

**Preet Chaggar**

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**From:** Robert Katzer [REDACTED]  
**Sent:** Wednesday, February 5, 2025 9:01 AM  
**To:** Council  
**Subject:** (External Email) 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.**

I have been a resident of Saanich for most of my life. I was born and raised in the Gorge-Tillicum neighbourhood, and have been an owner and resident at [REDACTED] Quadra Street since 1992.

I am writing in strong opposition to the proposed transportation portion of the Quadra-Mackenzie study. The imposition of bike lanes on other major corridors in my neighbourhood (Cloverdale) and also how the bike lanes have been implemented in the Gorge-Tillicum neighbourhood make no sense. They have resulted in limited bike usage on those routes but have dramatically increased congestion in those areas.

In the 7 years since segregated bike lanes were imposed on Cloverdale without public consultation, ridership is still around 1-2 bikes per hour - and where there was congestion at the heart of "rush hour" in the past, there is now congestion throughout the day.

My concern is that the planners and engineers are more concerned about optics than effective and efficient transportation. It would make more sense to allow cyclists to "OWN the LANE" of an existing 4 lane infrastructure than to remove permanently lanes. Bike lanes are used less than 5% of the time, and yet reduce traffic capacity 100% of the time.

Specifically on the proposed transportation elements of the Quadra-Mackenzie plan, it would make more sense to have bus lanes on Quadra, and allow cyclists to use them - than to remove capacity from Quadra (through segregated bike lanes). The #6 bus carries 15-25 people EVERY 6 minutes along that route. At peak times, the buses are full. Further, bus lanes facilitate people turning right - which will be critical for accessing Quadra Centre, the shops at the 5 corners (Quadra-Cook-Cloverdale) as well as the schools et al along Quadra.

I believe that bike lanes should not be on the main corridors - be it Quadra, Mackenzie, Tillicum, Gorge etc. There are many alternative roads to run bike lanes adjacent to the main Corridors.

With regard to densification proposed in the plan - my biggest concern is the capacity of the underlying infrastructure (sewer, water, utilities) to support the proposed densification. I would note that most of South Quadra is already multi-story and it is highly doubtful that existing 4 story complexes will be removed to be replaced with 6-8 stories.

The ability to maintain the existing infrastructure along Quadra (especially Quadra-Tattersall) is highly questionable - given the delays in what should have been a relatively quick project that is now 18 months overdue. If we can't support existing capacity on a timely basis, the level of proposed densification will likely cause a risk of systemic failure.

I conclude by thanking council for receiving my feedback, but once again express my opposition to the transportation plan

Robert Katzer

 Quadra St

Victoria, BC





**Preet Chaggar**

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**From:** Anne Wallen [REDACTED]  
**Sent:** Tuesday, February 4, 2025 9:19 PM  
**To:** Council  
**Subject:** (External Email) Thank you for the great work!

**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 want to express my strong support for several recent initiatives undertaken by Saanich, including:

- The Uptown Douglas Plan
- Adoption of Missing Middle / SSMUH policies and efforts to ensure construction viability
- Expansion of the bike network and sidewalks
- Prioritization of transit, such as in the Quadra-McKenzie corridor plan
- Reduction of parking minimums for new housing projects

I appreciate the bold and proactive steps staff are taking to help Saanich meet its climate goals, improve affordability, and plan for future population growth.

Best,

Anne Wallen

**Preet Chaggar**

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**From:** Homes For Living [REDACTED]  
**Sent:** Tuesday, February 4, 2025 2:39 PM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Colin Plant; Mena Westhaver; tealepb@gmail.com; Mayor Dean Murdock  
**Subject:** (External Email) Quadra McKenzie Plan  
**Attachments:** Quadra McKenzie Plan - Support Letter - HFL - 2025.02.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,

Please find attached a letter regarding the Quadra McKenzie Plan.

Best regards,

*Philip MacKellar and Jack Sandor – on behalf of The Homes for Living Team*

## Homes for Living – Support Letter – Quadra McKenzie Plan

February 4, 2025

Dear Mayor Murdock and Council,

We, at Homes for Living, would like to express our support for the Quadra McKenzie Plan (QMP). The plan is long overdue and is critical to address the District's housing, infrastructure, and transportation challenges. If anything, this plan does not go far enough but is nevertheless a step in the right direction.

Our primary concerns are housing affordability and availability. Saanich has faced years of low rental vacancy rates, high rental costs, and outrageous real estate prices. The high cost of housing makes living in Saanich prohibitive, especially for young families, young adults, and those with incomes at or below average. These groups shoulder the brunt of the housing burden, but the high cost of living impacts many along the age and income spectrum. For Saanich to prosper, people from all walks of life need to be welcome and need to find housing.

There is stiff criticism of the QMP, but many of its opponents would speak against it regardless of what was actually included in it. Oftentimes it appears there is no appeasement, no remedy, and no outcome other than the status quo that would satiate the demands of a vocal and often comfortably housed (potentially mortgage free) minority. Calls to prioritize neighbourhood character, maintain existing traffic patterns, or continue consultation despite years of engagement already are tone-deaf given the widespread housing impacts. If council does elect to maintain the status quo or re-work a plan that has already been roughly three years in the making, it will increase the cost of living further, drive people away, and leave Saanich worse off than it would otherwise be.

Improving the District's livability and affordability is a worthy goal unto itself, but there are other benefits associated with the QMP. By approving it, Saanich would increase its odds of hitting its provincially mandated housing targets, and avoid Oak Bay's current situation whereby an outside consultant has been hired to overhaul Oak Bay's housing policies irrespective of that council's wishes. Therefore, there is a strong argument that approving the QMP is not only in the best interests of Saanich residents but will improve the odds that this chamber maintains control over its housing decisions.

In addition to relieving aspects of the housing crisis and maintaining policy autonomy, the QMP would enhance public and active transportation. This means the QMP aligns with other priorities including the 2023 Active Transportation Plan, the 2024 draft Road Safety Plan, and the 2020 Climate Plan.

Thank you for your consideration. Please approve the QMP, doing so will alleviate some of the housing insecurity faced by voters today, will better position the community to address the housing challenges of tomorrow, and will respect the years on consultation leading up to this point.

Best regards,

*Jack Sandor, on behalf of The Homes for Living Team*

Homes For Living Contact Information:

[Hello@homesforliving.ca](mailto:Hello@homesforliving.ca)



**Preet Chaggar**

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**From:** Stu Hackett [REDACTED]  
**Sent:** Tuesday, February 4, 2025 1:58 PM  
**To:** Council; 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) Regarding the QMP  
**Attachments:** To Saanich re QMP.pdf

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

Good day Mayor Murdock and Saanich Council.

Attached is some feedback for your consideration when you discuss the Quadra McKenzie Plan at your February 11 Special Council meeting.

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Stu Hackett  
[REDACTED]

To Mayor Murdock and Saanich Council

The letter below outlines some of the many concerns I have heard from residents regarding the Quadra McKenzie plan. I apologize at the outset for the length of this letter...but then again, the QMP is 138 page long, therefore it's not surprising that feedback on the plan would be equally lengthy.

The feedback is in bullet form, that's my attempt to keep the comments succinct and ensure you read them all.

- **We do not need "Saanich TOA's"**. The two provincially designated TOA's are all we should strive for at this time. Saanich does not need to be the shining star and the overachiever of the Municipalities. **We should meet our Provincial obligations and that's it.**
- The underlying concepts that fueled this plan (15-minute communities; Centre, Corridor and Village planning; One Planet Living Principles) are lofty objectives, but in translating them to Saanich Municipality, the QMP seems to forget **that those concepts are not widely embraced across Saanich.**

I understand they are in the Official Community Plan, but Saanich should not assume that the OCP reflects the desires of Saanich residents. When creating the OCP the level of interest was low, very low in comparison to the level of interest and engagement in the QMP. So please do not justify the QMP's neighbourhood designs by stating they reflect the OCP. Do not punish residents now, because we didn't understand the impact the OCP would have on our future lives. If it's true that Saanich wants the OCP to influence and guide the QMP, then it's time to revisit the OCP.

Similarly, most residents don't want, or need, 15-minute cities. For example, the "Corridor Hub" planned for Beckwith Avenue is completely unnecessary. From Beckwith Avenue you can walk 25 minutes to commercial areas at Quadra/McKenzie, Royal Oak Mall and Broadmead Mall – and getting to those locations from Beckwith only requires small amount of travel on Quadra or McKenzie. We don't need more commercial areas in this area.

- Another significant influence in the QMP is the Housing Strategy (2021). Many Saanich residents agree with a lot of what's in that strategy. The **"Missing Middle"** is a real thing. We get it. **But providing those types of homes does not mean Saanich needs to zone and plan for 3-8 story buildings on residential streets.** The feedback I have heard when canvassing neighbourhoods is that residents are fine with two story duplexes, townhomes, triplexes on their neighbourhood streets and in their neighbourhoods. Those are missing middle homes that belong in residential neighbourhoods.

**What doesn't belong in residential neighbourhoods are 3-8 story buildings, low-rise apartments and stacked townhomes.** The QMP is too extreme in indicating (for example) that 3-4 story buildings will be built on Howroyd, or 3-8 story buildings will be built on Beckwith. That type of density is too much and isn't needed to meet the Provincial housing targets or the future needs of Saanich. I urge you to scale it back.

- **There is too much unneeded density.** Density to that degree is not needed to meet the Province's housing targets (of 4,610 new units in total), nor is it needed to meet the demands of current or future Saanich residents. And it certainly isn't the density that Saanich residents want.

I, and most of the residents I have recently spoken with, acknowledge density is needed, however drastically changing neighbourhoods is not needed. In a January letter to the Saanich News, the Mayor states that: "Claims that the plan will displace entire neighbourhoods are false. Instead, the draft plan balances thoughtful growth with improvements that make life better for you and your neighbours, protecting what you value while preparing for the future. It will make it easier for your family, friends, and future generations to find homes in the community they love."

How can the Mayor say that? This statement is so blatantly false, it borders on being an out and out lie. Just look at the density proposed on pages 25 & 26. The plan actually changes neighbourhoods from single family homes (with garden suites and basement suites) to neighbourhoods of 3-8 story buildings and higher. This plan does exactly what you say it doesn't do! **This plan displaces entire neighbourhoods and does not represent balanced growth.** I spoke with many residents on Mortimer, Sheridan, Darwin, Leslie, Howroyd, Savannah and well **over 90% of those I spoke with did not know the QMP included plans to change their streets into multi-story buildings. And when I showed them the plan and the significant change that will be coming to their street, they were not in favour.**

- **Scale back the height in the housing categories.** The plan for Centre-Core (12-18 stories); Centre (6-11 stories); Corridor (3-6 stories); Corridor Hub (6-8 stories) Village (5-11 stories) Neighbourhood Apartment (3-4 stories) is just too much height and too much density.

I have heard people say, "Don't worry, someone has to actually want to build to those levels and that could be years away". But the problem is that Saanich residents don't want that height or density, and having it in a plan and leaving it in a plan implies that it's OK with residents. Well, it's not OK. And it's especially concerning because within the plan Section 3.1 FUTURE LAND USE FRAMEWORK states in policy 3.1.1 that Saanich should "*Support development applications that align with the objectives and policies in this Plan and consider, height and density as identified in Map 3.2*" and 3.1.6 states "*Generally do not support rezoning or variance applications for projects that have building heights that are lower than the base building height identified in the Future Land Designations.*" **That's exactly why the density in the plan needs to be scaled back. It's not needed or wanted, and leaving it in the plan sends the wrong message about what Saanich residents want.**

- **The streetscape topologies identified for Quadra and McKenzie are going to be a disaster.** I know Saanich has already heard loud and clear from thousands of people that the streetscape topologies identified in the plan for Quadra and McKenzie are not supported at all. Therefore, I won't belabor the point by going on and on about it here. However, I will state that I heard Mayor Murdock on the Ryan Price radio show indicating that "people are needlessly concerned, that Quadra and McKenzie will not be one lane for single vehicle traffic". But that just isn't true. Once again, I think the Mayor is trying to quell opposition to the plan by telling people not to worry or

that they are interpreting the plan incorrectly. We are worried and we are not interpreting it incorrectly. There are no “queue jumping lanes” in the plan. There are shared lanes, but during rush hour those shared lanes will be dedicated to transit...that means there will only be one lane for single vehicle traffic. That is a worry and that is concerning, and that is why residents are upset. **We do not support the traffic topologies in the plan. This needs to be revisited.**

- The Saanich Mobility Pyramid specifically targets personal vehicles as the least desirable mode of transportation. And it uses that to support the drastic changes to traffic along Quadra and McKenzie. **The crusade against cars needs to stop.** There are plenty of low-carbon single vehicle alternatives that would reduce greenhouse gas emissions with Saanich and enable the convenience, flexibility and safety that personal vehicles provide. **I encourage Saanich to abandon the Saanich Mobility pyramid concept. It's divisive, antagonistic and alienating.**

I am going to stop now. This letter is long enough. I hope I have conveyed the message that **the vision being created in the QMP is not the vision Saanich residents have.** Nor is it the vision that attracted people to Saanich in this first place. Let's take a step back and try again – you now have our attention.

**Slow down and take a measured, evidence-based approach to growth.** Saanich has already several high-density buildings approved, several already built, and has plans for redeveloping the Saanich Municipal yard on McKenzie. Plus, there are new, and many unoccupied, rental buildings in Saanich (Shelbourne/Stockton and Elk Lake). Let's see how those developments turn out. How they impact traffic, trails and transit and then figure out what the next steps should be. There is no rush to do this, and we can do it better.

Thank you for taking the time to read this.

Stu Hackett  
[REDACTED] Belvedere Road,  
Victoria, BC  
[REDACTED]

Email: [REDACTED]

**Preet Chaggar**

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**From:** Robin DiMartino [REDACTED]  
**Sent:** Monday, February 3, 2025 6:59 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Mackenzie Corridor

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

Dean Murdock,

I am writing today to share my thoughts about the Mackenzie Corridor.

I live in the Maplewood neighbourhood and drive on Mackenzie Avenue daily as part of my commute to work in Esquimalt.

I am against the elimination of vehicle traffic lanes for many reasons including the increase of congestion, travel times, and possible reduced response time for emergency vehicles.

As a mom of [REDACTED] children, we are out of the house by 7:30am to bring kids to morning care before school and arrive at work by 8am. I cannot use BC Transit in Victoria to bring my children to school. First of all, the Buses are not reliable for being on schedule. Then to coordinate the two buses I'd require to use to go to school and then to work, my time would increase from 30min by car to 1hr 20min by Bus! Absolutely unrealistic.

The other problem I would have with BC Transit is if a bus is Wheelchair accessible [REDACTED]. I would have to schedule around that.

Having more congestion on Mackenzie and the connecting streets, has me concerned about the response time of Emergency Responders; Fire, Ambulance, Police. As I mentioned, [REDACTED]

[REDACTED] Some days the response time is close to 10minutes or more, and I am so scared for a longer wait in an Emergency due to Mackenzie.

Streets connecting to Mackenzie will be impacted by this main artery being clogged. Blenkinsop is 30km and 40km zone and vehicles fly down this road that has limited visibility, and crosswalks where children and adults have been hit. [REDACTED] recently was hit and broke their leg! [REDACTED] hit on their bike at CedarHillX Rd and Blenkinsop as well! To have more vehicles on Blenkinsop would be very disappointing. Quadra and Shelbourne along with Blenkinsop are exhausting for commuters with the constant construction, to add more vehicles and thus pressure to those routes is a safety issue.

The Mackenzie Corridor should not decrease vehicle lanes.

BC Transit should have a reliable schedule for arrivals at stops and better routes that actually connect and provide proper commuter routes.

I will be writing a whole other email regarding the cement blocked bike lanes and the problems I witnessed today with the snow. The cement blocks caused vehicles to get stuck over the blocks in the snow. Blocking traffic, bike lanes, and people could not help push the vehicles over the cement. The



vehicles I saw were just stuck in snow over the cement blocks. Very frustrating to see and I am thankful I did not get stuck like others.

Thank you for your time.

Robin

**Preet Chaggar**

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**From:** David Schwab [REDACTED]  
**Sent:** Monday, February 3, 2025 6:24 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.**

Hello Saanich Council,

I would like to express my steadfast support for the adoption of the Quadra McKenzie plan. This plan is not exactly what I would have drawn up if I was king of Saanich, but I do think it represents a big step forward towards the kind of place I would like to live in.

Let's start with transportation. This is something I claim to have some expertise in, partially because I see this issue from all angles. I drive, I walk, I bike, and I take transit. I use all of these transportation modes regularly. My big concerns about transportation along Quadra and McKenzie are as follows:

- Walking along Quadra is scary. I often find myself inches away from cars that are travelling 60+ kph which leads me to take the long way to certain destinations in order to avoid walking along Quadra. Please remind yourself that a car driver will honk at you when held up for more than 5 seconds, and then consider that I will add 10 minutes to my walk to the grocery store because the car traffic on Quadra is legitimately scary.
- Biking on Quadra is dangerous. Unless I am late for something, I take the galloping goose to get downtown. This takes me twice as long when compared to using Quadra. Again, I will eat that extra time on my morning commute to stay safe, but this a major inconvenience, and one that car commuters would never quietly tolerate.
- Busses on Quadra and McKenzie get stuck in traffic. We need people in the GVA to switch from driving to taking transit. This will only happen if buses do not get stuck in traffic. If buses get stuck in traffic, then driving will always be faster than transit. This must change.


**Thankfully, the Quadra McKenzie plan addresses all of these concerns!** I attended a community workshop and I was very pleased with what I saw. Separated bike lanes will make biking safer. Rapid-Bus and queue-jump lanes for buses will allow transit to be faster than driving at rush hour. The bus lanes, bike lanes, and rows of trees will provide space between pedestrians and car traffic, making it feel much safer to be a pedestrian. Personally, I would love to see a two-way bike path on one side of the road rather than one way bike paths on either side of the road, but I will take what I can get.

Let's talk about density. Saanich needs to add homes to the market fast. We are in such an intense housing crisis and the only way out is building more homes. I am more in favour of spreading out density evenly across an area rather than having it be concentrated near the corridor. If I was king of Saanich, drafting this plan, I would have called for the allowance of 6 to 8 storey buildings over the entire area. I love living in a condo, but I hate living on a busy street. It seems though, that condo buildings are only allowed to be built on busy streets. You see where I'm going with this? That said, I do applaud the allowance for more density that is included in the plan.

Let's talk about villages and corridors. I think this approach is fine. Generally though I think that Saanich should move in the direction of form based zoning instead of use based zoning. Who cares if I'm operating a small scale commercial distribution warehouse out of my garage as long as I'm not disturbing anyone? Why shouldn't I be allowed to set up a live-work home/cafe in a detached house? In addition to this, I find it a bit concerning how ugly and hostile to pedestrians a lot of the buildings in this area are. These things can be addressed with a form based code while allowing people and businesses to flow more naturally and encouraging increased walkability.

Overall, I give this plan an A- which is pretty great actually! I am impressed with the work that has been done here and I think that Saanich staff and council have generally the right idea when it comes to the direction our district needs to move. Please don't listen to the haters. These people out here saying "Under Saanich's Quadra McKenzie Plan, over the next few years, 8000 single family-homes will be demolished and sent to landfill"... They don't know what the hell they're talking about! All they seem to care about is the price of their house, and they're willing to shoot everyone around them in the foot to protect it. Please keep up the good work!

Sincerely,

David Schwab  
 Quadra St

**Preet Chaggar**

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**From:** Michael & Mary-Kay Wille [REDACTED]  
**Sent:** Monday, February 3, 2025 4:20 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.

Please share these concerns regarding the QMP with the mayor and council.

1. Continuously increasing the tax burden every year on Saanich residents is not sustainable.
2. Not all residents are employed in the public service and do not receive annual wage increases to keep pace with inflation, let alone tax increases from every quarter.
3. These tax increases hurt our local economy. It is clear that always taking more money out of families pockets means less discretionary income to spend at local businesses. The effects can be seen with more and more local business owners calling it quits - too much red tape, too many costs, not enough ROI.
4. Prudent fiscal management should respect the constituents. Work for the people and greater good without overstepping and pursuing high costs projects of dubious benefit. For example, how much money has been spent on "Paws in Parks" and to what end?
5. Invest in maintaining our current infrastructure before spending millions upon millions on unnecessary bike and bus lanes.
6. The mayor has stated in the press that over 60 percent of the municipal budget is for labour. When dealing with multi-millions dollar budgets it is easy to lose sight of the hard earned tax dollars council is spending. Prioritize improving the efficiency and productivity within the municipal departments and demonstrate to the public the results.
7. QMP should not impact the current two lanes of traffic as they currently exist. Both are vital and major arterial roads of which there are very few. Try an experiment of dedicating one lane to HOV and buses and measure the impact before deciding to rip up intersections and create jump lanes.
8. Dedicated bus lanes do not make sense. There simply are not and will not be enough riders and sufficient frequency of buses to make such an investment.
9. Dedicated bike lanes do not make sense (and I am a cyclist). Keep bikes out of and away from such a highly trafficked corridor. Cyclists prefer quieter neighbourhood routes to being amongst all the traffic. We already have seen collisions occur between cyclists and vehicles in protected lanes due to a changed and complex roadscape with more signage, reflector poles and less visible entry / exits (raised concrete barriers hide these).
10. Acknowledge that the people cycling specifically for work, dropping off and picking up at schools, going to University and everyday conducting shopping etc will remain an extremely low percentage - likely less than 5 percent, and then that's only when the weather is favourable. Spending millions on yet more bike lanes does not make sense.

11. 15 minute village concept. Isn't Saanich already a 15 minute municipality? Don't people love Victoria because "you can get anywhere in 20 minutes". Why would we consider the QMP even necessary when there are far more less expensive actions that can be taken. People want to leave their neighborhood. Local business relies on customers shopping and spending their money from all over Greater Victoria and beyond. A large part of this is due to being able to visit multiple shops and take your purchases home...in your car! The 15 minute village will not supply enough customers to support a viable commercial component. An example would be the loss of the corner grocery stores that were ubiquitous in Saanich in the 60's and 70's.

12. Development sites - already exist without rezoning family neighborhoods. Most of our older commercial sites are operating in single storey structures, a result of Saanich's previous mandate of low rise commercial buildings such as Gateway Village across from the municipal hall. All of these site could be redeveloped (Like University Heights Mall) into higher rise housing with the commercial component underneath.

13. QMP should prioritize in keeping traffic moving. Reducing speed limits, such as the recent change in speed limits to 40 kph on many roads is completely ineffective. Literally everyone is still doing 50 to 55 kph on these roads without issue. Why? Because 40 kph is too slow, period. Cyclists hit 40 kph, especially the "unrestricted" e-bikes and scooters. The accidents that prompted this unnecessary move are not being caused by the people doing 55 kph. They are being caused by excessive speeding of 70 kph or more, and more often than not by very young drivers (often displaying an N).

They are being caused by inattentive drivers on cell phones, or with ear buds, or texting, or on drugs or alcohol. This small percentage of drivers should not slow the rest of the responsible drivers down. The penalties they face, when caught always seem like a slap on the wrist.

14. Any long term vision of improving transportation should prioritize LRT such as the Skytrain in Vancouver.

15. How many older residents (boomers) are nearing the end of their driving life. Already they are driving less, and how many new drivers or new to British Columbia residents or drivers will replace them? Perhaps not nearly enough to make such drastic changes to Quadra & McKenzie.

Best regards,

Michael Wille

Saanich

Sent from my iPad

**Preet Chaggar**

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**From:** Steven Murray [REDACTED]  
**Sent:** Monday, February 3, 2025 4:09 PM  
**To:** Council  
**Subject:** (External Email) Support for bus lanes

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

I would like to express my support for bus lanes on McKenzie. I support more density in Saanich, and bus lanes will allow more capacity to move more people along McKenzie. Creating more space for cars only encourages more driving and will never solve our traffic problems. If we want more people to use transit we need to make it more competitive with driving. Dedicated bus lanes will do that. If Saanich supports walking, cycling and transit, then they need to show it in their decisions instead of caving to the car lobby.

Thanks.

Steven Murray  
[REDACTED] San Rafael Cres.  
Victoria [REDACTED]

**Preet Chaggar**

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**From:** Scott Rycroft [REDACTED]  
**Sent:** Monday, February 3, 2025 4:04 PM  
**To:** Council  
**Subject:** (External Email) Quadra McKenzie Plan - In Favour

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

Hello,

My name is Scott Rycroft and I am a Saanich property owner and resident and I would like to give my positive feedback to the Quadra McKenzie Plan.

For decades and decades Saanich has underbuilt and artificially kept housing numbers low by implementing a very strict low-density only zoning regime. This is a primary reason why housing prices are so high currently - it's supply and demand in effect.

The QMP very gently increases the allowable density in the area, which is only a very small portion of Saanich's land area. My only complaint about the plan is that it does not increase allowable density near enough in order to effectively combat the housing crisis we are in.

I currently live in housing that is banned in most of Saanich, and would not exist but for previous increases in density, like the QMP's.

I am very concerned about feedback and false reports about how homes like mine are 'ruining the neighbourhood' and 'cause an increase in crime'.

I believe homes like mine are a valuable contributor to Saanich, to local businesses, and are much more efficient in terms of public infrastructure than the current majority low-density zoning regime.

Higher density sections contribute much more to the tax base and economic outlook of municipalities than low-density areas.

I am concerned that continuing to ban medium density housing like the QMP introduces will cause tax rates to increase significantly in the years to come.

I am in favour of allowing homeowners to do more with their own property, and to reduce government red-tape.

I am concerned that without increases in density, car traffic will continue to get worse in Saanich due to sprawl factors, which is bad for people's health and the environment.

I am in favour of the Quadra McKenzie Plan.

Thank you,  
Scott Rycroft

**Preet Chaggar**

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**From:** Brenda Sopow [REDACTED]  
**Sent:** Monday, February 3, 2025 1:25 PM  
**To:** Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Mena Westhaver; Colin Plant; lana.popham.mla@leg.bc.ca; premier@gov.bc.ca  
**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.**

To the Saanich Mayor and Council, MLA Lana popham, and the Premier,

I am writing to express my profound concern over the proposed Quadra McKenzie plan.

As a homeowner and resident of Saanich for 33 years, I never would have dreamed that this plan is something the council would endorse and put forward.

The enormity of it is staggering!

I certainly did not vote for this!

What credentials do you have to make such a decision? The fact that a handful of individuals could make a move to decimate a huge section of our municipality is beyond my comprehension.

I do not share the Mayor's vision of community, as he expressed in a recent letter to the Saanich news.

Certainly we need change and densification to provide more housing and preserve green space, but this is over the top!

Consider the urban canopy that will be lost. Planting new trees is great, but will they survive? Many do not. It takes trees at least 15 years for a tree to begin the job of sequestering carbon. The trees standing now, and there are many, including protected species, are doing the job just fine right now.

Consider the impact of this plan on several major parks in the area. I love Saanich for its parks and would not want to live anywhere else. I will defend their protection any way I can.

Consider the shortage of schools, doctors, infrastructure, police services, etc.

I myself still do not have a doctor since the beginning of the pandemic.

All of this before even mentioning the ridiculous plan for the change of traffic flow on McKenzie Avenue.

Kudos to the Mayor for riding his bike everywhere, but not everyone is able to do that.

The way I feel is that Saanich Mayor and Council are not listening to or respecting their citizens on this and other matters. They know what is best for everyone, no matter what we say or think or do. How depressing! And such a betrayal!

I feel like I don't want to pay my taxes.

Please modify this plan and respect the citizens of Saanich who may have voted for you.

I will not vote for anyone who supports this plan going forward without serious modification.

I am heartsick to see the damage that is being done to Saanich with these types of ill thought out plans.

Brenda Sopow  
[REDACTED] Obed Ave.  
Saanich



**Preet Chaggar**

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**From:** Frank Williams [REDACTED]  
**Sent:** Monday, February 3, 2025 11:42 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.**

I understand the need for increased density, but not at the scale being proposed by our current council. It makes sense to increase density at crossroads, such as where Quadra and McKenzie meet. It does not make any sense to create entirely new "nodes" such as proposed at Beckwith and Quadra, as this will destroy the existing neighborhood. Finally, combining greatly increased density with decreased road capacity (please - even as a cyclist myself, our aging population will NOT be "active transit") is just silly.

I hope that the Saanich Council reconsiders the current plan in such a way as to reduce disruption to existing neighborhoods.

Sincerely, Frank Williams

## Preet Chaggar

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**From:** J K [REDACTED]  
**Sent:** Wednesday, January 29, 2025 5:57 AM  
**To:** [REDACTED] Mayor Dean Murdock; Letters  
**Subject:** (External Email)

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

## Petition update

[That McKenzie Ave and Quadra St. \(Saanich\),  
not be reduced to single lanes on either side.](#)

## Quadra/McKenzie petition reaches over 5000 signatures! and public engagement opportunity at Council.



**Sasha Izard**  
Canada

Jan 28, 2025

Thanks to your support, the Quadra/McKenzie petition to stop the reduction of auto traffic to single lanes, has reached over 5000 signatures!

The Mayor and Council have heard your message and have been feeling the pressure on the issue.

That didn't stop the Mayor however from doing a bit of public relations damage control a couple weeks ago by releasing the following response that seemed to present the plan as a fait accompli:

[LETTER: Quadra McKenzie Plan gets Saanich on](#)



**103 people** signed this week

**Sign this petition**

Sent from my iPhone

**Preet Chaggar**

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**From:** DARRYL CHAN [REDACTED]  
**Sent:** Sunday, February 2, 2025 11:11 PM  
**To:** [REDACTED]  
**Cc:** Council; Mena Westhaver; Colin Plant; Teale Phelps Bondaroff; Karen Harper; Zac De Vries; Nathalie Chambers; Councillor Judy Brownoff; Susan Brice; Mayor Dean Murdock; [REDACTED]  
**Subject:** (External Email) Proposed changes for Braefoot Road  
**Attachments:** 20230407\_143903.jpg; 20240105\_122355.jpg; 20240921\_124221.jpg; 20241003\_175943.jpg; 20241003\_180015.jpg  
**Importance:** High

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

To Saanich councillors and project manager,

I'm writing to express how concerned we are regarding the proposed changes to Braefoot Road. We are proud Saanich residents. We have owned our home here for 22 years and are raising our family here. Both my husband and myself have lived in Saanich our whole lives and I moved to Braefoot Road in 1987! We've seen many changes, both positive and negative, but nothing has concerned us as much as this proposed plan. While we understand the concept, Braefoot Road is NOT the right fit for a "comfortable cycling route".

Braefoot Road and the surrounding neighbourhood sees very heavy traffic on a daily basis from vehicles travelling from all over Greater Victoria. This includes residents who live in the neighbourhood travelling in and out of the area. Even this has increased a lot over the years with many houses built on the other end of Braefoot across McKenzie. In addition to this traffic increase, Braefoot sees heavy vehicle traffic brought into the neighbourhood from two schools, daycare and after-school care facilities, as well as a park, a sports complex and an activity centre.

The amount of traffic brought in already overwhelms the area and puts a great amount of pressure on residents of Braefoot and the surrounding streets (for example, Andrews Avenue and Harrop Road). We live on Andrews Avenue and are constantly dealing with traffic and parking issues. Although our concerns have been raised many times, it is still a constant struggle and we never feel heard by Saanich.

We have people ignoring parking and no-stopping signs on a daily basis. At least every week, we run into the issue of people blocking our driveway or not being able to safely turn on and off Andrews Avenue to Braefoot Road because of illegal parking.

When Ecole Beausoleil was built, we were ensured in writing by the Superintendent of the Francophone school district that the only increase in traffic would come from the teachers and school buses and that because the catchment is city-wide, that all the children would be brought in by school bus. This is NOT the case at all. Parent drop off and pick up brings in a large influx of vehicle traffic and illegal parking. We have tried to work with the school administration on the issue but nothing changes. They'll send out an email reminder which parents ignore. The administration refuses to go out to the no parking zone at drop off and pick up times to tell people to respect the signs and the neighbours and not park illegally. Bylaws and police come out and say "yes this is an issue and we will follow up with the school" and nothing changes.

We get people parking in front of our driveway and walk into the school and tell us "oh I'll just be a minute, can't you wait?". We've had people yell, spit and swear at us just for wanting to get in or out of our driveway. Despite signage, despite a pathway being built from Braefoot where they are supposed to park. Despite us losing 15 feet of our driveway (and the only part that was wide enough for 2 vehicles) to a turnaround that people still park in illegally. That we have now had a parking ticket in our own driveway, in the same spot we parked in for 20 years. The same 'turnaround' that we were originally told was constructed to divert excess water from the fields down to the new drain. We can't even have guests park in our driveway anymore because we're afraid they'll get ticketed. We've had a school bus drive fully onto our

property, destroy part of our lawn, crack our driveway and almost hit our house and had the bus company refuse to fix it and completely ignore us every time with try and contact them.

So when we hear that Saanich thinks it's a good idea to change the parking restrictions and flow of traffic on Braefoot Road, we know that people will NOT follow the rules and abide by the signage and restrictions. There is simply too much traffic and such a huge lack of accountability from people coming into the neighbourhood for this plan to be successful or even safe. Even if people were to obey the new parking restrictions, all it does is put more strain on the side roads like Andrews Avenue which have already shouldered a huge strain with the addition of the second school. It's just a tiny dead end road.

I haven't even mentioned the soccer traffic yet which sees the largest influx of vehicles nearly every day of the week between weeknight practices and weekend games. Even though Lakehill Soccer is receptive to working with the neighbourhood to address traffic and parking issues, there's only so many times they can send out a reminder email before it simply becomes a Bylaw issue. This is enforced sometimes but never enough. Soccer people park all along the "NO STOPPING" side of Braefoot Road, they park on the crosswalk, they block resident's driveways, they park in front of the fire hydrant and on the corner of Braefoot and Andrews that is posted "NO PARKING". People simply don't care. Maybe because it's not their neighbourhood or just because it's inconvenient to walk slightly farther.

There is zero reason to believe that changing the parking restrictions to alternating sides of the road will magically make people abide by the signage. Which means the change just makes things more dangerous. We've seen kids almost hit get dodging between parked cars. We've see road rage many times when cars cannot get by each other physically. There are daily bottlenecks which lead to problems and it's not safe. Small cars cannot even pass each other never mind trying to get an emergency vehicle down the road! This road is simply too heavily trafficked for this proposed plan to be viable. This neighbourhood is already overtaxed with the influx of vehicle traffic, please don't make it worse!

Speed is not a huge problem on Braefoot Road, traffic and parking are the issues! There is already a large speed hump at Harrop Road and generally people do 30 km/hr in the school and park zone. It's usually too congested for people to go faster anyway. As well, further up Braefoot it's already 30 km/hr at the bend too. Instead of building new, unnecessary speed humps, asphalt could be better used to re-pave Andrews Avenue which was horribly chewed up by 2 years of heavy construction trucks in and out daily. It's also used by the school buses daily now and it was only ever half-paved after the construction.

Please do not remove the center line as this will only cause more traffic headaches and bottlenecks which lead to dangerous situations.

Please don't make Braefoot Road and the surrounding roads more difficult to navigate than they already are. Facilities that bring people in from all over Greater Victoria, not just the immediate area, aren't likely candidates for people to start cycling to.

Please hear our neighbourhood when we say we don't want this. I have talked to many people in the neighbourhood and everyone echoes what I've told you. That it will only worsen significant traffic and parking issues that already exist.

Please hear us, as Saanich taxpayers, and the countless other Greater Victoria residents that use this neighbourhood for school and recreation facilities when we say this is not the right solution and we do NOT want this to go ahead.

Thank you for taking the time to consider this. I am attaching a few pictures taken of parking and street issues as well as the bus on our property. These are just a few and don't depict the worst times.

Sincerely,

Heather Chan





















## Preet Chaggar

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**From:** Steve & Myrna Beggs [REDACTED]  
**Sent:** Friday, January 31, 2025 3:22 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra/McKenzie Plan  
**Attachments:** Dear Mayor Dean Murdock.docx

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

Dear Mayor Dean Murdock

We are writing this letter to express our extreme opposition to the current Quadra/McKenzie Plan.

Our property, [REDACTED] Woodhall Drive , and the properties surrounding have now been incorporated into the "Special Site" where the plan now supports 12 storeys in our neighbourhood, whereas in May, that was not the case.

A large property situated at [REDACTED] Quadra has recently been offered for sale by the Executor of an Estate and along with the neighboring property of [REDACTED] Quadra have a "pending" offer by a developer. The site has been surveyed , trees recorded and stakes driven to demark property lines and tentative building perimeters.

The impacted neighbors have met a representative of the developer on site. We walked the site as he pointed out tentative plan to build 2 or 3 - 6 storey buildings with approximately 300 units.

After reviewing the site what became apparent was the requirement to remove , without exaggeration, 100's of trees as well as the loss of a wildflower meadow that has been rigorously protected over the 40 years we have lived here. This property is also in the middle of a migratory bird path and there is also a registered heritage home on site that had not even been considered at the time of walk through.

With the current developers site proposal we would be looking at 80 vertical feet of apartment building 40 feet from our building. And as was explained to us "it could be worse " if this proposal is not accepted as the next proposal could be 12 storeys.

We are actively considering moving as this plan is pushing us out of the home we designed and built ourselves 40 years ago. Our enjoyment of privacy, quiet and community is being destroyed so there is no future here for us .

We have enlisted the assistance of a team of Real Estate Professionals who have further advised that this situation also impacts the "marketability" of all the adjacent properties involved in this "Special Site" zoning proposal.

The advice also projects the pending change could decrease our property value of up to 25% . At this point our property is most likely not saleable due to the unknowns and also leaves us wondering what we could afford if we have to deal with such a value loss.

So for all the above reasons we take great exception to your statement "*the draft plan balances thoughtful growth with improvements that make life better for you and your neighbours, protecting what you value while preparing for the future.*"

NOT SO FOR US!!

Yours respectfully

Steve and Myrna Beggs



**Preet Chaggar**

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**From:** Andrew Cooke [REDACTED]  
**Sent:** Saturday, February 1, 2025 2:14 PM  
**To:** Council  
**Subject:** (External Email) Quadra-McKenzie Plan, Hope for a Lost Generation

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. **Currently buses 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 who regularly ride along the McKenzie corridor.

I grew up and lived in Saanich for nearly 30 years, now I can't afford it. We need housing and good transit to accompany it so I can continue to study and regularly visit, and maybe one day return to my home of Saanich. I believe that our 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements. We desperately need more housing, and with more housing, our streets will need to move more people. We can do that by prioritizing transit.

**Don't turn your back on the generations of people of Saanich like me who have been pushed out of our community because the beneficiaries of the housing crisis chose money over our community.**

Thank you,

Andrew Cooke

**Preet Chaggar**

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**From:** Mitch Jernslet [REDACTED]  
**Sent:** Saturday, February 1, 2025 1:02 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Transit 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 would simply like to voice my support for the increase in multimodal options provided in the plan. Please continue to prioritize multimodal options over private vehicles.

I know there is a lot of opposition to the proposal but please don't waste the hard work of council and staff that have laid the foundation for this and future work to happen.

Mitch Jernslet

Sent from [Proton Mail](#) for iOS



**Preet Chaggar**

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**From:** Louise Leaker [REDACTED]  
**Sent:** Saturday, February 1, 2025 12:17 PM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Harley Machielse; Mayor Dean Murdock  
**Subject:** (External Email) changes to McKenzie Ave.

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

Hello.

I understand that Saanich is considering a "road diet" on McKenzie Ave. From what I have read and what I have heard in talking to various people I am at a loss to understand the rationale behind reducing traffic on McKenzie to a single lane in each direction. This is arguably the busiest east - west corridor on the Saanich peninsula every day of the week and most hours of the day and night.

McKenzie links people to the highway out to the airport & ferry, it provides a direct route to UVic for the western communities and links to the highway going upisland, not to mention Victoria West hospital. I personally don't use it to commute to and from work but a great number of people do. My use of McKenzie is mainly during daylight hours on week days and it is almost always busy in both directions.

If the rationale is to provide a dedicated bus lane to help commuter traffic it does not consider the traffic all the other hours of the day and night. Much of the road already can accommodate bike traffic although there is a narrower section closer to Quadra. In that area a wider sidewalk such as the one on Shelbourne (part of the new upgrade) can work for both pedestrians and cyclists as there are not many of either.

I have looked at the bicycle lockup provided for Saanich staff and saw very few bikes on those occasions while the staff parking lot was full. Perhaps before council commits a very large sum of money to making very unpopular changes to McKenzie you should all commit to one month of no personal vehicle use. No car for grocery shopping, no visiting friends on the west shore or upisland unless you are using public transportation or a hired vehicle. You can walk, ride your bikes or the bus, and order in your groceries. This is what council is asking Saanich residents to do so it is only fair that you completely understand how your lives will be affected.

In my household there are two drivers and one car. For all but one year of over thirty years of work I either walked or took the bus to work and my husband did the same. We still are able to walk for some errands but I don't plan on riding a bus to visit friends on the west shore or take a bus to visit family at Shawnigan Lake. Oops, no bus going anywhere near where they live! Pretty hard to go on a spontaneous camping trip without renting a car too.

To sum up ..... before you make the changes, live the life without a vehicle.

Louise Leaker



**Preet Chaggar**

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**From:** Ashlie Coutts [REDACTED]  
**Sent:** Sunday, February 2, 2025 10:52 AM  
**To:** QMS; Mayor Dean Murdock; Council  
**Subject:** (External Email) 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 Councilors,

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

It seems many of those in opposition to the changes are unable to see outside their privilege of owning/using single occupancy vehicles (often multiple single use vehicles amongst a household) and residing in ( often owning) single family residences. They are also fortunate enough to have the time and energy to oppose the QMP. Most of our population, many of whom are our most vulnerable community members would benefit immensely from walkable villages, enhanced transit options and reduced single occupancy vehicle transportation. Many of the more vulnerable community members do not have the luxury of time or resources to participate in the QMP process. I wanted to reassure you there are many of us who support it as so many will benefit from this plan.

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 to the community. I look forward to improved active transportation routes, additional community/green gathering spaces, and increased amenities within walking distance.



**Preet Chaggar**

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**From:** Edie Dickson [REDACTED]  
**Sent:** Saturday, February 1, 2025 11:37 AM  
**To:** Council  
**Subject:** (External Email) Special Meeting Feb. 11th

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

I wonder why you bother requesting the public's input in the Quadra McKenzie Phase 3 as per the write ups in the paper you are continuing along your plans regardless of what our feedback is. It seems the special interest groups control the council decisions and not the taxpayers who are paying for it.

**Preet Chaggar**

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**From:** Shannon Elliott [REDACTED]  
**Sent:** Saturday, February 1, 2025 9:26 AM  
**To:** Council  
**Subject:** (External Email) February 11 2025 Council Meeting - Quadra & McKenzie  
Redevelopment

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

Shannon Elliott  
[REDACTED] Nicholson St  
Victoria BC [REDACTED]

January 8, 2025

Dear Mayor Dean Murdock and Council,

I feel compelled to write to you regarding your planned rezoning and redevelopment of Quadra and McKenzie. In short, you and your council have bulldozed forward with your "vision" without adequate consultation of the residents who actually live in this area.

Quadra and McKenzie is where I have grown up and lived since the 80s. As a military child, this has been the only true home I have had my entire life. It saddens and angers me to see that you plan on destroying it. As a resident who lives right next to the Christmas Hill Nature Sanctuary, I have witnessed first hand how the current growth of this area has already had a devastating impact on the preservation of the irreplaceable flora and fauna that exist on Christmas Hill. It is already being trampled, burned, pillaged and vandalized, without sufficient oversight from the Swan Lake Christmas Hill Nature Sanctuary. If your blanket rezoning goes through, this Nature Sanctuary will be completely destroyed since it is impossible to make this entire area a high density urban center while preserving this environmentally sensitive space.

I find it very hard to understand why you and your council feel it necessary to even consider allowing 12 storey and higher buildings in this area. This is not downtown, and anyone who lives in this community chose to live here because it is not downtown. It is appalling that you feel like you can unjustly rezone everything to allow such massive redevelopment in such an ecologically sensitive area. You do realize that a 12 storey building will literally tower over the height of Christmas Hill? Have you stopped to give thought to what will happen to all the migratory birds that use this air space when there are buildings as tall or taller than the actual hill? To say that your "vision" is crazy is to put it nicely.

I grew up here, I went to high school at St. Andrew's and university at UVIC, and I know that I am not the only person who will be vocal and adamant in protesting and preventing your "vision" for this neighbourhood. You should be ashamed to propose such drastic changes without giving sufficient thought to the community and fragile ecosystem that exists here. You are our representatives in government, not our dictators. I would advise you to behave as such because if you continue your path

forward to allow the absurd redevelopment that you are proposing, there is absolutely no way you will be reelected. What you are doing is undemocratic and wrong.

It is ridiculous that Saanich used to have the Environmental Development Permit Area (EDPA) that overly protected all the natural spaces in Saanich, to now have you proposing an anything goes full-scale redevelopment regardless of the impacts on the environment or community. I do not wish to live in a community that is full of high rises. This is not Coal Harbour! This is Saanich, and while the population has grown, your solution is abhorrent. The environment must be protected because Gary Oaks are very sensitive trees and they all eventually die when the ground around them is at all disturbed. Once the Gary Oaks are gone, they will be gone forever.

I would ask that you and Council give serious reconsideration to your planned redevelopment of Quadra and McKenzie. Stop seeing dollar signs and open your hearts to common sense. This is not the area for high density urban redevelopment. Perhaps it's time we start to address the elephant in the room regarding our inorganic population growth.

Yours truly,

Shannon Elliott

**Preet Chaggar**

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**From:** J K [REDACTED]  
**Sent:** Monday, February 3, 2025 7:34 AM  
**To:** Council  
**Cc:** [REDACTED]  
**Subject:** (External Email) Roads and traffic

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 responding to the Quadra McKenzie plans. More importantly, I am referring to all of the streets.

The concrete berries with the bike lanes are not working. When it snows where do the city workers plough the snow to? Where do all shippers like DHL FedEx UPS even Canada Post... How do they complete their job safely without blocking a single lane of traffic? When a car accident occurs or a mechanical failure that vehicle just blocks the one traffic lane.

We have data from EMS, fire, and police that they cannot get to emergencies in a timely fashion anymore with single lanes. Furthermore, 40 km hour zones are not necessary. Should only be 50 km zones and 30 km hour school zones.

The productivity of the city has now decreased to support 5% of the population... By the way, I am a cyclist... But only as a hobby. 95% of the population in the city need a vehicle to commute to school, work, grocery shopping, errands, medical appointments, etc..

Absolute travesty and I guarantee you all municipalities will change back with the first lawsuit when a patient dies.

On a separate note... Look at downtown a lack of parking, narrow streets, homeless, and drugs. This will be the year with the majority of business is close, especially in this economic environment. Bike lanes are an optional privilege, but only the council will see this once a productivity of the city plumes to match the lowest productivity per capita of our country of the develop nations. Let's just keep on going to the bottom.

Regards, Dr, Jeremy King

[REDACTED]  
Sent from my iPhone

**Preet Chaggar**

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**From:** noreply  
**Sent:** Sunday, February 2, 2025 3:11 PM  
**To:** Reception  
**Subject:** Website Feedback

**Name** Aaron Kolarcik  
**Email address** [REDACTED]  
**Phone number** [REDACTED]  
**Address** [REDACTED] Greenridge Crescent

**Message**

Dear Mayor and Council of Saanich,

In these dark times, I want to share a message of support and implore Saanich to find ways to support local Canadians. I support the Quadra Mckenzie plan. It's great to see the municipality thinking to the future and allowing development so that young people on the island wont stay locked out of the housing market forever. I believe your plan allows for growth while keeping the character of our municipality. Keep doing what you're doing!

Please look to your procurement practices to prioritize local, and Canadian businesses with the structure of your RFP scoring systems. I also feel the the council should continue to push towards amalgamation wherever possible. This is another way that will allow for growth and help cut costs for everyday people. We all know that the next few years will be painful. Find all the ways you can to reinvest in our community. Thanks for listening! You have my support.

**RECEIVED**  
By Preet Chaggar at 11:31 am, Feb 03, 2025



**Preet Chaggar**

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**From:** William Owen [REDACTED]  
**Sent:** Sunday, February 2, 2025 2:56 PM  
**To:** Council  
**Subject:** (External Email) Written Comment in Support of 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 afternoon,

I'm writing to support the Quadra Mackenzie Plan, as it will provide a major urban corridor with abundant housing and transportation options.

I was resident of Annie Street, I worked at UVic, and my partner worked as a nurse near Royal Jubilee Hospital. We struggled to find a suitable home: we found many studios that were too small, and five-bedroom homes were too expensive. We needed a three-bedroom place, or two and a den, preferably with outdoor space, as we were hoping to start a family. This type of housing, often townhouses or houseplexes, was difficult to find due to restrictive policies in Saanich. I'm pleased to see this changing, and the Quadra Mackenzie Plan will support this progress. The McKenzie corridor, with its excellent schools and parks, is ideal for families.

I also support the transit components of the plan. When we first arrived, we didn't drive to work due to limited parking at Royal Jubilee and UVic, and the high cost of car ownership. My wife had a difficult time with transit there was no direct connection to the hospital, and buses were not always on time and frequently got stuck in traffic. I cycled to work, but McKenzie was dangerous for cyclists. Although conditions have improved with separated lanes, accidents still occur frequently - just last fall one of my colleagues was struck while riding her bike on McKenzie. BC Transit's Rapid Ride plan for McKenzie, with buses every seven minutes in protected lanes, is an exciting development that would be difficult to achieve without the Quadra Mackenzie Plan.

As I was writing this, the US President imposed tariffs on Canadian exports, starting a trade war. Though it's still not clear how this will play out, I do have a couple of predictions that may be pertinent to this plan. First, British Columbia is less exposed to the tariffs than Ontario or the prairies, so we may see more people moving from other parts of Canada to seek new opportunities here. Second, the tariffs will likely make car ownership much more expensive than it has been in the past. Though the trade war is unprecedented, I see parallels to my youth in Seattle during the Great Recession: the auto industry was collapsing, millions were without housing or jobs, and my hometown became one of the few places in the United States where people could reliably find a good job, thanks to the emerging tech industry. Though I think Seattle did accomplish a lot to adapt to this situation, notably in building one of the most successful Light Rail systems in North America, we were not able to build enough housing to meet the challenge, which led to many, including myself, choosing to leave.

The Quadra McKenzie Plan will help Saanich adapt by providing abundant housing and enabling car-free commutes to UVic, Camosun, and employment centres throughout the region. It will help newcomers and locals alike.

Thank you for considering my support for the Quadra Mackenzie Plan.

Sincerely,

Will Owen

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Sunday, February 2, 2025 4:47 PM  
**To:** Council  
**Subject:** (External Email) Quadra McKenzie plan and Nellie McClung plan

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

To All Council Members,

I am writing to you today because I am outraged at the future plans that you have for our Saanich community.

I have lived in Victoria all my life and in Saanich since 1997. I love my home and where I live, near UVIC, but I see all of the changes that have been implemented and I am very sad and disappointed with what has gone on and the lies that are evident. I understand that change is inevitable due to the growth of the area and population on the rise but how the District of Saanich has approached this is poor in my opinion.

I don't have the exact timeline but I had voted yes for a community bus, KENMORE/UVIC, to come down my street. We, as a neighbourhood, were assured that it would just be a community bus and not a regular size one. That was a lie. I have seen both buses coming down my street. Full during UVIC hours, mainly first thing in the morning and end of day, and empty in the summer.

I have seen the changes along McKenzie road from UVIC and even Cedarhill Crossroad. The backlog of cars is atrocious. Buses are full, people are riding their bikes and how it got approved to make McKenzie into and going out of UVIC one way is beyond my comprehension. Students who come from out of town drive cars...UVIC is attracting students from all over and living in all parts of Victoria...I would like you all to just stand at the corner of McKenzie and Gordon Head between 3-5:30pm and see the backlog of cars trying to move...they just sit there idling...I thought we were supposed to be so conscious about emissions. Both ways out of UVIC are bad...obviously construction along McKenzie at University Heights isn't helpful but still...one lane just doesn't cut it Council Members.

I am also troubled by reading in the Saanich News about the Nellie McClung library land as a proposed 18 Storey highrise...Again...the thinking here? We have 2 towers of appropriate building size with University Heights area, again lots more traffic and cars with less vehicle car lanes, how is it that you think that an 18 storey building is appropriate? This then brings me to the Quadra McKenzie proposal...again....more cars on the road when not needed due to high rises being built.

We do not have the infrastructure in place for the EUROPEAN model which everyone seems to think is a good fit for all of Victoria. We do not have skytrains that could help with the fast transportation which is needed. We can't handle BUS ONLY lanes. That will cause more traffic idling. As everything has gone up in price for affordable housing, which I know you are trying to alleviate with some of these buildings but more people are coming from the outskirts such as Mechosin, Royal Bay, Langford and Colwood and even they are seeing ridiculous amounts of growth with lack of infrastructure as well.

More construction means more congestion in every community. It's a lot and me, as a Saanich resident, am saying enough already. Why is it that I can't get a HAZARDOUS tree removed with a promise of planting 2 trees in it's place but the District of Saanich can have a PLANNING GROUP cut trees down no problem and that is OK! That is NOT OK.

The outrage that other Saanich residents, I feel have, is that YES we know we are growing as a community but our community is changing in the opposite direction. Neighbourhoods want to see houses with yards and kids playing in parks. Not a bunch of high rises and too much traffic which is what I see happening. Not everyone is driving electric cars either so if we care about our environment should we not care about having people getting to their destinations as quick as possible versus idling because we are a one lane kinda of community?

These are my thoughts as a concerned Saanich resident. I am very disappointed.

Thank you,  
Bonnie Somers

**Preet Chaggar**

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**From:** Michael Riefman [REDACTED]  
**Sent:** Friday, January 31, 2025 10:22 AM  
**To:** Mayor Dean Murdock  
**Cc:** Council  
**Subject:** (External Email) TOA

**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.

Since the announcement that a rapid bus lane on McKenzie .has been dropped from the QMP, would there be any reconsideration of dropping neighbourhood intrusive TOA's designated in the OCP not mandated by the Province. To me it seems an overreach in comparison to the Province's definition unless you realistically expect a rail station or bus exchange.

Regards

Michael Riefman  
[REDACTED] Howroyd.

Michael Riefman

**Preet Chaggar**

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**From:** Martin Bache [REDACTED]  
**Sent:** Thursday, January 30, 2025 2:42 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.

To Mayor and Council

I am strongly opposed to the current plan. While it is important to increase density in suitable areas it is nothing short of draconian to completely eliminate the designation "Single family housing" from such a huge area of North Quadra and Gordon Head / Shelbourne where it makes sense to retain such housing in specific areas. Such changes as you are proposing need to be implemented gradually, not with a broad brush approach which appears to have not been properly thought out.

Also, I'm sure I do not need to tell you how ridiculous it would be to reduce a busy section of McKenzie to one lane in each direction.

I would welcome the opportunity to give your urban planners some sensible and free advice.

Regards

Martin Bache

[REDACTED] Westervelt Place,  
Saanich.

**Preet Chaggar**

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**From:** Colin Millard [REDACTED]  
**Sent:** Friday, January 31, 2025 11:23 AM  
**To:** Mayor Dean Murdock  
**Cc:** Brent Reems; Zac De Vries; Teale Phelps Bondarof; Karen Harper; Mena Westhaver; Nathalie Chambers; Councillor Judy Brownoff; Susan Brice; Colin Plant  
**Subject:** (External Email) The Biggest Plan: No leadership, No Management, No budget,

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

Yes, a very extensive story is developing along McKenzie; that is H17 to UVic. So much to consider. There's talk of this being a 20 year plan, are you saying it will take 20 years to complete. Where are the concept plans for the other three quadrants? SO important for traffic/servicing, and so on. Places for transit to pick up and drop-off.

However, this plan has no funding approvals so not a single dollar beyond a couple of design contracts. Do you expect any funding request to the Feds or Province will be accepted based on these ideas.

While you take a breath, where is the picture of merged and integrated urban Victoria/Saanich and new government from the \$750,000 being spent as we speak?

I keep asking anyone and I get no answers to a basic question of who is in charge. So zero leadership - it shows, and like EVERY medium sized project in Greater Victoria it is exactly the same, an unbound calamity. Think of a bridge even after they found a very expensive project manager. Think of the sewer works and treatment plant at McCauley Point, even today they have no solution for a place and related processes for dealing with solid waste, and Clover Point is a shameful mess approved by Victoria City Council. Westhills and Bear Mountain in Langford where hillside after hillside are still being built and Westhills has no local playgrounds, no local stores, schools, amenities, minimal bus service and the smallest roads that are impassable due to traffic levels and parking. Contrast that with the master planned layout at Colwood's Royal Bay.

And now McKenzie/Quadra.

If you on Council, or the CAO, or Head of Engineering or Head of Planning think you know what you asked for, it's NOT happening. There are some words in the introduction which a Consultant or two working with Staff have taken as a real scope of work. PERHAPS they lost the email. Far from it unfortunately; did you actually approve it ?

PLEASE PUT A COMPLETE STOP ON THIS. That is pens down, close computers, no more waste running drafts. Just STOP WORK.

I've not seen it, but I feel an overall budget figure has been suggested. Who is preparing this? Who keeps it up to date and is evaluating schemes as they come forward? Who is approving such items, monitoring the budget, and so on?

Even the quickest glance to an experienced mind shows a crazy minimalist road, hints of rapid transit plans, etc.. The Saanich upturned pyramid appears, but has no uses in these corridors. We actually need two level separation for McKenzie at Quadra not a two lane road. Let's consult with those familiar European road designers. Where are the \$\$ for infrastructure servicing?

Someone is simply rushing and crashing along with insufficient time. Who is in charge? We need a local long term thinker to make McKenzie and Quadra beautiful tree lined boulevards. No small scale works. We also can't afford any of it unless it recognizes City wide purpose. Thank you to those drawing various concepts, ideas and such, but more Shelbourne Streets won't work and must be stopped.

I've lived many huge city projects and we don't even have a single conglomerated rural and urban working scheme here yet - nothing. The time waste of the Citizens Assembly is not allowed to think any big thoughts. I wonder if they will even get as far as drawing the rural and urban line with Saanich rural land moved to the CRD as occurs in the rest of the province.

Heading back to the \$\$, this is a disaster worse and completely unlike any others. The absolutely unrequired purchase of added has completely blown any budget, you can't hide \$25m at the MFA. WHO recommended this?

Closing the current access on the Borden side is untenable. Using the Quadra side is even worse - I could see a solution with access and egress to the site that is a one-way circular routing. Just Quadra - it is a one way disaster, which will cost hours of staff time, added fuel, incredible traffic jams in every direction.

The compost facility: closing the compost facility is the worst thing or all. Who is working on that?

Supported housing can best be placed on the north of the site, adjoining other supported housing, not on the busiest noisiest corner for infirm people. Use this for a good looking set back office building perhaps for all of Ops staff for parks and engineering. Wrap the whole site in a tree-lined boulevard.

The list goes on, I'm afraid - all the way from H1 to UVic.

Housing on the Borden / McKenzie corner is a ridiculous idea for any liveable homes.



JAN 24

**Preet Chaggar**

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**From:** RENAE REITER <[REDACTED]>  
**Sent:** Thursday, January 23, 2025 1:39 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Stop the 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.

The McKenzie Quadra plan will negatively impact the communities as it will cause traffic grid lock. Please do not do this to us!!

Signed concerned citizen,  
RENAE REITER  
[REDACTED] 3 Judge Pl.  
Victoria, BC  
[REDACTED]

**Preet Chaggar**

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**From:** Calvin Ransom [REDACTED]  
**Sent:** Thursday, January 30, 2025 1:14 PM  
**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.**

Good afternoon council,

I am writing in support of the Quadra McKenzie plan. I think increased housing supply is vital to the health of Saanich as is increased active mobility and public transit infrastructure.

Please consider my input when making your decision on how you will adopt the plan.

Best,

Calvin Ransom

**Preet Chaggar**

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**From:** Brenda Irwin [REDACTED]  
**Sent:** Thursday, January 30, 2025 12:55 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.**

Saanich Municipal Council  
Tami Gill  
Amber Walker

Dear members of the Saanich Council and city planners,

I hope this letter finds you well. I have lived in the Quadra-McKenzie neighborhood for over 52 years, and I have watched our community grow and evolve in many positive ways. I'm writing today to express my strong support for the Quadra McKenzie Plan and specifically for the mid-rise rezoning plan for our block of Cedar Hill Cross Road allowing for 6 storey developments.

I have lived in this neighborhood for over half a century, and over the years I've witnessed firsthand how much it has come to be loved by many. More people should have the opportunity to call this place home. I am concerned about future generations (like my grandchildren) who may not be able to afford to live in this neighborhood if action is not taken now. Significantly increasing density in this neighborhood is a step toward making that possible. It would allow us to maintain the character of the neighborhood while providing a solution to the housing challenges we face. People will always want to come and live in Saanich, and our community plan must reflect, embrace and build around that fact.

Saanich has been mandated by the provincial government to increase density to accommodate Canada's growing population and affordability crisis. This is an important responsibility that we must embrace if we are to remain a sustainable and vibrant community for decades to come. We need to build more housing, not less, to ensure that more people can afford to live in this wonderful area. Saanich has an extremely limited supply of land suitable for development. Limiting development to low rise (3-4 storeys) buildings will not incentivize property owners to sell to developers, as the economic potential for meaningful development simply won't be there for sellers or developers.

This area is truly the perfect location for increased density. We have easy access to public transit, numerous amenities, biking and walking trails, medical facilities, parks, and highways. This area is already home to co-op housing, apartment buildings as well commercial areas like the Saanich Municipal Yard, ICBC, BCMail and retail spaces. The infrastructure is already in place to support growth, and adding more housing here will not only benefit future residents but will also contribute to the overall health of the community. I believe this is an opportunity we cannot afford to miss.

Should Saanich Council proceed with the rezoning our area to accommodate mid-rise 6 storey buildings, we are ready to go with an assembly listing at the addresses of [REDACTED] Cedar Hill Cross Rd. This assembly is close to 25000sq ft and would be perfectly suitable for a 6 storey building which would help Saanich strive towards provincial and national housing targets as soon as possible.

I respectfully ask you to do the right thing and accept the Quadra McKenzie Plan in its current state. The increased density proposal within the Quadra McKenzie Plan aligns with the Saanich Official Community Plan, as well as other developments going on in this area. Specifically a new 6 storey development was approved a few blocks up the road at Annie Street and Saanich Road. This is an opportunity to provide more housing, encourage responsible growth, and help ensure that future generations can enjoy all that our neighborhood has to offer.

Thank you for taking the time to read my letter. I trust that you will make a decision that supports the needs of the community, city and province as a whole.

Sincerely,  
Brenda Irwin  
[REDACTED] Cedar Hill Cross Rd  
Saanich, BC  
Phone: 2 [REDACTED]

**Preet Chaggar**

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**From:** Dairy Queen Saanich Centre [REDACTED]  
**Sent:** Thursday, January 30, 2025 12:27 PM  
**To:** Council  
**Subject:** (External Email) Business Impact from Proposed 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,

As an owner of a business located directly on the corner of Quadra St. & McKenzie Ave., I wish to express my concerns regarding this Quadra & McKenzie traffic change proposal and the negative impact it will have on our family owned Saanich Centre Dairy Queen restaurant business.

My specific concerns regard the proposed changes to McKenzie Avenue here in Saanich. The plans to reduce vehicle lanes from four to two could disrupt the lively atmosphere that our businesses currently thrive on. While promoting alternative transportation may sound beneficial, the potential negative impact on our local businesses cannot be overlooked. Ensuring the economic vitality of the community should take precedence over plans that prioritize bikes and buses at the expense of drivers and shoppers.

To begin with, reducing vehicle lanes on McKenzie Avenue may drive away customers who rely on convenient access to our local shops. Many businesses depend on foot traffic generated by drivers stopping to pick up goods or dine at our restaurant. With fewer lanes for vehicles, traffic congestion is likely to increase, leading to longer wait times and frustration for drivers. For instance, in other regions where similar lane reductions have occurred, business owners reported a significant decline in sales as customers chose to avoid these congested areas altogether. A thriving local economy relies on easy access, and these changes will jeopardize that.

Moreover, the introduction of dedicated bike lanes may not create the desired boost for businesses. While encouraging cycling is important, it does not guarantee that cyclists will stop and shop. Many cyclists may prefer to pass by rather than navigate the challenges of parking their bikes in our busy areas. In fact, studies have shown that while bike lanes can increase cycling, they do not always translate into increased sales for businesses. If the majority of customers are driving, reducing vehicle access could lead to a decline in revenue for businesses that are already struggling such as ours. This proposal will most definitely impact our business model, along with the many other merchants in our Saanich Centre Mall including Thrifty Foods, London Drugs, and others along the McKenzie Ave. corridor.

Additionally, the way the CRD plans to implement these changes raises concerns among myself and other business owners. The Alternative Approval Process allows changes to be made without a majority vote from residents, which could leave many of our local business owners feeling unheard and unrepresented. I firmly believe engaging with the local business community through open discussions and consultations is essential in order to understand our needs and concerns. A lack of communication could lead to decisions that harm local commerce and disrupt the economic fabric of this area.



In conclusion, I firmly believe the proposed changes to McKenzie Avenue and the establishment of the CRD's Transportation Planning Service could have detrimental effects on our Dairy Queen businesses. The potential for increased traffic congestion, the uncertain impact of dedicated bike lanes, and the questionable implementation process highlight the need for a more thoughtful approach. Prioritizing the economic vitality of the community means considering the access needs of drivers, shoppers, and business owners alike. It is vital for local authorities to reconsider these plans and engage with the business community to develop a solution that supports both alternative transportation and the thriving local economy.

Thank you for considering my concerns, and our sincere plea to reconsider this narrowing of McKenzie Ave. proposal as I firmly believe it will be catastrophic for our fragile Dairy Queen restaurant business.

Kind Regards,

**Ernie Waitzner**

**Owner**

**Dairy Queen #27107 Saanich Centre**

501-3993 Quadra St.

Victoria, BC

V8X 1J8

phone 250-590-1008

email [dq.saanich@gmail.com](mailto:dq.saanich@gmail.com)

**Preet Chaggar**

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**From:** r grewal [REDACTED] >  
**Sent:** Thursday, January 30, 2025 11:29 AM  
**To:** Council; Mayor Dean Murdock  
**Cc:** HMA.minister@gov.bc.ca; premier@gov.bc.ca  
**Subject:** (External Email) Strong 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.**

**Attention:**

**Dean Murdock - Saanich Mayor**  
**Saanich Council**  
**Honorable David Eby - Premier**  
**Honourable Ravi Kahlon - Minister of Housing and Municipal Affairs**

Dear Mr. David Eby, Mr. Ravi Kahlon, Mr. Dean Murdock and Saanich Council,

We are writing to express our strong support the Quadra McKenzie Plan (QMP) as is, including the 6-storey zoning plan outlined in the Saanich Official Community Plan (OCP) for the our address at 4067 Cedar Hill Cross Rd. This decision is critical to addressing the urgent housing challenges facing our community. Our neighbourhood's proximity to existing schools, transit routes and amenities make it an excellent choice for working towards the housing goals set out by the Province of British Columbia. We believe that it is our responsibility to contribute adequately to these goals to improve the well-being of our community. We love Saanich, and envision a future where our [REDACTED] son can afford to work, live and play in this beautiful community. A vision that currently seems unattainable given affordability and availability of housing in this area. As such, there are three main reasons we believe QMP needs to be adopted as is and they are as follows.

The demand for housing in Saanich continues to grow, and we are facing a significant housing shortage. By not accepting the proposed QMP, we would be further escalating the current crisis. It would be harder for residents to find affordable and accessible housing options. Additionally, a 6 storey development at our site fits the community vision as a whole. There have been 6 storey buildings recently approved on Annie Street which aligns with the Saanich OCP, along with larger developments planned for the Quadra McKenzie Centre and Corridor.

Property owners in the Quadra-McKenzie area need adequate incentives to consider redevelopment. The midrise 6-storey zoning plan for our block provides a more compelling opportunity for landowners to sell or redevelop their properties and for developers to invest, as it allows for greater density and, therefore, higher financial incentives. If Council is serious about increasing density and helping the crisis, willingness for property owners to give up their land needs to factor into the plan. It needs to work for land owners, developers, council and residents to be an actual real world solution to our housing crisis.

The Province has mandated municipalities like Saanich to increase housing density to address the growing population and housing needs. The midrise zoning plan for our neighborhood aligns with this mandate by allowing for more homes to be built in a responsible and sustainable way. There is an extreme shortage of developable land within our neighborhood. Should Saanich choose pass the QMP to allow a 6 storey development on our block as originally planned in the OCP, we are ready with a land assembly at [REDACTED] Cedar Hill Cross Rd. We can get a jumpstart on contributing to the solution to increase density in Saanich as well as the Quadra McKenzie area.

The increased density zoning plan from the OCP and QMP represents a balanced and forward-thinking approach to urban development, supporting both the current and future needs of our community. We urge you to prioritize the well-being of Saanich residents by adhering to the vision outlined in the OCP and rejecting scaled back versions of this rezoning plan. If Saanich and the Province are serious about increasing density and giving the citizens of BC much needed relief in the housing sector, this seems like such an easy choice to make.

As lifelong residents of Saanich, I am looking forward to a future where more people can share the love we have for this wonderful community. Thank you for considering our input. We trust that you will make the decision that best supports the long-term interests of our community.

Sincerely,

Ravin and Olivia Grewal  
[REDACTED] Cedar Hill Cross Rd  
Saanich, BC  
[REDACTED]

**Preet Chaggar**

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**From:** Bev Highton [REDACTED]  
**Sent:** Thursday, January 30, 2025 11:09 AM  
**To:** Council  
**Subject:** (External Email) Quadra Mackenzie Plan  
**Attachments:** Scanned Document.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 have attached a letter I wrote to you on November the 7th 2024 in regard to the above mentioned.

Since I wrote that letter I have moved my offices from Downtown Victoria to Glanford Ave. and consequently I am using McKenzie Ave. on a daily basis.

I am now even more convinced that the reduction of vehicular traffic down to one lane even in so called peak periods will only impede/frustrate the vast majority of citizens who rely on their private vehicle for business and personal use. No amount of social engineering will get people who need the flexibility of their personal vehicles to use a bus or ride a bike.

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## Bev Highton

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**From:** Bev Highton  
**Sent:** Thursday, November 7, 2024 10:41 AM  
**To:** council@saanich.ca  
**Subject:** Mckenzie Avenue

Dear Mayor and Council.

Recently I heard a discussion on CFX radio wherein Councillor Teale Phelps Bonderoff was discussing transportation issue and in particular the McKenzie Avenue Plan.

Initially the conversation seemed to be centered on a review of public safety especially at intersections and pedestrian crosswalks. This review is important and is necessary in order to ensure the safety of the Public.

From there the conversation morphed into a discussion of McKenzie Ave. and it's future. After listening to this conversation I had to wonder what sort of utopian fantasyland Mr. Bonderoff and his "traffic consultants" inhabit?

From what I gathered and I believe him to be serious, the suggestion was to reduce the general traffic lanes on McKenzie from 2 lanes in either direction to 1. This bizarre concept was being proposed in order to make way for dedicated rapid bus lanes. The idea was that this would allow more people to take the bus and remove large numbers of vehicles of the road. This is a forlorn hope indeed!

According to ICBC the number of vehicle registrations in the CRD is increasing beyond population growth. Over 70% of residents use their vehicles on a daily basis for transportation for both business and personal requirements, this does not include the large number of commercial and emergency vehicles of all types and sizes constantly on our roads. Bus use as a primary method of transportation is anywhere between 14-16% of the population with bicycle (weather permitting) and pedestrians making up the balance.

No amount of Social Engineering will change that ratio for the foreseeable future. I would urge Councillors to get out of their personal cocoons and travel our roads and highways in order to understand that reducing road use for motorized vehicles is folly indeed!

Best regards,  
Bev Highton  
Owner/Broker

**Preet Chaggar**

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**From:** Brendan .T [REDACTED] >  
**Sent:** Thursday, January 30, 2025 10:37 AM  
**To:** Council  
**Subject:** (External Email) Written correspondence for Feb 11th meeting

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

I live at [REDACTED] Quadra street right near where it intersects with McKenzie Ave. This Quadra McKenzie plan has been desperately needed and it's been stressful to see it hit with pushback from people with "not in my backyard" attitudes. Every day I wonder if I'll need to redirect my route to work in local schools to avoid the backup that happens with turning left onto McKenzie Ave from Quadra. I work as a substitute teacher and would prefer to bike to work but currently there's only a handful of schools that I can safely bike to using the Goose. I think that the quadra and mckenzie plan will be extremely good for the area and actually help endow the neighbourhood with genuine community and character. I think that arguments that it would destroy the character of the area are entirely unfounded. The character of the area is actively being cut up by busy traffic and roads, there's no way to build character out of that. I think that this plan will be very successful, but I'm worried that the fear of change will prevent it from blossoming this neighbourhood into a safe and desirable place to live. I'm tired of the arguments too, bike lanes are a scientifically proven way to reduce traffic congestion and adding more lanes is proven to just increase traffic congestion. I'm very tired of people making progressive-sounding arguments that just serve to cloak fears of change in words that feel polite and thoughtful. Creating more ways for people to get around our area will help our community thrive. Communities are built of people too, bringing more people in will grow the community, shutting them out will cause us to starve and wither away. I can understand that there is a natural human fear of change, but if we let fears dictate all of our decisions we will get nothing done. Fears aren't inherently rational and there's always new fear that can be created. The plans are clearly laid out and they're supported by studies on urban planning. If people were pushing back with genuine worries and fears then this information would serve to ease those tensions. The fact that it hasn't, despite the great transparency shown by the board through the process of planning this revitalization, speaks to the honesty and rationality of these concerns. I appreciate the work and effort that is being put into helping my community grow and evolve. I also want to reassure that the growth of our community inherently includes the detractors of this proposed plan as well. They are a part of my community as well, and I hope that they can see themselves as a valuable part of this future and not think that they'll be discarded into the past by a future that doesn't understand them.

Thank you for your time,  
Brendan Taylor ([REDACTED])



**Preet Chaggar**

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**From:** Larry Green [REDACTED]  
**Sent:** Thursday, January 30, 2025 9:47 AM  
**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) Increasing density

**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

I am very concerned about the plans for the proposed increase in density in the McKenzie Quadra plan and throughout Saanich.

The continued replacement of single family homes with expensive townhouses and condominiums does not provide affordable housing.

An example is in the 4100 block of Glanford Ave., older homes are being replaced with townhomes with a **starting** price of \$999,000!

The mayor's comment that the proposed changes will allow our friends and family to live nearby is not realistic with new home prices starting at \$999,000.

With Saanich promoting increased density the developers can afford to pay higher prices for single family homes thereby driving up the price of all homes.

During a housing crisis this is not helping our current residents to find affordable housing and is only building expensive housing.

Density does not reduce the cost of housing, recently an associate lived in New York city for several months, the rent for a small apartment was \$11,000 U.S. per month. This is just one example that high density does not reduce the cost of housing. You could also look to Vancouver as another example where high density does not make for affordable housing.

The developers have the most to gain with the ever increasing density, not those that need affordable housing.

I have several questions for you:

Why rezone such a large area all at one time rather than rezone individual projects as they are proposed?

When will you say we have reached the maximum capacity in our municipality?

When will it be realized that our infrastructure (water, sewer, power) is at its limit?

How does the increase in density make living in Saanich more affordable?

What is the goal of increasing density?

It seems that those outside of our municipality are deciding the changes in our community, why do you not listen to the residents of Saanich?

How do you see our municipality looking 25 years from now?

Larry Green



## Preet Chaggar

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**From:** Mark Zuehlke [REDACTED]  
**Sent:** Wednesday, January 29, 2025 1:11 PM  
**To:** Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Cc:** [REDACTED]  
**Subject:** (External Email) Quadra-McKenzie Project Feb. 11, 2025 Special Council Meeting

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,  
??

As a Director at Large of the North Quadra Community Association Board, I wish to draw your attention again to our unanimously endorsed letter of Dec. 4, 2024 calling for council and the District of Saanich staff to pause advancement of the Quadra-McKenzie Project plan. The reasons for this request were outlined in detail in that letter, so don't require reiterating here. Suffice to say, in my non-board role as a resident of the Lakehill residential area, I and my partner Frances Backhouse agree with all points made therein.

??

We are already witnessing aggressive developer assembling of properties and development proposals exceeding existing OCP allowances along the corridor of Quadra from McKenzie to the Pat Bay Highway intersection in anticipation of adoption of the existing Quadra-McKenzie Project zoning boundaries set out in the proposed blueprint that was presented at various public presentations such as the one at the Public Works Yard that Frances and I attended.

??

It is time that council firmly conveyed to the development industry and promoters that the QMP is not finalized and is a long way from being so. Announcement of the pause that our board is calling for is the best way to do precisely that.

??

As stated in our letter, let Saanich first see how proposed development of the Public Works Yard and other properties that cluster around the McKenzie-Quadra intersection play out before encouraging sporadic placement of disconnected developments along the various corridors identified in QMP to be created. All that the latter would achieve is fragmented and fractured neighbourhoods without at all addressing the need for affordable housing??consider the several properties west side of Quadra near Nicholson that are now falling into disrepair but actually provide affordable housing that will inevitably be lost to development.

??

Thank you,  
??

Mark Zuehlke & Frances Backhouse

??

Mark Zuehlke, C.M.

██████ Tuxedo Drive

Victoria, B.C.

██████████

Mobile: ██████████

E-mail: ██████████

??

Frances Backhouse

██████ Tuxedo Drive

Victoria, B.C.

██████████

Mobile: ██████████

E-mail: ██████████

??

## Preet Chaggar

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**From:** J K [REDACTED]  
**Sent:** Wednesday, January 29, 2025 5:57 AM  
**To:** [REDACTED] Mayor Dean Murdock; Letters  
**Subject:** (External Email)

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



## Petition update

[That McKenzie Ave and Quadra St. \(Saanich\),  
not be reduced to single lanes on either side.](#)

## Quadra/McKenzie petition reaches over 5000 signatures! and public engagement opportunity at Council.



**Sasha Izard**  
Canada

Jan 28, 2025

Thanks to your support, the Quadra/McKenzie petition to stop the reduction of auto traffic to single lanes, has reached over 5000 signatures!

The Mayor and Council have heard your message and have been feeling the pressure on the issue.

That didn't stop the Mayor however from doing a bit of public relations damage control a couple weeks ago by releasing the following response that seemed to present the plan as a fait accompli:

[LETTER: Quadra McKenzie Plan gets Saanich on](#)



**103 people** signed this week

**Sign this petition**

Sent from my iPhone

**Preet Chaggar**

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**From:** Jennifer Jones <[REDACTED]>  
**Sent:** Tuesday, January 28, 2025 8:42 PM  
**To:** Mayor Dean Murdock  
**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 Evening Mayor Murdoch,

I am writing to express my disappointment and disapproval of the Quadra McKenzie Plan as it is currently drafted. I understand that at an upcoming Special Council Meeting the QMP Phase 3 Community and Stakeholder Engagement Summary will be presented to Council.

As a resident raising my young family in the Lakehill neighbourhood, I am extremely disheartened that my neighbourhood could be drastically changed if the plan is approved.

I understand that density is a required and necessary part of Saanich's future. I want for my children to be able to raise their families here, should they choose, and I know that density is fundamental to ensuring the affordability of housing. However, I believe that the Quadra McKenzie Plan as it currently is drafted completely disregards the community's culture and will fundamentally negatively alter the character of the neighbourhood.

I disagree with the following aspects of the QMP:

- turning Quadra and McKenzie into so-called 'complete streets';
- drastic rezoning to allow for high-rise buildings up to 18 stories; and
- the silence and apparent disregard for the sensitive ecosystems and environment, including the Christmas Hill area.

Please reconsider the excessive density being proposed. I implore Saanich to be reasonable and curtail exorbitant development that, in my view and many others', will only benefit those developers whose goal is to profit. Furthermore, the density for the neighbourhoods in the Quadra McKenzie Plan, and that which would be more likely supported by the community, should be gentle and slow.

Thank you for listening to the people who live in these neighbourhoods.  
Jennifer Jones

**Preet Chaggar**

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**From:** Michelle Skillings [REDACTED]  
**Sent:** Monday, January 27, 2025 9:03 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Urgent: Feedback on the Saanich Quadra-McKenzie Plan and Its Consequences

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

Dear Mayor Murdock,

I am writing to express my deep concerns regarding the proposed changes under the Saanich, Quadra-McKenzie Plan, particularly the plan to reduce McKenzie Avenue to a single lane in each direction. This decision seems to disregard the significant concerns of the residents and commuters who rely on this essential route daily.

Reducing McKenzie Avenue to one lane in each direction is not a viable solution. McKenzie is a major thoroughfare, serving as a critical access point for countless individuals. The expectation that people will simply switch to public transportation is not realistic, especially given the limitations of our current transit system. Public transportation cannot fully meet the needs of the community, particularly when it comes to frequency, coverage, and accessibility.

In addition, I am extremely concerned about the potential ecological impacts of the proposed development plan, particularly with regard to Swan Lake Nature Sanctuary. The plan, as it stands, will severely affect this vital natural area. Swan Lake is a precious ecological resource, home to diverse wildlife and providing essential green space for our community. The increased traffic, urban sprawl, and potential disruption from construction will undoubtedly result in long-term ecological devastation. The loss of habitat and the impact on local biodiversity is something we cannot afford to ignore.

The community deserves a plan that respects both its transportation needs and its natural environment. As it stands, this proposal fails to adequately balance these concerns and disregards the long-term environmental consequences. I urge you to consider alternative solutions that prioritize sustainable growth and consider the broader ecological impacts.

Mayor Murdock, I ask that you truly value and consider the feedback from the communities affected. The future of our neighborhoods and the protection of our natural areas are at stake.

I am raising my growing family in Saanich and would like to say I feel proud about its progress for future generations.

Do better. Not just for the people of today but for future generations.

Sincerely,

Michelle Skillings

[REDACTED] Douglas St

Victoria BC [REDACTED]  
[REDACTED]

Sent from my iPhone



**Preet Chaggar**

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**From:** Keith Hummel [REDACTED]  
**Sent:** Monday, January 27, 2025 2:58 PM  
**To:** Mayor Dean Murdock  
**Cc:** [REDACTED]  
**Subject:** (External Email) Quadra MacKenzie Plans

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

Dear Mayor Murdock,

I was driving by the Quadra/MacKenzie intersection today and noticed two concerned citizens with placards against the Saanich plans for that corridor. I had thought you and your council had come to your senses and stopped further discussions in that regard. Surely this matter is closed! If not, I implore you to forego any thought of reducing the availability of lanes for vehicles along both roads. It is already chaotic and would become gridlock by reducing the number of lanes. Short tempers and frayed nerves result in dangerous driving and road rage.

Yours truly,

Keith Hummel  
[REDACTED]

**Preet Chaggar**

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**From:** Edward Pullman [REDACTED]  
**Sent:** Monday, January 27, 2025 7:47 AM  
**To:** Mayor Dean Murdock; Colin Plant; Mena Westhaver; Councillor Judy Brownoff; Karen Harper; Zac De Vries; Susan Brice; Teale Phelps Bondaroff; Nathalie Chambers; Council  
**Subject:** (External Email) Fwd: Saanich Residents Speak out in Support of the Quadra Mckenzie Plan and Against Misinformation

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

## Saanich Residents Speak out in Support of the Quadra Mckenzie Plan and Against Misinformation

Saanich- Residents in Saanich are speaking out in support of the Quadra Mckenzie Plan (QMP) and against misinformation being circulated by opponents. QMP supporters recently launched a website and petition at [saveoursaanich.ca](https://saveoursaanich.ca)

Saanich and our region is in a housing crisis. The rental vacancy rate is one of the lowest in the country, and the cost of housing is far too high. Greater Victoria has the lowest fertility rate of any Census Metropolitan Area in Canada. Young people are leaving in droves.

If we do nothing, these trends will only grow worse. The solution is obvious: we need to build more housing of all types, and not just in Langford and Sooke. We desperately need more housing in Saanich close to services, businesses and major employers. That is exactly what the QMP will do: it will make it easier to build the housing we desperately need closer to where it is needed.

Unfortunately, opponents of this plan have needlessly polarized the debate by [circulating falsehoods and flat-out lies](#) about the QMP, including the following:

- “Under Saanich’s Quadra Mckenzie Plan, over the next few years, 8000 single family-homes will be demolished and sent to landfill”
- “The Plan will break local communities, destroy Saanich’s Tree Canopy, block wildlife corridors and bird flyways and demolish Heritage buildings”

This has caused completely unnecessary fear and panic, including some residents who believe their [homes will be imminently destroyed](#) by the QMP. This Trump-style rhetoric does nothing except divide us and has no place in our political discourse.

We ask Saanich residents to visit our website at [saveoursaanich.ca](https://saveoursaanich.ca), read the facts about what is happening, and contribute positively to the dialogue on how we can build a more inclusive and sustainable Saanich.

**For more information, please contact:**  
**Edward Pullman, Saanich Resident**  
[REDACTED]

## Statements from Saanich Residents in support of the QMP

"Implementing a plan such as the draft Quadra McKenzie Plan is the community's best hope of offering prosperity and a high quality of life with affordable housing and transportation options. It is unfortunate some residents have chosen to misrepresent the plan rather than honestly discuss how it could be improved. No plan pleases everyone, but without a forward-looking plan, no community prospers. The draft Quadra McKenzie plan offers my wife and I the best hope of remaining in the community."

**[REDACTED], Saanich resident**

"I support the Quadra Mckenzie Plan. We need to densify urban areas to create more affordable housing for the future of our children and grandchildren, and reduce development pressure on the remaining greenspace, farmland and natural landscapes that make our region such a special place."

**[REDACTED], Saanich Resident**

"As a resident of Saanich living directly on Quadra street near Tattersall I fully support the progressive vision outlined in the Quadra Mckenzie plan. My only wish is that the changes could happen sooner. People like myself and many other Saanich residents have suffered long enough the busy car-centric roads like Quadra, with their endless noise, pollution, and danger to those outside of private cars. Let's build Quadra-Mckenzie the way it should have been done decades ago!"

**[REDACTED] Saanich Resident**

"As a renter and somebody who hopes to one day own a home, I'm glad to see Saanich working to prioritize housing that's more affordable than large luxurious single family housing"

**[REDACTED], Saanich Resident**

"Saanich has been seriously neglecting the need to build for the future and for many years been focused on preserving the past. As an organization whose main economic benefit to the region has been housing and transportation links, we have failed to take advantage of world class opportunities and now are in the process of catching up. We are at least 25 years behind."

**[REDACTED], Saanich Resident**

"I love that Saanich is creating development plans that encourage good quality of life, even as the city grows. I want to live in a city that has decent air quality, greenspace, and diverse housing stock. This plan works towards those goals. I would like to see this kind of planning in my neighbourhood and across the city."

**[REDACTED], Saanich Resident**

"I'm so tired of feeling unsafe when I walk along Quadra street. I can't wait to have more tree cover along Quadra. The Quadra McKenzie plan would make it a much nicer experience to walk along

Quadra, and it would make my bus trips up and down Quadra considerably faster. On top of that, I'm looking forward to getting some new businesses to move into the neighbourhood. My friends and I always talk about how nice it would be to have a new cafe in the four corners neighbourhood."

, **Saanich Resident**

"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.

As a homeowner in Saanich, I feel fortunate and grateful to be able to call this area my home; however, many friends and family 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. 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!"

 **Saanich Resident**

**Edward Pullman**  
[saveoursaanich.ca](http://saveoursaanich.ca)

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Sunday, January 26, 2025 2:32 PM  
**To:** Council  
**Subject:** (External Email) 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,

I was approached by petitioners for the Save Our Saanich campaign. I live on the corner of Cook and Quadra and I would like to lend my voice to support the project and the development of affordable housing in Saanich.

Thank you

**Preet Chaggar**

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**From:** Mary Broughton [REDACTED]  
**Sent:** Sunday, January 26, 2025 2:27 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Concerns

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

*Mr. Murdock,*

*I'm writing to you and council to add my voice to the many that have expressed their dismay in what is being proposed for the Quadra/Mckenzie area of Saanich. When people are elected to office and they don't do the will of the vast majority of the people, we have to take steps to remedy the situation. Our Neighbour hood is currently being destroyed and dismantled with next to no accountability or consequences for those in council making poor, irrational decisions. Saanich has been my home for my entire life and I have seen many changes. What is being proposed for the Quadra/Mckenzie area is so wrong on so many accounts. The density that is being proposed is hideous and downright abhorrent. The thought of 18 story high rises and the other high rises should not even be considered for this area. Those of us who live in the area, bought our homes here to live in a suburb of Victoria, not in a city. The destruction of this area is horrifying and I do hope that you and council will listen to the public, the ones who voted for you and stop this plan.*

*Mary Broughton*

**Preet Chaggar**

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**From:** GRANT BEARDSHAW [REDACTED]  
**Sent:** Sunday, January 26, 2025 2:16 PM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Mayor Dean Murdock; Harley Machielse  
**Subject:** (External Email) Traffic nightmare

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

My wife and I have lived in Victoria our whole 75 years, what a mess !

I had to come into town to a specialist, while in the waiting room with a half dozen people, a couple came in saying it took them 45 minutes to get from Cadboro Bay, to Oak Bay Junction.

I mentioned it had taken me over 35 minutes, almost 15 minutes longer than to my physician in Fairfield, regularly for decades 20 - 22 minutes, same route everytime.

Other folks piped up their own complaints, some about stupid bike lanes, others being passed by bicycles going faster in the bike lanes than vehicles.

Miles of bumper to bumper single lanes traffic while there isn't a bicycle in sight for miles if ever !

I mentioned my wife and I no longer enter Greater Victoria, instead shop in Sidney!

EVERYONE IN THE WAITING ROOM SAID THE AVOID VICTORIA/SAANICH, AND NOW ALSO SHOP SIDNEY OR WESTERN COMMUNITY.

Your/MY city is dying . . !!

YOU ARE KILLING IT !!

All this BS trying to minimize injury to cyclists that ignore safe traffic rules, and seem to lack any common sense.

10's of thousands of citizens/vehicles are being penalized because bikers are breaking laws and there is an interference with a vehicle following the laws.

Who is paying for all these bike lanes, the specialized equipment, trained staff to clean the bike lanes.

How much of the bike lanes is being paid for by cyclists ?

How, from what source ?

I suppose you saw that CHEK News interview where a cyclist ran a stop-sign or some-such in the background hitting a vehicle, sooo funny !

A CHEK poll found only 17% of Victoria and municipalities even owned a bike, and iirc 14% rode to work.

Talk about the sqweezy wheel !



Finally . . After my vehicle is hit by a law violating bicycle, with no licence plate, and getting "the finger" when asking for id, do I send my repair bill to you?

**Preet Chaggar**

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**From:** Lora Lonesberry [REDACTED]  
**Sent:** Sunday, January 26, 2025 9:34 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) MacKenzie Infrastructure 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 want to voice my opinion on the proposed plan to reduce the traffic lane for dedicated bus and bike lanes. While I agree with safe passage for bikes, I strongly believe that councils should be following the Shelbourne option and putting these passages on the Boulevard with the sidewalks. You can't expect to grow communities without cars. How do families commute? Parents drive their kids to schools, grocery trips are 7 bags or more by mother's. They can't do this on bikes. Parents need to take their children to multiple sporting events with gear in an hour of each other. Can't be done on a bike. You can't reduce an already congested thorough fare.

Commercial trucks and busses need to coexist. The bikes lanes are already causing issues where they can't pass over the Tillicum bridge without touching and breaking their mirrors. To avoid this you're risking cyclists and vehicle damage as they rub the curbs. Eventually those curbs will break off.

Angry drivers make bad, impulsive decisions, putting people everywhere at risk. Especially cyclists with no chance against a 3 tonne car.

MacKenzie is the emergency route to the Pat Bay Highway. The university students and homeowners of those communities deserve the same chance and access to the emergency route as anyone else.

Congesting the main streets is pushing frustrated drivers into residential streets, increasing the safety risks of children and families. There has to be a compromise.

I implore you and your council to not reduce the two lanes in each direction for public transportation use and please utilize the government right to the boulevard access for this purpose.

**Preet Chaggar**

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**From:** C.E. Gregg [REDACTED]  
**Sent:** Saturday, January 25, 2025 12:29 PM  
**To:** Council  
**Subject:** (External Email) Draft Quadra McKenzie Study

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

to Saanich Mayor and Council

Re: Draft Quadra Mckenzie Study

We have previously written to you about the QMS with our concerns. We wish to add that in our minds the current QMS is a flawed discriminatory plan that impacts future residents of Saanich. This plan takes away any choice of lifestyle for residents who might wish to reside in the areas outlined in blue (corridor mid-rise housing). Future development in these areas has been predetermined by this plan to be only 5-11 stories with no other options. This is a discriminatory policy that has predetermined what types of housing future Saanich residents might like to live in. Do all families wish to live in 5-11 story buildings? This plan eliminates any other choice for these existing neighbourhoods as well as for future residents. These neighbourhoods would most likely fully support townhouses, duplexes or low rise apartments which will blend with and enhance all single family neighbourhoods. Five - 11 stories would be totally out of character. How does this vision support the Saanich that we would all like to see going forward? This plan takes away from future residents and does not add much to families that need housing - the missing middle. The QMS plan for areas outlined in blue (corridor mid-rise housing) will eliminate any opportunities to support missing middle housing. Quite honestly we are not sure what segment of the population will be served in 5 - 11 story buildings, not most families who might wish to reside in the future in Saanich.

Please re-consider the designation of corridor mid-rise housing on the QMS plan which is a large area mapped in this study. High-rise buildings situated along major roads would be the best locations for future 5-11 story buildings, not single family residential neighbourhoods, which are better served with future housing that supports the missing middle.

Thank you for consideration of our concerns.

Regards,

Charlene Gregg/David Mattison

[REDACTED] Bel Nor Place

**Preet Chaggar**

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**From:** Dave Nikolejsin [REDACTED]  
**Sent:** Saturday, January 25, 2025 11:47 AM  
**To:** Council; 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) I Support 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 Mayor and Council, I just listened to Mayor Murdock's interview on CFX with Ryan Price.

I am APPALLED at the disingenuous attitude shown by you Mr Mayor! To say that everyone should stop worrying and there is no intention to take traffic to one lane - and then in the next breath saying an existing lane will be reserved for buses DURING RUSH HOUR - when both lanes are most needed, borders on outright deception.

I also noticed you conveniently avoided talking about taking Quadra to one lane. And also carefully avoided the heights of buildings on Quadra when asked, even though those heights are CLEARLY outlined in the current draft plan. That is not ok. Either kill this plan or own it, why obfuscate????

This is your opportunity to tell me I am wrong - and that there will remain 2 lanes both directions at all times on Mackenzie and Quadra - which is most certainly what you led Ryan Price to believe.

My family and many of my concerned neighbours respectfully request clarification.

**Preet Chaggar**

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**From:** Keith and Joanne Rathgaber [REDACTED]  
**Sent:** Saturday, January 25, 2025 7:56 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) McKenzie plan

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

Please count this email as our absolute vote AGAINST this ridiculous plan.  
Keith and Joanne Rathgaber

Get [Outlook for Android](#)

**Preet Chaggar**

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**From:** Mike Thomson [REDACTED]  
**Sent:** Saturday, January 25, 2025 6:30 AM  
**To:** Council  
**Subject:** (External Email) Quadra McKenzie Project

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

Hey

Thank you for continuing this important work.

I support 99% of the new community plan.

The only component I can not support is changing McKenzie to 2 traveling lanes. It would be great to see expanded sidewalks, bus pullouts and a safe neighborhood to walk in, however the traffic volume and the city in general is not ready for 2 car lanes and dedicated transit lanes.

On the other hand I fully support turning quadra into a 3 lane street (2 traveling lanes and a center turn lane). Using the extra space for protected bike lanes and wider sidewalks would improve our community substantially.

I fully support the increased density being proposed (large towers and smaller community hubs). This must happen otherwise our city as a whole will just continue the urban sprawl and become unlivable.

Additionally, the work being done to improve pedestrian safety is greatly appreciated and I truly hope we can reach 'vision zero' soon.

Sincerely,

Mike Thomson B.Sc. (Hons.), M.D., C.C.F.P. (EM), (he/him)  
Emergency Physician, South Island  
[REDACTED] Lucas Ave Victoria BC  
[REDACTED]  
[REDACTED]

**Preet Chaggar**

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**From:** Tara Dusanj [REDACTED]  
**Sent:** Saturday, January 25, 2025 12:13 AM  
**To:** Mayor Dean Murdock  
**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,

I'm writing as a born and raised Victorian, slowly observing our city growing in population. This obviously has led to our quaint, small city being congested with traffic on our roads. Yet, whilst the population has increased, the road capacity has not. In fact, it's been the opposite! And my once 15 minute drive has now turned into a 40 minute commute. And while I'm not opposed to travelling via public transport, there are no bus routes that support my route and cycling takes too long and is a physical challenge.

The addition to the cycling paths on the road, while promoting cycling, also inhibits the development of the city. With decreasing lanes on roads, it does not change how people get to work, but changes how much time it takes and with the rapidly increasing population, it makes no sense as to why this city does not want to accommodate growth. A prosperous city flourishes when its plans work for the majority of its residents. Perhaps do a mass-wide census of residents who want to see our main roads torn up for more bulky cycle lanes? Because Victorians are pretty exhausted from their hard work every day, and should not have to sit in traffic for 45 minute due to the lack of proper planning. Please reconsider ripping a part of our main roads. We're fed up!!

Signed,

31 years and more frustrated



**Preet Chaggar**

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**From:** Paula Devlin [REDACTED]  
**Sent:** Friday, January 24, 2025 10:10 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Proposed 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 evening Mr. Murdoch,

As life long residents of Saanich, and having owned a business in Saanich for the past 26 years, my husband and I would like to convey to you and to council our disapproval of the plan slated for the Quadra McKenzie area.

Not only will this plan affect our business operations with proposed limited commercial delivery times and congestion deterring customers wanting to do business in this area, but it will affect us personally as well as other members of our family on a daily basis.

As residents of Gordon Head for the last 59 years, we have used McKenzie road on a daily basis. The proposed plan will greatly affect the time it will take for us to travel to and from work on Quadra near McKenzie every single day. We have [REDACTED] and we drive her up and down McKenzie twice a day to and from her day program at Garth Homer. [REDACTED]

[REDACTED] to be in a vehicle for transportation and this is the route we travel daily.

Many people in this community cannot ride a bike, walk, or take a bus and as much as the city planners in Saanich would like to believe that people should be moving towards doing these things, it simply is not feasible for many. We also have an aging population who aren't going to jump on a bike or bus to get around.

This plan is obviously trying to deter people from using their own vehicles for transportation. While this is a great idea in theory, you cannot and will not force everyone in Saanich to start taking buses or riding bikes by narrowing the roads and putting in bike lanes and bus lanes. People are still going to drive their cars and, with these proposed changes, chaos will ensue.

Gridlock. Idling. Road Rage. Loss of business. Loss of time. More carbon emissions.

Do we not live in a free society? Can we not decide what we want? How we want to get around? Isn't this a democracy? Aren't we the ones paying for this?

The amount of tax dollars being spent on bike lanes and this proposed plan is not justified with the small number of people who actually ride a bike in this municipality.

Our population is aging. I am 60, my wife is late 50's... we aren't going to be jumping on a bike or bus with our disabled daughter to go get groceries. We use our vehicles to do business, to estimate jobs. We come and go from our place of business on Quadra near McKenzie ave. dozens of times a week. We can't use a bus or bike to do business so we will be the ones stuck in that gridlock that will be the future of McKenzie Ave if this plan goes ahead on a daily basis. Our delivery vehicles for our business will be stuck in that traffic. We will incur more costs for staff time and gas. This is going to cost our business. This does not sit well with us.

On the personal side...Do you think my 84 year old father is going to get on a bike in Gordon Head and ride 5-10 km all the way to the nearest grocery store to get his groceries? He's not going to get on a bus to get his groceries, and he can't walk that far or carry his groceries whilst walking. With the proposed time

restrictions on delivery vehicles he won't be able to or it will be much more difficult to order his groceries to be delivered.

Not one person we have spoken to in this community is happy with this plan.

As an elected official you must listen to the people in the community.. those who voted for you, those who do business in this area, those who pay ever increasing taxes in Saanich. This plan must not go forward. McKenzie is a main artery for the people living in Gordon Head. This should not just about transporting students to and from UVic. WE live AND work here. WE pay taxes here.

Please don't do us lip service and say you "welcome input from the community" with your surveys and public meetings just to then go ahead with whatever your plan is .. we will not accept that. You need to listen to us on this one. Really, listen.

Two lanes of traffic for private and commercial vehicles is absolutely not feasible for the number of people and businesses who rely on this route every single day. With all of the housing going in on the corner of Shelbourne and McKenzie there will be even more people and businesses using this route. The population is growing. We need wider roads not narrower ones. If you are going to put in bus lanes the BC Transit system needs a complete overhaul because the one that now exists falls very short.

This seems obvious to most but for some reason is being disregarded by Saanich planning who just seems hellbent on putting in as many bike lanes as possible thinking this is going to fix climate change and urban densification. This plan is a recipe for disaster and there will be backlash.

We, as business owners and residents in this area of Saanich, certainly don't want this plan to move forward.

We believe it will have a negative effect on our business (which we have operated in this location 3950 Quadra St. for the last 26 years).

It will also have a negative impact on our daily lives and the lives of members of our family who rely on us to drive up and down McKenzie Ave from Shelbourne and McKenzie to Quadra and McKenzie every single day, multiple times.

This plan will have a negative impact on so many in this community.

Don't ignore the voices of those who put you in office. We are the ones who will be paying for this mess (in more ways than one)for years to come and we should have the final say in the matter.

Sincerely,

Paula and Alen Devlin

Owners of Comino Flooring Ltd. and lifelong residents and taxpayers in Saanich/Gordon Head

**Preet Chaggar**

---

**From:** Carleen MacDonald [REDACTED]  
**Sent:** Friday, January 24, 2025 10:00 PM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Mayor Dean Murdock  
**Subject:** (External Email) Reconsider McKenzie lane reduction

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

I am STRONGLY opposed to the proposed reduction of car traffic lanes from 2 down to 1 on McKenzie Rd. I've lived in the same neighborhood for nearly 40 years and have seen a drastic increase in both traffic on Cedar Hill Rd AND residential side streets becoming busy cut throughs since Shelbourne's reduction.

Please STOP reducing already busy roads.

My children can no longer ride their bikes safely on our "quiet residential street" as it is now a cut through. (LONG gone are the days of neighbourhood road hockey where a simple "CAR" called out allowed time to move the net and kids to move over to the side of the road to let the neighbour drive past)

In fact, our car was even the Victim of a hit and run While Parked in our driveway. People are stressed, overworked, aggressive, and driving more erratically than ever.

In addition, it now often takes 3 lights just to get through Derby and Cedar Hill traffic lights. This was never an issue when Shelbourne was 2 lanes in each direction. Similarly for Cedar Hill and Cedar Hill Cross road.

I beg of you to PLEASE reconsider and stop reducing road sizes in Saanich. Leave McKenzie as is.

Thank for your attentive, and careful consideration

In Kindness,  
Carleen Davis  
Saanich Resident & taxpayer

**Preet Chaggar**

---

**From:** Malcolm MacDougall [REDACTED]  
**Sent:** Friday, January 24, 2025 1:46 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) McKenzie

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

Good day,

I first heard of the plan to make Mackenzie one lane near Quadra from a friend and thought they were joking! It is beyond comprehension why anyone would think this is a good idea. We live next to lake hill elementary and my wife drives from Langford every day. She always complains about the traffic on McKenzie when she arrives home. I can only imagine the absolute grid lock turning it into one lane would cause!!!

Concerned citizen,

Malcolm MacDougall  
[REDACTED] Labrador place

[Sent from Yahoo Mail for iPhone](#)

**Preet Chaggar**

---

**From:** S M [REDACTED]  
**Sent:** Friday, January 24, 2025 8:25 AM  
**To:** Mayor Dean Murdock  
**Cc:** Council  
**Subject:** (External Email) Stop Quadra Mckenzie Plan!! URGENT ACTION REQUIRED

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

Hello,

Im calling from the Saanich community ans people we are raising our concerns to stop this horrible plan.

Let's clear up some misconceptions....

1. Emergency vehicles can use bus lanes to skip any and all traffic. If there are no bus lanes the emergency vehicles end up completely stuck in traffic. That's bad.
2. The majority of human beings — not cars, humans — travelling on McKenzie are in a bus at peak hours. That figure will only increase from here, bus lanes or not.
3. In the coming years bus service along McKenzie is going to easily triple — or more. Last year it was just the 26 and 51 that served large portions of McKenzie. By the end of next year that will include the 16, 29, 40, 76, and 96 as well. Transit running at that scale needs transit priority.
4. The amount of “additional congestion” caused by lane reductions is flatly untrue. It's called Braess Paradox and has been studied and proven countless times across the entire globe. Everywhere from Santiago to Stockholm to Singapore.
5. Furthering from 4, any increase in CO2 emissions from “extra idling” cars is easily accounted for by the total reduction in car volumes. Believing this is a self referencing fallacy.
6. Traffic on McKenzie is already abysmal. We all know this. In what world do you anticipate that maintaining the status quo will somehow make it better? Choosing not to take action is not without its own consequences.

If this plan is not cancelled saanich community will start protesting. Not only, will the community get together to protest but we will call for elections for saanich councillors and mayor.

Best Regards  
Shelly Minhas

Sent from my iPhone

## Preet Chaggar

---

**From:** S M [REDACTED]  
**Sent:** Friday, January 24, 2025 8:33 AM  
**To:** Mayor Dean Murdock  
**Cc:** Council  
**Subject:** (External Email) Fwd: Stop Quadra McKenzie Plan!! URGENT ACTION REQUIRED

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

Hello,

Im calling from the Saanich community, territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the WSÁNEĆ peoples we are raising our concerns to stop this horrible plan.


Let's clear up some misconceptions....

1. Emergency vehicles can use bus lanes to skip any and all traffic. If there are no bus lanes the emergency vehicles end up completely stuck in traffic. That's bad.
2. The majority of human beings — not cars, humans — travelling on McKenzie are in a bus at peak hours. That figure will only increase from here, bus lanes or not.
3. In the coming years bus service along McKenzie is going to easily triple — or more. Last year it was just the 26 and 51 that served large portions of McKenzie. By the end of next year that will include the 16, 29, 40, 76, and 96 as well. Transit running at that scale needs transit priority.
4. The amount of “additional congestion” caused by lane reductions is flatly untrue. It's called Braess Paradox and has been studied and proven countless times across the entire globe. Everywhere from Santiago to Stockholm to Singapore.
5. Furthering from 4, any increase in CO2 emissions from “extra idling” cars is easily accounted for by the total reduction in car volumes. Believing this is a self referencing fallacy.
6. Traffic on McKenzie is already abysmal. We all know this. In what world do you anticipate that maintaining the status quo will somehow make it better? Choosing not to take action is not without its own consequences.

If this plan is not cancelled saanich community will start protesting. Not only, will the community get together to protest but we will call for elections for saanich councillors and mayor.

Best Regards  
Shelly Minhas





STOP THE  
QUADRA MCKENZIE  
PLAN

IT WILL CAUSE TRAFFIC

**GRID LOCK**

The Quadra  
McKenzie Plan

**1 LANE ONLY  
EACH WAY**

email: [mayor@saanich.ca](mailto:mayor@saanich.ca)





**Preet Chaggar**

---

**From:** Elijah Fisher [REDACTED]  
**Sent:** Thursday, January 23, 2025 7:05 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) McKenzie

**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 believe the idea of making McKenzie 1 lane each way is a good one and I oppose it. It is used by far too many people and will cause traffic jams worse than we have already and make the houses living nearby angry.

**Preet Chaggar**

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**From:** Stu Hackett [REDACTED]  
**Sent:** Thursday, January 23, 2025 6:00 PM  
**To:** Council; 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) Fwd: Saanich Spotlight - January 2025

**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 just received this email from Saanich and clicked on the Quadra McKenzie plan link. That link took me to the Saanich website which reprinted Mayor Murdock's January 8th letter in the Saanich News.

Reading that, I was again immediately incensed by the this statement in the letter: "Claims that the plan will displace entire neighbourhoods are false. Instead, the draft plan balances thoughtful growth with improvements that make life better for you and your neighbours, protecting what you value while preparing for the future. It will make it easier for your family, friends, and future generations to find homes in the community they love."

How can you say that? Your statement is so blatantly false, it borders on being an out and out lie. The plan actually changes neighbourhoods from single family homes (with garden suites and basement suites) to neighbourhoods of 3-8 story buildings and beyond. This plan does exactly what you say it doesn't do! This plan displaces entire neighbourhoods and does not represent balanced growth.

The statement that "word is out, people want to live in Saanich" is a reflection of how Saanich is today - and isn't a reflection of the vision in this plan

Trying to calm dissent by saying "it's a 20 year plan, nothing will happen overnight", is an attempt by you to placate opposition and push this plan through.

I respectfully request you to stop this plan and engage in serious consultation with the residents impacted by this plan, and with all Saanich residents.

Stu Hackett  
[REDACTED]

----- Forwarded message -----

From: **District of Saanich** <[corporateservices@saanich.ca](mailto:corporateservices@saanich.ca)>



Date: Thu, Jan 23, 2025 at 5:04 PM  
Subject: Saanich Spotlight - January 2025  
To: Stu Hackett [REDACTED]

The January edition of The Spotlight is here!



### **The January edition of The Spotlight has arrived!**

This edition includes updates on projects with traffic impacts, an invitation to share your feedback on Saanich services and Council, event dates and more!



## Collaborating on a vision for the Quadra McKenzie area

The draft Quadra McKenzie Plan is one of the ways that the District is preparing for Saanich's future and your feedback will continue to shape the final version of the plan. Ongoing engagement with residents will ensure revisions to the draft plan appropriately reflect what we've heard before finalizing this important vision for Quadra and McKenzie. This plan is a long-term vision that will allow the District to adapt and respond to your needs as they arise.

[Read more](#)



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# Tell us what you think

*Register for the Saanich  
Resident Survey today*



## 2024 Resident Pulse Survey

The 2024 Resident Pulse Survey is closing soon! Sign up by 1 p.m. on Friday, January 24 to receive your unique and confidential survey link! Need help completing the survey? Contact Saanich Reception at 250-475-1775. Survey closes January 26, 2025.

[Sign up here!](#)





### Burnside Road East: **westbound lane closed**

The District of Saanich is completing a significant watermain replacement project on Burnside Road East between Harriet Road to Dupplin Road. Construction and traffic impacts have begun and are expected to last approximately four months. Burnside Road East will be closed to westbound traffic between Harriet Road and Dupplin Road for the entirety of the project.

[Learn more](#)

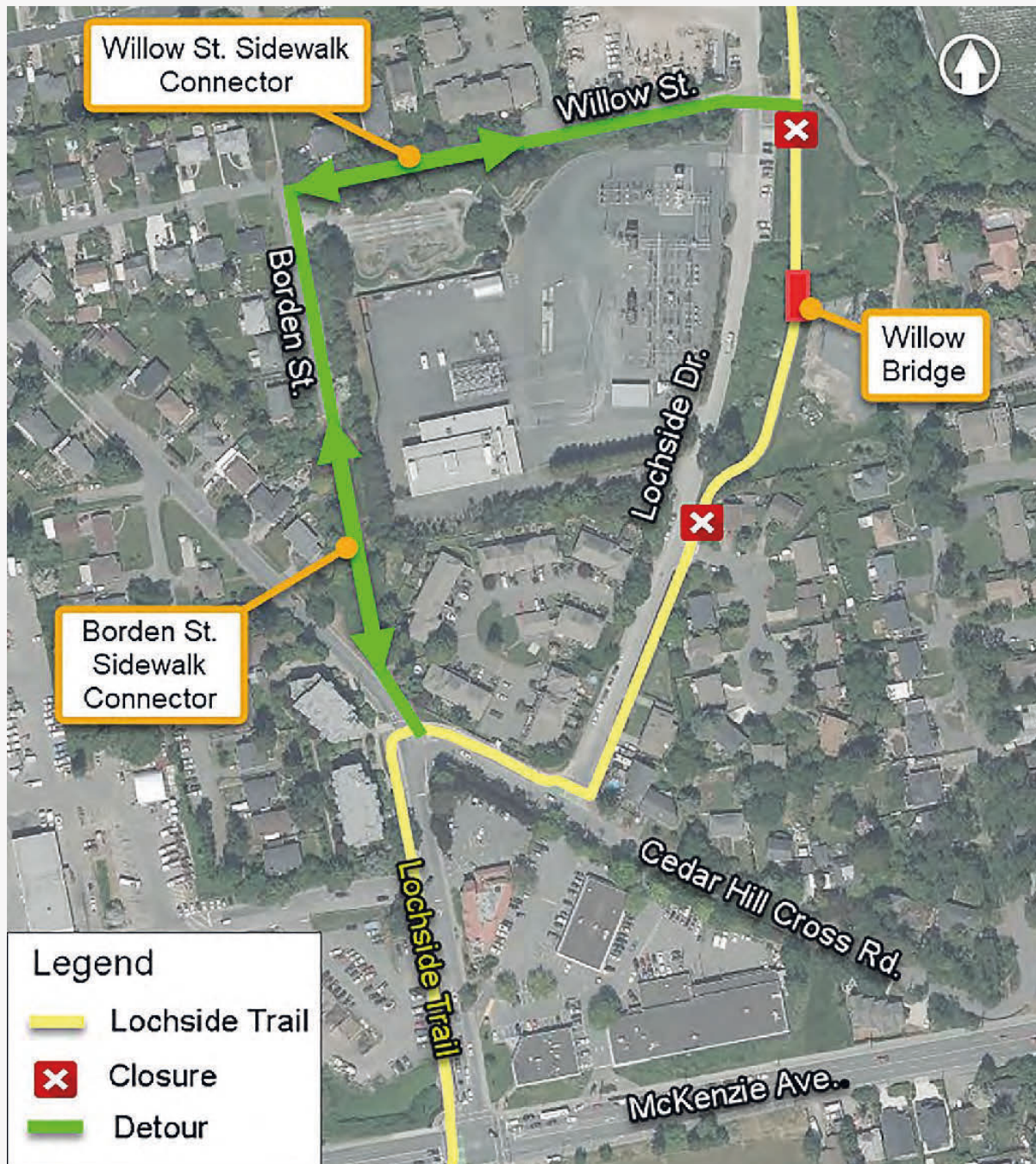


## Be ready for winter by staying informed

As winter approaches, the District of Saanich is proactively preparing for winter conditions and urging residents to stay informed about potential weather-related issues.

[Learn more](#)





## Temporary Detour on the Lochside Regional Trail in Saanich

Beginning in late January, the District of Saanich will be undertaking work to replace the Willow Bridge decking on the Lochside Regional Trail. Construction work is weather dependent and is expected to take approximately two weeks once underway. The District has coordinated a detour route for pedestrians and cyclists via Willow and Borden streets to the



west; cyclists will be required to dismount at the 1.5-metre-wide Willow Street sidewalk connector.

[Learn more](#)



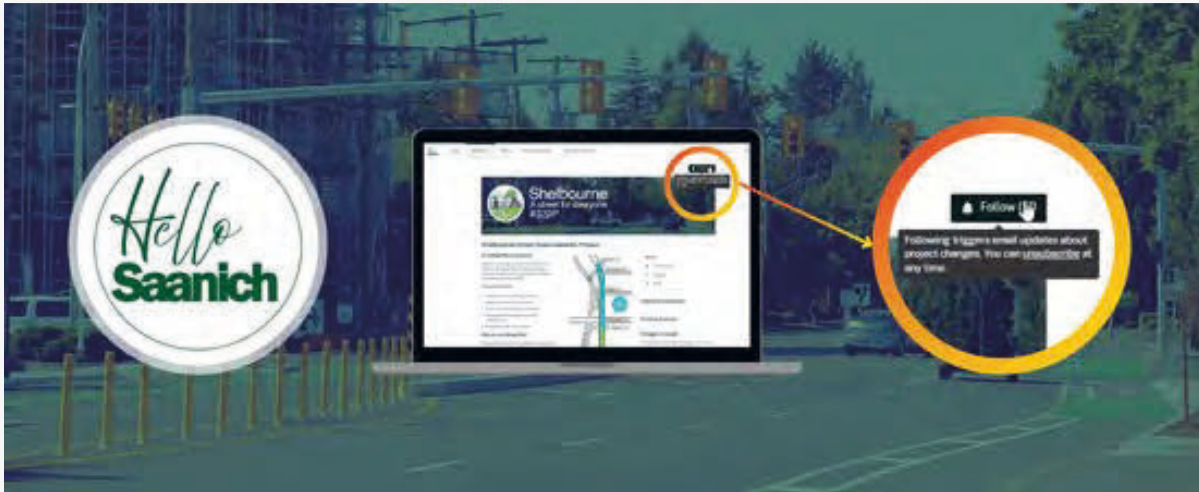
## Watermain Flushing Spring Program starts in February

The District's Spring Watermain Flushing Program is about to start! Twice a year, during the spring and fall, Saanich undertakes watermain flushing to help maintain excellent water quality and remove sediment that accumulates over time. To stay informed and prepared, sign up for notifications about upcoming flushing activities in your area by calling Public Works at (250) 475-5599 to register for email notifications.

[Learn more](#)

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**Follow projects for real-time updates, sent to your email!**



Join [HelloSaanich](#) today!



## Community Events

### Public Plaza Design Update – Nigel Valley Redevelopment

- For the latest public spaces update, please visit Garth Homer Centre ([813 Darwin Avenue](#)).
- The information boards are available for viewing Monday to Friday from 8:30 a.m. to 4:00 p.m. until Wednesday, February 5, 2025.
- Email [communityrelations@bchousing.org](mailto:communityrelations@bchousing.org) to share your thoughts, or visit [letstalkhousingbc.ca/saanich-nigel-valley](http://letstalkhousingbc.ca/saanich-nigel-valley) for more information.

### 11th Annual Welcome Day Celebration and Newcomer Expo

- Monday, February 17, 2025 from 11:00 a.m. to 4:00 p.m. at Saanich Commonwealth Place ([4636 Elk Lake Drive](#)).
- Attendees can expect an amazing lineup of activities including youth activities, a multicultural market, a newcomer expo and a cultural showcase.

### 2025 Family Arts Festival

- Monday, February 17, 2025 from 11:00 a.m. to 3:00 p.m. at Cedar Hill Arts and Recreation Centre (3220 Cedar Hill Road).

- Kids of all ages are invited to enjoy a wide variety of free activities led by Arts Centre staff and guest instructors from Greater Victoria's arts community.
- Please visit the event page at [www.saanich.ca/familyartsfestival](http://www.saanich.ca/familyartsfestival) for more information.

### **Weekend Volunteer Opportunities**

- Various dates and times on weekends this winter.
  - We're looking for enthusiastic volunteers to help restore diverse habitats within Saanich.
  - Get ready to work your muscles and your mind with the Pulling Together Volunteer Program!
  - This hands-on, inclusive ecological restoration program is a community collaboration aimed at ensuring the sustainability and well-being of our natural spaces for present and future generations.
- 

## **Want to get Involved?**

### **Committee of the Whole**

- January 27, 2025 (7:00 p.m. to 11:00 p.m.)
- For more information, please visit the [agendas and minutes](#) page.

### **Council Meeting**

- February 3, 2025 (7:00 p.m. to 11:00 p.m.)
- For more information, please visit the [agendas and minutes](#) page.

### **Public Hearing**

- February 11, 2025 (7:00 p.m. to 11:00 p.m.)

- For more information, please visit the [agendas and minutes](#) page.

#### [Preparedness 101: Emergency Preparedness Begins with You Presentation](#)

- February 11, 2025 (7:00 p.m. to 8:30 p.m.)
- This Saanich Emergency Program presentation will be delivered virtually via Microsoft Teams.

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## Ongoing Traffic Advisories

#### [Tattersall Utility Upgrades](#)

- Tattersall Drive between Kathleen Street and Salsbury Way.
- Full road closure until Friday, February 28, 2025.
- There will be signs and traffic control on site to assist with traffic.

#### [Watermain Upgrade](#)

- Burnside Road East between Dupplin Road and Harriet Road.
- Full road closure to westbound traffic and single lane traffic for eastbound traffic until Wednesday, April 30, 2025.
- There will be signs and traffic control on site to assist with traffic.

#### [Sinclair Road Upgrades](#)

- View the **Project Page** at [saanich.ca/sinclair](https://saanich.ca/sinclair).
- Road closure locations will change regularly as we progress with underground utility work.
- Local traffic will have access.



For more information or to learn about other traffic advisories, visit  
[Saanich.ca/Traffic](https://saanich.ca/Traffic)

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## Keep up with Saanich Parks, Recreation and Community Services

- Keep informed about the ongoing [parks projects here](#).
  - Sign-up for the [Saanich Parks, Recreation and Community Services newsletter](#) to stay informed on everything that is coming up in your community!
- 

## Have you heard...

There are often large projects and construction taking place in Saanich that are directed or managed by external organizations.

Here are a couple of the latest projects:

### **BC Housing:**

- Nigel Valley Redevelopment – Public Plaza Design Update
- BC Housing is redeveloping Nigel Valley into a mixed-use community for market and non-market housing, with amenities and more.
- Residents are invited to view the latest public plaza design updates from January 22 to February 5, 2025 at the Garth Homer Centre ([813 Darwin Ave](#)), Monday to Friday, 8:30 a.m. to 4:00 p.m.
- Project site: [letstalkhousingbc.ca/saanich-nigel-valley](https://letstalkhousingbc.ca/saanich-nigel-valley)
- Email: [communityrelations@bchousing.org](mailto:communityrelations@bchousing.org)

### **Ministry of Transportation and Infrastructure:**

- Highway 17/Ravine Way Transit and Active Transportation Improvements Project

- Construction started this month to bring improvements to the Uptown area of Saanich. The Eastbound lane of Ravine Way (east) is now **closed to traffic** between Blanshard Street and Vernon Ave.
- Project site: [gov.bc.ca/highway17ravineway](http://gov.bc.ca/highway17ravineway)
- Project email: [ravinewayhighway17project@collingsjohnston.com](mailto:ravinewayhighway17project@collingsjohnston.com)

Forward to a friend



**FOLLOW US**



**Share your thoughts**

Let us know what you'd like to see in the Saanich Spotlight  
[corporateservices@saanich.ca](mailto:corporateservices@saanich.ca)

This email is intended for [Swlhackett@gmail.com](mailto:Swlhackett@gmail.com).  
[Update your preferences](#) or [Unsubscribe](#)



**Preet Chaggar**

---

**From:** noreply  
**Sent:** Thursday, January 23, 2025 4:17 PM  
**To:** Mayor Dean Murdock  
**Subject:** Quadra and McKenzie

**Recipient** Dean Murdock  
**Topic** Quadra and McKenzie  
**Name** Ellen  
**Email address** [REDACTED]  
**Phone number** Not provided

**Message**

I don't think I need to go into too much detail about why you should not add bus lanes and bike lanes and change the roads to one way each way on Quadra and McKenzie. I DO NOT support you and councils plans at all. The fact that someone was paid to come up with that idea and was presented as the plan is a joke and you should be ashamed of yourselves. You are supporting a small minority who use bikes and buses. With all of the condos and apartments being built what do you think is going to happen? Since you can't seem to figure it out, I'll tell you, MORE CARS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! You are blinded by ignorance and your own agendas.

Further more, I have been down McKenzie on a Sunday around noon, many times, and the traffic is ridiculous for a WEEKEND, let alone the traffic Monday-Friday.

I don't want an e-mail back saying that "I have been heard" or " We will take it under advisement" because at the end of the day you will do whatever you want regardless of what the public tell you and want you to do/don't want you to do.

You guys are a joke and an embarrassment.

## Preet Chaggar

---

**From:** Mario Erlic [REDACTED]  
**Sent:** Thursday, January 23, 2025 3:23 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) No to one lane each way on McKenzie

**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.

No to narrowing McKenzie. You are a cultural Marxist and a disgrace to the office of the mayor.

I have never been more angered by a Saanich council than I have by this one. In a perfect world you and the councillors would use common sense however it is obvious that our current council is incapable of it.

Nobody voted for your Nihilism or your vanity projects.

I for one will be doing everything I can next municipal cycle to help remove this council and hopefully "Run Em Out of Town For Good"

Sincerely,

Mario Erlic,  
Saanich born and raised & angry

Also why do we have a department of race baiters on the Saanich payroll? The DEI schills are the worst form of racist of all? The Race-Traitor Rats. Those pretending to be minorities while battling "white privilege"

**Preet Chaggar**

---

**From:** Ashley Giasson [REDACTED]  
**Sent:** Thursday, January 23, 2025 2:37 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Stop 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,

Would like to advise my objection to the Quadra-McKenzie development plan. This feels shortsighted and will only further contribute to ongoing gridlock concerns and lengthy vehicles left idling.

Thank you,  
Ashley Giasson

**Preet Chaggar**

---

**From:** Donald Clark [REDACTED]  
**Sent:** Thursday, January 23, 2025 1:53 PM  
**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.

Mr mayor      Your statement in sannich news there is absolutely no intention to demolish anyone's home that's not what is in QMP is it . You do want all of the single family homes to be destroyed over 20 years and replaced with 3story units . I don't think you care about the people living here at all . This what china would do.

**Preet Chaggar**

---

**From:** Tiffany Gates >  
**Sent:** Thursday, January 23, 2025 1:17 PM  
**To:** Mayor Dean Murdock  
**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 Murdock,

I am a long-time Saanich resident (30 years), homeowner -Gordon Head (19 years), and TAX PAYER. **I do not support the Quadra/McKenzie Plan.**

I do not work in Saanich. I have a 25-minute commute to my employer. I shudder to think about what my commute will be like if Saanich moves forward with this plan.

It is a huge oversight for Saanich to think clogging a major traffic artery is practical. **Bikes and buses are not a one size fits all.**

I think its great that you and your family like to bike everywhere. Forcing Saanich to live like you is narrow-minded and does not take into account the needs of all your constituents.

It would take 3 busses and over 1.5 hours for me to bus to my employer. This is unacceptable. I bring my dog to work. My dog is not allowed on the bus. I drive my son to school (if he were to bus it would take him two busses and 1.15 hours). My son has hockey gear that needs to be at Pearkes Recreation 3 days per week for a school program. Hockey gear is not allowed on BC Transit.

**One size does not fit all.**

BC Transit cannot keep up with demand now. It is deplorable to watch the number of young people whose busses pass them because they're full. Missing classes, late for work, missing appointments because BC Transit is not reliable. If you are anticipating increasing bus service on McKenzie I'd like to see how that is going pull together. BC Transit offers round-the-clock shifts. Most work a split shift and does not contribute to quality of life. A bus driver's salary does not pay an adequate living wage. \$45,000-\$60,000 per year is not functional. 30% of gross income should be for housing. We both know that \$1125-\$1625 per month does not cut it in this city for rent. The average one-bedroom rentals are starting at \$1700 for a shoebox. You will not be able to sustain an increase in bus drivers to ensure reliable service. Even if you get the workers buses are not reliable in difficult weather. If it snows the buses are unreliable. Routes are not functional for everyone.

**Unreliable service is not suitable for all.**

My mom is a senior who lives in Saanich and cannot ride a bike. Nor can she function on the busses (taking 3 buses to get to the grocery store is not acceptable, plus pulling a cart would not be easy for her). For the most part, she remains within her 15-minute area with the library, grocery, and shops.



The introduction of bike lanes has increased her driving anxiety. She is now leary to participate in her community. She has reduced the number of community events she goes to and truly hesitates before going out. In her 76 years, she has not relied on the bus. The idea of getting on a bus and being unsure if it's the right one is overwhelming.

**Change is not always good for everyone.**

Gridlock - creating congested travel increases gas emissions, causes frustration for drivers, and increases occurrences of accidents. Adding bus service will not remove enough cars from the roads to make enough of an impact.

Let's also consider quality of life. I live in one of the most amazing cities in the country. I can get home from work and hike Mt. Doug/PKOLS. If you're going to increase my time on the road that is going to reduce my recreation time. Reduce my time hiking. Reduce my time with my family. I won't be able to enjoy the amenities living here provides.

**Gridlock will reduce Saanich residents' quality of life.**

**I do not support the Quadra/McKenzie plan.**

Tiffany G.

**Preet Chaggar**

---

**From:** G. Thomson [REDACTED]  
**Sent:** Thursday, January 23, 2025 12:28 PM  
**To:** Mayor Dean Murdock  
**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 make Quadra-McKenzie more of a gridlock than it already is; One-way plans will make it impossible. As a Saanich resident and TAX PAYER, I ask that you please double and triple-check your proposed plan.

Mrs. G. Thomson  
[REDACTED]

**Preet Chaggar**

---

**From:** Taylor Broder [REDACTED]  
**Sent:** Thursday, January 23, 2025 10:15 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Mackenzie bike lanes

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

You guys need to scrap the plan to bring one of the busiest roads in the city down to 1 lane. How have you guys not learned from the absolute gridlock you created dropping Tillicum down to 1 lane between Gorge and Craig flower that major roads need more than 1 lane to function properly at rush hour. Please just use your heads and listen to the people who live here. Nobody wants this

**Preet Chaggar**

---

**From:** Warren Gevers [REDACTED]  
**Sent:** Thursday, January 23, 2025 10:00 AM  
**To:** Mayor Dean Murdock  
**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 read with a tone of hope and positivity:

Please listen to, and don't fail, the people of greater Victoria [namely Saanich] and let this critical piece of infrastructure be ruined with ridiculously ideological traffic plans. This is real life, not a rainbow utopia.

You are smart, capable and a role model - this issue will likely define your legacy here in this position.

I believe in you.

WG

**Preet Chaggar**

---

**From:** Meags H [REDACTED]  
**Sent:** Thursday, January 23, 2025 9:50 AM  
**To:** Mayor Dean Murdock  
**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 Mayor

I would like to communicate my concerns about the single land change plan to quadra and McKenzie. This is a terrible idea.

The changes made to Gorge and Tillicum are have created so much congestion.

You need to give your head a shake.

Do you ever drive these routes at 330-6?

do better.

Don't go through with the changes proposed for quadra mckenzie.

Not a fan,  
Meagan

**Preet Chaggar**

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**From:** marianna fiocco [REDACTED]  
**Sent:** Thursday, January 23, 2025 9:26 AM  
**To:** Mena Westhaver; Zac De Vries; Nathalie Chambers; Councillor Judy Brownoff; Susan Brice; Mayor Dean Murdock; Karen Harper; Teale Phelps Bondaroff; Colin Plant  
**Cc:** [REDACTED]  
**Subject:** (External Email) Quadra McKenzie Plan  
**Attachments:** Quadra\_McKenzie plan comments.pdf

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

Please see attached our comments regarding the Quadra McKenzie plan.

Dear Saanich Mayor and Council,

January 23, 2025

We have some comments and wish to raise a few concerns regarding the proposed Quadra/McKenzie Plan.

We would like to offer some suggestions to ensure that existing neighbourhoods remain livable throughout the transition to higher-density housing. We support densification along the main corridors as suggested in the plan, where many services are already in place. What we are concerned about, though, is the proposal to push high-density housing into surrounding neighbourhoods at the same time as along the main corridors. These all encompassing proposed zoning changes will immediately disrupt established communities, creating unnecessary strain on the residents, and lead to prolonged construction disruptions, not to mention destroying the ever diminishing tree canopy. Part of Saanich's identity (and the attraction) for people to move here is the mature residential neighbourhoods with well established gardens and trees. The Gary Oak meadows and beautiful tree canopies attract wildlife and also offer protection from increasing extreme weather events.

The plan suggests a 20-year timeline for implementing all proposed changes, but how long until we reach the density envisioned? Having lived in Saanich for over 30 years and given the population increase over that time, it will be over 100 years for this to be implemented. This represents a massive and highly disruptive shift in one go. Suggesting these zoning changes now for a distant future is concerning. Implementing them now would put existing neighbourhoods at immediate risk. How? By making them vulnerable to developers to start densifying in currently zoned single family areas, but not build out the neighbourhood for years to come. The changes could incentivize land speculation. This could harm property values and the livability of these areas because only developers would be interested in buying once these high density projects begin in the established neighbourhoods. Property owners will see no future in staying in their homes, leading to property neglect until the right conditions for development arise. This would destroy mature, established neighbourhoods now, in order to achieve a long-term goal that may not be necessary for decades to come.

Instead of implementing sweeping zoning changes, may we suggest a more gradual, phased approach. Start with zoning changes in the core areas and only expand outward when necessary. Focus initial development on the main corridors to verify if the assumptions made in the plan are correct. And once those areas approach capacity, consider rezoning secondary corridors per the report. Neighbourhoods with winding roads or inadequate infrastructure for higher-density development should not be targeted for multi-story buildings at the same time as the main roads and core areas. Multi-story buildings should be the last resort in these areas, as their introduction often marks the end of a neighbourhood's current identity. The Transportation system in the entire region will also need an immense upgrade along the proposed main corridors. With very little/no parking allowances, where will residents park their vehicles until the transportation system is upgraded to meet the needs of all the new residents?

What is being proposed currently does not adequately value established residential neighbourhoods, nor does it fully respect landowners' rights or community interests. The Quadra-McKenzie plan, in its current form, moves too quickly and imposes a vision that may not reflect the desires of the community. Why not put the final proposal to a referendum for Saanich residences to have a say?

Developing housing density within livable communities, supported by functional infrastructure and services, is a complex challenge. Saanich needs a more thoughtful transition plan for higher-density housing—one that prioritizes the preservation of existing neighbourhoods for as long as possible while balancing future growth.

There seems to be no authorship for the Quadra/McKenzie Plan. Can you please advise if urban planners were part of this proposal?

Thank you for your attention to these concerns.

Sincerely,

Marianna and Nick Fiocco

 Greenridge Crescent

**Preet Chaggar**

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**From:** Christine Witteveen [REDACTED]  
**Sent:** Thursday, January 23, 2025 8:50 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) McKenzie plan

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

Hey,

I am writing in concern about the proposed 1 lane each way plan for Quadra/Mckenzie.

I was wondering how on earth did you come up with the idea that reducing lanes on a major road would be best for the city. We have got to get away from the idea that bikes are best, this city is not suited for that. Reducing the traffic lanes allows for gridlock, and idling vehicles.

Is there a town hall meeting or something coming up where concern residents can voice their concerns and be heard?

Major cities such as Toronto have now passed a bill to reduce gridlock and are tipping out bike lanes. I am concerned if we continue to reduce traffic flow to allow for bikes we will end up the same and spend even more tax payer money to fix the problem.

Thanks,  
Christine Witteveen



**Preet Chaggar**

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**From:** William lafontaine [REDACTED]  
**Sent:** Thursday, January 23, 2025 5:48 AM  
**To:** Mayor Dean Murdock  
**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,

Please stop that plan, it will cause more traffic delays and potential gridlock people during during normal working hours and emergency (like a tsunami, fire like LA or earthquake event)

Instead of spending money to do bike lanes, all the cities across Victoria should investigate the possibility of skytrain or some sort of fast transportation méthode that doesn't rely on make the city less attractive to motorists.

Sincerely

**Preet Chaggar**

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**From:** Courtney Paige [REDACTED]  
**Sent:** Wednesday, January 22, 2025 9:55 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) STOP 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 Murdock and council

I hope this letter finds you well. I am writing to express my concerns regarding the proposed road plan for the intersection of Quadra Street and McKenzie Avenue. As a Saanich resident and frequent user of this area, I believe this new plan raises many issues that deserve further consideration before proceeding.

I am obviously concerned about the potential for increased traffic congestion. This area already experiences heavy traffic throughout the day (not just during peak hours), and the proposed changes could exacerbate this problem. Many of the roads in the vicinity are already at or near capacity, and any further increase in traffic volume would likely result in much longer travel times, greater emissions, and more strain on local infrastructure.

Quadra and McKenzie serve as a thorough way to and from Downtown and surrounds, and accessibility to both the Trans Canada and Pat Bay Highways. The impact this will have on people commuting to work on a daily basis will be drastic, and even more notably, for students relying on these roads for their commute to and from the University, I think that the proposed plan would be more damaging to the community than anything else.

While I appreciate the work that the city is doing to improve infrastructure, I believe it is essential to carefully consider the long-term effects of this project.

Thank you for your attention to these concerns.

Sincerely,

Courtney Thalrose  
Saanich Resident  
[REDACTED]

**Preet Chaggar**

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**From:** Spencer Edwards [REDACTED] >  
**Sent:** Wednesday, January 22, 2025 9:34 PM  
**To:** Mayor Dean Murdock  
**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.**

reconsider this plan to make Quadra and Mckenzie 1 lane each way. there are SO many angry drivers out there and slowing them down and restricting them to one lane is going to make things SO much worse for everyone. take a drive out there around rush hour and imagine that twice as congested and twice as miserable

**Preet Chaggar**

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**From:** Kate Jackson [REDACTED]  
**Sent:** Wednesday, January 22, 2025 9:21 PM  
**To:** Mayor Dean Murdock  
**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 Murdock and Saanich City Council,

I am writing to formally oppose the proposed "road diet" for Quadra and Mckenzie. This plan, which would reduce the lanes in each direction, is misguided and could have serious consequences for our community.

Quadra and Mckenzie is a vital thoroughfare for residents, students, and commuters traveling to the university, downtown, and towards the highway to the airport and BC Ferries. Reducing lanes would create severe congestion, particularly during peak hours. The resulting traffic backups would lead to longer travel times, increased frustration, and a heightened risk of accidents. More importantly, this plan would have an adverse impact on the environment.

As traffic slows and vehicles are forced to idle for longer periods, greenhouse gas emissions will increase. We are already seeing the negative effects of climate change, and making traffic flow less efficient only contributes to this crisis. The proposed "road diet" could substantially increase emissions, undoing efforts to reduce our carbon footprint and undermining any progress we've made toward a more sustainable future.

Furthermore, this proposal could harm local businesses that depend on consistent vehicle access. Limiting lanes will discourage drivers from using this essential route, potentially leading to fewer customers and a downturn in economic activity.

In short, the negative impacts of this "road diet"—from worsened traffic congestion to higher emissions and potential economic harm—far outweigh any potential benefits. I strongly urge the City Council to reconsider this plan and explore more practical alternatives that prioritize both safety and efficiency.

Thank you for your attention to this urgent matter. I trust you will take these concerns seriously in your decision-making process.

Sincerely,

Kate Jackson

**Preet Chaggar**

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**From:** Dean Johnston [REDACTED]  
**Sent:** Wednesday, January 22, 2025 8:27 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra / McKenzie road diet

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

Good evening mayor,

I am writing to express my concern about the intended plan on reducing lanes of traffic at the Quadra/McKenzie intersection.

I believe strongly that this needs to be reviewed and reconsidered, and we need to come up with a better strategy in regards to reducing the amount of traffic on the roads.

As you are aware m, there are several new residential buildings going up along the McKenzie / Shelbourne corridor - and will contribute to a significant rise of local vehicles using that corridor on a regular basis.

I have a young family and transporting them on a bicycle simply isn't an option most times.

I am a driver, a cyclist, a motorcyclist, a father, and an emergency services worker. I have called Saanich my home for the better part of 35 years.

I implore you and your staff to consider alternate plans for this project moving forward.

Regards,

Dean J

## Preet Chaggar

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**From:** Brett Steptoe [REDACTED]  
**Sent:** Wednesday, January 22, 2025 8:17 PM  
**To:** Mayor Dean Murdock  
**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.**

The plan to single lane McKenzie is absolutely crazy. The traffic is already bad at 2 lanes, making it absolutely terrible at 1 lane. This switch WILL NOT make me switch to public transit or riding a bike, despite how hard they force us to try to.

Consider me a strong no towards the plan.

I hope my thoughts and MANY other peoples thoughts will give you guys a second thought at it

Thanks,

Brett Steptoe

**Preet Chaggar**

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**From:** Ritch Primrose [REDACTED]  
**Sent:** Wednesday, January 22, 2025 7:10 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Mackenzie

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

Hello Mr. Mayor,

I noticed a man today, holding a sign indicating he was against the Mackenzie corridor plan. On the sign it stated that the plan is to reduce traffic flow to one lane going each direction. I was inclined to write this off as someone who is woefully misinformed, but upon further digging it appears as though this is being considered.

I am shocked this option has made it to the public, and believe it would be a horrendous mistake. Anyone who uses this corridor with any regularity would surely agree.

Best regards,

Richard Primrose  
Sent from my iPad

**Preet Chaggar**

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**From:** Stu Hackett [REDACTED]  
**Sent:** Wednesday, January 22, 2025 3:01 PM  
**To:** Council; 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) I DO NOT Support 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 Mayor Murdock and Councillors,

I am writing to express my disdain for the Quadra-McKenzie Plan.

This project will bring unneeded housing options to the area, contributing NEGATIVELY to the future growth and development of our community.

IT DOES NOT REPRESENT THE INTERESTS OF SAANICH RESIDENTS.

I Do NOT believe this project aligns with our goals for sustainable development and improved community health.

Thank you for considering my perspective on this matter and stopping this plan before it goes any further.

Regards,

Stu Hackett  
[REDACTED]



**Preet Chaggar**

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**From:** Dave Nikolejsin [REDACTED]  
**Sent:** Wednesday, January 22, 2025 1:57 PM  
**To:** Council; 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) I DO NOT DO NOT DO NOT Support 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 Mayor and Council,

I am writing to express my disdain for the Quadra-McKenzie Plan. This ludicrous project will bring far too much density to the area, contributing negatively to the future growth and development of our community. I strongly believe this project is NOT aligned with our goals for sustainable development and improved community health.

Thank you for considering my perspective on this matter.

Regards,  
David Nikolejsin  
[REDACTED] Lucas Ave

## Preet Chaggar

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**From:** Marion White <[REDACTED]>  
**Sent:** Wednesday, January 22, 2025 12:59 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Street

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

I find it difficult to believe that my elected councillors and mayor would think that McKenzie St between Saanich Road and Quadra St could be narrowed to accommodate bike and bus lanes.

There is already a bike lane called the Galloping Goose. There are seven or eight apartment blocks in this strip of McKenzie. The block I live in has 140 suites. When I go to French classes on Mondays and Thursday at 9:15 am., it is difficult to get onto McKenzie due to traffic. Then, I can wait up to two lights at each major junction.

Is it possible to widen McKenzie or build above ground or underground lanes for buses and bikes?

Can we provide more frequent buses to move people? Are we at the precipice of flying transport?

Please take time to search for better alternatives than to narrow / decrease the lanes of ground transport on McKenzie Avenue.

Marion White

Sent from my iPhone

Greenlea Drive  
Victoria  
B.C.  
January 23<sup>rd</sup> 25

Dear Mayor and Council,

This blanket rezoning does not make sense at all. The Quadra Mckenzie plan is not what the residents want and what I might add, in Saanich we do not have the info structure to implement such a massive project!!

I thought you and your council members had certain areas for densification. We have lived in Saanich since 1981 and it has become far more difficult drive around Saanich and Victoria.

We do not all ride bicycles and it would appear that some of your recent installation of bike lanes are under used.

If this plan is allowed to go ahead it will be detrimental to the quality of life the current residents have grown used to.

Yours truly,

Mrs. S. Patterson.



**Preet Chaggar**

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**From:** Orion Emmerich [REDACTED]  
**Sent:** Tuesday, January 21, 2025 2:48 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Support for the Upcoming Project

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

Good afternoon,

I just saw a man standing at Quadra & McKenzie with a sign instructing folks to email this address in order to protest upcoming changes to the intersection. Presumably these are plans to make the area safer for pedestrians and cyclists.

I just wanted to ensure that if there is a small influx of complaints, as someone who lives on Quadra, I would love to see the area become safer for my daughters. Every time a car crash happens in front of my house (one every couple months), I take a photo of it and email the city, asking for more traffic calming.

Even another crosswalk at Kenneth would help massively to break up the drag race strip which makes my block lethally unsafe.

Last year I had to walk my [REDACTED] old past a person who was being loaded into an ambulance on our block after being hit by a car, and I didn't know whether I was lying when I said the person would be okay.

My wife has also been hit in the 4 years we've lived on Quadra, while walking on the sidewalk, [REDACTED]  
[REDACTED]. She was brought to the hospital, [REDACTED] [REDACTED]  
[REDACTED]

All this is to say, please continue with any projects which will slow traffic and separate it from pedestrians and cyclists on Quadra.

Thanks for your time,  
Orion Emmerich

**Preet Chaggar**

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**From:** Greg Williams [REDACTED]  
**Sent:** Sunday, January 19, 2025 10:26 PM  
**To:** Council; 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) Regarding 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 Mayor & Council, although I support in principle the aim of the Quadra-McKenzie plan I am concerned about the language of policy 3.1.6 regarding the future land use framework.

I own property in a proposed mid rise zone and am not opposed to that proposal. My objection is with the suggested direction to block improvements to properties that desire to build at less than zoned maximum.

This implicitly means current owners won't be able to add suites/ADUs/additions or other cost effective improvements.

This appears to me to be a critical mistake similar to the Missing Middle that the City of Victoria passed that resulted in a disappointing amount of housing.

It is important to leave room for the market/owners to work with financing that is achievable to increase density in ways that works for themselves and the community.

Some properties around me may become mid rise but my neighbours are closer to 80% home ownership than the 60% that is average. There is very low turnover in this neighborhood, allowing slower change alongside larger change is also good policy.

Best Regards  
Greg Williams  
[REDACTED] Union Rd

**Preet Chaggar**

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**From:** Catherine MacKenzie [REDACTED]  
**Sent:** Sunday, January 19, 2025 6:22 PM  
**To:** Council  
**Subject:** (External Email) Densification of Beckwith Avenue and Draft 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.**

To councillors Susan Brice, Judy Brownoff, Nathalie Chambers, Zac de Vries, Karen Harper, Teale Phelps Bondaroff, Colin Plant and Mena Westhaver,

We are writing to outline our opposition to the proposed densification of Beckwith Avenue.

The plans we have seen will change the fabric of our neighbourhood. Although we support the plan to increase housing density opportunities in Saanich, creating distinct bands of 12-18 storey towers along transportation corridors generates issues for single family residents in those areas and creates stark distinctions between multi family and single family residences.

In our mostly single family community that borders Beckwith Park, there are issues that have not been addressed by Saanich, such as parking when events occur at Beckwith Park, and late night noise issues when there are musical and cultural events at the park.

We feel that the obvious way to start practical conversations and planning for the Greater Victoria Community is to finally amalgamate the small local governments that are each trying to deal with density, lack of more affordable housing, and transportation (including bike lanes). Much needed plans and ideas need to be coordinated and include everyone and not end at the Saanich/Victoria or Saanich/Oak Bay border for example. The Oak Street corridor between Uptown and Mayfair Malls seems like a much more appropriate location for high rise residences at this time.

Please register our opposition to the current plan.

Sincerely,

Catherine MacKenzie and Bruce Wasylik

[REDACTED] Beckwith Place

**Preet Chaggar**

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**From:** Sheri Peterson [REDACTED]  
**Sent:** Sunday, January 19, 2025 4:48 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) 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.**

Dear Mayor & Saanich Council:

The changes proposed for the McKenzie/Quadra plan are too drastic and absolutely heart breaking. The cul de sac (Keewatin Place) I have lived on for over 18 years is proposed to be zoned, corridor- mid rise (5-11 storeys). My kids played street hockey in this cul de sac for years, they rode their bikes around and around the cul de sac and up and down the street. There are new residents living here now with young families and these kids won't get this "luxury" because our street will become a parking lot for the Beckwith hub buildings and/or a construction zone.

I am for development, I absolutely agree with further development at the Quadra and McKenzie intersections and for the business areas that are under used (eg: Borden Mercantile property or the Bottle Depot). I think further development along lower Douglas st could be a possibility too.

The reality is the Saanich residents living in the affected areas are being pushed to a drastic plan that is causing far too much change for our neighbourhood. Morning sunlight will disappear for us, the song birds will be quieted, and all the construction to create these hubs and high storey buildings will negatively affect all the beauty that living in Saanich gives. Not to mention years of stress of living in a construction zone. I walk my dog all over this neighborhood and frequent Beckwith Park at least 2-3X a week. I can't believe that Beckwith street will be high rises with commercial frontages. You can count on a huge reduction of park use during the next 20+ years while having to traverse through construction zones. During soccer games and volleyball season, there is already traffic parking congestion. This will not decrease, but will increase.

The plan for reducing traffic lanes on Quadra is also way too drastic. Why can't the bike lanes of the Lochside Trail and lower Douglas be more connected?

The reduction of vehicle traffic to one lane each way is going to cause way too much stress for all drivers, vans/trucks making deliveries, first responders, trade vehicles, or workers who have to visit residences. People are already stressed, don't add more to mental fragility.

Please, please re consider this drastic plan and scale it back. Consider the 25,000 Saanich residents who call this part of Saanich their home and have chosen to live here for exactly what it is. Much more thought needs to go into this plan with way more input from the residents who actually live here.

Sheri Peterson, [REDACTED] Keewatin Place



**Preet Chaggar**

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**From:** Geoff Stanley [REDACTED]  
**Sent:** Sunday, January 19, 2025 12:41 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Support for Active Transportation within 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 Mayor Dean Murdock

I am writing to voice my support for the Active Transportation aspects of the Quadra McKenzie plan. Indeed, I encourage an acceleration of the Active Transportation Plan's Long Term Bicycle Network. That said, like many, I have some reservations about the potential rezoning of residential areas.

My household received a letter from the North Quadra Community Association that encouraged letters in opposition to the plan. I want to assure you that they do not speak for all residents of the area.

My wife and I, with our [REDACTED], live in Lake Hill and are committed to living car-free. We travel primarily by bicycle, augmented by walking and the bus. We use a car share a few times a year when driving is actually necessary. We've made this work so far, but there are still various roads and intersections that we use out of necessity but that feel unsafe.



[REDACTED]  
[REDACTED] I continue to see cars running red lights not infrequently. It makes me worry about letting our [REDACTED] walk to school, even though I know we'll do that when the time comes for all benefits in terms of community and health.

Opponents of the QMP want to maintain Quadra and McKenzie as 4 lane car roads, saying any reduction will make traffic unbearable. Indeed, that may happen in the short-term, but soon enough drivers who don't want to be stuck in traffic will start riding or bussing, using the improved cycling and rapid transit infrastructure. Cars are so ludicrously convenient when there is no traffic that people will create ever more car traffic until driving is unbearable enough that they prefer to take active or mass transit. Building more car lanes, as we once did to Quadra and McKenzie, just induces demand for more car drivers. Taking them away, while providing good alternatives, will dissipate that demand.

McKenzie, with its protected bike lanes, is now usable by cyclists. Yet I still prefer to take longer and hillier alternatives because McKenzie still has many potentially dangerous intersections for cyclists. Quadra is utterly unfit for safe cycling now, yet the geography strongly favours its use for cycling as alternative routes are often quite hilly, circuitous, and/or unsafe themselves. The QMP, with its Type 1, 2, 3 and 4 redesigns of these streets, is a cyclist's dream. The creation of new Multi-Use Paths to connect small streets will also improve active transport routes greatly. I also strongly support the reduction of speed limits, as Saanich has been doing recently, since this vastly reduces the odds and severity of "accidents".

Thank you for all your hard work on this so far, and please do not be dissuaded by the fictions of traffic chaos that QMP opponents have invented!

Sincerely,  
Geoff Stanley

 Denford Crescent  
Victoria BC 

**Preet Chaggar**

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**From:** Brian Green [REDACTED]  
**Sent:** Saturday, January 18, 2025 12:29 AM  
**To:** Council; 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) I Support 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 Mayor and Council, I am writing to express my support for the Quadra-McKenzie Plan. This important project will bring much-needed density to the area, contributing positively to the future growth and development of our community. I strongly believe this project aligns with our goals for sustainable development and improved community health. Thank you for considering my perspective on this matter.  
Regards, Brian Greene [REDACTED] Richmond Road Saanich

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Saturday, January 18, 2025 1:50 PM  
**To:** Council; 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) I Support 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 Mayor and Council,

Please do not let greedy rich people dissuade you from supporting the Quadra-McKenzie Plan. This important project will bring much-needed density to the area, contributing positively to the future growth and development of our community. I strongly believe this project aligns with our goals for sustainable development and improved community health.

Thank you for considering my perspective on this matter.

Kind Regards,  
Scott S. Mills  
[REDACTED] Leota PI Leota PI.

**Preet Chaggar**

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**From:** Amalia Schelhorn >  
**Sent:** Saturday, January 18, 2025 10:36 AM  
**To:** Mayor Dean Murdock  
**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.**

Mayor Murdoch,

I am very concerned about the proposed Quadra McKenzie Plan. I applaud efforts to address the housing crisis, however I am worried that there may be insufficient safeguards against lowering the quality of life in our community, increasing the wealth gap in our society, exacerbating biodiversity loss, contributing to climate change, putting people at risk of succumbing to the effects of extreme climate events and reducing our ability to achieve food sustainability.

Building more and more rental units will not, in itself, solve the problem of housing affordability. An ever larger percentage of the population depending on rental housing exacerbates unequal wealth distribution by forcing lower income earners into an endless cycle of working to line the pockets of the already well-off, with little hope of saving enough for home-ownership. We can no longer believe the myth that housing prices are a result of supply and demand. Landlords are increasingly using real estate software to aid their price-setting to maximize profits. This must be curtailed by municipal policies.

Saanich is known for the quality of life afforded by its many green spaces and for the trees which provide habitat for many birds and other wildlife. What should also be recognized is that insect, fungal and microbe populations, who depend upon unpaved earth, are essential for eco-system health and are declining at an alarming rate. Large, tall buildings cover up critically important land, break up wildlife corridors and bird flyways and contribute to aridity and hydrological problems. Water which should get dispersed into the ground is being sent through the storm sewer system into the already rising ocean. Meanwhile, cedar trees are dying. We should be planning for food security, not paving over or shading land that could be used for urban food gardening. That Saanich council is considering lowering requirements for developers to include community improvements in their plans is misguided and backwards. We should be thinking about the future. I urge council to require that developers build substantial green spaces into their plans and to conform to the latest environmentally-informed practices. Saanich could and should be leader in climate- aware development. IN our rush to address housing problems, we must not abandon long-term concerns.

Council should also consider ways to maximize density in the built environment we already have and to increase density in new buildings in ways which promote well-being for people and for the natural world. There could be incentives for people to share their homes with others, and penalties for houses sitting empty for long periods or for low-occupancy homes. Taxes could be calculated based on area of living space per resident.

Lower-rise neighbourhoods designed to allow for cross breezes and easy access to green space have been shown to improve physical and mental health and to reduce the effects of extreme weather events,

heat waves, for example. There could be stronger deterrents to owning multiple houses for the purpose of income generation and financial and administrative support for co-housing and co-operative initiatives, affordable alternatives which can be designed to facilitate community interaction and to maximize green space. Programs pairing seniors with young people who could provide companionship and assistance in exchange for housing should be promoted, combating the social crisis of loneliness and saving healthcare costs. There are many examples of innovative ways to improve well-being while densifying.

I urge Saanich council to find creative solutions rather than to succumb to the lobbying of those poised to profit from the housing shortage.

Sincerely,

Amalia Buttemer  
[REDACTED] Bracken Ave.  
Saanich [REDACTED]

**Preet Chaggar**

---

**From:** Philip Lancaster [REDACTED]  
**Sent:** Saturday, January 18, 2025 9:19 AM  
**To:** Council; 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) I Support 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 Mayor and Council,

I am writing to express my support for the Quadra-McKenzie Plan. This important project will bring much-needed density to the area, contributing positively to the future growth and development of our community. I strongly believe this project aligns with our goals for sustainable development and improved community health.

While I am disappointed that a small number of wealthy property owners should feel themselves entitled enough to make a fuss over a plan that addresses a multitude of problems they seem willing to ignore, I am also disappointed in the planning process that has failed to include better consultation and communications strategies. I support the plan in general but not the process used to develop it. It may have been technically sound but it was politically tone deaf.

Thank you for considering my perspective on this matter.

Regards,  
Phil Lancaster  
[REDACTED] Wyndeatt Ave, Saanich



**Preet Chaggar**

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**From:** Alexandre Popravko [REDACTED]  
**Sent:** Saturday, January 18, 2025 9:18 AM  
**To:** Council; 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) I Support 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 Mayor and Council,

I am writing to express my support for the Quadra-McKenzie Plan. This important project will bring much-needed density to the area, contributing positively to the future growth and development of our community. I strongly believe this project aligns with our goals for sustainable development and improved community health. Thank you for considering my perspective on this matter.

Regards,

Alexandre Popravko  
[REDACTED] Quadra Street  
Victoria, BC  
[REDACTED]

**Preet Chaggar**

---

**From:** Kimberley Colpman [REDACTED]  
**Sent:** Saturday, January 18, 2025 8:54 AM  
**To:** Council; 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) I Support 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 Mayor and Council, I am writing to express my support for the Quadra-McKenzie Plan. This important project will bring much-needed density to the area, contributing positively to the future growth and development of our community. I strongly believe this project aligns with our goals for sustainable development and improved community health. Thank you for considering my perspective on this matter.  
Regards, [Your Name] [Your Address]

Kim Colpman  
CEO, Large and Co. Developers

c: 250-893-0397  
w: Largeandco.com

**Preet Chaggar**

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**From:** Bradley Weldon [REDACTED]  
**Sent:** Saturday, January 18, 2025 7:49 AM  
**To:** Council; 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) I Support 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 Mayor and Council,

I am writing to express my support for the Quadra-McKenzie Plan. This important project will bring much-needed density to the area, contributing positively to the future growth and development of our community. I strongly believe this project aligns with our goals for sustainable development and improved community health.

Thank you for considering my perspective on this matter.

Regards,  
Bradley Weldon  
[REDACTED] Cloverdale Avenue,  
Saanich

**Preet Chaggar**

---

**From:** Max Kuhn [REDACTED]  
**Sent:** Friday, January 17, 2025 9:02 PM  
**To:** Council; 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) 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.**

Dear Mayor and Council,

The Quadra-McKenzie Plan is a game-changer for our community. By embracing density and sustainable development, we can create a vibrant, thriving neighborhood that benefits everyone. This project isn't just about growth – it's about building a healthier, more connected community that we can be proud to call home. I'm eager to see this vision become a reality.

Please continue forward with this much needed project and ignore the small minority of crusty NIMBYs who selfishly refuse to plant trees for the next generation, knowing they won't live to sit in their shade.

Regards,

Max Kuhn

**Preet Chaggar**

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**From:** Anna Clyburn [REDACTED]  
**Sent:** Friday, January 17, 2025 3:40 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) FW: Development in Saanich

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

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**From:** Anna Clyburn [REDACTED]  
**Sent:** Sunday, December 1, 2024 9:26 PM  
**To:** 'planning@saanich.ca' <planning@saanich.ca>  
**Subject:** Development in Saanich

Dear Mayor and Council,

I am not in favour of the development plans for Saanich. There is far too much happening that is impacting infrastructure and also the look and feel of our neighbourhoods. An example of the negative impact on our neighbourhoods has been the recent fire on Quadra and the pressure of traffic on our streets. The Quadra/Mackenzie plan is a prime example of a poorly thought out plan that will not only increase traffic issues but also create great problems for commuters that are served by the road itself. I along with several of my Saanich neighbours are quite concerned that our taxes are rising more and more every year and who will ultimately pay for infrastructure changes? US, the residential taxpayers and in turn rents will continue to rise in order for landlords to pay their taxes and the rising expenses. We are on a rollercoaster ride that is going to create more problems than it will fix.

I also am not in favour of the newly constructed bike lanes along some of our major roads. They are more of a traffic hazard than anything else. We do live in Canada and in wintertime bicycles are not able to maneuver on our roads let alone that these cement barriers also create problems for snow removal in winter, ambulance, and access for other services particularly for seniors and those that have mobility problems.

Plus we keep hearing that the environment is important but with all this development and the uprooting of green spaces in addition to the extra garbage that is created and filling our landfills (another problem created by overcrowding) we need to proceed with caution rather than trying to satisfy political rhetoric because people are complaining about housing. Downtown Victoria is already overbuilding with one and two bedroom suite condos (useless for young people who plan on expanding their families). Why are we adding more condos and high rise buildings to an already burgeoning housing market? We have bigger fish to fry!!!!!!

For one, health facilities will be needed to deal with more people in the area and so too will policing have to be expanded.

It is important that you listen to your electorate (the ones that are not screaming and kicking) especially the silent ones such as my husband and myself who do not utilize social media to air our concerns. There is enough negativity in our media without suffering the barrage of negative comments when presenting our concerns at a public forum.

Consider these petitions as an important part of people raising their concerns. Public policies are often ill planned and have devastating consequences that are difficult to remedy once they have been enacted. Let us move forward rather than create more problems down the road. I have an extensive background in Policy Studies and understand how

sometimes public officials are trying to positively impact their communities only to find that they have made matters worse.

Yours Truly

Dr. Anna Clyburn

 Valewood Trail

**Preet Chaggar**

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**From:** Andy Kading [REDACTED] >  
**Sent:** Friday, January 17, 2025 1:35 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Im a practicing transportation engineer, licensed in both the US and Canada. My expertise is in matters of urban traffic operations, including traffic modelling, geometric design, and the design and operations of traffic signal timing.

The plan is sound and actually the only feasible way forward —> Critics fail to fully grasp that more more cars will only make driving worse. Mode change is needed to move traffic efficiently. Not to mention that whole climate change thing...

As part of my job I've talked with the public about traffic many times and what I've learned from that process is that people hate change, even if it will improve their lives and the lives of their neighbours.

Stay strong and do not shy away from doing the correct thing and adopting the plan. The future will thank you.

Regards,  
Andy Kading, P.Eng., P.E.  
[REDACTED] Doncaster Dr  
Saanich, BC [REDACTED]



**Preet Chaggar**

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**From:** Kent Bromley [REDACTED]  
**Sent:** Friday, January 17, 2025 11:55 AM  
**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) Support for the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

I am relatively new to the CRD and studying to work in health care and already find myself considering leaving as soon as I graduate. While there are a few, very vocal, NIMBY focused critics of the plan who resist the very type of progress that allowed them to build homes and community here in the first place, I urge you not to kowtow to them and instead build a Saanich for the future, not one stuck in the past.

Regards,  
Kent Bromley  
[REDACTED] Salisbury Way

**Preet Chaggar**

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**From:** RICHARD Chappell [REDACTED]  
**Sent:** Friday, January 17, 2025 2:05 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) Quadra McKenzie development plan

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

Mayor and Councilors,

At a recent North Quadra Community Association meeting, many concerns regarding massive densification projections as detailed in the Quadra/McKenzie development plan were expressed. We too are deeply concerned at the proposed changes.

40 years ago we bought a new home, on what was then just a building site, a block to the west of Quadra near Beckwith Avenue. At that time there was a dairy farm on Rogers Avenue, an open field at the top of Lilly, and Beckwith Park was just an open marshy area with a sheep farm on it. Saanich did a remarkable job with the park raising the ground level for playing fields, and creating a playpark with a splash area. This was a great improvement and provided a welcome amenity for the area. We understand the need for housing development, and so over time the dairy farm and open field are now single family home developments, in keeping with the whole area.

However, the proposed densification contained in the Quadra/McKenzie development plan will greatly affect the quiet neighborhood that we joined and continue to enjoy. The plan is skewed toward approving and supporting construction of apartment complexes (ranging from 12 to 18 stories on Quadra) with no true or realistic regard to how the excessive heights will impact the community, which is home to 25,500 residents, mostly living in single-family dwellings. While townhouses or duplexes would be quite acceptable, we think that the proposed densification should only take place in areas where densification is currently present.

We trust that Saanich will take a second look at this plan and revise it in light of the many objections raised through the North Quadra Community Association, the Save Our Saanich movement, and the many concerned citizens in our area.

Sincerely,

Richard and Diane Chappell.

**Preet Chaggar**

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**From:** Sarah Duvall-Hannay [REDACTED]  
**Sent:** Friday, January 17, 2025 9:52 AM  
**To:** Council  
**Subject:** (External Email) Braefoot active transportation 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 am writing you in regards to the proposed new plan for Braefoot Rd including parking changes and traffic calming as well as bike lanes.

I am one of the crossing guards at Braefoot Elementary. I do morning and after school traffic control at the crosswalk at Harrop and Braefoot. The traffic calming you are looking at would be wonderful. There are still many people every day who drive incredibly quickly through the school zone despite the many children who cross there.

Why I am writing is the proposed parking changes to Braefoot Rd. My understanding from viewing the plans is the parking on the west side of Braefoot, adjacent to the park, will be eliminated, and this is concerning from someone who is in the thick of it (so to speak) almost every day.

The majority of the traffic coming down Braefoot comes from McKenzie. This is due to a few things. One is our catchment boundary which has a large chunk of parents coming from across McKenzie, and the other, that is no left turn onto Braefoot if you are traveling east down Cedar Hill from Blenkinsop, forcing parents to drive down McKenzie and backtrack onto Braefoot.

As a school, we encourage parents to park on Braefoot and walk the students up Harrop, as Harrop is a very small street that is easily clogged with pick up and drop off traffic. Eliminating parking on the park side of the street makes it difficult to park and walk, as the majority of our parents are driving that way to deliver their children to school.

I understand that parking will be available on the school side of the street, but as I've said, that isn't the way most parents drive, which will either make them have to turn around on an already busy street, or simply drive up Harrop instead of walking.

Between the Reynolds Soccer Academy on the turf in the morning, drop off at École Beausoleil on Andrews and Braefoot and the drop off at Braefoot Elementary, as well as the regular morning commuters, Braefoot is already an incredibly busy road. Please don't make it busier by eliminating all the parking.

I've attached a catchment map so you can see the layout and why eliminating parking on that side of the street would be a challenge.

<https://www.arcgis.com/apps/View/index.html?appid=1617e8e919db4ac4a7f96ef916c0279e>

## Greater Victoria SD61 - ArcGIS

School Labels - Some school labels will not be visible until the user zooms in.; Zooming - Use the '+' and '-' controls on the upper-left of the screen to zoom in and out, or use the mouse wheel.; Home View - The button between the '+' and '-' on the upper-left of the screen will restore your zoom to the default level.; Panning - Left mouse-click and drag anywhere on the screen to pan.

[www.arcgis.com](http://www.arcgis.com)

Thank you  
Sarah Hannay

**Sarah Duvall-Hannay she/her**

EAG, Braefoot Elementary

Drum Steward

Greater Victoria School District No. 61

Ph: 250-477-6945

sduvall@sd61.bc.ca

***I acknowledge that I work on the traditional territories of the Esquimalt and Songhees Nations. I will continue do my best to deepen my understanding of Indigenous trauma that has happened, and continues to happen, both in my personal and professional life.***



**Preet Chaggar**

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**From:** Rachel Friedman [REDACTED]  
**Sent:** Thursday, January 16, 2025 8:48 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Support for Active Transport Plans in Saanich

**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 writing to you to voice my support for the steps to improve active and public transport in Saanich outlined in the Quadra McKenzie plan. My household received a letter from the North Quadra Community Association encouraging letters in opposition to the plans, and I wanted to ensure that you know their view of the changes to Quadra's streetscape is not representative of all residents in the area.

My husband and I live in the Lake Hill neighborhood, north of Beckwith Park, and are committed to living car-free. We use bicycles as our main form of transportation, and applaud the District's effort to move toward more active and public transport. Since the birth of our daughter in February, I have also relied much more on the bus routes, and have come to appreciate how they form a central piece of many people's mobility puzzle.

I want to speak to the opposition that centres on the reduction of Quadra to two lanes (not to the changes in zoning). This opposition is a very car-centric view that ignores the needs (and also the rights!) of Saanich residents who don't drive or prefer other forms of transportation. Quadra is a terrifying road to cycle on, but is often a necessary part of a journey or the fastest, least hilly course. There is good evidence generally that offering alternatives to driving—providing more reliable bus routes and active transport options—would take cars off the road while making the city more accessible for those who can't or don't want to own vehicles. While people may grumble now, I think the trajectory outlined in the QMP is what we need to get us on this path to lower car dependency.

While the active transportation vision is exciting, there are a few things that should be done in the near-term to ensure cycling in Saanich can be done more safely (as outlined by Capital Bikes).

1. Fix the gaps: Saanich has done great work to build quality cycling routes but many of them do not connect
2. Protect bike lanes along Quadra street: This critical north-south route needs attention. Quadra St was part of the 2022 "quick build" network along with Tillicum. Build it!
3. Eliminate conflict between cyclists and parked cars: Protected routes can be created cheaply and quickly along some roads by swapping the parking and bike lanes, and giving a little more space to reduce door collisions
4. Safer intersections: Remove slip lanes and add signal indications for cyclists
5. Upgrade crosswalks to support both cyclists and pedestrians: Add signs for drivers that cyclists are expected to ride through the crosswalk. Where appropriate, add bike-triggered intersection sensors or bike-level crosswalk buttons.

I definitely don't expect everyone to go car-free or even car-lite; but I would hope that there would be

more support for making the city's transportation more equitable and safe. Thank you for your hard work on this.

Sincerely,  
Rachel Friedman

**Preet Chaggar**

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**From:** Jesse Klooster [REDACTED]  
**Sent:** Thursday, January 16, 2025 8:21 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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 Murdock

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

The Quadra Mackenzie plan is extremely well thought out and is best for the future of Saanich. Please don't cave to angry people who only care about their property values.

Regards,  
Jesse Klooster

[REDACTED] Leslie Dr, Victoria, BC [REDACTED]



**Preet Chaggar**

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**From:** Darryl Green [REDACTED] >  
**Sent:** Thursday, January 16, 2025 3:10 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) 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 Murdock and all Members of Saanich Council:

As a Saanich resident for 32 years (including residing 23 of those years in the 4000 block of Quadra St), there is great concern among my neighbours of the ramifications of the proposed Quadra McKenzie Plan. My home ( a suite in a four story apartment) is within the Centre Core, which will be designated for high rises.

My main concern is that if property owners do not agree to sell their properties for higher density development in the designated areas, would the District of Saanich exercise its statutory authority and expropriate those privately owned properties ?

Although doing so would be within the district's legal authority, I am sure you would want to consider community perception and the likely political ramifications of supporting the expropriation mechanism.

The future is at stake for the entire community and I trust you will weigh this matter with careful consideration.

Thank you for your consideration.

Best regards  
Darryl Green  
[REDACTED] Quadra St.  
Saanich

**Preet Chaggar**

---

**From:** Aaron Lockwood [REDACTED]  
**Sent:** Thursday, January 16, 2025 1:06 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

I've lived and worked in Saanich for 25 years and I want my kids to have better, more affordable options.

I'm a homeowner and support density, esp. along transit routes.

Regards,

Aaron Lockwood  
[REDACTED] Gladiola Ave., Saanich, BC

**Preet Chaggar**

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**From:** Brendan .T [REDACTED]  
**Sent:** Thursday, January 16, 2025 12:43 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Saanich Development NIMBYs

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

I'm voicing my opinion that the "save our Saanich" group is not representative of me as a resident and homeowner in the Quadra/McKenzie area. I think this is standard NIMBY pushback and fear of change that'll be positive in the long run. Unfortunately this expected response has made front page news and I expect you'll be getting a lot of opinions from people like them. I decided to send this email to demonstrate that they do not represent the my opinion, nor the opinions of Saanich residents who have been previously surveyed and polled on this issue.

Thanks,  
Brendan Taylor  
[REDACTED] Quadra St

**Preet Chaggar**

---

**From:** Jody Medernach [REDACTED]  
**Sent:** Thursday, January 16, 2025 12:22 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Regards,

Jody Medernach  
[REDACTED] Connorton Lane.  
Saanich. [REDACTED]

Sent from my iPhone

**Preet Chaggar**

---

**From:** Brian Burger [REDACTED]  
**Sent:** Thursday, January 16, 2025 12:15 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Support for the 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.**

Although I am no longer a Saanich resident, my wife and I lived for eight years on Leslie Drive with Saanich city hall and Swan Lake nature sanctuary as neighbours, and my employer's office is still in Saanich.

I am in full support of the Quadra-MacKenzie plan for bus lanes, improved AAA bike infrastructure, and massive upzoning.

If this had been done a decade ago we might still be Saanich residents; as it is we wound up in Esquimalt because that's where condos that fit our budget have been built.

Thank you,  
Brian Burger  
[REDACTED] Esquimalt Rd  
Esquimalt, BC

**Preet Chaggar**

---

**From:** Rhiannon Moore [REDACTED]  
**Sent:** Thursday, January 16, 2025 10:04 AM  
**To:** Council; Mayor Dean Murdock  
**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 have been living in Saanich as a renter for 5 years and I am writing to express my support for the Quadra-McKenzie plan. We need more housing to support our growing community. Change is always hard for anyone but I think this change is what we need to future-proof our community.

Thank you for your attention,

**Rhiannon Moore**  
BES, MSc.

[REDACTED] Donald St.  
Victoria BC  
[REDACTED]

*I work on the traditional territory of the Ləkʷəŋən People (Songhees and Esquimalt Nations)*

**Preet Chaggar**

---

**From:** Ben Cowie [REDACTED]  
**Sent:** Thursday, January 16, 2025 9:55 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Regards,  
Ben Cowie  
Cadboro Bay

## **CO2 at Mauna Loa, Hawaii reached 427 parts per million in 2023, 52% above pre-industrial levels.**

*The 2020s will feature the hottest and most chaotic atmosphere any generation of human beings has ever experienced. It will also feature the coolest and most stable atmosphere any generation of human beings will ever experience again.*



**Preet Chaggar**

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**From:** Olivia Brown [REDACTED]  
**Sent:** Thursday, January 16, 2025 9:39 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district. However, I'm hoping the housing built will have reasonable pricing. Gentrification of greater Victoria is happening at a rapid pace and more expensive units do not help the housing crisis. Unlike most things, the supply of housing is increasing but this does not decrease demand or price because expensive housing is a supply that is not in demand.

Regards,

Olivia Brown  
[REDACTED] Epsom Drive, [REDACTED]

**Preet Chaggar**

---

**From:** Lance Lansing [REDACTED]  
**Sent:** Thursday, January 16, 2025 9:22 AM  
**To:** Mayor Dean Murdock; Council  
**Subject:** (External Email) I support the 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 Murdock and Council,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

I have lived in the affected area for over 7 years now in an apartment along an arterial road. It is not only housing but my home as well. I don't own a car - I benefit from several bus routes nearby as well as the biking network which has been constantly improving. I see that the proposed plan will improve many people's lives. In particular I'm looking forward to more opportunities for community gathering spaces and businesses in the area.

It would be a disappointment to undershoot the mark and return to the drawing board in 10 years to reassess the plan, as happened with the Shelbourne Valley plan. That delay and repetition represented a huge cost in money and time. I urge you, Mayor and council, to commit to the most ambitious and forward-thinking version of this and other area plans so that more people can be housed and add to Saanich's strength and resilience.

Regards,  
Cole Lansing  
[REDACTED] Cook St, Victoria, BC [REDACTED], Canada

**Preet Chaggar**

---

**From:** Jon Wyrwal [REDACTED]  
**Sent:** Thursday, January 16, 2025 8:48 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Regards,  
JJ Wyrwal  
[REDACTED] Glentana Rd, Victoria BC. [REDACTED].

Former resident:  
[REDACTED] Torquay Dr.  
[REDACTED] Richmond Rd.

**Preet Chaggar**

---

**From:** Janis E Madsen [REDACTED]  
**Sent:** Thursday, January 16, 2025 7:14 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra Street Development

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

Dear Mayor Murdock and Saanich Councilmembers,

It is with respect and concern that I write you today concerning the proposed Quadra Street upgrade.

My husband and I purchased our house back in 2001 with barely enough money and a big mortgage at that time. It seems like a long time ago but in the grand picture, was only 24 years. We have had a wonderful life on Quadra street, having family gatherings and taking care of one another. The community changed only a little and it was a great urban setting we bought into. As time went by the land value seemed to increase yearly and taxes have gone up due to it. Still we're hanging on as we love our heritage style home. The property size has not changed since we purchased our home, yet the land value has increased 900%!!

Fast forward 24 years and all of a sudden there is a great demand for change. Why? Because someone gave you a B- or C for affordable and more housing, you now have a gun to your head and you're going to bulldoze over us who have lived in our homes 20, 30, 40 years and more. This has nothing to do with affordable housing and better community. It's all about wanting the land. Wanting the land to build bigger and more. No one can afford a \$600K condo or a \$2800/month rent for a two bedroom apartment where you'll raise your kids in an apartment hallway or a swath of park the size of postage stamp for the kids to play in. So this is neither viable nor affordable.


While the land size is greater than what you may want for lots nowadays in Saanich, we, who own the property, do not feel that this is license to tear them away from us so you can collect a greater tax base on a 120 unit condo/apartment. Please don't let dollar signs guide your principles. Continue to let people who have voted for you guide the way Saanich will look in 50 years.

We've had trees in our yard that are considered 'untouchable'. Now you have no problem clear cutting a hundred trees or more.

Saanich has been an urban community. Not a big city with high rises popping up on every corner in Victoria. The price you are asking is too high. I know the cost of infrastructure and maintenance is running higher than ever but keep the 'big city' in areas like uptown where there are fewer houses. Places like Battleford st which is facing the highway and within walking distance of uptown and Tillicum. Areas around McKenzie Rd toward the university which already has multiple apartments and condos.

Please help us to live in our Saanich with dignity, comfort and pride. Remind yourself what it would be like if you stood in our shoes.

With Regards and hopefulness,  
Janis & John Madsen

 Quadra Street

Sent from my iPhone

RECEIVED

JAN 16 2025

LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

Jan 15 2025  
Susan Kiss  
[REDACTED] Kenna Crs.  
Victoria BC.  
[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]

To Mayor Dean Purdick  
and Individual Saanich Councillors:

This is dealing with north quadra  
major changes from Rogers to Nicholson  
and Woodhall which you have wanted  
to build 12 to 18 stories apartment  
buildings.

Are all of you crazy this is a  
non-intelligent decision. Really, what  
were all of you thinking.

Why not build your 12 to 18 story  
apartment by extension where large  
buildings are already there.

Not from Rogers to Nicholson and  
Woodhall because this is a quieter  
residential area, it is like a somewhat  
private community, a relaxed lifestyle.

If you build this 12 to 18 story  
apartment what about the parking and  
all the extra traffic that will be  
merging onto Quadra to McKenzie that  
will be converted to a one lane  
for traffic and the other lane will be  
dedicated for bus and cycles. This is  
like a bees nest you really need to



think this over rationally. You should really consider it with an open and clear thought, rather than erratic decisions. Another suggestion why not build in lovely downtown Victoria where all the other large buildings are built. Not where you're proposed.

The people in Nanaimo that have opposed these large buildings they are right also about the building shadowing will darken yards, decks and gardens of homes within a 4 to 5 block radius of the summer, affecting hundreds of homes in fully residential neighborhoods and 25,000 people who live in the affected areas. This amount of darkness is also proven health and safety hazard. We don't want to overload our health system. This amount of darkness is also a proven health and safety hazard.

I can't believe you are considering of building this large 12 to 18 story apartments at the foot of Richardson and Woodhall that is Christmas Hill. This will affect the wildlife corridors and bird migratory passage. You are not creating a safe passage for young birds. This will be very disrupted for wildlife by this development.

Page 3.

Please consider this terrible choice you all are considering.

There is no really large buildings in the area, and there should 'nt be

Thank you  
for looking at this letter  
Yours Truly

Due Kiss



**Preet Chaggar**

---

**From:** Muriel M. [REDACTED]  
**Sent:** Wednesday, January 15, 2025 10:06 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Regards,  
Muriel modder  
[REDACTED] short street  
Saanich, BC [REDACTED]

Sent from my iPhone

**RECEIVED**  
By Preet Chaggar at 12:46 pm, Jan 16, 2025

**Preet Chaggar**

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**From:** Jesse Bocek [REDACTED]  
**Sent:** Wednesday, January 15, 2025 7:36 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Regards,

Jesse Bocek

[REDACTED] Cedarwood St, Victoria, BC [REDACTED], Canada

**Preet Chaggar**

---

**From:** Lila Vaccher [REDACTED]  
**Sent:** Wednesday, January 15, 2025 6:51 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I DO NOT support the 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,

I am writing today to express that you will never ever have my support for the Quadra-McKenzie plan. This project is a colossal waste of money. You expect the senior population to walk and bike everywhere, but you need to clean up the streets first, put unhoused in homes. Reduce the rampant crime, make people feel safe first before you push for people to walk and ride bikes. Stop the war on cars before you have a mass exodus of tax payers to a more affordable and car friendly province.

Regards,  
Lila Vaccher  
Saanich

Sent from my iPhone

**Preet Chaggar**

---

**From:** Ben Holmwood [REDACTED]  
**Sent:** Wednesday, January 15, 2025 5:17 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. As a young family moving soon from the City of Victoria to the District of Saanich, we believe this project is important for the health of the community and will bring much-needed density to our region. We are especially in favour of the increase in ride mode equity, as dedicated bus and active transportation lanes will benefit everyone moving through the region.

Regards,  
Ben Holmwood

**Preet Chaggar**

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**From:** Noa Brown [REDACTED]  
**Sent:** Wednesday, January 15, 2025 5:02 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. I am now a resident of Victoria but have lived in Saanich for years prior and go through the area often. Density and active/public transportation are crucial solutions to addressing today's issues like the housing and affordability crisis and traffic. Without adapting towards the future, the CRD will begin to lose its image as one of the most desirable places to live in Canada. Even the rich cannot live without a working population that provides services. I appreciate the vision of the plan and would hate to see all the research and development be thrown out to please a vocal minority that do not have the best interest of the district in mind.

Thank you for taking the time to read this and I look forward to seeing the impacts of the plan play out.

Noa Brown

**Preet Chaggar**

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**From:** Donald Clark [REDACTED]  
**Sent:** Wednesday, January 15, 2025 3:41 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.

How can you say no destroying people's way of lives with this plan. Sounds like some thin from WEF how could think this would make are lives better? Green light to have three stories built next door. You can't say yes to that Sent from my iPad

**Preet Chaggar**

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**From:** Chris Tooley [REDACTED] >  
**Sent:** Wednesday, January 15, 2025 3:30 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) I support the 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,

I am writing today to express my support for the Quadra-McKenzie plan. This project is important for the health of our community and will bring much-needed density to our district.

Furthermore I despise vehicle traffic - it is noisy, dirty, and omnipresent. We need to eliminate traffic as much as possible and I believe the best and only way to do that is to make car driving the less desirable option. Spend effort on public transit such as bus, bike, and hopefully some sort of train system and make those the things that people prefer to take by making them a viable alternative for the majority of saanich residents.

Regards,  
Chris Tooley  
[REDACTED] Daffodil Ave.  
Saanich BC  
[REDACTED]



**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Wednesday, January 15, 2025 2:31 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Concerns Regarding the Quadra McKenzie Plan in Saanich

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

Dear Mr. Murdock,

I am writing to express my deep concerns about the Quadra McKenzie Plan proposed by the District of Saanich. As a resident of the High Quadra area, I believe this plan poses significant risks to our community's character, environment, and heritage.

The plan involves the demolition of thousands of single-family homes, replacing them with mid-rise (5 to 11 storeys) and high-rise (12 to 18 storeys) buildings. This drastic change threatens to destroy Saanich's urban tree canopy, disrupt wildlife corridors, and lead to the loss of heritage buildings. Furthermore, the plan directly impacts the environmentally sensitive areas of Christmas Hill and Swan Lake, both of which are protected nature sanctuaries. These sanctuaries provide vital habitats for local wildlife and offer residents cherished spaces for recreation and connection with nature.

Moreover, the planning process has lacked adequate consultation with residents. Significant zoning changes were made without community input, and subsequent workshops offered limited opportunities for meaningful engagement. This has resulted in a plan that does not reflect the values and desires of the affected communities.

The proposed roadworks, including the redesign and widening of Quadra Street and McKenzie Avenue, would reduce vehicle lanes to one in each direction, likely causing traffic congestion and safety concerns. Additionally, the removal of existing trees and green spaces to accommodate these changes contradicts environmental sustainability goals.

I urge you to advocate for a more balanced approach to development in Saanich—one that considers the preservation of our environment, heritage, and community well-being. I request your support in encouraging the District of Saanich to revisit the Quadra McKenzie Plan, ensuring that any future development is conducted transparently and with genuine community involvement.

Thank you for your time in reading this and your attention to this critical matter. I look forward to your response.

Lynn Jeal  
Nicholson st  
Saanich, BC

**Preet Chaggar**

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**From:** Michael Goodwin [REDACTED]  
**Sent:** Wednesday, January 15, 2025 10:29 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Saving Saanich from 'Save Our Saanich'

Dear Mayor Murdock:

There have been plenty of opportunities for comment on the future of Saanich in the last few years, and although I feel that the District shot itself in the foot by not including in those community design charettes any reference to diminishing the size of both Quadra and McKenzie streets, nevertheless, the Municipality is moving in the right direction, albeit slower than might be desired.

I'll be attending the North Quadra Community Association meeting scheduled for this Thursday night to voice support for the housing policies which Saanich is pursuing.

Michael Goodwin

**RECEIVED**  
By Preet Chaggar at 1:39 pm, Jan 15, 2025

**Preet Chaggar**

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**From:** CORINNE ALEXANDER [REDACTED]  
**Sent:** Wednesday, January 15, 2025 1:35 AM  
**To:** Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Cc:** StrategicPlan; Planning; [REDACTED]  
**Subject:** (External Email) Q-M corridor and North Quadra neighbourhood plans  
**Attachments:** Q-M and North Quadra plans.docx

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

Attached is my letter to you with my views on your terrible Quadra-McKenzie plan and although I have focused on North Quadra, I object to the other communities you have also messed with. Please know I am so angry at your misguided and dismal plans with the worst ideas of change imaginable. I could not hate it any more than I do and I hope you will consider my perspective.

Corinne Alexander

January 14, 2025

To all Saanich council:

I am writing to express my significant disapproval of the Quadra-McKenzie plans. I have to say I hate almost all of it. HATE IT. I think your plans are ridiculous for both traffic planning and the wide spread destruction of one of the nicest areas of Saanich. You are clearly misguided on how you think this will work out well.

Your plans to make all of North Quadra (and other neighbourhoods) low rise, mid rise or high rise apartments/ condos/ townhouses is over the top ridiculous and offensive. You are intent on eradicating every single family home there is. Why? Why do you think anyone wants that, because we don't. We don't want or need 12 story apartment buildings, let alone 18. That will be horrific. And your lack of parking spots per number of units will actually prohibit people who have vehicles from living there. Do you not know that many people have their own car and are room mates or couples and therefore cannot live in this neighbourhood even with your ridiculous plans because you won't build what they need? You are just so focused on your narrow view of what should be here when in fact you are clueless. We don't conform to your ideal – one of us is not realistic and it is you.

I live in this area and have three generations in one home, and there are 7 people living here. If your outrageous plans go ahead, there is zero space that aligns with my family's needs. We and others like my family would be out of this neighbourhood to make room for someone else in one, two or three bedroom spaces. How is that fair? How does that make sense? Why do you hate families that wish to live in single family homes? What is wrong with families enjoying back yards, front yards, their own gardens, driveways, parking for RVs, boats and business vehicles? We choose to live here because we want these things, and this massive reimagining of North Quadra makes all of us feel that we are heinous and not entitled. Why do you effectively shame us and want to squeeze us out for wanting what we have, what we have worked hard to get, which is space to live as we wish without strata fees and such close neighbours? We don't need plazas and courtyards as we have our own space.

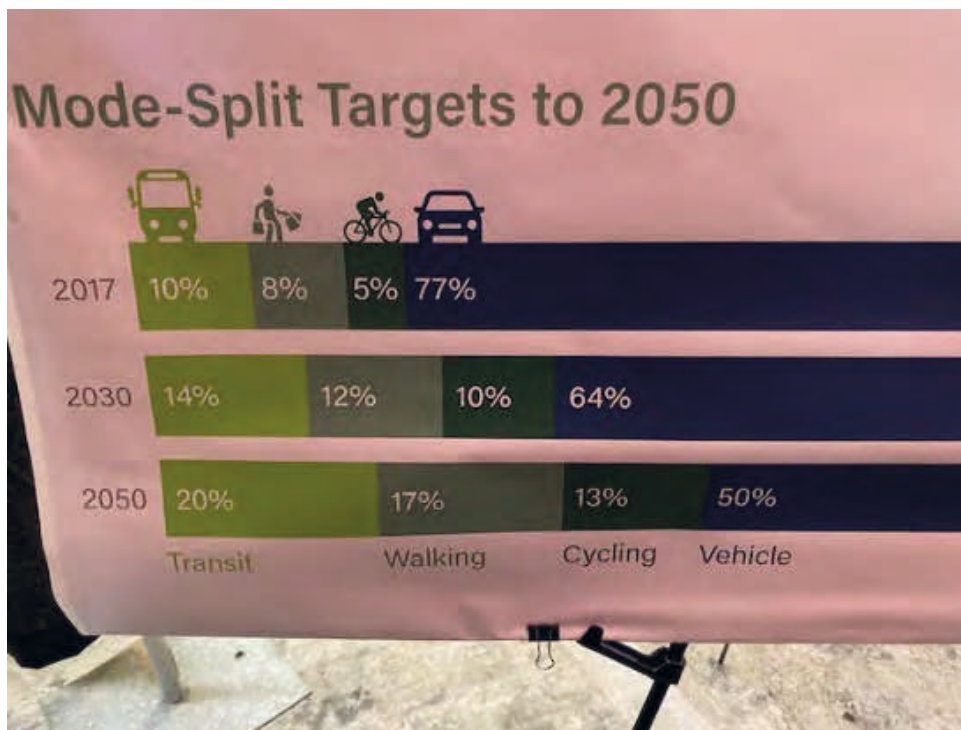
Have you adequately consulted with other bodies such as SD61 as to how this would all be managed with current schools? Nowhere have you even commented on how many international students reside in this area and pay huge sums of money into SD61 to allow for our local kids to have more options at school. Where are those international students going to live because you are going to eradicate all the single-family homes where they currently reside? Where is the infrastructure for police and fire? You haven't got enough medical services to address the current needs let alone the enormous increase to population. Where are all the people who have adequate housing in basement suites going to go? You want to displace so many people who are happy in this neighbourhood and force us to go elsewhere. But where? Where are we to go when there are so few homes as it is? You have not addressed that. What about people with multiple big dogs – we love our pets here and most apartments or condos do not permit large dogs or multiple pets. It's clear you are confusing in making parks and walking trails but there won't be homes for those pets to live.

We have Garry oak trees and other tree canopies that you have put many restrictions on (can't cut down) and you seem to no longer care about them. They will be gone in your new plans. Nice double standard you have there. Have you considered the environmental damage of taking down so many homes and dumping them at Hartland just to build something else? What waste! It's unconscionable and you should be ashamed at the thought.

We don't need or want 15-minute communities. We have so much shopping nearby, why would we want more within the residential neighbourhood – like the proposed Beckwith Hub. Why? No one wants that. It isn't like a large grocery store is going to go in there, and convenience stores are so expensive, that unless someone is desperate for single items they won't shop there. Have you checked the cost of groceries? We have Saanich Centre, Uptown, Broadmead, Royal Oak. That is plenty for us all. There is no need or call for more business, and how about we support those stores so they stay in business? It's not like if a doctor's office took up space in the Beckwith Hub that anyone in our neighbourhood is likely to get in as a patient. That's not realistic. There are so many business vacancies now, why would you want to create space for more? I don't see anyone in our neighbourhood wanting to walk to this proposed area and grab a coffee. Right now we grab a coffee while we are out running errands and shopping at the existing areas.

We are very busy people – we drive because we need to and life demands it. Stop riding my case about getting into a bus, biking or walking. I do sometimes take the bus when I go into work downtown, but I work from home full time so that is rare. I leave the vehicle home for someone else who needs it. I run countless errands for my family in a car, shop for my family in the car, I volunteer with youth in my car (in Langford!), I go to Costco and buy \$250-\$400 worth of stuff in my car. I go to Saanich Centre in my car. I see friends who don't live in this neighbourhood in my car. I am not walking, riding a bike or whatever else you might want me to do. I am driving my car and that won't change because it is necessary in my life. I don't have time to walk anywhere, and even if I did I would not because I find walking any distance more challenging as I age. My elderly parents are not walking or riding a bike anywhere. It's unrealistic in most everyone's life to get kids to school, appointments and activities and ourselves to work and shopping etc by walking or taking the bus. Get real, this is how we live and manage our busy lives.

Stop ramming home that idea that we need bike lanes everywhere when so few people (by your own stats presented at the open house at Saanich Centre) use bike lanes now or will use bike lanes in the future. The cost and destruction of converting current vehicle lanes that will impede traffic flow is grossly disproportionate to the projected needs. For so many reasons, we cannot afford this and it is not warranted. Shall I again remind you that this is your own data? From 2017 at 5% to 2050 (35 years!) bike use will increase only 8%! Eight!!! How can you justify such a change for Quadra Street for so few bikes when there are also so many other route options currently available? That is a very poor decision for return on investment. You should also realize that people with vehicles will also take transit, bike, walk. Your data is so poorly presented and is in fact twisted for your own purposes. Vehicles will still be in demand years down the road. More will be electric. Stop demonizing and penalizing those people that need to drive a vehicle.



Leave Quadra Street and McKenzie Ave alone. We don't need bike lanes on Quadra. We don't. At all. Every side street is a suitable bike lane, we have the Goose and Lochside trail system. We have Blanshard and Douglas with bike lanes. For the love of all things common sense, leave Quadra alone so that vehicle traffic can just flow. The nightmare you have dreamed up will cause so much congestion and frustration that people will not get anywhere. Is that what you want? You say that Quadra is a main artery and then in the same breath want to destroy it by backing up vehicle traffic. You have not walked through the actual nightmare of what that will be on days like garbage and recycling collection, have you? How will traffic flow around the buses and those vehicles? It won't be possible to turn from a side street or driveway onto Quadra because there will not be an opportunity to find a hole in traffic when it is a single lane. You're delusional if you think this will work. I urge you to play with Hot Wheels and a table top and see for yourself how that will go. It won't. We need two lanes the whole way, each way. Just please stop your crazy plans in their entirety.

There are so many things I reject in this Q-M plan that I can't even appreciate the few things I may agree with that you suggested. There were very few, but I have to blanket the disapproval of it all because you will twist any positive comments into full agreement with this plan, which is not correct. Your survey was flawed in so many ways. I wish you had not wasted taxpayer money on such a garbage company that designed a garbage survey.

I am summing this up as complete disapproval of your plans, and I can't wait to vote you all out for your incredibly delusional and ridiculous plans if you proceed as is. What has been proposed is so offensive along with your lack of true consultation. Your open house was full of negative comments and your council representation non-existent to hear them. Did your paid representatives that

heard the rants report back to you what was ranted about? You weren't there to hear people and that is appalling. I can't have any other view that this is a done deal and even this letter and that of others will be discounted or disregarded because we don't like change. Not true. We just don't like YOUR changes to our beautiful North Quadra and other neighbourhoods and the entire Q-M proposal. Nobody wants what you are proposing.

I urge you to completely reconsider this entire proposal and understand my views and needs. You are ruining Saanich with these plans that nobody wants.

Corinne Alexander

North Quadra resident for 25 years.

Saanich resident for 53+ years



**Preet Chaggar**

---

**From:** Jonathan Lomas [REDACTED]  
**Sent:** Tuesday, January 14, 2025 10:36 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.**

I am a resident living just off Quadra on Emily Carr Drive. I have attended the Open House at the Saanich Plaza some weeks ago to become informed about the above plan. I have heard much opposition to both the densification along Quadra and the traffic plan on McKenzie.

I would like to make clear that there are residents such as me who support the plan.

I believe we must share the delightful environment that is Saanich and not try and exclude others on the grounds that we are somehow entitled to our single family dwelling environment for eternity. Densification is necessary.

I believe that every lane of roadway dedicated to car traffic will be filled to capacity however many lanes there are. Therefore, we must deter those who feel entitled to unimpeded car travel wherever and whenever they desire. Dedicated transit and bicycle lanes are the only way to discourage such entitlement and encourage more sensible modes of transport.

Please make sure that the Quadra McKenzie plan moves forward.

Regards,

Jonathan Lomas O.C.  
[REDACTED] Emily Carr Drive  
Victoria, B.C. [REDACTED]  
cell: [REDACTED]  
home: [REDACTED]

**Preet Chaggar**

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**From:** Jonathan Lomas [REDACTED]  
**Sent:** Tuesday, January 14, 2025 10:46 PM  
**To:** Mayor Dean Murdock  
**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.**

I am a resident living just off Quadra on Emily Carr Drive. I have attended the Open House at the Saanich Plaza some weeks ago to become informed about the above plan. I have heard much opposition to both the densification along Quadra and the traffic plan on McKenzie.

I would like to make clear that there are residents such as me who support the plan.

I believe we must share the delightful environment that is Saanich and not try and exclude others on the grounds that we are somehow entitled to our single family dwelling environment for eternity. Densification is necessary.

I believe that every lane of roadway dedicated to car traffic will be filled to capacity however many lanes there are. Therefore, we must deter those who feel entitled to unimpeded car travel wherever and whenever they desire. Dedicated transit and bicycle lanes are the only way to discourage such entitlement and encourage more sensible modes of transport.

Please make sure that the Quadra McKenzie plan moves forward.

Regards,

Jonathan Lomas O.C.  
[REDACTED] Emily Carr Drive  
Victoria, B.C. [REDACTED]  
cell: [REDACTED]  
home: [REDACTED]

**Preet Chaggar**

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**From:** Kimberly Reid [REDACTED]  
**Sent:** Tuesday, January 14, 2025 3:58 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.**

Dear Mr Mayor,

I'm a staunch supporter of bike lanes and my husband is an avid cyclist however the driving lane reduction outlined in the McKenzie/Quadra plan does not take into consideration the significant traffic congestion currently experienced on a daily basis only this important traffic corridor.

I was recently traveling from my home in a Gordon Head to Langford and back from an appointment. The travel to Langford was a sluggish 25 minute drive but the return trip at 3:30pm on a weekday was an extremely frustrating 50 minute drive with no accidents or lane closures just the normal traffic volume.

The proposed changes will increase travel times and most certainly increase the incidents of road rage as well as increasing traffic on quiet residential streets along this corridor which puts more students, seniors and pedestrians in danger.

This plans needs a significant reassessment and rework.

Bike lanes = yes  
Fewer live drive lanes = NO!!!!

Kimberly A. Reid CPA CA

**Preet Chaggar**

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**From:** I L [REDACTED]  
**Sent:** Tuesday, January 14, 2025 10:45 AM  
**To:** Council; QMS; Nathalie Chambers; Teale Phelps Bondaroff; Colin Plant  
**Subject:** (External Email) Quadra-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.

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 live on the Saanich border and frequently travel through Saanich and believe that our community will greatly benefit from these transit improvements. **Currently, transit is too slow, infrequent, and unreliable for most riders. It is time for Saanich to address these issues along McKenzie, and quickly.** I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Morris

**Preet Chaggar**

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**From:** MICHELLE COOKE [REDACTED]  
**Sent:** Tuesday, January 14, 2025 10:02 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) McKenzie one lane

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,

I have now heard from a second source there are thoughts on making McKenzie one lane both ways (post a building proposal?). I would like to know if this in fact something council is considering? Are you checking in with Sannich residents on this?

If so, you must know this is absolutely crazy!!!! McKenzie is a major thoroughfare!! The congestion at peak travel times will be unimaginable! The congestion is already significant with 2 lanes. Honestly I can't even believe this would be proposed!!

I'm sure you have people on council saying that public transit and bikes will help to resolve issues. I think you know that it will not pick up nearly enough of the slack. My point is that McKenzie could NOT support the current volume of traffic with just one lane both ways let alone the additional traffic of new residents moving into the area through new proposed housing.

Again, I cannot believe this is something I need to point out!

Sincerely,  
Michelle

Sent from my iPhone

**Preet Chaggar**

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**From:** Sharon McMillan [REDACTED] >  
**Sent:** Monday, January 13, 2025 9:11 PM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Mayor Dean Murdock; Planning  
**Cc:** [REDACTED]  
**Subject:** (External Email) Letter to the Mayor, Council, and Planning Department of Saanich  
**Attachments:** Letter to Saanich Mayor and Council 2025 Jan 13.docx

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

Hello,

Please find attached a letter regarding the proposed Quadra/McKenzie Plan. The text is also included in this email, below.

Thank you  
Sharon McMillan

-----

January 13, 2025  
Re: Quadra McKenzie Plan

Mayor and Council,

We have lived at [REDACTED] Ridgeway Street in the Quadra McKenzie area since 1992. Ridgeway Street is part of a cul-de-sac area bordered by Greenridge Crescent, Saanich Road, and Annie Street. Tulsa Road is the entrance to the area, which includes Tulsa Drive, Ridgeway Street, Ridgeway Place, Morgan Street, Karen Crescent, and Landeen Place. This neighborhood was established in the 1940's-50's-60's and contains all single-family homes, probably at least half of which have secondary suites. We have seen the neighbourhood morph from an enclave of the elderly, original owners who raised their families here into what is now a vibrant, connected, and caring community of all ages, including extended families and student renters.

This neighbourhood has probably one of the most dense and healthy populations of Garry Oaks in the broader area, along with large Douglas Firs. It is solid rock up here, which you discover quickly if you dig down only a few feet, and the oaks thrive. We have a population of owls and several eagles who nest in the neighbourhood, and many other birds that transit through here because of the proximity to Swan Lake and the Blenkinsop Valley. We shudder to think of the habitat loss that would occur if multistory development were to be mandated here.

We recognize that the Province of BC has imposed the density requirements on this municipality leaving the mayor and council in a difficult position. We would, in fact, like to thank Saanich Planning and council for the effort it has put in so far to respond to the challenging task of increasing housing density within established communities. However, there are opportunities for improvement of the current plan. We want to encourage further consideration of neighbourhoods, and ways to preserve the liveability of existing communities while accommodating creation of higher density where appropriate.

We believe that Saanich must consider the following when moving towards higher density housing:

- the livability of neighbourhoods and the social consequences of rapid, enforced densification
- retention and creation of housing that is suitable for families, not just couples or singles
- the need for a vastly improved transit system developed in parallel with, or ahead of, housing densification (planning should not rely only on current demand)
- retention of green areas, protection of ecologically and environmentally sensitive areas, such as Swan Lake, and continued protection of Saanich flora and fauna

We agree that it is a good idea to encourage development on the main traffic corridors and in areas where services are clustered and provide a core for communities. What we don't agree with is the plan to blanket all surrounding neighbourhoods with high density just because they are within 500 metres of a transit hub.

Multistory apartment buildings are not the only type of housing that is in demand, especially in Saanich. The need for family housing in the form of duplexes or fourplexes, as well as single family dwellings, will not simply evaporate just because of the Provincial Government's perception that the only form of housing we need is apartments. The plan on map 3.2 includes no single-family residential homes, or even duplexes. That is a huge change. To remove all such housing and switch to only apartment-style housing would be extremely socially disruptive. The people who live in the affected neighbourhoods would suffer potentially devastating losses on many levels and in a variety of ways. We believe it would create entirely new social problems – people suffering a sense of disconnection because of the loss of their neighbourhood support network, experiencing negative financial impacts, feeling set adrift in a sea of uncertainty. We cannot foresee any positive effects.

As well, it appears that Saanich is promoting rapid change. Section 3.1.6 of the Framework suggests that Saanich should deny any projects that have building heights that are below the baseline of six stories, forcing higher-than-necessary density into residential neighborhoods. Putting an accelerated building schedule in place at the same time as enforcing unnecessarily tall buildings in all areas would be incredibly detrimental to the livability of neighbourhoods.

To quote from a letter our neighbour, Leonard Ross, sent to you, "What you are proposing now does not value established residential neighbourhoods, respect landowners' rights or protect communities. This zoning will encourage land speculators to assemble properties and let them run down until the market is right for development. Housing values and livability will go down. The Quadra McKenzie plan goes too far too fast in imposing its vision regardless of the desire of the community."

We respectfully request that the Mayor and Council pause and rather than forcing these huge changes everywhere, all at once, adopt a plan to implement the shift to zoning for multistory buildings in phases, and only where it makes sense. Avoid blanket designations that encompass large areas of existing residential neighbourhoods. Instead, earmark areas on the main transportation corridors for these changes. Secondary but still highly used corridors such as Reynolds Road and Cedar Hill Cross Road would be the next reasonable step. The current, purely residential neighbourhoods with cul-de-sacs, dead ends, and winding roads should never be slated for multistory development. Instead, where it makes sense, plan for duplexes, fourplexes, townhomes and yes, include single family homes that are permitted to have secondary suites in the mix.

Multistory buildings are not compatible with single family homes in residential neighbourhoods. Neither are they compatible with sensitive natural environments. Once the building begins, it will spell the end of that family-oriented neighbourhood. These neighbourhoods should be the very last resort for rezoning.

Thank you for your attention to this letter. We sincerely hope that Council will consider our suggestions.

Sharon McMillan and David Robertson

█ Ridgeway Street

Saanich BC █  
█



January 13, 2025

Re: Quadra McKenzie Plan

Mayor and Council,

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Thank you for your attention to this letter. We sincerely hope that Council will consider our suggestions.

Sharon McMillan and David Robertson

█ Ridgeway Street

Saanich BC █  
█

Jan 10, 2025

Mayor Murdock  
Saanich Municipality  
770Vernon Ave.  
Victoria, BC



John Caldwell  
[REDACTED] Torquay Dr.  
Victoria, BC  
[REDACTED]

Dear Mayor Murdock;

I am writing you to express my complete and utter disgust with the traffic chaos that you and your planning department have created by the implementation of these bicycle lane dividers.

I do not recall where at anytime where these dividers were put to a vote by the residents of Saanich. Nor were they shown in the Shelbourne Valley Action Plan. Exactly who ordered the installation of these dividers ?

Further, you and councils past and present have misrepresented the specifics of the proposed improvements on Shelbourne St. I recall being at the first public showing of these plans at the Lambrick Park Rec Center and the plans distinctly showed a designated turn lane at McKenzie and Shelbourne Street in both the north and east directions. Now there is a very short turn lane that is controlled by the pedestrian walk/don't walk sign. These turn lanes are so short that cars are now sitting waiting in the through lane for a light change to clear the pedestrian walkway so they can get over into the turn lane. This action blocks the flow of traffic adding to drivers levels of frustration, not to mention cars sitting idling waiting for several light changes to make a turn. That is just an unacceptable situation and there is none to blame other than your engineers and planning dept.

The corner of Torquay Dr and Shelbourne St. is a colossal joke. There is no way that an emergency vehicle can make the turn onto Torquay from either

direction if there are vehicles waiting at the light on the east side of Torquay. I have made numerous complaints to your engineering dept. about this and have been simply ignored.

Speaking of the volume of traffic, I am reminded of the current L.A. fire disaster and just how we would fare if that were to happen here with the current lane sizes as small as they are. I believe we have the same situation just waiting to happen. Let me explain. There are along certain streets in Saanich disaster exit route signs, now with the concrete bicycle lane dividers and the current lane narrowing if a vehicle gets stuck on a divider the lane becomes impassable. I'm pretty sure I don't need to explain the scenario to you.

Now, I read that you are planning the same fiasco on McKenzie with a single car lane and a designated bus lane plus an enormous bicycle lane.

I have just returned from a holiday in Southern California where there is far more automobile traffic than here and more bicycle traffic as well. They do not have these concrete barriers and they manage just fine. Speaking of these barriers. On the face of it they appear to be designed to rip the suspension out of a car if a driver strays out of the designated lane. That's just not an acceptable option, I'm pretty sure there are alternative measures for lane designation that doesn't damage cars, or is it that you are a car hater and feel everyone should be on a bicycle ?

While I am on topic of McKenzie Ave. your planner mentions in the newspaper article the implementation of 15 minute cities. You need to forget that stuff, this is not Europe and we do not nor do you need to be thinking in terms of having our cities designed or modified to meet some pie in the sky WEF mandate.

The residents of Saanich deserve an unimpeded flow of traffic and potential safety routes that will function. If you and current council are unwilling or unable to provide this then the voters should be given the opportunity to come up with a council that will act on their concerns.

Regards,

John Caldwell



**Preet Chaggar**

---

**From:** Mary Broughton [REDACTED]  
**Sent:** Monday, January 13, 2025 5:58 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'm adding my name to the growing number of Saanich residents in the Quadra/McKenzie area to just say STOP this inane decision for high density in this area. This area of Saanich is NOT in any way shape or form ready for this type of urban density. This is an area for families, single family homes and green space. I have lived in Saanich my entire 63 years of life and I live here for the very reason - space. I DO NOT want to be surrounded by 18 story high rises, 12 story high rises or row housing. This is a resounding NO!!!! Stop this madness!! I am flummoxed how this has even been thought of! We are Saanich, not Downtown Victoria or Vancouver, which is the way things appear to be going. STOP this NOW and let us live, work and play where we have for many, many years.*

Mary

**Preet Chaggar**

---

**From:** Pierrette Maranda [REDACTED]  
**Sent:** Sunday, January 12, 2025 6:56 PM  
**To:** Mayor Dean Murdock  
**Cc:** [REDACTED]  
**Subject:** (External Email) Meeting request please -- Draft QMP - Proposed MUP between Panorama Drive and Belvedere Road

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

Mr. Murdock,

This email is to request a meeting with you to discuss our and the neighbourhood's concerns regarding the proposed Multi-Use Pathway between Panorama Drive and Belvedere Road as indicated on pages 52 and 107 of the Draft October 2024 QMP.

The requested meeting is in follow-up to the letter emailed to you on November 17 by my husband, Philippe Monier. The letter was co-signed by the four directly impacted homeowners on Panorama Drive and Belvedere Road by the proposed MUP. The co-signed letter was supported by a petition signed by residents of the neighbourhood. Updates were emailed to you also on November 24 and December 14 by my husband on behalf of the concerned residents.

The November 17 letter and its attached petition as well as the two successive updates to the petition confirmed our and the neighbourhood's opposition to the proposed MUP, and we want it removed from the draft Plan and its successive versions, including the final document to be considered by you and the Council.

The requested meeting with you would be attended by [REDACTED] of [REDACTED] Belvedere Road and myself. My husband and I live at [REDACTED] Belvedere Road.

We would like to discuss our very deep concerns with the proposed MUP and share details of the impact the proposal already has and would have.

We would make ourselves available at your convenience.

We look forward to hearing from you.

Thank you.

Sincerely,

Pierrette Maranda  
[REDACTED] Belvedere Road, Saanich



**Preet Chaggar**

---

**From:** Ian Graeme [REDACTED] >  
**Sent:** Saturday, January 11, 2025 9:10 AM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Mayor Dean Murdock  
**Cc:** Lindsay Chase  
**Subject:** (External Email) Draft Quadra McKenzie Plan - Friends of Bowker Creek Society comments  
**Attachments:** FOBCS\_QM-plan\_Dec2-2024 (1).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,

Like you, we have been reading a significant amount of public commentary and opinion on the draft Quadra-McKenzie Plan and would like Council to be aware of our Society's perspective.

Attached please find our constructive comments that build on the draft plan (previously sent to the Saanich Planning Department last December).

Should you have any questions, do not hesitate to contact me.

Thank you,

Friends of Bowker Creek Society  
Ian Graeme, Co-Chair  
CELL: [REDACTED]

December 2, 2024

Tami Gill, Community Planner  
District of Saanich  
770 Vernon Avenue  
Victoria, BC V8W 3E7



Dear Tami Gill:

**Re: Review comments on draft Quadra McKenzie Plan**

The *Friends of Bowker Creek Society* have followed the development of Saanich's [Quadra McKenzie Study](#) over the past year, and attended online webinars, workshops and council presentations.

The Society appreciates your professional knowledge and the work that went into the current draft. We support the need to develop a more detailed plan for what is a very complex and rapidly changing area of Saanich. The purpose of this letter is to provide some review comments on the October 2024 draft for your consideration. We would be pleased to further discuss the plan or clarify any of the comments below:

**1) Watersheds**

- Please note that the almost 800-hectare study area overlaps with four significant watersheds (Attachment 1). Two of these watersheds (Colquitz Creek, Douglas Creek) are salmon-bearing and there are active community efforts to re-establish salmonids in a third system (Bowker Creek). We note that the [Engagement Summary Report](#) indicates that "...local watersheds are of paramount importance to workshop participants" yet there is no reference to "watershed" in the plan.
- We would like to see the plan make watershed and stream health a foundational priority, including the re-establishment of functional riparian areas, biodiversity corridors, improved water quality, hyporheic and habitat conditions (Attachment 2).
- Please consider including a map(s) showing the location of watercourses and watershed boundaries within the study area. We feel that this information is essential planning context; a watershed coverage should also be made available on the District's public-facing GIS mapping tool.
- Some general watershed principles like those included in the 2017 [Shelbourne Valley Action Plan](#) (page 31) will help to reinforce the watershed concept and connections and impacts (positive or negative) downstream.

**2) Sustainable Saanich**

- Overall we find the draft plan to be too light on Environmental Policy and recommend a dedicated environmental section that specifically expands on the environmental principles and policies that underpin the "Sustainable Saanich" approach (Attachment 3). The stated vision "*Saanich is a sustainable and resilient community where a healthy natural environment is recognized as paramount for ensuring social well-being and economic vibrancy for current and future generations*" cannot be realized without a fulsome analysis and consideration of environmental values.
- The plan appropriately references Saanich's new [Biodiversity Conservation](#) and [Urban Forest](#) strategies as well as Saanich's 2020 [Climate Plan](#). The Quadra McKenzie Plan provides an opportunity to translate and refine the guiding policies in these strategies into more detailed, area-specific policies and actions. For example, Theme 1 of the Biodiversity Conservation Strategy includes the following Performance Objective: "*Improve the quality of freshwater streams in the urban containment boundary*". How will the Quadra McKenzie Plan help to achieve this? Although important, a single infrastructure policy (3.8.1) is unlikely to be sufficient.

### 3) Land Use

- The Future Land Use Framework described in Section 3 includes lots of detail on proposed land use designations and intentions, the density framework and a range of housing forms. A small-scale map showing the Biodiversity Habitat Network (BHN) is provided in Section 6. It is hard to determine if and how the BHN informed the proposed future development pattern and policies. A description that establishes this link would be helpful.
- Note that the Future Land Use Framework and how density is configured ultimately impact environmental values within the study but also values downstream. Redevelopment and densification provide opportunities to improve watershed conditions if executed well. If done poorly, redevelopment is likely to further impoverish watercourses, reduce habitat and affect the viability of salmonids and other species.

### 4) Infrastructure

- We support the reduction of impervious surfaces in building and site designs and appreciate the policies that reference Bowker Creek, Blenkinsop Creek and Public Works Creek. Also appreciated are the policies referencing daylighting, the [Bowker Creek Blueprint](#) and leveraging parks and institutional lands for stormwater and flood management.
- Reference to the Blueprint (currently being updated) should not be limited only “Collaborating with U-Vic”. Additional policy direction in this section or in a separate Environment section should include:
  - Promote “Sponge city” principles that employ nature-based solutions and use blue and green natural infrastructure for rainwater management.
  - Update hydrologic modelling and risk assessment including the potential impacts of densification on the overall flow regime, flooding and in-stream habitat values, particularly salmonids.
  - Follow the goals, objectives and strategies of existing watershed plans such as the Bowker Creek Watershed Management Plan and Bowker Creek Blueprint.
  - Require Low Impact Development and nature-based solutions that minimize impervious surfaces, reduce and detain run-off, encourage groundwater recharge and improve water quality (e.g., green roofs, raingardens, vegetated swales, pervious paving materials, tree canopy, etc)
  - Integrate infiltration and retention features in boulevards as part of all transportation improvements.
  - Promote awareness of watersheds and engage the public, developers, staff and decision-makers on watershed principles through workshops, interpretive displays, and public art.

### 5) Transportation/Streetscape

- The concept of “Complete Streets” should include the inclusion of green infrastructure to better manage rainwater onsite, and maintain and restore pre-development water balance to create more resilient and liveable communities.
- We acknowledge the design concepts, cross sections and renderings of the McKenzie and Quadra Street corridors in Sections 6.1 and 7.1. We recommend including some example photos and/or renderings to illustrate green-infrastructure, LID features and nature-based solutions like raingardens, green roofs, vegetated swales and permeable pavement.

### 6) Regional Trail and Greenway connections

- We acknowledge the importance of the Lochside Trail (section 5.3) as an important component of the active transportation network, a regional recreational and tourist feature as well as habitat corridor. The Plan should also include a specific objective to complete a sub-regional greenway/trail

that connects the Regional Trail Network to the Primary Growth Nodes at Shelbourne-McKenzie (University) Centre, Shelbourne Valley Centre and Hillside Centre. Note that regionally, these Growth Nodes are among the only growth nodes within the CRD that are entirely disconnected from the regional network (Attachment 4).

- Completion of the Bowker Creek Greenway provides an opportunity to connect these growth nodes to the Regional Trail Network and existing parks and greenspaces through a near continuous blue/green biodiversity corridor.

## 7) Other comments

- We did not see any reference to reducing energy consumption in the Plan. Although energy is closely linked to GHG reduction, energy efficiency should be a central focus of new building construction and take advantage of passive solar technologies, and energy efficient building and heating standards.
- Climate change adaptation could feature more prominently in the plan (we could find only a single reference in the Plan). For example, redevelopment of the Plan area is an opportunity to build a more resilient Saanich including flood mitigation downstream.
- The Quadra McKenzie Plan would benefit from a descriptive subtitle to help communicate and reinforce Saanich's "Sustainable Saanich" vision. The photos on the Plan cover and within the document should also feature more people to underscore that the Plan is fundamentally about serving its citizens.

In closing we also recommend that the Plan be aligned and coordinated with the work of the Bowker Creek Initiative including the current update of the Bowker Creek Blueprint. Thank you for the opportunity to comment.

Sincerely,



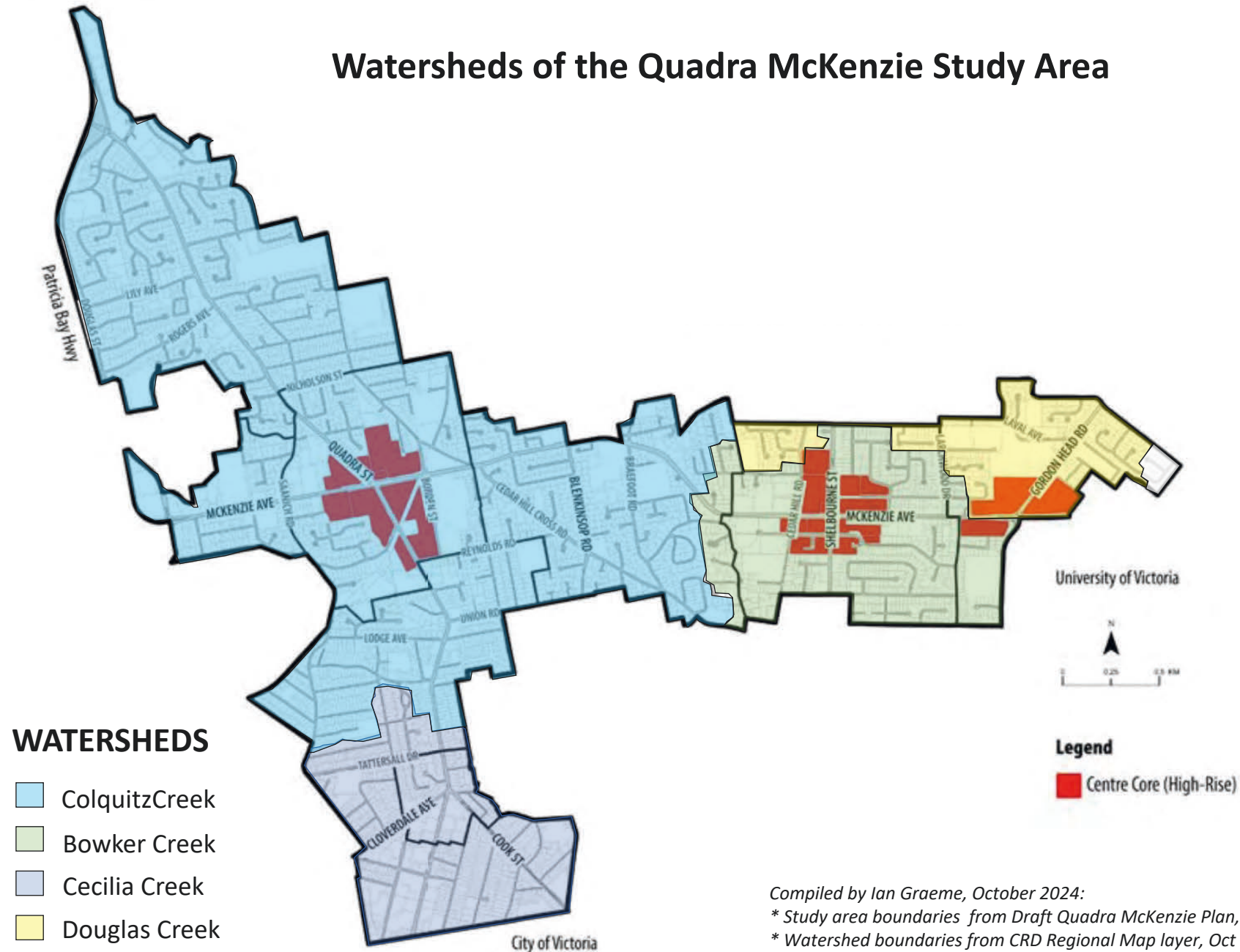
Friends of Bowker Creek Society  
Ian Graeme, Co-Chair  
CELL: [REDACTED]

### Attachments:

Attachment 1 - Watersheds of the Quadra McKenzie Study Area  
Attachment 2 - Bowker Creek Biodiversity Corridor Life Zones and Indicator Species  
Attachment 3 - Saanich Sustainability Framework (from 2024 OCP Update)  
Attachment 4 - Bowker Creek Regional Greenway concept

cc: Cameron Scott, Manager of Community Planning  
Lindsay Chase, Director of Planning  
Eva Riccius, Senior Manager of Parks  
Tara Stott, Jen Tyler, Bowker Creek Initiative

# Watersheds of the Quadra McKenzie Study Area



Compiled by Ian Graeme, October 2024:

\* Study area boundaries from Draft Quadra McKenzie Plan, Oct 2024

\* Watershed boundaries from CRD Regional Map layer, Oct 2024





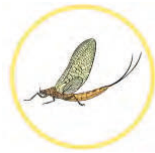
## Watersheds of the Quadra McKenzie Study Area

Watershed	Area of watershed (ha)	Study area within watershed (ha)	% of its watershed	% of study area
Colquitz Creek	5007	505	10.1	62.9
Bowker Creek	1022	130	12.7	16.2
Cecilia Creek	351	101	28.7	12.5
Douglas Creek	558	68	12.1	8.4
	<b>Total</b>	<b>803</b>		<b>100.0</b>

*Manually digitized using overlay of Draft Quadra McKenzie Plan Area and CRD Watershed Boundaries. All figures approximate.  
Ian Graeme – October 2024*



## Attachment 3: Bowker Creek Biodiversity Corridor Life Zones and Indicator Species

	
<p><b>Urban Tree Canopy Zone</b></p> <p>Shady tree cover along the creek where people can sit, walk, play, cycle and shop. Cool in summer; sheltered in winter, with clean air and birdsong. Natural beauty at the heart of the of city.</p> <p></p> <p><b>Townsend's warbler</b></p> <p><i>Townsend's warblers</i> nest in mature conifer trees. They typically feed high in forest canopies, combing insects off conifer buds and needles. During migration, look for them in alder and willow thickets. <i>Townsend's warblers</i> numbers could grow as urban tree canopy expands along the Bowker Creek corridor.</p>	<p><b>Riparian Zone</b></p> <p>Sloping stream banks, thick with bushes and grasses that protect and feed the creek, providing bird and insect habitat that enlivens Bowker Creek's corridor.</p> <p></p> <p><b>Green comma butterfly</b></p> <p>Highly selective when choosing the host plants where they lay their eggs, <i>Green comma butterflies</i> prefer native species of willow and alder, two plant families typically abundant in healthy riparian zone ecosystems. A riparian corridor, dense with willow shrubs and alder trees would help <i>Green comma butterflies</i> thrive along Bowker Creek.</p>
<p><b>In-Stream Zone</b></p> <p>Stream bed, flowing water, pools and marsh ecosystems where rich communities of plants and animals add life and interest to the urban environment.</p> <p></p> <p><b>Chum salmon</b></p> <p>Successful returns of <i>Chum salmon</i> are a litmus test for a healthy in-stream zone. <i>Chum</i> require good habitat and water quality. Volunteers incubate eggs in the gravel and juvenile salmon migrate downstream to the Salish Sea. A healthy in-stream zone will allow adult <i>Chum salmon</i> to return, spawn, and sustain their population over generations.</p>	<p><b>Hyporheic Zone</b></p> <p>Gravels and subsoils beneath the stream bed and alongside Bower Creek, filtering groundwater into the stream.</p> <p></p> <p><b>Mayflies</b></p> <p>Mayflies are a key indicator species for a healthy hyporheic zone, and a health stream. A mayfly lives only a day or two as an adult fly, but many months as an aquatic nymph, beneath rocks in the hyporheic zone. Abundant nymphs of Mayflies, Caddisflies, and Stoneflies would denote clean, well-oxygenated water, free from pollution.</p>

# 4.0 Sustainability Foundations

## 4.1 Overview & Vision

With the adoption of the 2008 OCP, Saanich established a long-term vision for a livable community based on shared values and sustainability. Significant community input went into developing this vision and identifying community values as part of the 2008 process. The 2023 Strategic Update recommit to this vision as updated by Council in its 2023-2027 Strategic Plan (word "resilient" added). The Saanich Vision is around three pillars: environmental integrity, social well-being and economic vibrancy (Figure 3).

Supplementing the long-term vision, the 2023 update incorporates additional lenses to frame the conversation and support implementation. These elements help ensure a robust sustainability approach and are woven into the overall policy framework and related evaluation and monitoring processes. Table 1 provides an overview of the different components of the OCP's integrated vision.



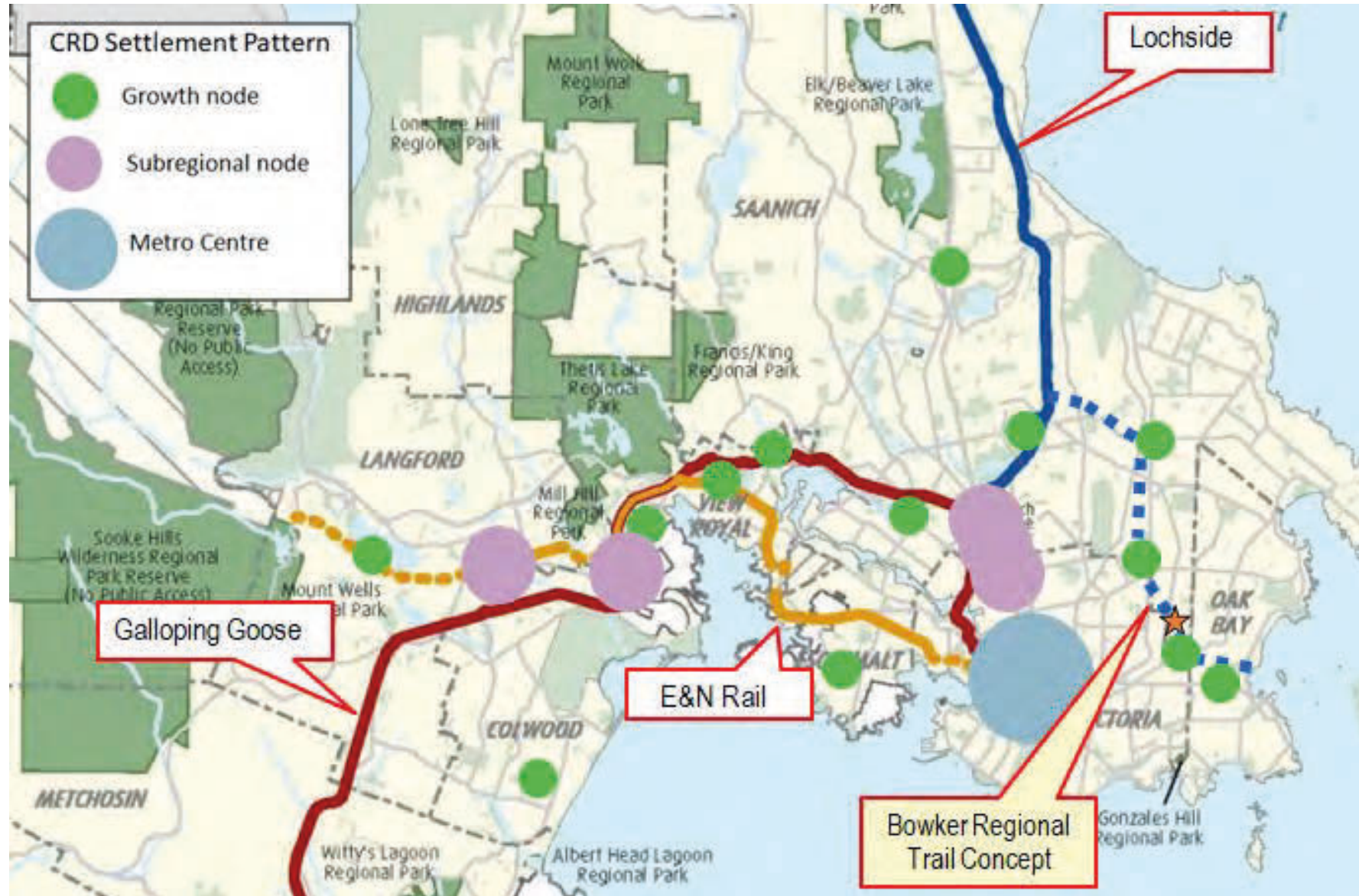
Figure 3. Saanich Vision

Sustainability Foundations

Table 1. Sustainability Approach		
Component	Role	Description
Three Pillars of Sustainability	Guiding Framework	Core sustainability approach guiding the OCP vision. It integrates three pillars - Environmental Integrity, Social Well-being, and Economic Vibrancy - into overall policy direction and decision making.
One Planet Living	Policy Lens + Engagement Tool	Based on the three pillars, One Planet Living expands these into ten principles which support living within the capacity of the planet's resources. It provides a policy lens and engagement tool to assess global impacts of individual actions and local policy decisions. It recognizes global inequities with regards to access and use of resources.
15 Minute Community	Policy Lens + Implementation Tool	Planning approach to make Saanich a 15-minute community where all households within the Urban Containment Boundary are within a 15-minute walk (or 1.2 km) of key amenities that support daily living. Where these amenities do not exist, long-term planning to guide land use change will occur to meet community needs. Integrates One Planet Living and three pillar principles at a local scale.



## Bowker Creek Regional Trail Concept



*“A greenway corridor that provides habitat for wildlife, recreational opportunities for residents, quiet spaces for nature appreciation, and the ability to travel safely across town by foot or bicycle instead of by car, would be an enormous community asset.”*

2003 Bowker Creek Watershed Management Plan.

# The Bowker Creek Regional Trail

## 1. CONCEPT

An Emerald Necklace of blue/green that follows Bowker Creek and connects existing parks, neighbourhoods and destinations in Saanich, Victoria and Oak Bay to the Regional Trails Network.

## 2. BENEFITS

- Improved biodiversity and ecological values
- Vibrant communities
- Public health and recreation
- Cultural and historic values
- Active transportation corridor
- Economic development opportunities
- Climate change adaptation and mitigation

## 3. CONNECTIONS

The greenway links many existing parks and facilities and aligns well with regional settlement plans:

### 3.1 Existing parks and greenspace

- Firefighters Park
- Bowker Creek Park
- Kings Road Nature Space
- Spirit Garden
- Clawthorpe Park
- Browning-Gyro Park
- Cedar Hill Park and Golf Course
- Rowan Park
- Gore Park
- Braefoot Park

### 3.2 Commercial centres and regional growth nodes

- University Heights
- Shelbourne Village
- Hillside Centre
- Jubilee Hospital Precinct
- Oak Bay Village

## 3. CONNECTIONS (continued)

### 3.3 Schools

- Glenlyon-Norfolk
- Oak Bay High School
- St Patrick’s School
- Richmond School
- Landsdowne Middle School
- St Michael’s University School (senior Campus)
- Doncaster Elementary
- Cedar Hill Middle School

### 3.4 Community Centres/public facilities

- Oak Bay Recreation Centre
- Cedar Hill Recreation Centre
- Oaklands Community Centre
- Nellie McClung Library
- Oak Bay Fire/Police Station

### 3.5 Health Care facilities

- Royal Jubilee Hospital
- BC Cancer Centre
- Victoria Arthritis Centre
- Shelbourne Medical Clinic
- Lansdowne Walk-in Clinic
- Gordon Head Treatment Centre



## 4. PLANNING ALIGNMENT

The *Bowker Creek Regional Trail* concept aligns well with existing regional and municipal plans including the following:

### 4.1 CRD

- 2011 Bowker Creek Blueprint
- 2011 Pedestrian & Cycling Masterplan
- 2003 Bowker Creek Watershed Mgt Plan
- 1997 Regional Green/Blue Spaces Strategy

### 4.2 Saanich

- 2018 Saanich Active Transportation Plan
- 2017 Shelbourne Valley Action Plan
- 2003 Centennial Trails 2006 and Beyond
- 1998 Shelbourne Local Area Plan

### 4.3 Victoria

- 2017 Parks & Open Spaces Master Plan
- 2016 AAA Cycling Network Plan
- 2012 Official Community Plan
- 2003 City of Victoria Greenways Plan

### 4.4 Oak Bay

- 2014 Official Community Plan policies
- 2011 Active Transportation Strategy
- 1978-81 Oak Bay/PCC investments



**Preet Chaggar**

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**From:** Michael Blayney [REDACTED]  
**Sent:** Friday, January 10, 2025 12:32 PM  
**To:** Mayor Dean Murdock  
**Cc:** Lana Popham  
**Subject:** (External Email) Petition against 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.

**MEMO TO DEAN MURDOCK AND ALL SAANICH COUNCILLORS:**

Neither I, nor my Husband, support the approval of blanket rezoning in the above area. We are certainly not in favour of 11 storey buildings anywhere in Saanich. Your plan would destroy single-family zoning and also destroy community neighbourhoods. Please take note and leave well alone.

Thank You. Sally and Michael Blayney, Residents of Royal Oak.

## Preet Chaggar

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**From:** Suzanne de la Bastide >  
**Sent:** Friday, January 10, 2025 11:26 PM  
**To:** Council  
**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.

Dear Mayor and Council,

Although, I do not live on Vancouver Island, I have immediate family and friends who reside there. As such, after reviewing the above noted, I strongly believe they will be negatively impacted by this proposed McKenzie Quadra Plan. In that regard, the following outlines my concerns, in particular:

**Chaotic Traffic Pattern:** Inadequate public transportation infrastructure and the elimination of driving lanes without a comprehensive public transit plan. As McKenzie and Quadra serve as vital commercial routes, a reduction in lanes is a recipe for disaster. Traffic rerouted from main thoroughfares due to lane reductions run the risk of overwhelming smaller residential streets, creating challenges for local inhabitants and impeding emergency response times contributing to potential hazards and potential loss of life.

**Affordable/Unaffordable Housing:** Although the initiative aims to promote denser housing development, the possible displacement of current residents as property values rise is a concern. This plan may be counterproductive towards the aim of achieving desperately needed affordable housing.

**Natural Capital and Heritage:** Reduction in green-space preservation, wild life habitat and elimination of existing wildlife corridors. There is an obvious negative impact upon existing green spaces and sensitive ecosystems within the proposed high-density development area. Although, this could be mitigated by an effective storm water management plan, the decrease of pervious surfacing inevitably increases runoff, especially during heavy rain events. However, the potential negative impact on existing tree canopy and natural water filtration and storage systems could be significant over the long term, especially during long periods of drought.

Minimizing the reduction of green-space and loss of wildlife habitat is often mitigated by the creation of small residential parks which are poor and costly substitutes for the permanent destruction of native and ecologically sensitive ecosystems.



In particular, there appears to be a lack of preservation for native vegetation with high ecological value which contribute to the overall natural ambience and heritage of this area. The existing natural and heritage capital of the proposed area far exceeds the potential economic viability of this development plan which is clearly wrought with multiple challenges, not the least of which is severe traffic gridlock and pollution of air and multiple water sources. I believe this plan contradicts the vision of the Capital Regional District's Regional Growth Strategy which aimed to create a "*sustainable and livable*" Capital Region.

Thank you kindly for your consideration of my concerns.

Warmest regards,

Suzanne de La Bastide  
(Pitt Meadows, BC)  
Knoxville, TN  
USA

**Preet Chaggar**

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**From:** Steve Wickware [REDACTED]  
**Sent:** Friday, January 10, 2025 9:52 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra Mclenzie Plan

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

Mr. Mayor,

You are aware that McKenzie Ave. is the only East West connecting road in the area. It's essential to the Why is any proposed change being considered?

Please advise me where I can locate the council notes/minutes recording the discussion about zoning changes where at Quadra Street / McKenzie Avenue.

Please direct me to the appropriate person who can advise me on where the Saanich Municipal Yard would be relocated to under the poorly thought out proposed Quadra St/Mckenzie Ave Plan.

I am requesting that you provide a statement outlining the entirety of the proposed Quadra Street McKenzie Avenue Plan, how the plan aligns with recent land zoning changes along both Quadra St. and McKenzie Ave.

That provides the reasoning behind having these changes completed without any public scrutiny.

That the statement include your personal vision of how the plan would evolve over the next decade. Why you and the current council felt the changes were needed for the community to evolve.

I am a resident a tax payer and employer of Saanich. I have been for most of the last 40 years.

As traffic levels recovered from Covid levels I have become increasingly frustrated at the incredibly poor traffic planning across Saanich. Enough that relocating out of Saanich has been come up in discussion more than once. With the failure of Uptown/Saanich Rd/Bolstered how can you have faith in those providing you with advice?

Do you have so little respect for your constituents that you prefer to listen to those at Municipal Hall than out in the community? A case of The Emperors new clothes, perhaps. It can happen just ask Alan Low or Lisa Helps.

They say you can't fight City Hall, I say we should not have to.

Looking forward to your response.

Thank you,  
Steve Wickware

**Preet Chaggar**

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**From:** Leonard Ross [REDACTED]  
**Sent:** Thursday, January 9, 2025 4:50 PM  
**To:** Council; Mayor Dean Murdock  
**Cc:** [REDACTED]  
**Subject:** (External Email) Quadra McKenzie Plan  
**Attachments:** QuadraMcKenzie Plan.docx

**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 read the letter below. It reflects my understanding of the Quadra McKenzie Plan, conversations with the Quadra Cedar Hill Community Association, my neighbours and the Save Our Saanich Coalition and it's 2500 signature petition, and my suggestions as how to proceed.

Thank you for your time.

Leonard Ross  
[REDACTED] Greenridge Cres.

Here is a copy in case you cannot open this attachment.

Mayor and Council

January 9, 2025

Re: Quadra McKenzie Plan

My name is Leonard Ross. I live at [REDACTED] Greenridge Crescent in the Quadra McKenzie Centre area. I would like to thank Saanich Planning and council for the effort put into the planning process. It is a difficult and complex task to create housing density in livable communities with good working infrastructure and services. I applaud your efforts and good intentions but would like to offer some suggestions that would help maintain liveable communities that already exist for as long as possible during a transition to higher density accommodation.

Many Saanich residents support development on main corridors and centres with good services such as are found on McKenzie, Quadra, and Shelbourne streets. What we don't support is the plan for moving high density into surrounding neighbourhoods especially when the demand for such housing is not currently being demonstrated and won't be for a long time. However, such zoning changes could fracture neighbourhoods and undermines



communities immediately, and will then cause protracted construction disruption and stress for years to come.

Perhaps part of the problem lies in understanding the time line. Your planning title is “Future Land Use Designations.” What does “future” mean? Your Framework suggests all planning would be in place in 20 years but how long until you achieve the type of density you have envisioned? Your plan on map 3.2 includes zero single family residential homes. That is a big change from the current situation. To remove all such housing and switch to apartment style housing would be a huge and incredibly disruptive transition now and even into the near future. Maybe in 50 or 100 years from now it might be the case but to suggest we change zoning now to prepare for that is alarming to say the least. Zoning changes now will cause development changes now putting neighbourhoods at risk immediately.

To make matters worse it appears Saanich is promoting rapid change with this document. The Framework suggests (3.1.6) that Saanich deny applications for projects that have building heights that are below the base building height. That means if a developer wants to build a 3-4 story building in my neighbourhood, they would have to make it 6 to 11 to get approval. Saanich could be forcing higher density in residential neighborhoods and limiting it in core areas. It seems a social engineering overstep to be doing something so detrimental to the livability of neighbourhoods now to force a change that might not be needed for decades.

I would like to suggest that rather than making these far-reaching zoning changes for areas around the centres, hubs, and corridors, in one grand step, you use a phased in approach to increase housing as needed. Make the zoning changes for the cores first. Make the centres around the cores smaller as they currently take in large residential neighbourhoods some without good road access. In the first phase the centres should be restricted to areas along the main corridors and when they become close to full then look at rezoning secondary corridors on main thoroughfares such as Reynolds, Saanich or Cedar Hill Rd. If those areas become full then look at increasing the core centres. Current residential neighbourhoods with winding roads or roads not designed for ease of traffic movement should not be slated for multi-story development. Urban town house areas that you have created should be expanded to include the bulk of the area you now have identified as mid and low rise buildings. Any “rise” buildings are not compatible with single family residences. Once they begin the end of that type of neighbourhood is in sight so they should be the very last resort for rezoning. I would also suggest that zoning definitions be redefined to encourage certain building heights but to allow whatever form of higher density the market and developer can manage. Otherwise, you force those hoping to build mid and low-rise into neighbourhoods, because they can’t build in cores or centres.

What you are proposing now does not value established residential neighbourhoods, respect landowners’ rights or protect communities. This zoning will encourage land speculators to

assemble properties and let them run down until the market is right for development. Housing values and livability will go down. The Quadra McKenzie plan goes too far too fast in imposing its vision regardless of the desire of the community. Saanich needs a much better articulated transition plan to higher density housing that respect the needs of its' tax paying homeowners by doing everything possible to protect their neighbourhoods for as long as possible.

Sincerely

Leonard Ross

Mayor and Council

January 9, 2025

Re: Quadra McKenzie Plan

My name is Leonard Ross. I live at [REDACTED] Greenridge Crescent in the Quadra McKenzie Centre area. I would like to thank Saanich Planning and council for the effort put into the planning process. It is a difficult and complex task to create housing density in livable communities with good working infrastructure and services. I applaud your efforts and good intentions but would like to offer some suggestions that would help maintain liveable communities that already exist for as long as possible during a transition to higher density accommodation.

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social engineering overstep to be doing something so detrimental to the livability of neighbourhoods now to force a change that might not be needed for decades.

I would like to suggest that rather than making these far-reaching zoning changes for areas around the centres, hubs, and corridors, in one grand step, you use a phased in approach to increase housing as needed. Make the zoning changes for the cores first. Make the centres around the cores smaller as they currently take in large residential neighbourhoods some without good road access. In the first phase the centres should be restricted to areas along the main corridors and when they become close to full then look at rezoning secondary corridors on main thoroughfares such as Reynolds, Saanich or Cedar Hill Rd. If those areas become full then look at increasing the core centres. Current residential neighbourhoods with winding roads or roads not designed for ease of traffic movement should not be slated for multi-story development. Urban town house areas that you have created should be expanded to include the bulk of the area you now have identified as mid and low rise buildings. Any "rise" buildings are not compatible with single family residences. Once they begin the end of that type of neighbourhood is in sight so they should be the very last resort for rezoning. I would also suggest that zoning definitions be redefined to encourage certain building heights but to allow whatever form of higher density the market and developer can manage. Otherwise, you force those hoping to build mid and low-rise into neighbourhoods, because they can't build in cores or centres.

What you are proposing now does not value established residential neighbourhoods, respect landowners' rights or protect communities. This zoning will encourage land speculators to assemble properties and let them run down until the market is right for development. Housing values and livability will go down. The Quadra McKenzie plan goes too far too fast in imposing its vision regardless of the desire of the community. Saanich needs a much better articulated transition plan to higher density housing that respect the needs of its' tax paying homeowners by doing everything possible to protect their neighbourhoods for as long as possible.

Sincerely

Leonard Ross

**Preet Chaggar**

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**From:** Shannon Elliott [REDACTED] >  
**Sent:** Wednesday, January 8, 2025 11:11 AM  
**To:** Mayor Dean Murdock; Council; 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  
**Cc:** SaveOurSaanich@mail.com  
**Subject:** (External Email) Quadra and McKenzie Development Plan

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

Shannon Elliott  
[REDACTED] Nicholson St  
Victoria BC [REDACTED]

January 8, 2025

Dear Mayor Dean Murdock,

I feel compelled to write to you regarding your planned rezoning and redevelopment of Quadra and McKenzie. In short, you and your council have bulldozed forward with your "vision" without adequate consultation of the residents who actually live in this area.

Quadra and McKenzie is where I have grown up and lived since the 80s. As a military child, this has been the only true home I have had my entire life. It saddens and angers me to see that you plan on destroying it. As a resident who lives right next to the Christmas Hill Nature Sanctuary, I have witnessed first hand how the current growth of this area has already had a devastating impact on the preservation of the irreplaceable flora and fauna that exist on Christmas Hill. It is already being trampled, burned, pillaged and vandalized, without sufficient oversight from the Swan Lake Christmas Hill Nature Sanctuary. If your blanket rezoning goes through, this Nature Sanctuary will be completely destroyed since it is impossible to make this entire area a high density urban center while preserving this environmentally sensitive space.

I find it very hard to understand why you and your council feel it necessary to even consider allowing 12 storey and higher buildings in this area. This is not downtown, and anyone who lives in this community chose to live here because it is not downtown. It is appalling that you feel like you can unjustly rezone everything to allow such massive redevelopment in such an ecologically sensitive area. You do realize that a 12 storey building will literally tower over the height of Christmas Hill? Have you stopped to give thought to what will happen to all the migratory birds that use this air space when there are buildings as tall or taller than the actual hill? To say that your "vision" is crazy is to put it nicely.

I grew up here, I went to high school at St. Andrew's and university at UVIC, and I know that I am not the only person who will be vocal and adamant in protesting and preventing your "vision" for this neighbourhood. You should be ashamed to propose such drastic changes without giving sufficient thought to the community and fragile ecosystem that exists here. You are our representatives in

government, not our dictators. I would advise you to behave as such because if you continue your path forward to allow the absurd redevelopment that you are proposing, there is absolutely no way you will be reelected. What you are doing is undemocratic and wrong.

It is ridiculous that Saanich used to have the Environmental Development Permit Area (EDPA) that overly protected all the natural spaces in Saanich, to now have you proposing an anything goes full-scale redevelopment regardless of the impacts on the environment or community. I do not wish to live in a community that is full of high rises. This is not Coal Harbour! This is Saanich, and while the population has grown, your solution is abhorrent. The environment must be protected because Gary Oaks are very sensitive trees and they all eventually die when the ground around them is at all disturbed. Once the Gary Oaks are gone, they will be gone forever.

I would ask that you and Council give serious reconsideration to your planned redevelopment of Quadra and McKenzie. Stop seeing dollar signs and open your hearts to common sense. This is not the area for high density urban redevelopment. Perhaps it's time we start to address the elephant in the room regarding our inorganic population growth.

Yours truly,

Shannon Elliott BSc, JD

**Preet Chaggar**

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**From:** Cathy Aquart [REDACTED] >  
**Sent:** Tuesday, January 7, 2025 1:48 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Why I'm 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.

Dear Mayor Murdock:

Re: Opposition to the Quadra McKenzie Plan

As a resident and tax payer in the Municipality, I support densification along the 2 main corridors, but I do \*not\* support the wholesale destruction (as that is what it will be) of the neighbourhoods that surround those corridors. I also do not support the building of 18 storey towers anywhere in the area.

Here are some of the reasons for my opposition:

1. Democratic process: This plan is so enormous in its scope in terms of the changes in zoning, not just to the 2 corridors, but to a huge swath of the municipality, that official notice should have been sent out to each and every affected household.
2. Environmental: The building of 18 storey towers next to sensitive environmental areas like Christmas Hill does not seem to me to be desirable. In addition, construction waste is another area of concern for me as is the large scale removal of trees that would be necessary to achieve the proposed density. Are we concerned about the tree canopy or not? Saanich talks about this a lot, but what is Saanich doing that is meaningful to preserve it if Developers and the Municipality can remove trees without adhering to the rules that the rest of us need to follow.
3. Densification, but not extreme densification: Low to mid-rise densification along the 2 corridors \*only\* seems to me to be reasonable.  
Your plan is not reasonable. The name of the plan itself is also misleading as the densification includes much more than the Quadra McKenzie corridors.
4. Livability and Quality of Life: Tower block living does not equate to a livable community with a good quality of life. What the plan suggests is the warehousing of people. I understand the need for more housing, but is this what we want or need? Is that how people actually want to live? Who is benefitting other than the developers, and will it actually be affordable? Why are we living in Saanich when it is now going to look like Vancouver. Once we have paved over the Municipality, is it still livable?
5. Thin edge of the wedge: Today Quadra McKenzie, tomorrow my neighbourhood.

Yours sincerely,

Cathy Aquart  
[REDACTED] Edge Place



**Preet Chaggar**

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**From:** Michelle Bond [REDACTED] >  
**Sent:** Monday, January 6, 2025 7:50 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Stop 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 Mayor Dean Murdock,

My name is Michelle Bond, and my family and I are writing this letter to you today to express our grave concerns, frustrations and disappointment regarding the **Quadra McKenzie Plan**, set to be finalized this month. As a life-long Saanich resident, I am deeply disturbed by the short-sightedness of this plan, and worry greatly for the future of our community. My voice, those of our family members and community members, must be heard and considered if you truly intend to work towards building a community focused plan for the Quadra McKenzie area. Furthermore, I would like to express my disappointment regarding the methods used for sharing this community plan, the difficulty in accessing information about it, and the sheer size of the planning document. These have established unnecessary and significant barriers for many Saanich community members to learn and fully comprehend the scope of this plan, as shown by the incredibly small participation numbers you reference on page 18 (District of Saanich). By no means should these small numbers cited in your paper be considered a viable representation of what the community truly wants.

The intensity of densification planned within this corridor presents numerous challenges to the current population. Liveability requires accessibility, diversity, affordability and vitality ("Systematic review and comparison of densification effects and planning motivations") and the current plan looks to fall short on most of these areas. This plan will forcibly remove thousands of families out of their homes and community, have their buildings destroyed, land torn up, green space removed, and horrible concrete jungles imposed in place instead. Automatically this plan proposes a disservice to the local population by stripping them of their homes and having large environmental impacts by filling up the landfills, negatively impacting liveability. The new builds proposed provide families with less living and green space, reducing the area's vitality and further harm Saanich residents by spiking affordability, which often follows with intense densification. At a time when cost of living is already hugely prohibitive, you will only be adding stress to many community members, who may or may not be able to remain living in their chosen neighborhood.

It appears a major goal of this framework is to establish greater walkability, but by assuming people will be able to have their needs met all through one CCV location is shocking. This ignores that much of these locations are already walkable, but also that people's lives extend past the small area they live in to encompass greater areas of the city. CCV is also planned around "public transportation routes and hubs" (District of Saanich), yet our transportation is severely lacking to make this work. Even in areas with extensive work being done to alter transportation (the Shelbourne development), what we are instead seeing is increased frustration of walkers, cyclists, public transit and drivers along this route, with nothing changing in truly improving transportation. Turning McKenzie into a single-lane road is ridiculous, and I was glad to see citizens rising up to protest this foolish concept. Already navigating down this one road causes mass headaches due to large congestion, being a main throughfare in our city. Reducing this road would only heighten the daily commuter stress, particularly as there is not the reasoning to support it (meaning other modes of transportation are not

prepared / ready to try to meet the needs of the population, nor will you see a massive shift to people walking everywhere and reduce car traffic to such an extent this idea could even be considered). Though this plan hopes to improve transit and create “car light living”, this idea is certainly not feasible for many based on various needs of families. On page 49, in Figure 4.1, you illustrate an image of Saanich’s Mobility Plan, a clear example of the lack of understanding of people’s daily living needs within the community, showing a faulty assumption of people’s lack of engagement with other areas of the city, and the poor transit structure currently at play here. Consider, for example, our family of 5, and just one of our mornings in which we use our family vehicle: Awake at 7 am; first child’s dance class from 9:30 – 10:30; second child’s dance class from 10:30 – 11:30; third child’s soccer practice from 10 – 11am; home for lunch for all three children; third child’s soccer game from 12:40-1:40; first child’s piano lesson from 2 – 3pm. Amidst all this back and forth for only some of their activities, my husband and I also need to purchase our groceries for the week from Costco, Walmart and Thrifty Foods, as well as ensure all other household needs are met, errands done, our own exercise completed (at downtown locations). There is no physical way we could achieve any of this without the use of our family vehicle – attempting to take public transport, walk or bike would add anywhere from 30 minutes to 1 hour minimum for EACH EVENT. In no way does Saanich’s plans take into consideration the actuality of a person’s lived daily life. Particularly in the Quadra area, many of our residents are young families, who need to be able to support their children in activities that promote healthy and active lifestyles. Saanich’s Mobility Plan would effectively strip us of the ability to do so.

A massive spike in population within the area will also hinder accessibility – more people equals more traffic, more congestion, more challenges to access the services you need and want. When the plan only loosely mentions the importance of community centers (rec centers, libraries, etc.), it is clear there is a massive problem. A massive population boom in the area without foresight in the needs of the community sets everyone up for failure. Forcing densification along this corridor is only going to heighten the issues faced by locals and newcomers, not reduce it. Though we would all love to live in an idealized world with less cars, more walking, biking or horse-back riding, the fact is we are not there. Density planning, while some may see some positive aspects of it, also comes with a large swath of negatives such as “urban overpopulation, less green space per capita, traffic pollution, etc.” (Martino et al.). There are absolute massive negatives about extreme densification that do not appear to be considered in this plan, but it is “negatively associated with ecology, health, and social impacts, dimensions however much less studied” (Van Neste and Royer). Current citizens of Saanich, if they are not forcibly displaced by this plan, would then have to suffer by living in the shadows of ridiculous sized buildings, forever impacting their livability.

Finally, the scope of the development plans, as well as the types of buildings and heights proposed along this corridor, should also spark extreme worries. Our natural environment will be negatively impacted, and in an age where climate change is causing constant threats to our world, taking away green spaces, shading out mass areas so nothing can grow, and impacting important wildlife sanctuaries by increased construction, run-off and congestion, is counter intuitive. There is no way to deny this proposed plan for “rapid and uncontrolled urbanization dramatically changes the local environment” (“Cities and nature - resource | IUCN”), by having horrible impacts of nature beyond the building sites. Yet on page 20, the plan shares “areas of agricultural...and environmental sensitivity such as Blenkinsop Valley, Swan Lake and Christmas Hill Nature Sanctuaries and Rithet’s Bog Conservation Area...are not included in this plan but required consideration” (District of Saanich). How can such a short-sighted view of significant natural areas be taken by Saanich? How can areas such as these on receive “consideration”? “The loss of biodiversity in urban areas threatens the functioning of ecosystems, and thus the benefits that ecosystems provide to local people” (“Cities and nature - resource | IUCN”) – you will only harm our community with these plans, not help it. Clear and simple, “higher densities negatively affect biodiversity, ecological conditions and the microclimate, which is infrequently acknowledged in planning practice” (“Systematic review and comparison of densification effects and planning motivations”). A clear example is the decrease in tree coverage, which we know makes experiences like heat waves significantly

worse (“Cities and nature - resource | IUCN”), and it was only a few short years ago we suffered through the heat dome. When Saanich apparently only has a 27% forest canopy in the Quadra McKenzie area (District of Saanich), any destruction of this percent will have negative consequences. Even through the illustrations provided within your 148 document, there are only a handful of trees planted in a concrete jungle, making a mockery of our beautiful community. There is simply no way to protect our natural environment based off the plans you have established – the scope of these developments will have negative long-term effects, beyond what is being accounted for and reaching further than the initial development sites.

Overall, there are many areas of this plan that “needs careful consideration in relation to other livability aspects” (“Systematic review and comparison of densification effects and planning motivations”). I urge you all to pull back on this plan and work harder to gather legitimate and reliable data from an extensive portion of our Saanich community about how our future should look and be developed. Everyone knows growth and change is coming, but what we work to establish now has long-ranging and life-changing impacts on us, our children, our children’s children and so on. Forcing a rushed plan through will not provide us with an environment we can thrive in. If you need a visual of what this plan would do to our community, the city of Langford is an example of poor community planning. Langford residents face daily frustration with the densification that dramatically reduces their quality of living due to insane congestion, poor roadway planning, lack of natural surroundings, lack of community hubs, excessive population boom, inability to have enough school space, etc. Likewise, selecting the Quadra McKenzie corridor as a place for insane densification at the cost of thousands of peoples lives, will produce mass frustration and upset in the area. Coming into this plan with 9 key directions is too large of a scope with only short-sighted 20-year plan timeframes. In order to avoid a disaster like how Langford has grown, we need to create a generational plan that not only starts meeting the needs of our community now, but has the foresight to plan for our children’s children in the future.

As the people who have been chosen to represent our vibrant community, we implore you to listen to the majority voice of Saanich residents, who are saying NO to this current plan. Change and growth is inevitable, and I believe most people within our community recognize the need for some densification and growth. Yet, to do so in a meaningful way that supports our community, you must listen to the concerns of our community, and go back to the drawing board to create something more meaningfully inline with our hopes and desires. Thank you for your time in reading this letter.

Sincerely,

Michelle Bond

#### Works Cited

“Cities and nature - resource | IUCN.” *International Union for Conservation of Nature (IUCN)*, <https://iucn.org/resources/issues-brief/cities-and-nature>. Accessed 6 January 2025.

District of Saanich. “Quadra McKenzie Plan.” *Draft Quadra McKenzie Plan*, October 2024, <https://www.saanich.ca/assets/Community/Documents/Planning/CCVs/Draft%20Quadra%20McKenzie%20Plan.pdf>.

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**Preet Chaggar**

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**From:** The Stockers [REDACTED]  
**Sent:** Monday, January 6, 2025 11:34 AM  
**To:** Mayor Dean Murdock  
**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.**

Saanich Mayor

I am writing to you with some suggestions concerning the Quadra McKenzie Plan. I understand the need for changes that allow for more housing in the area. It will be good land use. However, it could be attractive if Council uses their authority to control what they allow the builders.

Suggestions:

- The buildings should be placed back from the roads allowing for shrubbery and gardens. Uptown is a disgrace.
  - Let there be a mix of architecture, quality dwellings, rather than boxes placed on top of each other. The builders will want this cheap setup.
  - Let's have footpaths, bicycle trails and parks.
  - A mix of the type of housing, something to meet the needs of all people.
- Please, no buildings over 10 stories!  
I trust you will consider and act on these suggestions.

Sincerely,  
Daisy Stocker  
[REDACTED]

## Preet Chaggar

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**From:** Tony Moniz [REDACTED]  
**Sent:** Monday, January 6, 2025 8:44 AM  
**To:** Teale Phelps Bondaroff  
**Cc:** Mayor Dean Murdock; Council; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries; Karen Harper; Mena Westhaver; Brent Reems; Harley Machielse; [REDACTED] lana.popham.mla@leg.bc.ca  
**Subject:** RE: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan  
**Attachments:** QMS plan page 103.pdf

Hi Teale

Thanks for your reply; especially during the Family Holiday Season.

I have replied to your specific points. See comments below in [blue](#).

I understand that meeting the needs of all 120,000 residents of Saanich is challenging. Further still with our additional regional responsibilities including U-Vic and Commonwealth Place adds extra complexities. That said, a balanced plan is likely possible but may be more expensive. However, if the vision of the Quadra McKenzie Plan is truly to be implemented over the next 20-30 years, costs can be amortized gradually and responsibly rather than rushing the process.

I look forward to seeing the revisions that Saanich staff are being requested to present.

Tony

Tony Moniz, CPA, CA  
[REDACTED] Lucas Avenue  
Victoria BC [REDACTED]

Home: [REDACTED]  
Cell: [REDACTED]

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**From:** Teale Phelps Bondaroff  
**Sent:** Wednesday, December 25, 2024 7:49 PM  
**To:** Tony Moniz [REDACTED]  
**Subject:** Re: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

Tony,

I hope this finds you well and that your winter holidays are going great. Thank you for your patience awaiting a reply. I appreciate your detailed response. I won't be able to address everything, but I did want to briefly touch on a few things.

First, I appreciate you taking the time to share your thoughts and I will certainly keep them in mind as we move forward with considering further iterations of the plan.

I am hopeful that revisions will be given sufficient TIME so that residents are given the chance to reengage. Given the backlash this past fall from the first presentation, we would not want a repeat. Rushing long-range planning needs could be detrimental to the overall goal.

I'm not sure where folks might have gotten the impression that I would want to get everyone out of their cars, this of course is unreasonable. I do support Saanich's goal of 50% active mode share by 2050 (public transit and active modes), which I think is critical to our meeting climate targets, increasing affordability, and helping build community, among other things.

While the 50% target for active transportation sounds impressive, I don't believe it is realistic. Public transportation would need to expand immensely. Greater Vancouver hasn't been able to solve the problem and are looking at cutting back services because they cannot find the funding.

I don't recall anyone (Saanich staff, council, consultants, etc.) asking residents of Saanich "Why do you need your cars?" Perhaps there is not a 24/7/365 solution that governments can afford. Simply telling 50% of the people to get out of their cars by 2050 doesn't make sense without knowing why the cars are there in the first place. That would be like a doctor prescribing antibiotics before asking their patient "how can I help?"

Thanks for popping into the TAC. We have a diversity of folks on the Committee, though of course if is sometimes not possible to represent everyone's **unique transportation needs**. I did not see diversity. Movement of goods and services is not a "unique need" – this need to be factored in on primary corridors.

Because most of our vehicular infrastructure is built out, I can appreciate how sometimes folks feel as though there is an **over emphasis on active modes**, but really, we are working on catching up, as this infrastructure is lacking in many cases.

And, one of the goals is to make active modes more appealing and thereby encourage more folks to use them, and we can do this by making them more convenient, connected, and safer.

Adding additional cycling infrastructure is not the issue; I have no problem with it nor do most people I speak with on the issue. But **removing existing infrastructure is where the problem lies**. We spent A LOT of our taxpayer dollars over the years on getting the infrastructure to its current state; removing this is what angers people; the current government not respecting our previous taxpayer-funded projects.

Yes – the cycling network needs to be expanded – but must be done wisely – not by simply taking out a vehicle lane. Case and point – the renovations to Shelbourne between North Dairy and Pear – awesome work done by Saanich staff and sub-contractors engaged on the project. Four lanes of traffic were retained on this major corridor, separated bike lane added, tree replanting done, safe path for pedestrians. The only thing this project was missing was eliminating the utility poles and moving services underground.

Taking out vehicle lanes may be easier, quicker, and cheaper – but does it solve the overall traffic issues? It's more like catching up at the expense of another municipal asset.

I think we likely have different experiences using protected bike lanes in Saanich. As **someone whose family is car free**, I use them all the time and very much prefer them to playing Frogger with large vehicles. Painted lines does not cut it, especially if we want to be encouraging more folks to cycle.



As a Car-free family, does this include those providing goods and services to your family residence?

I looked at ICBC stats for 2019-2023; the number of active drivers' licenses issued in Saanich increased every year (at a rate of about 1% per year). **Total driver's licenses** issued in 2023 was **90,845**. Cars are not going away – our region is just leading the country with the transition to EV's.

Side-streets (like Lucas Ave where I live) are extremely safe for cyclists. During the summer months there is a lot of mixed activity on our street without any issues (cycling, walking, driving, deliveries, street hockey, roller blading, etc.). If we create congestion/choke-points on the Main arteries like Quadra and McKenzie, human nature will find the path of least resistance and start using the side streets (which would make those routes unsafe for cycling and other activities).

So is the goal to end Frogger and get cyclists safely from A to B? Or is the goal simply to get bike lanes on every artery regardless of the consequences?

I'm not sure I find concerns around emergency vehicle travel to be particularly impactful in this conversation. I believe that in most cases, lanes are sufficiently wide such that when vehicles pull over, emergency vehicles can still pass, and I know our **fire engines can drive over the curbs when necessary**. I found [this article](#) a good starting point to better explore this issue. I have also heard that in some situations and jurisdictions, bike lanes can be used by emergency vehicles.

I read the article you provided - a good read but not applicable to the proposed change to Quadra. As I previously noted, the QMS plan will not include a centre turn lane on Quadra – tree planting is planned for most of Quadra except where bus slip-lanes will be provided at the major intersections. Please **see attached** excerpt from the QMS plan previously provided. Bike lanes are protected by a concrete barrier. With trees to the left and cement curb to the right, there is NO WHERE for cars or buses to move out of the way. And in an emergency, **every second counts**.

On your comment of the fire engines, all the cement curbs have 2-foot-high bollards attached to them. Are the fire engines suppose to run these down? I don't think the bollards are that flexible to rebound back and I don't think the fire engine would end the encounter damage free. That said, ambulance and police vehicles most surely don't have the clearance to drive over the cement curbs.

I think we are likely to disagree about the need for bike lanes on Quadra. I regularly cycle it and it is a harrowing experience, with close/dangerous passes occurring almost every time I ride it.

Agree to disagree. I don't see a need for cycling on Quadra with the Lochside Trail running pretty much parallel. As previously noted, better access to the Lochside Trail is needed. I, like many others, would prefer to see Quadra reserved as a major corridor with primary focus on movement of goods and services, transit, and passenger vehicles keeping these transportation modes OFF the side streets..

I agree that a 15 minute community does not cover everything, but then of course, this is not the goal, but rather to have most things folks need within a 15 minute walk. I do want to have more doctors offices and am currently exploring solutions here.

I am glad we both agree on traffic circles and we are working on installing more of these in the District.

Yes – more traffic circles / roundabouts please. They work in Europe; they work in the Westshore; the problem locally is people have a difficulty with the multi-lane roundabouts at the McTavish Road interchange so overall likely not as popular. Roundabouts are also a great tool for traffic calming without having to stop traffic.

Thank you for filling in the survey, staff is now working on incorporating feedback into a fresh draft of the plan.

Warm regards and I hope you have a fantastic New Year!

Best,

Teale

Dr. Teale Phelps Bondaroff

Saanich Councillor

[250-882-6261](tel:250-882-6261)

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**From:** Tony Moniz [REDACTED]  
**Sent:** December 2, 2024 4:00:05 PM  
**To:** Teale Phelps Bondaroff  
**Subject:** RE: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

Hello Teale

Thank you for your reply. I had a second email, which you were CC'd on, replying to Mayor Dean Murdock's email to me which added additional info. I've included for your review this exchange below to avoid me repeating previous conversations.

I had my doubts in replying to your request for additional information. I'm not sure that you care. Based on what I have seen and heard, you are primarily focused on getting everyone out of their cars and on to a bicycle. Unfortunately, not everyone can do that. Having TIME to cycle is a luxury for most people. For those with young children, life requires them to be in multiple locations in a relatively short period of time. On the other end of the spectrum, there are those like me that help to look after aging family members including transport to medical appointments all across the CRD.

I was further disheartened when I caught the end of the TAC meeting on Nov 28 via Microsoft Teams stream. I had planned to attend in person as an observer (knowing that visitors are not allowed to address the committee), however, I had a scheduling conflict. From what I did see, the committee selection was not balanced nor inclusive. I could be wrong but I don't think there was anyone at the committee table that was over the age of 40 – I saw no seniors providing their input, I saw no one from the business community that provides services to residents in Saanich, I saw no one with

mobility issues. Being the “Transportation” committee, I feel it should look to ALL transportation methods and issues rather than just singularly focused.

That said, here I am replying.

Major corridors like McKenzie and Quadra need to REMAIN major corridors (Shelbourne, Hillside, Tillicum, Burnside, also to name a few). Move as many people as possible – year-round - and keep drivers OFF THE SIDE STREETS.

Also, please DO NOT label me like Mayor Dean Murdock. I am NOT anti-cyclist; I just don’t believe cycling should always be the priority on every commuter route. For the benefit/safety of cyclists and the overall transportation needs, we need to be able to move goods and services efficiently too. I see Victoria removing slip-lanes from Blanchard St at Hillside – I’m sure semi-truck drivers would have “interesting interactions” with the politicians that believe slip-lane removal serves the greater good.

Everyone keeps talking about McKenzie. Yes, there is plans to provide a dedicated bus lane for transit, however, the poor bus drivers that need to navigate Quadra St will need to do that in a single with ALL OTHER TRAFFIC. The only location where bus “Slip Lanes” will be provided will be at major intersections. As previously noted, BC Transit stats show the #6 Quadra moves more people in the CRD than any other bus route (Yes, I’m repeating myself here with info previously provided to the Mayor, but this is important and worth repeating). When I need to attend meetings downtown, I typically take the #6. When it stops being quick and convenient, maybe not so much.

Please see comments below on **emergency vehicles**. The cement curbs and bollards Saanich staff are currently using are unnecessary (and dangerous – see Saanich News letter to editor from October 23 edition where a seasoned cyclist crashed into one of the cement curbs and suffered life-altering injuries). Most seasoned cyclists that I know will not use these “protected” lanes; under the Motor Vehicle Act, these cyclists know they are allowed to travel in the car lane (regardless if there is a bike lane) and feel safer doing so. I was recently in Lisbon, Portugal. On some of their corridors they had bike lanes which everyone respected. Like some of ours, the bike lanes were painted green but, on the separator line, they had smaller humps (about 1-2 inches high and 18-20 inches long). Being this size, cyclist were able to easily escape the bike lane should a danger occur. Further, emergency vehicles could use the bike lane when traffic was at a standstill.

Having a dedicate bus lane is not a bad idea. However, taking away a lane of traffic to do so is. Busses are great; but they don’t get you everywhere. Example: where [REDACTED] lives (Doncaster), the closest bus in a 10-12 minute walk from her house and that bus, at peak schedule, only runs once every hour. If she misses that bus ...

Please see the attached extract from the QMS plan page 76 (McKenzie). According to Saanich staff, a bus lane needs 3.3 metres. In the cross-section, 3.5m is reserved for new tree plantings. If Saanich wants to maintain a bike lane, **Saanich could still ADD the rapid bus lane without taking anything away.**

Back to Quadra. Looking at the attached QMS page 103 extract, Type 1 will cover most of Quadra. I feel a first responder would look at this and laugh (or cringe). With a treed corridor down the centre and a protected bike lane to the right, **where are cars supposed to pull over to allow emergency vehicle to pass?** I think a #6 bus driver would have the same concern. Reserving 8.1m on a Major transit/traffic corridor for trees seems a little “dream world.” Goods and services still need to get from A to B. Bike shops do not receive their product inventory by bike. Busses can’t move unless all cars are gone – and that’s not going to happen because **busses are infrequent and are not all encompassing.** Cars are NOT going away; in the next 10 years I predict we will have more cars; however, a majority of these cars will be EV’s (or hybrids). ICBC stats from 2019 to 2023 show the number of active drivers licenses in Saanich are increasing each year by about 1% per year.

Quadra does not need bike lanes. The Lochside trail pretty much runs parallel to Quadra. If access to the trail is improved, cyclists can quickly get to downtown. Example: between Royal Oak Drive and Don Mann Excavation (and the Blenkinsop connector), there are limited connection points to the trail. Recently, our neighbourhood association has

been VERY vocal about saving Beckwith Pond. There have also been plans in the works to create a trail link from Beckwith park to the Lochside Trail (a back-burner idea for years). Saanich staff are solely focused on the water license transfer from Don Mann to Saanich and mitigating dam collapse / water damage. Below the pond is a creek that feeds into Blenkinsop Lake; this right-of-way could be enhanced to capture more water mitigating any consequences should an issue occur with the dam but also create a SAFE cycle/pedestrian link to the Lochside Trail. So, If we combine both as a single project, win-win. This is just one connection link; doing this would not only serve the Lakehill Elementary area but, with better connectors through Beckwith Park, could serve the Panorama neighbourhood. Also, these neighbourhoods could then cycle via the Blenkinsop connector to get to U-Vic – AND DO SO SAFELY.

Walkable 15 minute communities are great concept but will not cover everything. With the current doctor shortage, my father-in-law cannot get a new doctor within a 15 minute walk of his retirement home. To have a truly 15 minute community that works, you need EXTREME density. If you ask most people that live in Saanich, that is NOT THEIR VISION. They moved here because of space – personal space (and not just a balcony). I was recently in downtown Vancouver as staying at a hotel on Hornby St. Pretty much all I saw was other towers. That's not why everyone is moving to Saanich.

I was in a meeting once with former Saanich councillor Rebecca Mersereau. She was your predecessor as chair of the then ATAC (now just TAC). Her position was that traffic congestion was a good thing. It slows down traffic. Of course it does. However, human nature is like water – we find the path of least resistance. If Quadra and McKenzie become too congested, people will just find alternate routes on secondary streets– and that just puts road-hockey players in more danger (not to mention the cyclists that use the secondary routes for safety purposes). The other day, I was walking from my home on Lucas Ave down to the Monkey Tree; late afternoon and I saw a Saanich garbage truck driving by. This struck me as unusual as that was not our collection day. Once at the Monkey Tree, I witnessed other Saanich garbage trucks returning to the yard coming from McKenzie (I assumed this was end of shift). So the driver that passed me on Lucas Ave – was he cutting through the side streets to avoid the Quadra / McKenzie intersection to also return to the yard? Maybe – if so, is this just the start of more to come?

Unlike Amsterdam and other European cities, we do not have the Metro, trains, sea-buses, etc to eliminate car usage nor do we have the municipal, provincial, or federal funding to provide these services. Amsterdam even has a Night Bus – no one is proposing that here in Saanich. We just don't have the population (now or in the future) to support those systems; the province and the fed's will always focus on the transportation issues on the lower mainland. The CRD is an NDP stronghold – always has been, likely always will be. As such, we will never get funding for major transit projects. The NDP doesn't need to spend money here to buy votes – so they focus on Surrey and spend money there. Conservatives know they won't win in the CRD so they again focus their election promises on Surrey and the lower mainland. As for the feds, I don't think Ottawa thinks Canada exists past the Great Lakes. So without proper funding, Saanich residents (and the rest of the CRD), pretty much have to look after ourselves. Saanich cannot afford to install and maintain a "skytrain" or equivalent system. This leaves taxpayers to find their own way to problem-solve.

Local proponents of transportation often grab the best Europe (like bikes in Amsterdam). With my heritage being from Portugal, specifically the Azores Islands, I have experienced better traffic control options not used in Saanich. Roundabouts are an extremely efficient tool for both vehicles and cyclists. Rather than stopping traffic, roundabouts allow traffic to keep flowing. It seems Saanich Engineering's solution is primarily to put in a traffic light; I'm not sure why there is a bias against roundabouts – they work extremely well out in the Westshore.

I have completed the online survey. I attended the Dec 2023/Jan 2024 Saanich workshops. I attended the Saanich open house. I have spoken with neighbours, friends, and the general public. I know I am not alone in my thoughts or beliefs; I would say I am a member of the silent majority. However, as write this email I know that the QMS plan as presented will likely get passed. ALL these items are just for political show. Most politicians don't care about the people in their community; they care about getting re-elected; they care about years of service and the pension they will collect; they care about multiplying pensions from multiple levels of government; they care more about the lobbyist groups like Homes For Living that will help them get re-elected. That said, I still wrote this email knowing full well this will likely not have any impact on your views or how you vote on the QMS plan when the final plan is presented to council.

Thank you for your time.

Tony

Tony Moniz  
[REDACTED] Lucas Avenue  
Victoria BC [REDACTED]

Home: 2 [REDACTED]  
Cell: [REDACTED]

**From:** Tony Moniz

**Sent:** Sunday, November 17, 2024 11:15 AM

**To:** 'Mayor Dean Murdock' [Mayor@saanich.ca](mailto:Mayor@saanich.ca)

**Cc:** [council@saanich.ca](mailto:council@saanich.ca); [susan.brice@saanich.ca](mailto:susan.brice@saanich.ca); [Judy.Brownoff@saanich.ca](mailto:Judy.Brownoff@saanich.ca); [colin.plant@saanich.ca](mailto:colin.plant@saanich.ca); [nathalie.chambers@saanich.ca](mailto:nathalie.chambers@saanich.ca); [zac.devries@saanich.ca](mailto:zac.devries@saanich.ca); [karen.harper@saanich.ca](mailto:karen.harper@saanich.ca); [teale.phelps.bondaroff@saanich.ca](mailto:teale.phelps.bondaroff@saanich.ca); [mena.westhaver@saanich.ca](mailto:mena.westhaver@saanich.ca); [brent.reems@saanich.ca](mailto:brent.reems@saanich.ca); [harley.machielse@saanich.ca](mailto:harley.machielse@saanich.ca); [QMS@saanich.ca](mailto:QMS@saanich.ca); [lane.popham.mla@leg.bc.ca](mailto:lane.popham.mla@leg.bc.ca); [Ravi.Kahlon.MLA@leg.bc.ca](mailto:Ravi.Kahlon.MLA@leg.bc.ca)

**Subject:** RE: Saanich's Proposed Quadra / McKenzie Study Plan

Hi Dean

Thank you for your reply; especially on a Sunday.

Yes my comments did focus somewhat on bike lanes and that they have no place on Quadra or McKenzie in the grand transportation plan (no more than on the Island Highway or the Pat Bay Highway). Major corridors should remain major corridors.

In an emergency, what's going to happen? Prime example was the afternoon of Nov 5. There was an apartment fire on McKenzie between Saanich Road and Quadra which closed McKenzie. Traffic from the east (U-Vic and surroundings) had to divert down Quadra which made Quadra a parking lot for over 3 hours; good thing there were two lanes on Quadra or it could have been much worse and create even more congestion on secondary routes and dangerous conditions on those secondary routes for cyclists and pedestrians.

If Quadra is reduced to a single lane, the busses cannot move freely. According to BC Transit stats, the #6 Quadra bus moves more people in the CRD than any other bus line. Goods and services would not be able to move freely either. The economic impact of service vehicles idling in traffic congestion is growing. Life in the South Island is already expensive enough to further add to this cost (someone has to pay for their idling time at the end of the day). And then, what happens to traffic on garbage and recycle days on Quadra? With the current plan, traffic on Quadra (including busses) would be completely stopped until the service vehicles clear the road.

Look no further than the intersection of Wilkinson and Interurban; this corridor is only single lane and is backed up for most of the day (primarily in the morning and afternoon rush). Buses are stuck in this same gridlock making life difficult for students trying to get to Camosun College on time.

In other areas of the CRD, bus lanes are being ADDED. There is no plan to take away driving lanes. After all, in 10 years, where will all the EV's be? Likely stuck in traffic as people are not giving up their cars – they are simply exchanging them for something more friendly to the environment. The plan for Rapid Bus on McKenzie is not a bad one - but ADD the lane, don't take away the traffic lanes.

We need a traffic plan that moves the most people, the most goods and services, and moves everyone efficiently. Congestion should NEVER be used as a traffic planning tool, however, that seems to be the way planners are going.

Tony

Tony Moniz

█ Lucas Avenue

Victoria BC █

Home: █

Cell: █

**From:** Mayor Dean Murdock

**Sent:** Sunday, November 17, 2024 9:45 AM

**To:** Tony Moniz █

**Subject:** Re: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

Thanks, Tony. I am grateful for your feedback and appreciate you for taking the time to write.

I am passing your correspondence to the Quadra McKenzie Planning team for their consideration as well.

While your comments focus primarily focus on bike lanes, the plan's major vision for transformation on the corridor is to accommodate rapid transit. Transit should be included as a priority future use on this corridor, it is very clear from the concerned emails we've received that the proposed design needs to be revised.

I appreciate that the proposed future changes have created a lot of concern and frustration. Council can ask our staff to look at alternative solutions that improves public transit while facilitating the flow of traffic for everyone using the road.

Thanks so much for sharing your concerns.

Dean

**Dean Murdock**

Mayor

District of Saanich

[250-475-5510](tel:250-475-5510)

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**From:** Teale Phelps Bondaroff

**Sent:** Friday, November 29, 2024 10:20 PM

**To:** Tony Moniz █ >

**Subject:** Re: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

Tony,

Good to hear from you and thank you for reaching out, and thank you also for your patience awaiting a reply.

I appreciate you taking the time to share your thoughts about the draft Quadra McKenzie Plan with me. In case you had not yet done so, I wanted to encourage you to also participate in the ongoing formal consultation around this draft plan. The deadline for the public survey was recently extended to December 2<sup>nd</sup>. [You can find a link to the survey here.](#)

Speaking to the focus of your correspondence, the transportation element of the draft plan, I was interested in your thoughts on how we might address the challenge of increasing the carrying capacity of McKenzie, given current use and projected use as additional development occurs?

Thank you for reaching out and I hope you have a great weekend.

Cheers,

Teale

Dr. Teale Phelps Bondaroff

Saanich Councillor

[250-882-6261](tel:250-882-6261)

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**From:** Tony Moniz [REDACTED]

**Sent:** November 16, 2024 3:16:46 PM

**To:** Council; Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries;



Karen Harper; Teale Phelps Bondaroff; Mena Westhaver

Cc: [HOUS.minister@gov.bc.ca](mailto:HOUS.minister@gov.bc.ca); [TAC.Minister@gov.bc.ca](mailto:TAC.Minister@gov.bc.ca); CAO; Dir of Engineering

Subject: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

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

I'm sure council has already received lots of emails on the QMS therefore I will try to be brief. For starters, I am opposed.

I understand with time comes density, however, before density we need appropriate infrastructure. Provincial mandates were brought in to increase density on transportation corridors but I don't think the NDP's vision was to force those corridors into gridlock. Reducing traffic flow on Quadra and/or on McKenzie while increasing density makes as much sense as increasing density and removing a water main or a sewer line; it just shouldn't happen.

For those on council that cycle all the time (Dean, Zac, Teale) as your primary mode of transportation, I applaud you. You are a shining example of what life in Saanich could be (like Amsterdam without the Metro, Trams, Rail, and Ferry services). You are part of the maybe 1% that do so **year-round** regardless of the weather or daylight hours (or lack thereof). Unfortunately, your vision of what Saanich could be is not what the majority of Saanich residents need nor elected you to implement. Even Saanich planners under their "proposed" vision for the Quadra/McKenzie corridor only see cycling traffic doubling by 2050; still a relatively SMALL percentage of Saanich's population. We have gridlock problems NOW. It's not just at peak hours M-F, it's in the evenings; it's on the weekends. Increasing density by more than 10 or 20 times will only make things worse.

This plan is NOT inclusive. It focuses too much on cycling. There are many reasons why people should cycle but there are as many if not more reasons why people cannot. If Saanich took the same resources it is proposing to spend on bike lanes (which will likely only be used regularly 4 months out of the year), it could instead use that money to build a new recreation centre in the QMS zone (something I do not see in the proposed QMS plan). A recreation centre could be utilized year-round.

I'm not sure if the plan was to release such a ludicrous transportation idea so that people would not focus on all the proposed density. While in 30 years both Quadra and McKenzie will look significantly different with multistory-multiunit buildings, Saanich should also embrace the single-family homes and neighborhoods (what built Saanich in the first place). Owning a single-family home in a single-family home neighborhood should not be illegal nor frowned upon and people should not be made to feel guilty about owning a single-family home.

Recent press releases noted community engagement was conducted earlier this year. I was one of the 2,000 that attended the December 2023 and January 2024 workshops (as was former Saanich councilor Rebecca Mersereau - not

sure why she was meddling there given she does not live in Saanich). The current plan is nothing like what staff had presented. I never envisioned such a **HEAVY SLANT** to traffic congestion and level of density when we concluded each workshop with Saanich staff presenting “what they heard.” Makes me feel the workshops were pointless, only for show, never intended to be used for resident input, and a waste of taxpayer dollars. Very sad.

My confidence in Saanich council is shaken. The idea to let staff further continue in public engagement with this deterioration of our **emergency escape routes**, a vital asset in our **commercial transportation system**, and primary connectivity routes is a reckless use of our tax dollars. The ideal thing for council to do is to send Saanich staff back to the drawing board and ask them to “do better” (just like Premier Eby says the message he recently received from voters). Or, better still, just shelve the idea completely. Council was voted to make good decisions on behalf of ALL residents; not to serve personal agendas or agendas of a vocal minority.

Tony Moniz

Lucas Ave

Victoria BC

Ph.

Cell.

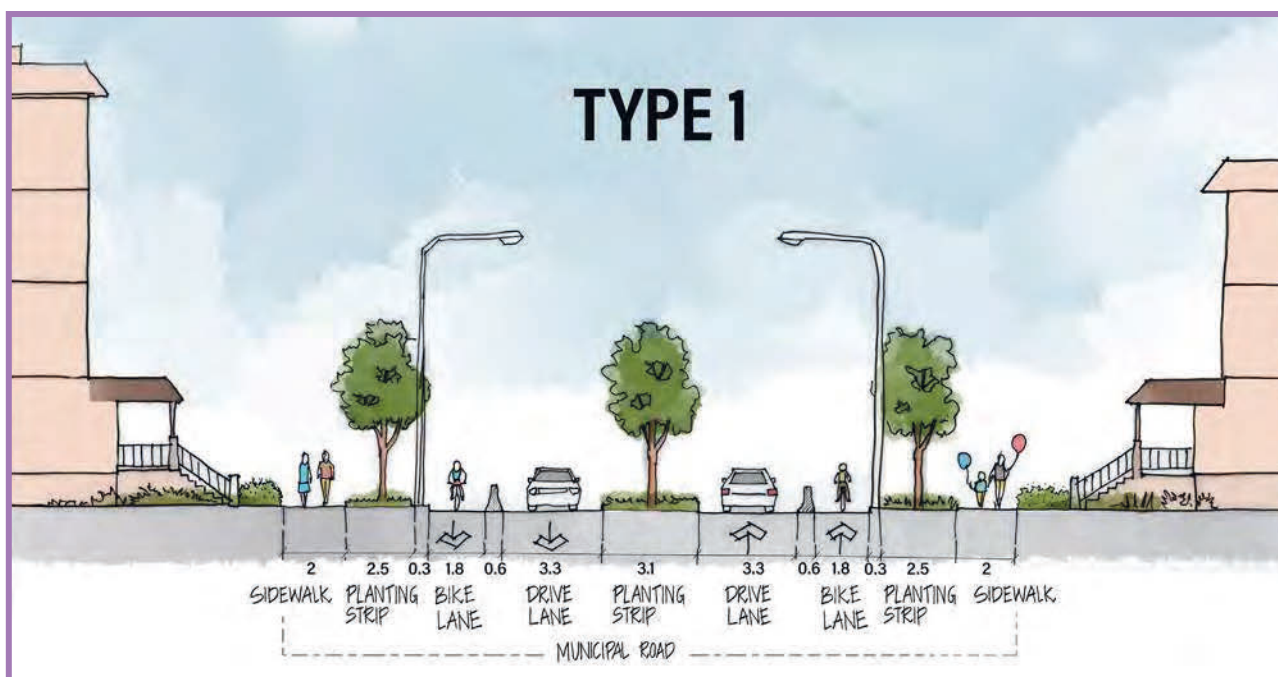
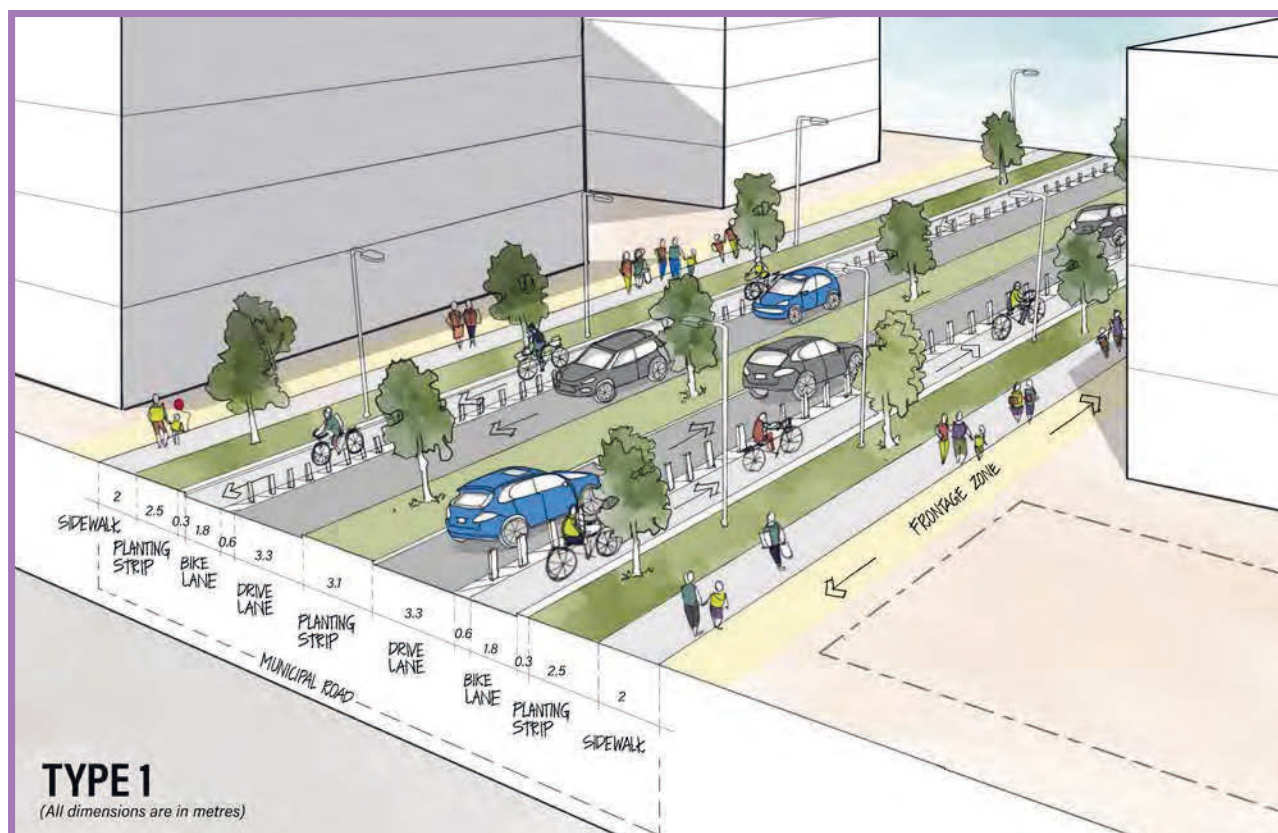
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We acknowledge that the District of Saanich lies within the territories of the *ləkʷəŋən* peoples represented by the Songhees and Esquimalt Nations and the *W̱SÁNEĆ* peoples represented by the *W̱JOŁELP* (Tsartlip), *BOKÉĆEN* (Pauquachin), *STÁUTW* (Tsawout), *W̱SIKEM* (Tseycum) and *MÁLEXEL* (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

This email and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this email and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender. Please consider the environment before printing this email.

Sign up to receive our Saanich Spotlight quarterly newsletter at [saanich.ca/spotlight](https://saanich.ca/spotlight).



**Figure 7.1 Type 1 Quadra Street Cross Section**  
(Chatterton Hub and Residential Streets)

Note: This cross section is an illustrative representation of a typical Type 1 cross section. The cross section may vary at specific locations and intersections to respond to local conditions.

**Preet Chaggar**

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**From:** Lorraine Liwiski [REDACTED]  
**Sent:** Sunday, January 5, 2025 5:42 PM  
**To:** Mayor Dean Murdock  
**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.**

This is a horror movie in the making! I'm so upset that Saanich council is allowing the destruction of beautiful and unique communities, green space, trees and nature, to be paved over and to look like downtown high-rise Vancouver or any other generic city. I always loved how the current housing blended in with the environment. Now Saanich council totally disregards it and the people that live there. Saanich council are nothing but bullies and dictators. Stop destroying Saanich! You have already ruined Shelbourne St.  
Thank you  
Lorraine

**Preet Chaggar**

---

**From:** Melissa MacDougall [REDACTED]  
**Sent:** Saturday, January 4, 2025 11:28 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) Saanich Development Plan  
**Attachments:** Saanich Development Letter.docx

**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,

As a resident of Saanich for 35 of my 41 years, I can say that it is a great place to live because it has trees, natural beauty, parks, and space to breathe. The new Saanich plan proposes to slowly increase densification to include apartment buildings and townhouses amidst single family homes. I disagree with Saanich Council's proposed changes to zoning in residential neighborhoods, particularly the option to build 12-story apartment buildings amidst single family homes. Please consider changing the plan to include more careful, deliberate development which provides needed housing without alienating the needs of existing residents.

As a registered nurse and engineer, my husband and I worked hard to afford a home in Saanich so we could raise our family close to green space, with a private yard, and close to neighbors we have come to know as friends. We are sympathetic to increased housing density demands, but do not understand why this must be achieved by allowing the zoning of 12-story apartment buildings directly next to single-family homes, thus altering the character and privacy of neighborhoods.

In my view, this plan threatens to turn each residential lot into an opportunity for speculators to maximize profits. Each single-family home can be bought and replaced with higher density housing and sold at a profit. This has a two-fold effect on neighborhoods. One, families with established housing, especially renters, are forced to leave their homes only to find that they cannot afford the new housing and, secondly, it encourages the destruction of green space, such as the Garry Oak meadows that make up many of the large yards and act as 'unofficial green space' which many of us enjoy on our daily walks and commutes. Destroying green space in favor of high-density housing in the middle of single-family homes does not make sense.

Instead, please consider increasing densification in areas such as the Quadra and McKenzie (near my house) or Shelborne and McKenzie intersections. These areas are prime locations for increased housing density as they are close to shopping and transit to popular routes such as UVIC and downtown. Building large housing towers (even higher than the existing plans) makes sense in these locations as they are not looking into existing backyards and their development would not destroy existing green space.

Some may say that this sounds like NIMBYism, but I am a NIMBY! The current plan proposes the development of apartment buildings on the avenue of single-family homes directly facing my backyard in the middle a quiet, narrow street of single-family homes. This is not on a street corner or near any transit. I worry this will increase profits for speculators, force renting families out of affordable housing near schools and make the walk to school unsafe for my young children. I am a NIMBY because I care about my community, I care about my neighbors, and I care about the environment and community I live in.

Please consider changing the plan to include development that current residents can get behind and support. We all want to see housing opportunities for everyone which can be achieved by developing carefully and with community involvement. Only the wealthy, greedy or short-sighted want to see increased profits for housing speculators, loss of green space and destruction of the natural environment. Please help keep Saanich a beautiful, desirable, livable community.

Thank you for your consideration,

Sincerely,

Melissa MacDougall



Dear Mayor and Councillors,

As a resident of Saanich for 35 of my 41 years, I can say that it is a great place to live because it has trees, natural beauty, parks, and space to breathe. The new Saanich plan proposes to slowly increase densification to include apartment buildings and townhouses amidst single family homes. I disagree with Saanich Council's proposed changes to zoning in residential neighborhoods, particularly the option to build 12-story apartment buildings amidst single family homes. Please consider changing the plan to include more careful, deliberate development which provides needed housing without alienating the needs of existing residents.

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In my view, this plan threatens to turn each residential lot into an opportunity for speculators to maximize profits. Each single-family home can be bought and replaced with higher density housing and sold at a profit. This has a two-fold effect on neighborhoods. One, families with established housing, especially renters, are forced to leave their homes only to find that they cannot afford the new housing and, secondly, it encourages the destruction of green space, such as the Garry Oak meadows that make up many of the large yards and act as 'unofficial green space' which many of us enjoy on our daily walks and commutes. Destroying green space in favor of high-density housing in the middle of single-family homes does not make sense.

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Please consider changing the plan to include development that current residents can get behind and support. We all want to see housing opportunities for everyone which can be achieved by developing carefully and with community involvement. Only the wealthy, greedy or short-sighted want to see increased profits for housing developers, loss of green space and destruction of the natural environment. Please help keep Saanich a beautiful, desirable, livable community.

Thank you for your consideration,

Sincerely,

Melissa MacDougall

## Preet Chaggar

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**From:** Janice Campbell [REDACTED]  
**Sent:** Friday, January 3, 2025 11:19 AM  
**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) North Quadra Plan is ridiculous!

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 today to express my serious concerns about the proposed development of North Quadra.

Both my husband and I grew up in saanich, returned "home" after years away and purchased our home in Saanich and now 2 out of our 3 kids have also purchased in Saanich. Saanich has always felt like a family place, with green space, residential homes, easy access to major routes and just a nice place to live.

Over the 25 years we have lived on our dead end street off of Quadra, we have fully expected to see density increase, thinking we'd have 4 or maybe even 6 story condos, townhouses, and multi family housing on what was previously a single dwelling.

This plan to increase housing by building 12-18 story units is ridiculous. These units will tower over single family areas, increase traffic and cause parking nightmares.

What is the big rush to turn Saanich into a downtown core?

Why is this being proposed in such an incredibly rushed manner and why has not more public input been encouraged?

I can imagine it's because it was expected that there would be little support for a plan of this scope!

Then there's the idea of reducing lanes traffic on Quadra, which is already a major route and busy all day. Yes, I know, we're all going to be taking public transit and riding our bikes everywhere. That's marvellous if your employment allows those options but my husband can't get to work that way and when he was away for work, I had the sole task of getting 3 kids to lessons, appointments, and activities after school. None of which I would have been able to do on public transit.

It seems as if this plan is too much, too soon.

I'm very disappointed in the Saanich municipal team and regret voting as I did in the last election.

Do better for your current residents that already live here.

Sincerely,

Janice Campbell

Sent from my iPad

## Preet Chaggar

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**From:** Scott Tatarchuk [REDACTED]  
**Sent:** Friday, January 3, 2025 11:05 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Strong Opposition 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 Murdock,

I am writing to express my strong opposition to the proposed zoning changes in the Quadra McKenzie Plan. These changes have the potential to devastate the sense of community and stability that residents here have worked so hard to build.

Families in this neighborhood have made immense sacrifices to live here, pooling resources from extended families and investing their futures in this community. Introducing high-rise developments, such as a 12-story tower next to single-family homes, will fundamentally alter the character of our area. For many, it would mean either uprooting their families or being left with properties that are undesirable and difficult to sell.

Additionally, I am concerned that this plan does not take advantage of less disruptive development opportunities elsewhere. There are large, underutilized areas in Rural Saanich and along Blenkinsop, where redeveloping farmland would displace far fewer people. Similarly, regions closer to UVic—such as Midgard Avenue, Shelbourne Street, and Cadboro Bay—are better suited for higher-density redevelopment.

I also question the consultation process for this plan. Presenting residents with a completed plan and collecting limited feedback through sticky notes, which appear to have been largely ignored, does not constitute meaningful engagement. The families who live here deserve a real voice in shaping the vision and goals of their community. I urge you to pause this plan and put it to a binding vote during the next municipal election, allowing residents to decide the future of their neighborhood.

Finally, while I support enhancing transit options, this must not come at the expense of essential all-purpose traffic lanes on key roads like McKenzie and Quadra. These routes are vital for commuters, and buses are not a practical solution for most rush-hour traffic. When I lived in Langford it actually took longer and cost more to take the bus vs driving. Instead, I urge the city to explore more ambitious and impactful transit solutions, such as light rail systems. An East / West line from the westshore communities to UVic, and a North / South line from Schwartz Bay to Downtown, with an interchange in the uptown area, would serve the residents of the CRD far better and for far longer than removing lanes for buses.

The decisions made today will have a profound and lasting impact on families and the future of Saanich. I strongly urge you to reconsider and prioritize the voices of the people who already call this area home. There are three generations of my family living in my home, my neighbours are the same. These homes do not represent an inefficient or exclusionary use of space.

Thank you for your attention to this critical matter. I am available for further discussion and can be reached at this email or [REDACTED] if you would like to discuss further.

Sincerely,

Scott Tatarchuk  
[REDACTED] Killdonan Road

## Preet Chaggar

---

**From:** Don McLaren [REDACTED]  
**Sent:** Thursday, January 2, 2025 11:29 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.**

Why are you trying to damage the entire municipality ?There is no logic to what you are trying to do. Are you afraid of Ebby ,then you should step down. Man up before we have no green space for my grand kids ! What about sports facilities? Do you have a plan . Today I went to the Gordon Head gym. What a shock .! I got there and weight room was over capacity. So I had to leave.

Your tax base is impossible to keep up. What a time to build higher buildings . I guess more fire halls with longer ladder trucks will be built . What's your thoughts on getting info out to the people who don't know how to use a phone/ computer and can't afford a newspaper. Two lanes on the busiest road in saanich ??? There is so much to discuss and plan. How about putting 24 units at [REDACTED] Braefoot rd ? Let's double the traffic , remove dozens of oak trees and build 3 stories high , blast rock and black out the sun .

Can't wait to hear from you !!

Thanks

Don McLaren

Cel [REDACTED]

<https://saveoursaanich.com/>

**Preet Chaggar**

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**From:** Theresa Mcleod [REDACTED]  
**Sent:** Thursday, January 2, 2025 8:12 AM  
**To:** Mayor Dean Murdock  
**Cc:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; [REDACTED]  
**Subject:** (External Email) Proposed 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/Council of Saanich

My husband & I have resided in Saanich for over 60 years and have been homeowners and taxpayers in this same municipality and community for more than 40 years.

With the new plan being proposed to Saanich residents, I wanted to inquire if any or all of you have experienced the "Crawl Out" on McKenzie Ave, which starts when school lets out? Have you ever crept along this corridor with those who work in town and are returning to their homes? If this was something that you had to endure on a daily basis, you couldn't possibly consider changing these vital arteries to our municipality and city with a single lane each way.

We've raised our children in this municipality and hope to continue to enjoy our grandchildren in the same home. Our tax dollars have contributed to the growth of this community. However, if the proposed changes to single family dwellings to multi family residences & buildings is enforced, this will no longer be a desirable location to live in our opinion. Add to that the council's desire to take on responsibility for the City of Victoria's homeless (a tragedy in itself, & a huge failure by municipal & provincial governments) and we will strongly consider moving elsewhere. Not something we had contemplated in the later stages of our lives.

We hope that with the negative public response received to date, council will reconsider pushing through this objective and seek alternatives (with the input of Saanich residents, (your constituents)). We are not opposed to growth & change but it does not have to impact us so dramatically in such a short period of time. We can already see the impact of the plan on those properties purchased for development. They sit in a state of neglect while waiting for this plan to be pushed through.

Sincerely,

Jeff & Theresa McLeod

**Preet Chaggar**

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**From:** Jonathan Lichtenberger [REDACTED]  
**Sent:** Wednesday, January 1, 2025 9:17 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra-McKenzie Area Plan Comments

**Importance:** High

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

Dear Mayor Dean Murdoch,

First of all, we are wishing you all the best for the New Year, good health and happiness for you and your loved ones.

I would like to express my concerns regarding the MacKenzie-Quadra Development Plan.

My family moved to Saanich last year and we now own a single family home located at [REDACTED] Ridgeway street. This house belongs to a small quiet family-oriented neighbourhood. The plan includes changing the current zoning of our neighbourhood into a mid-rise zone. This means that single family homes in our small neighbourhood could soon be replaced by 6 storey buildings, which is a major change and seems quite unreasonable.

- We chose to build a life in this small neighbourhood because it is conveniently located but also because it is surrounded by nature. There are many mature trees on all the properties of our neighbourhood including many old Garry Oaks. The growth rate of such trees is very slow and I am surprised and concerned that you would consider removing those trees to then replace them with small trees. It would take hundred years to such trees to reach their current height.
- The wildlife is very rich in this area with the close proximity of Swan Lake. We regularly see birds of prey including bald eagles or barred owls. We also regularly see bats flying in our neighbourhood during summer months.
- There is a very strong sense of community in our neighbourhood. Many residents have raised their family here and young families recently moved here. Kids play in the street. People walk their dogs and interact with each other. We have a block party every summer. As you know, becoming a home owner is currently very challenging. We have all worked very hard to be able to afford a home here and learning that tomorrow our neighbourhood and small community could be replaced with 6 storey-buildings is devastating.
- I am also questioning your goals in terms of expected population? It is only possible to enter our neighbourhood via Greenridge Crescent. How will the streets in the neighbourhood safely accommodate the increased traffic. Where will residents park?

Like many other residents, we understand the need to improve and develop some areas along the corridor but current stable family home neighbourhoods should be preserved and protected.

I encourage you to come visit our neighbourhood and meet the residents who have build their lives here. Such major decisions should be taken in concertation with the current population of the affected neighbourhoods.

Thank you for considering my comments,

Kind Regards

Jonathan Lichtenberger  
and my partner Alexandre Bodet



**Preet Chaggar**

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**From:** noreply  
**Sent:** Wednesday, January 1, 2025 5:08 PM  
**To:** Mayor Dean Murdock  
**Subject:** Quadra McKenzie Plan

**Recipient** Dean Murdock  
**Topic** Quadra McKenzie Plan  
**Name** Ron Pearce  
**Email address** [REDACTED]  
**Phone number** [REDACTED]

**Message**

Alarmed to see/hear off proposed Quadra/McKenzie Plan which promises to disrupt the area in which we have lived happily for the past thirty years. It's an alarming proposal. The proposed high rise developments alone are a great concern...high rises kill birds so there go our treasured and diverse local flocks. High Rises have a way of becoming ghettos,,,look at London and Paris after the War. Look at the outskirts of Toronto/Scarborough today...even Vancouver already. And downtown Victoria looks threatening. Why threaten the excellent current community of pleasant family houses. Need space... then let's use the still empty area of the old bowling alley...the proposed Costco...or the large undeveloped portion of grounds at UVic. Dont punish the families currently living here. McKenzie highway works well except for the largely unused cycle lanes...so dont touch it! If the proposal reflects pressure from the Provincial Government let us know....there's a ready solution to that! Would also like to see expansion of our Medical facilities....obviously needed...Jubilee creaks at the seams!

Local Government is not easy...please do your best for us....the family home-owners in your care.

Regards Ron Pearce

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Tuesday, December 31, 2024 1:47 PM  
**To:** Council  
**Subject:** (External Email) Quadra and McKenzie Corridors and Tillicum Plan

**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.

I sincerely hope that each of you and every senior official and planner in Saanich read and re-read and re-read the op-ed written by Will Kezymowski that was published in the Times Colonist on December 29, 2024. He voice my opinion and feelings on the Saanich development plans very well. I see you destroying Saanich by making it difficult to get around unless we are young and fit and able to cycle where ever we want to go. That is agism at its worst. It also discriminates against families. It discriminates against young people who are looking forward to the freedom that a drivers' license gives. It generally makes Saanich less livable. And, it makes you, as a council, appear to be as poor at planning and implementation as Victoria Councils have been for years. Victoria has been turned into an unwelcoming city. I don't like visiting it and I would never move there.

I have some serious concerns about you plans. Let's start with transportation. Where is BC Transit going to get the buses, transit operators and mechanics necessary to replace the private automobile? How are we expected to get around in the meantime? How are emergency vehicles going to move around the city if the reduced number of traffic lanes create gridlock? I understand that they may be able to use dedicated bus lanes. Does that mean they will stop at every bus stop so that passengers can get on and off the bus in front of them or does the bus scream by the stops leaving passengers at the stops and not letting the passengers on the buses to get off? Or, has anyone thought about this? I have followed an ambulance with lights and siren going turning off turning off Shelbourne onto Cedar Hill Crossroad. It came to grinding halt because nobody could get out of its way because of the separated bike lane. There was nowhere to go. Fortunately, there was a big truck that was able to drive over the concrete bike land divided so that others could move out of the way.

What about the sidewalks? My sidewalk to Interurban is right down the middle of a street because you have prioritized bike lanes over sidewalks. How do you expect me to take the bus safely? And, I have a fairly easy walk to the bus. Some residences in my neighbourhood have a much more difficult and dangerous walk to the bus than we do.

You may want to conduct an experiment. Get rid of your fleet of electric vehicles and require your staff and yourselves to conduct all of their business by bus, bike or walking. Get rid of all of your employee parking at and around every Saanich facility and require every employee of Saanich to bus, bike or walk to work. You expect the citizens of Saanich to operate this way so why not lead by example. You can bike to your late night meetings on stormy nights, walk through the inclement weather or freeze while waiting for the bus. You are expecting us to do this so why not you? My bet (and I will put money on it) is that this experiment would come crashing down pretty quickly because you can't do it.

Your plans seem to me to be more wishful than well thought out. Please start you planning process over again with some degree of thought and competence. You are not going to eliminate the automobile so some realistic thought needs to be put into how you are going to manage them.

I would like to hear answers from everyone of you as to how you intend to manage these problems. Remember, Election Day is coming.

David Nixon

█ South Valley Drive

Saanich, BC

█

**Preet Chaggar**

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**From:** Brendan Moore [REDACTED]  
**Sent:** Tuesday, December 31, 2024 12:56 PM  
**To:** Teale Phelps Bondaroff; Nathalie Chambers; Councillor Judy Brownoff; Zac De Vries; Karen Harper; Mayor Dean Murdock  
**Subject:** (External Email) Quadra McKenzie Plan review from NQCA  
**Attachments:** Quadra McKenzie Plan NQCA Letter to Mayor and Council 2 (1).pdf

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

[REDACTED]



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Dec. 4, 2024

TO: Saanich Mayor and Council

At North Quadra Community Association's Nov. 28/24 exec. meeting, the board unanimously passed a motion directing myself, Michael Moore, NQCA Pres. to write Saanich Mayor, Council and Planning Department calling for "pausing of advancement" of the Quadra-McKenzie Plan regarding all the area falling within the North Quadra Community Association boundary. This decision was reached following lengthy internal board discussions and after hearing from a flood of concerned citizens as well as reps of the Save Our Saanich committee. Additionally, I and other board members met and conversed with many North Quadra residents and NQCA's general membership to discuss 2 proposed 12-storey buildings at Nicholson/Quadra (virtually across the street from each other). These discussions clearly indicated that our membership feel the consultative process and input opportunities have been—and continues to be—inherently flawed and that the consultations (especially surveys) are prescriptive in nature—meaning they are designed to yield outcome desired by Saanich Planning and others determined to shape the Plan to their agenda.

Thus, the board has concluded that the consultation and planning process of the massive, proposed changes to the NQ community in proximity to the Quadra corridor is badly considered. It is skewed toward approving and supporting construction of apartment complexes (ranging from 12 to 18 stories on Quadra) with no true or realistic regard to how the excessive heights will impact the community, which is home to 25,500 residents, mostly living in single-family dwellings. The plan's negative impact is already being felt throughout the community with developers purchasing properties within the proposed development corridor, allowing current area homes to degrade toward being rendered unlivable, in anticipation of the plan being fully approved by Council.

Furthermore, the destructive ecological impact of these heights affecting Swan Lake & Christmas Hill's Nature Sanctuaries, their wildlife corridors and bird flight paths will be devastating and cannot be ignored. Indeed, the impending environmental degradation is contrary to Saanich's policies and guidelines to protect the municipality's natural and sensitive areas.

The NQCA board calls upon Saanich Mayor, Council, and Planning Staff to step back and initiate a sober second consultation process that fully engages the 25,500 area residents, allowing them a significant role in determining future development within North Quadra's boundaries. Instead of barreling full-speed ahead with unfettered development along the Quadra corridor, a better, more evidence-based approach would be to first advance the Saanich Public Works project and possibly others at the McKenzie/Quadra intersection, along with the massive potential of the Lumberworld site. If such projects prove economically viable and provide true affordable housing, a baseline might be established for a well-developed expansion plan of multiple housing forms that could advance northward. Such advancement should only be done with a clear vision of maintaining livability and quality of life for area residents while preserving the intrinsic natural landscapes and protection of wildlife corridors, (particularly for migratory bird), and the safety, health and well-being of residents.

We welcome Mayor, Council, and planning staff to enter a fulsome and constructive discussion on how the pause can be implemented and the residents of our community properly consulted.

Respectfully,

Michael Moore,  
NQCA President.

*Info to be shared with Times Colonist, Saanich News  
Info available on NQCA website at: [northquadra.ca](http://northquadra.ca)*

Letter directed to:

[mayor@saanich.ca](mailto:mayor@saanich.ca)

[susan.brice@saanich.ca](mailto:susan.brice@saanich.ca)

[judy.brownoff@saanich.ca](mailto:judy.brownoff@saanich.ca)

[nathalie.chambers@saanich.ca](mailto:nathalie.chambers@saanich.ca)

[zac.devries@saanich.ca](mailto:zac.devries@saanich.ca)

[karen.harper@saanich.ca](mailto:karen.harper@saanich.ca)

[teale.phelps.bondaroff@saanich.ca](mailto:teale.phelps.bondaroff@saanich.ca)

[colin.plant@saanich.ca](mailto:colin.plant@saanich.ca)

[mena.westhaver@saanich.ca](mailto:mena.westhaver@saanich.ca)

[council@saanich.ca](mailto:council@saanich.ca)



**Preet Chaggar**

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**From:** Michael Riefman [REDACTED]  
**Sent:** Tuesday, December 31, 2024 10:29 AM  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; Mayor Dean Murdock  
**Subject:** (External Email) QMS

**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,

You have been mislead by the real estate development industry and perhaps have not comprehended the true impact the current OCP and that draft QMS will have on current residents in these areas.

I shall ask a series of questions that I hope you truthfully answer.

If you live in a house or strata that are near or adjacent to an 18 or 12 storey building, would you likely want to sell?

If you are looking at purchasing a house or strata would you buy in or adjacent to an area designated for mid and high rise?

Under these conditions, who would be most interested in buying from any of these properties?

Knowing that only a select industry will be purchasing from "motivated" sellers, what would you expect the value of these properties to trend?

With the expected answers, you could easily conclude that there is potential millions or billions of wealth transfer from affected Saanich residents to the real estate development Industry. There are also moving costs associated with this Diaspora of Saanich residents.

A few last questions, where will you be finding replacement of the loss of affordable housing such as rent control apartments in low rise apartments, additional suites in house, and shared houses. Our area in Mt Tolmie is an excellent example of this type of housing. I am sure other communities have these as well.

Have you considered any other options of increasing density without displacing people from their homes and destroying affordable homes?

If you pass this QMS it will be a loss to residents and a win for developers. I'm sure that is not what you want to do as our representative in a municipal government.

Regards

Michael Riefman  
[REDACTED] Howroyd Ave

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Monday, December 30, 2024 1:14 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) north saanich

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

I am putting my name towards the overwhelming majority of North Quadra residents in fear of what your council is capable of doing! Yet again!

I agree with everything North Quadra Community Association has written to you all about on December 4<sup>th</sup>.

You have NO IDEA how upset our neighbors are upon hearing and then reading about this initiative. My husband and I have been residing here since 1987 and have raised our family. Our son now lives in the neighborhood and we are now all thinking about moving if this ludicrous plan comes to pass.

I understand about the green initiatives and the housing and the traffic. BUT people in this neighbourhood RELAY on their cars! Many of us are seniors and NOT bikers! Many of us are young families who need CARS to get our children to school, activities etc. We will NEVER utilize the things that are being proposed!!!

The idea of have 12 floor apartments with little or now parking spaces will impact our lives greatly. We already suffer from cars parking on our street who don't live here. The impact of the this plan has been poorly planned and completely out of touch with your constituents.

I'm sorry I vote any of you in.

Sincerely

Tej and Janet Labh

**Preet Chaggar**

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**From:** Andrew Komlodi [REDACTED]  
**Sent:** Monday, December 30, 2024 11:51 AM  
**To:** Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Cc:** lana.popham.MLA@leg.bc.ca  
**Subject:** (External Email) Profoundly disappointed, confused, and frustrated.

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

Good morning civic leaders.

My name is Andrew Komlodi and I am a resident and home owner living in Saanich along with my wife and newborn baby boy. I am writing to express my strong opposition to the Quadra McKenzie plan and to explain why I hope you will not approve it. The plan may have good intentions, but it is a bad plan. I hope you will read this email to understand why serious reflection is needed.

Saanich and all of southern Vancouver Island will always be desirable due to its climate and beauty. Everybody, everywhere, will always be attracted to moving here, especially older people with a lifetime of savings to spend. This has always been the case. Resining so much of the Quadra McKenzie corridors, as envisioned in the plan, will not - not - increase supply enough to make a difference to affordability.

What it will do is massively compromise the quality of the neighbourhoods that make Saanich such a wonderful home. The trees, the wildlife, the sunshine, the quiet and safe residential roads... If the Quadra McKenzie plan is approved, all of these will be increasingly compromised over time. Not right away, and perhaps not until after you have left office, but you will bear the responsibility for, to put it directly, making Saanich worse for the people who live here. For the people who elected you to maintain the jewel that it is.

You represent the people that live here now. Those who live here do so because we like it the way it is. Please do not damage this place to make it less desirable and therefore more affordable. Powerful real estate developers do not need your help to facilitate the gold rush that the provincial government is facilitating well enough on their own.

I believe in the importance of disagreeing without being disagreeable, but it has taken a lot of self-discipline to avoid the use of profanity to describe my displeasure. I am angry and dismayed, and sincerely pray that you will not approve the plan.

I would welcome a response from any of you to explain why, from your perspective, I am mistaken in any of what I have written above, to better understand something that, to me, makes less than zero sense.

Earnestly,

Andrew Komlodi

P.S. Real estate values double every seven years, and always have. The problem today is that wages aren't keeping up. The solution to housing unaffordability therefore rests not with brining down the cost of housing, but with increasing wages by encouraging more income earning opportunities. I encourage Council (and the Province) to refocus efforts towards attracting well-paying businesses to the Greater Victoria area so that more of the people who already live here can afford to stay here.

**Preet Chaggar**

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**From:** Alex de Sousa [REDACTED]  
**Sent:** Monday, December 23, 2024 11:24 AM  
**To:** Mayor Dean Murdock  
**Cc:** premier@gov.bc.ca  
**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 Alex and my wife 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. 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.

Thank you.

Sincerely,

Alex & Brandi de Sousa

**Preet Chaggar**

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**From:** Brandi [REDACTED]  
**Sent:** Monday, December 23, 2024 11:08 AM  
**To:** Mayor Dean Murdock  
**Cc:** 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) 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. 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.

Thank you.

Sincerely,

Brandi & Alex de Sousa

**Preet Chaggar**

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**From:** Chris Rickinson [REDACTED]  
**Sent:** Monday, December 23, 2024 9:26 AM  
**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

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

Mayro Murdoch,

I hope you and your family are getting a well deserved break as I am with mine and I wish you all the best of the season. I would extend that to Council, who are cc'd.

I am taking a few moments away from my family to write to you about my concerns over the Quadra McKenzie plan. I strongly believe that this plan does not meet the needs of our community as it is and will irrevocably change the nature of Saanich, not for the better. While there is a desperate need for additional housing, the creation of blanket zoning for mid rise construction where single family homes currently stand is not in keeping with what makes Saanich a lovely place to live. Saanich is low and in that -has developed a unique character. While I understand that single family zoning is not the most efficient way to house people, the fact that few buildings in the municipality overtop trees is healthy and vibrant. We have an urban forest, please do not create a concrete jungle. We will never get back what we have if you do.

I understand the need of council for creation of density and the provincial mandate facing municipal governments but I would suggest that this needs to be done in a thoughtful way that is in keeping with the character of the community that exists. I have reviewed the Quadra and McKenzie plan in full and I don't believe this plan does that. If Paris can have height restrictions in order to keep the character of the city, why can't Saanich? I would ask that you reconsider this plan and ask the residents what they want in their home communities. Can we instead look at ways of adding density without adding height (townhomes, row houses, etc)? This will add vibrancy, life and increased affordability without destroying the character of our community. Please reject this plan and ask the Planning Department to return with a plan in keeping with the character of Saanich.

Again, thank you for your time and consideration on this matter as well as for the commitment of both yourself and Council to our community..

Chris Rickinson  
Saanich Resident

**Preet Chaggar**

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**From:** Elaine Lone [REDACTED]  
**Sent:** Sunday, December 22, 2024 8:46 PM  
**To:** Mayor Dean Murdock  
**Cc:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Karen Harper; Zac De Vries; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Subject:** (External Email) Major changes for North Quadra? NO!

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

Re: Saanich Council's plan to allow the building of 12 - 18-story apartment buildings along Quadra St.

To: Saanich Mayor and Council

This is an absurd plan you folks have come up with. Do you believe it will help the lower-income or even the homeless people? Are you looking for more revenues for Saanich municipality? Or without sounding like a conspiracy believer are you following a timed agenda of global proportions put in place by people and several entities? Whatever the reason, it appears to me that you want to build what are basically "buildings" that sell apartments the size of sardine cans. They all look the same and after a while, they become run down and there goes the neighborhood.

I've lived in Saanich for almost 24 years. Our home and property backs onto the Lochside Regional Trail. Lakehill District is a lovely place but over the years the drone of the traffic and wailing sirens of first responders vehicles on McKenzie Ave. has grown exponentially. The traffic on McKenzie and Quadra Sts. is downright atrocious. Too many cars on Quadra St. speeding and it's getting worse. Many people in vehicles and large trucks don't want to wait to turn left at the Quadra and McKenzie light heading towards UVIC. Instead of waiting they opt to take the side streets from Ambassador to Nicholson Sts. from Quadra St. Some years ago, speed humps were laid down but I have to tell you it didn't make a difference. More vehicles are still using these streets as "cut-throughs" to get to the Borden and McKenzie lights. Don't get me started on the 3-way stop that was implemented at Cedar Hill X and Borden Sts. I'm surprised there hasn't been a critical injury or even a death where the bike path crosses Borden St. What with the Saanich work-yards traffic, people who reside in the area, vehicles cutting through, and the cyclists it's frequently like a gong show. I don't think the vehicle drivers or even the cyclists are aware of the rules of this hodge-podge of bikes and vehicles trying to hurriedly funnel their way to make the light.

PLEASE... No more 15-minute "cities"! This isn't Vancouver. Exactly how are these monstrosities going to fit into the area and homes around it or has that been taken into account? This isn't Hong Kong. Saanich doesn't need high-rises! Please don't take away what makes Saanich, Saanich. Take a look at Victoria's downtown; high-rises are overtaking it. More and more homeless, addicts, and criminals are crowded in and walking the streets ... where are they going to go? I say this because Saanich could very well be like that. Thank you for your time.

Respectfully,

M. Elaine Lone  
Saanich B.C.

\*\*Joni Mitchell ~ "Parking Lot" 

**Preet Chaggar**

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**From:** Brent Russell [REDACTED]  
**Sent:** Sunday, December 22, 2024 3:29 PM  
**To:** Mayor Dean Murdock  
**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.**

to Saanich mayor

I'm writing this letter re my concern for the current Saanich's Quadra-McKenzie plan. I am fully opposed to the idea of building 12-18 storey apartment buildings along the Quadra corridor and its impact on traffic congestion and the surrounding environment while destroying the vibe of the surrounding area. I have lived in Saanich for over 40 years and I hope the Saanich council will reevaluate this plan and provide a more viable solution that reflects the wishes of the 25,000 residents affected by the current plan.

Thanks  
Brent Russell  
[REDACTED]

**Preet Chaggar**

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**From:** Judy Russell [REDACTED]  
**Sent:** Sunday, December 22, 2024 11:31 AM  
**To:** Mayor Dean Murdock  
**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 Murdoch,

**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.**

**We have lived in our Saanich home for 37 years and chose this area to build a home because we wanted our children to grow up in a safe environment.**

**Please reevaluate this proposal. To me, it just does not make sense for the families that live here and for the ecology of the area.**

**Thanks  
Judy Russell**

## Preet Chaggar

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**From:** Kathryn Bridge [REDACTED]  
**Sent:** Friday, December 20, 2024 8:37 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra McKenzie Plan  
**Attachments:** 20 December 2024 to Mayor Murdoch.pdf

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

Mr Mayor,

Attached please my very blunt and pointed letter of protest against this plan.

Kathryn Bridge, PhD  
Curator Emerita, History and Art, Royal British Columbia Museum  
Adjunct faculty, History Department, University of Victoria  
[REDACTED]

20 December 2024

Dear Mayor Murdoch,

This letter is necessarily blunt. I am angry and very much betrayed. I saw in you potential to be a thoughtful and responsive elected official. I voted for you as councillor and later as mayor. But it appears I have been mistaken. From my perspective, I now see that you, as mayor worked quietly towards setting the scene for the Quadra-McKenzie Plan by erasing community-contributed, consensus-driven Local Area Plans and the previous OCP. Under the radar, this was accomplished so quickly that it was a done deal before anyone realized.

From what I read, the Urban Development Institute with its pro-development *raison d'être* has gained considerable influence, so much so that elected officials are often convinced that the development proposed is progress, preparation for “the future”, a route to modernizing communities that have grown organically over time, with little discipline. Forgetting that communities each have their own character, that residents are proud of communities in which they chose to put down roots, often multi-generational roots. And that residents might have options different than those of developers who are driven by profit at the expense of place.

The Quadra-McKenzie Plan so obviously displays the influence of the UDI. It also appears to be a plan given to a junior planner as test. The cookie-cutter approach; the old-school ideas of hubs supporting residents in the adjacent tall buildings, so they don't have to move beyond their 15 minute neighbourhoods; the “while we are at it” approach to sneak in massive rezoning of single family neighbourhoods within 500 or more metres of these hubs, way beyond the “complete streets.” And the complete erasure of the 7 designated or registered heritage houses on the North Quadra corridor for one example. It is insulting.

I have spent the last few weeks knocking on hundreds of doors and talking with residents about the QMP. Naively, I expected most people would have heard of it. I was wrong, only 10% of those with whom I spoke knew of it, and none of these realized it was a plan that was larger than single lanes on roads. They had NO idea their own neighbourhoods were now under threat. And they are MAD. The residents previously with no awareness of the QMP are now similarly incensed. I hope they are all writing to you as many assured me they would. You can bet your salary, none of them will vote for you in the next election. The QMP puts forward development that does not sit well with residents and will create long-lasting and irreversible damage to the very qualities we hold dear and that contribute to why we have chosen to live our lives and raise our families in Saanich. These qualities are why we pay taxes and why we put trust in our elected officials.

Why the upper portion of Quadra Street has been thrown under the bus escapes me and everyone else with whom I've spoken. Why does this street itself, the streetscape generally, and the thousands of houses surrounding it warrant the cavalier attitude of planners, who, not content to destroy natural values, have now opened the street and the many, many

surrounding blocks to speculators and developers galore. Many neighbours on Quadra Street have already been approached by developers. In advance of any approval of the QMP. Is this ethical?

Despite assurances to the contrary, that this is a “plan for the future”, the reality is that the massive removal of single-family zoning over the huge areas delineated will indeed fundamentally change the present sense of community enjoyed by families in what have been, up until now, considered safe havens. Property values will plummet in an atmosphere of uncertainty – might a 6-storey building be constructed across my street? Who would want to purchase a single-family home in a neighbourhood that could change in a blink of an eye, that at any time – next year, 5 years from now, whenever? Why has such a disruptive change even been proposed? The younger generations don’t want the obliteration of backyards and vegetable gardens, they don’t all want to raise their families in towers, they want the freedom to move around the city, whether it be by bicycle, transit or their own electric cars. They want to be connected, to feel part of a community, to enjoy quiet spaces, to walk on streets not teeming with traffic. They won’t be content just to see 3 trees from their 6-storey window (one of the criteria of the QMP), but to interact with nature in ways that more intimate housing solutions would allow – townhouses, laneways, duplexes.

Surely the relaxing of zoning to boost laneway houses and to enable townhouses or small scale 2-3 storey multi-residential buildings would have been a much more palatable direction which would still enable creation of affordable residences within a mix of single-family residences and keep the physical scale intimate and inviting. I do not believe that the Provincial Government’s mandate on housing envisioned such an evisceration of Saanich.

Don’t roll the two pressures together – Provincial directives and a vision for the future - in the way that is packaged in the QMP. Rethink what is important and what will do the least damage to existing valued features – damage to the natural environment, damage to quality of life. Listen to Saanich’s citizens – most of whom never knew about or had the opportunity to participate in the visioning and “consultation” processes claimed. The pamphlets distributed to residents about the QMP do not constitute “consultation.” (did they come from Planning? Or were they a Communications tool?) They were largely unhelpful. The carefully couched and crafted wording gave no hint of the Plan’s full intent, choosing instead to couch developments in aspirational and optimal valued terms.

One of the special qualities of Saanich that makes it different from Victoria is the presence of the natural environment throughout the municipality and within the Urban Containment Boundary. The expressed belief that retaining trees and natural landscapes when possible, has resulted in treasures like Rithet’s Bog and Swan Lake, but also in past developments like the Rogers Farm lands which surround the north flanks of Christmas Hill. The latter were developed with sensitivity to this proximity and at a scale that allowed the Hill to retain its geographical prominence and support the wildlife that take sanctuary in its



wildness. The QMP development proposals are entirely inappropriate in their size, in their effect on neighbouring properties and threaten the retention of Christmas Hill as a natural geographic gem.

And then there are the trees. Who speaks for the trees, the mature and endangered Garry Oaks that majestically line Quadra Street North especially? The giant Douglas firs, remnants of forests with their all-important canopies, sanctuaries for birds and small critters? The last few meadows of camas, lilies, and shooting-stars? Surely Saanich's elected representatives should say no to their planners when proposals such as this Draft Plan involve the decimation of thousands of native trees that are inconveniently located along a proposed "corridor".

Currently a contiguous tree canopy extends from the flanks of Christmas Hill across Quadra towards Beckwith Park and then on to Mount Douglas/Pkols and through Broadmead. This canopy (formally documented in Saanich's Natural Asset Management and the Inventory Report, the 2024 OCP, and a variety of other current frameworks and strategies including the Environmental Policy Framework) provides important habitat and a corridor for both migratory and resident birds. Owls, Flickers, raptors, and many small bird species nest here and rely on the canopy cover. The widening of Quadra Street as proposed with the removal of these trees will disrupt the contiguous tree canopy irrevocably. And then what happens to the bird population? Nesting birds will have no nest areas, no safe haven. Is this a good outcome? I think not.

The QM1 city block (along with QM2) is promoted as a sensitive ecological site needing protection with the astonishing mode of protection proposed as a smaller building footprint but allowing twice the height at 12 storeys! It is impossible in QM1 to save the Garry Oak meadow beneath the trees or the trees themselves when blasting, digging and on-site disruption via trucks disrupts root systems that extend many metres in different directions. 6-storey buildings on the site would similarly kill the trees, destroying the ecological values. But it is truly mind boggling to think that a planner would not understand that disruptions beneath the surface are fatal to trees, that vibrations from blasting from excavations within scant meters of any trees designated to be retained, would be for naught. Past experience says that Garry Oaks might hang in for a handful of years but will succumb. Whether 12-storeys or 6, the result is the same. The canopy corridor would be lost. The buildings in QM1 or QM2 would be higher than any remaining trees and create ongoing incidents of fatal collisions of birds flying into glass windows. I suspect that these buildings, sitting close to Christmas Hill itself would be nearly as high. Is this a good thing? I think not.


I write not just as a concerned Saanich resident, but also as a concerned volunteer on Saanich's Pulling Together Program. For the last 8 years I have been the Lead Steward for a volunteer team working twice weekly to restore Bruce Hutchison Park. The natural assets of this park are immense, and the progress of restoration is highly visible and personally rewarding. Until recently the Local Area Plan for North Quadra included a 300-metre buffer

around Christmas Hill and other natural parks to safeguard these areas. QM1 is across the street from Bruce Hutchison Park. The surrounding Rogers Farm subdivision and other adjacent subdivisions and established neighbourhoods are broad brush rezoned for 3-6-storeys. This park of Garry Oaks, Douglas Firs, camas, fawn lilies, and licorice ferns will suffer because of the shading caused by large buildings looming around it, preventing adequate direct sunlight as required by nature. Alterations below ground arising from building construction and requisite infrastructure upgrades will also have a negative impact. Rainwater which naturally nourishes the Park will be channelled away through drains, not able to penetrate the earth as it does now in backyard gardens. Change in natural light and ground water will have serious consequences for natural parks like Bruce Hutchison. There was proper reasoning in establishing the previous 300-metre buffer zones around natural parks and wild spaces.


The Quadra-McKenzie Plan is not forward thinking, it is forever decimation.

Please think long and hard about the legacy you can leave for Saanich. How do you wish to be remembered? As a thoughtful, responsive, caring, and responsible champion of quality of life for everyone today and into the future? As a mayor who took the time to find solutions, to compromise or adjust in order to protect Saanich's natural environment? Or as a politician who took the easy route, listened to the vested interests of developers and lobbyists, saw money not families, and did not address mis-steps, did not take the time to DO IT RIGHT?

Surely this Quadra-McKenzie plan is not what we would envision for the future. Saanich has a choice, I urge you to think seriously about ramifications, both political and economic, about legacy and what will be lost to the generations to come – the very people for which the QMP is supposedly created.



Dr. Kathryn Bridge  
Rogers Ridge  
Saanich, V8X 3R1



**Preet Chaggar**

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**From:** J Grant [REDACTED]  
**Sent:** Sunday, December 22, 2024 6:47 AM  
**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 feedback

**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 and Council,

I am writing to express my concerns regarding the proposed Quadra McKenzie Plan. I have lived in the community for the past nine years. As a long-time cyclist commuter, former climate policy analyst and provincial government ecologist, I support green transportation options and increased densification in core areas, however this plan is misconceived in its location, scope and scale.

The Plan appears to contradict Saanich's own urban forest strategy which is supposed to guide Saanich through the next 40 years towards a canopy cover of 44%. Large, high-density buildings (some already in development) will impact wildlife corridors and migratory bird patterns. Wildlife corridors exist between Mount Douglas/Pkols; Blenkinsop Lake; Beckwith Ponds; Christmas Hill and Swan Lake but are unrecognized in the Plan.

The Quadra and McKenzie area is dotted with valuable garry oak habitat, and less than one per cent of low-elevation Garry oak habitat and approximately five per cent of upland habitat remain in Canada today. This makes the Garry oak ecosystem one of the most endangered in Canada. We see large mid and high-rise buildings take precedence over ecosystems again and again, and I would expect Saanich to find an alternative to this trend, not simply advance it.

Saanich is not a major city and we did not move here to live in one. While I recognize some growth is necessary, it should be carried out in a collaborative, slow and thoughtful way; the currently proposed Quadra McKenzie Plan misses the mark. Thank you for your time and attention and I wish you all a happy holiday season.

Jennifer Grant  
[REDACTED] McBriar Avenue

**Preet Chaggar**

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**From:** BRENDA JACOBS [REDACTED]  
**Sent:** Wednesday, December 18, 2024 11:41 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Shelters - not in our area

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

I understand that we need more homes for people in Saanich so we have quietly supported the Quadra and McKenzie changes even though they will effect us. Now we feel strongly that other areas in saanich need to step up and provide the permanent shelters needed. Their are lots of areas of Saanich not impacted by other changes such as Broadmead and 10 mile point that seem to be exempt from any changes in their area? It is unacceptable to let a few areas deal with all the housing problems.

Thank you for listening.

Brenda Jacobs (homeowner)

Sent from my iPad

**Preet Chaggar**

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**From:** C.E. Gregg [REDACTED]  
**Sent:** Friday, December 20, 2024 12:22 PM  
**To:** Council  
**Subject:** (External Email) Quadra McKenzie Study

**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,

**Re: The Quadra McKenzie Study proposal**

We have lived in the Hopesmore subdivision for over 10 years. We originally relocated to this specific neighbourhood as it was walk-able which was our primary concern when choosing a new residence. Since that time the area surrounding McKenzie and Shelbourne has seen major development which might eventually increase the local population in this very confined area to well over 2000 new residents in a little over a 5 year period. That increased density will bring with it increased traffic and increased demands on the infrastructure of this area of Saanich with no immediate road improvements. Saanich is one of the largest municipalities in the CRD and there are many other areas of the district which could also support some increased density. It seems to me that our area has done more than enough to support more housing and it might be better served to spread some development into other areas. The residential neighbourhoods surrounding McKenzie and Shelbourne are not only being asked to accept all the new density of McKenzie and Shelbourne but we are also being asked to support mid-rise density in our immediate residential areas following the new Quadra McKenzie Study proposals. Neighbourhoods are being basically divided by arbitrary lines on a map that may eventually eliminate many of our communities. Quite honestly enough is enough! I think if Saanich wished to encourage single family owners to simply move out the the way for progress and development than this is the way to do it. In my opinion the corridors for the QMS are much too wide and are impacting too wide a swath of the residential neighbourhoods. How many new apartment condo buildings are actually needed in this area - if development was concentrated along the major roads would that not be enough housing!

Please consider concerns of all Saanich residents when the Quadra McKenzie Studay comes before Council in 2025.

Thank you

Charlene Gregg and David Mattison

[REDACTED] Bel Nor Place

**Preet Chaggar**

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**From:** Maggie Graham-Bell [REDACTED]  
**Sent:** Tuesday, December 17, 2024 2:10 PM  
**To:** Mayor Dean Murdock  
**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 Murdock,

Re: Quadra Mckenzie Plan:

A card from Saanich came through my door in late 2023 saying they wanted to hear from residents about the Quadra McKenzie study. The card referred to “guiding change over the next 20 years” and asked for help in “identifying the location of new housing options”.

The reality as presented at the open houses was quite different, with Saanich presenting a completely realized plan for participants to react to (assuming they could fit all their thoughts on a Post-It note). Saanich’s plan as presented envisaged this entire area having all single-family zoning removed and replaced throughout with low, mid and high rise development.

The vague and softening language used by Saanich throughout this process has served to shield residents from the full impact of this plan. Any conversations I have had with neighbours or other Saanich residents reveal disbelief and astonishment that such a plan could be contemplated. Most residents are unaware of the full scope of this plan and its potential impact and disruption of their lives, once the oversight afforded by single-family zoning is gone. Their homes, neighbourhoods, streetscapes, trees, green space, parks and wildlife corridors are all under threat.

Much more consultation needs to be undertaken, once residents (homeowners and renters alike) are made fully aware of the complete implications of this plan. Saanich Planning will likely present to you that much consultation has been done, and that the plan as presented for you to vote on somehow represents the synthesis of this process. It does not.

From October 2024 to early December 2024 there were a couple of webinars (but not everyone has a computer, especially older residents), a couple of four hour open houses (one of which was the day of the U.S. Election which many Canadians wanted to follow) and two short pop-up events. Then there was the online survey, which seemed to be structured to receive as little original input as possible and leaned heavily towards rating items on a 1-5 scale. Surveys can be structured to end up with a result leaning towards a particular conclusion.

You are an elected official, so please seek out and speak to your constituents. Make sure they understand what implementing this plan - as presented- means to their homes and lives. Really listen to them. Send it back for wider consultation to arrive at a solution that works for all residents, current and future.

Please vote NO on this current Quadra McKenzie Plan.

Sincerely,

Margaret

(Margaret Graham-Bell, [REDACTED] Woodhall Drive, [REDACTED])

**Preet Chaggar**

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**From:** Janice [REDACTED] >  
**Sent:** Tuesday, December 17, 2024 1:36 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) Proposed Changes to Saanich  
**Attachments:** Municipal - Saanich.docx

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

Attached is my letter of perspective regarding the Quadra/McKenzie Transportation and Development Plans.

Thank you for taking it into consideration.

Janice Kerr



To: Saanich Mayor and Council

Re: Municipal 20 Year Plan

I am writing to you rather than filling out the survey as the survey doesn't allow me to convey what I have to say.

I would like to tell you a bit about myself. I was born in Victoria and have lived in a number of municipalities including Saanich. I currently live in Central Saanich but I am planning on moving back to Saanich in the next year or two. Therefore I believe I have a voice on the proposed changes that council is recommending for Saanich. Especially since these changes could ultimately affect my future plans.

Council has apparently forgotten that they do not represent the majority of Saanich residents, especially since only 31% of Saanich residents voted in the last municipal election. For reasons unknown, residents are apathetic when it comes to municipal elections. They are not apathetic however when they realize how a municipal council's actions impact them, thus the outcry that you are now seeing.

I would first like to address the proposed changes to the Quadra & McKenzie transportation plan. Like it or not we are a car culture. A number of greater Victoria residents have to travel a fair distance for work, appointments, etc. There are people living on the west shore who work in Sidney and vice versa. All one has to do is watch the sheer volume of traffic that travels the Patricia Bay Highway daily. It truly is mind blowing how significant the volume in both directions is now compared to even a few years ago. A recent ICBC report indicates that between 2019 and 2023 the number of insurance policies have increased for most municipalities on the island, including Saanich. The numbers are not going down. Residents are not giving up their vehicles for public transportation. Reducing the number of lanes that vehicles are allowed to travel will only result in drivers finding alternate routes. This will become a nightmare for residents living on residential side streets. As for emergency vehicles, they too will have to find alternate routes. I personally have witnessed an emergency vehicle unable to navigate the junction of Wharf, Store and Johnson Streets in Victoria. Traffic was at a standstill. In this instance had there been no bike lanes, cars would have been able to pull over and allow the emergency vehicle to pass. Is this what you envision for a major transportation corridor that is heavily used by emergency vehicles? I would hope and think not.

As for housing, I am shocked that all of the members at UBCM didn't push back on David Eby's dictated housing mandates. I honestly and possibly naively believe it is not too late, especially since he has formed a new government that is supposedly for the people. Who is Saanich building for anyway and why the frenzy? It certainly isn't for low income individuals or families. The cost of building alone negates this. It is not for the middle class either, as they are moving to the West Shore and Sooke where it is more affordable. As for the pushback on developments, people aren't anti-development. It's the sheer size of the developments that people are against, and justifiably so. All you have to do is look to Victoria to see how it is being ruined by Victoria City Council's decisions. People are angry. The developers appear to have the upper hand in all of this, and believe me they don't give a damn about the municipalities. It is about the all mighty dollar for them. Besides, we don't have the infrastructure to support the sheer volume of new comers that apparently we are building for. We don't have the

doctors, hospitals, schools, police officers, paramedics, fire fighters, etc. Can we not just build one development at a time ensuring full occupancy before moving on to the next one? I envision a glut of high-priced condos and apartments in both Victoria and Saanich that will go unoccupied and for what purpose? The only purpose that I can see is at the expense of the current residents of both Saanich and Victoria. Speaking of which, seemingly are being ignored. I do not see how your proposals will enhance the quality of life for current and future Saanich residents, nor do I see how increasing the quantity of high-priced housing is going to provide attainable or affordable housing for those in dire need of it.

As for your criteria, what steps are you taking to measure success or failure? There does not appear to be any proposed criteria for the success of the proposed changes in terms of quantifiable measurements, nor does there appear to be any financial analysis. What criteria do you have to measure the effectiveness of your programs?

Thank you for considering my letter.

Janice Kerr

**Preet Chaggar**

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**From:** susan haddon [REDACTED]  
**Sent:** Tuesday, December 17, 2024 11:37 AM  
**To:** Mayor Dean Murdock; Council; Clerksec  
**Subject:** (External Email) QCHCA input re draft 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 re the current draft Quadra McKenzie Plan and some of the questions and concerns it raises for me and residents of the area with whom I've spoken:

1. Basis for population growth projections - I haven't been able to find any information on how the projections for population growth that presumably underlie the NDP's housing legislation and municipal housing targets. Has the District asked for this information? It seems imperative that one has access to these data inputs as, if and when any of the inputs used to make these calculations change, housing targets would presumably need to be reconsidered and be adjusted accordingly. For example, much of BC's population growth has been fueled by international immigration

[https://www2.gov.bc.ca/assets/gov/data/statistics/people-population-community/population/sustaining\\_growth\\_population\\_demography.pdf](https://www2.gov.bc.ca/assets/gov/data/statistics/people-population-community/population/sustaining_growth_population_demography.pdf)

In October of this year, the federal government reduced its immigration targets for 2025 by 21% and cut numbers further for 2026 and 2027. Given that immigration numbers must have been factored into the Province's projections, what effect will these reduced numbers have on targets? Economic growth? Other?

2. McKenzie corridor plan - I attended the open house at Saanich Centre, attended Council's first Town Hall session, have been reading letters to the Editor re the plan and have received or been cc'd on a number of letters and emails from community members with concerns about the plan. An article in the Nov. 9 Times Colonist quotes Mayor Murdock as saying, "So we'll be asking staff to think about how we can accommodate rapid transit in a way that's going to still allow people to move through that corridor without a lot of additional congestion or frustration." Has this request to staff been made? Is a message to the community to this effect forthcoming? It would be helpful in reducing levels of frustration/anxiety.

3. Budget and infrastructure - we hear concerns about the cost of infrastructure to support the projected growth in the region and many have asked about the projected costs and the degree to which the province will be providing funding support. Can this information be made available?

4. Climate change mitigation - one of the stated goals of the draft Quadra McKenzie is to address climate change. Although many of the elements of the plan would contribute to climate change mitigation, having a section of the plan dedicated to environmental and climate-related goals, policies and procedures including initiatives such as natural assets management, the biodiversity conservation and urban forestry strategies, waste management, fresh water etc. would seem to warrant a greater focus and detailed plan to address same.

5. Natural areas, biodiversity and ecosystem function - A 'special area' is noted on the map on page 112 of the draft plan, indicated as QS1 with the following text: "Within special site QS-1, only support development up to six storeys where reduced building footprints and site coverage are demonstrated to preserve and protect sensitive woodland ecosystems around Leeds Park". How can allowing developments up to six storeys make sense if one wants "to preserve and protect sensitive woodland ecosystems"? The area is home to Leeds Park, a 'sensitive woodland ecosystem' and wetlands that is part of a connected greenspace including Blenkinsop Creek and Swan Lake Nature Sanctuary. To quote from the OCP, page 21, "*As the regional population continues to grow, increasing pressure will be put on Saanich's natural areas such as forests, waterways, wetlands, beaches, and the park system. The health and function of these places are vital to protecting biodiversity in the region, supporting community health and well-being, First Nations culture and food sources, adapting to and mitigating climate change, and providing ecosystem services such as clean air and fresh water to communities . . .* **applying strategies to enhance Saanich's natural areas, biodiversity, and ecosystem function is essential.**" The preservation and protection of our watershed and stream health, riparian areas, biodiversity corridors and habitats need to be prioritized.

Thank you for the opportunity to comment. On behalf of the Quadra Cedar Hill Community Association,  
Susan Haddon, President

**Preet Chaggar**

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**From:** QCHCA [REDACTED]  
**Sent:** Tuesday, December 17, 2024 11:23 AM  
**To:** Planning  
**Cc:** Council; [REDACTED]  
**Subject:** (External Email) Draft 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.

RE: Draft Quadra McKenzie Plan

Dear Saanich Planning,

A 'special area' is noted on the map on page 112 of the draft Quadra McKenzie plan, indicated as QS1, with the accompanying text: "Within special site QS-1, only support development up to six storeys where reduced building footprints and site coverage are demonstrated to preserve and protect sensitive woodland ecosystems around Leeds Park". I believe, and support Mr. Bratzer's arguments, that supporting developments of up to six storeys makes no sense if one wants "to preserve and protect (adjacent) sensitive woodland ecosystems", watershed and wetland. The area in question is home to Leeds Park, a 'sensitive woodland ecosystem' and wetland that is part of a connected greenspace including Blenkinsop Creek and Swan Lake Nature Sanctuary. Blanket zoning such as this would irreparably affect this fragile ecosystem, adding noise and light pollution, changing the hydrology of the area and hindering traffic access/egress and pedestrian/cyclist safety.

To quote from the OCP, page 21, *"As the regional population continues to grow, increasing pressure will be put on Saanich's natural areas such as forests, waterways, wetlands, beaches, and the park system. The health and function of these places are vital to protecting biodiversity in the region, supporting community health and well-being, First Nations culture and food sources, adapting to and mitigating climate change, and providing ecosystem services such as clean air and fresh water to communities. While the approach will look different in urban and rural Saanich, **applying strategies to enhance Saanich's natural areas, biodiversity, and ecosystem function is essential.**"* The preservation and protection of our watershed and stream health, riparian areas, biodiversity corridors and habitats need to be prioritized.

I urge you to remove the special area designation. With the recent provincial legislation, up to four housing units can be built on all residential lots. Surely there is no need to pre-zone these few properties adjacent to such a unique and environmentally sensitive area to such height.

Thank you for the opportunity to comment.

On behalf of Quadra Cedar Hill Community Association,  
Susan Haddon, President

**Preet Chaggar**

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**From:** Gillian Hackett [REDACTED]  
**Sent:** Tuesday, December 17, 2024 11:01 AM  
**To:** Gillian Hackett  
**Subject:** (External Email) Proposed 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 am writing this letter to express my concern and opposition to the recent Quadra McKenzie plan that has been released for review. Let me just say that my first reaction to this proposal was disbelief and disappointment. I couldn't even sleep that night. This plan will be the ruin of this neighbourhood! I have lived in Saanich my entire life (60 years). It has been a wonderful municipality to grow up in, and raise my kids in, and now enjoy with my grandchildren when they come to visit. We walk to Beckwith Park, which is a busy park, well-used but not overrun. We feed the ducks, and we sometimes walk to the end of the road and go through the (private) farms and see the animals. It's hard to imagine what all of this will look like if this proposal is to go through, especially the "Beckwith Hub". We don't need a 15 minute city! We have easy walking access to Saanich Centre, Royal Oak Shopping Centre and Broadmead Shopping Centre. It's even easier by bicycle, and none of it involves McKenzie or Quadra streets (or very minimal). Do you remember corner stores? I do. They went out of business because their prices were too high. Do you really believe in this day of online shopping with Amazon, Walmart, Instacart, etc. that people are going to walk to their 15 minute city to pay double? I highly doubt it! And the idea of making both these busy corridors (McKenzie and Quadra) single is just going to hurt local businesses! People won't be hopping on a bus or a bike - they will be ordering their goods online.

I am very concerned about the future of Beckwith Park should this "hub" go through. Beckwith Park is a very busy park, with a healthy community that uses it, harmoniously. In the spring and summer months it is hopping with volleyball, soccer, birthday parties, summer camps, and all sorts of different festivals for different ethnic groups. It is a regular occurrence to see different ethnic groups gather for evening picnics. The dog walkers are here year-round, about half of them drive to the park. The parking gets a little busy at times with the soccer and the volleyball, but it is manageable, and short term. This will not be the case should this proposal of high story condominiums go in. The parking will be a huge problem! This green space will be overrun. People will be crammed into their tiny spaces, and spilling out and taking over the park. It will become overrun, littered, and loud, mark my words.

I would ask that you wipe clear this game of Sims, or whatever you want to call it. You have the power to save and preserve Saanich, and take a less aggressive approach to helping the housing crisis. It's a big island! There's a lot of land in central and north Saanich, why has Saanich single handedly decided to solve the housing crisis?

You will find my name and signature on every single petition that has been circulated opposing this new plan. This council needs to pay attention to the number of Saanich citizens who are against this plan. It is my hope that this won't go through, it is unfair to the taxpayers of this area, who have paid high taxes for years. Our houses will be devalued, but I for one will relocate if this plan is approved.

Gillian

**Preet Chaggar**

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**From:** Barbara Smith [REDACTED]  
**Sent:** Monday, December 16, 2024 7:47 PM  
**To:** Mayor Dean Murdock; Planning; QMS; Council  
**Cc:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; menawesthaver@saanich.ca; lana.popham.mla@leg.bc.ca  
**Subject:** (External Email) Urgent request to Revise 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 Murdock

Thank you for promising to revise the Quadra McKenzie Plan. The primary concerns that our North Quadra neighbours have is the excessive height of the proposed buildings and the excessive size of the corridor designation.

I am writing to you on behalf of several families in my small North Quadra neighbourhood and husband and myself in response to the Quadra McKenzie Plan. This email is written on their request. The young parents have recently built or are building new homes in our established community. Their homes all include a suite and some also include the addition of a carriage home. Our home also includes a suite and a carriage home. Our homes therefore provide reasonably priced housing for students, families, seniors and people living with disabilities.

The QMP has blindsided our close, caring community. Feelings expressed by our neighbour's include "We should have moved out of Saanich, as we don't want to live in such a densified community", "The height of the buildings, especially the 12 story on Nicholson is out of character with this neighbourhood." Neighbours express feeling helpless, unable to sleep and extremely anxious over the current proposal.

Our caring, cooperative North Quadra neighbourhood welcomes a revised Quadra McKenzie Plan that has extensive input from Saanich residents. Over the years, our community has embraced gradual densification through basement suites, carriage homes and rental of individual rooms to students. Our community agrees to many aspects of the QMP, if the building height is kept to six stories and the corridor is kept to actual McKenzie and Quadra.

Thank you for listening to the concerns of our North Quadra neighbourhood and for considering revising the Quadra McKenzie Plan. We look forward to working together to help grow Saanich in a cooperative and community friendly manner.

Sincerely,  
Barbara Smith (Resident of [REDACTED] Nicholson Street, Saanich, BC [REDACTED])

**Preet Chaggar**

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**From:** Selena <[REDACTED]>  
**Sent:** Monday, December 16, 2024 12:09 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) mayor@saanich.ca

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

Dear Dean Murdock ,

I am writing to express my concerns regarding the Quadra-McKenzie Plan, which indicates that our home is slated for demolition. My family and I have lived in our home for the past 15 years, and it has been a stable and cherished part of our lives. In that time, only one other house has sold on our street, reflecting how much people value our community and its location.

For my husband and me, the short commute to work is essential, and our home plays a critical role in our ability to care for a family member with an intellectual disability. This person requires a single-family residence, as they would not tolerate living in housing with shared walls. They also spend a great deal of time in our backyard, where we grow vegetables and enjoy the outdoors.

When we learned of the plan and saw that our home was marked for demolition, we were both shocked and saddened. Why was there no consultation with the communities that would be most directly impacted? We now find ourselves questioning decisions like whether to proceed with necessary renovations, such as replacing our roof in the next five years, knowing it could be torn down shortly afterward. How is this environmentally sustainable?

While I understand the need to increase housing availability, I believe such plans should involve meaningful, direct consultation with affected residents. Our lot has the potential for increased housing density, but until recently, regulations did not allow for such changes. Additionally, transit infrastructure should be a top priority before displacing communities. Efficient and accessible public transportation, developed in partnership with other regions, would encourage people to transition from cars voluntarily.

For families like ours, however, public transportation is not a viable solution. Even HandyDART cannot meet the needs of our brother with a disability we care for. Forced changes without considering such unique circumstances are not the way forward.

I urge you to engage in genuine consultation with residents, addressing their concerns and suggestions. Without this, I fear that current efforts will alienate voters, leading to changes in leadership during the next election. We need plans that prioritize community involvement, environmental sustainability, and practical solutions to regional transit challenges.

Thank you for considering my perspective. I look forward to hearing your thoughts on this matter.

Sincerely,

Selena Martin  
[REDACTED] Caen rd Saanich



**Preet Chaggar**

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**From:** Alister Frayne [REDACTED]  
**Sent:** Monday, December 16, 2024 11:30 AM  
**To:** Council  
**Subject:** (External Email) Four Corners Village

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

Dec 12, 2024

Dear Mayor Murdoch and honourable Councillors,

I'm writing to you regarding the Draft Quadra McKenzie Study, and particularly as it applies to the so-called "Four Corners Village".

We are residents of the area. Our property on Clovelly Avenue was an ideal base for our children at UVic and Camosun College as they all pursued careers in healthcare. When they finished their studies, my wife and I moved here from the lower mainland. We restored this lovely old 1946 house and its terraced rock garden, so typical of Victoria. We were sold on the unique location and incredibly supportive community.

We are concerned that the Quadra McKenzie plan (especially as it pertains to our neighbourhood in the Four Corners Village area) has the potential to undermine this community, inadvertently counteracting the stated objective to "...improve livability through direct access to streets and lanes, and engage residents through vibrant design treatments..." (QMP 7.4)

As you know, physicians have an adage, attributed to Hippocrates: "Primum non nocere", which translated means "First do no harm". This adage applies no less to other professionals, including City and Urban Planners. Planners, although undoubtedly well-meaning and striving to fulfil their mandate to potential *future* residents, nonetheless have the capacity to inflict significant harm on *current* residents.

The Four Corners Village concept is one such potential harm, especially the possibility that it would allow for "mid-rise buildings of 5-11 stories". According to the proposed land use plan, this increased density would be permitted along all the major corridors comprising the "Four Corners". Overlooking for a moment the overall merits of allowing for towering buildings along all our major streets (I'm not convinced that's our only option), in this location it would undoubtedly cause "harm" to the existing residents. That would certainly be the case if the parcel of land on Cook Street slated for development by *Luxuria Developments* was permitted at 5-6 stories.

There is uniform community opposition, even at this early stage, to such a tall building. The reasons are sound: the creation of a "shadow canyon" on Cobb Lane, amplification of the existing traffic chaos at the junction of Clovelly and Cook (as service, delivery and resident vehicles compete for entry and egress), the negative effect

on pedestrians and cyclists, and the aesthetics of a such a large building overpowering the existing homes in the neighbourhood.

However, a win-win alternative exists - for both the existing community, and the developer. Something in the middle of the extremes of: “*no building*” (not an option), and a “*large shadow-casting, traffic-snarling eyesore*” (a lousy option).

This alternative - a smaller building on the *Luxuria* Cook Street site - would meet the mandate to provide additional affordable family housing, while at the same being in harmony with the existing community. A true win-win.

All that it requires is that Saanich Council, when presented with the eventual development proposal insist on a “do no harm” option (despite the allowable designation “mid-rise buildings of 5-11 stories”). Indeed, this was the unanimous consensus from all the councillors to the prior (2019) development proposal for this site, which allowed for just such a 2-3 story development, but which unfortunately failed to proceed.

A harmonious development of low-rise, family orientated dwellings (perhaps mirroring the townhouse development opposite on the south side of Cook Street), would again be enthusiastically welcomed by the community, and would be a true win-win for all.

Yours truly,

Dr. Alister Frayne MD

**Preet Chaggar**

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**From:** Margaret Moccia [REDACTED]  
**Sent:** Friday, December 13, 2024 11:45 PM  
**To:** Council  
**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.

I do not support the McKenzie Quadra revitalization plan. This is not the area for residential homes to be replaced by high rises. We moved to Saanich because it was a nice place to raise a family. I do not want it to become a duplicate of Vancouver. Children should be able to play at their home in their yards and not have to wait for parents to take them to a park to play. Please do not tear down homes and replace them with high rises!

Do not ruin Saanich!!!!!!

I will absolutely not sell my home!

Margaret Moccia

Sent from my iPhone

**Preet Chaggar**

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**From:** Don McLaren [REDACTED]  
**Sent:** Sunday, December 15, 2024 9:29 AM  
**To:** Council  
**Subject:** (External Email) McKenzie Quadra

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

Please don't ram this proposal down our throats . This will be the biggest mistake council has ever made. I have lived in this corridor for 70 plus years. You need to stop and look at the big picture! There is no way we can sustain this kind of growth . This corridor will be a mess and green space will disappear forever. Go to a referendum and let the people decide . Braefoot rd as an example does not need 24 units which will ruin this area . The trees as the owner in a group chat said they (oak trees) are all dead. Not only a false statement but wildlife in this area is amazing . Blue herons, eagles ,deer, ducks,geese all call this home . Taxes have gone up way too fast and we can not sustain it .

**Preet Chaggar**

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**From:** Barbara Smith [REDACTED]  
**Sent:** Sunday, December 15, 2024 8:46 AM  
**To:** Mayor Dean Murdock; QMS; Planning; Council  
**Subject:** (External Email) Revise 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 Mayor Murdock

Thank you for promising to revise the Quadra McKenzie Plan. The primary concerns that our North Quadra neighbours have is the excessive height of the proposed buildings and the excessive size of the corridor designation.

I am writing to you on behalf of several families in my small North Quadra neighbourhood and husband and myself in response to the Quadra McKenzie Plan. This email is written on their request. The young parents have recently built or are building new homes in our established community. Their homes all include a suite and some also include the addition of a carriage home. Our home also includes a suite and a carriage home. Our homes therefore provide reasonably priced housing for students, families, seniors and people living with disabilities.

The QMP has blindsided our close, caring community. Feelings expressed by our neighbour's include "We should have moved out of Saanich, as don't want to live in such a densified community", "The height of the buildings, especially the 12 story on Nicholson is out of character with this neighbourhood." Neighbours express feeling helpless, unable to sleep and extremely anxious over the current proposal.

Our caring, cooperative North Quadra neighbourhood welcomes a revised Quadra McKenzie Plan that has extensive input from Saanich residents. Over the years, our community has embraced gradual densification through basement suites, carriage homes and rental of individual rooms to students. Our community agrees to many aspects of the QMP, if the building height is kept to six stories and the corridor is kept to actual McKenzie and Quadra.

Thank you for listening to the concerns of our North Quadra neighbourhood and for considering revising the Quadra McKenzie Plan. We look forward to working together to grow Saanich.

Sincerely,  
Barbara Smith

**Preet Chaggar**

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**From:** Margaret Moccia [REDACTED]  
**Sent:** Sunday, December 15, 2024 10:51 PM  
**To:** Mayor Dean Murdock  
**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.**

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.

Margaret Moccia

**Preet Chaggar**

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**From:** Cameron Scott  
**Sent:** Thursday, December 12, 2024 4:39 PM  
**To:** 'Michael Riefman'  
**Cc:** QMS; Mayor Dean Murdock; Council  
**Subject:** RE: (External Email) Fwd: Today's Webinar

Hi Michael,

I appreciate your concerns and realize these changes are not easy for everyone involved, particularly those who have lived in an area for a long period of time. Please see my responses to your questions below in blue.

All the best of the holiday season to you,  
Cam

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**From:** Michael Riefman [REDACTED] >  
**Sent:** Saturday, December 7, 2024 2:03 PM  
**To:** QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)>; Mayor Dean Murdock <[Mayor@saanich.ca](mailto:Mayor@saanich.ca)>; Council <[Council@saanich.ca](mailto:Council@saanich.ca)>  
**Subject:** Re: (External Email) Fwd: Today's Webinar

Sorry

Firstly I don't necessarily disagree with the principles shared in your response. Where I disagree is the scale or scope of what is planned.

I understand the flexibility sought in the new study but it is still overridden by the OCP just as LAP's. Besides the development industry, was there any substantial favourable feedback from community stakeholders to build high rises and increase density beyond the established corridors on main streets?

There was a strong desire to see denser multi-family housing forms in locations beyond those on busy arterials with impacts from noise and air pollution. We received feedback that it was not equitable to have areas near parks / away from busy streets almost exclusively reserved for single family homes, which are out of reach for almost all typical household types in Saanich. It is fair to say there was a discrepancy between feedback received on this issue from existing single family homeowners and other who are not.

Respectfully you did not answer the multiple questions I asked.

I pointed out the contradiction between what was stated by Mr Scott regarding the economic rationale (provided by Industry) for building at least 12 storeys in the OCP and the subsequent QMS study areas showing mid-rises. The selection of a maximum building height is based on a number of factors and acknowledges the long-term horizon of the plan and changing market conditions. A well-designed 18 storey building can have similar impacts to a 12 storey building with good urban design. It also provides the ability to have more housing units and the possibility of more slender tower forms that can provide a greater amount of open space.

Neither was the question of addressing additional need for urgent care etc with increased population. As a municipality we only have so much control of areas that within provincial jurisdiction. From a planning side, we can have land use policies that support these uses and

development of a scale that is needed to make them viable. We can also have predictable land use plans that can clearly signal where and how much we plan to grow, which allows for the allocation and planning of facilities,.

Neither a response about how the community will be essentially squeezed out by this proposed development. No development will happen on a property unless the property owner decides to redevelop their property. The reality is that any properties with significant improvements will be unlikely to redevelop in the foreseeable future. We have made an explicit decision to focus our growth in certain areas, so that means a level of change will occur. We are open to receiving feedback on how land use changes could be better transitioned to minimize impacts.

Neither a response to the plan that doesn't address affordability.

The plan provides a land use framework to expand the number of sites where affordable housing could be economically viable to construct. These changes, coupled with the recent Rapid Deployment of Affordable Housing Regulations, provide a priority environment for non-market housing. We have already seen a significant uptick in affordable housing inquiries since these changes were enacted. Additionally, the plan's density framework looks to incentivize below-market units in market projects.

Please put yourself in my shoes. 32 years ago I moved to my current home to be as far away as possible from main street arteries. I am noise sensitive and specifically chose a no through street and at least 3 blocks from a main street artery. Now on our no through street primarily of SFD's the OCP allows up to an 18 storey building within one block of my house due to a faux TOA. I would have expected denser development on main streets or commercial areas where multi level dwellings exist but never foresaw a major incursion near my doorstep.

I empathize with your situation and the instability it causes you. We are open to suggested changes on draft land use designations. As I noted before, a decision has been made that this is a location where we will grow. In terms of the shape and form of that development, we open to feedback and suggested changes.

I truly hope that community comments bear more weight than the development industry.

Michael

On Fri, Dec 6, 2024 at 4:33 PM QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)> wrote:

Good afternoon, Michael,

This is in response to your previous email regarding rationale for 18 storeys – with the OCP designating 18-storey heights within Centres on primary corridors, we are intending to provide some flexibility in terms of some of the building forms that are delivered in Centre Core land use designations. Potentially taller buildings allow for more varied urban design and open space, in addition to providing economically viable product and it is a form that is consistent with the type of Urban Development we see in Centres. This “18-storey” was derived from financial and urban design analysis, stakeholder feedback and a desire to support most new housing and jobs in locations that are well-served by transit and active transportation routes . With the Quadra McKenzie Plan, we are looking at a longer-term Plan (20 years) and we recognize that the draft Plan represents a major change from the existing conditions. We will be carefully reviewing the feedback, assess potential changes, and review these heights again as part of refinement of the Plan.



I hope this answers your question.

Thank you,

Quadra McKenzie Team.

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**From:** Michael Riefman [REDACTED] >  
**Sent:** Wednesday, December 4, 2024 11:51 AM  
**To:** QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)>  
**Subject:** Re: (External Email) Fwd: Today's Webinar

Thanks

I appreciate the response.

I commend your office for mailing out the individual cards/handbills and holding open houses.

Obviously it has generated a lot of widespread public informing and engagement that was lacking or too late in the OCP process and that is good to know.

Regards

Michael

On Wed, Dec 4, 2024 at 11:14 AM QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)> wrote:

Good morning, Michael,

Thank you for your patience while we are working hard to respond to high volume of emails one by one. This is to confirm that your comments regarding potential parking issues, need for community facilities (healthcare, schools, etc.) and rationale for proposed height of 18 storey within centre designation has been forwarded to the project team. I will get back to you before the end of this week.

Thanks again for your patience,

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**From:** Michael Riefman <[REDACTED]>  
**Sent:** Wednesday, December 4, 2024 9:22 AM  
**To:** Mayor Dean Murdock <[Mayor@saanich.ca](mailto:Mayor@saanich.ca)>; Council <[Council@saanich.ca](mailto:Council@saanich.ca)>; Cameron Scott <[Cameron.Scott@saanich.ca](mailto:Cameron.Scott@saanich.ca)>  
**Cc:** QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)>  
**Subject:** (External Email) Fwd: Today's Webinar

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

Hello all,

I am very disappointed that I haven't received any acknowledgement of my email below.

As a courtesy one would expect at least such, after one month.

Are the questions too difficult to answer or is there reluctance to do so?

If you disagree with what I have said, tell me.

What is the use of community engagement if it is one way?

I have worked and lived in Saanich for 32 years and would expect better.

Michael Riefman

----- Forwarded message -----

From: **Michael Riefman** <[REDACTED]>

Date: Sat, Nov 30, 2024 at 1:18 PM

Subject: Re: Today's Webinar

To: <[gms@saanich.ca](mailto:gms@saanich.ca)>

Hi Tami,

It has been a month since I sent the below email. At the open house you had mentioned that you were inundated with public inquiries and that responses would be delayed. Have you had a chance to see my email?

Regards

Michael

On Wed, Oct 30, 2024, 2:27 PM Michael Riefman <[REDACTED]> wrote:

Hi Tami.

I attended today's webinar.

Overall I agree with strategies to get more cars off the road and some of the livability aspects. However I am concerned with a big jump in building heights and density which takes away all the positives in the draft plan.

Where I live there is already external usage of parking by University people and neighbouring apartments. With greater density there will be an even greater demand for parking. I know the trend is to reduce parking in multi-unit developments, but I don't anticipate that every one of these units will be car free. What can be done to allow residents to use the parking they had become accustomed to?

The OCP allows building heights of up to 18 storeys in designated centres . I was informed by a planning department official that structures over 6 storeys must be made of concrete and **that**

**industry advised them that in order to be economically feasible concrete buildings must be at least 12 storeys.** I never got an explanation on how 18 storeys was derived.

Now, we see in the Quadra/McKenzie Study draft that a significant portion of the residential areas are designated for high rises and **mid rises up to 11 storeys**. Can you explain this contradiction from what I was told about the OCP building heights?

I noted in the presentation that property owners will be the initiator of development. However I anticipate that existing property owners will be coerced into selling their properties to developers when mid to high rise buildings are built next to their home where currently allowed in the OCP. Is this the plan? If so, it will not result in meeting the housing diversity goal.

Is there any thought to increased demand in schools and urgent care? Our hospitals seem to be over capacity now.

I know that housing affordability is a key issue for many. I don't see developers building to a level where housing prices will drop. They will always control the supply to match the demand, to maximize their profits. So building more affordable homes doesn't mean the same as building more homes.

Michael

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We acknowledge that the District of Saanich lies within the territories of the lək'wəŋən peoples represented by the Songhees and Esquimalt Nations and the WSÁNEĆ peoples represented by the WJOLELP (Tsartlip), BOKEĆEN (Pauquachin), SṪÁUTW (Tsawout), WSIKEM (Tseycum) and MÁLEXEL (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

This email and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this email and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender. Please consider the environment before printing this email.

Sign up to receive our Saanich Spotlight quarterly newsletter at [saanich.ca/spotlight](https://saanich.ca/spotlight).

**Preet Chaggar**

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**From:** Mawgosha Chodecka [REDACTED]  
**Sent:** Thursday, December 12, 2024 6:15 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra McKenzie Plan (Lodge Ave)

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

Dear Mayor Dean Murdock,

I'm so distressed about the Quadra McKenzie plan that I can't sleep at night!

I understand that we need more housing, but not for the price of destroying people's lives, and destroying the well established habitat for the wildlife!

There's a Bald Eagle nest at the Saanich/Lodge Ave—for decades the eagles have been raising their offspring here.

In the summer you can spot a determined Canada Goose mama leading her newly hatched babies on a trek through Lodge Ave all the way from the top of the street—and we rush to ensure that they can safely cross the Saanich Rd to reach the Swan Lake.

There are garter snakes living peacefully in my backyard. A deer visits our property. The owls are talking at night, and occasionally we hear doves cooing. A woodpecker regularly inspects our old fruit trees.

In the summer after the sun goes down we can admire from our window bats doing their acrobatics above Leeds and Landis Pl feasting on the mosquitos.

Neighbourhood cats safely patrol our gardens keeping the rodent and lizard population under control.

Last winter a frog decided to hibernate in our yard. A shy quail family sometimes ventures out into our street... I can go on and on about all the wonderful encounters with the wildlife we are so lucky to have here because of the proximity of the Swan Lake and the Blenkinsop Creek swamp.

Transforming our neighbourhood in proximity to the nature sanctuary into high density housing would mean destroying the sensitive ecosystem, and destroying our community for the sake of creating a new one. Is that morally acceptable?

The reason we in this area bought our properties here, was because we love nature, and a tranquil, family oriented neighbourhood. Throughout the decades we have developed friendships with our neighbours; we look after each other, and we help each other.

Now we are being traumatized with the prospects of losing our quality of life.

If we wished to live in a human-beehive, we would move to a different neighbourhood with many shops, cafes, and restaurants—in our younger life my husband and I enjoyed living in that kind of buzzing environment—now we mostly walk or cycle to visit those places.

I feel truly appalled that the politicians and professionals in charge of housing planning can be so out of touch and insensitive. I feel that my basic human right to a quiet life is being violated.

I understand the pressing need for creating more housing but I'm flabbergasted by the prospect of being forced to pay the price for the years of governmental failures at long-term planning— the incompetence and ignorance in lack of care for preserving our ecosystem and well established, family oriented communities is beyond my comprehension.

A few years ago Saanich made some minor improvements in the pathways around Swan Lake—in the process, the people in charge of executing that, completely destroyed the garter snake hibernation den. This is one of the examples of total ignorance and incompetence of some Saanich employees. Are we now at their mercy to “improve” our neighbourhoods?

Perhaps there's a some kind of a competition going on that I'm not aware of—how many people can you cram in on one island? Putting sarcasm aside, I truly hope that a class action lawsuit isn't our only option to fight for our rights.

I have never felt so let down by our local government, but I still have hope that this Quadra McKenzie Plan can be reviewed and different alternatives can be implemented to improve the housing situation. There should be no winners and losers, only winners all around!

Intelligent leadership always strives for a win-win result, and I truly hope we can achieve that.

Sincerely,  
Mawgosha Chodecka

**Preet Chaggar**

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**From:** Robin Smith [REDACTED]  
**Sent:** Thursday, December 12, 2024 2:57 PM  
**To:** Mayor Dean Murdock  
**Cc:** QMS; Planning; Council; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Subject:** (External Email) Fwd: Quadra Mckenzie Plan - Feedback Letter - 1107 Nicholson St.  
**Attachments:** QMP.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,

This is the first time that I have contacted the Saanich mayor and councillors. My wife and I have lived quietly at [REDACTED] Nicholson St. for 29 years, and until recently, have been very happy with Saanich and with our neighborhood. After reading the Quadra McKenzie Plan (QMP), we became very concerned, and realized we needed to get involved to protect our home, neighborhood, and lifestyle. My wife and I attended an open house at the Saanich yard, participated in one of the online sessions (asking questions), and sent letters to qms (example attached) and to the mayor. To date, we have not heard a single response from anyone, greatly increasing our level of concern! Our emailed letters remain unanswered, and the questions we asked at the end of the online session were not addressed online or after the session ended (despite a promise to do so). This lack of response tells me that the Saanich planning department, mayor and council are not listening or addressing our concerns, and that we will have to get more vocal.

I am in agreement with some portions of the plan, however I would like to hear your response to my major concern; ***most of the height restrictions in the zone revisions are too high.***

1. Saanich is a largely rural, residential area with low population density. It is not a city. Currently proposed housing projects of 12 to 21 stories have no place here. The QMP proposed height limits along Saanich and McKenzie corridors exceed the requirements of Bill 47, and are simply out of proportion to the needs and expectations of area residents. We believe the maximum building height in Saanich should be 6 stories. Leave the towers for Vancouver!
2. The provincial government's 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? According to the QMP, the South side of our Nicholson cul-de-sac will allow zoning and construction of 6 story buildings. Our cul-de-sac is basically an oak grove bisected by a one lane winding road, with a few well-maintained houses and many school aged children. We will not accept a six story apartment building on our street. The proposed rezoning of most of Lakehill is similarly inappropriate, and a waste of time.
3. Where are the people coming from that will rent suites in all these planned apartment buildings? Recent federal and provincial legislation changes to restrict immigration, outlaw short-term rentals and absentee landlords, and allow secondary suites and garden suites....are currently combining to reduce vacancy rates and apartment rental rates across the country and in Saanich. Please allow more time for

these changes to have their intended effect. Filling Saanich with empty towers and half-completed, bankrupt projects is not an outcome desired by anyone.

Having paid taxes in Saanich for 29 years without a single complaint, I believe I have earned the right to be heard. A response from the mayor and councillors that I elected is expected.

Thank you for your time,

Robin Smith  
[REDACTED] Nicholson St.  
[REDACTED]

----- Forwarded message -----

From: **Robin Smith** [REDACTED]  
Date: Thu, 7 Nov 2024 at 16:27  
Subject: Quadra Mckenzie Plan - Feedback Letter - 1107 Nicholson St.  
To: <[qms@saanich.ca](mailto:qms@saanich.ca)>

Hi there,

My wife and I have reviewed the QMP, attended an online presentation, and completed the survey. We agree with many of the goals and specific plans, however we do have a couple of concerns, detailed in the attached letter.

Thank you for your time,

Robin Smith



Robin & Barbara Smith

██████████ Nicholson St.

Victoria, BC

██████████

November 6, 2024

Attention: Tami Gill, Saanich Planner

RE: Draft Quadra McKenzie Plan

Hi there,

Thank you for all the work Saanich has done thus far on the new Quadra McKenzie Plan (QMP). We support most of the goals stated in the QMP, and many of the planned changes. Unfortunately, we are very concerned about the planned re-zoning of our specific neighborhood, and so felt it necessary to contact the planning team directly with our concerns.

Our house is located in the Quadra McKenzie Centre. We have lived in this house since 1993, and raised our children here. Prior to reading the QMP, we intended to stay here for another 20 years at least.

As designated within the QMP, our home is located in the blue 'Corridor' block bordered by Nicholson, Borden, and Willow. The QMP consigns Corridor areas to be rezoned for multi-unit residential projects, 3 to 6 stories. This is completely unacceptable for our lot and for our block, and must be changed.

In addition, the plan appears to have removed the existing traffic barrier/walkways blocking through traffic on Borden St., between Londonderry and Willow, and between Willow and Cedar Hill Cross Rd. Saanich tried to remove those walkways about 20 years ago, however the action was blocked by local residents. It was a bad idea then, it is a bad idea now, and most of the same people that blocked the initiative 20 years ago still live in Lakehill. Forgive us if this change is not actually in the QMP, the drawings are not sufficiently detailed to be sure.

Back to the main issue! We request that the Nicholson/Borden/Willow block be removed from the QMP. It does not require rezoning for the following reasons:

1. Our lot is half a kilometre from McKenzie, and further from Quadra. It does not fall within either corridor by your own definition....it is simply too far away. In general, the entire QMP rezoning plan penetrates too far into existing neighborhoods of single family homes. We recommend limiting rezoning to one block from Quadra or McKenzie. That narrower corridor

will still provide decades of projects and thousands of new units...without ruining neighborhoods and aggravating homeowners.

2. Our block of Nicholson is a dead-end street populated by single family houses. The houses are well maintained, most have received recent, significant upgrades and additions, and have many decades of useful life remaining. There are young children everywhere! Lot assembly and 6 story multi-unit buildings would be completely out of place, and unwelcome.
3. In recent years, Saanich made changes to allow secondary suites and 'garden homes' in our area. These changes have been embraced by homeowners. Most homes in our area have secondary suites already, and garden homes are also being built. These additional units can be rented at much more affordable rates than the rental and condominium units in towers that Saanich is proposing in the QMP.
4. Our block of Nicholson is loaded with massive Garry oaks in every lot. Together, they form a large, more or less continuous, Garry oak grove. There is no way to carry out land assembly, or widen the street, or build structures with larger footprints...without endangering or cutting down protected trees.
5. Two lots adjoining our lot have had the original home knocked down and replaced within the last two years. One lot away from ours, another new home is being built. Two lots away, the original home was knocked down about 10 years ago and replaced.

Homeowners in our neighborhood are continuously replacing, upgrading, and adding living units to the existing housing stock, thereby increasing density and FSR without the need for rezoning. This style of densification is much more palatable than building six story apartment buildings in the middle of established neighborhoods of single family homes. Hopefully Saanich will quantify and include these additions when responding to the provincial government's requirement to quickly provide more affordable housing.

We look forward to your response,

Robin and Barbara Smith

**Preet Chaggar**

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**From:** Andy Stuart [REDACTED] >  
**Sent:** Wednesday, December 11, 2024 9:01 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) Vote No 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.**

Hi Mayor and Council Members,

I was born and raised in Saanich, and specifically in the North Quadra area for my entire adult life.

The proposed Quadra - McKenzie Plan is definitely not how I envisioned Saanich moving into the future.

I encourage the elected members of Council to carefully read and listen to the opposition to the plan and vote against the plan.

I have not heard one person speak positively about the plan. The public backlash is strong and as the consequences will be great / irreversible.

Thank you,

Andy Stuart  
[REDACTED] Rogers Ave.  
[REDACTED]

**Preet Chaggar**

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**From:** Eylin Gilbert [REDACTED] >  
**Sent:** Wednesday, December 11, 2024 6:36 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) QMP draft plan

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

I would like to express my grave concerns about the Quadra McKenzie Plan proposal this past month.

While there is an understanding that density must increase in Saanich and busy transit corridors can be an appropriate place, this Plan has taken the density to an extreme. So many residents in single family will be directly impacted by this Plan. Some 4 and 5 story buildings will fit into the neighbourhood while increasing density, but 9 - 12 story buildings will only change the neighbouring streets dramatically. Long term residents did not buy homes in these residential neighbourhoods to end up with large, tall buildings overshadowing them and dense street parking where sidewalks do not exist.

These areas are already quite walkable to one of three large grocery chain stores, banks, multiple strip malls with other large anchors, and transit. Adding unnecessary hubs on Quadra will add tall buildings with no benefit beyond increased density. Small businesses will have a difficult time competing. Victoria is not large enough to believe employees will move close to their employers.

The Quadra and McKenzie street changes need to be reconsidered. BC Transit is reducing transit over the holidays month. How does this instil confidence that transit improvements will be there when these street changes are made.

This says nothing about the lack of REAL consultation with residents. You did it with the PPP and it looks like you will do it again with the QMP. By the Mayor commenting that council will rethink McKenzie changes, I'm deeply afraid that it will supersede any additional reconsiderations. It will go forward as in the Plan with the exception of McKenzie road changes. There is so much more wrong with the QMP!

Sincerely  
Eylin Gilbert

**Preet Chaggar**

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**From:** Tony Moniz [REDACTED]  
**Sent:** Wednesday, December 11, 2024 2:42 PM  
**To:** Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Cc:** Council; Brent Reems; Harley Machielse; lana.popham.mla@leg.bc.ca  
**Subject:** (External Email) NQCA Letter to Mayor and Council Re QMS  
**Attachments:** Quadra McKenzie Plan flyer FinalUpdated.pdf; Quadra McKenzie Plan NQCA Letter to Mayor and Council.pdf

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

Still more evidence that there is OPPOSITION to the flawed plan know as the QMS. Please add my voice in support of our North Quadra Community Association position on the QMS.

We recently had a visit from the SAVEOURSAANICH group (yes, they came to our door to talk to us – I haven't had a single member of Saanich Council coming to my door explaining why they are endorsing this plan). Their representative indicated they had a meeting with the Mayor – the Mayor had informed them that there was no opposition to the QMS - people love the QMS. Perhaps council is speaking with the WRONG people. I'm sure the professional lobby groups like Home For Living (just to name one) agree with the plan – that does not reflect the opinion of ALL the voters that supported you in 2022.

This issue is going to become a political nightmare. My advice, shelve it – start over – have MEANINGFUL engagement with Saanich residents (not just a select few special interest groups).

Tony Moniz  
[REDACTED] Lucas Avenue  
Victoria BC [REDACTED]

Home: [REDACTED]  
Cell: [REDACTED]

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**From:** NQCA  
**Sent:** Monday, December 9, 2024 12:26 PM  
**To:** NQCA [REDACTED]  
**Subject:** Copy of NQCA Letter to Mayor and Council Re Quadra McKenzie Plan and mailbox flyer

To: North Quadra Community Association Members,

Please find attached NQCA's recently sent letter to Mayor and Council requesting a "Pause" of the Quadra McKenzie Plan ...as voted by unanimous board decision at NQCA Nov 28 Executive meeting.

Also, find attached the flyer that is currently being printed (for mailbox drops.) We have a team ready to start in early December to deliver these to the most affected areas first. If anyone can assist with deliveries in the next week or so please contact [aurainederman@shaw.ca](mailto:aurainederman@shaw.ca). Time is running out for this because a final Council vote is scheduled for Jan./25...only weeks away!

**A head's up about reaching Mayor and Council by email...**

1. Mayor and Council have all been sent this NQCA letter by email using their **individual council emails which are available on the Saanich site when you click onto their photos.** It has been our experience that it is best to contact each Councillor individually. It should be noted that the contact info/address supplied on Saanich's website for *Mayor and Council* is listed as [council@saanich.ca](mailto:council@saanich.ca). **THIS DOES NOT WORK EFFECTIVELY AS IT GOES TO A CENTRAL BANK** which many councillors do not check as regularly as their individual council email addresses. To assist in your letter writing you might consider this handy contact list:

Letters directed to:

[mayor@saanich.ca](mailto:mayor@saanich.ca)

[susan.brice@saanich.ca](mailto:susan.brice@saanich.ca)

[judy.brownoff@saanich.ca](mailto:judy.brownoff@saanich.ca)

[nathalie.chambers@saanich.ca](mailto:nathalie.chambers@saanich.ca)

[zac.devries@saanich.ca](mailto:zac.devries@saanich.ca)

[karen.harper@saanich.ca](mailto:karen.harper@saanich.ca)

[teale.phelps.bondaroff@saanich.ca](mailto:teale.phelps.bondaroff@saanich.ca)

[colin.plant@saanich.ca](mailto:colin.plant@saanich.ca)

[mena.westhaver@saanich.ca](mailto:mena.westhaver@saanich.ca)

Please consider sharing these attached docs with any Saanich friends or interested parties...as the implementation of this plan affects ALL Saanich residents

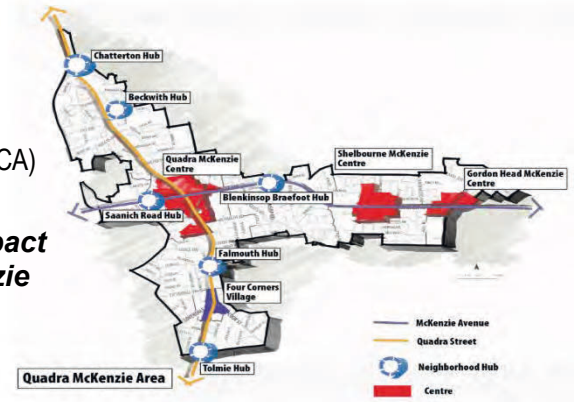
Lauraine Derman NQCA Director at Large (Publicity)

Michael Moore, Pres NQCA

# Major Changes for North Quadra??

Message from: North Quadra Community Association (NQCA)

***\*NQCA urges residents be informed of the direct and drastic impact to North Quadra neighbourhoods if Saanich's Quadra-McKenzie Plan is passed by Council in Jan./25...only weeks away.***



## Are **YOU** Aware?

***...as it stands the plan contains:***

***\*Zoning provisions granted for 12 to 18 story apartment buildings along Quadra from Cloverdale to Roger's Ave. with little to no parking provisions and NO (formally required) community amenities???***

***\*The buildings' shadow will darken yards, decks and gardens of homes within a 4-5 block radius for most of the summer...affecting hundreds of homes in fully residential neighbourhoods and 25,000 people who live in the affected areas.??? This amount of darkness is also a proven health and safety hazard.***

***\*Apartments of this incredible height will be placed at the foot of Christmas Hill Sanctuary at Nicholson and Woodhall, shadowing and eclipsing the height of one of Saanich's most sensitive ecological preserves, adversely affecting wildlife corridors and bird migratory passage. From the summit of Xmas Hill one would be gazing upon penthouse decks with an obstructed (former) view of Mt. Douglas Poles???***

***\*Quadra and McKenzie will be converted to 1 lane for direct traffic. The remaining lane will be dedicated to bus and cycle...negating most options for dedicated turn lanes???***

***\*And there's so much more of concern! Visit NQCA website at [northquadra.ca](http://northquadra.ca) for details contained in our NQCA letter to Saanich Mayor and Council requesting a "PAUSING" of this plan to allow for better and meaningful citizen input...which in the view of many has been seen to be inadequate to date.***

## What Can **YOU** Do?

- Consider signing the **SOS petition** at **SaveOurSaanich.com** created by concerned Saanich residents and read the many comments already submitted by resident signees.
- Most importantly **WRITE LETTERS** to Mayor Dean Murdock and individual Saanich Councillors. Letter writing is the most effective means to reach their attention directly. Go to [northquadra.ca](http://northquadra.ca) for a list of the Mayor's and individual Councillor's emails.

***NOW ..is the time to be proactive if you believe Saanich must plan carefully for growth in a sustainable manner preserving existing values and quality of life.***



[northquadra.ca](http://northquadra.ca)



# North Quadra Community Association (NQCA)



---

Dec. 4, 2024

TO: Saanich Mayor and Council

At North Quadra Community Association's Nov. 28/24 exec. meeting, the board unanimously passed a motion directing myself, Michael Moore, NQCA Pres. to write Saanich Mayor, Council and Planning Department calling for "pausing of advancement" of the Quadra-McKenzie Plan regarding all the area falling within the North Quadra Community Association boundary. This decision was reached following lengthy internal board discussions and after hearing from a flood of concerned citizens as well as reps of the Save Our Saanich committee. Additionally, I and other board members met and conversed with many North Quadra residents and NQCA's general membership to discuss 2 proposed 12-storey buildings at Nicholson/Quadra (virtually across the street from each other). These discussions clearly indicated that our membership feel the consultative process and input opportunities have been—and continues to be—inherently flawed and that the consultations (especially surveys) are prescriptive in nature—meaning they are designed to yield outcome desired by Saanich Planning and others determined to shape the Plan to their agenda.

Thus, the board has concluded that the consultation and planning process of the massive, proposed changes to the NQ community in proximity to the Quadra corridor is badly considered. It is skewed toward approving and supporting construction of apartment complexes (ranging from 12 to 18 stories on Quadra) with no true or realistic regard to how the excessive heights will impact the community, which is home to 25,500 residents, mostly living in single-family dwellings. The plan's negative impact is already being felt throughout the community with developers purchasing properties within the proposed development corridor, allowing current area homes to degrade toward being rendered unlivable, in anticipation of the plan being fully approved by Council.

Furthermore, the destructive ecological impact of these heights affecting Swan Lake & Christmas Hill's Nature Sanctuaries, their wildlife corridors and bird flight paths will be devastating and cannot be ignored. Indeed, the impending environmental degradation is contrary to Saanich's policies and guidelines to protect the municipality's natural and sensitive areas.

The NQCA board calls upon Saanich Mayor, Council, and Planning Staff to step back and initiate a sober second consultation process that fully engages the 25,500 area residents, allowing them a significant role in determining future development within North Quadra's boundaries. Instead of barreling full-speed ahead with unfettered development along the Quadra corridor, a better, more evidence-based approach would be to first advance the Saanich Public Works project and possibly others at the McKenzie/Quadra intersection, along with the massive potential of the Lumberworld site. If such projects prove economically viable and provide true affordable housing, a baseline might be established for a well-developed expansion plan of multiple housing forms that could advance northward. Such advancement should only be done with a clear vision of maintaining livability and quality of life for area residents while preserving the intrinsic natural landscapes and protection of wildlife corridors, (particularly for migratory bird), and the safety, health and well-being of residents.

We welcome Mayor, Council, and planning staff to enter a fulsome and constructive discussion on how the pause can be implemented and the residents of our community properly consulted.

Respectfully,

Michael Moore,  
NQCA President.

*Info to be shared with Times Colonist, Saanich News  
Info available on NQCA website at: [northquadra.ca](http://northquadra.ca)*

Letter directed to:  
[mayor@saanich.ca](mailto:mayor@saanich.ca)  
[susan.brice@saanich.ca](mailto:susan.brice@saanich.ca)  
[judy.brownoff@saanich.ca](mailto:judy.brownoff@saanich.ca)  
[nathalie.chambers@saanich.ca](mailto:nathalie.chambers@saanich.ca)  
[zac.devries@saanich.ca](mailto:zac.devries@saanich.ca)  
[karen.harper@saanich.ca](mailto:karen.harper@saanich.ca)  
[teale.phelps.bondaroff@saanich.ca](mailto:teale.phelps.bondaroff@saanich.ca)  
[colin.plant@saanich.ca](mailto:colin.plant@saanich.ca)  
[mena.westhaver@saanich.ca](mailto:mena.westhaver@saanich.ca)  
[council@saanich.ca](mailto:council@saanich.ca)

**Preet Chaggar**

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**From:** Jennifer Harbottle [REDACTED]  
**Sent:** Wednesday, December 11, 2024 2:30 PM  
**To:** Council  
**Subject:** (External Email) Leeds Place/Leeds Court (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,

After looking at your proposal, why do you think that the neighborhood of Leeds Place and Court (QS-1) need a development of a 6 storey building? Why do you think that residents want this? What makes the council think that building around this area will preserve sensitive woodland? As a resident of Leeds Court, I strongly oppose this proposal. I do not fully understand the logic behind this.

The current council cannot even address the ongoing parking issue at the top of Leeds Place. Then you spend money on this plan and ignore the current issues.

My neighborhood is still trying to recover from the terrifying fire at the six story building located at Quadra and Palmer. I am still cleaning up and ensuring the wildlife that enters my yard do not consume the burnt debris that ended up in my yard from the fire. As council, what is your plan if this happens again? Some houses back onto the protected wetlands of Swan Lake Nature Sanctuary. What are you going to do if another tragic event occurs?

I do not understand why council thinks that this is a need right now, when residents are having a hard enough time keeping their heads above water. And now you want to destroy their neighbourhood? Also, where are we supposed to go?

This shows that council does not care about the small neighbourhoods in Saanich, and the residents who take pride in their neighbourhood. Once again I strongly oppose this plan, and I am upset that council thinks this a good idea.

Do any members of council live in the neighbourhood that are affected by this proposal?

I would greatly appreciate a response to address my questions and concerns.

Kind Regards,

Kevin and Jenn Harbottle

**RECEIVED**  
By Preet Chaggar at 10:17 am, Dec 16, 2024

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Wednesday, December 11, 2024 2:06 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) FW: Copy of NQCA Letter to Mayor and Council Re Quadra McKenzie Plan and mailbox flyer  
**Attachments:** Quadra Mckenzie Plan flyer FinalUpdated.pdf; Quadra McKenzie Plan NQCA Letter to Mayor and Council.pdf

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

Please add my voice in support of my community association. I very strongly oppose this plan. And PLEASE NOTE that my opposition is NOT limited to the most egregious element of turning Mackenzie into single lane in each direction. I have seen interviews with you Mr. Mayor where you are noting that particular element of the plan as the only one you are hearing. It is a classic confirmation bias problem that you and council seem to have. Please be assured that just because one issue may be the biggest DOES NOT mean that there are no other problems.

Please kill this whole ridiculous plan.

---

**From:** NQCA [REDACTED]  
**Sent:** Monday, December 9, 2024 12:26 PM  
**To:** NQCA [REDACTED]  
**Subject:** Copy of NQCA Letter to Mayor and Council Re Quadra McKenzie Plan and mailbox flyer

To: North Quadra Community Association Members,

Please find attached NQCA's recently sent letter to Mayor and Council requesting a "Pause" of the Quadra McKenzie Plan ...as voted by unanimous board decision at NQCA Nov 28 Executive meeting.

Also, find attached the flyer that is currently being printed (for mailbox drops.) We have a team ready to start in early December to deliver these to the most affected areas first. If anyone can assist with deliveries in the next week or so please contact [laurainederman@shaw.ca](mailto:laurainederman@shaw.ca). Time is running out for this because a final Council vote is scheduled for Jan./25...only weeks away!

**A head's up about reaching Mayor and Council by email...**

1. Mayor and Council have all been sent this NQCA letter by email using their **individual council emails which are available on the Saanich site when you click onto their photos**. It has been our experience that it is best to contact each Councillor individually. It should be noted that the contact info/address supplied on Saanich's website for *Mayor and Council* is listed as [council@saanich.ca](mailto:council@saanich.ca). **THIS DOES NOT WORK EFFECTIVELY** AS IT GOES TO A CENTRAL BANK which many councillors do not check as regularly as their individual council email addresses. To assist in your letter writing you might consider this handy contact list:

Letters directed to:  
[mayor@saanich.ca](mailto:mayor@saanich.ca)

[susan.brice@saanich.ca](mailto:susan.brice@saanich.ca)  
[judy.brownoff@saanich.ca](mailto:judy.brownoff@saanich.ca)  
[nathalie.chambers@saanich.ca](mailto:nathalie.chambers@saanich.ca)  
[zac.devries@saanich.ca](mailto:zac.devries@saanich.ca)  
[karen.harper@saanich.ca](mailto:karen.harper@saanich.ca)  
[teale.phelps.bondaroff@saanich.ca](mailto:teale.phelps.bondaroff@saanich.ca)  
[colin.plant@saanich.ca](mailto:colin.plant@saanich.ca)  
[mena.westhaver@saanich.ca](mailto:mena.westhaver@saanich.ca)

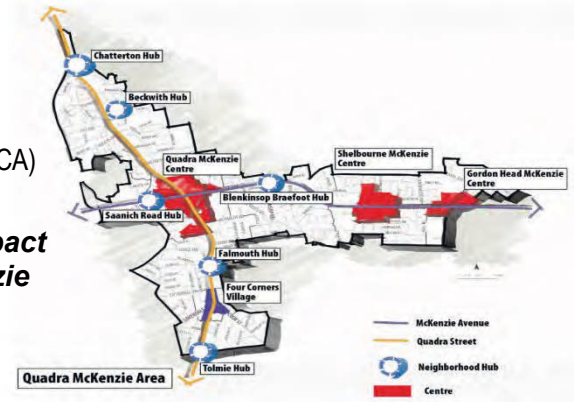
Please consider sharing these attached docs with any Saanich friends or interested parties...as the implementation of this plan affects ALL Saanich residents

Lauraine Derman NQCA Director at Large (Publicity)  
Michael Moore, Pres NQCA

# Major Changes for North Quadra??

Message from: North Quadra Community Association (NQCA)

***\*NQCA urges residents be informed of the direct and drastic impact to North Quadra neighbourhoods if Saanich's Quadra-McKenzie Plan is passed by Council in Jan./25...only weeks away.***



## Are **YOU** Aware?

***...as it stands the plan contains:***

***\*Zoning provisions granted for 12 to 18 story apartment buildings along Quadra from Cloverdale to Roger's Ave. with little to no parking provisions and NO (formally required) community amenities???***

***\*The buildings' shadow will darken yards, decks and gardens of homes within a 4-5 block radius for most of the summer...affecting hundreds of homes in fully residential neighbourhoods and 25,000 people who live in the affected areas.??? This amount of darkness is also a proven health and safety hazard.***

***\*Apartments of this incredible height will be placed at the foot of Christmas Hill Sanctuary at Nicholson and Woodhall, shadowing and eclipsing the height of one of Saanich's most sensitive ecological preserves, adversely affecting wildlife corridors and bird migratory passage. From the summit of Xmas Hill one would be gazing upon penthouse decks with an obstructed (former) view of Mt. Douglas Poles???***

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***\*And there's so much more of concern! Visit NQCA website at [northquadra.ca](http://northquadra.ca) for details contained in our NQCA letter to Saanich Mayor and Council requesting a "PAUSING" of this plan to allow for better and meaningful citizen input...which in the view of many has been seen to be inadequate to date.***

## What Can **YOU** Do?

- Consider signing the **SOS petition** at **SaveOurSaanich.com** created by concerned Saanich residents and read the many comments already submitted by resident signees.
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[northquadra.ca](http://northquadra.ca)

# North Quadra Community Association (NQCA)



---

Dec. 4, 2024

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Furthermore, the destructive ecological impact of these heights affecting Swan Lake & Christmas Hill's Nature Sanctuaries, their wildlife corridors and bird flight paths will be devastating and cannot be ignored. Indeed, the impending environmental degradation is contrary to Saanich's policies and guidelines to protect the municipality's natural and sensitive areas.



The NQCA board calls upon Saanich Mayor, Council, and Planning Staff to step back and initiate a sober second consultation process that fully engages the 25,500 area residents, allowing them a significant role in determining future development within North Quadra's boundaries. Instead of barreling full-speed ahead with unfettered development along the Quadra corridor, a better, more evidence-based approach would be to first advance the Saanich Public Works project and possibly others at the McKenzie/Quadra intersection, along with the massive potential of the Lumberworld site. If such projects prove economically viable and provide true affordable housing, a baseline might be established for a well-developed expansion plan of multiple housing forms that could advance northward. Such advancement should only be done with a clear vision of maintaining livability and quality of life for area residents while preserving the intrinsic natural landscapes and protection of wildlife corridors, (particularly for migratory bird), and the safety, health and well-being of residents.

We welcome Mayor, Council, and planning staff to enter a fulsome and constructive discussion on how the pause can be implemented and the residents of our community properly consulted.

Respectfully,

Michael Moore,  
NQCA President.

*Info to be shared with Times Colonist, Saanich News  
Info available on NQCA website at: [northquadra.ca](http://northquadra.ca)*

Letter directed to:  
[mayor@saanich.ca](mailto:mayor@saanich.ca)  
[susan.brice@saanich.ca](mailto:susan.brice@saanich.ca)  
[judy.brownoff@saanich.ca](mailto:judy.brownoff@saanich.ca)  
[nathalie.chambers@saanich.ca](mailto:nathalie.chambers@saanich.ca)  
[zac.devries@saanich.ca](mailto:zac.devries@saanich.ca)  
[karen.harper@saanich.ca](mailto:karen.harper@saanich.ca)  
[teale.phelps.bondaroff@saanich.ca](mailto:teale.phelps.bondaroff@saanich.ca)  
[colin.plant@saanich.ca](mailto:colin.plant@saanich.ca)  
[mena.westhaver@saanich.ca](mailto:mena.westhaver@saanich.ca)  
[council@saanich.ca](mailto:council@saanich.ca)

**Preet Chaggar**

---

**From:** Mary Wagner [REDACTED]  
**Sent:** Wednesday, December 11, 2024 1:19 PM  
**To:** QMS; Mayor Dean Murdock; Teale Phelps Bondaroff; Karen Harper; Colin Plant; Susan Brice; Mena Westhaver; Councillor Judy Brownoff; Zac De Vries; Nathalie Chambers  
**Subject:** (External Email) Quadra McKenzie Plan Survey 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! I tried to fill out the survey for the Quadra McKenzie Plan as a frequent user of that transportation corridor, but unfortunately, the survey crashed. So my answers were not submitted and now the survey is closed. This happened to a few others I spoke to as well, so I wanted to let you know that some data is missing.

The basic message I would like to still share is that bus lanes and improved transit facilities along the length of the McKenzie corridor are critical for all the commuters and UVic students and UVic staff (affects 2 people in my family) and people going to businesses (such as dance class and shopping several times a week; affects 2 more people in my family). Getting more people on the bus is better for those that drive as well.

In terms of climate action, reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is critical to meeting climate action goals and also improves quality of life for people.

Sincerely,

Mary Wagner

I am not a Saanich resident, but in our family of 4 we are all frequent users of particularly McKenzie and would take the bus more if it were improved

**Preet Chaggar**

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**From:** Wendy Fanucchi [REDACTED]  
**Sent:** Wednesday, December 11, 2024 11:37 AM  
**To:** Mayor Dean Murdock  
**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 have been living in the Condo behind the Public Works Yard for approximately 5 years. I appreciate seeing the silhouette of the trees and hills and how the birds and wildlife are supported from these trees. Each year you can see when birds migrate and return, and this reassures you that the environment is good and the sun is not blocked right now. The sky and trees and shrubs from buildings being too high will change that. We also need the sun to help us feel better especially in winter.

I really don't think I have to say much about reducing McKenzie to one lane. Absolutely not a good idea. We need the lanes. As much as I want bikes (I can't bike) to be safe and buses to be on time I want to be safe in my car as well and that means more policing of McKenzie/Quadra and fining or impounding cars will certainly have a positive effect. People will learn. Everyday I encounter bad driving (mostly speeding but also not understanding the rules of the road, and those that run a red light. I would like to see the cameras operating on stop lights. That and policing would reduce a lot of these bad habits.

Another concern is when you have high density air pollution increases. You could argue we need less cars but what we have to work with what we have right now. I don't think concentrating more vehicles in one area and not moving would be smart. The Motor Vehicle Branch also needs to relocate. It's extremely old and more parking is needed. Perhaps put Saanich employees at that location? Just a thought.

I also want to say it's ok for people to be late to where they are going. You do the best you can. It's not worth your life or someone's else's. This is just a fact that you can't predict exactly when you will arrive and I am out at all times of the day and know this. Don't let the pressure of people or anything else result in making changes that aren't going to change anything unless we have a rapid transit system. It is what it is.

I have lived in Saanich most of my adult life and have raised my children here. Through the years I have walked hundreds of miles through streets and paths and the trails (with the exception of the goose trail in recent years because of erratic way people ride their bikes dangerously), enjoying the quiet and admiring people's homes and gardens and chatting.

In most of our community Saanich has a good reputation as a place to raise your children and play ball and attend schools and be safe. Unless you are living in a housing co-op or in senior housing everyone works so promoting these high rises as a community just doesn't happen. People have their own lifestyles and activities and these are outside of their living accommodations.

Let's be honest. It's not about housing because very few people will be able to afford to live in these buildings no matter what people say.

I would like to see the District of Saanich be a leader in innovation. Promoting and approving and building designs that house no more than 20 people and no higher than 4 stories. Also underground parking is necessary to make room for emergency vehicles and delivery trucks, Saanich's vehicles to get through. No stores in the bottom. It's about housing. Place these buildings in appropriate places that have very little impact on others. It can be done but it would take time which isn't a bad thing. Look at creating the needs of today but with the bigger picture. I realize you think you have a mandate, but Sooke is challenging this and good for them. We have for too long not been thoughtful about putting up buildings in Victoria and need to learn from their mistakes and Saanich has done this as well. Times are different and people are sharing accommodations more because of their financial circumstances, however it can still be a good design with very good sound proofing, air conditioning and efficient design so people can be comfortable. I suspect there might be a few properties you could take out of the TCL to be used for housing or Public Works. It would have to be put forth but not all the properties would be allowed. I know there is a law about it but perhaps it can be worked out for obvious reasons. I see some of this land on Wilkinson Road.

Look at other countries and research what is good for the people and not the contractors. They are doing this to make a profit at a price and Saanich can be strong and determined to be different. I do not believe everyone has a right to have a place to live (there are some exceptions). It is a privilege. I understand people want to move to Victoria but if it's full it's full. There are a lot of other places on the island and in B.C. you can live. Who's to say you can't build a new town/city?

I know some of the concerns the yard has but to me the number one thing would be getting rid of the portables and building a new complex for the employees to work. It can be very simple but efficient and comfortable.

I realize finding the funds to make changes is extremely hard but the solution you have now just doesn't justify the money, the plan itself. I understand you have already done a great deal of planning and expense but hopefully there are those that would be willing to do the hard work and persevere in the District of Saanich's future.

Thank you

Wendy Fanucchi

Wendy Fanucchi


**Preet Chaggar**

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**From:** Steve Burgess [REDACTED]  
**Sent:** Tuesday, December 10, 2024 5:02 PM  
**To:** Mayor Dean Murdock  
**Cc:** Councillor Judy Brownoff; Susan Brice; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver; [REDACTED]  
**Subject:** (External Email) Quadra/McKenzie development plan

**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 put a full stop  to the current plan for density and traffic changes and reopen discussion with the residents of North Quadra and other affected neighborhoods in early 2025!

Regards,

Stephen & Elaine Burgess  
[REDACTED] McBriar Ave  
[REDACTED]

**Preet Chaggar**

---

**From:** Martin Bache [REDACTED]  
**Sent:** Tuesday, December 10, 2024 11:05 AM  
**To:** Council  
**Subject:** (External Email) Fwd: The McKenzie Quadra Draft Plan

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

Sent from my iPhone

Begin forwarded message:

**From:** Martin Bache [REDACTED] >  
**Date:** December 10, 2024 at 11:03:03 AM PST  
**To:** mayor@saanich.ca  
**Subject:** The McKenzie Quadra Draft Plan

Dear Mayor

As a resident in the plan area I am strongly opposed to such a massive change being planned which will completely degrade the character of this very liveable area of Saanich. It is draconian in concept and must be corrected to gradually increase density starting with areas that have long been vacant or fallen into disrepair.

As for reducing McKenzie to one lane of traffic in each direction that can only be described as ridiculous especially as population density will be increased in that area. No competent urban planner would ever propose such an idea.

Regards

Martin Bache

[REDACTED] Westervelt Place  
Saanich.

**Preet Chaggar**

---

**From:** Jim and Wendy Boyd [REDACTED]  
**Sent:** Tuesday, December 10, 2024 9:07 AM  
**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) 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 and Councillors:

I was born (70 years ago), raised, and am still living in the Lakehill/North Quadra area. In the late 50's/early 60's there were four dairy farms and one poultry farm in the area, the closest bus stop to Swartz Bay was on Beckwith St. and Royal Oak was considered to be out of town.

Since then the area has morphed into a large residential community with many neighbourhoods that are intertwined with each other, the centre piece being Beckwith Park. Houses that go up for sale aren't on the market for long as it is a desirable place to live. The demographics are young couples with kids to retirees and everything in between. Lakehill/North Quadra is exactly what people want in a neighbourhood.

I am contacting you to register my opposition to the proposed 8-12 story building on Quadra at Nicholson and the proposed 8-12 story building on Quadra near Ambassador. These buildings do not belong in this area. I challenge each of you to visit both sites and ask yourselves two questions. Will this building blend or fit in with its surroundings? Will this building have a negative or positive effect on the neighbours and their homes? If you answer those questions honestly your only conclusion can be that these projects are inappropriate for the Lakehill/North Quadra area. I feel that one of your responsibilities as a Mayor and Council is to ensure thoughtful development for Saanich residents.

While I appreciate and understand the need for more housing, I don't think putting two of the tallest buildings in Saanich in the middle of a residential area is appropriate or fair to the neighbours.

Jim Boyd  
[REDACTED] Lucas Avenue

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Sunday, December 8, 2024 10:14 PM  
**To:** Council  
**Cc:** [REDACTED]  
**Subject:** (External Email) RE: The QMP And Public Responses To It

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

Hello again Mayor and Councillors

As it has been over 1 week since the QMP survey deadline, I was hoping to have received a response from one of you to my November 24 email asking how much consideration Saanich will give to the 2 Change.org opposition petitions identified below. Can you please advise.

Thank you.

---

**From:** [REDACTED]  
**Sent:** Sunday, November 24, 2024 1:04 PM  
**To:** council@saanich.ca  
**Subject:** The QMP And Public Responses To It

Dear Mayor and Councillors

As a born and raised Victorian, and tax paying resident of Saanich since 1977, I am writing to express my grave concerns with the QMP proposal.

I have completed the online QMP and have also signed 2 petitions (1. That McKenzie Ave and Quadra St. (Saanich), not be reduced to single lanes on either side, and 2. Stop the Saanich Quadra McKenzie Plan) established through the Change.org website that target my main areas of concern.

Can you please advise how Saanich weights or factors in the responses from these 2 petitions to your decision making on to the QMP?

Thank you,



**Preet Chaggar**

---

**From:** Carol Halligan [REDACTED] >  
**Sent:** Sunday, December 8, 2024 12:13 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 Council,  
I have supported ALL OF YOU since the beginning. Please do not make me regret my decisions. The Quadra Mckenzie plan is absurd and extremely dangerous, especially to cyclists and pedestrians. PLEASE, rethink your decisions, and to those of you who are against the plan, either because you live close to the Quadra McKenzie area as do I, and/ or you have the foresight to see the terrible ramifications of this plan, make yourselves known to me so I know who I can support next voting period.  
Sincerely and hopefully,  
Carol Halligan

## Preet Chaggar

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**From:** Colin Plant  
**Sent:** Saturday, December 7, 2024 5:58 PM  
**To:** Clerksec  
**Subject:** Fw: (External Email) Concerns about Community Planning -Mackenzie/Quadra Area Plan  
**Attachments:** Email to Saanich.pdf

Corporate record.

## Colin Plant

Councillor / CRD Directo  
District of Saanich  
770 Vernon Ave.  
Victoria BC V8X 2W7

c. 250-514-1439  
e. [colin.plant@saanich.ca](mailto:colin.plant@saanich.ca)  
[saanich.ca](http://saanich.ca)

---

**From:** [REDACTED]  
**Sent:** Saturday, December 7, 2024 4:02 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) Concerns about Community Planning -Mackenzie/Quadra Area Plan

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

November 30, 2024

BY EMAIL

Dear Mayor Murdock,

Re: Lonsdale Place Restructure within Quadra McKenzie Plan After attending the open houses for the draft Quadra/McKenzie Plan and doing the online survey we feel the need to address our concerns to you and the council.

We live on Lonsdale Place at the end of the cul de sac which according to your plan, will be removed to make a thru street to Century Road. This will destroy the neighbourhood we have lived in for over 46 years and take away our home. We bought here many years ago because this was a cul de sac and near schools to safely bring up our family. This happened and now we are planning to age in place. We saw this wonderful neighbourhood continue to thrive and support each other; there are young couples, young families, seniors, working people, students attending university in rentals, all of diverse backgrounds. Not sure why there is a need to disrupt this area and cause many of us to find alternate living areas if you go ahead. Many of my neighbours on this street and surrounding streets like Century and McKenzie are feeling equally concerned as we are. Why would you not take care of your current Saanich residents while trying to take care of expanding needs in Saanich?

Another part of this change to open up Lonsdale to Century is to put a traffic light at Century and McKenzie to deal with the extra traffic created by this change. Putting a traffic light at the bottom of the hill coming down from Cedar Hill X Rd makes no sense as this will cause an increase in possible traffic accidents due to poor visibility coming over the hill and current speeds. You are really negatively impacting on our street by creating both a hub at the Blenkinsop end and then a multi-use path a few houses in on Lonsdale which again, will displace our neighbours and destroy the essence of this neighbourhood. The path could easily be created along Blenkinsop as it is used regularly by most of us currently. Upgrades to Blenkinsop would answer this and meet the needs of the area. Creating hubs at all these streets with business frontage at its base does not seem relevant at a time when businesses are going online because of cost of storefronts. We can easily in our 70's, walk to either Mackenzie/Quadra or Mackenzie/Shelbourne for shopping needs. Should you not see how the larger centres above fair in their development before you destroy current residential areas?

Regarding McKenzie and the proposal to create a single lane of traffic each way with designated bus lanes; this will cause traffic gnarls beyond belief. Wondering why \$93 million dollars was spent on the McKenzie/ Trans Canada interchange a few years ago to assist traffic flow and now you wish to bottleneck this with these proposed changes? This also causes another issue regarding emergency vehicles and their timely responses to emergencies. If traffic is blocked where do the emergency vehicles go? One of your planners suggested they could use the bus lanes but if the buses are there that will not work well. Hoping you will consider re-evaluating some of your choices for development and not destroy a municipality and our neighbourhood that we have been a part of for so many years.

Sincerely yours,

Gail and David Byers

cc. Susan Brice, Judy Brownoff, Nathalie Chambers, Zac de Vries, Karen Harper, Teale Phelps Bondaroff, Colin Plant, Mena Westhaver

**Preet Chaggar**

---

**From:** Michael Riefman [REDACTED]  
**Sent:** Saturday, December 7, 2024 2:03 PM  
**To:** QMS; Mayor Dean Murdock; Council  
**Subject:** Re: (External Email) Fwd: Today's Webinar

Sorry

Firstly I don't necessarily disagree with the principles shared in your response. Where I disagree is the scale or scope of what is planned.

I understand the flexibility sought in the new study but it is still overridden by the OCP just as LAP's. Besides the development industry, was there any substantial favourable feedback from community stakeholders to build high rises and increase density beyond the established corridors on main streets?

Respectfully you did not answer the multiple questions I asked.

I pointed out the contradiction between what was stated by Mr Scott regarding the economic rationale (provided by Industry) for building at least 12 storeys in the OCP and the subsequent QMS study areas showing mid-rises.

Neither was the question of addressing additional need for urgent care etc with increased population.

Neither a response about how the community will be essentially squeezed out by this proposed development.

Neither a response to the plan that doesn't address affordability.

Please put yourself in my shoes. 32 years ago I moved to my current home to be as far away as possible from main street arteries. I am noise sensitive and specifically chose a no through street and at least 3 blocks from a main street artery. Now on our no through street primarily of SFD's the OCP allows up to an 18 storey building within one block of my house due to a faux TOA. I would have expected denser development on main streets or commercial areas where multi level dwellings exist but never foresaw a major incursion near my doorstep.

I truly hope that community comments bear more weight than the development industry.

Michael

On Fri, Dec 6, 2024 at 4:33 PM QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)> wrote:

Good afternoon, Michael,

This is in response to your previous email regarding rationale for 18 storeys – with the OCP designating 18-storey heights within Centres on primary corridors, we are intending to provide some flexibility in terms of

some of the building forms that are delivered in Centre Core land use designations. Potentially taller buildings allow for more varied urban design and open space, in addition to providing economically viable product and it is a form that is consistent with the type of Urban Development we see in Centres. This “18-storey” was derived from financial and urban design analysis, stakeholder feedback and a desire to support most new housing and jobs in locations that are well-served by transit and active transportation routes . With the Quadra McKenzie Plan, we are looking at a longer-term Plan (20 years) and we recognize that the draft Plan represents a major change from the existing conditions. We will be carefully reviewing the feedback, assess potential changes, and review these heights again as part of refinement of the Plan.

I hope this answers your question.

Thank you,

Quadra McKenzie Team.

---

**From:** Michael Riefman [REDACTED] >  
**Sent:** Wednesday, December 4, 2024 11:51 AM  
**To:** QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)>  
**Subject:** Re: (External Email) Fwd: Today's Webinar

Thanks

I appreciate the response.

I commend your office for mailing out the individual cards/handbills and holding open houses.

Obviously it has generated a lot of widespread public informing and engagement that was lacking or too late in the OCP process and that is good to know.

Regards

Michael

On Wed, Dec 4, 2024 at 11:14 AM QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)> wrote:

Good morning, Michael,

Thank you for your patience while we are working hard to respond to high volume of emails one by one. This is to confirm that your comments regarding potential parking issues, need for community facilities (healthcare, schools, etc.) and rationale for proposed height of 18 storey within centre designation has been forwarded to the project team. I will get back to you before the end of this week.

Thanks again for your patience,

Quadra McKenzie Team

---

**From:** Michael Riefman [REDACTED] >  
**Sent:** Wednesday, December 4, 2024 9:22 AM  
**To:** Mayor Dean Murdock <[Mayor@saanich.ca](mailto:Mayor@saanich.ca)>; Council <[Council@saanich.ca](mailto:Council@saanich.ca)>; Cameron Scott <[Cameron.Scott@saanich.ca](mailto:Cameron.Scott@saanich.ca)>  
**Cc:** QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)>  
**Subject:** (External Email) Fwd: Today's Webinar

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

Hello all,

I am very disappointed that I haven't received any acknowledgement of my email below.

As a courtesy one would expect at least such, after one month.

Are the questions too difficult to answer or is there reluctance to do so?

If you disagree with what I have said, tell me.

What is the use of community engagement if it is one way?

I have worked and lived in Saanich for 32 years and would expect better.

Michael Riefman

----- Forwarded message -----

From: **Michael Riefman** [REDACTED]  
Date: Sat, Nov 30, 2024 at 1:18 PM  
Subject: Re: Today's Webinar  
To: <[qms@saanich.ca](mailto:qms@saanich.ca)>

Hi Tami,

It has been a month since I sent the below email. At the open house you had mentioned that you were inundated with public inquiries and that responses would be delayed. Have you had a chance to see my email?

Regards

Michael

On Wed, Oct 30, 2024, 2:27 PM Michael Riefman [REDACTED] > wrote:

Hi Tami.

I attended today's webinar.

Overall I agree with strategies to get more cars off the road and some of the livability aspects. However I am concerned with a big jump in building heights and density which takes away all the positives in the draft plan.

Where I live there is already external usage of parking by University people and neighbouring apartments. With greater density there will be an even greater demand for parking. I know the trend is to reduce parking in multi-unit developments, but I don't anticipate that every one of these units will be car free. What can be done to allow residents to use the parking they had become accustomed to?

The OCP allows building heights of up to 18 storeys in designated centres . I was informed by a planning department official that structures over 6 storeys must be made of concrete and **that industry advised them that in order to be economically feasible concrete buildings must be at least 12 storeys**. I never got an explanation on how 18 storeys was derived.

Now, we see in the Quadra/McKenzie Study draft that a significant portion of the residential areas are designated for high rises and **mid rises up to 11 storeys**. Can you explain this contradiction from what I was told about the OCP building heights?

I noted in the presentation that property owners will be the initiator of development. However I anticipate that existing property owners will be coerced into selling their properties to developers when mid to high rise buildings are built next to their home where currently allowed in the OCP. Is this the plan? If so, it will not result in meeting the housing diversity goal.

Is there any thought to increased demand in schools and urgent care? Our hospitals seem to be over capacity now.

I know that housing affordability is a key issue for many. I don't see developers building to a level where housing prices will drop. They will always control the supply to match the demand, to maximize their profits. So building more affordable homes doesn't mean the same as building more homes.

Michael

---

We acknowledge that the District of Saanich lies within the territories of the lək'wəŋən peoples represented by the Songhees and Esquimalt Nations and the WSÁNEĆ peoples represented by the WJOLĒLP (Tsartlip), BOKEĆEN (Pauquachin), S7ÁUTW (Tsawout), WSIKEM (Tseycum) and MÁLEXEL (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.



This email and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this email and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender. Please consider the environment before printing this email.

Sign up to receive our Saanich Spotlight quarterly newsletter at [Saanich.ca/spotlight](http://Saanich.ca/spotlight).

**Preet Chaggar**

---

**From:** Michael Riefman [REDACTED]  
**Sent:** Wednesday, December 4, 2024 9:22 AM  
**To:** Mayor Dean Murdock; Council; Cameron Scott  
**Cc:** QMS  
**Subject:** (External Email) Fwd: Today's Webinar

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

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As a courtesy one would expect at least such, after one month.  
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If you disagree with what I have said, tell me.

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Michael Riefman

----- Forwarded message -----

**From:** Michael Riefman [REDACTED] >  
**Date:** Sat, Nov 30, 2024 at 1:18 PM  
**Subject:** Re: Today's Webinar  
**To:** <[qms@saanich.ca](mailto:qms@saanich.ca)>

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Is there any thought to increased demand in schools and urgent care? Our hospitals seem to be over capacity now.

I know that housing affordability is a key issue for many. I don't see developers building to a level where housing prices will drop. They will always control the supply to match the demand, to maximize their profits. So building more affordable homes doesn't mean the same as building more homes.

Michael

**Preet Chaggar**

---

**From:** Courtney Paulin >  
**Sent:** Wednesday, December 4, 2024 8:01 AM  
**To:** Council  
**Subject:** (External Email) 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.

Dear Saanich City Council Members,

I am writing to express my deep concerns regarding the proposed plan to demolish 8,000 single-family homes in Saanich to make way for condominium developments. As a resident of this community, I am profoundly distressed by the impact this plan will have on families like mine, and I strongly urge the council to reconsider this initiative.

The home we live in is not just a house—it is a place filled with memories and milestones. It is the home my husband grew up in, the home where we were married, and the home where we are raising our children. Our children attend the same schools my husband once did and are growing up in the same neighborhood, surrounded by the same stores and the same familiar faces of neighbors who have been part of our lives for generations. This sense of continuity and community is irreplaceable, and it is heartbreaking to think that it could all be destroyed in the name of development.

The plan to demolish our homes, along with the homes of many other families, for the sole purpose of profit is not only unjust but deeply troubling. The community we have built here is invaluable, and the people who live here are not simply numbers or units to be replaced—they are families, individuals, and generations with deep roots in this area. The idea that this entire neighborhood could be torn down to satisfy a growth agenda without considering the emotional,

social, and historical costs is a blatant disregard for the lives of the people who call Saanich home.

I implore you to listen to the voices of the residents who are affected by this plan. We are not against growth or development, but we believe that the wellbeing of the people who live here must come first. The proposal to tear down homes that have been the center of family lives for decades is a violation of the trust and responsibility you, as stewards of this community, hold.

I can say, without hesitation, that this proposal does not have the support of the people who live in this community. We will not stand idly by as our lives are uprooted for a plan that serves only a few. I urge you to halt this plan immediately and engage with the community to find a more thoughtful and compassionate approach to growth and development in Saanich.

Thank you for your time and consideration. I trust you will act in the best interest of all the residents of Saanich, not just a select few.

Sincerely,  
Courtney Paulin

Sent from my iPhone

**Preet Chaggar**

---

**From:** Courtney Paulin [REDACTED]  
**Sent:** Wednesday, December 4, 2024 8:02 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Quadra/Mackenzie

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

Dean,

I am writing to express my deep concerns regarding the proposed plan to demolish 8,000 single-family homes in Saanich to make way for condominium developments. As a resident of this community, I am profoundly distressed by the impact this plan will have on families like mine, and I strongly urge the council to reconsider this initiative.

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and historical costs is a blatant disregard for the lives of the people who call Saanich home.

I implore you to listen to the voices of the residents who are affected by this plan. We are not against growth or development, but we believe that the wellbeing of the people who live here must come first. The proposal to tear down homes that have been the center of family lives for decades is a violation of the trust and responsibility you, as stewards of this community, hold.

I can say, without hesitation, that this proposal does not have the support of the people who live in this community. We will not stand idly by as our lives are uprooted for a plan that serves only a few. I urge you to halt this plan immediately and engage with the community to find a more thoughtful and compassionate approach to growth and development in Saanich.

Thank you for your time and consideration. I trust you will act in the best interest of all the residents of Saanich, not just a select few.

Sincerely,  
Courtney Paulin

Sent from my iPhone

## Preet Chaggar

---

**From:** Pamela Woodland [REDACTED]  
**Sent:** Tuesday, December 3, 2024 7:35 AM  
**To:** QMS; Council  
**Subject:** (External Email)

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

Dear Saanich staff and council,

I support the Quadra-McKenzie draft plan, especially the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor.

There are many places I enjoy visiting in Saanich, and many more that I need to get to for work or health reasons. The lack of good transit means I have to take my car. If I had a choice, I would use transit.

For its obvious environmental benefits, and also for my own enjoyment, of not having to battle traffic, look for parking, and so on.

We are at a pivotal point in our communities where the choices we make now determine how we live, move, relate to place, in the future.

All signs point to moving away from the need for automobiles, EV or ICE. Encouraging transit helps community, helps the nervous system, helps the planet.

Do not let the weight of past priorities and privileges drive decisions that will determine our future possibilities. Literally pave the way for fewer cars, more public and active transport, and a healthier, more vibrant community.

Incorporating nature-based solutions at every point along the way is essential. Make walking and biking attractive, healthy, doable options. Increase the wellbeing of your citizens by increasing the wellbeing of the planet. And feel good about yourselves for making choices that will benefit your children and grandchildren, as well as yourself and your neighbours.

Best regards,  
Pamela Woodland  
[REDACTED]

--

pjw





**Preet Chaggar**

---

**From:** [REDACTED]  
**Sent:** Monday, December 2, 2024 8:46 PM  
**To:** Council; QMS  
**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, CAO, and Land-Use Planning staff, District of Saanich  
Re: Quadra - McKenzie Plan

I have owned property in this area for 45 years and worked here for 38 years.

My feedback on the Quadra – McKenzie plan is as follows:

1. The best assets of the area are the older single-family homes on large lots on quiet streets with trees.
2. Densification should be only where the character of a street will not be adversely affected.
3. Proximity to parks, even pocket parks, is good for human health.
4. Safe walking and bike lanes are very important.

These are the components that I would like to see emphasized in the plan:

1. Protection of environmental values and biodiversity
2. Maintaining and enhancing existing urban forests and habitats
3. Creating a buffer zone along the natural watercourses
4. Daylighting natural watercourses where possible

If you create the close-to-nature feeling by way of the Quadra-McKenzie Plan you will be improving the well-being of the residents and increasing the value of our homes. You may also lower the summer temperature, control for drought and flooding, and bring back the fish.

Here are two suggestions that I'd like you to consider:

1. A particular practice that might interest you is dense urban forests in small spaces called Miyawaki forests. I can put you in touch with people who have made Miyawaki forests and might do a presentation for you. The cost is quite low, around \$10,000 with some volunteer help (including children). After being watered for the first 2 years, the Miyawaki forests become self-sustaining.

**Miyawaki forests are small, dense, diverse, native tree plantings, typically the size of a tennis court, equivalent to seven to ten parking spaces. Their small size makes installation manageable, and convenient in tight urban spaces where conventional afforestation strategies may not be possible or desirable.**

**It can be successful in a plot of land the size of a tennis court. It is especially suited for school grounds.**

2. A document that you might want to consider is Langford's Urban Forest Management Plan, passed by Langford Council November 2024.

<https://langford.ca/langford-council-approves-a-robust-urban-forest-management-plan/>

Thank you for being open to receiving comments. I appreciate the time and effort that is going into this project.

Sincerely,

Bev Bacon

**Preet Chaggar**

---

**From:** meganpar megan parry [REDACTED]  
**Sent:** Monday, December 2, 2024 4:31 PM  
**To:** Mayor Dean Murdock  
**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 Sir,

I am very concerned about the proposed Quadra McKenzie Plan. I have been in this neighbourhood for close to fifty years and have witnessed many development changes over that time period. All of these changes were gradual, with thought about the community of family homes and the local green environment. This proposal ignores the people who are living here, will destroy the tree canopy and environment and is only in the interests of the developers. Please listen to the many people who actually live in this area and do not encourage developers who only have profit in mind and do not care about our charming neighbor. Thank you for reading this, Yours Sincerely, Megan M Parry

Preet Chaggar

---

**From:** noreply  
**Sent:** Monday, December 2, 2024 2:33 PM  
**To:** Mayor Dean Murdock  
**Subject:** shrinking Quadra McKenzie roads

**Recipient** Dean Murdock  
**Topic** shrinking Quadra McKenzie roads  
**Name** Karen Reimann  
**Email address**  
**Phone number** Not provided

Message

I am vehemently opposed to the proposed changes you wish to make in the Quadra McKenzie roads. The traffic on these roads is already at capacity and with cutting the lanes as proposed it will be a disaster. You must consider both roads are main arteries in Saanich and routes to the highways that lead out of town. The other consideration is emergency vehicles that have to get through no matter what time of day it is.

We travel these roads many times during the week and wonder where all the bikes are? We are given to believe that many people use the bike lanes already provided but it doesn't seem to be the case. We are not against bike lanes but would like to see the roads remain as they are until a better solution for all opinions can be reached.

RECEIVED  
By Preet Chaggar at 3:53 pm, Dec 02, 2024

**Preet Chaggar**

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**From:** Rob Bernhardt [REDACTED]  
**Sent:** Monday, December 2, 2024 11:02 AM  
**To:** Council  
**Subject:** (External Email) Support transportation options in 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.**

Dear Mayor Murdock & Council,

I am writing to support the goals and planning directions set out in the Quadra McKenzie Plan. The vision it outlined represents the type of community I wish to live in.

As a user of all modes of transportation, I particularly look forward to improved transit services. Convenient and accessible transit becomes increasingly important as I age. Current transit mode shares illustrate how popular transit is, even before system improvements. As illustrated on p. 9 of the [Victoria Regional RapidBus Implementation Strategy](#) (excerpt attached below), major regional transit peak period mode shares currently range from 15-90%, with the McKenzie corridor being 55% or 60%, depending on the direction of travel. Most residents I speak with are surprised, even shocked, to learn the percentage of road users relying on transit. RapidBus service will significantly increase mode shares and provide the only viable means of relieving congestion, benefiting drivers and transit users alike. With most road users on transit, fairness (in addition to the other factors cited in the plan) requires early implementation of dedicated transit lanes.

Good luck with the planning process, and implementation.

Best regards,

Rob Bernhardt  
[REDACTED] Oak Crest Dr.  
[REDACTED]

The cumulative impacts from the investments in RTN related services and infrastructure are notable on a regional scale, not just at a localized level.

Service frequencies across sections of the RTN now range anywhere from 10 to 30 buses per hour (or every 2 to 6 minutes) outside the core through to 35 to 80 buses per hour (every 1 to 2 minutes) on the southern sections of Douglas Street (see Figure 4). With the highest service levels in the region, these corridors also support the highest daily and peak period ridership as highlighted in Figures 5 and 6. McKenzie Avenue, Highway 1 and Old Island Highway all support 11,000 to almost 17,000 passengers per day and approximately 1,000 to 1,500 passengers per hour in peak directions. The cumulative ridership from all routes on Douglas Street reaches as much as 63,000 passengers per day (or 4,200 passengers per hour in peak directions).

As the ridership on these corridors have grown, so to have the transit mode shares where transit travel makes up a significant proportion of travel on the RTN corridors (see Figure 6). Aspirations to significantly increase regional transit mode share means that these corridors will increasingly need to support greater service levels and ridership. Further, the space allotted for buses on the roadway network must also be continually monitored and assessed to support these goals with a higher capacity bus transit system.

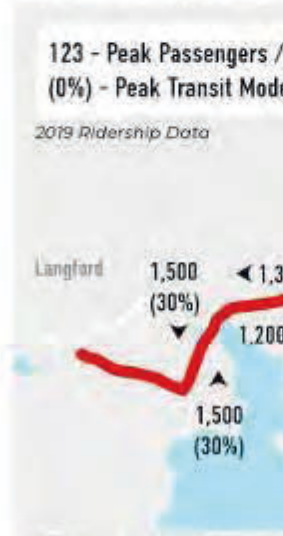


FIGURE 4 – Peak Directional Services Levels on RTN

FIGURE 5 – Daily Ridership on RTN



FIGURE 6 – Peak Direction Ridership





**Preet Chaggar**

---

**From:** [REDACTED]  
**Sent:** Monday, December 2, 2024 7:06 AM  
**To:** Mayor Dean Murdock  
**Cc:** Council  
**Subject:** (External Email) Deans Folly

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

**A8** *Wednesday, November 27, 2024*

**LETTER**

## Plan for McKenzie Avenue will drive

To fully understand what the whole McKenzie Avenue reimagining is all about, people first need to know that Saanich Mayor Dean Murdoch rides a bicycle everywhere.

He is seemingly very anti-automobile. Council seems to forget it's not just people in cars traveling back and forth to their jobs and shopping, but also large commercial vehicles.

The McKenzie Avenue downgrade is sheer folly, let's call it Dean's Folly. Where do they think those supply trucks will travel, that come off the ferry and from up Island to restock the inventory of all those businesses along Shelbourne, McKenzie, Hillside and in Oak Bay? That road is the main artery across the whole municipality. If they need bicycle lanes, build them off to the side

of the frustr If the W will be peopl there town malls bour We ness-1 coun who



## LETTERS

### Plan for McKenzie Avenue will drive shoppers out of Saanich

To fully understand what the whole McKenzie Avenue reimagining is all about, people first need to know that Saanich Mayor Dean Murdoch rides a bicycle everywhere.

He is seemingly very anti-automobile. Council seems to forget it's not just people in cars traveling back and forth to their jobs and shopping, but also large commercial vehicles.

The McKenzie Avenue downgrade is sheer folly, let's call it Dean's Folly. Where do they think those supply trucks will travel, that come off the ferry and from up Island to restock the inventory of all those businesses along Shelbourne, McKenzie, Hillside and in Oak Bay? That road is the main artery across the whole municipality. If they need bicycle lanes, build them off to the side

of the road. Expand the infrastructure, don't choke it.

If their plan goes through, the West Shore businesses will be very pleased, because people will start shopping there instead of going across town to the businesses and malls located along Shelbourne and Hillside.

We need a council of business-minded people, not a council of ex-bureaucrats who seem obsessed with

figuring out ways to spend more money that they don't have. Look at our huge property tax increases year over year.

I also find it interesting that these council members who say their job is full-time and should be compensated as such, had no time to attend the public hearing on this project. Absurd!

**Doug Coulson**  
Saanich

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**Preet Chaggar**

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**From:** Jim and Wendy Boyd [REDACTED]  
**Sent:** Monday, December 2, 2024 8:46 AM  
**To:** Mayor Dean Murdock; Planning  
**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 are opposed to the Quadra McKenzie Plan as it now stands. Neighbourhood apartments, mid-rise buildings and high-rise buildings do not belong in our residential neighbourhoods. Consideration and planning should be given to mindful development along Quadra/McKenzie/Shelbourne but NOTHING that will change the culture and flow of existing residential neighbourhoods, particularly in the high Quadra area (Beckwith Park and surrounding area). A proposed 12-story apartment at the corner of Quadra and Nicholson is totally inappropriate for the area. Our area has carried enough of the burden. Our vote is NO to the new "plan".

Wendy and Jim Boyd  
[REDACTED] Lucas Avenue

**Preet Chaggar**

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**From:** Wendy Lynden [REDACTED]  
**Sent:** Sunday, December 1, 2024 3:56 PM  
**To:** Council  
**Subject:** (External Email) Quadra McKenzie Densify??

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

Hello Saanich City Council.

I am a happy and proud resident of Saanich.

The 20 year plan to densify our community is a very unhappy and quite frankly embarrassing concept. It will change everything. The houses will be torn down for high rises to accommodate hundreds of people in a small space.

Why is this necessary? There are spaces available now for developers. I understand the city needs to make more living spaces available as Premier Eby has set out a mandate for several communities on the island (and the province) to increase their housing availability by, in my opinion, an unachievable amount. I have heard a figure of 6000 residents in the area of Quadra McKenzie to Shelbourne. There are current construction sites all over this area already! What about the practical questions like sewer and water facilities? And of course cutting McKenzie down to 2 lane traffic with bus and bike lanes? (I am fairly certain this idea, thankfully, has been reconsidered at least for now) It looks like allot of decisions regarding thousands of people's lives have been made already without their consent or even any input?

Please make plans but don't take the community's dignity and pride away while you do it.

Thank you for listening,  
Wendy Lynden

Sent from my iPad

## Preet Chaggar

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**From:** [REDACTED]  
**Sent:** Saturday, November 30, 2024 4:06 PM  
**To:** Reception  
**Subject:** (External Email) Quadra McKenzie Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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

This is to express our opposition to the Quadra McKenzie Plan. We moved to an area of North Quadra 40 years ago because it was a nice friendly single family home area. We do not want the extensive move to larger housing forms, including multiple high rises in single family areas. While we realize that increased density will come over time, high rise buildings should not be part of the plan, and will only encourage developers to buy up single family homes.

We also think that reducing car lanes on the McKenzie corridor will only create more traffic congestion. To get drivers to stop using their cars for public transport, on a major through road such as McKenzie, will require many more buses and a severely increased bus schedule. Expecting BC Transit to acquire multiple buses for such a change when they are already having trouble attracting drivers will not be possible (and where is the money coming from?).

We also think that concrete barrier bike lanes are both unnecessary and dangerous. They create problems for bike riders who cannot pass slower riders and stop drivers from pulling over to allow emergency vehicles to pass.

Respectfully,

Richard and Diane Chappell.

**Preet Chaggar**

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**From:** Eileen Pawluk [REDACTED]  
**Sent:** Saturday, November 30, 2024 3:46 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.

Mr. Mayor;

How does one communicate the common needs of the average citizen to one who is in the prime of youth, who travels everywhere by bicycle and has absolutely no comprehension of how it feels to have left that ship of youth behind to deal with the reality of aging.

I come from the same place you are currently in: reveling in the joys of youth and health and riding my bicycle everywhere too. How easy it is to feel contempt for anybody not feeling the same as I. Surely they must be lazy or at least faking it.

You have obviously lost track of the reality that Victoria consists largely of aging retirees who have brought their wealth to help build up this community to what it is today. Not to mention the amount of taxation that we contribute to your funds.

Reality check: the 70's and 80's and beyond do not allow us the agility to go to all medical appointments by cycle or even bus, let alone shopping for supplies. Many of us rely on Handicap parking as walking is also a challenge, let alone carrying parcels and bags.

MvKenzie Avenue is a main thoroughfare to get to just about any destination, as are Shelbourne and Quadra. Creating massive traffic congestion does not benefit anyone other than those self-centred healthy youth who believe the universe begins and ends for their needs only.

Are you seriously that self-involved that you can only see reality from the perspective of yourself and your fellow council members who have yet to understand that life is always evolving and does not remain in favour of youth and health?

I, for one, regret that I was so confident and blind to those elderly old poops who could not keep up with my flow when I was where you are now.

Please try to see beyond your narrow perspective and pay attention to the reality of the larger picture. Your views have already caused so much damage to the enjoyment of simply getting around the only way many of us can: by automobile.

May you never grow old.

sincerely,

Eileen Pawluk

**Preet Chaggar**

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**From:** Alexander Darby [REDACTED]  
**Sent:** Saturday, November 30, 2024 3:21 PM  
**To:** Council; QMS  
**Cc:** [REDACTED]  
**Subject:** (External Email) Support of Continuous Bus Lanes Along McKenzie

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 have lived in Saanich for 20 years, and now attend the University of Victoria. I am writing in support of continuous bus lanes on McKenzie.

As many of my fellow residents have pointed out, traffic can get quite bad on McKenzie. The volume of cars unfortunately slows down the movement of people. I believe it is in Saanich's best interests to have roads move people efficiently, even if that may be at the expense of the movement of cars. Busses can move people far more efficiently than cars can.

Additionally, bus lanes would improve safety on McKenzie. Currently the two lanes encourages highway-like driving behaviour. I know this as I drive the corridor frequently. Driving 50 km/hr (fast enough to kill or seriously maim a pedestrian at one of McKenzie's pedestrian controlled intersections, should one's attention be drawn away from the road) in the lefthand lane is considered unacceptable by many, who will pass you on the right at 60km/hr or more. To me it is simply unacceptable that Saanich has considered it acceptable for a road that has multiple schools, homes, and shopping centres along it to be designed in a way that encourages speeding and reckless driving behaviour. Not having two lanes each way would eliminate dangerous high-speed lane changes that occur in this non-highway environment. The only other alternative that comes to mind that would make McKenzie safer is turning it into a highway, which would wreak unnecessary destruction upon the urban environment.

Bus lanes would also ensure a corridor is available for emergency vehicles. I have read many complaints in the newspapers about how a bus lane would make it difficult for ambulances, oversized firetrucks (can we look into getting some European models that are more maneuverable?), and other emergency vehicles to get through. This argument makes no sense as a bus lane on each side would allow for a mostly clear path for these vehicles. Currently, no such clear path exists during rush hour traffic. In an emergency, those vital seconds waiting for cars to clear the road can make a big difference.

There are more benefits I could discuss, but the point that is most important to me is that as it currently stands, McKenzie is functioning as an inefficient and dangerous highway-like corridor cutting all the way across Saanich, and I believe that needs to change. Since Council proposed the plan to add the bus lanes, I hope you all have the political will and vision to see it through. Change won't be easy, and many will push back against it, but I hope this letter makes it clear there are also those in support.

Thank you,

Alexander Darby

## Preet Chaggar

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**From:** ross campbell [REDACTED]  
**Sent:** Friday, November 29, 2024 11:41 AM  
**To:** Mayor Dean Murdock  
**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.

Mayor Murdock,

Please consider my opposition to the proposed Quadra and Mackenzie development plan. I have been a resident of Saanich my entire life since 1966. I attended Cloverdale Elementary, Reynolds Secondary and the University of Victoria and have lived on Woodhall Drive since 1999.

I am 100 percent against this plan because I believe it will ruin my neighbourhood community of family homes and because it is inconsistent with the pattern of development along the Quadra and Mackenzie corridors. Continuing to allow four to six story buildings and four lanes of traffic is appropriate for this area of town. Taller buildings belong in the downtown core. Vehicle traffic is essential and therefore existing vehicle lanes must be maintained.

I am 100 percent against the draft plan for the future development of my neighbourhood. It is so repulsive that it makes me consider moving to another part of Greater Victoria.

Please consider my opposition to this plan.

Best regards,

Ross Campbell  
[REDACTED] Woodhall Drive  
Saanich  
[REDACTED]



**Preet Chaggar**

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**From:** R Iuvale [REDACTED]  
**Sent:** Thursday, November 28, 2024 1:02 PM  
**To:** Council; gms@saanich.ca  
**Subject:** (External Email) Bus Lanes on McKenzie

**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 and Staff,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently buses 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.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in 'traffic evaporation' and make life better for everyone, including people who keep driving cars and trucks.

I work at UVic and live in Langford and I believe that our whole region 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Sincerely,

Rob Iuvale  
Langford  
[REDACTED]



## Preet Chaggar

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**From:** Cord Corcese [REDACTED]  
**Sent:** Wednesday, November 27, 2024 4:34 PM  
**To:** Council  
**Subject:** (External Email) Fwd: McKenzie Bus Lanes Support

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

Hi sorry just forgot to add one important bit of information. My commute today took 2 hours. However, there has been days where I've been lucky enough to hit both transfers perfectly with no delay and no traffic which gave me a 50 minute trip. Accounting for longer transfers it could still easily be a consistent hour and 10 minutes with better transit priority. Usually the majority of delays in my commute come from McKenzie itself, so transit priority along it would be transformative.

Thank you!

----- Forwarded message -----

**From:** Cord Corcese [REDACTED]  
**Date:** Wed, Nov 27, 2024, 4:23 p.m.  
**Subject:** McKenzie Bus Lanes Support  
**To:** <[council@saanich.ca](mailto:council@saanich.ca)>

Hi Saanich Council,

I have already written in on this but I would just like to reiterate my support for bus lanes and transit priority on McKenzie as a UVic student and part time staff member who unfortunately has no choice but to commute from the Westshore due to the cost of living in the region.

I left home and caught a bus at 2pm today and reached UVic at 4pm. I had hoped to get to campus with at least an hour to spare before my 4:30pm shift so I could study for a midterm I have tomorrow but alas my commute took two hours instead of 1.5 hours. Frankly, this level of commute time is insane for a region of 400,000 people.

Data pre-pandemic has shown that students of Westshore high schools are less likely to go to post secondary than the provincial average, and transportation is

I'm about to graduate I'm looking forward to moving out of the CRD to Vancouver to start my career. I could work in Victoria as I'm getting a software engineering degree, but the value proposition isn't great. For a similar cost of living I could rent in Saanich/Victoria/Esquimalt and be stuck in traffic either on the bus or eat the cost of a car, while being in a small city with limited amenities, and less jobs. Or, I could be in a big city where I could rent in say New West and be able to take Skytrain to downtown Vancouver in a 1/4 of the time of today's commute for a similar distance travelled, along with having access to bigger city amenities. In another timeline where the CRD was just a little more ambitious historically the value proposition may be different.

I did spend a couple years living in Gordon Head in a household that was below market rents as the lease started pre-pandemic, however that living situation fell apart. Regardless, even though my daily commute was better as I could walk to UVic, anytime I would still face issues with the region's transit anytime I tried leaving the neighbourhood. A lot of my friends still reside in Gordon Head and it would also be very nice if visiting them was easier.

The Saanich Peninsula chamber of commerce has expressed its concerns about the region's ability to retain workers due to the housing crisis. Lackluster transportation further hampers the CRD's ability to effectively compete for workers.

I am expressing this entire story as you have an immense opportunity to help set the south Island on a more sustainable path that helps accommodate increased population growth without dooming everyone to long painful commutes. High quality transit priority on McKenzie would help make a regional transit backbone great with positive effects that ripple out far past just Saanich, and would help lay the foundation for higher order transit in the future like grade separated rail (at grade LRT is no faster than a bus if they are given equal priority measures).

Putting in bus lanes on McKenzie would be transformative for the region and help jumpstart both Saanich and the CRD towards having a high quality regional transit system.

Thank you for your time and consideration.  
Cord Corcese.

## Preet Chaggar

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**From:** Cord Corcese [REDACTED]  
**Sent:** Wednesday, November 27, 2024 4:24 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Bus Lanes Support

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

Hi Saanich Council,

I have already written in on this but I would just like to reiterate my support for bus lanes and transit priority on McKenzie as a UVic student and part time staff member who unfortunately has no choice but to commute from the Westshore due to the cost of living in the region.

I left home and caught a bus at 2pm today and reached UVic at 4pm. I had hoped to get to campus with at least an hour to spare before my 4:30pm shift so I could study for a midterm I have tomorrow but alas my commute took two hours instead of 1.5 hours. Frankly, this level of commute time is insane for a region of 400,000 people.

Data pre-pandemic has shown that students of Westshore high schools are less likely to go to post secondary than the provincial average, and transportation is

I'm about to graduate I'm looking forward to moving out of the CRD to Vancouver to start my career. I could work in Victoria as I'm getting a software engineering degree, but the value proposition isn't great. For a similar cost of living I could rent in Saanich/Victoria/Esquimalt and be stuck in traffic either on the bus or eat the cost of a car, while being in a small city with limited amenities, and less jobs. Or, I could be in a big city where I could rent in say New West and be able to take Skytrain to downtown Vancouver in a 1/4 of the time of today's commute for a similar distance travelled, along with having access to bigger city amenities. In another timeline where the CRD was just a little more ambitious historically the value proposition may be different.

I did spend a couple years living in Gordon Head in a household that was below market rents as the lease started pre-pandemic, however that living situation fell apart. Regardless, even though my daily commute was better as I could walk to UVic, anytime I would still face issues with the region's transit anytime I tried leaving the neighbourhood. A lot of my friends still reside in Gordon Head and it would also be very nice if visiting them was easier.

The Saanich Peninsula chamber of commerce has expressed its concerns about the region's ability to retain workers due to the housing crisis. Lackluster transportation further hampers the CRD's ability to effectively compete for workers.

I am expressing this entire story as you have an immense opportunity to help set the south Island on a more sustainable path that helps accommodate increased population growth without dooming everyone to long painful commutes. High quality transit priority on McKenzie would help make a regional transit backbone great with positive effects that ripple out far past just Saanich, and would help lay the

foundation for higher order transit in the future like grade separated rail (at grade LRT is no faster than a bus if they are given equal priority measures).

Putting in bus lanes on McKenzie would be transformative for the region and help jumpstart both Saanich and the CRD towards having a high quality regional transit system.

Thank you for your time and consideration.  
Cord Corcese.

## Preet Chaggar

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**From:** Skye Alexander [REDACTED]  
**Sent:** Tuesday, November 26, 2024 9:33 PM  
**To:** Council; QMS  
**Subject:** (External Email) Support 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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently buses carry a large volume of rush hour traffic along McKenzie, but have no dedicated space. Providing bus lanes will give time back to the numerous Saanich residents who regularly ride along the McKenzie corridor.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in traffic evaporation and make life better for everyone, including drivers.

I live in Saanich and believe that our region 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. I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, including the planned transit improvements.

Sincerely,

Skye Alexander  
Saanich,BC [REDACTED]

## Preet Chaggar

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**From:** Carolyn Heiman [REDACTED]  
**Sent:** Tuesday, November 26, 2024 3:32 PM  
**To:** Council; QMS  
**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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan and in particular better bus and cycling lanes.

I am a senior, resident of the central area of the Capital Region, and regularly drive that route; I should more likely fit with the individuals voicing their opposition. Even if the change will create some (minor) inconvenience for me in the same way that ongoing construction does, I applaud a plan that brings greater benefit to the larger society.

Better bus service and bike lanes support individuals who do not have an option to drive vehicles, an important consideration in an era when more and more individuals are having to make choices to “get by”. The plan will result in higher usage, and fewer cars. That in turn is better for our environment. Win-win it seems.

Kind Regards,

Carolyn Heiman, Oak Bay, [REDACTED]

(PS I am frustrated by my municipality's lack of progress on bike lanes.)

## Preet Chaggar

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**From:** Jennie Greven [REDACTED]  
**Sent:** Tuesday, November 26, 2024 1:52 PM  
**To:** Council; QMS  
**Subject:** (External Email) Protected 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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently buses 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.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in 'traffic evaporation' and make life better for everyone, including people who keep driving cars and trucks.

I [work/study/live in/regularly visit] Saanich and believe that our whole region 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Jennie Greven

Victoria, BC [REDACTED]

## Preet Chaggar

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**From:** Kalie [REDACTED]  
**Sent:** Tuesday, November 26, 2024 1:40 PM  
**To:** Council; QMS  
**Subject:** (External Email) QMP project - my kids just want to take the bus

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor. It's time for Saanich to take climate change and public safety seriously and help get as many cars off the road as possible. As a parent, the pollution and accidents caused by cars is a huge concern to me. We need to take back the streets and make them a safer place for the future generations, and dramatically reduce our emissions, which means helping people get around without having to rely on cars. Please consider that there are many many families who have similar concerns but are too busy with family obligations, such as child and elder care, and work to find time to write to council, write op-eds or attend meetings.

Currently buses 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 and Victoria residents that regularly ride along the McKenzie corridor.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in 'traffic evaporation' and make life better for everyone, including people who choose to keep driving cars and trucks.

I live on the Victoria/Saanich border and believe that our whole region will greatly benefit from these transit improvements. My family is a one car family and depends on safe bike lanes to commute with our young kids. My kids love to bike and take the bus and are often frustrated when we have to drive somewhere that isn't easily accessible by transit or safe to bike. They are so much happier getting fresh air and being in the community when we are strapped into their bike trailer or making faces at strangers on the bus. It's also so much safer than trying to drive around town with unhappy and sometimes screaming kids in the backseat. Additionally, sitting in cars has a lot of health risks for them. We tend to be exposed to more toxic chemicals from car pollution when you are inside your vehicle than being outside walking or biking (<https://www.theguardian.com/environment/2017/jun/12/children-risk-air-pollution-cars-former-uk-chief-scientist-warns>). Then there are all the flame retardants we are exposed to while we are sitting inside our cars (<https://greensciencepolicy.org/harmful-chemicals/flame-retardants/flame-retardants-in-vehicles/>). We would love to sell our car and rely solely on our bikes and transit, but we cannot because transit in our region is infrequent, slow, and unreliable. Life is expensive enough, it would be a huge financial benefit for us and many others if local governments continued this kind of work to reduce car dependency.

It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind regards,

Kalie Wilson  
Victoria  
[REDACTED]



## Preet Chaggar

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**From:** Dirk MacKenzie [REDACTED]  
**Sent:** Tuesday, November 26, 2024 1:26 PM  
**To:** QMS; Council  
**Subject:** (External Email) Save 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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently buses 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.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in 'traffic evaporation' and make life better for everyone, including people who keep driving cars and trucks.

I work in Saanich and believe that our whole region will greatly benefit from these transit improvements. It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,  
Dirk MacKenzie  
[REDACTED]

**Preet Chaggar**

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**From:** Dale Stanley [REDACTED]  
**Sent:** Tuesday, November 26, 2024 1:10 PM  
**To:** Council  
**Subject:** (External Email) FW: Community Plan and the MacKenzie Quadra sector.

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

Sent from [Mail](#) for Windows

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**From:** [Dale Stanley](#)  
**Sent:** November 26, 2024 12:13 PM  
**To:** [gms@saanich.ca](mailto:gms@saanich.ca)  
**Subject:** Community Plan and the MacKenzie Quadra sector.

I am writing with regard to the above as a concerned citizen and resident of many years.

In addition to comment provided earlier in the survey I wish to elaborate on several items that need to be addressed.

I am unable to envisage future development of the city of Saanich based on the information provided to date. There have been many notions, models, prospective plans and new policies that have been proposed and considered however no unifying clear conceptual framework has been developed that integrates them.

I am sensitive of the desire to provide a range of housing options for families. There are consequent impacts on zoning, density, green space and connectedness of various areas. As well, there is obvious interest in providing for various means of transportation which results in complexity, significant cost implications, revealing limitations of existing infrastructure and potential conflict between the effected parties. There are assumptions underlying these proposal for transportation that need to be made explicit and realistically addressed. I can't see a significantly shift to walking, cycling and public transportation given the limitations and the demographics of the population. The public frustration and compromised confident in proposed plans are daily topics in the media and community conversations.

Although I do applaud council for efforts undertaken in addressing these serous concerns, I strongly encourage council and planners to engaged in much more thorough research and contemplation before coming forward with future plans.

Respectfully submitted  
Dale Stanley,

Sent from [Mail](#) for Windows

**Preet Chaggar**

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**From:** Hannah Gentes [REDACTED]  
**Sent:** Tuesday, November 26, 2024 1:06 PM  
**To:** Council; QMS  
**Subject:** (External Email) McKenzie bus lanes & 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 afternoon,

I am writing today to express my strong support for Saanich's Quadra-McKenzie plan, specifically for implementing bus lanes and improved sustainable infrastructure along the McKenzie corridor.

I recognize the pushback you have been receiving from some residents in Saanich, with concerns about the addition of bus lanes and cycling infrastructure causing congestion, and not supporting the elderly demographic in the area. I challenge these concerns in noting that establishing safer, more reliable and sustainable transportation infrastructure proposed in this plan will cause an increase of bus users and cyclists from all demographics. In addition to this, bus lanes will offer safer, faster and more reliable access for emergency vehicles - who's service is primarily for the elderly population in Victoria.

I also wanted to note that public engagement is so often heavily biased by one demographic - those privileged enough to take the time to attend engagement sessions and have their voice heard. I ask you to consider the marginalized populations that comprise a huge part of the community and are often not heard in these engagement sessions, and who will benefit the most. I speak as a young Indigenous woman and student who has worked in community engagement roles for the past 4 years.

I have lived in Victoria for over 10 years and have been going to UVic for my undergrad and now graduate degrees. I work, go to school, and regularly visit Saanich and I believe the community would greatly benefit from implementing the McKenzie-Quadra plan. In addition, Saanich will not only be reaching its climate targets by implementing this plan, but it will also be a climate leader - influencing other municipalities to do the same - forging more sustainable, just, and community-focused urban systems.

Thank you for your hard work, and for taking the time to read my email.

--

Ekosi,

Hannah V Gentes (she/they)  
MSc Student, School of Environmental Studies  
Restoration Futures Lab  
Otipêmisiwak in unceded lək'wəŋ lands

**Preet Chaggar**

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**From:** Betsy Nuse [REDACTED]  
**Sent:** Tuesday, November 26, 2024 11:53 AM  
**To:** Council; QMS  
**Subject:** (External Email) 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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is needed in all of Greater Victoria's municipalities.

I regularly visit Saanich and believe that our whole region will greatly benefit from these transit improvements. And so I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with its helpful planned transit improvements.

Kind Regards,

Elizabeth Nuse  
City of Victoria  
[REDACTED]

**Preet Chaggar**

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**From:** David Gillese [REDACTED]  
**Sent:** Tuesday, November 26, 2024 11:51 AM  
**To:** Council  
**Subject:** (External Email) Active and public transit infrastructure in 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 Saanich Staff and council,

My name is David Gillese R.Ac. I am a resident and business owner in Saanich municipality and a student at the University of Victoria in the Kinesiology Undergraduate program.

This draft plan for the quadra-Mckenzie corridor is a solid step in the right direction. We are way past due for broad infrastructure improvements that center active and public transit and the use of public spaces as destinations rather than simply as thoroughfares and parking.

I live in Saanich, my business is in Saanich and I commute to University through Saanich. If buses were a viable option for travel that didn't seriously impede my ability to keep my commitments punctually, I would be able to make far greater use of them, especially when the weather makes active transit more difficult.

Please implement this and similar policies with all possible alacrity and continue the good work of making our community sustainable.

Sincerely,

David Gillese R.Ac  
Owner/Operator of Soothing Contact Massage and Acupuncture

## Preet Chaggar

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**From:** Will Greaves [REDACTED]  
**Sent:** Tuesday, November 26, 2024 11:44 AM  
**To:** Council  
**Subject:** (External Email) Please Support 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 and staff,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the proposed installation of separated bus lanes and improved transit infrastructure along the McKenzie corridor. As anyone who has driven McKenzie during the morning or afternoon rush hours can attest, it is often a parking lot with cars at a total standstill (though bicycles and other road users move quite efficiently in the protected cycle lanes between UVic and the Lochside Trail). Adding bus lanes will serve tens of thousands of residents from across Saanich and the CRD who regularly ride along the McKenzie corridor, including thousands of students and staff who commute daily to UVic. Indeed, without Saanich's adoption of the Quadra-McKenzie plan, UVic will be unable to reduce the number of private vehicles commuting to its campus daily, thus undermining the capacity of the second largest employer and public institution in the region (after the BC government) to meet its sustainability goals, improve pedestrian and cyclist safety on campus, and enhance environmental quality on campus and in surrounding areas.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in 'traffic evaporation' and make life better for everyone, including those who continue to drive cars and trucks. As an award-winning researcher and academic leader on climate change issues in Canada and beyond, I wish to stress that such local initiatives are vital for our collective effort to reduce air pollution and GHG emissions in our region, where transportation accounts for roughly half of all carbon emissions in the CRD. Particularly given the false and misleading information that has circulated widely about the proposed Quadra-McKenzie draft plan, I hope and expect Saanich council to remain committed to evidence-based decision-making and the goals laid out in its 2020 Climate Plan.

As a resident and home owner in Saanich and an employee of the University of Victoria, my young family and I spend much of our time travelling east-west along the McKenzie corridor to school, work, and activities. In the absence of fast and frequent public transportation options, we often choose to drive far out of our way to avoid traffic congestion along McKenzie, in the process contributing to increased vehicle traffic in primarily residential neighbourhoods such as Gordon Head. Building proper transit infrastructure along McKenzie will enhance the quality of life in the surrounding neighbourhoods, allowing our whole region to benefit from these improvements.

It is time for Saanich to address these issues along McKenzie with vision and determination. I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, including the planned transit improvements and separated bus lanes.

Sincerely,

Will Greaves  
Saanich [REDACTED]

--

Wilfrid Greaves, Ph.D.  
Associate Professor and Undergraduate Director  
Department of Political Science  
University of Victoria  
[www.willgreaves.ca](http://www.willgreaves.ca)

Lead, Climate Change and Environment, North American and Arctic Defence and Security Network (NAADSN)  
[www.naadsn.ca](http://www.naadsn.ca)

Co-Lead, Climate Change and Security, Réseau d'analyse stratégique (RAS) [www.ras-nsa.ca](http://www.ras-nsa.ca)

Co-Director, Climate Change and NATO, Canadian Defence and Security Network (CDSN) [www.cdsn-rcds.com](http://www.cdsn-rcds.com)

*We acknowledge and respect the lək'wəṇən peoples on whose traditional territory the university stands and the Songhees, Esquimalt and W̱SÁNEĆ peoples whose historical relationships with the land continue to this day.*

**Preet Chaggar**

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**From:** dennis paruk [REDACTED]  
**Sent:** Tuesday, November 26, 2024 11:05 AM  
**To:** Council  
**Subject:** (External Email) Quadra and Mackenzie Plan

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

My wife and I live on Rogers Ave. We are aghast to find out about your plan to densify the entire North Quadra area and totally get rid of all single family homes. We think your plan is an incredible over kill to the housing crisis. You are destroying long established neighbourhoods and acting rashly. Tone down your plan please, Keep to the main streets, you are creating incredible stress for the residents of North Quadra. We have to worry now about an apartment block been constructed next to us, our property values are going down as there is too much land available for high density development. Never in a million years had we ever imagined such a high density plan for housing and a total disregard for the residents you are supposed to be representing. This will be remembered next election if the plans are not toned down.

Terry Paruk



## Preet Chaggar

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**From:** Chloe Emes [REDACTED]  
**Sent:** Tuesday, November 26, 2024 11:03 AM  
**To:** Council  
**Subject:** (External Email) Quadra-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.**

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in 24/7 bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently buses 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.

Reallocating road space to bus lanes, bike and roll lanes, and wider sidewalks with ample shade trees is also what is needed for Saanich to be a climate leader. The evidence is clear that bus lanes result in 'traffic evaporation' and make life better for everyone, including people who keep driving cars and trucks.

I study and live in Saanich, and take the bus or bike along McKenzie regularly to get to university and believe that our whole region will greatly benefit from these transit improvements. Currently, I often find myself stuck in traffic when I choose to take the bus, because there is no separate bus lane, so I am stuck with all the drivers causing traffic. It is time for Saanich to address these issues along McKenzie, and quickly. I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Chloe E, Saanich, [REDACTED]

**Preet Chaggar**

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**From:** Kendall Hammond [REDACTED]  
**Sent:** Tuesday, November 26, 2024 11:02 AM  
**To:** Council  
**Subject:** (External Email) 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.**

Just wanting to add my voice in support of the proposed bus lanes on McKenzie for all the reasons you already know. I admire the courage of those who pursue a life in public office and knowingly make difficult decisions to support the well-being of the community in spite of vocal opposition.

**Preet Chaggar**

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**From:** Carolyn Yates [REDACTED]  
**Sent:** Monday, November 25, 2024 8:32 PM  
**To:** Council  
**Subject:** (External Email) Please stop the quadra and 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 the citizens of Saanich do not want our community and the fabric of our lives to be destroyed in the name of progress.

We do not want million dollar condos in our communities so rich and greedy developers can get richer.

Please represent your people, listen to us and respect our needs. We do not support your plans to re develop our neighborhoods.

Thank You,  
Carolyn

## Preet Chaggar

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**From:** Kellie Moniz [REDACTED]  
**Sent:** Monday, November 25, 2024 7:13 PM  
**To:** Council; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Mena Westhaver; Brent Reems; Harley Machielse; QMS; lana.popham.mla@leg.bc.ca; Ravi.Kahlon.MLA@leg.bc.ca; Mayor Dean Murdock  
**Subject:** (External Email) Response to the QMS proposal

**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 this e-mail as a concerned citizen of Saanich. I have read the Quadra and McKenzie Proposal and have some grave concerns. I cannot support this plan as presented.

In the plan you discuss the current population of Saanich as 117,735 people with 49% of the population being between the ages of 20-75 years old. In looking at the transportation alone, the plan is not looking at how the impact of the new proposed density is going to affect the already congested traffic on Quadra and McKenzie as well as how the plan will affect the residential side streets if you reduce the capacity of cars on these major routes.

Your proposal seems to indicate that if we reduce the roads for cars to drive on this will force people to give up their cars. This has not proved true for any city that I have visited where population growth has taken place. There is always an impact on residential streets - stopped traffic will always try to find alternate routes. These routes are usually residential streets that were not designed to accommodate the additional car traffic. It has proven to be the case in Greater Vancouver. Just watching Global News, the conversation when any major road construction is done is the effect it has on the smaller residential street. You might be able to reduce some cars, but it will not be enough to get even 50% of your current population out of their cars and keep in mind in your plan you are increasing the population, which will change your current stats significantly.

The idea of reducing vehicle traffic by reducing roads is not realistic. The picture you are drawing is if someone lives in Saanich they will not be working, playing or visiting anywhere else. Many of the residents that I know in Saanich work in other municipalities, like to vacation in other areas of the Island, Mainland, and Other Countries, this means they must have some sort of transportation other than bicycles and buses to get around. There are also residents in Saanich that have family up island, and I don't anticipate many of them are willing to ride their bicycles to visit family up island especially in the spring, fall and winter. They own vehicles and they use our main arteries to get to the areas that allow them to travel, visit and work. Just because people choose to live in Saanich doesn't mean they work in

Saanich. I have friends who live in Saanich, work in Sidney and Langford and commute everyday by vehicle because there are no great transportation systems in the Greater Victoria region to deal with this. Putting a rapid bus lane in might help but only if the timing of the buses is frequent, such as under 5 min between rides and transfers do not need to happen. There are many that already taking the buses that are on the main routes like Quadra to downtown, but this only works if you are near Quadra and you work downtown, don't have to drop your kids off at school, don't have to go to meetings in other locations, and have a job that doesn't require tools. The work traffic is daily and currently reflects the lack of infrastructure currently in place to get people to and from their daily lives quickly and effectively.

Amsterdam keeps being brought up as the golden status for having a livable community that allows for cycling everywhere. Amsterdam has a population of 921K while Saanich only has 117K. This allows Amsterdam to have other modes of transportation besides bicycles and buses such as the metro. Metro in Europe moves thousands of people daily; some with their bicycles onboard which allows people to complete their trip by bike. Amsterdam also has night buses that run from 12:30am to 6:30am. We don't have metro or buses that run overnight into the morning. Even with your rapid bus plan there was no mention of night buses. Our current transit system has significantly reduced service after 6:30pm.

Another consideration, however, in comparing even Greater Victoria to a City in Europe. Europe is linked together with train systems, rapid transit, buses that travel to different cities and countries, and cheap flights to and from other cities/countries in Europe. The Island, British Columbia and Canada do not have this infrastructure which has resulted in the need for vehicles to get around.

I would also like to point out that even at the open house people were pushing the option of "just ride a bicycle." This is not an option that is available to everyone. Even though I'm a person of age group of 50-60 years old and should be able to ride a bike, I broke my ankle so severely a few years ago that it still doesn't move in a way that will let me ride a bike even if it is electric. I can walk up to 10km but after that my ankle is screaming at me for doing so. I do take the bus if I have time to wait for it; however, as I work, and my employer only gives me a certain amount of time for medical appointments, I need my car to get me from work to my physio appointments in Oak Bay so that I can make my appointment within the time frame allotted to me by my employer. This plan is not inclusive of all your residents that may have mobility issues.

It is also wrong to assume that just people are driving; they are doing it without reason. Here is another example of why I still own a car. I cannot put my 92-year-old father on a bicycle to take him to his medical appointments nor does his health allow him the capacity to wait for a bus in the cold to get to his doctor's appointments which would also require multiple transfers as he lives in Langford and his doctor is in Saanich. In answer to the unspoken question why he can't take a cab, this would be because at his age he needs someone at the appointment with him to make sure he understands what is being explained to him. These are only 2 examples of reasons why people are in cars.

If I could ride a bicycle, I would not ride it in the winter here as I don't like being cold and wet. The lack of daylight hours also makes cycling in the winter months unappealing.

You have said in the plan that you want Saanich to have zero emissions. This can be accomplished with electric cars and people are trying to do their part, but it isn't reducing the number of cars on the road, it is just exchanging one type of car for another.

According to your own report McKenzie was designed to be a secondary highway. Trying to reduce the traffic on this road and increasing the population also doesn't take into consideration your desire to have more business to move into Saanich. By clogging out transportation routes you increase the cost of delivery of goods and services that increase the costs to small businesses and increase the cost to the consumers. This again is contrary to your goal of better living for your residents.

McKenzie and Quadra are also main evacuation routes and clogging major arteries does not bode well for evacuations especially with the densification that you are proposing in the plan,

In your plan the University of Victoria is at the end of McKenzie Ave, this university is not the University of Saanich. It is a university that supports learning for all students across Greater Victoria. With the provincial mandate to increase density in all municipalities in Greater Victoria this will affect the traffic coming to and from UVIC. Currently our infrastructure is maxed out during school hours. Residents along McKenzie can't even get a bus when school is starting or ending as the buses are full before the residents can even get on them. Also, the traffic is backed up now on this main artery and so is Quadra as residents that live in the North of Quadra or out to the Peninsula are trying to get to UVIC or home from UVIC. This situation is going to be made worse if everyone provides density the same way Saanich is.

Your traffic plan doesn't show how the clogging of the main arteries of McKenzie and Quadra are going to affect the arteries of other area either, such as our highways for people getting off of the highways to access the artery to get them to Shelbourne, Quadra, McKenzie and how the density at McKenzie and Quadra could affect other routes such as West Saanich, Wilkinson and increase density will have an effect to students travelling to Camosun College at Interurban and to Lansdowne.

Our roads of Quadra and McKenzie were designed to move traffic around (much like the freeway Trails that now surround Calgary). I'm not opposed to adding a dedicated bus lane to already the 2 lanes of traffic on McKenzie and Quadra; however, taking out a lane of traffic to put in trees and a cycling lane

does not make logical sense. These are our main arteries for moving as many people as possible on a day-to-day basis and in case of emergency.

-

In your plan you mentioned that 5% of the population is riding bicycles. Based on a rough calculation, this mean in your age group of 20-75's you have a population of 57,690 and say 5% of that is riding bicycles this is 2,884 people even if you double that 10% of the population that is only going to give you 5,768 people. Cars still move more than that in population at a faster rate which is why people are not getting out of their cars. I would also like to see more money invested in a mode of transportation that attracts more people i.e.: buses or rapid transit. Your plan for McKenzie could still have the dedicated bus route and the cyclists could use this lane like they do in the city of Victoria. If we improve the Lochside trail and add better lighting and widen it this would make more sense as it provides a safe route for cyclists, and it runs parallel to Quadra and runs a route to the highways without bikes needing to be on McKenzie or Quadra. Cyclists are also better protected on residential streets so forcing additional cars on residential streets should be avoided.

The plan to put trees down in the center of Quadra Street and a row of trees and a bicycle lane will cause it so emergency vehicles will not be able to get through as you left no room for cars to pull over to allow them to pass. That was not thought out. I'm hoping that you thought about what the increase in population would mean in the ability to get emergency vehicles through the congested traffic that you would have made worse by your plan.

Now onto the density issue. I know this has been mandated by the province to increase the housing in all municipalities of the Island. I have grave concerns about increasing the density too much on the Island as we are an Island. We are also in an earthquake zone and keep being told that we must prepare for the big one. Densifying an Island that relies on ferry service and planes to get its goods delivered has a potential for a greater disaster the more the population grows. I didn't see any thought in the density plan for what happens in cases of emergency. Just closing the Malahat due to the floods had an impact on Lower Island. This was only a minor emergency not a major.

You are proposing putting up 18 story towers in the main areas of McKenzie, Quadra, Shelbourne and Four Corner. I don't want Saanich to turn into a suburb of Vancouver. Putting density of this size into our main corridors is going to take away the community feel of Saanich and turn us into a city. I don't want a city. I'm fine with density just not on this scale. 6-8 stories are fine. It still increases our density without turning it into a city.

I feel that creating even high-density townhouses that are 4 stories high is too much for our neighbourhoods. Row housing would be better as it would provide density, still allowing people to have a bit of privacy and outdoor space that would not require them to have to go to the park to get it. Also

telling residents that have single family homes, they are no longer welcome to live in Saanich's main corridor is more than a little insulting. Many families still want single family housing as it allows them to have space that is their own without having to deal with Stratas. Parks are a great outdoor space, but people still want outdoor space that they don't have to share with others. Otherwise, why do people buy single-family homes?

The plan talks about making villages for people to go to. What types of amenities are we looking at? Just food and drink amenities or are we looking at services such as hardware, furniture stores, COSTCO, etc. Even with an increase in population, I'm not thinking that larger items like furniture stores, carpeting and hardware stores are going to move into the area, so residents are still going to have to go somewhere else to get these services. Are you ensuring that these new businesses will be paying a living wage that will allow for the employees that work in this business to be able to live in your new Saanich. Even if services are provided on a smaller scale, it doesn't mean what is being provided in the village will support what the residents need. A perfect example of this is the Home Depot on Shelbourne Street. Many times, I have gone to this store to buy an item and found it was sold out at this location, and I've had to go to a different retailer or had to go to the Langford store to get it.

To reiterate from the beginning, I can't support this plan as it doesn't look at the impacts to others outside the main core of what you are talking about, nor does it support the work/life balance of your current residents. I would like Saanich to look at density population and traffic with a realistic lens of putting in infrastructure before you plan to look at density.

Regards

Kellie Moniz



**Preet Chaggar**

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**From:** Jeffrey Monty [REDACTED]  
**Sent:** Monday, November 25, 2024 5:59 PM  
**To:** Mayor Dean Murdock  
**Cc:** QMS  
**Subject:** (External Email) QMS

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

Dear Mayor;

I am writing to express my strong objection to the proposed densification plans for our community. While I understand the need for growth and development, I believe the current proposal will have negative impacts on our quality of life and the character of our Lakehill neighbourhood.

Specifically, I am concerned about:

- Increased traffic and congestion
- Loss of green spaces and parks
- Strain on local infrastructure and services
- Decreased sunlight and privacy for existing homes
- Potential decreases in property values

I urge you to consider alternative solutions that prioritize community engagement, sustainable growth, and the preservation of our neighbourhood's unique character.

Sincerely,

Jeffrey Monty

[REDACTED] Londonderry RD

## Preet Chaggar

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**From:** Chris Goldburn [REDACTED]  
**Sent:** Monday, November 25, 2024 4:22 PM  
**To:** QMS  
**Cc:** Council  
**Subject:** (External Email) 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.**

I am a 34 year resident of the Saanich Center sub area of the plan and a retired professional land use planner. I have completed the survey but have these additional concerns.

There is major concern in the community about the changes proposed to the two *REGIONAL* level arterials traversing the plan area. I agree with the Plan that changes are required to their configuration, but the reduction of lanes for private/commercial/service vehicles is too drastic given that in order to provide adequate circulation there would have to be a huge shift in public behaviour to transit. The shift in mode would have to be accepted by not only plan area residents but by those living elsewhere in the region to be effective. I don't believe this will happen, or if there is a shift, it will not be until near the end of the 20 year plan horizon. The reduction in demand for public parking spaces is also unlikely.

The population of Saanich is aging, and many others also have mobility issues. Not everyone can or wants to cycle or walk for every trip. Does the proposed system consider these facts beyond a one line mention in the goals? No.

While a Rapid Bus system may serve those who regularly journey to work or school along the same routes, others' trips are more likely to involve destinations not on bus routes, have multiple destinations for one trip, or be of a business, commercial or service nature when bus ridership is inappropriate. These trips will be caught in the massive backups and delays caused by proposed reductions in lane capacity.

I realize that there are notes below the illustrations of road cross sections in the plan regarding refinements to the design based on local considerations but I think this needs greater emphasis in the document, which may calm some residents' concerns.

The treatment of interfaces between areas of different uses, and between existing and proposed(new) uses, do not receive much attention. These spaces should be carefully planned to ensure the spaces created are liveable.

The plan does not address the state of existing utility infrastructure, and implications of the rather staggering increase in density on them. Capacities will have to increase, not only on the redevelopment sites but in locations outside plan boundaries and in the region. Roadways will be disrupted. Major costs will be incurred (and passed on to plan area and Saanich residents), affecting affordability. Phasing of upgrades and capacity must be considered as part of the land use change priorities in the plan.

Finally, the plan does not address how residents will gain access to the jammed car lanes on the arterials from the many side streets that now empty onto them along either side. Will there be redesigns? Road terminations? More signals? Getting access to and from individual properties will be an ongoing concern.

Thank you for the opportunity to comment on the Draft Plan.

Regards  
Chris Goldburn  
Hulford Street  
Sent from my iPad

## Preet Chaggar

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**From:** Jane Welton [REDACTED]  
**Sent:** Monday, November 25, 2024 10:06 AM  
**To:** QMS; Council  
**Cc:** [REDACTED]  
**Subject:** (External Email) Greater Victoria Acting Together support for Quadra McKenzie Plan  
**Attachments:** GVAT 2024-11 Ltr to Saanich re Quadra McKenzie plan.docx.pdf

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

Please consider the attached letter from Greater Victoria Acting Together. Thank you.



**November 23, 2024**

Dear Mayor Murdock and Saanich Council

**Re. GVAT Support for Quadra McKenzie Plan bus and bike & roll lanes**

Greater Victoria Acting Together (GVAT) is an alliance of organizations representing tens of thousands of CRD residents affiliated with faith groups, students, unions, environmental groups, frontline service organizations and more.

GVAT is strongly supportive of policy “4.4.1 Implement measures to support the enhancement of McKenzie Avenue as a Rapid Transit Corridor, including through street design changes identified in Section 6 and Section 7, with the goal of travel times that are faster than personal vehicles.”

We also believe that it is essential to also increase the number of permit parking spaces for people with disabilities adjacent to both Quadra and McKenzie.

GVAT fully supports the reallocation of road space to provide space for bus lanes, protected bike and roll lanes, wider sidewalks, and more street trees and gardens.

In 2021 the BC government adopted a new target to reduce “distances travelled in light-duty vehicles by 25% by 2030, compared to 2020.” Saanich aspires to be a climate leader and is already doing some of what needs to be done to meet this CleanBC target.

We know that when space is reallocated to bus lanes, protected bike and roll lanes, and safe pedestrian routes, car traffic evaporates.<sup>1</sup> More and safer options for people on the move equates to fewer cars, healthier, cooler, more inclusive and more affordable communities.

We are optimistic that the provincial government will soon update its legislation to allow people on wheelchairs and mobility scooters to roll on all ages and abilities bike and roll lanes and routes, as the Capital Regional District has requested.<sup>2</sup> This will make the bike and roll lanes in the Plan even more effective and make Saanich more accessible.

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<sup>1</sup> <https://thecityfix.com/blog/traffic-evaporation-what-really-happens-when-road-space-is-reallocated-from-cars/> ; <https://ecoplaning.ca/wp-content/uploads/2023/11/Traffic-Evaporation-Plan-Canada-Fall-2022.pdf>

<sup>2</sup> <https://www.gvat.ca/blog/win-victoria-votes-wheelchairs>

Many families are squeezed by combined housing and transportation costs. Improving public transit service, and facilities for biking, rolling and walking, is an important way of reducing costs for families as the CRD's *Housing and Transportation Cost Estimate Study* reveals.<sup>3</sup>

Please support the Quadra McKenzie Plan, and consider accelerating the provision of 24/7 bus lanes on McKenzie as proposed in the open letter initiated by GVAT member group Climate Justice Victoria which has been signed by over 450 people.<sup>4</sup>

Yours sincerely,

Marion Pape

Jane Welton

GVAT Climate Justice Team co-leads

On behalf of Greater Victoria Acting Together

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<sup>3</sup>

<https://www.crd.bc.ca/about/news/article/2020/07/29/housing-and-transportation-cost-estimate-study-reveals-impact-of-transportation-costs-on-household-affordability>

<sup>4</sup> <https://www.climatejusticevictoria.ca/2024/03/13/bus-lanes-on-mckenzie-to-uvic-now/>

## Preet Chaggar

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**From:** David Nickoli [REDACTED]  
**Sent:** Monday, November 25, 2024 8:22 AM  
**To:** Council  
**Subject:** (External Email) McKenzie and Quadra - HOV (2+) & bus lanes

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

I am sure it has already been mentioned and I thought I should write.

In case no one has considered this solution for McKenzie and Quadra:  
Instead of the proposed "bus only" lane make it a "Bus and HOV (2+)" lane during "high-frequency times" of the day - e.g. 6 am - 10 am and 3 pm - 7 pm.

That would give drivers an opportunity to experience the efficiency of the bus lane.  
HOV 2+ works in Vancouver keeping bus lanes relatively clear simply because so few vehicles are 2+ pax.  
AND this might inspire some folx to carpool!

Hope this helps in your consideration.

David

**David Nickoli (pronouns: he/him/his)**

*SDĀY , ES (stēy'əs), Pender Island, Southern Gulf Islands*

**Personal cell:** [REDACTED]

*I acknowledge that the land on which I live and work is on the traditional and unceded territories of the Coast Salish.*

**Preet Chaggar**

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**From:** Catherine Sager [REDACTED]  
**Sent:** Thursday, November 21, 2024 9:51 AM  
**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) Quadra/McKenzie Development Impacts on Lakehill

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

Municipality of Saanich

November 21, 2024

**RE: Quadra McKenzie Development Plan in the Lake Hill area**

Dear Saanich Mayor and Council

I wish to express my frustration and concern for the proposed densification within the Quadra/McKenzie area. I am a mother, and a homeowner in the relatively quiet residential Lake Hill neighbourhood. I am privileged to be able to have lived in this community for almost 14 years. I am deeply concerned about the proposed high rises at the current site of Saanich Parks and Public Works and the proposed 12 storey building at Nicholson/Quadra.

As a resident and homeowner of Lake Hill, I am being negatively impacted by the priority of densification over preserving mature environmental areas like Christmas Hill; or protecting mature quiet residential neighbourhood and streets. While I acknowledge the need for affordable housing in every community, high rise condominiums do not fit within the existing esthetic of parks, schools and the current homes of Lake Hill. We have three schools within and bordering Lake Hill as well as neighbourhood children like mine, who enjoy Ambassador Park, walking to Beckwith Ponds and walking to their highschool. The densification and increased commercial retail spaces will result in increased traffic congestion. Your vision that we will all become public transit users and cyclists is unrealistic. I am already subjected to drivers cutting through my street. They separate themselves from my neighbours because they tend towards excessive speed despite the speed bumps. The proposed high-rise buildings will increase cut through drivers down our side streets and I will no longer feel it is safe to let my children walk around their own neighbourhood.

Mid-rise or high-rise buildings built virtually on the doorstep of Christmas Hill, mature landscapes and quiet residential neighbourhoods threaten these assets. My family and I are forced to absorb far more negative outcomes of this densification, which will no doubt be precedent setting for further development in Lake Hill. This is not a dilemma of the "have and have nots" as no one is arguing the need for more affordable housing. We all want to feel that we along with our children, can aspire to live, if they so choose, in a quiet mature family neighbourhood where walking feels safe and we can appreciate the nature around us, not the skyscrapers.



Respectfully,

Catherine Sager  
Lake Hill resident

Preet Chaggar

**From:** noreply  
**Sent:** Sunday, November 24, 2024 9:23 PM  
**To:** Mayor Dean Murdock  
**Subject:** Quadra McKenzie Plan and the rezoning of the suburbs of the Lake Hill / Ambassador Park area

**Recipient** Dean Murdock  
**Topic** Quadra McKenzie Plan and the rezoning of the suburbs of the Lake Hill / Ambassador Park area  
**Name** Charles Webster  
**Email address**  
**Phone number**  
**Message**

The Quadra McKenzie Plan of October 2024 will be a boon for developers; but, represents a shift toward the soulless high density housing and road crowding found in the most congested parts of cities.

We are a family of 5 adults and have been residents in the Lake Hill / Ambassador Park area for years and this terrible plan threatens to destroy the quality of life in this area.

At a minimum the plan should be modified to:

- Limit the development of 3+ story construction to being actually located on the corridors of Quadra and McKenzie; that is, actually located on Quadra or McKenzie
- Incentivize rental suites in existing single detached homes, instead of allowing stacked apartments to crowd the Willow St., Londonderry Rd, Nicholson St, and McBriar Ave areas into undesirable congested locations

Thank You,  
Charles Webster

**Preet Chaggar**

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**From:** Claire Patterson [REDACTED]  
**Sent:** Sunday, November 24, 2024 8:57 PM  
**To:** Council  
**Subject:** (External Email) Stop the Quadra/McKenzie Future Plan

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

Dear Members of Saanich Council,

Imagine reading the future Quadra McKenzie plan and discovering that your house no longer exists. The house my children call home, the house that my husband and I bought in Saanich so that we could have a yard, proximity to the Lochside Trail and surrounding natural areas as well as being close to family nearby. We used to live in a condo in downtown Victoria but were tired of paying strata fees, tired of the noise and wanted more space for our future children to grow up in and enjoy.

I am horrified and disgusted to see that the entire neighbourhood of single family houses is gone. We have a community based around Lake Hill Elementary that will be destroyed if this plan is allowed to go ahead.

While I fully recognize the need for affordable housing and the importance of addressing housing shortages, I do not believe that the destruction of established single-family neighbourhoods is the right approach. The Quadra-McKenzie area is a vibrant and diverse community with a unique character that is highly valued by its residents.

Furthermore, there are concerns about the adequacy of existing infrastructure—such as roads, schools, and public services—to support the increased density that would result from the plan. Have any council members attempted to take their kids to hockey practice at Archie Browning in Esquimalt at 3:45pm on a Friday afternoon and driven along McKenzie? Taking these main arteries down to single lanes is ridiculous. The potential for increased traffic congestion, pressure on public transit, and limited capacity in local schools and parks should be carefully examined before such a significant change is implemented. The impact on the environment and the preservation of green space must also be considered, as these areas are essential to maintaining the quality of life for residents and supporting the local ecosystem.

I encourage the council to explore alternative solutions that balance the need for increased housing with the preservation of the community's character and the quality of life for its residents.

While I understand the importance of addressing housing needs in Saanich, I strongly urge the council to reconsider the current Quadra-McKenzie Plan in its proposed form. I believe there are more sustainable and community-sensitive approaches that can achieve the goals of increasing housing availability without sacrificing the values and character of our neighbourhoods.

Thank you for your time and consideration.

Claire

Sent from Claire's iPhone

## Preet Chaggar

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**From:** Jennifer Logelin [REDACTED] >  
**Sent:** Sunday, November 24, 2024 7:40 PM  
**To:** Council; QMS  
**Cc:** [REDACTED]  
**Subject:** (External Email) Quadra McKenzie Draft Plan  
**Attachments:** Feedback on QM Plan Nov24\_24.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 a letter providing our feedback on this draft plan.

Unfortunately the Saanich website does not provide email addresses for Brent Reems, CAO, or Lindsay Chase, Director of Planning, or the specific planners involved in the development of the plan so we were unable to copy them on this email. We lament both our inability to provide a courtesy copy and the opportunity they lose from not being in contact with Saanich residents.

Regards,

Jennifer Logelin

Jennifer and Bob Logelin  
[REDACTED] Tattersall Drive  
Saanich, [REDACTED]

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

November 24, 2024

Re: Draft Quadra McKenzie Plan

Build it and they will come. Roads attract cars - a simple fact that has played out worldwide. Saanich is an excellent example of a (relatively) new municipality that for 50+ years focused on prioritizing traffic flows not community. Proving that the road to hell is paved with good intentions we have become a collection of roads going somewhere else.

So, Saanich Council - the 2024 edition - is to be complimented for thinking about and suggesting ways to unhook us from the thrall of cars going somewhere else at ever increasing speeds. The proposed MQP is a sound proposal for changing Saanich to be human not vehicle focused. And kudos to the planners who worked on the plan, there is a marked increase in the quality from previous community plans. There is an increased professionalism, thoroughness, and thoughtfulness in this new proposal.

At the same time there is still much to do to ensure the plan is successful. Beware of assumptions and fads. Building commercial areas doesn't mean that businesses will want to be there or be successful there. Look around the CRD and the Lower Mainland and you'll see that commercial spaces, usually on the main floor of residential buildings, are often not successful. There may be multiple reasons for this: planners and developers aren't focused on business viability as they have other agendas, small businesses may not be able to afford new build rents, and many small businesses don't survive the first year. However if Council wants to nurture business hubs e.g. at Four Corners Village or Uptown you do have some power to influence the outcome. Instead of building new Saanich offices or a new hall, lease spaces in the hubs you are creating. Leverage your power with the Provincial government by lobbying them to place ministry offices in the hubs. An example would be to have the isolated BC Housing office on Douglas Street move to the Four Corners, or another hub, or to Uptown. Lobby UVic to bring their economics/business department to create an incubator to foster businesses in these areas.

We also have two concerns about the details but will leave those for later. As individuals who have been involved at various levels of building community we would like to provide Saanich Council with a few observations about change initiatives.

**1. Things can change.** Tattersall Drive (where we live) has been essentially closed for almost a year and the world has not ended. This is despite the Engineering Department told a neighbour and a (previous) Councillor told me - that Tattersall could **never** be closed. We were told that Tattersall - narrow, no sidewalks to speak of, with a blind hill and corner - had to be kept as an arterial route because 1) it would inconvenience traffic and impact on other streets, so we shouldn't be selfish, and 2) a decision was made in the 1950's to make it an arterial road and that could never change. And yet it has changed, if only, sadly, temporarily.

**2. Change will happen.** Whether Council does anything or nothing - things will change in Saanich. Case in point the central CRD municipalities refused to densify to meet the need for housing, so the western communities took up the slack. Now we all pay the price for our intransigence through accelerating climate change and loss of quality of life, e.g. daily traffic congestion.

Currently the major routes and secondary routes in Saanich are backed up during peak commuter times. Given that doing the same thing repeatedly will get you approximately the same results traffic will continue to back up and indeed get worse unless we change our behaviour. We can buy into the Victoria Council dream of aging Boomers switching to bikes or we can accept cars - be they electric or gas or whatever - are here to stay and plan accordingly. Setting goals like community hubs and people / environment friendly spaces, then planning and implementing supportive changes is a good start. However monitoring and adapting the strategy will be necessary if we are to be successful.

**3. Managing change is hard.** I have sympathy for the writer to the Times Colonist who laments that they do not want or like change - but we have no patience. Our impatience may be due to our age(s) or the fact that we have grandchildren to whom we would like to leave a livable planet. Council will need more patience than we have and a great deal of resolve to balance the desire of those who want 1960's Saanich back with the pressing need to adapt to a changing world. Your job is to lead Saanich to a more sustainable future not to follow the easy route of going with the status quo. If your popularity is your priority get another job.

Moving to one car lane each way on Quadra and MacKenzie may be the best possible goal, however the first step could be a HOV / bus lane at peak hours (with strong police enforcement) and opening both lanes during off hours. As transit improves and people move to car sharing, single occupant vehicles can be increasingly discouraged. We have only a passing understanding of the traffic evaporation theory and research but we do trust the experts who have studied it. What we don't know is how much of the research is relevant to an area surrounded on three sides by water as is the CRD. Saanich may need to monitor and adjust plans to see how our geography supports redistributed traffic flows. Again engage a university to help with this - UVic or Royal Roads.

**4. You can only control so much.** However you can influence a lot more than you can control. Saanich doesn't control highways or rapid transit or the behaviour of other municipalities. However Council does have a significant bully pulpit (how many MLA's have homes in the CRD and specifically Saanich?) and Saanich Council has better access to Provincial ministries than most cities in BC. Whether you approve or disapprove of Victoria Council(s) decisions in the last 10 years they have made themselves heard. Use your voice and make yourselves heard!

**5. Think big and bold.** Vancouver Island NEEDS RAPID TRANSIT and Saanich can advocate for it loudly and often. PUT THE PRESSURE on the Provincial and the Canadian governments to build a transportation infrastructure on Vancouver Island that is sustainable.

In order to manage growth and thus climate change, we need an Island strategy that includes: a train system linking the main communities, transit between larger and smaller communities, and in your vernacular infrastructure that supports various modalities of transportation at the local level.

There is a Federal election only months away - now is the time to push for commitments from all parties to make the Island green and reduce our carbon footprint. Think and act as if your grandchildren's lives depend on it.

When we began this letter we mentioned two concerns with the draft MQP, these are the maps and the blank accountability section.

The first seems simple but is important. Artistic renderings of maps may be pretty but do not add to our understanding of what Council is proposing and risk being seen as avoidance by those looking for negative intent from government. As residents we want to see our street and want to know exactly where you're proposing to allow various building heights. Give us details both to inform residents and to avoid being seen as hiding information. And as Tattersall residents we would also like to know what an "area of special interest" means.

It's important to emphasize that accountability isn't something to be tacked on after a plan is drafted. If you shift your perspective to a more Senge like approach, accountability becomes the process for having conversations that move the plan forward - both to approval and over time. This means moving from a one time plan that gathers dust to a process that recognizes that our world is changing rapidly and we don't know what we don't know. To make positive change in Saanich we need to work together on an ongoing basis with residents, stakeholders, other municipalities, the Province, and the Canadian government. And we will need to adapt as we go. Sometimes we'll get it right, sometimes we won't and we'll adapt. Perhaps Council could focus first on how to create a process for ongoing, engaging, change management. It may help those residents who know we have to change but are nervous about committing to something they don't really understand or can imagine.

As a wise young man said to me many years ago "courage makes change". See the need for change, engage in conversations about the changes and how to proceed, and then take action. Observing, talking and adjusting our behaviour. Good advice for Council.

Regards

Jennifer Logelin  
Bob Logelin



## Preet Chaggar

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**From:** Beau Choo [REDACTED]  
**Sent:** Sunday, November 24, 2024 3:22 PM  
**To:** Council  
**Cc:** QMS; [REDACTED]  
**Subject:** (External Email) Quadra McKenzie Plan (QMP)

**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,

We live in the Nelthorpe/Graythorpe neighbourhood within the proposed Mckenzie West sub area. We have questions and concerns regarding the proposed QMP, specifically, the 'Saanich Road Hub' and 'McKenzie West which includes a new road connecting Graythorpe Place to Saanich road'.

(1) Nelthorpe/Graythorpe neighbourhood is a small, quiet neighbourhood bordering the Swan Lake Nature Sanctuary. It is a desirable area of well maintained single family homes. Recently, a few homes were sold above benchmark prices to young families. The proposed QMP does not appear to consider this neighbourhood's readiness for condo development. Instead, it designates this small area to be completely mid-rise buildings. We believe this kind of density is going to adversely affect the wildlife in the adjacent nature sanctuary.

(2) The walking distance from the proposed 'Saanich Road Hub' to the Quadra/McKenzie intersection is about 5 minutes. We question the need for a hub so close to 'Quadra/McKenzie Centre' which already supports the 15 minute walk initiative from the nearby neighbourhoods. The proposed 'McKenzie West' is already within walking distance to 'Quadra/McKenzie Centre', 'Uptown Centre' and the 'McKenzie Ramp Transit Stop'. We believe the 'Saanich Road Hub' is an unnecessary and a redundant investment and will only exacerbate traffic jams on McKenzie Ave.

(3) In general, this draft QMP blindly assumes all neighbourhoods will be readily available for cookie cutter development. We understand more density is necessary. However, the plan fails to consider some neighbourhoods that are not primed and may never be primed for development. It might look good on paper but in reality it is unlikely to be achievable. If it is approved, it will immediately create uncertainty and challenges in neighbourhoods that are not primed for development. Unless a developer or Saanich is willing to buy out an entire neighbourhood of well maintained single family homes, the plan could allow developers to build one off condo buildings resulting in an undesirable hodgepodge neighbourhood. We don't believe this is the 'aspirational' vision of Saanich.

In closing, we agree with many residents that have voiced their concerns regarding the single lane on McKenzie Ave. We urge you to take more time to examine the feasibility of these plans while considering the impact on existing homeowners.

Thank you.

Beau and Susan Choo



**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Sunday, November 24, 2024 1:04 PM  
**To:** Council  
**Subject:** (External Email) The QMP And Public Responses To It

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

As a born and raised Victorian, and tax paying resident of Saanich since 1977, I am writing to express my grave concerns with the QMP proposal.

I have completed the online QMP and have also signed 2 petitions (1. That McKenzie Ave and Quadra St. (Saanich), not be reduced to single lanes on either side, and 2. Stop the Saanich Quadra McKenzie Plan) established through the Change.org website that target my main areas of concern.

Can you please advise how Saanich weights or factors in the responses from these 2 petitions to your decision making on to the QMP?

Thank you,

RECEIVED  
By Preet Chaggar at 11:42 am, Nov 26, 2024

**Preet Chaggar**

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**From:** DC [REDACTED] >  
**Sent:** Saturday, November 23, 2024 4:20 PM  
**To:** Council  
**Subject:** (External Email) LETTER: Plan for McKenzie Avenue will drive shoppers out of Saanich

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

**LETTER: Plan for McKenzie Avenue will drive shoppers out of Saanich**

[https://www.peninsulanewsreview.com/opinion/letter-plan-for-mckenzie-avenue-will-drive-shoppers-out-of-saanich-7660245?utm\\_source=flipboard&utm\\_content=other](https://www.peninsulanewsreview.com/opinion/letter-plan-for-mckenzie-avenue-will-drive-shoppers-out-of-saanich-7660245?utm_source=flipboard&utm_content=other)

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## Preet Chaggar

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**From:** IVO ZANATTA [REDACTED]  
**Sent:** Friday, November 22, 2024 10:18 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Redesign

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 do not take anymore lanes away from us residents of Saanich.  
Why is it that you don't add bicycle and bus lanes.  
Why is it that you are always taking away?  
Governments are forcing all of us to work more to pay our higher taxes, hence our cost of living crisis.  
This will make it more difficult for everyone to get to work and to complete there work because of gridlock .  
Don't do it!  
Add don't take away!  
Ivo Zanatta  
[REDACTED]  
Saanich

Sent from my iPhone

**Preet Chaggar**

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**From:** Ben Goldsmith [REDACTED]  
**Sent:** Thursday, November 21, 2024 1:44 PM  
**To:** Council  
**Subject:** (External Email) Support of the Quadra-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.

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 study at the University of Victoria 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,  
Ben Goldsmith

## Preet Chaggar

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**From:** Edie Dickson [REDACTED] >  
**Sent:** Thursday, November 21, 2024 12:24 PM  
**To:** Council  
**Subject:** (External Email) Fwd: 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 don't understand how you can even think to bottleneck traffic on McKenzie which is the main through fare for access to the 2 highways as well as a major route off the highways to other roads.

The university is only open for part of the year and Mckenzie is the access route to the Cedar Hill Golf course and people's homes. To reduce car access to one lane to be shared with buses is ridiculous. Maybe the bus lane could share with any bike rider that wants to travel on Mckenzie instead of the Galloping Goose trail which you spent alot of money on. I guess Left hand turns would no longer be allowed on either Quadra or Mckenzie or traffic could back up for miles.

Buses are good for going to or from work but of no use if you are grocery shopping, travelling to appointments, going golfing or shopping for other household furniture or appliances.

I have never been a bike rider and most of the biker riders I see do not follow any of the road laws or even wear helmets. I've seen them even run red lights while I've stopped. Do you want seniors trying to learn how to ride a bike at this stage of their life and when they turn their head to check for traffic they turn the whole bike that way. I think not.

The more the cars idle in traffic the worse for the environment it is and I must admit the less courteous drivers become as the frustration levels rise.

I don't want my taxes to rise any higher for your pet projects. How about sidewalks for pedestrians instead of bike lanes on any more major transportation routes for cars unless of course you want to see us all in gridlock!

**Preet Chaggar**

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**From:** Barbara Smith >  
**Sent:** Wednesday, November 20, 2024 6:50 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Fwd: Concerns regarding Height of Buildings in 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 Murdock and Ms.Tami Gill, community planner,  
The Quadra Mckenzie proposal is deeply concerning in regards to excessive height of buildings in the densification through rezoning within neighbourhoods. This is over and above the provincial government mandate for increasing population density on city lots. In our specific case, six story apartments would be allowed on our side of upper Nicholson Street which is a small, established cul-de-sac. Despite our block being over half a kilometer from Quadra or Mckenzie, our street side has been designated blue/corridor.

Over the past thirty years, our neighbourhood has successively and successfully embraced gradual densification. It has progressed from single family homes, to adding basement suites, and recently, carriage homes. Also, neighbours rent individual rooms or floors within their homes. This neighbourhood set within the oak trees has attracted many lower income renters due to the family friendly setting, availability of yards and inexpensive rents. Renters have included students (international, medical, high school, university and college), billeted hockey players, persons with disabilities, young professionals and tradespeople. Renters often stay long term due to the cooperative, community nature of the neighbourhood such as sharing garden harvests. This affordable, walkable, cooperative community is already meeting most of Saanich and the provincial government's housing goals.

Rather than the drastic over densification as in the Quadra McKenzie proposal, we propose that "Missing Middle Housing" regulations be a more natural, gradual and acceptable densification progression. According to the City of Victoria, "Missing Middle Housing" refers to having more diverse housing options to be embedded within neighbourhoods (e.g. duplexes, townhouses) without removing existing zoning. Referring to the Quadra McKenzie plan, there should be far less blue/corridor designations and far more urban townhome designations. Most importantly, this would leave height restrictions in place within quiet, residential, established communities such as ours. The six story apartments could then be placed along the actual corridors of McKenzie and Quadra.

Thank you for your prompt attention to this matter. We hope that changes can be made to the Quadra McKenzie Proposal to allow reasonable densification while preserving the character and nature of community neighbourhoods in beautiful Saanich.

Sincerely,  
Barbara and Robin Smith



## Preet Chaggar

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**From:** Daniela Nikolic [REDACTED]  
**Sent:** Wednesday, November 20, 2024 5:04 PM  
**To:** QMS  
**Cc:** Mayor Dean Murdock; Council  
**Subject:** (External Email) Expressing my opposition against reduction of McKenzie

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

The below points are my opposition to the proposed reduction of McKenzie to a one lane in each direction.


- If you have ever driven down any section of McKenzie during moderate to heavy rain in the dark, you might know that maybe a better use of spending taxpayer money would be to repaint the lines on the road or add bug eyes in the road so that cars can drive safely within their lanes. Or to fix the drainage and flooding that occurs anytime there is rain along Blanshard St right behind Uptown across from the Saanich Engineering office building (I think this is a bit ironic) that has been occurring for the last few years in the winter. I personally remember and consider these things I see in my neighbourhood and decisions that are made when I go to vote.
- As someone who drove from Glanford and McKenzie to UVic along McKenzie for the past 6 years during my time as a civil engineering student, I have seen maybe 1 or 2 cyclists per day using the bike lanes and more recently protected bike lanes along the majority of McKenzie. The exception being between Shelbourne and UVic where students tend to reside. It seems odd to be tailoring the roads to a form of transportation that isn't ideal, available, or convenient for everyone who shares the road.
- As someone who drives rather than taking public transit due to the fact it takes 45 minutes (at least) to get to UVic from my home in the Glanford area on a bus, instead of the maximum 15 car ride, reducing the lanes on McKenzie down to 1 lane in either direction would further reduce the chances of me ever taking a bus. This is due to the fact that it would disrupt the traffic flow and increase the traffic volumes along this route. In the peak traffic hours of the day, which now has stretched from weekdays to include weekends (which would be known if anyone who proposed this idea has ever travelled, or observed, down McKenzie various times throughout the week within the last year) McKenzie is backed up in both lanes in each direction and reducing this would only affect this further. This will also have an effect on emergency vehicles needing to use this route. Additionally, has the effect this will have on side streets been thought of? Making McKenzie go down to one lane will push more traffic onto side streets which I don't think homeowners or property owners will enjoy or support.

- Between Saanich Rd and Quadra St by St Andrews School there are several development applications with the city for multi-family residential units, and with the construction of University Heights development and the future developments across the street on McKenzie from University Heights. Has the increase in population along McKenzie been considered and how this will affect the traffic on this road currently, and especially if the road is reduced to one lane? I think it would be wise to consider what the traffic flow will look like with the reduced lanes with the increase in residences that are being constructed.
- Maybe if cyclists were licensed and had to pay the same way that vehicle drivers were they would be able to support funding for some of this infrastructure that is tailored to them instead of vehicle users rather than taxpayers having to fund these. As a vehicle driver and taxpayer, I would like to choose where my tax dollars go to, and this would not be it. I would rather see my taxpayer dollars go toward increased wages for doctors (so that Victoria residents can actually access the healthcare we are “promised”), and funding for more long term care homes, or treatment for drug addicted homeless (which has now spread from downtown to Uptown, and along Glanford particularly by the bottle depot and the bottle depot on Quadra). I would strongly urge anyone making this decision to think about how taxpayers will view this decision and find a better use for this budget that would contribute to more residents of Saanich, instead of just those who cycle and making other users of the road more upset and spend more times in their vehicles or travelling rather than with their families enjoying parks or businesses in Saanich.

Please consider this as my opposition against the proposal to reduce the lanes of McKenzie, and please consider this proposal further from the perspective of average Saanich citizens.

Regards,

Daniela Nikolic

 Copperridge Lane

**Preet Chaggar**

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**From:** Susan Hamilton [REDACTED]  
**Sent:** Wednesday, November 20, 2024 12:14 PM  
**To:** Mayor Dean Murdock; Nathalie Chambers; Mena Westhaver; Susan Brice; Karen Harper; Councillor Judy Brownoff; Teale Phelps Bondaroff; Zac De Vries; Colin Plant  
**Subject:** (External Email) Quadra/McKenzie density planning and our precious environment

**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 Councillors,

I have poured over proposed plans for Quadra/McKenzie, participated in community engagement sessions, and observed all the work along Shelbourne road over the past two years. Though there is much to recommend and that is necessary, such as the improved utility services along Shelbourne, I fear increasingly for our natural environment and the costs we will all pay if these plans see realisation.

What is missing is care for context. Building high rises around exceptional sanctuaries such as Christmas Hill and Swan Lake is, simply, a dreadful mistake. The increased pressure of such densification to these key green spaces and all that they support -- wildlife primarily but also us humans -- will lead inevitably to their deterioration, incremental alteration, and finally demise. The plan must be adapted to respond to these extraordinary gifts that somehow Saanich managed not to obliterate during past development phases.

Similarly, green spaces that are not 'natural' as such are also threatened by proposed development. For example, Horner Park off Cedar Cross Road is slated to have high rise development all along CCR, bringing ever more people to one of the few green spaces in the area, and impinging on the kind of refuge from noise and pollution that the park currently offers. Overlooked by high apartments, the park will lose its ability to provide a protected place set ever so slightly apart from the bustle and noise of the city. That block of CCR needs to be removed from the high density overlay in order to protect it. Richmond Road in front of Mount Tolmie needs similar protection. This is a beautiful prospect for all in this area. It's a sublime part of daily life around here. To imagine higher density buildings looming along Richmond Road, blocking thousands of people's experience of the beauty of that looming presence, is enraging. You must not permit it.

No matter how dense we need to be, we must not do so at the expense of the already small amounts of green space that allow us to breathe, rest, and stay connected to our awesome natural world. Remember the BC license plate: "Super natural"? These tiny pockets of the supernatural in Saanich are under threat.

Please make these changes.

Susan Hamilton  
[REDACTED] Donnelly Avenue  
Saanich

**Preet Chaggar**

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**From:** keledger [REDACTED]  
**Sent:** Tuesday, November 19, 2024 9:38 PM  
**To:** Mayor Dean Murdock  
**Cc:** Teale Phelps Bondaroff; Zac De Vries; Karen Harper; Susan Brice; Nathalie Chamberss; Colin Plant; Mena Westhaver  
**Subject:** (External Email) Warning! Lets not make the same mistake!

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



Ontario government plans to remove downtown  
Toronto bike lanes  
[youtube.com](https://www.youtube.com)

Your McKenzie Avenue Plan is a Disaster in the Making! Have any of you tried to drive down Shelbourne Street at McKenzie? Jammed up with the one lane bottleneck at 10:50am today and cars and buses trying to go South could not get through at least 4 lights! I had to drive about 7 miles out of my way via McKenzie ~ Past Cedar Hill X Rd which was closed to left turn; down to Braefoot back up Cedar Hill to get to a coffee shop one block down Shelbourne.

Please, Please, stop trying fool us into thinking this plan will work. It will NOT!

It is part of the ridiculous UN 15 Minute SMART Cities that will destroy the CRD! Worst of all, it won't save the Planet. Because CO2 and Greenhouse gases are not causing Global warming. Our elliptical path around the sun, has brought us the closest to the Sun (called Solar Maximum- look it up Teale) in just over 2,000 years.

Blessings to You All. May you be humble enough to recognize you are making some drastic mistakes; along with our Federal and Provincial Governments by buying in to the UN Sustainable Development Goals, and the World Economic Forum.

With Respect,  
Karen E Ledger

**Preet Chaggar**

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**From:** Janice Laidlaw >  
**Sent:** Tuesday, November 19, 2024 2:58 PM  
**To:** QMS; 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 Planning Committee, Mayor, and Council Members

I can't speak strongly enough against the idea of changing McKenzie and Quadra into 2 lanes in the Quadra McKenzie Plan.

1. I think it was October 30 at about 9:30 am. I was travelling on McKenzie toward the highway. A police vehicle was parked behind a vehicle in the left lane on McKenzie blocking the left lane about 100 yards from the Quadra and McKenzie intersection. Within 10 minutes, the 2 lanes of traffic behind them were backed up to Douglas St. If that can happen that quickly, shortly after rush hour, imagine the nightmare 2 lanes would create all day long let alone during rush hour traffic.
2. If you want to make changes, why don't you create a simulation using orange cones, tape and barricades? Leave it up for a workday and have observers chart the results. Don't warn people ahead of time or they'll evade the area and you won't get a true picture.
3. A news report on Global TV last week talked about a situation in Vancouver where they are installing HOV lanes for buses. It's going to save passengers 4 minutes. Contrast that with the extra 1/2 hour or more created for vehicles and their passengers travelling the same distance.
4. I'd like to see a comparison of the bus passengers and bicycle riders with the vehicles using Quadra and McKenzie to see how many are actually municipal tax payers in Saanich. There's a fairness issue here. I live in the Quadra/McKenzie area, pay Municipal taxes and use

these roads daily. I don't think it's fair of you to inconvenience us and use our money to create a driving nightmare for my neighbours and I to navigate.

5. Has anyone done an actual count of bicycle riders and bus passengers versus passengers in vehicles in the area to see if what's being suggested is even necessary? Currently it seems that all users are cooperating quite nicely sharing the road.

6. We already have the Galloping Goose and Lockside trails dedicated to walkers and bicycle riders. It doesn't seem necessary to create more road space for bicycles using the Quadra /McKenzie intersection.

7. Aside from the problem with 2 lanes of traffic, the mess and disruption created by construction will be a nightmare. Your record on the changes to Shelbourne speak to this. Residential and vehicle traffic disruption went on for ages. Many days with no evidence of any work being done so when you do plan changes, please make it efficient and timely.

8. The wise councillors who developed Ruby Road into McKenzie (1968-1979) as a secondary highway with 4 lanes did it because of the volume of traffic at the time. The population of Victoria was 178,000. It's now 398,000. More than doubled. These numbers alone should indicate to you that McKenzie should retain the secondary highway designation. We need 4 lanes on McKenzie and Quadra.

Please reconsider your plans and keep 4 lanes on McKenzie and Quadra. You'd be spending a lot of money to create a disaster.

Respectfully submitted,

Janice Laidlaw

 Purdys Burn Pl.

## Preet Chaggar

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**From:** sandra rouse [REDACTED] >  
**Sent:** Tuesday, November 19, 2024 1:03 PM  
**To:** Council  
**Subject:** (External Email) Quadra/McKenzie Plan  
**Attachments:** To Saanich Council.docx

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

I would appreciate a reply.



To Saanich Council:

I am writing to you about my concerns in regards to the proposed Quadra/Mckenzie Plan. I only recently found out about the huge scope of this project and how it would affect and change my neighbourhood and my life. I received your glossy little piece of info in my mail a couple of weeks ago mixed in with a pile of "Junk" mail to be recycled. I saw that it showed my area and naively thought that it was nice that Saanich is improving the community. Since I had voted for most of council and mayor after researching their platforms thinking they agreed basically with my ideas about the environment and ecology of the area. I felt secure in my voting choices.

Then my neighbour informed me of the details of the 168-page plan which added unbelievable more density including high rises up to 18 stories and more roads in our residential neighbourhood. It would also create a traffic nightmare by changing Mckenzie into a two-lane road. None of the neighbours that I have spoken with were aware of the extent of this plan. Some of my neighbours have told me that they have been called by a commercial real estate corporation offering to buy their homes. These are people that have lived in the community for over thirty years. The developers are already out there like vultures ready to destroy people's lives. One of my neighbours saw a road on the proposed plan that would shockingly go right through their home. This tells me that you have been unsuccessful in being transparent to your constituency. I feel completely betrayed and have lost faith in your ability to serve as my representatives.

Then, there is the consideration of our money as taxpayers and how much is being spent. I do believe in:

- reducing carbon emissions
- providing more low-cost housing
- taking care of our homeless
- preserving our environment and ecology
- building a new library including housing
- maintaining the infrastructure

I just don't believe in how you are going about it with your plans of over-development and changing the feel of residential neighbourhoods.

If my info is right, you have already invested more money in the in Uptown Project, Shelbourne Project and Mann Avenue bike lanes. I am sure there is more that I am not aware of. When I drive around Saanich, I see so much new development that it reminds me of what a friend of mine from China described as instant cities. I have no idea of how much money you have already spent, but an educated guess in this time of inflation is in the millions.

I am not a political person, but I do believe in being involved and doing my part, as a citizen, but most of all, I believe in decency and respect. To me this means using a well thought out process to get information out clearly and succinctly to your constituents. This needs to be followed up by allowing plenty of time for feedback and discussion. Then the results should be voted on in a referendum. This is a democratic process, not a plan that hints of authoritarianism under a guise of democracy.

Maybe you should pay attention to the history of our late premier, John Horgan, where he admitted that he misread “the public mood on the economy with his support for a new \$789-million Royal BC Museum and its supposed 8-year closure. He cancelled the replacement project and took full responsibility.” The quote is from the November 13, 2024 edition of the Times Colonist newspaper.

In conclusion, I feel this plan favors developers and commercial businesses who are in it for the money, not residents of the local communities who bought homes here for the enjoyment of living in peaceful, safe neighbourhoods. It would turn this area into a place of overpopulation causing lasting impact on the ecology and the environment. It would create devastating changes in the quality of life as we know it.

Sincerely,  
Sandra Rouse



## Preet Chaggar

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**From:** Mei Ting Cha [REDACTED]  
**Sent:** Tuesday, November 19, 2024 11:01 PM  
**To:** Mayor Dean Murdock; Council; Planning; QMS  
**Subject:** (External Email) Quadra McKenzie Study 2024 feedback from North Quadra resident

**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, 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



M. L. Porter  
[redacted] Ralph St  
Victoria BC [redacted]  
Nov 15, 2024

Dean Murdoch - Mayor of Saanich

I am writing to you and counsel as a [redacted]

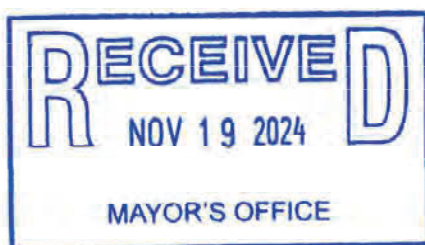
[redacted] I am in opposition of turning McKenzie Avenue into a 2 lane street. It is unconceivable that with the traffic at peak hours morning and afternoon that a 2 lane highway could handle the traffic. This road is congested. It is the main artery for Uvic students. At the present there are many highways being constructed and many more to come.

I have lived in this area since [redacted] and I find that I am locked in my area. Where in the past I had 4 exits to get out of my area now I have only one to travel to Douglas Street. When I come back from Gordon Head I have only one entrance and I block one lane of traffic. Why is there not a turning light?

Please consider what I have said.

M. L. Porter

Edgar Flores [redacted] Swan Street.



**Preet Chaggar**

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**From:** ROSA DEMCHUK [REDACTED]  
**Sent:** Monday, November 18, 2024 9:36 PM  
**To:** Council; Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Mena Westhaver; Brent Reems; Harley Machielse  
**Subject:** (External Email) Quadra/McKenzie Corridor

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 offering us the opportunity to see the Quadra McKenzie Corridor plan at the open houses. I was able to take part and see the plan that was being put forth for this area and to speak to various representatives.

My impression of the plan is that even with all the thought that went into it, it is not an inclusive plan. It seemed to focus on bike and bus lanes. It doesn't take into account seniors with mobility issues, or people who aren't fortunate enough to live on a bus route. In my situation, I live near the Cedar Hill Rec Centre, and travel to work and church four times per week in Royal Oak. I would have to walk to Quadra (1/2 hour) to catch a bus or catch the Cedar Hill bus, which isn't frequent, and transfer from downtown. Not practical in the winter months, and often not practical in the spring or fall. Unfortunately I am not able to ride a bike [REDACTED]. It also doesn't take into account tradespeople who need their vehicles and travel along these main thoroughfares, or parents driving their children to various schools.

Also, reducing the lanes of traffic on McKenzie and Quadra, which are main arteries, would cause even more congestion, and with idling cars would cause more damage to our already fragile environment. This was made evident this month when there was an emergency on McKenzie, and Quadra was backed up from the highway overpass to Palmer (could've been farther, but I turned onto Reynolds). What would happen in a catastrophic emergency when people are trying to get home, it would be even worse than on that day! By reducing lanes of traffic on these two main thoroughfares, people would find alternate routes, causing congestion to quiet neighbourhoods that aren't built for additional traffic.

With increased density, which I know the government has mandated, reducing lanes of traffic seems counterproductive.

I know that the plan would be to have fewer people driving cars with the increased density, however this is not always feasible. Where I work we have been renting parking spots to tradespeople while they were building a multilevel apartment block. The building is almost complete and would provide one parking spot per resident. The property managers have contacted us to enquire about continuing this arrangement for the tenants as many of them have two vehicles. This apartment block is at the corner of Normandy and Elk Lake Drive, up the street from multiple bus hubs at Royal Oak and Elk Lake Drive. So even though they would be close to multiple bus stops, many of the new residents still rely on their two vehicles.

The plan also called for "Neighbourhood Apartments". As the owner of a single family dwelling, this is my choice for living space, I would hate to see my home designated as a neighbourhood apartment, as a friend of mine did when she saw the plan.

In conclusion, my husband and I would like to state that we are opposed to the changes being suggested for the Quadra/McKenzie Corridor.

Sincerely,

Rosa and Harry Demchuk  
Saanich Resident

Sent from my iPad



**Preet Chaggar**

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**From:** Ken Whitcroft [REDACTED]  
**Sent:** Monday, November 18, 2024 6:51 PM  
**To:** Planning  
**Cc:** Council; Engineering; [REDACTED]  
**Subject:** (External Email) Quadra McKenzie Plan Survey Feedback  
**Attachments:** Quadra McKenzie Survey 10. 18. 2024.doc

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

Hello Planning

Please see the attached letter regarding the Quadra McKenzie Plan Survey.

Yours Truly

Ken Whitcroft

November 18, 2024

Planning  
District of Saanich  
770 Vernon Avenue  
Victoria, BC V8W 2W7

Via: Planning@saanich.ca

Dear Planning Department

To whom this may concern, I am writing this letter in regards to the Quadra / McKenzie survey.

A disappointment to the survey is in the Sub Areas portion of the survey, where at the end of each sub area section there is a question that asks:

**“Is there any other feedback you would like to share with this sub area?”**

However in the Quadra South / Four Corners Village sub area this question at the end of the section **has not been included** and in doing so the survey has eliminated any potential public feedback regarding the Quadra South / Four Corners Village sub area.

As a feedback opportunity was not provided in the survey here is additional feedback for the Quadra South/ Four Corners Village sub area.

The proposed location indicated on the Quadra South / Four Corners Village sub area map for the MUP from Linwood at Inverness to Wicklow to Bellevue is not going to create an enjoyable AAA MUP.

Why, simply the elevation change and potential lack of nature.

The elevation at Linwood /Inverness is 30 meters geodetic, at Wicklow the elevation is 36 meters geodetic, at Bellevue the elevation is 47 meters geodetic, which is a total elevation change of 17 meters over a distance of approximately 300 meters.

Ideal option for this MUP location should follow the Cecelia Creek main Drainage easement from Linwood to Bellevue which Saanich currently has control over.

Why, a much gentler change to the elevation.

As the elevation at Linwood /Inverness is 30 meters geodetic, at Wicklow the elevation is 33 meters geodetic, at Bellevue the elevation is 36 meters geodetic, which is a total elevation change of only 6 meters over a distance of approximately 325 meters.

With a simply change of the drainage easement width to 30 meters, it would allow for not only the creation of a low gradient AAA MUP, it would also provide land to create approximately one **Hectare** of new linear Parkland of future urban forest. The new park would provide a link between Rutledge Park, Cecelia Creek Falls Park, Camrose Park, Peacock Hill Park and Cedar Hill Park, also a more direct link between the Galloping Goose Trail and the Bowker Creek Greenway.

The increased width also provides a wonderful opportunity for daylighting the creek and provides a potential option of green infrastructure in the way of a retention pond at the down stream end at Linwood Ave. as a component of an Integrated Stormwater Management Plan for the Cecelia Creek Watershed. Also creates a wildlife corridor, wildlife habitat, increases tree canopy and together increasing and sustaining our dwindling regional biodiversity. All together working towards climate resilience and over time providing a healthy inviting active transportation route in a natural setting and the list goes on.

Is Saanich really serious about getting more people involved in using active transportation, then you need to create AAA MUP options that are not steep in grade, completely free from conflict with the automobile and provides an enjoyable human connection to nature which this MUP location option would definitely achieve, plus it ticks off a huge number of other boxes from within the Quadra / McKenzie Plan.

Yours truly  
Ken Whitcroft

CC: Council@saanich.ca  
Engineering@saanich.ca  
Quadra Cedar Hill Community Association

**Preet Chaggar**

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**From:** A Larmon [REDACTED]  
**Sent:** Monday, November 18, 2024 5:08 PM  
**To:** Council  
**Subject:** (External Email) MacKenzie...bike and bus lanes

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

What world do you people live ? To reduce MacKenzie to 2 lanes is absolutely ignorant of the needs of travelers on that road! There are ONLY A FEW EAST/WEST corridors in this area and all are jammed up at almost anytime of the day.

How much longer will the special self centered bike crowd have a stranglehold on commuter planning? So many people who are traveling on MacKenzie have to pick up kids from after school , get to Uvic, get to after class jobs, get to medical appointments, and not to mention emergency vehicles that have little choice than to you MacKenzie, putting more stress and risk on that road.

Wake up and LISTEN to what people are saying!!

**Preet Chaggar**

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**From:** Janice Williams [REDACTED]  
**Sent:** Monday, November 18, 2024 2:00 PM  
**To:** Council; Parks; newsroom@saanichnews.com; lana.poplam.mla@leg.bc.ca  
**Subject:** (External Email) I am sharing 'Quadra mckenzie proposal (AutoRecovered)' with you  
**Attachments:** Quadra mckenzie proposal (AutoRecovered).docx

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

Public sectors in Canada, be they local, regional or national, seem intent on continuing to upset the lives of those they were elected/employed to serve ... at the core an increasingly unsustainable public sector. At the federal level alone the daily interest-only indebtedness charge is some \$75 million per the debt that is now over \$2 trillion. This province's debt is now over \$85 billion, with a daily interest charge of some \$8 million. Municipalities are passing on costs to property owners which are much higher than inflation. So who is paying for these particular development plans along with the infrastructure? As taxpayers we seem to have been paying for the development plan for the McKenzie/Quadra and other Saanich corridors. What other costs is the municipality placing on the residential community and families as it plans their destruction?

Expanding the perspective, societies are being destabilized globally as climate change impacts many regions. Such impacts vary in their severity, but there have been innumerable homes damaged and destroyed due to extreme weather events that have resulted in wildfires, flooding, and severe windstorms. Residents become homeless almost overnight, transitioning into environmental immigrants in need of places to live. As neighbors support neighbors in times of duress, we need to protect our varied environments particularly when new developments are being proposed. The sense of community for those already living in neighborhoods of low-density housing needs to be maintained. Developments need to augment the established sense of community rather than smother it.

There are many factors to consider other than maximizing density.

- 1) How many communities of homes are to be destroyed making way for the proposed development?
  - 2) What would be the total cost of utility upgrades for these new buildings?
  - 3) Will there be adequate parking, or is this proposal one of the many that is designed to bring us into an era of fifteen-minute cities for which the transportation options are walking, busing, and bicycling?
  - 4) How many families will be displaced and where will they go to find housing with yards for family life?
  - 5) Bob Rennie in Vancouver often talked about families being pushed out of these close-in areas as the affordability declines. Will buildings have sufficient parking for those who may need to retain their cars? Of note, residential tower development appears to decrease housing affordability.
  - 6) How many mature trees will be cut down? If the Shelborne corridor is an example of environmental tree management where the millennial trees were removed then it is likely that there will be no hesitation in removing the mature trees from all building sites including the protected Gary Oaks.
  - 7) Tree removal not only reduces the canopy important to CO<sub>2</sub>/O<sub>2</sub> exchange, but the roots help hold the ground to reduce flooding risks. Additionally, these mature and decades-old trees provide shade, reduce noise, and offer some privacy. Your survey on this issue suggests Developing a tree canopy which implies you are taking the mature canopy down.
  - 8) Typically, these developments not only result in the loss of trees, but also considerably expand hard surface areas, such as concrete. What planning is underway for channelling rainwater away so as to reduce the risk of local flooding, or will permeable paving be required?
  - 9) Beckwith Park is a community park. There are regular sports events which primarily is soccer and volleyball. Baseball, tennis, and basketball is also played there. Many family celebrations and larger events are scheduled. Additionally, it is well used by the dog walking community. It is a Park not a bus hub.
  - 10) Has anyone determined how the local schools are to accommodate the new influx of families?
- What percentage of the apartments/ condominiums will have three bedrooms?

While *time is of the essence* is an oft-heard phrase, there is another observation gaining prominence, that being problem-solving by government(s) is very much a problem in and of itself. Expanding public sectors inevitably bring about unintended consequences, adding costs and complexities that lessen affordability and livability by creating even more problems to solve that call for even higher spending, like planting young trees. It would be prudent to spend more money now to make development integrate with the local community than spend even more money in the future by destroying the community now in place of another.

## Preet Chaggar

---

**From:** Tony Moniz [REDACTED]  
**Sent:** Sunday, November 17, 2024 11:15 AM  
**To:** Mayor Dean Murdock  
**Cc:** Council; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Mena Westhaver; Brent Reems; Harley Machielse; QMS; lana.popham.mla@leg.bc.ca; Ravi.Kahlon.MLA@leg.bc.ca  
**Subject:** RE: Saanich's Proposed Quadra / McKenzie Study Plan

Hi Dean

Thank you for your reply; especially on a Sunday.

Yes my comments did focus somewhat on bike lanes and that they have no place on Quadra or McKenzie in the grand transportation plan (no more than on the Island Highway or the Pat Bay Highway). Major corridors should remain major corridors.

In an emergency, what's going to happen? Prime example was the afternoon of Nov 5. There was an apartment fire on McKenzie between Saanich Road and Quadra which closed McKenzie. Traffic from the east (U-Vic and surroundings) had to divert down Quadra which made Quadra a parking lot for over 3 hours; good thing there were two lanes on Quadra or it could have been much worse and create even more congestion on secondary routes and dangerous conditions on those secondary routes for cyclists and pedestrians.

If Quadra is reduced to a single lane, the busses cannot move freely. According to BC Transit stats, the #6 Quadra bus moves more people in the CRD than any other bus line. Goods and services would not be able to move freely either. The economic impact of service vehicles idling in traffic congestion is growing. Life in the South Island is already expensive enough to further add to this cost (someone has to pay for their idling time at the end of the day). And then, what happens to traffic on garbage and recycle days on Quadra? With the current plan, traffic on Quadra (including busses) would be completely stopped until the service vehicles clear the road.

Look no further than the intersection of Wilkinson and Interurban; this corridor is only single lane and is backed up for most of the day (primarily in the morning and afternoon rush). Buses are stuck in this same gridlock making life difficult for students trying to get to Camosun College on time.

In other areas of the CRD, bus lanes are being ADDED. There is no plan to take away driving lanes. After all, in 10 years, where will all the EV's be? Likely stuck in traffic as people are not giving up their cars – they are simply exchanging them for something more friendly to the environment. The plan for Rapid Bus on McKenzie is not a bad one - but ADD the lane, don't take away the traffic lanes.

We need a traffic plan that moves the most people, the most goods and services, and moves everyone efficiently. Congestion should NEVER be used as a traffic planning tool, however, that seems to be the way planners are going.

Tony

Tony Moniz  
[REDACTED] Lucas Avenue  
Victoria BC [REDACTED]

Home: [REDACTED]  
Cell: [REDACTED]

---

**From:** Mayor Dean Murdock  
**Sent:** Sunday, November 17, 2024 9:45 AM  
**To:** Tony Moniz [REDACTED]  
**Subject:** Re: (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

Thanks, Tony. I am grateful for your feedback and appreciate you for taking the time to write.

I am passing your correspondence to the Quadra McKenzie Planning team for their consideration as well.

While your comments focus primarily focus on bike lanes, the plan's major vision for transformation on the corridor is to accommodate rapid transit. Transit should be included as a priority future use on this corridor, it is very clear from the concerned emails we've received that the proposed design needs to be revised.

I appreciate that the proposed future changes have created a lot of concern and frustration. Council can ask our staff to look at alternative solutions that improves public transit while facilitating the flow of traffic for everyone using the road.

Thanks so much for sharing your concerns.

Dean

**Dean Murdock**  
Mayor  
District of Saanich  
[250-475-5510](tel:250-475-5510)

On November 16, 2024 at 3:19:51 PM PST, Tony Moniz [REDACTED] wrote:

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

I'm sure council has already received lots of emails on the QMS therefore I will try to be brief. For starters, I am opposed.

I understand with time comes density, however, before density we need appropriate infrastructure. Provincial mandates were brought in to increase density on transportation corridors but I don't think the NDP's vision was to force those corridors into gridlock. Reducing



traffic flow on Quadra and/or on McKenzie while increasing density makes as much sense as increasing density and removing a water main or a sewer line; it just shouldn't happen.

For those on council that cycle all the time (Dean, Zac, Teale) as your primary mode of transportation, I applaud you. You are a shining example of what life in Saanich could be (like Amsterdam without the Metro, Trams, Rail, and Ferry services). You are part of the maybe 1% that do so **year-round** regardless of the weather or daylight hours (or lack thereof). Unfortunately, your vision of what Saanich could be is not what the majority of Saanich residents need nor elected you to implement. Even Saanich planners under their "proposed" vision for the Quadra/McKenzie corridor only see cycling traffic doubling by 2050; still a relatively SMALL percentage of Saanich's population. We have gridlock problems NOW. It's not just at peak hours M-F, it's in the evenings; it's on the weekends. Increasing density by more than 10 or 20 times will only make things worse.

This plan is NOT inclusive. It focuses too much on cycling. There are many reasons why people should cycle but there are as many if not more reasons why people cannot. If Saanich took the same resources it is proposing to spend on bike lanes (which will likely only be used regularly 4 months out of the year), it could instead use that money to build a new recreation centre in the QMS zone (something I do not see in the proposed QMS plan). A recreation centre could be utilized year-round.

I'm not sure if the plan was to release such a ludicrous transportation idea so that people would not focus on all the proposed density. While in 30 years both Quadra and McKenzie will look significantly different with multistory-multiunit buildings, Saanich should also embrace the single-family homes and neighborhoods (what built Saanich in the first place). Owning a single-family home in a single-family home neighborhood should not be illegal nor frowned upon and people should not be made to feel guilty about owning a single-family home.

Recent press releases noted community engagement was conducted earlier this year. I was one of the 2,000 that attended the December 2023 and January 2024 workshops (as was former Saanich councilor Rebecca Mersereau - not sure why she was meddling there given she does not live in Saanich). The current plan is nothing like what staff had presented. I never envisioned such a HEAVY SLANT to traffic congestion and level of density when we concluded each workshop with Saanich staff presenting "what they heard." Makes me feel the workshops were pointless, only for show, never intended to be used for resident input, and a waste of taxpayer dollars. Very sad.

My confidence in Saanich council is shaken. The idea to let staff further continue in public engagement with this deterioration of our **emergency escape routes**, a vital asset in our

**commercial transportation system**, and primary connectivity routes is a reckless use of our tax dollars. The ideal thing for council to do is to send Saanich staff back to the drawing board and ask them to “do better” (just like Premier Eby says the message he recently received from voters). Or, better still, just shelve the idea completely. Council was voted to make good decisions on behalf of ALL residents; not to serve personal agendas or agendas of a vocal minority.

Tony Moniz

█ Lucas Ave

Victoria BC █

Ph. █

Cell. █

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We acknowledge that the District of Saanich lies within the territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples represented by the W̱JOŁELP (Tsartlip), BOKEĆEN (Pauquachin), STÁUTW (Tsawout), W̱SIKEM (Tseycum) and MÁLEXEL (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

This email and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this email and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender. Please consider the environment before printing this email.

Sign up to receive our Saanich Spotlight quarterly newsletter at [Saanich.ca/spotlight](https://saanich.ca/spotlight).

**Preet Chaggar**

---

**From:** Neil Banera [REDACTED]  
**Sent:** Sunday, November 17, 2024 9:10 AM  
**To:** Council  
**Subject:** (External Email) Mackenzie Street

**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 writing you in regard to the recent media articles regarding the proposed changes to Mackenzie Street whereby car lanes would be reduced to 2 from the current 4. I have travelled Mackenzie and know how congested it already is.

The following is an article I extracted from today's (Nov. 17) Toronto Star newspaper. The article describes the controversy about the recently constructed bicycle lane on Bloor Street in Etobicoke, an administrative district within the City of Toronto. I would suggest that you and your staff familiarize yourselves with this article and issue which, in part, is leading the Province of Ontario to change the way bike lanes are approved in that province.

The article is relevant to the Mackenzie Street issue and many other similar proposals in Saanich and Greater Victoria.....most notably the myth that traffic evaporates if the number of car lanes are reduced.

Yours truly,

Neil G. Banera

The city also predicted that an additional benefit of the bike lanes would be a drop in vehicular volumes of between five and 15 per cent along the corridor. Traffic has gone down one per cent, Jacquelyn Hayward, director of transportation project design and management at the City of Toronto, told residents at a neighbourhood meeting held in October to inform the community about the plan for bike lanes.

“Given current trends in population growth, it (was) optimistic to anticipate such a decrease on a major arterial road,” says Seraj.

Sent from [Outlook](#)

## Preet Chaggar

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**From:** Debbie Hamlyn [REDACTED]  
**Sent:** Saturday, November 16, 2024 7:51 PM  
**To:** Council  
**Subject:** (External Email) Please rethink the MacKenzie bus and bike lanes

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

Dear members of the Saanich,

Please reconsider any reduction in road lanes in Saanich, especially Mackenzie Avenue. We have so many new people moving to the area and traffic has gotten so difficult to maneuver without reductions in lanes. Bus and bike traffic seem to be a priority for many municipalities, however, they have low rider share compared to automobiles and motor bikes.

Also, please, please do not consider moving Tiny Town to any area of Saanich. The failed policies of Victoria council do not need to be handed over to another municipality, they need to deal with and clean up their own mess from poor decisions.

Thank you for your time and concern of a long time tax payer of Saanich.

Best to everyone,  
Debbie Hamlyn

## Preet Chaggar

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**From:** Tony Moniz [REDACTED] >  
**Sent:** Saturday, November 16, 2024 3:17 PM  
**To:** Council; Mayor Dean Murdock; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Mena Westhaver  
**Cc:** HOUS.minister@gov.bc.ca; TAC.Minister@gov.bc.ca; CAO; Dir of Engineering  
**Subject:** (External Email) Saanich's Proposed Quadra / McKenzie Study Plan

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

I'm sure council has already received lots of emails on the QMS therefore I will try to be brief. For starters, I am opposed.

I understand with time comes density, however, before density we need appropriate infrastructure. Provincial mandates were brought in to increase density on transportation corridors but I don't think the NDP's vision was to force those corridors into gridlock. Reducing traffic flow on Quadra and/or on McKenzie while increasing density makes as much sense as increasing density and removing a water main or a sewer line; it just shouldn't happen.

For those on council that cycle all the time (Dean, Zac, Teale) as your primary mode of transportation, I applaud you. You are a shining example of what life in Saanich could be (like Amsterdam without the Metro, Trams, Rail, and Ferry services). You are part of the maybe 1% that do so year-round regardless of the weather or daylight hours (or lack thereof). Unfortunately, your vision of what Saanich could be is not what the majority of Saanich residents need nor elected you to implement. Even Saanich planners under their "proposed" vision for the Quadra/McKenzie corridor only see cycling traffic doubling by 2050; still a relatively SMALL percentage of Saanich's population. We have gridlock problems NOW. It's not just at peak hours M-F, it's in the evenings; it's on the weekends. Increasing density by more than 10 or 20 times will only make things worse.

This plan is NOT inclusive. It focuses too much on cycling. There are many reasons why people should cycle but there are as many if not more reasons why people cannot. If Saanich took the same resources it is proposing to spend on bike lanes (which will likely only be used regularly 4 months out of the year), it could instead use that money to build a new recreation centre in the QMS zone (something I do not see in the proposed QMS plan). A recreation centre could be utilized year-round.

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My confidence in Saanich council is shaken. The idea to let staff further continue in public engagement with this deterioration of our **emergency escape routes**, a vital asset in our **commercial transportation system**, and primary connectivity routes is a reckless use of our tax dollars. The ideal thing for council to do is to send Saanich staff back to the drawing board and ask them to “do better” (just like Premier Eby says the message he recently received from voters). Or, better still, just shelve the idea completely. Council was voted to make good decisions on behalf of ALL residents; not to serve personal agendas or agendas of a vocal minority.

Tony Moniz

█ Lucas Ave

Victoria BC █

Ph. █

Cell. █

## Preet Chaggar

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**From:** noreply  
**Sent:** Saturday, November 16, 2024 11:25 AM  
**To:** Reception  
**Subject:** Website Feedback

**Name** Bob Dearborn  
**Email address** [REDACTED]  
**Phone number** [REDACTED]  
**Address** [REDACTED] Reynolds Road  
**Message**

This is for council.

I've skimmed the overly-long Quadra-McKenzie that has been in the news. We live a few hundred meters from that corner.

I am unhappy with council.

In the past, I have heard "blah blah improve transit". If that means buy more buses and run them more frequently, then I say fine.

BUT it appears that "improve transit" means "optimize bus speed" by making a lane dedicated to buses leaving only one lane for cars and trucks. "Optimize" for buses clearly means that buses will be passing cars which will be stopped bumper to bumper in one lane.

I do NOT support bus lanes. UNLESS Saanich will widen McKenzie from 4 lanes to 6.

Add a 5th lane, where the center lane could be alternating direction, depending on time of day and traffic. (Think: Stanley Park and the bridge.) If all traffic is moving better, buses will move along with the traffic.



**Preet Chaggar**

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**From:** Michael Goodwin [REDACTED]  
**Sent:** Friday, November 15, 2024 4:04 PM  
**To:** Council  
**Subject:** (External Email) QUADRA MCKENZIE PLAN  
**Attachments:** LETTER TO COUNCIL Nov.15.24.pdf

Dear Mayor Murdock and Councillors, please read the attached PDF letter.

Michael Goodwin

Michael Goodwin [REDACTED] Elsey Lane, Victoria [REDACTED] [REDACTED]

### Feedback on the Quadra/ McKenzie Plan

The online survey doesn't provide an opportunity to comment on the bias in the presentation.

Based on the 'Saanich Mobility Pyramid', Staff appear determined to eradicate personal vehicles, which at this point in our social history is completely unrealistic.

I'm 100% in support of Public Transit, but not at the expense of restricting the use of personal vehicles.

The roads function well-enough at the moment. Leave them alone. Stop looking at them as if they are the problem. Get out of the triangular box of the Immobility Pyramid and consider how to ADD additional transit, and there are a range of possibilities...everything from LRT, Subway, Monorail, Dirigibles....(now wouldn't that get attention!!)

Michael Goodwin



## Preet Chaggar

---

**From:** Abby Shmyrko [REDACTED]  
**Sent:** Friday, November 15, 2024 3:38 PM  
**To:** Council; Mayor Dean Murdock  
**Subject:** (External Email) McKenzie Ave Support

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

Please move forward with your plans for McKenzie Ave. I live nearby and this will increase my quality of life significantly.

Thank you, Abby Shmyrko, [REDACTED] Laval Ave

## Preet Chaggar

---

**From:** Ted Theodore [REDACTED]  
**Sent:** Friday, November 15, 2024 1:30 PM  
**To:** Mayor Dean Murdock  
**Cc:** Council  
**Subject:** Re: (External Email) Modifications to streets in Saanich and bicycle lanes  
**Attachments:** City Traffic.jpg

Thank you, Mr. Mayor, for your timely reply dated November 12.

To add to your stated understanding of the situation, I leave you with this thought: Serving public transit and other users of public roads simultaneously requires some sort of compromise. City staff should be directed to ensure that no compromise should be one-sided, as that would constitute no compromise.

Let's not envisage, as some people wrongly do, that somehow we should target our cities to emulate Amsterdam, in terms of local travel. I have been there. Amsterdam has no choice. We have choices.

The attachment will not surprise you. How well Saanich addresses this, will likely be reflected by Saanich taxpayers at the next election.

Charles Theodore

On Tuesday, November 12, 2024 at 08:44:55 p.m. PST, Mayor Dean Murdock <mayor@saanich.ca> wrote:

Thank you, Charles. I am grateful for your feedback and appreciate you for taking the time to write.

I am passing your correspondence to the Quadra McKenzie Planning team for their consideration as well.

While rapid transit should be included as a priority future use on this corridor, it is very clear from the concerned emails we've received that the proposed design needs to be revised.

I appreciate that the proposed future changes have created a lot of concern and frustration. Council can ask our staff to look at alternative solutions that improves public transit while facilitating the flow of traffic for everyone using the road.

Thanks so much for sharing your concerns. It is most appreciated.

Dean

**Dean Murdock**  
Mayor  
District of Saanich  
250-475-5510

On November 9, 2024 at 2:08:25 PM PST, Ted Theodore [REDACTED] wrote:

**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, Saanich, B.C.

As a resident and taxpayer of Saanich, I reject the proposed modifications to McKenzie Avenue and related streets. These changes will cause more trouble than their worth. I know many residents in Saanich share this view.

Please note I am a motorist and a cyclist. I believe both modes of transportation deserve an appropriate configuration of our streets. However, the proliferation of bicycle lanes is questionable, to say the least. These lanes are not being used commensurate with their proliferation. Wherever I go in Saanich and whatever the time of day, bicycle lanes are rarely used. Ninety-five per cent of the time I see zero cyclists. At most, I will occasionally see one or two cyclists in those lanes at any one time. This suggests inadequate city planning regarding the need for such lanes. I invite you to tour any Saanich street that has bicycle lanes, anytime, on any day, and see for yourselves.

My property taxes have helped pay for these lanes, with almost zero benefit to the public. In addition, these lanes have increased congestion of motor vehicles on the adjacent roads, thereby causing other problems (which of course will also apply to the McKenzie project if it proceeds as planned). As both a cyclist and a motorist, I am requesting that Saanich exercise its obligations do the right thing by removing some of the bicycle lanes, and re-instating the selected streets to their previous configuration.

And, stop the McKenzie project as currently planned.

Charles Theodore

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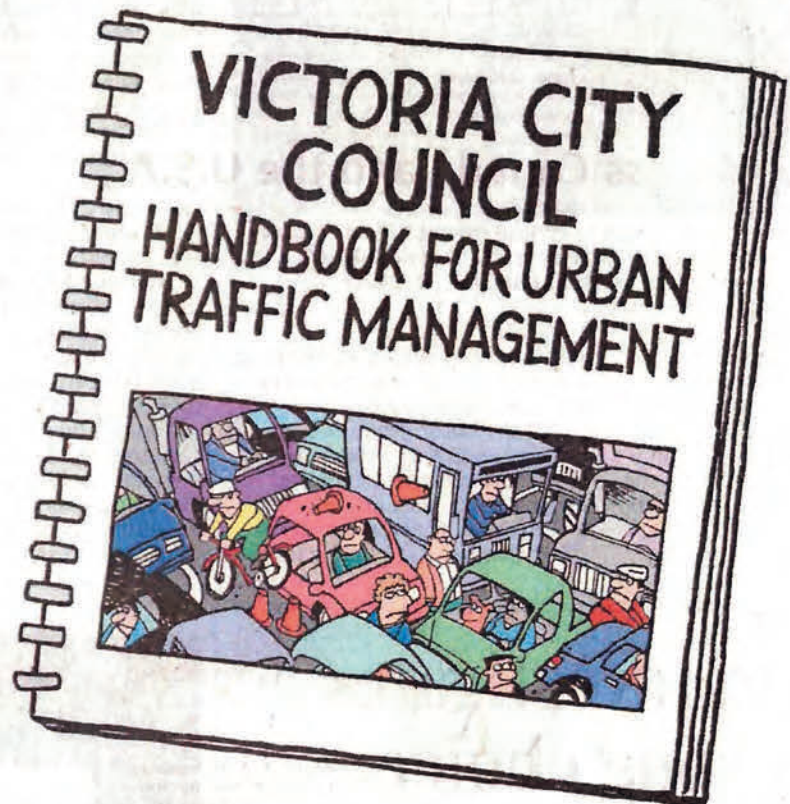
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A10 THURSDAY, NOVEMBER 14, 2024

# COMMENT

166TH YEAR • NO. 289    The Colonist: Founded 1858 | The Times: Founded 1884

WHERE COULD SAANICH  
COUNCIL BE GETTING ITS  
IDEAS ON CHANGES TO  
MCKENZIE AVENUE?



**RAESIDE**  
cartoon

Victoria Times Colonist ©Hairy Dog Productions, Inc. raesidecartoon.com



**Preet Chaggar**

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**From:** Stu Hackett [REDACTED]  
**Sent:** Friday, November 15, 2024 1:48 PM  
**To:** QMS  
**Cc:** Zac De Vries; Mayor Dean Murdock; [REDACTED]  
[REDACTED] Colin Plant; Nathalie Chambers;  
Councillor Judy Brownoff; Karen Harper; Teale Phelps Bondaroff; Susan Brice; Mena  
Westhaver; Cameron Scott  
**Subject:** Re: (External Email) Re: Beckwith Hub in the Quadra McKenzie plan

Hello QMS Team.

Thank you for your reply. I am encouraged that you state this plan is still draft and completely open to changes, and I am hopeful that you will make changes based on feedback you receive (including mine).

I have reviewed the two engagement reports which form the "Public Engagement Summary", and within those two reports I interpret *limited* support for a Beckwith Hub.

Specifically:

- On page 13 of the "**Quadra McKenzie Study Phase 2a - Engagement Summary Summer 2023**", it states "A significant portion of respondents did not want to see any retail included in the Braefoot or Quadra/North sub-areas. This was the second most common response for these areas".
- On page 29 of the "**Quadra McKenzie Study - Spring 2024**" it states :.. "Other comments suggested adding an additional hub or *moving the proposed Beckwith Hub further south to Ambassador or down to Nicholson....*"

To be fair, on page 38 of the "**Quadra McKenzie Study - Spring 2024**" I do find a reference indicating support for the Hub. It states: "Many felt that the Beckwith Hub should wrap around from the Corridor into the neighbourhood, and be centered around Beckwith Park " .

However, as I indicated above, my conclusion from the reports is that there is **not** overall support for a Beckwith Hub. And until Saanich has clear support from a majority of neighbourhood residents for a "Corridor Hub" along Beckwith, I urge you to keep Beckwith Avenue as an "Urban Townhome" designation, or at maximum a "Corridor" designation, **but not a "Corridor Hub"**. I just don't see enough support from Beckwith area residents to support that drastic of a (planned) change for this neighbourhood.

PS. I think it's important to note that it's a 2 km walk from Beckwith Park to Saanich Centre and it's a 2 km walk from Beckwith Park to Royal Oak Shopping centre and it's a 2 km walk from Beckwith Park to Broadmead Village Shopping Centre - and you can walk to each of those retail centres without walking on Quadra. It is quite walkable as it is.

Thank you.



---

Stu Hackett



On Fri, Nov 15, 2024 at 10:10 AM QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)> wrote:

Hi Stu,

Apologies on the delayed response as we have a high volume of comments and feedback coming in and are working hard to respond to them.

In regards to your question about the Beckwith Hub, the concept of nodes (named Hubs in QMP) was first advanced in the updated Official Community Plan, which included “Make Saanich a 15-Minute Community” as a Strategic Land Use Direction. In order for Saanich to move towards this direction, commercial and community services would need to be better distributed throughout areas of Saanich inside the Urban Containment Boundary. In the Quadra McKenzie area, there are major gaps in walkable access to these services and the Draft Plan attempts to identify land use changes that can support this access as the area evolves over the next 20-30 years.

Corridor Hubs were further explored and presented during the QMP Phase 2 public consultation of Winter 2023 and 2024. At that time, we heard support from the public for the proposed Hub locations with many respondents wanting to see Hubs pulled in towards neighbourhoods, including around parks and off main streets to help minimize impacts from traffic and connect with existing community destinations. Participants also envisioned Hubs as walkable and connected “Mini-Centres”, with easy access to surrounding neighbourhoods, parks and community facilities.

The specifics around the Beckwith Hub were established after much analysis including through examining lot size, development potential, housing needs and park and tree equity. The Corridor designation of 6 storeys along Beckwith was also presented during the Phase 2 engagement process in early 2024.

There are a couple key factors driving the expansion of the Corridor area and the increase in designation in some instances from Corridor (Midrise 6 storey) to Corridor Hub (Midrise 6-8 storey) in many instances. The first consideration is ensuring potential future development is financially viable to construct. Our analysis has shown 6-storey wood frame development is the most feasible to construct. Smaller scale development is often challenging to make work on properties throughout the Quadra-McKenzie Plan area. This challenge is exacerbated when there is a requirement for commercial uses on the ground floor, as we would like to see in hubs. If we don't provide sufficient height/density allocations, then land use changes will likely not occur, creating challenges in meeting our housing targets and meeting community needs.

The secondary primary consideration is the diversity of housing types, tenures and price points that can be achieved in an apartment form vs. a townhome form. While townhomes are an important part of the housing ecosystem, they are almost always ownership and at high price points. Apartment projects often have a greater diversity of unit sizes, price points and tenures (including rental), providing the opportunity for a much greater diversity of household type to locate in an area.

We recognize that the Draft Plan represents a major change from the existing conditions, particularly in the North Quadra / Beckwith area, but it is important to have a Plan that builds on the OCP and helps address our housing, climate and transportation needs. It is important to note that the Plan is still a Draft and completely open to changes. We will be carefully reviewing feedback and assessing potential changes prior to going back to Council for direction.

Thank you,

QMS Team

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**From:** Stu Hackett [REDACTED]  
**Sent:** Thursday, November 14, 2024 4:55 PM  
**To:** QMS <[QMS@saanich.ca](mailto:QMS@saanich.ca)>  
**Cc:** Zac De Vries <[Zac.DeVries@saanich.ca](mailto:Zac.DeVries@saanich.ca)>; Mayor Dean Murdock <[Mayor@saanich.ca](mailto:Mayor@saanich.ca)>; [olivier.laurin@blackpress.ca](mailto:olivier.laurin@blackpress.ca); [localnews@timescolonist.com](mailto:localnews@timescolonist.com); [tips@cheknews.ca](mailto:tips@cheknews.ca); Colin Plant <[Colin.Plant@saanich.ca](mailto:Colin.Plant@saanich.ca)>; Nathalie Chambers <[Nathalie.Chambers@saanich.ca](mailto:Nathalie.Chambers@saanich.ca)>; Councillor Judy Brownoff <[Judy.Brownoff@saanich.ca](mailto:Judy.Brownoff@saanich.ca)>; Karen Harper <[Karen.Harper@saanich.ca](mailto:Karen.Harper@saanich.ca)>; Teale Phelps Bondaroff <[Teale.PhelpsBondaroff@saanich.ca](mailto:Teale.PhelpsBondaroff@saanich.ca)>; Susan Brice <[Susan.Brice@saanich.ca](mailto:Susan.Brice@saanich.ca)>; Mena Westhaver <[Mena.Westhaver@saanich.ca](mailto:Mena.Westhaver@saanich.ca)>  
**Subject:** (External Email) Re: Beckwith Hub in 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.

Oops. :-)

The email should say “How can Saanich claim they are conducting constituent engagement - when Saanich does NOT respond to requests for information???”

Stu Hackett  
[REDACTED]

On Thu, Nov 14, 2024 at 4:31 PM Stu Hackett [REDACTED] > wrote:

Hi Tami and/or Saanich Planner.

I am resending this email (for a 4th time), and adding some others to the “cc”, in my continued attempt to get information from you on the concept for a Beckwith Hub.

No staff member from Saanich has been in touch with me even though I have sent repeated emails to the email address listed on the Saanich website for this project.

I started trying late last week, and continue today. This is extremely frustrating and disappointing. How can Saanich claim they are conducting constituent engagement - when Saanich does respond to requests for information??? What are residents suppose to do?

My original email is in the thread below. Please please please respond.

Stu Hackett  
[REDACTED]

On Tue, Nov 12, 2024 at 6:47 PM Stu Hackett [REDACTED] > wrote:

Hi Tami and/or Saanich Planner

I am resending this email, again, and adding some others to the “cc” in the hopes that I can get a response....any type of response.... from you and/or Saanich.

Stu Hackett  
[REDACTED]

On Fri, Nov 8, 2024 at 7:53 AM Stu Hackett [REDACTED] wrote:

Hi Tami.

Resending this in case it got lost in your inbox...

Stu Hackett  
[REDACTED]

On Wed, Nov 6, 2024 at 7:59 PM Stu Hackett [REDACTED] > wrote:

Hi Tami Gill

I have a question regarding the QMP's Beckwith Hub.

I live on Belvedere (off Beckwith) and I have spoken to many neighbours and many people at the Nov 5 open house and I can't find anyone who supports the notion of small-scale urban mixed use Hub nor mid-rise buildings (6-8 storeys) along Beckwith.

I am trying to understand where the idea for a Corridor Hub on Beckwith came from and trying to understand who supports changing Beckwith street from (essentially) an “Urban Townhome” designation to a “Corridor Hub” designation.

I can see the logic for a Corridor Hub along Chatterton or Quadra and along McKenzie, perhaps even along Blenkinsop. These are currently heavy traffic (vehicle, foot, public) through roads....but not along Beckwith.

I was just speaking with Councilor de Vries regarding my concerns with the QMP’s Beckwith Hub and he thought you would good be a good place for me to start. So that’s what I’m doing. :-)

Can you provide me with information that demonstrates the support Saanich has received for this change along Beckwith?

Stu Hackett



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We acknowledge that the District of Saanich lies within the territories of the ləkʷəŋən peoples represented by the Songhees and Esquimalt Nations and the W̱SÁNEĆ peoples represented by the W̱JOŁELP (Tsartlip), BOKEĆEN (Pauquachin), S̱ÁUTW̱ (Tsawout), W̱SIKEM (Tseycum) and MÁLEXEL (Malahat) Nations.

We are committed to celebrating the rich diversity of people in our community. We are guided by the principle that embracing diversity enriches the lives of all people. We all share the responsibility for creating an equitable and inclusive community and for addressing discrimination in all forms.

This email and any attachments are for the sole use of the intended recipient and must not be distributed or disclosed to anyone else. The content of this email and any attachments may be confidential, privileged and/or subject to the Freedom of Information and Protection of Privacy Act. If you have received this message in error, please delete it and contact the sender. Please consider the environment before printing this email.

Sign up to receive our Saanich Spotlight quarterly newsletter at [Saanich.ca/spotlight](https://saanich.ca/spotlight).

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Friday, November 15, 2024 9:45 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) 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.**

Dear Mr. Mayor,

I am writing as a very concerned citizen regarding your plans for the Quadra/Mackenzie corridor. I have read the plan as presented, and I have dutifully completed the online survey. Please accept this email as additional feedback that I hope you will consider as you finalize those plans.

While I understand the need to respond to the Provincial government's demands regarding density, your plans make no sense. Why in the world would you be removing infrastructure necessary for that additional density? The Quadra and Mackenzie road infrastructure was created at great cost using MY tax dollars, and now you propose to ruin that infrastructure while RAISING my taxes again to do so! Please do not impinge on my intelligence by telling me about traffic "evaporating" upon the creation of new bus lanes, etc. And please do not site any Vancouver examples. I have stayed in Vancouver and commuted regularly by bus, morning and night (from UBC area to downtown and back) – have you?

I beg you to reconsider this ill-conceived plan. And above all – please do not try to fake concern (and then proceed anyway against the communities wishes) as you did with the good people of Mann Avenue. You have awoken a sleeping electorate and you will face a reckoning next election if you do not correct course on this plan.

Thank you for listening.

David Nikolejsin  
[REDACTED]

## Preet Chaggar

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**From:** Don Sutton <[REDACTED]>  
**Sent:** Thursday, November 14, 2024 4:32 PM  
**To:** Council  
**Subject:** (External Email) Fwd: McKenzie Ave./Quadra St. plans

**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 have sent my concerns to the email address below and just wanted to forward the message to you to voice my concerns about the McKenzie/Quadra development. I am awaiting a response to the few questions I have asked.

Thank you for your time and effort.

Don Sutton  
Life time resident of Saanich

Begin forwarded message:

**From:** Don Sutton <[REDACTED]>  
**Subject:** McKenzie Ave./Quadra St. plans  
**Date:** November 14, 2024 at 8:03:51 AM PST  
**To:** qms@saanich.ca

## Saanich

Both Quadra and McKenzie Ave options will only increase gridlock at two of the most busy streets. McKenzie Ave is one of the major east/west streets in Saanich with links to the Pat Bay Highway and the Trans Canada highway while Quadra is a major North/South route. While lane reduction may someday reduce the volume of private vehicles it will not be done without sometype of increased bus services in these areas. It might be wise to try to increase the bus services before changing the street design.

I attended an open house at Saanich Centre and must say it was a dismal experience. The location where it was held was dark and poorly lit, cold and with a concrete floor. It was a business space that looked as if it was being renovated. Surely Saanich must have other appropriate public spaces to hold this type of events. There was not enough staff to answer questions from the public and when I finally got to ask questions the answers I received just seemed to be stock answers, without dealing with the root of the question. Perhaps you could hold meeting where staff give a presentation and could answer questions from the public as apposed to an open house forum.

## McKenzie Ave p84

Presently  
Gordon Head to Shelbourne- three lanes of mixed traffic with a bike lane in each direction and sidewalks in each direction

Shelbourne to Borden - two lanes of traffic in each direction with a bike lane in each direction and sidewalks in each direction

Borden to Rainbow - two lanes of traffic in each direction and sidewalks in each direction

On page 84 of the Draft Quadra / McKenzie Plan document there is diagram which shows which type of streetscape is proposed for McKenzie Ave. The choices being type 3 or type 4 in different parts of the street.

Type 3  $14.7 \times 2 = 29.4$  metres total width

Type 4  $14.2 \times 2 = 28.4$  metres total width

Difference between two is 1 metre (.5 metre on each sidewalk), the two options are identical except for the sidewalks.

Question is why do we need two designs for McKenzie Ave.?

Do you have enough width on whole of McKenzie Ave to support these two options?

I don't think the street is wide enough for your design plans.

Will you have to expropriate property for this plan?

Ex. McKenzie Ave. between Gordon Head and Shelbourne - used to have two sidewalks and four lanes of traffic, now there is two sidewalks, two bike lanes and three lanes for traffic. How will you fit the new design into this street space?

How will you fit the new proposed type 3/4 plans into this McKenzie Ave.? (Don't believe the street is wide enough for the type 3/4 plan in most areas of McKenzie Ave.)

Is there a need for a 1.5 metre buffer zone with trees between the bike lane and the drive lane and do you need a 2 metre buffer zone with trees between the bike lane and the sidewalk? How much will it cost to maintain the grass and tree plantings? Has this amount been added to the budget of the parks department? It seems to me that the present horticultural areas maintained by Saanich are very poorly maintained.(ex. Braefoot medium, Larchwood medium, new Shelbourne street mediums all are weed infested and very little maintenance)

By changing one traffic lane to a rapid bus lane in each direction and leaving one lane in each direction for all other traffic will gridlock McKenzie Ave.

As it exists today the traffic on McKenzie especially from Blenkinsop to Saanich road at many times far exceeds the capability of the road. To reduce the flow of traffic will only make things worse.

Regardless of which option will eventually be used, at the corner of McKenzie/Cedar Hill going south on Cedar Hill Rd. we need an advanced left turn lane light going East. Presently there are advanced left turn lights in the other three directions (going north on Cedar Hill going west onto McKenzie and on McKenzie turning in each direction onto Cedar Hill)

## **Quadra p111**

Type 1 sidewalk, planting strip, bike lane, drive lane, center plant strip, drive lane, bike lane, planting strip, sidewalk

Type 2 sidewalk, planting strip, bike lane, parking, drive lane, center drive turning lane, drive lane, planting strip, bike lane, sidewalk

Type 3 sidewalk, planting strip, bike lane, buffer lane, rapid bus lane, drive lane, drive lane, rapid bus lane, buffer lane, bike lane, planting strip, sidewalk


Reduction of two lanes to one lanes in most areas (except at Cloverdale and McKenzie intersections) will increase gridlock.

Personally don't think a Rapid bus lane in two very restricted areas will help bus flow overall. Better to keep all traffic flowing with two dedicated car lanes in each direction.

Delete type 1 option and replace with type 2 option as we don't need a centre planting strip as the planters in centre of new Shelbourne street are not maintained as other centre road planting by Braefoot park and Larchwood rd. If you create centre planting area you must budget for their maintenance.



I would appreciate answers to my questions so I may better understand what Saanich is planning for the future of these streetscapes. I attempted to get answers at the open house but was unsuccessful.

Yours truly  
Don Sutton  
 Ho0esmore Drive

## Preet Chaggar

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**From:** Richard van Oort [REDACTED]  
**Sent:** Thursday, November 14, 2024 4:02 PM  
**To:** Mayor Dean Murdock; Zac De Vries  
**Cc:** QMS  
**Subject:** (External Email) McKenzie Corridor

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

Dear Mayor Dean Murdock and Councillor Zac de Vries (cc to qms@saanich.ca):

I've been following with interest the discussion (mostly in the letters to the *Times Colonist* but elsewhere too) of the proposed changes to the McKenzie corridor. For what it's worth, I strongly support the idea that our streets will be safer and more pleasant to use if we encourage more walking, more cycling, and more public transit.

I live very close to the McKenzie/Quadra hub. As a daily commuter-cyclist to the university where I work, I would love to see fully separated bike lanes connecting the Lochside trail to the university. Though the recent addition of concrete curbs and plastic posts to the current bike lanes along McKenzie are a significant improvement, it is still intimidating (and unpleasant!) to ride cheek-by-jowl with fast-moving trucks, cars, and buses. I also note that crossing the busy intersections at Borden, Blenkinsop, Cedar Hill, and Shelbourne continues to be hazardous for cyclists and pedestrians. On numerous occasions, I have been narrowly missed by drivers turning right who fail to signal or check for cyclists in the bike lane. I have started using a "dash cam" on my bike to keep a record of these incidents, as I fear that one day I will be hit by an inattentive or reckless driver and will need evidence to prove that the accident is not my fault (assuming I'm lucky enough to survive being hit by a car or truck).

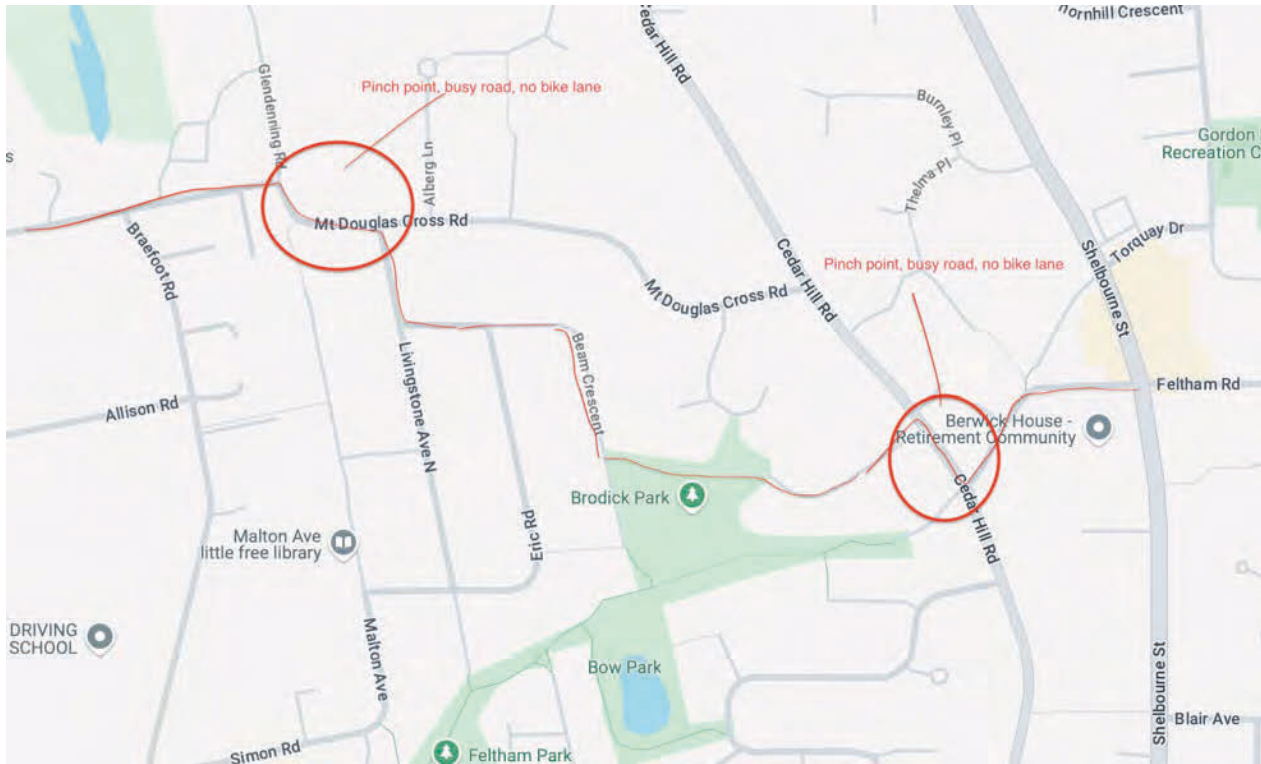
My question is simple. Do you think it is possible to turn McKenzie Avenue into a street that prioritizes walking, cycling, and public transit? If you think that is genuinely possible, then I say full speed ahead with the proposed changes. If, however, McKenzie is to remain a connector road (i.e., "a major transportation artery"), then I foresee problems. Simply put, the city will have to choose whether it wants McKenzie to be a *road* for cars or a *street* for pedestrians, cyclists, and public transit. I do not think it is realistic to believe it can be both. I note that in Holland city planners have deliberately separated roads, which are designed for cars, from streets, which are designed for pedestrians and cyclists.

When I look at the drawings of the McKenzie corridor in the Quadra McKenzie Plan (QMP), I do not see a road. I see a lovely quiet neighborhood street with wide sidewalks, gracious boulevards, a beautiful tree canopy, and idyllic bike lanes fully separated from cars and buses. I must admit that I find this design extremely inviting and seductive. I would love to live in a city in which that design existed!

But I wonder whether the design is realistic. How do you square this concept of a quiet neighborhood street designed for pedestrians and cyclists with the idea that McKenzie Avenue is also, as page 74 of the QMP puts it, "a major transportation artery" and "the primary east-west corridor in Saanich"? I honestly do not think you can apply both concepts to the same corridor. You cannot have a *road* that is also a *street*. There is a contradiction at the heart of the idea, and the contradiction is between a road designed for cars and a street designed for pedestrians, cyclists, and public transit.

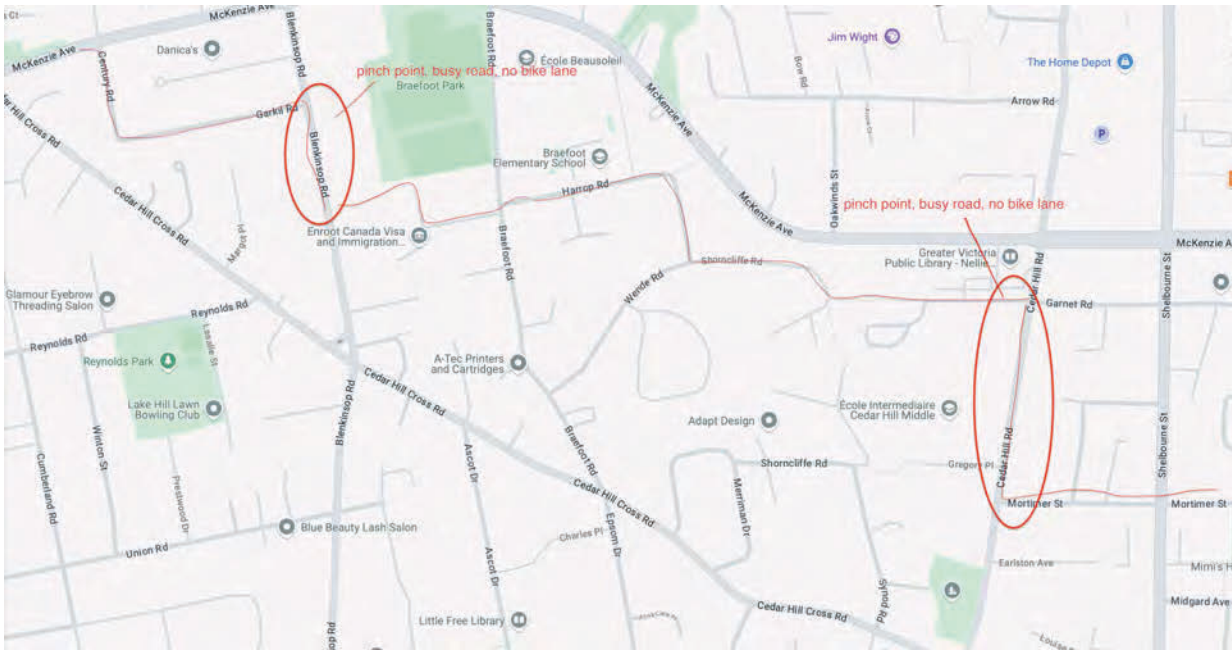
If you think that McKenzie will, in fact, remain a road rather than a street, I suggest that the city looks to design an alternative bike route to the university, one that takes advantage of the many quiet neighborhood streets between the Lochside trail and UVic. For instance, I often choose to ride via Galey farms because the route, though 1.5km

longer, is less dangerous and much more pleasant. However, there are two “pinch points” that could easily be fixed by adding a proper separated two-way bike lane. The first is on Mt. Douglas Street between Glendenning and Livingston; the second is Cedar Hill Road, between Brodick and Feltham (see image 1 below). Once cyclists reach Feltham, it is a pleasant ride to the university on the bike lanes on Feltham and Larchwood. I turn off Larchwood at Laval, which has no bike lane but is a wide and quiet neighborhood street. Laval takes me to Gordon Head Road and then via McCoy to the university at the CARSA entrance. In Saanich were a city in Holland, I’m willing to bet that the city engineers would design a bike bridge to connect the bike lanes on either side of Blenkinsop Road!



**Image 1**

The second option for a bike route is through the Braefoot neighborhood. The main pinch points here are, first, on Blenkinsop Road between Garkill and the footpath connector to Harrop and, second, on Cedar Hill Road between Garnet and Mortimer. Here again it would be easy to put in proper separated bike lanes. When I use this route, once I hit Mortimer, which doesn’t have a bike lane but is very quiet and wide, it is a straight shot all the way up to the university. This route includes a short stretch of bike lane along McKenzie between Borden Street and Century Road, but if the current east-bound bike lane were reengineered to accommodate two-way bike traffic and was fully separated from the roadway, this would not be a deterrent for cyclists. A two-way bike lane is necessary here because cyclists using this route to travel westward would not be able to cross to the other side of McKenzie. This route would also be improved by turning the soft footpath connector between Blenkinsop and Braefoot into a multi-use asphalt pathway for pedestrians and cyclists.



**Image 2**

These are just two ideas for accommodating cyclists by rerouting them away from McKenzie rather than onto it. Neither of these alternative routes is perfect, and certainly with their current hazardous “pinch points,” cyclists will have to choose between braving McKenzie and trying various less hazardous (but by no means hazard-free) alternatives.

Bottom line: I think a rerouting of cyclists will be necessary if the city plans to keep McKenzie as a road designed for cars rather than a street designed for pedestrians and cyclists. Expecting that it can be both is, in my opinion, unrealistic.

I say this with some regret. I would dearly love to see McKenzie turned into a desirable route for pedestrians and cyclists. But I fear that this vision cannot be squared with the fact that McKenzie Avenue is currently the city’s “major transportation artery” between points east and west.

Having said all of this, I am fully prepared to accept that I may be wrong. I’m sure that the urban planners and engineers at city hall have thought about this much more carefully than I have. Perhaps by reducing road capacity for cars by 50 percent and adding capacity for public transit, cyclists, and pedestrians, the McKenzie corridor will turn into a much more livable and enjoyable street. If that is the case, then I fully support the plan to turn the McKenzie corridor into a street designed, not for cars, but for pedestrians, cyclists, and public transit.

Sincerely,  
Richard van Oort

**Preet Chaggar**

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**From:** Karen Ursel [REDACTED]  
**Sent:** Thursday, November 14, 2024 2:35 PM  
**To:** QMS  
**Cc:** Council; Mayor Dean Murdock  
**Subject:** (External Email) Quadra Mackenzie Draft 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 have lived In Saanich on Lovat Ave since 2008. My husband and I bought our house as our forever home and have spent a considerable amount of time and money in renovating and expanding it to fit our family. We decided to do this after living in the house a few years because we loved the neighbours and the neighbourhood and we wanted to stay. It's a house where we assumed we would be playing in the back yard with our grandchildren one day. It is also where I run my business, a small speech therapy clinic.

According to the current Quadra-Mackenzie Plan our street and those around it are part of the south Quadra corridor and are slated as low-mid rise buildings. This means the multitude of beautiful character homes in this corridor are to be demolished and replaced with up to six story buildings. This will annihilate the neighbourly feel of the entire corridor and in fact the vast majority of the Quadra-Mackenzie area under the plan. I do not see one zone where single family dwellings are accounted for. The District of Saanich will have driven out generations of families who have made their homes here, in order to increase density. Obviously there is a need to provide more density to accommodate a growing population. But doing so at the expense of the people here and the lovely character of so many Saanich neighbourhoods is a grave and shortsighted error.

I wonder where the council expects the population who don't want to be apartment dwellers to live. We choose to live in Saanich because we cherish the space around us, the chance to let our children and our pets run around in the backyard, the opportunity to grow a garden—providing beauty, food and a much needed mental health break. Saanich is perfectly situated for ease of travel to downtown, the ferry or airport, the beach etc.

The friendly Saanich employee I spoke to at the open house on November 5th suggested that not all houses would disappear, that some homeowners may choose not to sell to developers. However if there is a six story building on either side of my home, that is not a place I want to live.

The traffic on Mackenzie St seems to be the main issue in the news regarding this draft plan. I would like to see a plan that allows for single family homes within it, where people can still feel they can chat with their neighbours while raking leaves in their front yard.

I look forward to your response.

Sincerely,

Karen Ursel, RSLP  
Cherry Tree Speech & Language  
[REDACTED]

## Preet Chaggar

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**From:** Dennis Churchill [REDACTED]  
**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.**

I have read the plan and finished the survey. In general I am very supportive of the proposed changes.

I am a big supporter of transit and putting in bus-only lanes and especially of bike/micromobility lanes. I do ride my non-electric bike almost daily and sometimes drive and often walk all over Saanich and much of Greater Victoria. I guess I am not surprised at the backlash against the lane changes proposed for McKenzie that would result in a reduction of space for car traffic. I urge staff and council to very carefully consider this aspect of the plan. I personally am torn about the bus lanes for McKenzie. Currently there aren't any buses that travel the length of McKenzie but I generally think they should be given a try based on current evidence and theory about traffic.

However, I am adamant about facilities for bike/micro-mobility. Both McKenzie and Quadra are in urgent need. If a decision on McKenzie is made to not have the bus lanes it is still very important to get bike lanes in there. I do not ride my bike on the parts of McKenzie without lanes and do not ride on any part of Quadra. There are times when I would like to but I choose longer and safer and often hillier routes through adjacent neighbourhoods. I do use the bike lanes on McKenzie from UVic to Borden and love them and I see many people using them.

Just to note, in the past I would not ride my bike on Shelbourne south of Feltham but would always choose those longer and safer and often hillier adjacent routes. With the bikes lanes completed so far I now regularly ride on Shelbourne all the way to McKenzie (I live by PKOLS) and, in addition have started sampling the new lanes south of Pear street and will be using them once completed to run errands in the Hillside Mall area and I have already availed myself of the bike lanes on Shelbourne in Victoria when I am returning from downtown. Being able to ride the length of Shelbourne will soon be an awesome time and hill saver and will start to get heavy usage and I foresee a day when the same can be said for the rest of McKenzie and Quadra.

Dennis Churchill  
[REDACTED] Paramount Place

Sent with [Proton Mail](#) secure email.



**Preet Chaggar**

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**From:** Roko Nikolic [REDACTED] >  
**Sent:** Thursday, November 14, 2024 9:37 AM  
**To:** gms@saanich.ca  
**Cc:** Mayor Dean Murdock; Council  
**Subject:** (External Email) Plans for reducing lanes on McKenzie Avenue Expressing my disagreement

**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 to express our family's disagreement and extreme disappointment with plans to reduce lanes on McKenzie Avenue in Saanich.

- I am a taxpayer and our property taxes have increased 13% last year. The increases continue on and on, without regard to our household budgets, income stagnation, and other essential need inflationary costs. We are not bottomless pits of funding.
- Many years ago McKenzie was single lane, and then expanded to two lanes each way to accommodate growth, businesses, population growth, etc. what has changed?
- Has our population in Saanich decreased significantly? I don't think so....
- Our family has a need to travel to and from work, to medical appointments, visit aging parents, buy groceries, etc. bringing this major road artery down to one lane each way would increase congestion unnecessarily, increase idling and exhaust from cars, increase time involved, so there is more stress on families.
- Currently the only other route is using Burnside or Quadra or Royal Oak to access this part of town, and this move would only shift traffic to these other areas.
- Currently the bike lanes which have been added, with visually distracting plastic poles everywhere have limited traffic flow. I would like to point out that I have seen Ambulances unable to move through traffic due to the congestion created by these barriers. Have you considered removing a bike lane on one side of the road at least? There is no reason why bikes can't travel in both directions in a single lane..... there are actually not that many bikes utilizing these lanes.
- Additionally, as someone who was recently run over as a pedestrian by an e bike, I would advocate for licensing and training requirements which are mandatory for any bike rider over the age of 12 years old. They need insurance, need to contribute toward road maintenance etc as do any other taxpayers receiving benefits of public services in Saanich. They need to be accountable for their speed and follow road safety regulations as any road user does.
- The money spent on the plans to reduce Mann avenue is also something I disagree with. The property tax payers and homeowners need to have the final say on what happens on their roads.
- What happens if a car stalls, or an EV runs out of battery along the route? Have you given thought to how narrowing the route only increases risks of major crisis along the way?
- Narrowing McKenzie will also lengthen the business of traffic time making it start earlier in the day, increase congestion and road noise, and make traffic go later into the night. This will be an irritant to local residents, and limit ability of people to access businesses. Have you spoken to or consulted with businesses along this road, to see if they see this as a barrier? I suppose if you are trying to drive away businesses this is one way to do it.

- Political considerations may result in taxpayers revolting on this spending plan. Can't you spend money building more seniors long term care homes, etc? I am reminded on the excessive money spent over recent years on the sidewalk and roadwork along Interrurban road leading to the rural part from the Wilkinson, Interrurban intersection. I am wondering if someone connected to Saanich council is receiving a benefit of this work, and perhaps there is some conflict of interest motivating this plan? Who will actually benefit?
- In our home we now have 3 adult voters, all 3 of us will vote against all members of the current council at the next opportunity. We will print out a list of members and ensure we have the names to vote out.
- I have also sent this email to many of our family friends and neighbours who have all been talking about this absurd plan in negative terms.
- I only hope that this plan is driven by some misguided individual council agenda that will soon be reversed by the will of taxpayers who actually pay the bills in this municipality. Sanity needs to be restored to Saanich council.
- Our Family does NOT want anything changed along McKenzie or any other avenue. Please do NOT reduce car lanes.

Sincerely

Cindy Nikolic and family  
[REDACTED] Copperridge Lane  
Victoria BC [REDACTED]



## Preet Chaggar

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**From:** Thomas M [REDACTED] >  
**Sent:** Wednesday, November 13, 2024 12:46 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Ave and Quadra St. Proposed change

**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 notify you directly that as a long time resident of Saanich in the University Heights area I want to consider the effects on the residents of this region and how it is going to impact the quality of life we had previously. I have reached the conclusions that

- a) no council members actually reside in this area
- b) you have an agenda and the concerns of the residents are irrelevant.

I have heard that Saanich is concerned about the GreenHouse Gas Emissions and aim to reduce it, however, the actions taken recently and proposed simply do not make sense. Reducing major transportation links results in traffic backups for periods that were previously not found.

The Mayor and councilors are telling residents in many ways how Pedestrian safety is a major concern, however, you have "all" ignored correspondence I have sent inviting you to discover first hand what it is like to be a pedestrian in my area. Thus far I have heard nothing. If I walk on the major routes with sidewalks I am breathing in vehicle exhaust in increasing amounts as traffic backups are becoming ever increasing. I suffer with breathing issues which are only exacerbated by walking in my area. Clearly no one on the Council has experienced constant shortness of breath. It is not enjoyable.

I have used public transportation and cycled for years before many of you were born. It is clear the climate is in trouble, so making changes that result in traffic bottlenecks seems to go against the goal of reducing GHGE.

My belief is this proposal is at least 20 years ahead of when it will make a difference

Sincerely,

Thomas Musgreave  
[REDACTED] Emerald Place

## Preet Chaggar

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**From:** William Owen [REDACTED]  
**Sent:** Wednesday, November 13, 2024 10:23 AM  
**To:** Letters (Times-Colonist); Council  
**Subject:** (External Email) Keep in mind who uses McKenzie

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

In discussions about narrowing McKenzie to two lanes for private vehicles, two for transit, and two small bike lanes, many argue that four private vehicle lanes are necessary due to the schools and university along the corridor.

However, students and school staff are some of the most likely members of our community to switch to transit or active transportation. Many students are too young to drive, and those who can would benefit financially from not owning a car, and you don't usually see teachers bringing heavy machinery to teach. Additionally, students (and PE teachers) are generally fit, making cycling a viable option.

Many haven't made the switch yet because traffic deters people from using transit or cycling; buses stuck in traffic are unreliable, and heavy traffic makes cycling or walking unsafe.

I support the new McKenzie plan because it encourages the community to use new transportation options. Some concessions, like slightly widening the street and adding park-and-ride facilities at McKenzie/Admirals and Pat Bay Highway, could be beneficial. However, maintaining separate bike and transit lanes is essential.

Will Owen

Fernwood

## Preet Chaggar

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**From:** John John Chevrolet [REDACTED]  
**Sent:** Wednesday, November 13, 2024 9:54 AM  
**To:** Mayor Dean Murdock; Council  
**Subject:** (External Email) Don't back down on McKenzie plans

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

Hi mayor and council,

I'm writing to ask you to forge ahead with your plans for bus and bike lanes on McKenzie. I get around using BC transit, and every day I see children, elderly folks, parents with kids, and people with disabilities using transit and getting stuck in traffic, because we prioritize cars. This isn't right, and it isn't fair. Why should a bus with 50 people on it be forced to wait in traffic with cars that only have one or two people in them? We need to give people choices, or we'll drown in traffic.

## Preet Chaggar

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**From:** Eric Diller [REDACTED] >  
**Sent:** Wednesday, November 13, 2024 6:08 AM  
**To:** Council  
**Cc:** QMS  
**Subject:** (External Email) Mckenzie Rd 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,

As a self employed electrician who often does work within your municipality and who uses McKenzie often, I am writing in support of the plan. I just want to be able to get to my jobs and suppliers, and the one thing that slows me down is all the cars in front of me. There is much written evidence - linked below, that increasing frequency of transit and giving people a safe place to ride , results in lower traffic.

These bus lanes and much increased frequency of busses going to be required if we are to get people moving. It would be better if it was designed as a railway route, but I am satisfied with bus lanes for now. The cycle lanes will also help. As a driver of my work van, I appreciate the cycle lanes as they keep the cyclists off the general use roadway, thus keeping us both safe.

The province has set the tone for development within municipalities with the passing of changes to the local government act last year. With more people will come more vehicles if means of moving those people around are not put in place. This plan is a good start

Sally Cairns, C. Hass-Klau and Phil Goodwin (1998), *Traffic Impacts of Highway Capacity Reductions: Assessment of the Evidence*, London Transport Planning; at <https://bit.ly/3ME2aS3>.

CNU (2011), *Highways to Boulevards*, Congress for New Urbanism ([www.cnu.org](http://www.cnu.org)); at [www.cnu.org/highways](http://www.cnu.org/highways). Includes examples of successful urban highway conversion projects in New York City, Portland, San Francisco, Milwaukee and Seoul, South Korea.

Felix Creutzig, et al. (2020), "Fair Street Space Allocation: Ethical Principles and Empirical Insights," *Transport Reviews*, Vo. 40:6, 711-733 (DOI: [10.1080/01441647.2020.1762795](https://doi.org/10.1080/01441647.2020.1762795)); at <https://ris.utwente.nl/ws/portalfiles/portal/276707275/Creutzig2020fair.pdf>.

Chris De Gruyter, Seyed Mojib Zahraee and William Young (2022), "Understanding the Allocation and Use of Street Space in Areas of High People Activity," *Journal of Transport Geography*, Vo. 101

(<https://doi.org/10.1016/j.jtrangeo.2022.103339>); based on this free report, *Street Space Allocation and Use in Melbourne's Activity Centres* (<https://bit.ly/3xEEBU6>).

Stefan Gössling (2020), "Why Cities Need to Take Road Space from Cars - And How this Could be Done," *Journal of Urban Design* ([doi.org/10.1080/13574809.2020.1727318](https://doi.org/10.1080/13574809.2020.1727318)); at [www.tandfonline.com/doi/full/10.1080/13574809.2020.1727318](http://www.tandfonline.com/doi/full/10.1080/13574809.2020.1727318).

Phil Goodwin (2002), "Disappearing Traffic? The Story So Far," Proceedings of the Institution of Civil Engineers; *Municipal Engineer*, Vol. 151, Issue 1 ([www.municipalengineer.com](http://www.municipalengineer.com)) March 2002, pp. 13-22; at [www.onestreet.org/images/stories/Disappearing\\_traffic.pdf](http://www.onestreet.org/images/stories/Disappearing_traffic.pdf).

ITDP (2012), *Death and Life of Urban Highways*, Institute for Transportation and Development Policy ([www.itdp.org](http://www.itdp.org)); at [www.itdp.org/2012/03/13/the-life-and-death-of-urban-highways](http://www.itdp.org/2012/03/13/the-life-and-death-of-urban-highways).

ITF (2021), *Reversing Car Dependency*, International Transport Forum ([www.itf-oecd.org](http://www.itf-oecd.org)); at [www.itf-oecd.org/sites/default/files/docs/reversing-car-dependency.pdf](http://www.itf-oecd.org/sites/default/files/docs/reversing-car-dependency.pdf).

ITF (2022), *Streets that Fit: Re-Allocating Space for Better Cities*, International Transport Forum ([www.itf-oecd.org](http://www.itf-oecd.org)); at [www.itf-oecd.org/streets-fit-re-allocating-space-cities](http://www.itf-oecd.org/streets-fit-re-allocating-space-cities).

Robert Johnston, Jay Lund and Paul P. Craig (2005), "Capacity-Allocation Methods for Reducing Urban Traffic Congestion," *Journal of Transportation Engineering*, Vol. 121, No. 1, pp. 27-39 ([https://doi.org/10.1061/\(ASCE\)0733-947X\(1995\)121:1\(27\)](https://doi.org/10.1061/(ASCE)0733-947X(1995)121:1(27)))

Sincerely,

Eric Diller

Sidney, BC

## Preet Chaggar

---

**From:** Sabe Glack [REDACTED] >  
**Sent:** Tuesday, November 12, 2024 6:40 PM  
**To:** Council; Mayor Dean Murdock  
**Subject:** (External Email) Support for McKenzie Ave plans

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

Hi,

I fully support the planned upgrades to McKenzie. They will make the road far safer, and do a better job of moving people.

I believe this article from the Globe and Mail about Toronto's traffic woes is instructive of the two paths before us. I have pasted the relevant quotes, but the short version is this; cities that plan for traffic get traffic, and cities that plan for transit and cycling get transit and cycling. Only one approach increases safety and reduces traffic, and it's an actual commitment to building infrastructure for non-car modes.

Please do the right thing.

"Major cities that expanded biking infrastructure have seen traffic decline. In Paris, where traffic congestion has fallen by 50 per cent between 2002 and 2022, bikes have become more popular than cars, with the city spending €250-million in cycling infrastructure over the next five years."

"Shoshanna Saxe, a professor at the University of Toronto's Faculty of Engineering, and a Canada Research Chair in Sustainable Infrastructure, said the city's current problems are the result of a lack of proper investment in public transit combined with significant growth."

"She said expanding road capacity and accommodating vehicles is not a sustainable solution.

"It's a decade of unfortunate urban planning coming back to bite us," she said.

"We're a big city, and we're trying to get around in cars ... the physics of it is not possible. You cannot move millions of people around the city reliably in personal automobiles."

<https://www.theglobeandmail.com/canada/article-toronto-traffic-getting-worse/>

Thank you

## Preet Chaggar

---

**From:** Natalie Lougheed on behalf of Reception  
**Sent:** Tuesday, November 12, 2024 9:44 AM  
**To:** QMS  
**Cc:** Reception  
**Subject:** FW: Website Feedback QMS

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Morning,

Please see below for your review and response.

Thanks,

**Natalie Lougheed**

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

t. 250-475-1775  
e. [natalie.lougheed@saanich.ca](mailto:natalie.lougheed@saanich.ca)  
[saanich.ca](http://saanich.ca)

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**From:** noreply@saanich.ca <noreply@saanich.ca>  
**Sent:** Saturday, November 9, 2024 5:40 PM  
**To:** Reception <Reception@saanich.ca>  
**Subject:** Website Feedback

**Name** Victoria Badger  
**Email address** [REDACTED]  
**Phone number** [REDACTED]  
**Address** [REDACTED] Maltwood Lane

### Message

I believe it would be extremely ill-advised for you to reduce the number of traffic lanes on McKenzie or Quadra. These are large arterial roads and automobile traffic seems to be increasing yearly, so any bottlenecks in these main routes would only lead to traffic problems on the smaller roads. Main roads are essential for efficient travel by car, but cyclists prefer sideroads, or dedicated bike paths away from traffic like the excellent ones we already have here in Saanich. As a council, you have always been level-headed and made decisions with the practical needs of your voting constituents in mind, so I am sure you will make the right decision on this. Note, I am trying to put this politely, but I can't stress enough how thoroughly opposed I am to reducing lanes on our main arterial roads. To put it bluntly, reducing traffic flow on Mackenzie or Quadra=political suicide.

I realize that holding public office can be a trying endeavor, so you have my sincere thanks for your service. Keep up the great work.

All the best,

Vicky



## Preet Chaggar

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**From:** Natalie Lougheed on behalf of Reception  
**Sent:** Tuesday, November 12, 2024 9:45 AM  
**To:** QMS  
**Cc:** Reception  
**Subject:** FW: Website Feedback QMS

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Morning,

Please see below for your review and response.

Thanks,

### Natalie Lougheed

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

t. 250-475-1775  
e. [natalie.lougheed@saanich.ca](mailto:natalie.lougheed@saanich.ca)  
[saanich.ca](http://saanich.ca)

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**From:** noreply@saanich.ca <noreply@saanich.ca>  
**Sent:** Friday, November 8, 2024 5:07 PM  
**To:** Reception <Reception@saanich.ca>  
**Subject:** Website Feedback

**Name** Janis and Gordon Lee

**Email address** [REDACTED]

**Phone number** Not provided

**Address** [REDACTED] Kingsley Place Victoria B.C [REDACTED]

### Message

We are very much against this project at one of the busiest intersections of our city Quadra and McKenzie Sts. Surely you can find another piece of land in Saanich on a quieter street that won't Affect the traffic on Quadra and McKenzie. Also who is running your transportation department That thinks you can make McKenzie St. A one way street on each side with a fast bus lane and bike lane? You really want to deadlock our city with traffic and make all the citizens travelling McKenzie extremely mad and frustrated. Your Shelbourne St project has been a nightmare so think what McKenzie St will be like! Janis and Gordon Lee. I would like a response to my comments as I sent an objection to your proposal a few weeks ago.

## Preet Chaggar

---

**From:** Natalie Lougheed on behalf of Reception  
**Sent:** Tuesday, November 12, 2024 9:44 AM  
**To:** QMS  
**Cc:** Reception  
**Subject:** FW: Website Feedback QMS

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Morning,

Please see below for your review and response.

Thanks,

### Natalie Lougheed

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

t. 250-475-1775  
e. [natalie.lougheed@saanich.ca](mailto:natalie.lougheed@saanich.ca)  
[saanich.ca](http://saanich.ca)

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**From:** noreply@saanich.ca <noreply@saanich.ca>  
**Sent:** Saturday, November 9, 2024 2:40 PM  
**To:** Reception <Reception@saanich.ca>  
**Subject:** Website Feedback

**Name** Garth Homer  
**Email address** [REDACTED]  
**Phone number** [REDACTED]  
**Address** [REDACTED] Cedar Hill Rd.  
**Message**

I am very worried about plans being put forward regarding Mackenzie Avenue. I drive daily [REDACTED] [REDACTED] am not able to use other forms of transport. It seem to be those of us who drive cars which is by far the largest travelling public are becoming second class citizens. Bikers, a small percentage by comparison, and bussers like wise garner a significant municipal attention, and huge amounts of tax players money with road modifications. This Mackenzie modification are a classic example of backward logic, something our Mayor need to look up. Give me an election soon. we will be aiting to reming the council of this one.

**Preet Chaggar**

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**From:** DAVE AND CHRISTINE STARK [REDACTED]  
**Sent:** Tuesday, November 12, 2024 1:02 PM  
**To:** QMS  
**Cc:** Mayor Dean Murdock; Council  
**Subject:** (External Email) McKenzie Vehicle Lanes

**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 to express my concerns about the proposal to reduce McKenzie to two lanes. I cannot believe this is being considered. Not only will reducing the lanes contribute to more frustrating traffic congestion but the money being spent on these projects is too much. As a senior on a fixed income, my taxes increased by 13% last year. Please note that I will not be voting for anyone who agrees to this plan.

Thank you,

Christine Stark  
[REDACTED] Knockan Drive

## Preet Chaggar

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**From:** Info [REDACTED]  
**Sent:** Tuesday, November 12, 2024 12:38 PM  
**To:** Council; Susan Brice; Councillor Judy Brownoff; Colin Plant; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Mena Westhaver; Brent Reems; Harley Machielse; Mayor Dean Murdock  
**Subject:** (External Email) Narrowing of McKenzie Avenue

**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 just off of McKenzie Avenue for the past 15 years. It is now, and has been since the creation of the bypass connecting Highway 1 and Highway 17, a major artery for east-west travel in Victoria. It was always intended to be a major artery. The purpose of artery roads is to ensure that they are the fastest way to get between two major points and to keep traffic from zig-zagging through less efficient, smaller roads.

The idea to now clog that artery in two spots on McKenzie by reducing it to one lane of vehicle traffic in each direction is ludicrous to the extreme. It is akin to a surgeon narrowing a patient's blood vessels in an attempt to help their circulation. Whatever person suggested this course of action must go through life with a permanent smile on their face because they exist in a fantasy world! Constricting traffic on McKenzie will NOT reduce the population in the areas that rely on McKenzie. It will NOT result in people selling their cars because they are tired of sitting in traffic on McKenzie. It will NOT make everyone that works at or attends UVIC throw their arms up in the air and move to Gordon Head. It will only result in people cutting through bordering neighbourhoods trying to circumvent the traffic jam on McKenzie. This will mean that streets that were always only designed for local residents to travel carefully to and from their homes (remember kids ride bikes on these kinds of roads) will become "short cuts" for people trying to quickly get around the log-jam on McKenzie. This will result in people speeding through neighbourhoods. This invariably will lead to close calls and (god forbid) hit pedestrians, kids, pets etc. I saw this in my neighbourhood prior to the opening of the new McKenzie interchange. While no one got hit there were SEVERAL close calls a month all due to motorists trying to jump ahead of ten cars at the lights by zipping through my neighbourhood. What do you think motorists will do to avoid DOZENS of cars inching along on McKenzie in stop/start traffic?

This plan MUST be scrapped. It is irresponsible, dangerous and founded on a fictitious premise. 15 minutes communities in Saanich: Great! Constricting lanes on McKenzie: BEYOND ludicrous

I would appreciate a response.

Sincerely,

Patrick Meagher  
Saanich Resident

## Preet Chaggar

---

**From:** noreply  
**Sent:** Tuesday, November 12, 2024 6:21 AM  
**To:** Mayor Dean Murdock  
**Subject:** Business Impact of proposed Quadra McKenzie Plan

**Recipient** Dean Murdock  
**Topic** Business Impact of proposed Quadra McKenzie Plan  
**Name** Ernie Waitzner  
**Email address** [REDACTED]  
**Phone number** [REDACTED]

### Message

Dear Mayor Murdock,

As an owner of a business located directly on the corner of Quadra St. & McKenzie Ave., I wish to express my concerns regarding this Quadra & McKenzie traffic change proposal and the negative impact it will have on our family owned Saanich Centre Dairy Queen business.

My specific concerns regard the proposed changes to McKenzie Avenue here in Saanich. The plans to reduce vehicle lanes from four to two could disrupt the lively atmosphere that our businesses currently thrive on. While promoting alternative transportation may sound beneficial, the potential negative impact on our local businesses cannot be overlooked. Ensuring the economic vitality of the community should take precedence over plans that prioritize bikes and buses at the expense of drivers and shoppers.

To begin with, reducing vehicle lanes on McKenzie Avenue may drive away customers who rely on convenient access to our local shops. Many businesses depend on foot traffic generated by drivers stopping to pick up goods or dine at our restaurant. With fewer lanes for vehicles, traffic congestion is likely to increase, leading to longer wait times and frustration for drivers. For instance, in other regions where similar lane reductions have occurred, business owners reported a significant decline in sales as customers chose to avoid these congested areas altogether. A thriving local economy relies on easy access, and these changes will jeopardize that.

Moreover, the introduction of dedicated bike lanes may not create the desired boost for businesses. While encouraging cycling is important, it does not guarantee that cyclists will stop and shop. Many cyclists may prefer to pass by rather than navigate the challenges of parking their bikes in our busy areas. In fact, studies have shown that while bike lanes can increase cycling, they do not always translate into increased sales for businesses. If the majority of customers are driving, reducing vehicle access could lead to a decline in revenue for businesses that are already struggling such as ours. This proposal will most definitely impact our business model, along with the many other merchants in our Saanich Centre Mall including Thrifty Foods, London Drugs, and others along the McKenzie Ave. corridor.

Additionally, the way the CRD plans to implement these changes raises concerns among myself and other business owners. The Alternative Approval Process allows changes to be made without a majority

vote from residents, which could leave many of our local business owners feeling unheard and unrepresented. I firmly believe engaging with the local business community through open discussions and consultations is essential in order to understand our needs and concerns. A lack of communication could lead to decisions that harm local commerce and disrupt the economic fabric of this area.

In conclusion, I firmly believe the proposed changes to McKenzie Avenue and the establishment of the CRD's Transportation Planning Service could have detrimental effects on our Dairy Queen businesses. The potential for increased traffic congestion, the uncertain impact of dedicated bike lanes, and the questionable implementation process highlight the need for a more thoughtful approach. Prioritizing the economic vitality of the community means considering the access needs of drivers, shoppers, and business owners alike. It is vital for local authorities to reconsider these plans and engage with the business community to develop a solution that supports both alternative transportation and the thriving local economy.

Thank you for considering my concerns, and our sincere plea to reconsider this narrowing of McKenzie Ave. proposal as I firmly believe it will be catastrophic for our fragile Dairy Queen business.

Kind Regards,

Ernie Waitzner  
Owner  
Dairy Queen #27107 Saanich Centre  
501-3993 Quadra St.  
Victoria, BC  
V8X 1J8  
phone 250-590-1008  
email dq.saanich@gmail.com

## Preet Chaggar

---

**From:** Justin W [REDACTED]  
**Sent:** Monday, November 11, 2024 12:28 PM  
**To:** Council; Mayor Dean Murdock  
**Subject:** (External Email) RE: Draft McKenzie and Quadra proposal

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

To Saanich Council,

I am writing to express my strong disagreement with the transportation portion of the draft Quadra and McKenzie plan. While I generally support the goals for greater density, better cycling facilities and sidewalks, the proposal to reduce McKenzie and Quadra streets in sections to 2 lanes will result in traffic gridlock and greater delays to residents.

Many people in Saanich are not able to utilize transit to reach their destinations and not many people have the luxury to live within walking distance of their jobs. Meanwhile, more and more residents are moving to EV's, thus reducing CO2 emissions. For my and my husband's circumstances, we will not be willing to use transit or cycling to reach work, friends, shopping and we will continue to use our vehicles, regardless of how much extra time we are forced to spend in traffic - a sentiment I encounter with most when polling on the subject.

Thank-you for consideration of the concerns of residents.

Regards,  
Justin Wainwright  
[REDACTED] Blenkinsop Rd

Sent from my iPad

## Preet Chaggar

---

**From:** [REDACTED]  
**Sent:** Monday, November 11, 2024 11:35 AM  
**To:** Council  
**Subject:** (External Email) Proposed Mckenzie/Quadra Changes

**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,

I ask you, as a resident and taxpayer in Saanich for 39 years, to do a major re-think on the proposed changes to McKenzie and Quadra streets. Reducing these two major thoroughfares from four lanes of vehicle traffic to two lanes will turn them into parking lots. McKenzie is jammed up large parts of the day as it is. This change will turn these two streets into gridlock. You just have to look at the damage you have done to Tillicum by reducing the traffic lanes to accommodate the rarely, if ever, used separated bike lanes to see what will happen to McKenzie and Quadra. Thousands of cars are jammed up in traffic in this Murdock mess on Tillicum idling greenhouse gases or draining the electric grid to accommodate a cyclist or two. I suggest you drive from Tillicum to the Esquimalt border between 3:30 – 6:00 PM to see the harm you have caused to the people having to use this street as well as to the environment. Quadra and McKenzie will be worse.

The damage the separated bike lanes have done to the flow of traffic cannot be understated. I have seen emergency vehicles stuck in traffic because cars cannot pull over to allow them to pass without damaging their vehicles. The one that was most memorable was an ambulance turning off Shelbourne onto Cedar Hill Crossroad heading towards Cedar Hill Rd. with lights flashing and siren blaring. The traffic pulled over to the right as required but there still was no room for the ambulance to get by. I've seen fire trucks with lights and sirens stuck because there was nowhere for the traffic to pull over because of the separated bike lanes. Your McKenzie/Quadra proposal will make this much worse because these streets are such important routes.

Mann. and Shelbourne Streets are other examples of the misguided bike lane thinking. My suspicion is you are not going to be able to count for a single vote from the people negatively affected by these projects. I sincerely hope that you are not planning on putting separated bike lanes down Wilkinson and Helmcken Rds. You will be causing ambulances to struggle getting to the hospital for hours every day if you do. Vehicles will not be able to pull over to let them by.

My suggestion, if you have to make this colossal mistake with McKenzie/Quadra (or Wilkinson/Helmcken for that matter), is to go to the senior levels of Government to get the funds to expropriate the land necessary to widen McKenzie and Quadra Streets (and Wilkinson/Helmcken) before starting this (these) misguided project(s). Another idea is to delete the bike lanes from the project or put them on a secondary route. Bike lanes don't carry enough traffic to make them worthwhile. And/or give us a chance to vote in a referendum on this (these) project(s) before you spend another penny on it (them).

Please don't suggest using transit. BC Transit does not have the capacity to move the thousands of people who drive these thoroughfares and will have their travels disrupted. You will need to make an infinitely better transit system before this proposal will make any sense. Further, Saanich is not a pedestrian friendly municipality. The sidewalk and pedestrian crossing systems in Saanich are completely inadequate making it necessary to use the middle of the roads as walkways. This is where the money should be spent.



Your vision does not include the majority of Saanich residents. We cannot ride bikes to do our grocery shopping. We cannot ride bikes to medical appointments. We cannot ride bikes to pick up our grandchildren. We cannot take our children to activities and events by bikes. And, as stated above, the transit system and sidewalks are completely inadequate for these sorts of trips.

Please reconsider this proposal.

David Nixon

South Valley Dr.  
Saanich, BC

**Preet Chaggar**

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**From:** Cathy Bhandar [REDACTED]  
**Sent:** Monday, November 11, 2024 8:34 AM  
**To:** Council; Mayor Dean Murdock  
**Subject:** (External Email) One lane plan for McKenzie ave.

**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 to you all, as I feel this is the best way to get my point across. I was unable to attend the information sessions in person.

After reviewing the details I can only imagine you are not drivers in the area, do not commute from outlying areas and have no children needing transport to appointments, lessons or sports events.

I could name a few more reasons, like staff to any school or university, any employee to jobs, or just needing to get groceries.

You can see where I am going.

I am retired and still I need to get places in a car as I can not ride a bike, would not be able to shop in any store ( groceries or otherwise ) in the mckenzie corridor without it taking my whole day to do it.

Maybe the plan is to build tall condo buildings and make the area a mini, congested Vancouver so only people living nearby would shop at Root cellar or Thriftys etc.

How do people who live up isand or in westshore and commute get out or their car to then get on a bus. Where would the park and ride stations be, and how many storeys would they have to be. If I missed that in research , excess me.

How about people that are mobility challenged and don't have the whole day to get a ride to an appointment .

I think I have made my point as one person said in a letter in Times colonist. The cart before the horse.

I really feel for anyone living or working on this route to have to put up with this far fetched plan.

Do a better job of this than you have done with Shelbourne or Mann ave. or you will be out the next election. Of course, this is just my guess.

Cathy Bhandar

[REDACTED] Logan ave.

I

## Preet Chaggar

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**From:** mel mclachlan [REDACTED]  
**Sent:** Sunday, November 10, 2024 5:21 PM  
**To:** QMS; Mayor Dean Murdock; Council  
**Subject:** (External Email) M Q project Modern Roundabouts

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

Modern engineers prefer Modern Roundabouts.

You are not doing justice to this project if you ignore Modern Roundabouts if only for the large reduction in greenhouse gasses and safety performances.

Traffic lights could even be incorporated to alleviate “rush hour” volumes.

Thinking outside the box.

MEL McLachlan

## Preet Chaggar

---

**From:** Pat MEADOWS [REDACTED]  
**Sent:** Sunday, November 10, 2024 11:45 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.**

*The new road layout includes dedicated bus lanes, between Saanich Road and Cedar Hill Cross Road, as well as Oakwood Street to Gordon Head Road, reducing car travel to one lane in each direction. Dedicated cycling lanes will also be added. In other areas, buses will share lanes with private vehicles.'*

This plan should have never reached the public exposure and your attempted 'sell job' at the information open houses. It should have been sent back for a re-think well before it ever was exposed to Saanich 'taxpayers'. The fact that it was (released for feedback) demonstrates that Saanich Council is completely tone deaf and out of touch. Internally within Saanich bureaucracy is the fact that the 'tail is wagging the dog!' You will now just go into radio silence and 'in camera' meetings and just spring the changes on Saanich residents 2 weeks before construction like you did for the poor residents (and taxpayers) on Mann Ave. Shame on you all.

## Preet Chaggar

---

**From:** John Forte [REDACTED]  
**Sent:** Sunday, November 10, 2024 9:39 AM  
**To:** Council  
**Subject:** (External Email) Bus Lane Implementation on Quadra-Mackenzie

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 as a teacher teaching on call with school district #61 and I regularly visit Saanich, using both public transit and my own vehicle, for work and believe that my community will greatly benefit from these transit improvements. **Currently, I often make the choice to not take transit, especially in the morning rush hour which I am often forced to do due to the nature of my work, 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

It seems like a no brainer to implement these changes in order to alleviate congestion and achieve climate goals. The voices of a few motorists resistant to change cannot sway you in the face of overwhelming evidence supporting the proven efficacy dedicated bus lanes for reducing congestion for all who use the road. It's not merely a matter of fairness given how heavily the route is used by transit users but also a matter of safety and simple common sense. I implore you to remain steadfast in this regard and implement these proposed changes as quickly as possible.

I lived in Toronto for a number of years and my heart sinks seeing the recent news that the provincial government there has bowed to political quackery and unilaterally decided to remove bike lanes along some of the busiest streets in downtown Toronto. This will solve nothing in terms of traffic woes and will make travel along these corridors dramatically more unsafe and uphold the supremacy of one form of transportation, the automobile. Do not follow this example; please implement the dedicated bus lanes!

Kind Regards,

John Forte

## Preet Chaggar

---

**From:** Jim Mayer [REDACTED]  
**Sent:** Saturday, November 9, 2024 4:56 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 just finished reading the entire *Quadra McKenzie Plan* and filling out the feedback survey. I very much appreciate the thoroughness and quality of the *Draft Quadra McKenzie Plan* document; please pass on my appreciation to the staff who worked on it! Given that "pushback" has been in the news, I wanted to write to you directly as well. I live in Vic West, not Saanich, so I tend to reserve my land-use comments for City of Victoria issues. In this case, the Quadra McKenzie plan is so central to the entire region, and I live so close to Saanich, that I wanted to respond.

First, I am strongly in favour of the plan, including the shift of road space to transit and active transportation. Your staff has done an excellent job, and has gotten many, many, things right. Some of my reasons for supporting the plan are:

- Regions around the world have discovered that the only way to prevent punishing congestion in growing areas is to move more people using space efficient transportation such as buses, trains, and cycles. Cars are simply too space inefficient to be viable in denser areas. It's clear that your staff realizes that transit and active transportation are a *response* to congestion, not the cause of it.
- One of the things that I like the most about Saanich is the way the urban containment boundary preserves rural areas. If Saanich doesn't find a way to allow more people to live in the urban region, and to get around using space efficient transportation for most of their trips, then the pressure to build low-density housing outside of the urban area will be intense.
- I love that the plan spends so much attention on making it possible to walk or cycle to schools. In fifth grade I could, and did, ride my bike to school, and I still remember the sense of loss when I switched to middle school and could no longer bike easily. But, beyond being a great way for kids to learn independence, people ferrying their kids to school in individual cars is one of the major causes of morning and afternoon traffic congestion.
- I also like that the plan envisions "hubs" spaced so that most people can get to many of their daily needs without driving. I live that way in Vic West, and I absolutely love it. It's a pattern that has worked for millennia all around the world, and there is no reason not to repeat it here.
- Dedicated bus lanes on McKenzie are desperately needed. People from all around Greater Victoria go to UVic to work or study. There is no reason why the people living near McKenzie should have to suffer congestion caused by commuters. But if the people riding buses, and that's a LOT of people even now, are stuck in traffic then taking the bus will always be slower and less predictable than driving, and we'll never get out of the hole we've dug for ourselves.
- A similar argument applies to cycle lanes on McKenzie. My next door neighbour is a professor at UVic, and rides her bicycle all year. When the weather is particularly bad she takes the bus. But

she can only do that because there are decent routes to the university from where we live! My wife and I are senior citizens, and though we could easily afford a car, haven't owned one for six years. The weather in Victoria is ridiculously mild, it rarely snows, and a mix of walking, cycling, transit, and the odd Mado or Evo rental is both practical and cost effective. Weather is not the issue; the lack of safe cycling infrastructure and nearby places to go to is.

- The plan's goal to make the Quadra and McKenzie corridors more vital places can only work if the individual automobile traffic on those roads decreases substantially. The reason is simple: it's deeply unpleasant to walk, much less sit, next to heavy traffic. That's why the design for McKenzie is so good. The sidewalks, cafe areas, etc. are separated from the car traffic by a verge, a bike lane, another verge, and a bus lane (buses are loud, but they're getting quieter as they go electric, and even frequent service involves much less traffic than is generated by cars).

In reading the document, I realized the *Quadra McKenzie Plan* is like a three-legged stool. The three legs are:

1. Allowing more people to live in the urban part of Saanich.
2. Giving those people the freedom to get to the places they need to go by transit, foot, cycle, or car.
3. Creating places to go that are close to where people live.

If you eliminate any of those three options, the whole thing falls over. Without more people, the "hubs" won't have enough business to survive. Without better transit and active transportation options, McKenzie will be a noisy, congested, place to visit and the area will be an unpleasant place to live or visit. Without nearby places to go, people won't use active transportation, far more people will choose to drive, and congestion will be a nightmare.

Finally, the Quadra McKenzie plan opens the door, over the next twenty years, to a lot more housing. A big part of that increase is provided by allowing mid-rise buildings within a block of major roads. But this is only morally acceptable if those roads become far quieter and less polluting than they are today. If McKenzie remains four lanes of traffic, then the noise, brake particulates, and tire particulates from those thousands of cars render the areas adjacent to the big roads unsuitable for dense housing. Children should not be forced to grow up breathing brake linings and tire wear for other people's convenience. It's just not right.

So, please, remember that people make the most noise when they're upset. The one's who agree are less likely to write to the TC. I understand that the Quadra McKenzie plan is a large change, and that change upsets a lot of people. That doesn't mean it isn't the right thing to do.

Sincerely,

Jim Mayer

 Tyee Road, Victoria

## Preet Chaggar

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**From:** [REDACTED]  
**Sent:** Saturday, November 9, 2024 4:19 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Transportation Corridor

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

I was just reading through the draft plan for the McKenzie corridor. My wife and I use the McKenzie frequently during the week as one of our primary cross town corridors. As [REDACTED], we use McKenzie to travel to [REDACTED] on a regular basis by car. We have noticed that traffic along McKenzie has worsened with the changes in Mckenzie between Shelbourne and Cadboro Bay Road particularly when university staff and students depart at the end of their day. The traffic along McKenzie to Quadra and beyond is busy generally, but with planning, is manageable.

The draft plan to reduce the vehicle traffic lanes from two to one as envisaged in the plan makes no sense. I appreciate there may be a desire to provide transportation alternatives for busses and bicycles, but the plan ignores that the primary mode of transportation along Mckenzie is vehicle traffic because it is a major crosstown arterial. McKenzie is not a neighbourhood road. Rather than constricting one of the only functioning crosstown arterials, I would like to see Saanich look to an alternative of meeting the needs for bicycles and buses. If a bus-only lane is required, reduce the lane widths, redesign the sidewalks to one side only, create a single bicycle lane and widen the roadway to accommodate the multiple uses. More expensive perhaps but a better overall solution.

We don't bike, because we don't have the balance. We have an electric vehicle that we use for transportation. While I appreciate that other Saanich taxpayers use other means of transportation, while encouraging alternative modes of transportation, handicapping those of us who require transportation by private vehicle makes no sense. Based on my observations of traveling along McKenzie, it is clear to me that the predominant use of McKenzie is motor vehicles. Rather than recognizing that and meeting the needs of those users, the draft plan proposes to inconvenience the majority of users to the detriment of most Saanich taxpayers to the benefit of the fewer in number that use other forms of transportation. That is unfair and as I said, makes no sense.

Carey Johannesson  
[REDACTED] Arbutus Road  
Victoria, BC [REDACTED]  
Tel: [REDACTED]  
Cell: [REDACTED]  
Email: [REDACTED]



## Preet Chaggar

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**From:** catharine dewar [REDACTED]  
**Sent:** Saturday, November 9, 2024 4:18 PM  
**To:** Mayor Dean Murdock; Council; catharine dewar  
**Subject:** (External Email) re: 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.**

I drive McKenzie in either direction, every few days. It is always busy and the traffic flows well currently. There is room for the cars and buses **to stop or pull over (SOPO)** for emergency vehicles speeding along McKenzie.

This **SOPO option** is absolutely critical, because McKenzie is the main artery flowing east-west and west-east in CRD. McKenzie also intersects with the north-south and south-north interchanges getting those emergency vehicles to Victoria General Hospital (= our level 1 trauma centre) plus the growing View Royal/Colwood/Langford/Sooke etc. communities. Obviously, the massive and recently completed Hwy 1 McKenzie interchange is also the point of entry for the ever increasing up-island traffic linking Hwy 1 to all the island communities north of the CRD.

I think the planners need to seriously rethink the proposed Quadra McKenzie Plan, reducing 2 lanes of traffic to one lane in each direction for cars, one for buses and one for bicycles. This is a major emergency route for east-west and north-south traffic. If there is a **major catastrophe such as an earthquake** in the CRD, this narrowed route will become an inefficient chokehold for the evacuation of the population and the flow of emergency (and reconstruction) vehicles. Efficient access to our level 1 trauma center at Victoria General Hospital is critical during any major disaster on Vancouver Island.

The car is **NEVER** going to disappear. Cars are decreasing in size and more vehicles will be electric or alternative fuel driven, but they will not go away. No mother with 7 children (like my mother) is going to ride a bicycle or take a bus to do the weekly shopping (= purchasing 30+ bags of groceries per week). Granted, mothers are having far fewer children these days, but still, transporting the child or children and the groceries on a bicycle is impossible for MANY women. This is true even if the bicycle is lengthened and powered by an electric motor assist. Some electric autos are smaller in

length than these over-powered bicycles, which are far less safe for a mother transporting her precious children. The 21st century working parent is time constrained and stressed trying to shepherd children to school, get to an office or job site for work, return at day's end to pick up the children after school and (after a rushed dinner) ... shepherd the children to after-school or evening sports or events on a bicycle even if it is electrified. Where does all that bike-riding give a devoted parent time for his/her own pursuits, not to mention essential shopping trips for food, medical and dental appointments, etc? This is impractical and frankly, impossible for most parents. Treating drivers as undesirable citizens and pushing a bike agenda as if 'one size fits all' is creating stress within the citizens of Saanich. Please don't get me started on affordable housing with virtually no parking spots, just innumerable bicycle racks for young parents and seniors.

Thank you for taking my comments into consideration.

Catharine Dewar MD (retired, after 35 years of service [REDACTED] unable to ride a bike)

[REDACTED]

[REDACTED]

## Preet Chaggar

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**From:** [REDACTED]  
**Sent:** Saturday, November 9, 2024 4:02 PM  
**To:** Council; Mayor Dean Murdock  
**Subject:** (External Email) Missing Marbles

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

Mayor Murdock and Council,  
It seems to me that you and council are suffering from Missing Marbles.  
I'm hoping that the affliction you are all suffering from is short term and curable.  
I refer to your "transformation" of McKenzie Ave.  
This plan is nothing short of ludicrous.  
This is one of the busiest roads in Saanich and the main East West Corridor.  
Perhaps you and council should try it some time around 4PM.  
While you are there, count the number of bike riders you see if any if its raining.

In another case of MM, I refer to Mann Ave.  
The residents did not want this "transformation".  
You and council did it anyways.

Its time you politicians starting listening to the folks that pay for your service in office.

Respectfully,  
Fred Best  
Saanich Taxpayer for over 60 Years!!

PS – Let me know how many bikes you saw.

**Preet Chaggar**

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**From:** Ben Cowie [REDACTED]  
**Sent:** Saturday, November 9, 2024 3:00 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.**

Please accept my unqualified support for the Mckenzie/Quadra project as-is. Please convey the urgency of this plan as a climate, city-building, and people-centric project.

Reminder, also, that municipalities are mandated to reduce Vehicle Kilometers Traveled by 25% overall by 2030, and I don't understand how Saanich will get there without measured and reasonable lane reduction (which this project certainly is) and better regional transit.

My letter to the TC editor ([that was published here](#)) below with links to important ideas.

Best,  
Ben

Begin forwarded message:

**From:** Ben Cowie [REDACTED]  
**Subject:** McKenzie & Quadra Must Be People-Centered Corridors  
**Date:** November 5, 2024 at 14:03:18 PST  
**To:** [REDACTED]

Dear Editor,

Re: the recent letters claiming McKenzie and Quadra must keep four lanes for single occupancy vehicles:


Change is hard, and sometimes change is necessary. Quadra Street and McKenzie Avenue in Saanich have reached their capacity as transportation corridors for single-occupancy vehicles, and must be upgraded to carry more people in a growing region. Adding bus lanes and upgrading cycling facilities will more than quadruple\* the number of people that can move through these corridors, which is essential for accommodating expected population growth. (\*Using the standard [National Association of City Transportation Officials calculator](#)) The alternative of "do nothing" forces people to choose cars for transportation, increasing congestion, pollution, and danger to people walking or cycling. Providing

transportation options that are as fast, safe, and convenient as driving is essential to any thriving region in the 21st century.

"[Traffic Evaporation](#)" is also an important concept that requires citizens' attention in Saanich. When single-occupancy lanes are removed from streets like Quadra and McKenzie, traffic congestion doesn't increase, and there isn't magically more traffic on side streets. When lanes are removed, traffic simply disappears. People adapt to the new design, make fewer or more efficient trips, and choose other modes when it's suitable. This effect results in quieter, safer, and more vibrant urban streets.

In a municipality that until recently hasn't been known for its transportation innovation, Saanich is doing the right things to build for the future with this new plan. Keep up the good work and get the shovels in the ground!

Ben Cowie  
Saanich



**CO2 at Mauna Loa, Hawaii reached 428 parts per million in 2024, 50% above pre-industrial levels, and the highest concentration recorded in more than three million years.** *The 2020s will feature the hottest and most chaotic atmosphere any generation of human beings has ever experienced. It will also feature the coolest and most stable atmosphere any generation of human beings will ever experience again.*

## Preet Chaggar

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**From:** Leslie Adamache [REDACTED] >  
**Sent:** Saturday, November 9, 2024 2:56 PM  
**To:** Council  
**Subject:** (External Email) MacKenzie Ave\Quadra St

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

May I suggest an alternate to increase traffic flow?

You want buses to run on MacKenzie and you want cars to run on Mackenzie but the buses often hold up the flow of car traffic when they stop. Make bus cut outs for each stop so that they do not hold up the one lane of traffic and cause some drivers to make unsafe lane changes to get around the stopped buses. Make the few bike riders wait behind a stopped bus, instead of 50 cars. I know this means taking over some land from whoever owns the area next to the bus stop but I see few if any pristine private properties along the road. Many of the stops are next to multiple housing units that do not use the land for anything more important anyway.

There should be cut outs on all major streets for bus stops. You get more people on a bus than on a bike so switch some of that bike lane money to make bus cut outs instead.

Earl Adamache  
[REDACTED] Rainbow Hill Lane  
Saanich

**Preet Chaggar**

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**From:** Ted Theodore [REDACTED]  
**Sent:** Saturday, November 9, 2024 2:08 PM  
**To:** Mayor Dean Murdock; Council  
**Subject:** (External Email) Modifications to streets in Saanich and bicycle lanes

**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, Saanich, B.C.

As a resident and taxpayer of Saanich, I reject the proposed modifications to McKenzie Avenue and related streets. These changes will cause more trouble than their worth. I know many residents in Saanich share this view.

Please note I am a motorist and a cyclist. I believe both modes of transportation deserve an appropriate configuration of our streets. However, the proliferation of bicycle lanes is questionable, to say the least. These lanes are not being used commensurate with their proliferation. Wherever I go in Saanich and whatever the time of day, bicycle lanes are rarely used. Ninety-five per cent of the time I see zero cyclists. At most, I will occasionally see one or two cyclists in those lanes at any one time. This suggests inadequate city planning regarding the need for such lanes. I invite you to tour any Saanich street that has bicycle lanes, anytime, on any day, and see for yourselves.

My property taxes have helped pay for these lanes, with almost zero benefit to the public. In addition, these lanes have increased congestion of motor vehicles on the adjacent roads, thereby causing other problems (which of course will also apply to the McKenzie project if it proceeds as planned). As both a cyclist and a motorist, I am requesting that Saanich exercise its obligations do the right thing by removing some of the bicycle lanes, and re-instating the selected streets to their previous configuration.

And, stop the McKenzie project as currently planned.

Charles Theodore

## Preet Chaggar

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**From:** anne smithson [REDACTED] >  
**Sent:** Saturday, November 9, 2024 2:02 PM  
**To:** Council  
**Cc:** [REDACTED]  
**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.

TO THE MAYOR AND COUNCIL!! As well as traffic being disrupted the proposed plan also disrupts peoples lives by rezoning the land they own. The value of the land is decreased and they are forced to relocate and scatter elsewhere instead of a community of neighbours young and old who look out for each other. Please think carefully about what you are doing.  
Anne Smithson [REDACTED] McKenzie Ave.



**Preet Chaggar**

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**From:** Tanya Litton [REDACTED]  
**Sent:** Saturday, November 9, 2024 12:57 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) Concerns regarding the Quadra/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.**

To Saanich Mayor and Council,

I recently attended the webinar and open house for the Quadra/McKenzie Draft plan and was told that if I had any concerns or suggestions, I was to direct them to Saanich Council as the draft plan was your directive and vision.

I would appreciate a response from Saanich council to the questions I have (see questions in red).

The draft Quadra/McKenzie plan came as quite a shock to myself and many others as it was the first time I had heard about the plan. I was not made aware of any of the initial workshops that took place to create the draft plan. I only heard about it through a friend, and then in disbelief, I went onto Hello Saanich website and created an account and then had to “click and follow” the projects I was interested in getting updates for. As I am not in the habit of checking my municipalities website every day to see what they’re up to, **how else did Saanich council inform Saanich residents of this large-scale, multi-million-dollar plan that would have such a huge impact not just on Saanich residents, but all of Greater Victoria and up Island as these two roads are main arterial roads moving traffic across our municipality?**

Quadra and McKenzie are two roads that are not just used by the residents that live along the immediate Quadra/McKenzie corridor, they are used by people who live in many other municipalities within the Greater Victoria region and beyond, who need these two main arterial roads to get to work, school, ferries, airports, hospitals, going up island etc. and these drastic changes will have a huge impact on them. The suggestion of using bus or bicycle modes of transportation is not realistic for many people when they are travelling from outside of this area and need to get to their destination in a timely manner.

### **Transportation plan for Quadra Street and McKenzie Avenue**

Your draft plan shows that the majority of Quadra Street would be a combination of Type 1 and Type 3 roadway. My concerns with these designs are numerous – my first big concern is traffic congestion. You don’t need to have an engineering degree to know that when you reduce traffic from two already clogged lanes down to one you will create massive traffic congestion and idling which will result in more CO2 emissions. Your plan’s goal to move a significant number of people out of their vehicles into transit or bicycles over the next few years is very far-fetched and unrealistic. The majority of people will not make the shift to transit as it is too unreliable to use on a regular day to day basis. Most people will switch to an EV rather than transit and the idea of creating a single lane road on two of our main arterial roads is mind blowing! **With a single lane on most of Quadra Street, what happens to traffic on garbage day or recycling day? On the sections that only have a single lane with no bus lane, what happens when the bus stops continuously along Quadra? What if a vehicle breaks down and needs a tow truck? How do other vehicles get around when there is no room on either side?** Vehicles will be boxed in with a tree lane and a bicycle lane on each side, leaving no room for vehicles to move when accidents happen. Your draft plan turns this current arterial road into more of a secondary type of road. This road was designed as an arterial road – it needs to remain as an arterial road.

Why do you need three rows of trees in your Type 1 design and four rows of trees in your Type 3 design? The response I received from your planning department at the open house was that it aligns with Saanich Council's tree canopy goals. Why can you not add these trees onto the back side of your hubs or to parks or even just have one lane of trees on each side? Why is it necessary to add so many rows of trees to the main arterial road? Quadra Street is not a park – it is a road! One row of trees on each side would be sufficient. People would rather be able to travel efficiently down Quadra Street than sit idling in their vehicles looking at rows and rows of trees.

With the Lochside trail and Galloping Goose trail so close by, I feel that bike lanes on Quadra Street are not necessary. I believe a better use of taxpayer money would be to invest in upgrading those current trails and create trail extensions off those trails to link them to residential areas and community hubs. These trails are already widely used by cyclists and pedestrians, and I believe that expanding these trails would be more useful than adding a bike lane on Quadra Street. If you look at the current situation on Mann Avenue as an example – where bike lanes were recently added, I spoke with residents of the street that said they watch as the majority of cyclists travelling in that area turn off Mann Avenue and use the Centennial trails in the area rather than travel along the new bike lanes. When creating your draft plan, did you consider the option of expanding the bike network off our current trails into residential areas and communities rather than adding a bike lane on Quadra?

McKenzie Avenue is an even larger arterial road than Quadra Street and your plan to reduce this road to single vehicle lanes in your Type 3 plan is unbelievable. Your plan's land use framework is deeply linked to and dependent on high levels of transit service and I fear that creating a dedicated rapid transit lane will be underutilized as BC Transit is unable to meet their current schedules so I have little confidence that they will be able to provide an increased level of service to justify these dedicated lanes. Saanich council does not have any control over funding at BC Transit to ensure that more routes and frequency are added to BC Transit to make them a more reliable mode of transportation. How can we ensure that BC Transit has the funding to add more routes, pay for more staff and purchase new buses? I understand from speaking with the members at the open house that BC Transit has said they will only add more frequency to their routes if they can reduce the time it takes for each route. If this is the case, then Saanich's decision to reduce speed limits on all our roads down to 30 km and 40 km goes against helping BC Transit meet this goal.

The McKenzie Avenue design shows a combined 8 meters of tree lane, bike lane and sidewalk, again my question would be, why do we need four rows of trees on a major arterial road? One row of trees on the boulevard would be sufficient. Why does Saanich not use the current model they have used on the recently upgraded Shelbourne corridor between North Dairy Road and Cedar Hill X Road? Here you have kept the two lanes of traffic and installed a bike and pedestrian lane separate from the road and without rows of trees separating them. Is it really necessary to have buffers between cyclists and pedestrians? We have numerous new roads with cyclists and pedestrians next to each other and have not had any accidents or incidents. I would therefore say that adding all these rows of trees is unnecessary and a waste of taxpayer's money. The 3.5m used for the two rows of trees on each side of the road is equivalent to a single vehicle lane, would you consider using this space to rather keep the two lanes of vehicle traffic? This way, you'd keep the two lanes for vehicles, still have a bike lane, pedestrian lane, and bus lane, thereby making sure that all modes of transportation are considered equally. In your draft plan, even your best-case scenario still has 50% of people using vehicles on these roads by 2050, so what do you plan to do about traffic congestion between now and 2050? Are we all supposed to just deal with massive congestion, where the vehicles are all lined up in skinny single lane roads, idling for hours?

### **Housing and densification plan for the Quadra/McKenzie area**

Your draft plan is based on adding all these hubs and corridor areas around the Quadra/McKenzie area and allowing zoning for mid-rise, low-rise and high-rise buildings. The areas you have indicated as being considered for "corridor (mid-rise)" zoning is expansive and would allow developers to build up to 6 storeys in height in areas that are currently residential areas with single family homes. Residents that have purchased homes in these areas are not wanting to have six story units built up around them, looking down into their backyards. Residents are worried their property values will immediately plummet. The "corridor mid-rise areas

are more suited to townhomes or smaller multi-units. **Would you consider changing the height level of the zoning in these residential areas to be a maximum of two or three storeys?**

Your plan for 18 story buildings along your hubs is also excessive. The residents of Saanich moved to this area to be in a more residential type of area. I agree that the hub areas should allow for more densification, however having 18 story buildings is way too high. I would hate to see Saanich start to look and feel like the downtown core, where there's just concrete buildings on either side of the road and you can no longer see the mountains or sky.

Another concern with all the plans for densification is that you have not realistically considered the impact it will have on schools in the area. The schools that are currently in the area are at capacity. SD61 does not build to growth, they build to current capacity. I worry that Saanich will build all these new high-rise condos and multi-level housing units and then just walk away, saying it's not your problem or it doesn't fall under your department or funding when families are complaining there's nowhere to go to school. **If you are inviting all these families into the newly densified areas, where are they going to school? Have you had conversations with the Ministry of Education about needing new schools in the area if you create densification in this area?**

All these new hub areas along Quadra and McKenzie are shown to have multi-use buildings, with retail below and housing above. **Are you going to be providing parking space at these retail stores?** The majority of the traffic that flows through these areas will be vehicle traffic and will need to be able to park and shop. **Or are you relying solely on residents in the area, transit, and bike traffic to frequent these stores?** If vehicle traffic doesn't have somewhere to park, they will go elsewhere, and I fear these businesses will not last.

To summarize, I am in favour of adding bike lanes along McKenzie Avenue but not at the expense of reducing vehicle lanes. I am not in favour of adding a dedicated rapid bus lane on McKenzie Avenue and would rather see improvements to the congestion along McKenzie Avenue by having two vehicle lanes as well as a shared HOV/bus lane. I am not in favour of adding bike lanes along Quadra Street, I would rather see trails added off our existing well used trail systems to link up to residential and community hubs. I do not agree with 18 storey units anywhere along this area. A more reasonable height would be 8-10 storeys in the hub/core areas and I would like to see the height of buildings in the blue "corridor" areas restricted to 2-3 storeys.

I read an article today that the CRD Directors voted unanimously to support the CRD's RTS plan which supports a "vehicle-diet" on roads across municipalities. Apparently this plan will go before voters in the new year in an "alternative approval process" meaning residents will not be asked for feedback or input and will not be polled via a referendum to approve or deny the plan, but rather we have to somehow hear about the plan first, then write in or go to municipal halls to provide feedback. As there are a number of Saanich council members who are also on the board for the CRD, I hope you have heard the public's outcry at the lack of community engagement for this draft plan and you make sure to have proper engagement and input from the community so that any plan that is approved is an actual representation of the residents in the municipality.

In closing I would like to express my concern at the lack of community engagement that went into drafting the Quadra/McKenzie plan, and what appears to be an unwillingness to consider alternate options. At the recent workshop I went to, the majority of people that attended were opposed to this draft plan. I hope that Saanich Mayor and Council take the time to really listen to the residents of this community and if the majority of residents are not in favour of this plan, then the planning committee needs to go back to the drawing board and revise the plan. Saanich Mayor and Council were voted in by the residents of Saanich, and a plan like this, that will have such a huge impact on residents should be what the majority of residents want.

As a Saanich taxpayer and resident, I thank you for taking the time to listen to my concerns.

Tanya Litton

## Preet Chaggar

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**From:** Jack Sandor [REDACTED]  
**Sent:** Saturday, November 9, 2024 12:57 PM  
**To:** Mayor Dean Murdock; Council  
**Subject:** (External Email) McKenzie Bus and Bike Lanes

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

Hi,

I would like to strongly encourage you all to stick to your guns and move forward with the plan for bus and bike lanes on McKenzie.

I drive along McKenzie almost every single day. Since the bike lanes got curb plunked I will occasionally bike, but since the road hasn't gotten a full treatment it's not a very pleasant experience, so I don't choose to bike very often. It's a critical artery, and no other road in Saanich could serve its function. I drive because the buses are slow and unreliable because they get stuck in traffic. I would like to take the bus, but the service sucks, because of the lack of dedicated infrastructure.

According to BC transit's own data, at peak times, over half of all people moving on McKenzie are on the bus, even with the delays and lack of infrastructure. As we continue to grow, we must prioritize space efficient means of transportation. We cannot go down the road of cities like Toronto, LA, or Houston. We will drown in car traffic, and everybody will be worse off for it.

Please do the right thing and stick to the plan.

Jack Sandor, [REDACTED] Laval, Saanich

## Preet Chaggar

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**From:** Larry Beatty <[REDACTED]>  
**Sent:** Saturday, November 9, 2024 12:32 PM  
**To:** Council  
**Cc:** Mayor Dean Murdock  
**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 Mayor and Council,

Please reconsider the McKenzie and Quadra Street Plans. Specifically the plan to reduce traffic to single lane on each of these streets. I am in favor of making it easier to get around on Public Transit and I use biking infrastructure mainly when transporting myself. However, when I have multiple family obligations I do not have unlimited time in the day and unlimited cargo space to get us all to our school, work, sports and leisure activity commitments. Reducing these major traffic arteries to one lane would make life impossible for us on a day to day basis.

Just to be clear I am in strong opposition to this current plan.

Thank you,

Larry Beatty  
Saanich Resident

## Preet Chaggar

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**From:** Doug Gavin [REDACTED] >  
**Sent:** Saturday, November 9, 2024 11:08 AM  
**To:** Council; Mayor Dean Murdock  
**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.**

Mayor and Council,

I read this plan in complete disbelief. In short, enough of this "woke" related madness. Are you not aware of parts of Canada are now rolling back bike lanes as they cause many more problems than they resolve. No matter how some are trying to eliminate them, vehicles are not going to go away, they are a necessity. Vehicles are evolving in an eco friendly way but they are here to stay. It's clear that governance of Saanich treats people with vehicles as second class citizens. As for cyclist safety, this plan does just the opposite. When you choke off a main arterial road, cyclers and motorists are in a greater danger of dangerous and deadly incidents. Also, as a main arterial roadway, it is constantly used by emergency vehicles, ie ambulances, fire and police. This type of scheme will drive traffic off the main road and into neighborhoods to seek an easier route. I could go on.

Municipal governance should start to listen to their constituents rather than ramming their self centered agendas down the constituents throats, there are elections and you can see the pendulum is just beginning to swing back to common sense. I could also speak of the high taxation here but I will leave that one alone, I lived in the City of North Van for 40 years and finally fled to Saanich due to this type of planning, around 2 pm each day, the city became the worlds biggest parking lot.

I should add that after an early retirement, I was a member of the City Traffic Calming Committee and seven years as a volunteer with the RCMP Community Policing so I know what I speak of.

I would appreciate each of your views on this,

Doug Gavin  
Saanich

## Preet Chaggar

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**From:** Reginald Smith <[REDACTED]>  
**Sent:** Saturday, November 9, 2024 8:43 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Mackenzie, Quadra & Interurban Rd

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

Dear Mayor,

I'm a 60 year resident of Saanich and live off Interurban. My father was a long time Saanich employee in the engineering department from the 1950s throughout the 1970s. He was involved in the design and construction of both Quadra and Mackenzie. To add a bit more context I am also a medical professional at the Royal Jubilee Hospital and have spent most of my 30yr career in cardiology caring for people who have come by ambulance with cardiac emergencies.

I am concerned about the actions that Saanich is taking will damage and hamper transportation in the municipality. The engineering department of the past would think that their modern day counter parts are crazy with what they want to do to our main transportation corridors.

I also have concerns that these actions to restrict traffic flow will delay ambulances from reaching hospitals quickly. During cardiac emergencies even minutes matter.

In summary -

1. Do not restrict traffic flow on Mackenzie and Quadra.
2. Return the Interurban speed limit to 50 km/hr
3. Do not remove on street parking on Mann avenue. This one was unbelievable.
4. Restricting traffic flow on Shelbourne was a bad Idea.

The public is not on the side of Saanich with these changes and it will be reflected at the ballot box.

Thanks,

Reginald Smith  
Sent from my iPad



## Preet Chaggar

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**From:** Lesley Ewing >  
**Sent:** Saturday, November 9, 2024 8:26 AM  
**To:** Council  
**Subject:** (External Email) McKenzie remediation

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.

It is concerning that the Mayor has publicly indicated that a re-think of the McKenzie remediation plan is under consideration.

Experts in the field, and studies elsewhere in the world, are unanimous in their assessment of the value of road diets that provide alternative and more travel modes for all users of our transportation corridors. Roads should move people, not just vehicles that usually have a sole occupant.

It is the same pushback we heard years ago when Victoria remediated Finlayson, between Cook and Blanshard.

Brave city councils around the world are making decisions that turn out to be wildly popular afterwards, e.g. the Mayor of Paris. And [New York City has a plan to reduce Park Avenue](#) to two way vehicle traffic with bus lanes, and treed boulevards.

McKenzie needs to be returned back from a [Stroad](#) to an Avenue.

Yes, you will be shouted at during Council meetings. You will unfortunately receive nasty letters. This is part of being a responsible



elected official making tough decisions, knowing that the community will benefit in the long run.

Please stick to the principles on which you were elected, and the Sustainable Saanich values you ascribed to. These must be more than hollow platitudes on the website, quickly sacrificed for political expediency.

The numerous road/pipe work underway around the region in recent months has no doubt caused some frustration with motorists, and the timing of the McKenzie proposal announcement has become the tipping point for some people. But years from now, when McKenzie is a lovely tree-lined avenue with various modes of traffic moving steadily along (as it does on Finlayson), the bravest amongst you will look back and wonder what the fuss was all about.

Thank you for a thoughtful consideration of the future of this community and how your decisions can alter it for the better.

Lesley Ewing

**Preet Chaggar**

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**From:** Michael Green [REDACTED]  
**Sent:** Friday, November 8, 2024 1:29 PM  
**To:** Council  
**Subject:** (External Email) mckenzie -quadra

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

I totally reject the idea of this plan. You are not for all the citizens in cars and don't care about waisting their valuable time.and gasoline. You should be focusing on smoother travel because of all the population increase we are experiencing. You should be saving that money in order to help the saanich residents at the daily food bank and hungry students

## Preet Chaggar

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**From:** Ralph & Judy Gorby [REDACTED] >  
**Sent:** Thursday, November 7, 2024 9:04 PM  
**To:** Council  
**Subject:** (External Email) Lane Reduction Proposal - 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 Mayor and Council Members

I write in opposition to lane reduction at this intersection and on the two arteries in question.

I am a retired Professional Engineer resident for over 20 years in the Broadmead area. I drive that intersection probably daily. I also cycle through it frequently.

There is significant and frequent traffic congestion at that intersection with the present two lanes in all directions and particularly east, west and southbound. It is not unusual to wait for several light cycles to make it through, more at rush hour.

There are few alternative routes for these arteries. North-south one has to move to the Pat Bay Highway and find an alternate route to the east. Or to the drive through Mount Doug Park – an unwelcome detour which would probably overload Shelbourne with its now reduced capacity.

East-west traffic would have to move up to Royal Oak Road, or south past Uptown to be able to find an eastbound alternative.

I object in the strongest terms to my tax dollars being spent on this project and urge you not to carry it out. The damage to our ability to move through our community would be immense, with accompanying environmental impact from idling vehicle emissions and wasted time. The gridlock that would result would spread far from the intersection.

Thank-you.

Ralph B. Gorby, P. Eng

**Preet Chaggar**

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**From:** Jennifer C [REDACTED]  
**Sent:** Thursday, November 7, 2024 7:57 PM  
**To:** Council; Brent Reems; Harley Machielse  
**Subject:** (External Email) Mackenzie Road  
**Attachments:** 7161025903339792281.MP4

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

My son was walking on Mackenzie Road, from Gordon Head Road heading towards Shelbourne. As he was walking a delivery van crossed over the concrete buffer, parking across the sidewalk and bike lane.

What has been done so far on Mackenzie and what is being proposed will cause hazards to driver, cyclists and pedestrians. There HAS to be a better way to achieve this.

I won't even go into the problems ambulance and fire trucks will have trying to get to emergencies throughout Mackenzie!!

Jennifer Cochrane

## Preet Chaggar

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**From:** Janet Lilly [REDACTED]  
**Sent:** Thursday, November 7, 2024 11:43 AM  
**To:** Council  
**Subject:** (External Email) Lane changes

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 .

You have a hard no from me on single lanes for Quadra and Mackenzie. Change is not what we fear , idling vehicles, impatient drivers , and rainy days - is what we fear . Your next idea will be to charge vehicles to move about the city . Allowing the rich but not the poor. Shame on you . Thank you Janet Lilly.

.

Sent from my iPad

**Preet Chaggar**

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**From:** Bev Highton <[REDACTED]>  
**Sent:** Thursday, November 7, 2024 10:41 AM  
**To:** Council  
**Subject:** (External Email) Mckenzie Avenue

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.

Recently I heard a discussion on CFX radio wherein Councillor Teale Phelps Bonderoff was discussing transportation issue and in particular the McKenzie Avenue Plan.

Initially the conversation seemed to be centered on a review of public safety especially at intersections and pedestrian crosswalks. This review is important and is necessary in order to ensure the safety of the Public.

From there the conversation morphed into a discussion of McKenzie Ave. and it's future. After listening to this conversation I had to wonder what sort of utopian fantasyland Mr. Bonderoff and his "traffic consultants" inhabit?

From what I gathered and I believe him to be serious, the suggestion was to reduce the general traffic lanes on McKenzie from 2 lanes in either direction to 1. This bizarre concept was being proposed in order to make way for dedicated rapid bus lanes. The idea was that this would allow more people to take the bus and remove large numbers of vehicles of the road. This is a forlorn hope indeed! According to ICBC the number of vehicle registrations in the CRD is increasing beyond population growth. Over 70% of residents use their vehicles on a daily basis for transportation for both business and personal requirements, this does not include the large number of commercial and emergency vehicles of all types and sizes constantly on our roads. Bus use as a primary method of transportation is anywhere between 14-16% of the population with bicycle (weather permitting) and pedestrians making up the balance.

No amount of Social Engineering will change that ratio for the foreseeable future. I would urge Councillors to get out of their personal cocoons and travel our roads and highways in order to understand that reducing road use for motorized vehicles is folly indeed!

Best regards,

Bev Highton  
Owner/Broker



 **Johnson Street**  
**Victoria, BC**  **Canada**

**Ph:**  **Fax:** 

[www.naivictoria.ca](http://www.naivictoria.ca)

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**Preet Chaggar**

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**From:** goodlight shawca [REDACTED]  
**Sent:** Thursday, November 7, 2024 10:09 AM  
**To:** Council  
**Subject:** (External Email) Bike lanes on McKenzie?!! INSANE!!!!

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

REALLY!! 🤔😓

Have any of you tried cycling with 3 children aged 4 to 10 years on a bike while carrying 3 bags of groceries on a rainy January day?

Not-Amused,  
Jean Siemens



**Preet Chaggar**

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**From:** Van Der Kamp, Michael [REDACTED] >  
**Sent:** Wednesday, November 6, 2024 4:34 PM  
**To:** Council  
**Subject:** (External Email) Quadra-McKenzie Bus and Bike 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 staff and council,

I am writing to express my strong support for the Quadra-McKenzie draft plan, particularly the proposal to introduce bus lanes, bike lanes, and upgraded transit facilities along the McKenzie corridor. Currently, buses carry over half of the rush hour traffic on McKenzie, yet they lack dedicated lanes. Adding bus lanes will save time for the tens of thousands of Saanich residents who regularly rely on this route. Adding bike lanes further improves the efficiency and community appeal of the corridor.

We know that induced demand means that any available capacity along this corridor will be used during peak hours, regardless of what is built or which approach is taken. Therefore the most fiscally and socially responsible thing to do is to use the solution which maximizes capacity and utility to the community while minimizing costs. Converting existing driving lanes to bus lanes and bike lanes achieves precisely this.

I regularly visit Saanich, coming from Victoria. I am considering moving to Saanich, possibly buying a home there. A big reason for me to hesitate and think twice about buying a home in Saanich is the availability of suitable transit and the walkability of its neighbourhoods. My partner does not drive. We hope to have children soon, and when we do we want to live somewhere where, once old enough, they will be able to get around on their own and experience independence without needing to drive.

Currently, I often choose not to take transit because it can be slow, infrequent, and unreliable. I do not like driving and would prefer not to drive, but often feel that I have no reasonable alternative. As a result I contribute to traffic congestion, but this would not be the case if I could take transit.

It's time for Saanich to tackle these issues along McKenzie without delay. I urge the Saanich council and staff to promptly approve the Quadra-McKenzie plan with its proposed transit improvements.

Kind Regards,

Michael van der Kamp

Victoria

[REDACTED]

**Preet Chaggar**

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**From:** Al Giesbrecht [REDACTED] >  
**Sent:** Wednesday, November 6, 2024 12:29 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) McKenzie Quadra

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

I would like to let you know that I am very much opposed to the plan to reduce McKenzie to one lane in each direction. I heard one of the council members speaking about safety.

I would suggest that cyclists and pedestrians follow some of the rules of the road, this would contribute to their safety.

In my travels I note that cyclist very seldom signal or stop at stop signs. Pedestrians routinely cross at locations other than cross walks.

I will be watching this plan with interest

J. A. (Al) Giesbrecht  
Victoria BC  
[REDACTED]

**Preet Chaggar**

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**From:** Giulianna Oliveira Santos >  
**Sent:** Wednesday, November 6, 2024 11:31 AM  
**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.**

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

**Giulianna Oliveira Santos**

Sr Marketing Analytics & Campaigns Officer  
Gustavson School of Business | University of Victoria  
PO Box 1700 STN CSC | Victoria BC, V8W 2Y2  
[giuliannas@uvic.ca](mailto:giuliannas@uvic.ca) | Phone 250-472-4982 | BEC 406  
[uvic.ca/gustavson](http://uvic.ca/gustavson)

Pronouns: she/her

*We acknowledge and respect the lək'wəŋən peoples on whose traditional territory the university stands and the Songhees, Esquimalt and W̱SÁNEĆ peoples whose historical relationships with the land continue to this day.*



**Gustavson**  
School of Business  
University of Victoria

## Preet Chaggar

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**From:** Stu Hackett [REDACTED]  
**Sent:** Wednesday, November 6, 2024 10:00 AM  
**To:** Council  
**Subject:** (External Email) Opposed to the QMP

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

Hi

The purpose of this email is to ensure you are aware of the significant opposition in the community regarding the QMP. I attended the open house yesterday and I posted my Comments to the message board at the session.

The overwhelming sentiment at the session was that the plan is too aggressive in many respects - the traffic lane adjustments and the Beckwith Hub - to name just a couple.

I oppose the traffic changes to Quadra and McKenzie.

I oppose the Beckwith Hub.

Please stop the development of this plan, or at a minimum, extend the consultation and development timelines and adjust the plan accordingly to Saanich constituents feedback.

Please listen to your constituents.

Stu Hackett  
[REDACTED]

## Preet Chaggar

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**From:** Murray, Lise ECC:EX [REDACTED] >  
**Sent:** Wednesday, November 6, 2024 7:12 AM  
**To:** Council  
**Subject:** (External Email) McKenzie single lane traffic 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 have been reading in the Times Colonist about plans to convert McKenzie and Quadra into single lanes each way with bike lanes. If this is true I urge you to reconsider. McKenzie is already bumper to bumper during the afternoon and evenings. I can only dread what it would be like with single lanes. Driving in Greater Victoria has become a complete nightmare. Bike lanes do not need to be on such a major artery, especially this one.

Lise Murray  
[REDACTED] Maxine Lane

**Preet Chaggar**

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**From:** Krista Wansbrough [REDACTED]  
**Sent:** Tuesday, November 5, 2024 4:58 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Proposal for McKenzie Ave

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

I'm not sure who is best to make this comment to but with the proposed lane changes to McKenzie, please look at what happened today with the apartment fire on McKenzie. It was an absolute nightmare. Gridlock, ridiculous backup, emergency vehicles struggling for access. And the council wants to make it even harder to commute. I find it so stunning and disheartening that normal commuters like myself are being thrown to the wolves with this plan. Transit and bike lanes are not feasible in my life. Please take a look at how this doesn't fit the average persons needs. Today was really hard. Thank you.  
Sent from my iPhone

**Preet Chaggar**

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**From:** Mark Edwardson >  
**Sent:** Tuesday, November 5, 2024 4:57 PM  
**To:** Council  
**Subject:** (External Email) RE: Build the bus lanes! (and more)

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

Dear Saanich staff and council,

As a UVic student, I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes.

Buses carry far more people than cars along this corridor, but currently the bus is slow and unreliable. This is something that is directly in Saanich's control. McKenzie prioritizes people who drive, and as a result buses are stuck in traffic and wait several minutes at each light. While on paper the bus arrives quite frequently, because of how the road is allocated, transit is a frustrating and unreliable choice.

I would support Saanich implementing these bus lanes as soon as possible, and **I am concerned that the bus lanes will not happen soon enough**. There is enough space on the existing roadway to create something temporary while a longer-term solution is built. **Paint and signs are cheap**, and this would be popular with the majority of people who take transit if only it were more reliable.

Unrelated to the bus lanes, I also have the following comments re: the proposed land-use changes:

- The proposed density is great, and I strongly support redeveloping the entire area. I grew up here and it's a great place to live, with lots of amenities in walking distance.
- The densities could probably be higher, especially in established residential areas. We should try to move as much density away from busy streets, and apartments are perfectly fine on side streets as well. The base zoning should be something close to 3-6 floors, not townhouses.
- Will Saanich actually rezone this area? Or will developers still need to get a rezoning? We should move away from site by site rezonings so I hope Saanich actually changes the zoning code.

In general, I think this is a great plan, and council + staff deserve a lot of credit for putting this together. Thank you!

Cheers,

Mark Edwardson

**Preet Chaggar**

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**From:** Jake Franz [REDACTED] >  
**Sent:** Tuesday, November 5, 2024 12:25 PM  
**To:** Council  
**Subject:** (External Email) Quadra-McKenzie Bus Lane Draft

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 drive through Saanich as part of my commute and believe that the 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Thanks,

Jake Franz



**Preet Chaggar**

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**From:** Evan Quan <[REDACTED]>  
**Sent:** Monday, November 4, 2024 9:37 PM  
**To:** Council  
**Subject:** (External Email) 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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 study and live 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 the Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Evan Quan

**Preet Chaggar**

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**From:** Alannah Moscardelli >  
**Sent:** Monday, November 4, 2024 8:00 PM  
**To:** Council  
**Subject:** (External Email) Quadra-McKenzie draft plan support

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. Currently buses 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, study, and live 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Alannah Moscardelli

**Preet Chaggar**

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**From:** Oliver Scott [REDACTED] >  
**Sent:** Monday, November 4, 2024 7:33 PM  
**To:** Council  
**Subject:** (External Email) 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 staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. **Currently buses 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 study in Saanich and believe that my community will greatly benefit from these transit improvements. **Currently, I lack any other option besides public transit. I find it is too slow, infrequent, and unreliable. It is time for Saanich to address these issues along McKenzie, and quickly.** I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Oli Scott

**Preet Chaggar**

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**From:** Steven Barre [REDACTED] >  
**Sent:** Monday, November 4, 2024 7:03 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.

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. **Currently buses 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 live in Saanich and believe that my community will greatly benefit from these transit improvements. **I rely on transit to get around as I do not have a car or license. It is time for Saanich to address these issues along McKenzie, and quickly.** I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

--

**Steven Barre** ([He/Him](#))

Senior Container Operations Analyst - [Advanced Solutions](#), a DXC Technology Company

[BCGEU](#) Shop Steward 1201

[Victoria Transit Riders Union](#) member

[Christina Winter for Victoria - Swan Lake](#)

<https://www.linkedin.com/in/stevenbarre/>

## Preet Chaggar

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**From:** Georgi [REDACTED]  
**Sent:** Monday, November 4, 2024 5:59 PM  
**To:** Council  
**Subject:** (External Email) Bike lane, congestion, traffic, pollution climate crisis

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

Council:

Not everyone can use a bike and be “green”. It is just not feasible for many. And then you also have the group that could ride but won’t for their own reasons.

Vehicular Traffic congestion is increasing...probably at least two reasons...the increase in population (more drivers more vehicles on the streets) and the slow-downs between traffic lights of so many street's single lane options now. As well as the idling at specific left turns across bike lanes.

Sitting in traffic idling is not very “green”. It Certainly contributes to pollution and i wonder if the few non-polluting bike riders who take advantage of the bike lanes are offsetting the pollution caused by long lines of idling vehicles?

Is the MacKenzie bike lane project really a move in the right direction, all things considered?

Georgina Kirkman

Victoria bc

**Preet Chaggar**

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**From:** Mark Gerhardt [REDACTED] >  
**Sent:** Monday, November 4, 2024 4:41 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.

Hello

I'm a Saanich resident who uses all modes of transportation. I walk, bike and take transit. I also own a car and drive most days.

I'm writing in support of the paradigm shift towards non-car modes of transportation. With increasing population, I just don't see how else it works.

In the plan for the Quadra- MacKenzie corridor, I support the plan for a rapid bus, bike and car lane each way.

Mark Gerhardt  
[REDACTED] Faithwood Rd.

**Preet Chaggar**

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**From:** Otis Adams <[REDACTED]>  
**Sent:** Monday, November 4, 2024 4:08 PM  
**To:** Council  
**Subject:** (External Email) Bus Lane on Mckenzie

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 in support of the Quadra-McKenzie draft plan, 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/study/live in/regularly visit] 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,  
Otis Adams

**Preet Chaggar**

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**From:** Tyler Makaro [REDACTED] >  
**Sent:** Monday, November 4, 2024 3:28 PM  
**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.**

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. Providing bus lanes will give time back to the tens of thousands of Saanich residents that regularly ride along the McKenzie corridor.

I recognize that people will happily take public transit if that transit is nearly as fast as driving, but when buses are stuck in traffic they will only ever be slower than cars. Bus lanes will shift the equilibrium of people to using more public transit making traffic better for everyone including those in cars.

I study at UVic 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. It is time for Saanich to address these issues along McKenzie.** I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

--

Regards,  
Tyler Makaro  
(He/Him)



**Preet Chaggar**

---

**From:** Samuel Holland [REDACTED] >  
**Sent:** Monday, November 4, 2024 3:21 PM  
**To:** Council  
**Cc:** QMS  
**Subject:** (External Email) Support for the Quadra-McKenzie plan, particularly transit improvements

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. **Currently buses 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 due to traffic. It is time for Saanich to address these issues along McKenzie, and quickly.** I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

The planned density improvements are also essential for Saanich to meet provincial housing targets. I commend Saanich staff and council for their vision in this regard. I also encourage the District to consider allowing light commercial uses across the entire urban fabric, and to mirror Victoria's boldest OCP approach of six storeys across the city, so that we can have more neighbourhood groceries, small offices, bakeries, coffee shops, and other small businesses across Saanich, as well as affordable and abundant places to live. The District can go much farther in this regard.

Kind Regards,  
Samuel Holland

**Preet Chaggar**

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**From:** Shannon Jubb <[REDACTED]>  
**Sent:** Monday, November 4, 2024 2:13 PM  
**To:** Mayor Dean Murdock; Council  
**Subject:** (External Email) McKenzie Corridor Concerns

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

Dear Mayor Dean Murdock,

As a resident in the constituency which you represent, I am writing to express concern regarding the proposed changes to the McKenzie corridor, specifically the decision to reduce the current four car lanes to two and to designate the additional lanes for buses and bicycles. While the intentions behind these changes may aim to enhance public transit and cycling options, I believe this approach does not reflect the realities and needs of our community and may disproportionately impact families, individuals with disabilities, and those with other limitations that prevent them from relying on alternative transit modes.

First and foremost, the decision to narrow McKenzie to two car lanes does not account for the varied needs of the community. Buses and bikes, while important options for many, cannot serve as universal solutions. Families need flexibility for driving children to schools, daycare, and essential appointments, and they must often travel to shop at stores that offer affordable options. In our family, our son has a disability in which he is not capable of relying on either a bicycle or public transit and at this stage of our lives, we are reliant on a vehicle to accommodate medical and therapy appointments. As a two working parent family with other children and elderly parents that we support, the time required to complete medical related trips alone with decreased arterial vehicle connections is not sustainable due to the missed time at work for us or school for our children. It is simply not feasible to attempt these appointments without a vehicle, making driving a necessity, not a choice.

The current traffic volume on McKenzie already creates congestion, and reducing the car lanes risks creating a permanent bottleneck, especially for residents commuting in and out of Saanich's communities like Gordon Head, Cadboro Bay, UVic, and Lakehill. McKenzie is an essential arterial road that links these neighborhoods to major highways, and any reduction in its capacity will have ripple effects on commuting times and the quality of life of residents throughout the area.

Furthermore, transitioning to a more bike- and bus-friendly infrastructure is an admirable goal, but it requires a strategic, phased approach that recognizes our city's layout and existing infrastructure. Our city's residential, commercial, and service areas are often spread out, and current transit options do not yet allow most families to manage their daily needs solely by bus or bike. We need a measured, inclusive approach to this transition—one that reflects community needs, thoroughly considers the impact on traffic and travel times, and respects the investment of taxpayer dollars. While we all support greater sustainability, it is essential that the city's plans evolve in a way that supports everyone's needs, not just the few who can already afford to forgo a vehicle in their daily lives.

We elected you as an official for our municipality, and under the Mayor and Councillor Responsibilities set out by the Community Charter it stipulates you must, "Consider the well-being

and interests of the municipality and its community.” This is not happening and I urge you to reconsider the proposed changes to the McKenzie corridor and to seek a solution that respects the needs of our entire community, one that balances the benefits of sustainable transit options with the realities of a car-dependent infrastructure. I am confident that with more study, open dialogue, and a commitment to inclusive planning, we can arrive at a solution that benefits all.

Yours truly,

Shannon Jubb

██████ Colleen Court, Victoria BC ██████  
████████████████████

**Preet Chaggar**

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**From:** Cord Corcese [REDACTED]  
**Sent:** Monday, November 4, 2024 2:08 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Bus Lane Support!

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

Hi Saanich Council and staff,

I am just writing in strong support of the proposed bus lanes on Mckenzie. As someone stuck commuting from the Westshore to UVIC, the 26 has become the least reliable and most overcrowded part of my commute. Adding bus lanes will help by making the buses run faster, allowing BC Transit to run more trips with the same number of buses, and will save me and many other transit riders time. They will also make buses more reliable, as BC Transit will be better able to predict runtimes, and will be able to run buses more consistently.

As it stands my door to door commute takes 50 to 100 minutes to get from the south end of Colwood to UVIC. The 26 is the main source of this variability despite taking 3 buses total.

Bus lanes are also critical to supporting the Rapidbus plans. If the bus is stuck in traffic, it's not rapid transit. Speeding up the buses will also help shift more people to transit, as transit becomes faster than driving at peak times for more trips, helping to limit traffic congestion overall.

Saving space for transit is a great long term investment in Saanich and the CRD's future, and to reduce carbon emissions.

PS: Improved bike lanes are also very welcomed. The quick build lanes have been a massive improvement when I choose to bike, and improving them further will help fill in the remaining sketchy spots. They were also very helpful when I lived in Gordon Head and used them to get between UVIC, home, and the grocery store. (Ideally, I would still be living in Gordon Head, but a mix of a bad roommate and being fortunate enough to have the option of living with family for very cheap made that difficult lol)

Thank you,  
Cord Corcese

**Preet Chaggar**

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**From:** [REDACTED]  
**Sent:** Monday, November 4, 2024 1:43 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.

Good Morning.

I am sending you this email regarding the Plan for Quadra and McKenzie area, of which I and my family have lived for almost 30 years.

My wife and I attended all 4 of the first round of meetings a year ago. We were able to be a part of the discussions regarding the needs and future plans of the area.

We attended the meeting on Saturday to view what is being proposed.

To our sadness and concern, it seems that very little has been listened to, or put forward regarding the traffic patterns. Other proposals of Hubs, Buildings, Parks, etc. were happily accepted. But traffic was a major concern on everyone's lips. The traffic is our major concern! As we attended this meeting on Saturday, you could feel the concern of others in the room.

It didn't matter who we spoke with, the same concern came up. The traffic.

We were told that 20 years ago the traffic counts on McKenzie, were more, than in recent years. This is hard to believe, but we've been told stats prove otherwise.

On any given day, as we walk, or drive, the traffic is heavy on McKenzie. Steady streams of traffic going in opposite directions. From 2:30 on, coming from the top of Saanich road looking down towards Quadra and beyond, the traffic is packed. All you can see is 4 solid lanes of vehicles. Without the left turning light, you'd be there for a very long time!

McKenzie is a major road transporting people from Gordon Head, UVic, Shelbourne areas to other destinations of the city and outlying areas.

**McKenzie NEEDS** to be treated as **a Major connection** to other parts of the municipalities of the city. **It can NOT be viewed as lesser than that.**

It will always be a major thoroughfare and used heavily. To think that people will "leave their cars at home" is not reasonable and will not work.

It may only cause harm, danger, and frustration to drivers, cyclists and pedestrians.

DO NOT CUT MCKENZIE DOWN TO SINGLE LANE TRAFFIC. (bus lanes aside)

These meetings have been held to listen to the voices of the people.

The people have not been heard, or listened to.

Saanich council is in place to hear the people.

Please remember that.

Sincerely

Romeo and Joann Strasbourg

**Preet Chaggar**

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**From:** Shelby Millar [REDACTED]  
**Sent:** Monday, November 4, 2024 1:21 PM  
**To:** Council  
**Subject:** (External Email) Quadra-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.

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Shelby Millar

**Preet Chaggar**

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**From:** Max Thomson [REDACTED] >  
**Sent:** Monday, November 4, 2024 1:04 PM  
**To:** Council  
**Subject:** (External Email) Please support bus lanes on McKenzie

**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 writing as a frequent transit rider in Saanich to ask that you please support the proposal for bus lanes along McKenzie. I commute along here to UVic and at peak times am frequently on a bus carrying hundreds getting delayed by cars carrying maybe a dozen. I've had the bus I'm on have to sit through three red-light-cycles due to cars causing congestion when that bus is standing-room-only, easily containing more people than all the other vehicles on that block.

Installing bus lanes here would be a huge benefit to the majority of commuters, and to the transit system as a whole. Busses going faster and not getting caught in traffic means they'd finish their routes faster and be able to go do them again, having the same impact as running more busses would at a far smaller cost. Having them not get delayed at peak times would also make transit a far more appealing option to many, leading to increased ridership and fewer cars on the road. We need to invest in better transit infrastructure like this plan as our city and region grows

Thank you, and I hope you vote in favour of the Quadra McKenzie plan.  
Max Thomson

**Preet Chaggar**

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**From:** Joe Bitgood <[REDACTED]>  
**Sent:** Monday, November 4, 2024 12:54 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.**

Good afternoon

I am a resident of Saanich who commutes by transit or cycling along the McKenzie corridor. I support the expansion of transit and protected cycling lanes. I understand there has been some push back to the bus land conversion on McKenzie. Please understand there is a quiet majority that supports the further transit-ification of our beautiful city.

Thank you!

More bus and bike lanes please!

Joe Bitgood  
Saanich Resident



**Preet Chaggar**

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**From:** Alexander Darby [REDACTED]  
**Sent:** Monday, November 4, 2024 12:11 PM  
**To:** Council  
**Subject:** (External Email) McKenzie Bus Lanes Needed Urgently

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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, study and live in Saanich near McKenzie, and I've lived here long enough to know McKenzie used to be called Ruby. As a long time resident of 20 years I strongly 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

I would like to add to this copy pasted letter (that I completely agree with) that I hope council is aware of induced demand, the phenomenon where more space provided to cars just ends up being filled with more cars. This is a fact that has been known since the early 20th Century. There is no good reason to have 2 lanes of car traffic outside turning lanes in intersections other than to encourage driving over more sustainable, efficient, and safer modes of transportation. Giving space to busses also means that space is there for emergency vehicles. If my house burns down during rush hour I don't want my Fire Department stuck in traffic, waiting for cars to clear the road. I want them taking the bus lane to get directly to my house and put that fire out.

Additionally with the increasing amount of housing going up where I live it is irresponsible to build that infrastructure assuming everyone will drive. We need viable alternatives to driving for new residents of Saanich moving into University Heights or on top of the Nellie McClung Library. Infrastructure dedicated to public transit and active transportation make driving better as there's fewer cars on the road! But that won't happen until we take that meaningful action to put that infrastructure into place. I want to live in a Saanich where getting where I need to go is not just cheaper and better for the environment, but **FASTER** by bus and/or bike than car.

Bus lanes will bring safety, efficiency, sustainability, and equity. We need them on McKenzie.

Kind Regards,

Alexander Darby,

Resident of Mount Tolmie area of 20 years

**Preet Chaggar**

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**From:** Aaron Ko [REDACTED]  
**Sent:** Monday, November 4, 2024 10:53 AM  
**To:** Council  
**Subject:** (External Email) Quadra-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.

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, particularly in support of the plan to bring in bus lanes and improved transit facilities along the length of the McKenzie corridor. **Currently buses 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 live in and study in Saanich and believe that my community will greatly benefit from these transit improvements. Currently I have found the buses on McKenzie to be stuck in traffic. I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Aaron Ko

**Preet Chaggar**

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**From:** B. Lake [REDACTED]  
**Sent:** Monday, November 4, 2024 10:46 AM  
**To:** Council  
**Subject:** (External Email) Please support 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 Council and Staff,

I am writing in support of the Quadra-McKenzie draft plan, 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 live in Saanich and believe that my community will greatly benefit from these transit improvements. Our family are regular users of public transit, but feel that it urgently needs to be improved. Transit in Greater Victoria needs to be both maintained and expanded in scope, for the benefit of riders. Supporting public transit also removes more cars off the road, hence reducing congestion and lowering green-house gas output. It is time for Saanich to address these issues along McKenzie.

I encourage Saanich council and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

(Ms.) Bryony Lake  
[REDACTED] Bearwood Court  
Saanich

**RECEIVED**  
By Preet Chaggar at 11:27 am, Nov 04, 2024

**Preet Chaggar**

---

**From:** Luke Suchoski [REDACTED]  
**Sent:** Monday, November 4, 2024 10:00 AM  
**To:** Council  
**Subject:** (External Email) Bus lanes on McKenzie

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

Dear Saanich staff and council,

I am writing in support of the Quadra-McKenzie draft plan, 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 study and live 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 and staff to move quickly to approve the Quadra-McKenzie plan, with the planned transit improvements.

Kind Regards,

Luke Suchoski

**Preet Chaggar**

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**From:** Natalie Lougheed on behalf of Reception  
**Sent:** Monday, November 4, 2024 8:56 AM  
**To:** QMS  
**Cc:** Reception  
**Subject:** FW: Website Feedback Dis-approval for Quadra Mckenzie Plan.

Good Morning,

Please see below for your review and response.

Thanks,

**Natalie Lougheed**

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

t. 250-475-1775  
e. [natalie.lougheed@saanich.ca](mailto:natalie.lougheed@saanich.ca)  
[saanich.ca](http://saanich.ca)

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**From:** noreply@saanich.ca <noreply@saanich.ca>  
**Sent:** Saturday, November 2, 2024 12:15 PM  
**To:** Reception <Reception@saanich.ca>  
**Subject:** Website Feedback

**Name** GARY SCHWANN

**Email address** [REDACTED]

**Phone number** Not provided

**Address** Not provided

**Message**

I would like to voice my strong disapproval to the proposed changes to traffic lanes on Mackenzie Ave. Reducing automobile traffic flow to two lanes along one of Saanich's busiest corridors would do nothing but add to the level of congestion, frustration and pollution that already exists along this roadway. I am a Saanich resident and truly hope that common sense will prevail in putting a stop to this proposal. If anything this proposal should be put to a referendum for Greater Victoria residents to decide.

## Preet Chaggar

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**From:** Lisa [REDACTED]  
**Sent:** Sunday, November 3, 2024 10:34 AM  
**To:** Mayor Dean Murdock; Councillor Judy Brownoff; Susan Brice; Nathalie Chambers; Zac De Vries; Karen Harper; Teale Phelps Bondaroff; Colin Plant; Mena Westhaver  
**Cc:** Planning; Engineering; CAO Admin  
**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.**

Lisa Mair  
[REDACTED] Canterbury Road  
Victoria, BC [REDACTED]  
[REDACTED]  
October 29, 2024

Saanich Municipal Hall  
770 Vernon Avenue  
Victoria, BC V8X 2W7

Dear City Council Members,

I hope this letter finds you well. I am writing to express my strong opposition to the proposal to convert portions of McKenzie Avenue into a single lane to accommodate a bus lane. While I fully support efforts to enhance public transportation, I believe that this particular change would exacerbate the existing traffic congestion rather than alleviate it.

At present, McKenzie Avenue is one of the most congested routes in our area, often experiencing gridlock during peak hours. Reducing it to a single lane would create significant delays for both commuters and residents. Many of us rely on this road for daily activities, including commuting to work, accessing local businesses, and reaching schools and medical facilities. The additional congestion would not only increase travel times but also contribute to frustration and safety concerns.

Furthermore, converting to a single lane would impact the quality of life for residents living on or near McKenzie. Increased traffic backups would likely lead to higher noise levels and air pollution, detracting from our community's overall well-being.

I urge the council to consider alternative solutions that can improve public transit without compromising the flow of traffic. Options such as optimizing existing bus routes, increasing service frequency, or implementing dedicated bus lanes on less congested roads could achieve the desired goals without negatively impacting the lives of so many residents.

Thank you for your attention to this matter. I hope the council will reconsider this proposal and prioritize the needs of our community.

Sincerely,

Lisa Mair





## Preet Chaggar

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**From:** noreply  
**Sent:** Sunday, November 3, 2024 8:08 AM  
**To:** Mayor Dean Murdock  
**Subject:** Mackenzie proposal and related changes

**Recipient** Dean Murdock  
**Topic** Mackenzie proposal and related changes  
**Name** Pano  
**Email address** [REDACTED]  
**Phone number** Not provided

### Message

I would like to inquire about your reasoning in the proposed changes to McKenzie Ave. Over the last number of years I have held my breath and my tongue regarding our city's numerous road updates, silently hoping that there was some rhyme or reason to them. I feel like the proposed changing of McKenzie to one lane at it's busiest area exemplifies the incompetence and short sightedness of our city in planners and engineers.

What I am asking is what you hope to achieve by making the busiest section of one our last remaining main thourougfares a single lane. What alternate routes do you plan for the commuters from Esquimalt, Langford, Sooke and everywhere north to take to get to UVic ?

**Preet Chaggar**

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**From:** Hannah Wall [REDACTED] >  
**Sent:** Saturday, November 2, 2024 12:45 PM  
**To:** Mayor Dean Murdock; QMS  
**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 Mr. Murdock,

I would like to respectfully offer you my feedback on the recently revealed Draft Quadra McKenzie Plan.

I live in a family home on Howroyd Avenue with my husband and two school-age children. Our home is, unfortunately, in the exact location where a new multi-use path is planned. Additionally, there are high-rises planned directly behind us, where there are currently family homes similar to our own. I'm sure you can imagine the distress this has caused, especially when we were not engaged during the process, and the first time hearing about it is in a published document and a survey that won't allow you to outright reject the proposed plan.

We chose this neighbourhood because of its safety, proximity to Campus View, where both our children attend, and its proximity to amenities and extended family. While I understand the need for more housing and am supportive of densification, it's heartbreaking to see that so little value is placed on peaceful neighbourhoods where families can breathe. There is a wonderful community of Campus View families on Howroyd, Sheridan, and Stamboul. Our children free-range around the neighbourhood together, and their parents are our village.

Already, our friends and neighbours are being harassed by realtors and developers, threatening to just build all around them if they refuse to sell. It is sickening and heartbreaking, and already being treated as all but inevitable.

There is already so much development taking place in the area along main corridors, adding housing that is desperately needed, but these proposed changes go too far.

Please, please reconsider this plan. It threatens to displace an entire, incredibly close-knit community.

Regards,

Hannah Wall

[REDACTED] Howroyd Ave.  
[REDACTED]

**Preet Chaggar**

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**From:** Paula Manning [REDACTED]  
**Sent:** Friday, November 1, 2024 2:57 PM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) single lane Quadra/Mckenzie traffic

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

Paula Manning  
[REDACTED] Cedar Hill Cross Rd.  
Victoria BC, [REDACTED]

November 1, 2024

Dear Mayor and Saanich Council,

**Re: Single lane McKenzie and Quadra**

I read the draft McKenzie/Quadra plan and wanted to like it; I really did. Instead, I found myself stunned at how out of touch and idealistic the designers and council members must be to suggest reducing McKenzie, and to a lesser degree, Quadra, to single lane vehicle traffic! I found myself wondering if any of you actually live around there or have actually done any research into the destination/purpose of the vehicular traffic that uses McKenzie and Quadra; it certainly doesn't seem like it.

I live four blocks from Quadra and Mckenzie. It's a major artery to not just other areas of Saanich, but all of Greater Victoria and to highways 17 and 1! During they day there is a sizable amount of work/UVIC/school traffic, but its naïve to assume that most of that could be replaced with rapid transit. The end destination is often far away and out of the way. Plus, that is only PART of the traffic.

At 6:30 at night on a Tuesday, traffic is up over the hill, same thing on Saturday. Its people doing a lot of activities not conducive to rapid transit. Its people in our and other municipalities getting weekly groceries, heading up island, driving to sports practices at ever changing locations, going to rec centres, accessing the rural parks, visiting friends in other areas of greater Victoria, dropping off yard waste etc. etc. Its also seniors, the very group you say make up 31% of the population and have special mobility considerations. My 80-year-old mom can't walk four blocks to the bus stop and eight blocks on the other side to see her friend. Its is also a designated truck route AND prime emergency vehicle route.

Add to this that Quadra traffic has already been pushed onto Borden/Cedar Hill Cross (near the yard,) to dangerous levels at certain time of the day. The confluence of vehicles exiting/entering the yard, the Monkey tree pub, the well used cycling lanes (me), and school traffic is an accident waiting to happen. Reducing Quadra to single lane will make that much much worse as people will move to Borden/Saanich Cross. Keep in

mind that many of those back streets don't even have sidewalks. By the way, so will putting an 18-story building there. Bad idea.

In short, its madness to even consider reducing traffic lanes to single lanes anywhere near Quadra/McKenzie. Keep the traffic flowing through there. Keep them double lanes. Don't put mass development there right now. The infrastructure can't support it, and rapid bus lanes won't solve that. Set aside this complete out of touch aspect of the McKenzie /Quadra plan and go back to the drawing board. Don't feel pressured by the province to make decisions NOW. We have lots of building going on around Shelbourne/McKenzie and around Blanchard/McKenzie. Take the time to more thoughtfully figure out how to solve the McKenzie/Quadra problem. I'm not against development, but this is not a well thought through realistic plan.

PS Where is yard waste moving to anyway? Does it even make sense to move it? Means longer vehicle trips....more traffic. More people putting yard waste in the garbage. Still struggling with why its costs 200 million for new buildings. That seems excessive. They don't need to be state of the art. They can be functional.

Sincerely,

Paula Manning

## Preet Chaggar

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**From:** Rick Burns [REDACTED]  
**Sent:** Friday, November 1, 2024 1:49 PM  
**To:** Council  
**Subject:** (External Email) LARGE SCALE TRANSFORMATION OF MCKENZIE & QUADRA STREETS

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 do not change the width of Mackenzie & Quadra Streets.  
Those are the busiest streets in Saanich and they must stay open the way they are.

As density grows you must leave corridors open so we can get to work, go to school , shop etc.  
Most streets in Saanch are getting busy every year. Dont make them busier.

Thank you  
Rick Burns  
[REDACTED] Carey Rd  
South Saanich  
Vic BC  
[REDACTED]

--

## Preet Chaggar

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**From:** Chuck Meagher [REDACTED]  
**Sent:** Friday, November 1, 2024 10:26 AM  
**To:** Council  
**Subject:** (External Email) McKenzie Road Plan

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

Why is Council allowing staff time to even consider narrowing McKenzie Ave? This is huge error in reasonable judgment.

Get [Outlook for iOS](#)

**Preet Chaggar**

---

**From:** M W [REDACTED]  
**Sent:** Friday, November 1, 2024 9:31 AM  
**To:** Mayor Dean Murdock; Council  
**Cc:** Melissa Ward  
**Subject:** (External Email) McKenzie Avenue

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

Mr. Murdock - my name is Matthew Ward and I live at [REDACTED] Boulderwood Drive, Victoria BC, [REDACTED].

As property owning tax payers, my wife (Melissa Ward) and I wanted to write you to express our profound displeasure with the current plan to bring Mackenzie down to one lane.

This is a preposterous, ivy-tower policy that will only serve to increase congestion and commuting time in our community (not to mention the costs associated with such a ridiculous project). We do not want to live in such a place.

Any councilor that votes in favor of this proposal will lose our support in the next election. We'll also be sure to donate significantly to opposition challengers.

Respectfully,

-Matthew and Melissa Ward

2190-45 McKenzie Rapid Pass; King 1200 of Eng

POST TO <u>Gen</u>	POSTED
COPY TO <u>Eng</u>	
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR _____	
ACKNOWLEDGED _____	

**Angela Hawkshaw**

**From:** Chris and Mike [REDACTED]  
**Sent:** Wednesday, October 30, 2024 3:44 PM  
**To:** Council  
**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.

This is one of the dumbest ideas your staff has come up with. I am pretty sure the majority of Saanich citizens are going to condemn this foolish idea. Just leave everything as is as far as the streets are concerned..no bus lanes, no bike lanes, keep the 2 lanes of traffic moving in both directions. Seriously, if you want feedback, you're getting it in spades. We live in a democracy, you work for us so after all the emails and surveys, dont even think to ram this down our throats. Thank you...an angry senior..  
Mike Wilson

RECEIVED  
OCT 31 2024  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH



2190-45 McKenzie Rapid Bus; Xref 1220-01 Eng

POST TO	POSTED
COPY TO	
INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED	

## Angela Hawkshaw

**From:** tatum Hinch <[REDACTED]>  
**Sent:** Wednesday, October 30, 2024 6:11 PM  
**To:** Council  
**Subject:** (External Email) McKenzie

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

Hello once again,

This feels like a repeat of my previous experience reaching out and expressing my concerns for a plan council has brought forward. I'm concerned my voice and reality means little to you.

It is important to me that you at least hear the frustration and disbelief of your constituents for this proposal of changes to McKenzie.

I run a small business and I drive all over town throughout the day and week.  
So when I tell you our congestion has gotten worse, it is anecdotal yes, but very real.

I 1000% support more accessibility, bike lanes and beautifying in our neighbourhoods.  
Just not with the intention of frustrating drivers out of their vehicles by "traffic calming".

McKenzie is a main artery. I drive it regularly and it is used as such. Alternatively, side roads around that area are also busy throughout the day already, not allowing for helpful alternate routes if you reduce McKenzie.

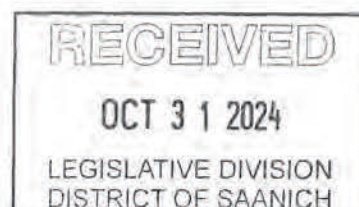
Let us also not forget, you have reduced options for off leash and dog friendly spaces, forcing residents to DRIVE to alternate parks....

PLEASE STOP AND CONSIDER YOUR OPTIONS. We don't need 4 rows of trees, nor a bus only lane... This is a Ridiculous proposal.

Try again 😊

Thanks you,

A very frustrated and concerned constituent!



2190-45 MCKENZIE Rapid BVS; XREF 1220-01 ENG

**Angela Hawkshaw**

**From:** Laura Manning >  
**Sent:** Wednesday, October 30, 2024 12:48 PM  
**To:** Council  
**Subject:** (External Email) Saanich community plan transportation plan

POST TO: <u>Gen</u>	POSTED
COPY TO: <u>Eng</u>	
INFORMATION <input type="checkbox"/>	
REPLY TO WRITER <input checked="" type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION <input type="checkbox"/>	
REPORT <input type="checkbox"/>	
FOR	
ACKNOWLEDGED:	

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,

I need some help here.

I have been reading the district of Saanich documents about changes in the Mckenzie corridor. I have submitted feedback to the plan online. I do not feel safe attending an in person meeting due to covid (something I have not yet caught!)

I live in Gordon Head (and have been here since 1990). I like to take the bus and plan to do so more often as I age in place. [REDACTED]

[REDACTED]. As a result I am always careful when embarking and disembarking the bus.

I live on the 27 bus route and was looking forward to feeling safe taking the bus to our upcoming new library and feeling safe using the 26 to go to medical appointments in the uptown area. Many times I have felt unsafe using the bus (such as having to crawl over snow to get to the sidewalk - one year that I had a medical appointment that could not be missed). I was hoping for something better with the new plan.

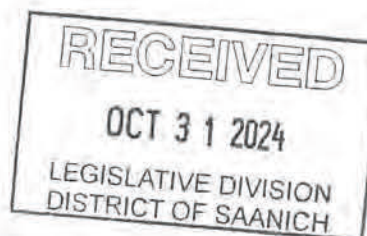
Could you please explain why having to get off the bus and cross the bike lane is something that will be safe ([REDACTED])? Perhaps you have consulted occupational therapists or other professionals, but I don't have a way to know that. Thankfully my vision is not impaired. At least there is a 1.5m area to wait for bikes to pass in the diagrams in the report.

Looking forward to hearing from someone who knows what consultations have been done with those who could bring expertise to mobility issues and the new plan.

This is the diagram I have referred to from your report.

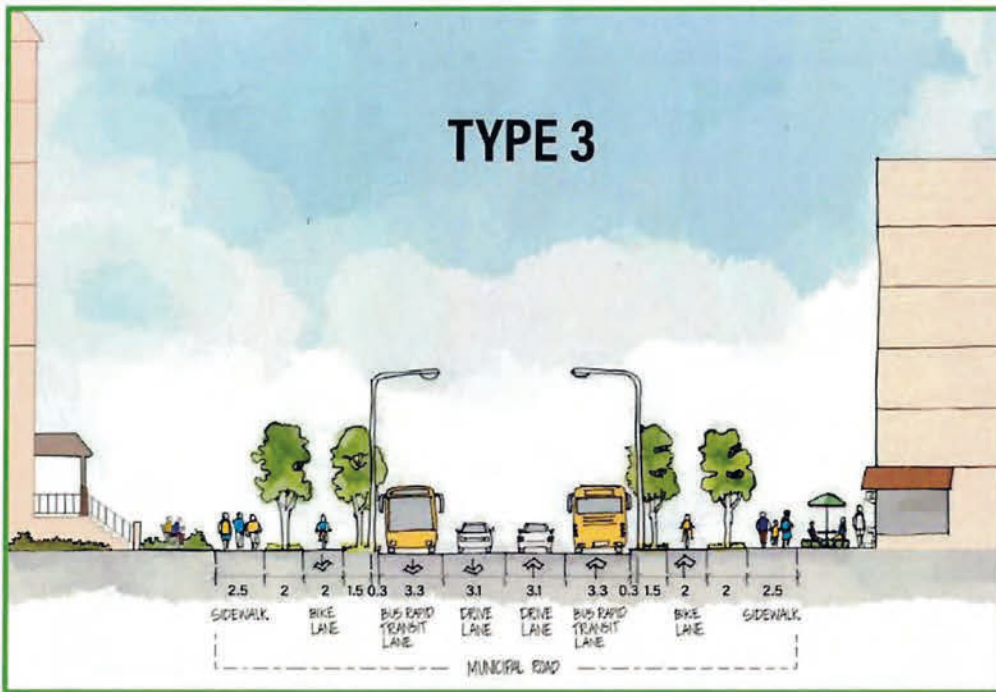
Thanks in advance.

Laura Manning





# TYPE 3



2310-20 QMP

Angela Hawkshaw

**From:** Sarah Dodds  
**Sent:** Wednesday, October 30, 2024 7:30 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Copy of Correspondence re QM

POST TO	GEN	POSTED
COPY TO	LC	
REPLY TO WRITER	<input checked="" type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED		

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

Hello Minister Kahlon,

My name is Sarah Dodds. I have lived at my house in the LakeHill area of Saanich for about 20 years. I have raised my family here and love my neighbourhood big time. Recently we have had lots of implemented change thrust upon us as a result of your Bill 44 forcing huge growth on municipalities. I think the Province has severely overstepped on the municipalities and I am very concerned about it. If massive developments bring affordable housing why is Vancouver so expensive? If anything, the developments ruin the character of long-established neighbourhoods and strips out cohesiveness and nature. Inflation is created by government overspending and debt and allowing too much immigration over too short a time period.

It is environmentally reprehensible to tear down homes that are only 50 or 60 years old and still have plenty of life left in them.

I think the NDP should stop behaving like thugs and stop the attempts to ruin beautiful homes and neighbourhoods.

Sincerely,  
Sarah Dodds

RECEIVED  
OCT 30 2024  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

**Angela Hawkshaw**

**From:** Lisa Mair [REDACTED]  
**Sent:** Monday, October 28, 2024 1:34 PM  
**To:** Council  
**Subject:** (External Email) Quadra McKenzie Plan

POST TO	Gen	POSTED
COPY TO	ENR	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED		

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

Lisa Mair  
[REDACTED] Canterbury Road  
Victoria, BC V8X 3E4  
ldkropp@shaw.ca  
October 29, 2024

Saanich Municipal Hall  
770 Vernon Avenue  
Victoria, BC V8X 2W7

Dear City Council Members,

I hope this letter finds you well. I am writing to express my strong opposition to the proposal to convert portions of McKenzie Avenue into a single lane to accommodate a bus lane. While I fully support efforts to enhance public transportation, I believe that this particular change would exacerbate the existing traffic congestion rather than alleviate it.

At present, McKenzie Avenue is one of the most congested routes in our area, often experiencing gridlock during peak hours. Reducing it to a single lane would create significant delays for both commuters and residents. Many of us rely on this road for daily activities, including commuting to work, accessing local businesses, and reaching schools and medical facilities. The additional congestion would not only increase travel times but also contribute to frustration and safety concerns.

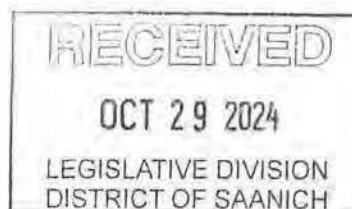
Furthermore, converting to a single lane would impact the quality of life for residents living on or near McKenzie. Increased traffic backups would likely lead to higher noise levels and air pollution, detracting from our community's overall well-being.

I urge the council to consider alternative solutions that can improve public transit without compromising the flow of traffic. Options such as optimizing existing bus routes, increasing service frequency, or implementing dedicated bus lanes on less congested roads could achieve the desired goals without negatively impacting the lives of so many residents.

Thank you for your attention to this matter. I hope the council will reconsider this proposal and prioritize the needs of our community.

Sincerely,

Lisa Mair  
[REDACTED]  
[REDACTED]





2310-20 QMP

Angela Hawkshaw

POST TO	CEN	POSTED
COPY TO		
INFORMATION	<input type="checkbox"/>	
REPLY TO WRITER	<input checked="" type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>	
Park Area		
FOR		
ACKNOWLEDGED		

**From:** Sarah Dodds [REDACTED]  
**Sent:** Friday, October 25, 2024 10:12 AM  
**To:** QMS; Council; Mayor Dean Murdock; [REDACTED]  
**Subject:** (External Email) Quadra Mckenzie Plan Ambassador

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

Hello,

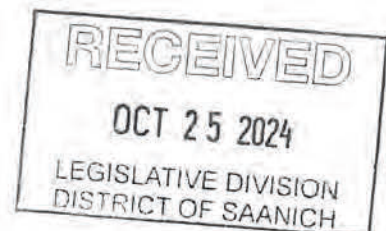
My name is Sarah Dodds, I live at [REDACTED] Borden Street. I read with unease some of the materials for the extremely ambitious Quadra Mckenzie project. I would like more details about the language calling for further density of the south and east ends of Ambassador Park under considerations of The QMP. It is stated that Saanich received "clear direction" to explore additional density along our stretch of the park. Please quantify this clear direction for me. How many people total are suggestion this?

I believe this idea is poor for a number of reasons:

- There are major ballfields located at this park and between the months of March and August/September the area is saturated with vehicles parking on both sides of all the narrow residential streets in the area combined with children and pets darting in between the vehicles.
- There is a sensitive ecological green space between the school/park and the homes on Borden Street. There are oaks and other well established heritage trees and it is teeming with much beloved animal species.
- The buildings that are being advocated for do not fit with the existing neighbourhood structures.

On the whole I this the QMP plan is extreme and radical. It is a lot of change to thrust upon the affected communities all at once. I think that it is rather unfair to the people who have been unlucky enough to have built their lives in your designated areas.

Sincerely,  
Sarah Dodds  
[REDACTED]



2310- QMP  
20

**Angela Hawkshaw**

POST TO	POSTED
COPY TO	
INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input checked="" type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
ACKNOWLEDGED	

**From:** Natalie Loughheed on behalf of Reception  
**Sent:** Friday, October 25, 2024 9:15 AM  
**To:** Engineering  
**Cc:** Reception; Tami Gill  
**Subject:** FW: Website Feedback Bike Lanes along Quadra and McKenzie

Good Morning,

Please see below for your review and response.

Thanks,

**Natalie Loughheed**

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

t. 250-475-1775  
e. [natalie.loughheed@saanich.ca](mailto:natalie.loughheed@saanich.ca)  
[saanich.ca](http://saanich.ca)

**From:** noreply@saanich.ca <noreply@saanich.ca>  
**Sent:** Thursday, October 24, 2024 5:51 PM  
**To:** Reception <Reception@saanich.ca>  
**Subject:** Website Feedback

**Name** Logan Kennett

**Email address** [REDACTED]

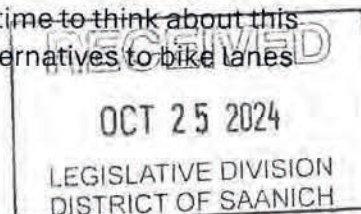
**Phone number** [REDACTED]

**Address** [REDACTED] Tait St

**Message**

Hello Saanich,

My name is Logan and I am currently a grade 12 student attending Spectrum Community School. I plan to attend University of Victoria next year. I am severely concerned about your plans to place bike lanes on both Quadra Street and McKenzie Avenue. Although bike lanes are important, reducing vehicle lanes to one in each direction is not a smart decision. I am concerned of the impact this lane reduction will have on both regular automobile users and bus users. I am a bus user and am shocked by this decision. Despite adding bus lanes at important areas, this will not help busses; when the bus lanes end, busses will be forced to change lanes into gridlocked traffic. This will effect everyone who takes busses along Quadra St and McKenzie Ave, which both have high demand bus routes (including routes 6, 26, 51 and more). These changes will increase commute times for all and especially for students. I hope you take the time to think about this decision and reconsider. I would be happy to give my suggestion for alternatives to bike lanes



along these streets if you would like.

Thanks for your time,

Logan Kennett



2310-20 McKenzie Rapid  
Bus Plan

**From:** Alex Cook  
**To:** Susan Brice; Councillor Judy Brownoff; Nathalie Chambers; Zac De Vries; Karen Harper; Colin Plant; Mena Westhaver; Mayor Dean Murdock  
**Cc:** Harley Machielse  
**Subject:** (External Email) McKenzie Intersection  
**Date:** Friday, October 25, 2024 1:04:36 PM

POST TO	LC	POSTED
COPY TO		
INFORMATION <input checked="" type="checkbox"/>		
REPORT <input type="checkbox"/>		
FOR		
ACKNOWLEDGED		

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

Well by now you all know how I feel about the Mann Avenue Bike Lanes that were rammed through without consultation

You can only imagine how I feel about opening the Times Colonist the other day to read about the plans for McKenzie Road, one of the busiest intersections in Saanich.

I listed to Teale Bondaroff on C-Fax yesterday and was in between laughter, hysteria, and anger at some of his unrealistic expectations and his comments

Mr Bondaroff and those in support of this project have this "Field of Dreams" mentality where you "build it and they will come". This is of course unrealistic. He went on to state that these lanes will in fact reduce congestions because there will be fewer accidents to attend to. I'm not sure if you all drive much in Saanich or Victoria. I do – and from experience, there has been a very small number of times I have been held up due to an accident – in comparison. He went on to say he wants to reduce speed limits, add chicanes and more speed bumps.

You all say you care about the environment – Is sitting idle for 15 minutes at one intersection after another going to benefit the environment? I'm no scientist, but I highly doubt it

My understanding is that the ATC wants to see a rate of zero serious accidents / deaths.

Records show there were 2 accidents causing deaths in Saanich in 2022 and 3 in 2023

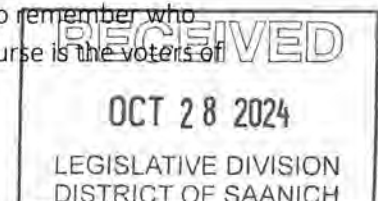
If you really care about others and want to be serious about savings lives, perhaps you should be lobbying the BC government on real change to the drug problems in BC

After all we lost 2,027 individuals in BC in 2022, 2,511 in 2023, and are currently we have lost 1,749 souls in 2024.

Maybe time / money would be better spent lobbying for more Doctors since there are currently more than 700 people without one.

There is a growing awareness of council's agenda. We have witnessed a serious shift in how local government works since the pandemic took place when the public was not as engaged.

Local governments were much more open and transparent, and they seemed to remember who they work for – who their boss is, the ones who signed their checks. That of course is the voters of



Saanich – the taxpayers.

The voices of reason are getting louder and louder. Don't underestimate us – we are fed up, we are angry, and we are a growing force

Alex

A. Alex Cook  
Independent Insurance Advisor  
*"Group Health, Life Insurance &  
Living Benefits Specialist"*

ACookFinancial  
250 514-4994  
alex@acookfinancial.com  
[www.acookfinancial.com](http://www.acookfinancial.com)

2310 - 2C McKenzie  
Rapid bus  
Plan

**Angela Hawkshaw**

**From:** Thomas M [REDACTED]  
**Sent:** Friday, October 25, 2024 1:03 PM  
**To:** Council  
**Subject:** (External Email) Recent Announcement re McKenzie Avenue Traffic flow

POST TO	JEN	POSTED
COPY TO	CC	
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>	
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED		

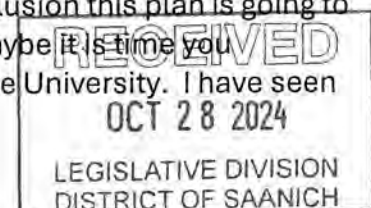
**This email sent from outside the District of Saanich. Use caution if message is unexpected or sender is not known to you.**

The announcement recently made by Councillor Teal Phelps Bond was on the radio saying that Saanich is looking into "removing a vehicle lane on McKenzie to turn it into a Bus Only Lane". That statement confused me more than most announcements this Council makes. I would appreciate an explanation with the corresponding calculations to back up how exactly this is going to improve transportation and ultimately the 'quality of life' in Saanich. I believe it will result in much longer traffic backups as well as a reduction in the quality of life people experience. Many if not the majority of residents cannot afford the price of an electric vehicle or are unable to get around on a bike electric or pedal powered. I personally speak from personal experience in not being able to ride a bike anymore. I was riding a bike to work before many of the Council members were born and I commuted by Bus for years.

The resulting vehicle backups produced from much longer lineups with fossil fuel vehicles idling simply because they cannot move is going to produce the Green House Emissions Saanich is telling us we need to reduce. Only a fool would deny the obvious fact Climate change is a reality. Have you ever wondered or considered the health issues that will result in years to come in people that ride bikes along the 'commuter routes' that will be congested resulting in more exhaust to breath in. As an individual with breathing issues now it is scary to have issues simply breathing.

There was also talk about reducing fatalities on the road and Saanich plan toward zero deaths. Great goal, without taking into account human behaviour. Angry drivers become much more aggressive behind the wheel. Reducing speed limits on 'commuter routes' with the goal of making Saanich "Safer" for all is another ill conceived ideal. I walk most days simply because the doctors tell me it is good for my health. I walk down Garnet Road to and from Shelbourne Street and as there is no sidewalk I feel I am risking my well being. It is narrow and now with the daycares, school drop off on Ansel Road and the greatly increased residency there are far more vehicles that seem to find slowing down for a pedestrian an annoyance. I have invited Mayor Murdock and I invite each and every Council member to discover first hand what walking on a residential street is actually like. No need to hope in a vehicle to meet me as the # 26 bus route runs right down McKenzie. I prefer to walk on McKenzie as it has a sidewalk, however, I know I am inhaling toxins I should avoid. I witness numerous times a week long delays on McKenzie from Gordon Head Road through Cedar Hill Road. Between 2:00 and 3:30 or later the traffic on McKenzie can be backed up well past Quadra Street.

I look forward to your responses explaining how you came to the conclusion this plan is going to improve living in Saanich and Reduce GreenHouse Gas Emissions. Maybe it is time you experienced first hand how much traffic uses McKenzie to and from the University. I have seen



the challenges Bus Drivers experience daily pulling into bus stops through bike lanes. Traffic is something they are used to I am sure.

Thomas Musgreave  
[REDACTED] Emerald Place  
[REDACTED]

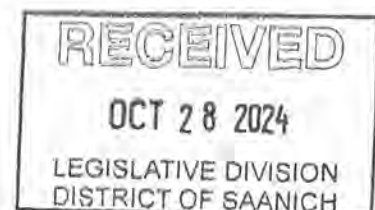
2310-20 McKenzie  
Rapid Bus  
Plan

From: Gail Mitchell  
To: Council  
Subject: (External Email) Proposal to Reduce McKenzie Avenue to one lane in each direction  
Date: Friday, October 25, 2024 12:44:53 PM

POST TO	GEN	POSTED
COPY TO LC		
INFORMATION	<input checked="" type="checkbox"/>	
REPLY TO WRITER	<input type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED		

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

I am astounded at the current proposal for McKenzie Avenue. As founder and past president of Rainbow Park Ratepayers I am wondering what is it you and council members are attempting to achieve. With the new bike lanes in place McKenzie has become treacherous whenever a driver in the left hand lane swerves out of their lane there is nowhere for the driver in the right hand lane to go to escape a collision. When emergency vehicles are attempting to get through the same issue occurs, nowhere to pull over to get out of the way. McKenzie is often so congested during rush hours that drivers are taking other exits to avoid the traffic backups. One such exit for commuters coming from as far as the ferry terminal and Sidney is to exit at Royal Oak and take Wilkinson Road to Helmcken. This route also becomes heavily congested daily and those making their way to Langford, Colwood, Sooke and Westshore take Burnside Road West to the Six Mile. Recently the speed on Burnside Road West has been reduced to 40km (suggested 30km). As traffic passes through Saanich and enters View Royal at Meadow Park Lane and Burnside Road West there is a 30km School Zone to Watkiss Way. I have never seen Saanich Police performing speed checks in this area. I have witnessed RCMP catching speeders between Watkiss Way and Meadow Park Lane. When Burnside Road West is not congested frustrated drivers are frequently seen going well above the posted speeds and ignoring the school zone warnings entirely. If there is an accident anywhere in Langford, Colwood, Sooke, Westshore or the Malahat, drivers are often trapped idling on Burnside Road West as every route comes to a standstill. The galloping goose trail is often unsafe for walkers with cyclists flying past and neglecting to warn pedestrians they are coming up from behind. It seems the goose is a cyclists' preferred route in spite of all the newly installed bike lanes. Burnside Road West has no sidewalks, the road is congested with construction vehicles at the corner of Burnside Road and Helmcken and there is little to no shoulder for pedestrians and/or cyclists to avoid a collision. Please consider the safety of all and send this terrible idea to the shredder without delay. Best regards, Gail (Maxwell) Mitchell





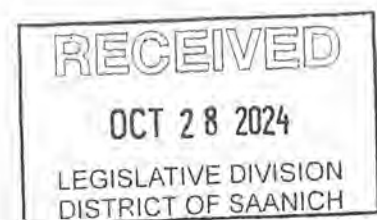
2310 - 20 McKenzie Rapid  
Tows Plan

**From:** noreply  
**To:** Mayor Dean Murdock  
**Subject:** Proposal to Reduce McKenzie Avenue to one lane of traffic north and one lane of traffic south  
**Date:** Friday, October 25, 2024 12:43:15 PM

POST TO <u>GEN</u>	POSTED
COPY TO <u>LC</u>	
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR _____	
ACKNOWLEDGED: _____	

**Recipient** Dean Murdock  
**Topic** Proposal to Reduce McKenzie Avenue to one lane of traffic north and one lane of traffic south  
**Name** Gail Mitchell  
**Email address** [REDACTED]  
**Phone number** Not provided  
**Message**

I am astounded at the current proposal for McKenzie Avenue. As founder and past president of Rainbow Park Ratepayers I am wondering what is it you and council members are attempting to achieve. With the new bike lanes in place McKenzie has become treacherous whenever a driver in the left hand lane swerves out of their lane there is nowhere for the driver in the right hand lane to go to escape a collision. When emergency vehicles are attempting to get through the same issue occurs, nowhere to pull over to get out of the way. McKenzie is often so congested during rush hours that drivers are taking other exits to avoid the traffic backups. One such exit for commuters coming from as far as the ferry terminal and Sidney is to exit at Royal Oak and take Wilkinson Road to Helmcken. This route also becomes heavily congested daily and those making their way to Langford, Colwood, Sooke and Westshore take Burnside Road West to the Six Mile. Recently the speed on Burnside Road West has been reduced to 40km (suggested 30km). As traffic passes through Saanich and enters View Royal at Meadow Park Lane and Burnside Road West there is a 30km School Zone to Watkiss Way. I have never seen Saanich Police performing speed checks in this area. I have witnessed RCMP catching speeders between Watkiss Way and Meadow Park Lane. When Burnside Road West is not congested frustrated drivers are frequently seen going well above the posted speeds and ignoring the school zone warnings entirely. If there is an accident anywhere in Langford, Colwood, Sooke, Westshore or the Malahat, drivers are often trapped idling on Burnside Road West as every route comes to a standstill. The galloping goose trail is often unsafe for walkers with cyclists flying past and neglecting to warn pedestrians they are coming up from behind. It seems the goose is a cyclists preferred route in spite of all the newly installed bike lanes. Burnside Road West has no sidewalks, the road is congested with construction vehicles at the corner of Burnside Road and Helmcken and there is little to no shoulder for pedestrians and/or cyclists to avoid a collision. Please consider the safety of all and send this terrible idea to the shredder without delay. Best regards, Gail (Maxwell) Mitchell



**Angela Hawkshaw**

**From:** Jonathan de Vooght [REDACTED]  
**Sent:** Friday, October 25, 2024 11:01 AM  
**To:** Council  
**Cc:** [REDACTED]  
**Subject:** (External Email) proposal for Mckenzie

POST TO: <b>GEN</b>	POSTED
COPY TO: <b>LC</b>	
INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input checked="" type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR _____	
ACKNOWLEDGED: _____	

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

Hi to All

My name is Jonathan de Vooght

I live at [REDACTED] Saanich Rd, Victoria, BC [REDACTED]. I am concerned about the possibility of the reduction of non-regulated traffic lanes along Mckenzie ave

The road is a major thoroughfare in Saanich and connects two of the major highways on south Vancouver Island. The intersection at Quadra and Mckenzie is one of the busier intersections in the CRD particularly as it is not a highway.

It is a important route to get people to University of Victoria

Where do you propose that those cars will go?

I believe that there can be improvements to safety without a doubt. One such improvement could be at Saanich and Mckenzie. Potentially installing a delayed left turn for traffic travelling westbound .

I can understand the decision to densify the Mckenzie corridor as it is along major bus routes and close to trails, but to suggest that denisfying the corridor and believing that there won't be an increase in automobiles is incorrect. I can understand the argument that every apartment/condo might not have a 4 wheeled vehicle but with the increase in residences along the corridor will significantly increase the amount of people using the corridor. Not all this increase will be in 4 wheeled vehicles but there will be an increase in vehicles.

You take 20 homes down and potentially there are 40 cars removed. if you assume that 5 homes would allow you to put 70 residences. Even if you say 50 residences. Those 20 homes would produce over 200 residences with potentially over 300 occupants. I believe more than 25 percent of the occupants will have vehicles. I believe the numbers I have presented are low so I wouldn't be seen to exaggerate.

The mood of the drivers left to deal with the reduction of lanes would as well be decreased and angry/frustrated drivers cause more accidents.

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**OCT 25 2024**  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

I hope that this message finds you all well and I hope that you reconsider and reject the proposal of a reduction of lanes that cars are able to use along the Mckenzie corridor

Regards

Jonathan de Vooght  
a 25 year resident of Saanich



POST TO OEN POSTED \_\_\_\_\_  
COPY TO HM, LC, SA  
INFORMATION ☐  
REPLY TO WRITER ☒  
~~COPY RESPONSE TO LEGISLATIVE DIVISION~~  
REPORT ☐  
FOR \_\_\_\_\_  
ACKNOWLEDGED \_\_\_\_\_

**From:** Lara Allsopp  
**Sent:** Thursday, October 24, 2024 9:56 PM  
**To:** QMS; Council  
**Cc:** ravi.parmar.mla@leg.bc.ca  
**Subject:** (External Email) Saanich Discrimination against Disabled people with new "projects" like McKenzie.  
**Attachments:** How Type 3 SHOULD look - 3 lanes per.jpg; McKenzie-Bike-Route-Alternatives to removing lanes1 Braefoot-GordonHead.jpg; McKenzie-Bike-Route-Alternatives to removing lanes1 Saanich-Braefoot.jpg; McKenzie-Bike-Route-Alternatives to removing lanes1 PatBay-Quadra.jpg  
**Importance:** High

not one

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DISTRICT OF SAANICH



Putting bike lanes along residential roads and expanding and making more connections to the Goose and Lockside Trail are where the bikes should be safely and without impacting traffic.

You should remove bikes from McKenzie and all Truck routes entirely. There are many residential roads and trails off McKenzie that bikes can travel safely along keeping riders safe and bike lanes can be added. See attached images for how it should be done without impacting traffic.

**You need to be IMPROVING the Traffic flow and reducing air pollution and driver anxiety and stress** by coordinating light timings for traffic flow, removing Islands and trees from roads blocking lanes, deleting the tree blocking the right turn onto Quadra off McKenzie and adding bicycle lanes INSTEAD to residential roads and biking trails, Saanich is doing the absolute opposite in order to cater to 3.6% of the population while IGNORING the rights of people with disabilities, the elderly and every other person that for a legitimate reason CANNOT ride a bike or take a bus.

McKenzie is a main commercial corridor and truck route which you failed to mention ANYWHERE in your plan. Every business requires delivery of goods. Commercial trucks make up a significant number of the traffic backup now. **They cannot take the bus nor cycle.** They also don't accelerate fast enough for the inadequate light timings so they backup more traffic. They take up 2-5x the size of a car, their toxic diesel fills the air with pollution when you open your window in traffic backup it literally makes you ill. **More commercial businesses in your plans means more commercial trucks.**

McKenzie is the corridor for people to drive to the Ferries and Saanich Peninsula. Traffic not being able to move between UVic and Highway 17 will also mean massive traffic backup between Highway 17 exit and Highway 1. That means no Greater Victoria residents, Commercial Traffic nor visitors will be able to efficiently travel without severe traffic congestion between Saanich Peninsula and Highway 1 if vehicle lanes are reduced on McKenzie.

This excessive Commercial and Commuter traffic backup on McKenzie will also overflow Wilkinson and Interurban even worse than they are now as commercial trucks and vehicle commuters (most by necessity and not choice) try to avoid McKenzie.

Narrow lanes with concrete poles and bike barriers on truck routes make it DANGEROUS for Commercial Vehicles because the trucks are so wide there is no space for error and their turning is too wide. If their tires hit the concrete or metal bike lane barriers then they can go into the other traffic lanes killing people and causing accidents.

Saanich is therefore DISCRIMINATING against disabled people and 90% of the population to accommodate 10% who can bike or take the bus. McKenzie is a main corridor. There are NO other alternative routes. It needs 3 lanes for cars in each direction not 2. It already is disastrously backed up by having islands and trees blocking traffic turn lanes and no light timings.

Cheers,  
Lara Allsopp

***“If you judge a fish by its inability to climb a tree, it will live its entire life believing that it is stupid” Dr Albert Einstein***



















2310-20 QMP

Ms. Lorna Rumsby  
McKenzie Ave  
Victoria BC

October 24, 2024

Mayor Murdock and Saanich Council  
C/O Saanich Municipal Hall  
770 Vernon Avenue  
Victoria, B.C. V8X 2W7

POST TO <u>Sen</u>	POSTED
COPY TO <u>LC, JS</u>	
INFORMATION <input type="checkbox"/>	
REPLY TO WRITER <input checked="" type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT <input type="checkbox"/>	
FOR _____	
ACKNOWLEDGED: _____	

Dear Mayor Murdock and Saanich Council:

Re: Future Plans for Redevelopment of Mackenzie Ave., Quadra St. and Gordon Head Road, etc..

I have been meaning to write to Saanich Council for the last year at least, ever since all the large trees on UVIC grounds and McKenzie Avenue and all down south Shelbourne Street have been disappearing at a terrific rate. This has been both very disappointing and terrifying for the future reduction of climate change difficulties that are no longer hovering on the horizon - they have started to land in our backyards.

I did recently see the Mayor's article in the Saanich News stating that he has heard from his constituents concerning their dismay about the large loss of trees in Saanich due to development and road upgrades. **I hope he and Council are listening carefully to us.** It is important for future generations, including any children and grandchildren members of Saanich Council may have. As you are aware, I am sure, trees are known to reduce surface temperatures and a tree canopy in cities is becoming more and more important everywhere. We don't want to fall behind the rest of the world.

The Mayor and Council have declared Saanich's future development plans are seriously concentrated on the reduction of personal vehicle usage and making Saanich into a series of small walkable villages. If we continue to suffer 'heat domes' like the summer of 2023, I can promise parents and their children and their pets will not be walking anywhere if there is no tree canopy to provide shade and lower temperatures. **I feel that a mature tree canopy that spreads branches over the entire street is going to take at least 30+ years to grow so the municipality has to start planting now with no delays.**

My understanding from what the Mayor also wrote in this article is that he and Council were going to demand more from developers in relation to saving trees whenever possible and they were going to be stricter and more demanding in their requests of what has to be done and was expected by Council before building permits are issued. I truly hope that Saanich Council is serious about this because now is the time to act. I completely agree with this line of action. And since I live on McKenzie Avenue as shown above, I heartily support the planting of more trees on McKenzie Avenue which did not seem to be noted in the report of future plans for Saanich that was just printed in the October 23, 2024 issue of the Victoria Times Colonist. Did I miss it? Or are no trees planned?

I look forward to seeing a lot of trees sprouting up in our Saanich neighbourhoods **soon!** My last point is: I feel that residents should be made responsible for watering city trees in the front of their houses. I have heard this is done in other cities so trees are cared for and respected more. Canadians do not respect trees enough...we think we still have millions of trees and it has made us reckless and careless. It is time we change our attitude toward trees.

Your friendly concerned Saanich resident,

[Redacted Signature]

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OCT 30 2024  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH



2310-20 QMP

**Angela Hawkshaw**

**From:** Janet Doyle [REDACTED]  
**Sent:** Wednesday, October 23, 2024 8:13 PM  
**To:** Teale Phelps Bondaroff; Council; Mayor Dean Mordock  
**Subject:** (External Email) This citizen could not get to the Town Hall, but

POST TO <u>GEN</u>	POSTED
COPY TO <u>LC HML</u>	
INFORMATION	<input type="checkbox"/>
REPLY TO WRITER	<input checked="" type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR <u>Town Hall</u> BUT ACKNOWLEDGED	

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

I see in Saanich News that you are planning on re-constructing the Quadra-McKenzie corner... I can't get to every meeting on ythis.

Just one plea -- don't tie up traffic EVERYWHERE in Saanich at the same time! If you sre still working on Shelbourne- McKenzie, finish that first.

It is difficult and frustrating to drive anywhere now, in Victoria and Saanich, owing to street work everywhere!  
It is increasing drivers' frustrations and this creates accidents... we can't all use bicycles.

This is a serious problem. Spread it out over time, and don't create all the construction and barriers EVERYWHERE !

.....  
Janet Doyle  
[REDACTED] Lochside Dr., Saanich BC  
[REDACTED]  
landline [REDACTED]  
7 rings before voicemail  
[REDACTED]

[Yahoo Mail: Search, Organize, Conquer](#)

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OCT 24 2024  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH

2310 - 20 Quadra McKenzie Plan

**Angela Hawkshaw**

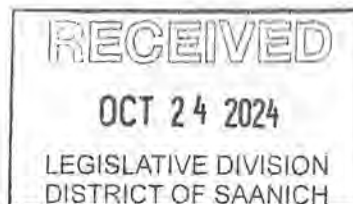
**From:** Marian Gillett  
**Sent:** Wednesday, October 23, 2024 1:35 PM  
**To:** Council  
**Subject:** (External Email) Mackenzie traffic plan

POST TO <u>Gen</u>	POSTED
COPY TO <u>LC HM</u>	
INFORMATION	<input type="checkbox"/>
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COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED	

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

I have just become aware of the plan to narrow MacKenzie to accommodate a bus and bike lane. This seems like a crazy idea when you have so few ways to move around the area. Traffic is already backed up around Quadra with the galloping goose intersection on MacKenzie causing long delays. Whoever came up with this proposal should be removed from their position. I am also a bike rider, using the galloping goose regularly, but this idea of limiting vehicle traffic is simply ridiculous. Please put an end to such stupidity.

Paul Gillett  
Sent from my iPhone



2310-20 Quadra McKenzie Plan

POST TO	GEN	POSTED
COPY TO	LC	
INFORMATION	<input type="checkbox"/>	
REPLY TO WRITER	<input checked="" type="checkbox"/>	
COPY RESPONSE TO LEGISLATIVE DIVISION		
REPORT	<input type="checkbox"/>	
FOR		
ACKNOWLEDGED		

**Angela Hawkshaw**

**From:** Natalie Lougheed on behalf of Reception  
**Sent:** Wednesday, October 23, 2024 11:36 AM  
**To:** Planning; Engineering  
**Cc:** Reception  
**Subject:** FW: Website Feedback- McKenzie Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Morning,

Please see below for your review and response.

Thanks,

**Natalie Lougheed**

Customer Service Representative  
Municipal Hall Reception  
District of Saanich  
770 Vernon Ave.  
Victoria, BC V8X 2W7

t. 250-475-1775  
e. [natalie.lougheed@saanich.ca](mailto:natalie.lougheed@saanich.ca)  
[saanich.ca](http://saanich.ca)

**From:** noreply@saanich.ca <noreply@saanich.ca>  
**Sent:** Wednesday, October 23, 2024 10:40 AM  
**To:** Reception <Reception@saanich.ca>  
**Subject:** Website Feedback

**Name** James Troy  
**Email address** [REDACTED]  
**Phone number** [REDACTED]  
**Address** [REDACTED]  
**Message**

Leave McKenzie Ave. alone. The density of the population and the number of cars on the road need more space and freedom to maneuver-not less, Reducing the number of lanes makes little practical sense. Saanich is a place for families who need to travel in vehicles to get to work, activities and to bring home groceries. These recent McKenzie plans are not realistic or remotely ideal-listen to what the citizens are saying and scrap this ridiculous plan.  
James Troy

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OCT 23 2024  
LEGISLATIVE DIVISION  
DISTRICT OF SAANICH



2190-45 McKenzie, Rapid Response, xref 1220-01 Eng

**Angela Hawkshaw**

**From:** tatum Hinch [REDACTED]  
**Sent:** Wednesday, October 30, 2024 6:11 PM  
**To:** Council  
**Subject:** (External Email) McKenzie

POST TO	POSTED
COPY TO	
INFORMATION	<input type="checkbox"/>
REFLECT TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	<input type="checkbox"/>
REPORT	<input type="checkbox"/>
FOR	
ACKNOWLEDGED	

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

Hello once again,

This feels like a repeat of my previous experience reaching out and expressing my concerns for a plan council has brought forward. I'm concerned my voice and reality means little to you.

It is important to me that you at least hear the frustration and disbelief of your constituents for this proposal of changes to McKenzie.

I run a small business and I drive all over town throughout the day and week.  
So when I tell you our congestion has gotten worse, it is anecdotal yes, but very real.

I 1000% support more accessibility, bike lanes and beautifying in our neighbourhoods.  
Just not with the intention of frustrating drivers out of their vehicles by "traffic calming".

McKenzie is a main artery. I drive it regularly and it is used as such. Alternatively, side roads around that area are also busy throughout the day already, not allowing for helpful alternate routes if you reduce McKenzie.

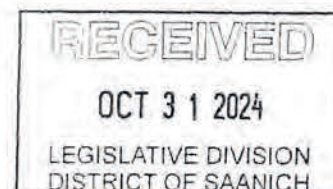
Let us also not forget, you have reduced options for off leash and dog friendly spaces, forcing residents to DRIVE to alternate parks....

PLEASE STOP AND CONSIDER YOUR OPTIONS. We don't need 4 rows of trees, nor a bus only lane... This is a Ridiculous proposal.

Try again 😊

Thanks you,

A very frustrated and concerned constituent!



2310-20 QMP; Xref v Quadra  
(4240/4244)

OCT 29 2024

POST TO <u>Gen</u>	POSTED
COPY TO <u>Eng</u>	
INFORMATION	<input checked="" type="checkbox"/>
REPLY TO WRITER	<input type="checkbox"/>
COPY RESPONSE TO LEGISLATIVE DIVISION	
REPORT	<input type="checkbox"/>
FOR	
Advisement and feedback	

**Angela Hawkshaw**

**From:** J. Thomas Blakely [REDACTED]  
**Sent:** Monday, October 28, 2024 1:32 PM  
**To:** Council; Planning; QMS  
**Cc:** [REDACTED] m  
**Subject:** (External Email) Opposition to 4240/4244 Quadra St development and feedback for QMS

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/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**

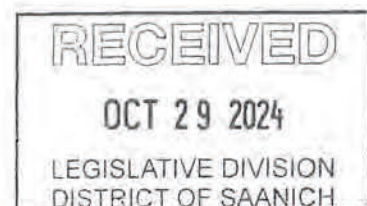
- Resident rezoning veto power
- Limit home sales to developers

**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

dwelling; 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 4240/4244 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**

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**From:** Catherine Sager [REDACTED]  
**Sent:** Thursday, November 28, 2024 10:10 AM  
**To:** Planning; 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) Quadra McKenzie development impacts on Lake Hill

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

Saanich Mayor and Council  
Saanich Community Planning  
North Quadra Community Association

November 28, 2024

**RE: Quadra McKenzie Development Plan affecting the Lake Hill area**

To Whom It May Concern,

I wish to express my frustration and concern for the proposed densification within the Quadra/McKenzie area. It will be disastrous for Lake Hill. I am a mother, and a homeowner in the quiet, mature residential Lake Hill neighbourhood. I am privileged to be able to have lived in this community for almost 14 years. I am deeply concerned about the proposed high rises at the current site of Saanich Parks and Public Works and the proposed 12 storey building at Nicholson/Quadra.

As a resident and homeowner of Lake Hill, I am being negatively impacted by the priority of densification over preserving environmental areas like Christmas Hill; or protecting mature quiet residential neighbourhoods. While I acknowledge the need for affordable housing in every community, high rise condominiums do not fit within the existing esthetic of parks, schools and the current homes of Lake Hill. We have three schools within and bordering Lake Hill as well as neighbourhood children like mine, who enjoy Ambassador Park, walking to Beckwith Ponds and walking to their secondary school. The densification and increased commercial retail spaces will result in increased traffic congestion. Your vision that we will all become public transit users and cyclists is unrealistic. I am already subjected to drivers cutting through my street. They separate themselves from my neighbours because they tend towards excessive speed despite the speed bumps. The proposed high-rise buildings will increase cut through drivers down our side streets and I will no longer feel it is safe to let my children walk around their own neighbourhood. There should be NO zoning for apartments on the Nicolson St, Willow St, Londonderry Rd or McBriar Ave areas.

Larger developments should only be located on the Quadra/McKenzie corridors themselves. Mid-rise or high-rise buildings would be a disaster for wildlife corridors and destructive to the mature landscapes and quiet residential neighbourhoods. My family and I are forced to absorb far more negative outcomes of this densification, which will no doubt be precedent setting for further development in Lake Hill. This is not a dilemma of the "have and have nots" as no one is arguing the need for more affordable housing. We all want to feel that we along with our children, can aspire to live, if they so choose, in a quiet mature family neighbourhood where walking feels safe and we can appreciate the nature around us, not the skyscrapers.

Respectfully,

Catherine Sager  
Lake Hill resident



**Preet Chaggar**

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**From:** tumpy [REDACTED]  
**Sent:** Friday, December 13, 2024 10:39 AM  
**To:** Council  
**Subject:** (External Email) FW: Community plan re Quadra-McKenzie

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

Sent from my Galaxy

----- Original message -----

**From:** tumpy [REDACTED]  
**Date:** 2024-12-13 10:17 a.m. (GMT-08:00)  
**To:** mayor@saanich.ca  
**Subject:** Community plan re Quadra-McKenzie

Dear Mr. Murdock,

Do you own a home? Do you live in this Saanich neighbourhood which is proposed to be chewed up and spit out as traffic jams and big city apartment buildings and paradise paved over? I think not.

Or if you do you haven't fled Montreal and Toronto as I have. It took 35 years for me to save the funds for a down payment for the modest home I co-own with my partner. Since then multiple hours renovating it with all our blood, sweat, tears and money has finally made it home. The mortgage is finally paid off. Now you and council want to crush that? Over my dead body. That is my personal problem. As for neighbours, most feel the same. Emergency vehicles will be impeded perhaps causing death due to extended times getting to hospital. Many neighbours including myself own electric cars and more will buy them so we are not polluting the air.

You have heard many other reasons against this plan which I support.

Sincerely,

Penny Mills

on north Tuxedo Dr.

Sent from my Galaxy



November 27, 2024.

Mayor Dean Murdock,  
770 Vernon Avenue,  
Saanich, B.C., V8X 2W7.

Dear Mayor Murdock:

Please allow me to introduce myself. I am Suzanne (Sue) Griffin and live at [REDACTED] Quadra Street, Saanich, B.C., [REDACTED] (part of original Rogers farm). My late husband, William Howard Griffin, [REDACTED]. His mother, Beatrice Mary Griffin, [REDACTED]. She was one of two daughters of George Rogers who came with his brother, [REDACTED], to Canada in the late 1800's. Together they farmed on land from Quadra Street to Glanford Avenue. George's son, George Wright Rogers, continued to farm the land and keep dairy cows on the Rogers Avenue farm into the 1970's. In the early days of the farm, milk was taken by horse and wagon all the way to James Bay to be sold to residents there.

When my mother-in-law passed away in 1996 her property at 4130 Quadra Street (built in 1941 and part of original Rogers family property) and the rest of her estate was left to her only child, Howard. Howard has lived on these two properties for about 90% of his life and has always taken special care to protect the garry oak meadow only cutting the grass in the fall once the wildflowers had dropped their seeds as is done in Beacon Hill Park. This continues to this day.

My husband's will reads that once I pass away the proceeds of his estate are to be split between Swan Lake Nature Sanctuary and St. Michaels and All Angels Church. I know he did this because he felt that Swan Lake Nature Sanctuary would protect this garry oak meadow in perpetuity as it is in proximity to Christmas Hill Park (note – the north side of Christmas Hill was once owned by the Rogers family). Howard would never have included Swan Lake Nature Sanctuary as a significant beneficiary in his will if he ever dreamed that Saanich would consider erecting multi-story building(s) on the property and destroy the garry oak meadow. He would turn over in his grave if he knew what was contemplated. An offer to purchase [REDACTED] Quadra Street has recently been made and I understand that the purchaser is planning one or more multi-story buildings on the property. WE DO NOT NEED MULTI-STORY BUILDINGS OR "HUBS" IN THIS NEIGHBOURHOOD TO LOOK LIKE VANCOUVER.

As well it would displace the squirrels, racoons, deer, ravens, crows, Cooper's hawks, bald eagle, owls, pileated woodpeckers, nuthatches and other wildlife from habituating here. There are so few areas like this property left in this area and it would be criminal to destroy it.

Sincerely,

[REDACTED]

Suzanne Griffin.

NOV 29 2024

General  
For Info:LC

2190-45 mckenzie  
Rapid Bus Lane

**Preet Chaggar**

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**From:** TJ Saunders [REDACTED]  
**Sent:** Thursday, November 28, 2024 11:27 AM  
**To:** Mayor Dean Murdock  
**Subject:** (External Email) Feedback on Quadra McKenzie Plan  
**Attachments:** Comments on Quadra McKenzie 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 Dean Murdock,

Attached please find a copy of a letter I submitted to the Planning email.

Thank you,

Tom Saunders

## Feedback on Quadra/McKenzie Draft Plan

28 Nov 2024

At the start of the week I completed the online survey on the Quadra/McKenzie Draft Plan. I had gone through the Plan and was prepared to respond to a number of its main areas. The survey was disappointing. It grouped issues and questions in such a way as to make responses so generic as to be unhelpful. I'm copying here for your attention what I submitted to the planning email to provide more detailed feedback.

I've been a resident of and worked in Saanich for forty years (Shelbourne/McKenzie & Mt Doug areas). I travel between Gordon Head and Lakehill regularly to visit family. I'm a lifelong cyclist who has never used a motor vehicle to commute to work, regardless of season. For pleasure, I ride local roads and beyond (Malahat, East Sooke etc). I mention this to say that although I've logged upwards of 200,000 km cycling in the region (and thousands of kilometers on the streets and bike trails of Berlin which I visit each summer) I do not see my choices of transit and recreation to be a virtue. Nor do I imagine that my choices are a guide, moral or otherwise, for anyone else.

I observe that for most people, for multiple reasons (perhaps especially in a city configured like Victoria), the automobile is the main source of transport. Until and unless there are really attractive options in terms of practicality and convenience, I don't see that changing substantially. And those options would need to be available in advance of infrastructure changes aiming to reduce vehicle traffic. Even if the proportion of residents who own cars declines, the projected increase of population means the total number of motor vehicles is unlikely to shrink. It will presumably grow (as will the proportion of those which are environmentally friendly). Transport and parking plans which project otherwise don't seem realistic. Statements in the Plan about pedestrians (p. 53) or the comments about parking (p. 60) are expressions of hope, not to mention that street parking in neighbourhoods of single-family homes is already a new normal with the expansion of secondary suites.

On these grounds I have difficulty with planning which presumes that what in the abstract is good is necessarily preferred or feasible. For example, as a cyclist I've been puzzled and concerned by how Saanich has managed bike lanes on the McKenzie corridor between UVic and Borden. Several years ago, the reduction of McKenzie to one lane from UVic west to Shelbourne resulted in regular lineups for cars when bikes could have been routed through the nearby subdivision to cross Gordon Head Road at Midgard. To the lanes themselves, on that stretch and further west on McKenzie, were then added curb-like concrete barriers and upright markers. At the same time as e-bikes and e-scooters have become popular, these barriers make it difficult and dangerous for bikes of different kinds, going a wide range of speeds, to pass each other. (A friend recently had an encounter with the barriers and was seriously injured.) The barriers also prevent motor vehicles from pulling off the roadway in the event of emergency. Since concrete is not environmentally friendly, the municipality also enlarged its carbon footprint even though dedicated to reducing it. Altogether, the handling of these bike lanes



raises concerns about planning for more substantial transportation initiatives. (Since drafting this I've cycled the new bikes lanes northbound on Shelbourne from North Dairy and found these by contrast both functional and safe.)

The overall vision for Quadra/McKenzie, from land use to transport, represents one ideal (others can be imagined) under real and constrained circumstances, among them the mandate from the provincial government on densification. (For the record, I oppose the province involving itself in municipal affairs in this way.) The plan projects what **might** be desirable and attainable if two conditions obtained: a) if the area under consideration were mostly a blank slate rather than an established and thriving municipal district, and b) if this area were not integrally connected to adjoining municipalities and did not include central arteries which feed greater Victoria and regions farther north and west.

To provide services under the umbrella of the 15-minute city is already a challenge in neighbourhoods as established as those impacted by the plan. To project 'complete streets' and 'car-light living' when those neighbourhoods are bisected by the very roads which give a name to the plan presumes that the area under consideration is an island, rather than a transit thoroughfare, and that planning can proceed accordingly.

The crunch comes particularly, as shown in recent public discussion, in the proposal to reduce McKenzie and Quadra to a single lane in each direction for cars and add bus lanes, green space, bike lanes and wider sidewalks. I travel McKenzie multiple times each week between UVic and Borden and have watched the pattern of traffic develop over a number of years. Even in the last year I'm surprised at the increased volume of traffic at off-peak as well as at peak times of day, and how that backs up along the route. This is before a number of the major housing projects like the one at Shelbourne/McKenzie are completed. The draft plan proposes more of these, such as the tower replacing the existing Nellie McClung Library.

If Saanich were a self-contained city (without surrounding municipalities which together almost quadruple its population) and if it were served with light rail or subway service, this reduction to one vehicle lane in each direction could possibly be functional. Under real world circumstances (even without accounting, as projected, for significant population increase through densification), it's a recipe for gridlock which will make Saanich a bad advertisement for the 15-minute community. The result will be a cautionary tale in how not to manage growth, especially as it has the effect of pushing traffic onto nearby residential streets.

I recognize the objectives and the investment of creative energy and time which have gone into development of the Plan. I also trust planners and council are following and listening to the feedback, including from letters in the Times Colonist (I note a letter earlier this week proposing a tunnel under McKenzie to bypass the intersection of Quadra, a solution which Berlin adopted but with a population 10 times the size of Victoria.)

Thanks for your time and attention.

Tom Saunders