

Preet Chaggar

From: Liane Gustafson [REDACTED]
Sent: Tuesday, February 11, 2025 11:54 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) Special Council meeting February 11, 2025

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

To Mayor Murdock and Council

I am opposed to the McKenzie Quadra plan as it is presented at this time.

I grew up in that area from the late 1950's and my family still lives there. We have seen a lot of changes from farms to becoming the suburbs, with rural roads turning into major east/west and north/south commuter routes.

I think about the even worse congestion that will happen with two lanes turning into one lane for:
Saanich Volunteers going to homes (my mom was a volunteer)
Emergency services trying to get through traffic (dad a Saanich fireman)
Hospice Palliative care teams needing to get to clients in a timely manner (another relative)
Care Aids and Home Support Works needing to get to their clients
Family members also needing to attend to their sick and elderly relatives (myself)
Families needing to get to daycare, to work, to daycare, to home again
Families trying to pack a family to various childrens activities

The list goes on and on. These are not activities that can be effectively accomplished on foot, bike or bus most of the time.

Once upon a time impervious surfaces was the bad buzz word but now it seems it is ok to pave and build to the max. Where will this stormwater go?

For these reasons and many more, I am adamantly opposed to the McKenzie Quadra "Plan"

Liane Gustafson
Saanich

Sent from my Bell Samsung device over Canada's largest network.

Preet Chaggar

From: David Nikolejsin [REDACTED]
Sent: Tuesday, February 11, 2025 11:54 AM
To: Council
Subject: (External Email) Withdrawing my request to speak live an Council meeting re Quadra/Mackenzie plan

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

As I am travelling for work I may not be able to join this meeting on time so I will withdraw my request to speak and register my views here instead.

I am NOT in favour of the QMS plan, and the staff recommendation to change it by the very bare minimum is a sham. Just because the staff recommend removing the MOST egregious parts of the plan, does not make it a good plan. If you proceed with Option 2 you will continue to face opposition to this plan. Do the right thing, the thing that the massive majority of people want, and drop this whole plan. Start over and I guarantee that this time, people will pay attention.

If you are so sure you enjoy support for this, then by all means carry on, and find out next election.

Thanks for listening.

Preet Chaggar

From: Ash Powell [REDACTED]
Sent: Tuesday, February 11, 2025 11:54 AM
To: Council
Subject: (External Email) QMP Feedback

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

Hello council,

As a Saanich resident whose family home is on McKenzie near Blenkinsop, I urge you to reconsider the idea of reducing vehicular lanes on Quadra and McKenzie. Developing the area for higher density makes perfect sense, but that area is already so congested, and reducing lanes would be an absolute nightmare for commuters and will make it difficult to get anywhere from that house.

McKenzie especially is already so backed up as it is, and this idea is a waste of the McKenzie interchange, which exists to ease the backup. And there are many spots where cars can turn left off both those roads that tend to back up the left lane. Can you imagine how much worse it would get with no way to bypass those jams? Not allowing left turns in those spots, meanwhile, would make it difficult for people to get home.

Everyone I know who has heard of this part of the QMP thinks it's a terrible idea bound to cause a lot of anger, plus a lot of extra pollution from cars idling so much longer in traffic. I see nothing positive about this proposal, and it will cause a huge uproar that council will certainly hear about.

If the CRD wants to improve public transportation (which I am all for), they should utilize the existing defunct rail lines for LRT, and build tracks above the streets if necessary. If we are a developing city that is increasing density and height of buildings, LRT goes perfectly with that. Lots of other mid-size cities have LRT and also accommodate plenty of vehicular traffic. Why would we want to do neither?

In summary, I appreciate the desire to improve public transit along these corridors, but the CRD needs to look into better options that will not completely snarl traffic and add to pollution. Reducing pollution is no doubt part of why you want to improve transit, but this will very much backfire in that way, and many others.

Thank you for your time,
Ash Powell

Preet Chaggar

From: Roberta Hesselgrave [REDACTED]
Sent: Tuesday, February 11, 2025 11:55 AM
To: Council
Subject: (External Email) QMP feedback submission for meeting feb.11

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

I am submitting my comments for inclusion in the meeting to discuss the future of the Quadra McKenzie Plan.

While it is commendable that Saanich Council will be revisiting this plan based on the results from the staff report of community feedback, there is still no mention in the three options in the staff report of scaling back on the 18-story building height in the centre core designation. This area should be mid-rise to low-rise. High rise buildings should be limited to Uptown and the Mayfair lane site, which Saanich has designated as its core.

The area where the 2017 Shelbourne Valley Action Plan is intersected by the QMP has been removed from the SVAP with no consultation from neighborhoods like Campus View that are affected. This intersected area should be returned to the SVAP, and the plan for gentle densification as set out in this SVAP followed. The QMP was rushed through; it should not be up for adoption before the SVAP is completed.

As the Mayor and council try to reassure the residents that this is a long-term plan, and so no residents need to be distressed about these drastic density changes, why then the rush to get it approved? Are there developers that have already expressed interest in 18-story buildings in this area?

The proposed changes are massive to this area, and once the QMP is approved, any development under its terms is a possibility. As some have noted, homeowners in the Campus View neighborhood at least have already been approached to sell their homes. To say they should not be so concerned is disingenuous.

UVic has its own plans for redeveloping its land on the Gordon Head/McKenzie corner, and this too should be considered as contributing density.

Roberta Hesselgrave
Saanich

Preet Chaggar

From: C Payne <[REDACTED]>
Sent: Tuesday, February 11, 2025 11:56 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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

Hello,

I will be brief but want to add my objection to the proposed changes to the Quadra McKenzie plan (QMP). I am and have been for many years a resident of Saanich but have also lived in some of the worlds larger cities, Tokyo, Sydney, Vancouver, Leeds, chief among these. Accordingly, I have experienced and observed urban living and development at various stages and degrees over the years and believe the methods and goal for the QMP to be misguided. Namely, it is too fast and too much for the municipality. I see no reason for Saanich's main arteries and surrounding local roads to look like those along the Broadway corridor and its environs in Vancouver nor is there a reason to run bike lanes along the two main streets when these could be run along local roads.

Three chief requests related to further development I have:

- 1) provide attractive green setbacks for developments
- 2) in conjunction with the region, start planning and building appropriate transit infrastructure for the growing population and in recognition of climate change (think trains to the ferry, airport, university) with serious increased parking fees and discounts for transit pass holders or even free transit
- 3) removal of all large waste receptacles along road ways and at bus shelters as UVic has done

Thank you.

Kind regards,

Christine Payne

Preet Chaggar

From: Valerie De Grandis >
Sent: Tuesday, February 11, 2025 11:58 AM
To: Council
Subject: (External Email) Support for unaltered Quadra McKenzie Plan

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

Hello Council,

I live in what is proposed to become “Four Corners Village” in a property scheduled to be rezoned for 8-10 stories. **I am writing to share my support for increased density and transit prioritization on the Quadra McKenzie corridor**, despite me being a recent home owner in the area.

Today the area is too low rise, sprawling and unsafe to walk or cycle. I grew up in a much more densely populated urban area and miss having walkable commercial space nearby to visit that are not private malls full of car parks or strip plazas. I miss modern width sidewalks with setbacks from the street that keep me safe from the bus and other large vehicles passing. I miss urban areas where traffic calming and speed limits are reduced through villages below 50 and there is provincial emissions testing to make breathing the air in my own neighbourhood easier.

This area of South Quadra desperately needs more community spaces like libraries, cafes, medical clinics, greenspace, while also adding vertical density to address the housing crisis. There is a need to improve the streetscape, intersection design, and transit all throughout Saanich to make active transportation and driving safer.

Saanich is desperately behind the times on all these things. I moved here because I wanted to own my first home, but Saanich, like most desirable suburban areas of Canada, is becoming a place that is pricing so many people my age and younger out. It is clear that the supply of housing today does not meet the demands of a growing population.

Please adopt the Quadra McKenzie plan as it is and do not cave to NIMBYism and outside pressures that prioritize single occupant vehicle transport. I am not asking you to think of future generations, but the repercussions on our own lives 20+ years from now if we reduce the plan and fail to improve our district.

Let's provide a variety of new residential spaces including 2-3 bedroom apartments for growing families, and multi-general living. Let's provide affordable housing. Let's provide purpose built rentals. Let's add more mixed use buildings with commercial space so people can live close to work, groceries, medical, schools, and all the essentials. Let's build more types of senior and care facilities to enable life transitions close to home and family.

If we do not act now we risk our roads becoming more unsafe, and more congested with single occupant vehicle drivers passing through from communities further out that built more housing units at the expense of the local ecosystem in those areas.

NIMBYism has no place in Saanich.

Regards,
Valerie DeGrandis

Preet Chaggar

From: Laurel Gordon [REDACTED]
Sent: Tuesday, February 11, 2025 11:58 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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

As a resident, homeowner and taxpayer in Saanich, I want to speak against Saanich Council adopting the Quadra/McKenzie Plan in its current form. I appreciate that Council is meeting tonight to consider scaling back some aspects of the plan, but want to express my concerns with what has been proposed.

I am worried about this plan for a number of reasons and have numerous questions I would like to have answered.

Size, Scope and WQuality of Life: and I am worried that this plan will forever change the community I live in. One of the best things about living in Saanich is the amount of open space we have throughout the municipality. I think I speak for many residents in saying that we love our homes and our yards, the peace and privacy we enjoy and the beautiful natural green spaces and recreation opportunities that this community offers. I live in a neighbourhood where I know my neighbours. We are friendly and look out for and help each other.

I wholeheartedly respect that we need more affordable and rental housing and that we should build and support this, but how has it been determined that we need this much? The plan is extreme in its scope and I suspect will just encourage more people who can afford to, to move to our community. We do not have enough infrastructure in terms of roads, sidewalks, and recreational facilities to serve our current population. We need to determine what level of density will address the needs of affordability and rental accommodation in the community to keep this beautiful place to remain liveable, safe and retain the sense of community we enjoy.

One of the most attractive features of Saanich is that it is spread out and there is lots of space. Could some of the needed increased density not be distributed throughout the entire community, rather than one neighbourhood?

Crowding more people into smaller, more crowded spaces may lead to less harmonious and peaceful neighbourhoods, dramatically and negatively impacting the quality of life in our community.

Environment: We live on an island. How will you protect our sensitive ecosystems with all this planned construction? The number of trees and environmental areas that currently enable native plants, fish and bird life to thrive may be threatened. People of the Greater Victoria area are already finding the amount of construction currently underway is overwhelming with constant noise and road closures to create more housing and more human and vehicular traffic that our roads and lack of sidewalks on most streets do not support. I know his 20 year project will be completed in phases, but that still means ongoing road closures, delays in traffic movement (creating pollution) and extreme

noise levels in our small part of the community. Again, the impact on the quality and livability of this area needs to be protected and preserved for the trees, plants, animals and residents who live here.

Costs: I was unable to find any information regarding what this plan may cost Saanich. Can we afford this from a financial perspective as a community? I was fortunate to talk to a couple of senior Saanich staff who were able to explain why there is no costing available for this proposed plan and understand that developers will cover the land use related costs for any new developments and other infrastructure costs required by Saanich. As a taxpayer, I am not comfortable with supporting a plan of such magnitude without understanding potential cost impacts.

Transportation: The changes planned to McKenzie Ave are alarming to me. As someone who lives near that major thoroughfare, I shudder at the thought of reducing lanes for traffic on an already overburdened roadway that serves far more people than just local Saanich residents. This community is very spread out. I think it is naive and dangerous to do this without further thought and planning.

I read in one of your documents that McKenzie was designed to be another highway originally and now people and businesses from all over the region depend heavily on it as a major vehicle artery. As people in Saanich and the Greater Victoria Area rely so much on this for business, school, and work, I think it should be expanded to allow for buses, but that bicycle and other similar traffic lanes should be developed along parallel streets for safety reasons.

In the case of an emergency like a natural disaster would people in the more eastern parts of Saanich be able to get to safety quickly if needed with the traffic lanes reduced on McKenzie?

Amalgamation: Based on citizen input Saanich is currently undertaking a citizen's assembly to explore the costs, benefits and disadvantages of amalgamation between Saanich and Victoria. Such a huge change for the major part of Saanich may have negative impacts to businesses in Victoria. Has there been any consideration of this?

Climate Change and Natural Disasters: Will developers be required to build climate-proof buildings that can withstand the extreme weather and other climate related issues the world is increasingly experiencing and will their building and construction materials and processes be environmentally friendly.

We just experienced a major fire a block away from my residence at Quadra and Palmer. With the extreme winds that night, had it been a drought filled summer when this occurred, could have been disastrous and spread quickly throughout our neighbourhood and beyond. Increased density could make a situation like that much worse. Has the planning department considered this type of scenario when people are living in 12 story buildings and we have reduced traffic arteries to get away from these types of things.

Public Process: I don't feel that Saanich has done enough to explain why so much density and housing is needed in our small neighbourhood and they need to explain better what they are trying to accomplish with this and provide residents and taxpayers with some modelling of potential costs. I worry about unintended consequences of approving this plan in its current form. Without more evidence based information and facts about this I cannot support this.

I believe because these changes will impact so many Saanich residents, it should go to a referendum for a decision, before this council changes our community forever.

Thank you for considering my perspective on this. I love living here, but may need to consider moving if this is approved.

Laurel Gordon
[REDACTED] Lodge Ave
Saanich

[REDACTED]

Preet Chaggar

From: Fiona Millard [REDACTED]
Sent: Tuesday, February 11, 2025 11:59 AM
To: Council
Subject: (External Email) Meeting Feb. 11th Q/Mc Item 1B

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

Good morning,

I am still in disbelief that ANYONE could consider McKenzie being one-lane for cars in each direction on parts of McKenzie but pleased to see that is no longer recommended

I am however horrified that under the Draft Plan there is no mention of single family housing in the plan especially even within a block of the corridor .This will destroy the nature of this area and only supports developers to build more density which is not needed.

Where is the evidence that we do need more market housing?

M/Q is mostly a place to travel through to or from Hwy #1 or 17#.

Leave it that way.

Fiona Millard
Saanich.

Preet Chaggar

From: Brandon McIntyre [REDACTED]
Sent: Tuesday, February 11, 2025 11:42 AM
To: Council
Subject: (External Email) QMS Study - Comments to Council Feb 11-25

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

Hi there,

Please provide these comments to Mayor and Councilors for today's meeting. I'm unable to speak in person due to family obligations. Thank you kindly.

The QMS study planning looks very agreeable. Placing multi-family lots that are not just exclusively on high-travel corridors is equitable. The density appears to be a logical extension of the multi-family housing that was built 50 years ago, when accounting for the growing population.


The recent comments on increasing the focus towards 3&4 story development are very important. Townhouse construction will be the future of family housing. In the Maplewood neighborhood, brand new townhomes on Cloverdale are just under \$1M, while new houses on RS-2 lots on Salisbury Rise are \$1.5M. There aren't even any dilapidated houses under \$1M anymore in the Maplewood neighborhood, but very large old Townhomes are currently \$650k.

To achieve more townhomes, we need to INCREASE THE SCOPE BOUNDARY of the study area, to include all areas that are transit-accessed. Townhomes construction, to be feasible, needs large lots with end-of-life houses to bring per-door input costs down. Removing quality houses on RS-6 minimum lots (600m²) is up to \$400k per door. Removing an old house on a 1200m² lot, has per-door input costs about ~\$200k. These townhouse-feasible lots are scattered throughout neighborhoods, and many fall outside the current scope boundary.

An example is the valley along Craigmillar Ave. Located a block off Quadra, a block from Four Corners Village, and a block from Playfair Park, it exactly meets the study intent for connected density. Craigmillar Ave is lined with 1,200m² (12,200ft²) lots, many with small or end-of-life houses, ideal for future townhouse construction. The westside of Craigmillar is currently planned 6-story (which is agreeable), however that higher-density potential will out compete townhome construction for the available lots. The eastside of Craigmillar was originally shown as townhomes in the OCP and initial QMS draft, but is currently missing from the study area. Examples like this where the study area is restricted, are missing out on great future-townhouse lots, and should be re-evaluated across the board.

Townhouse zoning along the Quadra corridor will have the same density as no-parking 6-plexes allowed under SSMUH, which permits 1.1 FSR. Saanich planning is currently working with BC Transit to identify the Quadra route as 6-plex allowable. However townhome developments that amalgamate multiple lots can plan site layouts much better than SSMUH, and create a better community feel. I personally grew up at [REDACTED] Lodi Ave Townhomes, and the building orientation created many interactions between neighbors, and especially with children, leading to lasting friendships.

In closing, requesting townhouse zoning in the QMS for Craigmillar-East, consistent with the OCP. Also requesting re-evaluation of the scope boundary for all areas, pushing outward the amount of townhouse-zoned areas, further into communities.

Brandon McIntyre
 Craigmillar Ave

Preet Chaggar

From: Deborah DICKSON [REDACTED]
Sent: Tuesday, February 11, 2025 11:39 AM
To: Mayor Dean Murdock
Cc: Mena Westhaver; Susan Brice; Teale Phelps Bondaroff; Nathalie Chambers; Colin Plant; Zac De Vries; Karen Harper; Councillor Judy Brownoff; Council
Subject: (External Email) re: Quadra/McKenzie Project ATP Pg 39

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

February 11th, 2025

Dear Mayor and Council,

I am supporting the concerns voiced by the Save Our Saanich residents and others who have responded to the density proposed, as well as the push back against the changes to McKenzie traffic flow to one lane in both directions. In my opinion, this situation would never have come to such a boiling point if our Local Area Plans were still part of the process, that was until the Province took control of our "Creatures of the Province".

After last night's council meeting regarding comments on Agenda item C1 it appears that Saanich is in a bit of a pickle, to say the least, falling short of funding. Is this another engineering "oversight"?

I am forwarding the letter below to you as it still applies, given the ATP funding situation. The letter outlines the concerns and questions about what is still on the drawing board and why is the FOCUS on Quiet streets? ex: Mann Avenue and Haro Road plans

So many Major projects going on at the same time, like the Quadra & McKenzie 20 year plan, not to mention changing the traffic flow on McKenzie. Why has there been no mention of the Major construction project that UVic is moving forward with at Gordon Head and McKenzie. Why is no one talking about this project that will also impede and have add to impact on the traffic on McKenzie? Not everyone in the planned 18 storey buildings will be attending UVic.

I have concerns for the ATP infrastructure planned for Haro Road that will connect the UVic campuses. Is this going to happen Now, not in 20 years, given the infrastructure upgrades on Sinclair? Are citizens paying for a Project that will benefit UVic? Are DCCs part of this infrastructure upgrade for UVic? How does that work when the ATP benefits the Province aka UVic? Are we being double taxed? Will the residents on Haro Road be advised of the upcoming changes in advance of them happening?

Lastly Mr. Mayor, does Policy dominate citizens Well-being? How is all the anxiety and fear creating a sense of well-being?

Thank-you for your time to review these questions.

Regards,
Deborah

Written after the many presentations given by Mann Avenue residents -

It's a sad day when our elected representatives can turn a deaf ear to it's constituents regarding a 2018 Active Transportation Plan has impacted their lives and way of interacting with family and friends, was put into action - revised in 2023 when we were coming out of covid.

From what I have been witnessing, Policy dominates people's well being. Something Saanch has highlighted as being a priority. Vibrancy & well-being if we're to believe what we read.

It's incomprehensible, in this time and age, with resources and funding available, why a plan as important as this would be undertaken without constituents knowledge or the complete understanding the full impact of how it was going to change their lives.

Almost overnight when you listen to what happened to the residents who live on Mann Avenue. Take a close look at the Active Transportation Plan to see when it is scheduled to happen in your quiet street, as quiet streets are the target of the Active Transportation Plan.

If you take a closer look, you will see that the Plan is in the final Phase - execution if you live on designated Secondary Corridors, for what's happening in people's lives to be considered somewhat disrupting is unbelievable. There doesn't seem to be any consideration hearing hear what the impacts are to everyone - young and elderly, disabled or unable to make the walk, especially in the dark on their own.

A cab driver shared a story about his fare - an elderly man with a walker who was not able to navigate the infrastructure, or get out of the way if the bike lane was in use, to get to the sidewalk, before he could walk safely to the apt bldg door. He stopped his car and helped the man to the curb, he couldn't just leave him. The driver felt torn between holding up traffic or helping a human.

Communities have developed, on their own, and established close knit neighbourhoods. Especially in Cadboro Bay, the Highest density of Institutional owned lands in Saanich. During the past review of the LAP - that extended over 3 1/2 years, we came together to make decisions inclusive of all the variables - the consensus was gentle density would best fit with the specific location, where the ground is not stable, and it would keep within relaxing Village character. Over the years, residents in Cadboro Bay it has been a priority to maintain Saanich's natural assets, utilizing LAPs to direct the future, for the generations to come, for their experience of the sound of walking amongst the tall trees alive with bird song and activity. A refuge for all - two-legged and four-legged. An established Green Corridor that connects our communities safely.

Many of us survived covid 2019 - 2024 Most of us still experiencing symptoms of the trauma of isolation and no touch and now the public is being assaulted with a Plan that has left many deeply depressed and traumatized. As one presenter put it, "We're all in a panic - Like Covid Shutdown" How could this happen without their knowledge. *An Engineering oversight* - we'll do better next time. One spoke of the culture the municipality is creating and the need for more Transparency in local government.

Many spoke of their connection with family and friends coming together for meals and special occasions. "Dreams shut-down."

As another resident stated "You're serving us - don't let us down."

Page 39 of the ATP notes:

"But we collectively are going to need to take a stand on behalf of protecting ourselves, our family, our incomes, our peace of mind by not going to make it through what is being approved in Saanich Council chambers with no options. What is in place will be done regardless of how you or your family are impacted."

Page 39 of the ATP notes:

"The following opportunities and suggestions to improve connectivity were received through engagement in 2017 during the development of the Active Transportation Plan.

These comments were further *reinforced through engagement undertaken as part of the 2023 update process* and new comments have been added to the list.

- Fill in gaps in the sidewalk network and improve the quality of existing sidewalks
- ***Focus on quiet streets, which can often provide great neighbourhood routes for walking, cycling and rolling***
- Consider ways to reduce traffic volumes and speeds to make walking, cycling and rolling more comfortable in Rural Saanich such as traffic calming to reduce vehicle speeds and volumes
- Expand the bicycle network throughout Saanich with a focus on facilities that are comfortable for people of all ages and abilities and that connect all major Centres, Corridors and Villages
- Include equity and accessibility considerations

4.1 CONNECTIONS

The purpose of this theme is to continue to expand the infrastructure that is already in place and to enhance the connectivity of Saanich's network of pedestrian and bicycle routes. Through the establishment of new routes and *enhancements to existing infrastructure*, Saanich can work to ensure that walking, cycling and rolling are safe and comfortable for people of all ages and abilities. Establishing a complete, connected, and convenient network of walking, cycling and rolling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Saanich. Ensuring seamless connections between public transit and pedestrian and cycling networks can extend the reach of transit, improve community accessibility, and increase the use of active transportation for more trips throughout Saanich. Continuing to improve connections throughout Saanich will make active transportation a more realistic option for residents in all areas including improved connections to recreational opportunities and parks, and from Rural Saanich into areas with essential services or even within local areas themselves."

I would advise you to get educated now before it's too late. Listen to the presentations starting at 8:08pm you will hear the passion, the sorrow, the anger, the shock and their fear. Check out the map on Page 16, see where you fit into the maze.

I completely agree with the speaker who advised our elected officials, *"You're serving us - don't let us down."*

Preet Chaggar

From: [REDACTED]
Sent: Tuesday, February 11, 2025 11:29 AM
To: Council
Subject: (External Email) meeting submission

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

Dear Council,

The Gordon Head Community Association supports the Staff Recommendations outlined in the staff report for Item B1 “Quadra McKenzie Plan – Phase 3 Engagement Summary Update and Check-in”. As stated in the staff report, process option #2 will enable additional consultation and offer an opportunity to review and comment on Draft Plan changes prior to final edits being made.

The Draft Quadra McKenzie Plan needs further revisions related to density, is currently redundant in that it overlaps the CCV Plan and the SSMUH bylaw, and it does not incorporate University District Plan.

The staff report notes that the QMP has a 20-30 year time horizon with implementation on a per property basis. The QMP, that overlaps other active plans, should be considered instead as an advisory planning document to help guide future land use and transportation decisions. This designation would be a similar action to when the Local Area Plans were relegated after newer plans deemed the Local Area Plans as unnecessary.

Respectfully submitted,

Shawn Steele
President
Gordon Head Community Association

Preet Chaggar

From: sandra rouse [REDACTED]
Sent: Tuesday, February 11, 2025 11:15 AM
To: Council
Subject: (External Email) February 11, 2025

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

I want to voice my opinion against the Saanich core plan and stop it with more input from residents and a complete new plan. We need to keep the integrity of our neighbours and not increase densification.

Sincerely,
Sandra Rouse

Preet Chaggar

From: andrew gardner [REDACTED]
Sent: Tuesday, February 11, 2025 11:06 AM
To: Council
Subject: (External Email) SUPPORT for Quadra Mackenzie Plan

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

Hi Mayor & Council of Saanich,

I'm a Saanich resident and homeowner. I'm writing simply to voice my SUPPORT for the Quadra Mackenzie development plan.

I live in the affected area, and I believe that a future-looking plan to enhance the walkability and reduce reliance on cars, while densifying housing and preserving important parks and ecosystems is just what this district needs to continue to be a wonderful place to live in Canada and the world.

I've seen much vocal contrary opinion online, complete with what looks to me like misinformation meant to drum up people's worst fears, and I feel compelled to make sure the supportive voices are heard.

Thank you, and I really hope for our moving forward with an ambitious plan to make this place safer and more walkable for generations.

-Andrew Gardner
Hollis Rd, Saanich.

Preet Chaggar

From: Dave Neufeld [REDACTED]
Sent: Tuesday, February 11, 2025 10:47 AM
To: Council
Subject: (External Email) Comments re QMP for Special Council Meeting Feb 11, 2025

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

Hello,

I am writing in regards to the draft Quadra Mackenzie Plan (QMP) and special council meeting on February 11, 2025. I would like to record my comments specifically regarding the Land Use Option recommendations, and in particular register my support for the recommended Land Use Option #2, but with qualifying comments.

Land Use Option #2 best reflects the community's voice that we wish to see responsible and reasonable growth in Saanich, which is not represented at all in the current QMP. The bulleted points noted are key areas that need to be reassessed in the QMP:

- Reducing area designated as Corridor (up to 6 storeys), with a focus on retaining parcels closer to major roads and within Centres.
- Scaling back building height / spatial extent of Corridor Hubs.
- Re-designating more parcels as Urban Townhome and Neighbourhood Apartment (3-4 storeys);

I am part of the broad swath of our Saanich community who supports the need in Greater Victoria for more affordable housing, and recognizes the opportunity that single-family home lots can provide in providing this affordable housing. This includes measures currently underway such as legal secondary suites and carriage homes. Expanding the parcels that may be re-designated for Urban Townhome and Neighbourhood Apartment seems like it could be a reasonable approach. However this must be done in the context of revising the areas designated as Corridor to be closer to the main arteries, revisiting the proposed height allowances within Corridor, adding language for environmental and tree canopy protection, and taking a much more reasonable approach to the vital transportation routes Quadra Street and McKenzie Avenue. There is much work needed to revise these elements in the QMP to make it palatable in any way, shape, and form.

Thank you,

David Neufeld
[REDACTED]

Preet Chaggar

From: Susan & Gary Scovill
Sent: Tuesday, February 11, 2025 10:44 AM
To: Council
Subject: (External Email) Council Meeting on Quadra McKenzie plan

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

Attention to: District of Saanich
Regarding: Council meeting on Quadra McKenzie Plan
Date: February 11, 2025

I am writing to express my opposition to reducing the existing 4 lanes to 2 lanes on Quadra McKenzie Roads to add bike lanes in each direction and specific bus lanes.
We live on Quadra so I am directing my concerns more specific to changes to Quadra Street but they are just as relevant to McKenzie.

I view Quadra as a major traffic corridor, but if the 4 lanes of Quadra are reduced to 2 it will push more traffic onto Blanshard, and Douglas which are already busy. Why can't we keep the major/high volume traffic corridors devoted to moving vehicles and have bikes use existing bike paths, existing bike lanes and have bike lanes to less busy streets like Blenkinsop and Glanford. There are ongoing and always will be upgrades to various infrastructures throughout the city that interrupts and reduces traffic flow, reducing the number of lanes will increase back up traffic even more on these streets. Events like the condo fire last fall by Mackenzie and Quadra and the November condo fire at Quadra and Palmer shows how traffic flow comes to a halt and vehicles sit idling. What if there was a major event and the downtown area had to be evacuated, we need to keep major corridors for vehicle flow.
It is not possible for me to use the bus when I am picking up my grandchildren from daycares, schools, friends and driving them home or taking them to various activities throughout the city.

I have been on 9 European bike trips riding through many major cities, Prague, Vienna, Budapest, Florence, Paris, Brussel, Amsterdam, Berlin, Cologne, Barcelona, Vilnius, Lviv and through small towns and the countryside on mainly on side roads but also bike paths. Through the cities we rode on small side streets, other streets had simple bike lanes, bike paths that went through parks or along rivers, etc. There are maps that show preferred bike travel routes avoiding major streets.

I am happy to see bike lanes on less busy streets but with taxpayers' money going into ongoing repairs and upgrading to older infrastructure among other things, can we keep the cost down by making simpler bike lanes with designation on the road and using the plastic pylons in areas where needed rather than cement curbs. Tillicum Craigflower area can really get back up with traffic and at a standstill, there would be no way for emergency vehicles to get past stalled traffic with the cement curbs added to those bike lanes.

I also feel better street lighting in the city while driving in the rain at night would increase the safety of pedestrians, bikers, and vehicles.

Susan Scovill
Quadra Street homeowner

Preet Chaggar

From: [REDACTED]
Sent: Tuesday, February 11, 2025 10:23 AM
To: Council
Subject: (External Email) Concern about Quadra McKenzie Plan

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

Good Morning Mayor & Council Members

I am writing to express concerns about the Quadra McKenzie plan as currently drafted.

Below find some of the concerns are (in no particular order):

- Concerned about blanket rezoning of established neighbourhoods as well as how far the defined development zones reach off the major roads in to adjoining neighbourhoods. For example, of this see diagram in Quadra McKenzie plan & areas around Saanich Road & Mckenzie.

With the majority of this area of Saanich being zoned to be Condos & townhouses, it seems some sections can and should be saved. Saanich Rd & McKenzie is in very close proximity to Swan Lake Nature Sanctuary & Christmas Hill and needs special consideration when looking at zoning and development in this area. Mid-Rise (and above) is too high.

- Concerned about placement of Corridor Hubs - why would Saanich & Mckenzie Hub be needed? It is a 5 min walk to Quadra & McKenzie as well as 5 min walk from Saanich & McKenzie to Mckenzie & Douglas St, both areas already have transit and commercial activity plus potential for space for such needs.
- Concerned the plan does not cover protection of existing mature Urban Forest Canopy & Garry Oak trees – picture below shows area below Christmas Hill bordering McKenzie and across from entrance to Swan Lake, mature trees fill this area. Mature canopy is also bordering Swan Lake area all along Saanich Road. Many sections along Quadra Street (coming from the highway) going toward McKenzie border the park too. These areas are beautiful and welcoming for residents and visitors and should also be saved.



- Concerned that protection of the Biodiversity in our local neighbourhood environments is not mentioned
- Concerned about Increased Density: Advised each project would be reviewed & would not be accepted just because of the zoning plan. There is a development in play that will impact a neighbourhood street that is only one block long & ends with a cul-de-sac where 5 homes will be removed and replaced by two 6 story buildings, approx. increase of density +700%. This seems excessive. Please note this area is already a mixed housing neighbourhood.
- Concerned about what will happen when the government removes the mandated housing starts or when municipality is over capacity for the infrastructure, is there language in the plan for this?
 - The plan speaks about benefits to resident health due to alternative modes of travel however what in plan protects the general health of residents (current & future) when it comes to things like privacy, ability to grow food, access to direct sunlight (different than what shadow study shows), light pollution
- Like others have written, things are moving very fast. please take some extra time to review resident concerns. Once this special area is gone, it is gone. This looks like a perfect opportunity to make changes that address housing and will also keep our neighbourhoods beautiful. Making Saanich the same as "everyone else" does not seem to be the best thing.

Thank you for your time

Karyn

Preet Chaggar

From: [REDACTED]
Sent: Tuesday, February 11, 2025 10:27 AM
To: Council
Subject: (External Email) input to council on the QMP

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

Mayor and Council,

We are writing to express my strong support for the Quadra Mackenzie Plan (QMP). This is a solid plan that will set a foundation for a transition to a sustainable community. It contains many best practices from a community planning perspective, integrating community well being, nature preservation and equity.

This policy takes action on many priorities that have already been established in Saanich's existing key policies, plans and strategies – including the OCP, the Active Transportation Plan, the Climate Plan, the Housing Strategy and more.

We encourage Mayor, Council and staff to provide more information and background to residents about the need for this plan and its strategies, to counter the misinformation and misunderstanding that is pervasive in the community.

People are always resistant to change, but change is what we need at a broad scale. Our current practices are not sustainable, nor are they equitable. The evidence of this is fairly blatant – the continued growth of the unhoused and climate change are two of the most apparent - showing that our current systems are not serving us well. We need change: we need to tackle challenges that are at crisis levels: lack of affordability, climate change, ecological overshoot, and deteriorating levels of equity and overall wellbeing. The QMP is one critical step in this direction.


Our children and grandchildren will not be able to live the way that we did – that is a fact that we need to accept. We are using up resources globally at a rate that our planet can not sustain. We have so many resources in our beautiful community, country and world, but if we were all to continue consuming at our current rate, we'd need 4-5 planets worth of resources to sustain us. This is 'ecological overshoot' – and obviously not sustainable. The QMP aims to address some of these challenges.

Increasing density will enable the protection of natural areas outside of urban and suburban environments. More efficient use of spaces will enable us to use less resources per person. It will also facilitate better, lower impact transportation choices that will not drain our planet's resources. This will make it safer for our kids, seniors, and all to walk or roll through our communities. More multi-family living options will make our housing more affordable, so that our kids can afford to live here, and enable us all to age in place.

The QMP will not be achieved overnight. We will all have time to adjust. We're excited about the future and what these changes could mean for Saanich. We imagine thriving communities that provide opportunities for friends and family to connect and interact on a human scale, with green space protected within and beyond our human environments, with neighbourhood recreation areas, cafes, restaurants and town centres, accessible and enjoyed by all.

We believe this too is what Mayor and Council, and Saanich staff envision too. We thank you and encourage you to keep taking the steps you are taking to make this a reality.

Thank you for the service that each of you are providing to our community.

Cora Hallsworth and Ryan Mackie
 Viewmont Avenue

Preet Chaggar

From: Peter Spindloe [REDACTED]
Sent: Tuesday, February 11, 2025 10:14 AM
To: Council
Subject: (External Email) feedback on the Quadra-Mackenzie Plan for today's Special Council Meeting (February 11, 2025)

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,

I fully support the current Quadra-Mackenzie Draft Plan as it's a rare plan that actually tries to tackle the challenges it sets out to address: housing costs, transportation options, equity, quality of life, climate change, health, and more. Rather than go on at length about the misguided and selfish opposition to this plan, in this letter I decided to highlight another important aspect: the financial sustainability of the District of Saanich:

Yesterday's COTW (February 10) was highly relevant to the Quadra-Mackenzie Draft Plan. During that meeting the ATP was discussed and council appears to have been blindsided by Engineering essentially saying that they couldn't afford the renewal of end-of-life infrastructure. This meant that active transportation improvements that would have happened at the same time can't be initiated because the companion projects exceed the budget.

I'm assuming that the mayor and council members are aware of the relationship between density and financial sustainability in a city. The tax base is roughly proportional to the population but the costs of running a city, to a very rough first approximation, are proportional to the length of the road network. 1km of road and associated underground infrastructure requires the same amount of new asphalt, snow plowing, pipe flushing/replacement, etc. regardless of the number of people who live along that 1km.

Vast low-density neighbourhoods have been built since the 1950's, with the infrastructure often initially built by the original developers, but handed over to municipalities for long-term maintenance. The first few rounds of maintenance on these older neighbourhoods, perhaps every 20 to 30 years, were funded by the development of newer neighbourhoods that created new tax revenue but little maintenance cost initially. Now we're at the point where new growth isn't paying for old infrastructure.

The options to get out of this predicament include matching taxes to the expense, letting the maintenance slide, or improving the ratio of revenue per km of road network. Using publicly available information I calculated the population/km for all of the municipalities in the CRD:

Muni Population Length of Road Network Population per KM
(2021 Census) (estimates from OSM)
Victoria 91867 272 338
Esquimalt 17533 60 293
Sidney 12318 65 190
Saanich 117735 626 188
Oak Bay 17990 109 165
Langford 46584 291 160
Colwood 18961 156 122
View Royal 11575 97 119
C. Saanich 17385 170 103

Sooke 15086 207 73
N. Saanich 12235 195 63

If anyone wonders why Victoria can offer the amenities that it does despite a smaller population than Saanich, this chart illustrates a significant part of the answer. Within a municipality there are varying levels of density and research consistently shows that the most dense areas generate enough revenue to sustain their own infrastructure and provide a surplus that supports the less dense areas. The least dense areas tend to be where the wealthiest people live, and yet they are subsidized by the less affluent. The opposition to this plan appears to be overwhelmingly from the most affluent and therefore most subsidized residents of Saanich.

The Quadra-Mackenzie Plan is many things, but perhaps most importantly, it's a step towards keeping Saanich solvent, able to offer the amenities that it does, and to continue down a progressive path. Please support and strengthen this plan. It's necessary for everyone, including those most opposed. Watering the plan down or delaying it doesn't just leave Saanich a place our kids will have to leave, and where we'll age into houses we can't maintain, and where we'll be isolated when we age out of being able to drive. Watering it down or delaying it would also leave Saanich more and more financially vulnerable as infrastructure costs exceed the ability to raise revenue.

Peter Spindloe

[REDACTED] Duke St.
[REDACTED]
[REDACTED]

Preet Chaggar

From: Jethro Herring [REDACTED]
Sent: Tuesday, February 11, 2025 9:52 AM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Mena Westhaver; Colin Plant; Teale Phelps Bondaroff
Subject: (External Email) We need housing - now.
Attachments: Letter to Council - QM Housing_AH.pdf; Letter to Council - QM Housing_JH.pdf

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,

I was deeply disheartened to see the recent [article in the Times Colonist](#) indicating the District means to roll back provisions for housing density under the Quadra McKenzie Plan ahead of tonight's special council meeting.

Please see attached letters to you from my wife and I. We are deeply concerned that, even as high income earners, we are unable to afford even a modest three bedroom townhome in Saanich to start a family. I ask that you take the time to read our concerns.

We understand our neighbours are concerned about changes to the character of our communities. We sympathize with those points of view and we are not advocating for skyscrapers, but we desperately need mid-rise condos, townhouses, duplexes, triplexes, and fourplexes to have a hope of supporting a middle class in our city. I urge you to move forward with the provisions in the Quadra McKenzie Plan that support such modest density.

Thank you for your time and consideration,

Jethro Herring
Aimee Hetherington (ccd)

February 10th, 2025

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

Subject: Support for Increased Housing under the Quadra McKenzie Plan

Dear Mayor and Council,

I am writing to express my strong support for increased housing provisions under the Quadra-McKenzie Plan.

I moved to Saanich four years ago from Manitoba. As a pharmacist, I took a pay cut to come here – the lowest wage I had made since graduating. It was the first of many shocks, but I decided it was worth it in the long run. Three years ago, I met the love of my life, and last spring, we married. We have built our community, friendships, and careers here and want to continue making Saanich our home. However, we have hesitated to take the next step and start a family for a simple reason: despite a household income of \$225,000, we cannot afford a home with a third bedroom in this city. That means having children would also mean leaving Saanich—possibly for good.

My husband and I, at 34 and 35, have been fortunate in our careers and know how to manage our money. We live frugally—we own one vehicle outright, bike to work, and reserve dining out for special occasions. Yet, despite being in the top 5% of income earners in Canada, we cannot afford even a modest three-bedroom townhouse without overextending our finances. Moreover, our parents cannot afford to relocate closer to us. The reality is clear: home prices in our community have skyrocketed due to a severe housing shortage, making it nearly impossible for even well-established professionals to put down roots.

Our story is not unique. We frequently ask ourselves how those earning less than us are managing. If pharmacists and public service professionals struggle to raise families here, how can middle- and lower-income households hope to thrive? I understand concerns about neighborhood character and change, but the world doesn't stop turning just because we like the sunset. Canada is growing, British Columbia is growing, and Saanich must grow with it. If we fail to build the housing our community needs, Saanich will become a retirement enclave for the wealthy, with no place for the middle class.

That is why I urge Mayor and Council to pursue ambitious, forward-thinking policies that support increased density, affordable housing options, and sustainable urban development. Prioritizing townhomes, apartments, and mixed-use developments will create a more inclusive community that supports young families, seniors, and working professionals alike.

I encourage you to approve the necessary zoning changes and policy amendments outlined in the Quadra-McKenzie Plan to ensure that Saanich remains a welcoming and thriving community for generations to come.

Sincerely,

A rectangular grey box redacting the signature of Aimee Hetherington.

Aimee Hetherington

A small rectangular grey box redacting the first part of the address line.

Alder Street

Saanich, BC, 

A rectangular grey box redacting the final line of the address.

February 10th, 2025

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

Subject: Support for Increased Housing under the Quadra McKenzie Plan

Dear Mayor and Council,

I am writing to express my strong support for increased housing provisions under the Quadra-McKenzie Plan.

I have been a resident of Saanich for 15 years. Originally from the Kootenays, I completed my undergraduate degree at the University of Victoria, pursued graduate studies on the East Coast, and now work as an [REDACTED] director for the [REDACTED]. Three years ago, I met the love of my life, and last spring, we married. We have built our community, friendships, and careers here and want to continue making Saanich our home. However, we have hesitated to take the next step and start a family for a simple reason: despite a household income of \$225,000, we cannot afford a home with a third bedroom in this city. That means having children would also mean leaving Saanich—possibly for good.

My wife and I, at 34 and 35, have been fortunate in our careers. She is a pharmacist, and I have advanced quickly in public service leadership. We live frugally—we own one vehicle, bike to work, and reserve dining out for special occasions. Yet, despite being in the top 5% of income earners in Canada, we cannot afford even a modest three-bedroom townhouse without overextending our finances. Moreover, our parents cannot afford to relocate closer to us. The reality is clear: home prices in our community have skyrocketed due to a severe housing shortage, making it nearly impossible for even well-established professionals to put down roots.

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Sincerely,

A large rectangular grey box redacting the signature of Jethro Herring.

Jethro Herring

 Alder Street

Saanich, BC, 

A rectangular grey box redacting the final line of the address.

Preet Chaggar

From: LORNE CARNES [REDACTED]
Sent: Tuesday, February 11, 2025 10:02 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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

Good morning

I was hoping to speak at the meeting this evening but have developed a head cold. Please allow me to pass along the thrust of my opposition to your new Plan.

Let me first point out I was born in Saanich 68 years ago. I grew up here, moved away for school and to start a business but moved back in 1993. Since that time I've thrown myself into building our present community as a member of the local PAC, Block Watch Captain, Board member of the Quadra Cedar Hill Community Assn and a long time junior coach for both soccer and field hockey. I believed my views on Saanich's future were as valid as anyone else's. I found out during your public workshops that they are not.

Saanich has been organized as a 15 minute drive community since its inception. All our current infrastructure has been built to accommodate this reality. The notion that we will suddenly transition to a 15 minute walking community overnight is an exercise in wishful thinking. Yes...we can support alternative modes of transportation but the reality is most Saanich households today have at least two vehicles parked in their driveways. Frustrating owners into giving them up was never going to be popular.

Sites chosen for our recreation centres, sports facilities and even our City Hall did not take into account how they might be easily accessed by transit. One only has to look at the huge parking lots surrounding each to realize that past Saanich planners recognized this. How are we going to fix that? Parents dropping off and picking up children around school is now rampant...how does the plan address this development? I tried getting answers to these and other questions at your workshops...but got few answers.

Everyone in the municipality now accepts more density is required. We all have kids hoping to own in the neighbourhoods they grew up in.

There are places where it makes more sense to add this density than others. Unfortunately the current proposal does not take this into account...opting instead to impose an artificial construct on the very residents who have built this community.

We have a pretty good idea of where more density might fit...but Council did not trust us to be part of the planning process. Instead, you've put on a sham public consultation show designed to solicit support for conclusions already reached.

I understand Council is now considering further consultation. This is a positive move...but caution that this time planners should simply ask us where we think density should be considered. We might just surprise you.

Lorne Carnes
[REDACTED] Kathleen Street
Sent from my iPhone

Preet Chaggar

From: kristi b [REDACTED]
Sent: Tuesday, February 11, 2025 9:48 AM
To: Council
Subject: (External Email) QMP

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

Hello,

I am writing in opposition of the proposed Quadra McKenzie Plan. I am asking counsel to go back to the public and engage in community feedback regarding this high density hub they are proposing, in hopes of developing a more balanced plan.

Thank you for your consideration.

Kristi

Preet Chaggar

From: Harriet Pelly-Graham [REDACTED]
Sent: Tuesday, February 11, 2025 9:35 AM
To: Council
Subject: (External Email) Objection to the Quadra-McKenzie Expansion Project

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

Attention: Saanich Mayor and Councillors

Re: Agenda 11th February, 2025, - Item A - Public Input on Business Items B & C

I recommend Saanich Councillors and Staff not only listen, but ACT on Saanich Residents' recommendations to stop the Quadra McKenzie plan. If the plan goes ahead it will disrupt the neighbourhood. It is currently causing unnecessary stress to Saanich residents.

Kindly act on behalf of the residents of Saanich and stop permitting developers and the Urban Development Institute drive the plan.

Yours sincerely,

H. Graham
Saanich Resident

Preet Chaggar

From: Reed Harris [REDACTED]
Sent: Tuesday, February 11, 2025 9:18 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan - SUPPORT 100%

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

I'm a homeowner in Saanich, I bought a house here around 7 years ago. If I wanted to move here today, I could not afford to buy this same house. My young kids are almost certainly priced out forever, if nothing changes.

However the size of my lot would allow for maybe 12 half-duplexes. Or 18 townhouses. Or 60+ apartment condos. I could demolish my house, a single housing unit, and replace it with housing for 200 people. If parking minimums were relaxed, it could be 90+ apartments, housing 300+ people. But none of that is allowed.

Knowing this, aren't we all hoarders of land, especially empty nesters in their quarter-acre lots with 5 empty bedrooms. How many rooms do you need to store your pickleball equipment? Is there a housing crisis or not?

Reading the email feedback for the QMS plan is like opening the "Nimby Handbook" - is the QMS a harbinger of end-times? Will replacing some parking on Braefoot with a bike lane LITERALLY END THE WORLD?

It sure sounds like it! All the old tired NIMBY tropes of "TRAFFIC WILL GET WORSE FOR ME IF WE IMPROVE TRANSIT OPTIONS FOR OTHER PEOPLE" to "BUILDINGS MAKE SHADOWS" to "I'VE LIVED HERE SINCE 1942 AND I PAID THREE APPLES FOR MY HOUSE, KIDS THESE DAYS SHOULD JUST BUY A HOUSE LIKE I DID". So boring and selfish.

And suddenly everyone is an expert in sewer infrastructure and thinks the "Urban Containment Boundary" means no trees can be cut down anywhere, ever, forever. And forgetting somehow that roads don't cause traffic, cars do. Adding a bus lane to McKenzie means 10s of thousands of fewer cars per day on that road, yet MY trip might take 14 minutes instead of 12 minutes, the horror!

Here's the brutal truth. This plan is for growth over the next 30 years. I would wager 99% of the negative feedback comes from people who won't be alive at the end of that timeframe. So we can discount their opinion to some very high degree, since they won't have to suffer any consequences of inaction.

What do their grandkids think of plentiful housing options, and gorgeous extensive bike networks, and healthy car-free living with every-5-minutes-transit options, and walkable streets with wide sidewalks and kids playing safely in our attractive public areas?

I think they would want all of that, and more. I know mine will. And the work starts with saying those things are a possibility. Under current land use and zoning rules, those eternal gifts of poison from the boomers and their parents, possibility is already dead.

Reed

Preet Chaggar

From: Jethro Herring [REDACTED]
Sent: Tuesday, February 11, 2025 9:00 AM
To: Council
Subject: (External Email) Letters to Council: Support for Housing under the Quadra McKenzie Plan
Attachments: Letter to Council - QM Housing_JH.pdf; Letter to Council - QM Housing_AH.pdf

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

Hello,

Please see attached letter from my wife and I urging the mayor and council to support the opportunities for new housing and modest density under the Quadra McKenzie Plan.

These letters are being submitted in advance of the special council meeting this evening.

Sincerely,
Jethro Herring
Aimee Hetherington (ccd)

February 10th, 2025

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

Subject: Support for Increased Housing under the Quadra McKenzie Plan

Dear Mayor and Council,

I am writing to express my strong support for increased housing provisions under the Quadra-McKenzie Plan.

I moved to Saanich four years ago from Manitoba. As a pharmacist, I took a pay cut to come here – the lowest wage I had made since graduating. It was the first of many shocks, but I decided it was worth it in the long run. Three years ago, I met the love of my life, and last spring, we married. We have built our community, friendships, and careers here and want to continue making Saanich our home. However, we have hesitated to take the next step and start a family for a simple reason: despite a household income of \$225,000, we cannot afford a home with a third bedroom in this city. That means having children would also mean leaving Saanich—possibly for good.

My husband and I, at 34 and 35, have been fortunate in our careers and know how to manage our money. We live frugally—we own one vehicle outright, bike to work, and reserve dining out for special occasions. Yet, despite being in the top 5% of income earners in Canada, we cannot afford even a modest three-bedroom townhouse without overextending our finances. Moreover, our parents cannot afford to relocate closer to us. The reality is clear: home prices in our community have skyrocketed due to a severe housing shortage, making it nearly impossible for even well-established professionals to put down roots.

Our story is not unique. We frequently ask ourselves how those earning less than us are managing. If pharmacists and public service professionals struggle to raise families here, how can middle- and lower-income households hope to thrive? I understand concerns about neighborhood character and change, but the world doesn't stop turning just because we like the sunset. Canada is growing, British Columbia is growing, and Saanich must grow with it. If we fail to build the housing our community needs, Saanich will become a retirement enclave for the wealthy, with no place for the middle class.

That is why I urge Mayor and Council to pursue ambitious, forward-thinking policies that support increased density, affordable housing options, and sustainable urban development. Prioritizing townhomes, apartments, and mixed-use developments will create a more inclusive community that supports young families, seniors, and working professionals alike.

I encourage you to approve the necessary zoning changes and policy amendments outlined in the Quadra-McKenzie Plan to ensure that Saanich remains a welcoming and thriving community for generations to come.

Sincerely,

[Redacted Signature]

Aimee Hetherington

[Redacted] Alder Street

Saanich, BC, [Redacted]

[Redacted]

February 10th, 2025

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

Subject: Support for Increased Housing under the Quadra McKenzie Plan

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Sincerely,

A large rectangular grey box redacting the signature of Jethro Herring.

Jethro Herring

 Alder Street

Saanich, BC, 

A rectangular grey box redacting the final line of the address.

Preet Chaggar

From: Pam Harrison >
Sent: Tuesday, February 11, 2025 8:57 AM
To: Mayor Dean Murdock; Council; QMS
Cc: Colin Plant; Councillor Judy Brownoff; Karen Harper; Teale Phelps Bondaroff; Nathalie Chambers; Mena Westhaver; Zac De Vries; Susan Brice
Subject: (External Email) Public Input Tues Feb 11th QMP Check-in with Council and Phase 3 Engagement

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

Although we do not live in the impacted area (I am a 75 year resident of Rural Saanich) I am writing because we are very concerned about **how** this is taking place. For whatever reasons, there is a disconnect between what is said in the high level positive language of the plan, and what many residents fear will actually happen to their neighbourhoods. At the very least the messaging has not worked. I would argue that this process, certainly in its results to date, has been damaging and divisive to all of Saanich. It gives rise to mistrust of the Planning process, and a fear that this same flawed approach could be used in other areas of Saanich.

Another level of damage is that the good things in this plan, some of which may be selected density increases, some park and greenway initiatives and Active Transportation infrastructure, are getting lost amid the bigger issues of concern.

As reading the well over 500 page correspondence on all sides has shown me, most of the points the public wanted to make surely have been made by now. I will restrict my comments to the Process going forward.

It is encouraging to see that the Stage 3 Staff Report is offering options for significant changes to the plan, not just tinkering at the edges.

Going forward I would urge you to vote in favor of a more lengthy, collaborative and different approach to consultation. Please consider:

1. First a Public Meeting (or Town Hall) as soon as is convenient after this Feb 11th meeting. One purpose of such a Public Meeting would be to answer specific questions (certainly **not** to present again all the input from the correspondence), largely to clear up miscommunication and misinformation about the current plan. This is essential before moving on to any plan changes.

Examples of such questions could be:

- What is the housing need (vs. developer need) for buildings of 18 storeys? (Paris is often used as an example: most buildings in the core are 4-7-11 storeys. Indeed in July of 2023 a height limit of 12 storeys was re-adopted for central Paris, essentially a return to the position taken in 1977.)

Why does a small collection of neighbourhoods in a relatively small portion of Greater Victoria need to entertain buildings of 18 storeys?

- Why are single family homes not included as a recognized housing form, along with townhomes and neighbourhood apartments? How can current residents of SFHs not feel that their living situations are disrespected and under threat when SFHs are not even recognized in the plan? How does this strike the right balance between building for new people and honouring people already contributing to the community?
-
- Why are land assembly actors initiating contact with homeowners when we are repeatedly told that "A land use change would only happen if it were initiated by the property owner through a rezoning process."? (from FAQs)
- Why are people still confused about McKenzie going down to one lane in the plan? Is it or isn't it?
- What does "High Value Trees" mean, and who decides? We regularly see that healthy trees are secondary to the footprint of the developer's proposal.
- Where is a robust respect for Heritage buildings expressed in the historic Quadra area? There is a vague statement about the value of Heritage buildings, but we see that this can be, and is being, overruled. This aspect of Quadra is at high risk.
- Where are the guarantees that this amount of density brings affordability?

A second purpose of a Public Meeting should be to find out what kind of engagement the residents want to have going forward.

The engagement tools up to now have been perceived by many to be very much after the fact, and have appeared to be only allowing residents to react to an already conceived and written plan and not to have meaningful input into the creation of that plan. Whether this is accurate or not, it is the perception.

2. Use this Public Meeting to assess the best Option, or hopefully revised Option, from the Staff Report. It is certainly not likely that Process Option #2 (one round of the same type of engagement as before) is going to be sufficient to bring the community back on board. Then there are also the Transportation Policy Options to consider, many of which could be positive.

It is unfortunate the Local Area Plan planning tool was abandoned. The LAP process, successfully used by Saanich for decades, would likely have resulted in several plans, much more localized, as this current iteration covers a huge area with many diverse neighbourhoods, locations and needs. While the LAP was criticized as being slow and cumbersome and resistant to development (hence its demise), it may have resulted in a plan or plans which had significant support. Revive the elements of LAPs which created such positive outcomes.

I close by mentioning that we are now hearing about a very large development in Cordova Bay by Aragon. Mayor and Council, how can Saanich residents feel confident that they have an effective role in how their communities develop? No one is disputing the need to increase housing density, but they are disputing the way it is being done.

Seeing this process play out again and again is truly discouraging, this from a long time resident who is generally very supportive of her municipality's hard working staff and elected officials.

And please remember your obligations to Saanich residents, not only to comply with provincial housing demands.

Thank you.

Sincerely
Pam Harrison
Rural Saanich

Preet Chaggar

From: Finlay Mooney [REDACTED]
Sent: Tuesday, February 11, 2025 7:46 AM
To: Council
Subject: (External Email) Writing in support of the quadrant McKenzie bear

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

Please approve the Quadra McKenzie plan so that we can get as much how's them built as possible. I understand that in its current form, the bus Lanes along McKenzie are looking not to be politically feasible, but everything else I hope you move forward with at least it's a really good plan.

Preet Chaggar

From: Nicole Spencer [REDACTED]
Sent: Tuesday, February 11, 2025 7:40 AM
To: Mayor Dean Murdock
Subject: (External Email) QMP

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

Mayor Murdock,

I am a citizen of Saanich and am extremely concerned about the proposed QMP, especially regarding the road changes.

I think myself and a lot of people have seen what's happening in Victoria and are very frustrated by the lane closures to make way for a "green" city, which has also hurt downtown businesses.

So many of the changes seemed to be against public outcry, I don't know one person that approves of the bike lane changes in Victoria.

I know your plans of making 15 minute micro cities and am not in agreement. There is never enough parking for these shopping centres further discouraging people to drive. Saanich is full of young families and it's already hard enough trying to get around.

Nicole Spencer

Preet Chaggar

From: Jonathan Lichtenberger [REDACTED]
Sent: Tuesday, February 11, 2025 5:55 AM
To: Council; Mayor Dean Murdock
Cc: [REDACTED]
Subject: (External Email) Quadra-McKenzie Plan Feedback Feb 11th 2025

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

Dear Mayor, Councillors, and Staff Members,

We would like to respond to the staff recommendations and recent declarations from Mayor Dean Murdock regarding the Quadra and McKenzie Plan. In this email, we would like to focus on our neighbourhood ("the Greenridge neighbourhood"), located on the hill between Saanich Road, Quadra, and Annie Park.

This neighbourhood consists of approximately 70 single-family homes with a diverse population, including retired people who have lived here for a long time and raised their families, many young families and couples who have moved in recently, and even students who share housing. There is a strong sense of community in an environment that we all cherish. Despite the proximity to major roads, our neighbourhood remains peaceful, safe, with many mature trees, including large Garry Oaks on almost every property, and rich wildlife due to the close proximity to Swan Lake.

We have spoken with many of our neighbours, and all are strongly opposed to the proposed rezoning of our area to allow mid-rise buildings up to 6 storeys. Such a change would significantly impact our streets and community. Contrary to what was recently stated in the *Times Colonist*, there is no misunderstanding — the potential impact of this plan on our neighbourhood is clear. Future homes for sale could be purchased by developers and replaced with 6-storey buildings. This may not happen tomorrow, but it could happen sooner than anyone expects. This would likely trigger a domino effect, prompting other residents to leave out of concern that a 6-storey building might be constructed next to their homes.

We are also aware that homes bought by developers are often poorly maintained or abandoned until demolished, leading to further neighbourhood degradation and devaluation of surrounding homes.


Most of us have worked very hard and invested all our savings in buying homes here. Making such major changes without the consent of residents is deeply concerning. Despite the many letters sent by Greenridge residents, we are disappointed that our concerns are not reflected in the latest options presented (such as Option 3).

We invite staff members and councillors who have not yet walked through our streets to do so and see firsthand that, despite our proximity to major roads, introducing 6-storey buildings here is simply inconceivable.

We want to emphasize that we are not fully opposed to the plan and understand the need for additional housing. However, this should be approached progressively and thoughtfully, with

consideration for the environment and current residents who have built their lives here. A more detailed, street-by-street analysis would be appropriate.

Thank you for your consideration and thank you to the councillors who have positively responded to our previous email.

Kind regards,
Jonathan Lichtenberger and Alexandre Bodet
 Ridgeway Street

Preet Chaggar

From: Tricia Florence [REDACTED]
Sent: Tuesday, February 11, 2025 5:26 AM
To: Council
Subject: (External Email) Quadra-McKenzie transit options

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

Hello,

I am writing to express my enthusiastic support for the Quadra-McKenzie draft plan and, in particular, Transportation Option #1 as outlined in the Staff Report. The proposal to implement protected bike lanes, bus lanes and enhance transit facilities along the McKenzie corridor is a much-needed improvement for our community.

As a resident who works and commutes in Saanich, I experience firsthand the challenges posed by our current transit system. It's disheartening to see that buses, which carry more than half of the rush hour traffic along McKenzie, do not have dedicated lanes. This lack of infrastructure leads to significant delays and frustrations for a multitude of residents who rely on public transportation. This upgrade does not only benefit residents, but all of the people who pass through, enjoy, and work in our community.

Introducing bus lanes will not only improve commute times but also encourage more people to choose transit over driving, thereby reducing traffic congestion and our carbon footprint. Personally, I often find myself opting out of taking the bus due to its unreliability and long wait times. I instead rely on cycling as I have made the conscious decision to avoid private vehicles as much as possible, a movement that is growing. The protected bike lanes are incredibly important for my safety, pedestrians safety, and flow of vehicle traffic. As much as I would love to use the transit more, especially throughout our rainy season, it is often not a feasible alternative. With the proposed improvements, I believe more residents like myself would be inclined to use public transit, knowing it is efficient and dependable.

Saanich is at a crucial juncture where we can make impactful changes that benefit our community's daily lives. I urge the council to endorse Transportation Option #1, as it promises to address the pressing transit issues along the McKenzie corridor swiftly and effectively.

Thank you for considering this vital improvement for our community.

Sincerely,
Tricia Florence

Preet Chaggar

From: Marie Vautier [REDACTED]
Sent: Monday, February 10, 2025 10:44 PM
To: Council
Subject: (External Email) QMCP - reaction

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

February 10, 2025

Sent to Mayor, Councillors, MLA Lana Pophan, MLA Nina Driege, Premier Eby, and Susan Haddon (QCHCA)

I was part of a group working-- since 2016 (that's nine years!)-- with the strong support of the Quadra Cedar Hill Community Association, to advocate against the cut-through traffic in the quadrant bordered by Saanich Road-Darwin Ave.-Savannah Ave.- Falmouth Road. Our main argument that the traffic blocking and traffic calming that was carried out to the east of Hillside Mall should also be applied to our area, which is east of Uptown Mall.

We wrote many emails, corresponded with various staff from Saanich, attended meetings, and were affronted by the treatment we received. We have had no action whatsoever on this file. For instance—and this is but one example-- in various emails, Cam Scott, Saanich's Manager of Community Planning, said "this might be better handled by engineering"; David Williams, Engineering Supervisor said: "Perhaps when the Quadra Local Area Plan is updated, it would be a more appropriate time to suggest this scale of project," and Allana McDonagh, who is presently (?) the key planner working on the "update" of the Quadra/McKenzie corridor and the Four Corners village (Cook/Quadra/Cloverdale) referred me back to David Williams, Engineering Supervisor. Quite circular, and not productive.

Furthermore, we were troubled by the actions of staff, who told the public at various meetings that the plan was being well received, when our observations told us the contrary: that there were many objections to the plan. At one consultation meeting, I was "shushed" when I raised our concerns, and I was assured at that meeting by Cam Scott—face to face—that he would get back to me. He never did, despite my efforts to communicate with him. When the staff member in charge presented the plan to a meeting of the Quadra Cedar Hill Community Association, the first slide she brought up asked about how the public at the Association had felt about that "consultation." She quickly made that slide disappear, and there was no opportunity to really see it—let alone respond to it.

My question to you, Mr. Mayor and Councillors, is how much you are being misled by staff, and how much you are allowing staff to run the show – so to speak.

After the debacle of the hearings about the townhouses in the area of the Nature Sanctuary, our group ran out of steam. It has disbanded, given the runaround we received from staff in Saanich. Nonetheless, I am motivated by the visit of a door-to-door canvasser to write you this email.

We, the residents of the quadrant circumscribed by Saanich Road-Darwin Ave.-Savannah Ave.- Falmouth Road, deserve better. We are afraid for the children who ride bicycles in the streets, for the pedestrians who walk on these streets, and we want a better quality of life in our area.

Nine years is a long time. We deserve better.

Dr. Marie Vautier

Saanich.

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Nine years is a long time. We deserve better.

Dr. Marie Vautier

Saanich.

Preet Chaggar

From: Colin Stepney [REDACTED]
Sent: Monday, February 10, 2025 10:21 PM
To: Council
Subject: (External Email) Submission for February 11th Meeting

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

Hello,

This submission is requested to be on the record for the February 11th special meeting. I aim to attend the meeting, but given the unreliability of transportation - how appropriate - I am unsure if I will be able to and will thus submit this in writing as well.

We are all here today in a climate crisis, a housing crisis, and a transportation equity crisis, all of which are intertwined. I want to preface this by stating that I, as a driver, as a cyclist, as a pedestrian, as a transit user, as a homeowner, I want the exact same thing as everyone else in this room: less traffic. It will be safer, cleaner, and quieter, it will save millions over the lifetime of road infrastructure in maintenance costs. It's pretty clear the status quo isn't the solution. We cannot continue to allocate upwards of 80% of total road area to a single mode of transport, with all others as an afterthought in the leftover space. Let's talk transit.

A single bus can carry 105 passengers. That stretches out to 65 cars based on a 1.6 occupancy rate, which stretches roughly 400m - almost the distance along McKenzie between Saanich Road and Quadra, a stretch that we all know is congested. Again, that's one single bus worth of people in cars. If you want less traffic, you need to provide alternatives. On Quadra and parts of McKenzie, there are few. Biking is deadly on that road for all but brave, able-bodied adults. Walking isn't much better. Transit is delayed by myself and other drivers. Until dedicated lanes are allocated to transit, meaningful transit expansion can't happen. Leaving roads as car-first while adding more buses is the equivalent of shoving more into the top of a funnel and expecting it to drain faster. Adding capacity for other modes - bus lanes, protected bike lanes, larger sidewalks - is like drilling more holes in the bottom of that funnel. It'll let every mode, including car traffic, move faster. There is ample peer-reviewed empirical research that supports this. We shouldn't be making critical infrastructure decisions based on vibes and opinions. Follow the research.

No one is proposing, to quote Mayor Murdock's comments to Black Press on January 28th, "reducing McKenzie." Every proposal right now expands capacity. With one car lane each way, over half the road space will still be dedicated to cars. We who drive - myself included - will still have far more space dedicated to our travel than any other mode despite being the least efficient. Bike lanes move over seven times as many people. Sidewalks eight times. Bus lanes move ten times as many people as cars. Dedicated bus rapid transit moves twenty times more.

Reallocating road space increases capacity. It doesn't reduce anything.

I want council to ask themselves very carefully: Is Saanich a district for cars, or a district for humans?

Right now, it's without question a district for cars and we have no choice but shape our lives around that. In the spirit of Saanich being a place for humans, I also urge council to move forward with the plan to support far more families in the Quadra-McKenzie Corridor, and not just in the noisiest, most polluted areas around the busiest streets.

Everyone deserves housing, transportation, and a sustainable future.

Thank you for your leadership,

Colin Stepney



Preet Chaggar

From: Ken Whitcroft [REDACTED]
Sent: Monday, February 10, 2025 9:09 PM
To: Council
Subject: (External Email) Quadra McKenzie Plan Check in
Attachments: Febuary 10.2025 Quadra McKenzie Plan.doc

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

Hello to whom it may concern
Please see the attached letter dated February 10,2025

February 10, 2024

Mayor and Council
District of Saanich
770 Vernon Avenue
Victoria, BC V8W 2W7

Via: council@saanich.ca

Re: Quadra McKenzie Plan check in.

Hello Mayor and council thank you for this opportunity to comment on this incredibly important subject that affects a large part of Saanich

The result of the survey from the staff report clearly shows that the community or the owners of the municipality aka taxpayers shows more opposition then support with the Draft plan's land use objectives.

The report notes in areas of support.

- Overall, there was a level of support for the Draft Plan's vision to utilize the Centre, Corridor, and Village growth management framework to promote compact, livable communities.

This statement closely echoes what was in the CRD Regional Growth Strategy which maintained the neighbourhood character of residential areas which supports the statement in the report under areas of concern.

- Commonly expressed concerns with land use framework related to impacts on existing residents, neighbourhood character and existing transportation and infrastructure networks.

Maintaining our neighbourhood character of residential areas is important to both ensuring that the health of residents and maintaining a healthy tree canopy volume with green space which is a critical aspect in fighting our biggest crisis we face today global warming. This also supports Land Use option 4

The survey also shows more opposition then support with the Draft plan's transportation objectives.

The report notes in areas of support.

- Many respondents recognized the long-term benefits of prioritizing active transportation and improving urban mobility.

When considering the prioritizing active transportation and improving urban mobility with the MUP indicated in the plan it is important to look at the land contours and elevation changes with there locations. An example of this is the MUP location identified in the Quadra South / Four Corners Village sub area being located between Linwood Ave. and Bellevue Rd. which has an elevation change of 17 meters over a length of approximately 300 meters which will not provide or encourage active transportation, unlike the alternative location for this MUP that was suggested with an elevation change of only 6 meters over the same distance.

The report notes in areas of concern.

- Skepticism of transit replacing private vehicle usage, and perceived underutilization of cycling infrastructure.

This scepticism is understandable for the simple fact that transit doesn't provide service to everywhere within the Capital Region due to a non-functional road network. If transit isn't available from your departure point and doesn't take you to your destination point it's not a form of transportation that will be used, which is most likely the reason it's the least used form of transportation in the region.

As to the Transportation Policy Options.

Option 1 will not directly respond to the significant volume of public input received during the Draft Plan engagement process and should not be supported.

Option 2. In this option, full cross sections for Quadra Street would be retained in the Quadra McKenzie Plan. The problem with following through with this option is Quadra Street from the south end to the north end is lined with 75 to 100 year old Garry Oak and Fir trees and removing or the loss of these endangered valuable trees for any reason destroys the beauty and gracefulness and character of Quadra Street and would be a completely responsible act today when we are challenged by a global warming crisis and for this reason Option 2 should not be supported.

There was at one time a big round green sign on Quadra just past Tomie Ave. that said STREET OF TREES and for good reasons. Which for some reason was removed?

Option 3 is the option to support as it still has the cross sections showing future design behind the curbs would be retained to show active transportation facilities (protected bike lanes and sidewalks) and elements of the public realm (planting areas and frontage zones).

The survey did show support for Parks, Trails, Open Spaces and Community Facilities

The report notes these areas of support

- There was community support for enhancing green spaces, emphasizing their value in improving quality of life.
- There was clear community appreciation for plans to enhance the connectivity and quality of parks and recreational spaces. Respondents particularly valued the role these spaces play in improving overall community well-being and environmental quality.

A note that these comments are echoed to all levels with the previous alternative MUP location in the Quadra South / Four Corners Village sub area that was identified in comments provided in regards to the survey.

Process Options

As the Quadra Mackenzie Plan will affect a large number of land owners and the community in one way or another, you only have one chance at getting a plan that needs to be fully supported by the community which make process option 3 the one council needs to be supporting now.

Option #3 – Two Rounds of Additional Engagement on the Revised Draft Prior to Reporting to Council for Plan Consideration- \$60K budget request.

Resident of Saanich 63 years
Ken Whitcroft

Preet Chaggar

From: Jen Spaans [REDACTED]
Sent: Monday, February 10, 2025 8:26 PM
To: Council
Subject: (External Email) Feb 11 council meeting - QMP Feedback

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

Hello Saanich Council,

Please accept this email in lieu of my joining the virtual lineup to speak at the council meeting tomorrow. And please count me in opposition to the QMP plan as it currently looks.

Housing Density:

I am in favour of affordable homes for all who want them. This includes affordable home ownership options, not simply rental units made up of block after block of 6+ storey buildings. Saanich is primarily single family residences, and rezoning and streamlining processes to allow developers to build these buildings across huge swaths of Saanich simply makes no sense. Thoughtful consideration to place them at intersections and on main roads is still appropriate but rezoning blocks and blocks of Saanich without consulting the ACTUAL neighbours of these properties is not what I voted for. Please continue to prioritize things like garden suites, basement suites, and 4-6 unit row houses. 3-4 storey buildings could fit into our Saanich neighbourhoods and still meet some of your housing goals.

Reducing travel lanes:

Increased housing will bring an increased population. Even if the percentage of people who own/drive cars is lower than at present, there will still be more total vehicles on the road. The asinine plan to reduce travel lanes will create extraordinary traffic backups and delays, as you can already see on McKenzie most days. The Saanich population has many elderly people who will not cycle or walk, especially in inclement weather. The Saanich population also includes:

- people with multiple jobs, who cannot take transit for hours to get between jobs
- people who work at unusual hours when transit does not run. When was the last time you tried to take the bus to the ferry terminal to start your 4am shift?
- people with multiple children. Or even one child. My children attended multiple schools, with different start times, and could not reach them by transit (1 hour plus and we live in the heart of Saanich).
- people who play sports, or whose children play sports. Have you tried taking 3 kids with gear bags to multiple arenas on the same evening? This was my life for many years, and I loved it, but cannot imagine doing this by bike or bus. Do you plan to take your golf clubs on the bus?
- people who drive for a living. Delivery drivers, uber and taxi drivers, tradespeople, home care nurses, and postal workers all drive across Saanich multiple times a day.
- EMERGENCY SERVICES. Has anyone consulted with our emergency services personnel regarding how the reduced travel lanes, bike lane barriers, and other measures have impacted their ability to get around in an emergency? Should I be in need of a defibrillator, I would hope that the ambulance could arrive in time.

The below is lifted verbatim from another resident's comments, and accurately captures my feelings. Transportation: council and staff are crippling Saanich residents and its visitors by their efforts to socially engineer us out of our preferred methods of transportation. The QMP is the biggest disaster my colleagues and I have seen in a long time. Between its over-densification, lack of actual affordable OWNERSHIP projects, and ridiculous dedicated bus lanes that are planned to narrow Mackenzie to one lane for vehicles each way, it is an unmitigated disaster pulled out of some lobbyist's anus to 'provincialize' zoning.

Several residents are planning on running next election for mayor and council that will hopefully do the following damage control on what is happening in Saanich: reopen all vehicle lanes closed for bike lanes, an alternative method or route must be sought, concrete bike lanes must all go, local area plans need to be recoupled to the OCP and the public re-engaged regarding building and density. Environmental protections need to be re-examined and not bypassed in the name of more rental units. ALL building projects must have significant parking to ensure cars don't end up on neighbour's streets. ALL speed limits that were reduced must be reinstated back to the provincial 50km/h max, all aggressive speed humps need to be modified. If you can't do 40 or 50 over it then it must go. Re-open Ravine Way to traffic, people need to get northbound on Hwy 17. Reduce taxes, reduce bureaucracy, reduce consultants, and spend money on things people actually need like good recreational programs, good roads, public consultation, actual affordable housing, and other real improvements to our resident's lives.

Regards,
A Saanich voter

Jennifer Spaans
[REDACTED] Margot Place
Saanich BC
[REDACTED]

Preet Chaggar

From: James Gray [REDACTED] >
Sent: Monday, February 10, 2025 8:21 PM
To: Council; Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) Letter in support of the Quadra McKenzie Plan

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

Hi there,

My name is James Gray. My wife and I are residents and homeowners in Saanich, in the Quadra/McKenzie area (near Playfair Park.)

I am writing to voice my whole hearted **support** for the Quadra McKenzie Plan. As residents of the area, we are grateful to live here, and chose this area specifically due to its proximity to bike routes (Galloping Goose / Lochside), bus routes (Number 6), and proximity to UVic and Downtown for work. However, we had to pay close to a million dollars for what would once have been considered a "starter home" (a modest 2 bedroom house). We were able to do this thanks to a relatively high household income, as well as some help from our parents. We feel fortunate and grateful to be able to call this area our home; however, many friends and family in a similar age bracket (early 30s) are being driven out by the high costs of living, largely due to the lack of options other than unaffordable, million-dollar-plus single-family homes.

I think that implementing the Quadra McKenzie Plan will be essential to enable the building of more desperately-needed housing in our region, and to provide more diverse transportation and housing options for Saanich residents. My wife and I would love to continue living in Saanich, and to see more friends and family settle nearby. While no plan is perfect, I hope we can have a constructive dialog about this draft plan, and not let perfect be the enemy of good. We have the opportunity to positively transform our city - let's not squander it!

Sincerely,
James Gray

Preet Chaggar

From: Mei Ting Cha <[REDACTED]>
Sent: Monday, February 10, 2025 7:19 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Council; lana.popham.mla@leg.bc.ca
Subject: (External Email) Feedback for Feb 11th 2025 special council meeting concerning the Quadra McKenzie Plan

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

Dear Saanich Council members, Saanich Mayor, and The Honourable Lana Popham,

I was told that it is more impactful to send letters to individual council members as opposed to sending letters to council@saanich.ca. Considering that I have not received any replies to date, I am resending my November 2024 letter to individual council members ahead of your February 11th meeting to discuss the Quadra McKenzie Plan.

I remain deeply concerned about the long-term impacts of this plan, particularly:

- The extensive rezoning of single-family neighbourhoods to accommodate mid- and low-rise housing within 500–1000m of Quadra Street and McKenzie Avenue, no matter how gradual it may be.
- The need for alternative solutions, such as focusing development on underutilised municipal land (e.g., Cedar Hill Golf Course) or allowing responsible densification in rural Saanich.
- The proposed lane reductions on these major roads, which would likely worsen traffic congestion.
- The lack of transparency in the information provided to residents — key details were omitted from the mailed flyer, resulting in limited public awareness and engagement. Most neighbours threw the flyer away without realizing what it was.
- The absence of a clear, data-driven justification for the plan, especially given the current strain on transit services and the impracticality of shifting a significant number of residents to public transit.

My full letter from November 2024 is included below for your further consideration.

Subject: Quadra McKenzie Study 2024 feedback from North Quadra resident

From: Mei Ting Cha

Date: 2024-11-19, 23:00

To: Mayor@saanich.ca, council@saanich.ca, planning@saanich.ca, qms@saanich.ca

Dear Saanich Mayor, Council, and Planning,

I would like to provide some feedback on the proposed Quadra McKenzie Study. Please ensure this is read to or by all Council members.

The main takeaway for most residents of the Quadra McKenzie Study would be:

1) a 20+ year plan to turn all single-family detached dwellings into mid-and low-rise apartments/condos/townhouses within 500 m to 1000 m of Quadra St and within 500 m to 1000 m of McKenzie Ave.

2) Reduces lanes of traffic along much of Quadra St. and McKenzie Ave. to 1-lane each direction in order to make room for a dedicated bus lane, bike lane, and a row of boulevard trees.

It would have been helpful to include these two primary goals on the Quadra McKenzie Plan flyer that was sent in the mail, however these points were omitted. If the municipality was hoping for broader feedback, this information should have been included on the flyer. It might be worth your time to investigate who was responsible for creating the mail-out flyers and why these key points weren't mentioned. Vague fliers will get overlooked and thrown away by much of the population.

My husband and I used our kids Halloween trick or treat in the evening as an opportunity to reach out to more homeowners in the North Quadra area. We spoke with upwards of 20 people and even though the QMS flyers went to homes just 6 days prior, only 4 of those 20 had heard of the Quadra McKenzie Study. Of those 4, only 3 residents knew of the 20-year plan to slowly convert our entire neighbourhood into condos, apartments, and townhouses. Of the residents who had not heard of QMS, they thought we were mistaken about the densification plans for North Quadra; they simply could not believe what we were saying. We encouraged them to take part in the online survey, but warned about the misleading means in which the questions were presented. A friend of ours commented that the survey was asking the wrong questions.

Regarding the previous online QMS webinar, I think it would have been more productive with a 5 minute brief overview of QMS, with the remainder of the 2 hours being strictly Q&A, while allowing back and forth with the questioner. I also think an open forum with live QA would be helpful. To sell this plan to the public, it should be subject to live scrutiny and defended with statistics. In the absence of statistics or surveys, Council or Planning should acquire the data, and re-defend their plan. These are major changes that will affect most of the community and should not be taken lightly.

One of the attendees of the workshop had noted that BC Transit cannot currently handle the existing load of riders, that is, buses being full, cancelled buses, and infrequent buses. The attendee asked how Saanich plans to handle the increase in density along Quadra/McKenzie. The answer from the Saanich Planners was, "that's a question for BC Transit". This is a diversion tactic. If Saanich and BC Transit cannot come to a mutual agreement about managing the increased load, QMS is bound for failure. The planners of QMS are using the philosophy of "build it and they will come", rather than residents informing Council what they need.

I don't think the bus network is as convenient as Council/Planning is envisioning. There are several routes in-town which ultimately require 3 transfers and end up taking 50 minutes, whereas driving is 10-15 minutes. If we miss a bus, perhaps due to difficulty getting children out the door, then that 50 minutes could turn into 80 or 90 minutes. There are other routes, like to the airport, to Central Saanich, from downtown Victoria to Langford, or from View Royal to Esquimalt which are very time inefficient on the bus. Even going from North Quadra to the Flying Squirrel in Esquimalt would take 43-54 minutes on the bus, whereas driving is 15 minutes. Similarly, it is not practical to carry large loads on the bus; try

shopping at Costco (or any grocery store) and returning home on the bus. The bus travel time from North Quadra to Costco is 1 hr 20 min, yet driving is 15 minutes. Another example is North Quadra to Doncaster Elementary (our French catchment school) - driving is 9 minutes, while taking the bus is 41 min. We live in a fast paced society, and it is not feasible to give up extra hours in the day to take the bus to most destinations.

I oppose dicing up McKenzie and Quadra roads to lose a lane of traffic. I do not believe bike ridership will increase to the point that it makes a substantial difference to driving habits. Even if Saanich were to follow through with this single lane plan, in due course, they would need to revert it back to 2-lanes to ease gridlock. It would become so unmanageable that parents start taking their kids out of extracurricular activities.

In my view, the best solution to increase bus ridership is to offer more frequent buses, a double-decker bus on Quadra, and possibly free ridership. If the municipality cannot increase ridership with this approach, a dedicated bus lane will not help.

In terms of the loss of single-family dwellings, I have doubts that any relevant member of Planning or Council lives in, and owns, a single-family detached dwelling along the affected Quadra-McKenzie growth routes. As such, I feel our community is not adequately represented in Council and a conflict of interest exists. Put another way, if Planning and Council consisted mostly of home owners along the Quadra-McKenzie corridors, and those owners wished to continue residing in their single-family dwellings, would Council/Planning have proposed an identical Quadra-McKenzie Study? Probably not.

All municipalities have been under provincial pressure to meet some housing targets. What the ultimatum is for not meeting these targets is not clear to me. If we were in such a dire situation for housing, I think starting with existing bare land may yield faster turnaround times, and in particular, the failing Cedar Hill Golf Course would be a primary target. This land is centrally located and owned by Saanich. Why is Saanich not targeting this real-estate? Surely solving a crisis is more important than a few residents playing golf. What percent of the population use this golf course at least twice a year? Run a survey to see how many homeowners would agree to let go of the Cedar Hill Golf Course to save single-family neighbourhoods.

Similarly, there are large sections of the Blenkinsop Valley not on the flood plain which are also suitable for residential densification. I noticed how Cam tried to misdirect the listener during the online webinar, suggesting that the Blenkinsop Valley is subject to poor drainage - while true for some areas, that's not the situation for the entire valley, e.g. eastern and northern sections. I noticed that a Council member lives in, or runs a farm in, the Blenkinsop Valley, thus I was not surprised that there has been little talk about developing here. While I do enjoy the farm atmosphere in the Blenkinsop Valley, and some green land at the golf course, I feel that their conversion to housing would offer suitable justification for mending the housing crisis. They are both centrally located.

If Saanich intends to slowly redevelop all single-family neighbourhoods along primary and secondary corridors, then they need to agree to massively rezoning rural saanich to relocate single-family subdivisions to rural areas. Not doing so would create another type of housing crisis. Alternatively, densification can occur in rural Saanich now to keep existing single-family housing tracts intact in much of Saanich.

I was unable to determine a sound justification for the QMS plan. When Cam and Tami were asked how

they plan to sell the QMS plan to the residents of single-family dwellings, the response was that RS zoned lots can already accommodate up to 4-6 units without rezoning (Small-Scale Multi-Unit Housing, or SSMUH), stating that the QMS plan is but an enhancement of something that already exists. That feels like a fallacy of reasoning and also a misdirection. I had only just heard of SSMUH and did not agree with it; I doubt many of my neighbours in North Quadra are aware of it or would agree to it either. The majority of neighbours haven't even heard of the Official Community Plan, let alone the QMS or SSMUH. Also, 4 units on a RS zoned lot isn't anywhere close to the resemblance of mid-rise apartment blocks next to a traditional 2-storey house. How does Saanich plan to sell this plan to the public who reside in single-family detached dwellings? Their next bit of justification about the slow elimination of single-family housing was, "nobody can afford them." In my mind, this translates to, "if I cannot have one, neither can you". This is the wrong approach. Removing the supply will only make single-family detached homes more expensive.

With a smarter approach, density and single-family dwellings can coexist. Build tall at most major intersections, build mid-rise only in single-family neighbourhoods which look to be in disrepair, only build low-rise blocks in neighbourhoods on the major streets themselves (Shelbourne, Quadra, McKenzie, Glanford, Cedar Hill X, etc) and not built into the neighbourhoods. Lastly, focus on Saanich as a whole, not just Quadra, McKenzie, Shelbourne, Uptown, and Tillicum. There is also some good potential for densification on Glanford Ave, Interurban, and near Camosun (Interurban Campus).

Regards,
Mei Cha

Preet Chaggar

From: Ashlie Coutts [REDACTED]
Sent: Monday, February 10, 2025 5:51 PM
To: QMS; Mayor Dean Murdock; Council
Subject: (External Email) Amendment: I strongly support the active transportation of the Quadra McKenzie Plan

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

Hello Tami, Mayor and Saanich counselors.

My initial email below was written hastily and directed mainly at the Active transportation portion of the QMP as I am passionate about Active Transportation. I wanted to clarify I strongly support the Active Transportation of the Quadra McKenzie Plan and walkable communities as outlined below in my previous email.

However, I am opposed to the level of densification in the QMP proposal as it is much too extreme. We need densification for affordable housing. Every community member has a right to affordable housing and walkable communities. We need low to mid-rise buildings on main streets such as McKenzie and Quadra which will increase densification significantly. More duplexes, family townhomes, backyard suites in the residential neighborhoods will also significantly increase the density and provide affordable housing in Saanich. Reduced vehicles/traffic will also create more space for affordable housing and walkable communities. High rises are completely unnecessary. Anything higher than 3 storeys in the residential areas will destroy the vibrancy and natural outlooks that drew most of us residents to Saanich.

"Knowing that you have received non-stop negative feedback for the QMP, I wanted to take a quick minute to send some positive feedback.

We are unfortunately a car-based society and for so many, it's not until they will have the opportunity to start walking and cycling with ease on safe enjoyable routes, that they will start to understand the benefits of active transportation.

I am a strong supporter of active transportation for the sake of everyone. All members of the community including vulnerable, disabled, children, active individuals, busy working parents, elderly, and all, are entitled to enjoy peaceful stress-free active transportation networks. It would enhance health through movement, fresh air, time in nature, connection within community, as well as enhanced independence and autonomy for many. The rates of depression and anxiety are climbing in our population, especially for those isolated or most vulnerable. Research shows how much our physical, mental, and spiritual health benefits from movement and connection within a community. Active transportation liberates many from isolation. With safe spaces, children's opportunity to travel and explore independently outside the home from a younger age supports their development and resilience. At the same time, freeing up so much time for caregivers who currently spend large parts of their day chauffeuring their

dependents back and forth. Active transportation enhances community wellness in so many unseen ways. The QMP is a great plan to enable safe, active, healthy, and connected community members.

I would love to see a focus on safe, wide, well-lit walking and cycling networks, surrounded by nature. I would be happy to see enhanced rapid transit, and eventually single occupancy vehicle traffic lanes reduced. Enhancing and creating ease for active transport will make it accessible to all. Retaining and enhancing greenspace throughout the travel networks and community villages will bring the community to move actively and to gather. It will also reduce vehicle traffic congestion for all drivers, most importantly freeing up routes for work and emergency vehicles.

We are a family with small children who live in the Quadra McKenzie area. We commute regularly with our children to downtown and up to Central Saanich by walking, bussing, or cycling. We have one motor vehicle for our family that we use as needed but prefer to walk and cycle whenever possible. We are so grateful for the Lochside trail, the Galloping Goose Trail and the separated bike lanes that continue to evolve. We choose our bike routes based on safety and enjoyability, avoiding vehicle traffic as much as possible when on our bikes.

I am accepting of the need for densification and understand the benefits, affordable housing and walkable villages benefits all. I do feel that high rises are too much for Saanich and they will deflate the beauty, nature and light that has brought most of us to Saanich. Mid rises and low rises along the main routes, and many more urban townhomes in the residential neighborhoods will densify Saanich significantly and could support Saanich in retaining its charm. Reducing vehicles in the community will free up so much space for additional housing as well. When we look at the amount of land use required to park vehicles at home, as well as at destination, and more for driving, it encompasses so much land that could be better used. There is only so much space in Saanich/on Vancouver Island and we need to look at how it can best be utilized. Safe affordable housing is a right. Driving and parking single occupancy personal vehicles is a privilege.

Research shows there is much health and happiness to be gained from peaceful active transportation surrounded by nature, as well as a sense of connection within a supportive community. In the long run, the reduction in disease and healthcare costs will be phenomenal. It is absolutely the right step forward for the individual, the community, the municipality, and the earth.

I applaud this forward thinking that understands the larger picture and the benefits of Active Transportation to the community. I look forward to improved active transportation routes, additional community/green gathering spaces, and increased amenities within walking distance.

A.Coutts PHN, BSCN"

Preet Chaggar

From: [REDACTED]
Sent: Monday, February 10, 2025 5:39 PM
To: Council
Subject: (External Email) Input to the Quadra McKenzie Plan
Attachments: Quadra McKenzie Plan input Webber Atkins.docx

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

Hello. I have attached a letter providing my comments on the Quadra McKenzie Plan. I am not expecting the letter to be dealt with at the special meeting on Feb 11, as it is lengthy and I do not wish to speak to it, but I do want to ensure that the council is made aware of the nature of the concerns while there is still opportunity to influence the plan.

Similarly, I would appreciate the letter being passed on to the planning department for their information.

Thank you very much.

Best regards,

Garth Webber Atkins

Mayor Dean Murdock and Council
District of Saanich
770 Vernon Ave
Victoria, BC, V8X 2W7

February 10, 2025

Dear Mayor and Council,

I write to inform you of my main concerns in respect of the **Quadra McKenzie Plan** (Plan), based on the October 2024 draft.

1. The proposed reduction of McKenzie and Quadra streets to one lane for general purpose vehicle traffic.
2. The extent of the densification in Lakehill.

I support the general intent of the Plan to increase the affordability and supply of housing near transit corridors, create walkable neighbourhoods, and promote active transportation. However, I believe that the measures referenced above will have some outcomes that are detrimental to current and future liveability in the area for many of Saanich's residents.

My comments follow. For efficiency, I use the term cyclists to embrace the users of all forms of active transportation.

1. The proposed reduction of McKenzie and Quadra streets to one lane for general purpose vehicle traffic

General comments

I understand and support the desire to provide safety and efficiency to cyclists, and to improve the efficiency of buses, but feel strongly that it should not be done at the expense of the cars and trucks that are already using the roads. These vehicles are essential for the non-linear or load-carrying trips that cannot be practically accomplished using public transit or bicycles.

No matter how much more efficient the buses, or safer the bicycle lanes, it seems unlikely that a shift to these modes of transportation will lead to a reduction in vehicle use that is anywhere near equal to the reduced vehicle capacity of the roads resulting from the proposed plan.

I do not have hard data to support this, but believe I have a pretty good sense of how people live their lives. They are dropping kids off at school, doing a big grocery shop, making several dispersed stops running errands, or they get half an hour more sleep if they drive. They may just want a quicker trip so they can spend more time with their family, or their hobbies at home.

I rode the Quadra bus to work for most of my working life, and preferred that form of transportation for that purpose. However, I switched to driving when my son entered grade school elsewhere. Public transit was available, but it would have taken significantly longer to pick him up from after-school care, and significantly longer to get home. For me, time with my son and an earlier dinner

was worth paying for parking downtown and driving. Improved efficiency of the buses on the order of the few minutes projected by the *McKenzie Avenue RapidBus Corridor Study Long-Term Vision Report* (RapidBus study) would not have made a difference. I am sure that many of the current drivers have made similar choices of convenience or necessity over transit or other modes of transportation.

As for an uptake on cycling, it seems reasonable to assume that improved safety would convert some drivers to cyclists for at least some of their trips, but it may not be as much as is hoped for. The 2022 Origin-Destination Survey for the CRD notes that “many trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle, an auto is needed to carry heavy items, not easily carried walking or biking, the traveller might have a disability or health condition”.

I urge you to be more realistic about the potential for improved cycle routes and transit to significantly reduce cars on the road, particularly in light of future population growth.

The Quadra and McKenzie Corridor plans do not seem to consider the growth that will come from the proposed densification of the corridor neighbourhoods. Many of these additional people will have cars, and be travelling on Quadra and McKenzie. The RapidBus study simulations accounted for general expected population growth, but did not appear to factor in the shift to apartments and townhouses contemplated by the Quadra McKenzie Plan.

I would like the Quadra McKenzie Plan to be more accepting of the utility and necessity of general purpose vehicles, and to accommodate their continued use. In a future where most vehicles are likely to run on clean energy, the sustainability issue will be one of capacity rather than emissions, and I think that Saanich would be better off not foreclosing options at this point in time.

I see that the Official Community Plan prioritizes every other form of transportation over personal vehicles. I am fine with this if it means that the other forms of transportation are getting overdue attention, and will be enhanced so that it is easier for people to choose to walk, bike or take transit. I am not so fine with it if it means a disregard for the needs of personal vehicle users, and perhaps even disdain for the use of personal vehicles.

Comments specific to McKenzie Avenue

If I understand it correctly, the McKenzie Corridor design concept is drawn from the RapidBus study Option 3. I note that none of the eight objectives and outcomes for the study included maintaining the capacity for and flow of general purpose vehicle traffic. As such, I am concerned that the analysis discounts the importance of accommodating vehicles other than buses, and as a consequence, the recommendations do not adequately consider the full suite of road users' needs.

I do not support any of the McKenzie Avenue streetscape typologies, as they all eliminate a second lane for non-transit vehicle traffic. I support the addition or improvement of bike lanes, but not at the expense of general purpose vehicles. I feel that the RapidBus study Option 1 is the best choice for the future and would like to see Saanich work toward this option.

All of the typologies presented in the Quadra McKenzie Plan amount to a “road diet” where the number of lanes are reduced. A cursory review of this planning technique suggests that that approach does not work well for roads with more than 23,000 vehicles per day. The RapidBus study identifies a usage of 34,000 vehicles per day at Borden St. and 22,000 vehicles per day at Gordon Head.

The RapidBus study results indicate quicker transit times for buses, but slower travel times for general traffic. The evaluation framework does not include the effect on non-bus vehicle traffic.

The RapidBus study modelled the alternative scenarios and concluded that one general-purpose lane is sufficient to accommodate the general purpose traffic. This is surprising to say the least, particularly since the study says elsewhere that the biggest challenge of Option 3 will be the reduction in auto capacity. I note also that it depends on the surrounding road network absorbing the additional traffic. This does not seem like a good strategy. It would be better to ensure that McKenzie can handle all traffic, including the growth being actively sought through densification.

The RapidBus study notes that “At peak times, the road is at its capacity for private vehicle use and this condition is expected to worsen as land use changes and population density increases along the corridor, as does the demand for space for single occupancy vehicles”. This suggests to me that a shift to alternative modes of transport may only offset growth.

I would like to see a corridor plan that does not constrain general purpose vehicle traffic. I understand the importance of bike lanes and appreciate the desire to make buses more efficient, but I do not think it is reasonable to impede the flow of other vehicle traffic in order to do so.

Comments specific to Quadra St.

I strongly urge you not to reduce general purpose vehicle lanes on Quadra. My current experience of driving this road is that it is an efficient well-flowing secondary route, and I would like to see it stay that way for a while longer.

2. Increased density in Lakehill

My comments on densification are confined to the area of Lakehill with which I am familiar, from McKenzie north to Beckwith Park and from Quadra east to the Blenkinsop Valley. This area falls into the McKenzie Centre and North Quadra sub areas.

I accept the need for densification, to address the housing supply issues that have led to the current extraordinarily high prices to rent or buy a place to live. It makes sense to allow apartments in the first block or two in from Quadra or McKenzie, and townhouses a couple of blocks further in. What does not make sense to me is to have 3-story townhouses as the lowest density housing class in the entire area. What is most concerning to me is the proposal for 3-story townhouses around and a few blocks out from Lakehill Elementary school.

I am primarily concerned with preserving a sense of space and light in the several blocks around the school. Townhouses tend to be built closer to the street, and that combined with a height of 3 stories would give the neighbourhood a hemmed-in feel.

I understand that a single-family dwelling zoning does not serve the purposes of the Plan, so suggest a category of housing between single-family dwellings and 3 story townhouses.

I see this category permitting structures that look somewhat like single-family dwellings and have the same setbacks from the street as is typical for the 50's and 60's houses that are now there. This zone could allow for two or three families, depending on the size of the lot, and I would like to see a height restriction of two stories. I think that such a zoning would serve the purpose of the Plan while preserving more of a low-density neighbourhood feel to the area. It would also adapt to the times, with adult children living at home longer, and homes needing to accommodate multi-generational families or "mortgage helpers".

I would like this category used for the area from Tuxedo Dr. east to the Blenkinsop Valley and from Willow St. north to Beckwith Park/St. Margaret's school.

I thank you and your staff for your efforts on the Plan so far. It is work worth doing and I see many of the proposals as positive. I have come late to this process and have done my best to absorb a lot of information in a very short time, so please forgive any faults of understanding.

Best regards,
Garth Webber Atkins

A solid grey rectangular box used to redact the signature of Garth Webber Atkins.

Preet Chaggar

From: Leonard Ross [REDACTED]
Sent: Monday, February 10, 2025 4:20 PM
To: Council; Mayor Dean Murdock
Cc: [REDACTED]
Subject: (External Email) Quadra Mckenzie Plan Feb 11 th meeting
Attachments: Quadra Mckenzie Plan Letter 2.docx

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

To Mayor and Council,

Please see the attached letter expressing our concerns about the Quadra McKenzie Plan. We and several of our neighbours are unable to attend the meeting tomorrow but we hope to have our voices heard.

Thanks

Leonard Ross

Mayor and Council

Feb10, 2025

Re: Quadra McKenzie Plan

My name is Leonard Ross. I live at [REDACTED] Greenridge Crescent in the Quadra McKenzie Centre area. I am writing this second letter to you as it seems as if the mayor, by his comments in the recent Times Colonist article, does not yet understand the position of the community concerned about the Quadra McKenzie Plan, and why they have adopted such a position.

The mayor stated that most of the problems residents find with the plan are “largely based on a misunderstanding of what this was intended to do.” He further builds his case for community confusion stating that many thought the municipality was planning to “expropriate their homes to make way for large developments.” I would like to say that in my experience the opposition to the plan is largely based on the thoughtful consideration of the plan by people with a vast array of knowledge and experience, who have taken the time to read, research, and consult so they know and understand exactly what the plan intends and after doing so they find they don’t agree with the plan. Contrary to what the mayor said I think the district spent a lot of money and did a good job communicating to the public the intentions of this plan. People understand the plan. The problems won’t be solved just by more communication and consultation about the plan, as he suggests, unless that leads to actually changing the plan substantively.

After consulting with many neighbours, it is clear to me, and I hope to make it clear to the mayor and council, that upset residents do not want ANY multi-story development in residential neighbourhoods at this time. Instead make the identified centres of high density smaller, so they don't infringe on single family home areas, and restrict higher density development in these existing residential neighbourhoods to low-rise urban town home and duplex type structures.

I am concerned that the mayor does not see the need to change the plan more after so much feedback. Perhaps he is so invested in the philosophy underlying this plan that he has lost touch with the reality in the communities where the potential disruption the plan will inflict has caused so much angst. Instead it appears he and council are trying to socially engineer such changes even when the market place and the public does not support them. Recently upon announcing a new development on McKenzie the mayor stated he was disappointed by the modest scope of the building as it was only 6 stories and he wanted to see more. I feel it is not up to council to impose their will and vision on communities but rather to support what communities want. If the developer feels that six stories is adequate for their resources and the needs of the market-place they should not be criticized for this. That is the type of commitment to a vision that leads to a disconnect between leadership that has its own agenda or leadership that is responding to the desires of the community.

When a council is so attached to their plan that they don't hear the residents' concerns that is when you truly have a break-down in communication. I have not personally heard anyone say that the district wants to demolish 8,000 single family homes as stated in the article. That is an extremist and radical statement that is not reflective of the actual concerns. However, the plan does indicate that over time the goal is to remove single family homes almost entirely from the huge area this plan covers. It is the process of doing so which causes problems for people living there currently. As I stated in my last letter and as Nancy Di Castri reiterated in the article, adding multi story buildings on streets with single family homes, "can drive people out leading others to sell up and developers moving in." This process, that is strongly encouraged by the plan, destroys neighbourhoods because as Nancy said, "If you've got buildings hanging over your house, you don't want to stay anymore."

That is a pretty clear statement of a legitimate concern that makes residents fearful for the loss of their communities and why the plan must be changed to protect them. People understand the need for higher density but they don't see the need to implement it unilaterally over such a large area all at once. The plan needs to restore protection to single family home neighbourhoods. Multi-story high density needs to be restricted to the corridors and much reduced centres. In this first phase of densification we want to stop the disruptive and harmful sprawl of multi-story buildings into residential areas until way in the future when

we can reassess if there really is a need, small area by small area, to change the zoning and allow a second phase of densification to begin.

Thank you for your consideration of this matter.

Leonard Ross

Mayor and Council

Feb10, 2025

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I am concerned that the mayor does not see the need to change the plan more after so much feedback. Perhaps he is so invested in the philosophy underlying this plan that he has lost touch with the reality in the communities where the potential disruption the plan will inflict has caused so much angst. Instead it appears he and council are trying to socially engineer such changes even when the market place and the public does not support them. Recently upon announcing a

new development on McKenzie the mayor stated he was disappointed by the modest scope of the building as it was only 6 stories and he wanted to see more. I feel it is not up to council to impose their will and vision on communities but rather to support what communities want. If the developer feels that six stories is adequate for their resources and the needs of the market-place they should not be criticized for this. That is the type of commitment to a vision that leads to a disconnect between leadership that has its own agenda or leadership that is responding to the desires of the community.

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Thank you for your consideration of this matter.

Leonard Ross

Preet Chaggar

From: Kathy Trenholme [REDACTED] >
Sent: Monday, February 10, 2025 4:02 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; lana.popham.mla@leg.bc.ca; premier@gov.bc.ca
Subject: (External Email) Statement of opposition of the Quadra/McKenzie Plan

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

Subject: Concerns Regarding the Proposed Quadra/McKenzie Plan and Zoning Changes

Dear Saanich and BC Leaders,

I am writing to express my concerns regarding the proposed Quadra/McKenzie development plan, as well as the broader BC directive to eliminate single-family homes in favor of higher-density housing.

To be clear, I am opposed to the current development proposal and the use of public funds to support it.

As a long-time resident of BC for 45 years, I believe that preserving our natural areas and ensuring the integration of nature within our communities is of paramount importance. Growth and development should prioritize the protection of green spaces and create environments that allow families of all types to thrive, while maintaining the beauty of our province.

Unfortunately, the current Quadra/McKenzie plan does not support the preservation or creation of green space. Saanich has traditionally been a community with a strong emphasis on single-family homes, complemented by thoughtfully designed condos, offices, and commercial spaces that blend well with the surrounding areas. However, the proposed zoning changes threaten to introduce large-scale, unwanted density that would result in the destruction of significant old-growth Garry Oak forests. This would also diminish residents' ability to enjoy their private yards, whether for growing food or simply enjoying the outdoors.

Additionally, the plan lacks clarity on the necessary infrastructure improvements, particularly concerning roads and parking. As it stands, there are already parking issues near Braefoot Park due to high levels of park usage. Introducing higher-density housing without addressing these concerns will exacerbate these problems.

The development of multi-level townhomes and condos, as well as new single-family homes, appears to primarily benefit developers, with little regard for the existing neighborhood and its residents. I am also concerned about the potential impact on property values for single-family homeowners. What assurances are there that property values will be maintained, rather than decreased, under these proposed changes?

I would also ask why Saanich has not considered the option of smaller, single-level homes (approximately 1300 sq. feet). Such homes could better serve the needs of various groups, such as seniors, couples, single parents, and families. These homes could be integrated into existing neighborhoods in a way that maintains their character, while also allowing families to remain closer together.

In its current form, the Quadra/McKenzie plan reflects a significant disconnect between the desires of the community and the proposed changes. I urge you to pause this plan until a more thoughtful and inclusive process is conducted, one that involves meaningful input from the residents most affected by these developments.

Thank you for your time and consideration.

Regards,
Kathy Trenholme

Preet Chaggar

From: Evie Chauncey [REDACTED]
Sent: Monday, February 10, 2025 3:28 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) Opposed to Quadra McKenzie Plan

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 Councillors:

I am a longtime Saanich resident, and I am appalled at the disruption that that this plan would have on existing roadways, neighborhood, and wildlife

To quote the Save our Saanich website, "unlike the previous [Local Area Plans](#), the new **Quadra McKenzie Plan** makes no provisions for ecological concerns; "buffering of parks"; park acquisition; gentle growth compatible with existing neighbourhoods; preservation of Saanich's urban tree canopy or existing Heritage Buildings; or recognition of existing wildlife corridors. This plan will destroy wildlife corridors and migratory bird patterns. Wildlife corridors exist between Mount Douglas/Pkols; Blenkinsop Lake; Beckwith Ponds; Christmas Hill; Swan Lake; and Rithet's Bog; but are unrecognized in the Plan."

The proposed buildings are too tall, and too randomly distributed among neighborhoods. "Apart from two higher-density hubs along McKenzie Avenue – planned at Quadra Street and McKenzie Avenue (currently planned for 18 storeys, but we think should be lower); and at McKenzie Avenue and Shelbourne Street (currently planned for at least one 18-storey tower, there are many objections to that plan) – we believe in lower buildings: townhouses; co-ops with green spaces; apartments; that would fit into *our* community."

Changing the road structure of McKenzie would also be disastrous, as this is a major thoroughfare.

Please reconsider this plan!

Yours sincerely, Evie Chauncey

[REDACTED] Parker Avenue
Victoria, BC [REDACTED]

Preet Chaggar

From: Vand J Badger [REDACTED]
Sent: Monday, February 10, 2025 3:04 PM
To: Council
Subject: (External Email) Comments for Saanich Council Special Meeting on February 11, 2025, at 6 pm
Attachments: Comments for Saanich Council regarding Quadra Mackenzie Plan.pdf

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

Dear Saanich Council members,

I live in Broadmead and have always been impressed by the committed, common-sense approach of Saanich Council. Thank you for maintaining your focus on making the daily lives of your constituents as straightforward, efficient, and pleasant as possible. You do such a great job with our wonderful parks and have so far avoided the weirdness that seems to have affected Victoria.

I feel compelled, however, to reach out to you and state in plain terms **my misgivings regarding the Transportation and Mobility Network section of the proposed Quadra Mackenzie Plan** (pages 48 to 117).

My comments are in the pdf attached below.

I am sending these comments for your consideration at the Saanich Council Special Meeting on February 11, 2025, commencing at 6 pm.

Thank you for the opportunity to provide this feedback.

Regards,

Victoria Badger,
Saanich resident

Citizen Feedback on Proposed Saanich Quadra Mackenzie Plan

Commentary by a Saanich resident regarding the
Transportation and Mobility Network Plan on pages
48-117 of the draft proposal.

For consideration by at the Special Council Meeting
on the Quadra Mackenzie Plan – Check In on Phase 3
Engagement

Tuesday, February 11, 2025, 6 pm

Introductory Comments

Dear Saanich Council members,

I live in Broadmead and have always been impressed by the committed, common-sense approach of Saanich Council. Thank you for maintaining your focus on making the daily lives of your constituents as straightforward, efficient, and pleasant as possible. You do such a great job with our wonderful parks and have so far avoided the weirdness that seems to have affected Victoria.

Thanks also for making public the proposed Quadra Mackenzie Plan and for seeking feedback.

I think the idea of the community hubs with multi-story housing make sense, but I respect others' comments on that and will leave that topic to them.

I feel compelled, however, to reach out to you and state in plain terms my **misgivings about the section of the proposed plan regarding the Transportation and Mobility Network** (pages 48 to 117).

My concerns are for the fates of Mackenzie Avenue and Quadra Street. These main routes are used often by me and my husband to travel within Saanich from the northern end of the Quadra Corridor to access businesses in Saanich and to visit/pick up my husband's mother, who is in an independent living facility in the Shelbourne Mackenzie Centre sub-area.

I am glad that you plan to scale back proposed vehicle lane reductions to Mackenzie Avenue. I trust that you will keep at least 2 lanes in each direction accessible to cars/personal vehicles throughout the Mackenzie Corridor.

The proposed plan for Quadra Street troubles me even more than the situation originally proposed for Mackenzie, yet I have heard nothing about the proposals for Quadra being scaled back or put on hold.

Quadra Street is currently a perfectly viable arterial road with 2 vehicular lanes in each direction. But in the proposed plan it will be reduced to 1 lane in each direction. To make matters worse, the hodge-podge of segments of various road styles will be unworkable in the real world. The suggested changes will cost a lot of taxpayer money, only to destroy Quadra's utility as a main north-south route. They will also create the potential for increased traffic accidents, all while failing to attract cyclists and pedestrians.

Furthermore, the stated priorities in the proposed plan seem to represent an attempt at forced behavior modification, rather than a methodology for meeting the needs of the people of Saanich into the future.

Sincerely,

Vicky Badger

Saanich resident

The proposed plan's stated priorities lead to the following unworkable transportation scenarios

Mackenzie Increased Gridlock

This major arterial road will be reduced to 1 usable lane for cars in each direction within the lengthy segments shown in green on the map.

2 lanes in each direction will be allowed to cars on blue segments but switching back and forth between 1 and 2 car lanes each way makes the portions with 2 car lanes each way ineffective.

The intersection with Quadra will be an even worse clog point than it is now.

Thankfully, this reduction of driving lanes is under review.

1 car lane each way plus 1 shared car/bus lane each way. Remainder for bikes and pedestrians.

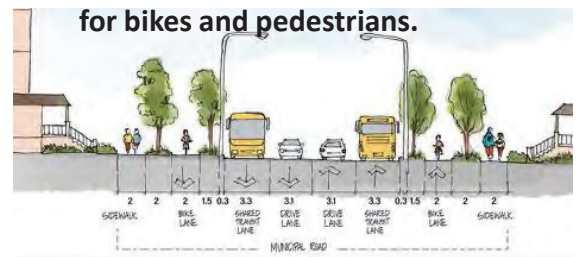


Figure 6.2 Type 4 McKenzie Avenue Cross Section (Blenkinsop Braefoot Hub and Residential Areas)



1 car lane each way. Remainder for buses, bikes, and pedestrians only.

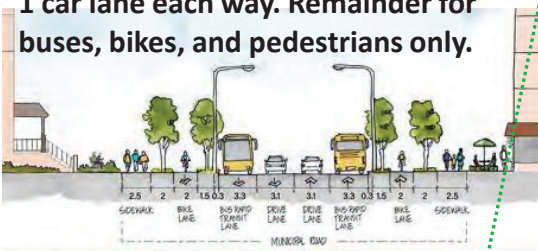


Figure 6.1 Type 3 McKenzie Avenue Cross Section (Quadra McKenzie, Shelbourne McKenzie and Gordon Head McKenzie Cent)



Mackenzie Further Comments

Mackenzie Avenue is stated on page 48 of the proposed plan to be “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.”

Definitely, but the proposed plan reduces the capacity of this important road to move cars and connect the important routes and places listed above.

With the dedicated bus lanes coming and going along the route, cars will inevitably compete with buses at the ends of the shared segments, giving the potential for increased accidents.

Traffic backups at the intersection of Mackenzie Avenue with Quadra Street will be even worse during commuting times than they are now.

So, I am glad that this part of the proposed plan is on hold.

Just to be clear, I strongly disagree with any future reduction of the current driving lanes on this necessary east-west arterial road.

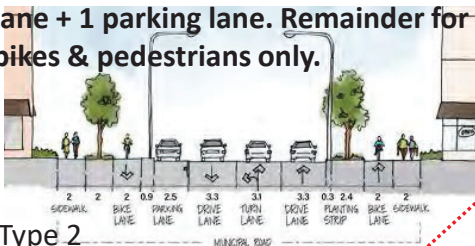
Quadra One-Lane Patchwork

At great expense, a perfectly serviceable arterial road with 2 lanes in each direction will be reduced to a confusion of differently-designed segments. Only 1 driving lane in each direction is envisaged, shared by both cars and buses for most of the way.

Isolated segments with dedicated bus lanes will become “passing lanes” where cars play chicken with buses to get ahead of them while buses try to get back into a solid line of car traffic when dedicated bus lanes abruptly end.

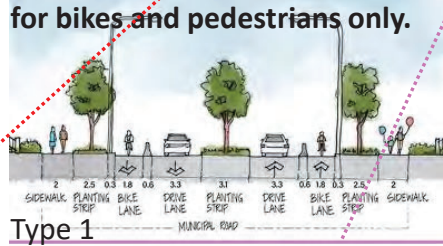
Bike lanes will be empty as cyclists take nearby side streets or Lochside Trail to get away from traffic.

1 car/bus lane each way + shared turning lane + 1 parking lane. Remainder for bikes & pedestrians only.



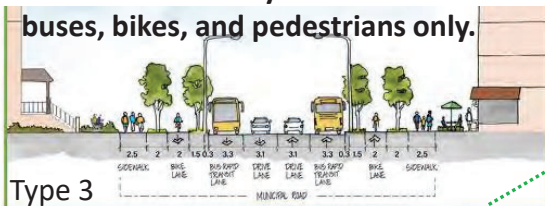
Type 2

1 car/bus lane each way. Remainder for bikes and pedestrians only.

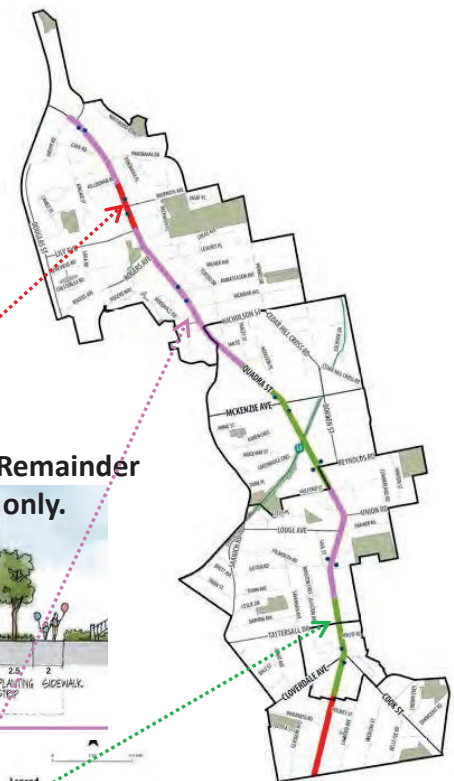


Type 1

1 car lane each way. Remainder for buses, bikes, and pedestrians only.



Type 3



Map 7.3

Quadra Corridor Streetscape Typologies

Quadra Further Comments

Quadra Street is stated on page 48 to be “a major road that connects residents north to the Patricia Bay Highway and south to the City of Victoria”.

But the **proposed plan** for this route is even less workable than that for Mackenzie, **destroying the ability of Quadra Street to connect residents to anywhere.**

Motorists coming off the Pat Bay Highway will be dismayed by the northern segment of Quadra in the proposed plan having only 1 lane in each direction, each wedged between a central boulevard and a concrete barrier. Currently, at that point on Quadra, a steady stream of cars fills two northbound lanes during the homeward commute. How can these vehicles possibly be accommodated in one lane in the future? And the left turn lane from Quadra onto Chatterton will back up, impeding traffic coming from West Saanich Road.

Where there are nearby north-south side streets, motorists in gridlock on Quadra will resort to those smaller routes, invading residential neighborhoods. Any so called “traffic calming” measures instituted as a band-aid solution when residents get up in arms will only create discord and add to the mayhem.

The continual back and forth between short segments consisting of central turning lanes, dedicated parking lanes, and/or isolated bits of dedicated bus lanes etc. will create confusion, foster road rage, cause accidents, and make an orderly flow of cars and buses impossible during commuting times.

Quadra Comments continued and some Heartfelt Requests

Clashes are likely when cars try to squeeze past buses while those buses are trying to enter the one-lane flow at the ends of the dedicated bus lane segments.

Plus, there is no reason to think that cyclists and pedestrians will want to be close to motorized vehicles with unhappy drivers in gridlock on an inadequate roadway.

So, please, forget this chopped up plan and **choose one consistent approach for the Quadra Corridor while maintaining 2 lanes in each direction usable by cars.**

One of these lanes could be shared by buses. This is the case for cars and buses now, which is infinitely better than the proposed scenario.

To encourage cycling and walking, bike paths and pedestrian routes could be beefed up on smaller roads to give the “improved connectivity on the neighborhood side roads” suggested in the proposed plan. This could be in the manner of the existing North Quadra Connector paths. In addition, the continuation northward of the bike path on Borden would be excellent. Many cyclists continue north on Borden anyway and then use other side roads to travel farther northwest.

The **proposed traffic lights at Panorama and a few other intersections seems like a good idea**, enabling the residents there to exit their neighborhoods efficiently. Presumably, these traffic lights will have sensors and only turn red when needed.

Worrying Issue: Modes of Transport Judged and Set Against Each Other

In the proposed plan:

Citizens are expected to walk, cycle, or take the bus, but many are unable to use those modes of transport, especially when carrying groceries and other purchases.

No provision is made for the elderly or for family members who drive elderly loved ones to appointments etc.

The movement of goods is given low priority, impeding an already challenged supply chain.

Personal vehicles are given the **LOWEST PRIORITY**. In fact, their use is purposely made more difficult despite their prevalence and effectiveness as a mode of transportation.

No distinction is made between gasoline-powered cars and electric vehicles.



Figure 4.1 Saanich Mobility Pyramid

The Transportation and Mobility
Network Plan
has
8 stated objectives
labelled A to G.

See comments regarding these on
the following pages.

Objective A

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

Complete streets? No. **A single street can't be all things to all people.** We need a network of specifically-purposed streets working together.

If the writers of this proposed plan were putting on a stage play, would they expect each actor to play all the parts at once? No, each actor must play their own role while allowing other actors to contribute in their own specific roles. The same applies to streets; each must have its own role and work with all the others.

Thus, **main arterial roads should be for cars and buses**, allowing them to travel moderate to long distances as quickly and efficiently as possible.

Cyclists and pedestrians would be safer and happier on side roads with designated bike and walking paths.

In a city with an aging population, it is lunacy to think that everyone has the option of cycling or walking as their main form of transportation.

Plus, if this was really about greenhouse gas emissions, the proposed transportation plan would focus on the transitioning of cars and buses to electric power.

Objective B

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

Yes, improve transit options and thereby entice more people to use those forms of transportation.

But trying to force people to use transit will not work.

Many of the objectives in the proposed plan seem focused on limiting vehicle space on roads, perhaps in hopes of frustrating motorists so that they will give up their cars.

In fact, throughout this proposed transportation plan one senses an agenda of behavior modification and control using the weapons of clogged roads and lack of parking spaces to deter people from driving.

Such a manipulative and heavy-handed planning strategy is doomed to fail. Furthermore, it will erode trust in Saanich Council's good intentions.

Trends toward greener transportation methods are occurring and Saanich is right to plan for that as it develops. **But unilaterally forcing certain behaviors on people and punishing motorists is not the way to serve the needs of the community.** Nor will it lead to smooth transitions as the municipality continues to evolve.

Objective C

- 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.

“Prioritizing” means putting one road user’s needs above another’s, which is unnecessarily adversarial.

In a viable proposal all users must be given a way forward in a coordinated system.

Focus should be on the “transportation network”, as stated in the proposed plan, but with specific types of roads for specific users so that they are not in competition with each other.

The proposed plan for Quadra Street describes an unworkable scenario with one road that is trying to be all things to all people and pleasing none. Road users will be frustrated, and the efficient flow of goods will be impeded.

Unnecessarily pushing differing users into each other’s paths will lead to discord and dangerous situations.

And making things difficult for people who are trying to deliver goods will disrupt an already struggling supply chain.

Objective D

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.

Separating pedestrians from traffic? Yes. Good idea.

But this **separation could be done more effectively and with much lower cash expenditure by having pedestrians on side streets**, not putting them close to cars on a major vehicular thoroughfare.

Car traffic flows best when there are sufficient high-volume arterial roads. These allow motorists to leave one neighborhood and quickly reach another neighborhood, or to travel to another municipality. Thus, their time on residential side roads is minimized.

Side roads would be left for pedestrians and cyclists, who prefer quieter routes and can better appreciate tree plantings. Thus, side streets should be designed with sidewalks for pedestrian safety.

“Land uses that engage the street” are all very well, but again, on smaller roads, not on major thoroughfares, which people want to use to travel longer distances efficiently.

Objective E

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

Definitely. Lochside Trail is well-used, well-loved, and a credit to Saanich.

People want to walk and cycle on Lochside Trail because there are no cars on it.

Bike lanes beside busy roads are not pleasant for cycling and are likely to go unused.

Motorists in Victoria are generally courteous to cyclists. But that courtesy could turn into animosity if motorists become increasingly stuck in gridlock on one-lane roads, all the while having a full view of an empty bike lane where the second driving lane used to be.

Objective F

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.

Yes, all modes of travel. But the proposed plan force these modes of travel to compete with each other. And the planners single out pedestrians as the ultimate priority even in this attempt at an inclusive statement.

Personal vehicles are punished and unilaterally de incentivized in the proposed plan. But according to KOHO Financial Inc. and other sources, “The overwhelming majority of Canadians—about 84%, to be more specific—own a car.” (<https://www.koho.ca/learn/is-getting-a-car-worth-it/>)

Thinkinsure says that in Canada, “According to the NRCan Vehicle Survey, typical mileage per year is around 15,200 kilometres.” And “BC drivers average 13,100 km per year.” So, even in BC, where we drive less on average, that’s over 35 km per day, every day. (<https://www.thinkinsure.ca/insurance-help-centre/average-km-per-year-canada.html/>)

People are not going to walk 35 km each day. And many of us could not cycle 35 km every day either. So, if citizens are relegated to using the transportation modes pushed upon them by the proposed plan, they will be barred from going to the places they visit now and/or patronizing certain businesses. But, is it really council’s prerogative to dictate where citizens can travel or which goods they can have access to?

Car and Driver magazine states that “Drivers between the ages of 20-54 report the highest average annual mileages. For comparison, drivers between the ages of 16-19 and drivers over age 65 have the lowest average mileages...”, so statistically some of the most able-bodied people drive the most. (<https://www.caranddriver.com/auto-loans/a32880477/average-mileage-per-year/>)

Objective G

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.

Yes, make it easier for people to run errands and visit places on their bikes by providing connected bike paths, installing bike racks, etc.

But don't try to get people onto bikes by forcing motorists off the road.

People need to bring home bulky grocery items, buy home office supplies, go to specialty stores outside their own neighborhood, get groups of children to sporting events across town, take ageing parents to appointments, and many other things that require a motorized vehicle.

Even if you avoid putting your own car on the road by ordering items online or calling Skip the Dishes, for the time being someone must still deliver these items in a motorized vehicle. Farther into the future drones might do deliveries, but that's a whole other set of problems.

And let's face it, most people without cars rely on friends or family to drive them around for certain purposes. And if they take Uber or a taxi, that still involves a vehicle on the roads.

As described on the previous page, **most Canadian households (84%) prioritize cars as part of their lifestyle**. Any politician who makes life more difficult for 84% of the households in their jurisdiction is in danger of being voted out come election time.

Most of us care about the climate, but we also need to get around. So **any transportation plan should encourage and facilitate the use of electric vehicles**.

Preet Chaggar

From: noreply
Sent: Monday, February 10, 2025 2:18 PM
To: Mayor Dean Murdock
Subject: Quadra and McKenzie needs to be safer for cyclists

Recipient Dean Murdock
Topic Quadra and McKenzie needs to be safer for cyclists
Name Walter Hundleby
Email address [REDACTED]
Phone number [REDACTED]

Message

Dear Saanich Mayor and Council

I have been reluctant to write as I am not a resident although I did contribute to your community as a Director of Luther Court Society for 9 years of which I was Vice-President for one year and President for two. I also worked at the Veterans Memorial Lodge at Broadmead for 8 years plus I have shopped at many of your stores in my over 55 adult years.

The intersection of Quadra and McKenzie needs to be safer. My close call speaks for itself.

About 2¾ years ago I was cycling along McKenzie after making 2 stops. Having been a commuter cyclist for 41 years I felt ok about proceeding to my next stop at Admirals and Craigflower. My bike has an orange flag on a pole about 6 feet off the ground, and I was wearing a red helmet and a lime green jacket. I had been stopped on McKenzie at Quadra for about a minute, just inside the rightmost through lane, about 5 vehicles back, when my mirror suddenly got swiveled back by a dump truck fender. Looking back I realized the driver had also ploughed the bottom out of my collapsible bike basket with my bag of produce hanging by its handle on a tie-down. I shouted Hey and then, about a minute later, I think I am all right. I moved off the road and proceeded to cobble together my basket with tools and spare parts that I always carry in my bike repair fanny pack. I also noted the plate number and phoned it into Saanich Police because I felt the driver should have stopped as technically he hit me. The police informed me that the company owner was very apologetic, reported it to ICBC and would call the driver in for a talk. I chose not to make a claim as somehow the produce survived unscathed and I was later able to repair my basket with 5 zap-straps.

I was visible. I do not weasel my way to the front of the line because I know that irritates motorists. Maybe I should have taken the lane but I was trying to be courteous. Yes I could have taken another route that would have only cost me 5 minutes but like everybody else I try to save time where I can.

The bottom line is the McKenzie and Quadra intersection needs to be safer for cyclists.

Preet Chaggar

From: M Foster [REDACTED]
Sent: Monday, February 10, 2025 2:24 PM
To: Mayor Dean Murdock
Subject: (External Email) McKenzie Quadra plan

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

Dean Murdoch mayor@saanich.ca

I'm guessing you won't read this with all the other e-mails coming in but if figured its worth a try.

I know that the plan is no longer to reduce the McKenzie corridor to 2 driving lanes as proposed but I wonder how this plan even made it this far.

I see 2 car lanes, 2 bike lanes, 2 bus lanes and 4 tree lanes.

I know there is a mandate to reduces cars on the road. But I don't think making it more difficult to drive a car is the right approach.

There are a lot of people that don't use the bike lanes for a lot of reasons:

- The weather is not conducive to riding bikes for 8 months of the year.
- They are working professionals who can't carry and change cloths when they get to work.
- Parents drooping kids a daycare.
- Longer commutes
- most people over 55

In most cases buses are too slow to be of use. Most people can't add an hour of commuting to their already busy day.

I have noticed the conversion of driving lanes to bike lanes have not had the desired effect of encouraging the majority of the commuter to use bikes. I commute up McKenzie from Gordon Head road over Shelbourne and even on nice spring and fall days when the bike lanes should be crowded with students going to Uvic I might count 3 or 4 bikes using the lanes when I can count 60 or so cars along the same stretch.

The concrete bike lane dividers are dangerous for drivers and have sharp corners and teaching my daughter as a new driver not to clip them when making a turn through a side street was a challenge. Judging by the scuff marks on these dividers they get hit often. The damage to personal vehicles must be significant.

Luckily not many people use the bike lanes on garbage days because the garbage pickup on those days is adding an element of danger that can't be ignored.

As for the Trees, lawns and flowers in the middle of the road, Wouldn't the maintenance cost, Carbon foot print and creating real nature corridors be best spent in the parks? (assuming the campers in the parks don't scare families away from using them).

Maybe the people I spend time with are more likely to have a similar mindset to me. They all think the changes to our streets are crazy and don't reflect what the majority people want. In lew of subway systems (which work Great) I think the future of transportation will be smaller vehicles, vehicles rented by the hour and working on smarter traffic flow.

I think its time to listen to the majority and give them what they want.

I guess the majority want less cars on the road but that shouldn't be achieved by making it harder to drive. I think the majority would rather work on improving the driving experience for the increasing number of drivers, which is inevitable.

Mark Foster
[REDACTED] Queenswood Dr.
Victoria, B.C.
Canada,
[REDACTED]
[REDACTED]

Preet Chaggar

From: Kevin Neary [REDACTED]
Sent: Monday, February 10, 2025 2:03 PM
To: Mayor Dean Murdock
Subject: (External Email) QMP commentary
Attachments: QMP Plan Commentary K. Neary.pdf

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

Mayor Murdock, please see attached my commentary on the QMP, with updates since our meeting in late January.

Best regards,

Kevin Neary

**QMP Review and Commentary
for
Saanich Mayor and Council
Saanich Planning Department**

February 10, 2025

My name is Kevin Neary and I live in the Quadra McKenzie Plan area. I have lived and voted in Saanich since 1994. I often happily ride my bike 15 minutes, safely, on side streets to one of 3 local shopping centres without problems, or 25 minutes to downtown. I have experience with conducting surveys, focus groups and other engagement tools. As a consultant to First Nations I also have experience with environmental reviews for major development projects. I am not opposed to thoughtful densification, or cycling and transportation initiatives. I am solution oriented and believe that support for a modified QMP is possible subject to meaningful, non-confrontational engagement with QMP Study Area residents and others.

Although I read newspapers and listen to news radio daily, I was unaware of the QMP project until the draft Plan was released in October of 2024. I was greatly disturbed to discover that my house falls within one of the “blue” zones, which could mean that up to six-storey buildings might be approved next to my house or across the street. I strongly disagree, in particular, with this aspect of the QMP as I consider the insertion of six storey structures into neighbourhoods would immediately cause irrevocable damage to the amazing soul and nature of the Saanich I love. Further, the land use designations outlined in the QMP, together with the design of the “complete street” for Quadra, would inevitably result in the loss of many of the iconic Garry Oak trees and their habitat that characterize our neighbourhoods and are vital to local flora and fauna. In short, elements proposed in the draft QMP would ultimately destroy, a term I use with intent, the essence of our neighbourhoods.

I am in support of affordable housing developments such as infills, laneway/garden or secondary suites, townhouses or condos that do not exceed three storeys in my neighbourhood. I judge the draft QMP to be a massive over-reach in response to the affordable housing crisis. I support the approach posted on the Homes for Living website under “Housing Myths:”

“Affordability and density does not mean high-rises in traditionally single-family home residential neighbourhoods. There are numerous ways developers add to, and enhance, existing neighbourhood character. Infill projects that respect planning and design guidelines will support existing character while allowing families across the income spectrum to continue living there.”

I note that although the draft QMP characterizes 4 to 6 storeys as “mid-rise,” I consider this a misnomer, and that a 6 storey building inserted next to a single family home constitutes a “high-rise” structure.

After an original review of the draft QMP posted in November, I judged that most of the people who have houses in the “blue” zones in the QMP area would have the same opinion about the

draft plan as myself. I joined with a group of neighbours to establish the SaveOurSaanich.com (SOS) petition, and, as of writing, we have 4,154 people who have signed the petition:

“Stop the Quadra McKenzie Plan. We understand growth must occur and we support this. However, growth should not result in the destruction of our homes, our neighbourhoods, and the Saanich that we love.”

Together our SOS group have knocked on over 2,500 doors in various QMP neighbourhoods and I can observe the following **based on direct, personal experience with residents in the QMP neighbourhoods:**

- The vast majority of people in the QMP areas, when canvassed, **have been completely unaware of the QMP**
- Of the people who have some awareness, most think that the QMP has “something to do with traffic”
- When shown or given a QMP map with the Legend for the proposed categories of building heights for their specific sub-area neighbourhood (mostly “blue” zones), the majority residents were surprised or dismayed to learn of the potential of having multi-storey buildings, up to 6 storeys, inserted in their vicinity (as well as other issues).

Based on my direct experience in the neighbourhoods, I was motivated to investigate the significant disconnect between the information circulated in various Saanich reports and studies, on the one hand, that there had been “extensive engagement” on the QMP - and, on the other hand, our experiences with the vast majority of residents in the QMP areas we spoke with who had no or little awareness of, or information about, the QMP and how it could affect their neighbourhoods.

I conducted a review of the QMS/QMP reports completed prior to the issuance of the draft QMP, and based on previous experience with engagements and development projects, noted what I consider to be significant deficiencies in methodology.

1. The community engagements were predicated on a number of pre-determined assumptions and conditions. The number 1 “key goal” of the community engagements, as expressed on p. 3 of the QMS Phase 2a report is stated as: “Introduce and generate excitement from residents and stakeholders for the QMS Project.” In essence the purpose of the engagement was to “sell” a plan, rather than to thoroughly investigate both the advantages and the negative impacts of the plan.
2. Saanich’s communication to the public, and, in particular to the residents of the QMP area, was not effective. I can state with certainty, from my personal experience “at the doorstep” of hundreds of houses, that few of the QMP area residents I spoke with had any information about the draft QMP, nor what it meant for their neighbourhood.
3. The Saanich engagement for the QMS/QMP, up to the development of the draft plan could be described as “scattergun” – that is, Saanich spread some information about engagement through various channels, which resulted in a largely self-selected group of people participating in engagement sessions. Such self-selected groups of people do not adequately represent “public opinion” and are best considered as only the roughest guide, but not a valid sample, on which to judge a long-term foundational

plan. I present an example of the implications of the use of the “self-selected” approach at the end of my commentary.

4. Standard practice for any major development plan should include detailed and thorough investigation of the potential negative impacts of the plan. The draft QMP is framed and based on certain pre-conceived conditions, and largely focuses on detailing and promoting how the plan achieves these conditions.¹ There is little or no investigation presented in the draft QMP concerning potential negative impacts nor specifically how to address or mitigate such negative impacts.
5. Also standard practice for a development plan should include detailed investigation targeted on those areas or populations that would be most affected. The QMP engagement initiatives made no effort to focus on residents in the QMP area. The QMS Phase 2a report states (p. 8) with respect to “measures of success” that engagement participants “were asked to provide demographic information, including: how they heard about the survey, their level of satisfaction with the survey, **their neighbourhood of residence**, their housing tenure, household characteristics, gender and ethnic origin.” However, no information on the neighbourhood of residence of engagement participants is provided in the Phase 2a report, nor in later reports. Again, I observe with full confidence based on my own experience, that the QMP Phase 2a and 2b engagements did not adequately include nor reflect the views of the residents of the QMP area, who overwhelmingly disapprove of the draft plan, and are those who would be most affected by the plan.

The overall conclusions drawn are that the draft QMP plan was based on engagement sessions with self-selected community samples, but which did not adequately reflect general public opinion. The draft plan was intended to “sell” or promote a particular vision, but did not adequately investigate the potential negative impacts of the plan. There was no attempt to “target” engagements with the residents of the QMP area who would be most impacted.

Recently, Saanich released its Draft Quadra McKenzie Plan Phase 3 Engagement Summary, which presents public feedback on the draft QMP from community survey, Open Houses, Virtual Webinars, Pop-up events, emails and “stakeholder workshops.” The results from 2,505 respondents to the online survey provide an “overall” view of general public opinion on the plan.

When asked “to what extent do you support or oppose” the goals for the QMP area? Survey responses were 62% strongly opposed or opposed, and 31% strongly support or support; 8 5% neutral.² In short, opposition to the plan outnumbers support by a factor of 2 to 1.

Survey “comment themes” were also presented and which related to some of the perceived potential negative impacts of the draft QMP related to: strong opposition to reduction of vehicle lanes; introduction of high-rise developments in low-rise areas; preserving neighbourhood character, overburdened infrastructure; rushed and inadequately inclusive planning process; environmental concerns; preservation of neighbourhood character; transportation stress; skepticism for the 15 minute community model; and availability of affordable houses. It is

¹ For example the adjective “vibrant” is used 19 times in the draft plan.

² See p. 5 of Phase 3 report. The percentages shown here exclude “non-respondents” to the question.

particularly noted that the draft QMP included but little investigation, documentation or mention of these “themes” relayed by the Phase 3 survey respondents.

Summary

- There is a large chasm between the information resulting from public engagements presented in the QMP studies (general support) prior to the draft Plan, when contrasted with what we have heard “on the doorstep” at more than 2,500 residences in the QMP area, and resulting in signatures of the **4,154** (at time of writing) on a petition opposing the QMP;
- This difference is confirmed and supported by the QMP Phase 3 survey results, indicating an overall 2 to 1 factor of opposition to the draft QMP;
- These results can be attributed to:
 - Poor communication to the public about the QMS/QMP in general;
 - Problems with methodologies employed in the QMS/QMP community engagements at Phase 2a and 2b where many participants were “self-selected;”
 - Focus on “promoting” or “selling” the benefits of a planning vision, coupled with a general failure to adequately investigate or account for the potential negative impacts of the Plan; and
 - The QMS/QMP public engagement initiatives did not target, connect with, nor accurately reflect the views and opinions of the people who live in the Study Area and as documented by the petition numbers to date.
- In general, the draft QMP was developed based on information from inadequate public engagements and investigation of potential negative impacts. These failures have resulted in an overall 2 to 1 negative grading of the plan as reflected in the community survey conducted during the QMP Phase 3 survey results, and thousands of citizens signing petitions opposing the plan.

Recommendations

- Saanich should engage in additional community engagements, focusing on:
 - Addressing how to mitigate the perceived negative impacts of the draft QMP; and
 - Focusing some efforts on engaging with the QMP area residents as the area to most impacted by the QMP;
- The most important “hot button” issue for people in the QMP Study Area is general fear and trepidation about 6 storey buildings being introduced into local neighbourhoods, as these would severely damage community values and atmosphere. Building heights should be limited at 3 storeys and be spread out through wider areas. Multi storey structures should be concentrated at “Centres” in the short term.
- A most important issue is to address and properly manage all forms of development and traffic on both Quadra and McKenzie Avenue without damaging or removing the iconic Garry Oak trees and environment in the neighbourhoods and along these corridors.
- Future engagements should not be predicated on pre-set planning goals and objectives, but allow for community input in addition to set parameters. The plan should fit the community, not the other way around.

Appendix: Land Use Framework Map Comparison

An example of Phase 2a workshop group “self-selected” participants’ significant influence on QMP engagement results is shown on the following maps.

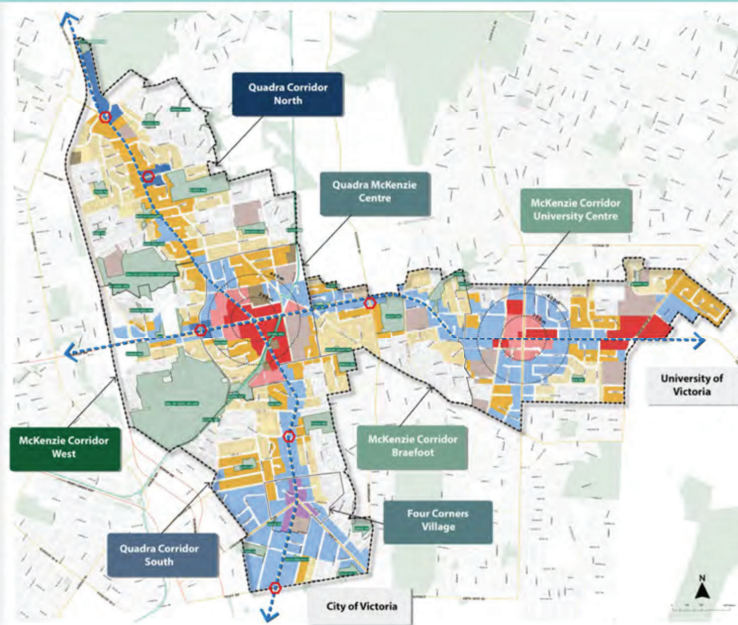
The following quote (emphasis added) is taken from page 29 of the QMS Phase 2b Study Report, from a section titled “Quadra Corridor – Land Use and Housing” and related to an In-Person Workshop (Dec. 9, 2023).

“Topic 1: Quadra North

Proposed Land Use Framework: There was **general support for increasing density along the entire Corridor, “turning the orange into blue”**- particularly if done in way that proactively protected the tree canopy.”

The map on the following page “Preliminary Land Use Framework” is taken from a panel that was probably used at the December 2023 workshop cited above.

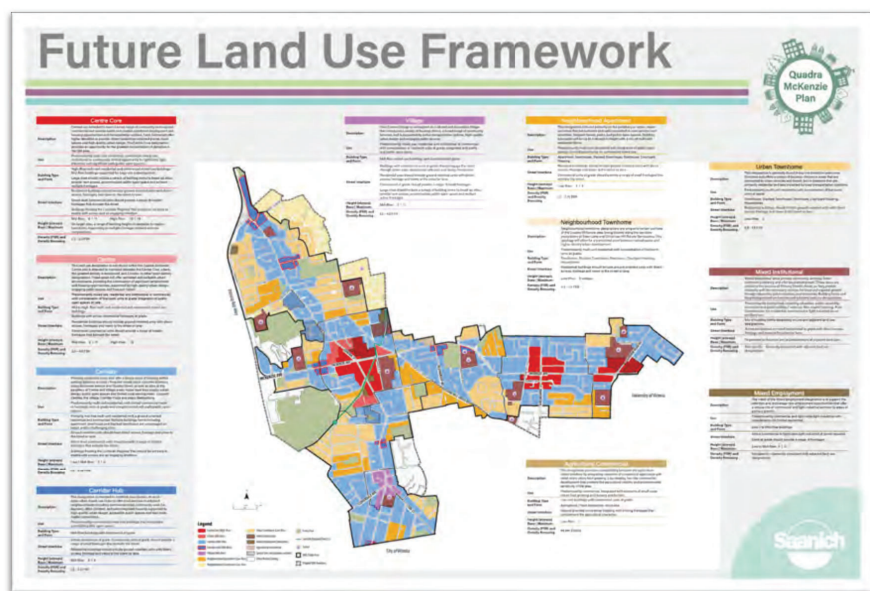
Preliminary Land Use Framework



- Legend**
- Building Typology**
- Centre Core (High Rise) 12-18
 - Centre (Mid Rise) 12
 - Neighbourhood Apartment (Low Rise) 3-4
 - Neighbourhood Townhouse (Low Rise) 3
 - Village Core (Mid Rise) 5-11
 - Corridor Hub (Mid Rise) 6-8
 - Corridor (Mid Rise) 6
 - Mixed Institutional
 - Mixed Employment (Low/Mid Rise) 4-6
 - Apartment Commercial
 - Neighbourhood Homes 3
- Boundary**
- QMS Sub Areas
 - QMS Study Area
- Trails and Roads**
- Highway
 - Major
 - Collector
 - Residential
 - Private
 - Galloping Goose Regional Trail (GGRT)
 - Lochside Regional Trail (LRT)
- General**
- Parcels
 - Hubs (for consideration)
 - Park
 - Transit Exchange Buffers



The Map shown below is taken from an “Open House” panel that was used during Saanich’s December 2024 engagements and reflects what is currently in the draft QMP.



In comparing the two maps, above, one notes an extensive expansion of areas within the “blue” as well as the “orange” and “yellow” coloured areas on the latter map, when compared with the first map. It is speculated that these changes may have resulted from the comments from the December 2023 workshop, quoted previously. No specific information is provided in the draft QMP concerning the rationale for the large expansion of these areas.

It was made abundantly clear from our personal interactions with many residents, at their houses in these “blue” areas, that they do not support “blue” or “mid-rise” (up to 6 storeys) structures in their neighbourhoods, and that they were never informed nor consulted about this most significant change in the QMP.

Preet Chaggar

From: Justina Doerksen [REDACTED]
Sent: Monday, February 10, 2025 1:43 PM
To: Council
Subject: (External Email) Housing in Saanich

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

Hello there,

I am writing as a concerned citizen of Saanich, as well as a homeowner in the Tillicum Gorge area.

I am in support of changing Saanich bylaws to increase density of housing within Saanich. I am particularly in support of increasing proposals to increase density in the Quadra- McKenzie area.

Please do not allow the vocal minority to worsen the housing crisis we are experiencing in Victoria. It is an embarrassment and a shame that the capital of BC is this hostile to those seeking housing, and that we allow folks who have homes to push out others seeking housing for themselves.

Please keep up the good work in promoting a vibrant, pedestrian and cycle friendly Saanich that is also a welcoming and safe place for people to settle down and live in!

Sincerely,

Justina Doerksen

Preet Chaggar

From: Rebecca Abernethy [REDACTED]
Sent: Monday, February 10, 2025 1:40 PM
To: Council
Subject: (External Email) Request to speak: Feb 11/25 special meeting: Quadra McKenzie Plan

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

Hello,

1. I would like to register to speak at the Feb 11 special Council meeting on the Quadra McKenzie plan.

This is my first time requesting to speak to address Council so I'm not entirely familiar with the process. Could you please confirm I'm on the list and provide an estimate of the time I might be 'up'? (I understand it starts at 6 and speakers have 3 mins, but would appreciate an estimate on whether I might around 6pm or 9pm, for example.) also please confirm the online links, and am I able to speak to a few slides / share my screen?

Details:

-Rebecca Abernethy

-Saanich resident (541 Warren Ave, Saanich, V8Z2J6) -cell 604-999-0510

2. Quadra McKenzie Plan feedback

I strongly support the Quadra McKenzie plan and encourage Council to move forward with it. I also encourage Saanich to improve communications with residents and visitors about its benefits for transport efficiency, ie that more bus and bike lanes can move more people in the same space, reducing: emissions, travel time, space for cars, and costs for people to transport themselves. This is the type of plan people should be asking for, if properly educated and communicated with about the benefits and how it will unfold.

Rebecca Abernethy

Sent from my iPhone

Preet Chaggar

From: J. Thomas Blakely <[REDACTED]>
Sent: Monday, February 10, 2025 1:16 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Council; lana.popham.mla@leg.bc.ca
Subject: (External Email) Quadra McKenzie Study feedback prior to special council meeting Feb 11

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

Hello to all Saanich Councilors, Saanich Mayor, and NDP MLA for Saanich South:

Susan Brice
Judy Brownoff
Natalie Chambers
Zac de Vries
Karen Harper
Teale Bondaroff
Colin Plant
Mena Weshaver
Mayor Dean Murdock
The Honourable Lana Popham

In preparation for Council's February 11th special council meeting, I'd like to share my comments concerning the Quadra McKenzie Study/Plan. I see that there were approx. 600 pages of feedback from concerned citizens to shift through. Speculating that each council member did not read them in their entirety, I'd like to forward to each of you directly a letter I sent previously and some additional addendums.

I would like to add that since no member of Council lives in, and wants to continue living in, a single-family dwelling within the QMS devastation zone, it is my personal opinion that none of you should have the right to vote on its fate to such a degree. I will be voting for equal representation at the soonest possible opportunity.

To date, no one from council or planning has replied to my alternate suggestions. It is my recommendation that the QMS/QMP be scrapped. It looks to me like citizens of Saanich are as outraged about QMS as they are about the Trump tariffs. There have been reports that about half of Saanich Council, the province, and the Minister of Housing and Municipal Affairs have been [inappropriately?] influenced by development lobby groups, like the Urban Development Institute. It may be time for a fresh set of eyes on the densification subject.

After speaking with two planning members at the open house it became clear to me that they have lost touch with the community. Even reading through the recent Engagement Summary and Planning Report, I felt that writers had a strong bias for pushing the existing QMP through and were trying to paint a more

positive picture than really existed. The online QMS survey was riddled with questions of deception and should be discarded. An unbiased third party should be creating the surveys and weighing resident feedback based on their home address. Refer to my letter below and comments within the survey itself for the reasons. I also noticed that none of the planners lived in, and wanted to remain in, a single-family dwelling in the QMP zone. Conflict of interest? Would you expect that city planners or Council living in single-family dwellings in North Quadra, for example, would vote in favour of the Quadra McKenzie Plan, especially if one of their houses were coloured blue or orange on the map? Please consider hiring planners who will be directly affected by these development plans.

I have reviewed the Staff Report indicating 4 alternate options for pushing the QMP forward. Even the least invasive, item 4, is still too invasive. The region of North Quadra north of Nicholson should be mostly left out of major redevelopment. This region is largely newer single-family dwellings and are well kept with a population who wants it to remain so. I suspect the only compromise you may get from this community are duplexes, two-storey townhouses, and maybe low-rise apartments directly on Quadra St itself. Please build tall at major intersections, build low directly on Quadra/Mckenzie facing properties only, and consider building on other more suitable streets which can be purposed into active corridors. While I enjoy and value green space as much as the next neighbour, I would rather see the Blenkinsop Valley, the Cedar Hill Golf Course, and rural Saanich developed before seeing the existing North Quadra QMP fully or partially realised in 25 years.

To continue with the QMP endeavour, fair compensation needs to be considered for residents who eventually lose capital due to relocation. You may want to establish a QMP compensation fund. For QMP-located residents who eventually concede and sell their homes because apartments or 3-storey townhomes are in close proximity to their properties, they will lose the value of all capital improvements previously added to the home when a developer buys their property for the purposes of redevelopment. The compensation fund would cover the property owner's moving costs, cost differentials associated with new property acquisition, and costs for renovating a substantially similar property to the extent that their previous home had been renovated. Homeowners maintaining a renovation spreadsheet with verifiable costs would be helpful. The relocation fund would cover the cost difference in buying another equivalent property. Why would there be a cost difference? As the QMP pushes forward, it will eventually disproportionately inflate the value of existing homes outside of the QMP zone due to supply & demand. In the absence of such a compensation fund, I'd speculate that there would exist future legal cases for such compensation. The compensation fund should not be funded by taxpayers, but be funded, for example, by development companies or entities who acquire affected single-family dwellings for the purpose of redevelopment as laid out in the Quadra McKenzie Plan. I feel that the best approach is to avoid this all together and scrap the QMP. Alternative approaches to densification are possible, if desired.

Lastly, I think there has been too much focus on the lane reduction aspect of the QMP, almost to the extent that I feel it was added as a diversionary measure to take focus away from single-family home devastation. Such a lane reduction measure would never have worked as originally specified, and is something that could have been corrected in due course. Saanich making concessions on the lane reduction plan would look highly favourable on Council, to the extent that they could more readily push their densification agenda. Converting dedicated bus lanes back to two-lane vehicle traffic is far easier to accomplish than converting whole neighbourhoods back to single-family residences. I'd like to ask that we focus more on limiting the gradual conversion of single-family neighbourhoods over a traffic plan that couldn't work.

In the minimum, I would appreciate it if you could acknowledge that you have read this letter in its entirety; preferred would be to provide an in-depth, item by item, reply to the suggestions, comments, and questions. My previous letter was as follows.

Regards,

J. Thomas Blakely

Subject: Opposition to 4240/4244 Quadra St development and feedback for QMS

From: J. Thomas Blakely

Date: 2024-10-28, 13:31

To: council@saanich.ca, planning@saanich.ca, QMS <qms@saanich.ca>

Dear Saanich Council/Mayor/Planners,

The purpose of this e-mail is to provide public feedback concerning the proposed 2024 Quadra-McKenzie Study (QMS), to oppose the planned development of townhouses at [REDACTED] Quadra St, and more generally, to oppose similar rezoning of single-family detached dwellings in the North Quadra region, primarily north of Nicholson St. This letter became rather lengthy so I have included a contents listing and subheadings to the paragraphs.

Contents:

QMS/OCP: Lack of Public Awareness

QMS: Online Survey

Townhomes/apartments not well suited for single-family neighbourhoods

- Parking struggles
- Increase in crime
- Overcrowded buses
- Privacy

Demolishing newer homes not environmentally sound for North Quadra

- Most homes are 1979 – 1989 and 2000's

Offer more power to local residents

- Resident rezoning veto power
- Limit home sales to developers

Density: Streets width at a maximum

Residents won't give up their [electric] cars for buses

Build tall where the jobs are

Quadra St. needn't be a primary corridor

House reduction fuels demand, inflation, and flight of the middle class

Densification can occur anywhere, not just primary corridors

We have no shortage of space

General questions for city planners about QMS/densification

- How can the public stop this?
- Expected population increase from QMS?
- Expected population from Blenkinsop redevelopment?
- Densification alternatives to QMS plan?
- Densification plans in 20 years?
- Incentives for developers?
- Lobbying by developers?
- Additional incentives to develop in QMS regions?
- Municipal incentives for residents to sell homes for redevelopment?
- Increase in property tax revenue after QMS?
- Can the school system cope with densification?
- Immigration fueling densification and loss of single-family dwellings?

Lack of Public Awareness

Before I attended a KANG public consultation meeting in mid-October 2024, I was not aware of the existence of the Quadra-McKenzie Study (QMS) nor of the Saanich Official Community Plan (OCP), yet the QMS and OCP studies had been going on for several years. I was especially not aware that the QMS was targeting the obliteration of all single-family dwellings within 500 metres of Quadra St. in favour of townhomes and apartments/condo blocks. I would have expected this type of perpetual mass rezoning to target locations adjoining industrial/shopping areas, locations with a majority of neglected 1950's and older homes, on vacant lands, or in regions adjacent to university or college grounds. After speaking with some of my neighbours, none of them were aware of Saanich's 20-year plan to slowly obliterate single-family dwellings in the North Quadra region. The neighbours I conversed with since hearing this information have been displeased with this news. Had it not been for KANG Developments putting fliers

in every community mailbox in the region of their proposed development, I probably wouldn't have heard about the QMS master plan for a very long time. I suspect the vast majority of residents living in single-family dwellings have no clue what their municipality is planning for their homes.

QMS Online Survey

On Friday I noticed fliers placed inside mail boxes concerning Phase 3 of the Quadra McKenzie Plan (25 Oct. 2024). It would have been good to include a brief bullet point on this flier stating that the QMS suggests slowly removing nearly all single-family dwellings in the regions shown on the map. Stating this caveat would have provided a much greater incentive for residents to read the QMS and complete the survey, otherwise the flier would likely translate to "transportation improvements" in the reader's head. I have since filled out the survey and I found it was not entirely clear about what the user was approving. The survey tries to paint an optimistic picture about what improvements are being planned for the Quadra/McKenzie region, but each question needs to re-emphasise that these improvements are at the expense of removing single-family dwellings; this caveat is not re-iterated on the survey. If a user taking the survey does not ponder this consequence in mind, surveyors are bound to blindly 'approve' most of the proposal. Who doesn't want more green spaces, faster bus services, more shops, convenient bike routes, etc - but the trade-offs need to be re-iterated at every question on the survey, and they are not. I have gone into more detail on this catch in the actual survey's comment fields. Those who will suffer the greatest loss from this QMS are those owning single-family detached dwellings who reside near this Quadra/McKenzie corridor, and as such, the votes from these individuals should be awarded the greatest weight. Are they?

Broadly speaking, I approve the development of high- and mid-rise buildings at centres, but the survey did not present an option to keep the high/mid-rise buildings at centres, while maintaining the single-family dwellings around the centres. When a surveyor clicks "approve", they may be approving the centre high-rises, but neglect the removal of single-family dwellings. Or if they check 'neutral' because of this ambiguity, their input is largely nullified. I suggest creating a similar survey which maintains the majority of the single-family detached dwellings on the outskirts of centres and especially in North Quadra, north of Nicholson St.

Townhomes/apartments not suited in single-family neighbourhoods

Following the spirit of the QMS and OCP, there is a proposed townhouse development at [REDACTED] Quadra St by Kang & Gill, which is near my home on Killdonan Rd. The developer is using the outcomes of the OCP/QMS as justification for the suitability of townhomes at this address. This is a neighbourhood consisting entirely of 2-storey single-family dwellings. The development of 3-storey, sardine style, vertical townhomes does not fit this region and I feel it should be abandoned. Instead, I would propose smaller single-family lots on this site to fit the atmosphere, or at worst, consider 2-storey only townhomes with a possible basement entirely below grade. Generally, I find these 3 or 4 storey "stairwell townhomes" with vertical living space to be a poor design and people tend not to live in them long as the stairs become an irrevocable burden; or if they do tolerate them, it is grudgingly because that's all that was available.

Parking & Crime

One of the reoccurring comments from the KANG Developments public consultation was parking. With the proposed 19-38 units, 3 bedrooms + suite, one can expect upwards of 80 new vehicles, but not less than 30. Each unit comes with just one parking allocation. Where will these other 40+ vehicles be parking? I do not want them parking on Killdonan Rd. What plans are in place to limit parking from these vehicles on Killdonan Rd? This approval would limit our own parking and increase the probability for crime. I have heard that this development will be requesting a variance on parking. I would not approve this. Please have the developer reduce the quantity of townhomes and increase on-site parking. In the event that a variance is granted against the wishes of neighbouring residents, please put in a walking corridor between Quadra St. and Kimberly Pl. to help reduce the parking burden on Killdonan Rd. The latest draft of the QMS from October 2024 already has this walking path proposed.

Overcrowded buses

Another comment from the public consultation was that bus #6 is already very full. Has a study been undertaken to determine if the existing bus space and bus frequency will not place excessive burden on the existing bus system? My wife and three children take bus #6 everyday and they comment on how jam packed it is already. With increasing density, there is also a greater chance of a full bus. Does this development alone provide enough clout to increase bus frequency? What plans have been put in place in this regard, e.g. retrofitting Quadra St. to handle double-decker buses?

Privacy

What type of financial or other compensation is being offered to the residents on Killdonan Rd. and Kimberly Pl. who's backyards will lose privacy due to the additional storey of this townhouse complex compared to what exists presently? This question doesn't apply to just the 4240/4244 development, but to any neighbourhood with new developments being erected that are taller than the adjoining single-family dwellings.

Demolishing newer homes not environmentally sound for North Quadra

If, after 20 years, the map of Saanich's dwelling types and locations matches that of the maps proposed in the Quadra-McKenzie Study, it would be a disaster for home ownership. This looks to me like a 30% or more reduction in single-family dwellings across Saanich. While in some regions it might make sense to build townhomes and apartment blocks, e.g. perhaps areas along Glanford Ave or along Quadra St south of McKenzie, it does not make sense in the North Quadra region, especially north of Nicholson St. The homes in this region were built predominantly from 1979 - 1989, with some newer tracts around Rogers School built in the 2000's. From a construction and longevity standpoint, this results in a fast turnaround time, is inefficient, and is a poor use of resources. One of the homes in question for the KANG development was just built in 1989.

Our immediate community is not ready for a transition to townhomes or condo blocks and I would encourage city planners to focus on areas already bleeding into industrial zones, areas with older homes that are lacking maintenance, or areas which are already heavily trending towards multi-family dwellings - this is not North Quadra.

Offer more power to local residents, not Council

I think it best that any developer desiring public feedback prior to a new development, place leaflets in every mailbox in the community prior to any rezoning approval or preparatory planning. The leaflets would explain not just the pros, but the cons of the development and include a map of what Saanich's

plans are for the next 20 years - specifically, the intention to slowly convert their entire neighbourhood into townhouses, apartments, and condos. Then request a vote from all nearby residents for the rezoning approval. The chances that the rezoning would be approved by the residents is minimal. Thus, I would argue that it is not merely sufficient to abide by various municipal laws, but that the affected residents should have a veto power over Council, at least insofar as rezoning is concerned. The current reality is that most residents won't even know what development is going up until it is too late to stop it.

Limit home sales to developers

Moreover, I feel that as a community, we should put in place legal stipulations that the sale of any single-family dwelling in our neighbourhood not be sold for the intent of rezoning, unless it receives approval from nearby residents. In the event that any property in this region is up for rezoning, stipulate that it must receive 70% approval from all residents within a certain radius, perhaps 500 metres. The region between Quadra and the Pat Bay Hwy is already tightly sandwiched between two common routes. If Saanich were successful in rezoning all the OCP listed "growth regions" in North Quadra into multi-family units, there would be so few single-family homes remaining that the remainder would fall in short order. This has already been eerily depicted in the latest October 2024 revision of the Quadra-McKenzie Study in which the small remaining tracts of single-family homes noted in the OCP have been converted to townhouses.

Density: Street width is at a maximum

I understand that Saanich has a mandate to densify by so many additional living units by some arbitrary timeline and that we have a nationwide housing shortage. However, I feel that the reasons and methods for the proposed densification in much of the Quadra-McKenzie Study are fundamentally flawed. The streets around Victoria cannot accommodate further densification, that is, the streets cannot get any wider (at least not without removing rows of houses). From my own experience, vehicle traffic in greater Victoria over the past 15-20 years has become increasingly congested and slow moving, and this was before the QMS densification plan. On the contrary, the QMS is proposing reducing lanes of traffic along much of Quadra to make space for a bike lane, a tree column, and a widely spaced walking path. Please do not reduce vehicle lanes.

Residents won't give up their [electric] cars for buses/bikes

The intent of the QMS/OCP are for densification so that people stop or greatly reduce driving their vehicles, however people will never reduce driving their vehicles to the extent that traffic reduces, and certainly won't reduce driving to the extent that we can start eliminating lanes of traffic. With the push for green electric vehicles, the era of sticker shock at the pump will become a distant memory. We all will have electric vehicles in 20 years and will feel good about driving our pollution-free cars. Who is going to pay \$55K for an electric car just to ride the bus? We will have a gridlock of electric vehicles on Quadra and McKenzie, crawling right behind the electric buses. The idealistic views presented by the scholars of the Quadra McKenzie Study are nothing but deep REM-state dreams of a few overly eager planners; people are not going to massively reduce their driving habits around the city core, so please stop drawing up plans like they will. Even if bus passes were free for all ages, most people would not give up their driving habits.

Build tall where the jobs are

I feel that mass densification should only occur where the bulk of jobs are located, thus reducing traffic. The greatest impact would result from the building of 30 to 40 storey condominium, apartment, and mixed use towers in downtown Victoria, UVIC, and Uptown rather than removing swaths of single-family lots for townhouse/apartment development. No more biking, busing, or driving to work - just walk. How

many more individuals does Saanich estimate they can squeeze into these townhouse/apartment conversions compared to strategically placed high-rises?

Quadra St. needn't be a primary bus corridor

One of the premises for densification is to place more people on major bus routes to get to work, usually to downtown or to the university. However, many office jobs since COVID have been fulfilled online from home, thus reducing this need to physically get downtown. Also, with homelessness increasing downtown, often around bus stops, there will be an increased reluctance to wait at these bus stops, reducing ridership. As various businesses have been leaving downtown, there is already a reduction in our physical presence downtown. Rather than trying to bring everyone downtown to work, why not focus on creating alternate large business centres, e.g. large commercial towers in Langford or Uptown?

House reduction fuels demand, inflation, and flight of the middle class

Another unwanted impact of QMS is that reducing the quantity of single-family dwellings will only increase the demand and price for them. The dream of many youth is not, "I cannot wait to save up for a small sliver of townhouse land"; the goal is a detached bungalow with some land for their kids to play in, a garden to grow, a garage to fix their car/bike, etc. The obliteration of entire single-family tracts as outlined in the QMS will merely displace the middle class population. Those who wish to remain in single-family dwellings will need to move to areas further from the city core. Bus commutes aren't as convenient the further into the suburbs we go, thus further encouraging vehicle travel. The cost of single-family homes in areas like Central Saanich, North Saanich, and Metchosin will inflate while homes along the Quadra-McKenzie corridors will devalue by comparison. And the Colwood Crawl will only get worse.

Densification can occur anywhere, not just primary corridors

The area of North Quadra, north of Nicholson St, consists largely of single-family dwellings, and I feel that the QMS/OCP has unfairly, or even mistakenly, targeted this region. Why not target the Gordonhead and Glanford/Marigold regions for densification? One could easily make Glanford Ave. a "primary corridor." How about densifying all of Shelbourne St north of McKenzie? Or all of Blenkinsop? These regions have all been left mostly undensified by the QMS and OCP. Any of these streets can be purposed as "primary corridors." Bus routes serve all these regions/streets and the frequency of these buses can be adjusted to fit demand. As such, it seems short sighted to target mostly Quadra and McKenzie when the densification plan can just as easily target anywhere in the capital's core region. I would argue that most major intersections, e.g. the Tillicum/Burnside, Uptown, Quadra/McKenzie, Tillicum/Carey, McKenzie/Shelbourne, McKenzie/Gordon Head, Shelbourne/Hillside, Shelbourne/Cedar Hill X, Cook/Quadra, Cook/Maplewood, Royal Oak/Hwy 17, should be suitable candidates for high rise towers, thereby leaving alone regions that consist primarily of single-family detached dwellings. Narrowly targeting Quadra St. and McKenzie Ave for densification will turn gridlock into a parking lot.

We have no shortage of space

We live on an enormous, sparsely populated island with ample space. The outward expansion that Saanich Council is trying hard to avoid ultimately cannot be avoided. Compared to destroying single-family neighbourhoods in North Quadra, I feel it would make a larger impact to [gasp] urbanise the Agricultural Land Reserve (ALR) on Blenkinsop north of McKenzie. This consists of mostly open farm land. I do not understand how it makes more sense to slowly tear down entire single-family neighbourhoods for densification when this centrally located bare land exists. Does the conversion of the Blenkinsop Valley into housing not outweigh the agricultural benefit of the ALR? If history is any guide, this valley will be developed one day. Let developers slowly buyout Blenkinsop farms instead of

developers knocking on our neighbour's door asking them to sell. It makes more sense to me to move the farms outward if we want to keep the bulk of the population inward.

There also exists a large vacant field on the corner of Quadra and Chatterton Way, which may be owned by some religious group or administration. Could townhomes not be developed there? Townhomes already exist in that region, so it should be a shoe-in. I continue to struggle with the practicality of tearing down 40 year old single-family detached homes when such open areas exist. Alternatively, some areas of rural Saanich can also be subdivided, which is likely to happen once the majority of urban detached bungalows are removed.

General Questions for city planners about QMS

Aside from the embedded questions above, I have a few additional questions.

- 1) What steps can be taken by single-family neighbourhoods to cease rezoning of single-family lots in favour of multi-family? Is there any avenue in the legal system to stop this? Do the few individuals in Council have too much power over our neighbourhoods?
- 2) What is the expected increase in living density (# of people) resulting from the removal of single-family dwellings in North Quadra in exchange for townhomes/apartments? If we instead develop the Blenkinsop Valley, how many residents can we fit there?
- 3) What alternatives to tearing down single-family communities have been studied in detail, e.g further urban sprawl, ALR rezoning, rural saanich densification, incentives for people to move to other communities on Vancouver Island with more available land, 30-40 storey buildings downtown, etc? What was the outcome of these studies? Which communities, either locally or abroad, was the QMS trying to mimic? And what was that city's result with urban flight, traffic reduction, etc. of these cities?
- 4) If the QMS plan is completely realised after 20 years, then what? Remove the last remaining single-family dwellings? Develop ALR? Whatever these later plans are, can we do them now and keep our single-family dwellings?
- 5) What financial or other benefits are being offered by the municipality, province, or the federal government to developers to remove and rezone single-family communities, thus building along these preferred growth corridors?
- 6) Does the Quadra-McKenzie Study largely serve to profit the developers? It must be a joyous time to be in construction. Have developers been lobbying for the plan laid out in the QMS/OCP? If so, to what extent has lobbying impacted Counsel's decisions and municipal elections?
- 7) What incentives are being offered to developers to re-develop in areas designated in the QMS/OCP as growth areas compared to other regions of Saanich?
- 8) If Saanich is wanting certain housing tracks demolished for rezoning, could you list the tactics being employed to encourage homeowners to sell? Are permits for home renovations in QMS/OCP growth regions being impacted or limited in any way?

9) What is the projected increase in property tax revenue after completing the QMS's master plan of significant single-family home reduction compared to what it would have been otherwise?

10) How will the school system be able to cope with such rapid densification? If budgeting for new schools or school expansions isn't available, the ratio of students to teachers will increase.

11) To what degree, if any, has this rapid push for densification, and subsequently to reduce single-family dwellings, been fueled by immigration? By how much would the greater Victoria area need to cut immigration by to keep our single-family neighbourhoods intact? I heard on the news recently that the federal government is planning on reducing immigration. This may affect the densification plans for Saanich, given the 20-30 years scope of the QMS.

Regards,

J. Thomas Blakely

Preet Chaggar

From: Ng Shiu Bong Ivan [REDACTED]
Sent: Monday, February 10, 2025 1:00 PM
To: Council
Cc: QMS
Subject: (External Email) Input to Council Meeting on February 11, 2025 (Item B1 - the Quadra McKenzie Study)
Attachments: Public Engagement in Urban Planning The Case of the Quadra McKenzie Study.pdf

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

Dear Sirs,

I am a Master's student at Royal Roads University, and my research focuses on the consultation process of the *Quadra McKenzie Study*. Based on my findings, I would like to offer the following suggestions for consideration, as referenced in the *Report from the Director of Planning to Mayor and Council dated 28 January 2025*:-

1. **Transportation Options:** Options #2 or #3 should be adopted. However, the overarching policy to prioritize sustainable transportation should also undergo further consultation. Additionally, it may be worth noting that the discussion on the proposed changes to Quadra Street may have been overshadowed by the overwhelming response to the proposed changes on McKenzie Avenue. As a result, similar concerns from the public regarding Quadra Street may not have been fully captured in the previous consultation.
2. **Process Options:** Process Options #2 or #3 should be adopted. In conducting further consultations, I recommend making better use of online platforms to improve transparency and responsiveness, as well as more effective management of online comments. For instance, the planning authority could consider to assign and train staff to handle online inquiries/comments and oversee discussions—or even establish an online forum to facilitate dialogue. This would help prevent the perception of a lack of responsiveness from the planning authority.

The basis for these recommendations is detailed in my research paper enclosed in this email. If you require any further information, please feel free to contact me via email.

I appreciate the time and effort invested by both the planners and residents in this consultation process, and I trust that these discussions will contribute positively to the future of Saanich.

Best regards,

Ivan Ng

Public Engagement in Urban Planning: The Case of the “Quadra McKenzie Study”

Abstract

Residents of Saanich recently participated in a public consultation organized by the planning authority to discuss urban planning of the region for the next 20 years. Although the planning authority claimed to adopt a participatory approach, this paper examines the extent of actual participation and the experiences of residents, with a particular focus on interactions within the online space. Using the concept of negotiated order, this study analyzes observations and qualitative content from residents' responses to identify areas for improvement. I conclude that greater flexibility in timelines and consultation process, as well as more effective management of online comments could potentially improve the process. I hope the findings of this research could provide useful insights for similar consultation exercises in the future.

Keywords: Public engagement, Urban Planning, Negotiated Order, Participatory Approach

Public Engagement in Urban Planning: The Case of the “Quadra McKenzie Study”

Vancouver Island, BC is renowned for its breathtaking natural landscape (Morneau, 2023; Obee, 2000). Even within the more densely populated residential zones like Saanich, charming wildlife such as rabbits, squirrels, and deer frequently grace the front yards of homes. However, the current landscape of Saanich is changing rapidly with many mega blocks of high-rise buildings under construction to cope with the housing demand (Page, 2024; van Reeuyk, 2024). Given the ongoing population growth, further urbanization of Saanich will be inevitable over the next couple of decades and these developments will affect the living environments of local residents in one way or the other. To gain support from the general public, the modern trend in urban planning is to adopt a more participatory approach which invites participation of local residents (Adjei Mensah et al., 2017; Bonakdar & Audirac, 2020; Falleth & Saglie, 2011; Slave et al., 2023; Zhang et al., 2018). The planning authority of Saanich is currently conducting a project called the “Quadra McKenzie Study” that involves organizing consultation meetings to solicit views and opinions from local residents regarding the future development of the area (Hvozdzanski, 2022). The planning authority aims to incorporate the input provided by local residents into the plan, which is designed to shape and guide the region's development over the next 20 years.

The above raises questions about the inclusivity and effectiveness of the current consultation process in Saanich. The objective of this research is to explore how and to what extent local residents can become involved in the “Quadra McKenzie Study.” Urban planning consultations often struggle to capture diverse perspectives and engage local communities effectively (Bonakdar & Audirac, 2020; Ertio, 2015; Falco & Kleinhans, 2018; Innes & Booher, 2004; Liepa-Zemesā & Hess, 2016; Mergel, 2013; Ringholm et al., 2018; Zhang et al., 2018).

The opinions gathered may have little or no real impact on the actual plan (Innes & Booher, 2004; Ringholm et al., 2018). There are different forms of public participation. During the subject consultation, apart from expressing their perspectives in the traditional consultation meetings, local residents would also voice out their concerns via social media or other non-traditional means (Ringholm et al., 2018). That said, the rigid consultation framework in place may fail to capture such comments. Additionally, the current legal framework may not be able to provide the public with substantial influence in the planning process (Adjei Mensah et al., 2017). Drawing on the concept of negotiated order which emphasizes adaptability and challenges rigidity, I examined whether the existing consultation procedures and framework can effectively capture the views and opinions of residents expressed across both traditional and non-traditional platforms (Clarke, 2021; Mather, 1979; Parhankangas et al., 2005; Strauss, 1982).

My research used content analysis to study various planning documents in the consultations, as well as comments and questions of local residents posted online or made during consultation meetings. I identified the main areas of concern of local residents through analysis of comments and questions. Further, the inclusiveness and effectiveness of the consultation were reflected in the extent of local residents' actual participation and the planners' responsiveness to their input. The residents' experiences were assessed through an analysis of the consultation process structure. The investigating process also shed light on the potential barriers to and the facilitators of residents' involvement in the subject urban planning consultation, which may help policymakers and planners to design effective strategies for enhancing public engagement. By examining the consultation process, this paper aims to contribute to the field of urban planning by offering insights into how public engagement can be made more inclusive and responsive.

Background

Urban Planning and Public Consultation

As population and activities expand within a region, urban planning becomes essential to cater for sustainable development. Urban planning used to be a top-down approach whereby decisions were led by a small group of experts or government officials, but there has been a shift towards a more participatory approach which involves a broader range of stakeholders including local residents (Adjei Mensah et al., 2017; Bonakdar & Audirac, 2020; Falleth & Saglie, 2011; Slave et al., 2023; Zhang et al., 2018). Many countries have specific laws and regulations to govern and mandate the public participation process (Adjei Mensah et al., 2017; Falleth & Saglie, 2011; Liepa-Zemeša & Hess, 2016).

In line with this contemporary trend in consultation, the “Quadra McKenzie Study” seeks to develop an urban plan by adopting a participatory approach for public engagement. Generally speaking, the primary intended purpose of consultation is to collect views and feedback from relevant stakeholders to refine the draft plan to suit the needs of society as a whole. The subject consultation covered different areas such as housing, transportation and community amenities. Research has shown that not all areas receive equal attention during the consultation process: a development of a small house would understandably attract less attention than the construction of a shopping mall in a major route (Slave et al., 2023). Comments made by participants in the consultation process would also reveal certain particular areas of concern. In an urban planning in Romania, three commonly debated topics among the public were identified: preservation of urban green spaces, safeguarding cultural heritage, and concern on administrative issues (Slave et al., 2023). The focused topic could shift in different stages of the consultation. As Vancouver Island is a place known for its natural beauty, preservation of green spaces was predicted to be a key area of concern for residents of Saanich.

The public participation process can take different forms. Traditionally, hearings and public meetings are conducted by the planning authorities. In addition to the traditional forms, a new trend of participation by way of demonstrations, petitions, self-initiated charrettes, cultural activities such as city walks, exhibitions and performances has emerged (Ringholm et al., 2018). For young people, their preferred mode of participation would be through video games, social media and mobile phones (Ringholm et al., 2018). With the advancement of new technology, both traditional and non-traditional forms of participation can reach more audiences than ever before. Gathering information and feedback through online interaction and comments can provide valuable insights into public sentiment, preferences, and concerns on urban planning (Ertio, 2015; Falco & Kleinhans, 2018; Mergel, 2013). Yet it has been noted that the participation results of those non-traditional activities are rarely incorporated in the official planning process and as a result their impact on development plans is very limited (Ringholm et al., 2018). The recent development on the proposed ban of TikTok in the US highlights the evolving landscape of digital participation and its potential implications for various aspects of governance (Dove, 2024). This area deserves more attention and further exploration. Therefore, one focus of this research is the influence of new modes of participation in the “Quadra McKenzie Study”, whether initiated by planning authorities or the public.

Canada is widely recognized as a democratic society that highly values human rights. At the outset, Saanich residents were expected to actively participate and cast significant influence in decision-making processes in urban planning. The level of participation can be measured from “a process or a policy angle” or “input and output perspectives” (Ringholm et al., 2018, p.7). The process or input perspective focuses on the participants’ experience feeling during the consultation. If the residents in Saanich feel exclusion during the consultation, then the level of

input legitimacy would be low regardless of the amount of urban planning information disseminated to them. On the other hand, the policy or output perspective looks at how participation affects the decisions in planning. It can be assessed by the public's reaction to the decision or the implementation of the plan. The level of involvement in consultation processes by the general population may also be influenced by lack of trust in relevant authorities (Liepa-Zemesā & Hess, 2016) or a not-in-my-back-yard attitude (Zhang et al., 2018).

There have been many critiques regarding the participation process over the years. Some academics contend that participatory planning processes are frequently employed in tokenistic manners which merely serve as a sham or facade to secure public approval or to disguise and perpetuate power imbalances (Bonakdar & Audirac, 2020; Innes & Booher, 2004). Additionally, formal consultation procedures often provide very limited opportunities for direct public involvement, particularly when consultations only occur after crucial decisions have been made (Ringholm et al., 2018). Further, the general public rarely poses a significant change in the planning process due to their limited resources and organizational shortcomings (Innes & Booher, 2004). Even in countries where participation is governed and protected by laws, the legal framework does not grant the public a high level of influence in the planning process (Adjei Mensah et al., 2017). The planning authorities would then only perform the minimum consultation as required. Over-emphasis on efficiency in the consultation process has also limited participation by stakeholders (Falleth & Saglie, 2011).

The Negotiated Order

The negotiated order is a theoretical framework developed by Anselm Strauss and his colleagues in understanding the dynamic and fluid nature of social order within organizations (Clarke, 2021; Mather, 1979; Strauss, 1982). Unlike legal order which is based on rules,

procedures and hierarchical structure, negotiated order embraces flexibility and frustrates formality (Parhankangas et al., 2005). Applying the concept of negotiated order, the structure of an organization leans towards lateral rather than vertical arrangement, and the role of management will be a catalyst rather than a monitor or resource allocator.

The concept of negotiated order has been widely applied and studied in the field of healthcare (Wessels et al., 2017). Due to the dynamic nature in a hospital setting, flexibility and innovation are crucial and the actions of medical practitioners are often not bound by rigid rules. Their actions are governed by shared understandings rather than strict commands. Guiding rules are constantly subjected to negotiation so that they can be reviewed and updated to suit the evolving conditions. The concept of negotiated order has also been applied in other settings such as business (Parhankangas et al., 2005) and prison management (Symkovych, 2017).

As shown above, the current practice and framework surrounding public consultation process appear to reach a bottleneck for further improvement on both input and output perspectives. The rigid mandates, rules, timeframe, and procedures have become a hindrance rather than a catalyst to participation. Saanich residents would not want to invest their time in “going through what appear to be nothing more than rituals designed to satisfy legal requirements” (Innes & Booher, 2004, p.419). At the same time, the planning authority may find itself struggling to gain genuine support from the general public through these mechanisms. I argue that the application of negotiated order presents an opportunity to reconceptualize the conduct of consultation. By embracing new approaches to establishing greater negotiated order, planning authorities can potentially enhance their ability to capture public responses especially in non-traditional forms of participation.

Method

During the “Quadra-McKenzie” consultation period, local residents voiced out their opinions via different channels which includes consultation meetings and social media. I studied the comments and interactions made by residents on the draft plan released by the planning authority in October 2024 (which was originally scheduled to be released in June 2024). Simply put, this involved analyzing my observations during the consultation event and conducting a comprehensive analysis of residents' feedback within the context of the consultation structure. As the exercise included a large body of data, I adopted content analysis as the methodological approach. Content analysis is a research technique used to draw replicable and valid conclusions from textual data within their respective usage contexts (Krippendorff, 2018). Within content analysis, the term "texts" encompasses a broad range of materials which extend beyond written content to include artworks, images, maps, sounds, signs, symbols and even numerical records. To qualify as texts, these materials must convey information about phenomena beyond direct sensory perception or observation (Giannantonio, 2010). Content analysis provides a structured way of examining communication and discourse. This method helps to uncover patterns, themes and meanings within the various comments and interactions made during the consultation as well as the draft plan of the planning authority.

The data for this study were collected from my attendance of Open House event, the webpages of the “Quadra McKenzie Study” (<https://hello.saanich.ca/en/projects/quadra-mckenzie-study> and <https://www.saanich.ca/EN/main/community/community-planning/centre-corridor-village-action-plans/quadra-mckenzie-study.html>), and the comments posted by local residents on Facebook pages of District of Saanich dedicated to discussions about the subject matter (<https://www.facebook.com/profile/100064364844491/search/?q=Quadra%20McKenzie%20Stu>

dy). As far as the comments on Facebook pages are concerned, it is important to acknowledge that these digital data collection methods represent only a portion of the samples and should not be regarded as a comprehensive dataset (Williamson & Ruming, 2020). For example, I was not able to extract data for users whose privacy settings do not allow data sharing. Within the webpages, there are, *inter alia*, background documents regarding the study, various engagement materials prepared by the planning authority and video recordings of online consultation sessions. There were question-and-answer sessions at the end of online sessions during which queries raised by local residents were answered. The draft plan released in October 2024 was also accessible from the website. However, the residents' comments submitted via the online survey form were not available for viewing and therefore those comments were not included in this research.

My aim was to evaluate the effectiveness and inclusiveness of how public feedback was handled in the consultation process. To achieve this, I adopted a two-pronged approach. First, I attended the Open House event to gain firsthand insights through observation, during which I collected comments and sentiments from residents. Second, I analyzed textual data related to the consultation. The collected materials were organized into two categories: materials from the planners and responses from the residents. Most of the residents' responses were sourced from systematically retrieved comments on Facebook pages related to urban planning discussions, with a smaller portion collected during the Open House event. Each comment was documented verbatim, along with relevant contextual information such as the date, time and thread of the discussion. Duplicate or irrelevant comments were excluded from the dataset to maintain data quality and relevance. After data collection was completed, some major areas of concern of residents were identified. Then I proceeded to extract relevant data from the materials in those

identified areas of concern. Systematically collecting materials in this manner aided in uncovering the ways and the extent to which local residents could participate in the consultation.

The collected comments and materials underwent systematic coding and analysis using qualitative content analysis techniques. The coding process involved iterative cycles of data immersion, pattern identification and category refinement to capture the diversity of perspectives and issues present within the dataset. Once all comments and materials had been coded, thematic patterns and trends were identified according to their frequency of appearance, and key findings were synthesized to address the research questions. For the purpose of this study, I focused on three master themes for subsequent description, contextualization and interpretation. The data were then organized into meaningful units based on thematic relevance and semantic similarity. The final analysis was presented through descriptive summaries to provide a comprehensive understanding of the impact of local residents' feedback on urban planning issues.

Data Analysis

Disproportionate Focus in the Consultation Process

At the outset of this research, I anticipated that the public consultation would primarily center on issues related to preservation of green space. However, this prediction proved to be incorrect, as the central issue turned out to be the proposed redesign of part of McKenzie Avenue—a critical traffic artery in the region—from two lanes to a single lane for private vehicles. The large volume of Facebook comments on this issue highlights the strong focus of residents on this particular proposal. Below are some selected Facebook comments from the consultation:

Resident: More craziness! We don't need this. Emergency vehicles could never get through, especially at rush hours. Just yesterday it took me 3x longer to get home cause

of an emergency situation on MacKenzie. Can you imagine when we are down to one lane each way!!!!

Resident: Leave our roads alone.. I'm voting you out next election... 2 lanes to 1 lane.. 40 kms everywhere... this council is a joke...

Resident: Terrible idea Saanich, McKenzie has always been a mess and this will make it infinitely worse! You can't increase housing capacity and decrease road capacity!! Make it make sense!! Tillicum has been destroyed, don't do the same to McKenzie. This is an expense the people of this city don't need. Look at the comments and the mass opposition to this insanity!!

The proposed redesign of McKenzie Avenue came as a surprise to many residents.

During the Open House event, I observed a substantial number of objections to the plan to reduce McKenzie Avenue to a single traffic lane. Many attendees expressed concerns that the change would exacerbate congestion on an already heavily trafficked road, particularly during peak hours. The planners proposed this change to align with the goal of transforming McKenzie Avenue into a complete street that prioritizes reducing transportation-related greenhouse gas emissions. This transformation aims to encourage a shift toward sustainable transportation options, including walking, cycling, micro-mobility, and public transit. In summary, the plan involved adding a bus lane to a section of McKenzie Avenue to promote the use of public transport, which required removing one existing lane previously used by private vehicles. While much of the public's attention was focused on the proposed redesign of McKenzie Avenue, it overshadowed discussions of other important aspects of the consultation, such as housing and land use.

It is not uncommon that the public would tend to focus on certain aspects in an urban planning consultation. According to Ringholm et al. (2018), citizen participation in municipal planning often centers on specific, tangible issues, which can sideline more abstract or long-term planning goals. Public comments on urban plans also often reflect immediate concerns which can dominate discussions and result in the neglect of other important planning elements (Slave et al., 2023). In the subject consultation, while the public was engaged with immediate transportation issues, they were also confronting deeper questions about the future direction of urban planning and the feasibility of alternative transportation solutions in their community, as shown in the comments below:

Resident (support alternative transportation): actually bike ridership has increased significantly each year, correlating directly with the new infrastructure.

Resident (against alternative transportation): I'm sure and I'm sure it will always rise, but as I said it's never gonna be the masses, no matter how much they want it Victoria and the lower island to be like Amsterdam it isn't, never gonna happen but they think they can just force their way to it and it's only having more negative repercussions.

Resident (against alternative transportation): By their own statistics. 2500 cyclists. 120,000 residents. That's 0.02% of the population they are favouring when the vast majority of Saanich neighborhoods don't even have sidewalks. Not to mentioned their plans for density with no plans to adress existing or what will be very much increased traffic congestion. It's 110% idealism and 0% reality.

Resident (support alternative transportation): skewered perspective by the way. Do tell me what caused all the traffic congestion prior to the installation of bike lanes. I've live here since 2002, traffic has always sucked, but you all had different scapegoats back then.

We have absolutely no room to expand roads, and even if we did it wouldn't solve anything. We can however, look at bolstering alternative transportation, ie busses, cycling, etc. Remember, we all pay taxes, we all pay for roads, whether we own a motor vehicle or not.

In other words, the residents not only held different views to the redesign plan but also to the underlying objectives for redesigning the road. The influence of residents can be severely limited if the objectives of the planning process are predetermined and not open to public scrutiny or modification. When the objectives are not subject to consultation, there is little point in seeking public input, as it restricts residents' ability to shape the core direction of the project. This makes the consultation process less meaningful, as input occurs only after key decisions—such as the objectives—have already been made, thus diminishing the potential for meaningful engagement (Ringholm et al., 2018).

Negotiated order theory highlights the significance of dialogue and negotiation among stakeholders to achieve a consensus on contentious issues (Mather, 1979; Parhankangas et al., 2005; Wessels et al., 2017). In urban planning, particularly in contexts where public interest and community impact are substantial, I take the view that providing additional time and space for consultation can lead to more informed and meaningful participation. Given the significant public concerns raised about the proposed redesign of McKenzie Avenue, it is essential to prioritize meaningful engagement over strict adherence to project timelines. Since both the road redesign and its broader objectives were contested, planners could address these issues by facilitating further consultations, offering detailed explanations on contentious elements, or adjusting the consultation schedule to revisit the project's transportation goals. Even if the final decision remains unchanged after going through the suggested steps, fostering a greater sense of

negotiated order would help residents develop a clearer understanding of the proposal while ensuring they feel heard and respected. This approach could ultimately enhance participation from the process or input perspective (Ringholm et al., 2018).

Public Distrust in the Consultation Process

Resident: Are you realllllly asking for the public's input? Or is this just a formality that looks like you will Actually take the feedback and make the proper adjustments that the mass of the public is saying they want that live here, use these roads.... But in the end this is your plan and it's happening anyways?!

Resident: Whats the point they're only going through the process as this is allready set n stone by the time the public knows about it

Resident: I just came from the open house and still feel like the information is propaganda without clear factual information being presented. I feel it is a misuse of my tax dollars and that Saanich residents have been betrayed by the mayor and council and they won't get my vote again. There were a lot of angry people at the open house that want to defeat this plan.

Resident: I'm sure they look at public input before filing it in the round receptacle on the floor.

The above Facebook comments reflect a widespread sentiment of distrust in the consultation process. They show the pervasive skepticism surrounding the sincerity of public engagement in the consultation process. This sentiment was echoed throughout the Facebook comments, where numerous residents expressed doubts about whether their feedback was genuinely valued or merely treated as a procedural formality. One resident also commented that despite the overwhelming objections to a development project in another area, the planning

authority proceeded with their plans and ignored community concerns. The recurring theme in these comments suggests a profound disillusionment with the consultation process, as many participants perceive it as superficial and insincere, leading to the belief that their contributions may be disregarded without meaningful consideration.

Public engagement is a key component in building trust and legitimacy within planning processes. The public must feel their voices are genuinely heard and considered (Liepa-Zemeša & Hess, 2016). Traditional methods of participation, such as public hearings, often fail to deliver authentic engagement, leaving residents frustrated and mistrustful when they perceive their input as undervalued (Innes & Booher, 2004). The availability of new technologies necessitates a reconsideration of engagement strategies (Clark, 2021). With technological advancements, the public now reasonably expects prompt responses and interactive exchanges with planning authorities. In this consultation, however, the use of modern tools such as webinars and online surveys did not enable dynamic communication. While webinars allowed residents to submit questions online, they offered no opportunities for follow-up inquiries. Similarly, online surveys were restricted to one-way submissions and lacked a platform for meaningful interaction or dialogue between residents and planners. Essentially, the planning authority relied on isolated tools, such as online surveys and webinars, without incorporating mechanisms for follow-up or sustained interaction. As a result, this approach failed to achieve the dynamic and iterative process required for effective negotiation. Negotiated order emphasizes “reflexive, dialectic, and temporal engagement in a process of negotiation” to navigate ambiguity and uncertainty (Wessels et al., 2017, p. 156). Without incorporating these principles, the engagement process was more likely to fail to meet the expectations and needs of both the residents and planning authorities.

Effective communicative planning requires not only the mechanisms for participation but also a commitment to addressing the concerns raised by the public (Innes and Booher, 2004). In this research, the analysis of approximately 200 comments from residents revealed fewer than 10 responses from the planning authority. This lack of responsiveness likely contributed to public distrust by creating a perception that authorities were disengaged or dismissive of community input. The absence of meaningful replies and further dialogue undermined the reflexive engagement necessary to build consensus. I, therefore, argue that a more interactive approach by the planners, such as responding directly to online comments and participating in online discussions, could foster a more lateral and collaborative structure, thereby supporting the communicative environment essential for achieving a negotiated order (Wessels et al., 2017). By “response”, I refer to a meaningful reply that directly addresses the concern, as a mere non-responsive reply does not contribute to the consultation process. For example, consider the following exchange in this consultation:

Resident: How many affordable rentals are being removed from the community for this development?

District of Saanich: Thanks for the question. To get in-touch with the team for the most comprehensive response, please email qms@saanich.ca

In this case, the response failed to engage with the resident’s question and instead redirected it to another communication channel. This approach lacks interactivity and does not contribute to a productive, open dialogue that is crucial in consultation processes. In contrast, consider the following example of a constructive interaction between a resident and a planner in the online setting of this consultation:

Resident: How about starting Uptown Corridor already?

District of Saanich: thanks for the comment. Please follow the Uptown Douglas Pre-Zoning & Network Design Project to see the next steps related to the Uptown Douglas Plan: <https://hello.saanich.ca/.../uptown-douglas-prezoning.../4>

Resident: thanks for that. It just seems be getting postponed repeatedly. Looking forward to seeing some road improvements in the industrial zone.

This example demonstrates a relatively effective approach to fostering engagement during public consultations. By providing a relevant link, the planner showed responsiveness and respect for the resident's query. Since this interaction was visible to all online participants, it also helped convey a sense of genuine engagement within the online community. However, it's important to recognize that not every situation will be as simple as the latter example. Some comments may require more nuanced and carefully considered responses. Apart from replying to comments, the planners would also be required to act as a facilitator or moderator in discussions among residents within the online space. To achieve this, it's crucial to assign and train skilled staff to handle online inquiries and oversee discussions. Trust is built over time through consistent and meaningful engagement (Innes & Booher, 2004). While this approach requires a long-term and ongoing effort, it represents a vital step toward improving the consultation process and can yield significant benefits over time.

Resource Constraints in Effective Consultation

Resident: I haven't taken the time to navigate through the plan to make an opinion. Is it true that McKenzie will go to one lane?

This online comment reflects the challenges faced by many residents in engaging meaningfully with the consultation process due to time constraints and the complexity of the planning documents. The resident expressed a desire to participate in the discussion but

acknowledged the difficulty of navigating the extensive and intricate materials associated with the proposed plan. This highlights a significant barrier to effective public engagement, as individuals may feel overwhelmed by the volume of information and the time required to understand it fully. The proposed plan spans 148 pages, which makes it impractical for many residents to thoroughly understand its intricacies and provide their comments within the one-month consultation period set by the planners. Although the planning authority made efforts to disseminate information through webinars and open houses, the complexity of the material often left the public without the comprehensive understanding needed to provide informed feedback.

Falleth & Saglie (2011) noted that the efficiency discourse in consultation has increasingly prioritized streamlined processes, often at the expense of democratic engagement. The strict timelines set by the planning authority, particularly after a four-month delay in releasing the draft plan, highlight this tension. While the authority required additional time to prepare the draft plan, residents were given only one month to review the extensive and complex materials. This imbalance made it difficult for residents to engage meaningfully within the limited timeframe. Furthermore, the tight deadlines also exhausted the planning authority's resources, and they were unable to respond adequately to numerous comments on online platforms. Strictly enforcing timeline constraints exacerbated feelings of disempowerment among residents, reinforced existing power imbalances, and reduced the potential for collaborative engagement. Planners should adopt a more flexible approach to consultation timelines and exercise greater negotiated order to address these issues while upholding the democratic principles of participation and transparency.

Effective participation requires not only opportunities for public input but also the provision of adequate information and clarity in the consultation process (Innes & Booher, 2004;

Mensah, 2016; Ringholm et al., 2018). Power dynamics in urban planning consultations extend beyond time constraints to include significant disparities in knowledge between planners and residents. Planners, with their technical expertise and familiarity with the draft plan, hold an inherent advantage over residents, who often struggle to understand the complexities of the proposals. As Symkovych (2017) noted, even in contexts of significant power disparity, negotiations are possible. Planners should actively work to bridge the knowledge gap by engaging in targeted outreach and creating platforms that empower residents to participate meaningfully. Sharing relevant information in accessible formats allows residents to provide more informed feedback. Open houses, as one of the traditional methods used by planners to disseminate information, helped explain key aspects of draft plans through visual notice boards. While they were useful for this purpose, they came with limitations, such as a restricted audience capacity, limited duration and frequency, and the manpower required to organize them. To overcome these constraints, planning authorities should explore innovative strategies, leveraging new technologies, to enhance transparency and ensure that residents have the tools to engage fully in the consultation process. With the advancement of technology, such spread of information can also be done by simply responding to online enquiries. The following example from the consultation illustrates this approach:

Resident: LRT running down MacKenzie from the west shore to UVIC would be lovely, but it will never happen.

District of Saanich: Thanks - two BC Transit documents are linked as External Resources on the [saanich.ca/qms](https://www.saanich.ca/qms) page at the right side bar: BC Transit Future Plan - Victoria Region and BC Transit - Victoria Regional Rapid Bus Implementation Strategy.

In this exchange, the planner addressed a resident's skepticism about transit improvements by directing them to detailed resources. This not only clarified the issue but also showcased transparency and a constructive willingness to engage by providing relevant documents on the website. Such exchanges benefit not only the individual who asked the question but also others who might have similar concerns. During this consultation, it is regrettable that the planners did not take full advantage of the questions and comments from residents to provide more detailed information. While placing information on the website is helpful, directly responding to specific questions from residents is equally important in fostering a more interactive and informative consultation process. For future consultations, I would recommend that planners place greater emphasis on online engagement, alongside traditional methods, due to its accessibility and efficiency in disseminating information.

Conclusion

Public consultation is a delicate balancing act between democratic participation and decision-making efficiency, between rules and flexibility, and between personal interests and the public good. It is unrealistic, if not impossible, to expect that there will be a universally applicable or foolproof way to ensure that every concerned individual is fully addressed in any given consultation. Even in a relatively small region like Saanich, achieving consensus is unlikely (or would take an inordinate amount of time) if every suggestion, whether reasonable or not, has to be addressed. A participatory approach to consultation demands significantly more effort from the planning authority than the traditional top-down model, both in terms of time and resources. The process is inherently unpredictable, which makes it difficult to control or estimate the time required, as it evolves alongside the consultation.

In the subject consultation, the planning authority had made substantial efforts in preparing the draft plan, display boards, and various engagement materials, as well as organizing webinars, workshops, and open houses. Visual aids such as graphs and pictures were used to explain the plan to the general public. Similarly, residents in Saanich actively participated in providing their honest opinions—both for and against—the proposed plan. I was particularly impressed by the turnout at the Open House event I attended. Not only was the attendance high, but the enthusiasm and eagerness of the residents to speak with planners and express their views were evident. However, despite these significant efforts on both sides, it seems that the results do not reflect the level of effort invested. The public feels unheard, and the planners feel unsupported in their efforts.

So, what can be done? Based on the three master themes identified, I argue that improvements can be achieved by incorporating more negotiated order into the existing consultation framework. These negotiated orders can coexist within the current consultation structure and some improvements could be made by better utilizing existing technology. Today, individuals do not need to attend an actual hearing to express their opinions. The public can contribute valuable ideas via online platforms that can be used for further discussion. These ideas, if well-organized for improved readability or accessibility, can also be used to educate the public, enabling them to provide more informed and meaningful feedback on the plan. On the other hand, planners can improve the process by offering more constructive responses to residents via online platforms, thereby fostering more engagement and clarity. The key ideas are to use online platforms to improve transparency, responsiveness, and empower the public to engage meaningfully. Additionally, more dynamic and responsive planning processes should be developed to adapt to changing community needs. Planners should not only gather public

feedback on various aspects of urban planning but also be prepared to adjust the way consultations are conducted. For example, if a specific issue like the redesign of McKenzie Avenue dominates the consultation process, planners may consider extending the consultation period for that part. They may also need to allow additional time for the consultation process to pause and reflect if the objectives or issues need further discussion.

This research primarily captures the perspectives of individuals who chose to express their views publicly, such as through Facebook comments. It is important to note that some individuals might prefer to share their opinions more privately, such as through survey forms. Understanding the perspectives of those who opted to remain silent during the consultation process would also be valuable. Exploring these aspects in future research could provide deeper insights and improve the overall effectiveness of consultation processes.

I hope that the research findings will contribute to positive changes in the current project and future consultations. To extend the impact and applicability of these findings, I plan to go beyond the limited readership of the research paper by formally submitting it to the planning authority. This step aims to ensure that the study reaches its full potential in driving meaningful, real-world improvements.

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Preet Chaggar

From: David Porterfield [REDACTED]
Sent: Monday, February 10, 2025 1:02 PM
To: Council
Subject: (External Email) QMP opposed

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

All

I have lived in Saanich the majority of my life, with the exception of some years in my professional career where I have lived and worked in many cities in Western Canada. I find this plan to miss the point of the definition of Saanich. Saanich is and always will have a more rural feel to it than the city adjacent to it. Developing a walkable city/hub idea doesn't flow with the way Saanich has been developed over the years nor does it fit why people find it such a great place to call home, parks, open space, single family homes with room for the dog and a garden.

I think if you were to look at some of the natural hubs we have in this municipality, Shelbourne/McKenzie, Qaudra/Mckenzie, Cedar Hill/ shelbourne, Quadra Village, the list goes on, you will find there are already developed hubs that could be developed further to introduce small pockets of a walkable lifestyle.

My two cents, I do not support this plan as it is currently written.

Thanks

David Porterfield,P.Eng.

[REDACTED]
Sent from my iPhone

RECEIVED
By Preet Chaggar at 3:32 pm, Feb 10, 2025

Preet Chaggar

From: Kjell Cawsey [REDACTED]
Sent: Monday, February 10, 2025 12:23 PM
To: Council
Subject: (External Email) Support of QMP

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

Hello,

As a homeowner in the area ([REDACTED]) I'm writing in advance of the Feb. 11 Special Council Meeting to voice my support for the Quadra McKenzie Plan.

It seems like the loudest of the opposing voices are scared of densification, and worsening traffic on McKenzie. I think the plan adequately addresses these concerns.

Now is the time to put a plan in place for a livable future. We need to prioritize places for people to live (densifying, not environmentally detrimental sprawl) rather than being a place to drive through. I would like to be able to walk to the grocery store with my young children without yelling over traffic, and feeling my stomach clench every time an enormous truck rattles past within a few centimeters of my elbow.

We bike, bus, drive a private vehicle, and drive car share vehicles in the area. It's great to see more equitable access for ALL road users being considered. We cannot continue to be car centric.

Best,
Kjell Cawsey

Preet Chaggar

From: Toby Sherriff <[REDACTED]>
Sent: Monday, February 10, 2025 12:14 PM
To: Council
Cc: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) Support for densification and transit priority in Quadra and McKenzie

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

Hello Saanich mayor and council,

I am a resident of Saanich, and I just wanted to reach out to council amidst the pushback against the Quadra McKenzie development plan. Unfortunately I have a conflict during the council meeting tomorrow evening so I am writing this email instead.

Housing densification and transit (and/or cycling) infrastructure are my top two issues. I fully support densification of the Quadra-McKenzie corridor, as well as improvements to bus lanes. Aside from the development at University Heights, that corridor looks as it did when I went to UVIC 15 years ago. At the time, I was appalled that single family houses dominated the main artery leading to the region's most prominent university, as well as the immediately surrounding streets. I am disappointed to see virtually no progress in the decade and a half that has elapsed since then.

I intend to vote in the next municipal election, as I do in every municipal election. As I mentioned, densification and transit are my top issues, and I will be voting for candidates who have a demonstrable record of voting in favour of such priorities.

Thanks for your time,

Toby Sherriff
[REDACTED] Bethune Ave
Saanich BC

Preet Chaggar

From: theresa mckenzie [REDACTED]
Sent: Monday, February 10, 2025 12:04 PM
To: Council
Subject: (External Email) QMP opposed

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

I am writing today to inform council that I am completely opposed to the current QMP project. I do not support such high density buildings with such heights that have been proposed and not aligned with the historical Saanich sky & street scapes. I am opposed to changes to Quadra and McKenzie reducing lanes. This is a major through fair that is needed for emergency and business transport, and commuter routes. As someone who needs to drive thru it numerous times a day it is unacceptable option.

I believe Saanich Council needs to look at having a referendum to discuss future major development and high density corridors so that Saanich residents are able to have a clear and concise understanding and let their voices be heard on such drastic size development that current council feels is appropriate and desired by current Saanich residents.
Thank you for your time & service.

T M McKenzie

Preet Chaggar

From: Michel Turcotte <Turcotte@camosun.ca>
Sent: Monday, February 10, 2025 11:59 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan - From Camosun College Student Society

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

Dean Saanich Council:

The Camosun College student Society has passed a motion opposing the Quadra McKenzie Plan. We particularly oppose any plan that would reduce vehicular travel lanes on McKenzie or Quadra. While we negotiated the first UPASS agreement in BC but and are strong supporters of transportation modality changes we believe that the current plan does not properly account for the impacts that it will have on area residents and the regional destinations on the respective ends of those corridors.

We would urge you not to rush in to any decision with respect to the proposed plan and we would welcome the opportunity to have discussions on the adverse impact we believe this plan would have on our on our campuses, members, and the community.

Thank you for your consideration.

Michel Turcotte

Michel Turcotte | Executive Director
Camosun College Student Society
Cell: 250:881-3311

Preet Chaggar

From: David Theres [REDACTED]
Sent: Monday, February 10, 2025 11:04 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan Opposed

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

Council,

I am writing to strongly opposed the current proposal of The Quadra McKenzie Plan.

I have been a resident of Saanich for 50+ years. Saanich is where I have grown up, gone to school, played sports, perused my education/Career, work, raised my children and own my home.

Huge high rises and such extreme changes in development in beautiful single family neighborhoods needs to be abolished.

Development like the plans in the Shelbourne/McKenzie/Cedar hill area are much more suited to the core beliefs of Saanich residents. I support development in the QuadraMcKenzie intersection that could be similar to such development in size. IE same height buildings currently being built at University Heights, commercial land being repurposed, mixed usage, but no larger than 6-8 story buildings, standard Saanich previous vision for such height developments.

Saanich needs to maintain its unique beauty and sky scape esthetic.

If I want to live in a high Rise community I will move to Downtown Victoria, or the West Shore. Maybe if that's your vision I suggest you consider moving to those areas.

I strongly reject the proposal of altering the roadway of McKenize Quadra Traffic corridor. As a person that is required by my employer to have a vehicle to see patients in this area, traffic congestion will be chaotic with reduced lanes. Is this not an emergency travel route?

I believe such density rich, high rise type changes that are being proposed recently for Saanich developments as a whole including QMP and the Cordova Bay gravel pit redevelopment, need to go to a referendum so that council can clearly outline their NEW vision for Saanich, and Saanich residents can clearly give them feedback on the size of such developments.

I feel that current council members should clearly identify themselves as for or against this type of development so that voters can have a clear understanding of where their vote goes.

Thank you for your time.

Theresa McKenzie

Preet Chaggar

From: Bradley Weldon [REDACTED]
Sent: Monday, February 10, 2025 9:54 AM
To: Council; Mayor Dean Murdock
Subject: (External Email) Support for the Quadra McKenzie Plan

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

Good morning Mayor and Council,

I am writing to express my strong support for the proposed Quadra McKenzie Plan. I have a prior commitment and am unfortunately not able to attend tomorrow's Council meeting to express my support in person. However, please know that despite the NIMBYs who have been so vocal over the last month with fear and misinformation there are many of us YIMBYs who do support the plan.

I expect you will have no choice but to water it down a bit in the face of the NIMBY campaign. Despite this, please do your best to guide this (frankly inevitable) growth in Saanich as proposed in the plan.

Sincerely,

Bradley Weldon
[REDACTED] Cloverdale Ave, Saanich.

Preet Chaggar

From: Donna Long [REDACTED]
Sent: Monday, February 10, 2025 9:52 AM
To: Council
Subject: (External Email) Quadra-McKenzie Plan Support

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

Greetings,

I live in the Shelbourne neighbourhood of Saanich, and although I responded (very favourably) to the Quadra-McKenzie draft plan on the website, I wanted to write as well to express a very strong support for the plan as it stands now, particularly given the rhetoric against it and the news that a less "aggressive" plan is being considered (quotes as aggressive has a negative connotation, whereas I would say perhaps progressive is a better term for what is being considered).

I appreciate the amount of research, thought, and care that was put into the original plan. I am lucky enough to have been able to afford a SFH here, and I do not believe that only people with considerable resources should be able to live in our community. I believe that the mixed-use residential/commercial centers in areas that are already commercial is simply good sense, and public transport actually makes congestion better, not worse, as has been proven time and again through research and by seeing how other cities move people around them.

My family and I strongly support the original proposal. Our children are not yet in kindergarten, but it breaks my heart to think that when they grow up, they could be priced out of living in the city that is their home. Building in 20 years won't fix that. Any solutions for the future must be implemented now. And pulling back on progressive urban planning due to a misinformation campaign is looking to the past, and not the future.

Cheers,
Donna

Preet Chaggar

From: Ryan Nicoll [REDACTED]
Sent: Monday, February 10, 2025 8:00 AM
To: Zac De Vries; Susan Brice; Council; Nathalie Chambers; Mena Westhaver; Councillor Judy Brownoff; Mayor Dean Murdock; Colin Plant; Teale Phelps Bondaroff; Karen Harper
Subject: (External Email) Message in support of Draft Quadra Mackenzie Plan

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

Hello Mayor and Council,

I live near the intersection of Savannah and Tattersall. My family is a short walk to Four Corners Village. I fully support the proposed long-term vision of the Quadra Mackenzie plan.

I have lived in Greater Victoria and Saanich my whole life. From my experience, the Quadra Mackenzie region, particularly the Quadra/Mackenzie intersection and Four Corners Village, has had very little change in almost 50 years. There is a lot of busy car traffic in the area. I don't feel safe riding my bike in the area and especially wouldn't dare cycle or allow my two kids to cycle on Quadra street. Ironically, I cycle myself to work and my child to daycare downtown, all year round, because of the safe route afforded by the nearby Lochside trail.

The region generally doesn't feel very walkable because of the limited and spread-out amenities. Also, Four Corners Village doesn't feel like a village at all - there's no sense of identity in that place. There are few amenities that serve locals there. With four lanes on Quadra and two gas stations in the heart of the village, it feels like a highway stop for others to pass through, and not something that is intended to serve our local community.

I am thrilled to see the potential for a thriving community in the Quadra MacKenzie plan. This will make room for more services and shops over the coming years. I love the idea of walking and biking to get more of what we need. I am excited for the idea of more protected cycling lanes so I can travel more in my own neighbourhood this way.

As the population of our city continues to grow, I like the idea of more housing diversity in our area as well. I don't know how my young children will be able to afford any kind of housing as things stand now, as single-family homes are so expensive relative to salaries. More options other than single-family homes in this area, like apartments and townhomes, will give them a chance to live in our community if they choose.

I recognize that the specific block that my family lives in right now will change from single-family homes to low-rise apartments and townhomes, and I welcome this local shift in our large municipality. Given how large Saanich is and how the vast majority of Saanich is already comprised of single-family homes, it seems like a relatively small change. I also recognize this is a very long-term plan, and I expect it will take many years for the developments to take place: market demand, the planning and permitting process, and the construction workforce all limit any possibility of these changes happening in the short term.

I would love to see Four Corners Village look much more like Cook Street Village in Fairfield, with more restaurants, coffee shops, pubs, and more. But I also recognize this can't happen without more housing density and zoning to support it. Our community grows and becomes more vibrant when there are more people around. It shows the potential for amazing positive change for the next 20+ years, and I am thrilled to support it!

Thank you for considering my thoughts on this.

-Ryan Nicoll, P.Eng

Preet Chaggar

From: kevin <[REDACTED]>
Sent: Sunday, February 9, 2025 10:02 PM
To: Council
Subject: (External Email) QMS land use feedback

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

Saanich Council,

Thank you for the opportunity to provide feedback on the proposed Quadra/McKenzie plan in advance of the Special Council Meeting on February 11.

I strongly support that Council endorse Land Use Option #2 which scales back the intensity of land use changes with a focus on scaling back areas designated as Corridor and Corridor Hub.

Thank you for your consideration in this matter.
Kevin Zonneveld

Preet Chaggar

From: Shelly Zonneveld [REDACTED]
Sent: Sunday, February 9, 2025 9:51 PM
To: Council
Subject: (External Email) Special Council Meeting February 11, 2025 - QMS Land Use Feedback

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

Saanich Council,

Thank you for the opportunity to provide feedback on the proposed Quadra/McKenzie plan in advance of the Special Council Meeting on February 11.

I strongly support that Council endorse Land Use Option #2 which scales back the intensity of land use changes with a focus on scaling back areas designated as Corridor and Corridor Hub.

Please reduce the areas designated as corridors, and keep only those parcels that truly are very close to major roads and within centres. Please scale back the building heights so that Saanich densifies, yet remains a place where residents can see the sky and feel the sun.

Thank you for your consideration in this matter.
Shelly Zonneveld

Preet Chaggar

From: Justin Steinburg [REDACTED]
Sent: Sunday, February 9, 2025 9:10 PM
To: Council; QMS
Subject: (External Email) Support for McKenzie Bus Lanes

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

Hello,

I'm writing to express my strong support for the implementation of dedicated bus lanes along McKenzie. As someone who deeply cares about addressing the climate crisis, I believe this is a critical step toward creating a more sustainable, efficient, clean, healthy, and equitable community.

Currently, buses carry more than half of rush hour traffic along McKenzie, yet they lack dedicated space. This not only slows down transit users but also undermines the potential of public transportation to reduce congestion and emissions. By reallocating road space to bus lanes, we can significantly increase road capacity—one well-designed bus lane can move as many people as five lanes of cars. Remarkably, studies show that travel times for cars and trucks often remain the same, and in some cases, even improve. Without bus lanes, congestion will only worsen, making life harder for everyone.

The evidence is clear: bus lanes lead to "traffic evaporation," benefiting all road users, including those who continue to drive. This aligns with both provincial and local climate goals. CleanBC, the provincial climate plan, aims to reduce vehicle kilometers traveled by 25% by 2030. As a municipality, Saanich has an obligation to consider these targets and take proactive steps to meet them.

I would personally be more inclined to ride the bus if service were improved, and I know many others in our community feel the same. While I live in Victoria, I am frequently in Saanich, and if myself and others bus into Saanich rather than drive, this will greatly reduce congestion, pollution, noise, and infrastructure costs. Reduced car usage also opens up more public space for uses that bring joy rather than more parking and roads.

By taking bold action now, Saanich can demonstrate its commitment to a greener, healthier future. Please ignore the loud voices in the room. As you know public consultation is not representative of the public. Consider also, the children and future generations that will benefit from safer, cleaner, more affordable, more accessible infrastructure / modes of transportation.

Thank you!
Justin

Preet Chaggar

From: Clifford C [REDACTED]
Sent: Sunday, February 9, 2025 8:44 PM
To: Council
Subject: (External Email) Support for QMP

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,

I am writing in support of the current Quadra Mckenzie plan. I have been a resident of the CRD for nearly 15 years. I have spent 7 years in Saanich, 7 years in Victoria and I am currently a resident of Esquimalt. I understand the importance and potential of the corridor to the development of the region's housing and transportation future. I have seen rents and housing prices spiral out of control in the region and I have seen transportation times keep going from bad to worse. It is clear the status quo is not working and drastic-urgent action is needed on both fronts.

On transportation we need to be clear eyed about what the options really are with the corridor. Leaving the corridor as-is permanently holds the capacity of the road constant as the region grows. This is a recipe for gridlock for both private vehicles and public transportation. Option two, is adding more lanes to Mckenzie. This will not only result in extremely costly and disruptive land acquisition but it has been shown time and time again in city after city to only help improve traffic flow in the short run. Option 3 is to focus on improving the people carrying capacity of the corridor. Adding dedicated lanes for public transit, ensuring key intersections are optimized and adding space for active transportation . Option 3 will give people more options on how they chose to travel and will lead to higher capacity and faster commuting times. It will also be relatively cheap. I understand people fear of 'losing a lane' but I think it is important to keep an eye on what the alternatives truly are. Improving public and active transportation are the only clear way out of the current issues on the corridor.

On housing, neighborhoods are going to change regardless of what we do. We can do nothing and housing prices will continue to skyrocket, our population will age and stagnate, our parks and rec centers will be free of children, our young nurses and doctors will leave to more affordable areas and our most vulnerable will be pushed into the streets. The alternative? We build. We cut the red tape for new housing, we lower development fees and we zone for growth! Young people can then begin to see Saanich as a new opportunity. A place where they can build careers, have kids and live the life they want. I want Our parks to be filled up with kids and our homeless shelters to be empty. I want nurses and doctors to move back! This can only happen if we BUILD and build now. We can't delay.

Thank you for taking the time to consider my argument for a better QMP. I have been quite disappointed by all the misinformation that has been getting pushed by a small but well funded group. I understand that people fear change but we need to consider what our true options really are. Right now I think we are seeing a lot of knee jerk reactions that I believe are largely driven by misinformation. lies and fear mongering. It is time to consider what our alternatives to QMP truly are, we can't keep doing the same thing and hoping for a different result.

Preet Chaggar

From: Mark Brown [REDACTED]
Sent: Sunday, February 9, 2025 7:28 PM
To: Council
Subject: (External Email) Draft Quadra McKenzie Plan
Attachments: Letter to mayor and council re Quadra McKenzie Plan Feb 2024.pdf

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

Please find attached my comment on this issue for Tuesday's meeting.

Mark Brown

[REDACTED] Clovelly Terrace.

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

Reference: Quadra McKenzie Plan

Your Worship, Councilors:

I am disappointed to find myself compelled to criticize the Quadra McKenzie Plan. I have been a solid supporter of Saanich's record of community participation in municipal planning. Being a founding director of the Quadra Cedar Hill Community Association I felt that citizens had a respected participatory part in the management of our communities and neighbourhoods. And this often resulted in constructive results for the various neighbourhood planning events especially Local Area Plans. More locally for me, the Quadra Cloverdale (Core) Action Area Plan, the Quadra/Reynolds Planning Charette and the Rutledge Park development plan are reference examples. I suggest that a key element in the success of these planning activities is that the planning professionals in the Planning Department engaged with the local community and community associations (where they existed). This process was community and neighbourhood focussed engaging community residents and enabling a knowledge transfer of specific and detailed aspects of a neighbourhood that a central administration body cannot reasonably know. Furthermore Local Area Plans provided the Planning Department with that community insight to allow the Official Community Plan confidence in its understanding of the issues and knowledge of the communities and neighbourhoods of the municipality.

The Quadra Mckenzie Plan failed in this fundamental engagement. The Planning Department came to the public participation process with approximately a dozen plans with no apparent input from neighbourhoods, nor reference to Local Area Plans. While the public engagement process was extensive, its shotgun approach to community participation yielded little public satisfaction. I know a lot about my neighbourhood but precious little about neighbourhoods several kilometers away. The consequence of this time and money consuming process is a plan that had aroused appreciable rancorous opposition notwithstanding (I suggest) broad based disengagement. In my neighbourhood, close to the Quadra "four corners" area, I and my neighbours have intimate knowledge of the traffic issues, the success and otherwise of transit and bicycle and pedestrian infrastructure, business and community services as well as parkland, however my opinions of such issues as at Mckenzie and Cedar Hill, or McKenzie and Gordon Head, and even North Quadra are at best piecemeal, yet the QMP public participatory process treated all inputs equally. My opinion is that the basis of this plan carries very little consensus and support from the communities it affects. This is a highly problematic outcome. Developers are not going to get any useful guidance as to the relative acceptance of their proposals. Notionally they will read the Plan and make initial investments (options or more) develop schematic plans that they feel comply with the Plan and then when the project goes to the community for input there is a high likelihood that they will encounter solid opposition. This will put the Municipality in a very difficult position, strong community oppsition, versus a developer who has already invested in a proposal that complies with the guidance of the plan. Does Council ignore the community and ramrod the project approval process, or does it redirect the developer to compromise the design to develop community support?

The main purpose of the QMP was, presumably, to provide the development community with a guide to how and where to develop new real estate investments and that the Plan will speed that development process in order to achieve the (housing) development targets established by the Province. But what is more likely, this plan will steer developers into putting forth projects that are not at all supported by the community and will likely lead to a protracted, time and money consuming project proposals, gaining very little toward the objective of the QMP.

I suggest that it is folly to approve and go forward with this Plan.

To leave you with a constructive alternative, I suggest that you 'dust off' some of the already completed local plans, especially the Charettes and Action Area Plans, to start a locally based planning process that identifies development opportunities that have already been contemplated and received a level of community support.

Sincerely,

Mark Brown (past Director and founding member Quadra Cedar Hill Community Asociation)
Clovelly Terrace

Preet Chaggar

From: Sam Froese [REDACTED]
Sent: Sunday, February 9, 2025 6:44 PM
To: Council
Subject: (External Email) High Density at Quadra-McKenzie

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

Dear Council Members,

My name is Sam Froese, and I am a resident of Victoria. I'm writing to express my support for the proposed high-density plans at Quadra-McKenzie. While scaling back these plans may appeal to some current homeowners, it may not be the best path forward for Saanich as a whole.

Everyone knows Saanich is a wonderful place to live—if you can afford it. Given its proximity to Victoria and its abundance of usable land, I'd argue Saanich has a responsibility to embrace densification. Some argue that we should focus on duplexes or townhouses instead, but this perspective is out of touch with today's housing realities. A new duplex or townhouse anywhere in Saanich would likely cost at least \$900,000, hardly a solution for someone who is in the middle class.

Please allow the builders to build so that local Millennials and Gen Z can have a chance at calling Saanich home.

Best regards,
Sam Froese

Preet Chaggar

From: B. Dunphy [REDACTED]
Sent: Sunday, February 9, 2025 4:34 PM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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

An open letter to Saanich council:

I wanted to take a moment to lend my enthusiastic support for the Quadra McKenzie Plan. I know that those of us who are satisfied with plans and actions from council do not speak up nearly as often as we should. From many studies, we know that people are more likely to speak up when dissatisfied than if satisfied. In this hyper-vocal and volatile environment, it's probably time for people like me to take the time to voice our support.

As a Saanich resident for over 10 years, I have seen many positive changes in our community but there are still many challenges especially with housing and transit. We need to increase housing density as a means of alleviating the shortage felt throughout the region. With a world-class university within our region, the housing needs are more acute than for other municipalities. The Quadra McKenzie Plan is a step in the right direction to encourage housing density where it makes sense.

Building along transit corridors provides people with the means to travel as they prefer. If we're to promote transit, we need to make it reliable. The Douglas St / Trans-Canada dedicated bus lanes prove that transit can be more reliable when not stuck in traffic. The bonus with these lanes is that turning traffic which snarls flow is removed from through lanes. Cars can be accommodated and move as smoothly with one lane when a second lane is dedicated to removing turning traffic and buses.

I know that council has received quite a bit of negative feedback on this plan particularly relating to traffic. We can't continue to promote one person / one car given the inefficiency. If council is serious about providing the means for all citizens to transit about the municipality, then council needs to provide for more than just the car. Not everyone can afford to or is able to drive a car. There are many like myself who prefer to not take a car when possible. We need and want safe avenues for passage regardless of mode. In my own example, I take transit to work downtown. When the weather is decent, I ride my bike to work on the beautiful trails and bike lanes. Many of my colleagues similarly leave the car at home when possible and walk, bike, or take the bus to work. We need more safe lanes regardless of how we choose to get to our destination.

I appreciate this bold move by Saanich council and give you my full support.

Regards,
Betsy

Betsy Dunphy



Preet Chaggar

From: Joseph Petch [REDACTED]
Sent: Sunday, February 9, 2025 4:07 PM
To: Council
Subject: (External Email) Quadra-McKenzie Plan

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,

I am writing to express my strong support for the original proposal for the Quadra-McKenzie area. While I understand the concerns of some community members, I strongly encourage you to be brave and build the Saanich that we need. The original proposal represents an essential step towards addressing the pressing challenges facing Saanich and the region.

As cities worldwide strive to create more equitable, vibrant, and environmentally responsible communities, increased density in well-serviced areas has proven to be an essential tool. The original proposal exemplifies principles of smart growth by:

1. **Providing Much-Needed Housing:** With housing affordability at crisis levels, particularly for young families and essential workers, increased density ensures more homes are available where they are needed most.
2. **Supporting Transit-Oriented Development:** Concentrating density near key transit corridors reduces dependence on cars, curbing emissions and fostering a more livable, connected community.
3. **Maximizing Land Efficiency:** By building up rather than out, Saanich can preserve green spaces while making better use of existing infrastructure, preventing (more) costly urban sprawl.
4. **Enhancing Community Vitality:** Higher density fosters local businesses, diverse social interactions, and a more dynamic neighbourhood, leading to a stronger and more resilient community.
5. **Aligning with Climate Action Goals:** Encouraging compact, energy-efficient housing supports both local and national climate commitments by reducing carbon emissions.

Opposition to change is understandable, but it is crucial that we do not let fear hinder the creation of a more equitable Saanich.

Leadership requires making decisions that benefit the community in the long term, even when they may face short-term resistance. I implore you to be courageous in your commitment to evidence-based policy and to move forward with the original plan. Saanich has the opportunity to lead by example in tackling the housing and climate crises through thoughtful urban planning.

Thank you for your time and dedication to shaping the future of our community. I sincerely hope you will uphold the principles of sustainable growth and equity by proceeding with the original, well-considered plan (or something very close to it).

Best,
Joseph Petch

Preet Chaggar

From: Kellie Moniz [REDACTED]
Sent: Sunday, February 9, 2025 4:06 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Council
Subject: (External Email) Response to the Employee's report back to Saanich Council

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

Dear Council,

In reviewing the staff's report back, it talks about the confusion of residents over the idea that the land use proposal is over a 20-30 year period and not immediate. It isn't a lack of vision that your residents have over 20-30 years, it is the fact that we have one kick at voicing our residential viewpoint of what we would like to see Saanich be in 20-30 years. We know 20-30 years isn't really that long in a lifetime.

The concerns about the density of housing are valid when you look at the closest large city to us (Greater Vancouver). Density in this city has expanded outwards to the suburbs and has swallowed up the family neighbours and turned it into cement towers. The beauty of living in the suburbs has been taken away. The laid-back living of our island and the suburbs of Saanich can be negatively affected by over densifying.

The option presented in the report back still doesn't deal with the concerns around over densification. I would like to see an option of higher density but not high rises along the McKenzie corridor. I would like to see the plan that contains density housing in the red zone (designated as the area for high rises) lowered from 18-20 stories to a maximum of 8 stories. Branching out from there I would like to see density reduced to 4 stores along the corridors and then down to only 2 story townhouses, row housing, and still allowing for single family homes. Just because we have corridors doesn't mean we should be annexing single family homes. Most people would still like to own housing that doesn't need stratas.

I'm not against cycling and walking. I'm just against taking away already paid for infrastructure that allows traffic to move. Neither the proposed plan for McKenzie nor Quadra addresses the increase in the density of people that you want to move into this area. There will still be a need for those vehicle lanes as you will now be moving more goods and services and there will be residents that can't always get around

by bus or bicycle. What you did on Shelbourne between North Dairy and Pear was well done, it addresses the needs of the vehicle density, cycling safety, and pedestrian safety, so why is this same type of infrastructure planning not a valid plan for Quadra and McKenzie.

Even if you take McKenzie out of the QMS plan and do what is proposed for Quadra, you take one of the most actively used bus routes and put it in congested traffic, making it a non-viable option for residents. The plan you are proposing harms bus transportation on Quadra which moves a substantial number of people and replaces it with an option of cycling which is currently only being used by 5% of the population. Also, the proposal adds more congestion to Quadra that will affect the residents already living there. It puts residents at risk for emergency vehicles being able to get to residents that are in distress as you plan to put barriers in place that will not allow traffic to move out of the way. This will especially be exacerbated in cases of garbage/recycling pick up days as traffic will have nowhere to go. Not to mention what will happen to traffic when there is a need for any maintenance for telephone or hydro poles. To put it in perspective, when the fire happened at Quadra, Palmer and Quadra was reduced to a single lane in each direction; it created absolute chaos.

I know that the cost and dollar values around increasing density and changing infrastructure are significant. I would like to see more time spent on getting it right as those costs are going to be passed down to the next generations as I know Saanich will have to borrow to put it in place.

Sincerely

Kellie Moniz

Preet Chaggar

From: Claudia G [REDACTED]
Sent: Sunday, February 9, 2025 2:51 PM
To: Council
Subject: (External Email) Quadra McKenzie

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

Please do not scale back high density plans for the Quadra McKenzie area. We are the capital of BC, it's okay for us to be an actual city. Young people like me need affordable places to live. People who bought their house 30 years ago for 10\$ and a bag of apples can get used to the fact that other people need places to live as well.

It's so so discouraging to try and fight for a basic necessity of life while hearing that others in your community are fighting against it, and the council is capitulating to their (frankly whiney/greedy/i got mine, screw you) attitude.

Please be so for real right now and do what is actually good for people, or our homeless problem is just going to get even worse.

Sincerely a very tired, disappointed and disgusted young adult.

Preet Chaggar

From: Kimberly Cooper [REDACTED]
Sent: Sunday, February 9, 2025 2:40 PM
To: Council
Subject: (External Email) Quadra/Mackenzie development

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

Dear Saanich Council,

As a Saanich resident, I want to say that I am fully in support of the redevelopment plan for the Quadra Mackenzie corridor.

The plans make sense for the location. We need to look forward and make sure we have housing options for everyone - not just those who can afford million dollar single family homes.

Thanks
Kim

Preet Chaggar

From: Kerensa Mattison [REDACTED]
Sent: Sunday, February 9, 2025 1:47 PM
To: Council
Subject: (External Email) Support of Scaling Back Quadra-McKenzie Plans

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

Dear Saanich Council,

Thank you for the work you're doing on the Quadra-McKenzie plans and for listening to residents. I appreciate that you're taking the time to find an appropriate balance.

As a resident of Saanich, I'm in favour of scaling back the housing plans along the side streets while maintaining them along Quadra and McKenzie.

My main concern is that the removal of the ability to build new single-family homes in certain areas could lead to more derelict properties.

My understanding is that if someone buys an older single-family home in an impacted area and wants to demolish it and rebuild a new single-family home they would no longer be allowed to, because of the proposed zoning saying 5-11 storeys (12-18, or 4, or 3 storeys).

I fear that this would lead to more single-family homes becoming neglected and derelict. For example, someone may not be able afford to maintain their old, aging home and would like to sell it. But they cannot sell it to a developer because the developer doesn't want to buy a single property if they can't also gather others to create a suitable parcel of land for multi-family housing, and the neighbours aren't interested in moving/selling any time soon. And a regular individual no longer wants to buy it knowing that the zoning means that they can't do what they want with the property and so they will instead buy elsewhere in Saanich. So now the home sits there becoming a neglected eyesore instead of becoming a new single-family home.

As a property owner (although of a townhouse unit), I would prefer that we leave the choice for residents to be able to tear down their homes and have them become another single-family home or sell them to others to do the same. I think the concern for many people lies in the fact that their choice of what to do with their own property is being taken away. I think if the zoning said that it could be a minimum of single-family single-story and maximum of eleven stories multi-family (instead of a minimum of five stories or four, etc), that would make people more comfortable and lead to less push back.

I would also love to see far, far more encouragement of building along the main streets, Quadra and McKenzie, instead of pushing these zoning changes into the surrounding streets/side streets. There are many properties on these main streets that appear to be under utilized.

I see many single or two story commercial properties along McKenzie and Quadra that could and should be torn down and rebuilt as towers. This should be done before you push multi-story zoning

requirements onto side streets. We've had a great start so far with University Heights and The Shelley. The Nellie McClung Library with housing on top is also a great idea. That's 200 units of housing at the Library. If we do that on 5 more underutilized commercial properties that's a thousand more units without touching side-street single-family housing zoning.

Can the Council look into encouraging the replacement of single and two story commercial properties? Encouragement via lowering the tax rate for a new development, making quick decisions on approvals, removing red tape, etc, etc, whatever it takes to encourage the development.

Examples of commercial properties I feel are under utilized:

Quadra
McKenzie
Quadra
Quadra
Quadra
McKenzie

Thank you for your consideration,
-Kerensa Mattison

Preet Chaggar

From: Carol Pendray [REDACTED] >
Sent: Sunday, February 9, 2025 1:25 PM
To: Council
Subject: (External Email) Quadra McKenzie plan feedback

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

I have lived as a resident in the Royal Oak area since 1994. A member of the Pendray family has lived in Saanich since the early 1910's. The only exception was 1980 to 1994 after the family farm moved to North Saanich.

I am writing to the present Saanich Council to express my dismay at the scope and impact on Saanich residents now and in the future of the proposed Quadra – McKenzie plan. For 30 years, I have lived in multi-unit housing, used the bus system, walked to local shopping centres, commuted to different workplaces by bike and driven my vehicle to meet my daily needs. I understand that change is part of life and that we cannot stay exactly the same as we are today. I personally have lived a lower impact lifestyle by cycling, bussing, walking and living in multi-unit housing. That said, I am completely against the vision that the present Council has presented to its residents. Any strength taken too far becomes a weakness; this is what I believe the Quadra – McKenzie plan as presented is for residents and the taxpayers.

Issuing a plan that directly impacts select current resident's households making way for new development (plan drawings for centres, hubs etc) without advance communication and consultation conveys a level of arrogance that does not become a public office. The proposed level of densification destroys what past and present and future taxpayers expect for the quality of life that Saanich has been built on. To be clear, I am not against changes in densification, but against what the present Quadra – McKenzie plan proposes. The increase to the tax base of the proposed plan is beyond significant yet there are no details about infrastructure necessary to ensure a quality of life for residents. For example, how many new recreation centres would Saanich be building and staffing to keep residents within the proposed 15 minute communities? How would the aging population and those with different abilities be accommodated in this level of densification and restrictions to vehicles? Where would the tax dollars go and how would they be spent? How would Saanich manage the shortage of skilled workers that it is already experiencing? Staff shortages are already impacting programs and infrastructure Saanich can offer and maintain. The plan does not also address how Saanich will lobby for other public services that are provided by other levels of government. Health care is a primary example. A municipality cannot absolve itself from the impact on services another level of government is responsible for. To do so is irresponsible.

The proposed changes to the roadway structure for McKenzie and Quadra is untenable for our community. The proposed level of densification only exacerbates the proposed reduction in vehicle lanes. Saanich does not control how BC Transit allocates resources and therefore the proposed passenger vehicle lane reduction is beyond belief. BC Transit is already experiencing staffing shortages for drivers and maintenance personnel; a situation that is not expected to be resolved in the foreseeable future. As a regular long-time cyclist, I do not find bike lanes implemented on major routes a pleasurable riding experience due to the number of times I have to cross roads and driveways on major routes. That said, I accept that bike lanes will help some citizens to feel safer *if* they choose to ride a bike. Reducing existing vehicle lanes does not have my support for dedicated transit lanes and/or bike lane infrastructure. What about eliminating free parking for Saanich employees to reduce vehicle traffic on these two corridors? Without the municipality demonstrating leadership in its own vehicle traffic; the proposed changes in vehicle infrastructure becomes an exercise to only born by Saanich taxpayers and not the public office responsible for the infrastructure. For decades we have needed the region's many municipal offices to support and lobby for a regional transit plan that includes mass transit on existing right-of ways but that has never happened and the way things are continuing to go, it never will.

The word aspirational has been associated with the proposed plan by those associated with delivering it. I do not aspire to live in a community that limits its resident's ability to thrive, to live well in all of life's stages. I believe the proposed plan does this through excessive densification and restrictive transportation practices aimed at vehicles. The present Council needs to withdraw the current plan, develop and clearly communicate one that does not destroy the progress and changes that Saanich has successfully made in its over 100-year history.

Regards,

Carol Pendray

█ West Saanich Rd

Victoria, BC

█

Preet Chaggar

From: Bill Thompson [REDACTED] >
Sent: Sunday, February 9, 2025 1:27 PM
To: Council
Subject: (External Email) Quadra Mckenzie developement.

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

My property is 3741 Winston Crescent. I have long been aware that the Quadra corridor was intended for high density housing. The current plan allowed for 》 4 or 5 stories depending on which side of Quadra. The new proposal of 18 story hubs is alarming. The densification this would bring along this corridor is not supported by the infrastructure.

The current plan would allow for some very attractive New York style brownstones or more of the townhouses at [REDACTED] Cloverdale.

Proper developement of this corridor with the existing plan will increase density in a manageable way. Having a hub at Falmouth is pointless when Cloverdale is a hub. Falmouth is less than 15 min from the Cloverdale area and falls within the 15 minute city whilst also being a secondary route. The roads from it go directly into residential housing areas. The only primary artery nearby is the Cook Cloverdale Quadra junction.

The proposed hov lane along Mckenzie is a disaster. It is a major artery that supplies hundreds of secondary routes. The congestion and back ups would affect all of Saanich and Gordon Head while having lesser effects spilling out into surrounding regions.

This city needs arteries that flow. Goods and resources need to move.

Bus drivers and ambulance drivers have already spoken out against the difficulties navigating through the mess of lane closure and traffic calming that have already been implemented. Do not make it worse. Above all. Think back to the flooding a couple years back. Recall the fuel shortages. The food and supply shortages. Now increase density in the way you are thinking and what happens the next time services are interrupted. Plan properly please.

Bill Thompson
[REDACTED] Winston Crescent.

Preet Chaggar

From: Susan Bridges [REDACTED] >
Sent: Sunday, February 9, 2025 10:50 AM
To: Council
Subject: (External Email) Quadra-McKenzie Plan

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 Saanich planning department,,

I am unable to attend the February 11th meeting as I am elderly and ill. I am writing to let you know how disappointed I am with you as I live at [REDACTED] McKenzie Ave and I planned to live out my final days here. You continue to send me updates and multi-pages of your great plans for my neighbourhood. I chose to live here in a suburban area because I did not want to live in an urban area like downtown. Now you and your thoughtless planning department want to turn this area into cheek-to-jowl multi-high rise condominium towers. What about the residents who own homes and townhomes? I attended an open house a few months ago and when I walked in, I saw this billboard with [REDACTED] McKenzie Ave slated for a 6 story high rise tower with 5 levels for condos and the bottom level for commercial use. How dare you tell me that I am misinformed regarding this 18 unit townhome complex. You already have plans to bulldoze our complex down for your damn condominiums. What is the sense of public input when you have already made up your mind? Your study shows lots of diagrams of shopping "hubs" and bus "hubs", etc. The plan stated the idea is for us to walk or bike to these "hubs". I am [REDACTED]. Do you expect your [REDACTED] to walk to go shopping or jump on a bicycle or a bus when she is very dependent on her car? Am I supposed to walk to a shopping 'hub' or 'bus hub' in the middle of winter? And whoever came up with the stupid idea of making McKenzie Ave. a single car lane in each direction? Are you kidding me? Didn't the Saanich planning department monitor how much traffic we have on McKenzie? And what about emergency services that use McKenzie Ave to go to Royal Jubilee Hospital? What about the college students that use McKenzie to go to school? Why don't you people think about these things? Isn't that why I am paying taxes?

Leave us alone or rethink your ill-conceived plan and go back to the drawing board. We can make this a win-win situation if you stop planning on McKenzie Ave. into a condo row and build half of the condos and towers and leave us alone. Also, you cannot turn McKenzie Ave. into a single lane use. Ridiculous!

I pay my taxes and I am very upset.

Susan Bridges
[REDACTED]

Preet Chaggar

From: Jim Mayer [REDACTED]
Sent: Saturday, February 8, 2025 10:29 PM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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,

I strongly support the original vision of the Quadra McKenzie Plan, and am saddened by the much less ambitious version presented in the QMP Phase 3 Update Staff Report. I've followed the public discourse on the plan closely, and have been extremely saddened by the misinformation and outright lies being promoted by groups such as "saveoursaanich.com" (the "saveoursannich.ca" site is far more fact based).

My wife and I are senior citizens living in Vic West. Although we use a car share when necessary, we do not own a car, and use bicycles or public transit or almost all of our local transportation. Nevertheless, we are often in Saanich. For example, we are fortunate to have a family doctor, and their office is on Chatterton Way, close by Quadra.

Until about three years ago my wife and I mostly walked. Unfortunately, my wife [REDACTED], [REDACTED]. Her bicycle, and Victoria's AAA bike network, has been her lifeline. The bike keeps her active and gets her where she needs to go. Furthermore, because bikes are so small compared to cars, her bike can almost always be parked close to her destination. But this only works because we have a network of safe bike routes that connect people and destinations.

Every time Victoria, or Saanich, or Esquimalt deploys a new, connected, section of active transportation infrastructure, our world gets a little larger. Conversely, services, stores, restaurants, etc. on busy roads without safe cycling infrastructure might as well be dead to us.

You can't measure the need for a bridge by the number of people swimming across the river.

Some key points on transportation:

- Greater Victoria, including Saanich, is growing, and will continue to grow.
- The roads aren't getting any wider.
- If everybody drives, everybody loses.
- Without dedicated bus lanes, buses are too slow, so people will drive.
- Without protected bike lanes, cycling is too scary and dangerous, so people will drive.
- The track record on "queue jumps" is extremely mixed. They only work under very specific circumstances, and they are in no way a replacement for a dedicated right of way.

If Saanich cannot find a way to make buses and cycling high quality, fast, reliable, safe, pleasant, and efficient ways to travel, then Sannich will be doomed to ever increasing traffic congestion. The status quo cannot be preserved. It's geometry, not politics.

Some key points on housing:

- Young families cannot afford homes in low-density neighbourhoods in Saanich or Victoria. Even families with good jobs will be living in apartments.
- Please, whatever else you do, do not fall into the trap of only allowing apartments on busy roads. Young families will live there, and their children should not be subjected to the noise and pollution of roads with heavy car traffic. It's just not right.
- Look at the break-points for construction costs, and be very sure that your land use regulations don't end up requiring overly expensive construction forms.

In conclusion, The original Quadra McKenzie Plan was well thought out. It recognized that land use and transportation options went hand in hand. It was a smart plan, and it deserves your support.

Unfortunately, we live in a time that requires change, and many people don't like that. That makes it hard to move forward, but not making a decision is a decision in its own right.

Please support an ambitious Quadra McKenzie plan.

Sincerely,

Jim Mayer
Tyee Road, Victoria

Preet Chaggar

From: [REDACTED]
Sent: Saturday, February 8, 2025 5:04 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) Opposed to the Quadra McKenzie Plan

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

Mayor & Councillors,

I am a resident and homeowner in the area of the Quadra McKenzie plan and I am vehemently opposed to the plan to allow multifamily “mid-rise” buildings of 11 stories amongst single family homes. I specifically chose this area to live in when I moved back to Victoria 19 years ago. This is a mature, single family home neighborhood that is unique in that – relatively speaking – contains affordable, good value homes considering the houses are a decent size and are still in fairly close proximity to downtown, the highways, UVic etc... This area is quite walkable, with lots of green space and mature trees, it is bordered by higher density on Quadra and Shelbourne. The roads in this area, such as Cedar Hill X road, Braefoot, Blenkinsop are already far too busy and would only become a traffic nightmare with more density – despite city planners dreams of everyone blissfully pedaling along on a bike (and I’m a cyclist).

Had I wanted to live in a high density neighborhood amongst mid-rise multifamily dwellings I would have chosen another place to live. The housing stock here is not of the age or condition to warrant redevelopment. There needs to be neighborhoods that allow for single family homes and to redevelop this area is asinine, wasteful and opposed by your taxpayers and voters i.e. your employers.

Regards,

Chris Boissevain

Preet Chaggar

From: Jane Devonshire [REDACTED]
Sent: Saturday, February 8, 2025 4:01 PM
To: Council
Subject: (External Email) In Strong Support of the McKenzie Bus Lanes

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

Dear Saanich Mayor and Council,

In this shocking era of climate denial, I sincerely hope that Saanich Council will stay the course and fight for a livable future.

Reducing our GHG emissions is critical to our fight to keeping our climate livable. Every action we can take to save lives is worth it. By keeping these rapid bus lanes it will go a long way towards achieving your GHG reduction targets. Saanich Council has been such a stellar climate leader and this is leaving me baffled as to why you would change course on something so critical as this.

Climate Justice Victoria has given you all the compelling reasons to keep the rapid bus lanes going on McKenzie. Although I am not a resident of Saanich, we all share the air and we must all pull together to save ourselves.

For our future generations,

Jane Devonshire
[REDACTED]

Preet Chaggar

From: Jackie Gay [REDACTED]
Sent: Saturday, February 8, 2025 3:49 PM
To: Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Council
Cc: [REDACTED]
Subject: (External Email) Quadra McKenzie Plan

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

Dear Mayor & Councillors

I am unable to make the council meeting on Tuesday 11th February as I am out of town for work. I am writing in the hope that you will answer me directly and individually - this would be a first for any correspondence I have had with Saanich Councillors.

I live on McKenzie Avenue near to the Braefoot 'hub' with my husband.

[REDACTED] who have represented our country at multiple [REDACTED] World Championships. I believe there is a plaque at Saanich Council offices in honour of our silver medal in Rio. I work full time for Island Health serving our most vulnerable populations in Mental Health and Substance use. [REDACTED]

My husband bought our house over 30 years ago. There is no way we could afford it at today's prices and we consider ourselves very fortunate to have affordable, stable housing. We have adapted our house to our needs and built a wonderful, accessible garden that we are able to grow food in for ourselves all year. Our garden is haven for wildlife and from my window I can see more than 20 mature trees. These trees and gardens are absolutely essential for the future. How many will have to come down? I drove down Douglas St in Victoria the other day and tried too imagine McKenzie like that - commercial buildings, traffic, no trees, no birds or animals, no living thing apart from humans cared for. This is not Saanich. From our house it is a 10 minute walk (5 minute bike ride) to Saanich Centre one way and a 10 minute walk to Shelbourne the other. Both areas are currently under development - why do we need another hub half way between? The hubs make no sense anyway - if McKenzie is to be a rapid transit area, how can it also be a community hub? I never cross McKenzie on foot as it is far too dangerous now and if the community was highly populated, with pedestrians crossing the roads all the time then the traffic would never be able to get through. Transit is a CRD level issue and unless the councils recognise this and genuinely work together then problems will just increase.

I want to ask you all a question and I hope you have the honesty to answer me - is your home in a rezoned area? With the rezoning covering 20% of Saanich then at least one or two of you should be, if the rezoning was fairly distributed. Now nowhere in Saanich could be classified as poor, however it is noticeable that the rezoned areas are in the less wealthy areas. Why is it always the poorer folks in society who have to pay (with our irreplaceable homes)? One golf course (there are 30 within 20 miles of Saanich centre so no lack of opportunity) along with some duplexes, four-plexes and townhouses in vacant lots would solve all our problems. And that brings me to the real need, which is below market rate housing for families, low paid essential workers, and the vulnerable. Rezoning our home so that developers can come in and make a fortune solves nothing, it just makes money for developers and displaces the folks who live here. Where will we go? There is no accessible housing at a price we can afford with a garden, and a garden is essential to us and our well-being, as access to nature is challenging at best, discriminatory at worst. My husband always says that

when he gets really restricted in what he can do, then put him somewhere where he can see the birds and feel the sun on his face. We have that place now.

As for me I will haul myself up the cedar tree in our yard and live up there before it gets chopped down and redeveloped into commercial space. There is no money that could replace what we have spent our lives working for - a safe, healthy, sustainable home. I have scoured the Quadra-McKenzie plan for concrete proposals for below market housing and there is absolutely nothing in there apart from 'incentivising' inclusion of below market rent housing & 'working with non-profits'. Show me the figures, the actual below market rent housing that will come out of this plan. That would be the only outcome that would make this plan ethically viable. Profit for developers is pandering to greed and lord knows there's enough of that in the world right now. Buck the trend, Saanich. Turn against the stream. Tread carefully on these beautiful lands and waters, collaborate, consult, and answers will come.

Thank you for your time reading this

I look forward to your responses

Jackie Gay

Preet Chaggar

From: Colleen Higgins [REDACTED]
Sent: Saturday, February 8, 2025 3:45 PM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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

Dear Saanich Councillors,

I was pleased to see the headline in the Times Colonist this morning that read "Saanich to scale back high-density plans for Quadra-McKenzie area after pushback". However, I still don't think the council understands how the majority of residents are not in favour of this proposal. The proposed plan does not reflect the wishes of the current residents and it is very frustrating to have our elected 'representatives' not represent us. This plan looks like it was created by consultants who do not live here and have a concept of what they think makes good neighbourhoods. Creating 'hubs' needs to happen organically by the residents of the community, not artificially imposed on neighbourhoods that don't necessarily want them. The following are just a few of the reasons I think this plan should be drastically re imagined.

I understand the desire for more density though it must be stated that creating more density does not create affordable housing. Vancouver has the highest population density in Canada, with more than 5,700 people per square kilometre, according to Statistics Canada figures. It also has the fourth-highest population density in North America after New York City, San Francisco, and Mexico City, yet it remains one of the most expensive cities to live in Canada. We have allowed REIF's and corporate investors to purchase much of our housing stock and turn them into commodities to increase the net wealth of those who least need it. Rather than spending millions of dollars on such fiascos as "Pets and Parks" this money would be much better spent on purchasing affordable housing for the municipality.

What about the rights of the current residents? The residents of Saanich do not want corridors of 4 plus story buildings along Quadra and McKenzie that close out the skyline and reduce the green space. Where there is opportunity for development there are many good examples of townhouse complexes that fit in nicely with the surrounding houses rather than overwhelming them. Christmas Hill is going to disappear behind a backdrop of high rises. The Lyra buildings are a fabulous examples of developers allowed to overbuild for the benefit of very few. They look terrible and should never have been allowed. This is not the 'rural Saanich' that we bought into many years ago. We've all invested in a lifestyle that we want to maintain and we should not be made to feel guilty about the neighbourhoods we love. The concept of continual growth is not sustainable and just doesn't make sense. If one is to follow this path, then eventually, we will turn into Hong Kong. A sea of skyscrapers in a highly polluted city. Density is not the answer. Everyone that lives in Saanich moved here for a reason. We love the neighbourhoods we live in. We don't want them to change drastically. Not everyone can live exactly where they want to live.

There should be a pause on building bike lanes in the municipality. I travel around Saanich making many trips to various areas and I rarely see anyone in the bike lanes. It's a lovely concept to have everyone bike or bus everywhere but it is not realistic. There are no sports within 15 minutes of my home; there is not

enough time to bike to multiple destinations; it's dark early for much of the year; the weather for much of the year is not conducive for biking; it's not convenient to transport equipment and shopping purchases on a bicycle or the bus. Our communities have been built around individual transportation going back to the horse and buggy and quite frankly, most people are not willing to give up the convenience of travelling around with one's family in their own vehicle while trying to accomplish all the living we're trying to do in a day; work, multiple sports, school, errands, families, appointments, it's just not reality for most people to accomplish this by bus or bike. I purchased an electric car thinking I was doing in my part to be environmentally friendly but apparently that is not good enough any longer.

We don't want our groves of 'endangered' Garry Oak trees demolished every time a developer wants to build a high rise in their place. There is a fabulous opportunity to expand the Swan Lake Nature Sanctuary and to protect this watershed area and the multiple groves of Garry Oaks that can be enjoyed by the whole community rather than allow high rises to shadow and encroach into this natural habitat.

What's most disheartening is highlighted by Colin Plants comments in a recent Times Colonist article wherein he states that '...council has heard some concerns about increased traffic, tree loss and noise during construction, but there had not been much public feedback, suggesting the community is generally supportive'. I find this statement very insulting. 'Silence does not mean consent' and every single resident I have spoken to is most definitely not supportive of this plan. I have also spoken with a surprising number of people who don't know anything about it. These residents can not be considered supporters. Every day I think about this plan and it causes me great anxiety. I think about what I can possibly say that will get through to this council and make them see that the residents do not want this but I am overwhelmed with the task. I, like most residents, have so many commitments to manage in my work and family life and just do not have the bandwidth to craft the perfect letter that will make council understand this plan is not the will of the residents of this community. Especially in light of the fact that regardless of what input we give, what surveys we complete and what petitions we sign, council seems to go ahead and do what they want anyway. It seems hopeless, and I'm sure many residents just don't have time for something they think is not going to make any difference. I don't know how Mr. Plant can possibly extrapolate this reality into being 'generally supportive' of the plan. If you spoke to every resident in this municipality, I think you would have a much different picture.

I know this subject has caused anxiety and affected the mental health of many of Saanich's residents. The council must strive to create a better balance and this plan does not achieve that.

With respect,
C. Higgins

Preet Chaggar

From: Tony Moniz [REDACTED]
Sent: Saturday, February 8, 2025 3:11 PM
To: Council; Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) February 11, 2025 Special Meeting on the QMS

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

To Mayor and Council

With a 62% disagreement on the “overall key plan goals” (as per Saanich Staff Survey Findings report), **I respectfully request** that council gives STRONG considers abolishing the QMS proposed plan.

Saanich Staff and the various working groups put in a lot of hard work (which I appreciate). While I doubt that council will fully discard this effort, I would like to add some comments. There will be many that will talk about the proposed density, and others about the proposed hubs, I would like to focus attention on the transportation issues.

The January 28, 2025 staff report provides 3 transportation options for the QMS and staff are recommending Option #2 (set aside plans for McKenzie but keep the Quadra proposal). In their recap, they noted almost 2/3 of survey respondents (64%) oppose/strongly oppose the draft plan’s transportation objectives. To me, that number is just a little too big to ignore for fear of yet further backlash. I therefore suggest Option #3 is the best path forward; set aside ALL the transportation components for McKenzie AND Quadra of the proposed QMS and address these as a separate project(s) going forward.

There was a lot of concern about McKenzie but of equal concern should be the reduction of transportation on Quadra. I have noted in previous correspondence that Quadra is a CRITICAL corridor for active transportation. BC Transit’s #6 bus route was touted as moving the most people in the CRD (per BC transit stats from 2011); more recent data from the November 26, 2024 Victoria Regional Transit Commission 2024 Performance Report now shows the #6 route in 2nd only behind the new #95 Blink route to the Westshore. Staff’s option #2 would see most of Quadra reduced to single lane; this WOULD NOT help the busses to move all the people with the proposed and/or inevitable increase in density. Victoria is a government town and a lot of people work downtown – the #6 bus is the best way to get them there – 24/7/365.

In the January 20, 2025 report to council from the Director of Engineering to be presented to council at the February 10, 2025 Committee of the Whole meeting, item 34 shows that cycling improvements “along the length of Quadra Street” is estimated to cost almost **\$47 MILLION**. Before that kind of investment is entertained, the plan should be fully vetted. Perhaps something more akin to what was done on Shelbourne between North Dairy and Pear where 4 lanes of traffic were retained, bus stops enhanced, and cycling lanes separated away from the traffic lanes.

I wish you well as this process continues.

Sincerely,

Tony

Tony Moniz, CPA, CA
[REDACTED] Lucas Avenue
Victoria BC [REDACTED]

Cell: [REDACTED]

Preet Chaggar

From: Douglas Baer [REDACTED]
Sent: Monday, February 10, 2025 2:43 PM
To: Council
Subject: (External Email) Quadra-McKenzie Plan, Council Meeting 11 Feb 2025

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

Re: Quadra-McKenzie Plan (draft), for discussion at Council Meeting on 11 Feb. 2025

Dear Saanich Council

Capital Bike's Saanich Local Committee endorses the vision for Cycling and Micromobility articulated in section 4.3 of the Draft Quadra McKenzie Plan dated October 2024. We note the level of public support for active transportation highlighted in the Phase 3 engagement summary.

We are particularly appreciative of the inclusion of an objective to "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 recreational developments."

We are in complete agreement with the draft Plan's authors that Saanich should implement the Long Term cycling network (4.3.1) and "prioritize new cycling infrastructure connected throughout the District of Saanich and to regional transportation networks".

We are concerned, however, that the Plan does not incorporate any timing recommendation for cycling infrastructure. More than half of the cycling infrastructure identified on Map 4.3 is neither completed nor fits into the Act Transportation Plan's "short-term priority" category and hence is not targeted for completion until at least 2040. Some side street routes, on the Long Term but not the "medium" priority lists, would not be targeted for completion until even later. Worse, we are now being told that, unless Council approves increases to account for inflation, these target dates will be pushed back an additional five years.

It is important, we feel, that when higher density residential and commercial buildings are completed that appropriate multi-modal transportation options be available to new homeowners and tenants as they move in, not one, two or even three decades later.

Yours truly

Douglas Baer,
On behalf of the Capital Bike Saanich Local Committee



Capital Bike

Douglas Baer

Secretary & Advocacy Co-Chair

Preet Chaggar

From: Kelly Hart [REDACTED]
Sent: Saturday, February 8, 2025 2:30 PM
To: Mayor Dean Murdock
Cc: lana popham mla; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) Quadra McKenzie Plan

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

We am writing to you all to express our dismay and disapproval for the recent Quadra-McKenzie Development Plan. My family and I are deeply concerned and opposed to the proposed changes. We have lived and paid taxes in Saanich since 1996 and have owned our current home for 13 years.

The proposed densification of the Quadra-McKenzie Plan will not only affect the quiet single-family atmosphere we targeted and paid for, but endanger the green space it contains. The plan is prescriptive toward approving very tall buildings (12 to 18 stories) without regard to the effects it will have on existing residents and green space. We do not believe the plan also considers the infrastructure and needs of the residents these towers would contain. We are not against some densification, townhouses and duplexes would fit in to the current concept of suburban living that we seek to protect. We feel the highrises are best placed in the existing commercial area of Quadra McKenzie corner.

We trust that Saanich will take a second look at this plan and revise it in light of the many objections raised by the North Quadra Community Association, the Save Our Saanich movement and the many concerned citizens in the area.

Sincerely,
Kelly, Cameron and Jasper Hart

Preet Chaggar

From: Daphne Sidaway-Wolf [REDACTED]
Sent: Saturday, February 8, 2025 1:31 PM
To: Mayor Dean Murdock
Subject: (External Email) Request to pause and review the Quadra McKenzie Plan- October 2024 draft
Attachments: QMK5 Murdock.pdf

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

Hello, Mayor Murdock,

Please see my attached letter to you seeking a pause and review of the above plan.

I do hope you can help temper some of the options that would be very harmful to some areas of Saanich.

Regards,

Daphne Sidaway-Wolf

2025-01-06

Re: Request for Saanich to Pause Implementation of the Proposed Quadra McKenzie (QMK) Plan - Draft October 2024 and redraft the plan

Dear Mayor Murdock,

I am writing to convey concerns that I have and have heard from some of the 25,000 residents in the Quadra McKenzie (QMK) Plan area and nearby communities regarding the proposed October 2024 Draft.

I respectfully request a pause on any implementation of this draft plan to allow for further consultation and consideration of diverse perspectives, particularly those of the residents.

Many residents support the need for:

- Increased housing density in *appropriate* areas;
- Improved public transit, which includes returning certain express buses and bus stops;
- Certainty for current and future residents.

To address these needs, I propose the following principles to improve housing density, increase public transit use, and provide certainty to all Saanich citizens:

1. **Prioritize Building New, Affordable Housing on well-served low-rise commercial property:** Prioritize using land currently zoned for single-storey and low-rise commercial buildings for mid- or high-rise housing, depending on the location. Start with development near Uptown and assess the impacts of high-rise developments. Utilize commercial lots such as Telus, Lumberworld, and Saanich Yard for higher density housing without destroying existing housing stock. Question: **Why does Saanich intend to keep the Saanich Yard near Borden and McKenzie, when the whole yard would be well used as housing, within walking distance of many services.** Keep housing affordable by reducing high-end features and incorporating green spaces while respecting neighbours' rights to sunlight.
2. **Preserve Existing Stock and Community:** Do not destroy existing housing stock unless there are no viable alternatives. The current housing provides homes for 25,000 residents and supports community values such as gardens for pollinators to support our local farmers, neighborhood gathering spots, and a sense of safety and support. This community should be preserved. A couple of square kilometres of high-rises in North Quadra, for example, will not replace this community.
3. **Enhance Transit and Transportation:** Improve transit routes on Quadra and McKenzie. **Reintroduce the 6 Express to downtown and the 6 route to UVic.** These buses can be returned and use the Gordon Head Express buses as models. **Add bus stops rather than removing them.** Do not remove vital lanes on Quadra and McKenzie until reasonable options are developed. One lane north, south, east or west along QMK can be quickly jammed, delaying emergency vehicles. **Do not add any movement restriction medians as**

all for vehicular traffic lanes. QMK is a two to three light wait currently much of the day, contrary to photos of McKenzie in the QMK plan. Can we consider light rail along the Pat Bay highway? Collaborate with the CRD to develop rapid transit solutions.

4. **Provide Certainty to Residents:** Engage residents and community associations more in the planning process. Record and post suggestions from consultations already received on the Saanich website. Provide space for further suggestions to be added. Develop thoughtful, compassionate, and reasonable principles based on community input. Revisit the plan after considering diverse options and focus development on areas already suited for higher density.

Some other considerations include:

- Reserving approval on high-rise buildings until some high-rises are built in the Uptown area. Then the product needs to be evaluated to determine what went well and what could have been done differently. Use these learning to identify what needs to be done differently to keep Saanich being a place people want to live;
- Ensuring new housing is affordable for a diverse population;
- Reviewing the potential environmental impacts, effectiveness of fire department to handle fires in high-rises, earthquake-proofing of tall structure;
- Reviewing proposed reduction or elimination of parking for new buildings;
- Acknowledging the potential for expropriation and its impact on the community.

I urge you to listen to constituents and pause the implementation of the QMK plan, conduct full consultations with impacted citizens, and consider the proposals outlined above. By doing so, we can work together to enhance our community thoughtfully and sustainably.

Thank you for your attention to this matter.

Cordially,

Daphne Sidaway-Wolf
Saanich Resident

Preet Chaggar

From: S Jackson [REDACTED]
Sent: Saturday, February 8, 2025 1:28 PM
To: Council
Subject: (External Email) NO to Quadra McKenzie Traffic Corridor

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

Dear Saanich Council

I'm a Saanich resident living in Cadboro Bay Area. The council's plans re: traffic corridor changes related to the Quadra McKenzie plan are not acceptable. I use this corridor often and it is congested enough with 4 lanes for vehicle traffic. In the last few months there have been several shutdowns of a single lane for construction and utility work at Shelbourne and McKenzie which has caused significant delays. I have frequently waited over 10 minutes to cross Shelbourne. Each time I fume at the idea of McKenzie going down to 2 lanes permanently for regular through traffic. It will make what I experience with lane shutdowns an everyday event.

Please stop these traffic corridor changes from proceeding!

Regards

F. Scot Jackson
[REDACTED] Grandis Pl, Victoria, BC [REDACTED]

Preet Chaggar

From: Mark Roosma [REDACTED]
Sent: Saturday, February 8, 2025 12:29 PM
To: Council
Subject: (External Email) Support for Quadra McKenzie Plan

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

Hi Council,

I am writing to express my support for the Quadra McKenzie plan and my opposition to efforts to scale it back.

While we all “care about the environment” and “support transit” in the sense that we feel positively about the environment and transit and would like to see them succeed, that is a nearly meaningless statement if not backed up by action. Even the most culpable oil executive “cares about the environment” in that sense. What matters as a matter of public policy is not that we think the environment and public transit are good things, but that we prioritize them above other things. In this case, supporting active and transit infrastructure over infrastructure for private cars. I am confident the plan is not perfect, but the prioritization of active and public transit is the right call.

As for density, neighbourhood character comes from people, not buildings, and continuing to restrict housing as we’ve done quite consistently for many years has pushed middle and working class people out of the city. I can’t pretend I don’t see the selfish appeal of raising kids on a quiet street of detached homes, but if those homes mainly contain millionaires and massively over-leveraged students, that seems an incomplete community to me.

Please make the difficult but correct call to allow more housing and to prioritize active and public transit.

Mark Roosma
Saanich resident
District of Saanich employee

Preet Chaggar

From: Tom Gunton [REDACTED]
Sent: Saturday, February 8, 2025 12:24 PM
To: Mayor Dean Murdock
Subject: (External Email) McKenzie corridor plan

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

Dear Mayor Murdoch

I am a professional planner and resident of Saanich for over 30 years and have reviewed this plan in detail. I am very concerned about its many deficiencies and omissions. I support the need for more housing and increased density but increased housing and density needs to be carefully planned to minimize adverse impacts on neighborhoods. The planners should examine in detail the impacts of a similar type of plan on the Cambie corridor in Vancouver. A large area was zoned higher density and that started a process of increased property values and land acquisition by speculators that pushed out existing residents and led to run down housing stock and transient neighbourhoods. The process undermined neighbourhood health for decades during the development process which still is not complete. It is possible to add density and housing while minimizing these adverse impacts if the development is properly paced, modest and geographically restricted. Unfortunately the proposed plan is too widespread and too high density and will result in significant and unnecessary adverse impacts. This is why I am opposed to the plan and suggest that council and the planners revise it to achieve a better outcome for Saanich.

Thomas Gunton

Dr. Thomas Gunton (PhD, MCIP, RPP)
Professor and Founding Director
Resource and Environmental Planning Program
Simon Fraser University
8888 University Drive
Burnaby BC
250-477-7601
gunton@sfu.ca

I respectfully acknowledge SFU is on unceded Coast Salish Territory; the traditional territories of the xʷməθkwəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and Səl̓ílwətał (Tsleil-Waututh) Nations

Preet Chaggar

From: Leah Godwin [REDACTED]
Sent: Saturday, February 8, 2025 10:34 AM
To: Council
Subject: (External Email) Saanich QMP Feedback Letter
Attachments: Saanich QMP.pdf

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

To the Mayor and Saanich Council, to go on public record.
Thank you,
Please confirm the receipt of this document.

Thank you,
Leah and Dan Godwin

February 8, 2025

Dear Mayor, Counselor De Vries and Saanich Council Members:

My husband and I are writing to express our lack of support for the current Quadra Mackenzie Plan. We will not vote for a council who pushes this plan through without considerable community involvement. This is a personal story which we tell in the hope council will recognize the impact of this densification plan.

We live on Garkil Road, one of the areas targeted with high rise development. Imagine our despair when we opened the plan, only to see that our neighborhood would be gone. The families, the trees, the sunlight and the open space. In fact, our house and our neighbor's house has been erased and replaced with a pathway/road access. My heart dropped and the shock set in. This can't really be what Saanich Council sees as improving people's lives?

We chose to move on to this street for many good reasons, all of which have been based on the neighborhood and community feel. What I mean by this is being part of a cozy and supportive neighborhood: generations of children learning to ride bikes on our "perfect hill", sharing stories, coffee and support with our neighbors, enjoying the late afternoon sun in the summer while we have popsicles and work on cars in the front yard, sharing tools and techniques for car repair with the teens and the Our Place house folks. This informal outdoor living and connection will disappear, traffic will increase, and safety will decrease. The things that make our neighborhood a home will be gone and replaced by a concrete jungle.

[REDACTED], we decided to build in order to house them. Instead of moving, we chose to renovate and expand our current house. It would have been easier and more cost-effective to move. But we have been so happy here, that we decided to build a home which would house multi-generations and provide a legacy for our family. **To see the QMP in black and white, and our house erased has been a source of great emotional and mental distress.**

If this area is re-zoned, our property value will diminish, we fear being forced out of our home either by the looming buildings, the ongoing noise and chaos of building and the loss of privacy. In short a miserable, unwanted situation.

How can the QMP work in our favor or even maintain our quality of life? **Our home was meant to be our retirement plan and we had meant to age in place.** We have worked hard for many years to build this legacy for our family.

Please consider the impact your “progress” and “improvement” plan will have on us and the thousands of other people in this district.

Thank you for your consideration and attention to this matter.

Leah and Dan Godwin

Preet Chaggar

From: Kathryn Bridge <kbridge@telus.net>
Sent: Monday, February 10, 2025 8:26 AM
To: Mayor Dean Murdock
Cc: Planning; Nathalie Chambers; Karen Harper; Councillor Judy Brownoff; Mena Westhaver; Colin Plant; Zac De Vries; Teale Phelps Bondaroff; Susan Brice
Subject: (External Email) letter in response to Staff Report QMP 2025
Attachments: Protest re Staff Report QMP 2025.pdf

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

Please read this letter, I'm so disappointed.

Dear Mayor Murdock

RE: Staff Report

I am writing to express frustration that once again Planning Department staff are proposing that “consultation” only involves opportunities for residents to examine further revisions to the draft QMP. As I understand it, consultation is a two-way street, where both a proponent and the public meet to engage in dialogue. In the Staff Report, staff propose, (and this is in their own words), that any revisions be “presented to the public for feedback...engagement will be similar in nature to the Phase 3 engagement conducted in the Fall of 2024.” So once again the public is invited to view and comment on a finished result (just like the open houses in phase 3) but not have input or opportunities to inform or shape a proposal, in advance of its completed state.

This does not move anything forward, except the Planning Department’s wish to make only minor tweaks when the feedback from the QMS clearly revealed that “58% oppose or strongly oppose the goals for the Quadra McKenzie area.” And the overwhelming public support is for land use designations of urban or neighbourhood townhouses or neighbourhood apartments versus midrise buildings in corridors or neighbourhoods.

I find the Staff Report hugely unsatisfying. The language appears deliberately vague, full of generalities and imprecision. We really are not given any measurable specifics, as it is all couched in guarded language, which basically tells us nothing. For example, it is impossible to ascertain what if any real changes are hidden in options 2 and 3 for land use as the maps provided do not graphically show what is proposed. Are we meant to trust that the Planning Department will give a major rethink? Or will small cosmetic changes be undertaken yet again, ignoring the clear messages received from Saanich residents that this plan is **WRONG, TOO MUCH, TOO BLANKETED, TOO DESTRUCTIVE OF NEIGHBOURHOODS AND THE POSITIVE QUALITIES THAT DEFINE SAANICH.**

Neither of the Staff “options” for land use indicate any substantive alterations to the QMP land use designation of corridor mid-rise (coloured blue.) This is unacceptable to the thousands of Saanich residents who have expressed their opinion regarding density. There is no evidence that the Planning Department has seriously considered and respects the views of Saanich residents received in public feedback stickies at the open houses, or in the emails received as part of the public record, or in the SaveourSaanich.com petition.

Please provide Planning Department with clear instruction that:

- the options presented are inadequate, that the QMP requires a major rethink and alternative methodology;
- and most important, lower density in the corridors and neighbourhoods;
- that Saanich residents must be invited to actively engage in dialogue with staff (not talked to, after the fact) to find a new way forward that is a win-win.

Planning Department should be prepared to scale back the density proposed for the corridors to 3 storeys because contrary to Saanich's thinking around this whole QMP, you, Mr Mayor, have stated that no one will have a 6-storey building next to their house. But corridors are in the current family neighbourhoods, The residences sitting in the corridors back on to their neighbours, with neighbours beside and across the street. Respect this reality. Density belongs in the Centres not the neighbourhoods. You can achieve your provincial quotas without the corridor density. Lower density – duplexes and townhouses, will have less negative repercussions for families and neighbourhoods. 6-storeys is too much.

I believe it is crucial to rethink imposing the QMP all at once. Yes, most residents understood change will not all happen overnight, but don't set up the residential properties on corridors and the other residential neighbourhoods for ruin. Please experiment with the Centres first and see how that goes. Establish phasing if you must. Be patient. It is a difficult global time now. Are you certain that such geographically broad densification will be needed? Do not rely on past assumptions about future population growth to burden this one area of Saanich so heavily and in such an irrevocable way.

Saanich should not be open season for developers. Be content to approve smaller-scale proposals – proponents of smaller-scale proposals must have done their homework and find them economically viable. Do not continue to refuse smaller-scale proposals because they might "underutilize the land designation." Perhaps Mayor and Council are unaware that smaller-scale proposals in neighbourhoods are being turned down by Planning Department for this reason? (eg a recent proposal for Braefoot Road) Surely modest densification (2-3 storeys) is the way to slowly transform neighbourhood areas? Surely those who wish to develop on a smaller-scale are sensitive to neighbouring areas. Isn't this the way change should happen? Why is the QMP so over the top? So uncaring about the effects on today's Saanich residents and the current vibrancy of neighbourhoods.


And what about the proposed density next door to current natural parks or ecologically sensitive areas? I see on the QMP even in the options presented in the Staff Report, 6-storeys right beside Bruce Hutchison Park, 12-storeys across the road from this park, 6-storeys ringing Leeds Park and creeping up the slopes of Christmas Hill. WRONG. Once these areas are encircled by 6 or more storeys shading them and the underground water retention systems disturbed, these natural areas are toast. Whatever happened to the important practise of buffers? Surely a forward-looking plan should cherish the natural world as it is now.

There are several other glaring flaws in the QMP. Most particularly the reality that widening the streets beyond the right-of-ways will result the destruction of hundreds and hundreds of Old-Growth (over 250 years) Garry Oaks and their attendant canopy cover. I have counted these trees, this is not an exaggeration. How does Saanich square this with the Tree Protection Bylaw and the long-term practise of care required by private property owners re: Garry Oaks? These Garry Oaks are a signature characteristic of Saanich, and of

course, extremely endangered. Don't tell me that planting saplings will compensate for destruction of Old Growth. "Urban forest" plantings sandwiched between impermeable layers is a travesty not compensation for environmental loss.

Heritage is given lip service only in the QMP, even though over 20 designated or listed buildings lie in the Primary Growth Areas. Is there an overall plan to incorporate these treasures into a future Saanich? Or will they be left to languish in their 6-storey neighbourhoods? "Incentivising" is the only verb associated with heritage that I see in the QMP, this re: the Beckwith Hub. Surely recognizing that these buildings on their original sites also deserve buffers?

Please, take a big breath and be strong. The QMP is fundamentally flawed and requires brave actions to acknowledge this reality and admit that this is the wrong plan for Saanich.

Kathryn Bridge
 Rogers Ridge

Preet Chaggar

From: Shaun Cembella [REDACTED]
Sent: Saturday, February 8, 2025 6:41 AM
To: Mayor Dean Murdock; Susan Brice; Nathalie Chambers; Karen Harper; Colin Plant; Councillor Judy Brownoff; Zac De Vries; Teale Phelps Bondaroff; Mena Westhaver
Cc: Council
Subject: (External Email) Re: Quadra McKenzie Plan

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,

I am strongly opposed to the draft plans for Quadra McKenzie.

I could go on at length about how inappropriately high density intrudes way too far from arterial roads, or how the plan gives developers the upper hand and short shrift to residents who have built these neighbourhoods into the lovely places they are to live--but I'm sure others can and have articulated this much better than I can.

Instead, I ask you to consider who you would like to live in Saanich, and does your planning direction leave any space for families?

I am the owner of a (mortgaged) single family home with a young family. Having purchased this in 2022, it is a heck of a financial burden but was attainable and provides my family with an acceptable standard of living. Affordability is not helped by the District's runaway tax increases, but that is a matter for another day.

By legislating for rampant development in neighbourhoods, **The District's policies will drive families away** through increased land values as SFH properties become more attractive to developers, and by removal of existing SFH stock from the housing mix. Perversely, most of the homes lost are likely to be those that are more affordable.

For a look at how poorly this could play out, look at our neighbours. For some time now Victoria Council has hardly seen a development they wouldn't approve despite negative recommendations from city staff, despite objections from neighbours, despite how many existing low-income residents with affordable rents would be displaced, and despite developers backtracking on promised amenities and affordable housing components. As a result, Victoria Council patted itself on the back last year for achieving its target 'housing units'. A closer look however, shows that by their own measure, builds of 3+ bedroom homes and so-called affordable homes were absolutely woeful. That says everything about who is going to be attracted to Victoria.

I'm sure there are folks out there happy to raise a family in a one or two bedroom shoebox, but I haven't met them. Rather, people I know stuck in this position look to move to a lower cost jurisdiction. Sometimes that's the West Shore, naturally with increased [vehicular] commute times. Does Saanich capture the environmental cost of driving people farther afield? How many e-bikes

will it have to buy citizens to make a sufficient offset? I'm surprised the more eco-minded on council are not concerned this plan has no provision for new parks for increased numbers of residents, park buffering, or wildlife concerns. Previous local area plans had these components; is Saanich going soft on the environment?

On top of that, draconian provincial legislation means that once an OCP is set, residents have no input in how their neighbourhood is developed.

Saanich isn't supposed to be New York or Toronto. This plan will not bring any reasonable measure of affordable housing.

Vote against making Saanich less affordable for families and the wholesale upheaval of residents' neighbourhoods.

Shaun Cembella
Saanich, BC

Preet Chaggar

From: Geoff de Ruiter <noreply@adv.actionnetwork.org>
Sent: Friday, February 7, 2025 11:41 PM
To: Mayor Dean Murdock
Subject: (External Email) Please support Transportation Option #1

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

Mayor Dean Murdock,

I am writing in support of the Quadra-McKenzie draft plan and Transportation Option #1 from the Staff Report. In particular, I strongly support the introduction of bus lanes and enhanced transit facilities along the McKenzie corridor. Currently, buses carry more than half of rush-hour traffic on McKenzie, yet they lack dedicated space. Implementing bus lanes will significantly improve travel times and reliability, benefiting the tens of thousands of Saanich residents who depend on this corridor daily.

As someone who [works/studies/lives in/regularly visits] Saanich, I believe these transit improvements will greatly enhance mobility and quality of life in our community. At present, I often choose not to take transit because it is too slow, infrequent, and unreliable. Saanich must take swift action to address these issues. I urge the council to endorse Transportation Option #1 and move forward with the proposed transit enhancements without delay.

Geoff de Ruiter

[REDACTED]

[REDACTED] Alder Street [REDACTED]

Saanich, British Columbia [REDACTED]

Preet Chaggar

From: Robin Smith [REDACTED]
Sent: Friday, February 7, 2025 8:50 PM
To: Council
Subject: (External Email) Quadra McKenzie Plan Check-In with Council and Phase 3 Engagement
Attachments: QMP Letter to Council Feb 7, 2025.docx

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

Hi there,

Please add this letter to the record for the February 11th meeting.

Thanks,

Robin Smith

Robin & Barbara Smith

■ Nicholson St.

Victoria, BC

■

February 7th, 2025

Attention: Dean Murdoch, Saanich Council, Tami Gill

RE: Quadra McKenzie Plan Check-In with Council and Phase 3 Engagement

Hi there,

The intent of this letter is to indicate our support for all 5 of the recommendations contained in the January 28th letter to council from Lindsay Chase, Director of Planning.

I would also like to enter into the record some troubling inconsistencies we found with the residential land use changes in the QMP. Judging by the QMP survey results, and from letters sent by residents, Saanich simply went too far with the QMP. We understand that the Provincial Government currently requires that BC municipalities implement a plan for densification, however the QMP goes well beyond the requirements of the provincial government. Saanich council has no mandate from Saanich residents to make those additional changes! Following are some examples where the QMP went too far:

1. Bill 47 designated a single Transit Oriented Area (TOA) in Saanich (Uptown). Saanich Bylaw 10015 designates four TOA's (UVIC, Uptown, VGH, Royal Oak). In the draft QMP, proposed housing densities around 'hubs' are implemented as if they were TOAs, however they are simply not designated as such by any authority having jurisdiction. Therefore, Bill 44 must be referred to for the minimum densities to be found in the QMP 'hubs'. Bill 44 does not include any minimum height restrictions. Saanich does not have any mandate from residents to implement new TOAs, or TOA densities, or TOA height restrictions for areas that are not required by the provincial government. [The QMP needs to be revised to remove TOA minimum heights and densities from areas that are not TOAs.](#)
2. Provincial government Bill 44 requires BC municipalities to modify residential zoning to allow more units per lot. It does not require the height restriction of residential lots to be increased beyond 3 stories. Why does QMP rezoning exceed provincial government requirements? Saanich has no mandate from residents to implement density and height restrictions beyond what is required by the provincial government. [The QMP needs to be revised to match Bill 44 SSMUH requirements, not to exceed them.](#)

3. The QMP draft uses a distance limitation of 500m from hubs and from Quadra and McKenzie streets to determine the new zoning groups. Bill 44, Bill 47, and the Saanich OCP all use 400m for these same boundaries. This **error** has significant impact for many existing home-owners who fall within 400 to 600m from Quadra or McKenzie streets. Our home lies just over 500m from McKenzie, and further from Quadra, and yet our side of the 1100 block of Nicholson is designated in the QMP as 'Corridor', meaning that apartment buildings up to 6 stories can and eventually will be built on it. Saanich has no mandate from residents to modify zoning limits beyond the requirements of the provincial government, and beyond the guidelines set out in the Saanich OCP. [The QMP needs to be modified to match the boundary distances listed in Bill 44, Bill 47, and the Saanich OCP.](#)

In summary, the QMP will need a significant overhaul before it aligns with provincial requirements and with the OCP. Doing so will make it more palatable to area residents. Hopefully, the myriads of small errors in the plan can be fixed at the same time. While perusing the letters from other residents, I noted that there are many surveying errors in the first draft. Close to our home, Borden St is shown as continuous to Cedar Hill Cross Rd., when in fact there are two existing green walkways blocking the road...not an insignificant error! In general, I found that the draft QMP does not contain enough detail for anyone to actually approve it.

After the next revision is complete, please include another round of public input. Failing to seek public input and approval will end up with years of acrimony, debate, and litigation. Let's fix it up and move forward!

Sincerely,

Robin & Barbara Smith

■ Nicholson St., Saanich, BC

■

Preet Chaggar

From: Kathleen De Vere <[REDACTED]>
Sent: Friday, February 7, 2025 7:04 PM
To: Mayor Dean Murdock
Cc: Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver
Subject: (External Email) Quadra McKenzie Plan, My Opinion as Homeowner (Mixed)
Attachments: Screen Shot 2025-02-07 at 5.51.28 PM.png; Screen Shot 2025-02-07 at 6.47.54 PM.png

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

Hello Mayor and Council,

I'm a homeowner in Saanich (Braefoot area) and I'm writing to say that I have concerns about the Quadra McKenzie Plan.

First, please let me say that I'm EXTREMELY IN FAVOR OF replacing single family homes with denser housing, and I like increasing transit access and making our community less of a 1950s car dependent sprawl. These things are very good, and will be beneficial to the people who live here and the environment! I walk and take transit to work, I do many of my errands on foot and I don't use my car very often. We also need to build more housing and make more forms available between tiny shoebox condos and sprawling single family homes. These are great goals that I support! Seriously, rip up every post-war stucco box that's exceeded its useful life and put a fourplex townhouse on that lot (or a six plex... or an 8..10...12...16 plex if it would fit!), or smush the lots together and do something bigger. That's all great.

HOWEVER, upon reviewing the Quadra McKenzie plan (the October 2024 version) I'm not sure where Goal C: Housing Diversity, Affordability and Supply is addressed, and even worse, there seems to be basically zero commitment to Goal D: Public Realms and Open Space.

Let's talk about C: Housing Diversity, Affordability and Supply:

My entire neighbourhood is slated to be bulldozed under this plan, replaced by mid rise condos. Where is the housing diversity here? This is not a variety of forms, it's just condos between 3 to 6 stories (and let's be honest that means 6 stories) if the maps in the plan are accurate. That is not housing diversity, and it's not going to be affordable. In fact the only thing it's guaranteed to be is profitable for developers. Will these be family sized condos to go in a family oriented neighbourhood close to schools and parks? Where are the townhouses? Where are the non-market housing developments that we so desperately need to address the housing crisis? This plan is for expensive new condos only.

Next, the worst part of the Quadra McKenzie plan, Goal D: Public Realms and Open Space:

It seems there are basically no plans to increase the amount of parks in the area, despite the fact that there will be a dramatic increase to the population. I do see my neighbourhood is slated to receive two new "public realm/open space" areas, but respectfully, dubbing the areas around intersections on a road as busy as McKenzie as "public space" is insulting. McKenzie is busy and loud. People like parks that are quiet and peaceful and connected to nature. (page 87)

If we are looking to go for a Berlin or London level of density (lovely cities, both of them, extremely walkable and beautiful), why are we ignoring what makes those cities so nice — the abundance of public greenspace! There's essentially no new greenspace in this plan, even though it looks to increase the density by a huge factor. Berlin and London are packed with 6 story buildings and they have a park every couple of blocks. I have attached some google maps screenshots of the neighbourhoods just to the east of Prenzlauer Allee (near the Zeiss Planetarium, it's a long street) in Berlin, and Bloomsbury in London. These are places I've been to in the last two years and I would love to live there, I wish this plan would make Saanich look like that.

I hesitated writing this email because I'm genuinely not a nimby, I want more density and a better, more walkable neighbourhood, but this plan is too far in one direction. I feel crazy, but it seems like the most important goal here is developer profit, not livable neighbourhoods. Surely there is a middle ground to be had between the people who want to trap us in a 1950s time bubble and what appears to be literally cutting down every tree in my neighbourhood. I know parks are expensive, but what about greenbelts? Could we literally preserve any of Saanich's (currently) abundant green space?

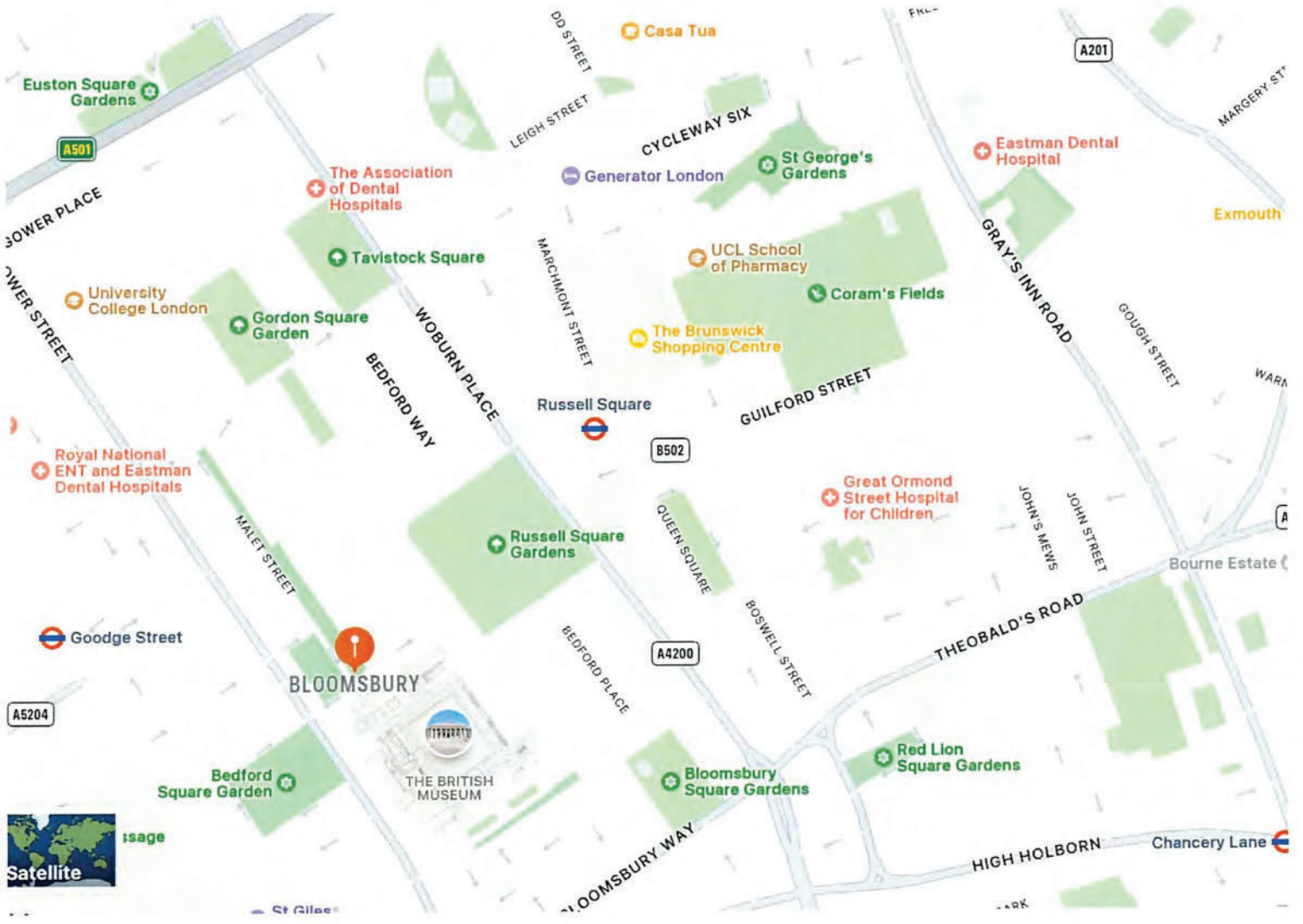
My concern is that public resistance to the plan is increasing, and I think Saanich risks throwing the baby out with the bathwater if there is not some course correction. I have apoplectic relatives who loathe this plan, but I also can't argue in good faith with them because I do agree with some of their concerns around preserving the natural environment. I genuinely think these density goals are too high if there will not be a corresponding increase in parks, amenities, greenspace and public areas to service this level of population growth. I find it especially concerning that there are parcels identified as special areas (QN-1, QN-2, page 107, QS-1, page 112) of environmental sensitivity that are still going to have high rises put up on them. Surely those are great areas for new parks that all the new residents in all these new condos will make hearty use of.

I genuinely hope there will be some adjustments made to this plan to increase the amount of housing options offered and increase the amount of greenspace, parks and natural areas available to residents. I really want to like this plan, but I fear it has been assembled to cater to developers and profit margins, rather than the long term interests of Saanich residents or the environment.

Regards,

Kathleen De Vere

 Cedar Hill Cross, Saanich





Preet Chaggar

From: Tessa Lloyd [REDACTED]
Sent: Friday, February 7, 2025 6:57 PM
To: Council
Subject: (External Email) Quadra McKenzie plan

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

Please scrap this ridiculous, radical plan that will ruin the Saanich we know and love.

Travelling in many cities in the world it is sad to see some of the mistakes made by voracious planners.

In other places refreshing to see wise decisions prevail.

Tessa

Tessa Lloyd, Registered Clinical Counsellor

[REDACTED]
www.tessalloyd.ca

Preet Chaggar

From: Benjamin Holmwood <noreply@adv.actionnetwork.org>
Sent: Friday, February 7, 2025 6:14 PM
To: Mayor Dean Murdock
Subject: (External Email) Please support Transportation Option #1

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

Mayor Dean Murdock,

I am writing in support of the Quadra-McKenzie draft plan and Transportation Option #1 from the Staff Report. I am particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently busses carry more than half of rush hour traffic along McKenzie, but have no dedicated space. Providing bus lanes will give time back to the tens of thousands of Saanich residents that regularly ride along the McKenzie corridor.

I regularly visit Saanich and will soon be a resident, and believe that my community will greatly benefit from these transit improvements. Currently, I often make the choice to not take transit because it is too slow, infrequent, and unreliable. It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council to endorse Transportation Option #1, with the planned transit improvements.

Benjamin Holmwood

[REDACTED]

[REDACTED] Maitland St

Victoria, British Columbia [REDACTED]

Preet Chaggar

From: Calvin Schmidt <noreply@adv.actionnetwork.org>
Sent: Friday, February 7, 2025 5:55 PM
To: Mayor Dean Murdock
Subject: (External Email) Please support Transportation Option #1

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

Mayor Dean Murdock,

I am writing in support of the Quadra-McKenzie draft plan and Transportation Option #1 from the Staff Report. I am particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently busses carry more than half of rush hour traffic along McKenzie, but have no dedicated space. Providing bus lanes will give time back to the tens of thousands of Saanich residents that regularly ride along the McKenzie corridor.

I work in Saanich and believe that the wider community will greatly benefit from these transit improvements. Currently, I often make the choice to not take transit because it is too slow, infrequent, and unreliable. It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council to endorse Transportation Option #1, with the planned transit improvements.

Calvin Schmidt

[REDACTED]

[REDACTED] Manchester rd

Victoria, British Columbia [REDACTED]

Preet Chaggar

From: William Hochstettler <noreply@adv.actionnetwork.org>
Sent: Friday, February 7, 2025 5:49 PM
To: Mayor Dean Murdock
Subject: (External Email) Please support Transportation Option #1

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

Mayor Dean Murdock,

I am writing in support of the Quadra-McKenzie draft plan and Transportation Option #1 from the Staff Report. I am particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently busses carry more than half of rush hour traffic along McKenzie, but have no dedicated space. Providing bus lanes will give time back to the tens of thousands of Saanich residents that regularly ride along the McKenzie corridor.

I regularly visit this area of Saanich and believe it will greatly benefit from these transit improvements. Currently, I often make the choice to not take transit because it is too slow, infrequent, and unreliable. It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council to endorse Transportation Option #1, with the planned transit improvements.

If Saanich fails to act now, future residents will look back at this Council and wonder why they chose inaction.

William Hochstettler

[REDACTED]

[REDACTED] Caledonia

Victoria, British Columbia [REDACTED]

Preet Chaggar

From: Steven Barre <noreply@adv.actionnetwork.org>
Sent: Friday, February 7, 2025 5:18 PM
To: Mayor Dean Murdock
Subject: (External Email) Please support Transportation Option #1

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

Mayor Dean Murdock,

I am writing in support of the Quadra-McKenzie draft plan and Transportation Option #1 from the Staff Report. I am particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently busses carry more than half of rush hour traffic along McKenzie, but have no dedicated space. Providing bus lanes will give time back to the tens of thousands of Saanich residents that regularly ride along the McKenzie corridor.

I work in Saanich and believe that my community will greatly benefit from these transit improvements. Currently, I often make the choice to not take transit because it is too slow, infrequent, and unreliable. It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council to endorse Transportation Option #1, with the planned transit improvements.

Steven Barre

[REDACTED]

[REDACTED] Yates Street, [REDACTED]

Victoria, British Columbia [REDACTED]

Preet Chaggar

From: Mitchell, Alec [REDACTED]
Sent: Friday, February 7, 2025 2:26 PM
To: Council
Subject: (External Email) Comment on the McKenzie draft plan.

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

This plan proposes an unacceptable level of densification for the District. It is an unwanted, unjustified attempt at social planning which we most definitely don't need. The ideas behind it have been clearly shown by experience in multiple cities to be wrong. They have resulted in all manner of both physical and social problems.

It contains no provision for soft infrastructure expansion and will completely overload the existing facilities.

It will entirely change the District's demographics and essentially eliminate the existing stable family structure. It will not serve our local housing needs. We do not need multiple large blocks of small apartments for which there is a limited local demand. ***Example***; the latest completed building at Shelbourne/McKenzie has apartments which have remained unoccupied for the entire two years since completion. Where is the demographic statistic which indicates the need for all these small apartments?

We need family accommodation. Many more small, family-oriented, low-rise townhouse complexes, some of them preferably with a form of public support. A high-rise apartment is no place to raise a family especially when the high-rise has a large population of childless people. The mixture is always an intractable social issue.

I appeal to Council. Don't plan in a vacuum. Please take the time to contact some of the many cities which made this kind of development mistake 50 years ago. Ask their councils and planners why they are now expensively demolishing it and replacing with more acceptable housing. Learn from their experience. Don't make the problems which will come from this mistaken plan be your legacy for future Saanich residents to solve.

Alec Mitchell
[REDACTED] Bow Road
Saanich BC
[REDACTED]

Preet Chaggar

From: Blair Paterson [REDACTED]
Sent: Friday, February 7, 2025 1:52 PM
To: Council
Cc: QMS
Subject: (External Email) QMS Plan

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.

I write to add my voice to those of the many other residents of Saanich who strongly oppose the proposed Quadra McKenzie Plan (the “Plan”). I am not opposed to densification itself and I expect that most, if not all, of those who oppose the Plan, feel the same way; that is, densification should continue to be considered in Saanich but there is no demonstrated need for the blanket land use designations contemplated by the Plan. Such designations likely will ruin many existing residential neighbourhoods.

It appears that the Plan and its land use designations are prepared simply on the basis of calculating distances from local bus stops without any consideration of, or respect for, topography, current neighborhoods, environmental conditions or wildlife. A much more nuanced approach is required to achieve densification objectives in a manner which might attract some buy-in from Saanich residents. McKenzie and Quadra are not akin to Broadway in Vancouver. There is no subway or RapidBus in Saanich. Those transportation services form the basis for the Broadway Plan and for the Province’s densification efforts.

The discussion on densification in Saanich has, to date, focused on major thoroughfares. It has not, prior to the development of the Plan, ever been suggested that entire existing residential neighborhoods would be redesignated (and ultimately rezoned) to eliminate zones for detached or semi-detached homes. The Plan needs to be subjected to a major redraft to reflect a reasonable approach to densification (e.g. begin on major thoroughfares; if and when those areas are redeveloped, continue with stepped-down densification on secondary thoroughfares).

I am not aware of any redesignation or rezoning of a fully built-out urban residential area in the CRD remotely similar to what is contemplated by the Plan. If the entire Plan area was vacant, or comprised of abandoned industrial or warehouse properties, and Saanich was attempting to reclaim the area for an urban renewal project, the Plan might have credibility, but that scenario is far from what exists in the Plan area. Redesignating all of the Plan area to various multi-family zones is excessive and would almost certainly have many negative unintended consequences (among them, existing homes being “orphaned” by new developments in their vicinity). Such consequences likely would benefit only developers and speculators, to the detriment of the environment and the current residents of the Plan area.

Please direct municipal staff to go back to the drawing board with an open and measured process to produce a new plan that will benefit and improve Saanich for its current and future residents. Don’t blindly implement the policies of the Province; push back where the application of those policies doesn’t make sense in Saanich. Come up with a new plan which achieves buy-in from Saanich residents, rather than catering to the self-serving interests of the development and cycling communities. In your positions as Mayor and members of Council, you were elected to provide leadership in Saanich. Please refocus yourselves with that purpose in mind and direct municipal staff to come up with a new plan that is a reflection of input from the residents of Saanich. Our community deserves that.

Blair Paterson, Saanich Resident

Preet Chaggar

From: Jody Medernach [REDACTED]
Sent: Friday, February 7, 2025 1:47 PM
To: Council
Subject: (External Email) Support for McKenzie Quadra plan

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

Thank you for the opportunity to voice my support for the McKenzie Quadra plan. As a parent of a UVic student I am thrilled we are considering offering better bus service and safer cycling opportunities. Transportation and housing, as proposed in the plan, will serve everyone and in particular folks who commute by bus and cycle. We should have more options in a community the size of Saanich so everyone can live here and commute safely.

These students are and will be the future of our community; they are needed to support health and community services.

Jody M
Connorton Lane, Saanich

Sent from my iPhone

Preet Chaggar

From: [REDACTED]
Sent: Friday, February 7, 2025 12:30 PM
To: Council
Subject: (External Email) Quadra McKenzie plan

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

I do not agree with anything on this plan. I dont want McKenzie made into single lanes and I do not want any more density building.

Mike Wilson

Preet Chaggar

From: Noah Schillo [REDACTED]
Sent: Friday, February 7, 2025 11:20 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan

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

Hi

A key part of this plan needs to be making Mckenzie safer, such as slowing down its section between Cedar Hill Rd to Braefoot.

Also, the Mckenzie-Cedar Hill Road intersection desperately needs north-south bike lanes.

6 storey buildings should not be permitted off of the main arteries on small side streets, such as Arrow Rd.

Thanks,
noah

Preet Chaggar

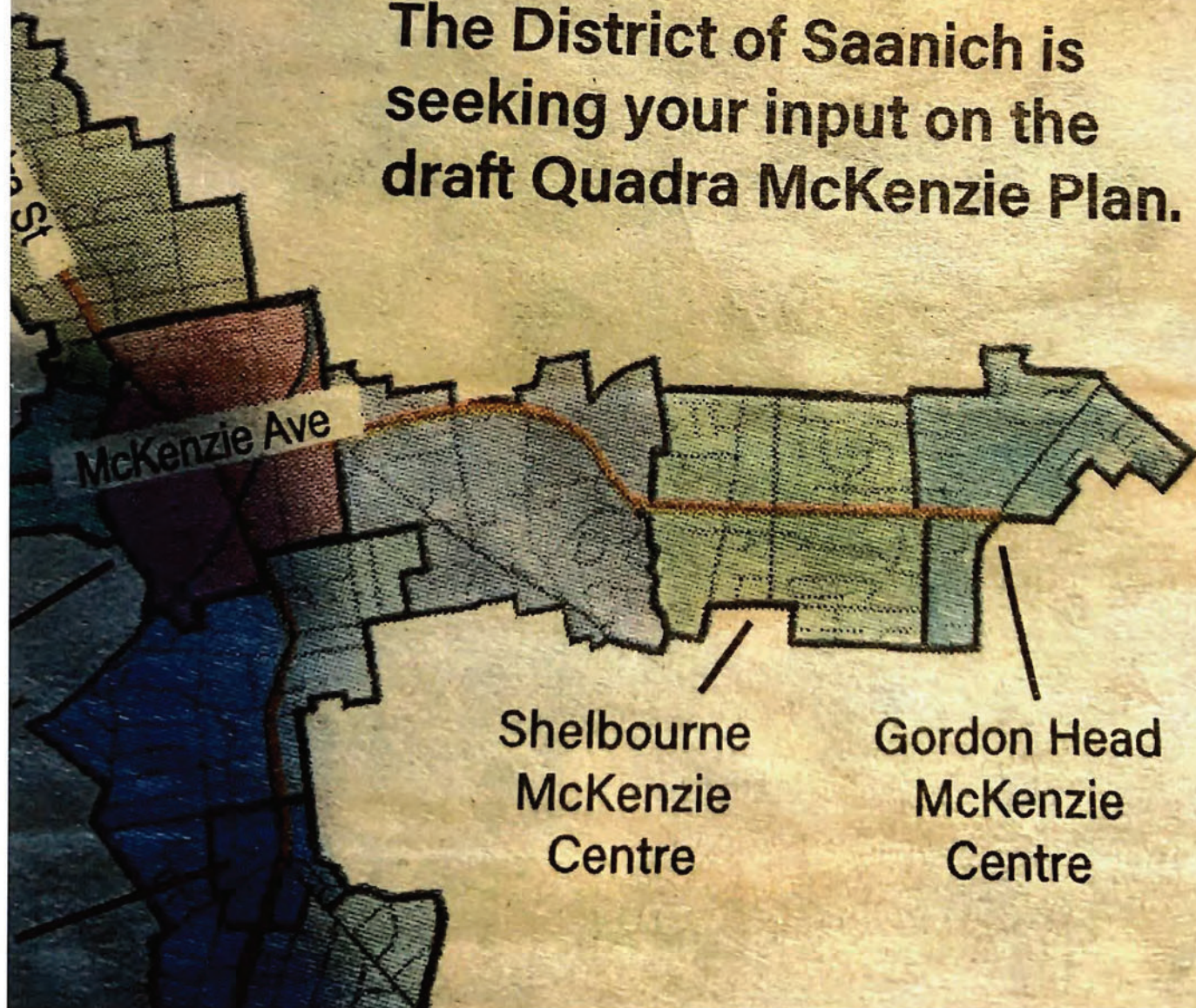
From: Lynn Holland [REDACTED]
Sent: Friday, February 7, 2025 10:47 AM
To: Council
Subject: (External Email) Quadra McKenzie Plan Against !! Gridlock craziness!

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

WE WANT
TO HEAR
FROM YOU!

Quadra McKenzie Plan

The District of Saanich is
seeking your input on the
draft Quadra McKenzie Plan.



Preet Chaggar

From: Jessie Hannigan [REDACTED]
Sent: Friday, February 7, 2025 10:37 AM
To: Council
Subject: (External Email) Special council meeting Feb 11: Quadra Mackenzie plan
Attachments: Staff Report.pdf

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

Good morning,

I am writing in regards to the draft Quadra Mackenzie plan and special council meeting on February 11, 2025. In particular, I'd like to address the Land Use Option recommendations of the Phase 3 Community and Stakeholder Engagement Summary and recommendations for the draft Quadra McKenzie Plan. It is noted in a staff report to Mayor and Council dated January 28, 2025 that feedback around the land use planning in the draft plan highlighted concerns about:

- Land use framework related to impacts on existing residents, neighbourhood character and existing transportation and infrastructure networks.
- Overarching sentiment emphasizing managing density that supports local vibrancy without overwhelming current infrastructure or eroding neighborhood cohesion.
- A desire to see an inclusive planning process that prioritizes local insights, addresses concerns about noise and congestion, and ensures new developments are seamlessly integrated with the established urban fabric, for example.

Despite the above and many other comments of a similar nature, Land Use Option 2 being recommended to council for the Quadra McKenzie Plan does not address the issue. It merely promotes reduced building heights at nodes and pushes the burden of density expansion into the neighbourhoods surrounding the corridors and transit hubs, contrary to the very input it cites in the report and the purpose this option purports. Frankly, Option 2 does not go far enough in addressing the plethora of concerns brought forward by community members whom this draft plan may affect. Land Use Option 4 should be the starting point for the next draft of the Quadra Mackenzie Plan and public engagement, and I would strongly argue with a smaller boundary.

While I can appreciate the urgency to advance this plan and the importance of increasing density in our cities and towns, advancing recommendation for Option 2 would be a waste of civic staff and community members' time, and will no doubt receive harsh criticism in the next public review.

I strongly urge Mayor and Council to reconsider the recommendation being put forward by staff and consider Land Use Option 4 for the next draft of the Plan.

Sincerely,

Jessie Hannigan



The Corporation of the District of Saanich

Report

To: Mayor and Council

From: Lindsay Chase, Director of Planning

Date: January 28, 2025

Subject: Quadra McKenzie Plan – Check in on Phase 3 Engagement

File: 2310-20

RECOMMENDATIONS

1. That Council receive the Phase 3 Community and Stakeholder Engagement Summary for information (Attachment A).
2. That Council endorse Land Use Option #2 which scales back the intensity of land use changes with a focus on areas designated as Corridor and Corridor Hub.
3. That Council endorse Transportation Option #2, which defers determination of a road cross-section on McKenzie Avenue to a future process and retains the Quadra Street cross-section in the Quadra McKenzie Plan.
4. That Council endorse Process Option #2 to support an additional round of public engagement on the Revised Draft Plan prior to Council consideration of a Proposed Plan.
5. That Council allocate \$30,000 from the Housing Accelerator Fund to support additional public engagement, as outlined in Process Option #2.

PURPOSE

The purpose of this Report is to present the Phase 3 Community and Stakeholder Engagement Summary which highlights key themes and issues from public engagement on the Draft Quadra McKenzie Plan. Additionally, the Report provides recommendations on how to move forward with land use and transportation edits to the Draft Plan, as well as a recommendation on additional public engagement on a revised Draft Plan prior to Council consideration of a Proposed Plan.

BACKGROUND

Council Direction

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

On October 21, 2024, Council received the Draft Quadra McKenzie Plan and the Phase 2 Engagement Summary for information, which initiated public engagement on the Draft Plan.

Process To Date

The Quadra McKenzie Study began in February 2023 (see Figure 1), after Council approval of the Terms of Reference. The intent of the project is to develop a Plan that promotes sustainable land use and transportation, while accommodating new housing and employment growth within well designed Centres, Corridors and Villages (CCVs). The process has been delivered in accordance with the Terms of Reference and is at the end of Phase 3.



Figure 1: Quadra McKenzie Plan Phases

PHASE 3 (DRAFT PLAN) ENGAGEMENT OVERVIEW

Phase 3 Engagement Activities

Staff completed Phase 3 engagement between October 2024 and December 2024, focusing on gathering feedback on the Draft Quadra McKenzie Plan. The project encouraged participation through the project website, Hello Saanich, an online notification link (Campaigner), social media platforms, newspaper advertisements, and targeted email lists for stakeholders. Notification letters were also sent to large-site landowners, First Nations, and other government entities. A combination of in-person and online engagement sessions were offered, including:

- Pop-up Events (3).
- In-person open houses (2) attended by 732 people.
- Online sessions (2) attended by 198 people.
- Survey - online with print option (online for 42 days) completed by 2,505 people.
- Targeted stakeholder meetings / webinars; and
- Presentations to Council Committees.

Through these opportunities, over 3,800 individuals participated, and more than 3,300 comments were received. A preliminary summary of key themes from Phase 3 engagement is provided below. Additional details on promotion, engagement activities, participant demographics, and in-depth findings can be found in Attachment A – Phase 3 Community and Stakeholder Engagement Summary.

Phase 3 Engagement Results

The engagement process conducted between October and December 2024 generated significant public feedback on the Draft Plan. This feedback will inform revisions and refinements to various policy directions. The majority of responses focused on land use, building heights and density, the preservation of neighbourhood character, and corridor design and lane reallocations.

The data presented in this Report summarizes feedback from survey responses, email submissions and open house comments. The summary is a high-level overview of key themes and considerations. Further detailed analysis of comments is ongoing to help identify appropriate changes to the Draft Plan. In total, over 12,000 qualitative comments/responses were received. Table 1 shares an overview of responses to key survey questions. Note that responses do not show neutral responses.

Table 1: Snapshot of Survey Findings

Level of Support (Survey Findings)	Strongly Agree/Agree	Strongly Disagree/Disagree
Overall key plan goals	31% (719)	62% (1451)
Land use objectives	38% (783)	46% (1002)
New Centre at Gordon Head Road and McKenzie Ave	46% (798)	31% (535)
Concept of Corridor Hubs	47% (782)	38% (642)
Higher density developments near rapid/future transit routes	53% (888)	32% (532)
Proposed major transit stops	42% (818)	23% (455)
Parks, trails, open spaces, and community facilities objectives	64% (1420)	14% (330)

A diverse range of public comments were received from multiple avenues, which can be reviewed in Attachment A – Phase 3 Community and Stakeholder Engagement Summary. The key themes of comments are outlined below and organized by Draft Plan chapters.

Section 2 – Key Plan Goals

- Common concerns raised with the key plan goals related to worsening traffic congestion, the reduction of travel lanes, and the preservation of neighbourhood character.

Section 3 – Land Use Framework

Areas of Support

- Overall, there was a level of support for the Draft Plan's vision to utilize the Centre, Corridor, and Village growth management framework to promote compact, livable communities.
- There was a recognition of the potential benefits of enhanced access to transit and local amenities.
- Some respondents were optimistic that a thoughtful, well-implemented plan can drive economic and social vitality in target areas.
- Feedback acknowledged the necessity of diversifying housing options.
- A level of support for different building forms as part of the future vision for Quadra McKenzie (see Figure 2).
- A range of building forms were supported for the long-term vision in the Quadra McKenzie area (see Figure 2)

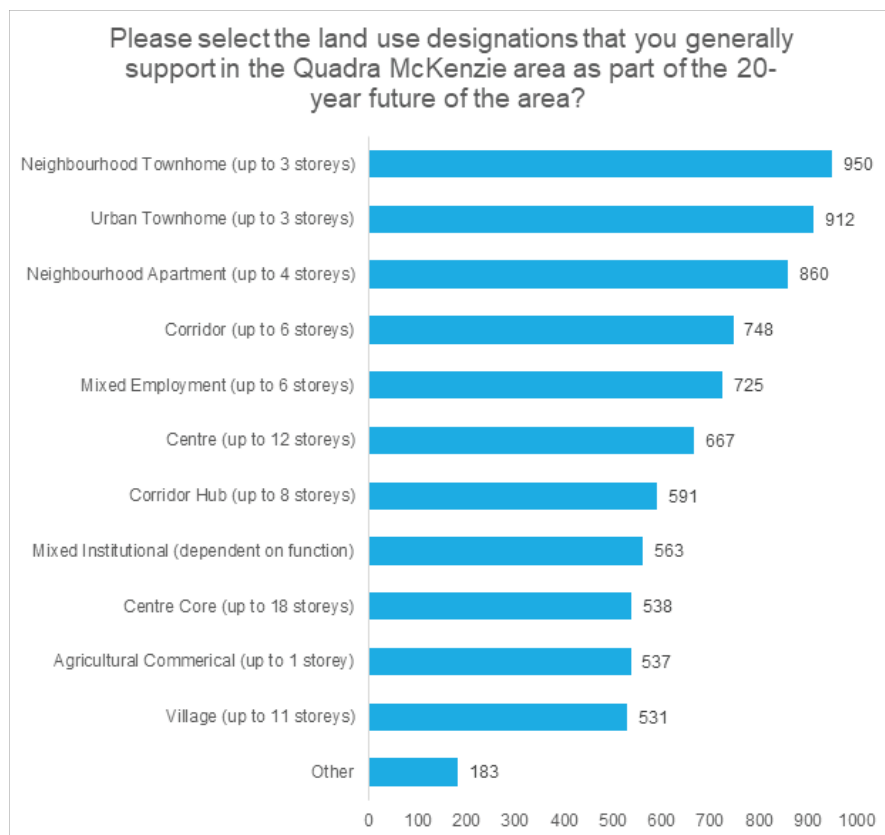


Figure 2: Survey Question # 13 – Section 3, Land Use Framework

Areas of Exploration/Concerns

- Commonly expressed concerns with land use framework related to impacts on existing residents, neighbourhood character and existing transportation and infrastructure networks.
- There was an overarching sentiment emphasizing managing density that supports local vibrancy without overwhelming current infrastructure or eroding neighborhood cohesion.
- Respondents would also like to see an inclusive planning process that prioritizes local insights, addresses concerns about noise and congestion, and ensures new developments are seamlessly integrated with the established urban fabric.
- Respondents expressed a desire to explore how high-density developments can be balanced with the desire for family-centric, affordable housing solutions, potentially leading to innovative housing models.
- Respondents generally supported the Draft Plan's ambition to deliver a variety of housing options to cater to diverse demographics and income levels. There is recognition that innovative housing solutions can promote inclusivity and economic diversity by offering more affordable living spaces while potentially revitalizing under-utilized areas.
- The introduction of dense, high-rise developments presented concerns with many fearing that such developments might not harmonize with the local character and could stress existing infrastructure, leading to transportation challenges, school overcapacities and utility challenges.
- Questions arose around high-density projects genuinely contributing to affordability without compromising quality of life or displacing current residents.
- There was a desire to create mixed-use communities that combine residential, commercial, and recreational spaces, fostering vibrant communities where residents can live, work, and engage in leisure activities without necessitating long commutes.

- Respondents advocated for housing plans that are sensitive to family needs, proposing the inclusion of family-sized units and supportive community amenities.
- Suggestions to leverage strategic locations close to transit nodes for higher densities, ensuring developments contribute to a diverse range of housing options without disproportionately impacting the existing community.
- Desire for affordable housing within sites through cooperation with developers and leveraging policy tools such as density bonuses or flexible zoning.
- There was more opposition than support for the Draft Plan's land use objectives (38% support/strongly support, 16% neutral, 46% oppose/strongly oppose).

Section 4 – Transportation and Mobility

Areas of Support

- Respondents acknowledged the Plan's vision of promoting active and public transportation over car dependency, showing foresight in sustainable development.
- Many respondents recognized the long-term benefits of prioritizing active transportation and improving urban mobility.
- There was an appreciation for fostering safer pedestrian and cycling environments, which aligns with increasing local and global trends towards sustainable urban transit.
- The vision of "car-light living" coined in the Draft Plan resonates well once it becomes evident that alternative transport options are feasible, reliable, and equally accessible.

Areas of Exploration/Concerns

- There was more opposition than support for the Draft Plan's transportation objectives (30% support/strongly support, 6% neutral, 64% oppose/strongly oppose)
- Commonly expressed concerns were related to the reduction of vehicle lanes and the potential for traffic congestion and longer vehicle commute times on McKenzie Avenue and Quadra Street
- Skepticism of transit replacing private vehicle usage, and perceived underutilization of cycling infrastructure.
- Common concerns raised were the accessibility of transit services due to inconvenient stop locations, and reliability of transit.
- Common concerns raised about proposed pedestrian crossings/signals were impacts of excessive pedestrian crossings to traffic flow, the need for safer crossings near schools, and proper signage at accident-prone areas.
- Respondents encouraged transit systems for all demographics that meet community needs while maintaining efficient access for emergency services and necessary vehicular access for those unable to rely on active travel modes.
- The majority of feedback highlighted the necessity to carefully approach the reduction of vehicle lanes, especially on critical corridors like McKenzie Avenue and Quadra Street.
- Respondents acknowledged the potential for reduced congestion and environmental impacts through alternative transit options while raising valid concerns about current public transportation adequacy, including infrastructure improvements and increased bus frequency to build confidence in public transit as a viable alternative.
- Feedback suggested that infrastructure improvements should be phased and accompanied by enhanced public transit solutions, such as increased frequency of service, better coverage, and improved accessibility.
- Respondents highlighted the necessity for infrastructure that supports multi-modal commuting, with integration points for bicycles, buses, and ride-sharing services, ensuring smooth transitions between different modes of transit.

Section 5 – Parks, Trails, Open Spaces and Community Facilities

Areas of Support

- There was community support for enhancing green spaces, emphasizing their value in improving quality of life.
- There was clear community appreciation for plans to enhance the connectivity and quality of parks and recreational spaces. Respondents particularly valued the role these spaces play in improving overall community well-being and environmental quality.
- There was support for initiatives that aim to increase accessibility to these areas, facilitating easier usage by all demographic groups within the community.
- There was support for the preservation of natural habitats within the urban areas.
- Respondents strongly supported maintaining a focus on preserving key natural features, which are treasured by the community not only for their recreational value but also for their contribution to regional biodiversity.
- There was strong support for the Draft Plan's parks, trails, open spaces and community facilities objectives (64% support/strongly support, 22% neutral, 14% oppose/strongly oppose).

Areas of Exploration/Concerns

- Commonly expressed concerns with parks, trails, open spaces and community facilities were related to the debate on maintaining park space or developing new parks, enhancing accessibility to parks and the infrastructure within them, expanding amenities such as restrooms and parking, and the protection of natural habitats and sensitive ecosystems.
- Suggestions for further integration of community-specific greenways reflected a broader enthusiasm for tailored, culturally significant open spaces that support local activities and events.
- By incorporating community-led insights and aspirations, there is an opportunity to create public spaces that resonate deeply with local needs and values, thereby fostering greater community engagement and sustainable urban coexistence.

OPTIONS FOR PLAN REVISIONS AND ADDITIONAL PROCESS

Staff are seeking Council direction on how to move forward with Draft Plan refinements, specifically in the areas of land use designations and transportation corridor design. Staff are also seeking direction with respect to the planning process / public engagement desired to complete the project and deliver a Proposed Plan for Council consideration. The following three sections highlight options and recommendations in each of these three areas of land use, transportation and process.

Land Use Policy Options

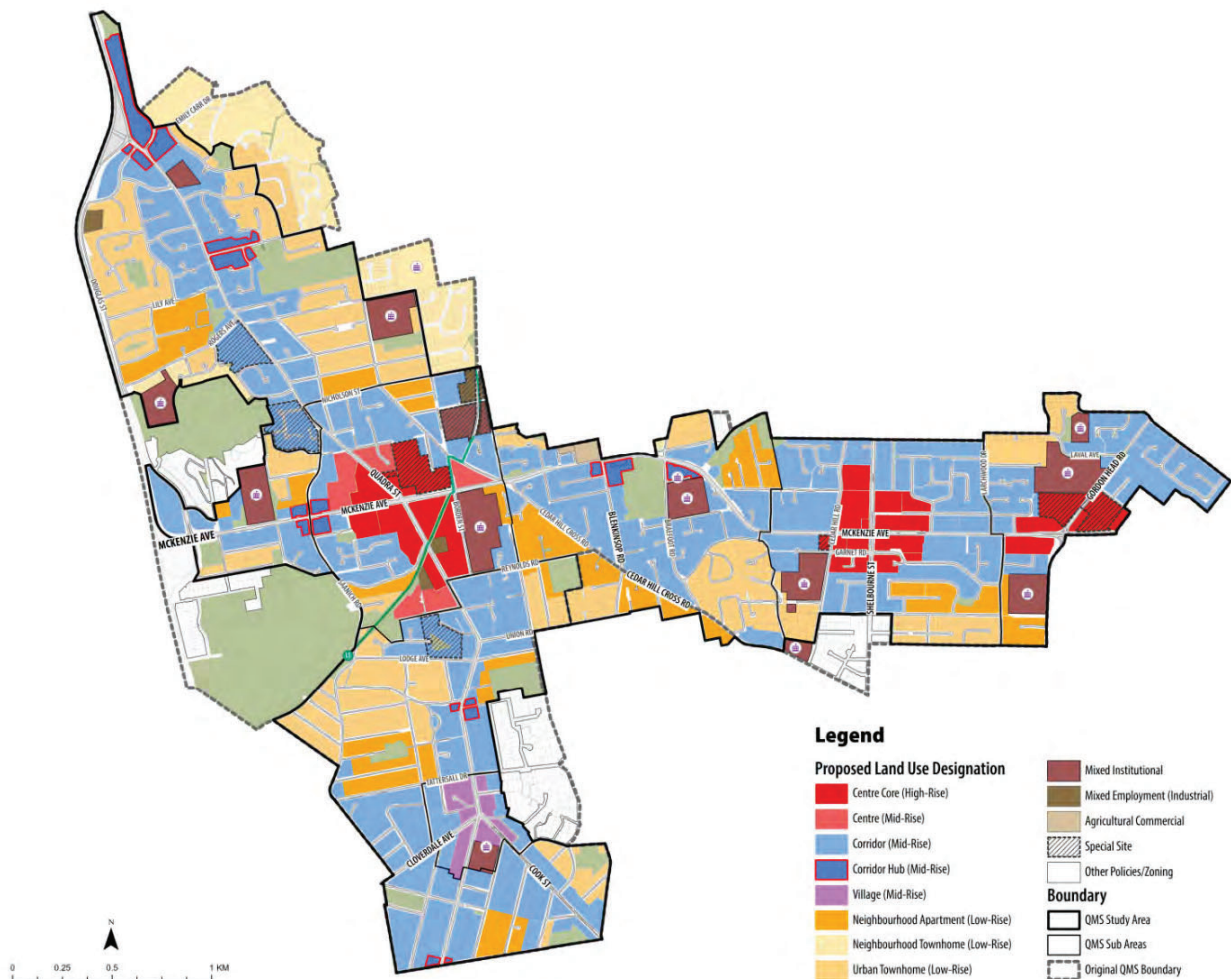
Feedback on the Draft Plan included a level of support for elements of the land use framework, but also some concerns about the scope and scale of potential land use changes. Some of the concerns were exacerbated by confusion around the immediacy of changes, a lack of appreciation of the 20-30 year time horizon of the Plan and the understanding that land use changes would only happen when initiated by property owners.

Four options are presented for Council's consideration with respect to approaching land use changes in the Draft Plan.

Land Use Option #1 – Retain Land Use Framework in Draft Plan with Minor Revisions

This option would direct staff to largely retain the Draft Plan land use designations, with minor revisions based on public feedback. This option would look at smaller scale adjustments to the land use designations on individual parcels but not change any of the fundamental land use elements included in the Draft Plan. Map 1 shows the land use designations in the October 2024 Draft Plan. This option would retain the strong focus of the Draft Plan on accommodating new population and employment in transit supported areas but not result in substantial changes based on public feedback.

Map 1: Quadra McKenzie Plan - Future Land Use Designations (Draft Plan, October 2024)



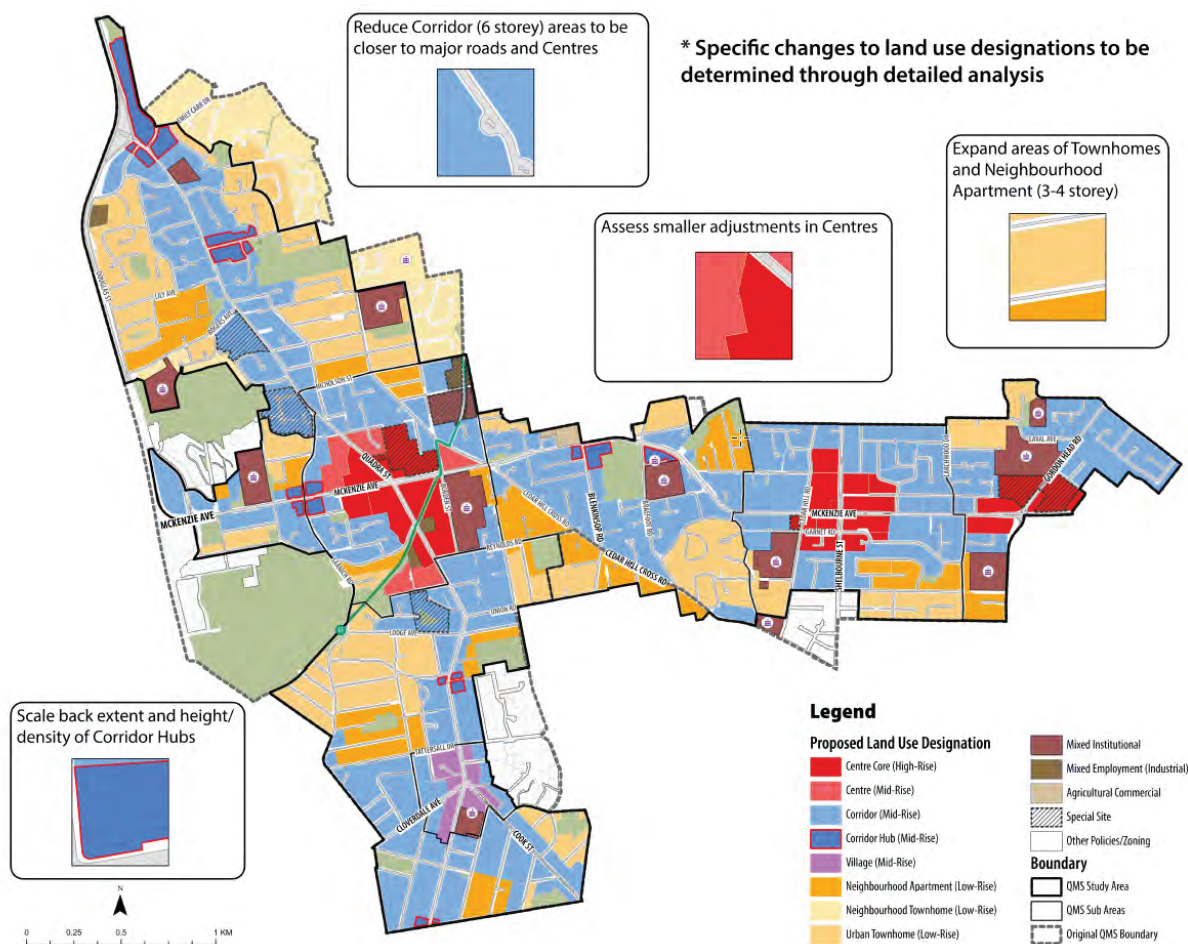
Land Use Option #2 – Scale Back Intensity of Land Use Changes

This option would direct staff to revise the Draft Plan to reduce the overall intensity of land use designations with the goal of addressing concerns around the scope and scale of future land use changes. The changes would include:

- Reducing area designated as Corridor (up to 6 storeys), with a focus on retaining parcels closer to major roads and within Centres.
- Scaling back building height / spatial extent of Corridor Hubs.
- Re-designating more parcels as Urban Townhome and Neighbourhood Apartment (3-4 storeys); and
- Assessing smaller adjustments to high density cores of Centres and Villages.

This option would reduce the overall future capacity for housing and employment uses but still maintain the OCP focus on key growth areas. The majority of new apartment units would be located in higher density Centres or near busy Corridors, reducing the diversity of housing choices in areas away from high volume streets or close to amenities, such as Parks.

Map 2: Key Elements of Land Use Changes in LU Option #2

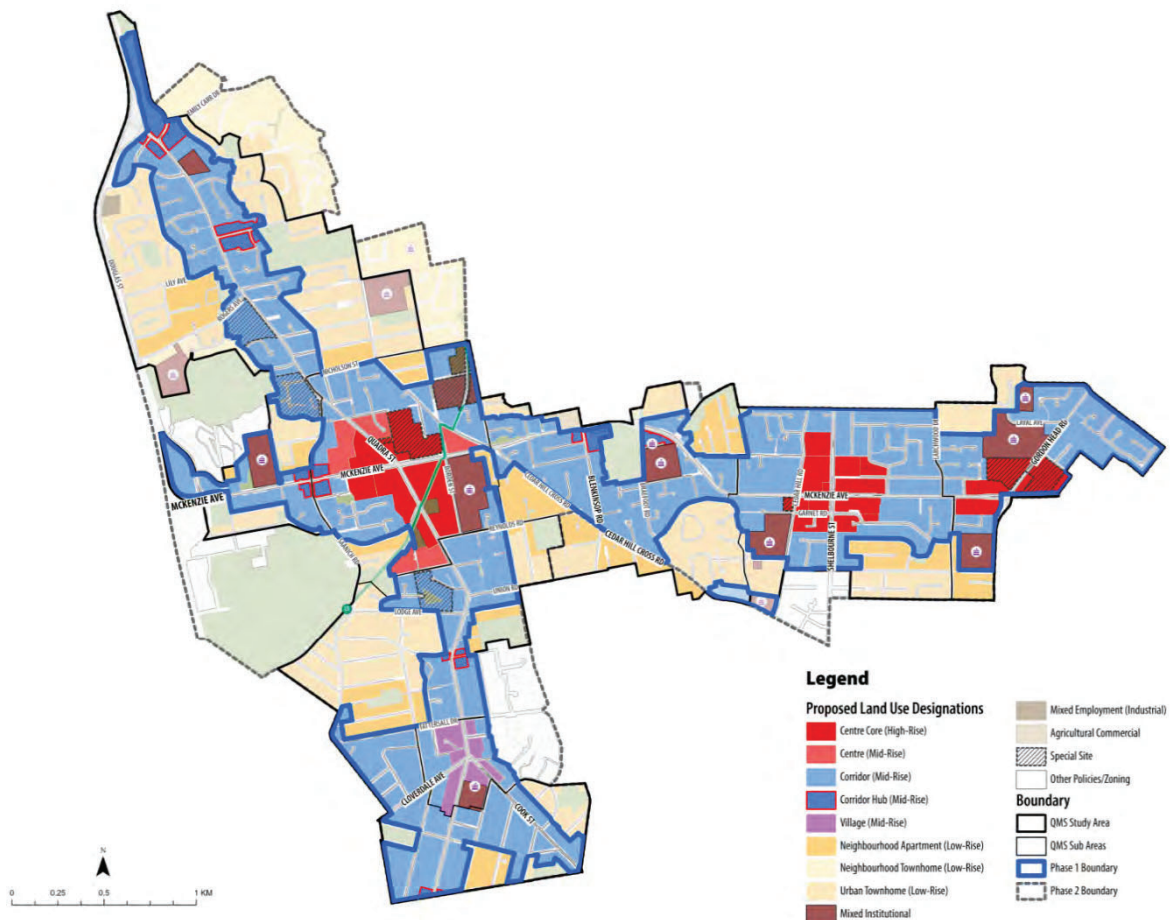


Land Use Option #3 – Phase Land Use Changes

This option would direct staff to develop a phased approach to land use designations, with a focus on supporting land use changes in areas within Centres and Villages and along Corridors in the current Plan. The remainder of the Plan area would be identified for re-evaluation as part of a 5-7 year review of the Quadra McKenzie Plan. As part of this approach, revisions would also include policy language to guide rezonings beyond the initial phase, in order to support priorities and implementation of the first phase.

Option 3 would prioritize changes in areas where redevelopment would be most beneficial in terms of achieving right of way / public realm improvements and would also minimize significant redevelopment in established neighbourhoods. This option would also reduce the overall development capacity and potentially result in underdevelopment on properties with convenient access to frequent transit and services and amenities. Map 3 illustrates areas that would be designated in current plan (largely red, blue and purple areas) and areas that would be considered in the future review (orange and yellow areas).

Map 3: Example of Potential Phased Land Use Changes in LU Option #3

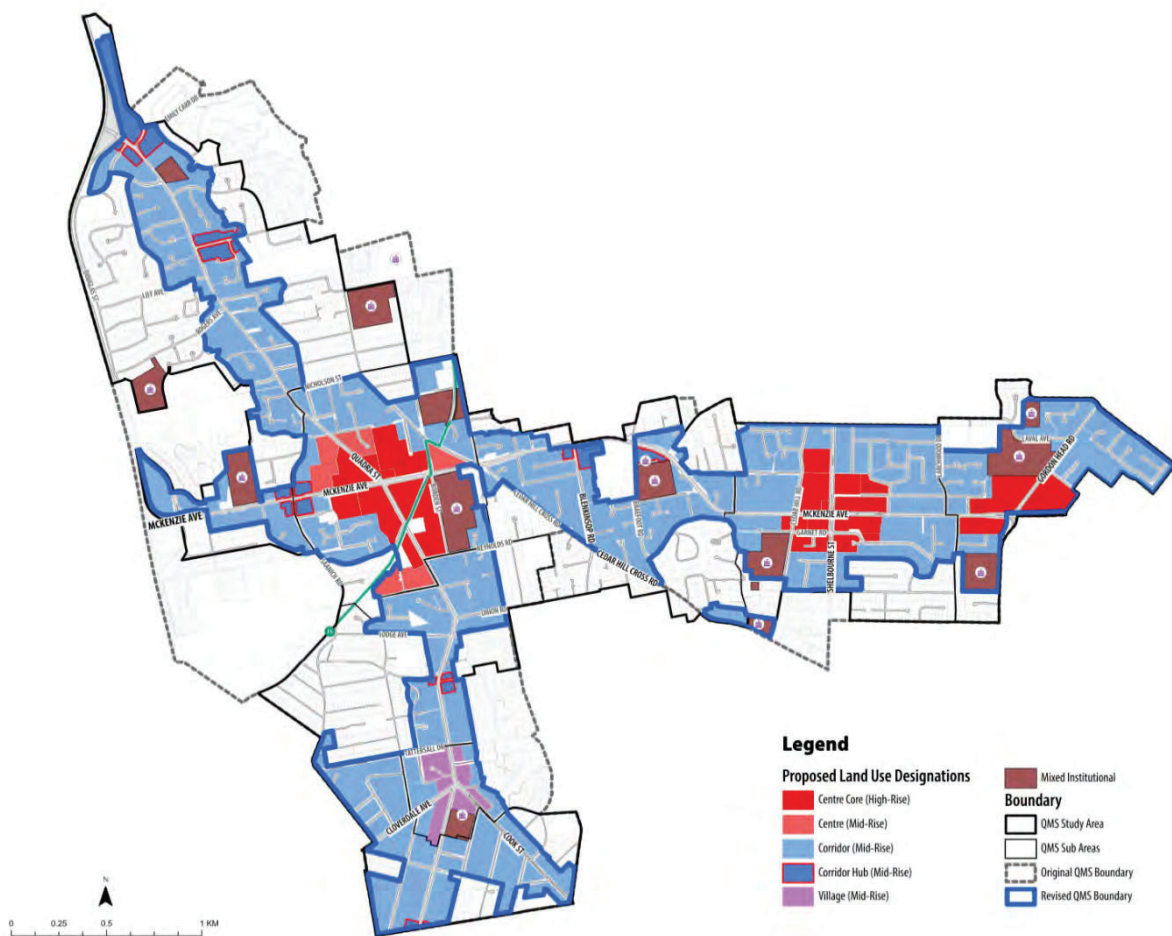


Land Use Option #4 – Decrease Land Use Change to Centre, Corridor and Village Designations

This option would direct staff to adjust the Plan area boundaries to limit changes to the Centres, Corridor and Village designations. Under this option, areas outside of these designations would not be a focus of future redevelopment and with land use changes primarily based on existing Small Scale Multi-Unit Housing / single family zoning. Map 4 shows how designations could be potentially modified under this Option.

Similar to Option 3, Option 4 would focus changes on properties in Centres and Villages and close to Corridors, limiting the extent and diversity of new housing options and resulting in the potential underdevelopment of well-located parcels.

Map 4: Potential Revised to Plan Area Boundaries under LU Option #4



Transportation Policy Options

Feedback on transportation content of the Draft Plan primarily centred on the future design concept for McKenzie Avenue and Quadra Street and potential benefits / impacts for transit and personal vehicle travel. Three options are presented for Council's consideration to potentially address concerns.

In both Options 2 and 3, staff acknowledge the need for more community consultation to address the transportation impacts that will result from proposed changes in the Quadra/McKenzie area. There is recognition that planning for future population and growth is complex and more analysis and community engagement is needed to identify solutions that respond appropriately to the transportation challenges and concerns raised by residents.

Transportation Option #1

Retain the existing transportation direction as outlined in the draft Quadra McKenzie Plan.

In this option the full right of way design concept would be retained for McKenzie Avenue and Quadra Street. While this approach would maintain alignment with the Active Transportation Plan and Transit Future Plan, it would not directly respond to the significant volume of public input received during the Draft Plan engagement process.

Transportation Option #2

This option focuses on modification of the cross sections for McKenzie Ave to show the active transportation facilities (protected bike lanes and sidewalks) and elements of the public realm (planting areas and frontage zones) behind the curbs. An example of what this could look in the Plan is shown in Figure 3. The design concept for vehicle travel lanes would be removed from the Draft Plan and be discussed in the future, as part of a detailed corridor analysis and design project to be undertaken in collaboration with BC Transit. In this option, full cross sections for Quadra Street would be retained in the Quadra McKenzie Plan.



Figure 3: Example of a cross section with active transportation and public realm elements behind the curb

The overarching policy in the QMP to prioritize sustainable transportation and transit along McKenzie Avenue would be maintained as part of Option 2 and in choosing this option, Council would be committing to maintain the road cross sections for Quadra Street, reflecting the fact that the majority of transportation concerns received in public engagement focused on McKenzie Avenue.

As part of the joint project with BC Transit, District of Saanich staff would commit to developing a phasing strategy for implementation that may include exploring metrics such as population growth, ridership levels, and service demands. Staff recognize that a future plan for transportation on the McKenzie Corridor is more complex than can reasonably be engaged through the QMP. More work will be needed on a project basis to engage technical experts and stakeholders and consult with the public on viable sustainable transportation and transit options.

Transportation Option #3

This option would involve the removal of both McKenzie Avenue and Quadra Street road cross sections from the Quadra McKenzie Plan. Similar to Option 2, the cross sections showing future design behind the curbs would be retained to show active transportation facilities (protected bike lanes and sidewalks) and elements of the public realm (planting areas and frontage zones).

Like Option 2, in Option 3 staff would undertake further work on a project-by-project basis to analyze and prepare detailed corridor designs for both the McKenzie and Quadra Corridors. The QMP would continue to reinforce sustainable transportation and transit priorities in alignment with the District's Active Transportation Plan and BC Transit Future Plan, and further community engagement would be undertaken as part of each project as their priorities arise.

Process Options

It's important to note that the completion timeline for the Plan is approaching, as outlined in the Terms of Reference. To date, the QMP process has included two comprehensive phases of engagement, which have encompassed webinars, online mapping tools, open houses, stakeholder engagement sessions, interviews and surveys.

Given the volume of input received in recent engagement and the potential for more significant changes to the Draft as outlined in land use and transportation options, staff are recommending that Council consider additional public process. The following process options are presented for Council's consideration:

Process Option #1 – Make Changes to the Draft Plan and Report to Council for Consideration for Plan Adoption

This option would direct staff to implement the required land use and transportation changes, as well as other Plan edits based on detailed feedback, and present a Proposed Plan to Council for consideration for adoption.

This option would maintain the current timeline for plan completion and has no additional budgetary implications. However, this option would not enable any further public engagement sessions or the opportunities to provide comment other than through the formal Council process.

Process Option #2 – One Round of Engagement on the Revised Draft Prior to Reporting to Council for Plan Consideration- \$30,000 budget request

This option would direct staff to implement the necessary land use and transportation changes, as instructed, to be presented to the public during an additional consultation phase scheduled for late Spring to early Summer of 2025, prior to returning to Council for consideration for adoption in Fall 2025. This engagement will be similar in nature to the Phase 3 engagement conducted in the Fall of 2024.

This option would extend the current timeline for plan completion by approximately 6-8 months and would require an additional budget of approximately \$30,000. The benefit of this option is that it would allow the public and stakeholders an opportunity to review and comment on Draft Plan changes prior to final edits being made.

Process Option #3 – Two Rounds of Additional Engagement on the Revised Draft Prior to Reporting to Council for Plan Consideration- \$60K budget request

This option would direct staff to implement the necessary land use and transportation changes, as instructed, to be presented to the public for feedback during an additional consultation phase scheduled for late Spring to early Summer of 2025. Following this consultation phase, staff would make revisions to the Plan as needed and prepare to present the final changes for public consideration in Fall 2025 before bringing the Plan to Council in early 2026. This option would extend the timeline for plan completion and adoption into 2026 and would be anticipated to cost \$60k to complete the two rounds of engagement.

FINANCIAL IMPLICATIONS

Council allocated \$270,000 to support the Terms of Reference and facilitate the Quadra McKenzie Study and Plan. An additional \$40,000 was allocated for analysis (urban forest, economic viability) that will support all Centre, Corridor, and Village Plans and complete the work necessary to present the Plan to Council for consideration in Spring 2025.

Further consultation will require additional budget and staff resources. The staff recommendation for Process Option #2 involves an additional budget request of \$30,000. To support that recommendation staff are requesting Council allocate \$30,000 from the Housing Accelerator Fund (HAF). The completion of planning in Primary Growth Areas is a key component of the HAF funding agreement.

OFFICIAL COMMUNITY PLAN IMPLICATIONS

The Draft Quadra McKenzie Plan is the first Centre, Corridor and Village Plan to be developed after adoption of the Official Community Plan (OCP). The Quadra McKenzie Plan builds on and provides greater detail on the broader policy directions of the OCP. Notably, it advances the OCP direction to focus most growth on Centres, Corridors and Villages, while supporting compact, complete, walkable neighbourhoods.

CONCLUSIONS AND NEXT STEPS

The Draft Quadra McKenzie Plan provides a detailed land use and transportation plan for this critical area of Saanich that encompasses two Primary Corridors, three Centres and one Village. The Draft Plan builds on the recently adopted Official Community Plan and advances several other Saanich and regional plans. The Draft Plan content was strongly informed by engagement

in the first two Phases of Plan development and will be further amended as a result of Phase 3 engagement. In Phase 2 and 3, there were over 5,800 people that were engaged in the project.

The next Phase of the project, as outlined in the Terms of Reference, is intended to involve revisions to the Draft Plan and presentation of a proposed Plan to Council in Spring 2025. Given the volume and strength of feedback received on the Draft Plan, staff are checking in with Council at this juncture to seek direction on core land use and transportation content and potential additional public process.

Staff have identified options for Council in each of these three areas. Staff are recommending that land use designations in the Draft Plan be scaled back in intensity, focusing on more low-rise forms in areas away from Major Streets and Centres and Villages. Staff are also recommending that the road cross section for McKenzie Avenue be removed from the Quadra McKenzie Plan and explored through a future process. Finally, staff are recommending that an additional round of public engagement be endorsed and resourced. This additional engagement is estimated to take 6-8 months and require \$30,000.

Once Council provides direction, staff will proceed with Plan edits and process next steps as per Council direction. Should Council endorse staff's recommendation, additional public engagement would occur in Spring 2025 and a Proposed Plan would be considered by Council in Fall 2025.

Prepared by: Tami Gill, Planner

Reviewed by: Cameron Scott, Manager of Community Planning

Reviewed by: Lindsay Chase, Director of Planning

Reviewed by: Harley Machielse, Director of Engineering

TG/kb

Attachments:  Attachment A - Phase 3 Community and Stakeholder Engagement Summary

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Planning.

Brent Reems, Chief Administrative Officer

Preet Chaggar

From: Brian Allen Cox [REDACTED]
Sent: Friday, February 7, 2025 9:53 AM
To: Council
Subject: (External Email) STOP Quadra McKenzie

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

Just stop! Get back to reality. Enough is enough.
Sent from my iPhone

Preet Chaggar

From: noreply
Sent: Thursday, February 6, 2025 8:38 PM
To: Mayor Dean Murdock
Subject: Mackenzie Quadra plan

Recipient Dean Murdock
Topic Mackenzie Quadra plan
Name Donna Robertson
Email address [REDACTED]
Phone number [REDACTED]

Message

I am very very concerned about the Quadra Mackenzie plan. Throughout capital region it is becoming harder and harder to drive our roads. Partly this is because we have more people but partly it is because of changes to our roads. PLEASE do not make MacKenzie into one lane each way. PLEASE PLEASE!! That road is already very busy and it become impossible if it is only one lane each way. Then other roads would also become clogged as people try to find alternatives. Some of us are not able to take up biking.

Preet Chaggar

From: Brandi [REDACTED]
Sent: Thursday, February 6, 2025 6:32 PM
To: Council
Subject: (External Email) Concerns with Quadra/McKenzie Planning

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

To whom it may concern,

My name is Brandi and my husband and I live at [REDACTED] Quadra Street. We are very concerned with the proposed changes to the Quadra corridor, especially the Beckwith hub and rapid transit bus stop that is planned for in front of our property. I have already emailed my concerns regarding the safety of this bus stop to Tami Gill but I have included that email here as well. Many of our neighbours have been discussing the proposed plan and we would appreciate it if the council could please consider our concerns and livelihoods in this area. We have collected hundreds of signatures in an online petition.

This proposed plan will destroy our neighbourhoods. We understand the requirements put to Saanich by BC to increase housing and focus on accessible transit and walking, however we do believe there are more appropriate areas of Saanich that could be utilized to fulfil these requirements. Generations of families reside in this area. It is quiet and there are nature corridors and backyards which enable the movement of wildlife through the area from the sanctuaries at Swan Lake and Christmas Hill and also Beckwith Park. What will happen to the endangered Garry Oak trees that are everywhere in our upper Quadra area?

With the destruction of 8000 single family homes, where will these 25,500 people currently residing in the proposed planned areas live? What about protecting local heritage houses, such as the one across the street from us at the corner of Beckwith and Quadra? We simply do not have the infrastructure to support these multi-story buildings and influx of people, nor can it possibly be expected that all residents would convert to using transit.

Both Quadra and McKenzie are main artery routes in and out of the entirety of Victoria and absolute chaos already occurs when one of these routes is reduced to one lane or closed due to traffic incidents etc. This proposed plan will only create a massive ongoing headache for residents, first responders, tourists, etc. Not to mention the increased damage to the environment from idling vehicles as they sit in traffic along these routes with reduced lanes etc.

We have been given no opportunity to vote or have input for this plan. This plan is a moveable target. Without any consultation in 2023, Planners at Saanich changed zoning on a huge swath of Saanich from existing single-family zoning to mid-rise. When this was finally presented to residents at community workshops and online seminars in late 2024, the only consultation with residents that was accepted was our reactions. We were told that if we do not want to sell our homes the incentives will just increase until we are essentially forced out. This was told to us at the October 30th online seminar. We have had no opportunity to oppose this plan itself. My husband and I only found out about this plan via a piece of mail in late 2024 with dates listed for these seminars, but most of the planning and feedback groups etc had

already occurred. If we had known about this from the beginning I guarantee more local residents would have been present and outspoken at these meetings. In October 2024, many properties were upzoned again, without any consultation, to be special twelve storey zones.

Obviously somebody is always going to be upset with changes in their neighborhood and not everyone can be made happy. There are very real requirements that have been put upon Saanich to increase housing and we recognize this. But this is simply not the area that should be demolished in order to see these requirements through. I implore you to please consider our petitions and concerns before moving ahead with these proposals in 2025. We voted for this council and trust that our voices will be heard and respected.

We also have concerns regarding the proposed rapid transit bus stop that may be installed in front of our property. The following is my email I sent to Tami Gill last year:

There is already a bus stop about two houses up the street just before the intersection at Quadra and Beckwith. First of all it makes more sense to upgrade existing infrastructure and use the current bus stop placement as opposed to building new. Second, that current location is much safer than the proposed one in front of our house. That intersection is on a hill and has no left turn light onto Beckwith. When cars are turning off Quadra onto Beckwith, many others typically change into the right hand lane to go around. This is already dangerous for when we are pulling into our driveway, which is just down from the light, as they are often going far too fast and getting rear ended is a very real possibility. We have witnessed many accidents at this intersection. The current placement of the bus stop just before the light forces these cars to slow down and prevents them from making this quick lane change to go around turning cars. I also mentioned the intersection being on a hill, which makes visibility difficult at times pulling out of our driveway or coming up to the intersection at Beckwith. I am very concerned with having even more limited space and visibility at our driveway, not to mention the bus riders who will be waiting at the stop when we want to pull in or out. I understand that Quadra will also have reduced lanes.

I fear that moving this bus stop in front of our home or anywhere on this stretch of Quadra between Beckwith and Lily could create an even more dangerous situation. I think the best place for this new stop is either at the existing stop just before the intersection or even better would be down the street past Lily on the stretch of Quadra between Lily and Rogers. There are no driveways along this stretch and it is wide open with much more space and visibility on both sides of the road. The bus riders will not be in the way of residents and there will be no danger of rear ending due to the light at Beckwith. The intersection at Lily already has a turn light.

Please consider making this adjustment to the plan. It will not negatively affect any residents or the people hoping to utilize this new bus system.

Thank you.
Sincerely,

Brandi & Alex de Sousa

Preet Chaggar

From: Anniek Wheeler [REDACTED]
Sent: Thursday, February 6, 2025 12:31 PM
To: Council
Subject: (External Email) Support for McKenzie Bus Lanes

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

Dear Council,

I am writing to express my strong support for dedicated bus lanes on the McKenzie corridor. I frequently travel this route to access services in Saanich, and several of my friends rely on it as part of their studies at UVic.

I recently learned that priority bus lanes may not be included in the McKenzie plan. This decision appears to contradict Saanich's own active transportation goals, which emphasize fostering a culture of transit use through **policy, infrastructure, and education**.

I am particularly concerned that the discussion has lacked an educational component. Induced demand and road capacity makes it clear that **prioritizing car travel is not a sustainable long-term solution for Saanich's growing population**. Priority bus lanes would ensure bus travel is more reliable and frequent, allowing residents to actually rely on transit to make trips around the area.

As members of council, I believe it should be your mandate to consider not only Saanich's present transportation needs but also its future needs. Ensuring that residents can access work, amenities, and recreation via reliable public transit is a critical step.

I hope you will reconsider this change in plans.

Anniek Wheeler

Preet Chaggar

From: Lesley Ewing [REDACTED]
Sent: Thursday, February 6, 2025 7:14 AM
To: Council
Subject: (External Email) Feb 11 special meeting on major transportation corridors

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

Hello Saanich Mayor and Councillors.

I am writing again to support the staff report to add a dedicated bus lane to McKenzie Avenue.

There has been some opposition from motorists on their perceived effect of reducing vehicle traffic to one lane each way. Current studies in transportation management in North America prove otherwise, as do the experiences in Victoria (Fort St -- from Foul Bay Rd to Pandora, and Finlayson -- from Cook St to Blanshard).

It is Saanich's job to ensure that the urban transportation needs of all community members are accommodated, not just vehicle owners. One bus contains dozens more travellers than a (typically) single occupant vehicle. One bus reduces carbon emissions. One bus in a dedicated lane allows the smooth progress of other motorized vehicles in another lane, unimpeded by frequent bus stops.

You are fully aware that we are in a climate emergency, as you developed and approved the 2023-2027 Saanich Strategic Plan that champions Climate Action, Environmental Leadership and Transportation as its main themes.

With plans underway to increase the population density in the corridor by thousands, how will Saanich provide the transportation options necessary to move people without a dedicated bus lane? Without effective transit, more of those new residents will rely on private vehicles, further compounding the current congestion into a more hellish gridlock.

As outlined in my previous letter, you will continue to receive angry letters from those who view the world only from behind a steering wheel. Who believe their needs supersede all others. You must do the right thing, aligned with your stated values and priorities, and provide the leadership that we need to address and improve transportation in the region.

Thank you for the opportunity to comment.

Regards,

Lesley Ewing

Preet Chaggar

From: Marley Dahl-bates [REDACTED]
Sent: Wednesday, February 5, 2025 5:55 PM
To: [REDACTED]; Reception
Subject: (External Email) Road Mckenzie Thing

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

Hello,

I was not entirely sure where to voice the support, so I am emailing every email that I saw with a statement of approval.

Please close a lane for more buses and bikes on Mckenzie. I think that would be really cool, and I think you guys are probably getting too many messages that are going against it since reasonable people tend to be quieter.

I would appreciate the shorter commutes towards UVic, Reynolds, and the multiple commercial / residential districts that will be opening up in the Cedar Hill area. Not to mention having a protected bike lane would be far safer for us that want to not be hit by cars.

Thank you,
Marley Dahl-Bates

Preet Chaggar

From: Cameron Scott
Sent: Thursday, February 6, 2025 10:14 AM
To: Councillor Judy Brownoff
Cc: Lindsay Chase; Council; Mayor Dean Murdock; Brent Reems; Tami Gill
Subject: RE: QM Plan

Hi Councillor Brownoff,

Corridor Hubs are areas along Major transit corridors (in this case Quadra Corridor and McKenzie Corridor) where there is intended to be a greater focus on small-scale commercial / community services, with a goal to fill gaps in our land use pattern and promote walkable 15-minute communities.

All Corridor Hubs being discussed are identified in the Draft QMP. Corridor Hubs are shown in the Draft Plan land use map as areas in blue with a red outline and include locations such as Beckwith Hub, Tolmie Hub and Blenkinsop-Braefoot Hub. They are similar to the blue Corridor designations but allow for more commercial uses and have slightly greater provisions for height (up to 8 storeys) and density.

The proposed changes identified in Land Use Option 2, as they relate to Corridor Hubs, would look at reducing the number of parcels in each hub, as well as the maximum height and density provisions.

All the best,
Cam

From: Councillor Judy Brownoff <Judy.Brownoff@saanich.ca>
Sent: Thursday, February 6, 2025 9:04 AM
To: Brent Reems <Brent.Reems@saanich.ca>; Lindsay Chase <Lindsay.Chase@saanich.ca>
Subject: QM Plan

Hi

I number of residents have raised the issue of Hubs. In the recommendations this is number 2.

“2. That Council endorse Land Use Option #2 which scales back the intensity of land use changes with a focus on areas designated as Corridor and **Corridor Hub**.”

Can I get a clarification around what “Corridor Hubs” are. Are they all the ones in draft Plan that went out to public or something different.

Thanks.

Judy Brownoff
Saanich Councillor *and* CRD Director
Chair, Saanich Sustainability and Climate Action cte
Chair, CRD Parks Cte

Judy.Brownoff@saanich.ca
250-727-2008

Preet Chaggar

From: Jim Cliff [REDACTED]
Sent: Saturday, February 8, 2025 5:19 PM
To: Council
Cc: Jim Cliff
Subject: (External Email) Special Council Meeting February 11 2025

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

Re: Public input for Agenda items B and C

We live in what is proposed to be the Braefoot Corridor. We ask that development of any properties south of Braefoot Park be limited in size and scope to neighbourhood townhouses; 3 and 4 story condos / apartments just don't fit in. This adjustment could be done by extending the townhouse designation of the Wende / Athlone Court / North Shorncliffe area to Harrop Road to the north and Ashford Road to the west. Marjean Road should be included as well.

My wife and I have lived here for 37 years and though we aren't thrilled with the prospect of townhouses in our 'back yard' we see the benefits for others and are willing to accept this style of densification as a way to increase housing stock. We take pride in our community, years ago we had the oak tree in our front yard designated a tree of significance. We would hate to see our neighbourhood become an ocean of rooftops with a decrease in green space and permeable soil - by the way there is a history of problems with surface water flow during our wet seasons.

We are at the age when some loss of hearing is normal, but we have definitely noticed traffic noise has gotten louder. A lot of this increase in noise is due to the amount of trees that have been cut down and not replaced. Noise attenuation must be a factor when considering densification.

Is the cart before the horse? How much capacity do our the local schools have to accommodate this growth, what plans for recreation centres - Gordon Head is oversubscribed, Cedar Hill has limited offerings, Braefoot Park has soccer and lacrosse, and soccer and lacrosse.....not much else. Medical care facilities?

I was raised in Richmond and saw how quickly a square mile of single family housing just south of downtown Brighouse was replaced by multi-storied condos after the Richmond Council of the day did a broad sweep of rezoning: it didn't take 20 years, felt more like overnight.

So please, limit housing in the Braefoot area to townhouses, nothing larger.

Regards
Jim and Rhonda Cliff
[REDACTED] Scoular Place

Sent from Jim's iPad

Preet Chaggar

From: Roz Isaac [REDACTED]
Sent: Monday, February 10, 2025 5:18 PM
To: Council
Subject: (External Email) Bus Lanes on McKenzie to UVic

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 Councillors

I live in View Royal and would like to express my support for the dedicated bus lane on McKenzie.

Less cars on the highway equals less carbon pollution affecting the air we all breathe. It also means less GHG emissions towards BC's climate commitments to drastically reduce these planet heating emissions. As it is, the province is failing in this regard.

Thank you for your time and attention.

Yours sincerely

Roz Isaac
[REDACTED] Bishan Place
View Royal, BC
[REDACTED]

Preet Chaggar

From: Peter Spaans [REDACTED]
Sent: Wednesday, February 5, 2025 2:08 PM
To: Mayor Dean Murdock
Subject: (External Email) Mckenzie/Quadra proposed changes

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

Hi there Mayor Murdoch,

I am writing in response to proposed changes for the Mckenzie/Quadra intersection and surrounding area. I am against the proposal and think that the changes will cause more issues than it will solve. I will not go into my reasoning at this point. If council or someone with the engineering department would like hear my reasons, I would be more than willing to discuss.

If council truly believes that this is what the voting citizens of Saanich wants, put it to referendum. As a 19 year resident of Saanich, I am tired of seeing my tax dollars being prioritized for the benefits of a very small group of people when much of our infrastructure is tired and outdated in comparison to most other cities of this size.

Please feel free to contact me if you would like to discuss.

Respectfully,

Peter Spaans
[REDACTED]
Margot Place,
Saanich, BC