

2310-20 QMP

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Angela Hawkshaw

From: susan haddon [redacted]
Sent: Monday, October 21, 2024 11:57 AM
To: Mayor Dean Murdock; Council; Clerksec
Cc: [redacted] R. Jer
Subject: (External Email) Fwd: my email to council re draft QMS - SORRY SO LATE!!

This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.

Dear Mayor and Council,
Having only four days in which Board members must download documents, two of which are over 100 pages in length, read them carefully, share thoughts and suggested input, draft and share a response, agree on the final draft as a Board, and submit it before noon on the day of the Council meeting, is next to, if not impossible. Hence I am writing as a resident rather than as President of QCHCA.

I wish to comment on two documents - the Draft Quadra McKenzie Plan and the Final Road Safety Action Plan.

Draft Quadra McKenzie Plan

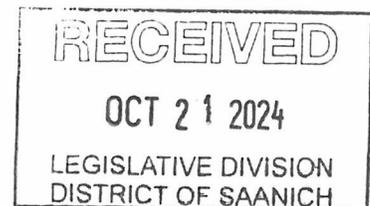
I was encouraged to see the statement under Phase 2 engagement that "protection of environmental assets, including the bird habitat, Garry Oak ecosystems and local watersheds were of importance". Of particular importance to me and many of our residents is the Bowker Creek watershed where efforts are underway to restore it in such a way as to create a biodiversity corridor.

I am, and our Road Safety Action Group would be pleased to see focus on "street design concepts that focu on pedestrian and cyclist safety" and a "redesign of the Four-Corners intersecion"

Under housing, we strongly support the statement that "there is a strong desire for a greater diversity of housing typologies and tenurs, with a focu on families, youth and those on fixed incomes"

Under public realm and open space, I support the statement "connectivity between parks, open spaces, and the community is paramount".

I am concerned about the lack of specificity under 'Key Plan Directions' on page 4, point 5. "Use density incentives to obtain desired community outcomes". How will the value to the community of the contributions being incentivized be determined and ascertained to warrant granting additional units or floors in a proposed development?



In the same section, point 8, I was relieved to see that the redesign of Quadra is proposed to include "cycling facilities, sidewalks (new?), and treed boulevards integrated with pedestrian-oriented land uses".

I am nervous that there is too little protection for Swan Lake/Christmas Hill as a special site.

I am encouraged to see that one of the engagement activities for Phase 3 includes "Mailer to households and businesses".

I strongly support the statements on page 44 of the Plan, number 3.87 says "leverage parks and institutional lands for the purpose of stormwater and flood management" and on page 42, Policy 3.6.6 that says "encourage retention of publicly accessible open space on institutional sites that help support community recreation and environmental objectives."

With respect to the question raised in the report about non-market housing land use designation, I support the first option, namely that "Quadra McKenzie Plan height and density limits to non-market housing projects" apply. I do not speak for the rest of the Board or our residents as we have not had time to discuss and come to any kind of conclusion.

Final Road Safety Action Plan

Thank you for the opportunity to comment on this agenda item. Once again, I am commenting as a citizen rather than as President of QCHCA or chair of our Road Safety Action Group as there is frequently too little time for our Board to review, digest, discuss and come to agreement on a final draft response to reports that we have only four days to work with. I encourage Council to find a way to give CAs more time to gather their thoughts and respond in a comprehensive and constructive way.

Under 'Objectives of the RSAP, the last bullet says "to establish a process to monitor and report on implementation on a regular basis". I believe it ***also needs to monitor and report on results.***

The engagement results section mirrored what I think our CA believes - that "enhanced road design would have the biggest impact on achieving Vision Zero that respondents who cycle and walk feel the least safe". I was interested to see that the second highest number of concerns were recorded in the Quadra area. That mirrors my beliefs and the input we regularly receive from residents.

We did respond to the draft, and I see our comments included in the engagement results, that ***we "would like the targets, timelines and reporting process to be strengthened, more immediate implementation, and speed reductions accompanied by education and, particularly, enforcement"***.

I feel sure we would support "pursuing infrastructure solutions with demonstrated positive safety performance" and "encourage increased transit ridership"

I think the funding plan presented in the report is an appropriate way to move forward and needs to be supported given the increased density the region is experiencing and expected to experience ***and also*** given the urgent need to encourage alternate forms of transportation to help mitigate the effects of climate change.

Thank you for the opportunity to comment
Susan Haddon

2310-20 QMP

Angela Hawkshaw

From: Ken Whitcroft [REDACTED]
Sent: Sunday, October 20, 2024 4:37 PM
To: Council
Subject: (External Email) Committee Of the Whole Meeting October 21, 2024
Attachments: October 20, 2024.doc

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Hello to whom it may concern please see my attached letter for the Committee of the meeting October 21,2024
Thank you.
ken

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OCT 21 2024
LEGISLATIVE DIVISION
DISTRICT OF SAANICH

October 20, 2024

Mayor and Council
District of Saanich
770 Vernon Avenue
Victoria, BC V8X 2W7

Via: Council@saanich.ca

Committee of the whole Meeting October 21, 2024

RE: C #2 Draft Quadra McKenzie Plan Check-in

Hello Mayor and Council I would like to bring a couple items to your attention. In the draft Quadra McKenzie Plan, on page 55 Map 4.3 Cycling Network..

What I don't see is Inverness Rd. from Cloverdale Ave. to Linwood Ave. identified as part of Long Term Bicycle Network.

The reason that I ask, is in the OCP Map 10 Long Term Bicycle Network, Inverness Rd. from Cloverdale Ave. to Linwood Ave. is identified as part of the Bike Network.

I can tell you as I live on Inverness that the number of people cycling up and down Inverness every day has incredibly increased over the years to avoid the Cloverdale hill and the dangerous Quadra Intersection. I have questioned cyclists if they would appreciate a bicycle controlled crossing at Quadra and none of them have said no.

There should also be signage at Cloverdale and Inverness indicating a link up to Linwood as Linwood is part of the Uvic Connector and the Victoria Connector route.

I also have to question how Cloverdale from Inverness to Quadra is considered as an All Ages and Abilities Route with it being a 8% Grade for half a kilometre. I ask, do you really believe that a 7 year old child can ride up the hill and be safe riding between the parked and moving cars. Worse is going down the hill between the curb and moving cars. Which is probably why now you see more cyclists using Inverness.

The other thing is there is no section on the environment in this draft Quadra McKenzie Plan.

Ken Whitcroft

█ Inverness Rd.

2310 -20 QM

Angela Hawkshaw

From: Christine Astle [REDACTED]
Sent: Sunday, October 20, 2024 2:41 PM
To: Council
Subject: (External Email) Draft Quadra Mackenzie Plan feedback

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I realize that the presentation of the Draft Quadra Mackenzie plan slated for Monday's council meeting is just that - a presentation of the draft. However, I wanted to express how pleasantly surprised I am by the plan so far. It really feels like staff has listened to feedback received during the process and taken that into consideration, along with the future needs of the community.

A couple of key items that stood out to me from the community engagement were:

- the strong agreement around the opportunity to increase housing diversity, affordability, and supply.
- the desire for more diversity in housing topologies and tenures.
- the desire for more shops, services, entertainment and other amenities in the area.

I feel these are well reflected in the draft.

I'm excited by the possibility of more variety in our housing market, and work done to prevent the "grand bargain" you see in some cities, with high-rise apartments right next to neighbourhoods where only single-family homes are allowed.

This plan provides for the possibility of housing that, in both size and location, suits people in phases of life - from students to families to seniors. At the same time, it protects our park land and non-urban spaces. It also allows for more amenities close to that housing, making us less reliant on personal vehicles.

It also provides for economic growth in Saanich, by leaving space for business and commerce as well as by allowing housing for young workers and allowing for a population that can support more amenities and businesses. It also allows us to possibly grow our tax base to fund better infrastructure and services.

I think there are still improvements we can make (there always is) but, if this plan goes forward, I'm excited by what Saanich can become in 20 years.

Best regards,
Christine Astle

