



QUADRA MCKENZIE PLAN

DRAFT MARCH 2026











Saanich

Quadra McKenzie Plan

DRAFT MARCH 2026

Adopted XXXX XX, XXXX



TERRITORIAL ACKNOWLEDGMENT

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

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1. INTRODUCTION

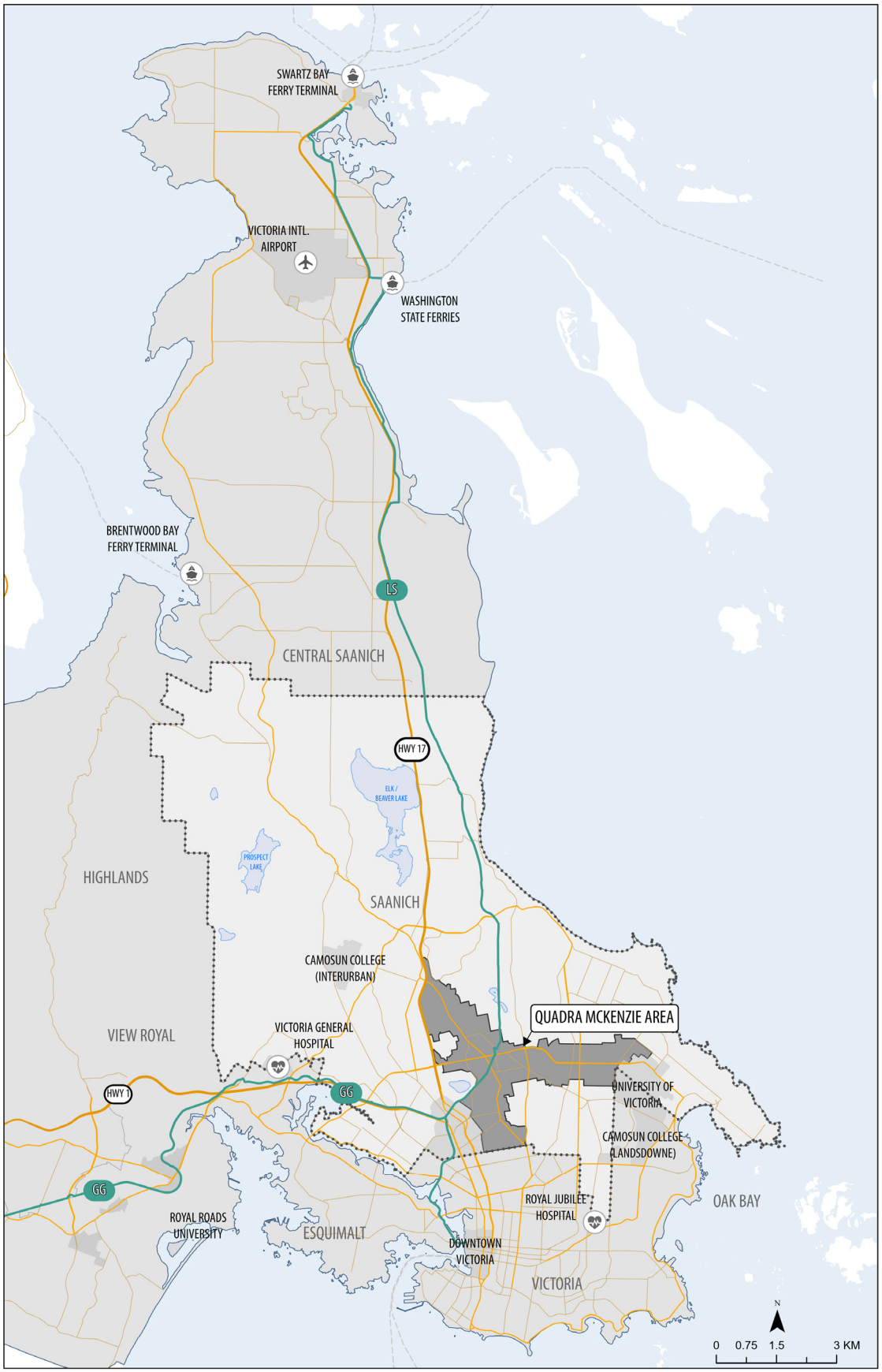
1.1 PLAN PURPOSE

The Quadra McKenzie Plan (QMP) outlines a vision, policy direction, and priority actions that will guide future development in the area over the next 20 years. It lays the foundation for creating healthy communities that feature a diversity of housing options, active transportation infrastructure, vibrant public spaces, and services and amenities within walking distance of residents.

The QMP Centre, Corridor, and Village (CCV) plan is developed within the framework of Saanich's Official Community Plan (OCP), which was adopted in 2024. The OCP directs most of the District's new housing and employment opportunities into Primary Growth Areas (PGAs), which is the term used to collectively capture all Centres, Corridors and Villages in Saanich. PGAs foster compact, sustainable land use patterns that accommodate new housing and employment opportunities in areas with greater investment in transit service, community amenities, and public realm improvements, such as sidewalks, bike lanes, parks and plazas. With approximately 40% of Saanich's total Primary Growth Area falling within the Quadra McKenzie area and an urgent need to address housing supply, diversity, and affordability, the QMP will be critical to ensuring future growth meets community needs and supports climate change goals.

While the OCP offers overarching policy for the District as a whole, the QMP provides more detailed, actionable guidance for land use, transportation, housing, and public realm within the Plan area. Furthermore, the QMP will contribute to the realization of regional goals, as it contains regionally significant Centres and major transit routes and connects key regional destinations such as the University of Victoria and the Patricia Bay Highway (Map 1.1).





Map 1.1 Quadra McKenzie Area in the Regional Context

1.2 PLAN AREA

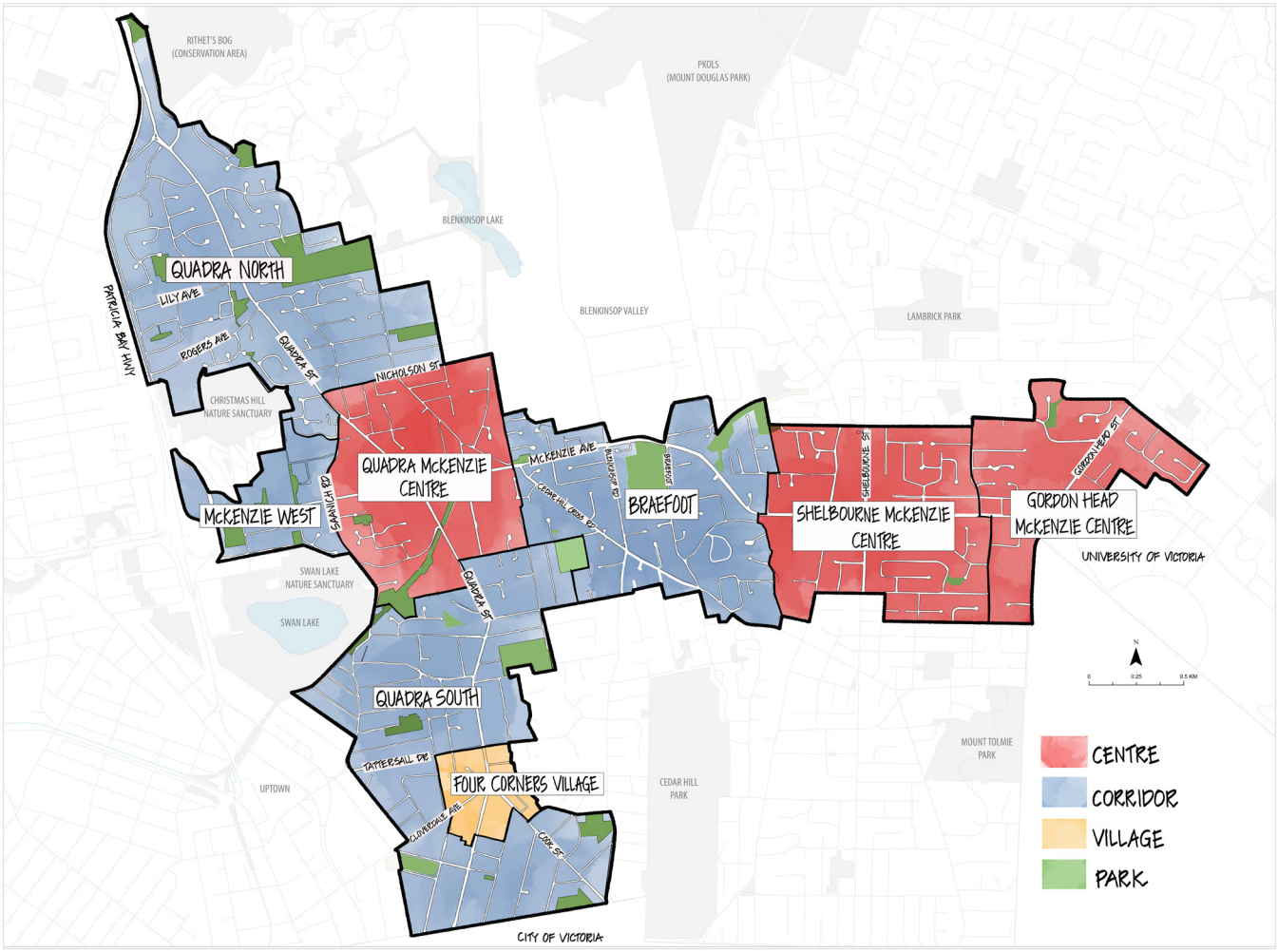
The Quadra McKenzie Plan area encompasses a large part of Saanich within the Urban Containment Boundary and is shaped around the McKenzie Corridor and the Quadra Corridor. The Plan boundaries are generally within 300-500 metres of these Corridors, looking to focus future land use change in areas that are well served by high frequency transit and quality active transportation infrastructure.

Given the wide range of contexts that the Plan area traverses, two organizing frameworks are used to help align with the Official Community Plan and enable policy direction to be identified that responds to local conditions.

Organizing Framework #1: Centres, Corridors and Villages

The OCP identifies CCVs which will accommodate the majority of future growth and change in Saanich. The QMP boundaries are explicitly located to capture several CCV areas (Map 1.2), which are the McKenzie Corridor, Quadra Corridor, Quadra McKenzie Centre, Shelbourne McKenzie Centre, Gordon Head McKenzie Centre and the Four Corners Village.

Additional Corridor Hubs are also planned to help provide walkable services and amenities along Corridors in areas between Centres and Villages.



Map 1.2 Quadra McKenzie Centres, Villages and Corridor Hubs

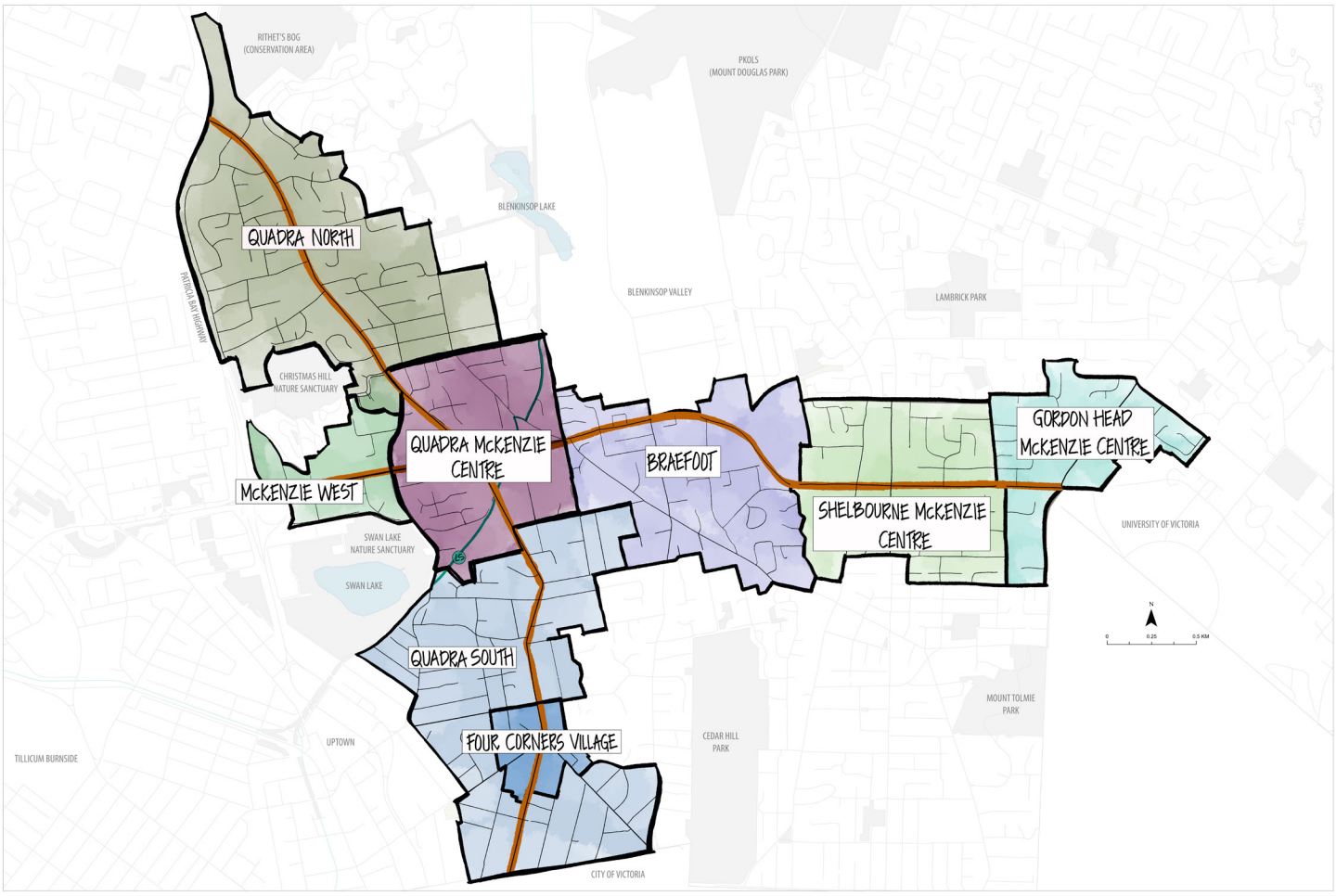




Organizing Framework #2: Sub Areas

The QMP also segments the Plan area into sub areas (Map 1.3) to allow local issues and considerations to be addressed and policy and maps to be communicated at a scale that is relatable. There are eight sub areas:

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



Map 1.3 Quadra McKenzie Sub Areas

1.3 BACKGROUND

The Quadra McKenzie area is situated on the traditional territory of the **lək̓ʷəŋən** (Lekwungen) and **W̱SÁNEĆ** Peoples, represented by the Songhees, Esquimalt, **W̱JOŁEŁP** (Tsartlip), **BOḴEĆEN** (Pauquachin), **STÁUTW̱** (Tsawout), **W̱SIḴEM** (Tseycum) and **MÁLEXEŁ** (Malahat) Nations, who have had historic and cultural relationships with the land since time immemorial. Utilizing the land for food, medicine and other cultural purposes, the knowledge and experience of the **lək̓ʷəŋən** and **W̱SÁNEĆ** Peoples provides significant value to the District of Saanich and the development of this Plan.

The Hudson's Bay Company established Fort Victoria in the 1840s, driving the First Peoples out of their village and traditional lands in the downtown core. This marked a period of significant upheaval for the First Peoples whose way of life and connection to the land was severed by European colonizers and the imposition of British land tenure. From 1850 to 1854, treaties were signed with James Douglas of the Hudson Bay Company and governor of Fort Victoria, as part of the 14 Douglas Treaties signed by First Nations communities across what is now known as Vancouver Island.

European settlers in the QMP area played a significant role in the region's development. Among them was Kenneth McKenzie who worked for Puget Sound Agricultural company at Craigflower and established a sheep station at Lakehill, near Christmas Hill, in 1855. The North Quadra area was primarily dedicated to dairy farming, with the Rogers family being early residents and prominent milk suppliers to Victoria since 1887. Josiah Bull, another dairy farmer in the area, had a stone house near Beckwith Avenue and Quadra Street which still stands today as a designated heritage structure. The Borden family began farming in 1890, with their North Dairy Farm stretching from Quadra Street to Blenkinsop Road.

The area has also long served as a transportation corridor when the Canadian Northern Pacific Railway originally ran a passenger line from Blenkinsop Lake and along Lochside Drive to Patricia Bay during and shortly after the First World War. The track through this area became inactive by 1935 and the trestle over Swan Lake fell into disuse and disrepair. The trestle was rebuilt in 2000 to link the Galloping Goose Trail with the Lochside Regional Trail.

In 1906, the street pattern was established south of Cloverdale Avenue and Cook Street, and the area was divided into 0.4 ha parcels. In 1915, Saanich Road was improved with the section north of Nicholson Street being renamed to Quadra Street in 1946. The Shelbourne corridor has a long history of habitation and of change in the 1920s, when Council designated Shelbourne Street as a "Memorial Avenue," with Mountain Ash and London Plane trees to honour veterans from British Columbia. To help meet the need for a high-volume east-west connector roadway, Saanich purchased land and approved plans for a McKenzie Avenue extension in 1963 and in 1968, the BC Provincial Government contributed funds to the McKenzie Avenue construction project, reclassifying it as a secondary highway. In 1987, the Capital Regional District developed the Galloping Goose Regional Trail, leading to the construction of the Switch-Bridge in 1996, and the Lochside Regional Trail in 2010.

Development within the QMP area after 1950 introduced a number of landmarks that help define the community's identity today. Major suburban development in the Quadra North area did not occur until the mid-1950s and consisted almost exclusively of single detached dwellings, much of what makes up the land use of the region today. It wasn't until the addition of sewer service in the 1970s that triggered the construction of apartment buildings along some major streets.

In the 1960s, the University of Victoria moved to the new Gordon Head Campus and the University aimed for growth. From 1963 to 1968, enrollment doubled. This trend in growth of enrollment continued throughout the remainder of the 20th century and continues to this day.

The rich history of development sets the framework for future land use, transportation, and parks, trails, open spaces and community facility innovation and design. Recognizing the economic, cultural, social, and environmental history of the region assists in development of the Plan to realize the goals and objectives outlined in further sections.

Centre, Corridor, and Village (CCV) planning is a concept that emphasizes the organization of urban development around key nodes, transportation corridors, and neighbourhood centres. This approach is closely associated with transit-oriented development (TOD) principles that focus on creating vibrant, mixed-use communities centered around public transportation routes and hubs.

As identified in the OCP, most of Saanich's future growth is planned to occur in Centres and Villages, where complete communities place employment, shops, services, recreation, and public spaces within walking distance. Centres accommodate significant commercial and civic activities with the highest housing densities, while Villages provide medium-density housing with smaller-scale commercial and community amenities.

Future growth is also planned along Primary Corridors that connect Centres and Villages to each other and to regional destinations. These Corridors support additional housing in locations with strong access to active transportation networks and high frequency transit. To advance the District of Saanich's 15-minute community objectives, Corridor Hubs are designated along the Corridors with the intention of offering smaller clusters of neighbourhood amenities, such as corner stores, cafés, and service-commercial uses, within walking distance of nearby residents. Figure 1.1 illustrates the continuum of CCV land-use designations and how they contribute to building a complete community.

The OCP includes two types of Transit-Oriented Areas (TOAs) in Saanich: Provincially designated TOAs and Saanich TOAs. These TOAs are strategic locations where multiple transit routes converge and are supported by higher density housing and employment opportunities. The QMP hosts two Saanich TOAs within its boundary, including the Quadra McKenzie Centre and Shelbourne McKenzie Centre, otherwise known as the University Centre. The primary principles of TOAs are to create walkable nodes of high-density development near quality transportation networks, promoting cycling, walking and public transit, optimizing density with transit capacity, and reducing reliance on personal vehicle use.



Figure 1.1 CCV Continuum

1.4 QUADRA MCKENZIE PLANNING FRAMEWORK

The QMP works in tandem with the OCP, ATP and other Saanich policies, guidelines, and regulations to guide decision making and provide direction on future development and resource allocation.

Relating to climate action, housing needs, and public health, the QMP advances and reconciles broader goals at the local level through its holistic and comprehensive approach.

CLIMATE ACTION

Saanich has committed to addressing and adapting to climate change, including becoming a carbon neutral community by 2050 and preparing for the extreme weather events and climate changes that are projected for our region. The land use and transportation framework outlined in this Plan is fundamental to reducing our greenhouse gas (GHG) emissions and creating a climate resilient community. By increasing the density and diversity of housing options, providing a greater mix of land uses, and targeting transit and active transportation investments, the distance and time required to travel between our homes and daily necessities, such as work, grocery stores, or schools, is reduced and significantly impacts our greatest source of greenhouse gas emissions, which is personal motor vehicles.

- **Official Community Plan (2024)** identifies overarching sustainability goals of achieving a 15-minute community and One Planet Living Principles. The OCP's land use framework is based on climate change principles related to efficient building forms, low/no emission transportation options, and efficient infrastructure delivery.
- **Climate Plan: 100% Renewable and Resilient Saanich (2020)** lays out a pathway to achieve a 100% renewable and resilient Saanich, reducing our community-wide GHG emissions to zero and identifying actions to help us cope with and adapt to a changing climate.
- **Active Transportation Plan (2023)** guides the development, promotion, and implementation of safe, connected, and convenient active transportation choices in Saanich.
- **BC Transit – Victoria Region Transit Future Plan (2011) and Victoria Regional RapidBus Implementation Strategy (2021):** The Transit Future Plan envisions the Victoria region's transit network over 25 years and the Strategy provides the strategic and technical foundation needed to accelerate the implementation of RapidBus services throughout the Victoria region, including along McKenzie Avenue.

HOUSING DIVERSITY AND SUPPLY

The QMP supports housing diversity and supply by concentrating future growth in CCVs and adding to the supply of housing in the District of Saanich, in areas well served by transit.

- **Housing Needs Report (2024)** identifies the number of housing units needed for 5- and 20-year horizons following the 2021 Census. It also provides updated population and dwelling statistics, population and household projections, actions taken by the District since the last Housing Needs Report, and statements regarding key areas of housing need.
- **Housing Strategy (2021)** identifies priority actions to address housing affordability, diversity, and supply in Saanich.

ECONOMIC VITALITY

The QMP integrates land use and transportation planning, allowing for jobs and economic opportunities to be created closer to where people live and distributes necessary amenities throughout the community.

- **Economic Development Strategy (2024)** outlines a vision for the local economy and a path forward to sustain and grow a diverse and prosperous economy. It strives to leverage Saanich's strategic location and physical assets, vibrant business community, existing economic base, strong institutional capacity, and talented workforce to achieve sustainable prosperity.

ADDITIONAL GUIDING DOCUMENTS

Other policies, guidelines and regulations that assisted in the development of this plan include, but are not limited to, documents from the Provincial Government, the Capital Regional District, and the City of Victoria.

ENVIRONMENTAL SUSTAINABILITY

The QMP supports focused growth that aims to preserve surrounding natural areas and minimize the consumption of land. The OCP contains higher level policy and foundational land use directions that work in concert with the Biodiversity Conservation Strategy and Urban Forest Strategy that set out District-wide strategies to address environmental issues. The QMP will work to address issues at a more local level, assessing opportunities to preserve unique assets and advance the 3:30:300 Principle.

- **Urban Forest Strategy (2024)** provides a vision and framework for the management of Saanich's urban forest, including caring for trees and natural areas to nurture the urban canopy over the next 50 years.
- **Biodiversity Conservation Strategy (2024)** addresses the management of biodiversity within our jurisdiction.

PUBLIC HEALTH, SOCIAL WELL-BEING AND ACCESSIBILITY

Well-designed communities focused on Centres, Corridors and Villages can promote social well-being and foster equity and inclusion. This starts with a well-designed public realm that makes walking, rolling, and gathering in public spaces more accessible and enjoyable for everyone.

Parks, Recreation and Culture Master Plan (2013) offers a framework to sustain quality public environments and support healthy lifestyles.

Community Amenity Contributions, and Inclusionary Housing Policy's DCC Bylaw (2023) provides a framework to help ensure new development addresses infrastructure and public amenities needed to support population growth.

Development Permit Area Guidelines (2024) are an important tool to help shape the building and site design in new developments. The guidelines address livability, privacy, environmental features, and the relationship between public and private spaces.

Road Safety Action Plan (2024) is a plan to achieve Vision Zero. Improving the safety of our roads is key to getting more people to travel on foot and by bike or bus. It is also key to ensuring that all people, regardless of their age or ability, can travel to access education, services, recreation, and employment.



1.5 PLAN DEVELOPMENT PROCESS

Building on directions identified in the OCP and other Saanich Plans (i.e. Housing Strategy, Active Transportation Plan, Climate Plan), the QMP was developed with a focused scope and process, looking to leverage previous engagement processes and Council decisions to achieve a more efficient process.

Community engagement was an important part of the QMP development process. To reach a broad spectrum of the Saanich community, the public was invited to participate through various channels and forums. Additional events were organized for key stakeholders to maintain and strengthen partnerships and advance a shared vision.



Figure 1.2 Quadra McKenzie Plan Phases

Phase 1: Project Initiation

- Drafted Terms of Reference, endorsed by Council
- Performed land, zoning and demographic analysis, reviewed infrastructure capacity and initiated technical studies
- Informed the public through presentations, an online webpage and social media channels to raise awareness of the planning process

Phase 2a: Concept Development

- Engaged public through online surveys, digital "map your experiences" tool, a community mapping activity hosted by UVic geography students, six pop-up events, and stakeholder interviews
- 316 people participated in person, and 951 contributed through online surveys
- Developed preliminary land use and transportation concepts

Phase 2b: Plan Development

- Engaged residents in guiding policy direction relating to land use designations, street designs, transportation network improvements, and public amenities.
- Engaged the public through in-person workshops, online mapping exercises, online surveys and webinars
- 613 people participated in webinars and workshops, 195 responded to online tools including maps and surveys, and 1131 visits to the project's engagement webpage

Phase 3: Draft Plan Refinement

- Engaged the public on the Draft Plan through open houses, online webinars, and an online survey
- 732 people attended open houses, 198 people participated in webinars, 2505 people completed the survey, and over 15,000 people visited the project's webpages

Phase 4: Draft Plan Consultation & Refinement

- Engaged the public on the revised Draft Plan through open houses, online webinars, and an online survey
- 330 people attended open houses, 140 people participated in webinars, 698 people completed the survey, and over 7,000 people visited the project's webpages

Phase 5: Plan Finalization (Underway)

- Formal adoption process, including a public hearing

1.6 HOW TO USE THIS PLAN



The QMP is intended to guide Council, community members, staff and the development community to align efforts in shaping growth and future development in the Quadra McKenzie area. The Plan will guide decision making and often requires balancing multiple objectives and policies to evaluate potential changes and investments. In a practical sense, this document guides growth through providing a framework to evaluate development applications. While the Plan provides several decades worth of development capacity it does not prescribe the timing of development.

The QMP is linked to the OCP and other local area and strategic plans, further enabling the District of Saanich to realize goals and policies on a local and regional scale. This Plan provides a policy framework that envisions high-quality urban design and land use supported by sustainable transportation and an enhanced public realm.

The Plan is organized into the following sections:

Section 2, Key Plan Goals: outlines the core focus of the Plan, identifying the four key goals on land use, transportation and mobility, housing diversity, affordability and supply, and public realm and open space.

Section 3, Land Use: details frameworks for land use and density for development in the QMP area. Comprehensive land use direction is provided for each land use and includes policies for commercial mixed-use, housing, industrial, institutional, and agricultural land uses and provides policies for infrastructure, community contributions and quality urban design.

Section 4, Transportation and Mobility: provides direction for the future of transportation in the QMP area, providing key objectives and policies to achieve goals within this Plan and other plans including the Active Transportation Plan and the OCP.

Section 5, Parks, Trails, Open Spaces, and Community Facilities: provides key objectives and policies, in relation to the Urban Forest Strategy and Biodiversity Conservation Strategy, to address gaps in the parks and open spaces network and protect sensitive natural areas and resources.

Section 6, McKenzie Corridor: provides further detail and specific policies and objectives to achieve density goals, improved mobility networks, and high-quality urban design along McKenzie Avenue and surrounding neighbourhoods. This section is broken down into sub areas including McKenzie West, Quadra McKenzie Centre, Braefoot, Shelbourne McKenzie Centre, and Gordon Head McKenzie Centre.

Section 7, Quadra Corridor: provides the same structure as McKenzie Corridor with a focus on the sub areas of Quadra North, Quadra South, and Four Corners Village.

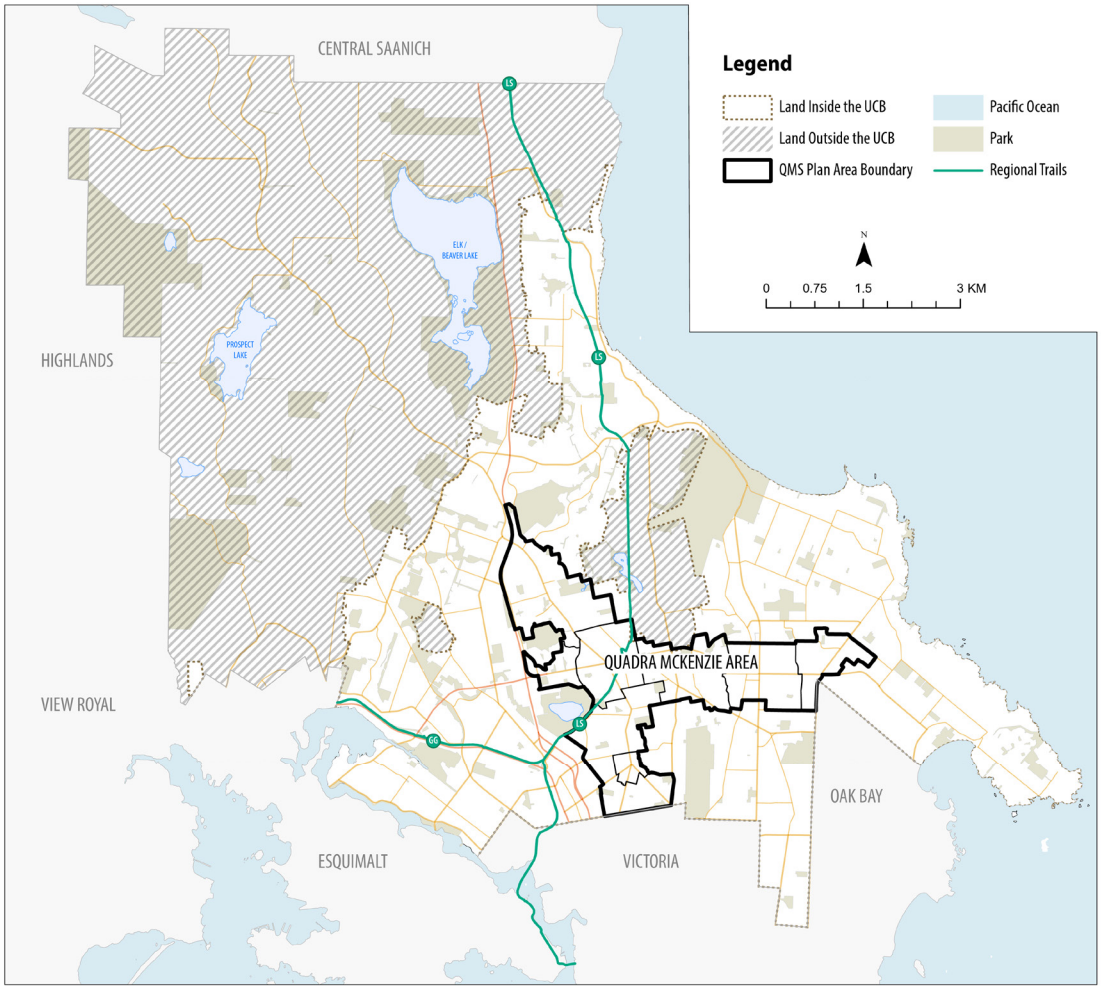
Section 8, Implementation: explains how the Quadra McKenzie Plan will be implemented over time through private development, municipal investment, partnerships, regulatory tools, and funding mechanisms, while outlining how growth, public benefits, and infrastructure will be coordinated and approved.

1.7 PLAN CONTEXT

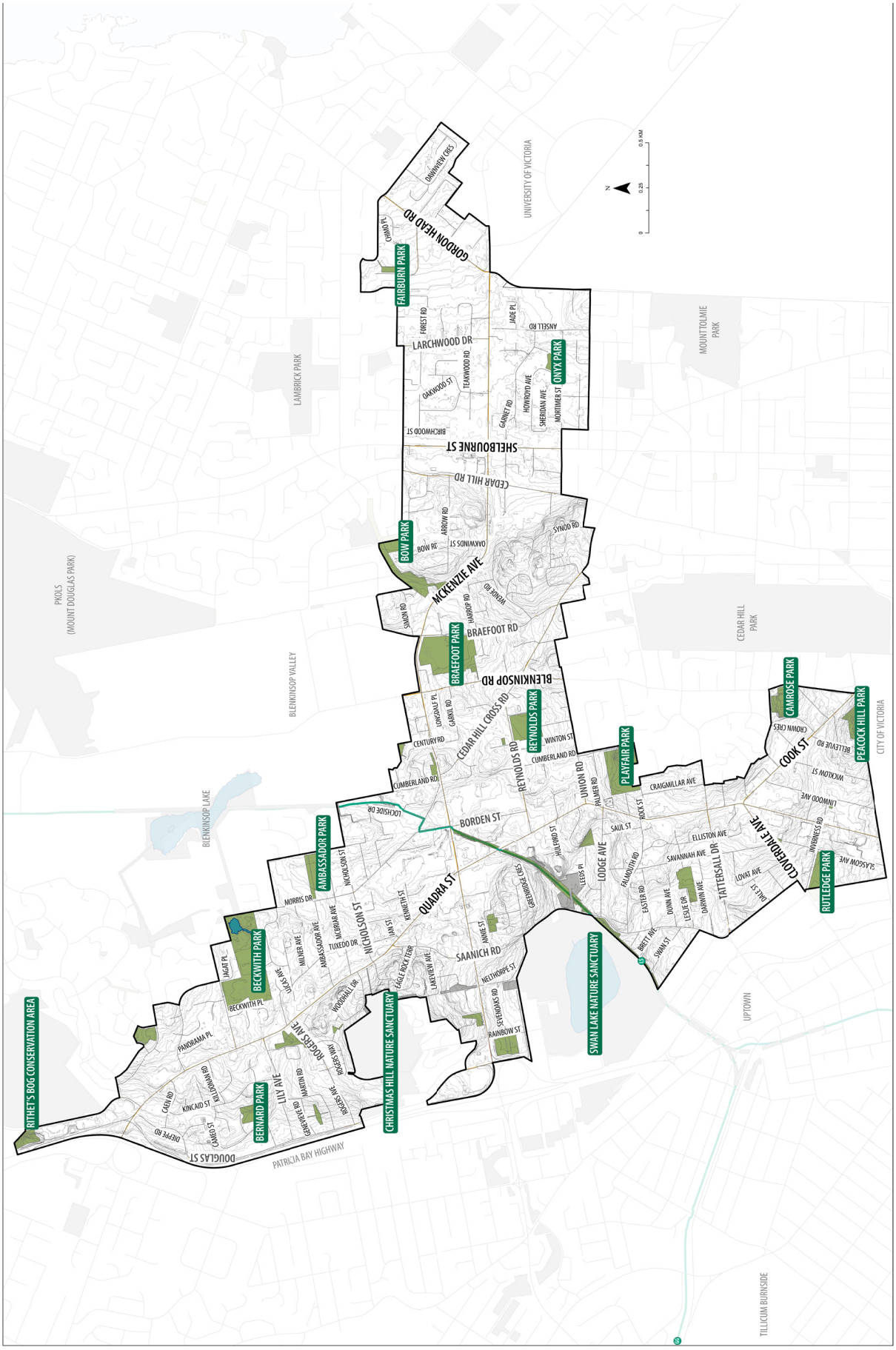
PHYSICAL SETTING

The QMP area spans approximately 780 hectares and is located in the southeastern part of the District of Saanich (Map 1.4). The physical setting is relatively flat with a low degree of slope and elevation across most of the region (Map 1.5). The landscape includes an extensive system of parks, open spaces, watercourses, watersheds, and portions of the Lochside Regional Trail (Map 1.6). It also includes many other community amenities such as elementary and secondary schools, recreational facilities, fire stations, medical services, and places of worship. Immediately adjacent to the borders are areas of agricultural land and environmental sensitivity, such as Blenkinsop Valley, Swan Lake and Christmas Hill Nature Sanctuaries and Rithet's Bog Conservation Area, which are not included in this Plan but required consideration during the planning process (Map 1.7).

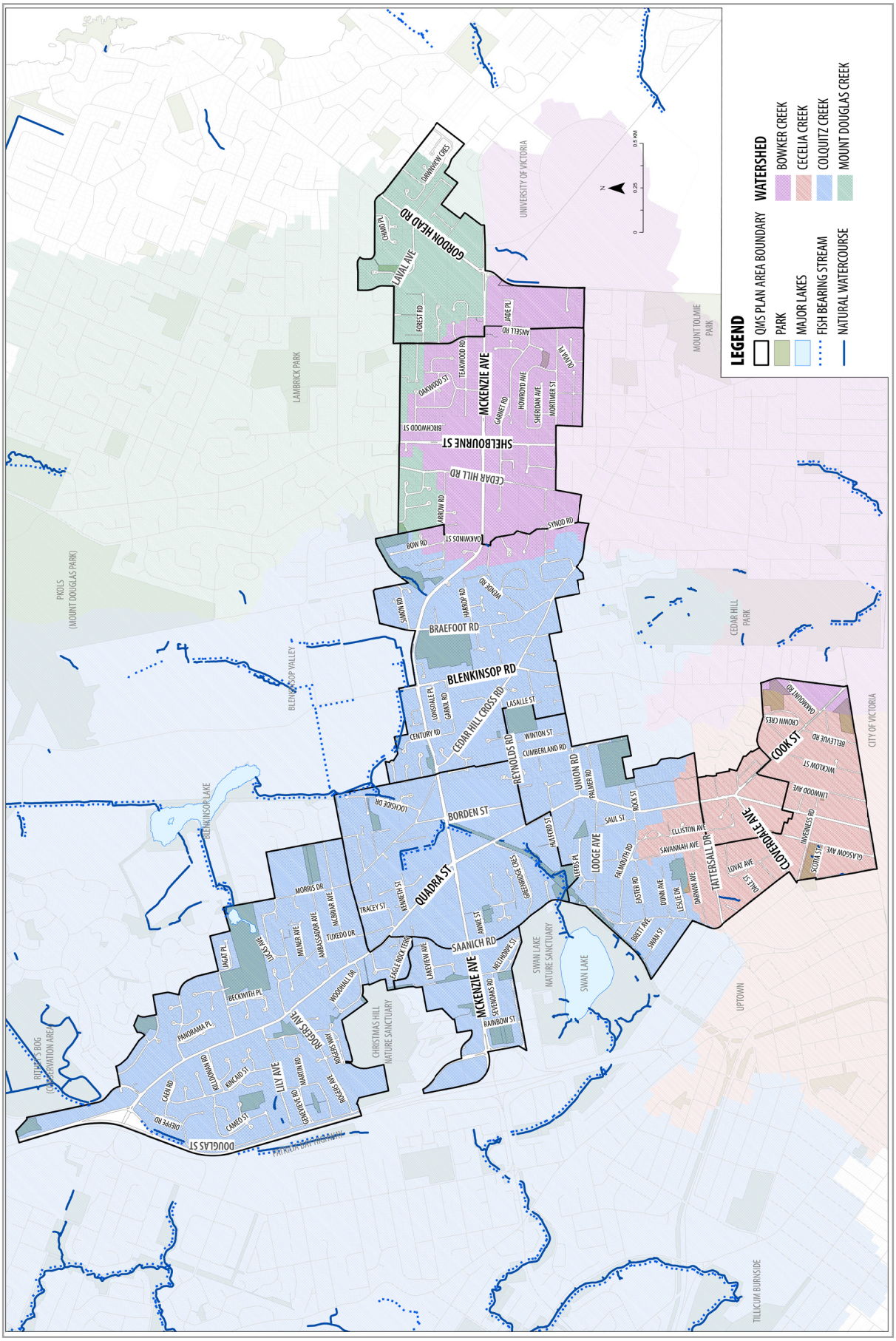
The area contains two major transportation Corridors, McKenzie Avenue and Quadra Street. McKenzie Avenue, running east-west, operates as a significant transportation corridor linking Gordon Head, Cadboro Bay, and the University of Victoria to Highway 1 (Trans Canada) and the western communities. Quadra Street, running north-south, connects the southern end of the District with the City of Victoria and offers a route northward to Highway 17 (Patricia Bay) and Swartz Bay Ferry Terminal.



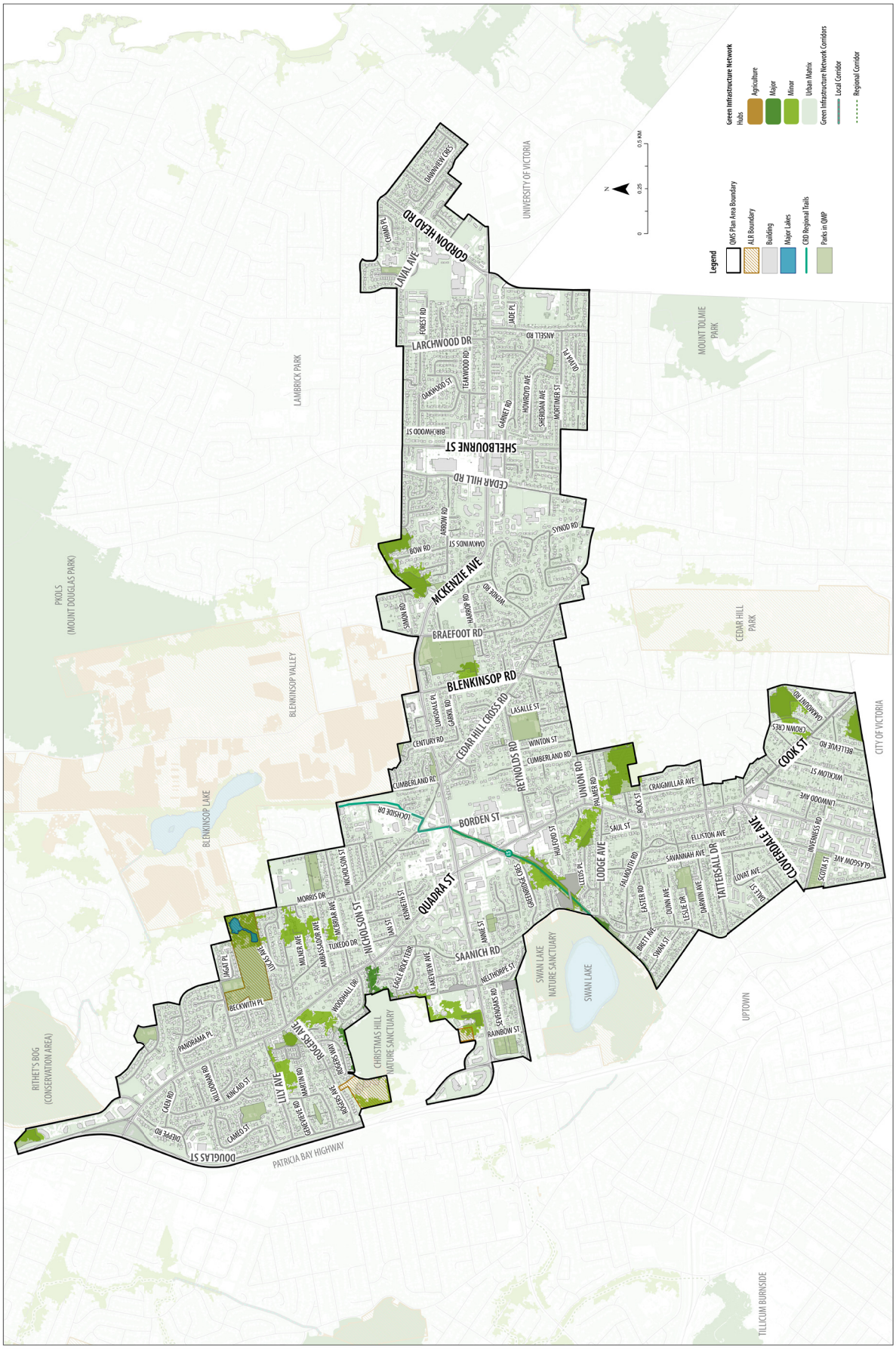
Map 1.4 QMP in Saanich Context



Map 1.5 Area Topography



Map 1.6 Watershed Catchments



Map 1.7 Biodiversity Habitat Network

DEMOGRAPHIC CHARACTERISTICS

The current demographic characteristics for the Quadra McKenzie area are presented in the graphic below. This data, as well as statistics on projected growth and housing needs, informed the QMP policy development.

GENERAL STATISTICS

District of Saanich Population

117,735

Population of Quadra McKenzie Area

25,500



20-35 YEARS OLD

25%

55-75 YEARS OLD

24%

0.71%

ANNUAL POPULATION GROWTH RATE (OVER 5 YEARS)

HOUSING

AVERAGE HOUSEHOLD SIZE

2.4

PERSONS

AVERAGE HOUSEHOLD SIZE



34%

1 PERSON



30%

3+ PERSON



60%



40%

MEDIAN HOUSEHOLD INCOME



$93,000

IN SAANICH

$92,500

IN THE QUADRA MCKENZIE AREA



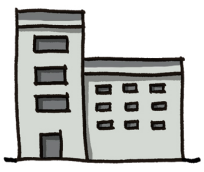
59%

SINGLE-DETACHED



9%

TOWNHOUSE



27%

APARTMENT



1%

NON-MARKET HOUSING

TRANSPORTATION

COMMUTERS BY MODE



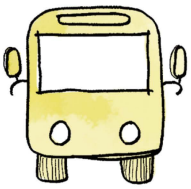
WALKING

9%



CYCLING

5%



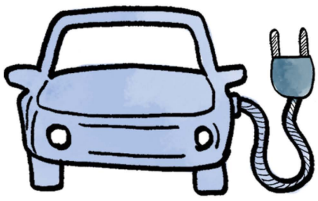
TRANSIT

11%

PUBLIC CHARGING STATIONS

6

IN THE QUADRA MCKENZIE AREA



TRANSIT RIDERSHIP IN QMP



7000 ON AVERAGE

RIDERS ACCESS TRANSIT FROM WITHIN THE BOUNDARIES OF QMP DAILY (SAANICH MAPS DATA)

PARKS AND ENVIRONMENT

PARKS

28

33.5 HECTARES



FOREST CANOPY COVER

43% IN SAANICH (2019)

27% IN THE QUADRA MCKENZIE AREA



ECONOMY



PEOPLE 15 YEARS AND OVER* ARE EMPLOYED IN THE QUADRA MCKENZIE AREA

14,500

*65% OF THE QUADRA MCKENZIE POPULATION IS 15 YEARS AND OVER

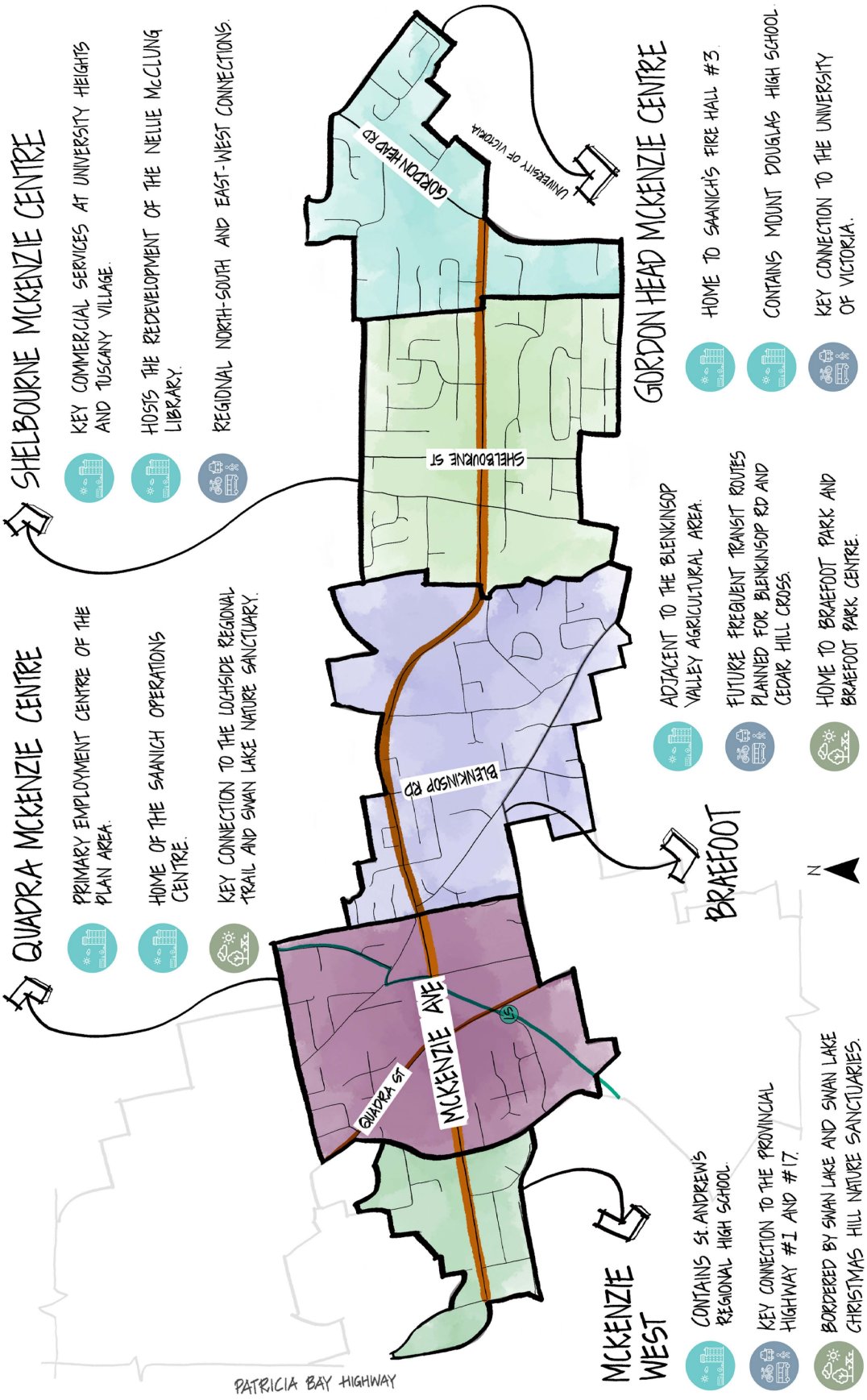
330

JOBS ADDED (2016-2021)

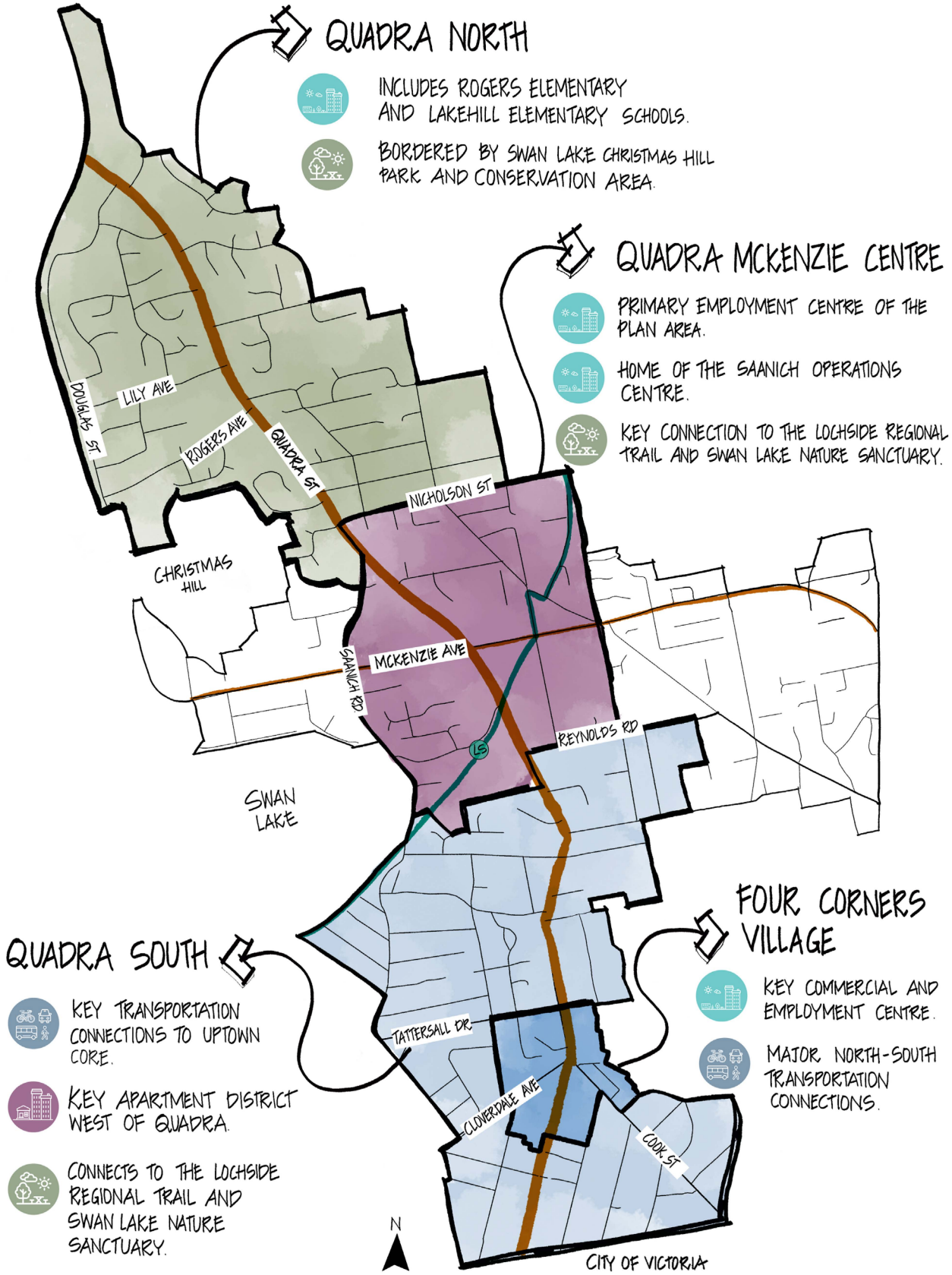
1.33%

ESTIMATED ANNUAL EMPLOYMENT COMPOUND GROWTH RATE IN QMP (2046)

1.8 QUADRA MCKENZIE PLAN SUB AREAS



Map 1.8 McKenzie Corridor Sub Areas



Map 1.9 Quadra Corridor Sub Areas

2. KEY PLAN GOALS

2.1 GOALS

The Quadra McKenzie Plan looks to address the climate and housing crises and build equitable, diverse, and inclusive communities. Aligning with the 15-minute community approach, the following goals will assist the Quadra McKenzie area in achieving walkable access to key amenities and support community resiliency.

The Plan area, centered around two primary transportation corridors, offers unique opportunities to implement sustainable urbanism. The Plan builds on the vision of Saanich's Official Community Plan and provides focused land use, transportation, housing, and public realm directions to enable a transition towards a more inclusive and resilient urban form.

The four goals provide a touchstone in these four areas and reflect the core focus of the Plan. Given the diverse range of contexts throughout the Plan area, the goals will be applied differently to respond to these varied conditions.

A. Land Use

Implement the Centre, Corridor and Village growth management framework, by integrating land use with transportation, to build compact, livable, 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.

2.2 KEY PLAN DIRECTIONS



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.



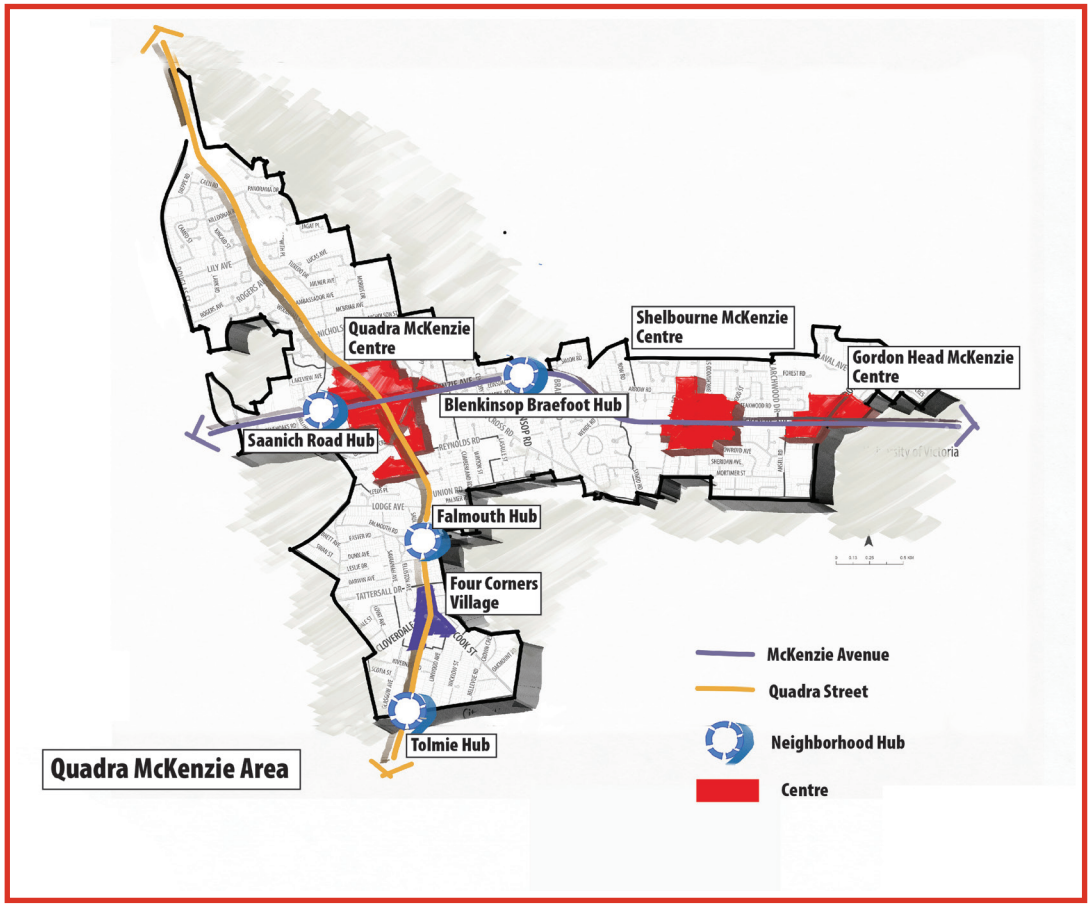
3. LAND USE

Saanich's Official Community Plan (OCP) identifies how the municipality will grow and change over the next 20 years. The OCP specifies that the majority of future growth will occur within Primary Growth Areas (PGAs), the collective term for Centres, Corridors, and Villages. The Quadra McKenzie area is critical to achieving the OCP growth management vision, as it contains two Primary Corridors (McKenzie Avenue and Quadra Street), three Centres (Quadra McKenzie, Shelbourne McKenzie, and Gordon Head McKenzie), and a Village (Four Corners Village). Map 3.1 illustrates the location of Centres, Villages, and Corridor Hubs along the McKenzie and Quadra Corridors.

The Quadra McKenzie area accommodates a diverse mix of land uses, including extensive single detached neighbourhoods that reflect the District's long-standing suburban development pattern. While the Plan anticipates significant change over time, particularly within Centres, Corridors, and Villages, these established neighbourhoods will remain an important part of the community fabric and will continue to contribute to the area's character for decades to come. Lower-density residential areas are expected to evolve gradually. Existing parcel patterns, servicing capacity, age of building stock, and proximity to amenities will influence how and where redevelopment occurs. Along several stretches of McKenzie Avenue and Quadra Street, pedestrian, cycling, and public realm conditions are still transitioning towards complete street objectives, further shaping long-term redevelopment potential.

Small-scale infill has long been part of the local land use pattern. Secondary suites, accessory dwelling units, garden suites, and small-lot redevelopment have incrementally expanded housing choice in predominantly single detached neighbourhoods. Saanich legislation enabling Small-Scale Multi-Unit Housing (SSMUH) has further broadened these opportunities, allowing 3, 4, or 6 units on residential lots within the Urban Containment Boundary without rezoning, subject to lot size, location, provincial regulations, local siting standards, and any applicable development permit guidelines.

This evolving regulatory framework supports gentle density increases and expands more attainable housing options for families, smaller households, and aging in place, contributing to the intentional and coordinated evolution envisioned in the Future Land Use Framework.



Map 3.1 Centres, Villages and Corridor Hubs in Quadra McKenzie Plan Area

The land use framework in the Quadra McKenzie Plan builds on the OCP's four strategic land use directions and provides parcel-by-parcel clarity on future land use. It is strongly linked to the District's climate goals by focusing new housing and employment growth in locations well served by low-carbon transportation options and existing infrastructure. Land use changes will introduce a greater range and density of building forms in concert with Corridor street improvements, creating a more vibrant and inclusive urban environment.

To implement the 15-minute community objective, which supports households having access to a full range of daily amenities within a 15-minute walk, the Plan introduces greater diversity of land uses along Corridors. Specifically, a new Centre is established with its core at the intersection of Gordon Head Road and McKenzie Avenue, providing higher-density housing and employment options in a location adjacent to the University of Victoria and on a rapid transit route. Furthermore, the Plan includes four new Corridor Hubs at key locations along the McKenzie and Quadra Corridors, adding vital commercial and community uses at more regular intervals and creating public gathering places in close proximity to transit stops.



OBJECTIVES

A. Expand housing and employment opportunities by focusing the greatest building height and densities within Centres and Villages, near future RapidBus stations, along Corridors, and within Corridor Hubs.

B. Transition down the scale of buildings in height and density from the focal points of Corridors, Centres, Villages, and Corridor Hubs to smaller scale development at the periphery of the Plan area.

C. Expand the mix of land uses and foster the development of Corridor Hubs to support Saanich's transition to 15-minute communities.

D. Strengthen the local and regional role of the Quadra McKenzie Centre through expanding housing and employment options, integrating the redevelopment of major sites, aligning transportation network improvements, and developing a network of parks and other social infrastructure.

E. Incorporate community design and land use approaches that support climate mitigation and adaptation directions identified in the Climate Plan.

F. Implement a housing-centric land use framework that encourages new housing forms, tenures and greater supply, with an emphasis on walkability and alignment with transit investments.

G. Contribute to addressing community housing affordability through working with non-profit housing providers, supporting the creation of non-market and below-market housing, and promoting the retention and renewal of existing multi-unit buildings.

3.1 FUTURE LAND USE FRAMEWORK

With strong access to services, transit, and amenities, the Quadra McKenzie area is well positioned to support a broader range of housing options across all future land use designations. These designations collectively enable a mix of housing forms, unit sizes, tenures, and on-site amenities that help meet Saanich's long-term housing needs. Across the Plan area, new development will use these guides to ensure appropriate transitions in height, massing, and design.

The potential for land use changes in the Quadra McKenzie area is significant, with policy directions focused on creating complete, walkable 15-minute communities. This section establishes directions that will ensure that land use and transportation planning work is completed in concert over the coming 20 years. The framework is comprised of four key components:

- Objectives that outline key land use intentions over the next 20 years;
- Policies that address specific dimensions of land use;
- Land Use Designations that identify parameters of future land use that would be supported; and
- A separate *Density Framework,* to be developed through implementation, that identifies pathways to achieve a more intensive project based on the achievement of housing, environmental, use and public realm outcomes.

POLICIES

3.1.1 Support development applications that align with the objectives and policies in this Plan and consider use, height, and density as identified in Map 3.2 and the following future land use framework tables identified in Figure 3.1 to Figure 3.11.

3.1.2 Assess impacts of new development, where required, through site-specific studies that analyze impacts including, but not limited to, active transportation networks, parking, traffic impacts, infrastructure capacity, environmental assets, land use and building transitions, views, shadowing, shading, wind, and geotechnical conditions.

3.1.3 Encourage land assemblies that support the achievement of development potential of Land Use Designations and enable appropriate transitions to future land uses.

3.1.4 Ensure development proposals do not limit, restrict, or isolate the development potential of neighbouring parcels. (OCP Section 7.2).

3.1.5 Generally do not support small lot subdivision on parcels identified as Centre Core, Centre, Village, Corridor Hub, Corridor, or Apartment.

3.1.6 Generally do not support rezoning or variance applications for projects that have building heights that are lower than the base building height identified in Figure 3.1 to Figure 3.11.

3.1.7 As part of development proposals, achieve the desired mobility network, including new connections identified in Map 4.2 and road dedications and streetscape improvements consistent with policies identified in Section 6 and 7.

3.1.8 Support land use changes that enhance the municipal goals of access to parks, trails and open spaces following the 3-30-300 Principle.

3.1.9 Support a diversity of building heights on large sites to respond to different frontage contexts, introduce connections through the site, enable transitions to adjacent sites, increase on-site open space, retain high value trees, and create interest and variation.

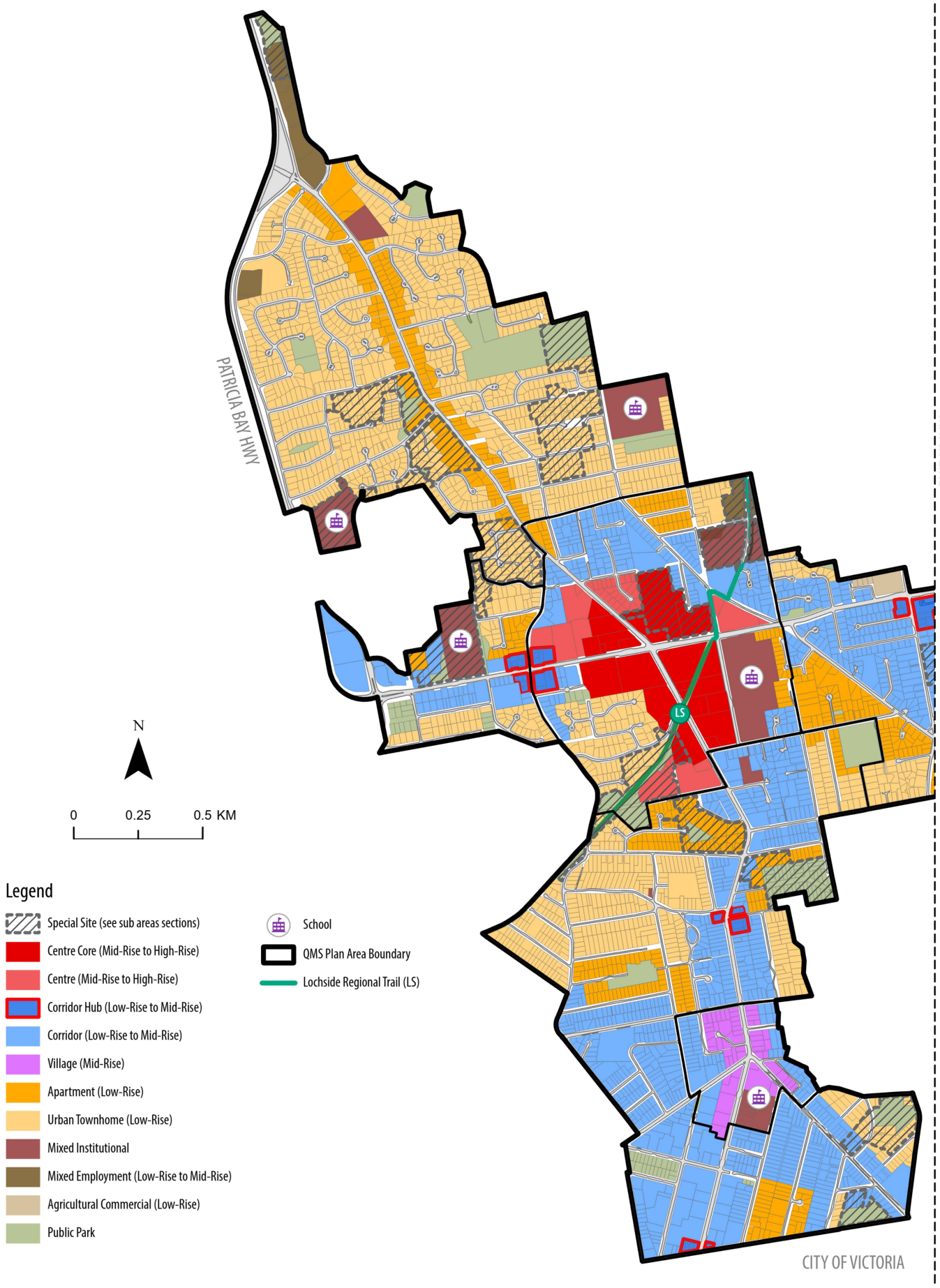
3.1.10 Support 4 storey stacked townhouse / apartment buildings in the Urban Townhouse designation where the additional height can be demonstrated to improve site outcomes related to the enhancement of Habitat Sites (HS), retention of high value trees, or protection of natural features.

3.1.11 Work with strategic partners including the Provincial Government, the Capital Regional District, BC Transit, School District 61 and the University of Victoria, to achieve shared goals surrounding housing, transportation, and parks and open spaces.

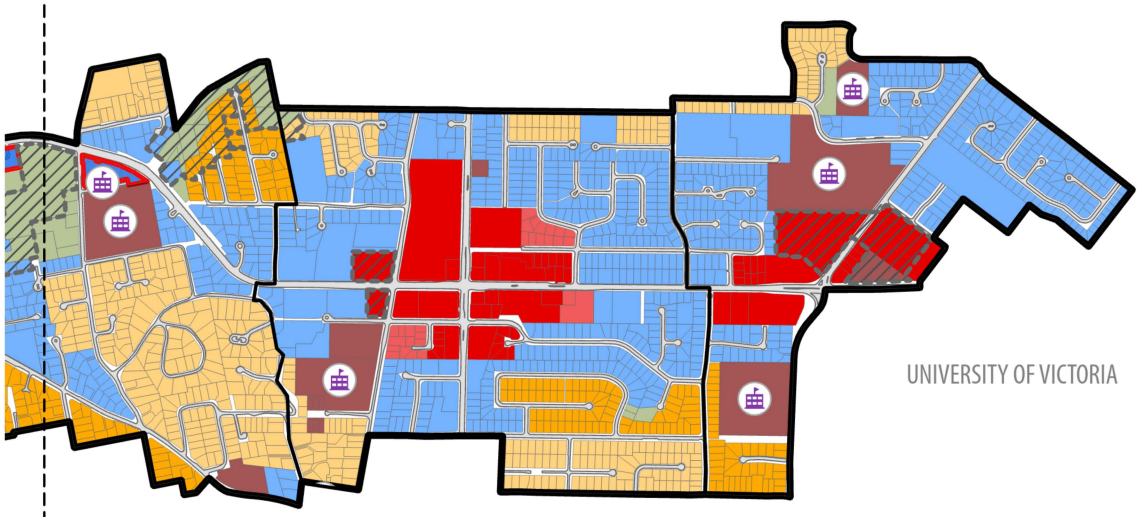
3.1.12 As part of Plan implementation, develop a Density Framework that assists in evaluating key outcomes of projects and associated supportable density levels.



Map 3.2 Quadra McKenzie Area - Future Land Use Designations



MATCH LINE



UNIVERSITY OF VICTORIA

N

0 0.25 0.5 KM

Legend

- Special Site (see sub areas sections)
- Centre Core (Mid-Rise to High-Rise)
- Centre (Mid-Rise to High-Rise)
- Corridor Hub (Low-Rise to Mid-Rise)
- Corridor (Low-Rise to Mid-Rise)
- Apartment (Low-Rise)
- Urban Townhome (Low-Rise)
- Mixed Institutional
- Public Park
- School
- QMS Plan Area Boundary

FUTURE LAND USE FRAMEWORK FIGURES

The following figures (3.1 to 3.11) illustrate the proposed land use framework for the Quadra McKenzie Plan area. Together, the maps, tables, and conceptual sketches show how growth is intended to be distributed across Centres, Corridors, Villages, neighbourhoods, and key redevelopment sites. These visual tools translate policy direction into a clear spatial understanding of where new housing, employment space, public realm improvements, and amenities are anticipated over the 20-year planning horizon.

Each land use table provides a consolidated summary of building types, forms, heights, and primary uses for the corresponding designation. The accompanying maps establish the geographic extent of each designation, while conceptual sketches help illustrate the intended built form and public realm character. When viewed together, these figures offer a comprehensive overview of how the Plan guides future change and supports complete, connected, and resilient neighbourhoods.







Centre Core	
Description	Centres are intended to meet a broad range of community and regional commercial and service needs and contain significant employment and housing opportunities and transportation options. Each Centre will offer higher densities to provide vibrant pedestrian-oriented places, open spaces, and high-quality urban design. The Centre Core designation provides an opportunity for the greatest concentration of densities in the QMP area.
Use	Predominantly multi-unit residential, commercial mixed-use, institutional, including public utilities, limited opportunity for light/ultra-light industrial, and significant park/public open spaces.
Building Type and Form	High-rise multi-unit residential and commercial mixed-use buildings. Mid-rise buildings supported for large site redevelopment. Large sites should include a variety of building forms to break up sites, provide new access, accommodate public open spaces, and activate multiple frontages.
Street Interface	Residential buildings should include ground-oriented units with direct access and views to the street or lane. Street-level commercial units should provide a range of smaller frontages that animate the street. Buildings fronting the Lochside Regional Trail should be set back to enable safe access and an engaging interface.
Height (storeys) Base | Maximum	Mid-Rise: 6 I 11 High-Rise: 12 I 18 On larger sites, a range of building heights is desirable to enable transitions, responding to multiple frontage contexts and site compositions.
Density (FSR)	Generally up to 5.0 FSR.

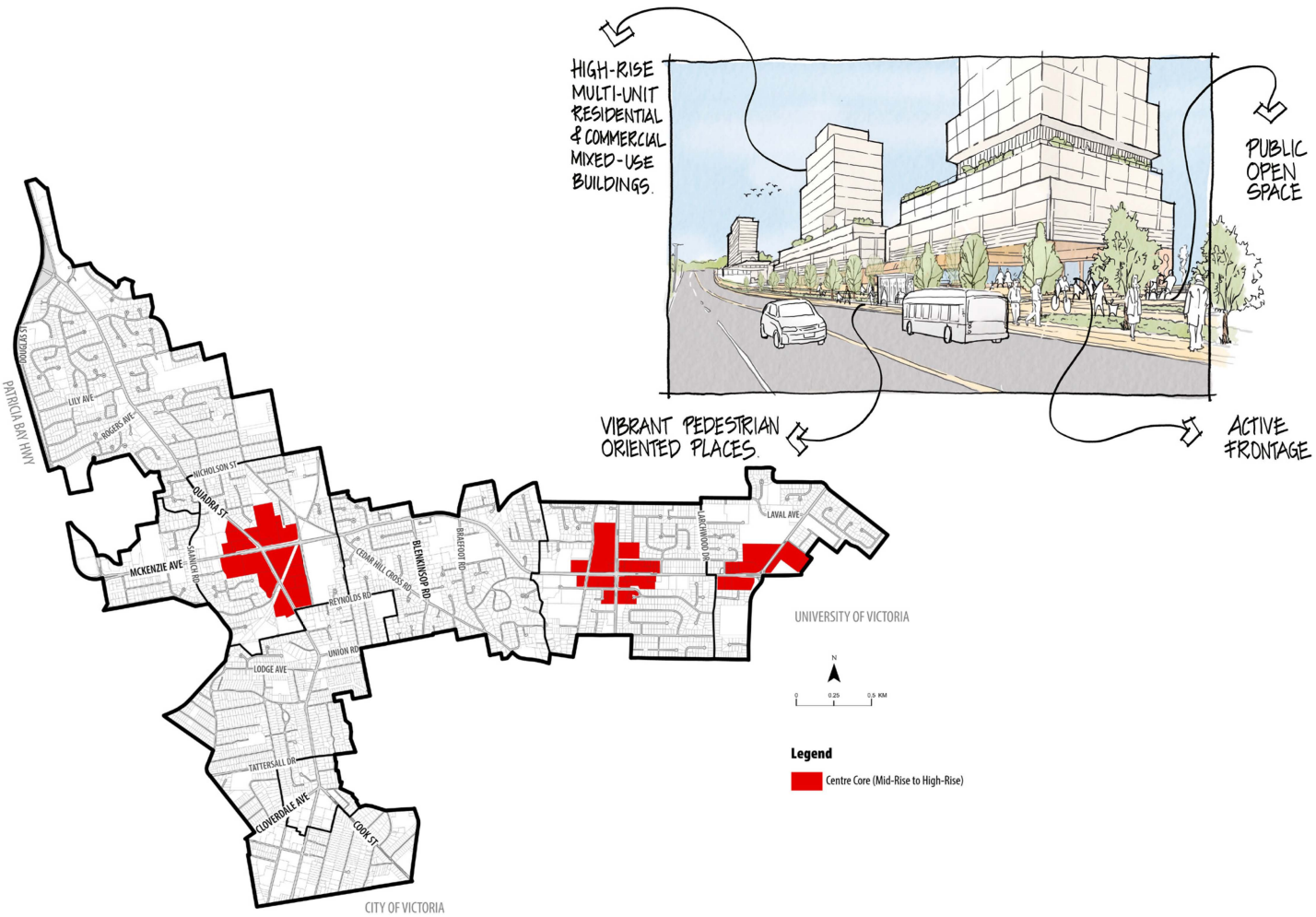


Figure 3.1 Centre Core Land Use Designation

Centre	
Description	This land use designation is only found within the Quadra McKenzie Centre and is intended to transition between the Centre Core, where the greatest density is envisioned, and Corridor or other lower density designations. These areas will offer animated and walkable urban environments, providing the continuation of significant employment and housing opportunities, supported by high-quality urban design, engaging public spaces and frequent transit.
Use	Predominantly mixed use, residential and institutional or commercial, with consideration of live/work units at grade. Integration of public open spaces on site.
Building Type and Form	Mid- to high-rise multi-unit residential and commercial mixed-use buildings.
Street Interface	Buildings with active commercial frontages at grade. Residential buildings should include ground-oriented units with direct access and views to the street or lane. Street-level commercial units should provide a range of smaller frontages that animate the street.
Height (storeys) Base | Maximum	Mid-Rise: 6 I 11 High-Rise: 12
Density (FSR)	Generally up to 4.0 FSR.

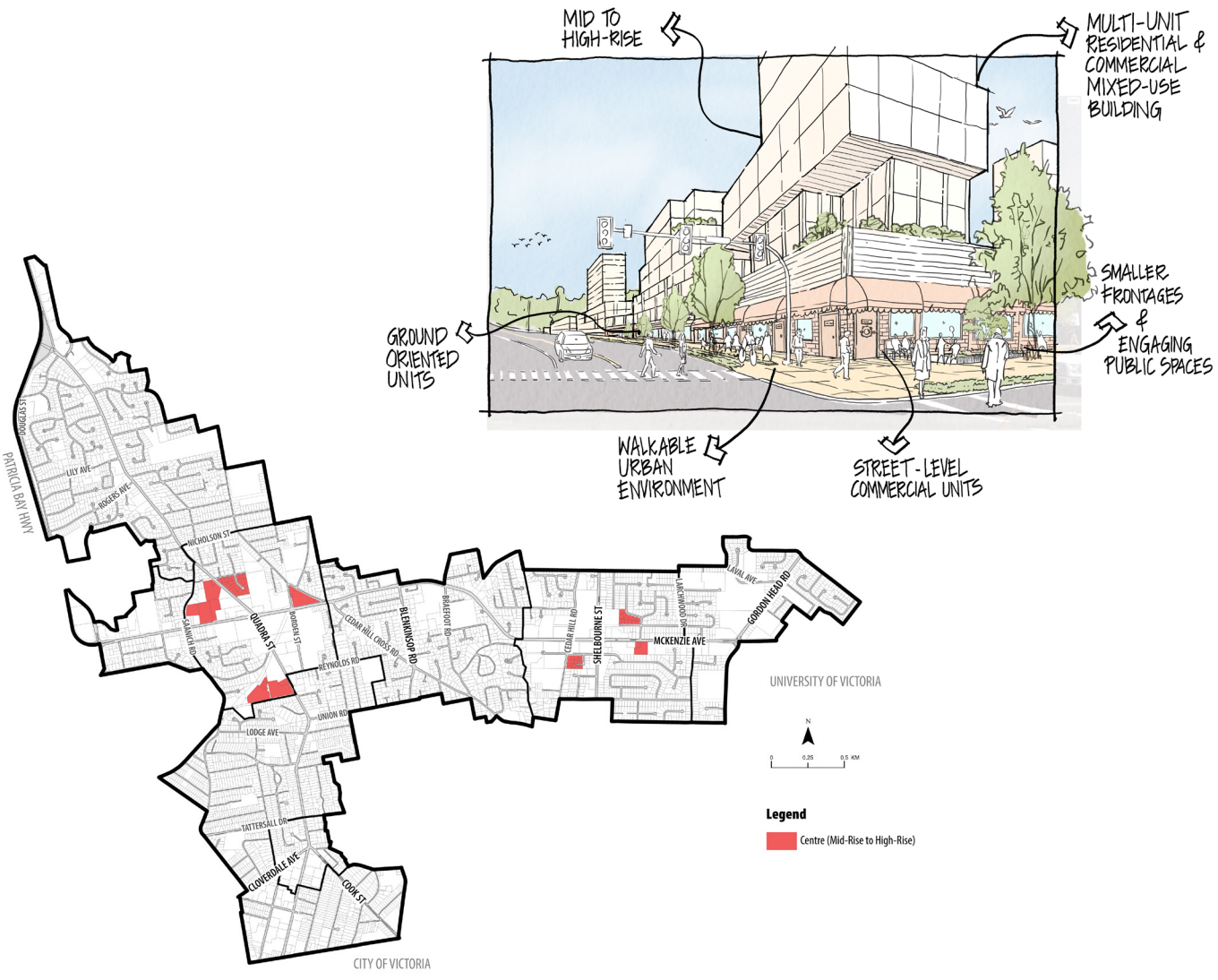


Figure 3.2 Centre Land Use Designation

Corridor	
Description	Primarily residential areas that offer a broad range of housing within walking distance of rapid / frequent transit stops. Includes locations along McKenzie Avenue and Quadra Street, as well as sites at the periphery of Centre and Village areas. Areas have high quality urban design, public open spaces and limited local-serving retail. Connect Centres, the Village, Corridor Hubs and major destinations.
Use	Predominantly multi-unit residential, with limited commercial-retail or live/work units at grade and complemented with park/public open spaces.
Building Type and Form	Primarily mid-rise multi-unit residential with a ground-oriented residential and commercial. Multiple buildings forms including apartment, townhouse and stacked townhouse are encouraged on larger and/or challenging sites.
Street Interface	Ground oriented units should have direct access and views to the street or lane. Street-level commercial units should provide a range of smaller frontages that animate the street. Buildings fronting the Lochside Regional Trail should be set back to enable safe access and an engaging interface.
Height (storeys) Base | Maximum	Low- / Mid-Rise: 3 I 6
Density (FSR)	Generally up to 2.5 FSR.



Figure 3.3 Corridor Land Use Designation

Corridor Hub	
Description	This designation is intended to establish new clusters of small-scale urban mixed-use hubs to offer local services to adjacent neighbourhoods including commercial-retail, community uses (i.e., daycare), office (limited), and well-integrated housing supported by high-quality urban design, accessible public spaces and new multi-modal connections.
Use	Predominantly commercial mixed-use buildings that incorporate accessible public open spaces.
Building Type and Form	Mid-rise buildings with commercial at grade.
Street Interface	Active commercial at grade. Commercial units at grade should provide a range of small frontages that animate the street. Residential buildings should include ground-oriented units with direct access and views to the street or lane.
Height (storeys) Base | Maximum	Low- / Mid-Rise: 4 I 6
Density (FSR)	Generally up to 3.0 FSR.



Figure 3.4 Corridor Hub Land Use Designation

Village	
Description	Four Corners Village is re-imagined as a vibrant and accessible Village that introduces a variety of housing choices, a broad range of community services, and is supported by active transportation options, high-quality urban design and engaging public spaces.
Use	Predominantly mixed use, residential and institutional or commercial, with consideration of live/work units at grade, integrated with parks and public open spaces.
Building Type and Form	Mid-rise mixed-use buildings with commercial at grade.
Street Interface	Buildings with commercial uses at grade should engage the street through active uses, appropriate setbacks and design treatments. Residential uses should include ground-oriented units with direct access and views to the street or lane. Commercial at grade should provide a range of small frontages. Large sites should include a variety of building forms to break up sites, provide new access, accommodate public open spaces and multiple active frontages.
Height (storeys) Base | Maximum	Mid-Rise: 5 I 11
Density (FSR)	Generally up to 3.0 FSR (5-6 storeys), 4.0 FSR (>6 storeys).



Figure 3.5 Village Land Use Designation

Apartment	
Description	This designation is found primarily on the periphery or urban, mixed-use areas that are walkable and well-connected to core services and amenities, frequent transit, parks, and public realm. Building typologies will be up to 4 storeys in height with a mix of multi-unit residential forms.
Use	Predominantly multi-unit residential with integration of public realm. Limited opportunity for commercial mixed use.
Building Type and Form	Apartment, Townhouse, Stacked Townhouse, Rowhouse, Courtyard Housing.
Street Interface	Residential buildings should include ground-oriented units with direct access and views to the street or lane. Commercial units at grade should provide a range of small frontages that animate the street.
Height (storeys) Base | Maximum	Low-Rise: 3 I 4
Density (FSR)	Generally up to 2.0 FSR.



Figure 3.6 Apartment Land Use Designation

Urban Townhome

Description	This designation is generally found in low-rise transition areas near Corridors and offers a variety of housing choices in areas that are connected to urban services and transit, but in locations that are primarily residential and less impacted by busy transportation corridors.
Use	Predominantly multi-unit residential with consideration of live/work units at grade.
Building Type and Form	Townhouse, Stacked Townhouse, Rowhouse, Courtyard Housing, Houseplexes.
Street Interface	Residential buildings should include ground-oriented units with direct access and views to the street or lane.
Height (storeys) Base | Maximum	Low-Rise: 3* *See Policy 3.1.9, which provides the possibility of 4 storeys
Density (FSR)	Generally up to 1.2 FSR.



Figure 3.7 Urban Townhome Land Use Designation

Mixed Employment	
Description	The intent of the Mixed Employment designation is to support the retention and encourage new employment opportunities that offer a unique mix of commercial and light industrial services to areas of primary growth.
Use	Predominantly commercial and light/ultra-light industrial with consideration for limited residential.
Building Type and Form	Low- to mid-rise buildings.
Street Interface	Active commercial or light/ultra-light industrial at grade required, providing a range of frontages.
Height (storeys) Base | Maximum	Low- / Mid-Rise: 1 I 6
Density (FSR)	Site specific –Generally consistent with adjacent land use designations.

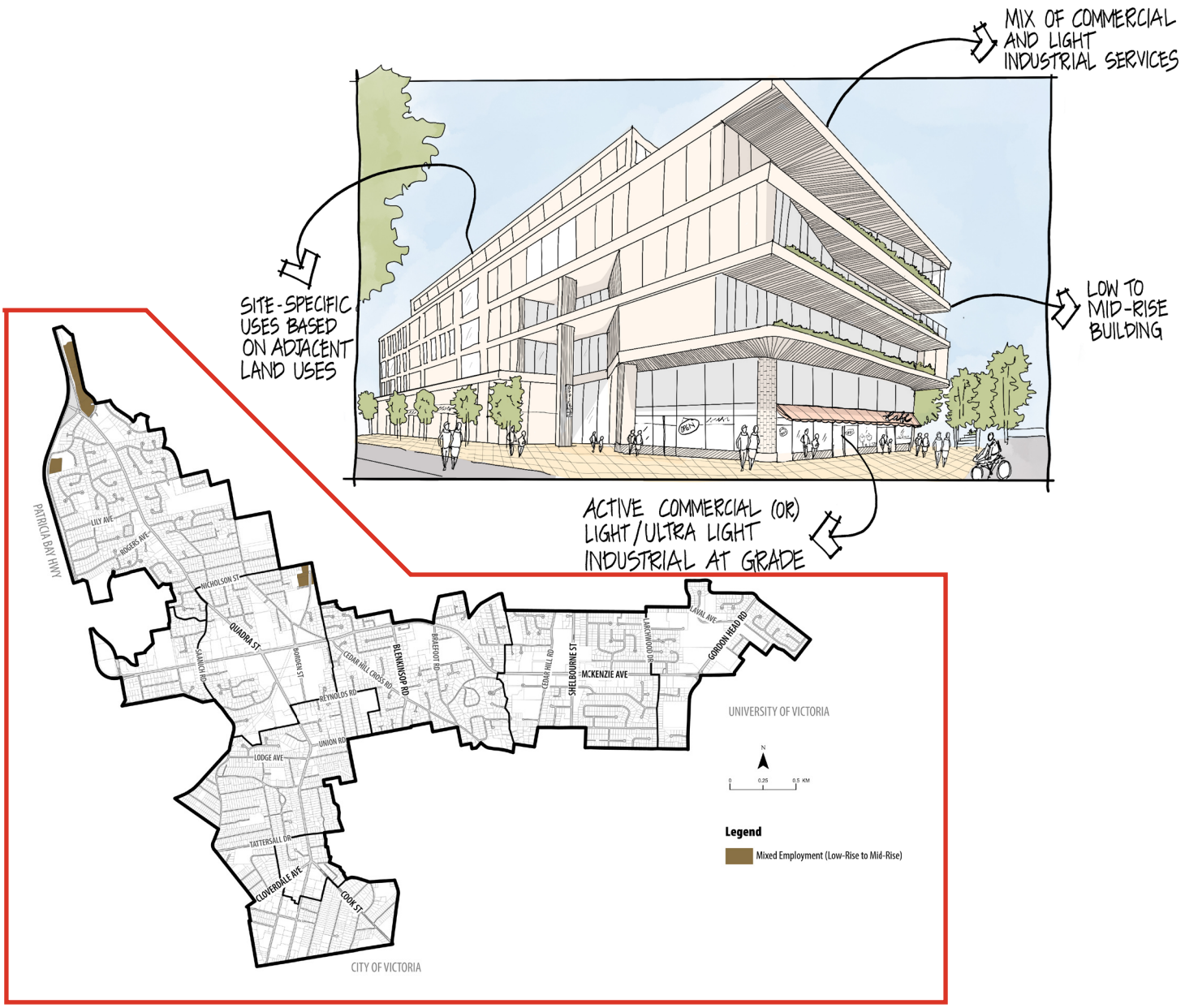


Figure 3.8 Mixed Employment Land Use Designation

Mixed Institutional	
Description	Mixed Institutional lands provide community services, foster community vibrancy and offer local employment. These areas are critical to the success of Primary Growth Areas, as they provide residents with the necessary services for local and regional growth through education, public services, and recreation. Building forms and heights dependent on function and adjacent land use designations.
Use	Predominantly institutional, including education, public assembly, recreation and public utilities / services. Non-market housing. Park. Consideration for residential, commercial or light industrial as an ancillary use.
Building Type and Form	Mix of building forms depending on use and adjacent land use designations.
Street Interface	Active institutional or mixed uses at grade with direct access and views to the street or lane.
Height (storeys) Base | Maximum	Dependent on function and in consideration of adjacent land uses.
Density (FSR)	Site specific – Generally consistent with adjacent land use designations.

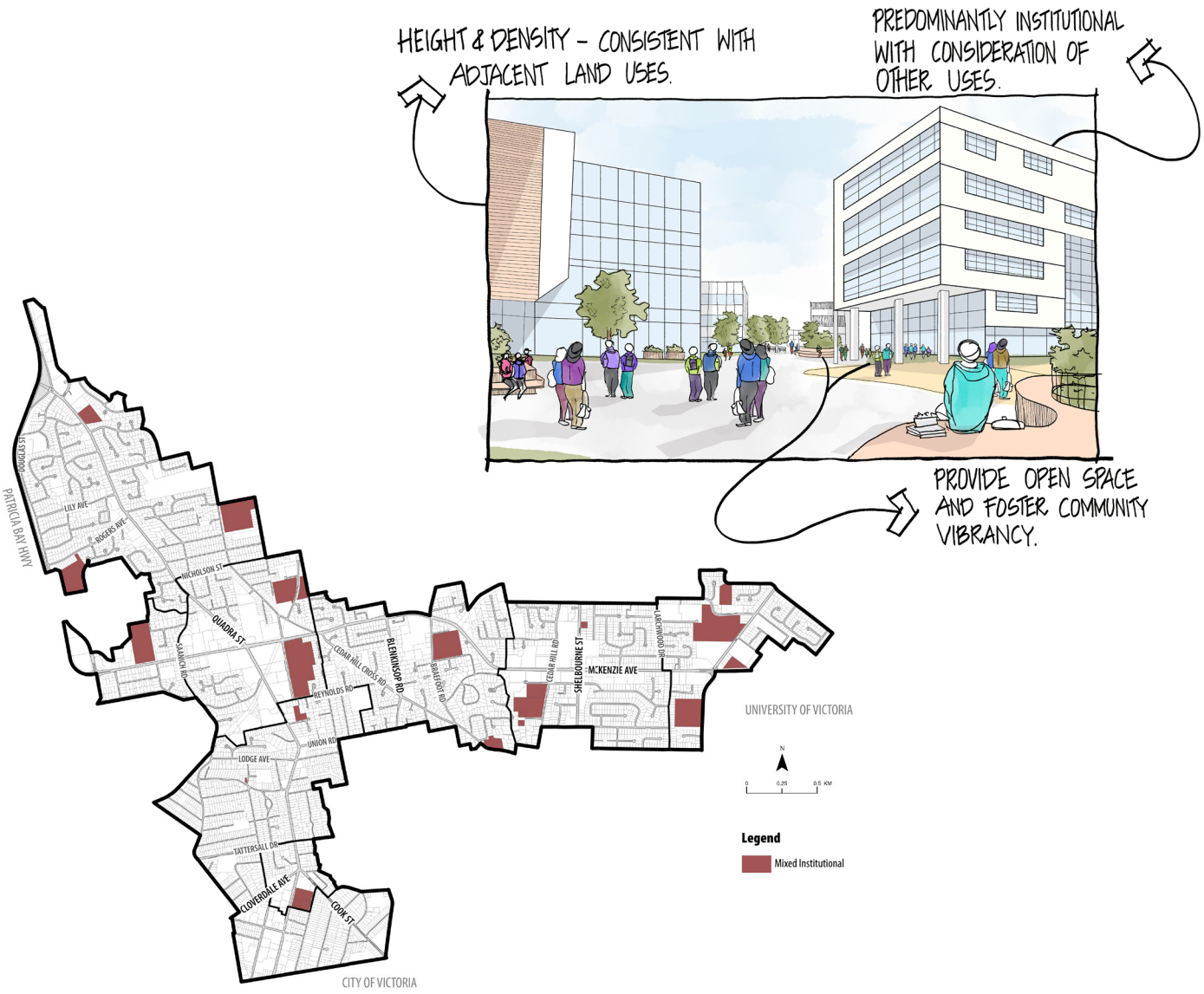


Figure 3.9 Mixed Institutional Land Use Designation

Agricultural Commercial

Description	This designation promotes compatibility between the agriculture-urban interface by integrating elements of commercial agriculture with small-scale urban food growing. Low-density, low-rise commercial development that protects the agricultural viability and environmental sensitivity of the area.
Use	Predominantly commercial, integrated with elements of small-scale urban food growing and nursery production.
Building Type and Form	Low-rise buildings with commercial uses at grade. Agricultural / food production structures.
Street Interface	Ground oriented commercial buildings with inviting frontages that complement the agricultural character.
Height (storeys) Base | Maximum	Low-Rise: 1
Density (FSR)	As per Zoning.

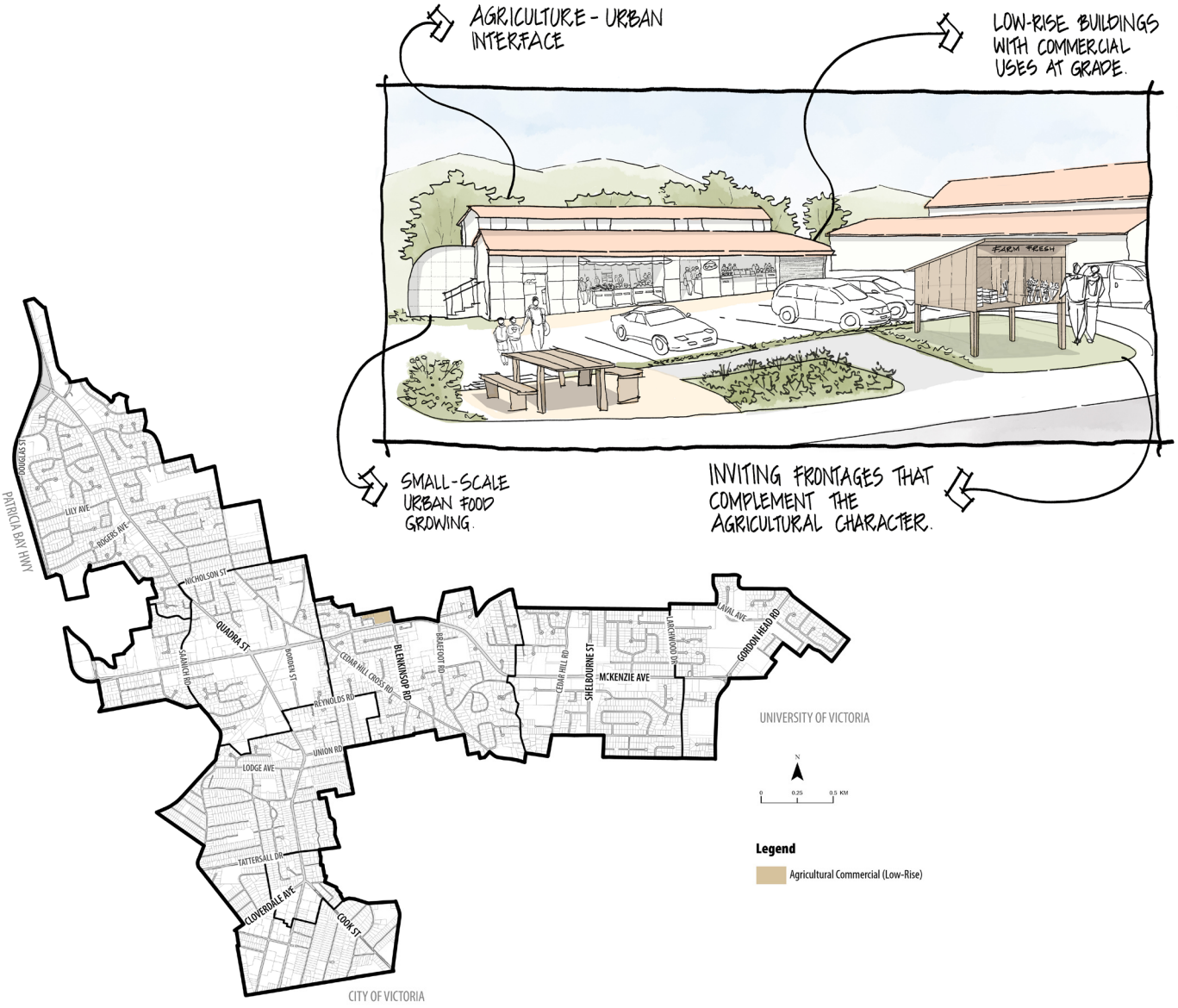


Figure 3.10 Agricultural Commercial Land Use Designation

Parks

Description	Protect natural assets and provide community recreation opportunities. Includes both Saanich and Capital Regional District parks.
Use	Park, Recreation, Accessory Small-Scale Commercial/Retail, Accessory Agriculture, Public Utility.
Building Type and Form	Small-scale buildings to accommodate supported uses.
Street Interface	A range of frontages with direct access and views to the street or lane.
Height (storeys) Base | Maximum	Low-Rise: Up to 2.5-storeys
Density (FSR)	----



Figure 3.11 Parks Land Use Designation

3.2 HOUSING

Saanich's OCP, Housing Strategy and Housing Needs Report highlight the critical need for additional housing supply and diversity, to bridge existing gaps and build an inclusive community. In the Quadra McKenzie area, there is a notable demand for various housing types and tenures, intricately linked to accessible transportation options, dependable public transit, and green spaces. With enhanced accessibility to transportation and amenities, the Quadra McKenzie area offers an ideal setting for intensified housing development that will assist the District in addressing housing needs. Within the mid-rise apartment and urban townhome form, there is the opportunity to create housing options with a diversity of unit sizes, tenures, amenities, and affordability levels. This richness in housing choice will be delivered through different scales of development throughout the Plan area, a diversity of housing on individual sites and incentives to achieve key housing outcomes.

POLICIES

3.2.1 Support the retention and development of non-market housing throughout the study area.

3.2.2 Prioritize the retention and renewal of secure, purpose-built rental housing.

3.2.3 Support the development of new secure, purpose-built rental housing.

3.2.4 Support multi-unit housing forms (apartment, townhouse) adjacent to areas rich in amenities such as parks, open spaces, and schools to provide more equitable access.

3.2.5 Promote multi-generational age-inclusive housing choices that include accessible design features, proximity to healthcare services and opportunities for social interaction.

3.2.6 Support mixed-use residential developments that provide public benefit amenities including healthcare facilities, childcare facilities, community centres, and recreational spaces.

3.2.7 Prioritize continued collaboration with non-market developers and operators, non-profits, and other agencies to support the delivery of non-market and affordable housing through redevelopment.







3.3 COMMERCIAL AND MIXED-USE

To meet the needs of new and existing residents, this Plan advocates for commercial development across various land use designations, enhancing employment opportunities, economic development and local access to shops and services. Presently, the Quadra McKenzie area hosts three established commercial centres, Quadra McKenzie Centre, Shelbourne McKenzie Centre (also known as University Centre) and Four Corners Village. This Plan introduces the new Gordon Head McKenzie Centre, situated at the intersection of McKenzie Avenue and Gordon Head Road, further supporting rapid transit investments on McKenzie Avenue and enhancing connections to the University of Victoria. Most new commercial and mixed-use residential projects will be directed to these Centres and Village. The Plan also introduces Corridor Hubs, envisioned as focal points providing daily necessities and community spaces, responding to gaps in the walkable 15-minute community network. Strategically placed within residential neighbourhoods, along transit routes, and in proximity to schools and parks, these hubs will feature public open spaces, retail outlets and essential community services like medical facilities and daycare centres. While hubs aim to address local needs, the three identified Centres and Village will boast higher concentrations of commercial activity, serving both employment zones and a broader regional population.

POLICIES

3.3.1 Focus commercial and mixed-use developments in Centres, Villages and Corridor Hubs to promote accessibility, walkability, livability, and economic development.

3.3.2 Promote small-scale commercial uses that are designed to engage the street and connect to active transportation and transit routes.

3.3.3 Support ground-oriented commercial/ community uses, such as restaurants, cafes, and retail in high-pedestrian traffic areas.

3.3.4 Support developments that include health and wellness services, arts and cultural venues, childcare facilities and flexible office space.

3.3.5 Support the introduction of diverse social and entertainment venues that animate Centres and Villages, such as theatres, restaurants, cafes, and recreational facilities such as bowling alleys, climbing gyms, and child-centric play centres.

3.3.6 Encourage the retention of existing commercial uses, where possible, such as corner stores and other local serving shops and cafes.

3.3.7 Support new mixed-use commercial buildings that provide public open space, such as plazas and squares, that foster social interactions and connections to the neighbourhood.





3.4 INDUSTRIAL

The Quadra McKenzie area does not have a large component of industrial land uses. As the area evolves, industrial uses compatible with residential/commercial may be suitable. Specifically, there is limited opportunity for light and ultra-light industrial uses in the Centre Core land use designations, as well as in Mixed Employment parcels in the Quadra McKenzie Centre and Quadra Corridor North.

POLICIES

3.4.1 Encourage the integration of industrial uses in mixed-use developments with a focus in Centres, incorporating light industrial spaces to promote and secure more diverse employment opportunities and services.

3.4.2 Require compatibility assessments for any proposed industrial development within the Quadra McKenzie area, considering factors such as noise, pollution, traffic impacts, and visual aesthetics, to ensure impacts on adjacent uses and neighbourhoods are mitigated.

3.4.3 Encourage the development of innovative and sustainable industries that can co-exist harmoniously with residential and commercial uses, fostering long-term economic resilience.

3.4.4 Support the creation of buffer zones between industrial and residential/commercial areas to mitigate any negative impacts from industrial activities including green spaces, sound barriers, or other physical barriers to reduce noise and visual pollution.

3.4.5 Support light industrial development in the Gordon Head McKenzie Centre, including in alignment with the University of Victoria, that enhances potential research and economic development activities.

3.4.6 Ensure retention of industrial uses on existing industrial land use sites within the Quadra McKenzie area.



3.5 INSTITUTIONAL

Institutional land uses within the boundaries of the Quadra McKenzie area include elementary, middle, and secondary schools, public works and utilities land, and community recreation facilities.

As highlighted in the Official Community Plan, it is anticipated that many institutional sites will undergo significant changes in the next 20 years, responding to community and organizational needs. The Quadra McKenzie Plan acknowledges the great value these properties provide for Saanich and CRD residents and prioritizes the retention and expansion of institutional uses as a key element of meeting the needs of a growing population. There is also an acknowledgment that these sites can meet a greater diversity of community needs and to that end, a greater mix of uses, such as residential or commercial, are supported on institutional lands.

As important social gathering spaces and community services, connectivity and accessibility is a vital aspect for the institutions within and adjacent to the Quadra McKenzie area. Enhancing active transportation and improving BC Transit's comfort, reliability, and frequency will facilitate efficient travel for students, employees, residents and visitors. Prioritizing these aspects can create a conducive environment for learning, innovation, healthcare, and worship, enhancing community well-being.

POLICIES

3.5.1 Ensure the retention and enhancement of schools and educational institutional lands to support increased population.

3.5.2 Ensure institutional services, such as fire halls, ambulance stations, utilities and other government services, are maintained and enhanced to provide for increases in population.

3.5.3 Support the long-term viability of institutional sites by considering redevelopment and intensification applications that may include a greater diversity of land uses (OCP Section 7.5).

3.5.4 Expand transportation options to and through institutional lands by promoting multi-modal connectivity and improved access to transit.

3.5.5 Encourage mixed-use development around institutional nodes to minimize transportation demand and promote walkability.

3.5.6 Encourage retention of publicly accessible open spaces on institutional sites that help support community recreation and environmental objectives.

3.5.7 Consider the integration of housing on institutional sites.



3.6 AGRICULTURAL

The Quadra McKenzie area does not have a large portion of agricultural land within its boundaries but does share a border with agricultural areas in the Blenkinsop Valley, which are outside the Urban Containment Boundary. Maintaining the Agricultural Land Reserve (ALR) and Urban Containment Boundary and developing land uses that promote compatibility between the agriculture-urban interface will be a critical factor for the future viability of agriculture in this area. The adjacency to the Blenkinsop Valley also provides an opportunity to connect agricultural and urban areas, providing healthy, local food and educational opportunities for community members.

Prioritizing expanded opportunities for food production in urban areas will help to reduce Saanich's vulnerability to market changes in food production, as most of the food consumed in Saanich is imported. Urban agriculture is an effective measure in supplementing regional food supply chains through locally grown food production. Implementing new opportunities for urban agriculture will encourage social interaction and play a major role in meeting social, environmental, economic, and health priorities.

POLICIES

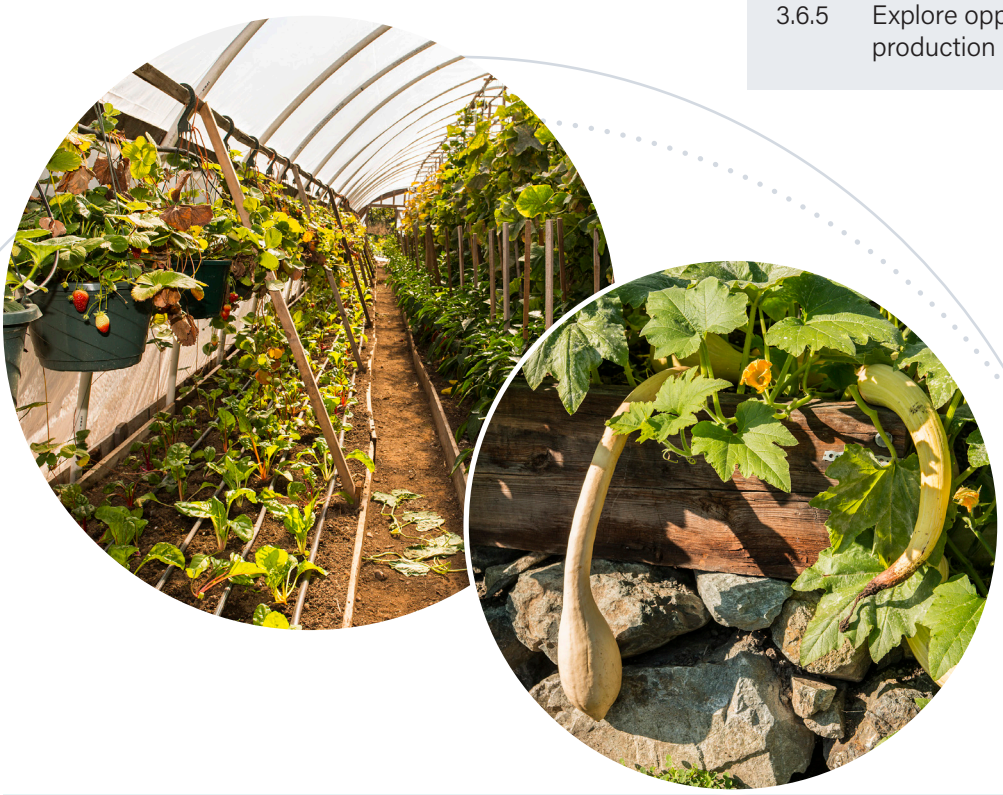
3.6.1 Ensure the preservation of the Urban Containment Boundary in the Quadra McKenzie area to safeguard adjacent agricultural land from urban sprawl and development pressures.

3.6.2 Establish buffer zones, adjacent to agricultural land, designated for compatible land uses that support agriculture, such as dense vegetative buffers, green spaces, recreational areas, or educational facilities related to farming and food production.

3.6.3 Encourage the incorporation of food production elements into urban design and development projects within the Quadra McKenzie area, including the inclusion of community gardens, edible landscaping, and green spaces that support urban agriculture.

3.6.4 Facilitate the establishment of local food distribution networks in the Quadra McKenzie area to connect urban farmers and gardeners with consumers, including the development of pocket farm markets, temporary farm markets, roadside stands, and other farm-to-table initiatives.

3.6.5 Explore opportunities to support urban food production within Beckwith Park.



3.7 INFRASTRUCTURE

Underground infrastructure in the area includes sanitary sewers, storm drains, water servicing systems, energy utilities, and telecommunication. Preserving the functionality and expanding the capacity of this infrastructure is crucial in sustaining communities in the Quadra McKenzie area. During the redevelopment process, Saanich evaluates the capacity of its underground services to ensure the infrastructure can support the proposed project. This includes ensuring there is capacity to add new development within the sewage system quota, allocated to Saanich through the Capital Regional District.

To ensure the infrastructure network can support and sustain higher-density communities in the Quadra McKenzie area, Saanich will consider the impacts of new development proposals on the overall underground infrastructure system.



POLICIES

3.7.1 Support the reduction of impervious surfaces in building and site designs, and incorporate features like green roofs, bioswales, and ponds to encourage groundwater recharge and improve water quality.

3.7.2 Pursue land dedication to facilitate the restoration of Bowker Creek including "daylighting" sections between Gordon Head Road and Shelbourne Street located within backyard rights-of-way to enhance riparian areas and improve stormwater management.

3.7.3 Through the redevelopment of the Saanich Operations Centre, facilitate the restoration of the Blenkinsop Creek/Public Works Creek to enhance riparian areas and improve stormwater management.

3.7.4 Collaborate with the University of Victoria for overall site servicing and stormwater management to advance the objectives of the Bowker Creek Blueprint.

3.7.5 Prioritize watermain connections across private lands to reinforce the function of the overall system, including the provision of new rights-of-way.

3.7.6 Support the provision of land for utility management or replacement to existing roadways or adjacent to utility corridors.

3.7.7 Leverage parks and institutional lands for the purpose of stormwater and flood management.

3.8 HERITAGE

The natural, cultural, and built heritage of the Quadra McKenzie area plays an important role in shaping the identity and character of the community. Historically much of the focus on heritage in Saanich has centered around colonial history and buildings. This focus is now shifting to be more inclusive of Indigenous histories. Future work is needed to better recognize the full history of the area and celebrate First Nations culture and heritage.

The QMP area lies within the traditional territories of the **W̱SÁNEĆ and lək̓ʷəŋən (Lekwungen)** peoples, whose stewardship and presence since time immemorial continue to shape this landscape. Understanding, documentation, and protection of places significant to Indigenous peoples is developing in Saanich through collaboration with local First Nations. As part of this ongoing work, the District is partnering with local First Nations to acknowledge their history and culture through the naming of public spaces, cultural markers, public art, and language visibility.

While the Plan area is primarily defined by its established residential neighbourhoods, institutional uses, and community parks, it also contains a number of historically and culturally significant buildings, landscapes, and trees that contribute to its sense of place. Much of Saanich experienced early periods of settlement and residential growth in the early twentieth century, and this legacy is still visible today in the form of older homes, institutional buildings, and mature treed landscapes found throughout the area.

The District of Saanich works collaboratively with property owners, community groups, Indigenous groups, and regional organizations to identify, protect, and celebrate heritage assets, including buildings with recognized historical value, notable cultural features, and trees of exceptional character or significance. Heritage assets within the QMP area are identified on Map 3.3 and include buildings listed on the Saanich Heritage Register, sites with formal Heritage Designation, as well as significant trees as recognized through the Tree Protection Bylaw. Together, these assets reinforce neighbourhood identity, enhance local character, and support a sense of continuity as the area evolves through new housing and infrastructure investments.

POLICIES

3.8.1 Recognize and celebrate the value of culturally diverse assets in the Quadra McKenzie area.

3.8.2 Enhance the public visibility of all properties on the Saanich Heritage Register, with a special consideration to Heritage Designated properties and buildings.

3.8.3 Promote preservation, rehabilitation, and restoration of heritage assets through any proposed redevelopment.

3.8.4 Promote design sensitivity when considering rezoning, development, and subdivision applications in the vicinity of buildings or sites on the Heritage Register, with a Heritage Designation, or adjacent to a significant tree.

3.8.5 Maintain streetscape views and a strong visual presence of heritage assets.

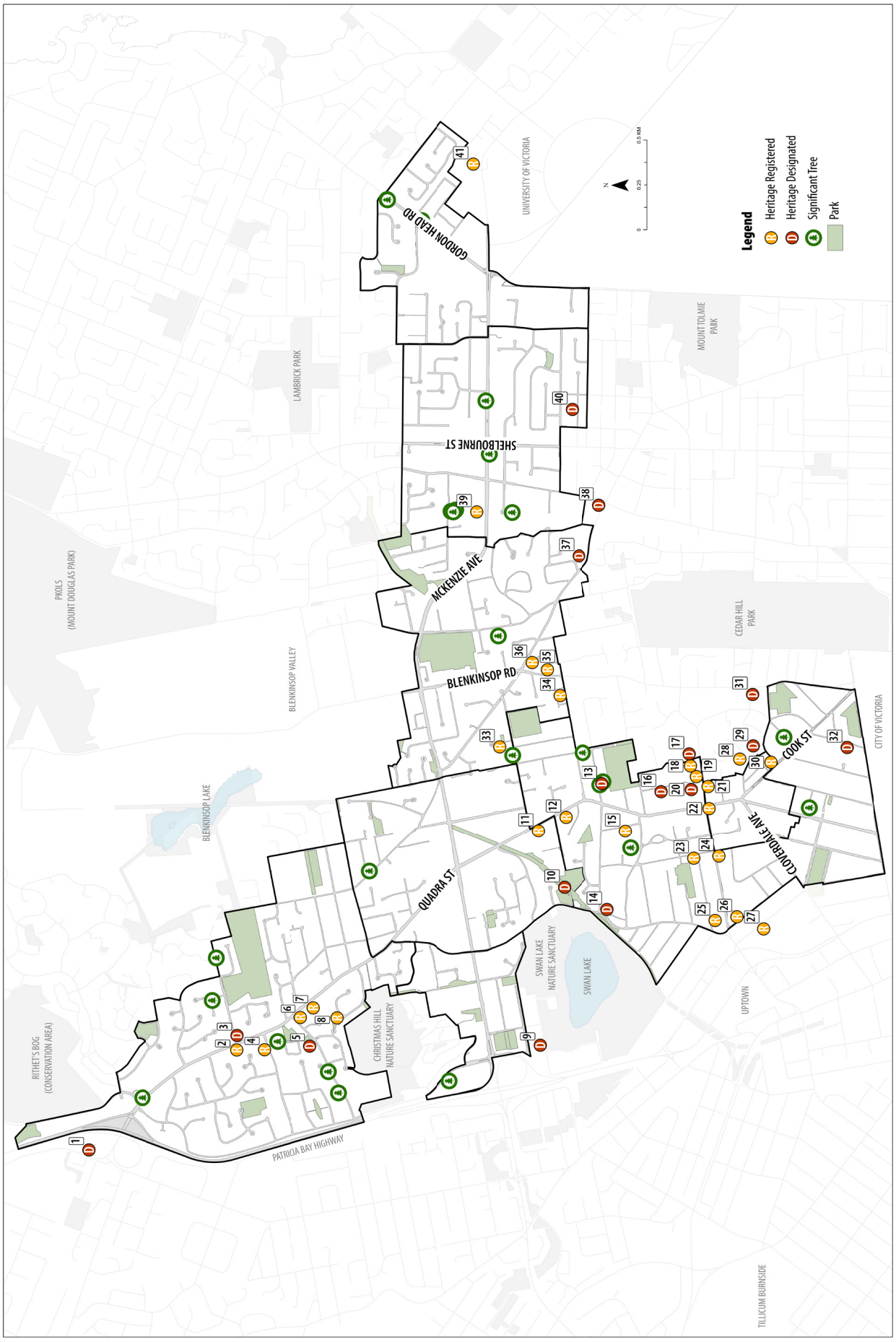
3.8.6 Support a comprehensive development project that preserves, restores and enhances the heritage site located at 3940 Quadra Street, while encouraging new development to be integrated on the site.

3.8.7 Seek to include sites of heritage significance as part of a wayfinding framework and promote heritage in the area.

3.8.8 Explore potential additions to the Heritage Register.

3.8.9 Continue to support and advance reconciliation efforts through interpretive signage, public art, and other initiatives that communicate the Indigenous heritage of the Quadra McKenzie area.





Map 3.3 Heritage Resources and Significant Trees

Heritage Registered

2 4206 Quadra Street (Pinhorn Residence)
4 830 Lily Avenue (Rant Residence)
6 4150 Quadra Street (Davie Residence)
7 4140 Quadra Street (Nickells Residence)
8 931 Woodhall Drive (Rogers Residence)
11 3940 Quadra Street (Lake Hill / North Dairy Pumping Station)
12 3926 Quadra Street (Residence)
15 3830 Saul Street (Venables Residence)
18 3610 Kathleen Street (Craigmillar Lodge Garage)
19 1170 Tattersall Drive (Holland Residence)
21 1149 Tattersall Drive (Wright Residence)
22 3584 Quadra Street (Commercial Building)
23 990 Darwin Avenue (Humphries Residence)
24 987 Tattersall Drive (Gill Residence)
25 905A Darwin Avenue (Tindell Residence)
26 3571 Calumet Avenue (McAdoo Residence)
27 3466 Bethune Avenue (Leahy Residence)
28 1196 Clovelly Terrace (Clovelly)
30 3435 Cook Street (Residence)
33 3956 Stan Wright Lane (Holly Farm)
34 1268 Union Road (Barnes Residence)
35 3921 Blenkinsop Road (Crossley Residence)
36 3934 Cedar Hill Cross Road (Druce Residence)
39 3958 - 3962 Cedar Hill Road (Mount Thule)
41 3800 Finnerty Road / 2260 McCoy Road (Maritime Naval Communications Centre)

Heritage Designated

1 4353 West Saanich Road (Saanich War Memorial Health Centre)
3 4201 Quadra Street (Manor House)
5 820 Rogers Avenue (Hutchison Residence)
9 762 Ralph Street (Pedneault Residence)
10 East of 3917 Saanich Road (Swan Lake Trestles)
13 1141 Palmer Road (Rockside)
14 901 Lodge Avenue (Swan Lake Grocery Store / Bell Residence)
16 3710 Craigmillar Avenue (Styan Residence)
17 1210 Tattersall Drive (Craigmillar Lodge)
20 1140 Tattersall Drive (Duke Residence / Avoca Apartments)
29 3301 Camrose Court (French Residence)
31 3390 Maplewood Road (Greene Residence)
32 3210 Bellevue Road (Singh / Sundher Residence)
37 3851 Cedar Hill Cross Road (Cedar Hill School Manual Training Hall / Braefoot Annex)
38 3801 & 3821 Cedar Hill Cross Road (St. Luke's Anglican Church and Cemetery)
40 1650 Earlston Avenue (Gale Residence)







3.9 COMMUNITY AMENITIES

As an area that will experience significant growth, it is essential to ensure that adequate community facilities and infrastructure are provided to support current and future residents of the Quadra McKenzie Plan area. Community contributions act as a tool to obtain community facilities and infrastructure that include childcare centres, cultural or activity spaces, libraries, public plazas and parks, pathways, or improvements to the pedestrian and cycling facilities adjacent to a development site.

New amenities are financed through a variety of means. Development Cost Charges (DCCs) help support major infrastructure and transportation improvements, as well as larger scale park acquisitions. Community Contributions from individual developments help to provide additional amenities that are not covered by DCCs. The District's Community Amenity Contribution and Inclusionary Housing Policy (CAC Policy) provides guidance on CACs and includes specific allocations for the affordable housing fund, neighbourhood park acquisition and local amenities. Policies throughout this Plan identify items suitable for the local amenities portion of CAC contributions. New legislation introduced regarding Amenity Cost Charges (ACCs) enable future items to be secured to support new growth and community vitality. Future implementation work will be required to explore new Provincial tools and update Saanich's framework for obtaining contributions to support growth.

POLICIES

3.9.1 Support community contributions that are aligned with the Community Amenity Contribution and Inclusionary Housing Policy and reflect priorities identified in this Plan, including those identified in sub area policy (Section 6 and Section 7).

3.9.2 As part of Plan implementation, explore the development of an Amenity Cost Charge Bylaw that would provide a more predictable mechanism to achieve amenities needed to support growth in the Quadra McKenzie Area.

3.9.3 Ensure community contributions benefit and assist in mitigating impacts that new development and growth are anticipated to have on the community.

3.9.4 Prioritize the preservation and enhancement of on-site assets such as heritage buildings, natural features, or pathways that support connectivity.

3.9.5 Encourage redevelopment to contribute to capacity upgrades to the municipal storm, sanitary and water systems.





3.10 DENSITY FRAMEWORK

The Land Use Designations in Section 3.1 articulate a range of densities that are supportable in each specific designation (i.e. Corridor, Apartment). To help determine what specific density is supportable, a pilot Density Framework is being explored that acknowledges site attributes and incentivizes specific outcomes.

To guide evaluation of what level of density is supportable, a menu of options that reflect key desired plan outcomes is provided. The intent of the framework is to provide a menu of options for a developer and allows for flexible application based on site conditions or core development philosophies. The density framework will be a key implementation item to help ensure objectives of the plan are realized as effectively as possible. Further testing and consultation is needed to validate and implement this approach. Outcomes highlighted in Figure 3.12 will guide further work.

Category	Desired Outcome
Housing Affordability and Diversity	Incentivize housing units that integrate affordability or contribute to an increased diversity of housing types and dwelling units
Urban Forest and Environment	Incentivize environmental outcomes in alignment with objectives in the Urban Forest Strategy and Biodiversity Conservation Strategy
Heritage	Incentivize the retention and enhancement of heritage assets
Public Realm	Enhance the network of open spaces and connectivity of active transportation options
Use	Encourage uses that work towards a 15-minute community, with an emphasis on animating Corridor Hubs, Villages and Centres
Private Amenity Space	Encourage new multi-unit development to include amenity space that enhances quality of life for residents

Figure 3.12 Density Framework Objectives

3.11 URBAN DESIGN

Urban design serves as a powerful tool that enhances the public realm to promote social well-being, foster economic activity, and support sustainable practices. By focusing on the quality and functionality of public spaces and their interaction with the private realm, urban design can significantly improve how people interact with their environment and each other. New Saanich-wide Development Permit Area Design Guidelines (2024) provide a strong foundation to ensure the form and character of new development is consistent with a vibrant, inclusive and sustainable urban environment. Street redesign projects and enhancements to public parks and open spaces will further help to ensure all elements work together to create attractive public spaces and streetscapes that invite people to linger, gather, and safely move around.

POLICIES

3.11.1 Apply the principles of universal design to all aspects of the public realm to promote the creation of spaces that are accessible, multi-modal, safe, inclusive, flexible, easy to navigate, and encourage social interaction.

3.11.2 Support the creation of welcoming and aesthetically pleasing public spaces such as parks, plazas, and streetscapes that serve as communal areas where people can gather, relax and socialize.

3.11.3 Prioritize public realm improvements that support the connectivity and accessibility of areas within and adjacent to the Quadra McKenzie area, such as walkable streets, safe and frequent pedestrian crossings, and integration with cycling and transit routes.

3.11.4 Integrate green infrastructure, such as parks, green roofs, bioswales, boulevard trees, and urban gardens into public realm design to improve air quality, reduce urban heat islands and offer residents respite from the urban environment.

3.11.5 Promote safety and security in public spaces by applying the principles of Crime Prevention through Environmental Design (CPTED) and incorporating features such as adequate lighting, clear sightlines, and active frontages (buildings with windows and entrances facing the street).

3.11.6 Encourage public cultural displays such as signage or art installations in public spaces or in building design.

3.11.7 Design buildings on a sloping site to respond to natural topography and account for 'up-slope' and 'down-slope' conditions relative to the street by using strategies identified in the Development Permit Area Guidelines.

3.11.8 Identify and incorporate neighbourhood specific trees species where possible, to support the unique character and identity of each sub area within Quadra McKenzie Corridors.

3.11.9 Evaluate suitable street wall height using guidelines in the Figure 3.13 and in consideration of the following:

- Encourage the development of a visually continuous streetscape that fits in with the built environment context of the desired future vision of these communities;
- Encourage street wall heights that are generally proportional to the width of the street; and
- Incorporate periodic breaks and variations in the street wall to ensure human scale and adequate sunlight penetration on sidewalks.

3.11.10 Evaluate suitable front yard setbacks for residential buildings based on guidelines in Figure 3.13 and in consideration of the following:

- Support variable setbacks to preserve the location of high value trees;
- Integrate building design features to enable adequate privacy for units;
- Achieve adequate separation of residential units from traffic to maintain livability - consider reduced setbacks in frontages with wider sidewalks and boulevard areas; and
- Add visual interest to the pedestrian environment (e.g., soft landscaping or furnishings) where appropriate.

3.11.11 Evaluate suitable front yard setbacks for commercial buildings based on guidelines in Figure 3.13 and in consideration of the following:

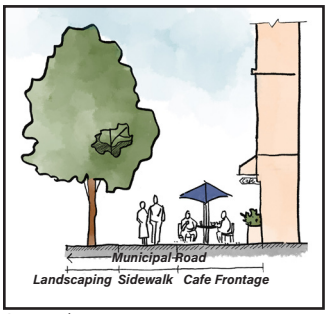
- Prioritize adequate space for pedestrian movement and accessibility;
- Enable the frontage zone to be a flexible and creative space to develop a seamless blend of public and private space (transition space);
- Ensure that the frontage zone provides enough space to accommodate weather protection elements, building articulations, entrances, retail displays, signage, outdoor patios, seatings, and/or landscaping;
- Encourage demarcation of surface materials to create a visual separation between the frontage zone and pedestrian zone without impacting accessibility;
- Support designs that integrate transit stops into building frontage area by requiring additional right of way where appropriate without impacting pedestrian circulation; and
- Encourage special treatments of commercial uses at corner sites by providing amenity space and enhanced streetscape (i.e., small public spaces, corner sidewalk plazas, etc.).



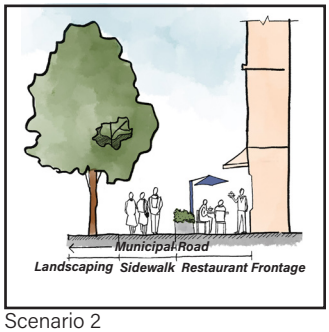
Street Type	Setback	Street Wall Height
McKenzie Avenue	Residential: 4 to 6 m Commercial: 3 to 5 m	4 to 6 storeys
Quadra Street	Residential: 4 to 6 m Commercial: 3 to 5 m	Centre and Village: 4 to 6 storeys Other locations: 3 to 4 storeys
Other Major Roads	Residential: 3 to 6 m Commercial: 3 to 4 m	High-Rise: 4 to 6 storeys Mid-Rise: 3 to 5 storeys
Collector	Residential: 3 to 6 m Commercial: 3 m	
Residential	Residential: 3 to 6 m Commercial: 3 m	3 to 4 storeys
Lochside Trail	Residential: 5 m Commercial: 5 m	2 storeys

Figure 3.13 Front Yard Setbacks and Street Wall Height Guidelines

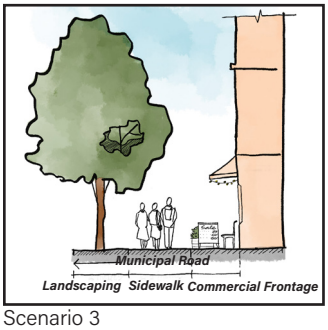
Larger setbacks are recommended for potential programming of a commercial and/or residential space including: outdoor cafe, restaurant seating, landscaping and seating that creates an active frontage and visual and physical openness to the street. The following images illustrate examples of commercial and residential frontage scenarios.



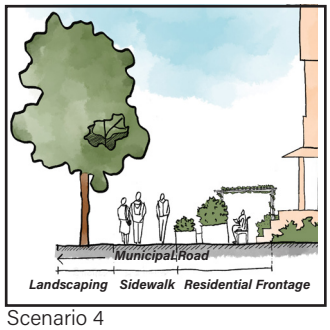
Scenario 1



Scenario 2



Scenario 3



Scenario 4



4. TRANSPORTATION AND MOBILITY NETWORK

An efficient, safe, and equitable transportation and mobility network is critical to developing a high quality, livable community. Developing a network in the Quadra McKenzie area that prioritizes active transportation modes and improves the safety, efficiency and reliability of transit will support the District of Saanich in meeting the mode-share targets outlined in the Official Community Plan.

The Quadra McKenzie area encompasses two major transportation routes - Quadra Street and McKenzie Avenue. Quadra Street is a major road that connects residents from neighbourhoods north to the Patricia Bay Highway and south to the City of Victoria. McKenzie Avenue is a major road running east-west that connects local and regional traffic to and from the University of Victoria, the Patricia Bay Highway, and north-south routes such as Quadra Street, Blenkinsop Road and Shelbourne Street. Both Quadra Street and McKenzie Avenue see high volumes of vehicle traffic daily with over 2,000 users per hour in peak travel times. Both routes are also important transit corridors, with McKenzie being one of the Region's three Rapid Transit Corridors and Quadra providing high frequency service as one of the Greater Victoria top six routes for passenger volumes.

The Lochside Regional Trail, a high-volume regional multi-modal corridor, is a key active transportation route that provides significant opportunity for residents to choose more sustainable methods of mobility. Providing access to the Saanich Peninsula and connecting with the Galloping Goose Regional Trail, the capabilities of this network are further expanded. With an average of approximately 600 cyclists and pedestrians per day, the Lochside Regional Trail is a vital route for people travelling between their homes, employment, education, and commercial services.

One of the fundamental goals of the Plan is to redesign McKenzie Avenue and Quadra Street as 'complete streets' and prioritize improvements to active transportation and transit networks to support car light living, create more vibrant public spaces, add access to trees and green space, and improve accessibility. These re-imagined corridors align with the Active Transportation Plan's goals of building a culture of active transportation, observing a significant shift to active modes of transportation, improving safety for people using active transportation modes, and creating more connections and places for walking and cycling.

The objectives and policies in this section of the Plan direct changes that will align with the future vision for the Quadra McKenzie area, further pushing towards Saanich's overall objectives of reducing greenhouse gas emissions, improving safety, reliability, and connectivity, and moving towards a mobility network that prioritizes sustainable modes (see Figure 4.1). Further details on Corridor design and mobility network improvements can be found in Section 6 and Section 7, which provides policy and future design concepts for the Quadra Corridor and McKenzie Corridor and more detailed sub area improvements.



OBJECTIVES

A. Redesign McKenzie Avenue and Quadra Street to be complete streets that reduce transportation-related greenhouse gas emissions by fostering a shift to sustainable transportation options while supporting community activity and social well-being.

B. Implement transit improvements that enhance travel time, convenience and reliability, with a focus on the McKenzie and Quadra Corridors.

C. Prioritize mobility modes within the transportation network based on the Mobility Priority Pyramid with walking as the highest priority followed by cycling and micro-mobility, public transit, goods movement, carshare, and personal vehicles.

D. Improve pedestrian comfort by expanding sidewalk areas, separating pedestrians from traffic through enhanced buffer zones, increasing tree planting in the right of way and adding land uses that engage the street.

E. Enhance the Lochside Regional Trail as a community focal point, multi-modal travel route and public amenity.

F. Transition Centre, Corridor and Villages areas to be accessible, convenient, safe, and well-connected for all modes of travel, with a priority on pedestrians.

G. Improve the connectivity and quality of active transportation facilities to provide more convenient and safe access to commercial services, parks, neighbourhoods, transit, and community facilities.

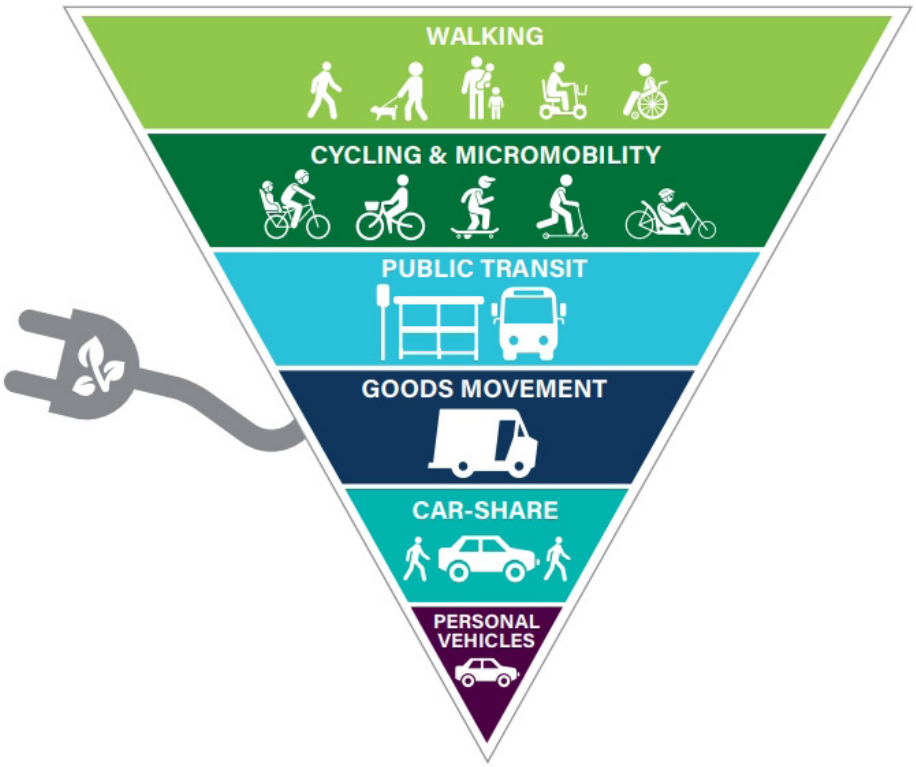
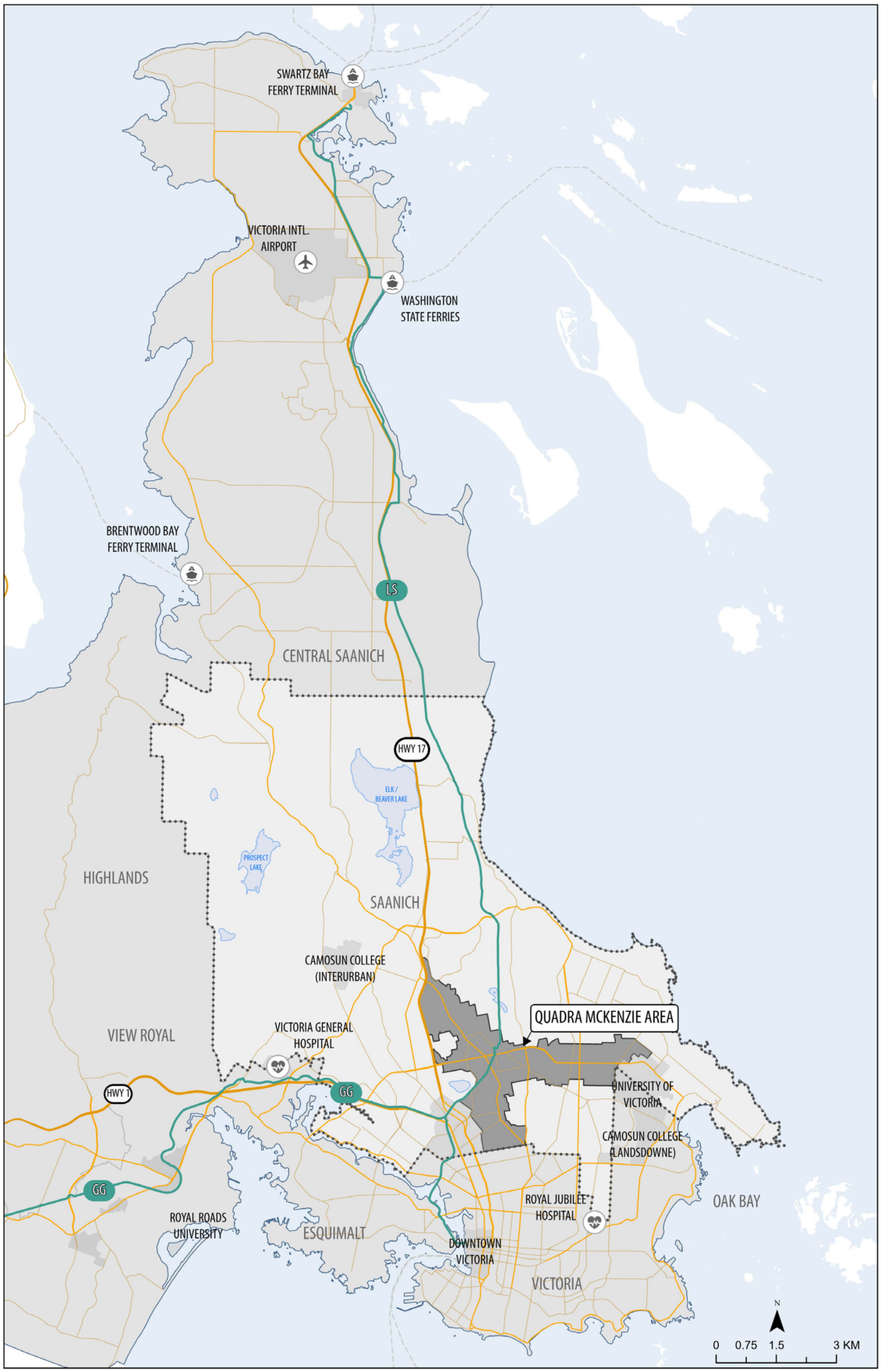


Figure 4.1 Saanich Mobility Pyramid



Map 4.1 Regional Road and Trail Network

4.1 CONNECTIVITY

The quality of the Quadra McKenzie transportation and mobility network's connectivity is critical to its role as a Primary Growth Area. It is currently challenged by high traffic volumes on both Quadra Street and McKenzie Avenue, as well as limited crossings and a lack of connections throughout neighbourhoods.

Redesigning the transportation and mobility network to make walking, rolling, cycling and catching the bus safer, more accessible, and more convenient will make it easier for people to move around and improve overall livability for everyone.



POLICIES

4.1.1 Improve travel across major roads, including by adding new signals in locations identified on Map 4.2 and improving connections to existing crossings.

4.1.2 Add new multi-modal connections through dedications, acquisition of rights-of-way or easements in the redevelopment process, with a priority on locations identified on Map 4.2, to improve connectivity in neighbourhoods and reduce travel times for active transportation modes.

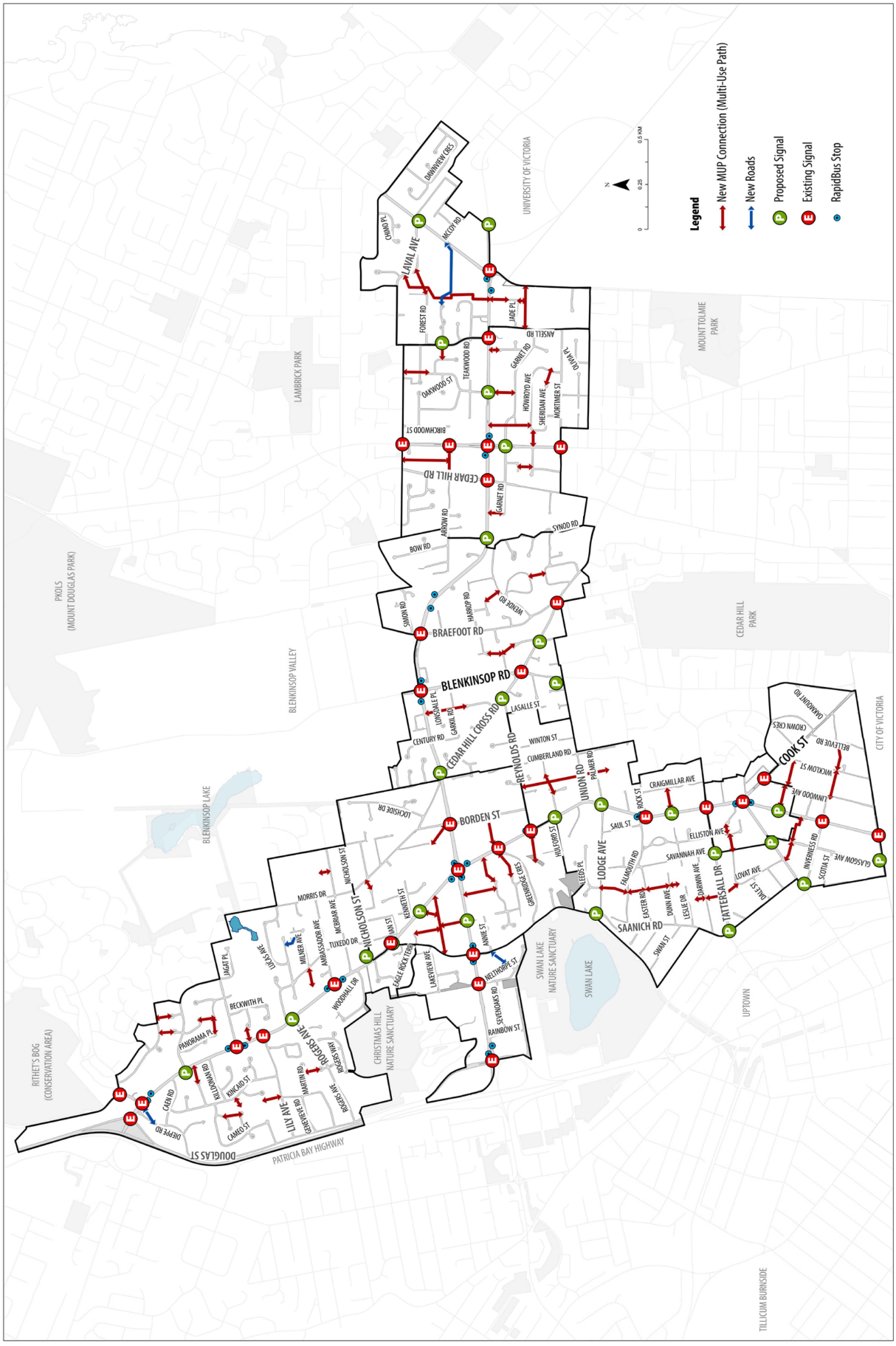
4.1.3 Prioritize the installation of crossings along bus routes and adjacent to high utilization bus stops to improve the safety and connectivity for cyclists and pedestrians.

4.1.4 Ensure that development in Centres, Villages and Corridor Hubs facilitate smooth transitions between active modes of transportation, public transit, and other forms of mobility.

4.1.5 Reduce gaps in sidewalk continuity along major roads to improve safety and accessibility.

4.1.6 Improve the connectivity and safety of access to schools through the addition of pedestrian-controlled crossings and accessible sidewalks, prioritizing:

- Pedestrian-controlled crossings at major intersections and along trail networks leading towards schools; and
- Sidewalk continuity along the street edge closest to the school with a focus on sidewalks that are accessible, comfortable, and safe.



Map 4.2 Transportation Network Overview

4.2 WALKING

Every trip that is taken in Saanich begins and ends within the pedestrian environment, including any human-powered or electric-assisted transportation mode that facilitates personal mobility. The development of the walking network and streetscape environment will be important to improve when trying to meet the objective of a more encouraging and welcoming environment for pedestrians. Safety, accessibility, and convenience are priorities for pedestrians when deciding on their mode of travel. Creating a connected walking and mobility network, that is more supportive of pedestrians, regardless of age or ability, will help to make the walking environment a more reliable choice, connecting people to places of business, recreation, and leisure. As much of the Quadra McKenzie area was constructed at a time when an emphasis was placed on vehicle travel, changes such as new or expanded sidewalks are needed to ensure the area evolves to create a supportive pedestrian environment.



POLICIES

4.2.1 Implement the Long-Term Sidewalk Priority Network, as outlined in the Active Transportation Plan.

4.2.2 Prioritize universal design when constructing pedestrian facilities to promote pedestrian travel for all ages and abilities, including individuals with mobility challenges and visual and/or auditory impairments.

4.2.3 Work towards establishing safe and accessible sidewalks on both sides of streets through opportunities during the redevelopment process.

4.2.4 Design and construct pedestrian sidewalks to be physically separated from vehicle travel lanes in accordance with engineering standards and best practice.

4.2.5 Promote walking as the highest priority mode of travel by reducing travel times, improving safety, enhancing accessibility, and increasing comfort.

4.2.6 Consider improvements to support active multi-modal trips that reduce reliance on personal vehicles. These trips may involve any combination of walking, rolling, cycling, and/or taking the bus.

4.2.7 In pedestrian spaces, support people who walk by providing amenities such as seating, cover from the elements, street trees, and waste/recycling/compost bins.

4.2.8 Implement additional signage and wayfinding to improve the user experience.

4.3 CYCLING AND MICROMOBILITY

A well connected, safe, and accessible cycling and micromobility network is an integral aspect of a successful transportation network. Ensuring that people of all ages and abilities can use cycling infrastructure to travel to their destination will reduce trips by personal vehicles. This Plan seeks to provide a high level of service for cyclists, providing a variety of routes through the Quadra McKenzie area and beyond. Connections to regional transportation networks, such as the Galloping Goose Regional Trail, Lochside Regional Trail, and BC Transit exchanges, will help to ensure active transportation modes are chosen more often. The Plan also acknowledges the changing modes of micromobility and looks to build inclusive facilities that can support those modes of travel.



POLICIES

4.3.1 Implement the Active Transportation Plan's Long Term Bicycle Network as identified on Map 4.3.

4.3.2 Expand and enhance wayfinding to enable people to navigate the QMP area and connect to regional destinations.

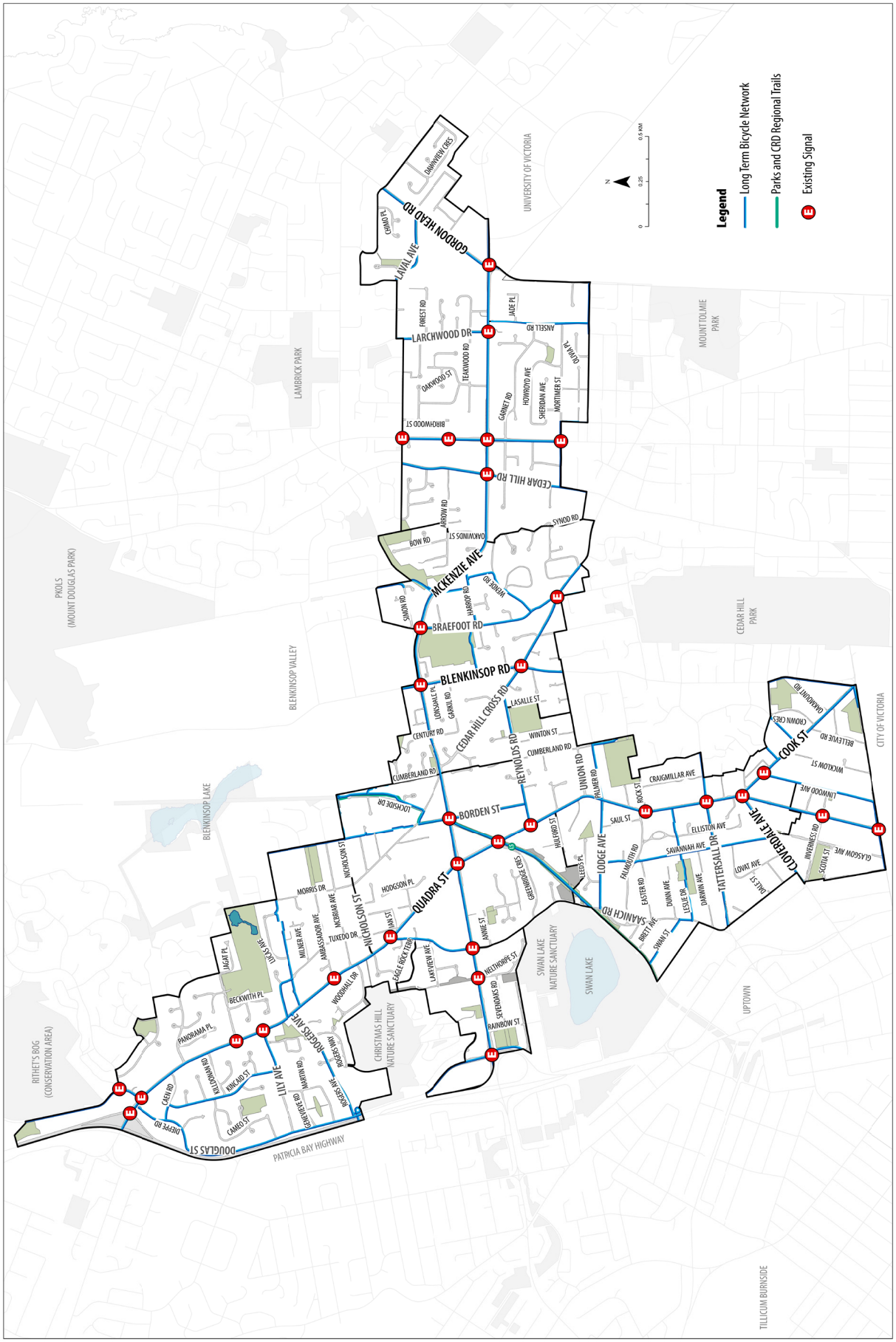
4.3.3 Enhance the comfort and safety of cycling by physically separating bike lanes from roadways utilizing curbs, bollards, vegetation and trees.

4.3.4 Require bike parking/storage/charging and other end-of-trip facilities, such as change and shower rooms, where appropriate, in commercial, institutional, multi-unit residential, and recreation developments.

4.3.5 Enhance active transportation along the Lochside Regional Trail in coordination with the CRD by separating bike lanes from walking lanes and the addition of lighting and hard surfacing, improving accessibility for all ages and abilities.

4.3.6 Prioritize new cycling infrastructure connected throughout the District of Saanich and to regional transportation networks.

4.3.7 Provide high-quality active transportation infrastructure that optimizes the use of existing road rights-of-way and limits new, impervious surfaces.



Map 4.3 Cycling Network

4.4 TRANSIT

Public transit will be a significant contributor to the future success of the Quadra McKenzie area. The Plan's land use framework is deeply linked to and dependent on high levels of transit service. Centres and Villages will be primary locations for improving public transit infrastructure and providing additional services. In conjunction with improved cyclist and pedestrian networks, a safe, accessible, and reliable public transit network can connect people to their destinations and further push Saanich towards a transportation network that is 50% active modes of transportation and transit.

The McKenzie Rapid Transit Corridor is one of the most important routes in the region and will be subject to significant improvements in the coming years to enhance transit priority, improve service frequency and increase linkages to land use. The Quadra Corridor will also be enhanced in a similar manner, reflecting it's critical role in servicing a multitude of destinations. Section 6 and 7 discuss the vision for the street, which will enhance the role of these routes.

POLICIES

4.4.1 Implement measures to support the enhancement of McKenzie Avenue as a Rapid Transit Corridor, with the goal of travel times that are faster than personal vehicles.

4.4.2 Continue to enhance the role of Quadra Street as a primary transit corridor that provides convenient, frequent service that is competitive or faster to travel times of general traffic to all residents, businesses, institutions and amenities in close proximity to the Corridor.

4.4.3 Collaborate with BC Transit to improve bus stop facilities including: new and upgraded shelters, street furniture, lighting, and real-time display of transit information.

4.4.4 Through the development process seek to integrate bus shelters, bike parking, street furniture, and lighting into the design of buildings adjacent to transit stops.

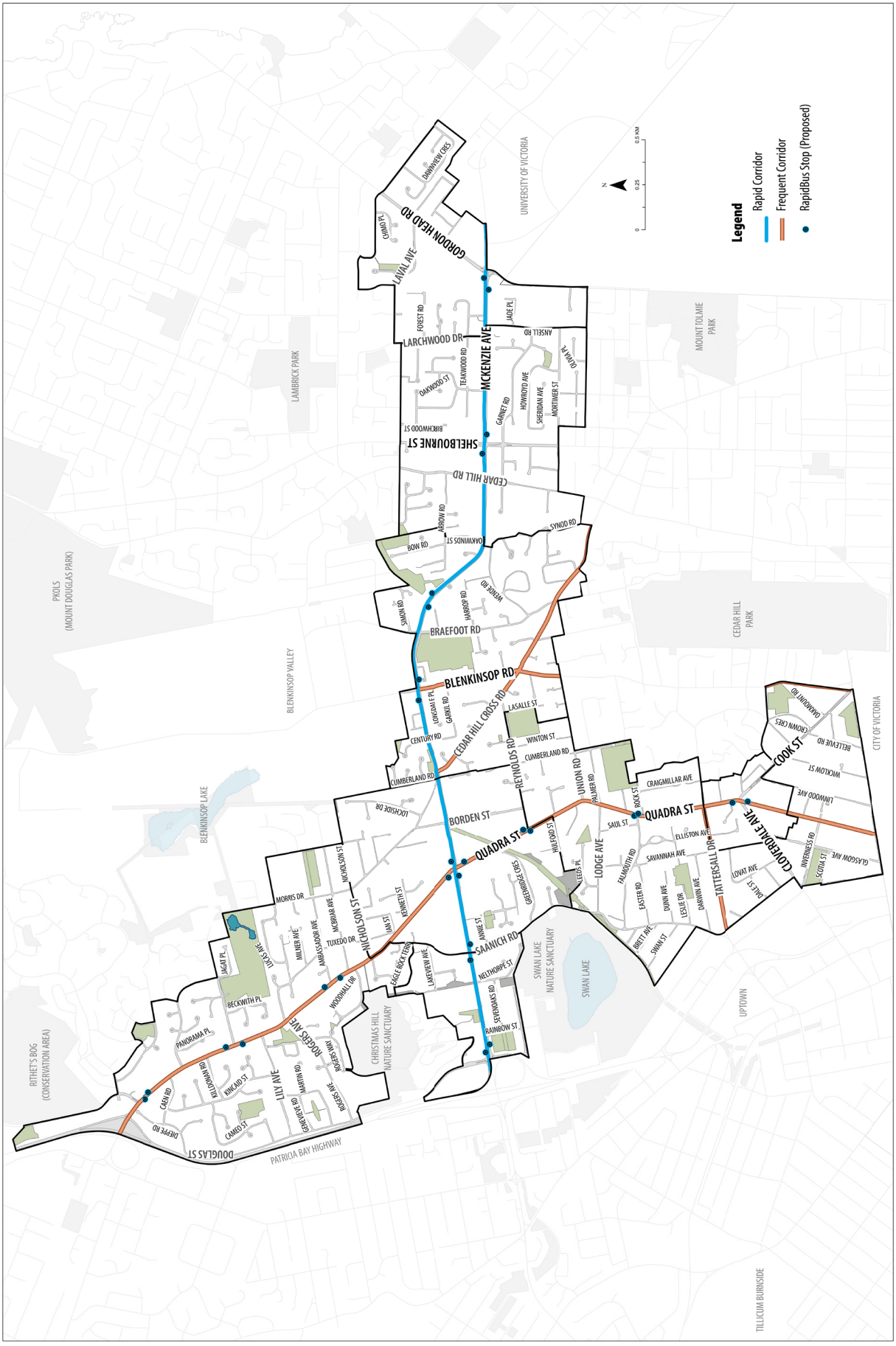
4.4.5 Improve connections between transit and active modes of transportation.

4.4.6 Implement transit priority measures to improve bus service and reduce wait times in the QMP area. Priority measures may include signal timing and priority, queue-jumper lanes and dedicated bus lanes.

4.4.7 Work with BC Transit to prioritize service to major institutional and employment centres along corridors with the highest ridership potential, including along Quadra Street and McKenzie Avenue.

4.4.8 Provide safe and secure bike parking adjacent to existing and future bus stops, as determined by the BC Transit Victoria Regional RapidBus Implementation Strategy including the Saanich TOAs.

4.4.9 Design McKenzie Avenue as a transit corridor, with active uses at street level, wide sidewalks and branding elements that highlight its role as a Rapid Transit Corridor.



Map 4.4 Transit Network

4.5 MOTOR VEHICLES

For many of the residents in the Quadra McKenzie area a vehicle trip is a part of their everyday routine. Currently over 60% of all trips taken in Saanich are by personal vehicle, however over the last ten years this number has been slowly declining. The District is working to reduce vehicles trips and has a target of 50% of all trips in Saanich being made by active transportation by 2050. With the policies in this Plan supporting compact and dense land uses, frequent transit service, and improved facilities for active transportation, an even greater modal shift is possible in the QMP area. Maintaining safe and efficient motor vehicle traffic will be important for the future of the QMP area, however the direction of Saanich is to prioritize active modes of transportation and create a better environment for pedestrians, transit users, and cyclists.

Commercial goods movement is a crucial component of ensuring economic stability. Efficient movement of goods not only sustains businesses but also ensures the smooth functioning of supply chains, contributing to economic growth and prosperity. Furthermore, the loading and access to commercial and industrial buildings needs to work cohesively to ensure negative impacts are mitigated.

POLICIES

4.5.1 Pursue opportunities in the redevelopment process to improve circulation for all transportation modes, using the priority sequence illustrated in the Saanich Mobility Pyramid (Figure 4.1).

4.5.2 Support the acquisition of land for new streets or lanes with limited driveway access to major thoroughfares.

4.5.3 Enhance efficiency of goods movement by streamlining transportation routes and loading locations to ensure timely and cost-effective travel.

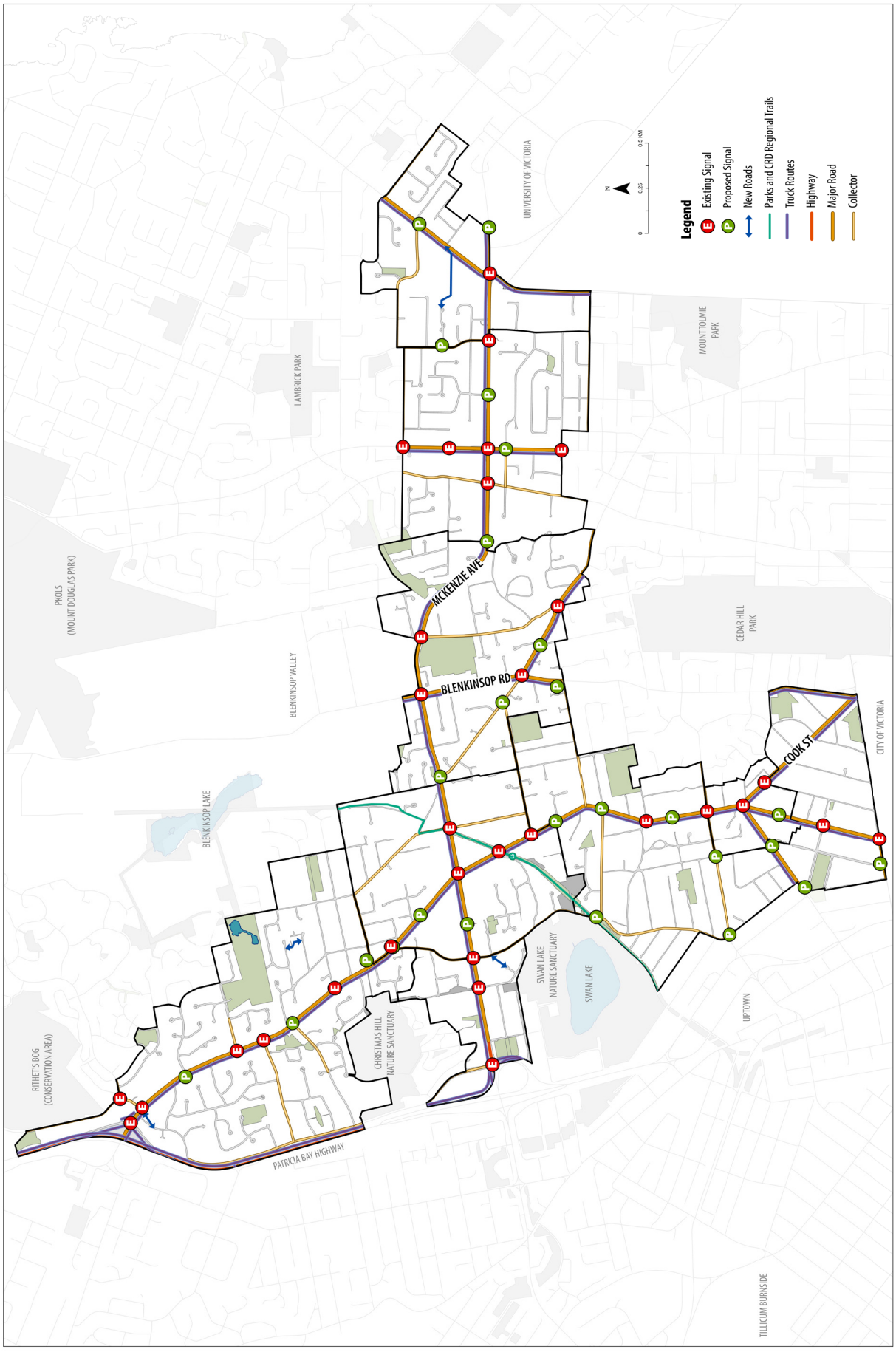
4.5.4 Encourage businesses to adopt sustainable practices and use sustainable transportation modes for the transport of goods.

4.5.5 Explore implementation of traffic management systems to optimize the flow of goods and reduce congestion, such as limiting goods delivery to non-peak traffic hours.

4.5.6 Update the Zoning Bylaw to encourage the provision of sufficient off-street loading space for goods deliveries in commercial and industrial developments.

4.5.7 Support limited residential loading zones with specific times to accommodate residential needs such as moving accommodations and utility maintenance.

4.5.8 Support reduced speeds in the Quadra McKenzie area to maintain safer streets and promote increases in active transportation.



Map 4.5 Road Network

4.6 PARKING

Historically, the movement and mobility of vehicles has relied on sufficient supply of parking. As Saanich moves toward alternative modes of transportation, that transition will include a reduced reliance on personal vehicles and the supply of parking will be able to diminish. Saanich is shifting to a model where parking requirements in new developments will largely be dictated by technical studies and market demand. This approach will place greater emphasis on ensuring a more limited supply of parking spaces are efficiently utilized, including through strategies such as paid parking, and time limits. As density and uses in the Quadra McKenzie area change, so too will parking in a way that maximizes efficiency, supports businesses, and limits impacts on residents.



POLICIES

4.6.1 Explore implementation of demand management strategies for on-street parking to prioritize short-term parking, goods movement and local residents, including:

- Loading zones;
- Paid parking; and,
- Time limits.

4.6.2 Encourage the incorporation of car share vehicle parking and memberships as part of residential, commercial, and institutional developments.

4.6.3 Support transportation demand management measures in new developments that reduce parking demand and enhance access to active transportation and transit.

4.6.4 Implement accessible parking design standards that integrates the path of travel between the parking stall and the development.

4.6.5 Support developments that exceed bike parking requirements above and beyond the parking regulations in the Zoning Bylaw.

4.6.6 Support limited commercial parking adjacent to commercial and industrial buildings to minimize disruptions to the flow of traffic and improve the efficiency of goods movement.

4.6.7 Surface parking areas and driveways are supported where they incorporate permeable surfacing and green infrastructure to advance rainwater infiltration, urban tree canopy, and climate resilience.


stellarwines
craft winemaking
PIZZA AL FORNO
ROYAL TANDOOR FINE INDIAN CUISINE
OPEN
WINEMAKING
WOW
NOW OPEN

5. PARKS, TRAILS, OPEN SPACES, AND COMMUNITY FACILITIES

Access to public parks, trails, open spaces, recreational and cultural facilities, natural areas, and other forms of social infrastructure that enhance livability and community connections are particularly important considerations in dense urban settings. The numerous health, environmental and social benefits that parks and open spaces provide are of utmost importance when developing medium and high-density residential neighbourhoods. The integration of parks, trails, and open spaces into development must be done in coordination to meet the diverse needs of a growing population.

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 Rithet's Bog Conservation Area and Swan Lake and Christmas Hill Nature Sanctuaries. The current park supply and coverage is adequate for the existing population and will need to increase to meet growing demand over the next 20 years. The parks, trails, open spaces and community facilities in the Quadra McKenzie study area will experience further pressures from this added population and employment growth.

This section will outline the necessary objectives and policies to ensure that park networks are not only maintained but enhanced. Future growth will improve the connectivity, volume, diversity and accessibility of parks, trails, and open spaces for a diverse range of park users.

OBJECTIVES

A. Address gaps to ensure a walkable network of public parks and open spaces, with a focus on availability and accessibility across the Plan area.

B. Retain areas of ecological significance and enhance connectivity between green spaces.

C. Acquire additional parks, trails and open spaces that meet the existing and future needs of the community and work towards the 3-30-300 goals of 30 percent (or more) canopy cover and each household being within 300 metres of a park or other green space.

D. Consider and incorporate the diversity of user needs and abilities into the parks and open spaces system.

E. Enhance the Lochside Regional Trail as a community focal point, multi-modal travel route and public amenity.

F. Support the creation of social infrastructure, including recreational and cultural facilities, in alignment with the provision of new housing, with a focus on equity and inclusion.



5.1 PARKS

The Quadra McKenzie Plan aims to improve connectivity between existing parks, add new parks and publicly accessible green spaces, protect natural areas and improve connectivity with active transportation and mobility networks. With added density, improving access and availability of park spaces for recreation and leisure will be a priority. Multi-unit housing projects often have limited access to private outdoor space, which can increase reliance on the parks system. The policies within this Plan will aim to enable all community members have safe and equitable access to parks and natural areas. New developments play an important role by adding publicly accessible open spaces, improving area connectivity, and providing access to private amenity spaces.

Park acquisition can be achieved through a variety of approaches, such as purchase, dedication at the time of subdivision, leases and donations. The addition of new parks and expansion of existing parks will contribute to a healthy and vibrant urban environment.



POLICIES

5.1.1 Prioritize acquisition of parkland in locations where:

- Properties are not within 300m of a park;
- Land is adjacent to an existing park and will enhance the park;
- Land is near or within a Centre, Village or Corridor Hub; and
- Land is adjacent to Active Transportation Networks.

5.1.2 As a part of redevelopment applications for larger sites, seek to acquire new parkland and/or publicly accessible open space based on the gross land area of the total lot as follows:

- Minimum 10% for properties 1 hectare or more, with a minimum of 50% of this area to be formally dedicated as Park;
- Minimum 5% for properties between 0.5 and 1 hectare, with no formal dedication of Park required.

5.1.3 Explore the acquisition of new parkland along the Lochside Regional Trail to create a network of parklets for small scale leisure and recreation activities.

5.1.4 Prioritize tree planting, tree retention and natural area restoration on properties adjacent to parks.

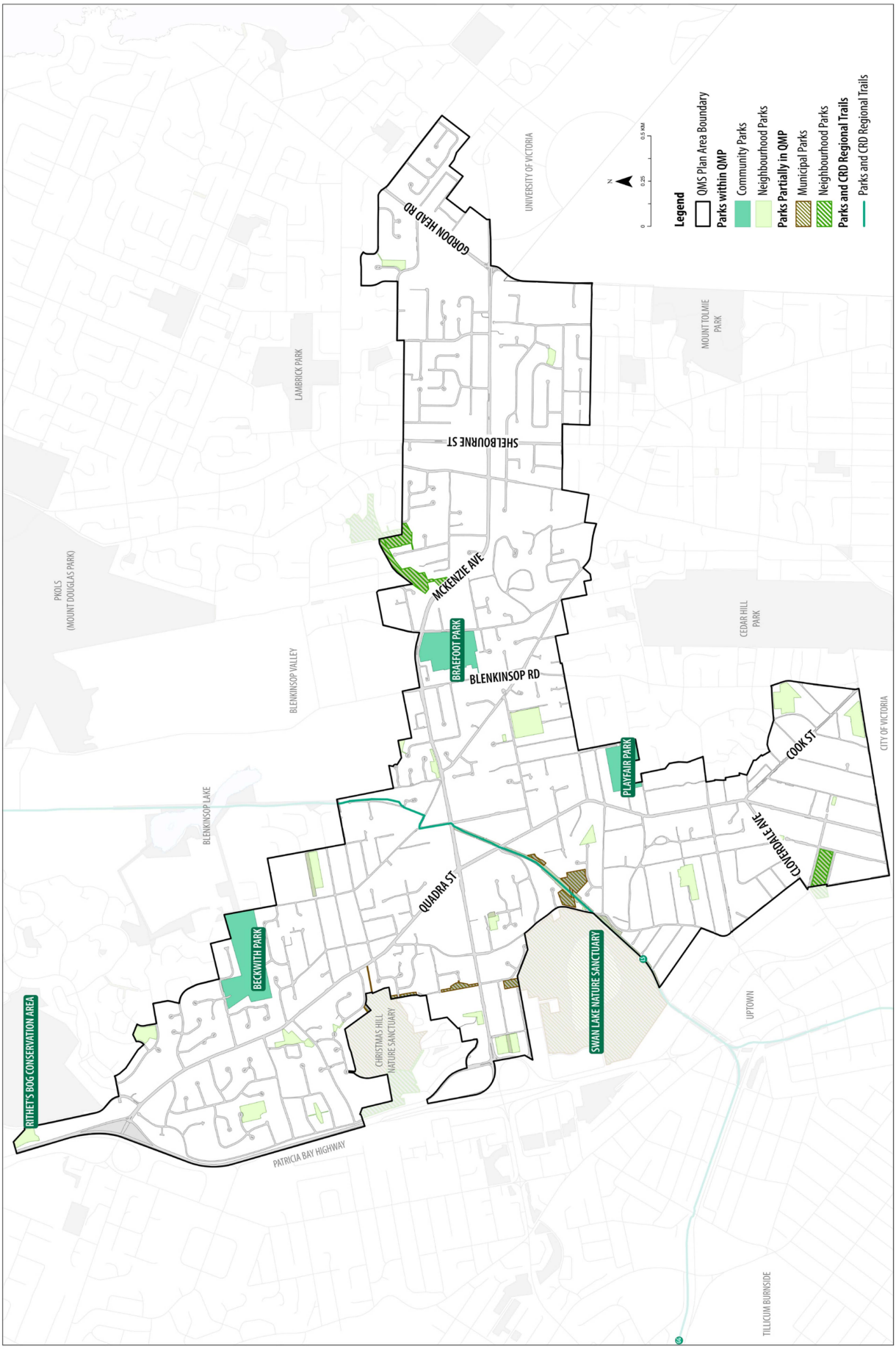
5.1.5 Prioritize recreational and urban park amenities including seating areas, playgrounds, and washrooms.

5.1.6 Encourage restoration and enhancement of natural areas with a focus on locations identified as Habitat Sites (HS) in the Biodiversity Conservation Strategy.

5.1.7 Enhance connections between parks, transit stops and active transportation networks.

5.1.8 Integrate the following design considerations for residential developments adjacent to parks:

- Ensure that the design and orientation of buildings prioritizes solar access to parks and minimizes shadowing;
- Use green buffers, setbacks and landscaping to create soft transitions to parks;
- Enhance permeability of sites;
- Enhance existing or proposed new connections to parks to create direct and inviting access points; and
- Consider the existing/future programming of the park to ensure appropriate edge conditions and design treatments.



Map 5.1 Parks Network

5.2 OPEN SPACES

Open spaces are defined as land on which structures for residential, commercial, institutional, or industrial uses are not located and are important for the community for their aesthetic, recreational, or ecological value. This includes lands that are in a natural or developed state and within the public or private domain. Some examples of open spaces include squares, plazas, courtyards, and community gardens. As designated Primary Growth Areas develop, open spaces within those areas will become increasingly important as spaces for recreation and leisure for people of all ages and abilities.

The role of open spaces is distinct from parks in providing a wide range of amenities and accessible spaces, often used as an interface between the public and private realm. The Quadra McKenzie Plan envisions open spaces as key community features that supplement and enhance the parks and trails network, providing public and private areas in and around high-density development. Open spaces will be key features in Centres, Villages, and Corridor Hubs, acting as community gathering sites and providing space for leisure, recreation and social activities.

POLICIES

5.2.1 Ensure open spaces are safe, well-maintained, and provide varied amenities to participate in social, recreational, and leisure activities.

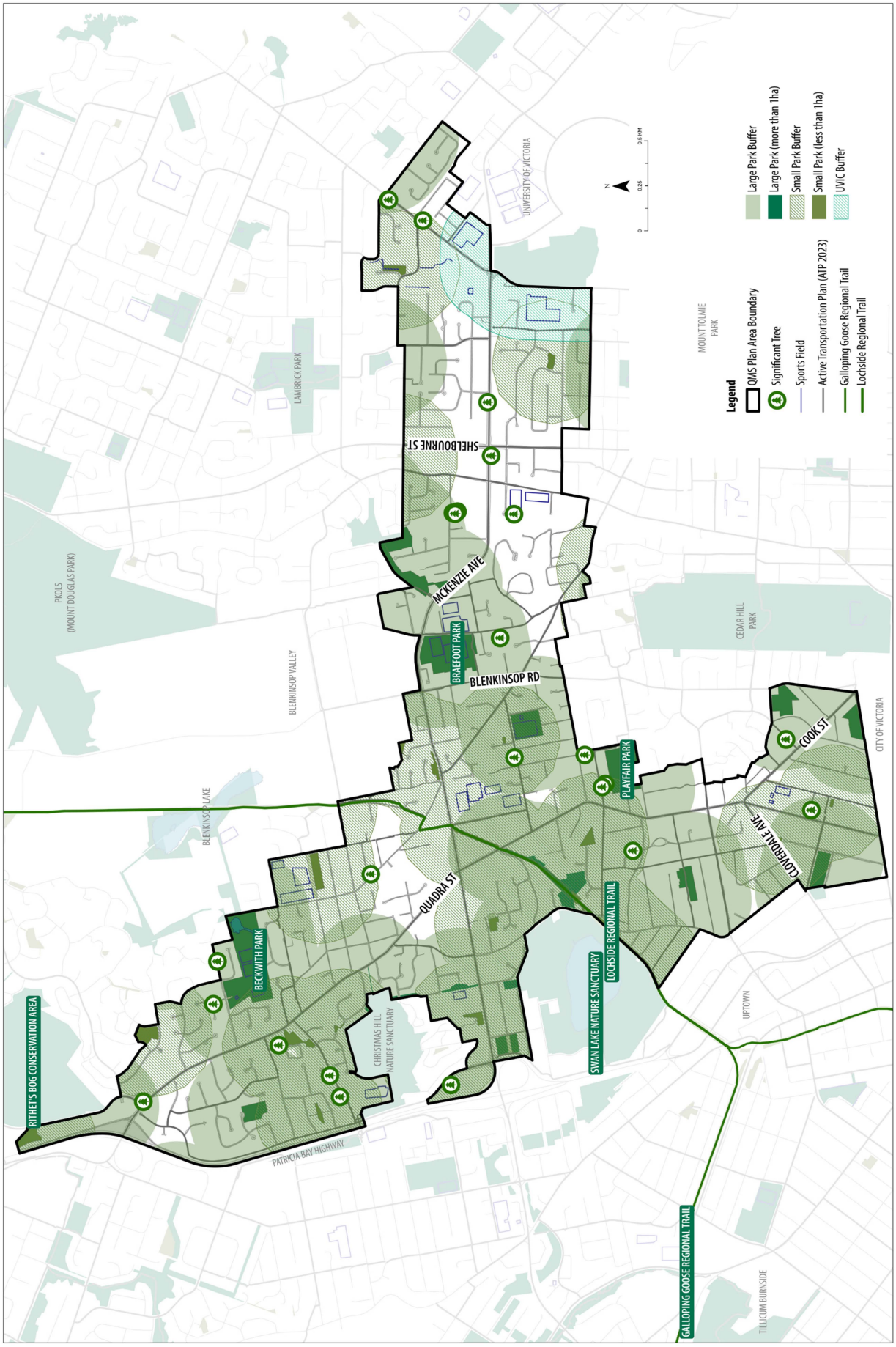
5.2.2 Ensure connectivity from private and public open spaces to local and regional trail networks and public park spaces.

5.2.3 Prioritize the reduction of open space network gaps, through opportunities during redevelopment, while considering function, quality, type, local demographics, and equitable distribution.

5.2.4 Ensure new developments prioritize connected and publicly accessible open space areas as part of the redevelopment process.

5.2.5 Ensure developments on larger sites incorporate green space (e.g. parks, open spaces, green roofs and/or streetscape improvements) as a key component to support higher density development.

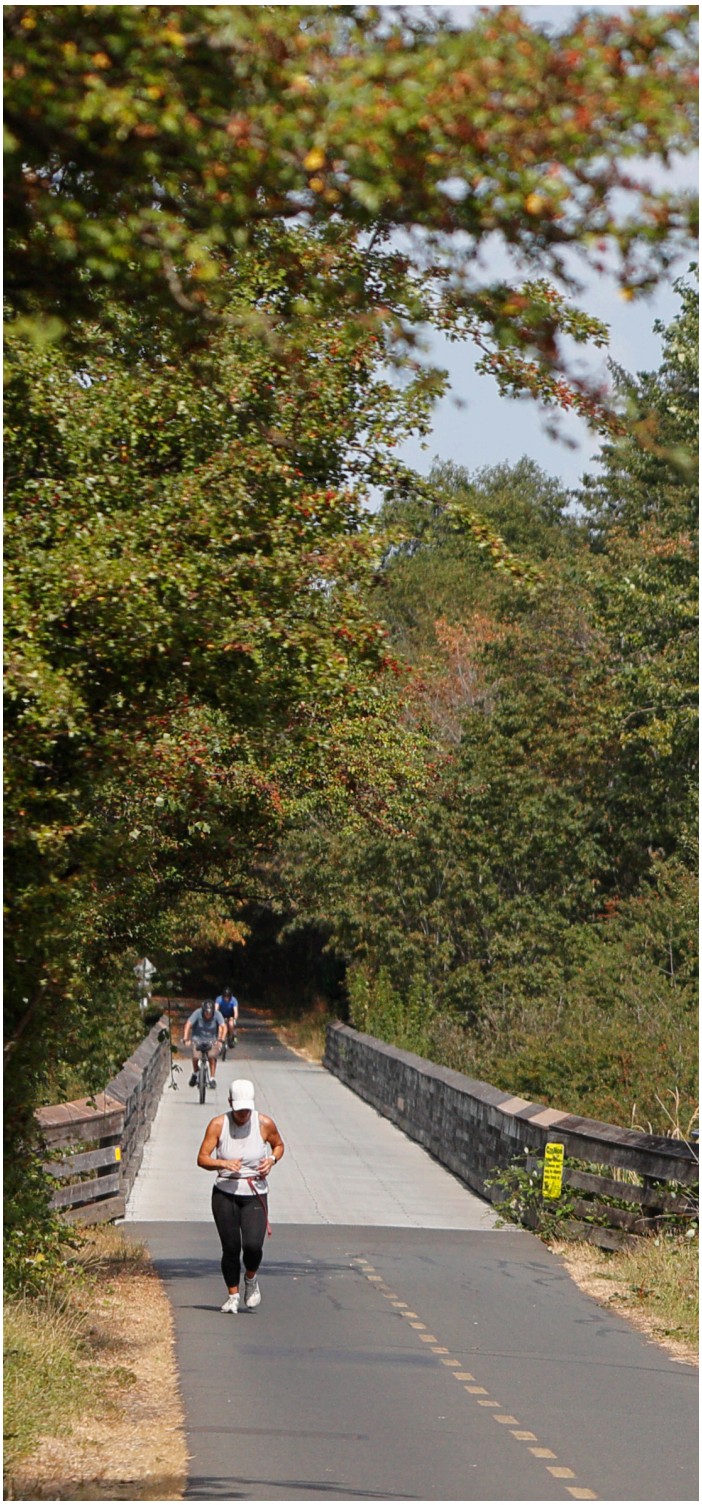




Map 5.2 Parks Network Walkable Access Analysis

5.3 LOCHSIDE REGIONAL TRAIL

The Quadra McKenzie study area encompasses over two kilometres of the Lochside Regional Trail, one of two major regional trails within the District of Saanich. As a regional trail, travel is supported on both a local and regional scale, allowing users to travel between neighbourhoods and from Swartz Bay to the City of Victoria. The Lochside Regional Trail also intersects with the Galloping Goose Trail, an east-west trail that connects the downtown area of the City of Victoria to the District of Sooke. Development, operation, and maintenance of the Lochside Regional Trail is overseen by the Capital Regional District (CRD) as the land that the trail resides on is primarily owned by the Province of BC, administered by the Ministry of Transportation and Transit (MOTT), and leased by the CRD. These trails are important components of the regional active transportation network and must be managed accordingly, to ensure reliability, safety, and efficiency for all users.



POLICIES

5.3.1 Enhance the connectivity of the Lochside Regional Trail to transit stops, bike routes and area destinations.

5.3.2 Work with the CRD to implement improvements to wayfinding, safety, and visibility along the Lochside Regional Trail to meet increased user demands.

5.3.3 Work with the CRD to enhance the Lochside Regional Trail through consideration of widening, separation of users, and lighting.

5.3.4 Pursue the development of neighbourhood parks, urban parks/parkettes, and urban plazas alongside the Lochside Regional Trail in conjunction with redevelopment.

5.3.5 Ensure redevelopment adjacent to the Lochside Regional Trail is designed to:

- Maintain the greenway and natural character of the trail; and
- Enhance the recreational experience of the trail.

5.4 COMMUNITY FACILITIES

Community facilities, in conjunction with parks, open spaces, and trails, are an effective means of supporting the livability of an area, providing space for recreation and socialization for all ages and abilities. Recreation, health and wellness, arts and culture, aquatics, childcare, and education are just some of the services that community facilities can provide. Within the boundaries of the Quadra McKenzie area there is one community facility, the Braefoot Park Centre, however there are important linkages along corridors to other community facilities in close proximity, such as Gordon Head Recreation Centre and Saanich Commonwealth Place. As the Quadra McKenzie area continues to grow, Saanich has an opportunity to add additional community facilities along major corridors and within neighbourhood hubs to improve the livability of the area for existing and future residents.

POLICIES

5.4.1 Support the introduction of new community facilities within Centres, Villages and Corridor Hubs that have convenient access to transit and active transportation networks.

5.4.2 Prioritize the development of community facilities such as daycares, recreation centres and community meeting spaces in adjacency to office spaces, schools, and other places of employment.

5.4.3 Work with the School Board to ensure school facilities are able meet the growing population within the Quadra McKenzie area.

5.4.4 Work with School District 63 to build on joint use agreements and greater community use of school buildings and properties.

5.4.5 Enhance and upgrade the Braefoot Park Centre to meet growing demand.

5.4.6 Improve the active transportation and transit connections to community facilities outside the borders of the Quadra McKenzie area.

5.4.7 Work with the University of Victoria to expand community access to facilities and programs for Saanich residents.

COMMUNITY FACILITIES AS ILLUSTRATED IN MAP 5.3:

Community Facility

8 Saanich Parks and Public Works
10 Swan Lake Nature House
14 1st Douglas Scout Hall
15 Braefoot Park Centre
19 Braefoot Community Association
20 Community Living Victoria
26 Gordon Head Recreation Centre
31 Cedar Hill Golf Course
32 Cedar Hill Recreation Centre

First Responders

25 British Columbia Ambulance Service Station 125
30 Saanich Fire Department Hall No. 3

Library

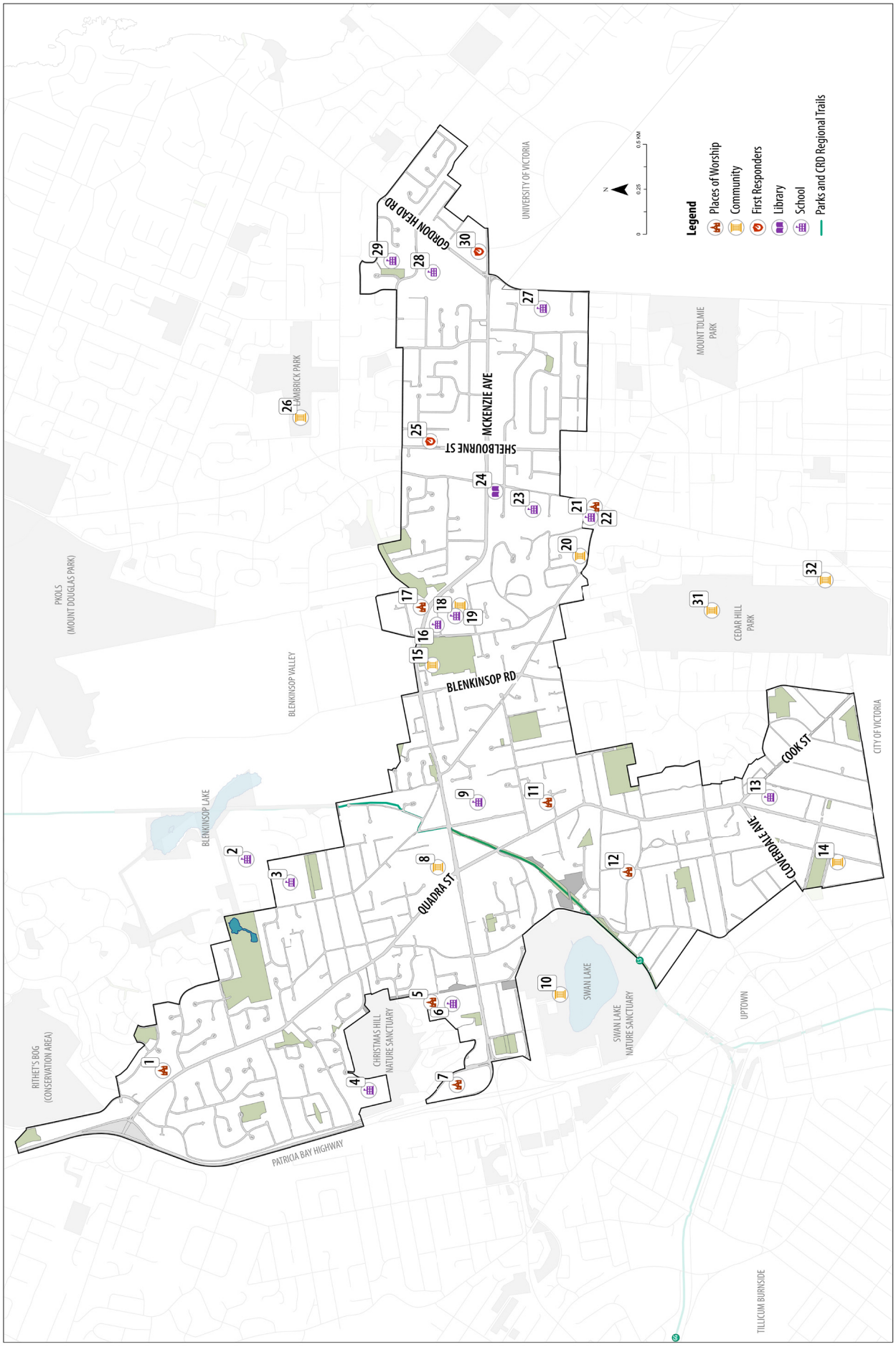
24 Greater Victoria Public Library - Nellie McClung Branch

School

2 St. Margaret's School
3 Lake Hill Elementary School
4 Rogers Elementary School
6 St. Andrew's Regional High School
9 Reynolds Secondary School
13 Cloverdale Traditional Elementary School
16 École Beausoleil
18 Braefoot Elementary School
21 Lakehill Preschool
23 École Intermediaire Cedar Hill Middle School
27 Campus View Elementary School
28 Mount Douglas Secondary School
29 Maria Montessori Academy

Places of Worship

1 Victoria Church of the Nazarene
5 Sacred Heart Catholic Church
7 The Salvation Army Victoria Citadel
11 St. Peter's Anglican Church
12 Cathedral Church of St. John the Evangelist
17 Victoria Christadelphian Ecclesia
22 St. Luke Anglican Church



Map 5.3 Community Facilities

6. MCKENZIE CORRIDOR

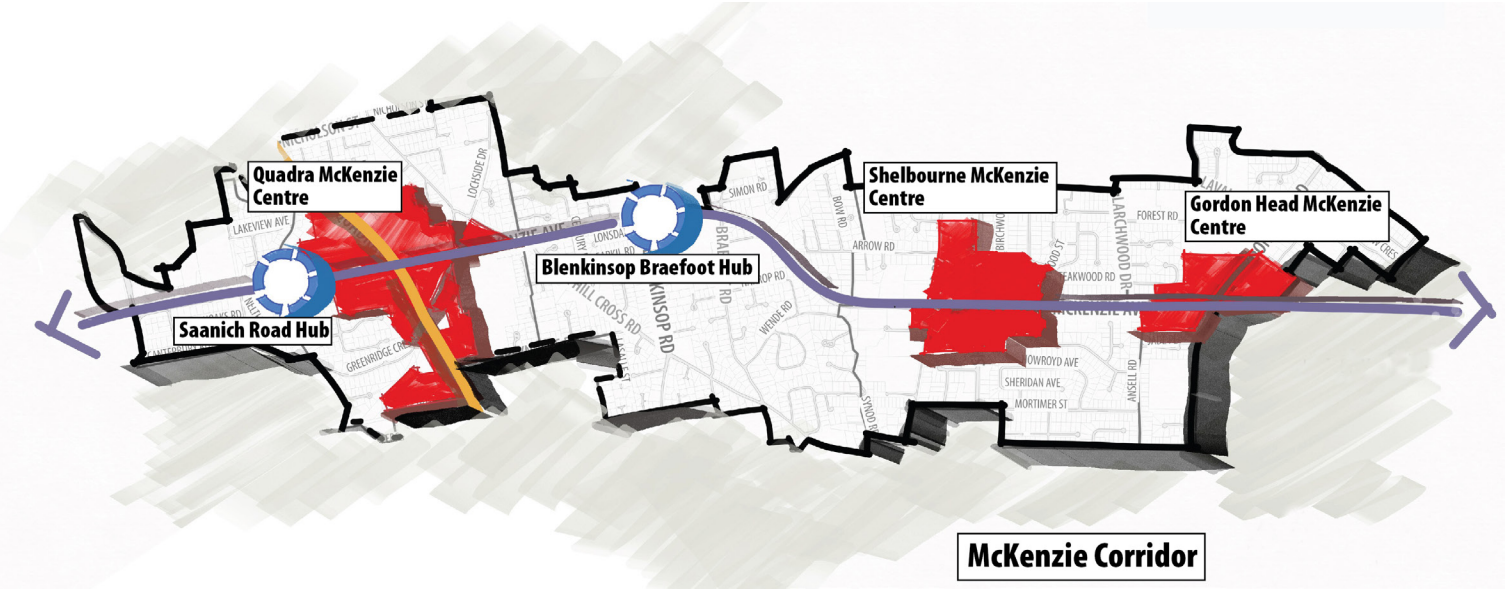
The McKenzie Corridor runs from the Patricia Bay Highway on the west to the University of Victoria on the east. As a key entry point into the study area, the McKenzie Corridor provides access to many destinations, connecting residents and visitors to significant places of business, leisure, and education. Furthermore, the McKenzie Corridor connects with two north-south major roads, Quadra Street and Shelbourne Street, expanding the route's connectivity and importance.

The McKenzie Corridor is home to three Centres and two Corridor Hubs (Map 6.1). These locations, which are linked to RapidBus stations and key north-south street connections, represent key nuclei of community activity and housing and employment density. The five nodes are:

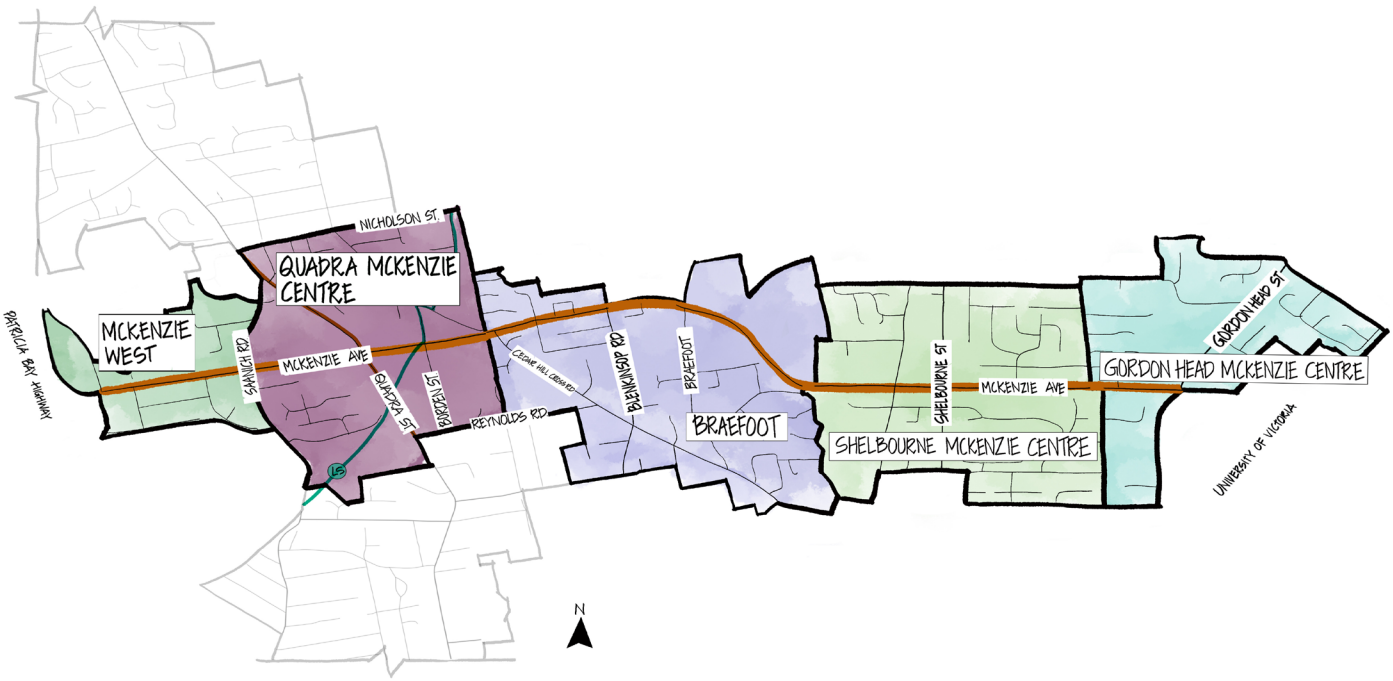
- Quadra McKenzie Centre;
- Shelbourne McKenzie Centre;
- Gordon Head McKenzie Centre;
- Saanich Road Hub; and
- Blenkinsop Braefoot Hub.

This section builds on the land use policies in Section 3, which provide direction for land use at the parcel level, and transportation policies in Section 4, which identify broader network goals and policies. A key emphasis of this section is to establish specific land use policies for the McKenzie Corridor, supporting a coordinated pattern of growth, redevelopment, and public realm improvements, while identifying a flexible long-term corridor vision. Rather than prescribing detailed roadway design, this section outlines potential future design elements, such as improved walking and cycling connections, transit-supportive features, and street trees and green infrastructure, that can be advanced incrementally as redevelopment occurs, funding opportunities arise, and partnerships are secured. Corridor improvements will be undertaken over time to align with these land use changes, while supporting multi-modal travel and complete streets objectives.

More detailed policy is also provided for each of the five sub areas that lie along the McKenzie Corridor (Map 6.2). These sub area policies are intended to address the unique characteristics of different sections of the McKenzie Corridor.



Map 6.1 Centres and Corridor Hubs on the McKenzie Corridor



Map 6.2 McKenzie Corridor Sub Areas

OBJECTIVES

A. Expand housing and employment opportunities along the McKenzie Corridor, focusing the greatest building height and densities along McKenzie Avenue, within Centres, and adjacent to rapid transit stops.

B. Redesign McKenzie Corridor to be a complete street that prioritizes active transportation and transit and transitions to a vibrant public space that invites community activity.

C. Support the evolution of the Gordon Head McKenzie Centre as a unique place that connects Saanich to the University of Victoria, expands housing and employment opportunities and creates high-quality public spaces.

D. Sensitively transition land use to minimize impacts on environmentally sensitive areas of Swan Lake and Christmas Hill.

E. Support land use changes and transportation improvements that strengthen north-south transit connections on Quadra Street, Shelbourne Avenue, Blenkinsop Road, Cedar Hill Road and Saanich Road.

6.1 MCKENZIE CORRIDOR VISION

The McKenzie Corridor is the primary east-west corridor in Saanich that connects the Provincial Highways with the University of Victoria and serves as a major transportation artery, connecting various neighbourhoods and communities. The vision for McKenzie Avenue is as a complete street and a multi-modal corridor with both long- and short-term priority improvements that support the Rapid Transit Network. Changes would establish RapidBus stations, protected intersections, improved sidewalks and new crossings, improving active transportation facilities and standards for All Ages and Abilities (AAA).

The Victoria Regional RapidBus Implementation Strategy identifies McKenzie Avenue as a future RapidBus line that will connect to the Uptown Mobility Hub and the University of Victoria. Saanich and BC Transit will continue to work together to implement the vision for RapidBus on the McKenzie Corridor. Balancing the needs of all users will be essential to ensuring safe and efficient mobility for all.

To support the RapidBus Line, The Active Transportation Plan, Transit Future Plan and the overall corridor direction of becoming a complete street, short-term priority improvements and design concepts were identified to enhance transit and active mode upgrades while retaining mature trees, planting new trees and allowing for enhancements of the public realm. These short-term priority improvements include:

- Protected intersections that will improve safety for pedestrians and cyclists and add predictability for drivers. Intersections to be upgraded include Quadra Street, Borden Street, Blenkinsop Road, Shelbourne Street, and Gordon Head Road;
- Identified locations for new bus stations;
- Protected bike lanes and separated sidewalks along the length of the Corridor;
- A new intersection at Cedarwood Street and new signalized pedestrian crossings at Morgan Street, Cedar Hill Cross Road, Oakwinds Street and McGill Road;
- Permanent closure of Fleet Street at McKenzie Avenue; and
- A new multi-use path on the south-side of McKenzie Avenue from Rainbow Park to Quadra Street.

These short-term improvements are needed to further support the overall long-term vision of McKenzie Avenue as a complete street that accommodates all travel modes. Detailed cross sections and any lane configuration changes are anticipated to be developed and evaluated through a future transportation planning and design process, supported by technical analysis, stakeholder engagement, and Council consideration.

Street design elements that support the long-term vision for McKenzie Avenue are illustrated in the images on page 80. These images portray elements of a multi-modal corridor that prioritizes safe and comfortable travel for all mobility modes, and strengthens the public realm through wider, more accessible sidewalks, cycling facilities designed for all ages and abilities, transit priority measures, and an improved public realm with street trees, landscaping, and green infrastructure.

These images are intended to communicate the desired corridor outcomes and right-of-way function over time, rather than prescribe a final detailed design. Implementation will occur incrementally as redevelopment occurs. In particular, the long-term vision will be enabled through land dedication at the time of redevelopment, supported by site design that reinforces an active, pedestrian-oriented corridor. As additional segments are secured and constructed, improvements can be connected and refined to create a continuous, complete, and resilient street that aligns with evolving land use patterns and growth objectives for the McKenzie Corridor.

POLICIES

6.1.1 As properties redevelop, acquire additional right-of-way as required to enable realization of the vision for McKenzie Avenue.

6.1.2 Foster pedestrian safety and comfort by designing ground-oriented buildings fronting McKenzie Avenue with welcoming pedestrian access points, uninterrupted and wide sidewalks, and street amenities including awnings, canopies and seating.

6.1.3 Install bike racks and designated bike storage facilities at transit stops, commercial nodes, and key destinations along the McKenzie Corridor, facilitating multi-modal transportation options.

6.1.4 Implement design approaches that enable high value trees to be retained as part of transportation corridor improvements.

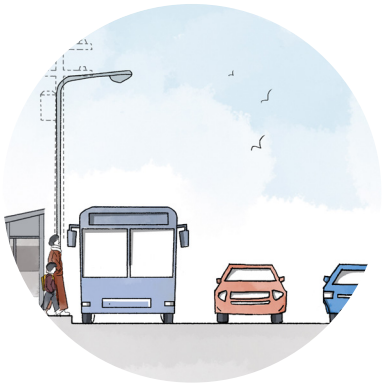
6.1.5 Generally, support setbacks and street wall heights on McKenzie Avenue, as identified in Figure 3.13, to create a vibrant and safe environment for pedestrian activities.

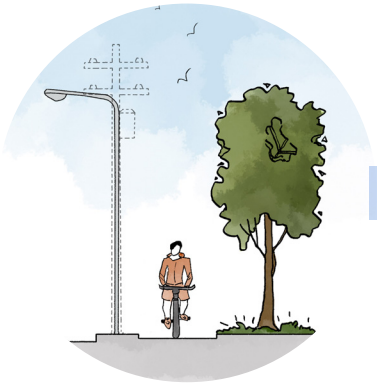
6.1.6 Undertake a public process with BC Transit to determine a future design concept for McKenzie Avenue that supports the goals of the Official Community Plan, Transit Future Plan and Active Transportation Plan.



Vehicle travel lanes are a corridor street design element that would maintain essential access and connectivity for residents, goods movement, emergency response, and regional trips, while being balanced with transit priority, AAA cycling, walking, and public realm improvements as part of McKenzie Avenue's long-term complete street vision.

Transit priority measures (e.g., shared lanes, dedicated lanes, queue jumps, and signal priority) are potential corridor street design elements that would improve bus travel time and reliability, supporting the frequent transit service on McKenzie Avenue and helping deliver a safer, more efficient complete street for all users.





All Ages and Abilities (AAA) cycling facilities are a potential corridor street design element that would provide a comfortable, low-stress place to ride for a wider range of users, strengthening all-season access to transit, schools, services, and commercial nodes while supporting the corridor's long-term complete street vision.

Generous, uninterrupted, an accessible sidewalks are a potential corridor street design element that would make it easier and safer for more people to walk along and across McKenzie Avenue, improving comfort, accessibility, and connections to transit stations and nearby destinations.





Public realm improvements, such as retaining mature tree and adding new trees and plantings, are potential corridor street design elements that would improve comfort, shade, and corridor character while supporting the long-term vision for McKenzie Avenue as a complete street.

NOTE: All elements shown are illustrative and represent potential future corridor street design elements. Detailed cross sections and any lane configuration changes are anticipated to be developed and evaluated through a future transportation planning and design process, supported by technical analysis, stakeholder engagement, and Council consideration.

6.2 MCKENZIE WEST



McKenzie Corridor West is bordered by the Patricia Bay Highway to the west, Saanich Road to the east, and the Christmas Hill and Swan Lake Nature Sanctuaries to the north and south. As a key entry point into the Quadra McKenzie area, this sub area sets the tone for the transition from a highway environment to an urban corridor. Currently, the sub area is predominantly low-density residential and single detached residences with areas of open space and natural park area. Additionally there is a school, St. Andrew's Regional High School, in the middle of the sub area.

LAND USE

The future vision for this sub area includes mid-rise development along McKenzie Avenue, transitioning into Apartment and Urban Townhomes. The unique ecological spaces of Swan Lake and Christmas Hill Nature Sanctuaries will be buffered from higher intensity development, with lower density infill housing adjacent to natural areas. The development of the Saanich Road Hub will further emphasize the accessibility and convenience of local shops and amenities, providing a community focal point that serves current residents and future growth.

POLICIES

6.2.1 Support development adjacent to Rainbow Park and the northern boundary of Swan Lake Nature Sanctuary that is sensitive to the surrounding contexts and protects environmental features.

6.2.2 Enhance green linkages between Rainbow Park, Swan Lake Nature Sanctuary, and Christmas Hill Nature Sanctuary to improve access from transit stops and active transportation routes.

6.2.3 Support the retention of natural areas through strategic site planning during site redevelopment, within and adjacent to special sites, identified on Map 6.3, and identified as Habitat Sites (HS) on Map 1.7.

6.2.4 Encourage family-oriented housing near St. Andrew's Regional High School, including family-friendly amenities such as playgrounds and daycares.

TRANSPORTATION

On this segment of McKenzie Avenue, the objective is to align land use changes with future corridor and lane design elements and broader active transportation improvements to gradually transition the street away from its current highway-oriented character. Over time, potential modifications to the right-of-way, including reallocation of road space, enhanced boulevard treatments, improved crossings, and upgraded cycling and pedestrian facilities, may be incorporated to support a more urban, multimodal environment. Coordinating redevelopment with these future design elements will help frame the street with the built form, introducing a more consistent streetscape edge, and improving the quality, safety, and continuity of pedestrian connections. Together, these measures are intended to soften the existing highway-like conditions and support McKenzie Avenue's evolution into a more complete and accessible corridor.

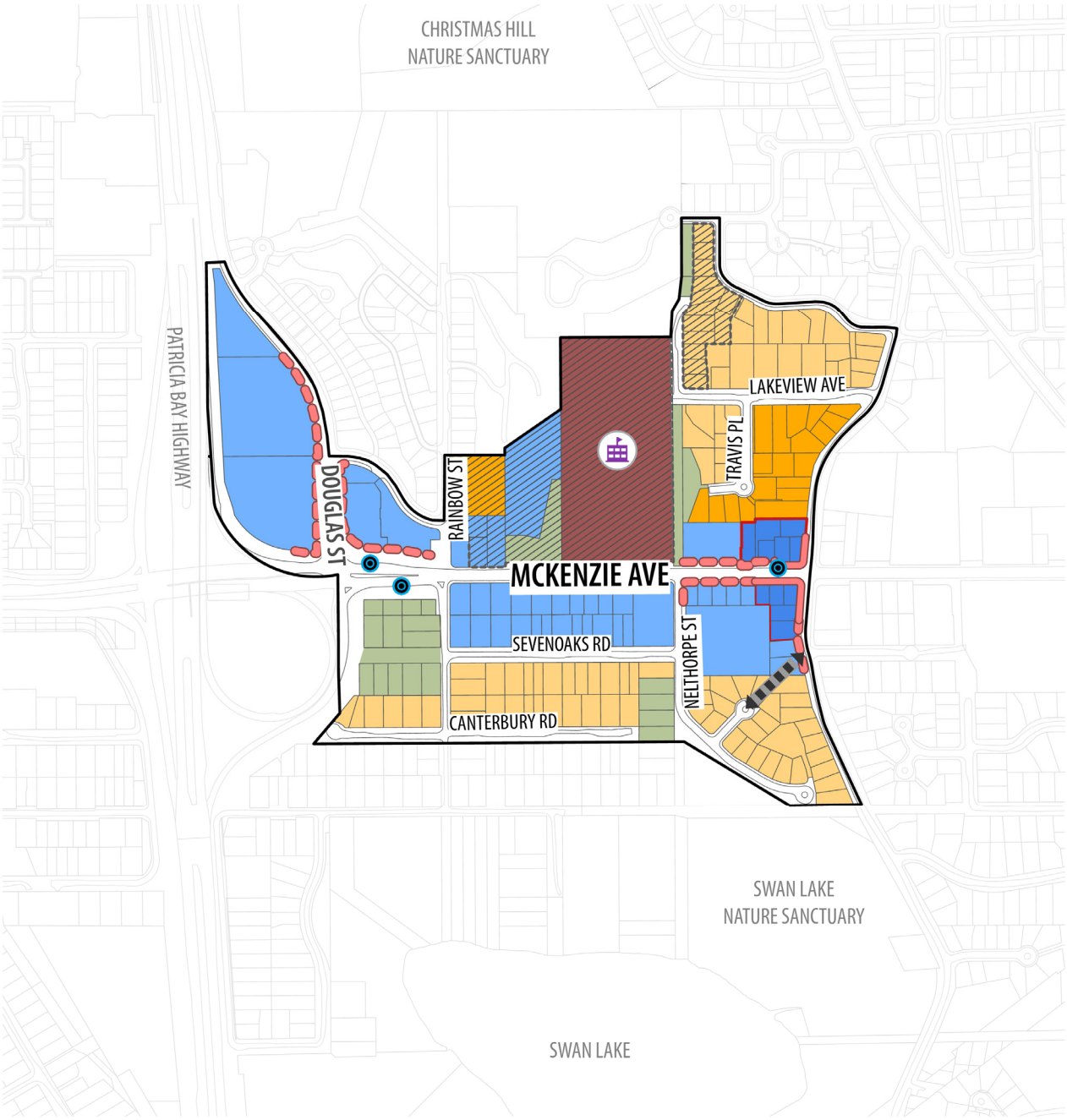
POLICIES

6.2.5 Prioritize sidewalk development along both sides of Saanich Road.

6.2.6 Improve connectivity through the addition of sidewalks or trails along Nelthorpe Street with access into Swan Lake Nature Sanctuary.

6.2.7 Improve sidewalk and active transportation accessibility, safety, and comfort along Lakeview Avenue to connect with St Andrew's Regional High School and Sacred Heart Catholic Church.

6.2.8 Enhance sidewalk and cyclist connectivity to the Rainbow Street overpass to support future active transportation routes along McKenzie Avenue.



Legend

- Special Site
- Corridor Hub (4-6)
- Corridor (3-6)
- Apartment (3-4)
- Urban Townhome (3)
- Mixed Institutional
- Public Park (<2.5)
- New Roads
- Commercial Frontage Encouraged
- Commercial Frontage Required
- School
- RapidBus Stop (Proposed)

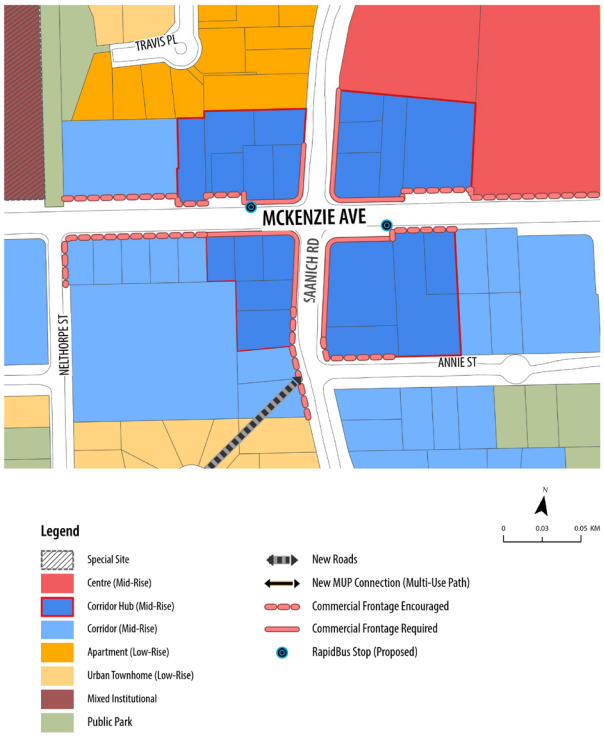
N

0 0.1 0.2 KM

Map 6.3 McKenzie West Sub Area – Future Land Use Designations

SAANICH ROAD HUB

The Saanich Road Hub is located along the McKenzie Corridor at the intersection of Saanich Road and McKenzie Avenue. With its adjacency to the Quadra McKenzie Centre, this hub can be developed in such a way that supports the Centre, while enhancing the area as a prominent destination for the neighbourhood to the west where the availability of walkable services is limited.



POLICIES

6.2.9 Encourage mixed-used developments with businesses and services that can provide basic needs for the local community such as local serving retail, grocery stores, cafes, convenience stores, medical facilities, childcare facilities, or other community services.

6.2.10 Integrate rapid transit stops at the intersection of Saanich Road and McKenzie Avenue with future development and other transportation improvements.

6.2.11 Support safe and reliable active transportation access to the Saanich Road Hub with sufficient end-of-trip facilities, such as secure bike parking.

6.2.12 Implement a pedestrian / cycling connection between Saanich Road and Nelthorpe Street to create better access to regional transportation routes and Swan Lake Nature Sanctuary.

6.2.13 Explore opportunities to add a new road to connect Nelthorpe Street to Saanich Road to improve circulation and access in the area.

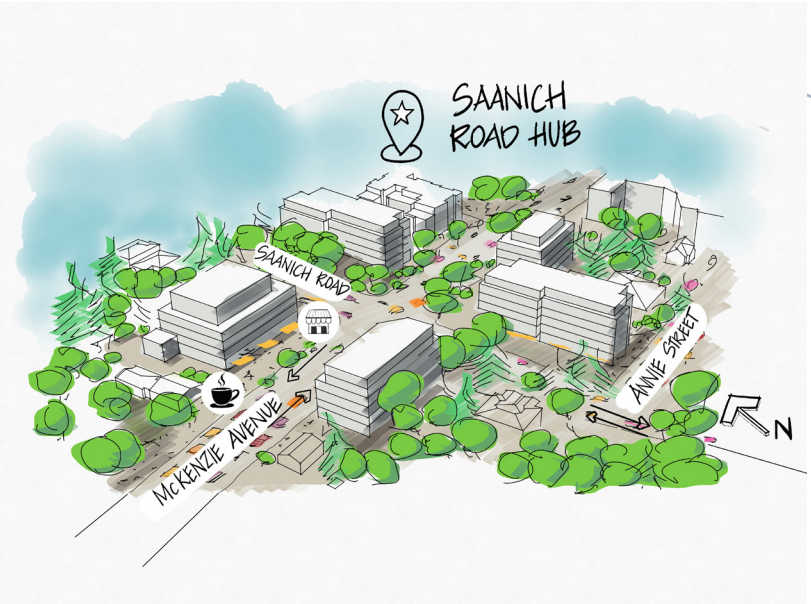


Figure 6.1 Saanich Road Hub Land Use Designations and Hub Concept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6.3 QUADRA MCKENZIE CENTRE

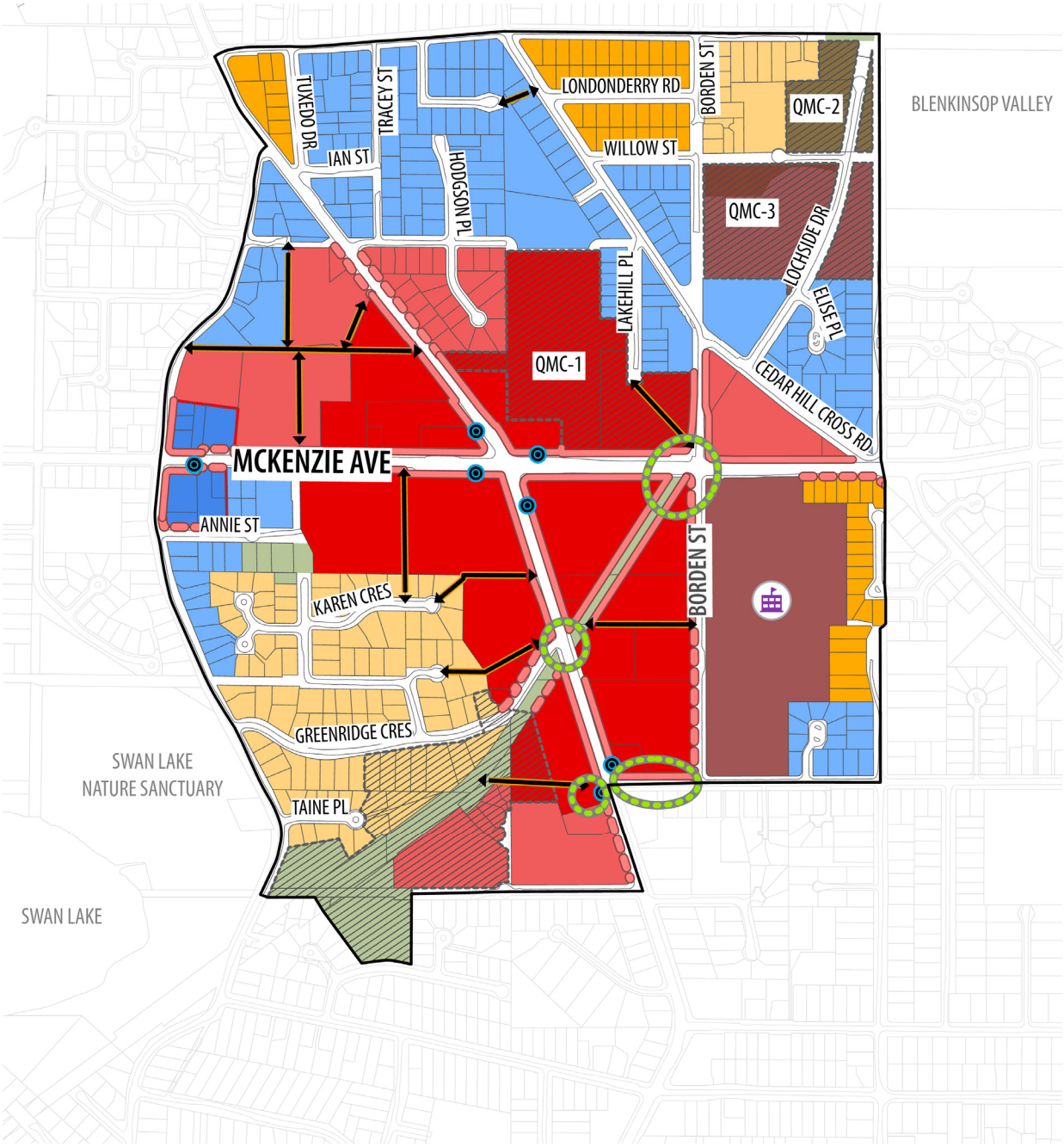
The Quadra McKenzie Centre is bounded by Nicholson Street on the north, Reynolds Road on the south, Reynolds Secondary on the east, and Saanich Road on the west. This sub area is served by three major mobility routes for vehicles, transit, and active transportation, which are Quadra Street, McKenzie Avenue, and the Lochside Regional Trail. Each transportation route serves the Quadra McKenzie Centre and the broader region, connecting people to major destinations, such as the University of Victoria, the City of Victoria, and the Patricia Bay Highway. Additionally, the Lochside Regional Trail supports active modes of transportation, further connecting to other routes, such as the Galloping Goose Regional Trail.

The area is currently centered around commercial, industrial and public services, including the Saanich Centre, District of Saanich Operations Centre, Saanich Parks Operations Yard, Reynolds Secondary School and Tripp Station Bike Park. As you move farther from the intersection of Quadra Street and McKenzie Avenue, land use becomes primarily residential. There is only one park within this area's boundaries, Annie Park. The Lochside Regional Trail provides convenient connections to Swan Lake Nature Sanctuary and the Blenkinsop Valley.

The Quadra McKenzie Centre is the keystone of the Quadra McKenzie Plan. Located at the intersection of Quadra Street and McKenzie Avenue, this Centre is seen as a natural place for concentrated growth. There is considerable support, through community engagement and the Official Community Plan, for this area to become further enhanced as a primary focal point in the District of Saanich, with high-quality mixed-use developments and urban design. This aspiration is further supported by the high-functioning active transportation and transit connections that exist and the upcoming redevelopment of the Saanich Operations Centre, which will broaden the intensity and range of uses on this pivotal site.







Legend

- Special Site
- Centre Core (6-18)
- Centre (6-12)
- Corridor Hub (4-6)
- Corridor (3-6)
- Apartment (3-4)
- Urban Townhome (3)
- Mixed Institutional
- Mixed Employment (1-6)
- Public Park (<2.5)
- Proposed Public Realm/Open Space
- New MUP Connection (Multi-Use Path)
- Commercial Frontage Encouraged
- Commercial Frontage Required
- School
- RapidBus Stop (Proposed)

N

0 0.1 0.2 KM

Map 6.4 Quadra McKenzie Centre Sub Area – Future Land Use Designations

LAND USE

Higher density mixed-use buildings of up to 18 storeys are planned at the core of the Quadra McKenzie Centre and will be integrated into a parks and open spaces network and connected to high quality transit and active transportation options. The redevelopment of several large sites, including the Saanich Operations Centre, will provide the opportunity to transform the area to include a greater mix of uses, street-oriented buildings, plentiful housing options and a network of public open spaces to support community vitality.

POLICIES

6.3.1 Redevelop the QMC-1 (Saanich Operations Centre) to:

- Provide a modern facility to continue to deliver critical public works uses from this site now and into the future;
- Consider incorporating housing where appropriate on the site and encourage ground-floor commercial and/or institutional uses along the McKenzie Avenue and Borden Street frontages;
- Create active street frontages along McKenzie Avenue and Borden Street;
- Implement sustainable transportation and public realm improvements, including public open spaces/natural areas on the site; and,
- Remediate segments of Public Works Creek.

6.3.2 For special site QMC-2 (Lochside Green - Parks Operations) support municipal operations through permitting a broad range of activities and functions, including indoor and outdoor storage, horticulture, office, education, and other light industrial uses.

6.3.3 For special site QMC-3 (Tripp Hydro Substation/Bike Park) continue to support:

- The delivery of public utilities;
- Operation of the bike park and other recreational activities; and
- Landscaped buffers and other measures to help minimize impacts on adjacent properties.

6.3.4 Encourage the construction of family-oriented housing near Reynolds Secondary School, including family-friendly amenities such as playgrounds and daycares.

6.3.5 Integrate public open spaces at the intersection of Borden Street/McKenzie Avenue/Lochside Regional Trail to improve the prominence and amenity value of this location.

6.3.6 Support redevelopment of Reynolds Secondary School in a way that enhances its role as an educational institution and meets other community needs, such as housing, community facilities and childcare.

6.3.7 Prioritize the development of public open spaces at the corner of Quadra Street and McKenzie Avenue that enhance the livability and attractiveness of the Centre.

6.3.8 Encourage redevelopment that is sensitive to the surrounding contexts, minimizes impervious surfaces and protects environmental features on or near special sites, identified on Map 6.5, and as identified as Habitat Sites (HS) on Map 1.7.

6.3.9 Explore the acquisition of new parkland near Cedar Hill Cross Road and Willow Street to reduce existing gaps in proximity to parks and open spaces.

TRANSPORTATION

With a major north–south corridor (Quadra Street), a major east–west corridor (McKenzie Avenue), and the Lochside Regional Trail converging in and around the Quadra McKenzie Centre, the area functions as a key junction within Saanich's broader local and regional mobility network In this context, enhancing the Centre's ability to accommodate growth for all travel modes is essential, not only to manage existing and future travel demand, but also to support the Centre's evolution into a more complete, mixed-use focal point with a high-quality public realm and safer, more comfortable access for walking, cycling, and transit.

POLICIES

6.3.10 Improve the safety, accessibility and continuity of sidewalks and active transportation routes along Borden Street to connect pedestrians and cyclists to Lake Hill Elementary School, Reynolds Secondary School, Ambassador Park and the Lochside Regional Trail.

6.3.11 Strengthen the Lochside Regional Trail as a civic spine through the Centre by requiring redevelopment adjacent to the Trail to provide trail-supportive design, such as active edges, lighting, sightlines, and publicly accessible connections to nearby streets and open spaces.

6.3.12 Support trail-oriented amenities at key access points (e.g., seating, wayfinding, water fountain/bottle fill, bike parking/repair), particularly near the Borden/McKenzie/Lochside intersection open space node.



6.4 BRAEFOOT

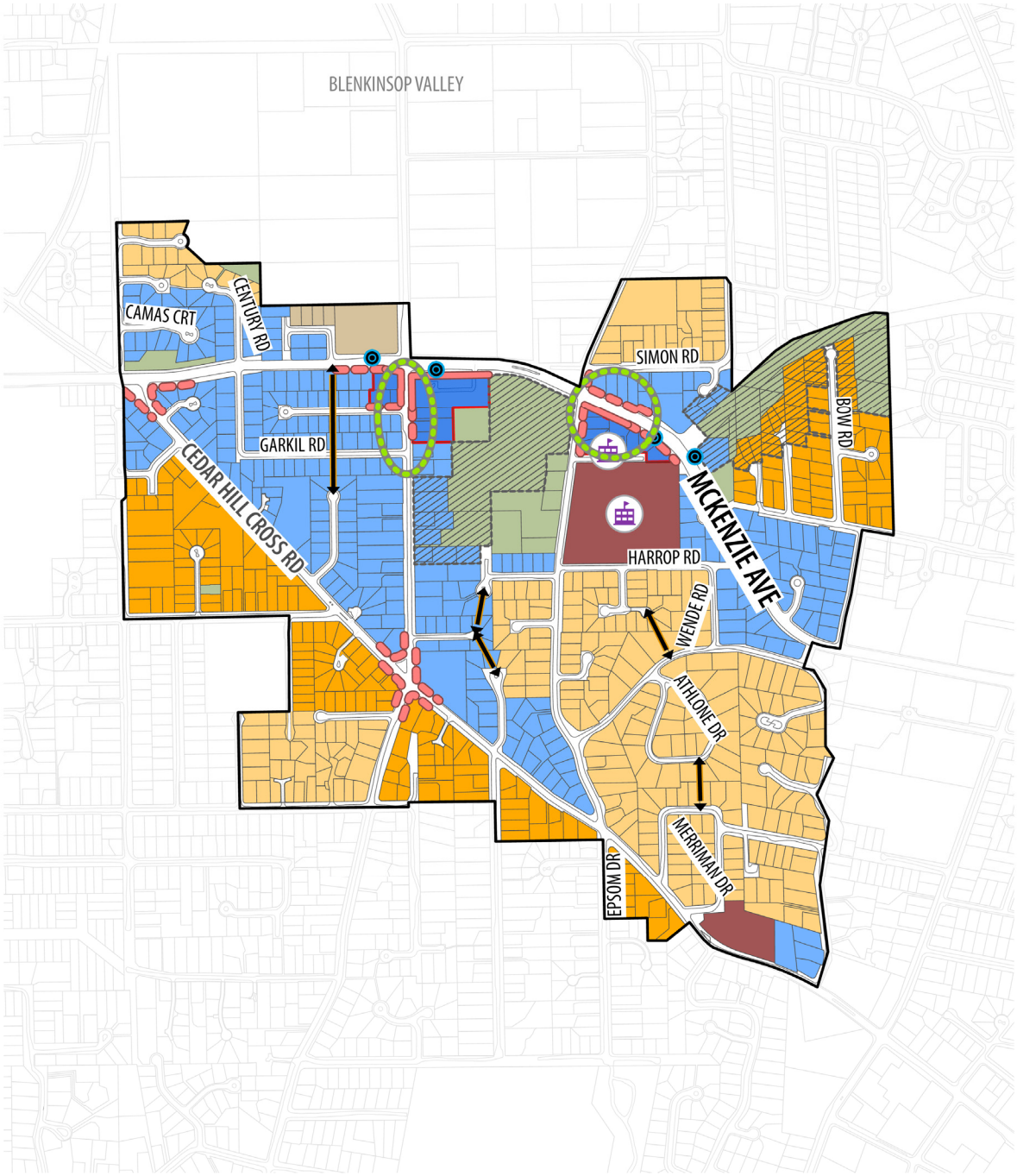
The Braefoot sub area acts as a key connection, via McKenzie Avenue, between two larger Centres of Quadra McKenzie Centre and Shelbourne McKenzie Centre. The area is served by Blenkinsop Road and Cedar Hill Cross Road, which are identified as part of the future Frequent Transit Network, and have significant potential as secondary corridors to be identified through future planning guided by the Official Community Plan. Braefoot is home to many neighbourhood and community parks including Bow, Braefoot, Camas, Century, and Feltham, as well as Braefoot Elementary School, and low-density residential neighbourhoods of single detached residences. The Blenkinsop Braefoot Hub, which is anchored by Braefoot Park, Braefoot Park Centre and a local grocery store, provides a unique community service node, with connections to agricultural activities in the Blenkinsop Valley.

This sub area's northern boundary lies adjacent to land designated as Agricultural Land Reserve (ALR) and up against the Urban Containment Boundary, which will require careful buffering and transitions to ensure development has minimal impact on this protected land.









Map 6.5 Braefoot Sub Area – Future Land Use Designations

LAND USE

The Braefoot sub area's land use is envisioned to be a mix of low-rise Urban Townhomes and apartments, with mid-rise residential buildings on McKenzie Avenue and adjacent to key neighbourhood amenities of 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.

POLICIES

6.4.1 Incorporate a vegetated buffer on properties adjacent to the Urban Containment Boundary to ensure land use and density increases have minimal impacts on agricultural land.

6.4.2 Support development in and around identified special sites (Map 6.5), that works towards preserving and protecting Habitat Sites (HS) and habitat links, identified on Map 1.7.

6.4.3 Reduce existing gaps in proximity to parks and open spaces by exploring new park acquisitions around Merriman Drive and Athlone Drive.

6.4.4 Encourage the construction of family-oriented housing near Braefoot Elementary School, including family-friendly amenities such as playgrounds and daycares.

TRANSPORTATION

McKenzie Avenue, as the primary east–west corridor through Saanich, functions as the backbone of mobility within the sub area by carrying a mix of local trips and region-serving movements and connecting key north–south routes. This role is reinforced by Cedar Hill Cross Road and Blenkinsop Road, which provide important parallel and connecting routes that support access to neighbourhood destinations (e.g., schools, parks, local commercial nodes) and strengthen overall network resilience when conditions on McKenzie are constrained. Within this context, the District's Active Transportation Plan identifies a set of improvements intended to close gaps in the walking and cycling network and make active modes more practical for short everyday trips, particularly for students, seniors, and people accessing transit.

POLICIES

6.4.5 Promote pedestrian safety and accessibility by installing sidewalks on both sides of key streets surrounding Braefoot Elementary School, specifically prioritizing Braefoot Road and Harrop Road.

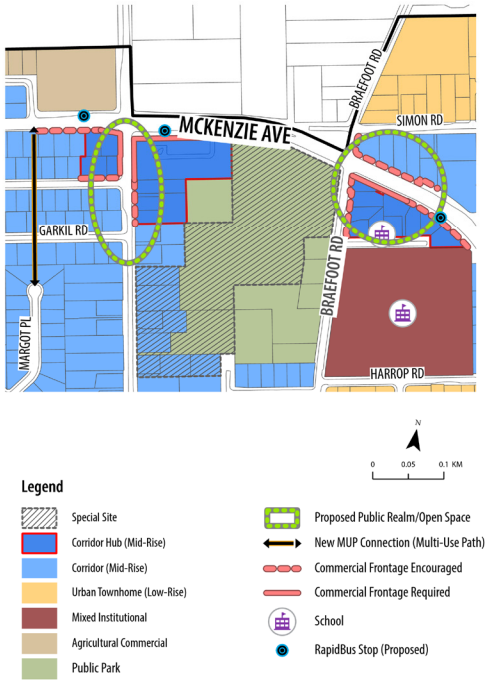
6.4.6 Improve pedestrian connectivity and comfort along Blenkinsop Road by investing in sidewalk infrastructure on both sides of the street.

6.4.7 Enhance active transportation infrastructure by implementing separated cycling facilities along Cedar Hill Cross Road, providing cyclists with safe and comfortable routes, separated from vehicular traffic.

6.4.8 Facilitate multi-modal transportation options by integrating bike racks and designated bike storage facilities at key transit stops and commercial nodes along McKenzie Avenue and Cedar Hill Cross Road.

BLENKINSOP BRAEFOOT HUB

The Blenkinsop Braefoot Hub is located at the intersection of McKenzie Avenue and Blenkinsop Road, operating as a community hub serving the local neighbourhood. With this hub's proximity to the Centres of Quadra McKenzie and Shelbourne McKenzie, the focus will be to enhance its community feel and provide local services and amenities that link to the rural character of the area. The bulk of development of this hub will be on the southern side of McKenzie Avenue, with the agricultural character of the northern side providing a key influence on the hub's character and function.



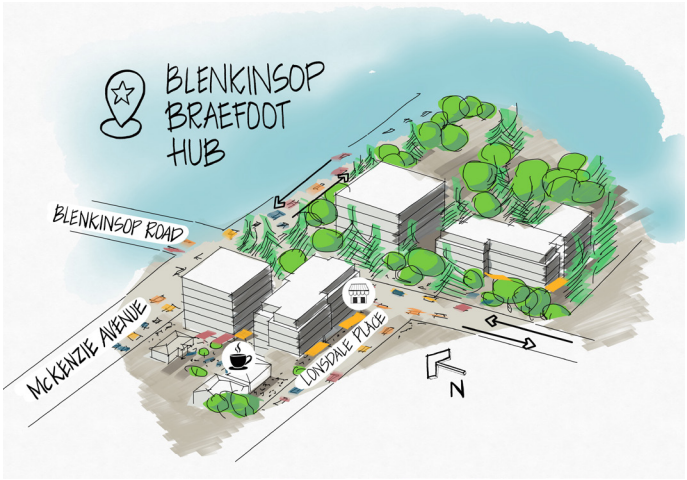


Figure 6.2 Blenkinsop Braefoot Hub Land Use Designations and Hub Concept

POLICIES

6.4.9 Support land uses, public spaces and wayfinding that celebrates connection to the agricultural activities in the Blenkinsop Valley.

6.4.10 Prioritize the establishment of small businesses and adopt street design strategies that enhance the connections to urban area and cater to the needs of the local community.

6.4.11 Develop rapid transit stops within the heart of the Blenkinsop Braefoot Hub to facilitate convenient and efficient transit connections along McKenzie Avenue.

6.4.12 Foster the development of businesses and services that complement and enhance the recreational opportunities offered by nearby Braefoot Park.

6.4.13 Support the creation of community gathering spaces and public amenities within the Blenkinsop Braefoot Hub to facilitate social interaction, cultural activities, and events.

6.4.14 Enhance pedestrian and cyclist connectivity within the Blenkinsop Braefoot Hub by implementing pedestrian-friendly streetscapes, designated bike lanes, and wayfinding signage.

6.4.15 Ensure sufficient end-of-trip facilities for active mobility modes in the Blenkinsop Braefoot Hub.

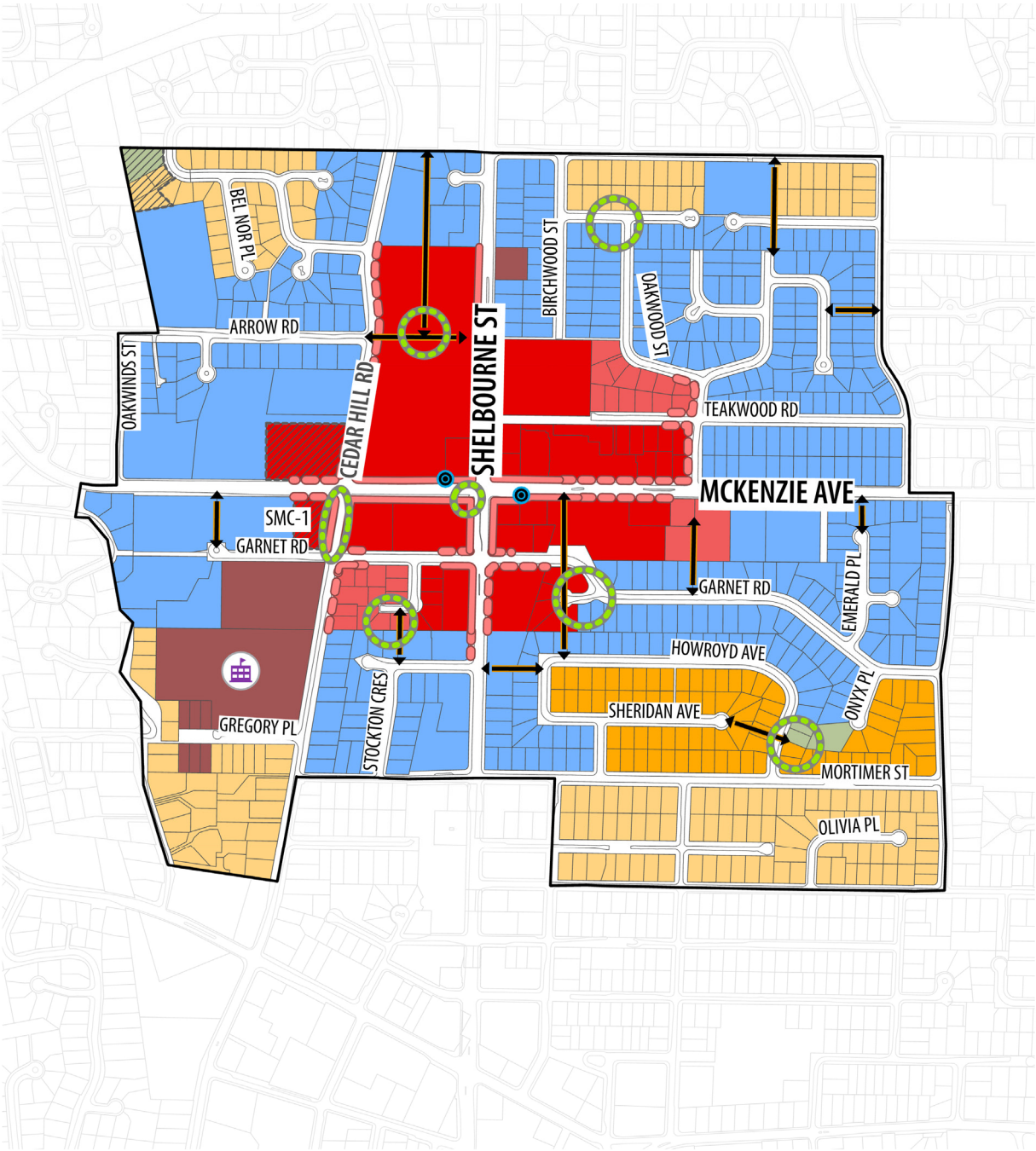
6.5 SHELBOURNE MCKENZIE CENTRE

The Shelbourne McKenzie Centre, which has historically been known as the University Centre, is an established regional destination that provides a range of services for residents and visitors. Shelbourne Street and McKenzie Avenue serve as vital arteries within the region, facilitating substantial transit and active transportation use, particularly directed towards the University of Victoria. Presently, the area functions primarily as a commercial and service-oriented district, with a growing number of residents in higher density apartment forms. Notable destinations include Cedar Hill Middle School, the Nellie McClung Library, University Heights and Tuscany Village Centres, and Onyx Park. Land use changes were catalyzed by the Shelbourne Valley Action Plan (SVAP), which was adopted in 2017. The Quadra McKenzie Plan builds on the SVAP and includes updated policies to guide future change in the Shelbourne McKenzie Centre.

The envisioned future of the Shelbourne McKenzie Centre revolves around establishing a mixed-use core, featuring high-rise developments at the intersection of Shelbourne Street and McKenzie Avenue. Land use transitions will then occur gradually away from these main thoroughfares, transitioning to mid-rise developments along Corridors and eventually to low-rise urban townhomes at the Centre's periphery. These land use designations prioritize densification along Shelbourne Street and McKenzie Avenue, necessitating robust transit services and active transportation infrastructure to support the increased density.

Key objectives for the Shelbourne McKenzie Centre include expanding housing and employment opportunities, prioritizing building height and density at key intersections, enhancing street design for multi-modal transport, improving active transportation connectivity, promoting walkability and transit use, and strengthening connectivity to the University of Victoria. Through concerted efforts to realize these objectives, the Shelbourne McKenzie Centre can emerge as a dynamic and inclusive urban core, meeting the evolving needs of its residents and visitors alike.





Map 6.6 Shelbourne McKenzie Centre Sub Area – Future Land Use Designations

LAND USE

As a central location with access to significant destinations, the land use policies reflect the importance of these connections and the prominence of this Centre at the confluence of two major travel routes. Developing mixed-use residential and commercial structures that supplement surrounding land uses and serve the community and District of Saanich will be crucial to the success of this Centre.

POLICIES

6.5.1 Prioritize the development of public open spaces and plazas within the Shelbourne McKenzie Centre to address existing deficiencies in parks and open spaces within walking distance, provide amenity space for new and existing residents, employees and visitors, and to enhance the livability and attractiveness of the Centre.

6.5.2 Collaborate with local educational institutions, businesses, and community organizations to foster innovation and entrepreneurship within the Centre, creating opportunities for knowledge exchange and economic growth.

6.5.3 Facilitate the provision of public amenities such as community centers, libraries, and recreational facilities within the Shelbourne McKenzie Centre to enhance the area's social infrastructure and promote community well-being.

6.5.4 Work in partnership to redevelop the Nellie McClung library site (3950 Cedar Hill Road, SMC-1) to provide a larger community library and significant non-market housing units in a high-rise mixed-use building form.

6.5.5 Encourage the retention of significant trees at Oakdale Place and Arrow Road.

6.5.6 Encourage the retention and preservation of Habitat Sites (HS), as identified on Map 1.7, on or adjacent to special sites, identified on Map 6.6, through strategic site planning during site redevelopment, including sensitive woodlands sites between McKenzie Avenue and Arrow Road.

6.5.7 Encourage the construction of family-oriented housing near Cedar Hill Middle School, including family-friendly amenities such as playgrounds and daycares.

6.5.8 Prioritize park land acquisition through the DCC program and other means to address deficiencies in the Shelbourne McKenzie area.

TRANSPORTATION

The Shelbourne McKenzie Centre is framed by two major regional transportation routes in McKenzie Avenue and Shelbourne Street. These routes carry tens of thousands of people daily in vehicles, on buses and bikes, and on foot. As a *Saanich Transit Oriented Area*, it is anticipated that the future of transportation for the Shelbourne McKenzie Centre will be focused on improving access to the University of Victoria and utilizing the primary corridors of Shelbourne Street and McKenzie Avenue to move people across the region to their destinations efficiently, equitably, and sustainably. Active transportation and transit will be priorities to reduce car dependency and ensure safe and convenient access to these key locations.

POLICIES

6.5.9 Enhance transit facilities to reflect the high volume of passenger activity and exchanges, including through enhancing bus waiting areas and integrating stops with active commercial uses and plaza spaces.

6.5.10 Implement transportation improvements identified in the Shelbourne Valley Plan including the planting of memorial trees on Shelbourne Street.

6.5.11 Provide sufficient safe and reliable bicycle parking in the Centre that promotes active transportation to areas of high demand, ensuring that cyclists have convenient access to secure parking facilities.

6.5.12 Implement sidewalks and street trees on both sides of Larchwood Drive.

6.5.13 Improve the connectivity of neighbourhoods between Blair Avenue and McKenzie Avenue through improved sidewalk continuity and adding and enhancing cul-de-sac trail connections.



Figure 6.3 Shelbourne McKenzie Centre Concept

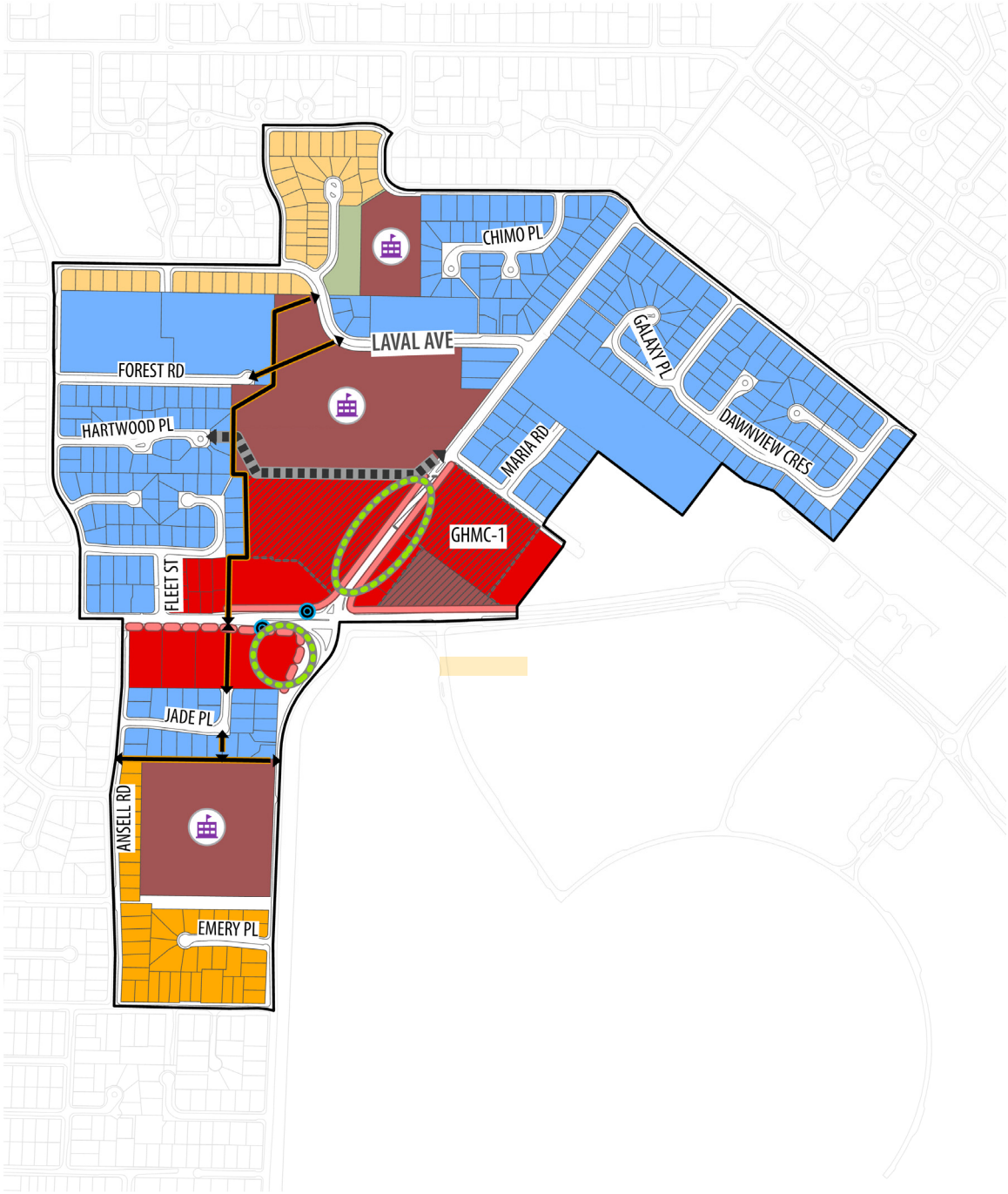
6.6 GORDON HEAD MCKENZIE CENTRE

The Gordon Head McKenzie Centre is a new Centre that provides a unique opportunity to connect the University of Victoria with urban Saanich. Located at the intersection of Gordon Head Road and McKenzie Avenue, the Centre will be on the McKenzie Rapid Transit Line. Through the re-development of several major sites, the Centre will expand housing options for residents of Saanich, as well as students, faculty and employees of the University. With access to multiple schools, the amenities of the University, and convenient active transportation and transit options, the Gordon McKenzie Centre has the potential to be a highly desirable community.

Currently the area has a mix of recreation and education facilities, including Campus View Elementary School, Mount Douglas Secondary School and Maria Montessori Academy in close proximity. Other community facilities include the Ian H. Stewart Complex, Saanich Fire Hall #3 and Fairburn Park. Existing housing is primarily single detached residential, with some limited multi-unit development in the area. The Ian H. Stewart complex and associated properties owned by the University of Victoria are currently the subject of a master planning exercise where a new range of residential, commercial and community spaces are envisioned that would dramatically change this Centre.







Map 6.7 Gordon Head McKenzie Centre Sub Area – Future Land Use Designations

LAND USE

The land use policy for the Gordon Head McKenzie Centre is designed to capitalize on its strategic location and connectivity to significant destinations. Emphasizing mixed-use residential and commercial structures will help meet the diverse needs of the community and the District of Saanich.

Land use designations proposed for the area include a Centre Core of mixed high-rise, up to 18 storeys, at the intersection of Gordon Head Road and McKenzie Avenue, with sections of Corridor mid-rise, up to 6 storeys, along those two major roads. These land uses then transition into low-rise apartment and townhouse development at the periphery of the Centre.

POLICIES

6.6.1 Support redevelopment of special site GHMC-1 (Ian Stewart/Velox/Fire Station #3) that:

- Supports the transition of the area to a Centre through higher density housing and employment uses;
- Ensures retention and redevelopment of Fire Station #3 to meet current and future programming needs and to achieve facility space and function that can meet future demands based on population growth;
- Integrates high-quality public space that fosters community activity and engagement;
- Contains a diversity of housing that directly addresses Saanich housing needs;
- Expands the range of cultural, recreational and community facilities; and
- Includes high-quality pedestrian, cycling and transit facilities.

6.6.2 Notwithstanding the Community Amenity Contribution and Inclusionary Housing Policy, ensure any future redevelopment of GHMC-1 (Ian Stewart/Velox/Fire Station #3) contributes amenities that are consistent with its current role in providing vital community services and amenities, its designation as a Knowledge Centre in the Official Community Plan and its future role as the nucleus of the new Gordon Head McKenzie Centre.

6.6.3 Facilitate the provision of public amenities such as community centers, libraries, and recreational facilities within the Gordon Head McKenzie Centre to enhance the area's social infrastructure and promote community well-being.

6.6.4 Enhance the parks and trails network by acquiring new land and prioritizing new parks and open spaces, in accordance with the Parks Acquisition Guide, along McKenzie Avenue, Gordon Head Road, and Larchwood Drive to reduce gaps in proximity to parks and open spaces.

6.6.5 Encourage the construction of family-oriented housing near Mount Douglas Secondary School and Maria Montessori School, including family-friendly amenities such as playgrounds and daycares.

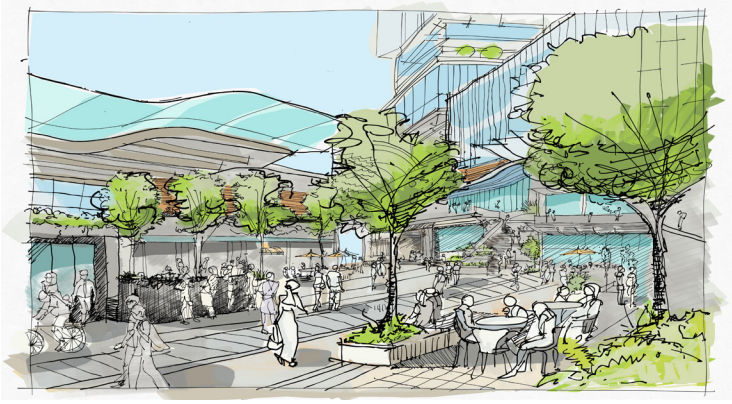


Figure 6.4 Gordon Head McKenzie Centre Concept

TRANSPORTATION

In envisioning the transportation future of the Gordon Head McKenzie Centre, paramount importance is placed on enhancing accessibility to the University of Victoria and optimizing movement via the main thoroughfares of Gordon Head Road and McKenzie Avenue. Embracing active transportation and bolstering public transit infrastructure are core priorities, aimed at diminishing dependence on personal vehicle ownership while fostering safe and seamless access to vital destinations within the Centre and beyond.

POLICIES

6.6.6 Ensure there are enough secure and easily accessible bicycle parking facilities within the Centre to encourage cycling as a viable transportation option.

6.6.7 Promote the development of mixed-use buildings in proximity to transit stops to support transit activity and animation of the street.

6.6.8 Implement sidewalks on both sides of Garnet Road, Mortimer Street, and Ansell Road with connectivity towards Campus View Elementary and the University of Victoria.

6.6.9 Support and enhance the continuity of sidewalks along Laval Avenue between Larchwood Drive and Gordon Head Road.

7. QUADRA CORRIDOR

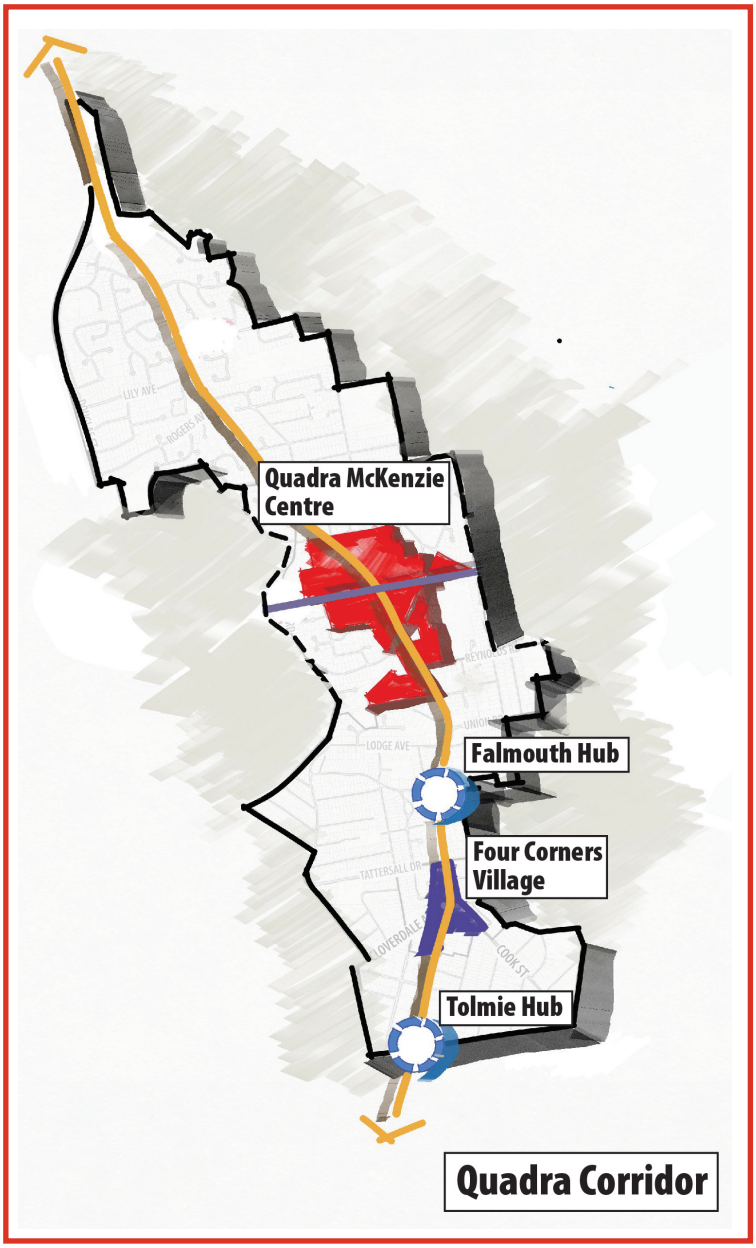
The Quadra Corridor is one of the two Primary Corridors in the Quadra McKenzie area and a key transportation route that connects multiple destinations in Saanich and the region. This Corridor is bounded by Patricia Bay Highway to the north and Tolmie Avenue to the south towards the municipal boundary shared with the City of Victoria. The Quadra Corridor is divided into three sub areas for analysis and policy development, namely Quadra North, Quadra McKenzie Centre and Quadra South, which includes Four Corners Village (Map 7.2). The Plan identifies the following two community hubs along the Quadra Corridor (Map 7.1) to help address areas with limited walkable services and amenities:

- Falmouth Hub
- Tolmie Hub

A significant part of the Quadra McKenzie Plan involves concentrating growth along the Quadra Corridor while proactively integrating public spaces, natural areas, and tree canopy. With expected growth, the vision is to create a balanced mix of uses that provides housing and employment opportunities and supports more sustainable travel choices. The Plan emphasizes improving the public realm and creating a safer, more comfortable street environment for people walking, cycling, and accessing transit, while continuing to accommodate efficient travel along the Corridor. Transit service on Quadra Street remains important to supporting planned growth and will be strengthened over time through future planning and investment. The Plan also recognizes that as density increases, access to nature and the protection and expansion of tree canopy along the Quadra Corridor are essential to climate resilience and to supporting the physical, mental, and social well-being of the community.

This section builds on the land use policies in Section 3, which provide direction for land use at the parcel level, and transportation policies in Section 4, which identify broader network goals and policies. A key emphasis of this section is to establish specific land use policies for the Quadra Corridor, supporting a coordinated pattern of growth, redevelopment, and public realm improvements, while identifying a flexible long-term corridor vision. Rather than prescribing detailed roadway design, this section outlines potential future design elements, such as improved walking and cycling connections, transit priority measures, and street trees and green infrastructure, that can be advanced incrementally as redevelopment occurs, funding opportunities arise, and partnerships are secured. Corridor improvements will be undertaken over time to align with these land use changes, while supporting multi-modal travel and complete streets objectives.

More detailed policy is also provided for each of the three sub areas that lie along the Quadra Corridor (Map 7.2). These sub area policies are intended to address the unique characteristics of different sections of the Quadra Corridor. Note that policies for the Quadra McKenzie Centre sub area, which is also on the McKenzie Corridor, are addressed in Section 6.3.



Map 7.1 Centre, Village and Corridor Hubs on the Quadra Corridor

OBJECTIVES

A. Support intensification along the Quadra Corridor with higher density growth in focal points of Centres, Corridors, Villages transitioning to smaller scale residential infill towards the periphery of growth areas.

B. Redesign Quadra Street to function as a complete street that comfortably accommodates all travel modes and supports community activity and social well-being.

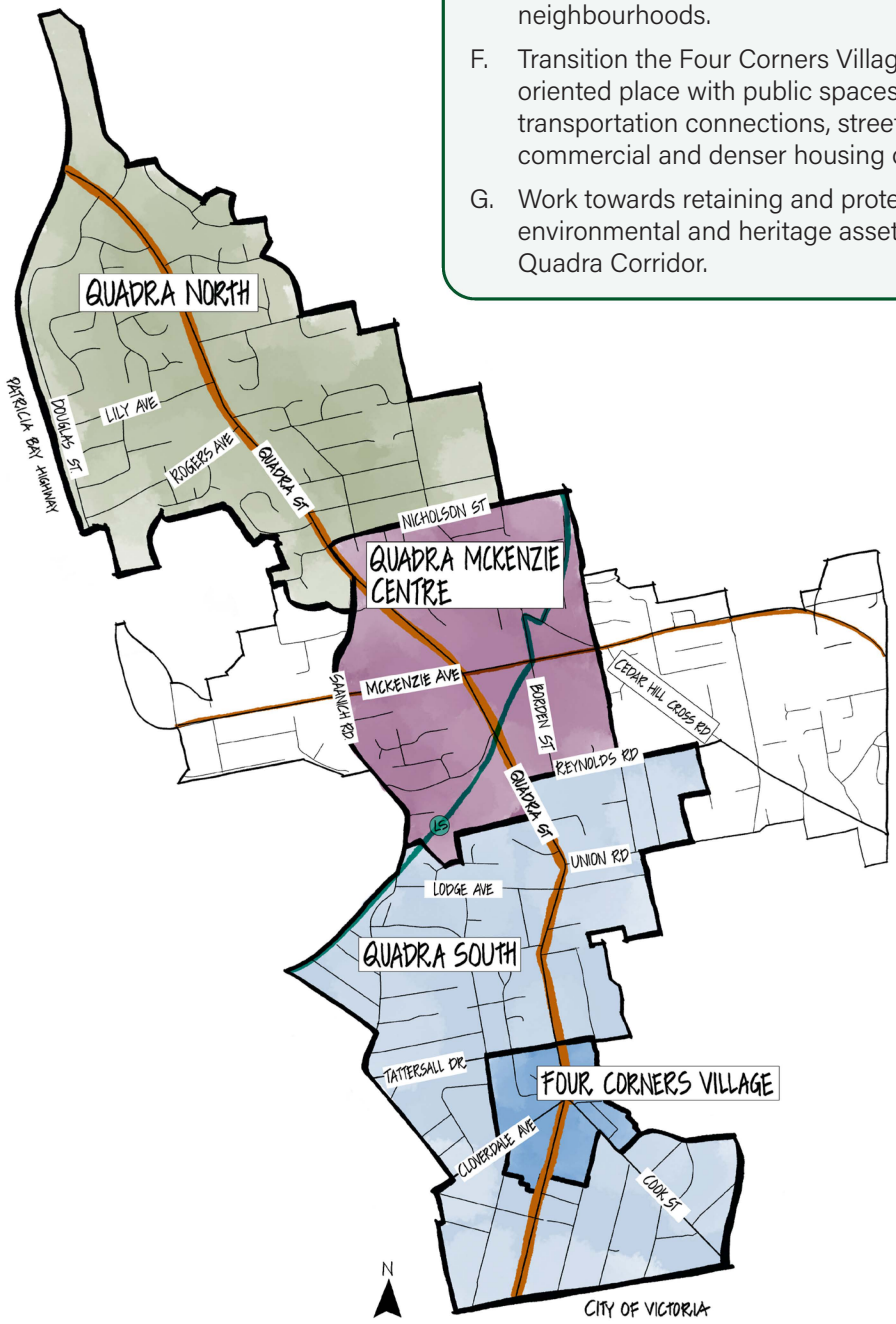
C. Prioritize safety along Quadra Corridor for all road users by enhancing the public realm and streetscapes through active transportation improvements and tree canopy preservation and enhancement.

D. Implement land use and transportation changes that enable hubs at Falmouth and Tolmie to become more pedestrian-oriented and with services tailored to support local residents in meeting their daily needs within walking distance.

E. Enhance active transportation connections between transit stops, services and amenities on the Quadra Corridor to nearby parks, trails, and neighbourhoods.

F. Transition the Four Corners Village to a people-oriented place with public spaces, active transportation connections, street-oriented commercial and denser housing options.

G. Work towards retaining and protecting environmental and heritage assets along the Quadra Corridor.



Map 7.2 Quadra Corridor Sub Areas

7.1 QUADRA CORRIDOR VISION

The Quadra Corridor is a vital north-south connection through Saanich, connecting the Patricia Bay Highway to the City of Victoria. The route services many neighbourhoods and connects people with employment, shopping, and recreational activities. While the Quadra McKenzie Centre and Four Corners Village are major destinations, many smaller destinations are present along the Corridor.

The Quadra Corridor is part of the Frequent Transit Network and is also being assessed for its suitability as a Rapid Transit Corridor. It carries high volumes of vehicle traffic and is served by the #6 bus, which has the fourth-highest ridership in Greater Victoria, with approximately 6,800 boardings per weekday. However, one of its limiting factors is that in some locations, transit stops are small and can become overcrowded. The corridor also carries a high volume of vehicle traffic, lacks a dedicated cycling facility, and sidewalks are often narrow and unseparated from traffic, creating a less than inviting pedestrian environment.

The long-term vision for Quadra Street is as a complete street that supports safe, comfortable, and efficient travel for all users. In alignment with Saanich's Road Safety Action Plan, Active Transportation Plan and the Victoria Transit Future Plan, future improvements on Quadra Street are intended to enhance transit performance and reliability, improve pedestrian comfort and safety, and strengthen all-ages-and-abilities active transportation connections, while also supporting public realm enhancements such as canopy tree planting and boulevard improvements.

To support the long-term vision for Quadra Street, the Plan identifies the need for future corridor planning and design work to confirm the preferred right-of-way function and to refine segment-specific approaches over time. Rather than prescribing detailed cross-sections or lane configurations, any future changes would be developed and evaluated through a subsequent transportation planning and design process, informed by technical analysis, stakeholder and public engagement, and Council consideration.

Implementation is expected to occur incrementally as redevelopment occurs and as coordination and funding opportunities arise. Where appropriate, redevelopment may help advance the vision through frontage dedication and site design that supports a safe, comfortable, and pedestrian-oriented corridor. The photos on page 105 illustrate elements of multi-modal streets consistent with this direction. Over time, Quadra Street is intended to incorporate similar elements, such as wider and more accessible sidewalks, cycling facilities designed for all ages and abilities, transit priority measures, vehicle travel lanes, and public realm enhancements including street trees, landscaping, and green infrastructure, to create a more continuous, complete, and resilient corridor.



POLICIES

7.1.1 Acquire additional right-of-way on Quadra Street, through the property redevelopment process, to enable the vision for Quadra Street.

7.1.2 Explore options for a southward realignment of the intersection at Quadra Street, Cook Street and Cloverdale Avenue with the goals of improving travel safety and efficiency for all modes and creating improved public spaces.

7.1.3 Adopt proactive approaches to maximize tree canopy and retain high value trees during redesign of the Quadra Corridor with the goal of improving the safety and comfort of the public realm.

7.1.4 Redesign and transform the existing sheltered and unsheltered transit stops along Quadra Corridor and explore opportunities to add additional amenities to support increased ridership.

7.1.5 Foster pedestrian safety and comfort by designing ground-oriented buildings fronting Quadra Street with welcoming pedestrian access points, uninterrupted and wide sidewalks, and street amenities including awnings, canopies and seating.

7.1.6 Enhance existing pedestrian crossings along the Quadra Corridor and add additional pedestrian crossings, especially near high pedestrian activity areas, schools and other community destinations.

7.1.7 Install bike racks and designated bike storage facilities at transit stops, commercial nodes, and key destinations along the Quadra Corridor, facilitating multi-modal transportation options and encouraging the use of bicycles as a sustainable mode of travel.

7.1.8 Generally, support setbacks and street wall heights on Quadra Street, identified in Figure 3.13, to create a vibrant and safe environment for pedestrian activities.

7.1.9 Ensure that building design is oriented parallel with Quadra Street, avoiding building massing that runs perpendicular to the street.



Vehicle travel lanes are a corridor street design element that would maintain essential access and connectivity for residents, goods movement, emergency response, and regional trips, while being balanced with transit priority, AAA cycling, walking, and public realm improvements as part of Quadra Street's long-term complete street vision.

Transit priority measures (e.g., dedicated lanes, queue jumps, and signal priority) are potential corridor street design elements that would improve bus travel time and reliability, supporting the frequent transit service on Quadra Street and helping deliver a safer, more efficient complete street for all users.





All Ages and Abilities (AAA) cycling facilities are a potential corridor street design element that would provide a comfortable, low-stress place to ride for a wider range of users, strengthening all-season access to transit, schools, services, and commercial nodes while supporting the corridor's long-term complete street vision.

Generous, uninterrupted, and accessible sidewalks are a potential corridor street design element that would make it easier and safer for more people to walk along and across Quadra Street, improving comfort, accessibility, and connections to transit stations and nearby destinations.





Public realm improvements, such as retaining mature trees and adding new trees and plantings, are potential corridor street design elements that would improve comfort, shade, and corridor character while supporting the long-term vision for Quadra Street as a complete street.

NOTE: All elements shown are illustrative and represent potential future corridor street design elements. Detailed cross sections and any lane configuration changes are anticipated to be developed and evaluated through a future transportation planning and design process, supported by technical analysis, stakeholder engagement, and Council consideration.

POLICIES

7.1.1 Acquire additional right-of-way on Quadra Street, through the property redevelopment process, to enable the vision for Quadra Street.

7.1.2 Explore options for a southward realignment of the intersection at Quadra Street, Cook Street and Cloverdale Avenue with the goals of improving travel safety and efficiency for all modes and creating improved public spaces.

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7.1.9 Ensure that building design is oriented parallel with Quadra Street, avoiding building massing that runs perpendicular to the street.


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7.2 QUADRA NORTH

Quadra North is the gateway to Quadra Street from the Pat Bay Highway and carries substantial traffic and transit volumes. The corridor connects residential communities via collector and residential roads. Quadra North is primarily comprised of single detached residential properties with access to amenities like schools, parks and nature sanctuaries. The area has a collection of parks including Ambassador, Beckwith, Bernard, Bruce Hutchison, Maltwood, Rogers and Rogers Court and is adjacent to Rithets Bog Conservation area and Christmas Hill Nature Sanctuary.

One of the key planning issues addressed by this Plan in Quadra North is limited comfort in the pedestrian environment and constrained walkable access to services. As redevelopment occurs, incremental improvements to sidewalks and boulevard areas may be achieved; however, walkable access to daily needs will remain limited, with most access provided by other mobility modes such as private vehicles or public transit.

Under this Plan, development in Quadra North is limited to a maximum building height of four storeys and is intended to take the form of urban townhomes and low-rise apartment buildings. These future land use designations will limit opportunities for new businesses or commercial services and also limit the diversity of new housing forms over time. Development may tend toward larger average unit sizes, with fewer opportunities to support localized services or more compact housing options.





Map 7.3 Quadra North Sub Area – Future Land Use Designations

LAND USE

Development in this area is intended to be moderate in density, generally in low-rise built form, with limited commercial services. The Quadra North sub area includes a strong collection of heritage assets and high value trees, and the land use policies emphasize retaining and integrating these features as change occurs. Overall, the policies focus on enabling compatible residential growth, supporting a range of housing forms and thoughtful site design, while maintaining neighbourhood character and protecting key natural and cultural assets over time.

POLICIES

7.2.1 For special site QN-1 (Quadra/Rogers) prioritize the retention and enhancement of sensitive woodland ecosystems and retention of Heritage Designated buildings by considering alternate development approaches.

7.2.2 Support redevelopment that considers alternate development approaches within or adjacent to special sites, identified on Map 7.3, to preserve and protect Habitat Sites (HS), identified on Map 1.7.

7.2.3 Support mixed-use development along the northern boundary of the Quadra North sub area, particularly near the Quadra Street and Chatterton Way intersection, to strengthen employment uses and complementary services and create a vibrant, walkable neighbourhood focal point.

7.2.4 Support street level entrances, landscaped courtyards, urban porches and integration of sidewalks with architectural or landscape features.

7.2.5 Support retention of high value trees and natural areas during redevelopment, with a focus on Habitat Sites identified in the Biodiversity Conservation Strategy, through strategic site planning.

7.2.6 Support retention, preservation and maintenance of high value trees in Quadra North in accordance with the Urban Forest Strategy.

7.2.7 Explore the southern expansion of Bernard Park to Lily Avenue, in coordination with active transportation upgrades along Lark Road, to increase connectivity to Rogers Elementary school and Swan Lake Christmas Hill Nature Sanctuary.

7.2.8 Support the preservation and enhancement of heritage registered and designated buildings in Quadra North and promote design sensitivity during redevelopment.

7.2.9 Orient new developments to wrap and face Chatterton Way and Quadra Street with a defined street edge and entrances connecting to the pedestrian realm.

7.2.10 Support retention of the significant tree at the northeast corner of the Quadra - Chatterton intersection during redevelopment when road improvements are undertaken.

7.2.11 Prioritize increased building setbacks off of Quadra Street to allow for retention of mature landscaping and planting of large canopy trees.

7.2.12 Support development of ground level commercial and community spaces on the corner lot (4400 Chatterton Way) that cater to existing office users, visitors and local community members (cafes, daycare, post office, grocery store, pub etc.).

7.2.13 Retain existing office spaces and medical services along Chatterton Way and explore opportunities to add new employment and supporting services.

TRANSPORTATION

Quadra North is currently car-centric and lacks infrastructure that fully supports active forms of transportation with narrow sidewalks with limited separation from traffic. Furthermore, there is a need for better east-west connections to improve accessibility to surrounding areas. The policies address these issues and create opportunities for a desirable pedestrian experience along Quadra Street. An enhanced public realm includes high quality facilities that encourage community members to use more transit and active transportation options, which includes safe sidewalks, buffered bike lanes, and short and safe multi-use pathway connections to schools, parks, trails, and other destinations.

POLICIES

7.2.14 Install a new pedestrian activated signal on Quadra Street at Rogers Avenue to provide easy pedestrian access to transit stops and nearby residential areas.

7.2.15 Explore opportunities to install additional crosswalks along Quadra Street focusing on connections to the Active Transportation Network and safe routes to school.

7.2.16 Support implementation of the speed limit establishment policy on road connections leading to and from schools and parks within Quadra North.

7.2.17 Install wayfinding signage for the McBriar Park-Lochside Trail connection.

7.2.18 Incorporate cycling improvements near Chatterton Way and Quadra Street to align with Bicycle Network Priority projects within Active Transportation Plan.

7.2.19 Implement Beckwith Park connections identified in the Active Transportation Plan's Network Priority Projects to improve pedestrian and cyclist connections within Quadra North.

7.2.20 Support the introduction of a mid-block pedestrian connection, south of Ambassador Park, to facilitate accessibility to Ambassador Park and Lake Hill Elementary school.

7.3 QUADRA SOUTH

Quadra South is one of the largest sections of the Quadra McKenzie Plan, stretching from the southern boundary of Quadra McKenzie Centre to Tolmie Avenue. The area includes connections to Cook Street, Cloverdale Avenue, and Tattersall Drive, which are high volume collector roads, with the potential to be designated as secondary corridors, guided by future planning and the Official Community Plan. The area is predominantly composed of single detached residential, with some commercial activities along Quadra Street. There are seven parks that serve the area including Cecelia Creek Falls, Leeds, Peacock Hill, Playfair, Reynolds, Rutledge, and Tolmie Parks, as well as the Lochside Regional Trail and Swan Lake Nature Sanctuary along the northwest border of the sub area.

Quadra South will include increased densities immediately adjacent to the Quadra Corridor and within hubs. Increased housing supply will be supported by convenient access to commercial services, parks, open spaces, and active transportation routes, and involve carefully planned transitions of density that mitigate impacts on sensitive ecosystems.



LAND USE

The Quadra South sub area will include mid-rise buildings immediately adjacent to major roads, allowing up to 6 storeys, with a strategically located Corridor Hub at Quadra Street and Falmouth Road, allowing up to 8 storeys. Land use then continues to transition out into local neighbourhoods as lower density apartments and townhomes. The southern portion of the study area includes higher density housing forms, reflecting existing apartment uses and adjacency to the Uptown Core.

POLICIES

7.3.1 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 7.4.

7.3.2 Design low-rise development adjacent to Swan Lake Nature Sanctuary to be sensitive to the surrounding context and protect environmental features.

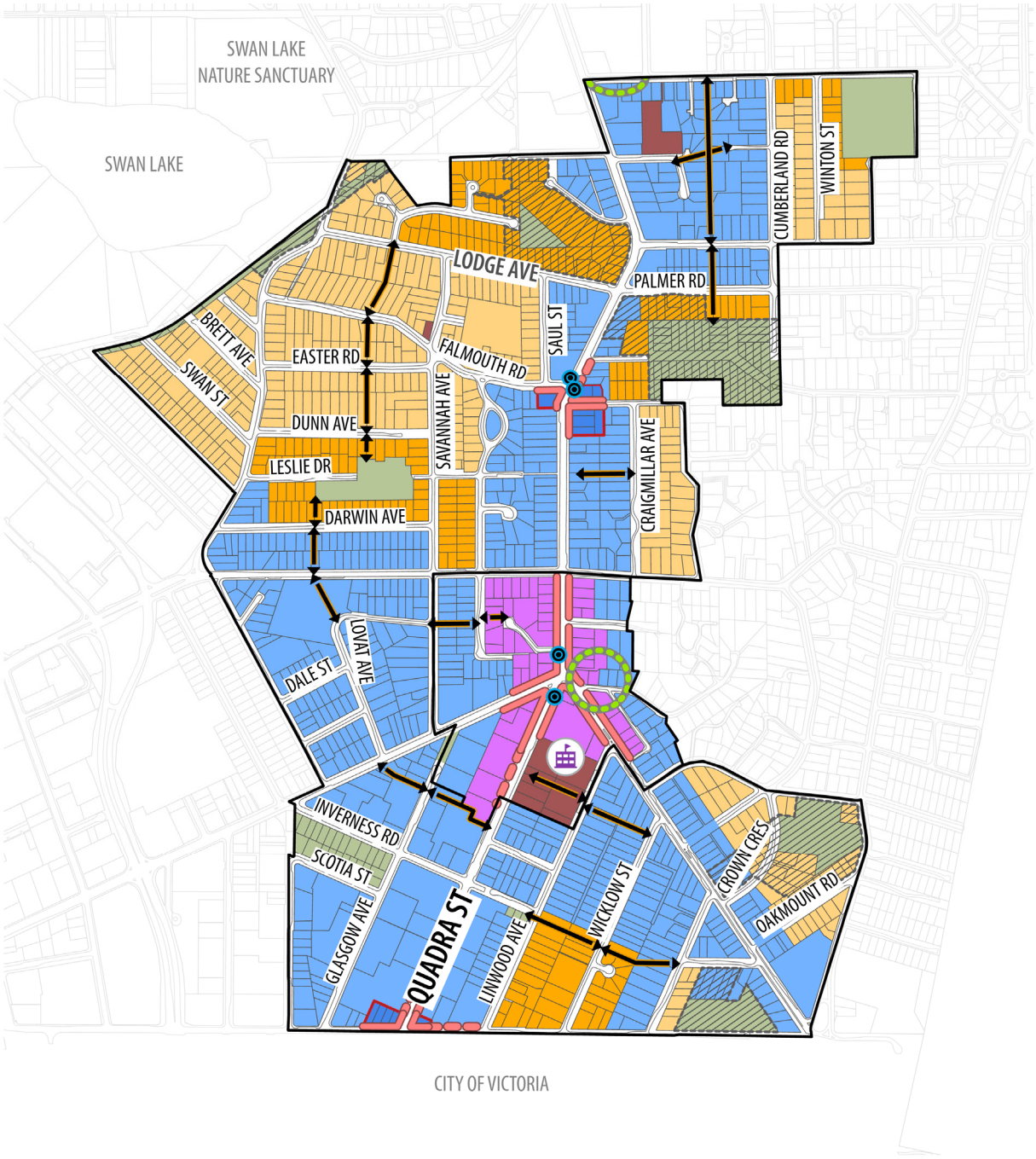
TRANSPORTATION

Quadra Street stands out as the primary north-south thoroughfare, anchoring the corridor's mobility framework and facilitating a connection from Quadra McKenzie Centre to Tolmie Avenue to the south. Complementing this spine are high-volume roads such as Cook Street, Cloverdale Avenue, and Tattersall Drive, which play integral roles in the area's transportation grid. Quadra Corridor South's strategic position includes connections to the Four Corners Village and serves as a vital link connecting regional destinations like the City of Victoria and Uptown Mall.

POLICIES

7.3.3 Prioritize the development of new sidewalks along Falmouth Road and Rock Street, in connection with tree planting and retention.

7.3.4 Support the development of neighbourhood pedestrian and cycling connections that link residential areas to parks, community centers, services, amenities, and active transportation routes.



Legend

- Special Site
- Corridor Hub (4-6)
- Corridor (3-6)
- Village (5-11)
- Apartment (3-4)
- Urban Townhome (3)
- Mixed Institutional
- Public Park (<2.5)
- Proposed Public Realm/Open Space
- New MUP Connection (Multi-Use Path)
- Commercial Frontage Encouraged
- Commercial Frontage Required
- School
- RapidBus Stop (Proposed)

N

0 0.15 0.3 KM

Map 7.4 Quadra South Sub Area – Future Land Use Designations

FALMOUTH HUB

The Falmouth Hub is a strategically located hub that can operate as a supplemental community focal point with connections to Quadra McKenzie Centre and Four Corners Village. Located in the middle of the two, this hub will provide complementary services and amenities that help serve the local neighbourhood and is easily accessible along active transportation and transit routes. The hub will help connect residents and provide public and private social gathering spaces.



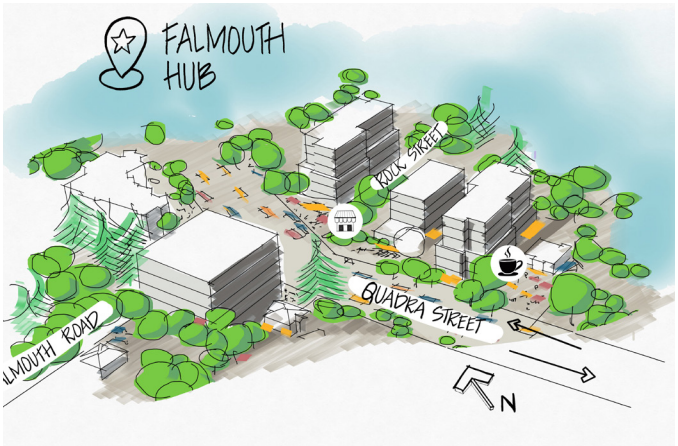


Figure 7.1 Falmouth Hub Land Use Designations and Hub Concept

POLICIES

7.3.5 Develop high-quality transit stops within the heart of the Falmouth Hub to facilitate convenient and efficient transit connections along Quadra Street.

7.3.6 Ensure sufficient end-of-trip facilities for active mobility modes in the core of the Falmouth Hub.

7.3.7 Support design features in the Falmouth Hub to improve pedestrian and cyclist safety and comfort within the active transportation environment.

7.3.8 Promote the establishment of diverse mixed-use commercial amenities that cater to surrounding areas and act as a complement to the services offered at Four Corners Village.

TOLMIE HUB

The Tolmie Hub is located at the intersection of Tolmie Avenue and Quadra Street. The proximity to Four Corners Village increases the number of local public amenities and complementary service offerings between both locations. This hub also acts as a connector between the District of Saanich and City of Victoria, with additional amenities offered on the City of Victoria's side, south of Tolmie Avenue.

Currently, the hub includes a limited range of commercial services, along with a mix of single detached homes and apartment housing options. A supportive seniors housing development is located along Quadra Street within the hub. Establishments south of Tolmie Avenue include a bakery, a restaurant, and other retail services.

The hub is envisioned to offer a mix of mid-rise commercial shops and housing opportunities that are tailored to meet the specific needs of nearby residents. Expanding the diversity of commercial offerings, such as medical services, food retailers, cafes and daycares, as well as a range of housing types, will enhance the area's ability to cater to the diverse demographic of the community. Improvements to the active and public transportation network on Quadra Street and along Tolmie Avenue will facilitate safer and more comfortable pedestrian-oriented access within and around the hub and foster the development of a 15-minute community. Streetscape designs will integrate spaces for community gathering to create a vibrant and engaging hub.

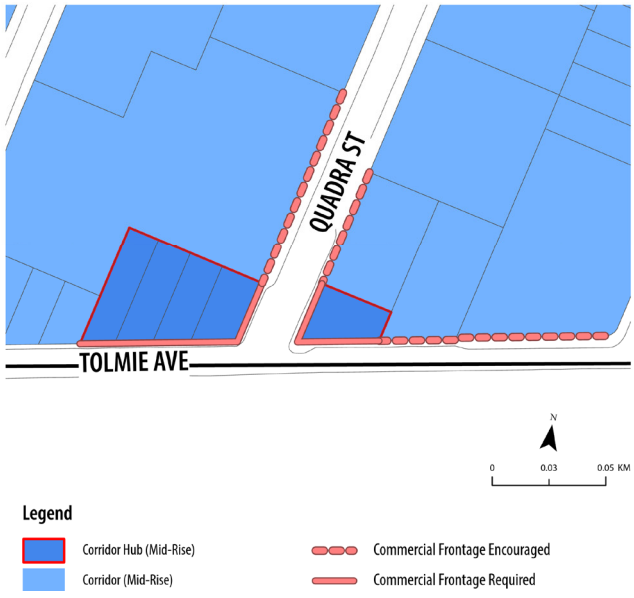
POLICIES

7.3.9 Collaborate with the City of Victoria to build a cohesive community hub with various housing and commercial offerings.

7.3.10 Promote mixed-use, mid-rise buildings within the Tolmie Hub with a focus on commercial businesses such as cafes and restaurants on both sides of Tolmie Avenue and along Quadra Street.

7.3.11 Design Tolmie Avenue and Quadra Street with pedestrian-oriented features that create opportunities for community gathering and placemaking.

7.3.12 Improve housing options throughout the Tolmie Hub by supporting mixed-density residential buildings, including units with ground-oriented access to the street.



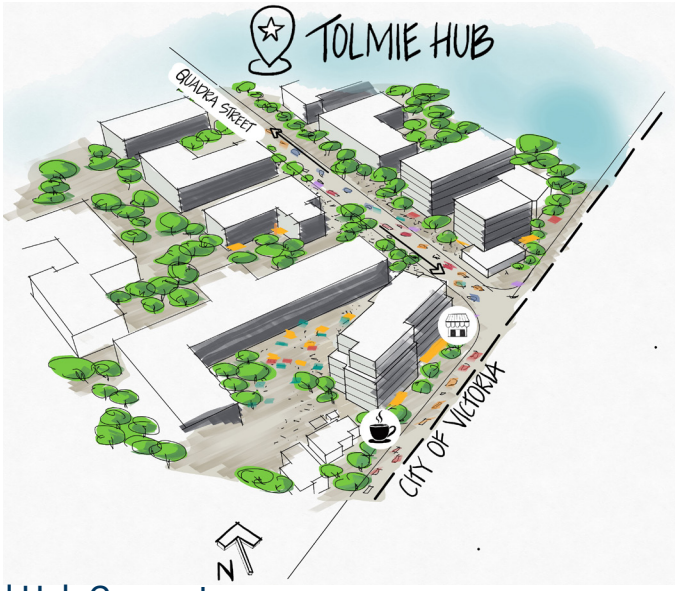
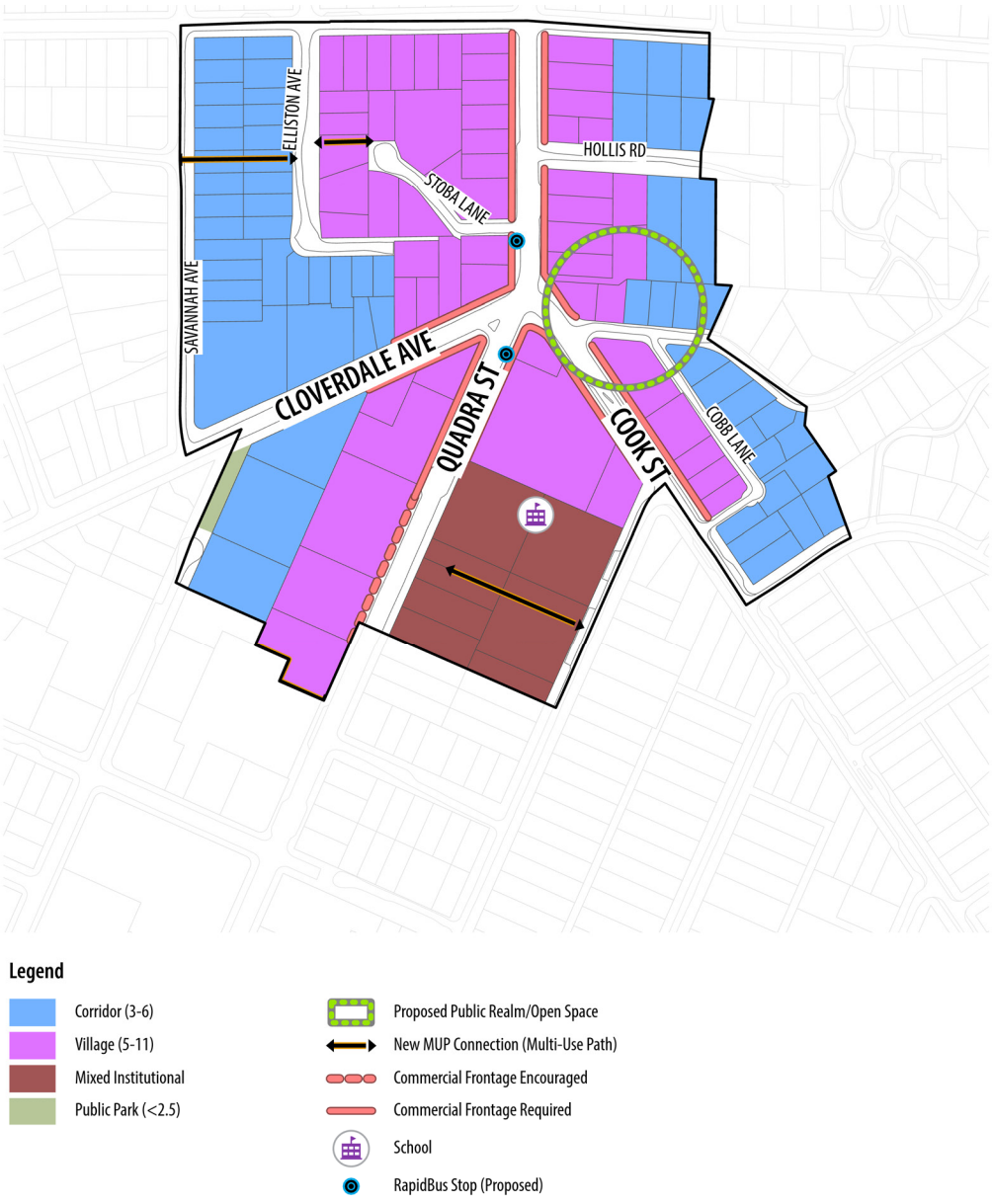


Figure 7.2 Tolmie Hub Land Use Designations and Hub Concept

7.4 FOUR CORNERS VILLAGE

Villages serve as local activity centers within neighbourhoods, catering to a diverse array of resident's housing, commercial, and service needs. By incorporating multi-unit residential and commercial mixed-use developments, Villages offer a spectrum of housing and employment options to residents. Villages are designed with walkable, pedestrian-friendly environments that facilitate safe and convenient access to essential amenities and services. Integrated into the wider transportation network, Villages support frequent transit options and sustainable active transportation routes.

The Four Corners Village is centered at the intersection of Quadra Street, Cook Street, and Cloverdale Avenue (Map 7.6). The Village currently encompasses single detached housing and multi-unit residential properties, with a mix of commercial and retail services. New development has brought more diverse housing forms to the area, including townhomes, houseplexes and low-rise multi-unit residential buildings. Located on Quadra Street, a regionally significant transportation corridor, the Village provides convenient access to other areas in the District of Saanich and the neighbouring City of Victoria.



Map 7.5 Four Corners Village – Future Land Use Designations

LAND USE

Land use changes can revitalize Four Corners Village into a lively and comfortable community space that supports a wider range of residents. Currently, the Village supports a few retail service needs, including a Thrifty's grocery store and a gas station on the southeastern side of the Quadra Street, Cook Street and Cloverdale Avenue intersection. On the northwestern side of the intersection is a commercial strip which includes a variety of retail, food and medical services. Additional amenities are scattered throughout the Village, mainly concentrated around the Quadra Street, Cook Street and Cloverdale Avenue intersection. Four Corners Village also includes Cloverdale Traditional School at the southeastern periphery, and Glasgow Park to the southwest. A mix of single detached and multi-unit residential housing is located throughout the Village. As there are few public gathering and green spaces throughout the area, there exists an opportunity to emphasize these aspects through upcoming developments.

The Plan seeks to enhance Four Corners Village by diversifying housing options and access to local service needs by providing a range of residential and commercial structures, integrated with parks and public open spaces. Within the Village, diverse building heights and densities are supported, for example mid-rise buildings of 5 to 11 storeys. The land use policies in this section aim to integrate multi-unit mixed-use residential and commercial buildings to cater to various housing and local service requirements. A range of ground level and commercial residential units will improve livability through direct access and views to streets and lanes and engage residents through vibrant design treatments that animate the streetscape. An increase in commercial services within the Village will provide walkable access to many amenities and strengthen employment opportunities in the area. The potential for redevelopment of the Thrifty's site presents an opportunity to introduce higher-density commercial developments to the area, serving as a cornerstone of Four Corners Village.

Closer to the periphery of the Village are Corridor-designated areas that may accommodate mid-rise buildings up to 6 storeys. Corridor areas encourage predominantly multi-unit residential uses, with various building forms including apartments and stacked townhouses. Commercial-retail, live/work units and public open spaces are encouraged to be integrated for increased accessibility to services, employment options and community gathering opportunities.

POLICIES

7.4.1 Enhance Village vibrancy by encouraging mixed-used commercial with diverse building forms and engaging frontages, including trees.

7.4.2 Amplify opportunities for community placemaking by encouraging the incorporation of vibrant and comfortable public and private gathering and green spaces in land adjacent to new developments.

7.4.3 Support predominantly multi-unit residential up to 6 storeys within Corridor-designated areas of the Village, with a consideration for commercial-retail and live-work units at grade to increase accessibility to local economic opportunities.

TRANSPORTATION

At the intersection of Quadra Street, Cook Street and Cloverdale Avenue, Four Corners Village is centered in a high-traffic area supporting mainly motor vehicle transportation. This intersection has an irregular orientation, with misaligned traffic lanes and streets that meet at uneven angles, leading to reduced visibility and impeded sightlines for pedestrians and motor vehicles. Given its proximity to retail services and Cloverdale Traditional School, this intersection sees frequent use by individuals of all ages, highlighting the importance of improving the area to create a safe and comfortable pedestrian experience.

Along Quadra Street, Four Corners Village is currently serviced by two bus stops. The area does not currently support an accessible, well-connected active transportation network. The stretch of Quadra Street running through Four Corners Village features narrow sidewalks and lacks designated bike lanes. Cook Street and Cloverdale Avenue consist of narrow bike lanes directly adjacent to the street and sidewalks without many buffers.

Four Corners Village will be included in plans to re-design Quadra Street as a complete street to prioritize improvements to the active transportation network and public transportation options. Future opportunities exist to work with BC transit to identify Quadra Street as a Rapid Transit Corridor, including rapid transit bus stops within the Village. Through this Plan and the District of Saanich's Active Transportation Plan, Cook Street and Cloverdale Avenue have also been identified for upgrades to the active transportation network. These improvements will enhance the commuter experience, by facilitating options for a range of safe, convenient, and sustainable modes of transport, including walking, cycling and other wheel-based forms of transportation.

Four Corners Village is anticipated to be a priority area for future improvements to support a more complete and comfortable street environment on Quadra Street, with a focus on safer walking and cycling connections and improved transit function within the Village. Opportunities may also be explored with BC Transit and regional partners to strengthen transit service and stop amenities in the area over time, including the potential for enhanced transit priority consistent with broader corridor objectives. Through this Plan and the District of Saanich's Active Transportation Plan, Cook Street and Cloverdale Avenue are also identified as important links where upgrades could improve connectivity, safety, and comfort for people walking, cycling, and using other wheeled modes.

POLICIES

7.4.4 Explore options to re-align the intersection at Quadra Street, Cook Street and Cloverdale Avenue to improve connectivity and enhance pedestrian and motor vehicle safety.

7.4.5 Continue working with BC transit to enhance bus stops in Four Corners Village.

7.4.6 Support capital projects to install safe infrastructure at the intersection of Quadra Street, Cook Street, and Cloverdale Avenue, and along the Cloverdale Avenue corridor through the District of Saanich's Road Safety Action Plan.

7.4.7 Encourage active transportation by incorporating end-of-trip facilities in Village land use designations.

7.4.8 Work with Cloverdale Traditional School to identify opportunities for safer active transportation improvements around the school.

7.4.9 Explore options for installing cycling infrastructure on Linwood Avenue to enhance safety for commuters travelling to Cloverdale Traditional School.

7.4.10 Consider upgrading the pedestrian path connecting Stoba Lane to Elliston Place.





8. IMPLEMENTATION

Implementation of the Quadra McKenzie Plan is a shared responsibility of the District of Saanich, regional public agencies, community partners, and the development industry. Over the 20-year Plan horizon, change will be realized as new housing, employment spaces and services, largely delivered by private developers and coordinated with the CRD, BC Transit, and other local and regional partners. This section outlines how growth will occur, with an emphasis on the mechanisms, obligations, and approvals tied to development.

The QMP is a policy framework that guides land use, transportation, housing, parks, and infrastructure investments within the Plan area for 20 years and beyond. Implementation will occur through a combination of private development, District of Saanich capital investment, and partnerships with regional and provincial agencies, school districts, First Nations, and community organizations.

- Market and non-market development will deliver new housing units and employment spaces, on-site public realm upgrades, and required street frontage and site servicing improvements in accordance with Saanich policies, bylaws, and design guidelines. New development will also dedicate land to support public realm and mobility improvements and contribute to amenities that benefit the broader community.
- District capital programs will fund priority upgrades to streets, active transportation facilities, parks, and utilities identified in this Plan, other District Master Plans, and the Financial Plan.
- Partner agencies (e.g., Capital Regional District, BC Transit, the Ministry of Transportation and Infrastructure, School District 61, Island Health) will collaborate with Saanich to align projects, funding, and service delivery to help meet the needs of current and future residents.

While the Plan provides sufficient development capacity to meet current and future community needs, it does not prescribe the timing of development. The actual timing of development will be influenced by a variety of factors, including:

1. Market conditions;
2. Property owners deciding to retain, redevelop, or sell their property;
3. The timing of transit and mobility investments (e.g., frequent/RapidBus service enhancements and Corridor improvements); and
4. Sequencing of municipal and regional infrastructure capacity upgrades (e.g., water, wastewater, and stormwater).

Redevelopment can only proceed when private property owners choose to sell or redevelop their property and market conditions permit a financially viable redevelopment.

When development applications are received, Saanich's development approval process ensures consistency with this Plan, the OCP, applicable bylaws and policies, and Council priorities, including housing, climate action, sustainable infrastructure, natural areas and biodiversity, and inclusive communities.

To fund infrastructure and community amenities needed to support growth, Saanich uses a mix of tools, including but not limited to:

- Development Cost Charges (DCCs) for transportation, water, sewer, drainage, and parks;
- Community Amenity Contributions (CACs) consistent with Council policy;
- Property taxation and Saanich's capital budget; and
- Grants and contributions from senior governments and partner agencies.

Additionally, a project is underway to integrate Amenity Cost Charges (ACCs), which have recently been enabled through Provincial regulatory changes. ACCs are a development finance tool that allow local governments to collect funds for amenities such as community centres, recreation centres, daycares, and libraries from new development that results in increased population of residents or workers.



Council adoption of the Quadra McKenzie Plan does not change the zoning of any properties. The land use designations are policy designations that indicate the desired future forms of development supported to achieve the Plan's objectives. Change would only be considered when a property owner initiates a redevelopment. When a property is proposed for development, applicants must submit an application that sets out the specific details of the development, including building form, character, and amenities. Applications will be evaluated versus the Quadra McKenzie Plan's land use designations and a suite of other polices, as well as the OCP and other applicable Saanich bylaws and policies. Saanich Council will ultimately decide whether to support a rezoning proposal.

As the area grows and conditions evolve, Saanich will monitor outcomes and periodically update the Plan to address new opportunities and challenges. Overall, the Plan has been designed to accommodate growth well past the Plan's 20-year horizon, ensuring it is able to adapt to changing trends and circumstances.

As a companion to the Quadra McKenzie Plan, an implementation strategy will be developed. The strategy will itemize key implementation tasks and associated timelines and resource implications. Key items will include be public realm and transportation improvements, as well as actions that help deliver desired development outcomes.

Saanich will undertake a comprehensive Plan review approximately every five years, or sooner, if triggered by major policy, infrastructure, or market changes, in alignment with the Regional Growth Strategy and the Official Community Plan.

8.1 PUBLIC BENEFITS STRATEGY

A Public Benefits Strategy (PBS) provides strategic direction for future capital investments in an area or neighbourhood over the long-term (20 years). It covers key areas that support livable, healthy, and sustainable communities: affordable housing, childcare, parks, and open spaces, community facilities, civic facilities, transportation, and utilities. The PBS takes into account the existing network of amenities and infrastructure needed to support the Plan area as well as District-serving amenities that provide services beyond the Quadra McKenzie planning boundary.

While a network of community spaces and facilities exists today in the Quadra McKenzie Area, it is anticipated that further contributions will be needed to support additional population and employment growth and realize the goals of the Plan. As part of development applications within the Plan area, an evaluation of appropriate community contributions will be made based on District-wide regulations and policies, the policies in this Plan and site-specific conditions.

Certain areas like housing, childcare, social and recreational programs will require coordination and innovative partnerships with senior levels of government, charities and non-profit organizations. Some elements in the PBS represent aspirational goals that are opportunistic in nature and require community-based and/or private fundraising to implement. Because the PBS is a long-term planning tool, it will need to be periodically reviewed and refined.

OBTAINING PUBLIC BENEFITS

District-wide regulatory tools such as the Development Cost Charge (DCC) Bylaw provide a mechanism for new development to help fund the cost of growth-related infrastructure and parks. Other amenities, such as libraries, plazas and fire halls are funded by other sources such as municipal capital programs and grant funding. Additionally, Community Amenity Contributions (CACs), which are negotiated as part of individual rezonings, provide the opportunity for new development to contribute to smaller scale amenities. To provide another pathway to obtaining amenities, a pilot Density Framework has been developed to supplement the Quadra McKenzie Plan. This framework incentivizes the provision of amenities or improved site outcomes through additional development density.

A key role of the Quadra McKenzie Plan is to comprehensively articulate a vision for what the area will be 20 years from now. To achieve this vision and implement an appropriate amenity network a variety of municipal tools are needed. Included below are some of the key public benefits areas and an overview of how broader District-wide tools will work with Quadra McKenzie Plan policies to achieve desired public benefit.

8.1.1 PARKS AND OPEN SPACES

District-Wide Regulations and Policies

- The Development Cost Charge (DCC) Bylaw identifies targeted acquisition locations for new larger-scale Community Park acquisitions to support population growth.
- The Community Amenity Contribution and Inclusionary Housing Policy requires a portion of developer contributions to go to a Local Park Acquisition Fund. This fund will be allocated to purchasing smaller-scale neighbourhood parks that are not addressed in the DCC Bylaw.
- The Park Acquisition Strategy identifies the criteria and desired locations for new municipal-wide park acquisitions.

Quadra McKenzie Plan

- Sections 6 and 7 of the Plan identify proposed public open spaces in specific locations in sub areas. These locations are identified for plazas or other spaces that help to activate a Centre, Village or Corridor Hub where pedestrian activity is greater.
- Large sites that undergo redevelopment are expected to contribute a portion of their property for parks or public open spaces (see policy 5.1.2).
- Gaps in access to parks based on the 3-30-300 principle are identified in Map 5.2 and policies in Section 5. It is expected that future updates to acquisition tools consider this analysis.

8.1.2 AFFORDABLE HOUSING

District-Wide Regulations and Policies

- The Rapid Deployment Bylaw Amendments introduced changes that permit non-market rental housing to be constructed without a rezoning if the height and density is consistent with provisions in the Official Community Plan.
- The Development Cost Charge (DCC) Reduction Bylaw exempts non-market housing from DCCs.
- The Community Amenity Contribution and Inclusionary Housing Policy provides an exemption from CACs for non-market housing and guidance for the inclusion of below -market, inclusionary units in larger scale development.
- The Saanich Affordable Housing Fund, which is established primarily through contributions from new development, provides grant funding to help assist in the viability of new affordable housing developments.

Quadra McKenzie Plan

- The Plan's land use framework provides clear parcel by parcel guidance on desired land uses, building heights and densities making clear opportunities for non-market housing.

8.1.3 TRANSPORTATION FACILITIES

District-Wide Regulations and Policies

- The Development Cost Charge (DCC) Bylaw identifies specific transportation improvement projects that will help to meet demand from population growth.
- The Active Transportation Plan identifies priorities for enhancement to active transportation facilities, including sidewalks and bike lanes, and informs investments made through the capital planning process.

Quadra McKenzie Plan

- Complete street designs are identified for the McKenzie and Quadra Corridors with new bike lanes, transit priority measures, and sidewalks and boulevard improvements. Improvements will be implemented through the capital program and in partnership with BC Transit.
- New roads and multi-use pathways are identified in the Plan to improve connectivity and will primarily be implemented through the development process.
- New traffic signals identified to improve access and connectivity.

8.0.1 COMMUNITY / CIVIC FACILITIES

District-Wide Regulations and Policies

- An Amenity Cost Charge (ACC) Program is under development based on new Provincial legislation and can be used to fund larger-scale facility investments.
- A rezoning was recently approved to support an expansion to the Nellie McClung library in association with affordable housing.

Quadra McKenzie Plan

- The Plan supports the revitalization of the Saanich Operations Centre to meet the needs of residents into the future and enhance the site's contributions to civic life.
- A greater range of uses are supported on institutional sites to ensure these sites are able to flexibly meet community needs.

8.1.4 CHILDCARE AND OTHER AMENITIES

District-Wide Regulations and Policies

- The Official Community Plan includes a 15-minute framework to support land use changes that provide a greater range of daily needs within walking distance of residents.
- The Official Community Plan contains policy to support childcare facilities.
- Saanich partners with other organizations to help deliver childcare services.

Quadra McKenzie Plan

- Corridor Hubs are introduced to address locations where there is limited access to community and commercial services.
- The density framework provides density incentives for developments that integrate community uses.





9. GLOSSARY

15-Minute Community

All households within the Urban Containment Boundary are within a 15-minute walk (or 1.2 km) of key amenities that support daily living. Where these amenities do not exist, long-term planning to guide land use change will occur to meet community needs.

3-30-300 Rule

An urban forestry management tool which states: everyone can see at least three trees from their home, all neighbourhoods where people live have at least 30% canopy cover, and all homes are located within a 300 m of a park or green space to ensure urban forest benefits are sufficient and accessible to all.

Accessibility

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

Active Transportation

Any active trip made to get from one place to another using any form of human powered transportation. This includes a range of methods with walking, cycling, and rolling the most common. Transit is included in active transportation as it is active to get to and from a bus stop.

Active Transportation Facility

Features such as sidewalks, bicycle lanes, multi-use pathways, and pedestrian bridges that both promote and enhance active transportation.

Active Commercial Use

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

Active Uses

Uses that generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, and other social uses.

Affordable Housing

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

Agricultural Land Reserve (ALR)

Land that has been identified as being suitable for farm use and has been designated for protection under the provincial Agricultural Land Commission Act. The ALR is a provincial zone in which agriculture is recognized as a priority use and non-agricultural uses are restricted.

All Ages and Abilities (AAA)

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

Amenities

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

Asset Management

An integrated, lifecycle approach to effective stewardship of assets to maximize benefits, manage risk and provide satisfactory Levels of Service to the public in a sustainable manner

Below-Market Housing

Refers to rental and ownership housing, with rents, rates or sales prices that are lower than typically found in the private-market. It can provide affordable housing for low to moderate income households that may not be eligible for subsidized housing

Bicycle lane/Bike lane

A lane intended for the exclusive use of bicycles and sometimes skateboards, in-line skates, scooters, or other active modes, within a roadway used by motorized vehicles.

Bike Kitchen

It is a bike repair station that features a stand and tools for all types of riders and bikes. They provide a variety of tools for individuals that need to complete basic repairs, adjustments, and pump their bike tires for free.

Biodiversity

Biodiversity is a term used to describe the variety and variability of life on Earth. Biodiversity encompasses all living species and their relationships to each other. This includes the differences in genes, species and ecosystems.

Boulevard Street

Means a major road or collector street containing vehicle lanes, bicycle lanes, and pedestrian facilities and designated for special consideration with respect to boulevard/median landscaping and planting.

Boundary

See "Urban Containment Boundary"

Canopy Cover

A measure of the extent of the urban forest based on the amount of ground covered by the foliage of trees when viewed from above.

Capital Regional District (CRD)

The provincially established federation of local governments and administrative districts providing services to the Capital Region.

Car Share or Car Co-op

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

Centre, Corridor and Village (CCV) Plans

Detailed land use plans for Primary Growth Areas. These may include portions of several neighbourhoods. This approach integrates land use and transportation planning, ensuring that planned density will be well served by Saanich's active transportation network and the regional transit service.

Climate Adaptation

Actions taken to help the community cope with or adjust to a changing climate.

Climate Change

In the context of this plan, climate change refers to the effects of burning fossil fuels and emitting other greenhouse gasses (including methane and refrigerants), which trap increasing amounts of the sun's energy in our atmosphere, causing potentially serious and rapid changes in the earth's climate.

Climate Mitigation

Actions taken to reduce climate change, primarily by reducing greenhouse gas emissions.

Collector Street

Means a street which provides services to secondary traffic generators (i.e. neighbourhood commercial Centre and parks) and distributes traffic between neighbourhoods, as well as providing direct access to residential properties. Transit service is permitted.

Community Amenity Contribution (CAC)

Physical amenities or cash contributions provided by developers when Council approves increased density through rezoning. Such contributions help address the increased demand on community facilities and services that comes with growth and development.

Community Well-Being

A concept that refers to an optimal quality of healthy community life. Community well-being is only possible when the basic needs of all community members are met and community members have the skills and abilities to contribute to their own well-being, and the well-being of the community.

Complete Streets

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

Connectivity

The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options and makes active transportation more feasible.

Containment

See "Urban Containment Boundary".

Crime Prevention Through Environmental Design (CPTED)

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

Cul-De-Sac

A dead-end street that is only connected to other streets on one end.

Cut-Throughs

A pathway that runs between two properties to connect two segments of a pedestrian facility, bicycle route, or off-street pathway that are separated by development or open space. They are typically paved or a hard surface. Cut-through pathways make neighbourhoods more walkable and bikeable by shortening distances and providing important connections to destinations.

Daily Needs

Daily needs refers to resources that people typically need access to more than once a week. Examples include shops, restaurants, work spaces, internet, community services, housing, transit, schools and parks.

Daylighting

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

Density

As defined in the "*Local Government Act*" S. 872: "the density of use of the land, parcel or area, or the density of use of any buildings and other structures located on the land or parcel, or in the area"

Density Incentive

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

Development Cost Charge (DCC)

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

Development Permit

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

Dwelling Unit

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

Environment

All the terrestrial and aquatic ecosystems and landscapes and their associated components, functions, and processes.

Environmentally Sensitive Area (ESAs)

An area identified as having features which are of ecological or environmental significance and are vulnerable to disturbance or degradation by human activities of developments.

Equity and Inclusion

Denotes fairness and justice in process and in results. Equitable outcomes often require differential treatment and resource redistribution to achieve a level playing field. To foster equity and ensure that individuals and communities thrive, local governments must recognize and remove all barriers to participation.

Floor Space Ratio (FSR)

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

Food Security

Food Security exists when all people at all times have access to sufficient, safe, nutritious, affordable food to maintain a healthy and active life.

Frequent Transit

Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

Green Infrastructure

A broad category that includes natural assets and designed and engineered elements that have been created to mimic natural functions and processes in the service of human interests.

Green Roofs

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

Greenhouse Gas (GHG)

A gas that contributes to climate change by trapping heat in the earth's atmosphere, compared to carbon dioxide (CO2) and measured over a specific time horizon.

Greenway

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

Ground-Oriented

Buildings that have direct access to the street or ground level.

Ground-Oriented Dwelling

A residential unit that has individual and direct access to the ground, whether detached or attached, including single detached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in single detached dwelling.

Ground-Oriented Unit

A unit in a multi-storey building that has access from the street via a landscaped patio or garden.

Habitat Sites

Areas smaller in size (approximately <10 hectares) that act as important stepping-stones across an urban landscape, They can provide habitat features that are unique or important such as a wetland or Garry Oak plant community, that are likely to be used by species that can fly and terrestrial species that are more tolerant of disturbed habitats.

Healthy Communities

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

Heritage Designation

Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

Heritage Property

A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

Heritage Register

A list of properties that is formally recognized by the local government to have heritage value or heritage character.

High-Rise Building

A building twelve storeys and greater in height.

High Value Trees

Includes trees that are worthy of retention efforts based upon the review of a professional (ISA) arborist that includes criteria such as age, structure, health, vitality, species, the tree's ability to withstand development activities in and around its above and below ground structures, the suitability of that tree relative to its location and on-site use and infrastructure, and the feasibility of the techniques required to retain the tree. These criteria will help inform when and where extra efforts can be focused to practically retain trees with an excellent chance of thriving into the future. This definition does not mean to negate that fact that all trees embody multiple values.

Houseplex

Attached housing containing multiple units in one building. Common forms are duplex, triplex, fourplex and sixplex.

Impervious Surface

Any human-made graded, hardened surface covered with materials comprised of asphalt, concrete, masonry or combinations thereof. An impervious surface is the opposite of a permeable surface, and is much less preferred.

Inclusion

Refers to the notions of belonging and participation, it means working together to create and sustain a welcoming place and community for people of all backgrounds, cultures, lifestyles, ages and abilities and actively ensuring that everyone feels they belong.

Infill Development

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

Infill Housing

Infill housing refers to the construction of additional units of housing on existing lots within Neighbourhood areas. Infill housing forms (e.g., suites, houseplexes, townhouses, small apartments) typically increase density and expand housing options while fitting well into existing neighbourhoods.

Infrastructure

The physical assets developed and used by a municipality to support its social, cultural, and economic services.

Intensification

The development of a property, site or area at a higher density than currently exists through: a) redevelopment, b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and, d) the expansion or conversion of existing buildings.

Invasive Species

A species which is not native or is outside of its natural distribution and which is negatively impacting the environment, people and/or the economy.

Landscaping

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

Level of Service

The service level delivered to the public by the District. This can take the form of the selection of services that are provided (e.g., bike lanes, doggie bags, or recreation centres), the standard of infrastructure in place (e.g., concrete sidewalks versus gravel paths), or the standard to which an asset is maintained (e.g., the frequency of scheduled curb sweeping). The desire of Council or the public for a particular Level of Service will directly affect utility fees or taxation.

Light Industrial

Light industry uses typically have less intensive, and more consumer-oriented uses than heavy industry, but may still include a variety of production, distribution, and repair services. Light industrial uses are also characterized by the lighter impact they may have on adjacent or ancillary uses.

Liveability

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

Local Area Plan

Neighbourhood plans that are not currently being updated. Gradually being superseded by CCV plans and District-wide planning.

Low-Rise Building

A building four storeys or less in height.

Major Road

Means a highway, other than arterial, where direct access from abutting properties is limited to safeguard the flow of traffic and where major intersections are controlled by traffic lights.

Micromobility

Small, lightweight vehicles that generally operate at lower speeds and may operate as a shared mobility or transit service.

Mid-Block Crossing

A defined crossing of a public street located approximately at the middle of the block, with pedestrian priority improvements including such things as a painted crossing, curb bulbs, signage, pedestrian refuges, and pedestrian activated crossing signals.

Mid-Rise Building

A building from five to eleven storeys in height.

Mitigation

Measures taken during the planning, design, construction, and operation of works and development to alleviate potential adverse effects on natural habitats. Developments that combine residential, commercial, and other uses in the same building or development. Residences above shops and live-work residences are examples of mixed-use developments. Mixed-use developments enable people to live close to work and amenities.

Mixed Use

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

Monitoring

The continuous, systematic process of collecting and analyzing data to track progress towards achieving designated goals.

Multi-Modal Design

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

Multi-Modal Transportation

Linking together different forms of transportation, such as walking, cycling, transit, and vehicle travel, to move around the community safely and conveniently.

Multi-Use Pathway (MUP)

A path with multiple users of different types (e.g., pedestrians, bicycles, and similar user types); MUPs may be shared (all users share the same pathway space, with or without a marked centre line) or may be separated (e.g., the pathway is separated into parallel travelled ways, e.g., one exclusively for pedestrians and one exclusively for bicycles, skateboards, and other active transportation users).

Multi-Unit Residential Building

A complex containing three or more dwelling units on a lot and includes housing typologies such as houseplexes (triplex, fourplex, etc.) townhouses, rowhouses, apartments and condominiums, also referred to as Multi-Family Development.

Natural Area

Any physical area that contains sufficient native species, ecological communities, or habitat features to support native biodiversity.

Natural Asset

The stock of natural resources or ecosystems that contribute to the provision of one or more services required for the health, well-being and long-term sustainability of a community and its residents.

Natural Environment

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

Non-Market Housing

Ranges from temporary shelter such as emergency shelters for people who are experiencing homelessness through to supportive and subsidized housing for individuals and families who cannot afford to pay market rents, or who have needs that are not being met by the market. Non-market units are typically owned and operated by a government agency or a non-profit society and rents may be controlled by a housing agreement.

Non-Profit Housing

A housing development that a non-profit housing provider owns and operates.

Official Community Plan (OCP)

As set out in section 471 of the *Local Government Act*, an Official Community Plan is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government. An Official Community Plan must be adopted by bylaw. Saanich's Official Community Plan, "Sustainable Saanich", of which this Plan is part, falls under Official Community Plan Bylaw, 2008, No, 8940, as amended or replaced from time to time.

Open Space

Lands on which structures for residential, commercial, institutional, or industrial use are not located and are important to the community for their aesthetic, recreational, or ecological value. Lands may be in a 'natural' state (e.g. nature parks, reserves, or undevelopable lands such as flood plains, beaches, and wetlands) or 'developed' state (e.g., playing fields, boulevards, squares, plazas, and cemeteries). They may be in the public domain (e.g. municipal, regional, or provincial parks, roads, and pedestrian networks), or in the private domain (e.g. golf courses).

Parkland Dedication

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

Pedestrian-Oriented or Pedestrian-Friendly

An environment designed to make travel on foot and/or by assisted mobility device safe, convenient, attractive and accessible for all ages and abilities. Considerations include directness of the route, interest along the route, safety, street activity, separation of pedestrians and traffic, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Permeable Surface

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

Placemaking

An approach to the planning, design and management of public spaces that seeks to maximize the built environments function, highlighting a community's assets, inspirations and development potential, with the intention to create public spaces that promote the health, happiness, and well-being.

Primary Corridor

Higher-density housing options supported by the Frequent Transit Network, all ages and abilities cycling facilities, and other sustainable transportation infrastructure. Located along sections of Major Roads, Primary Corridors tie into regional destinations along key transportation routes and connect Centres and Villages. More details on Primary Corridors are outlined in Section 7 (Land Use) of the Official Community Plan.

Primary Growth Area (PGA)

Refers to the areas of the District where most of the its new housing and employment growth will be accommodated in vibrant walkable Centres and Villages linked by Corridors, frequent transit service, and All Ages and Abilities cycling infrastructure. These areas include a range of services, amenities, active transportation connections, and higher density housing and employment opportunities. More details on the different components of the Primary Growth Area are outlined in Section 7 (Land Use) of the Official Community Plan.

Private Realm

Spaces owned by a private person or group and kept for their exclusive use.

Proposed Signal

Any power-operated traffic control or warning device, including full signals, pedestrian-activated systems, and flashing beacons, intended to regulate the movement of vehicles and pedestrians. The proposed location for a signal does not mandate a specific device type; the appropriate infrastructure will be determined, as warranted, by safety standards and engineering criteria

Public Realm

Spaces that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.

Publicly Accessible Open Space

An open space, often but not exclusively featuring a public amenity, to which the public is permitted access, whether it is publicly or privately owned.

Rapid Transit

Transit service designed to move high volumes of passengers between major regional destinations along key transportation corridors. Services are very frequent (15 minutes or better) and stop less often than traditional transit services. To improve travel time and reliability, Rapid Transit utilizes an exclusive or semi-exclusive right of way to eliminate or significantly reduce the impact of general traffic on transit vehicles. Rapid services use high-capacity transit vehicle technologies such as light rail and bus rapid transit vehicles.

RapidBus

A high-capacity transit service that outperforms the personal automobile in speed, comfort, and reliability. RapidBus connects regional nodes like urban centres with frequent, fast, and reliable service, with a targeted minimum frequency of 10 minutes or better. RapidBus is part of the 'Frequent Transit Network' and provides a branded service with transit priority infrastructure, express service (limited stops), and enhanced transit stations.

Regional Context Statement

A statement included in a municipal official community plan, and accepted by the regional district board, that explains the relationship between the official community plan and the Regional Growth Strategy.

Regional Growth Strategy

A political agreement between a regional district and its member municipalities on social, economic, and environmental goals and priority actions, aimed at achieving a common vision of the region's future. A regional growth strategy expresses how communities have agreed to work together to enhance regional quality of life.

Resilient Saanich

Saanich's process to develop an environmental policy framework to current policy gaps in natural environmental objectives by developing plans, policies, bylaws, and strategies to support the vision of an environmentally conscious future.

Restoration

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

Right of Way (ROW)

Publicly owned land containing roads and streets and/or utilities.

Riparian Area

The moist nutrient rich lands adjacent to streams, lakes, and wetlands that provide a transitional zone between aquatic and terrestrial (or upland) ecosystems.

Sense of Place

The essential character and spirit of an area. More specifically, characteristics which make a place special or unique and foster a sense of authentic human attachment and belonging.

Significant Tree

A significant tree is a tree designated as significant by bylaw, because it has one or more characteristics considered worthy of a high level of protection, such as that the tree is an outstanding specimen, a rare species, of historic significance, part of a significant row or grove, a landmark, or a wildlife habitat tree. There are more than 150 significant trees designated under Saanich's Tree Protection Bylaw, 2014, No. 9272, as amended or replaced from time to time.

Social Infrastructure

Social infrastructure refers to physical spaces, services, programs and the networks across and within these spaces where people come together and enhance overall well-being. Social service centres, including neighbourhood houses, Indigenous wellness and cultural centres, social enterprises and informal gathering spaces are all examples of social infrastructure.

Steep Slope Land

All lands with a slope greater than 30% for a continuous run of 6 metres or more.

Stewardship

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

Streetscape

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

Street Wall

The front wall of a building facing the street forms a street wall. The street wall is an important urban design element that establishes human scale and contributes to the public realm. A street wall also occurs where the sides of buildings physically touch each other and the building facades visually join together into one long wall defining a street space.

Street Frontage

Refers to where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.

Supportive Housing/ Special Needs Housing

A type of housing that provides on-site supports and services to residents who cannot live independently. It may include:

- Housing for people who are homeless or at risk-of-homelessness and who may have barriers to housing such as mental illness or substance use; and/or,
- Housing for seniors or persons with disabilities or others who require services such as meals, housekeeping, 24-hour response system and social and recreational activities.

Sustainability or Sustainable Development

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

Sustainable Transportation

Travel modes with low to zero carbon emissions per person. These include public transit (transition to electric buses by 2030), electric car-share programs, electric micro mobility (e.g., e-bikes, e-kick-scooters), and active transportation including walking, biking, and rolling.

Transportation Demand Management (TDM)

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

Traffic Calming

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

Transit Oriented Area (TOA)

Geographic area within a prescribed distance from a transit station as defined by provincial regulation.

Transit Oriented Development (TOD)

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

Transitional Housing

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

Universal Accessibility

The ability of all users to safely negotiate spaces and is a key factor in ensuring the usability of buildings and the public realm.

Universal Design

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

Urban Containment Boundary (UCB)

The regulatory boundary established within the CRD's Regional Growth Strategy and designated in the Official Community Plan that defines the limit of urban growth and servicing and protects rural and resource areas from urban development.

Urban Design

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

Urban Forest

All trees within the District of Saanich, including those in private yards, public parks, conservation areas, boulevards, natural areas, and other locations in urban areas and Rural Saanich.

Urban Heat Island Effect

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

Urban Porches

Positioned between the streetscape of a neighbourhood and the privacy of the interior of a house lies the porch. It is an interstitial space between the home and the street, weaving together the family life inside the house and the public life outside it, and creating a space between the private and public for both serendipitous encounters and for pausing.

Vision Zero

An ambitious goal to eliminate all traffic injuries and fatalities while ensuring safe, healthy, and equitable mobility for all road users. This includes people who walk, ride a bike, take a bus or drive. Vision Zero recognizes that human error is inevitable and a systems-based approach to road safety (called a Safe-Systems approach) is needed.

Walkability

The ability to safely access services and amenities by foot within a 15-minute walk.

Watercourse

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

Watershed

The area from which all precipitation flows to a single stream or set of streams.

Wayfinding

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

Zoning

The division of the District into different types of land uses, including residential, commercial, and industrial uses. The District's Zoning Bylaw regulates permitted uses, minimum lot sizes, the type and size of buildings and structures, and off-street parking on each parcel of land within the District.


Beckwith
Park

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