theme 1 - Opposition to Density / Overdevelopment (49 comments)

- Comments expressed strong opposition to increased density, and mid-rise buildings, particularly outside of Quadra Street. Concerns included loss of residential character, negative impacts on neighbourhoods, and a preference for maintaining single detached homes and low-rise buildings.

Theme 2 - Opposition to Beckwith/Chatterton Hub or Commercialization (23 comments)

- Comments opposed the introduction of commercial services at Beckwith or Chatterton. They argue these hubs are not needed, would disrupt quiet residential areas, and that commercial services are already available nearby. A few comments requested more details about commercial plans, services, or express uncertainty about the plan's benefits.

Theme 3 - Concerns about Infrastructure, Traffic and Services (20 comments)

- Comments raised concerns about whether existing infrastructure (roads, water, sewer, schools, emergency services) can support increased density. Traffic congestion, parking, and emergency access are frequently mentioned as issues that must be addressed before further development.

Theme 4 - Support for Townhomes / Gentle Density (20 comments)

- Comments supported gentle density, such as townhomes and small apartments, especially with access to private yards and green space for families. Many comments specifically objected to the height of proposed buildings, with frequent calls for limits to 3 or 4 storeys, especially outside of Quadra Street.

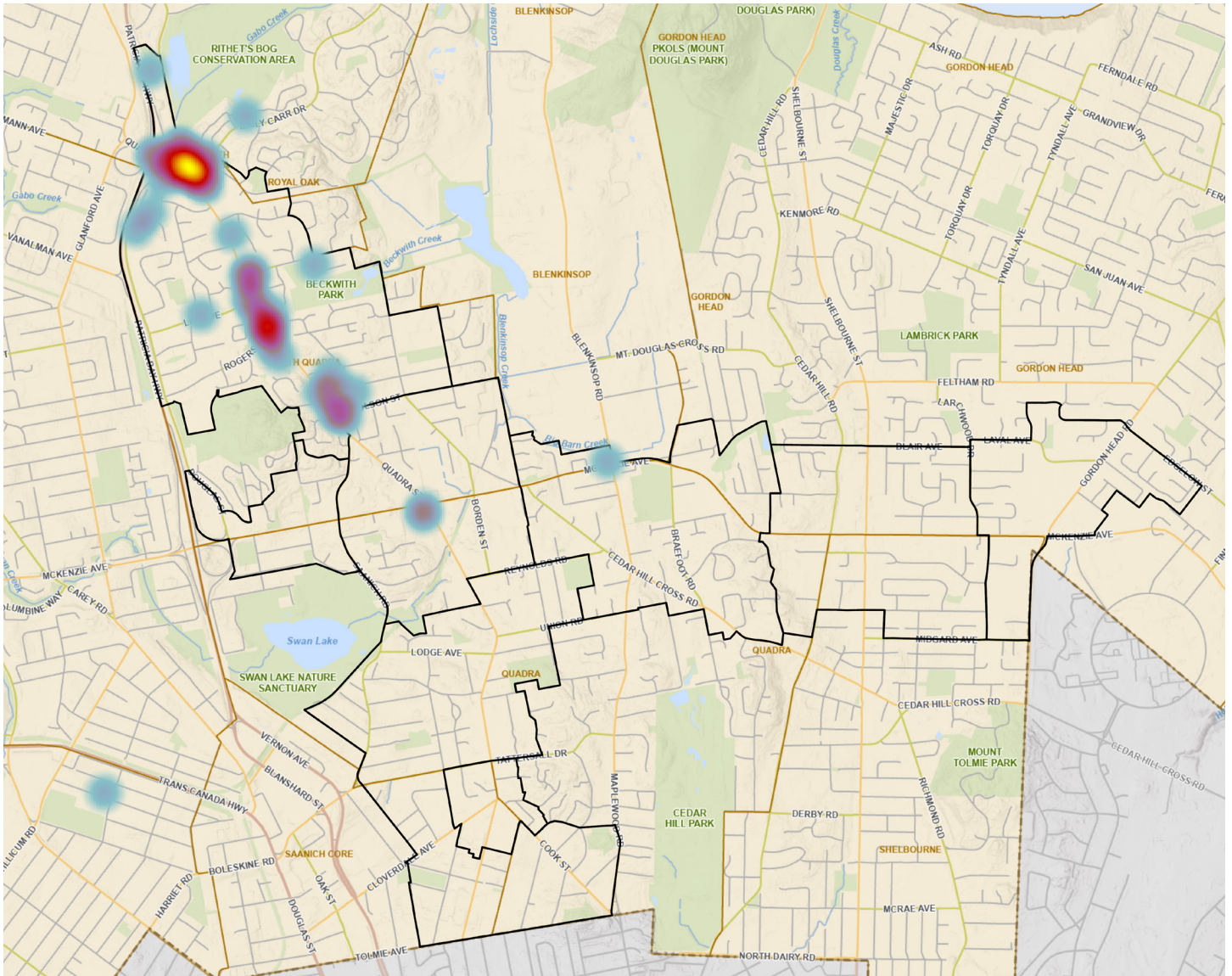
Theme 5 - Support for Increased Density / More Housing (15 comments)

- Comments supported increased density, more apartments, and greater housing diversity, often citing the need for affordable housing and alignment with transit goals. Some are disappointed by reductions in density in the Plan.

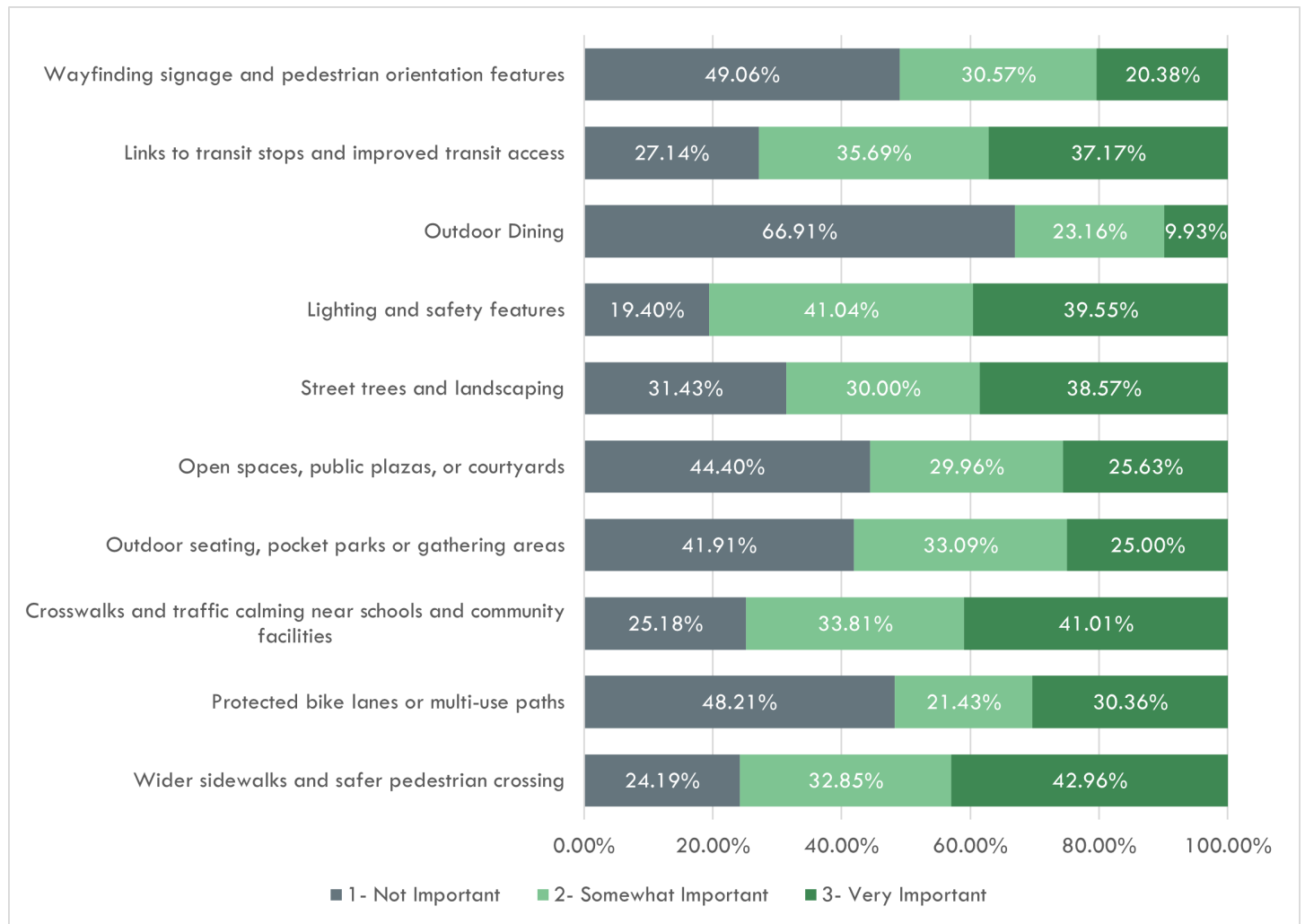
Additional themes included Environmental Concerns (14).

33. The Quadra North sub area has identified the Beckwith Hub and Chatterton Hub to support local commercial needs. Are there any other locations in the Quadra North sub area that would benefit from additional / new commercial services?

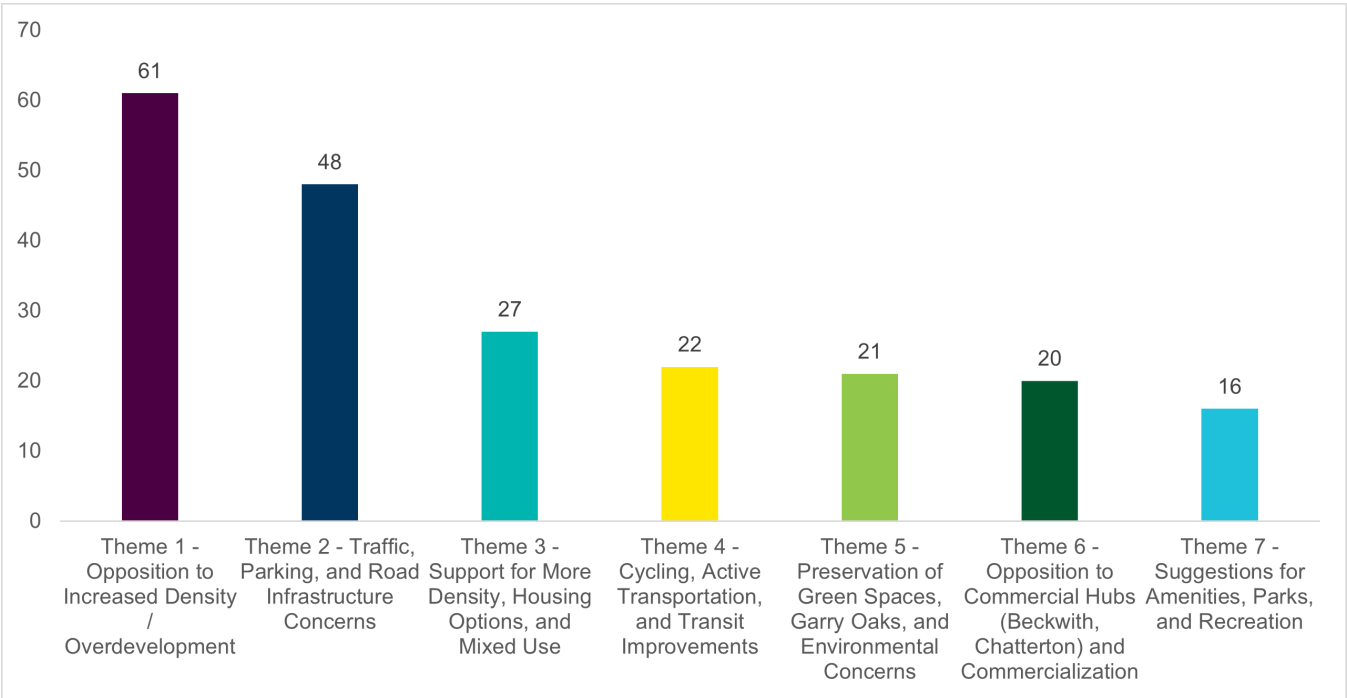
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



34. When considering public realm and transportation improvements, which are most important in the Quadra North sub area?



35. Are there any additional changes you would like to see to this sub area’s land use designations?



Total Comments: 159/698 (23% of total respondents)

Summary

Feedback on the Quadra North sub area shared a wide range of views about future land use, reflecting a strong interest in maintaining the area’s natural character while also responding to housing and growth needs. Feedback was largely shaped by concerns about density, traffic, and environmental protection, alongside some support for modest mixed-use opportunities along the main corridors.

Most participants expressed opposition to higher-density development, particularly mid- to high-rise buildings, citing negative impacts on traffic, parking, neighbourhood character, and nearby parks and natural areas. The proposed Beckwith and Chatterton hubs received mixed feedback — with many residents opposing the Beckwith Hub due to its proximity to Beckwith Park, and divided opinions on the Chatterton Hub, where some supported moderate mixed-use while others preferred stronger ecological protection near Rithet’s Bog. There was strong and consistent emphasis on environmental protection, including preserving tree canopy, Garry Oak meadows, and wildlife corridors. Many called for parts of the Chatterton area to remain green space or be designated parkland. Transportation concerns were also common, with widespread opposition to reducing vehicle lanes along Quadra Street and calls for better traffic management, crosswalks, and safe walking routes to schools. Some participants highlighted that parking, sewers, and stormwater infrastructure need improvement before accommodating more growth.

While the majority called for limited change, a smaller group supported allowing additional housing types and mixed-use nodes along Quadra Street and near major intersections to provide more diverse and affordable housing choices in alignment with the Plan’s broader goals.

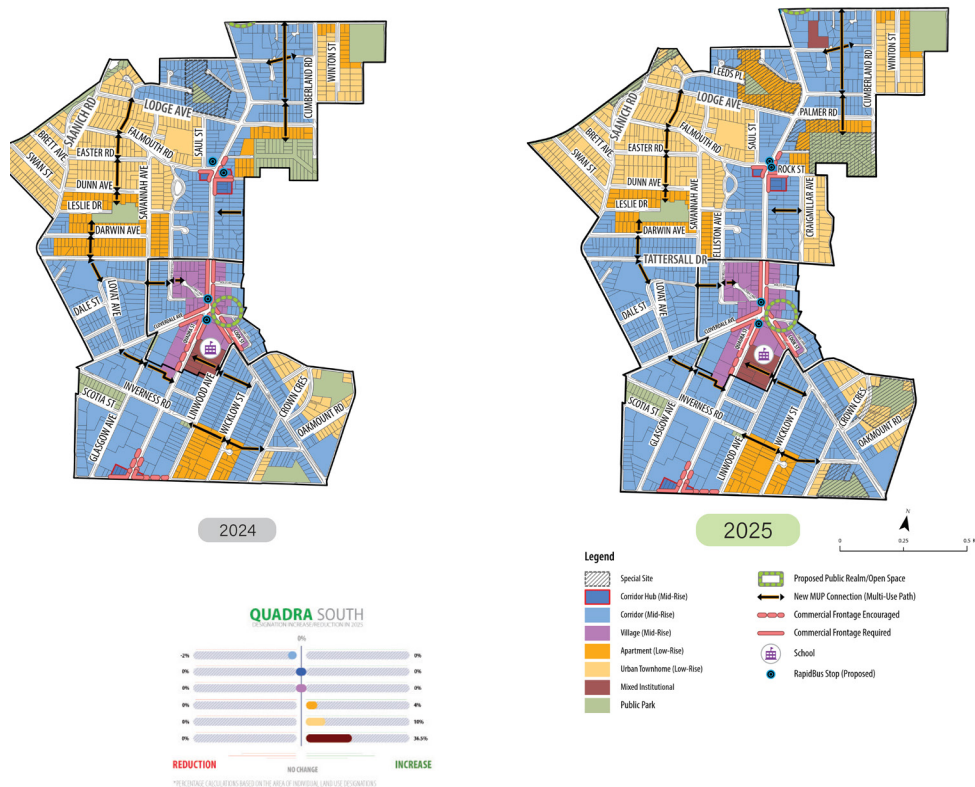
Quadra South / Four Corners Village Sub Area

During previous engagement, alongside further technical analysis, we heard a desire for changes to the Quadra South / Four Corners Village sub area around land use designations.

Key changes were made to the Draft Plan and include:

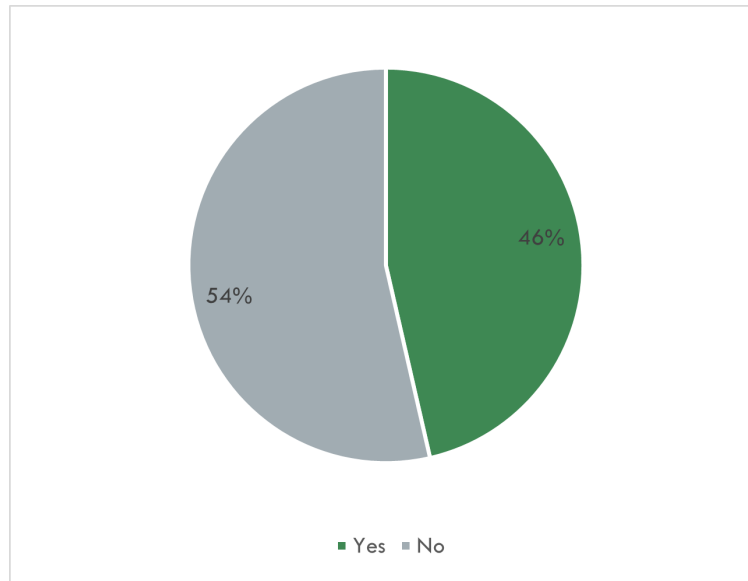
- Extending the border east to include Kathleen Street
- Adding additional special site designations and amending policy to strengthen environmental protection and support the preservation of sensitive habitat sites.

A graphic depiction of the land use designation changes from the 2024 Draft Plan to the Updated 2025 Draft Plan can be seen below. Utilizing this information, respondents answered the following questions. If respondents wanted to read more, they were directed to the Quadra South and Four Corners Village sub areas, found on [pages 120-126 of the refined Draft Plan](#).



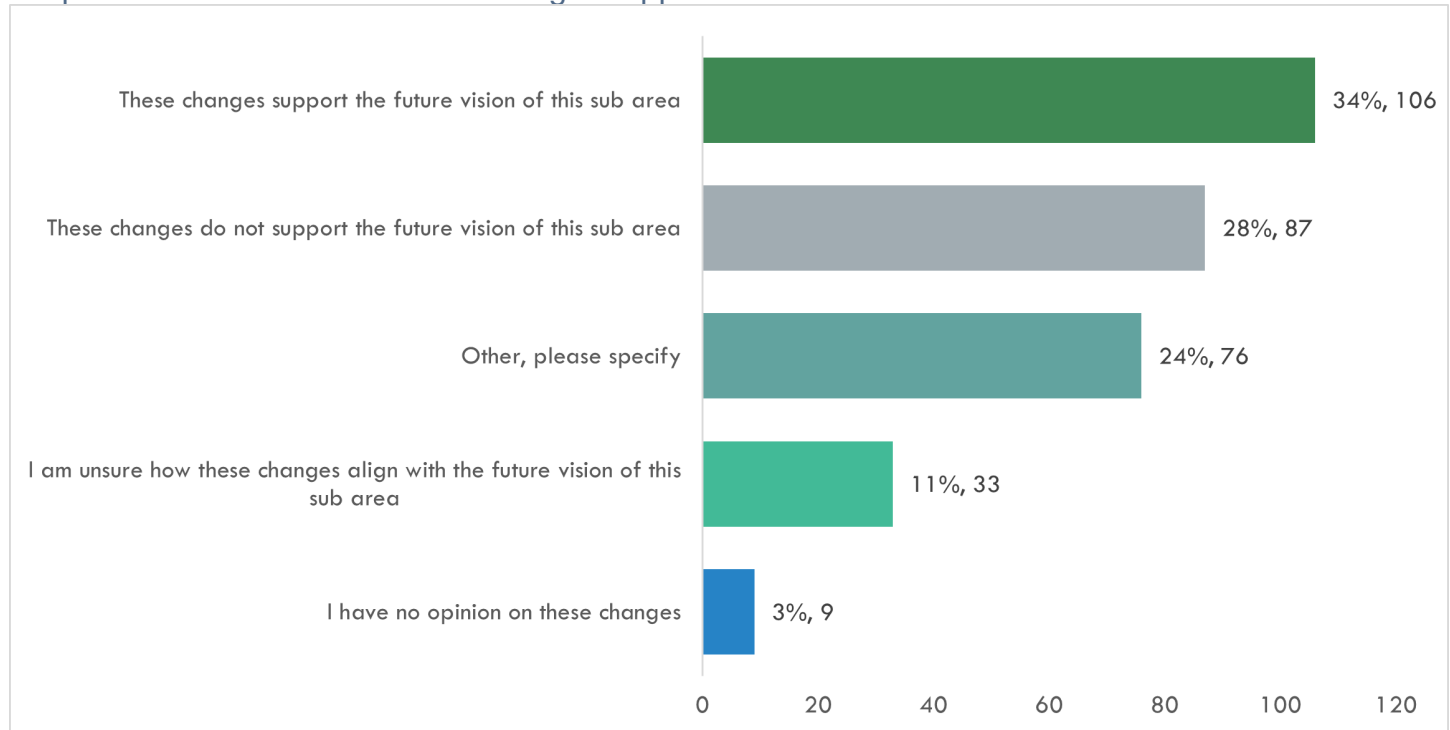
36. Would you like to provide comment on the Quadra South / Four Corners Village sub area?

Total Comments: 324/698 (46% of total respondents)



37. Quadra South is envisioned as a modest growth area, with an emphasis on small-scale mixed-use, connected by sustainable transportation modes. Mid-rise development is focused along Quadra Street and other key transportation routes, transitioning into Urban Townhome and Apartments around parks and sensitive habitat sites, with a central Village node at Four Corners Village.

Respondents were asked if these changes supported the future vision of this sub area.



Other responses (76):

Theme 1 - Opposition to Increased Density / Overdevelopment (44 comments)

- Comments expressed strong opposition to increased density, mid-rise buildings, and overdevelopment, citing concerns about the scale of change, impact on single detached neighborhoods, and loss of community character. Respondents expressed preferences for building types (townhomes vs. apartments), building heights, and specific zoning boundaries, often advocating for lower-rise development or questioning the placement of mid-rise buildings. A few respondents express concern about too much commercial development, preferring a focus on residential buildings.

Theme 2 - Support for Density and Growth (15 comments)

- Comments supported increased density, more apartments, urban townhomes, and higher buildings, seeing benefits in growth and housing supply. Respondents express preferences for building types (townhomes vs. apartments), building heights, and specific zoning boundaries, often advocating for lower-rise development or questioning the placement of mid-rise buildings.

Theme 3 - Concerns about Infrastructure and Traffic (12 comments)

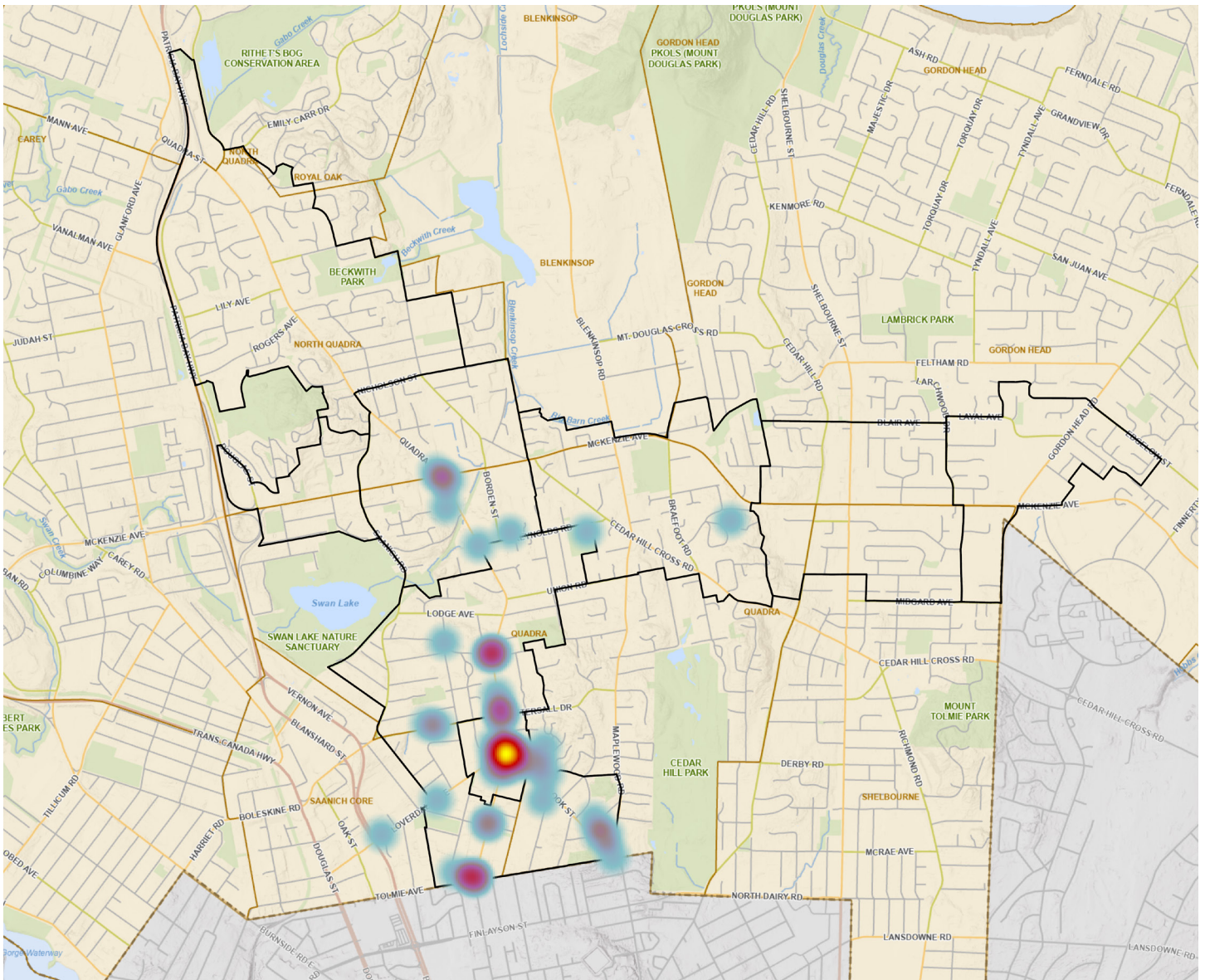
- Comments worry that increased density will worsen traffic congestion, strain infrastructure, and reduce parking availability. Some called for traffic plans and infrastructure upgrades before development. Some comments discussed sustainable transportation, bike lanes, and pedestrian infrastructure, with mixed views on their appropriateness and impact.

Theme 4 - Protection of Green Space and Environment (10 comments)

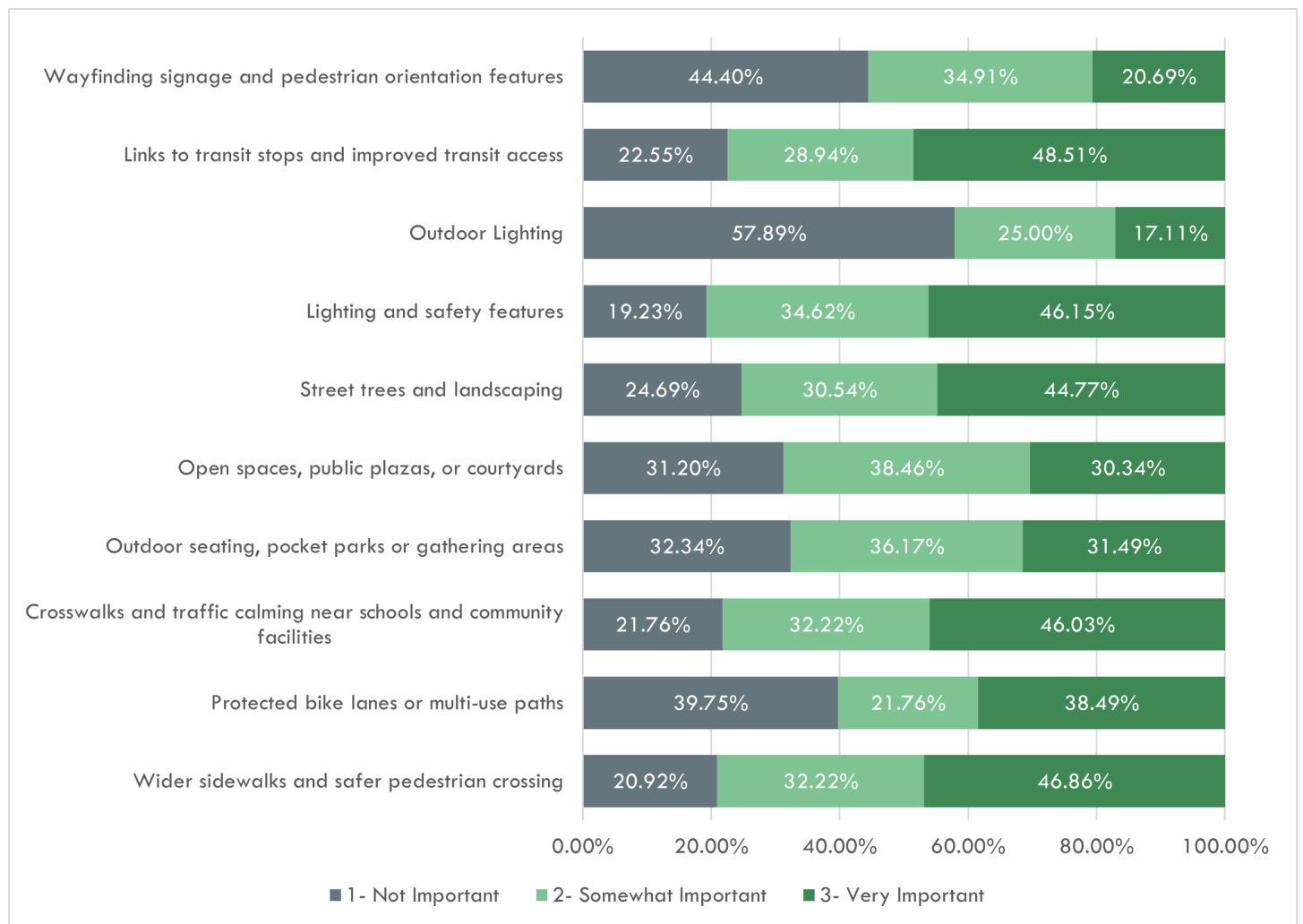
- Comments highlighted the need to protect green spaces, Garry Oak ecosystems, trees, and natural habitats, expressing concern that development will harm these assets.

38. The Quadra South sub area identified the Falmouth Hub and Tolmie Hub to support local commercial needs, while the Four Corners Village already supports commercial services. Are there any other locations in the Quadra South / Four Corners Village sub areas that would benefit from additional / new commercial services?

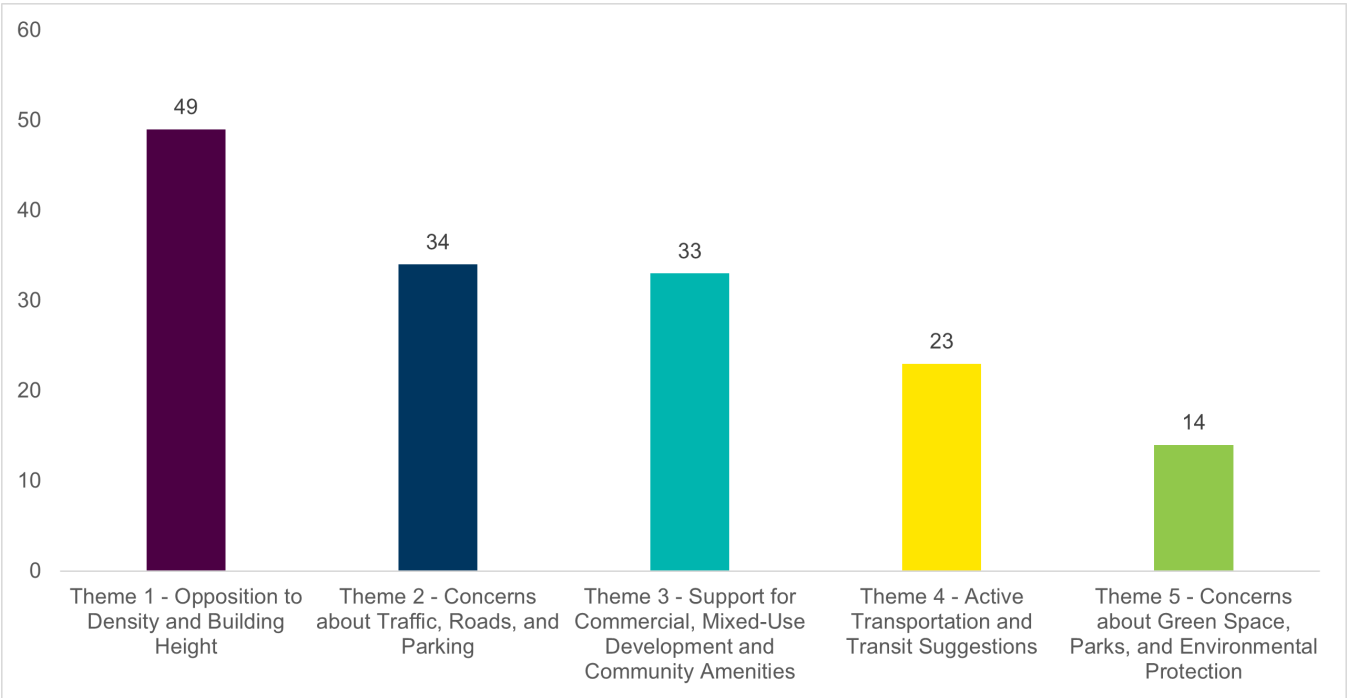
Using the map below, respondents were asked to select a location that they felt would benefit from additional / new commercial services.



39. When considering public realm and transportation improvements, which are most important in the Quadra South / Four Corners Village sub area?



40. Are there any additional changes you would like to see to this sub area’s land use designations?



Total Comments: 125/698 (18% of total respondents)

Summary

Feedback on the Quadra South and Four Corners sub areas revealed a strong mix of perspectives about future land use and neighbourhood change. Many participants expressed concerns about the level of proposed density, with several calling for limits of three to four storeys along Corridors and the retention of low-rise residential areas beyond them. Comments frequently referenced traffic congestion, particularly near Quadra Street and Tattersall Drive, as well as the need for infrastructure improvements, including safer intersections, better sidewalks, and enhanced transit efficiency, before adding more housing.

There was widespread opposition to lane reductions on Quadra Street and the introduction of mid- or high-rise buildings, though some respondents supported moderate mixed-use and townhouse development at key intersections such as Quadra and Tolmie, or near the existing Four Corners intersection. Many emphasized the importance of green space, tree protection, and park access, noting that growth should not come at the expense of existing neighbourhood livability.

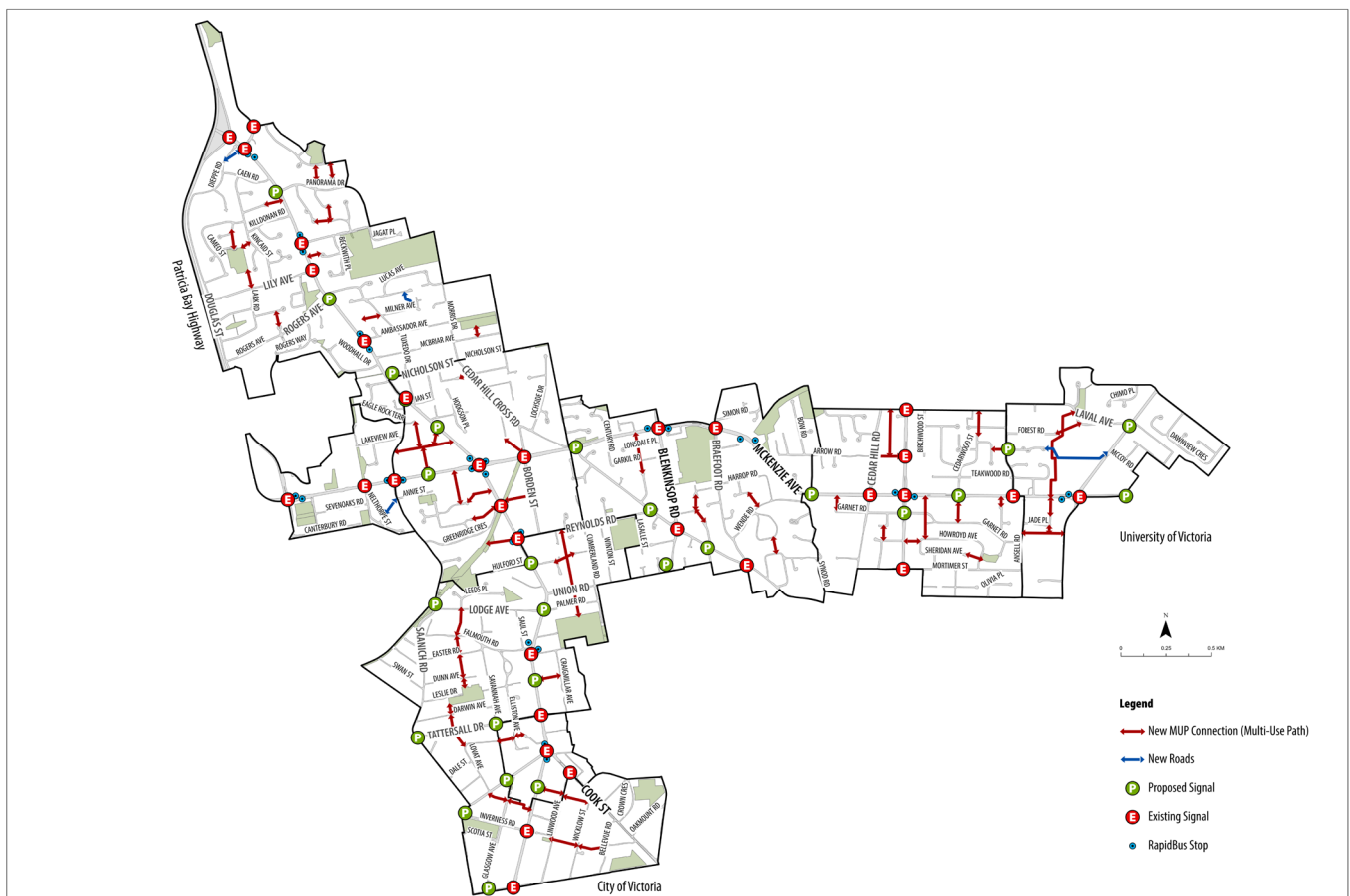
A smaller portion of respondents supported greater density and active transportation improvements, citing opportunities to create a more complete, walkable village area with local shops, housing diversity, and improved cycling connections. Overall, participants emphasized that any future change should balance housing needs, transportation capacity, and neighbourhood character.

Section 3 - Transportation

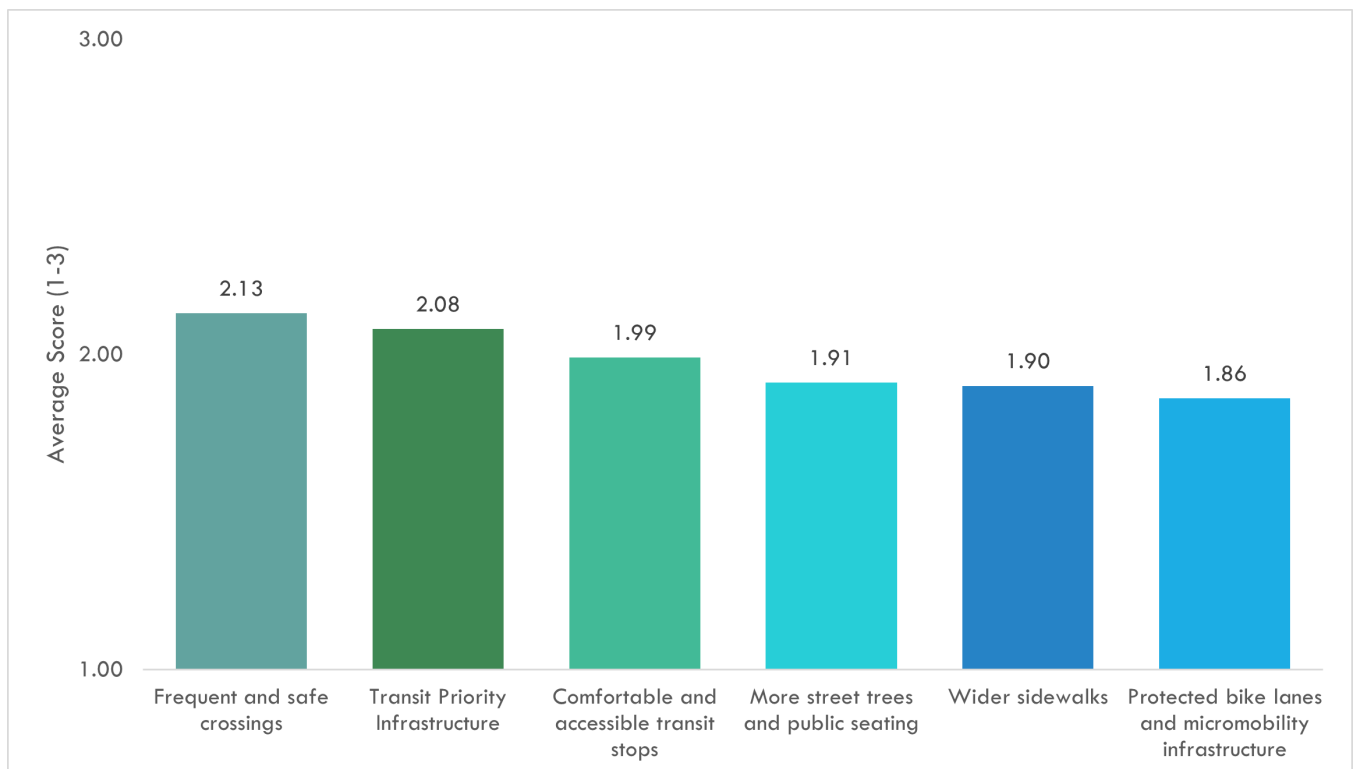
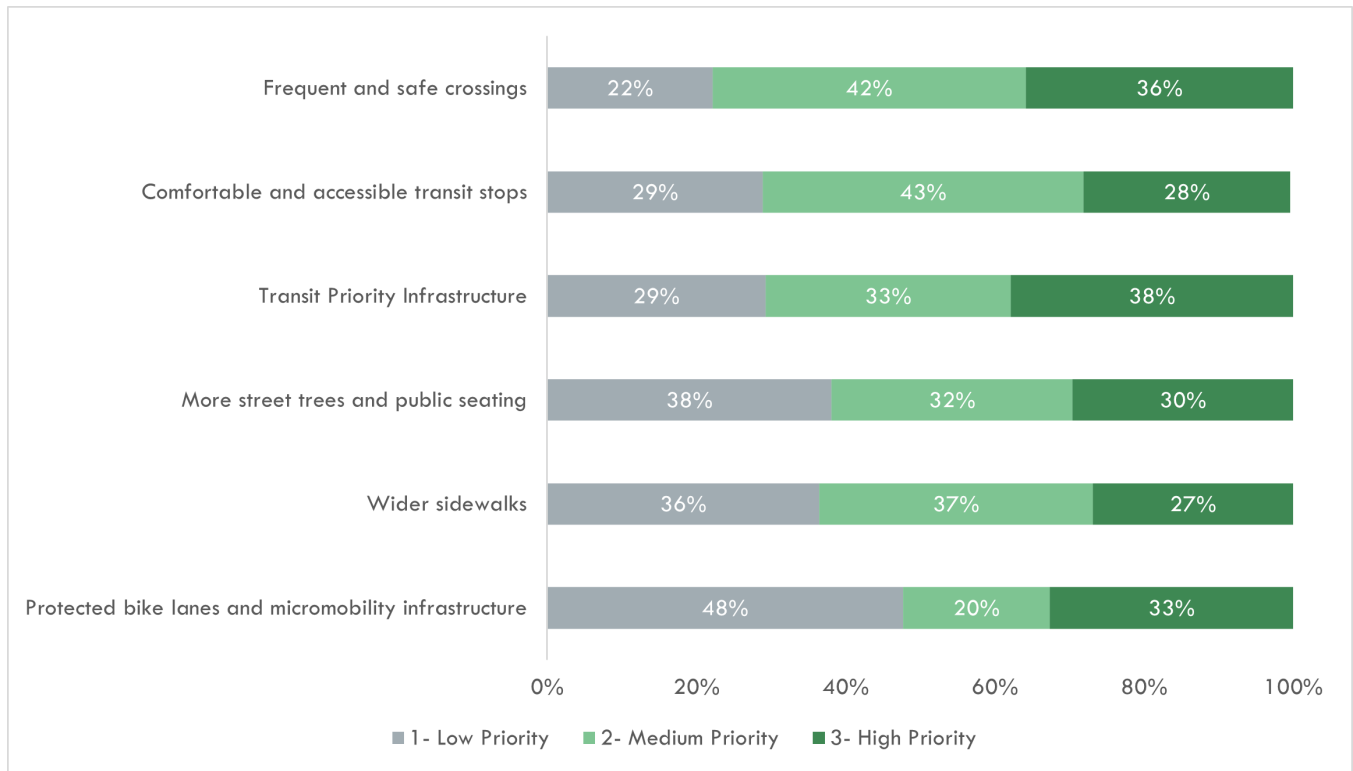
Based on feedback from Phase 3 engagement, several updates were made to the transportation framework for the Quadra McKenzie Plan. In response, the road design for McKenzie Avenue was removed from the Plan, and its future design has been delayed to a later process in coordination with BC Transit to better align with future transit priorities and infrastructure improvements.

Participants also shared concerns about the fit and safety of proposed multi-use paths, particularly along busy routes with frequent driveways and limited space. The updated plan removed specific multi-use paths and instead focuses on improving sidewalks, bike lanes, and intersections to support safer and more accessible travel for all users.

The following section provided space to comment on the redesign of major roads and discuss priorities when it comes to balancing different modes of travel. Respondents also had the opportunity to indicate locations, or routes, that would be ideal locations for multi-use-paths.

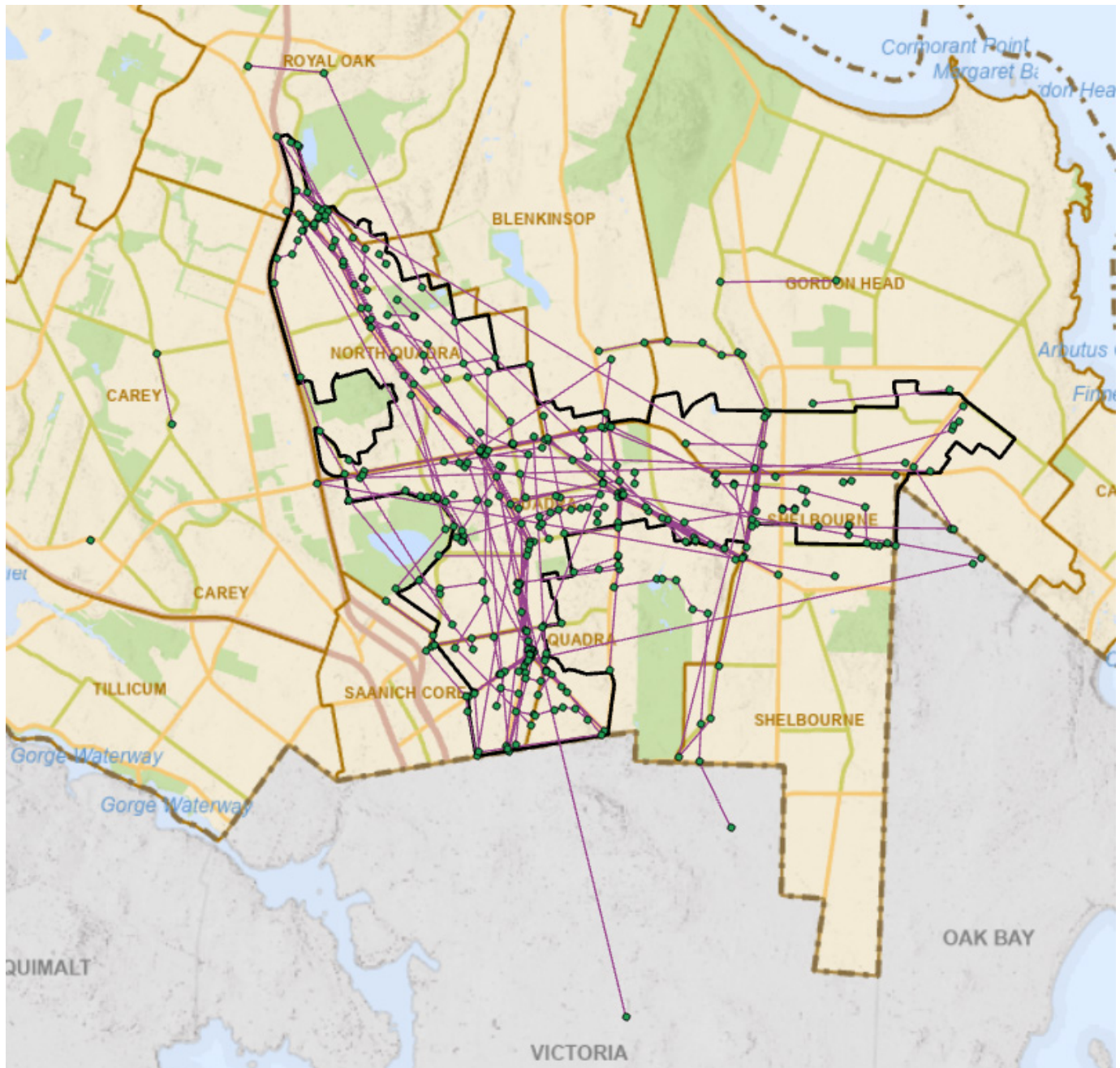


41. Redesigning major roads as “complete streets” will require balancing different modes of travel. Which improvements should be prioritized?



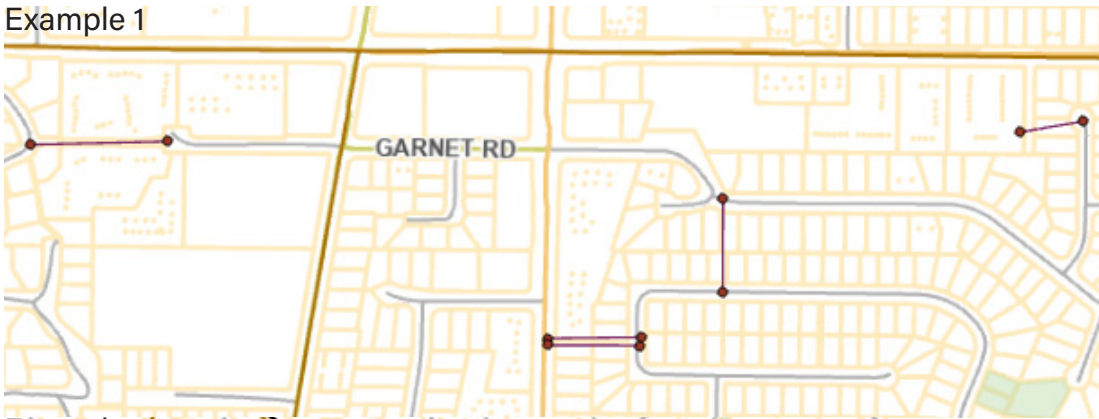
42. New multi-use-paths have been proposed (Map 4.2) to help improve connectivity and reduce travel times. Considering the use of these multi-use paths by all ages-and-abilities, identify any additional locations where you would most like to see a new multi-use path by drawing a route on the map.

Respondents were asked to draw a route that they felt would benefit from a new multi-use-path.

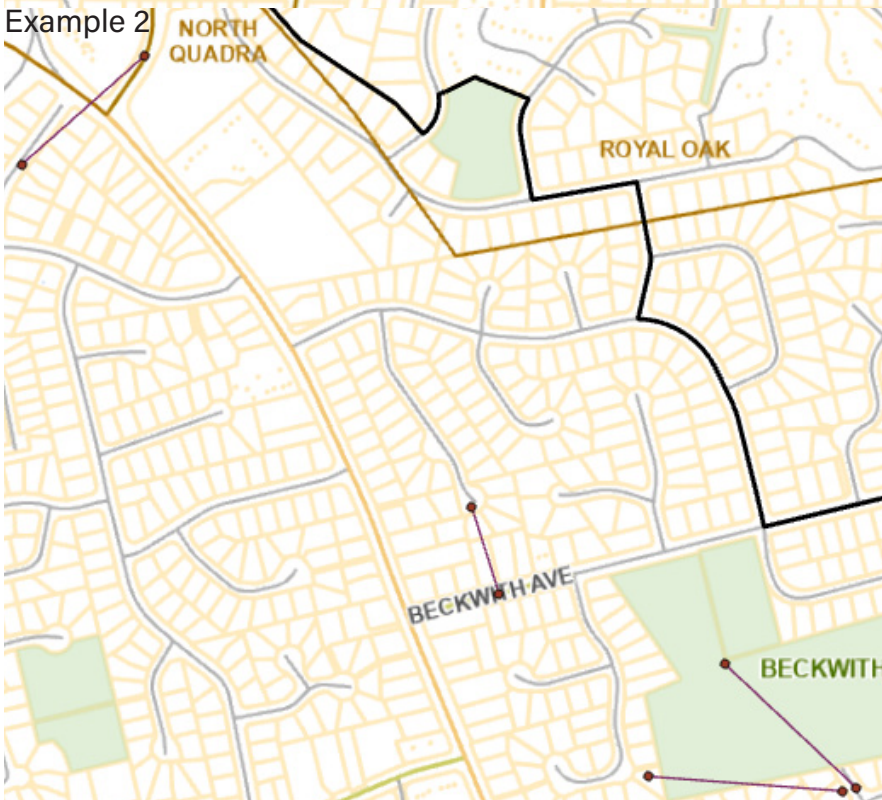


Due to the nature of responses, some responses have been omitted from analysis for this Plan area. These included routes that ran along existing roads and / or are existing bike lanes, are already identified in other District approved Plans and strategies, spanned extensive distances, were outside of the Plan boundary, or crossed natural barriers. Shorter routes that met the conditions typically used to determine the location of a proposed multi-use-path were analyzed and may be considered for addition to the refined Plan based on further analysis (see example images on the following page).

Example 1



Example 2



Example 3

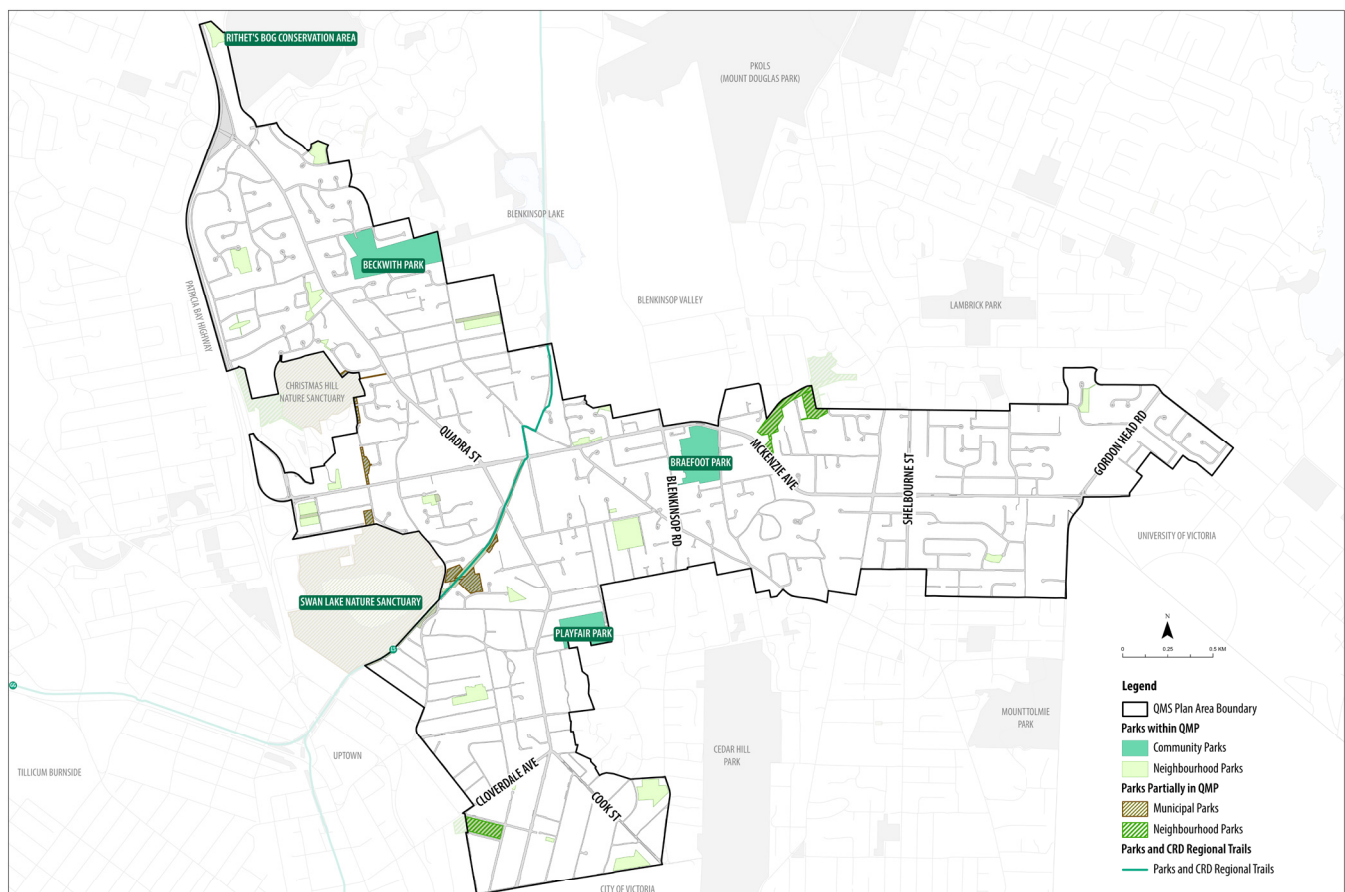


Section 4 - Parks, Trails, Open Spaces and Community Facilities

The Quadra McKenzie area encompasses the full or partial land area of 28 separate designated parks and a large portion of the Lochside Regional Trail, with approximately 5% of the land area within the boundaries of the Plan designated as parkland. The Quadra McKenzie area is also immediately adjacent to sensitive natural ecosystems including the Swan Lake and Christmas Hill Nature Sanctuaries as well as Rithet's Bog Conservation Area.

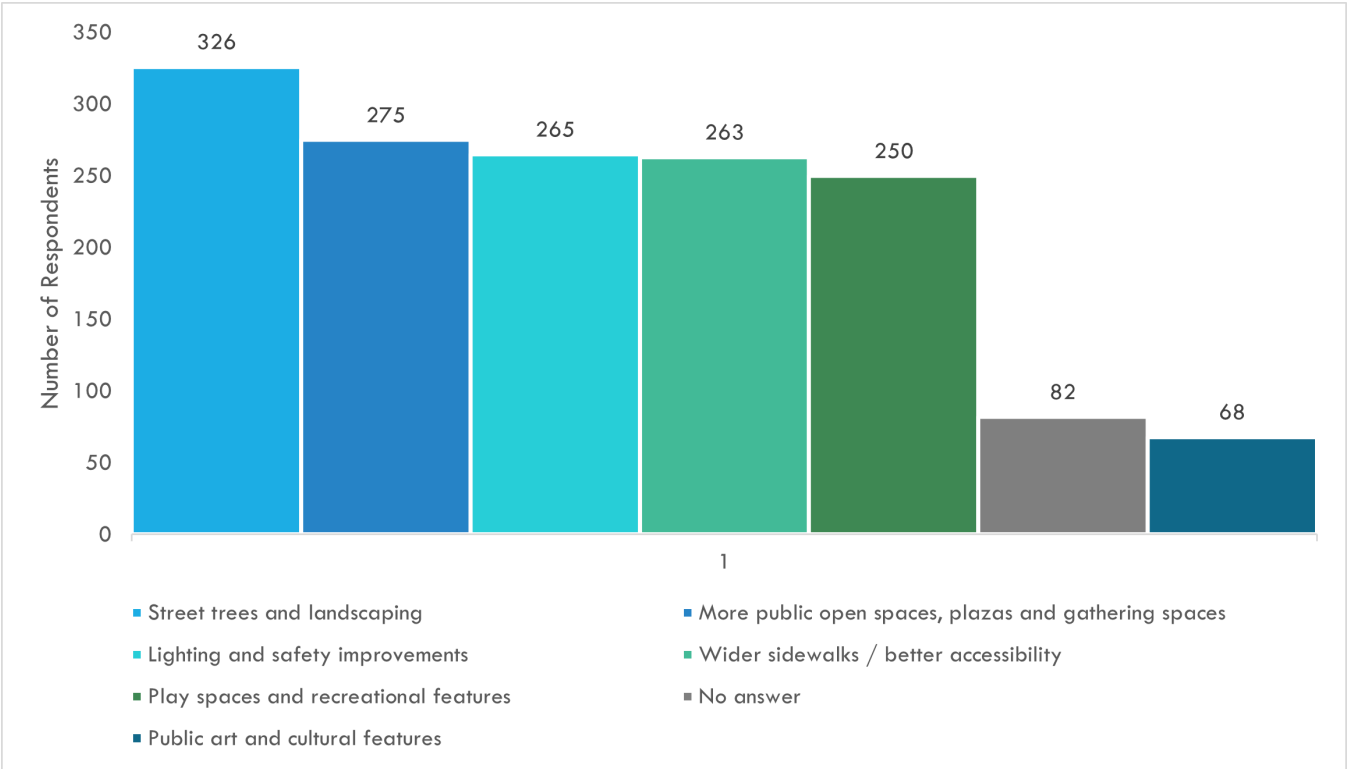
The following section provided space to comment on enhancements to the public realm within Centres, Corridors, and Villages, the priority of improvements to parks, trails, open spaces, and community facilities, and the importance of new or upgraded parks for different age groups.

If respondents wanted more information they were directed to read the Parks, Trails, Open Spaces and Community Facilities section, which could be found on pages 65-72 of the Draft Plan.

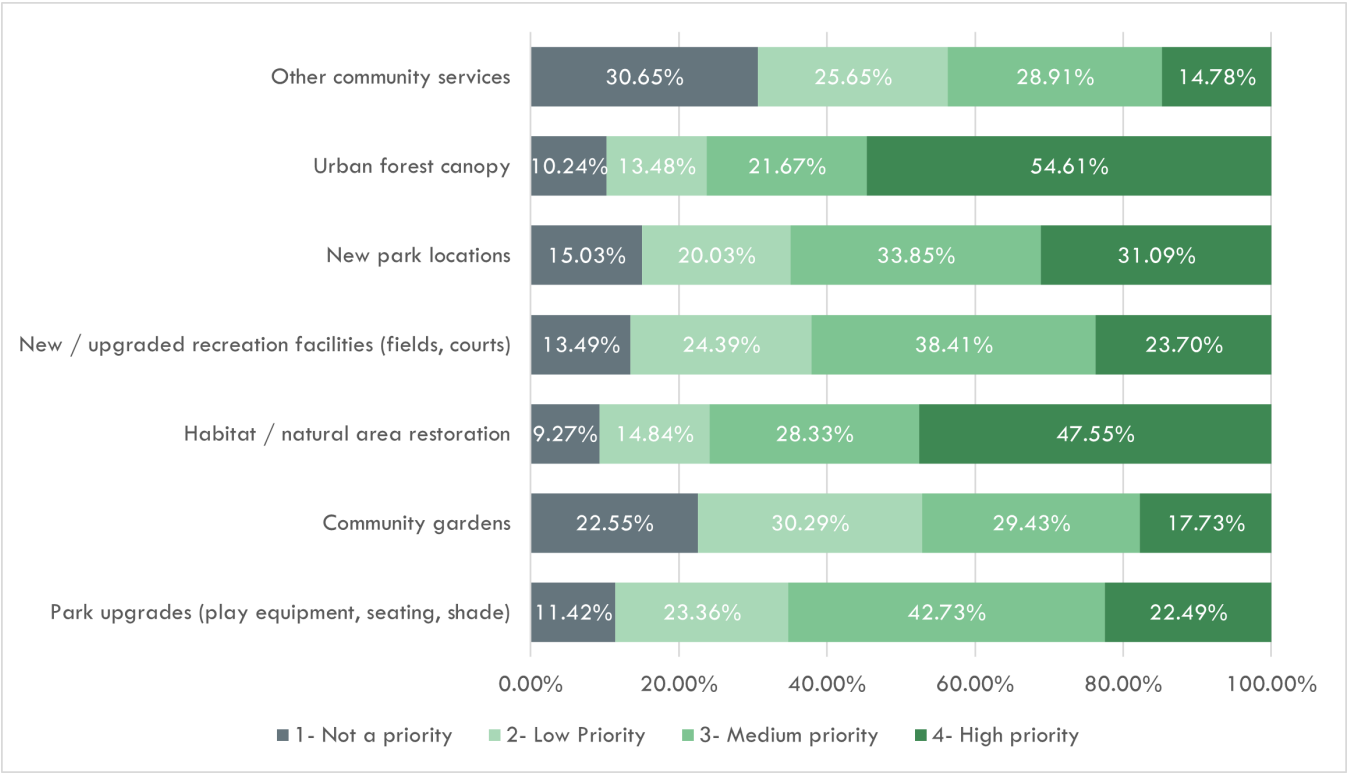


43. Which public realm enhancements within Centres, Corridors, and Villages would have the biggest positive impact?

Respondents could select multiple answers.

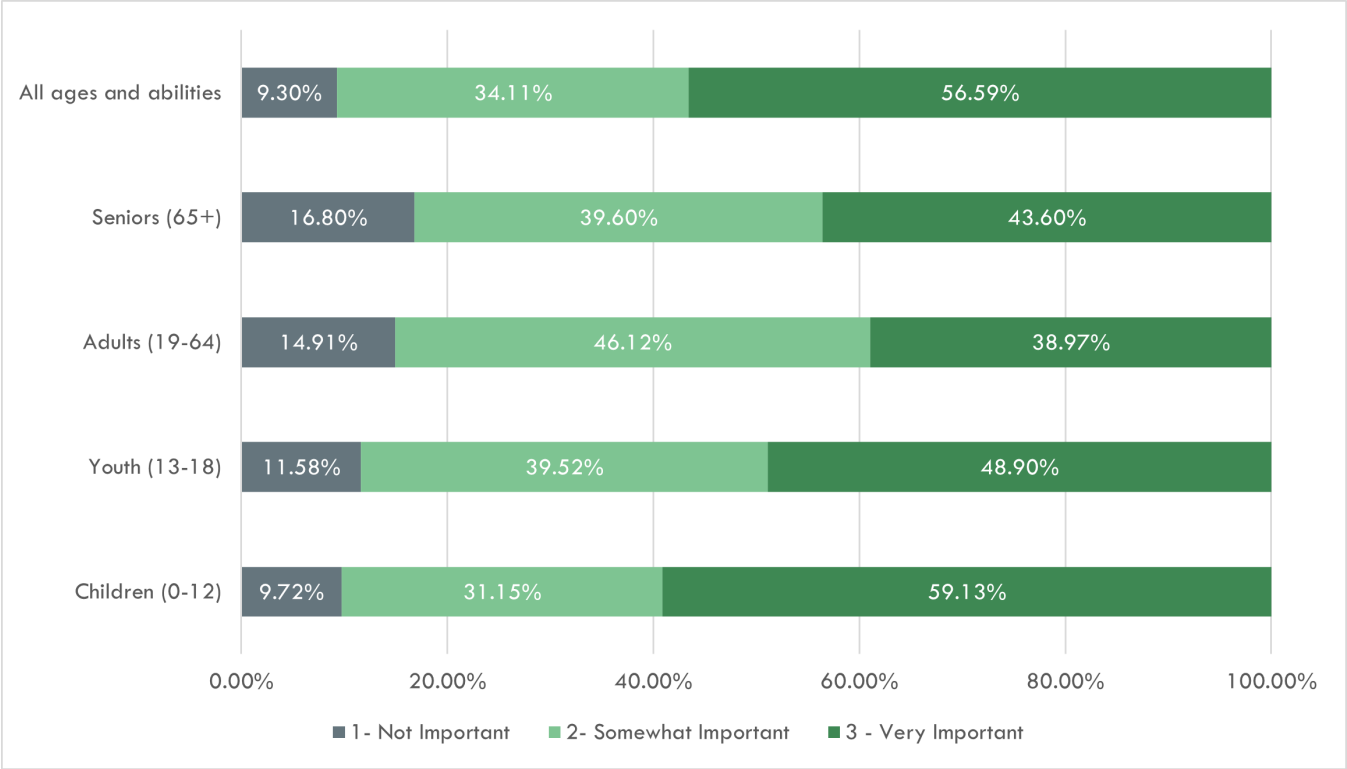


44. When considering improvements to parks, trails, open spaces and community facilities, which have the highest priority?

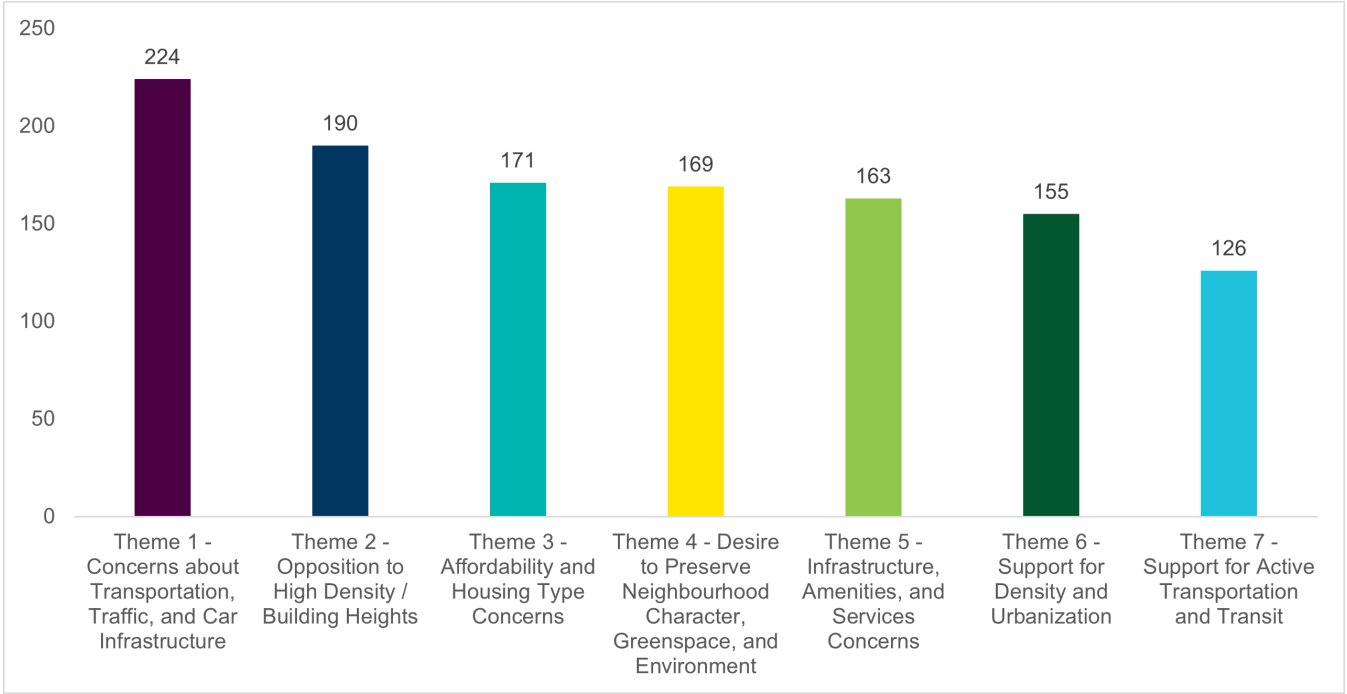


45. How important is it that new or upgraded parks provide spaces for different age groups?

Children (0–12) - Includes options such as playgrounds, water play, open play areas
Youth (13–18) - Includes options such as sports courts, skate/bike parks, hangout space
Adults (19–64)- Includes options such as fitness zones, community gardens, multipurpose fields
Seniors (65+) - Includes options such as walking loops, shaded seating, accessible trails
All Ages and Abilities - Includes options such as universal access design, washrooms, lighting, safety



46. Do you have any additional comments or location-specific ideas that have not been captured?



Total Comments: 474/698 (68% of total respondents)

Summary

Many respondents strongly oppose the proposed level of densification, particularly high-rise buildings (over 6-8 storeys), expressing concerns about loss of neighbourhood character, increased congestion, and negative impacts on quality of life and the environment. There is a preference for maintaining single detached homes or focusing on low-rise, townhouse, or gentle density options. Numerous respondents doubt that increased density will result in affordable housing, noting that new developments often consist of small, expensive units unsuitable for families. There is a call for more family-sized, affordable, and diverse housing options, rather than a focus on studios or one-bedroom apartments. Some comments are concerned about the cost of the plan, rising property taxes, and the financial burden on residents. Some call for fiscal restraint, prioritizing maintenance of existing infrastructure, and transparency about how new infrastructure will be funded.

A significant number of participants are concerned about proposed reductions in vehicle lanes on major corridors (Quadra Street and McKenzie Avenue), fearing increased congestion, negative impacts on emergency vehicle access, and unrealistic expectations for mode shift to cycling or transit. Many argue that car travel remains essential for most residents, especially families, seniors, and those with mobility challenges. Respondents frequently note that infrastructure (roads, transit, schools, recreation, parks, utilities) is not keeping pace with proposed growth. There are calls for more investment in public amenities, recreation facilities, and green spaces before or alongside densification.

Many participants express concern about the loss of tree canopy, green space, and sensitive ecosystems (e.g., Garry oak habitat, Rithet's Bog) due to development. There is strong support for preserving and expanding parks, natural areas, and urban forests as density increases.

A minority of comments are supportive of increased density, active transportation, and urbanization, often citing the need for more housing, climate action, and walkable communities. These respondents urge council not to give in to opposition and to plan for the future. Some respondents are not opposed to all change, but want it to be gradual, incremental, and balanced with existing neighbourhoods and infrastructure. They call for stepwise densification, pilot projects, and a focus on what makes Saanich livable.

EMAIL SUMMARY

Overview of Email Correspondence

Between February and October 2025, the District received a significant volume of email correspondence regarding the Quadra McKenzie Plan (QMP). . Emails received were sent through a variety of methods including direct emails to the dedicated project email, qmp@saanich.ca, to Council, or to the general planning email, planning@saanich.ca. Overall, the feedback demonstrated a high level of community interest and concern about the proposed land use and transportation changes. While a small portion of respondents expressed support for increased housing supply and improved land use efficiency, the majority of emails reflected apprehension about the scale, pace, and form of growth contemplated in the draft plan.

Summary

A thematic analysis of the email responses received showed a mix between support and opposition to the overall Plan with key issues being highlighted such as building height and density, traffic congestion, road safety, active transportation, infrastructure capacity, community services, neighbourhood character, affordability, and feedback on the engagement process.

Approximately 60–65% of correspondence identified building height and density as a primary concern. These individuals expressed strong opposition to mid- and high-rise buildings in proximity to existing low-density neighbourhoods, citing impacts on privacy, sunlight access, views, and neighbourhood character. Many emphasized that proposed building heights feel out of context with surrounding areas and requested a more modest approach, generally recommending height limits in the range of 3 to 4 storeys, particularly near established single detached residential areas. There was consistent feedback in support of step-backs and transitions to minimize visual and physical impacts.

Traffic congestion and road safety emerged as another dominant theme, raised in approximately 55–60% of emails. Respondents frequently referenced current issues along Quadra Street, McKenzie Avenue, Blenkinsop Road, and at key intersections. Concerns included existing congestion during peak hours, increased collision risk, challenges for pedestrians and cyclists, and safety in areas around schools. A common message was that transportation upgrades should be in place prior to, or at minimum concurrent with, additional residential development rather than following it.

Roughly 40–45% of respondents raised concerns related to infrastructure and community service capacity, including water and sewer systems, stormwater management, schools, healthcare services, parks, and recreation amenities. Many questioned whether current infrastructure is equipped to support the number of new residents anticipated under the plan and expressed a desire for clearer information on how and when capacity upgrades would be delivered.

Neighbourhood character and livability were noted in approximately 50% of submissions, with residents expressing a strong attachment to the existing green, low-rise, and lower-density nature of their communities. Concerns were raised about loss of tree canopy, noise, light pollution, increased activity levels, and potential long-term effects on property values. While some respondents acknowledged the need for change, there was a strong preference for gradual, carefully managed intensification that respects existing community character and environmental qualities.

A smaller but important segment of respondents, estimated at 20–25%, expressed support for increased housing diversity and affordability. These respondents supported the inclusion of townhomes, multiplexes, low-rise apartments, and housing options for seniors, young families, and people seeking to downsize. However, even among this group there were cautions that new development should include truly affordable and family-oriented units, rather than primarily higher-end or market-exclusive housing.

Finally, approximately 15–20% of emails included feedback on the engagement process itself. Some participants expressed concern that decisions had already been made in advance of consultation, while others requested more detailed, site-specific information, clearer visualizations of potential development scenarios, and greater transparency around how feedback would be incorporated into the final plan. Several individuals indicated interest in additional engagement opportunities, including in-person sessions, neighbourhood-level meetings, or more interactive mapping tools.

In summary, the Phase 4 email feedback reflects a community that is highly engaged and not fundamentally opposed to change, but strongly focused on ensuring that growth is context-sensitive, supported by infrastructure, and aligned with established neighbourhood values. Key considerations moving forward include strengthening transition policies, clearly communicating infrastructure and transportation plans, enhancing visual clarity of proposed changes, and continuing targeted, transparent engagement in the most affected areas.

OPEN HOUSE SUMMARY

Overview of Open House Comments

A total of 232 post-it notes were placed on open house boards as part of the open house public engagement process. Open house attendees were encouraged to share their comments and concerns about changes to the Draft Plan, or provide feedback on additional changes. The following is a general summary of the comments, concerns, and suggestions left by attendees across all open houses.

Summary

The engagement feedback showed strong resistance to high-rise forms outside the primary Centres, with a clear preference for townhouses and low- to mid-rise buildings, especially near established single detached areas and parks. Residents repeatedly asked for strict height transitions, better privacy/sun/shadow management, and scaled-back or phased growth that prioritizes uptake in existing Centres before broad upzoning. There is also a consistent request to recognize sensitive habitats, particularly Garry Oak areas and nature sanctuaries, with stricter edge conditions, tree preservation, and park-edge development rules that preserve biodiversity and public enjoyment.

Transportation comments focused on maintaining four lanes on Quadra Street and McKenzie Avenue, avoiding premature lane reallocation, and addressing specific safety and operations issues first. People highlighted specific traffic signal and crossing suggestions and more credible traffic modeling around mode shift. Many cyclists prefer parallel routes over riding directly on Quadra Street and McKenzie Avenue, citing safety and health concerns. Where on-corridor facilities are retained, the design details (elevation, separation, sightlines) were asked to be made explicit. Transit infrastructure upgrades, including higher frequency busses and improved shelters, are suggested to precede any capacity trade-offs.

On housing, residents want more family-sized units, senior appropriate options, and minimum livable sizes. There is skepticism that density alone yields affordability and a desire for the District to leverage its own lands for non-market supply. Parking remains a pressure point, especially near parks and schools, with requests for context-based minimums, accessible/visitor stalls, curbside loading for businesses, and permit or time-limited management to prevent spillover on residential streets.

Geographically, the strongest opposition targets the proposed Beckwith Hub, with concerns about park parking, a dead-end street network, and proximity to existing hubs. There are also site-specific asks to downscale or redesignate segments on Nicholson, Darwin, Tolmie, and around Chatterton, largely to protect ecological assets, manage traffic near the Pat Bay Highway, and respect neighbourhood character. A rising suggestion was to right-size the hub network, relocating or scaling down hubs, citing proximity to existing commercial areas as a main rationale.

Attendees largely support incremental, Centre-first growth but strongly oppose high-rise towers and lane reductions on Quadra Street and McKenzie Avenue, calling instead for scaled heights with robust transitions, protection of sensitive habitats, transit-first phasing with targeted safety fixes, more family/seniors housing and parking management, and visible plan changes (notably reconsidering the Beckwith Hub) tied to clear evidence and infrastructure benchmarks.