

Page #	January 2026 Draft Plan Text	March 2026 Draft Plan Text	Rationale for Change
Cover Page and Table of Contents			
i-v		Updated table of contents to reflect changes to page numbers for each Section, Maps and Figures	
Section 1: INTRODUCTION			
1	With approximately 40% of PGAs 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.	<u>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.</u>	Provides further clarity
10	Section 8, Taking Action and Tracking Progress: identifies the priority policies to achieve the key plan goals and objectives outlined throughout the Plan, as well as to track the progress as the Plan is implemented.	<u>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.</u>	Responds to previous changes to Section 8, clarifying the processes that occur after adoption of the Plan and the development process.
13	<i>Map 1.6 Watershed Catchments</i>	<i>Map 1.6 Watershed Catchments</i> was revised to remove the Mystic Vale Hobbs Creek from the legend	Removes from the Map as this watershed is outside the Plan boundary
Section 2: KEY PLAN CHANGES			
19	A. Land Use Implement the Centre, Corridor and Village growth management framework, by integrating land use with transportation, to build compact, liveable, accessible, sustainable, and climate resilient communities with places to live, work, come together, and move around.	A. Land Use Implement the Centre, Corridor and Village growth management framework, by integrating land use with transportation, to build compact, <u>livable</u> , accessible, sustainable, and climate resilient communities with places to live, work, come together, and move around.	Fixes spelling
Section 3: LAND USE			
23	<i>Map 3.1 Centres, Villages and Corridor Hubs in Quadra McKenzie Plan Area</i>	<i>Map 3.1 Centres, Villages and Corridor Hubs in Quadra McKenzie Plan Area</i> was revised to remove the Beckwith Hub and Chatterton Hub	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
24	Furthermore, the Plan includes six 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.	Furthermore, the Plan includes <u>four</u> 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.	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
25	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 and cross sections	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 <u>policies identified in Section 6</u>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts

	identified in Section 6 and 7.	<u>and 7.</u>	
27	<i>Map 3.2 Quadra McKenzie Area - Future Land Use Designations</i>	<i>Map 3.2 Quadra McKenzie Area - Future Land Use Designations</i> was revised to reflect Council's specific motions to revise land use designations in the Quadra North and Quadra McKenzie Centre sub areas.	<p>Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations</p> <p>Responds to Council Motion 2: Nicolson / Borden / Willow / Lochside – Revised Land Use Designations</p> <p>Responds to Council Motion 3: Greenridge Neighbourhood – Revised Land Use Designations</p>
30	<p>Height (storeys) Base Maximum</p> <p>Mid-Rise: 6 11 High-Rise: 12 18*</p> <p>On larger sites, a range of building heights is desirable to enable transitions, responding to multiple frontage contexts and site compositions.</p> <p>*Up to 18 storeys will be considered in the Quadra McKenzie Centre (see Policy 6.3.4)</p> <p>Density (FSR) and Density Bonusing</p> <p>Generally up to 5.0 FSR*</p> <p>*Generally up to 5.5 FSR will be considered in the Quadra McKenzie Centre (see Policy 6.3.4)</p>	<p>Height (storeys) Base Maximum</p> <p>Mid-Rise: 6 11 High-Rise: 12 18</p> <p>On larger sites, a range of building heights is desirable to enable transitions, responding to multiple frontage contexts and site compositions.</p> <p>Density (FSR)</p> <p>Generally up to 5.0 FSR</p>	<p>Responds to removal of Policy 6.3.4 (possibility of 24 storeys), which was previously removed by Council direction.</p>
31-40	Density (FSR) and Density Bonusing	Density (FSR)	"Density Bonusing" removed from all Future Land Use Figure tables and to be revisited during Plan Implementation
31	<i>Figure 3.3 Corridor Land Use Designation</i>	<i>Figure 3.3 Corridor Land Use Designation</i> – Map changed to reflect land use changes in Quadra North and Quadra McKenzie Centre	<p>Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations</p> <p>Responds to Council Motion 2: Nicolson / Borden / Willow / Lochside – Revised Land Use Designations</p> <p>Responds to Council Motion 3: Greenridge Neighbourhood – Revised Land Use Designations</p>
32	<i>Figure 3.4 Corridor Hub Land Use Designation</i>	<i>Figure 3.3 Corridor Hub Land Use Designation</i> – Map changed to reflect land use changes in Quadra North	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
35	<i>Figure 3.6 Apartment Land Use Designation</i>	<i>Figure 3.6 Apartment Land Use Designation</i> –	Responds to Council Motion 1: Quadra North

		Map changed to reflect land use changes in Quadra North	Sub Area – Revised Land Use Designations
36	<i>Figure 3.7 Urban Townhome Land Use Designation</i>	<i>Figure 3.6 Urban Townhome Land Use Designation</i> – Map changed to reflect land use changes in Quadra North and Quadra McKenzie Centre	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations Responds to Council Motion 2: Nicolson / Borden / Willow / Lochside – Revised Land Use Designations Responds to Council Motion 3: Greenridge Neighbourhood – Revised Land Use Designations
37	<i>Figure 3.6 Mixed Employment Land Use Designation</i>	<i>Figure 3.6 Mixed Employment Land Use Designation</i> – Map changed to reflect land use changes in Quadra North	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
47	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.	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.	Fixes spelling
48	<i>Map 3.3 Heritage Resources and Significant Trees</i>	<i>Map 3.3 Heritage Resources and Significant Trees</i> – Map changed to reflect removal of 3910 Cedar Hill Road (Cedar Hill Junior Secondary School)	No longer on the Heritage Register
Section 4: TRANSPORTATION			
63	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 detail specific street design changes and transit priority measures that will be implemented to enhance the role of these routes.	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 <u>discuss the vision for the street</u> , which will enhance the role of these routes.	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
Section 6: MCKENZIE CORRIDOR			
77	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 lay out a future design for the McKenzie Avenue right-of-way and highlight how corridor improvements will be undertaken over time to align with land use changes and support multi-modal travel. More detailed policy is also provided for each of the five sub areas that lie along the	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 <u>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</u>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts

	McKenzie Corridor (Map 6.2). These sub area policies are intended to address the unique characteristics of different sections of the McKenzie Corridor.	<p><u>and cycling connections, transit-supportive features, 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.</u></p> <p>More detailed policy is also provided for <u>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.</u></p>	
79	6.1 MCKENZIE CORRIDOR DESIGN CONCEPT	6.1 MCKENZIE CORRIDOR <u>VISION</u>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
79	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. The long-term vision for McKenzie Avenue is illustrated in Map 6.3 and Figures 6.1 and 6.2. This design concept is based on a wider right-of-way that will be achieved as properties dedicate land at the time of redevelopment.	<p>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. <u>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.</u></p> <p><u>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.</u></p> <p><u>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</u></p>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts

		<u>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.</u>	
79	6.1.1 As properties redevelop, acquire additional right-of-way as required to enable realization of design concepts as identified in Figures 6.1 and 6.2.	6.1.1 As properties redevelop, acquire additional right-of-way as required to enable realization of <u>the vision for McKenzie Avenue.</u>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
79	6.1.5 Generally, support setbacks and street wall heights on McKenzie Avenue, as identified in Figure 6.3, to create a vibrant and safe environment for pedestrian activities.	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.	Fixes Figure numbering error
80-82	<i>Map 6.3 McKenzie Corridor Streetscape Typologies</i> <i>Figure 6.1 Type 3 McKenzie Avenue Cross Section</i> <i>Figure 6.2 Type 4 McKenzie Avenue Cross Section</i>	<i>McKenzie Corridor Design Elements –</i> Provides potential future design elements for McKenzie Avenue, including vehicle travel lanes, transit priority measures, AAA cycling facilities, wide and accessible sidewalks, and public realm improvements	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
83	On this segment of McKenzie Avenue, the goal is to combine McKenzie Corridor design changes with land use changes and broader improvements in the active transportation network to help soften the highway-like environment on McKenzie Avenue and improve the quality and availability of pedestrian connections.	<u>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</u>	Provides further clarification on the role of transportation

		<u>conditions and support McKenzie Avenue's evolution into a more complete and accessible corridor.</u>	
83	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 6.4, and identified as Habitat Sites (HS) on Map 1.7	6.2.3 Support the retention of natural areas through strategic site planning during site redevelopment, within and adjacent to special sites, identified on <u>Map 6.3</u> , and identified as Habitat Sites (HS) on Map 1.7	Updates Map number
84	<i>Map 6.4 McKenzie West Sub Area – Future Land Use Designations</i>	<u>Map 6.3 McKenzie West Sub Area – Future Land Use Designations</u>	Updates Map number
85	6.2.11 Support safe and reliable active transportation access to the Corridor Hub with sufficient end-of-trip facilities, such as secure bike parking.	6.2.11 Support safe and reliable active transportation access to the <u>Saanich Road Hub</u> with sufficient end-of-trip facilities, such as secure bike parking.	Clarifies which Hub
85	<i>Figure 6.3 Saanich Road Land Use Designations and Hub Concept</i>	<u>Figure 6.1 Saanich Road Hub Land Use Designations and Hub Concept</u>	Updates Figure number and name
88	<i>Map 6.5 Quadra McKenzie Centre Sub Area – Future Land Use Designations</i>	<u>Map 6.4 Quadra McKenzie Centre Sub Area – Future Land Use Designations</u>	Updates Map number Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations Responds to Council Motion 2: Nicolson / Borden / Willow / Lochside – Revised Land Use Designations Responds to Council Motion 3: Greenridge Neighbourhood – Revised Land Use Designations
89	6.3.4 To encourage a diverse skyline and built form in redevelopment projects within the Quadra McKenzie Centre, support building heights up to 18 storeys, for properties with the Centre Core land use designation, provided they are located on a large site having frontage on McKenzie Avenue or Quadra Street, and offers community amenity contributions that surpass base policy requirements.	N/A	Policy removed. All subsequent policy numbers updated
89	With two major roads and a regional trail, connecting local and regional travelers, the Quadra McKenzie Centre stands in the middle of a much greater network. As such, the importance of enhancing the Centre's ability to handle increases in all transportation modes is critical.	With <u>a major north–south corridor (Quadra Street)</u> , <u>a major east–west corridor (McKenzie Avenue)</u> , and <u>the Lochside Regional Trail converging in and around the Quadra McKenzie Centre</u> , the area functions as a <u>key junction within Saanich's broader local and regional mobility network</u> <u>In this context, enhancing the Centre's ability to accommodate growth for all travel modes is essential, not</u>	Provides further clarification on the role of transportation

		<u>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.</u>	
89	N/A	6.3.11 Strengthen the Lochside Regional Trail as a civic spine through the Centre by encouraging 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.	Adds new policy to support the Lochside Regional Trail
89	N/A	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.	Adds new policy to support the Lochside Regional Trail
92	<i>Map 6.6 Braefoot Sub Area – Future Land Use Designations</i>	<u>Map 6.5 Braefoot Sub Area – Future Land Use Designations</u>	Updates Map number
93	6.4.2 Support development in and around identified special sites (Map 6.6), that works towards preserving and protecting Habitat Sites (HS) and habitat links, identified on Map 1.7.	6.4.2 Support development in and around identified special sites (<u>Map 6.5</u>), that works towards preserving and protecting Habitat Sites (HS) and habitat links, identified on Map 1.7.	Updates Map number
93	McKenzie Avenue, as the primary east-west thoroughfare, serves as the backbone of mobility within the sub area and is complemented by Cedar Hill Cross Road and Blenkinsop Road. The Active Transportation Plan identifies improvements to increase connectivity and improve walking and cycling infrastructure through this sub area.	<u>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.</u>	Provides further clarification on the role of transportation
94	<i>Figure 6.4 Blenkinsop Braefoot Land Use Designations and Hub Concept</i>	<u>Figure 6.4 Blenkinsop Braefoot Land Use Designations and Hub Concept</u>	Updates Figure number and name

96	<i>Map 6.7 Shelbourne McKenzie Centre Sub Area – Future Land Use Designations</i>	<i>Map 6.6 Shelbourne McKenzie Centre Sub Area – Future Land Use Designations</i>	Updates Map number
97	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 6.8, through strategic site planning during site redevelopment, including sensitive woodlands sites between McKenzie Avenue 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 <u>Map 6.6</u> , through strategic site planning during site redevelopment, including sensitive woodlands sites between McKenzie Avenue and Arrow Road.	Updates Map number
98	<i>Figure 6.5 Shelbourne McKenzie Centre Concept</i>	<i>Figure 6.3 Shelbourne McKenzie Centre Concept</i>	Updates Figure number
100	<i>Map 6.8 Gordon Head McKenzie Centre Sub Area – Future Land Use Designations</i>	<i>Map 6.7 Gordon Head McKenzie Centre Sub Area – Future Land Use Designations</i>	Updates Map number
101	<i>Figure 6.6 Gordon Head McKenzie Centre Concept</i>	<i>Figure 6.4 Gordon Head McKenzie Centre Concept</i>	Updates Figure number
Section 7: QUADRA CORRIDOR			
103	<p>The Plan identifies the following four community hubs along the Quadra Corridor (Map 7.1) to help address areas with limited walkable services and amenities:</p> <ul style="list-style-type: none"> • Chatterton Hub (Quadra North) • Beckwith Hub (Quadra North) • Falmouth Hub (Quadra South) • Tolmie Hub (Quadra South – Four Corners Village) 	<p>The Plan identifies the following <u>two</u> community hubs along the Quadra Corridor (Map 7.1) to help address areas with limited walkable services and amenities:</p> <ul style="list-style-type: none"> • Falmouth Hub • Tolmie Hub 	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
103	A significant part of the Quadra McKenzie Plan involves concentrating growth and improving the active transportation network along the Quadra Corridor, while also proactively integrating public spaces, natural areas and tree canopy. With expected growth along the Corridor, the vision is to create a balanced mix of uses that provides housing and employment opportunities supported by sustainable transportation options. A primary goal is to change the Corridor’s car-centric landscape and shift to a more complete street design that motivates the use of sustainable forms of transportation and integration of environmental features, such as tree canopies. Coupled with this change will be increasingly frequent, fast and reliable transit service on Quadra Street. The Plan also recognizes that with increased density, access to nature and maintenance of tree canopy along the Quadra Corridor	A significant part of the Quadra McKenzie Plan involves concentrating <u>growth along the Quadra Corridor</u> while proactively integrating public spaces, natural areas, and tree canopy. With expected growth, <u>the vision is to create a balanced mix of uses that provides housing and employment opportunities and supports more sustainable travel choices.</u> The Plan <u>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.</u> <u>Transit service on Quadra Street remains important to supporting planned growth and will be strengthened over time through future planning and investment.</u> <u>The Plan also recognizes that as density increases, access to nature and the protection and expansion of tree canopy along the Quadra</u>	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations

	<p>becomes paramount if we are to adapt to a changing climate and improve the physical, mental and social well-being of the community.</p> <p>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 lay out a future design for the Quadra Street right-of-way and highlight how corridor improvements will be undertaken over time to align with land use changes, prioritize transit and support multi-modal travel.</p> <p>More detailed policy is also provided for the 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.</p>	<p><u>Corridor are essential to climate resilience and to supporting</u> the physical, mental, and social well-being of the community.</p> <p>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 <u>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.</u></p> <p><u>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.</u></p>	
103	<i>Map 7.1 Centre, Village and Corridor Hubs on the Quadra Corridor</i>	<i>Map 7.1 Centre, Village and Corridor Hubs on the Quadra Corridor</i> was revised to remove the Beckwith Hub and Chatterton Hub	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
104	D. Implement land use and transportation changes that enable hubs at Chatterton, Beckwith, Falmouth and Tolmie to become more pedestrian-oriented and with services tailored to support local residents in meeting their daily needs within walking distance.	D. Implement land use and transportation changes that enable hubs at <u>Falmouth and Tolmie</u> to become more pedestrian-oriented and with services tailored to support local residents in meeting their daily needs within walking distance.	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
105	7.1 QUADRA CORRIDOR DESIGN CONCEPT	7.1 QUADRA CORRIDOR <u>VISION</u>	Responds to Council Motion 4: Quadra Street

			Cross Sections – Removal of Lane Reduction Concepts
105	<p>The Quadra Corridor is a vital north-south connection through Saanich, connecting the Pat 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.</p> <p>The Corridor is part of the Frequent Transit Network and is being examined for suitability as a Rapid Transit Corridor. It has a high volume of vehicle traffic and hosts the number 6 bus, which has the fourth highest ridership of all routes in Greater Victoria, with 6,800 boardings per weekday. Quadra Street currently does not have a dedicated cycling facility and includes sidewalks that are unseparated from traffic, creating a less than inviting pedestrian environment.</p> <p>In alignment with the Active Transportation Plan and the Transit Future Plan, Quadra Street will evolve to include separated cycling facilities, wider sidewalks and boulevards with canopy trees. Transit priority measures will also be implemented to improve the transit travel times and reliability.</p> <p>The Quadra Corridor right of way will be redesigned into one of three design typologies to respond to land use context and transportation needs (Map 7.3 and Figures 7.1, 7.2 and 7.3). In Centre and Village segments (Type 3), where there are higher density uses and more pedestrian activity, there is additional space provided for pedestrians in the form of wider sidewalks and greater boulevard space. Additionally, transit only lanes at key intersections will be provided. In areas of some Corridor Hubs and secondary destinations, flexibility is provided to enable on-street parking as reflected in Type 2 design. Typical</p>	<p>The Quadra Corridor is a vital north-south connection through Saanich, connecting the <u>Patricia</u> 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.</p> <p>The <u>Quadra</u> Corridor is part of the Frequent Transit Network and is <u>also being assessed for its suitability</u> as a Rapid Transit Corridor. It <u>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.</u> However, <u>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.</u></p> <p><u>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.</u></p> <p><u>To support the long-term vision for Quadra Street, the Plan identifies the need for future</u></p>	<p>Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts</p>

	<p>segments of Quadra Street are represented by Type 1. A key element of the design is reducing travel lanes to accommodate other modes. In the short-term, this will allow for the introduction of continuous cycling lanes and transit priority lanes. As properties redevelop and dedicate a portion of their frontage, sidewalk and boulevard, expansion will be undertaken, further creating pedestrian improvements</p>	<p><u>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.</u></p> <p><u>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.</u></p>	
105	<p>DESIGN CONCEPTS The following section presents the proposed priority design concepts for each segment of the corridor while considering neighbourhood characteristics and unique features.</p>	N/A	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
106	7.1.1 Implement the conceptual design for Quadra Street identified in Map 7.3 and Figures 7.1, 7.2 and 7.3.	N/A	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
106	7.1.2 Implement elements of the conceptual designs identified in Map 7.3 and Figures 7.1, 7.2 and 7.3 within the existing right of way with the priority of adding a continuous cycling facility on Quadra Street and transit priority measures at key intersections.	N/A	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
106	7.1.3 Acquire additional right-of-way on Quadra Street, through the property redevelopment process, to enable realization of design	<u>7.1.1 Acquire additional right-of-way on Quadra Street, through the property redevelopment process, to enable the vision for Quadra Street.</u>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts

	concepts in Figures 7.1, 7.2 and 7.3.	(all subsequent policy numbers updated)	
106	7.1.11 Ensure that the design of buildings align parallel with Quadra Street, avoiding building massing that runs perpendicular to the street.	<u>7.1.9 Ensure that building design is oriented parallel with Quadra Street, avoiding building massing that runs perpendicular to the street.</u>	Improves clarity
107-110	<i>Map 7.3 Quadra Corridor Streetscape Typologies</i> <i>Figure 7.1 Type 1 Quadra Street Cross Section</i> <i>Figure 7.2 Type 2 Quadra Street Cross Section</i> <i>Figure 7.3 Type 3 Quadra Street Cross Section</i>	<i>Quadra Corridor Design Elements – Provides potential future design elements for Quadra Street, including vehicle travel lanes, transit priority measures, AAA cycling facilities, wide and accessible sidewalks, and public realm improvements</i>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
111	One of the key planning issues that this Plan aims to address in Quadra North is its lack of walkable access to existing services and limited comfort in the pedestrian experience. This is addressed by policies that encourage mixed-use developments with pedestrian access to ground floor commercial and community uses, leading to the creation of active street frontages and a vibrant Corridor over time. This approach aligns with the Official Community Plan (OCP) vision of creating compact and complete communities in Saanich where people have walkable access to frequent transit, shops and daily amenities. Land use changes are identified for the new Chatterton Hub and Beckwith Hub, with the intent to encourage placemaking opportunities and unique activity spots along Quadra Street. These hubs will be supported by mixed-use commercial, community services and diverse housing types, intended to provide access to a range of services that support daily needs of the surrounding residential community.	<u>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.</u> <u>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.</u>	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts
112	Map 7.4 Quadra North Sub Area – Future Land Use Designations	Map 7.3 Quadra North Sub Area – Future Land Use Designations	Updates Map number Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations
113	LAND USE Higher density and mixed-use developments along the Quadra Corridor can help support active transportation by providing more	LAND USE <u>Development in this area is intended to be moderate in density, generally in low-rise built form, with limited commercial services. The</u>	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations

	destinations within shorter travel distances. The Quadra North sub area has a good collection of heritage assets and high value trees, and the proposed land use policies recognize the importance of retaining these assets. The policies aim to address issues related to the existing carcentric design by facilitating developments that encourage active street frontages, active mobility and transit use.	<u>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.</u>	
113	7.2.2 Support redevelopment that considers alternate development approaches within or adjacent to special sites, identified on Map 7.4, to preserve and protect Habitat Sites (HS), identified on Map 1.7.	7.2.2 Support redevelopment that considers alternate development approaches within or adjacent to special sites, identified on <u>Map 7.3</u> , to preserve and protect Habitat Sites (HS), identified on Map 1.7.	Updates Map number
113	7.2.3 Support mixed-use developments of 6 storeys to support the viability of Chatterton Hub and to create a vibrant, walkable neighbourhood focal point	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.	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.22 Orient new developments to wrap and face Chatterton Way and Quadra Street with a defined street edge and entrances connecting to the pedestrian realm.	<u>7.2.9</u> Orient new developments to wrap and face Chatterton Way and Quadra Street with a defined street edge and entrances connecting to the pedestrian realm.	Updates Policy number Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.20 Support retention of the significant tree at the northeast corner of Quadra - Chatterton intersection during redevelopment when road improvements are undertaken.	<u>7.2.10</u> Support retention of the significant tree at the northeast corner of the Quadra – Chatterton intersection during redevelopment when road improvements are undertaken.	Updates Policy number Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.9 Prioritize increased building setback off of Quadra Street to allow for retention of mature landscaping and planting of large canopy trees.	<u>7.2.11</u> Prioritize increased building setbacks off of Quadra Street to allow for retention of mature landscaping and planting of large canopy trees.	Updates Policy number Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.17 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.).	<u>7.2.12</u> 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.).	Updates Policy number Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.16 Retain existing office spaces and medical services along Chatterton Way and explore opportunities to add new employment	<u>7.2.13</u> Retain existing office spaces and medical services along Chatterton Way and explore opportunities to add new employment	Updates Policy number Responds to Council Motion 1: Quadra North

	and supporting services.	and supporting services.	Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.18 Incorporate cycling improvements near Chatterton Way and Quadra Street to align with Bicycle Network Priority projects within Active Transportation Plan.	<u>7.2.18 Incorporate cycling improvements near Chatterton Way and Quadra Street to align with Bicycle Network Priority projects within Active Transportation Plan.</u>	Moves Policy from Chatterton Hub Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
113	7.2.15 Support introduction of a mid-block pedestrian connection south of Ambassador Park to facilitate accessibility to Ambassador Park and Lake Hill Elementary school.	<u>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.</u>	Moves Policy from Chatterton Hub Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
115	<p>BECKWITH HUB</p> <p>Beckwith Hub is on either side of Beckwith Avenue, to the east of the Quadra-Beckwith intersection in close proximity to Beckwith Park. This Corridor Hub can function as a neighbourhood focal point that provides access to local-serving, small-scale commercial uses, community facilities and gathering spaces, while also supporting mid-rise apartments of up to 6 storeys. With Quadra Street envisioned to transition slowly into a complete street with wider sidewalks and protected bike lanes, there is potential to create a pedestrian-friendly Corridor Hub that provides desired services and amenities within walkable distances. Moreover, the proximity of Beckwith Hub to Beckwith Park provides opportunities to create a nucleus of community activities to build on.</p> <p>POLICIES</p> <p>7.2.24 Explore opportunities to provide cycling infrastructure like charging stations, bike kitchens and secure bike lock-up in or near Beckwith Park.</p> <p>7.2.25 Support ground oriented commercial spaces along Beckwith Avenue with smaller frontages, landscaping, trees, outdoor seating, and weather protection.</p>	N/A	Responds to Council Motion 1: Quadra North Sub Area – Revised Land Use Designations (removal of Chatterton and Beckwith Hub)
118	<i>Map 7.5 Quadra South Sub Area – Future Land Use Designations</i>	<u><i>Map 7.4 Quadra South Sub Area – Future Land Use Designations</i></u>	Updates Map number
119	<i>Figure 7.6 Falmouth Hub Land Use</i>	<u><i>Figure 7.1 Falmouth Hub Land Use</i></u>	Updates Figure number

	<i>Designations and Hub Concept</i>	<i>Designations and Hub Concept</i>	
120	7.3.10 Promote mixed-use, mid-rise buildings within the hub with a focus on commercial businesses such as cafes and restaurants on both sides of Tolmie Avenue and along Quadra Street.	7.3.10 Promote mixed-use, mid-rise buildings within the <u>Tolmie Hub</u> with a focus on commercial businesses such as cafes and restaurants on both sides of Tolmie Avenue and along Quadra Street.	Clarifies which Hub
120	7.3.12 Improve housing options throughout the hub by supporting mixed-density residential buildings, including units with ground-oriented access to the street.	7.3.12 Improve housing options throughout the <u>Tolmie Hub</u> by supporting mixed-density residential buildings, including units with ground-oriented access to the street.	Clarifies which Hub
120	<i>Figure 7.7 Tolmie Hub Land Use Designations and Hub Concept</i>	<i>Figure 7.2 Tolmie Hub Land Use Designations and Hub Concept</i>	Updates Figure number
121	<i>Map 7.6 Four Corners Village – Future Land Use Designations</i>	<i>Map 7.5 Four Corners Village – Future Land Use Designations</i>	Updates Map number
123	Improvements to Quadra Street in Four Corners Village will involve expanding sidewalks. Wide vegetative buffers, including tree planting, positioned between sidewalks, bike lanes and streets will separate the distinct transportation modes, creating a sense of safety and comfort for all road users. Dedicated lanes for public transit buses will promote convenient, accessible, and frequent transit service.	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 <u>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.</u>	Responds to Council Motion 4: Quadra Street Cross Sections – Removal of Lane Reduction Concepts