

Response to Open House on Spencer Road Interchange
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The proposed interchange is a tightrope walk through some of the best ecological features within Langford including a Garry Oak grove, karst cave formations and Spencer's Pond.

The Open House did not propose the interchange; it is clear that the city has no intention of involving the public in this process as demonstrated by the gant chart displayed which maps out the schedule of clearing and construction. Based on this plan, the first trees will fall in a month's time.

The numbers are staggering. Based on a chart which was presented at the Open House, the population in Langford will increase by about 300% (20,000 to 60,000) due to the Bear Mountain, Skirt Mountain, West Hills and Langford town centre developments.

This interchange is not about reducing traffic to relieve the significant congestion of Millstream, it's about opening up Langford to aggressive development that would increase congestion dramatically.

There will be impacts to the community due to this kind of development. Consider the need for water. This last year in Langford, CRD imposed a stage 1 water restriction in May even after the significant expansion of the Sooke reservoir. There would be a tripling of the waste and sewage treatment requirements. We would, of course, see longer line-ups in our day-to-day activities in Langford.

The environmental impact assessment, which apparently was rigorous, has not been made public. I was told by Dave Munday of Golder Associates that this assessment will be posted on a website only a few weeks before the first tree falls.

The momentum on this project is overpowering. The city, together with the developers have carefully designed this interchange, aggressively acquiring properties, one of which was ours, paying for expensive environmental impact assessments and developing a master plan for the area. All this has been done behind closed doors. This was the first public exposure to this route for the interchange and in the city's mind, it's a done deal. This interchange is a linchpin to the mega-developments.

For a relatively small community being flooded by a huge number of newcomers, has the city considered the voices of its taxpayers?