



The Corporation of the District of Saanich

Report

To: Mayor and Council

From: Lindsay Chase, Director of Planning

Date: January 5, 2026

Subject: Proposed Quadra McKenzie Plan

File: 2310 - 20

RECOMMENDATIONS

1. That Council endorse in principle the proposed Quadra McKenzie Plan (Attachment A).
2. That Council direct staff to prepare the proposed amendments to the Official Community Plan Bylaw, 2023, No. 10000 to incorporate the Quadra McKenzie Plan into this Bylaw and to bring these changes forward for Council's consideration at a Public Hearing.

PURPOSE

The purpose of this Report is to seek Council direction to advance the proposed Quadra McKenzie Plan through the adoption process, serving to advance Official Community Community Plan land use and transportation goals in this key Centre, Corridor and Village area. The proposed Plan incorporates refinements based on Council's direction and analysis of feedback received during Phase 4 community and stakeholder engagement.

BACKGROUND

Council Direction

At the meeting of the Committee of the Whole on August 8, 2022, Council endorsed the Terms of Reference for the Quadra McKenzie Area Planning Study.

On October 21, 2024, Council received the Draft Quadra McKenzie Plan (Draft Plan #1) and the Phase 2 Engagement Summary outlining the initial public engagement on key planning concepts. This initiated engagement on Draft Plan #1.

At the Committee of the Whole on February 24, 2025, public feedback on Draft Plan #1 was presented to Council, and the following motion was endorsed:

"That Council:

- Receive the Phase 3 Community and Stakeholder Engagement Summary for information.
- Endorse Land Use Option # 2, focused on the North Quadra area, which scales back the intensity of land use changes with a focus on areas designated as Corridor and Corridor Hub.

- Endorse Transportation Option # 2, which defers determination of a road cross-section on McKenzie Avenue to a future process and retains the Quadra Street cross-section in the Quadra McKenzie Plan.
- Endorse Process Option # 2 to support an additional round of public engagement on the Revised Draft Plan prior to Council consideration of a Proposed Plan and the revised draft plan be presented to Council prior to public engagement; and
- Allocate \$30,000 from the Housing Accelerator Fund to support additional public engagement, as outlined in Process Option # 2.”

Revisions were made to Draft Plan # 1 based on direction of February 24, 2025 and Draft Quadra McKenzie Plan (Draft Plan #2) was presented to Council at the Committee of the Whole meeting on July 7, 2025 where Council endorsed the following motion, which initiated a further round of engagement, as per the February 24, 2025 motion:

“That Council receive the Draft Quadra McKenzie Plan 2025 (Draft Plan #2) for information.”

Process To Date

The Quadra McKenzie Study began in February 2023 (see Figure 1) after Council approval of the Terms of Reference. The intent of the project is to implement key directions of Saanich’s Official Community Plan (OCP) by advancing a comprehensive land use and transportation framework that supports sustainable growth. Specifically, the proposed Plan guides how new housing and employment will be accommodated within well-designed Centres, Corridors and Villages (CCVs), consistent with the OCP’s growth management strategy.

The process has been carried out in alignment with the Terms of Reference and Council’s February 2025 direction to undertake an additional round of public engagement (Phase 4) on a revised Draft Plan (Draft Plan #2). The proposed Draft Quadra McKenzie Plan is presented in this report to Council for consideration and potential adoption.



Figure 1: Quadra McKenzie Plan Phases

The overall process has involved the development and refinement of three iterations of the Quadra McKenzie Plan, all of which are discussed in this report:

- October 2024 Draft Quadra McKenzie Plan (Draft Plan #1)
- July 2025 Draft Quadra McKenzie Plan (Draft Plan #2)
- January 2026 Proposed Quadra McKenzie Plan (Proposed Plan)

PROPOSED PLAN OVERVIEW

As directed by the Terms of Reference, the proposed Quadra McKenzie Plan is focused on land use and transportation and addresses housing, employment, the public realm, sustainability, economic vibrancy, parks and open space, and community amenities.

The proposed Plan builds on the broader land use designations of the Official Community Plan (OCP) to provide detailed parcel by parcel guidance for future use, building height and density. Another key element of the Proposed Plan is future design concepts for Quadra Street that support the transition of these corridors to livable complete streets with high frequency transit. Given the large Plan area, eight sub area sections are included to enable area-specific issues to be addressed in policy.

Plan Goals

Four plan goals, endorsed by Council as part of the approval of the Terms of Reference, have guided Plan development and reflect the focused nature of the Plan. Plan goals are as follows:

- A. Land Use – Implement the Centre, Corridor and Village growth management framework, by integrating land use with transportation, to build compact, liveable, accessible, sustainable, and climate resilient communities with places to live, work, come together, and move around.
- B. Transportation & Mobility – Redesign McKenzie Avenue and Quadra Street as complete streets that accommodate all modes and uses and prioritize improvements to active transportation and transit networks to support car light living, create more vibrant public spaces, and improve safety and accessibility.
- C. Housing Diversity, Affordability and Supply – Increase supply and expand the range of housing options, types, tenures, and affordability levels through the plan area and pair with convenient access to transit, active transportation, services, and amenities..
- D. Public Realm & Open Space – Support community livability by providing a walkable network of parks, trails, and open spaces and strengthening public realm areas to support the gathering and movement of people, with a focus on enhancements to McKenzie Avenue, Quadra Street and within community nodes.

Key Plan Directions

The key directions of the Proposed Plan are:

1. Implement Rapid Transit on the McKenzie Corridor

Redesign McKenzie Avenue to provide high quality, efficient transit service that aligns with mixed-use commercial hubs and active transportation options.

2. Connect the University of Victoria to urban Saanich

Introduce a new Centre at Gordon Head Road and McKenzie Avenue and implement land use, transportation and public realm changes that integrate the UVic campus with Saanich.

3. Introduce Corridor Hubs to expand walkable 15-minute neighbourhoods

Support community-focused Corridor Hubs that provide commercial services, accessible public spaces, and multi-modal connections to improve walkable access to daily needs.

4. Concentrate more housing in locations near high frequency transit

Provide opportunities for more housing options to be located within walking distances of high frequency transit corridors to support car-light living.

5. Provide greater housing diversity near parks

Support the integration of diverse housing opportunities near recreational parks to promote more equitable access to amenities.

6. Celebrate the Lochside Trail as a community asset

Enhance the role of the Lochside Trail as a community amenity, public space, and regional transportation route.

7. Enhance Quadra Street as a complete street

Redesign Quadra Street as a complete street with enhanced transit, cycling facilities, sidewalks and treed boulevards integrated with pedestrian-oriented land uses.

8. Revitalize the Saanich Operations Centre with a greater mix of uses

Redevelop the Saanich Operations Centre as a modern facility with a greater mix of uses and public realm improvements to serve community needs.

Land Use

The proposed Quadra McKenzie Plan area has significant potential for land use changes in areas with excellent access to transit, with a focus on developing complete, walkable 15-minute communities. Overall, the Quadra McKenzie Plan area encompasses 40% of the District of Saanich's Primary Growth Areas highlighting its importance in meeting housing and economic development objectives. The Land Use section outlines strategies to ensure coordinated land use and transportation planning over the next 20 years. The framework consists of three key components:

- Objectives that define the primary land use goals for the next two decades;
- Policies that address specific aspects of land use; and
- Land Use Designations that set parameters for future land use.

Building on the Official Community Plan framework, the Quadra McKenzie Plan area boundaries are focused on the following Centre, Corridor and Village areas identified in the Official Community Plan with one new addition:

- Quadra McKenzie Centre
- Shelbourne McKenzie Centre
- Gordon Head McKenzie Centre (new)
- McKenzie Corridor
- Quadra Corridor
- Four Corners Village

Additionally, the Plan introduces Corridor Hubs to further support walkability to services and amenities along Corridors and into neighbourhoods, bridging the areas between Centres and Villages and helping implement the vision of the District of Saanich as a 15-minute community. Corridor Hubs are as follows:

- Saanich Road Hub
- Blenkinsop Braefoot Hub
- Chatterton Hub
- Beckwith Hub

- Falmouth Hub
- Tolmie Hub

Figure 2 shows the location of Centres, Villages and Corridor Hubs in the Quadra McKenzie Plan Area.

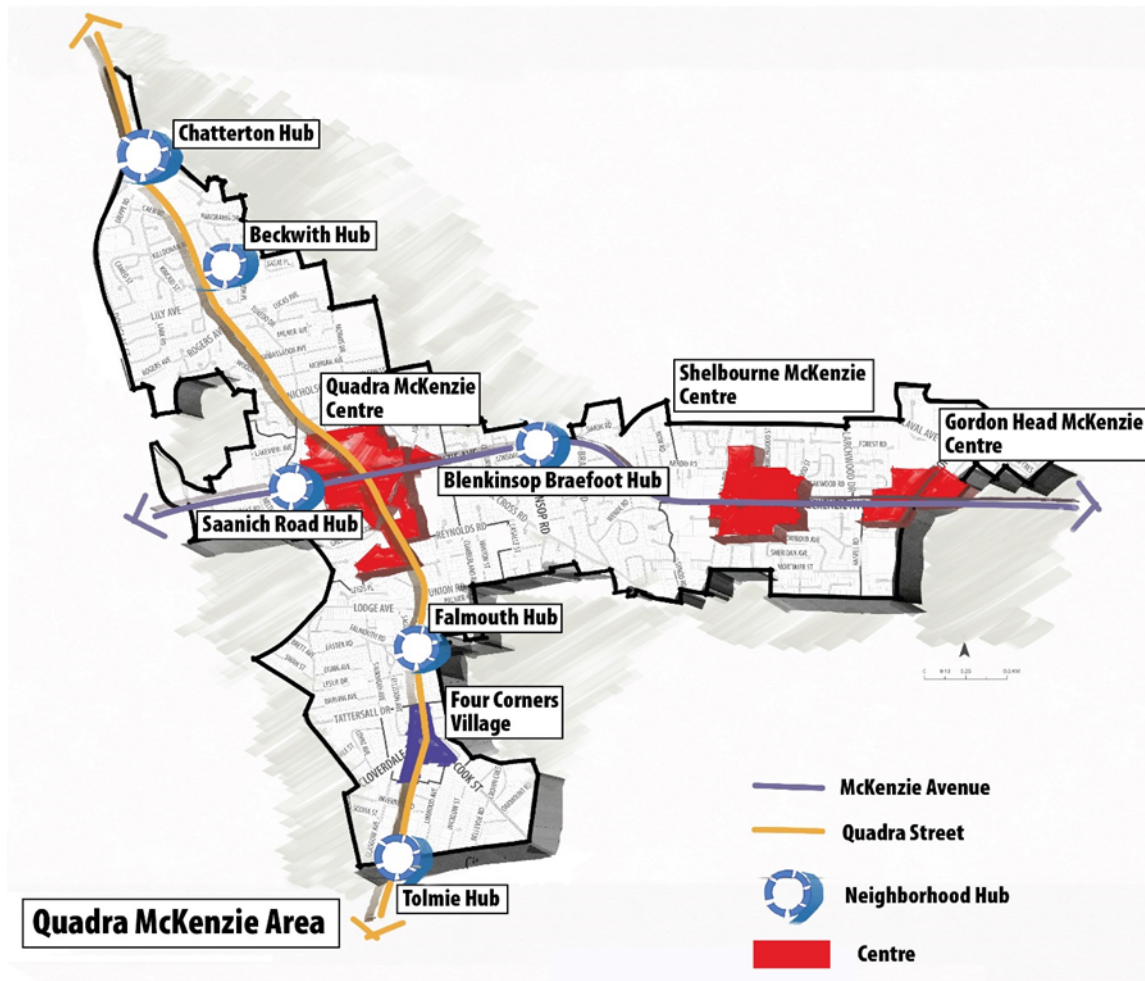


Figure 2: Quadra McKenzie Centres, Villages and Corridor Hubs

Transportation and Mobility

The proposed Quadra McKenzie Plan has a strong focus on implementing transportation directions in the Official Community Plan, Active Transportation Plan, and BC Transit policy documents. A principal emphasis is providing future road design concepts for the key corridors of Quadra and McKenzie. Consistent with Council direction, the proposed Plan focuses on future design behind the curbs, leaving the design of McKenzie Avenue travel lanes to a future planning process with BC Transit.

In addition to the identification of future concepts for key corridors, the transportation and mobility content in the proposed Plan identifies key pedestrian, cycling, and transit improvements. This includes new pedestrian and cycling connections and improvements between Corridor Hubs and the Active Transportation Network and a higher quality pedestrian environment.

PHASE 4 (DRAFT PLAN #2) ENGAGEMENT OVERVIEW

Phase 4 Engagement Activities

Staff completed Phase 4 engagement between September and October 2025, focusing on gathering feedback on the revised Draft Plan #2. The project encouraged participation through the project website, HelloSaanich, an online notification link (Campaigner), social media platforms, newspaper advertisements, pop-ups, and targeted email lists for stakeholders. Notification letters were also sent to landowners of large sites, First Nations, and other government entities. A combination of in-person and online engagement sessions were offered, including:

- In-person open houses (3) attended by 330 people
- Online webinars (3) attended by 140 people
- Survey – online with print option (online for 36 days) completed by 698 people
- Targeted stakeholder meetings / webinars
- Presentations to Council Committees.

Phase 4 Engagement Results

During the Phase 4 engagement process, over 2,200 qualitative comments and responses were received. A full list of engagement activities and findings, including survey results, is included in the Phase 4 Engagement Summary (Attachment C). The majority of responses focused on land use, building heights, preservation of neighbourhood character, infrastructure capacity, and corridor design including lane reallocations.

Key highlights from engagement results included:

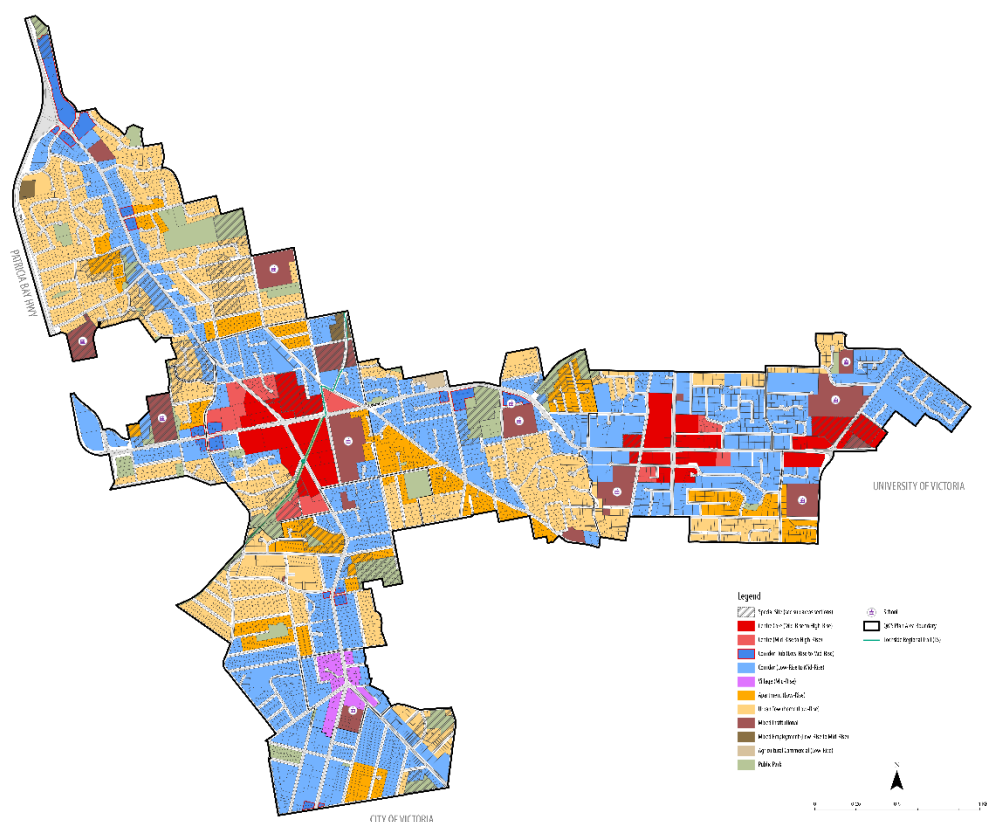
- Greater support for growth in Centres (Quadra McKenzie, Shelbourne McKenzie, Gordon Head McKenzie) than in other plan geographies;
- Strong interest in policies related to green space, parks, environmentally-sensitive areas and the urban forest;
- A mix of support and non-support for taller buildings;
- Concerns about traffic and parking impacts of new development;
- A majority of respondents not supporting buildings up to 24 storeys in the Quadra McKenzie Centre; and
- The highest level of support for land use changes in Quadra South and Shelbourne McKenzie Centre sub areas, with the lowest levels of support in the Braefoot and Quadra North sub areas.

Input received through to October 2025 informed a series of further revisions and refinements to various policy directions in the proposed Plan. Those changes are detailed in Attachment B: Draft Plan Revisions. In many instances, feedback was received on topics/issues where staff are not recommending changes to the proposed Plan. An analysis of those comments and potential responses is included in the “Additional Key Issues Raised in Public Engagement” section.

PROPOSED PLAN REVISIONS

The previous Draft Quadra McKenzie Plan (Draft Plan #2) has been updated to incorporate a comprehensive set of refinements. These revisions reflect public and stakeholder input as well as additional technical analysis completed since the previous draft (Draft Plan #2). Updates were also made throughout the document to enhance overall clarity and strengthen alignment with the Official Community Plan and other District of Saanich policy documents.

The following section highlights key changes to the land use map and related revisions to the proposed Plan, with additional updates summarized in Attachment B.

Map 1: Quadra McKenzie Plan – Future Land Use Designations (Draft Plan #2, July 2025)**Map 2: Quadra McKenzie Plan – Future Land Use Designations (Proposed Plan, January 2026)**

Revised Maximum Building Height in the Centre Core

Staff are recommending removal of the 24-storey height provision and reinstatement of an 18-storey maximum for Centre Core properties in the Quadra McKenzie Centre. Additional review identified concerns related to built-form transitions, shadowing, and infrastructure capacity that make heights above 18-storeys less appropriate in this location. Public comments received during Phase 4 expressed apprehension regarding over-intensification and the community benefits associated with the increase in height. Feedback from the development industry also indicated that buildings exceeding 18-storeys introduce construction and financial thresholds that may limit rather than accelerate redevelopment. Retaining the 18-storey maximum maintains equity with height expectations in other major Centres and continues to support substantial housing and amenity growth.

Heritage Recognition and Integration

The proposed Quadra McKenzie Plan has been updated to more clearly recognize and integrate the natural, cultural, and built heritage features that contribute to the Quadra McKenzie area's identity and sense of place. To ensure stronger alignment with the District of Saanich's broader heritage planning framework, a new section has been added to the proposed Plan supported by policies and a map identifying all known heritage assets within the plan area. These refinements embed heritage considerations within the proposed Plan and respond to comments from the Saanich Heritage Foundation.

Clarifying the Role of Single-Detached Neighbourhoods and Land Use Change

During public engagement, there was confusion regarding the impacts of the Quadra McKenzie Plan on single detached dwellings in established neighbourhoods. To improve clarity of the

impact of neighbourhood change and long-term evolution, revisions were made to Section 3 of the proposed Plan to more clearly articulate the role of established single detached neighbourhoods within the broader growth management framework.

The revised land use section emphasizes that while significant change is anticipated within Centres, Corridors, and Villages, lower-density residential areas are expected to evolve gradually. Factors such as existing parcel patterns, servicing capacity, building age, proximity to amenities, and the pace of public realm improvements along McKenzie Avenue and Quadra Street will influence how and where redevelopment occurs over time. The proposed Plan also acknowledges the role of small-scale infill such as secondary suites, garden suites and Small-Scale Multi-Unit Housing (SSMUH) in incrementally expanding housing choices within predominantly single detached neighbourhoods.

To reinforce this policy intent, the Implementation Section (Section 8) has been amended to clarify that redevelopment is entirely property-owner initiated and market driven, and that Council's adoption of the Plan does not direct or mandate the replacement of single detached homes. Instead, the Plan provides long-term policy direction to support a broader range of housing and employment opportunities over time.

The Implementation section further explains how growth will be administered through established development approval processes, capital planning, and partnerships with regional and senior government agencies. It confirms that land use designations alone do not change existing zoning. Future redevelopment must proceed through the District of Saanich's regulatory frameworks, Council processes and will be evaluated for consistency with the Quadra McKenzie Plan, the Official Community Plan, and applicable bylaws.

Leeds Park Area: Land Use Mapping Correction

As part of the final mapping review, staff identified that several parcels on the west side of Leeds Park had not yet been updated from the Corridor designation (blue) to the Apartment designation (orange). This has now been corrected to ensure the land use map accurately reflects the intended transition off the Primary Corridor and provides a more appropriate scaling of development adjacent to environmentally-sensitive areas. Parcels surrounding Leeds Park are identified as Habitat Sites and are subject to a specific policy in the proposed Plan, Policy 7.3.1 (p.117), which states: “Support redevelopment where reduced building footprints and site coverage are demonstrated to ensure the preservation and protection of Habitat Sites (HS), identified in Map 1.7, within or adjacent to special sites, identified on Map 7.5.” Maintaining the Apartment designation in this location aligns the land use mapping with this special policy and supports the protection of habitat areas identified in Saanich’s Biodiversity Conservation Strategy.

ADDITIONAL KEY ISSUES RAISED IN PUBLIC ENGAGEMENT WITH POSSIBLE PLAN AMENDMENTS FOR COUNCIL’S CONSIDERATION

The following section outlines a series of specific issues / requested changes identified through the most recent engagement on the Draft Plan #2. Staff are not recommending revisions in response to these comments but are presenting these items for Council’s consideration should they wish to make further amendments to the proposed Plan.

This list does not contain all issues raised during engagement. Rather, it identifies ones where a higher frequency of feedback was received. Council may wish to direct further amendments that are not included in this section of the report.

The issues / potential changes are explored by:

- Providing an overview of the topic and the rationale for the proposed Plan direction;
- Highlighting key concerns raised during public feedback;
- Identifying the staff recommendation, which is included in the proposed Plan; and
- Identifying potential alternatives and discussing the implications associated with each choice.

This structure is intended to support informed decision-making and ensure clarity as the proposed Plan advances toward finalization.

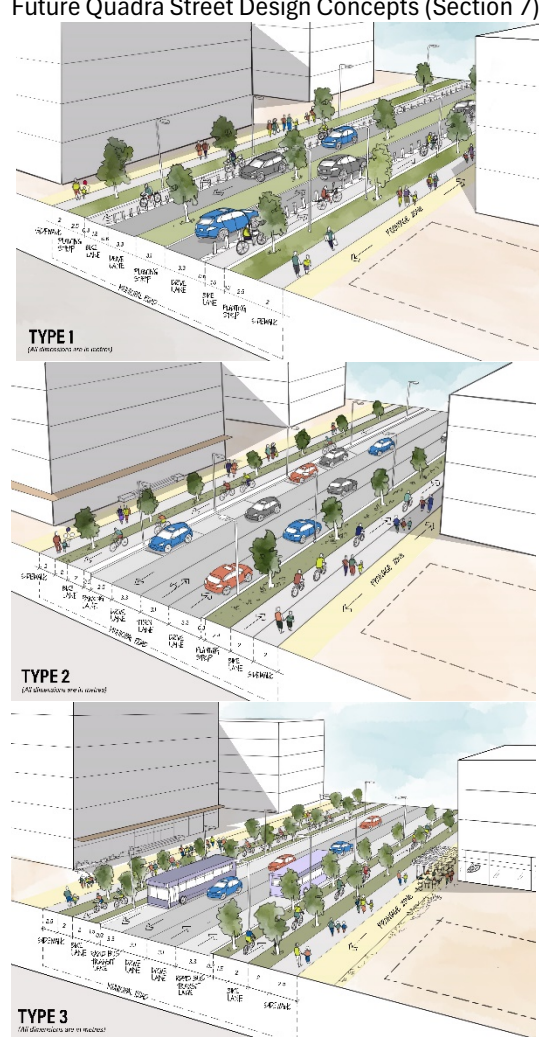
A. Quadra Street Corridor Design Concepts

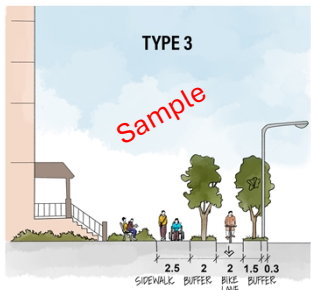
Similar to earlier engagement, there was significant feedback on the future road design concept for Quadra Street. Despite this feedback, Staff recommend retaining the Quadra Street Corridor Design Concepts in the proposed Plan to support long-term goals of the Official Community Plan and Active Transportation Plan.

Quadra Street is a key north-south mobility spine and is identified in the Official Community Plan as a Primary Corridor. The Quadra Street Corridor design concepts provide an integrated framework to guide future street improvements in coordination with land use change, transit priorities, active transportation, and safety objectives. Retaining the design concepts supports a consistent, long-term approach to corridor planning, improves predictability for future capital planning and partner agency coordination, and provides a clear basis for incremental implementation as funding opportunities arise and projects are advanced.

The concepts are intended to guide future detailed design and would not be implemented in the short term. They support a complete street approach by identifying a preferred direction for

elements such as sidewalks, cycling facilities, transit operations, intersection functions, curbside activity, boulevard/greening, and overall right-of-way allocation.

Topic /Issue	Perspectives We Have Heard	Reference Graphics
Quadra Street Corridor Design Concepts and Road Cross-Sections	<p>Phase 4 engagement feedback included numerous comments concerned about an increase in traffic congestion due to the loss of travel lanes. Most comments tied an increase in density to an increase in vehicle traffic, which is thought to be exacerbated by a reduction in vehicle travel lanes along Quadra Street. Some comments suggested that reallocating vehicle lanes would have a negative impact on emergency vehicle access.</p> <p>Those in support of the Quadra Street Corridor design stated that the proposed changes would provide more safety and comfort for pedestrians and cyclists, citing concerns about narrow sidewalks and current vehicle speeds. Those in support also stated that the Corridor design changes would increase the frequency in which they choose alternative transportation modes, such as walking, cycling, or transit.</p>	<p>Future Quadra Street Design Concepts (Section 7)</p>  <p>TYPE 1 (All dimensions are at center)</p> <p>TYPE 2 (All dimensions are at center)</p> <p>TYPE 3 (All dimensions are at center)</p>
Staff Recommendation and Implications		
Staff Recommendation	Description	Implications
Retain Quadra Street Corridor Design Concepts and Road Cross-Sections (included in Proposed Plan)	Retain the Quadra Street corridor design concepts and road cross-sections as shown in the Draft Plan.	<ul style="list-style-type: none"> • Maintains a clear, integrated long-term vision for the Corridor • Supports future project development, capital planning, and external funding applications • Provides a basis for coordinated transit, safety, and active transportation improvements • Confirms expectations while allowing refinement at detailed design stage
Alternative Options and Implications		
Option	Description	Implications
Alternative 1 – Defer Determination of Road Cross-	Defer determination of a road-cross-section on Quadra Street to a future process and remove the Quadra Street road cross-	<ul style="list-style-type: none"> • Reduces clarity and predictability regarding future corridor changes

Sections on Quadra Street	<p>sections from the Quadra McKenzie Plan. (Note: similar to McKenzie Avenue only design behind curbs would be retained)</p> 	<ul style="list-style-type: none"> • May limit ability to advance coordinated Corridor upgrades or pursue grants based on a defined concept • Increases risk of ad hoc or inconsistent future design decisions • Weakens the Plan's integration of land use and transportation outcomes • Allows additional time to explore options and engage public on a future design • Addresses concerns from some residents around impacts of lane reductions
Alternative 2 – Retain Road Cross-Sections with Direction to Revise	<p>Retain the road cross-sections on Quadra Street but direct staff to revise elements (e.g. lane allocation assumptions, cycling facility type, transit priority, curbside management) and return with an updated concept.</p>	<ul style="list-style-type: none"> • May address specific community concerns • Extends timelines and delays plan finalization and implementation readiness • Requires additional technical work and/or engagement to test alternatives • May improve contextual responsiveness, while reducing short-term certainty for capital planning and coordination

B. Corridor Designation Along Tattersall Drive

Parcels on the north side of Tattersall Drive between Savannah Avenue and Saanich Road are designated as Corridor in the Draft Quadra McKenzie Plan (Draft Plan). Tattersall Drive is part of BC Transit's Frequent Transit Network (Map 4.4), forms part of the District of Saanich's long-term bicycle network (Map 4.3) and is immediately adjacent to both the Uptown Core and the Four Corners Village. These attributes support a higher-density, transit-oriented land use pattern. The Corridor designation permits low- to mid-rise development (3–6 storeys) in townhouse to apartment forms, offering flexibility for existing built forms, larger parcels, and more challenging sites. This designation directly supports two of the four Key Plan Goals of the Quadra McKenzie Plan, *Goal C: Housing Diversity, Affordability and Supply* and *Goal D: Public Realm and Open Space, by enabling a wider range of housing forms near transit, services, and amenities, and by supporting walkable, well-connected neighbourhoods.*

This approach also aligns with the Draft Plan's Housing objectives in Section 3.2 (p. 41), including the prioritization and renewal of secure purpose-built rental housing (3.2.2), support for new purpose-built rental development (3.2.3), and the direction to locate multi-unit housing adjacent to parks, open spaces, and schools to promote equitable access (3.2.4). The Corridor designation along Tattersall Drive reflects existing apartment forms and supports housing intensification in proximity to the Uptown Core.

Topic/ Issue	Perspectives We Have Heard	Reference Map
Tattersall Drive Corridor Designation	<p>Phase 4 engagement feedback included a small number of comments that opposed the land use changes to the parcels North of Tattersall Drive from Apartment to Corridor. Concerns about traffic congestion and neighbourhood character were raised.</p> <p>Those in support of these land use changes cite the area's proximity to Uptown and the regional transportation connections as rationale.</p>	
Staff Recommendation and Implications		
Staff Recommendation	Description	Implications
Maintain the Corridor Designation Along Tattersall Drive (included in Proposed Plan)	Retain the Corridor designation for parcels along Tattersall Drive as shown in the Draft Quadra McKenzie Plan (QMP).	<ul style="list-style-type: none"> • Maintains alignment with transit, cycling, and land use policies in the Official Community Plan and Draft QMP • Supports low- to mid-rise housing forms (3–6 storeys), including purpose-built rental housing • Enables incremental intensification adjacent to the Uptown Core and Four Corners Village • Provides clear, predictable policy direction consistent with the Quadra South land use concept
Alternative Options and Implications		
Alternative	Description	Implications
Alternative 1 – Reduce the Corridor Designation Along Tattersall Drive	Apply an Apartment (low-rise) designation to the area currently designated as Corridor between Saanich Road, Tattersall Drive, Savannah Avenue and Leslie Drive.	<ul style="list-style-type: none"> • Reduces development capacity in an area well served by transit and active transportation infrastructure • Limits opportunities for housing diversity and renewal of aging apartment stock in this area • Increases growth pressure on Centres or other areas of the municipality

C. Kathleen Street Urban Townhome Designation

Properties between Kathleen Street and Craigmillar Avenue are designated as Urban Townhome designation in the proposed Plan. Concern was expressed around the inclusion of these properties with the Draft Plan #2. Inclusion of these parcels enables a coordinated approach to frontage, servicing, and infrastructure improvements as redevelopment occurs over time. Inclusion within the Plan Area ensures that future development contributes to needed upgrades along Craigmillar Avenue and supports more comprehensive planning outcomes.

From a growth management perspective, properties on and near Kathleen Street are located approximately 200 to 250 metres from the Quadra Street frequent transit corridor and are therefore well within the walking distance identified in the Official Community Plan for focusing new housing and employment near frequent transit corridors. The Urban Townhome

designation reflects an appropriate scale of development that is comparable to what is already enabled through Small-Scale Multi-Unit Housing zoning while providing additional flexibility where property assembly occurs and ensuring that redevelopment is subject to Development Permit review. As with all areas of the Plan, redevelopment remains entirely property-owner initiated and is unlikely to occur on parcels with newer or substantially upgraded homes in the near term. Maintaining Kathleen Street within the proposed Plan boundary ensures that appropriate policies are in place to guide any future change in a manner that aligns with the Official Community Plan and supports complete, well-connected, transit-supportive neighbourhoods.

Topic/ Issue	Perspectives We Have Heard	Reference Map
Kathleen Street Inclusion and Urban Townhome Designation	<p>Phase 4 engagement feedback included several comments opposing the inclusion of Kathleen Street within the Quadra McKenzie Plan (the Plan) citing lack of consultation, environmental concerns, neighbourhood character, and pedestrian safety as main concerns.</p> <p>In previous engagement and iterations of the Plan, Kathleen Street was included due to its proximity to Quadra Street, Playfair Park and to enable a more gradual transition away from the Corridor.</p>	
Staff Recommendation and Implications		
Staff Recommendation	Description	Implications
Maintain the Inclusion of Kathleen Street parcels within the Plan Boundary (included in Proposed Plan)	Retain Kathleen Street within the Quadra McKenzie Plan boundary and maintain the Urban Townhome designation.	<ul style="list-style-type: none"> • Maintains alignment with Official Community Plan (OCP) growth management and transit-supportive development objectives • Supports a balanced and equitable approach to land use change along both sides of the Quadra Street corridor • Enables coordinated planning for frontage and infrastructure upgrades, including on Craigmillar Avenue • Provides appropriate, modest-scale housing options comparable to Small-Scale Multi-Unit Housing (SSMUH) while requiring Development Permit review

Alternative Options and Implications		
Alternative	Description	Implications
Alternative 1 – Remove Kathleen Street from the Plan Boundary	Exclude parcels bounded by Kathleen Street, Craigmillar Avenue, Rock Street and Tatterall Drive from the Quadra McKenzie Plan	<ul style="list-style-type: none"> • Limits the ability to coordinate future frontage and infrastructure improvements • Reduces policy guidance for redevelopment of sites with challenging slope or topography • Creates sub-optimal alignment with OCP direction for growth near frequent transit corridors • May result in incremental, uncoordinated redevelopment outcomes

D. Blenkinsop Braefoot Corridor Hub Designation

As part of an objective to provide walkable access to commercial and community services, the Blenkinsop Braefoot area was designated as a Corridor Hub. This location is along a Rapid Transit Corridor anchored by the Root Cellar Village Green Grocer and Braefoot Park. The designation supports a more coherent land use pattern in an area characterized by irregular lot configurations and varied development forms and provides clear direction to guide future redevelopment in a coordinated manner.

Corridor Hubs are intended to function as compact, mixed-use nodes along Major Transit Corridors, with an emphasis on neighbourhood-serving commercial, service, and community uses that complement surrounding residential areas. The Braefoot area is well suited to this designation given its proximity to the Braefoot Park Centre, parks, schools and RapidBus stop locations. These adjacencies support access to daily needs, enhance park equity and encourage active transportation. Retaining the Corridor Hub designation ensures that future redevelopment reinforces a vibrant, service-rich node that strengthens neighbourhood connections and supports local daily needs.

Topic/ Issue	Perspectives We Have Heard	Reference Map
Blenkinsop Braefoot Corridor Hub Designation	<p>Phase 4 engagement feedback included a few comments stating that they felt that the Blenkinsop Braefoot Hub was unnecessary given its proximity to existing commercial services and perceived negative impacts on traffic and parking.</p> <p>Those in support feel that this location is ideal for a hub given its proximity to Braefoot Park and community facilities such as Braefoot Park Centre and Braefoot Elementary School.</p>	

Staff Recommendation and Implications		
Staff Recommendation	Description	Implications
Maintain the Corridor Hub Designation in the Braefoot Sub Area (included in Proposed Plan)	Retain the Corridor Hub designation as shown in the Proposed Quadra McKenzie Plan.	<ul style="list-style-type: none"> • Supports a compact, mixed-use neighbourhood hub anchored by existing local-serving retail • Enables a broader mix of small-scale commercial and service uses than the standard Corridor designation • Aligns with Official Community Plan (OCP) objectives for complete, walkable, transit-oriented communities • Provides clear and predictable policy direction for coordinated redevelopment
Alternative Options and Implications		
Alternative	Description	Implications
Alternative 1 - Replace the Corridor Hub Designation with a Standard Corridor Designation	Apply the Corridor Designation in place of the Corridor Hub designation for all parcels in the Blenkinsop Braefoot Hub.	<ul style="list-style-type: none"> • Maintains residential development capacity but limits neighbourhood-serving commercial and service uses • Reduces the ability to reinforce a local service node adjacent to community facilities and schools • Weakens the intended hub function and achievement of 15-minute community objectives

E. Kildonan Road – Land Use Designations and Multi-Use Pathway Considerations

Feedback was received regarding the extent of the Corridor designation in the North Quadra area, south of Quadra Street near Kildonan Road. The Corridor designation and associated Multi-Use Pathway (MUP) in this area are supported by a combination of land use, transportation, and connectivity objectives applied consistently across the Quadra McKenzie Plan (Plan) Area. While the delivery of a multi-use pathway is one consideration, the primary rationale for the Corridor designation is alignment with the overall land use framework and the Plan's objective of locating additional housing near high-frequency transit on Quadra Street and McKenzie Avenue. Additional considerations include parcel configuration, site size, topography, street pattern, and the age and condition of existing buildings, all of which support a corridor-based land use approach in this location.

This portion of the North Quadra sub area is characterized by larger sites, irregular lot patterns and fragmented development. The Corridor designation provides an opportunity to rationalize and “clean up” these irregular patterns over time through coordinated redevelopment, resulting in more coherent site layouts, improved frontage conditions, and better integration with surrounding streets and pathways. These larger sites also offer meaningful redevelopment potential and present opportunities to secure improved public realm outcomes, including enhanced east–west connectivity across Quadra Street, improved access to active transportation routes, and more direct connections to the Beckwith and Chatterton Hubs. The proposed multi-use pathway is intended to complement, rather than drive, the land use designation and can be delivered through a range of redevelopment scenarios, including townhouse and mid-rise forms. Higher-intensity redevelopment on larger corridor sites increases the likelihood of achieving continuous and accessible pathway connections, but pathways have also been successfully delivered through lower-density redevelopment in other areas of the municipality. Maintaining both the Corridor designation and the multi-use pathway preserves flexibility in how connectivity is achieved over time.

Topic/ Issue	Perspectives We Have Heard	Reference Map
Kildonan Road – Land Use Designations and Multi-Use Pathway Considerations	Phase 4 engagement feedback included a small minority of comments on the Corridor land use designation and proposed MUP around Kildonan Road, citing lack of clear rationale, potential indirect displacement, property value impacts, and a preference for gradual transitions and keeping cul-de-sacs low scale.	
Staff Recommendation and Implications		
Staff Recommendation	Description	Implications
Maintain the Corridor Designation and Proposed Multi-Use Pathway (Included in Proposed Plan)	Retain both the Corridor land use designation and the proposed multi-use pathway connection as shown in the Proposed Quadra McKenzie Plan.	<ul style="list-style-type: none"> • Maintains alignment with the overall land use framework and transit-oriented growth objectives along a Primary Corridor and Frequent Transit Route • Supports rationalization of irregular lot patterns through coordinated redevelopment • Enables improved east-west connectivity across Quadra Street and stronger links to the Beckwith and Chatterton Hubs • Preserves flexibility to deliver the pathway through a range of redevelopment scenarios
Alternative Options and Implications		
Alternative	Description	Implications
Alternative 1 – Maintain the Corridor Designation but Remove the Multi-Use Pathway	Retain the Corridor land use designation but remove the proposed multi-use pathway connection.	<ul style="list-style-type: none"> • Retains housing and redevelopment potential near high-frequency transit • Reduces opportunities to secure east-west active transportation connections through redevelopment • Limits ability to leverage larger corridor sites to improve connectivity and public access
Alternative 2 – Reduce the Corridor Designation and Remove the Multi-Use Pathway	Apply an Urban Townhome designation to parcels currently designated as Corridor between Quadra Street, Kildonan Road, Kincaid Street and Caen Road, except for parcels fronting Quadra Street and 822 and 826	<ul style="list-style-type: none"> • Reduces housing capacity along a Primary Corridor and transit-supportive location • Limits opportunities to address irregular lot patterns and improve site coherence • Eliminates the ability to secure improved east-west connectivity across Quadra Street • Increases reliance on other areas to accommodate growth and active transportation improvements

	Kilodanan Road and remove the pathway connection.	
--	---	--

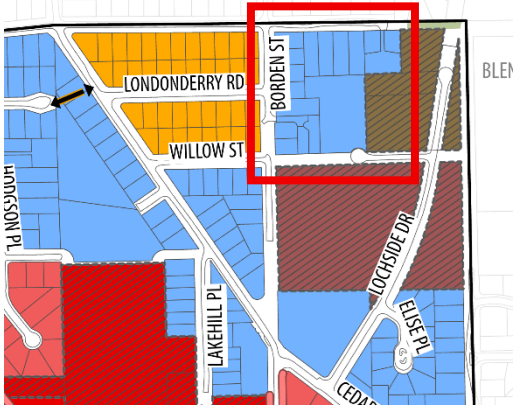
F. Quadra McKenzie Centre – Parcels Adjacent to the Hydro Station

As part of the feedback on the Draft Plan, concerns were raised regarding the Corridor (blue) land use designation for parcels within the north-east portion of the Quadra McKenzie Centre, adjacent to the Hydro Station.

The Corridor designation in this location addresses the site-specific conditions and broader planning context. The area is characterized by irregular lot shapes and sizes and is located within the Quadra McKenzie Centre and in close proximity to key destinations and infrastructure, including the Tripp Station Bike Park, the Hydro Station, the District of Saanich Operations Site, and the regional trail network. These attributes support a higher density land use approach that can accommodate coordinated redevelopment, improved access, and enhanced public realm outcomes over time.

The site's location within the Quadra McKenzie Centre, the largest and most prominent Centre in the Quadra McKenzie Plan area, further supports the rationale for retaining the Corridor designation. Within Centres, Corridor designations play a critical role in distributing growth beyond the Centre Core, supporting higher forms of development in appropriate locations, and facilitating transitions between intensification areas and surrounding neighbourhoods.

This portion of the Centre is also strategically located along the Lochside Trail network and in proximity to the Blenkinsop Trail connection, offering direct cycling links to PKOLS and other regional destinations including the University of Victoria. Overall, retaining the Corridor designation in the north-east portion of the Quadra McKenzie Centre supports coordinated redevelopment, leverages proximity to major trail and mobility infrastructure, and advances the Plan's objectives for transit-oriented growth, active transportation, and a well-connected Major Centre consistent with the Official Community Plan (OCP).

Topic Issue	Perspectives We Have Heard	Reference Map
Quadra McKenzie Centre (North-East Boundary Parcels Adjacent to the Hydro Station)	Phase 4 engagement feedback included a few comments suggesting the reduction in parcels between Nicholson Street, Borden Street and Willow Street from Corridor (Mid-Rise) to Urban Townhome (Low-Rise), citing concerns about traffic congestion and neighbourhood character.	
Staff Recommendation and Implications		
Staff Recommendation	Description	Implications
Option 1 – Retain the Corridor (Blue) Designation (Included in Proposed Plan)	Maintain the Corridor land use designation for the north-east portion of the Quadra McKenzie Centre adjacent to the Hydro Station.	<ul style="list-style-type: none"> • Maintains alignment with the Major Centre framework and OCP growth management objectives • Supports higher forms of development in proximity to the Lochside Trail, Blenkinsop Trail connection, and regional active transportation network

		<ul style="list-style-type: none"> Enables coordinated redevelopment to rationalize irregular lot patterns and improve site coherence
Alternative Options and Implications		
Alternative	Description	Implications
Alternative 1 – Remove the Corridor Designation and Apply an Apartment (Low-rise) Designation	Apply an Apartment (Low-Rise) to the area designated as Corridor between Nicholson Street, Borden Street, Willow Street and the Lochside Trail.	<ul style="list-style-type: none"> Reduces development capacity within the Major Centre Limits opportunities for higher-density, development near regional active transportation infrastructure Fails to leverage the site's strategic location adjacent to key infrastructure and destinations
Alternative 2 - Remove the Corridor Designation and Apply an Urban Townhome Designation	Apply an Urban Townhome to the area designated as Corridor between Nicholson Street, Borden Street, Willow Street and the Lochside Trail.	<ul style="list-style-type: none"> Significantly reduces development capacity within the Major Centre Limits opportunities for higher-density, development near regional active transportation infrastructure Fails to leverage the site's strategic location adjacent to key infrastructure and destinations

OVERLAPPING PLANS AND POLICIES

With the transition to Centre, Corridor, and Village (CCV) planning, there is a need to ensure that older planning documents that overlap with new CCV planning areas are reviewed and integrated, amended, and/or rescinded to ensure alignment is maintained within the policy framework. Throughout the development of the proposed Quadra McKenzie Plan, several current documents were reviewed and integrated acknowledging how the policy context has evolved with the updated Official Community Plan (OCP) and the creation of many other plans such as the Active Transportation Plan and the Biodiversity Conservation Strategy.

The following documents have boundaries that are entirely or mostly with the proposed Plan boundary and were considered as part of Plan development:

- Quadra Corridor Action Plan
- North Quadra Local Area Plan
- Quadra Street / McKenzie Avenue Design Charette
- Swan Lake Action Area Plan
- Christmas Hill Slopes Action Area Plan.

Should Council endorse the proposed Quadra McKenzie Plan and direct staff to prepare necessary bylaw amendments, staff would also bring forward motions to rescind and/or amend the aforementioned plans to ensure alignment in the planning policy framework.

IMPLEMENTATION

Once adopted, the Quadra McKenzie Plan will serve as a key tool for guiding growth and change through public and private investments. While a large portion of the Plan's implementation will be undertaken through property-owner initiated rezonings, additional actions may be considered by future Council's to realize the Plan's goals.

A primary implementation action will be the joint BC Transit and District of Saanich process that will explore specific transit priorities on the McKenzie Rapid Transit Corridor. Other key implementation items would be brought forward to Council for consideration.

Staff would bring forward an implementation strategy after plan adoption that outlines key proposed actions with associated timelines and resource implications. This proposed implementation strategy is anticipated to be brought to Council within a year after the Plan is formally adopted.

COUNCIL OPTIONS

1. That Council endorse the staff recommendation to endorse in principle the Proposed Quadra McKenzie Plan and initiate the process to advance the Proposed Plan towards adoption.

Should Council endorse the staff recommendation, OCP bylaw amendments to adopt the plan would be prepared and brought forward for Council's consideration prior to a public hearing to consider Plan adoption.

2. That Council direct staff to make specific amendments to the Draft Plan and initiate the process to progress the Draft Plan towards consideration for adoption.

Should Council wish, they could provide direction on specific changes they would like to see to the Proposed Plan prior to its consideration for adoption. These revisions could be based on key issues identified in this staff Report or other revisions that Council would like to see.

Based on Council direction, Staff would make the desired changes to the Proposed Plan and bring forward the revised Proposed Plan and associated Bylaw amendments forward for consideration at a Council meeting prior to consideration of the Plan at a public hearing.

Provided these revisions are clear and require no additional analysis or engagement, there would be no impact to the plan adoption timeline.

3. That Council direct staff to undertake major revisions to the Proposed Quadra McKenzie Plan and/or undertake additional public engagement.

Should Council wish to make more complex changes to the Plan, further analyze specific elements and/or direct additional public consultation then staff would undertake the work as directed. In this scenario, staff would conduct engagement and/or technical work and bring a further revised Plan back to a future Committee of the Whole meeting.

Depending on the scope of scale of analysis and engagement directed, this direction would likely either have additional budget and/or timeline implications and could also impact the timing of other priority planning projects, including other Centre, Corridor and Village Plans.

4. That Council provide alternate direction to staff.

FINANCIAL IMPLICATIONS

Council allocated \$270,000 to support the Terms of Reference and facilitate the development of the Quadra McKenzie Study and Plan. An additional \$40,000 was provided to support broader analysis including urban forest and economic viability studies that informed Centre, Corridor, and Village planning. In February 2025, Council approved a further \$30,000 from the Housing

Accelerator Fund to support an additional round of community engagement and refinements to the Plan. There are no immediate financial implications to the District of Saanich's 2024-2028 Financial Plan associated with Plan adoption. The future implementation strategy would provide financial information on potential implementation actions.

NEXT STEPS

Subject to Council direction, the next steps will focus on advancing the necessary amendments to the District of Saanich Official Community Plan (OCP) Bylaw, 2023, to give effect to the Quadra McKenzie Plan.

Specifically, staff will:

- If applicable, update the Proposed Quadra McKenzie Plan to reflect Council direction;
- Prepare an Official Community Plan Amendment Bylaw to incorporate the Quadra McKenzie Plan into the OCP, including amendments to applicable schedules, maps, and policy sections; and
- Complete final technical and legal review of the OCP Amendment Bylaw to ensure consistency with the *Local Government Act* and other adopted District of Saanich bylaws and policies.

Once the OCP Amendment Bylaw is prepared, staff will bring forward a Report to Council recommending First and Second Readings of the bylaw and referral to a Public Hearing in accordance with the *Local Government Act*. Following the Public Hearing, staff will report back to Council with a recommendation for Third Reading and Adoption, including any amendments arising from the hearing.

Subject to Council adoption of the OCP Amendment Bylaw, staff will proceed with drafting the implementation strategy to bring forward for consideration at a future Council meeting.

CONCLUSIONS

The Proposed Quadra McKenzie Plan provides a comprehensive land use and transportation framework for a critical growth area in the District of Saanich that includes two Primary Corridors, three Centres, and one Village. The Proposed Plan builds on the recently adopted Official Community Plan and advances multiple District of Saanich and regional objectives related to growth management, housing supply, mobility, climate action, and complete communities.

Public and stakeholder engagement has played a central role in shaping the Proposed Plan. Phases 1 through 3 of the engagement process reached more than 21,000 participants and informed the initial draft. In response to the volume and strength of feedback received during Phase 3, and as directed by Council in February 2025, staff undertook a series of refinements to the Draft Plan #1. These included adjustments to land use designations in select areas, refinements to the built form and height policies, removal of McKenzie Avenue cross-sections to be addressed through a future corridor design process, and the addition of a fourth phase of public engagement.

Phase 4 engagement was conducted between September and October 2025 and focused on gathering feedback on Draft Plan #2. Input received during this phase informed further refinements to land use, transportation, housing, heritage, and implementation policies. The proposed Plan reflects Council direction, public and stakeholder input, and additional technical analysis completed through Phase 4.

This report provides an overview of the Proposed Quadra McKenzie Plan and key feedback received during engagement. Should Council wish they could provide direction on specific changes to the Proposed Plan or additional work that is needed to be undertaken before the Proposed Plan is considered for adoption. Staff are recommending that Council endorse in principle the Proposed Quadra McKenzie Plan and initiate the preparation of OCP Bylaw amendments that would be considered at a future public hearing.

Prepared by: Tami Gill, Planner

Reviewed by: Cameron Scott, Manager of Community Planning

Approved by: Lindsay Chase, Director of Planning

Attachments: A: Quadra McKenzie Plan – Proposed Plan, January 2026
B: Summary of Key Changes to the Draft Quadra McKenzie Plan
C: Phase 4 Engagement Summary

ADMINISTRATOR’S COMMENTS:

I endorse the recommendation from the Director of Planning.

Brent Reems, Chief Administrative Officer