



**AMENDED AGENDA
GOVERNANCE & PRIORITIES COMMITTEE
MEETING OF DECEMBER 18, 2014, AT 9:00 A.M.
COUNCIL CHAMBERS
CITY HALL, 1 CENTENNIAL SQUARE**

Page

CALL TO ORDER

APPROVAL OF THE AGENDA

CONSENT AGENDA

ADOPTION OF MINUTES

1. Minutes from the Regular Meeting held October 23, 2014
2. Minutes from the Special Meeting held December 11, 2014
Late Item: Minutes

DELEGATION

3. Update - Greater Victoria Coalition to End Homelessness 5 - 45
--Andrew Wynn-Williams, Executive Director

A presentation to provide Committee with an update on homelessness in the Capital Region.

DECISION REQUESTS

4. Exploring Local Wastewater Treatment Options - Update Report 47 - 57
--D. Kalynchuk, Director of Engineering & Public Works

A report to update Council on the work to explore local wastewater treatment options.
5. Grant Process Review 59 - 73
--S. Thompson, Director of Finance
--J. MacDougall, Acting Director of Parks and Recreation

A report recommending improvements to the City's grant administration process.
6. Festival Investment Grant 2015 Allocations 75 - 88
--J. Jenkyns, General Manager, VCC

Late Item: Replacement Grant Policy & Guidelines, Appendix 2

A report recommending Festival Investment Grant funding for twenty-nine applicants who meet the grant funding criteria.

[Addenda]

- | | | |
|---|---|-----------|
| 7. | Application to the Housing Trust Fund for 1950 Blanshard Street
<i>--A. Hudson, Assistant Director of Community Planning</i> | 89 - 109 |
| <i>A report recommending a grant from the Victoria Housing Fund to assist in the development of 65 units of affordable rental housing at 1950 Blanshard Street.</i> | | |
| 8. | Removal, Transportation and Disposal of Contaminated Concrete Blocks
<i>--D. Kalynchuk, Director of Engineering and Public Works</i> | 111 - 113 |
| <i>A report recommending the expenditure of reserve funds to manage the removal, transportation and disposal of contaminated materials at 203 Harbour Road.</i> | | |
| 9. | Boulevard Removal from the Taxed Boulevard Program
<i>--J. MacDougall, Acting Director of Parks, Recreation & Culture</i> | 115 - 116 |
| <i>A report recommending the removal of certain boulevards from the Taxed Boulevard Program as a result of ratepayer petitions.</i> | | |
| 10. | Trans Mountain Expansion Project Information Request
<i>--R. Woodland, Director of Legislative and Regulatory Services</i> | 117 - 243 |
| <i>A report summarizing public input on the Trans Mountain Expansion Project, and recommending the submission of questions to the National Energy Board hearings.</i> | | |
| 11. | Application for a Transfer of a Liquor Primary Licence
606329 BC Ltd (Infiniti) 27-560 Johnson Street
<i>--R. Woodland, Director of Legislative & Regulatory Services</i> | 245 - 271 |
| <i>A report recommending a Council hearing for a Liquor Licence application to transfer an existing licence to a new location in Market Square.</i> | | |
| 12. | Development Variance Permit Application No. 000385 for 759 Yates Street
<i>--A. Meyer, Assistant Director of Development Services</i> | 273 - 297 |
| <i>A report recommending that a Public Hearing be held for a proposed parking variance to facilitate the conversion of the existing hotel to market rental housing.</i> | | |
| 13. | Appointment of Bylaw Officers
<i>--R. Woodland, Director of Legislative and Regulatory Services</i> | 299 - 300 |
| <i>A report recommending that Council appoint two new Bylaw Officers.</i> | | |

REPORT FOR INFORMATION

14. Update - Victoria Emergency Response Plan - Fire Operational Plan 301
--P. Bruce, Fire Chief

A report to advise of the timeline for the presentation of the Victoria Emergency Response Plan.

NEW BUSINESS

---MOTION

15. Motion - Support for Car Free Day 2015 303 - 306
--Mayor Helps
--Councillor Alto
Late Item: Background Information

A proposed motion in support of a Car Free Day in 2015.

[Addenda]

16. Motion - Declaration of the Right to a Healthy Environment 307 - 309
--Mayor Helps, Councillors Isitt and Loveday

A proposed motion in support of the right to live in a healthy environment.

---COUNCILLOR INQUIRY

---COUNCILLOR SHARING

RECESS

MOTION TO CLOSE THE DECEMBER 18, 2014 GOVERNANCE & PRIORITIES COMMITTEE MEETING TO THE PUBLIC

That Governance & Priorities Committee convene a closed meeting that excludes the public under Section 12(6) of the Council Bylaw for the reason that the following agenda items deal with matters specified in Sections 12(3) and/or (4) of the Council Bylaw, namely:

- Section 12 (3) (a) Personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the City or another position appointed by the City
- Section 12 (3) (c) Labour Relations or employee relations
- Section 12 (3) (g) Litigation or potential litigation affecting the City
- Section 12 (3) (i) The receipt of advice that is subject to solicitor-client privilege including communications necessary for that purpose.

CLOSED MEETING

CONSENT AGENDA - CLOSED MEETING

ADOPTION OF THE CLOSED MINUTES

17. Minutes from the Regular Closed Meeting held October 23, 2014
17A. **Late Item**: Closed Minutes from the Special Meeting held December 11, 2014

DECISION REQUESTS

18. Legal Advice
--T. Zworski, City Solicitor
- 18A. **Late Item**: Legal Advice
--T. Zworski, City Solicitor
19. Litigation (VCC)
--T. Zworski, City Solicitor
--S. Thompson, Director of Finance
20. Poet Laureates and Youth Poet Laureate Nomination Approval
--J. Jenkyns, General Manager, VCC
21. Appointment to the Victoria and Esquimalt Police Board
--R. Woodland, Director of Legislative & Regulatory Services
22. Victoria Airport Authority Board Appointment
--R. Woodland, Director of Legislative & Regulatory Services
23. Art in Public Places Committee - Appointment Process
--R. Woodland, Director of Legislative & Regulatory Services
24. Greater Victoria Public Library Board Appointment
--R. Woodland, Director of Legislative & Regulatory Services
25. Victoria Family Court and Youth Justice Committee Appointment
--R. Woodland, Director of Legislative & Regulatory Services
26. **Late Item**: Personnel - Recruitment (Verbal)
27. **Late Item**: Legal Advice
--A. Hudson, Assistant Director of Community Planning

CONSIDERATION TO RISE & REPORT

ADJOURNMENT



Housing & Homelessness in Greater Victoria

Presentation by
Andrew Wynn-Williams
Executive Director
Greater Victoria Coalition to End Homelessness



Presentation Outline

- Homelessness Definition
- Drivers of Homelessness
- Number of People Experiencing Homelessness
- Housing Solutions
 - Supportive Housing
 - Affordable Housing
- Municipal Role in Solutions
- Conclusion



Definition of Homelessness

- **Unsheltered** Absolutely homeless and living on the streets or in places not for habitation.
- **Emergency Sheltered** Overnight shelters for the homeless as well as those impacted by family violence.
- **Provisionally Accommodated** Referring to those whose accommodation is temporary.
- **At Risk** Housed precariously or unsafely.



Spectrum of Housing and Supports

- **Emergency Shelter** – mats on floors for temporary stay.
- **Transitional Housing** – provide services beyond basic needs, while not permanent allows for long stay.
- **Supportive Housing** – Housing for individuals and families that includes supports and services integrated into the housing.
- **Affordable Housing** – includes public housing or other housing which has been built under a government program, non-profit housing, co-op housing and rent supplement units in the private rental sector.
- **Market Housing**



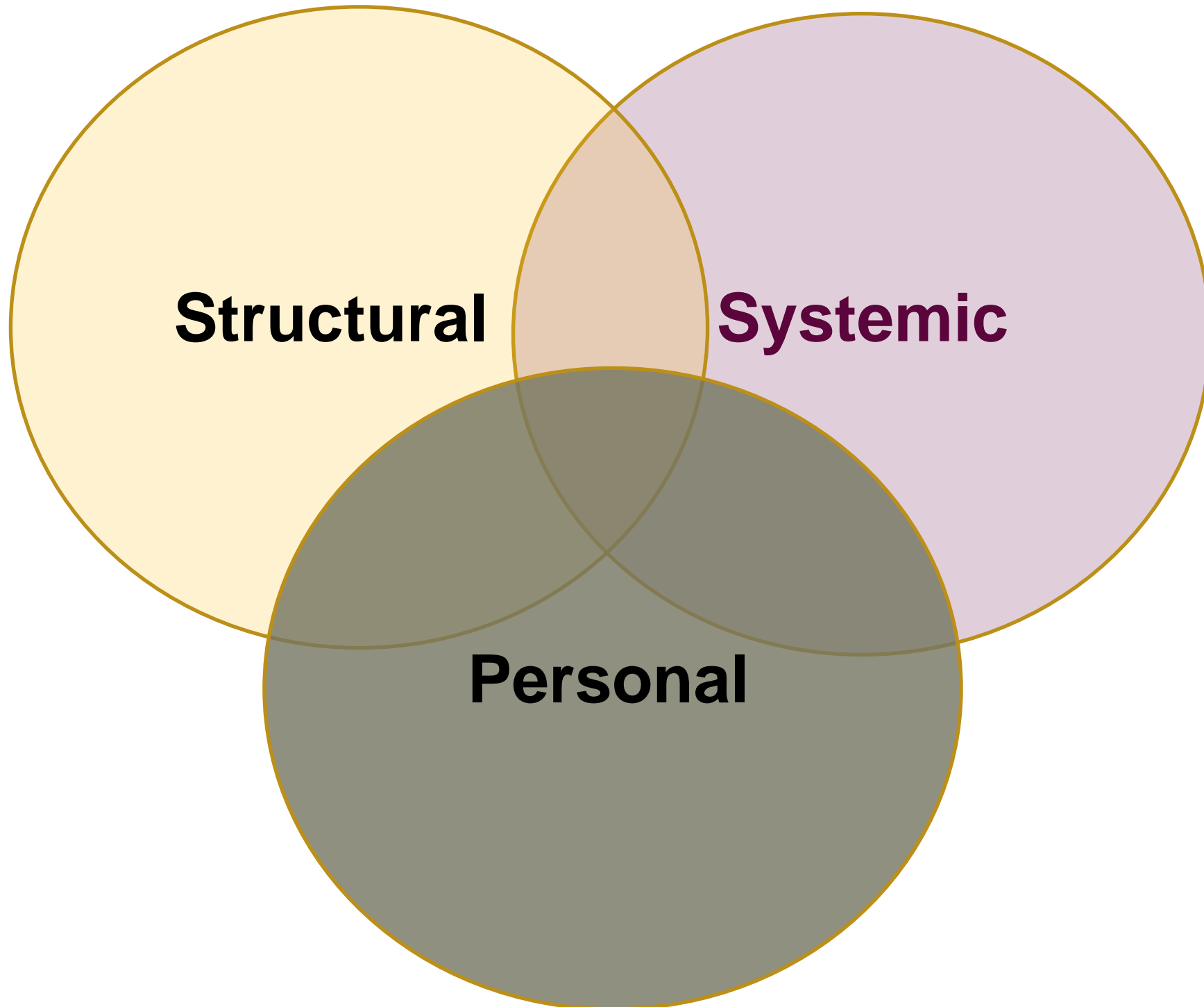
Housing Spectrum

Non-Market Temporary		Non-Market Permanent		Market Permanent	
Emergency Shelter	Transitional Housing	Supportive Housing	Non-Market Rental Housing	Market Rental Housing	Home Ownership
<ul style="list-style-type: none">Overnight shelterCrash bedsShort-term stay shelter	<ul style="list-style-type: none">Low-barrier housingSupportive housingTransition house	<ul style="list-style-type: none">Group homes (long-term)Residential care (public)Assisted living (public)Supported housing	<ul style="list-style-type: none">Social housingCo-op housingRGI housing	<ul style="list-style-type: none">Market rentalBoarding houseAssisted living (private)Long-term residential care (private)	<ul style="list-style-type: none">Strata housingFee simpleCo-housing

Adapted from: City of Victoria Planning and Development Department (2012) Official Community Plan.
City of Victoria



Drivers of Homelessness





Drivers of Homelessness

Vacancy Rate (2013)

Unit Type	Overall	Lower than \$700
All Types	2.8%	NA
Bachelor	1.3%	0.9%
1 Bedroom	2.9%	1%



Drivers of Homelessness

Average Rent

- Average rent for a Bachelor - \$695.
- Increased 24% since 2006.
- 7th most expensive place to rent in Canada.
- Income Assistance Shelter rate – \$375.



Drivers of Homelessness Income

- Living Wage - \$18.93 per hour.
- 2 parent, 2 child family.
- Doesn't include holidays, saving for children's education, loan servicing, retirement.
- Conference board of Canada found 23% of households in poverty had 2 income earners.



Single Individual	Income Assistance	IA Disability	Minimum Wage
Income	\$662.79	\$963.72	\$1,525.90
Bachelor median rent	\$695.00	\$695.00	\$695.00
Nutritious food costs (VIHA)	\$305.92	\$305.92	\$305.92
Remainder for monthly expenses	\$-337.55	\$-37.06	\$524.98



How Many People Experiencing Homelessness in Greater Victoria

- **Unsheltered - ???**
- **Emergency Sheltered** – 1,780 unique individuals accessed a shelter (112% - over 5,400 turn-aways) up 8%.
- **Provisionally Accommodated** – 1,089 people were in temporary accommodation on Feb 5, 2014 (78 turn-aways).



How Many At Risk of Homelessness in Greater Victoria

- 20,524 individuals accessed a food bank in March, 2012.
- 1,381 households on BC Housing Registry (2014).
- 14,308 renter households in the Capital Region were in core housing need in 2011. (BCNPHA)
- Core Housing Need projected to increase between 110 and 154 renter households annually over the next 25 years. (BCNPHA – 2012)



Housing Solutions

- **Supportive Housing** – Housing with on-site health and other services for individuals and families with more complex needs.
- **Affordable Housing** – Housing for individuals facing financial challenges.
- **Rent supplements** that are portable and go with the tenant can be a solution for supportive and affordable options.



Overview of Shelter Users

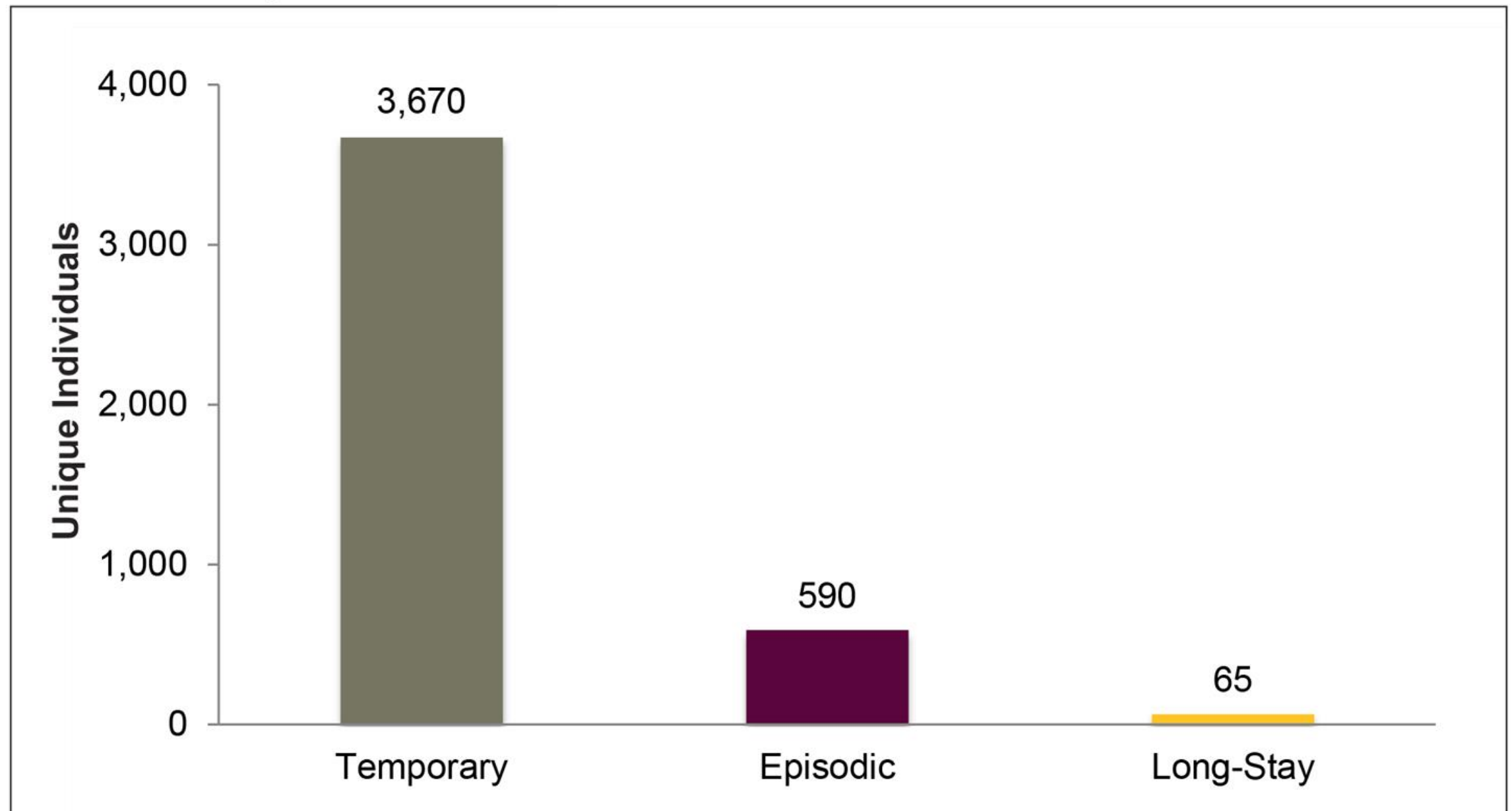
Shelter User Classifications*

Temporary	Episodic	Long Stay
Small number of shelter episodes and small total number of days in shelter.	Large number of shelter episodes and small total number of days in shelter.	Small number of shelter episodes and large total number of days in shelter.
*Aubrey et al, 2013, p. 6		
(Affordable housing most likely solution)	(Supportive housing most likely solution)	



Patterns of Homelessness in Greater Victoria

Number of Unique Individuals





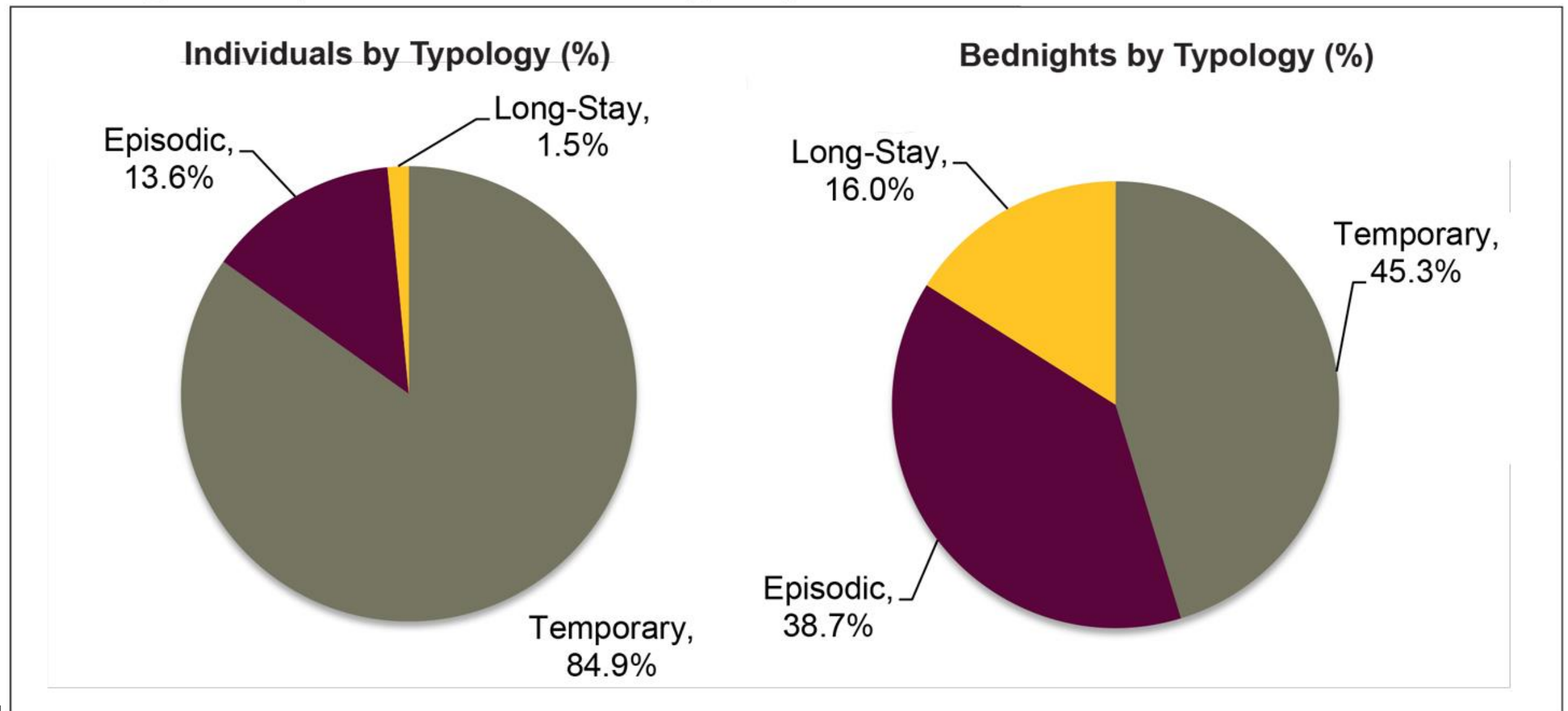
Patterns of Homelessness in Greater Victoria

- 4,325 unique users April 2010 to March 2014.
- 590 episodic and 65 long-stay.
- 3,670 (85%) temporary.
- Similar to studies in New York (20% chronic) and Ontario (13% chronic).



Patterns of Homelessness in Greater Victoria

Percentage of Unique Individuals and Bednights by Cluster





Supportive Housing Needs

- Greater Victoria had 1,785 shelter users in 2013/14.
- 15% of 1,785 = 268
- Shelter counts capture most but not all clients who require supportive housing.

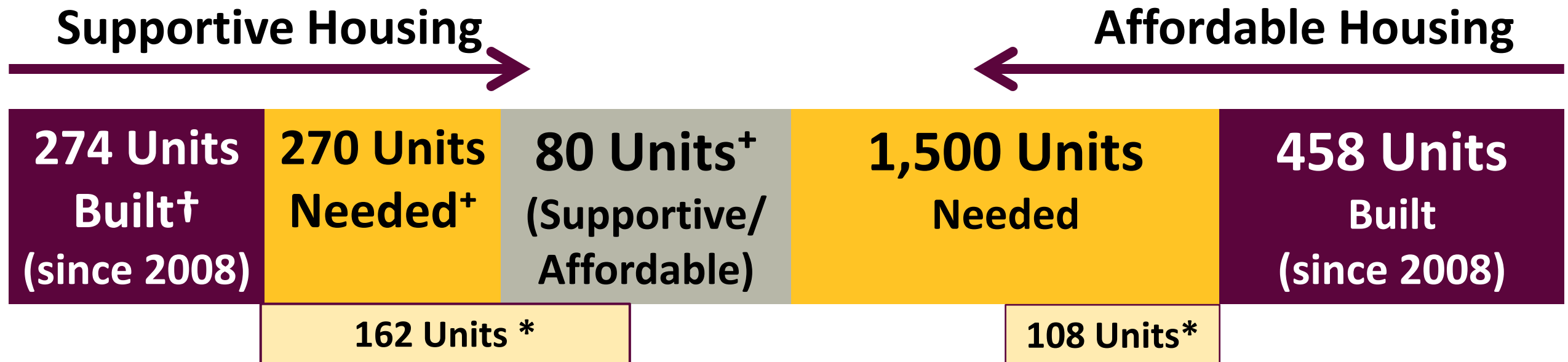


Affordable Housing Needs

- 2014 Facilities Count showed 779 people in transitional or temporary housing (hotels) on one night only.
- Does not catch those couch surfing, living in cars, insecurely housed, etc.
- BC Housing Registry included 1,381 households at March 2014.
- The Coalition estimates 1,500 affordable housing units required.



Housing Needs



* Priority Housing Project List - assessed by the Coalition on the criteria of project capacity, development concept, business case, development schedule and tenant support services.

† Rental supplements not included (ACT or S2H).

+ May include rental supplements.



Role of Municipal Government

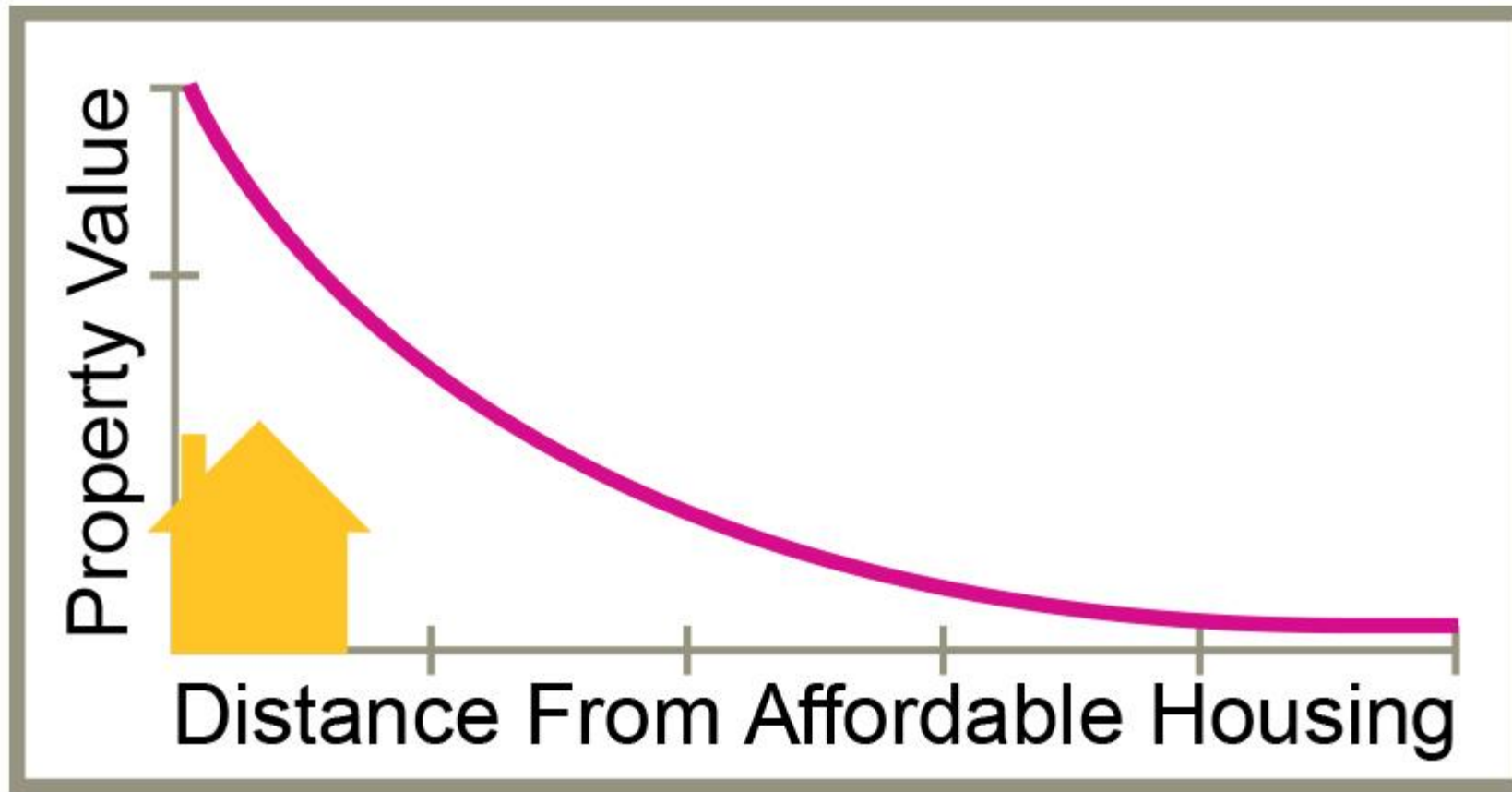
- Ease of access to land through zoning and (potentially) capital support.
- Ease of development process.
- Supportive Community Engagement – assist the proponent in dealing with NIMBY issues.



Role of Municipal Government - NIMBY

- Impact on Property Values
- Crime and Safety
- Density
- Neighbourhood character
- Stigma

Role of Municipal Government - NIMBY





Role of Municipal Government - NIMBY

Crime Trends Around Supportive Housing 1997 - 2006

Dispatched Calls

27%

Sexual Assault

32%

Other Assault

12%



Role of Municipal Government - NIMBY

- Low-income households have fewer cars and drive less.
- High density reduces infrastructure costs.
- High density revitalises stagnant commercial districts and increases livability.
- Non profit housing must meet rigid standards and is often mistaken for more expensive condominium developments.



Costs of Homelessness

Shelter	Overall
Annual per unit cost of new supportive housing, including operating and a range supports	\$16,748
Annual per unit cost of a rent supplement including supports	\$7,500
Average annual cost of a shelter bed	\$35,000



Public Support to End Homelessness

Statement	Percentage Agreed
More affordable housing will help to end homelessness.	85.4%
Ensuring access to affordable housing is the responsibility of government.	84.5%



Conclusions

- There is a significant housing shortage in Greater Victoria for those with lower incomes.
- This shortage is a key driver of homelessness in the region.
- The cost of providing the housing will be less than the cost of managing homelessness as a crisis.



Resources

Specific

- T. Aubry, S. Farrell, S. W. Hwang & M. Calhoun (2013). Identifying the Patterns of Emergency Shelter Stays of Single Individuals in Canadian Cities of Different Sizes, Housing Studies, DOI 10.1080/2673037.2013.773585
- H. Rabinovitch, B. Pauly, J. Zhao (2014). Patterns of Homelessness in Greater Victoria

Regional:

- victoriahomelessness.ca/get-informed/coalition-reports
- communitycouncil.ca
- bcnpha.ca

National:

- homelesshub.ca



greater victoria
coalition to end
homelessness
hope has found a home

victoriahomelessness.ca

 /homeforhope
 @homeforhope
 homeforhope.ca

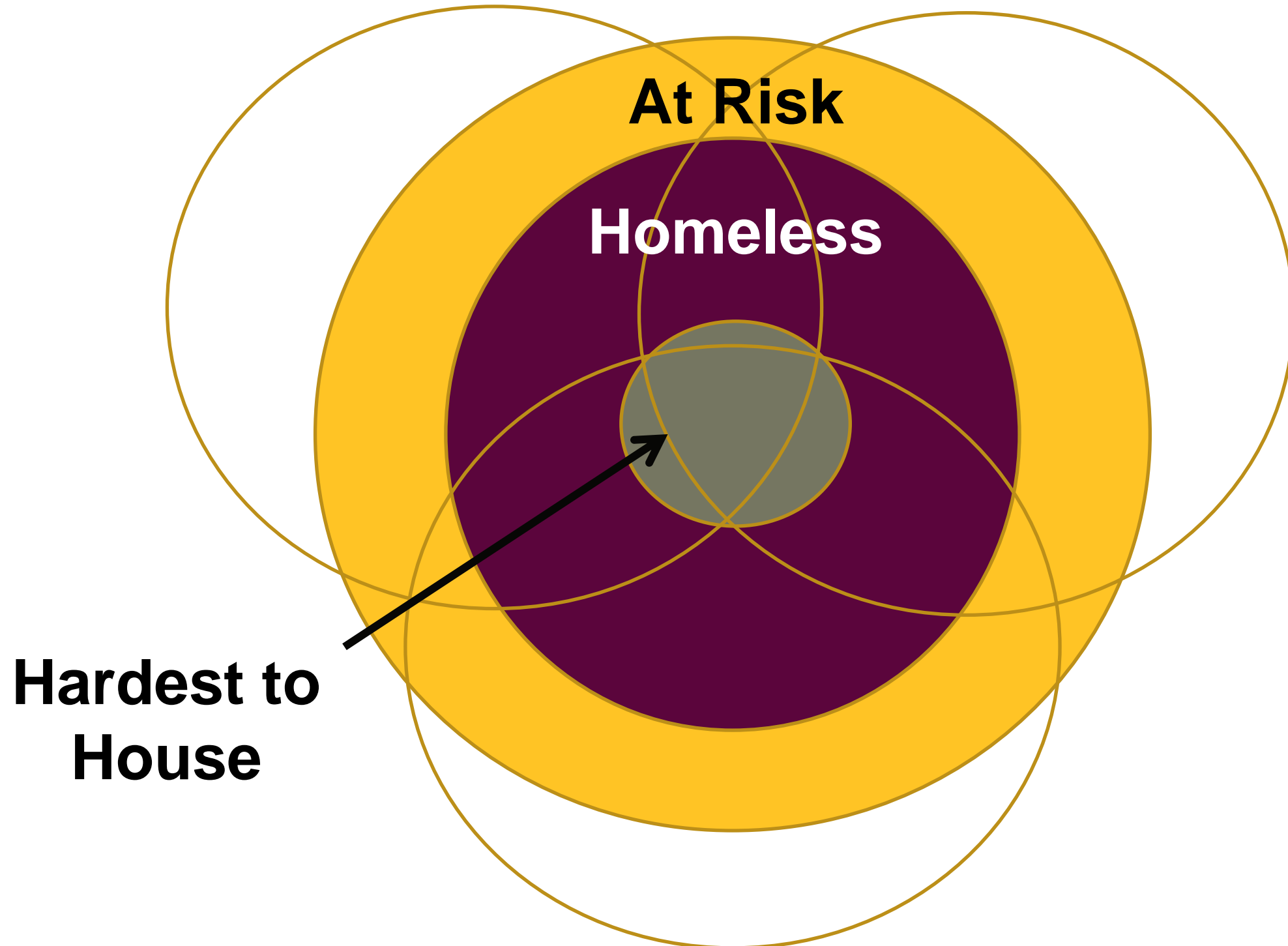
Andrew Wynn-Williams

awynn-williams@victoriahomelessness.ca

 @andrewrww



Overview of Homelessness





Community Response

Between March 31, 2008 and October 31, 2014:

- **274 new units** created for individuals who are at risk of homelessness or formerly experienced homelessness (51 since April 2013 – excluding rent supplements).
- **458 new units** of subsidized, affordable housing (excluding Rental Assistance Program, SAFER, market).



Community Response – Rent Subsidies

- BC Housing provided 794 Rental Assistance Program (RAP) supplements in Greater Victoria (March 31, 2014).
- BC Housing provided 1,584 Shelter Aid for Elderly Residents (SAFER) supplements (March 31, 2014).
- Through BC Housing's Emergency Shelter Program (ESP) and Homelessness Outreach Program (HOP) a total of 510 people were housed in 2012/2013. 80% remained housed after 6 months.



Streets to Homes

- The Streets to Homes Pilot Program (S2H) was introduced as a collaborative pilot by the Greater Victoria Coalition to End Homelessness (Coalition) and its partners in April 2010.
- Using a “Housing First” approach, S2H aimed to move 120 people experiencing homelessness directly to private market housing obtained through a comprehensive landlord support system.



Streets to Homes

- As of October 2014 S2H was fully subscribed with 120 housed (174 housed since inception).
- Of the 54 who have left the program 23 are socially and financially independent.
- 17 have moved into a higher level of supported housing.
- 4 deceased, 9 lost contact, 1 incarcerated
- 100% landlord retention rate (35 landlords in 75 buildings).
- \$7,500 per client per year.



Assertive Community Treatment (ACT)



Integrated Case Management (ICM)



Homelessness Prevention Fund

- One-time grant as bridge funding to those facing homelessness due to financial hardship.
- Grants for rent or utility paid directly to the landlord or utility company (e.g. hydro).
- Recipients do not have to repay the grant (which can be up to a maximum of \$500).
- Funded entirely by private donations.
- 283 individuals, 104 families between January 2011 and October 2014.
- 87 of 88 recipients still housed after 3 months.



Costs of Homelessness

- Emergency Shelters cost between \$13,000 and \$42,000 per person per year (depending on the services) compared to supportive and transitional housing costs of \$13,000 to \$18,000 or affordable housing costs of \$5,000 to \$8,000 (without supports). (Pomeroy, 2005)
- Investments in social housing would generate per person savings of 41%. (Palermo et al, 2006)
- 22.9% of prisoners were homeless when incarcerated. (Kellen et al, 2010)



Costs of Homelessness

- Over eleven years the City of Toronto spent \$969,019 issuing tickets under the Safe Streets Act and only \$8,086.56 in fines were paid. (O'Grady et al. 2011)
- The estimated annual hospitalization cost of a homeless person was \$2,495 compared to \$524 for a housed person. (Hwang and Henderson, 2010)
- Homeless psychiatric patients cost \$1,058 more per admission than housed patients. (Hwang, et al, 2011)



Costs of Homelessness

- The average street homeless adult with SAMI in BC costs the public system in excess of \$55,000 per year. Provision of adequate housing and supports is estimated to reduce this cost to \$37,000 per year
- The VICOT team found a 90% decrease in acute bed care days over its first two years.

To: Governance and Priorities Committee **Date:** December 11, 2014
From: John Sturdy, Assistant Director Engineering, Engineering and Public Works
 Katie Hamilton, Director, Citizen Engagement and Strategic Planning
Subject: Exploring Local Wastewater Treatment Options – Update Report

The other aspect of the work currently underway is a review of governance options. The review will identify all the existing legislation, regulations, letters patent, bylaws and other documents at the federal, provincial and regional level that guide and influence regional conveyance,

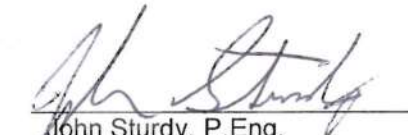
treatment and discharge of wastewater. Based on these documents, an outline of the existing governance structure will be prepared. Options for governance will be developed under scenarios where the City provides wastewater treatment either independent of CRD or while remaining under the CRD in some form. Each of these scenarios will be considered with either the City operating independently or with the City operating in partnership with neighbouring municipalities.

Staff will review the proposed engagement strategy with Council in January, before commencing public engagement. The engagement process will initially build public awareness to then gauge public values and desires as it relates to sewage treatment.

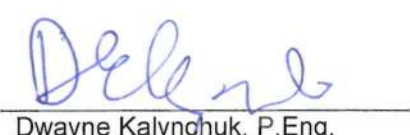
Recommendation

That Council receive this report for information.


Respectfully submitted,


John Sturdy, P.Eng.
Assistant Director
Engineering and Public Works


Katie Hamilton
Director
Citizen Engagement and
Strategic Planning


Dwayne Kalynchuk, P.Eng.
Director
Engineering and Public Works

Report accepted and recommended by the City Manager:


Jason Johnson

Date: December 12, 2014

Exploring Local Wastewater Treatment Options

City of Victoria

Update to Governance and Priorities Committee

December 18, 2014

Outline

- Background
- Key Topics
- Work In Progress

Background

- Council support to explore options for wastewater treatment services
- Recognize existing governance
- Gather public input to inform wastewater options

Key Topics

- Identify available options for governance
- Public input informs option development
- Consider options for regional and inter-municipal partnerships

Governance Review Process

1. Review legislation
2. Explore governance options for wastewater services
3. Explore options for municipal partnerships
4. Develop decision criteria
5. Identify potential action steps
6. Bring forward to Council

Governance Work in Progress

- Legislative opportunities and constraints
 - *Acts, Regulations*
- Service Best Practices
 - *Guidelines for effective service delivery incl. inter-municipal*
- Combine public input with governance review
 - *Citizen values*
 - *Informs future decisions*

Wastewater: Public Engagement

- Help to build awareness around considerations to wastewater treatment
 - *Wastewater 101*
 - *Victoria's infrastructure*
 - *Range of treatment options*
 - *Centralized and distributed*
 - *Facility look*
 - *Resource recovery*
- Use public input and values to develop options

Next Steps

- Team meeting with Oak Bay and Saanich
- Governance Options and Best Practices
 - *Municipal → sub-regional → regional*
- Public Engagement Tools
- Public Engagement Strategy
- Return to Governance and Priorities Committee - January 22

Thank you.



Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 4, 2014
 Julie MacDougall, Acting Director, Parks and Recreation
From: Recreation
 Susanne Thompson, Director, Finance
Subject: Grant Process Review

Executive Summary

This report outlines proposed improvements to the City's grant process for Council's consideration.

The proposed process will re-align grants into two categories: direct-award grants to organizations that provide service on behalf of the City and grants that are awarded through an application process. All organizations receiving grants will be asked to report back on outcomes achieved.

For the grants that are awarded through an application process, it is proposed that programs aligned with Council's strategic plan be developed once that process is complete. Those programs will outline clear, objective criteria and will provide an opportunity for new applicants to apply for funding. A report outlining the proposed programs and criteria will be brought to Council for consideration.


It is proposed that the Festival Investment Grant program remains unchanged for 2015 since the intake period has already closed and applications are pending Council decision. Many of the organizations apply for Federal funding and require confirmation of City financial and in-kind support before December 31, 2014 in order to qualify.

Recommendation:

That Council rename the *Civic Investment Policy* the *Grant Policy* and approve the realignment of grant programs as follows:

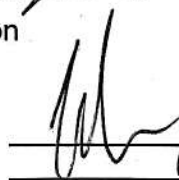
- a. Direct-award grants
- b. Program grants (based on Council's strategic plan)

Respectfully submitted,


 Julie MacDougall
 Acting Director, Parks and Recreation


 Susanne Thompson
 Director, Finance

Report accepted and recommended by the City Manager:

Date:  December 10, 2014

Purpose

To seek Council direction on a streamlined grant process that will enable new applicants to apply for funding.

Background

The City of Victoria has supported the community through grants for over 40 years, contributing to the quality of life of residents, businesses and visitors. In 2014, Council authorized grants in the amount of \$2.27 million (see appendix 1). Some grants are used to fund delivery of services on behalf of the City, such as community recreation and heritage preservation. Other grants support festivals, community arts, social services, community and economic development.

The *Community Charter* prohibits the City from providing grants to businesses. Therefore grants can only be awarded to non-profit organizations.

The City currently offers several grant funding streams which have different application intakes. The current grant program was reviewed in three phases from 2009 to 2012 with the assistance of an external consultant. The policy (attached as appendix 2) was approved by Council in March 2012. The current process requires significant staff time to review applications and provide recommendations for Council's consideration. Some grant programs are oversubscribed, such as festival investment grants, whereas others do not receive eligible applications, such as greenways, and therefore remain unallocated (for 2014 the total unallocated amount was \$35,000 for greenways and youth outreach). In addition, in some grant categories, such as economic development, social service agencies and community development, there is no opportunity for new applicants to apply.

On April 10, 2014 Council requested that staff report back on a streamlined grant process for the 2015 budget year.

Issues & Analysis

The goal the proposed grant process is to create a consistent, streamlined process that will address the following three issues:

Cumbersome and inconsistent processes

Currently some grants go through an extensive evaluation process (for example sustainability grants and neighbourhood development grants) whereas others are a simple request (for example Maritime Museum, Tourism Victoria, and Coalition to End Homelessness).

The programs that require an evaluation process are often oversubscribed (for example festival investment) resulting in either applications being turned down or a reduction in the amounts awarded.

Differentiate direct-award grants from project and operating grants

There are currently numerous grant categories that are not well defined. To address this, it is proposed that grants are categorized into two groups: those that are for organizations that provide a service on behalf of the City, such as community recreation and heritage preservation, and those that provide operating or project funding for organizations, such as Coalition to End Homelessness, Tourism Victoria, City of Victoria Youth Council and Our Place Society.

New applicants

In some grant categories (for example Economic Development, Community Development and Outreach), there is no specified application period and there are no clear criteria so new applicants are not offered an opportunity to seek funding.

Options & Impacts

Municipalities have different processes for grants, but all require Council's approval. Many offer different programs: some with specific criteria for the specific funding streams and some without criteria where Council determines the merit of each application individually. Typically, if staff recommendations are made for Council's consideration, staff are simply confirming that an organization applying was eligible for the specific grant stream. Council determines the merit of the applications.

The recommended option groups the City's grants into two categories as outlined below. The category named "program grants" is proposed to be defined, including evaluation criteria, based on Council's strategic plan. Staff will bring a report back for Council's consideration once the strategic planning process is complete.

1. Realign grants into two categories (recommended):

The *Civic Investment Policy* (proposed to be renamed *Grant Policy*), attached as appendix 2, will be updated to reflect the following realignment.

- a. Direct-award Grants
 - i. Community and senior centre operating grants
 - ii. Neighbourhood base grants and insurance
 - iii. Heritage grants
 - iv. Recreation Integration Victoria

Direct-award grants are provided to organizations that provide a service on behalf of the City and therefore do not require annual applications. However, organizations currently report annually on the outcomes achieved.

Community and senior centres provide recreation services on behalf of the City as outlined in their operating agreements.

Neighbourhood base grants are per capita allocations provided to all neighbourhood associations for the purposes of communication and celebration.

The Victoria Civic Heritage Trust was established in 1989 by the City of Victoria and works in cooperation with the City and community heritage groups to develop, administer and financially support programs that preserve, promote, interpret and enhance the cultural and natural heritage resources of Victoria. The Victoria Heritage Foundation was established by the City in 1983 to administer a heritage preservation grants program on behalf of the City.

Recreation Integration Victoria is designed to assist people with disabilities to pursue active lifestyles and is funded in collaboration with all municipalities in the Greater Victoria region.

b. Program Grants (operating or project funding)

Program grants are proposed to be administered using a streamlined process guided by Council's strategic plan. The programs and evaluation criteria will be presented to Council for consideration once the strategic plan is complete.

2. No change to current process

Impacts: This would not address current issues of inconsistencies between current programs nor would it provide an opportunity for annual intake of new funding requests in the current "fee-for-service" category.

Recommendations

That Council rename the *Civic Investment Policy* the *Grant Policy* and approve the realignment of grant programs as follows:

- a. Direct-award grants
- b. Program grants (based on Council's strategic plan)

Appendix 1

2013 and 2014 Grant Programs and Allocations

FEE FOR SERVICE GRANTS	2013 Budget	2013 Amounts Paid	2014 Budget	2014 Amounts Paid
Economic Development				
Greater Victoria Economic Development Agency	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Greater Victoria Film Commission	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
SportHost	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500
Tourism Victoria	\$ 47,500	\$ 47,500	\$ 47,500	\$ 47,500
Victoria Advanced Technology Assoc (VIATeC)	\$ 22,500	\$ 22,500	\$ 22,500	\$ 22,500
Victoria Civic Heritage Trust - Building Incentive Grant	\$ 420,000	\$ 420,000	\$ 420,000	\$ 420,000
Victoria Civic Heritage Trust	\$ 103,470	\$ 103,470	\$ 103,470	\$ 103,470
Victoria Heritage Foundation	\$ 189,368	\$ 189,368	\$ 189,368	\$ 189,368
Victoria Heritage Foundation - Brochure, "This Old House"	\$ 7,257	\$ 4,563	\$ 7,257	\$ 2,253
Total	\$ 892,595	\$ 889,901	\$ 892,595	\$ 887,591
Social Service Agencies				
Community Social Planning Council	\$ 16,590	\$ 16,590	\$ 16,600	\$ 16,590
NEED2	\$ 20,103	\$ 20,103	\$ 20,200	\$ 20,200
St. John's Ambulance	\$ 2,221	\$ 2,221	\$ 2,250	\$ 2,250
Volunteer Victoria	\$ 11,439	\$ 11,439	\$ 11,500	\$ 11,500
Recreation Integration Victoria	\$ 28,943	\$ 28,717	\$ 29,169	\$ 29,435
Total	\$ 79,296	\$ 79,070	\$ 79,719	\$ 79,975
Community Development				
Beacon Community Services - Adult Crossing Guard Program	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
Compost Education Centre	\$ 13,530	\$ 13,530	\$ 13,530	\$ 13,530
City of Victoria Youth Council	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Downtown Victoria Ambassadors	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Greater Victoria Bike to Work Week	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500
Greater Victoria School District – Bike to School Week (one-time allocation)	\$ 0	\$ 0	\$ 3,600	\$ 3,600
Greater Victoria Coalition to End Homelessness	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Maritime Museum	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Victoria AM Society	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Youth Empowerment Society Summer Opportunities	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Total	\$ 205,030	\$ 205,030	\$ 208,630	\$ 208,630
Outreach Grants				
Burnside Gorge Community Association (Youth)	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Fairfield Community Association (Youth)	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
James Bay Community Project (Youth)	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Our Place Society (Adult)	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Our Place Society (one-time grant for weekend lunches)	\$ 0	\$ 10,000		
Youth Empowerment Society - Downtown (Youth)	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Youth Outreach (unallocated)	\$ 10,000	\$ 0	\$ 10,000	\$ 0
Total	\$ 85,000	\$ 85,000	\$ 85,000	\$ 75,000

	2013 Budget	2013 Amounts Paid	2014 Budget	2014 Amounts Paid
Community and Seniors Centres Base Grants*				
Cook St Village Activity Centre	\$ 36,666	\$ 36,666	\$ 40,000	\$ 40,000
James Bay New Horizons	\$ 36,666	\$ 36,666	\$ 40,000	\$ 40,000
Victoria Silver Threads	\$ 36,666	\$ 36,666	\$ 40,000	\$ 40,000
Victoria Silver Threads – one-time relocation grant	\$ 0	\$ 0	\$ 200,000	\$ 200,000
Burnside Gorge Community Centre	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
Fairfield Gonzales Community Centre	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
Fernwood Community Centre	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
James Bay Community School	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
Oaklands Community School	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
Quadra Village Community Centre	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
Vic West Community Centre	\$ 44,729	\$ 44,729	\$ 48,063	\$ 48,063
Total	\$ 423,101	\$ 423,101	656,441	\$ 656,441
Total Grants by Benefit Areas	\$ 1,685,022	\$ 1,682,102	\$1,925,079	\$ 1,907,637
PROGRAM GRANTS				
Neighbourhood Development Program Grants				
Base Grants	\$ 56,225	\$ 54,512	\$ 66,388	\$ 65,011
Enhancement	\$ 30,000	\$ 20,597	\$ 30,000	\$ 27,845
Greenways	\$ 25,000	\$ 25,000	\$ 25,000	\$ 0
Community Arts Program Grants				
Community Arts Program	\$ 15,000	\$ 10,000	\$ 15,000	\$ 15,000
Artist In Residence	\$ 15,000	\$ 0	\$ 15,000	\$ 15,000
Festival Investment Grants	\$ 156,000	\$ 154,486	\$ 156,000	\$ 153,395
Sustainability Grants	\$ 86,542	\$ 86,500	\$ 86,542	\$ 86,542
Total Grants by Program Area	\$ 383,767	\$ 351,095	\$ 393,930	\$ 362,793
Grant Total	\$ 2,068,789	\$ 2,033,197	\$ 2,316,315	\$ 2,270,430

* Totals for Community and Seniors Centres only include base grants, not any additional funding provided for janitorial, leases, strata fees, maintenance or capital upgrades to facilities.

Appendix 2

City of Victoria
Civic Investment Program Grant Policy

Purpose

The purpose of the Civic Investment Program Grant Policy is to guide the City in managing its diverse grant programs and making sound investment decisions.

Primary Objectives

1. To leverage the City's operational spending power to maximize core business and achieve key social, economic and environmental priorities while minimizing the burden on taxpayers.
2. To guide Council and staff in allocating grants to eligible organizations in a fair, consistent, transparent and accountable manner.

Policies**1.0 Governance**

City grant programs are used to:

- Fund the operation of City-owned facilities
- Deliver services on behalf of the City
- Complement or extend the reach of City service
- Provide a service the City would otherwise deliver given adequate resources
- Meet evolving corporate and community priorities
- Drive innovation and change

Every grant program is managed by a grant manager. The management of the various grant programs is distributed across departments with overall administration provided by one department. Overall administration will include budgeting, monitoring and reporting, program evaluation and communications. The administration position is referred to as the Grant Administrator.

2.0 Strategic Direction

The Civic Investment Program and grant component is closely aligned with the Corporate Strategic Plan and evolving Council and corporate key initiatives.

3.0 Grant Structure

The City provides four types of grants: project, operating, fee-for-service and capital housing grants. See Appendix 2 for the breakdown of grant programs by type.

3.1 Project Grants

- For eligible organizations working on a project basis, or needing assistance with one-time initiatives, unique or developmental projects, or small events
- Projects must be substantially completed within the grant time period
- Organizations can be funded up to 75% of project costs, to a maximum of \$10,000 annually
- Projects can be funded one to three years
- Applicants must apply for funding on an annual basis
- Project grants have minimal monitoring and reporting requirements

EXCEPTION: In the case of Heritage grants, refer to program eligibility criteria.

3.2 Operating Grants

- For eligible organizations needing assistance with operating costs of a service, program or event
- Organizations can be funded up to 50% of operating costs, to a maximum of \$50,000 annually
- Service, program or event may be funded for one to three years
- Operating grants have moderate monitoring and reporting requirements

3.3 Fee-for-Service

- For eligible organizations delivering a service or program on behalf of the City on an ongoing basis, including a service to operate City-owned facilities. (Note: events are not eligible for fee-for-service funding)
- City negotiates a fee-for-service for up to 100% of eligible costs
- Fee-for-service agreements have robust monitoring and reporting requirements

3.4 Capital Housing Grants

- For eligible organizations and eligible residential property owners
- Used to defray the capital costs of building new rental secondary suites in single family homes or non-profit affordable rental housing units within the City of Victoria
- These are one time capital grants which have funding caps – up to \$5,000 per secondary suite and up to \$10,000 per rental housing unit
- Detailed cost estimates and/or statement of actual expenditures required from project proponent

Appendix 2 identifies the grant programs as they fit in the grant structure. This table will be amended by the grant administrator as necessary to accurately reflect the overall grant program. Amending this table is an administrative function and does not require Council approval.

4.0 Eligibility

4.1 Organizations

Organizations must meet *all* of the following criteria to apply for a grant:

- Registered non-profit organization in good standing in the Province of BC
- Evidence of clear mandate and competent administration

- Evidence of ongoing, active volunteer involvement
- Services and activities benefit residents of the City of Victoria
- Not in arrears with the City of Victoria
- Demonstrate financial stability and accountability
- Evidence of diversity of funding sources and/or increasing financial self-sufficiency

4.2 Activities and Costs

4.2.1 Project and Operating Grants

The following activities and costs are eligible for grant funding:

- Project costs
- Operating costs
- Administrative costs to a maximum of 18% of the total budget

The following activities and costs are *ineligible* for grant funding:

- Commercial activities and related costs
- Religious activities and related costs
- Land purchase and land improvements
- Administrative costs in excess of 18% of the total budget of the proposed project, program, service or event
- Activities and costs that are the responsibility of other governments
- Costs not directly associated with approved project, program, service or event
- Fundraising costs for the operations of the agency/organization
- Travel costs
- Conference, workshop, training or professional development costs
- Deficit or debt repayment
- Re-investment of unused grant revenue by funded organization

4.2.2 Fee-for-service

Fee-for-service contracts are negotiated based on deliverables. Contracts are negotiated and managed by the grant managers.

4.2.3 Capital Housing Grants

Capital housing grants are predetermined as established by the Victoria Housing Fund and the Secondary Suites Incentive Program eligibility criteria.

EXCEPTION: Specific to the Secondary Suite Incentive Program, Victoria Civic Heritage Trust and Victoria Heritage Foundation refer to specific program eligibility criteria.

5.0 Financial Management

Grant Managers submit their preliminary funding recommendations to their department Director and the Grant Administrator for review. The Grant Administrator, in conjunction with the Grant Managers and senior management, will develop a three-year proposed budget through the regular budget process. Council will approve this budget as part of the Five-year Financial Plan.

6.0 Funding Cycle

Based on the three year Corporate Grant budget and depending on funds available, Calls for Proposals are issued on the following timeframes:

- Project and operating grants (unless otherwise specified) are awarded on an annual basis.
- Fee-for-Service contracts are awarded every three years. Council will provide provisional approval for a three year term and will affirm annually through the Budget discussions.
- Capital Housing Grants have an ongoing intake and award cycle.

The grant funding cycle overlaps Council terms. The funding cycle starts in the second year of each three-year Council term. This allows the new Council to set the Corporate Strategic Plan, identify corporate funding priorities and decide whether staff will issue a Call for Proposal.

In the event a Call for Proposal is not issued, the organizations funded in the current cycle will be notified at the earliest opportunity.

Multi-year grants have clear and objective criteria that must be met on an annual basis in order to receive continued funding.

Organizations may respond to successive Calls for Proposals.

7.0 Decision Making

All grants are awarded using a competitive process and/or performance based process.

Grant Managers use this policy in its entirety, including the Common Assessment Criteria Checklist (Appendix 2), to establish a minimum standard for eligibility, adjudication and fund allocation. Each grant program has established specific criteria which is in addition to, and consistent with, this policy.

Given corporate fiscal constraints, applicants that meet all criteria may not necessarily receive a grant and/or applicants may not receive the full amount of their grant request.

8.0 Monitoring and Reporting

A performance monitoring and reporting framework linked to the Civic Investment Program logic model (see Appendix 1) is used to track outputs and achievement of outcomes at multiple levels, including:

- funded project, program, service, event
- individual grant program
- grant component
- overall Civic Investment Program

The development and implementation of the performance monitoring and reporting framework is the responsibility of the Grant Administrator, and is supported by the Grant Managers.

The Grant Administrator provides an annual report aligned with the budget cycle and a three-year summary at end of each funding cycle.

9.0 Program Evaluation

The Grant Administrator will undertake a periodic evaluation of the Civic Investment Program and the grant component and works with Grant Managers to evaluate individual grant programs. The schedule for evaluation is set by the Grant Administrator, in collaboration with Grant Managers. No grant program should go longer than six (6) years, or two funding cycles, without undergoing an evaluation.

10.0 Communication

The Grant Administrator is the first point of contact for the Civic Investment Program and maintains the program's web presence on the City website. Grant managers will be responsible for ensuring the material on the web is current and accurate.

Civic Investment Program Logic Model

Goal	Leverage the City’s operational spending power to maximize core business and achieve key social, economic and environmental priorities while minimizing the burden on taxpayers		
Principles	Responsiveness, fairness, capacity building, transparency and accountability		
Sustainability Focus Areas	REDUCE Reduce waste and emissions and increase efficiency	TRANSFORM Transformation and leadership	THRIVE Creating a livable city for everyone
Inputs	Council support, community partnerships, funding, staff, external reviewers, application materials, selection criteria, and monitoring, reporting and evaluation tools		
Components	Grants	Permissive Tax Exemptions	In-Kind Contributions
Activities & Outputs	<p>Activities:</p> <ul style="list-style-type: none">- Application and selection process for grants, permissive tax exemptions and in-kind contributions- Council approval of investment recommendations- Monitoring of funded projects, programs, services, annual events, exempted properties and in-kind contributions- Monitoring of civic investment program, including components and overall program- Regular reporting to Council on civic investment program performance, including components and overall program- Ongoing collaboration with community funders- Periodic evaluation of civic investment program <p>Outputs:</p> <ul style="list-style-type: none">- Application and selection information- Number and \$ value of funded projects, programs, services, annual events, exempted properties and in-kind contributions- Monitoring, reporting and evaluation information- Partnerships and joint action with community funders		
Program Outcomes	<p>City Government</p> <ul style="list-style-type: none">⬆ Efficiency, cost effectiveness and reach of City services⬆ Social, economic and environmental return on City spending⬆ Capacity to drive change and innovation in the community	<p>Community</p> <ul style="list-style-type: none">⬆ Efficiency, cost effectiveness and reach of funded organization⬆ Opportunity for funded organization to leverage resources⬆ Capacity to drive change and innovation in the community	

Common Assessment Criteria

The following criteria establish a minimum standard for eligibility, adjudication and fund allocation across all grant programs. These criteria are in addition to the specific criteria used by individual grant programs.

All Organizations

1. Organizations must meet *all* of the following criteria to apply for a grant from the City of Victoria:

- ☐ Registered non-profit organizations in good standing in the Province of BC
- ☐ Evidence of clear mandate and competent administration
- ☐ Evidence of ongoing, active volunteer involvement
- ☐ Services and activities benefit residents of the City of Victoria
- ☐ Not in arrears with the City of Victoria
- ☐ Demonstrate financial stability and accountability
- ☐ Evidence of diversity of funding sources and/or increasing financial self-sufficiency

☐ **EXCEPTION:** Specific to the Secondary Suite Incentive Program, Victoria Civic Heritage Trust and Victoria Heritage Foundation refer to specific program eligibility criteria.

2. The grant must be used to promote collaborative action and strengthen community networks by demonstrating *one or more* of the following as part of the funded activities (select all that apply):

- ☐ Partnering with local organizations
- ☐ Collaborating with local subject matter experts
- ☐ Mentoring new or emerging local organizations
- ☐ Actively engaging volunteers from the broader community
- ☐ Sharing knowledge and lessons learned with the broader community

3. The grant must be leveraged to create additional financial value by securing *one or more* of the following (select all that apply):

- ☐ Funding from other governments
- ☐ Corporate sponsorships
- ☐ Matching funds
- ☐ In-kind contributions
- ☐ Waived fees and charges

4. The grant must be used to meet at least one of the following City objectives (select the most appropriate):

Project Grants

For eligible organizations working on a project basis, or needing assistance with one-time initiatives, unique or developmental projects, or events

- ☐ Meet evolving corporate and community priorities (complete A)
- ☐ Drive innovation and change (complete B)

Operating Grants

For eligible organizations needing assistance with operating costs of a service, program or event

- ☐ Complement or extend the reach of City services

- ☐ Provide a service the City would otherwise deliver given adequate resources
- ☐ Meet evolving corporate and community priorities (complete A)
- ☐ Drive innovation and change (complete B)

Fee-for-Service

For eligible organizations delivering a service or program on behalf of the City on an ongoing basis, including a service to operate City-owned facilities

- ☐ Fund the operation of City-owned facilities
- ☐ Deliver services on behalf of the City

Capital Housing Grants

For eligible organizations and eligible residential property owners

- ☐ Meet evolving corporate and community priorities (complete A)
- ☐ Drive innovation and change (complete B)

A. To meet evolving corporate and community priorities, the grant must align with *one or more* of the following corporate strategic objectives (from the Corporate Strategic Plan):

Building a Strong Community (select the most appropriate):

- ☐ Ensure land development patterns are compact, human-scale and efficient
- ☐ Preserve and enhance Victoria's visual distinctiveness, character and heritage
- ☐ Facilitate development of a wide range of housing types, tenures and prices
- ☐ Ensure diverse and accessible opportunities to engage in arts, culture, sports and recreation
- ☐ Build capacity to respond to critical incidents, emergencies and catastrophic events

Growing our Economy (select the most appropriate):

- ☐ Build on Victoria's existing strengths in high technology and tourism
- ☐ Leverage Victoria's status as the seat of provincial government
- ☐ Create a welcoming environment for new and existing businesses
- ☐ Promote Victoria as a capable and unique events destination
- ☐ Enhance the vibrancy, economy and safety of downtown Victoria

Respecting our Environment (select the most appropriate):

- ☐ Provide infrastructure for sustainable transportation and water and waste management
- ☐ Build capacity to reduce fossil fuel consumption and greenhouse gas emissions
- ☐ Protect the biodiversity of Victoria's urban and marine environment

B. To drive innovation and change, the grant must demonstrate *one or more* of the following:

- ☐ Piloting new approaches based on best or promising practices
- ☐ Maximizing triple bottom line (e.g. social, economic *and* environmental benefits)

Grant Programs by Grant Type

This table identifies the grant programs in the grant structure. This table will be amended as necessary to better accurately reflect the overall grant program. Amending this table is an administrative function and does not require Council approval.

Project Grants	Operating Grants	Fee-for-Service	Capital Housing Grants
Up to \$15,000 (Each grant program has it's own maximum funding limits) Annual applications required	Up to \$50,000 for 3 years maximum Annual applications required	Variable funding and Performance-Based 3 year application cycle	Variable funding Applications taken on ongoing basis
<ul style="list-style-type: none"> Community Arts Neighbourhood Development Sustainability* Victoria Civic Heritage Trust Victoria Heritage Foundation <p>*Sustainability grants can receive up to 3 years of funding to support new program development</p>	<ul style="list-style-type: none"> Festival Investment 	<ul style="list-style-type: none"> Community and Seniors Centres Economic Development Inter-municipal Social Services Community Development (Youth and Adult Outreach) Community Development Adult School Crossing Guards Compost Education Centre Maritime Museum 	<ul style="list-style-type: none"> Secondary Suites (time limited program) Victoria Housing Fund

*Heritage grants have variable grant limits based on specific criteria of program

Economic Development Agencies

VIATeC
Greater Victoria Film Commission
Greater Victoria Economic Development Agency

SportHost
Tourism Victoria

Inter-municipal Social Service Agencies

Community Social Planning Council
Volunteer Victoria
Recreation Integration

NEED2
St. John's Ambulance

Community Development

Gr. Victoria Bike to Work Week
Youth Empowerment Society Summer Options
Greater Victoria Coalition to End Homelessness

Victoria AM Society
Victoria Attractions



Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 11, 2014
From: Jocelyn Jenkyns, General Manager, VCC
Subject: Festival Investment Grant 2015 Allocations

Executive Summary

Festivals and celebrations add to Victoria's vitality, vibrancy and diversity. The City's annual grant and in-kind funding support nurtures the development of high quality accessible events and creates significant economic activity in the city.

This report is presented in advance of the budget deliberations for 2015 because the federal "Building Communities through Arts and Heritage" (BCAH) grant program requires applicants to confirm local support (cash and/or in-kind) by the end of the year for their festivals or celebrations to qualify for this federal funding.

For 2015 there are thirty-three applications for Festival Investment Grants (FIG) with a total request for funding of \$359,795. Should Council choose to allocate the same amount of funding as in 2014 the funding available for this grant is \$156,000. Twenty-nine of the applications meet the criteria and are recommended for approval. Four applications do not meet the FIG criteria. Of the events recommended for FIG funding 21 have applied for funding through the BCAH program.

All applications are reviewed based on the approved FIG policy, which includes:

- Program criteria, including a free component
- Artistic and cultural merit of the event
- Economic impact
- Community support
- Organizational effectiveness

A comprehensive list of requests and recommendations is detailed in Appendix I.

The economic impact of these events can be measured by spending activity generated by festival goers in local restaurants and businesses, overnight stays in hotels by visitors and visiting performers, festival employment, and increased tourism for popular annual festivals.

The six largest events are estimated to generate a total economic impact of over \$10 million. With attendance for the recommended events estimated to exceed 725,000. The total operating budgets of the recommended events is estimated at over \$5.6 million in direct spending. This reflects a positive impact through employment (196 full and part-time positions), event production

sales and rentals, and the purchase of goods and services. Corporate investment by local, regional and national corporations total more than \$2 million.


Recommendation:

1. That Council approve the Festival Investment Grant allocations as recommended in Appendix I for a total of \$156,000 to be included in the 2015 Financial Plan.
2. That Council forward the recommendation to the Council meeting of December 18, 2014 for approval.

Respectfully submitted



Jeff Day
Coordinator,
Cultural Services


Jocelyn Jenkyns
General Manager, VCC


Susanne Thompson
Director, Finance

Report accepted and recommended by the City Manager:

Date:


December 12, 2014

Purpose

The purpose of this report is to seek Council's approval on the Festival Investment Grants recommendations for 2015.

Background

The Festival Investment Grant program was established to create and sustain a healthy community, vibrant downtown core and enhance economic development within the City of Victoria. Over the past sixteen years, the City has supported festivals and through the Festival Investment Grant Program. Additional in-kind support is provided based on need and the availability of departmental resources.

The Festival Investment Grant program was created to meet the following objectives:

- Increase the quality of life for our citizens
- Enable a vibrant downtown core
- Support economic development
- Offer exposure to new art forms

To qualify for funding, festivals and celebrations must meet the criteria outlined in the 2011 Council approved Festival Investment Grant Policy and Guidelines. See appendix 2 attached.

Issues & Analysis

Festival organizers are increasingly faced with funding and sponsorship challenges. Reductions in corporate sponsorship, decreases in provincial gaming grants and increased production costs make it difficult for organizers to successfully sustain and grow events.

Event organizers leverage their municipal support through provincial and federal funding bodies and secure credibility with corporate and community sponsors.

Last year, the City of Victoria awarded \$156,000 in grants and \$87,750 in in-kind support to 31 festivals and celebrations. This year there were 33 cash grant requests totalling \$359,795. Of these, four are new applicants and three more are festivals that have applied in the past and are returning, indicating both growth and vibrancy in the mix. Four applicants do not qualify under the funding guidelines, resulting in recommendations to fund 29 festivals and celebrations for a total of \$156,000 cash and up to \$97,250 in in-kind support. The 29 recommended Festivals and celebrations include:

Community Celebration Grant (1)

- First Peoples Festival

New Festival Grants (11)

- Victoria International Buskers Festival
- Victoria International Chalk Art Festival
- Creatively United for the Planet Festival
- Victoria Flamenco Festival
- Free B – Film Festival
- Victoria India ME LA
- InterPlay
- Kaleidoscope Theatre's Family Theatre Festival

- Out Stages
- Puppets for Peace Celebration
- Victoria's Shakespeare By the Sea

Established Festival Grants (14)

- Victoria International Accordion Festival
- Vancouver Island Blues Bash
- Victoria Dragon Boat Festival
- Victoria Film Festival
- French Fest 2015
- Victoria Fringe Fest
- 152nd Victoria Highland Games and Celtic Festival/Tartan Parade
- TC Victoria International JazzFest
- Pacific Baroque Festival
- Victoria Pride Week
- ROMP in the Square
- Victoria's 16th Annual Ska Fest
- Theatre Skam's Bike Ride
- Uno Fest (18th Annual)

Signature Festival Grants (3)

- TD Art Gallery Paint-In, 28th Annual
- Island Farms Victoria Day Parade/Island Farms Santa Parade
- Victoria Symphony in the Summer

Four applications did not meet the criteria for FIG support:

- African Cultural Week & Africa Fest - Victoria African & Caribbean Cultural Society
- One Day Together - Victoria Integration Society
- The Selkirk Waterfront Festival - Burnside Gorge Community Centre
- Swiftsure International Yacht Race - Royal Victoria Yacht Club

With many requests for funds, staff recommendations consider evaluation criteria and support as many eligible events as possible. Three new festivals for 2015 are recommended for support including:

- Interplay
- OUTstages
- Shakespeare By The Sea

Three previous applicants who did not apply in 2014 have once again applied. Two are recommended for funding:

- Victoria Dragon Boat
- First Peoples Festival

Five festivals had their funding reduced. These were; Victoria Fringe Fest, Kaleidoscope Theatre's Family Theatre Festival, Island Farms Victoria Day Parade and Santa Parade, ROMP In the Square and Theatre Skam's Bike Ride. The reductions in funding were primarily based on an assessment of the organizations' free component and/or the potential for alternative revenue streams. Festivals that had significant ticketing opportunities or had proportionally less free public

components had their funding slightly reduced. In the case of the parades the reduction is related to a planned change in support for a specific area of their operating expenses (insurance).

Due to the volume of applicants, and the increased ask from these festivals, some organizations may find their cash award slightly decreased from previous years. Staff evaluated the festivals' free components, combined with the overall scope and merit of the festival, and made recommendations accordingly.

A comprehensive list of requests and recommendations is detailed in Appendix I.

Options & Impacts

Staff recommends that Council approve the Festival Investment Grant allocations of \$156,000 as presented in Appendix I and forward the recommendation to the Council meeting of December 18, 2014 for approval.

The Festival Investment Grant Program assists the creation of a more vibrant downtown through the traditional festival season, enhancing tourism, local business success and the local economy. The program also broadens the festival season to the shoulder months to attract residents and visitors to the downtown year round thereby supporting economic development in traditionally slower economic activity periods.

Delaying or denying some or all of the recommended allocations beyond the 2014 year end may prevent applicants from leveraging grant funding from senior levels of government.

Recommendations

1. That Council approve the Festival Investment Grant allocations as recommended in Appendix I for a total of \$156,000 to be included in the 2015 Financial Plan.
2. That Council forward the recommendation to the Council meeting of December 18, 2014 for approval.

Appendix 1

#	Event Name	Event Dates	Event Description	2014 Grant	2014 In-Kind	2015 Grant Request	FIG 2015 Recommend	2015 In-Kind Recommend	Event Budget	Category	Rationale
1	Victoria International Accordion Festival - The BC Accordion Society	July 15-19	The 2015 edition includes World Festival of Accordion Orchestras - up to 15 ensembles from around the world culminating in a free day of accordion performances at St Anne's and An accordion parade downtown.	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 1,500.00	\$ 1,000.00	\$ 100,000.00	Established	Leap in scope (84k). Proposed audience increase from 500 to 20,000. Specific appeal, reduced scope last year. Very little earned revenue/sponsorship. Organizational effectiveness needs improvement. Will need to demonstrate capacity to deliver what is proposed.
2	African Cultural Week & Africa Fest Festival - Victoria African & Caribbean Cultural Society	May 20-24	Indoor (partially ticketed) festival showcases African and Caribbean culture by exploring diverse food, music and dance as well as the beauty of Africa and the Caribbean.	\$ -	\$ -	\$ 10,000.00	\$ -	\$ -	\$ 63,775.00	Seed	Ineligible. Primarily indoors high season, significant ticketed component (only 5k free component). High risk - scored very low on organizational effectiveness - no insurance in 2014. In arrears with City.
3	Vancouver Island Blues Bash - Victoria Jazz Society	Sept 5-7	14 blues and roots performances over labour day weekend at Ships Point.	\$ 6,000.00	\$ 3,500.00	\$ 12,000.00	\$ 6,000.00	\$ 3,500.00	\$ 168,600.00	Established	Provides animation to inner harbour over labour day weekend. High % of out of town visitors (18%)
4	Victoria International Buskers Festival - Victoria International Buskers Festival Society	July 17-26	Over 400 performances by more than 40 performers from around the world to perform on stages through the inner harbour, Government St and Centennial Square. Features musicians, acrobatic acts, mimes etc.	\$ 9,000.00	\$ 1,500.00	\$ 20,000.00	\$ 9,000.00	\$ 1,500.00	\$ 158,513.00	Seed	Free outdoor festival brings vibrancy and colour to downtown streets. Economic impact - many out of town performers. Very popular with tourists and locals
5	Victoria International Chalk Art Festival - Victoria International Chalk Art Society	Sept 9 -13	Chalk artists creating large pavement works on closed streets. Local artists, First Nations artists, professional international artists and children. Art work will be complimented by music, children's entertainment and vendors	\$ 2,000.00	\$ 2,500.00	\$ 10,000.00	\$ 2,000.00	\$ 2,500.00	\$ 72,250.00	Seed	Similar scope. Small deficit. RBCM venue will not be utilized in 2015. Last year's 190k budget resulted in less than 60k spending. 7k increase to Ex Director proposed for 2015 - no increase for artists.
6	Creatively United for the Planet Festival - Creatively United for the Planet Society	April 24-25	An Earth Week Festival will be a free indoor/outdoor, all-ages arts, cultural and healthy living event that unites the artistic community with environmentally focused organizations, businesses and charities to bring the public an entertainment and education filled weekend	\$ 5,000.00	\$ 1,500.00	\$ 7,500.00	\$ 5,500.00	\$ 1,500.00	\$ 97,800.00	Seed	Free shoulder season cultural event, live music, dance, children's content, participation from cultural and sustainability groups with parade / procession to St Anne's (venue fees at St Anne's are now a hardship)
7	Victoria Dragon Boat Festival - Victoria Dragon Boat Festival Society	Aug 14-16	Free 3 day multicultural event that combines the excitement and tradition of Chinese dragon boating with an expansive display of music, dance, art and food that showcases and celebrates the rich multi-cultural diversity in Victoria.	\$ -	\$ -	\$ 15,000.00	\$ 11,000.00	\$ 6,000.00	\$ 346,550.00	Established	Significant hotel occupancy. Entertainment, Chinese classical tea garden and children's activities. 30 businesses and 200 local performers participate.
8	Victoria Film Festival - Victoria Independent Film and Video Festival	Feb 6-15	Celebrates independent film through screening more than 150 films and educates the public to further their participation in media arts. Shares the art, lifestyles, philosophies and innovative ideas from across Canada and around the world with visiting and local audiences.	\$ 6,000.00	\$ 1,000.00	\$ 10,000.00	\$ 6,000.00	\$ 1,000.00	\$ 800,470.00	Established	Popular shoulder season event. Significant economic impact for downtown hotels and restaurants. High quality programming and presentation. Limited free content is a barrier to participation.
9	First Peoples Festival - Victoria Native Friendship Centre	21-Jun	Coincides with National Aboriginal Day. The event celebrates the cultural diversity of the First Peoples by showcasing traditional singing, dancing, drumming and art.	\$ -	\$ -	\$ 5,000.00	\$ 3,000.00	\$ 3,000.00	\$ 23,000.00	Celebration	Free programming at Ship Point. Affiliation with nation wide celebration. Fostering positive relationships with Native Friendship Centre and First Peoples community.
10	Victoria Flamenco Festival - Flamenco de la Isla Society	Aug. 10-16	Week long free festival with an artist market and main stage cultural presentations, education, dancers, guitarists, singers, percussionists, international performers, workshops and food.	\$ 2,000.00	\$ 1,000.00	\$ 3,500.00	\$ 3,500.00	\$ 2,000.00	\$ 25,875.00	Seed	Third year for this new music & dance festival in Victoria from an established society, high quality performances & solid organizational effectiveness. 2015 will see more of an international flair & more workshops

Appendix 1

#	Event Name	Event Dates	Event Description	2014 Grant	2014 In-Kind	2015 Grant Request	FIG 2015 Recommend	2015 In-Kind Recommend	Event Budget	Category	Rationale
11	Free - B Film Festival - Victoria Independent Film & Video Festival	Jul 31-Aug 1, Aug 7, 8, 14, 15, 21, 22	The Free- B Film festival screens films on Fridays and Saturdays in August as a free community outreach summer supplement to VFF's main festival. Films are aimed at a general audience and have a broad demographic appeal held outdoors at BHP and the Legislature	\$ 5,000.00	\$ 2,000.00	\$ 6,000.00	\$ 5,000.00	\$ 2,000.00	\$ 29,700.00	Seed	Very popular family friendly free program. Older feature films with broad appeal in public space. Nightly audiences up to 2000+ Partnership with Francophone Affairs to bring a Quebec film.
12	French Fest 2015 - La Societe francophone de Victoria (SFV)	March 5-8	4 day festival celebrating French culture (includes school day programs, art fairs, live music and traditional food.)	\$ 4,000.00	\$ 2,500.00	\$ 9,000.00	\$ 4,000.00	\$ 2,500.00	\$ 151,000.00	Established	Only French festival in the region. Animates CSQ in the off season
13	Victoria Fringe Fest - FringeKids Fest and Fringe Square - Intrepid Theatre Company Society	Aug 26 - Sep 6	In partnership with other arts organizations(past partners include Romp, Rifflandia, GottaGettaGimmick and ICA/Luminara), pre-Fringe kick-off events in Centennial/Fringe Square, to promote the festival, welcome touring artists, commission new works and animate our downtown festival site. FringeKids Fest will continue to attract families to a day of free kid-friendly art and activities in Market Square, will continue to feature a special program of theatre created for children 12 and under	\$ 9,000.00	\$ 1,500.00	\$ 15,000.00	\$ 8,600.00	\$ 1,500.00	\$ 487,775.00	Established	No major changes for 2015. Strong economic activity with nearly 500k in direct spending, 15% out of town visitors, high level of artistic merit, community impact and organizational effectiveness.
14	152nd Victoria Highland Games & Celtic Festival/Tartan Parade - Victoria Highland Games Association	April 4; May 9, 15, 16, 17, 18	4 day event in Topaz Park celebrating Celtic traditions and culture (including piping, highland dancing, Heavy Event Challenge, historical demonstrations and children's activities).Free pre-event components include Tartan Parade and Tartan Day celebration in Market Square. Holiday Monday programming to be offered this year.	\$ 5,500.00	\$ 1,500.00	\$ 7,500.00	\$ 6,000.00	\$ 2,000.00	\$ 419,000.00	Established	Victoria's longest running event! Ticketed event with free under 12 - Free Tartan Parade and Tartan Day celebration. Significant economic impact for hotel stays - estimated \$2,000,000 economic impact. Volunteer run event
15	Victoria India MELA - India Canada Cultural Association of Victoria	August 7-10 TBC	Three days, 400 performers. Main stage featuring Indian, Greek, Chinese, Arabian, First Nations and Persian entertainment, India's Independence Day ceremony, fully inclusive event with family activities, food and artisan market.	\$ 3,000.00	\$ 3,000.00	\$ 12,500.00	\$ 3,000.00	\$ 3,000.00	\$ 97,400.00	Seed	Free programming and animation in CSQ - two and a half days of free cultural programming in the downtown. Unique event for the City. Steady expansion of programming, collaboration of many other cultural groups.
16	InterPlay - Kindle Arts Society	09-May	InterPlay is a blank slate for participatory art: attendees are invited to create their own entertainment - interactive sculptures, activities, games, costumes, performance art, inventions, etc. Society member plan to kick start the process.	\$ -	\$ -	\$ 845.00	\$ 500.00	\$ 250.00	\$ 3,400.00	Seed	It's a new experimental concept without history. Kindle Arts is trying something new. A small grant this year and evaluate post event.
17	TD Victoria International JazzFest - Victoria Jazz Society	June 19 - 28	Presenting 80 individual jazz, blues and world music performances on multiple indoor and outdoor venues over a 10 day period, free concerts in Centennial Square.	\$ 11,000.00	\$ 10,000.00	\$ 23,500.00	\$ 11,000.00	\$ 10,000.00	\$ 938,500.00	Established	No major changes. Ten days animation - economic impact for downtown.
18	Kaleidoscope Theatre's Family Theatre Festival - Kaleidoscope Theatre Productions Society	May 1-3	This year's festival will be a shorter duration but will add a second stage for spoken word, choirs, readings and workshops. Centennial Square will see the launch of the new portable Igloo Theatre as the main performance space.	\$ 5,000.00	\$ 1,000.00	\$ 9,000.00	\$ 4,000.00	\$ 1,500.00	\$ 57,300.00	Seed	In 2014 this established arts organization changed from an arts series to new Family Arts Festival. Mobile Igloo venue in public spaces - 40% free content. No longer affiliated with ROMPI
19	One Day Together - Victoria Integration Society	Sept 12	Live Music and entertainment on stage, BBQ lunch, kickball, Inflatables, face painting etc to celebrate diversity in our community where citizens can dance together, play together, and eat together.	\$ -	\$ -	\$ 1,950.00	\$ -	\$ -	\$ 7,800.00	Celebration	Ineligible as per grant policy. Doesn't fit festival or celebration definition. Primarily a community picnic without significant arts or culture content.

Appendix 1

#	Event Name	Event Dates	Event Description	2014 Grant	2014 In-Kind	2015 Grant Request	FIG 2015 Recommend	2015 In-Kind Recommend	Event Budget	Category	Rationale
20	Out Stages - Intrepid Theatre Company Society	July 5 + July 9-12	OUTstages is a celebration of theatre and queer culture featuring a public all-ages event in conjunction with Pride parade, followed by four days of performances, celebrations, cabarets, and artists encounters from and for the queer community, featuring performers from Halifax and more (additional artists TBC)	\$ -	\$ -	\$ 7,500.00	\$ 2,000.00	\$ -	\$ 79,480.00	Seed	Although largely indoor during high season, and ticketed, there is significant free cultural content. Market Sq show is free, Pride Playground component is free for the whole family and plenty of free shows and pay what you can.
21	Pacific Baroque Festival - Victoria Conservatory of Music	Feb 19-22	Presents performances over 4 days on period instruments which reflect how music would have been performed while the composer was alive. %0yj anniversary of the Conservatory. Program will feature the works of Handel.	\$ 2,000.00	\$ -	\$ 5,000.00	\$ 2,000.00	\$ -	\$ 99,850.00	Established	Strong artistic merit and organizational effectiveness for off season event in downtown core. Provides education opportunities relating to Baroque music, limited free program
22	TD Art Gallery Paint-In - 28th Annual - Art Gallery of Greater Victoria	July 18	Free signature event - Largest visual arts festival on the Island. 150 artists line Moss St. who discuss, demonstrate, and invite participation with the public. Art Gallery open with a food and beverage garden and musical performances.	\$ 7,500.00	\$ 8,000.00	\$ 8,000.00	\$ 7,500.00	\$ 8,000.00	\$ 129,500.00	Signature	Solid artistic merit, organizational effectiveness and community impact.
23	Island Farms Victoria Day Parade/Island Farms Santa Parade - Greater Victoria Festival Society	July 19 / Nov. 28	Seasonal parades along Douglas St and Government St.	\$ 18,000.00	\$ 22,000.00	\$ 18,000.00	\$ 14,400.00	\$ 22,000.00	\$ 80,000.00	Signature	Popular downtown parades. Combined grant of 9k cash and up to \$5325 City contribution towards insurance costs (25%decrease annually toward insurance). Dramatic increase in volunteers, new website, organizer to increase quality of entries and shorten the Parades.
24	Victoria Pride Week - Victoria Pride Society	June 28 - July 5	Week long festival creating awareness and education on GLTB rights.	\$ 2,000.00	\$ 5,000.00	\$ 5,000.00	\$ 3,000.00	\$ 5,000.00	\$ 84,950.00	Established	Solid community and economic impact. Poorly presented grant application - lacks detail. Event budget demonstrated need for \$3000 - not the 5K they asked for on the cover page.
25	Puppets for Peace Celebration-Community Arts Council of Greater Victoria	Sep 25-27	Celebrates the UN Peace Day with a riot of puppets. With activities and displays leading up to a three-day festival, puppet artists from near and far offer performances and hands-on workshops culminating in a community day of peace including giant puppet parade.	\$ 3,000.00	\$ 3,000.00	\$ 5,000.00	\$ 4,000.00	\$ 3,000.00	\$ 57,050.00	Seed	Family focused arts event and parade celebrating The United Nations International Day of Peace. Organizational support from the Community Arts Council. Solid debut effort in 2014 - Increase in scope and impact for 2015.
26	ROMP In the Square (The 18th ROMP! Festival of Independent Dance) - Suddenly Dance Theatre Society	July 9-18	Only independent dance festival: live performance from emerging and established dance artists, art exhibitions and film focused on the dance medium.	\$ 6,000.00	\$ 2,000.00	\$ 11,000.00	\$ 5,000.00	\$ 2,000.00	\$ 79,000.00	Established	Off season event in downtown core, 3 days of outdoor free performances Urban spectacle (roughly 70% of programme is free) reduced the number of free performances in 2014 to 2. An increase in 2015 ticketed performances indoors. No longer partnered with Intrepid or with Kaleidoscope. Reduced event budget by more than 15%
27	The Selkirk Waterfront Festival - Burnside Gorge Community Centre	May 23th	neighbourhood festival along the Selkirk Waterfront (includes performances, family fun zone, international food zone and vendors market.)	\$ 3,000.00	\$ 250.00	\$ 10,000.00	\$ -	\$ -	\$ 39,475.00	Celebration	Celebration already funded through City's Neighbourhood Grant Program. According to the FIG policy, applications are considered ineligible if they relate to activities already funded through other City programs.

Appendix 1

#	Event Name	Event Dates	Event Description	2014 Grant	2014 In-Kind	2015 Grant Request	FIG 2015 Recommend	2015 In-Kind Recommend	Event Budget	Category	Rationale
28	Victoria's Shakespeare By The Sea - Vancouver Island Shakespeare Association	July 2-Aug 2	A Shakespeare drama festival with a free school, invited performance artists in drama, music, painting and dance running for 5 weeks.	\$ -	\$ -	\$ 5,000.00	\$ 2,500.00	\$ 500.00	\$ 32,500.00	Seed	4th season, 5 week run at Clover point. 2014 spent and earned 18k. 2015 anticipates 60% growth to raise production values, rates for actors / crew etc.
29	Victoria's 16th Annual SKA Festival - Victoria BC Ska Society	July 2 - 5 or July 1-4	Multi-day cultural music festival that celebrates ska music. Longest and largest running event of its kind in North America with free and ticketed concerts, workshops and art galas.	\$ 7,000.00	\$ 1,000.00	\$ 10,000.00	\$ 7,000.00	\$ 1,000.00	\$ 338,510.00	Established	Site improvements and realignment allow for an increase in audience. Appeals and serves a younger demographic. Large free components.
30	Theatre Skam's Bike Ride - Theatre Skam Association	July 10-12	Audiences on bicycles travel in small groups to ticketed theatrical performances along the Galloping Goose. Hub at Cecilia Ravine Park is a free interactive site with live music, bike decorating and food market. 12 & under free.	\$ 4,000.00	\$ 500.00	\$ 10,000.00	\$ 3,500.00	\$ 500.00	\$ 107,556.00	Established	Shorter duration but more stages this year. High quality programming (also receives Canada Council grant) and is seeking headliner content for Cecilia Ravine Park venue - increased profile for this public space theatre event.
31	Swiftsure International Yacht Race - Royal Victoria Yacht Club	May 21-25	Sailboats and crews compete for various trophies in one of four races; the most distant race is to Swiftsure Bank, the shortest to Cadboro Bay. All racers start off Clover Point Waters. Inner Harbour beer garden with entertainment.			\$ 10,000.00	\$ -	\$ -	\$ 79,500.00	Established	Ineligible as per grant policy. Doesn't fit festival definition. Primarily a sporting event without significant arts or culture content. City provides fireboat in-kind worth \$3500+
32	Victoria Symphony in the Summer - Victoria Symphony Society	July 20-Aug 2	13 free Symphony concerts will be performed throughout the region leading up to the Symphony Splash on the August long weekend in the Inner Harbour.	\$ 11,500.00	\$ 10,500.00	\$ 50,000.00	\$ 11,500.00	\$ 10,500.00	\$ 450,000.00	Signature	Marquee signature City event, significant free program with many free performances leading up to Splash. Free family fun zone. Economic impact and tourism spectacle.
33	Uno Fest (18th Annual) - Intrepid Theatre Company Society	May 13 - 23	Canada's only international festival devoted to outstanding one-person theatre. Longest running festival of its kind anywhere and only ongoing festival of its kind in Canada.	\$ 4,000.00	\$ -	\$ 7,000.00	\$ 4,000.00		\$ 171,260.00	Established	Late night activity downtown, impact on downtown restaurants and cafes. Prolific media. Administratively heavy for primarily indoor ticketed event during high season, reduced support in 2014 accordingly
			TOTAL			\$ 359,795.00	\$ 156,000.00	\$ 97,250.00	\$ 5,877,339.00		
			TOTAL (excluding ineligible festivals)			\$ 327,845.00	\$ 156,000.00	\$ 97,250.00	\$ 5,686,789.00		



City of Victoria

Festival Investment Grant

GRANT POLICY & GUIDELINES

Revised October 2011

PURPOSE

The purpose of the grant program is to provide cash and city services support for the specific costs associated with the presentation of festivals and celebrations in the City of Victoria.

The City of Victoria recognizes that local, regional, national and international events of all types have an important role to play in contributing to improved quality of life of Victoria residents. Community-based festivals and celebration reflect the vibrant, distinct and diverse character of Victoria and its residents. Events offer opportunities to create economic, social, health and community benefits. The Festival Investment Grant program is designed to provide support to organizations producing festivals and celebrations that will deliver significant economic impact, vitality and vibrancy within the City of Victoria, particularly the downtown core.

The program is comprised of four funding streams. Please contact the City grant administrator for more information regarding the appropriate funding stream.

Community Celebration Grants

The purpose of this funding stream is to assist community celebrations with the production of one-day celebratory events within the City of Victoria. These events are often run and organized by volunteer non-profit boards and involve a broad base of support from the local community.

New Festival Grants

The purpose of the New Festival Grant stream is to provide support to new events in their first year and stability through the developmental years 2 – 5. The applications for this grant program are required to provide evidence of sponsors, audience identification, a marketing plan and a detailed budget. Applicants are required to identify the target market for the new festival, articulate the expected positive impacts and describe how it fits with the objectives for funding under the program.

Established Festival Grants

The purpose is to provide financial assistance to established festivals to produce a multi-day event in the City of Victoria. Applicants must have a demonstrated consistent track record of achievement for a successive five year period. Managing organizations must have a solid organizational structure, long-term financial stability and an artistically produced program.

Signature Festival Grants

The purpose of the Signature event program is to showcase the City as a great place to live, work, play, and do business. The term “signature event” is used to describe an organized note-worthy event designed for a definite purpose or occasion that is free and open to the general public, and which generates 15,000 + visitors each day. Festivals and events that create jobs, attract tourists, stimulate local economies and provide entertaining activities for citizens across the Capital region would be suitable applicants in this funding stream.

ELIGIBILITY CRITERIA

The City of Victoria receives many requests for funding therefore allocation of funding is competitive. To be eligible:

FESTIVALS must meet the Festival definition:

A series of theme related events, predominately arts and cultural in nature, held annually for two or more consecutive days, possessing city-wide and regional appeal and produced by a registered non-profit society.

CELEBRATIONS must fit the definition of a celebration:

An arts and cultural event, organized for the purpose of building and celebrating a sense of community in response to a desire that is best addressed through celebration. These events are sponsored and organized by a registered non-profit society and possess city wide appeal.

Festivals and Celebrations must also:

- Occur primarily outside in a public space within the boundaries of the City of Victoria. Indoor events that occur between November 1 - March 31 will be considered.
- The applicant organization must be a not-for-profit society in good standing with the Registrar of Companies.
- Offer a unique experience not duplicated by other organizations and their activities.
- Be supported by budgets which are distinct from regular operating budgets of lead organizations.
- Prominently feature art, cultural and/or heritage content.
- Be free admission events or events with a free component open to the public.
- Have followed the application process guidelines and met the required timelines.
- The applicants must demonstrate need for financial assistance.
- The proposed budget must demonstrate significant support from other sources other than the City of Victoria.

Applications will be considered **ineligible** if they relate to:

- Events that are commercial in purpose
- Sporting and athletic events and competitions unless there is a demonstrated link to an artistic and/or cultural activity
- An event fundraiser (over and above event costs)
- An event that occurs outside the City of Victoria.
- Retroactive funding
- Capital expenditures
- One time, non-recurring events
- Activities already funded through other City programs
- Organizations in arrears with the City of Victoria
- Individuals
- Demonstrations, marches, rallies
- Trade shows and trade fairs
- Conferences, workshops, training and professional development
- Block parties, picnics, garden shows, street markets, carnivals

MAXIMUM GRANT AMOUNT

The City of Victoria will not fund more than 25% of the overall operating costs of the festival or celebration.

EVALUATION CRITERIA

All Applications will be evaluated on the following assessment criteria:

a) Artistic Merit (40%)

- Solid vision, direction, goals and objectives that reflect and fulfill the purpose of the event
- Innovative and unique development of program of activities
- Excellence of program of activities – quality/variety/production
- Proven track record in program delivery
- Impact on specific cultural community or artistic discipline
- Does not duplicate and compliments other Festival and Celebration activities
- A priority in the context of the community vision
- Event expansion and improvements and innovation
- Quality, diversity and innovativeness of program

b) Economic Impact (25%)

- Demonstrates quantifiable economic benefits to the City (dollars spent in the community, staff hired, number of local volunteers, training offered to staff/volunteers, local performer/producers/technicians, etc. engaged, hotel rooms rented, tour packages sold, etc.)
- Extent of Partnership initiatives and efforts to form new alliances
- Extent to which activities are undertaken to attract visitors to the Festival or Celebration

- Extent of destination marketing, including the use of media outlets
- Timing of Event: when the event is held during the calendar year i.e. During off-peak (October to March) or high peak (April - September) periods. Under this criterion, an event staged in a low season is often more attractive than an event staged in a high season.
- Level of event profile and media exposure
- Appropriate audience development, outreach and marketing strategies

c) Community Impact and Involvement (20%)

- Extent to which Festival or Celebration contributes to social and cultural development of the City of Victoria
- Demonstrated knowledge and understanding of potential audience and participants
- Extent to which there is opportunity for volunteers to participate in organizing and implementing festival
- Extent to which applicant will ensure an appropriate measure of public access (i.e. free component & ticketed event vs. ticket price), including access by the City's diverse communities and local residents
- Support of Victoria -based performers / producers / technicians / business/ community as applicable to your event
- Extent to which quality of life is enhanced by offering opportunities for City of Victoria residents
- Demonstration of community support for arts, cultural and festival events as measured by volunteer participation, membership, and or audience participation

d) Organizational Effectiveness and Competence (15%)

- Solid leadership structure and consistent management in professional, competent manner
- Financial stability and accountability and evidence of effective long-term and short-term planning
- Extent to which applicant's revenues are derived from multiple sources to create a stable funding base
- Demonstrated need for financial assistance from the City of Victoria
- Potential financial impact (i.e. jobs created, spending, number of visitor days created and how this information might be tracked.)
- Evidence of financial stability and accountability
- Evidence of a clear mandate, competent administration and a functional volunteer committee
- Shows a viable plan for ensuring resources are in place to continue the festival or celebration and the potential for long term community benefits.

APPLICATION PROCESS

The administration of the Festival Investment Grant Program is managed as per the defined policy through the Recreation & Culture Division of the Parks, Recreation and Culture Department.

The official application form must be used. Forms can be obtained from the City's Recreation & Culture Division office or online through the City's website at www.victoria.ca. Questions should be directed to Nichola Reddington, Community Recreation Coordinator at (250) 361-0357 or jdav@victoria.ca.

All application documents should be typed or written on white, letter sized paper (8.5" x 11"). Please do not staple applications or bind them in any way in folders, binders or plastic covers.

Incomplete or late applications will not be considered for funding. No grant application will be considered from organizations that received funding in the past but did not submit a final report.

All applicants are required to submit the required materials to:

Jeff Day
City of Victoria
Recreation & Culture Division
#1 Centennial Square, Victoria BC, V8W 1P6
Office Location: #121-1925 Blanshard St., Victoria, B.C. V8T 4J2
Phone: (250) 361-0357 Fax: (250) 361-0385 or visit www.victoria.ca
Email: jdav@victoria.ca

Annual Timeline:

October 31 - Application Deadline

December - Council Approval

March 1 (50%) for NEW grant recipients, July 1 - Grant Payment (80%), NEW recipients (30%)

Prior to November 1 on receipt of final report - Final Payment (20%)

APPROVAL PROCESS

Each application will be reviewed and assessed by Recreation & Culture Division staff. Following the staff review, the applications along with a report and recommendations is provided to City Council for their consideration and final approval. Applicants will receive a letter detailing Council's decision once it is finalized.

CONDITIONS OF ASSISTANCE

Grant funds must be applied to current expenses associated with the approved project, and not used to subsidize any other project of the applicant, or to reduce or eliminate accumulated deficits. The City must be notified in writing of any significant changes to the funded event scale and or purpose. In the event that the project is not completed, the City of Victoria reserves the right to request the return of the grant.

As a condition of funding, the support of the City of Victoria must be acknowledged on promotional materials related to funded activities, including brochures, print ads, programs, posters, signage and media releases as well as websites, e-newsletters, and social media campaigns. City of Victoria logo files and usage standards will be provided to successful applicants. The City of Victoria reserves the right to an onsite presence, or formal role, at signature events. Failure to acknowledge the City's support may result in the inability of an organization to obtain grant support in future years.

The term of the grant is one year, and previously funded projects must be completed before a new application can be approved. Receipt of a grant does not guarantee funding the following or any subsequent year.

The successful applicant agrees that the City shall not be liable for any incidental, indirect, special or consequential damages, injury or any loss of use, revenue or profit of the Society arising out of or in any way related to the program.

REPORTING

The applicant must submit a final report which includes a brief description of the event; event evaluation; a financial statement of actual revenue and expenses; copies of print material (ads, programs etc.) which acknowledge the financial support from the City; attendance figures; number of participants in the event (volunteers and audience) and a description of the economic impact on the City of Victoria, (number of visitors, room nights, etc.) Report forms will be provided to all successful applicants.



Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 5, 2014
From: John Reilly, Senior Planner – Social Issues, Community Planning Division
Subject: Victoria Housing Fund Application for 1950 Blanshard Street

RECOMMENDATION

That Council approve a grant from the Victoria Housing Fund in the amount of \$543,725 to the Greater Victoria Rental Development Society to assist in the development of 65 units of affordable rental housing within the project to be constructed at 1950 Blanshard Street, on the following conditions:

1. The grant will be eligible for payment to the Greater Victoria Rental Development Society upon approval of the grant by Council.
2. The grant is to be repaid by the Greater Victoria Rental Development Society if the project does not proceed.
3. The Greater Victoria Rental Housing Society will ensure that the City of Victoria receives public recognition for its role as a financial contributor to this housing project by identifying the City of Victoria as a contributor on publications and documents related to the project and at public events related to the development, completion and operation of the project.
4. Upon project completion, the applicant submits a final report to the Sustainable Planning and Community Development Department.
5. The Greater Victoria Rental Development Society enter into an Agreement securing the conditions of the grant and in a form satisfactory to the City Solicitor, Director of Finance and the Assistant Director of Community Planning, Sustainable Planning and Community Development Department.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Victoria Housing Fund Grant Application for an affordable rental housing project located at 1950 Blanshard Street.

The Victoria Housing Fund Guidelines permit consideration of Grant Applications for up to \$10,000 per residential unit for eligible projects. The current balance within the reserve fund is \$1.8 million, which includes \$1.3 million in funding for previously approved projects. This means there is \$545,328 in the Fund available to support new projects. The reserve fund has no minimum threshold and this decision will have no impact on the 2015 budget. There is currently one letter of intent on file but no grant applications at this time.

An Application from the Greater Victoria Rental Development Society has been received for the

development of 65 units of affordable rental housing for low and moderate households. Although the project is eligible for a total grant of \$650,000, the applicant has chosen to tailor the Grant Application to match the funds currently available to fund new projects.

Therefore, a recommendation for a grant of \$543,725 (\$8,354 per unit) is being presented for Council consideration. Should Council approve this request, the new balance would be \$1,603. The Victoria Housing Fund reserve account will be increased in 2015 through the City's annual contribution of \$250,000 and the addition of earned interest from 2014.

BACKGROUND

On September 17, 2013, the City of Victoria received an application from the Greater Victoria Rental Development Society, a registered non-profit society in Victoria, requesting a Victoria Housing Fund grant to assist with the capital costs of constructing 65 units of affordable rental housing in five storeys of residential within a seven-storey mixed-use building at 1950 Blanshard Street. Three studio units and 40 one-bedroom units will be dedicated as rental housing for low-income tenants and 22 one-bedroom units will be dedicated as rental housing for moderate-income tenants. The project aims to address the needs of two key target tenant groups: low-income working adults with incomes below \$29,000 per year and moderate-income households with incomes between \$29,000 and the region's median household income.

Rezoning was required to permit this development so the Victoria Housing Fund application was put on hold pending the outcomes of that process. In the interim, the applicant was informed that the reserve fund for the Victoria Housing Fund only had \$545,328 available to support new projects. The applicant chose to submit an amended application that provides a grant request that matches the amount of funds available in the reserve fund.

Following a Public Hearing on October 23, 2014, City Council approved a Rezoning Application for increased density consistent with the *Downtown Core Area Plan, 2011 (DCAP)* and a Development Permit Application for the exterior design, finishes and landscaping to permit this development. As a condition of the zoning amendment, Council also approved a Housing Agreement securing the residential units as rental-only at affordable rental rates that align with the Victoria Housing Fund guidelines for low and moderate income households.

ISSUES & ANALYSIS

In response to the application, City staff completed a Project Eligibility Evaluation and determined that this application meets the eligibility criteria contained in the Victoria Housing Fund Guidelines (attached). Details with respect to rental affordability and the applicant's ability to leverage other funding and use the Grant funds as per the City's eligibility criteria are provided below.

Affordability Requirements

Of the 65 units, 43 will be a mix of studio and one-bedroom units (see Table 1 below). The bachelor and one-bedroom unit rents are set to achieve affordability targets set by BC Housing's Housing Income Limits (HILs). This will allow the project to achieve unit rents affordable to low-income working individuals and couple households as per the Victoria Housing Fund Guidelines. The rents for the remaining 22 units are set to achieve rents affordable to moderate-income households as defined by the Victoria Housing Fund Guidelines.

Preliminary estimates for construction expenses are \$16.6 million for the entire project and \$11.4 million for the residential component. A breakdown of the anticipated municipal fees for the development of the entire project is presented in Table 2 (see below).

Table 1 – Proposed Rent and Income Targets

Unit Type	Number of Units	Affordability Levels	Estimated Rents	Target Income
Low Income Units				
Studio	3	2014 Housing Income Limits	\$725	Up to \$29,000
One bedroom	40	2014 Housing Income Limits	\$862	Up to \$34,000
Moderate Income Units				
One bedroom	22	CMA Median Income	\$950	Above \$34,000
Total	65			

Table 2 – Anticipated Municipal Fees

Item	Estimated Fee
Building Permits	\$106,456
Development Cost Charges	\$179,025
Rezoning Application	\$10,000
Municipal Connection Fee	\$25,700
Development Permit	\$1,625
Total	\$322,806

Leveraging Additional Funding

In addition to this funding request, the applicant has requested additional funding and contributions to support the affordability of the project. BC Housing has approved \$317,720 in Project Development Funding (PDF) and will be providing low-interest construction financing and access to low-interest take-out financing once the project is completed. CMHC has contributed \$120,000 in project development grants and interest free loans. The project team presented this project to the Regional Housing Trust Fund Commission in December of 2013. The Commission responded by passing a resolution requesting that the Greater Victoria Rental Development Society submit a formal Application for a grant of \$975,000. The Commission will be considering the Grant Application at a meeting to be held in early January 2015. All additional funding, either secured or pending, is summarized in Table 3.

Table 3 – Additional Resource Contributions

Source	Amount	Status
BC Housing PDF Funding	\$317,720	Approved
CMHC PDF Grant/Loan	\$120,000	Approved
CRD Housing Trust Fund	\$975,000	Pending
Total Other Public Sources	\$1,412,720	
Developer Costs In-Kind	\$400,000	Approved
Total All Sources	\$1,812,720	

If successful, the project will leverage the equivalent of \$2.60 of other public investment for every dollar of investment from the Victoria Housing Fund. In terms of creating a capital asset worth over \$16.6 million, the private-public investment leverage rate is 12:1.

Use of Funds

The applicant has made a commitment to enter into an agreement with the City securing the conditions of the grant, which includes repaying the grant should the project not proceed as

presented by the applicant. A Housing Agreement has been approved and signed that secures this building as rental housing in perpetuity at rent levels that align with the City of Victoria Housing Fund Guidelines. The applicant is required to provide annual reports to the City outlining how the project is achieving the affordability targets outlined in the Housing Agreement.

OPTIONS AND IMPACTS

Option 1 – Approve the Grant Request (Recommended)

Approval of the grant will allow the Greater Victoria Rental Development Society to build 65 units of affordable rental housing. It will help leverage a grant from the Regional Housing Trust Fund as well as BC Housing Management Commission interim financing at a very favourable rate. It will also allow the applicant to access BC Housing Mortgage Insurance for Affordable Housing.

Option 2 – Decline the Grant Request

This option is not recommended as without grant approval, the applicant project team will be unable to leverage the necessary financing to commence construction and would likely render the project non-viable as an affordable rental housing development.

OFFICIAL COMMUNITY PLAN CONSISTENCY STATEMENT

Approval of this grant request will advance Official Community Plan objectives and policies regarding the provision of rental housing options and entering into partnerships with other levels of government and agencies to help achieve new affordable housing initiatives.

CONCLUSIONS

The housing development presented in this report meets the Victoria Housing Fund eligibility requirements and is being proposed by an applicant with a history of success in developing affordable rental housing in the community. A Housing Agreement has been registered on title securing the housing units as rental in perpetuity at rates that align with the Victoria Housing Fund Guidelines. The recommendation presented in this report also includes conditions that allow for the timely provision of the grant to the applicant in a way that also provides additional security for the City's financial investment.

Respectfully submitted,



John Reilly
Senior Planner, Social Issues
Community Planning Division



Andrea Hudson, Assistant Director
Community Planning Division
Sustainable Planning and
Community Development Department

Report accepted and recommended by the City Manager: _____

Jason Johnson

Date: December 12, 2014

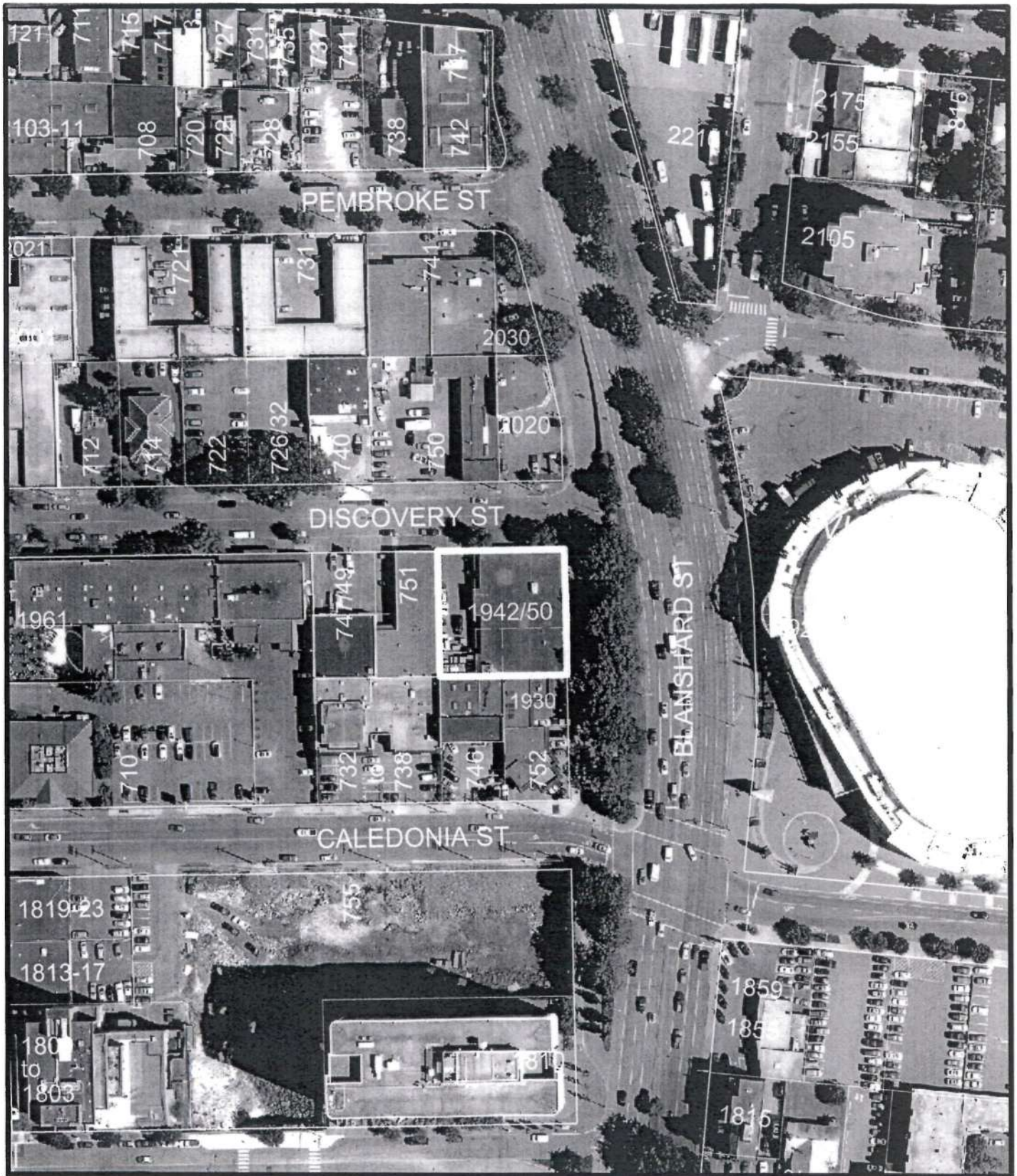
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Blanshard FINAL.doc

ATTACHMENTS

1. Arial Photo – 1950 Blanshard Street
2. Applicant letter dated September 17, 2013.
3. Development Permit Approved design rendering – 1950 Blanshard Street
4. Victoria Housing Fund – Guidelines

Attachment 1



1950 Blanshard Street

Victoria Housing Fund Application #HG000002



Attachment 2

September 17, 2013

Mayor and Council
City of Victoria
C/o John Reilly MSW RSW
Senior Planner – Social Issues
City of Victoria
Sustainable Planning and Community Development Dept.
Community Planning
1 Centennial Square
Victoria, BC V8W 1P6

Mayor Fortin and City Councilors

Re: Housing Trust Fund Letter of Intent: 1950 Blanshard Street

Introduction

We are please to submit our Letter of Intent for a 65 unit purpose built affordable rental housing project at 1950 Blanshard Street, Victoria BC. An application form is attached.

Greater Victoria Rental development Society (GVRDS) is continuing with their business model with the development of this studio and one bedroom apartment building scheduled to open in the January 2016.

Proposed Summary and Vision

GVRDS proposal is to build a new purpose built concrete seven-story affordable rental building without on going government subsidy. Our building will have underground parking, laundry facilities per floor and participate in the car share program by providing two cars dedicated for the building tenant use only. The building will have the first two stories dedicated to commercial to help raise capital. Our design team hopes to create an architectural pleasing building that will allow tenants a sense of pride for it to be their home.

Our business model was developed in 2009 and is based on the following:

- o GVRDS builds at no development cost to the project from acquisition to turn key to save the project approximately \$400,000.00. The mortgage is reduced by the lack of this fee and in turn the apartment rentals can reflect this savings. GVRDS further contributes by donating project management fees and account management fees during the construction process. These savings allow for a lower take out mortgage. Each rental unit benefits with a

reduction of rent of over \$32.00 per unit /per month over the term of a ten year mortgage.

- Operating surpluses will, as with our other projects, 21 Gorge and 35 Gorge, be used to access and acquire future affordable rental projects.

GVRDS has 1950 Blanshard under contract with a patient vendor that understands the time it takes to complete a project like this.

In addition GVRDS has an interested buyer in the first two floors of the commercial that will sign a letter of intent. This greatly adds to the capital that is needed for this project. The commercial space will be sold or leased to other societies and or other businesses that will enhance the growth of the neighborhood.

GVRDS will hire Dale Schuss as Property Manager for the building once complete. Dale owns and operates his management firm Randall North. They manage over 175 properties on Vancouver Island and the north of British Columbia. Dale Schuss worked for Greater Victoria Housing Society before starting Randall North in 2008. Dale brings his ability to select tenants and manage rent based on incomes.

Types of Units and Target Incomes:

Our preliminary proposal for this site is:

Type	Number	Affordability	Approximate Rent
One Bedroom	60	CMHC level one	\$895
Studio	5	CMHC level one	\$775
Total	65		

Our Target Tenant groups are:

- Low income working adults with incomes under \$34,000.00
- Singles or couples without access or ability to afford a car but enjoy the option to have one if needed.

GVRDS's board believes in our mission statement to continue to build and manage quality affordable new build rental apartment building. In doing this we hope to fill an important need to increase the affordable rental pool in perpetuity. In helping those who struggle day to day to make their paychecks stretch to cover rent we hope to give them a break and help with their overall mental health. We also hope to

allow the tenant the ability to put a little away to be able to someday be a buyer within the downtown core.

In our plan, as with all of buildings, we will hold the buildings as non-profit ownership as guaranteed by our housing agreements that are registered upon completion. We hope that with good management they will become more affordable, over time, relative to the market place.

Project Partners and Development Team

We have assembled a team of experienced professionals. Knappett Projects Inc. is our contractor; Jackson Low from Chow Low Hammond is our architect. We have worked together to produce 21 Gorge and 35 Gorge on time and on budget.

As with our past two projects Greater Victoria Rental Development will develop the project at no cost to the building. GVRDS will then own in perpetuity.

Capital and Operating Budgets

Capital:

The total capital costs have been estimated but may fluctuate upon tendering. At this time we are looking at a budget of \$16,879,675.00. The building has approximately 39,000 sq. feet of residential. It has approximately 14,400 of underground parking and will have approximately 12,500 of commercial. As it is a concrete building we are looking at \$218 a sq. ft. construction for residential and \$174 a sq. for commercial. Soft costs are not included in this total but can be found on the attached capital budget.

There will be 13 units per floor with a total of 65 units over five floors. Each floor has 1 studio at 393 sq. feet, and 12 one bedroom that range from 460 sq. feet to 500 sq. feet.

A draft budget is attached.

If we are successful in attracting a Victoria Housing Fund in 2015 we will be able to leverage the following .

BC Housing Management Commission interim financing at a very favorable rate (currently below 1.8%)

- CMHC Mortgage insurance rates for affordable housing
- Take out financing (mortgage) within BC Housing's tendering process at a below typical bank rate.

Other sources of funding:

- We have been awarded CMHC Seed Funding Grant for \$10,000.00
- We have been awarded CMHC's \$10,000.00 seed loan.
- We are submitting the application for a further \$80,000.00 from CMHC for pdf loan. GVRDS is meeting with Rob Jaswal from CMHC on September 26 at 1950 Blanshard to review the pdf application.
- We are submitting an application to BC Housing for ppa funding for project development costs (estimated at \$450,000.00). GVRDS has a meeting on October the 1st with Danna Locke and Donna Money to discuss the project.
- We are submitting a grant application to the CRD for \$15,000.00 a unit for 2015.
- GVRDS is donating development and project management fees. Also no fees from GVRDS for accounting, neighborhood liaison or office costs are applied to the project. Saving the project an estimated \$400,000.00
- A board member has donated the deposit that secured the land in the amount of \$20,000.00
- We will be asking BC Housing for a contribution of \$200,000.00.
- We will be selling the commercial to an interested buyer upon completion. At this time the value of the commercial as a capital investment is estimated at \$7,800,000.00. The investor is willing to sign a letter of intent. We also have other societies that will be willing to buy into the commercial and will also sign letters of intent for the areas that they need.

Schedule of Funding- we would like the Victoria Housing Fund contribution at the time we purchase the land (estimating January 2015)

Operating:

GVRDS's operating budgets will depend on final site and numbers but are based on Randall North estimates and GVRDS's experience with our last two projects. Alanna Holroyd also has over 30 years in management skill that has been used in project pro forma calculations.

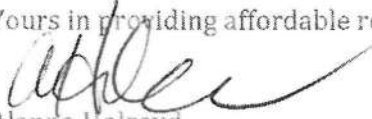
Summary

1950 Blanshard is another exciting opportunity for the City of Victoria to participate in what has become a successful campaign to add to the affordable rental housing pool. GVRDS has greatly appreciated this partnership and the vision that the City of Victoria has made a viable reality.

GVRDS can produce non subsidized affordable rental apartments that are quality built and offer a clean safe environment for the low to middle income worker. We cannot do this alone and we ask that the City of Victoria please consider us by providing a \$10,000.00 per unit grant for the 65 units.

If you have any questions please contact Alanna Holroyd at 250-884-1557.

Yours in providing affordable rental homes,



Alanna Holroyd
Greater Victoria Rental Development Society
aholroyd@gvrds.com
www.GVRDS.com

Attachment 3

Victoria Housing Fund Application for 1950 Blanshard Street

MIXED USE DEVELOPMENT 1950 Blanshard Street REVISED JUNE 2014



LOW HAMMOND ROWE ARCHITECTS

GVRDS

Attachment 4



CITY OF VICTORIA HOUSING FUND PROGRAM APPLICATION GUIDELINES

Program Overview

The fund was established for the purpose of the providing grants for capital funding:

- To assist in the development and retention of housing for households with no, low or moderate incomes to support community diversity and infrastructure; and
- To facilitate the development of affordable rental housing.

Who can apply?

Eligible applicants must be a non-profit society or have a partnership with a non-profit organization that will own and operate the housing.

The City encourages partnerships between non-profit societies and the private development industry.

Project Eligibility

Priority for project funding will be based on a consideration of the following criteria:

- Projects that include leveraging and partnerships with other government funding agencies, private industry, community agencies and/or individuals;
- Projects that target housing for no, low or moderate income households (definition below).
- Projects that address the housing needs of families with dependent children, youth and the chronically homeless;
- Projects that are in the City of Victoria (except for those specifically directed to youth and the chronically homeless);
- Proponents with a proven track record of developing and operating non-profit housing.

Funding Assistance

The maximum assistance for eligible projects, under this program, is in the form of a grant of up to \$10,000 per unit.

Should construction of a project for which a grant is approved not commence within two years of the Development Permit approval or should a Development Permit in respect of an approved project not be issued within two years of Council's approval of the grant, the approved grant shall be rescinded.

The City reserves the right to accept or reject any application for funding without limitation.

Application Procedure

1. The proponent meets with the designated staff representative to determine project eligibility;
2. Once it is determined that the project can be considered within the program, the proponent is directed to proceed with a full application;
3. Proponent provides an application package for review;
4. The Administrator evaluates and scores the application and a report with a recommendation to approve or reject the application or provide further information is forwarded to Council for consideration;

Approval of funding under this program does not limit Council's decision making with regard to Rezoning, Development Variance or Development Permit or any other approvals.

Definition of Low and Moderate Income

Low Income

For the purpose of the definition of low income households in this policy, the City endorses the Housing Income Limits as published by BC Housing on an annual basis.

2014 Housing Income Limits (HIL's) for Victoria: Bachelor = \$29,000

1 Bdrm = \$34,500

2 Bdrm = \$43,000

3 Bdrm = \$59,000

4+ Bdrm = \$65,000

Moderate Income

Households with incomes below the Victoria CMA median income are considered to be moderate income for the purposes of this policy.

***The 2011 Victoria CMA household median income = \$61,553.00 per annum (Source: Statistics Canada)*

Affordable housing is defined as costing no more than 30% of gross household income.

Development Cost Charges

All housing projects will be required to pay all City permits, fees and Development Cost Charges. Under the authority of section 933 (12) of the Local Government Act, City Council may authorize a grant equal to the development Cost Charge levy for not for profit housing and supportive housing projects. These grants would be incorporated into any contribution from the Victoria Housing Trust Fund.

Contacts

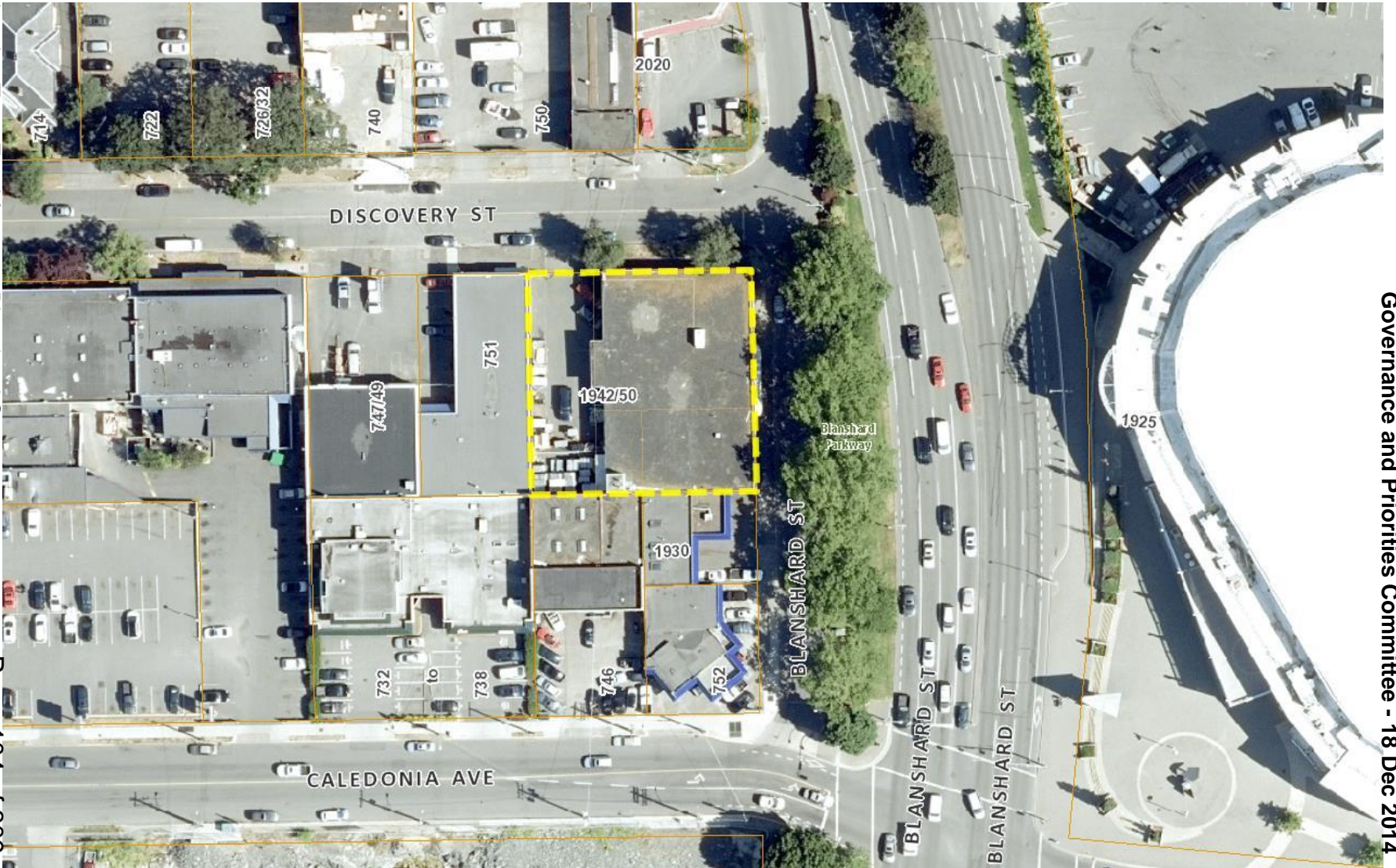
John Reilly
Senior Planner – Social Issues
Community Planning Division
Email: jreilly@victoria.ca
Ph: 250.361.0351

Victoria Housing Fund

Grant Application – 1950 Blanshard St.

Governance and Priorities Committee
December 18, 2014

Aerial View – 1950 Blanshard Street



Approved Design

MIXED USE DEVELOPMENT REVISED JUNE 2014



Consistency with VHF Guidelines

Applicant: Greater Victoria Rental Development Society

- **Non-profit rental development society**
- **Currently co-owns two other affordable rental properties in Victoria**
- **Grant recipient on two other completed projects**
 - **Loreen Place: 21 Gorge Road East (2012)**
 - **Dahli Place: 35 Gorge Road East (2014)**
- **Building Partner – Knappet Projects Inc.**

Affordability Requirements

Unit Types and Proposed Affordability

Unit Type	Number of Units	Affordability Levels	Estimated Rents	Target Income
Low Income Units				
Studio	3	2014 Housing Income Limits*	\$725	Up to \$29,000
One bedroom	40	2014 Housing Income Limits*	\$862	Up to \$34,000
Moderate Income Units				
One bedroom	22	Victoria CMA Median Income	\$950	Above \$34,000
Total	65			

* Established annually by BC Housing

Total Grant Request - \$543,725

Leveraging Other Funding

Source	Amount	Status
BC Housing PDF Funding	\$317,720	Approved
CMHC PDF Grant/Loan	\$120,000	Approved
CRD Housing Trust Fund	\$975,000	Pending
Total Other Public Sources	\$1,412,270	

Recommendation

That Council approve a grant from the Victoria Housing Fund in the amount of \$543,725 to the Greater Victoria Rental Development Society to assist in the development of 65 units of affordable rental housing to be constructed within the project at 1950 Blanshard Street, with conditions.

**Governance and Priorities Committee Report
For the December 18, 2014 Meeting**

To: Governance and Priorities Committee **Date:** December 11, 2014
From: Dwayne Kalynchuk, P. Eng., Director of Engineering and Public Works
Subject: Removal, Transportation and Disposal of Contaminated Concrete Blocks

Executive Summary

The purpose of this report is to obtain Council authorization for the release of funds either of the Equipment and Infrastructure Reserve or the Tax Sale Lands Reserve in order to remediate the land at 203 Harbour Road which was sold earlier this year to Ralmax. Remediation, in this case, includes the removal of contaminated concrete blocks and debris, and the closure of this approved storage facility to the satisfaction of the Ministry of Environment in accordance with its Hazardous Waste Regulation. Council was made aware of the existence of these blocks and staff's plan for their removal at the last quarterly Johnson Street Bridge update in September.

The expense to remove and dispose of the contaminated concrete blocks could be funded from either of two Reserve Funds, the Equipment and Infrastructure Reserve or the Tax Sale Lands Reserve. These Reserve Funds have balances, after current commitments, of \$32.6 million and \$3.55 million respectively. A Council Resolution or an Adopted Budget Bylaw is required for all appropriations from either of these two Reserve Funds.

Background

A number of lead contaminated concrete blocks have been on the bridge site at 203 Harbour Road dating back 25 years. The City received a permit from the Province, under the former Waste Management Act (now Environmental Management Act), authorizing the temporary storage of these cement loc-blocks at 203 Harbour Road.

Earlier this year, as a component of the City's land swap deal with the Province, 203 Harbour Road was sold to Ralmax. As a condition of sale, the City is responsible for the removal of the contaminated loc-blocks in accordance with the regulations and protocols described in the Province of British Columbia *Environmental Management Act*, *Contaminated Sites Regulation* and *Hazardous Waste Regulation*.

Tender Results

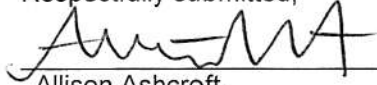
The City issued a tender for the provision of equipment, materials and trained labour, for the safe removal and disposal of contaminated concrete blocks, fragments and debris from the storage site at 203 Harbour Road to an approved disposal site in accordance with SNC-Lavalin's recommendations and current regulations.

HL Demolition has provided the lowest cost proposal to the City for this work while meeting the requirements stipulated. HL, in its proposal, have committed to beginning this work immediately upon award by the City and to completing it within five days.


Recommendation:

That Council authorize the release of \$134,000 from either of the Equipment and Infrastructure Reserve Fund or the Tax Sale Lands Reserve Fund for the purpose of awarding a contract to HL Demolition to manage the removal, transportation, and disposal of contaminated concrete blocks to a secured landfill in Alberta.

Respectfully submitted,

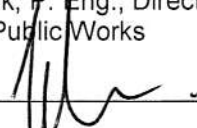


Allison Ashcroft,
Senior Planner, Environment



Dwayne Kalynchuk, P. Eng., Director of
Engineering and Public Works

Report accepted and recommended by the City Manager:



Date: December 11, 2014

Purpose

The purpose of this report is to obtain Council authorization for the release of funds from either of the Equipment and Infrastructure Reserve Fund or the Tax Sale Lands Reserve Fund in order to remediate the land at 203 Harbour Road which was sold earlier this year to Ralmax. Remediation, in this case, includes the removal of contaminated concrete blocks and debris, and the closure of this approved storage facility to the satisfaction of the Ministry of Environment in accordance with its Hazardous Waste Regulation. Council was made aware of the existence of these blocks and staff's plan for their removal at the last quarterly Johnson Street Bridge update in September.

Background

The City, in remediating the Dockside Green area lands in 1989, excavated soil containing lead contaminants and stabilized the contaminated waste by adding cement and constructing concrete loc-blocks. This waste originated from the former Industrial Iron and Metals Scrapyard.

In 1991, the City received a permit from the Province, under the former Waste Management Act (now Environmental Management Act), authorizing temporary storage of these cement loc-blocks containing lead-contaminated soil at a nearby property owned by the City at 203 Harbour Road.

In 2014, the City sold 203 Harbour Road and as a result must remove and dispose of these cement blocks and close the permitted storage facility in accordance with the regulations and protocols described in the Province of British Columbia *Environmental Management Act*, *Contaminated Sites Regulation* and *Hazardous Waste Regulation*.

Issues & Analysis

Testing under the Hazardous Waste Regulation (HWR)

Under the Hazardous Waste Regulation, a series of leachability tests are required to determine a suitable disposal method and site for the hazardous waste. The City hired SNC-Lavalin to coordinate the testing and classification of this waste, and the submission of test results and other required documentation under the HWR.

Representative samples of the lock blocks were collected and analyzed using the Toxicity Characteristic Leaching Procedure (TCLP) test. The analytical results indicate that leachable concentrations of metals were below the levels specified in the HWR. However, upon discussion with the Ministry of Environment, the blocks are still considered to be hazardous waste material in BC until the material is delisted.

The protocol provided by the Ministry for delisting these stabilized cement blocks is both ambiguous and onerous due to the unique nature and volume of this contaminated material. As such, it is uncertain whether the City could satisfy the requirements for delisting as specified in the protocol provided by the Ministry of Environment. Upon recommendation of SNC-Lavalin, the safe transportation and secured disposal of this contaminated material to an approved disposal site is deemed preferable and more cost effective.

Documentation with the Ministry

Under the HWR, the Ministry of Environment requires that the City submit a closure plan for the temporary storage facility at 2013 Harbour Road. The City's contract with SNC-Lavalin includes the preparation and submittal of this closure plan to the Ministry for approval upon removal of the concrete blocks.

SNC-Lavalin prepared the specifications for the City's tender to remove, transport and dispose of the contaminated material, and will observe the removal and clean-up of this facility, to ensure it is completed satisfactorily and in compliance with all current regulations.

Options & Impacts

The City, as a condition of sale of the land at 203 Harbour Road, must remove the contaminated cement blocks at 203 Harbour Road. Further, under the HWR regulation, there are specific tests and procedures required to ensure the safe disposal of these blocks and the closure of the temporary storage facility at 203 Harbour Road, including the filing of all necessary documentation and manifests for both the blocks' movement and the land's remediation.

Tender Results

The City issued a tender for the provision of equipment, materials and trained labour, for the safe removal and disposal of contaminated concrete blocks, fragments and debris from the storage site at 203 Harbour Road to an approved disposal site in accordance with SNC-Lavalin's recommendations and current regulations.

Three proponents responded to this tender. HL Demolition has provided the lowest cost proposal to the City for this work at \$133,812. The other two tenders were received from Clean Harbours for \$151,021 and Tri-Arrow for \$172,350.

The tender documents require that HL "carry out the Disposal Work in strict compliance with the terms and conditions of this Agreement, and any applicable legislation, including without limitation the Environmental Management Act and the Hazardous Waste Legislation, or such enactments as may replace them from time to time". The agreement also requires that HL, "Provide to the City at the conclusion of the Disposal Work a written report certifying that all Disposal Work has been carried out in strict accordance with the terms and conditions of this Agreement, and any applicable legislation".

HL, in its proposal, have committed to beginning this work immediately upon award by the City and to completing it within five days.

Source of Funds:

The expense to remove and dispose of the contaminated concrete blocks could be funded from either of two Reserve Funds. A Council Resolution or an Adopted Budget Bylaw is required for all appropriations from either of these two Reserve Funds.

The Equipment and Infrastructure Reserve Fund was established to account for proceeds from any sales of City land and buildings and to provide a source of funds to properly maintain City Buildings and Infrastructure. The balance in this Reserve Fund after current commitments is \$32.6 million.

The Tax Sale Lands Reserve was established to account for proceeds from any sales of City land and buildings. This reserve is funded from all sales of City land and buildings. These funds are available for building and land purchases and capital expenditures required for preparing City properties to sell (i.e. remediation, servicing, etc.). The balance in the Tax Sale Lands Reserve after future commitments is \$3.55 million.

Recommendation:

That Council authorize the release of \$134,000 from either of the Equipment and Infrastructure Reserve Fund or the Tax Sale Lands Reserve Fund for the purpose of awarding a contract to HL Demolition to manage the removal, transportation, and disposal of contaminated concrete blocks to a secured landfill in Alberta.



Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 1, 2014
From: Julie MacDougall, Acting Director, Parks and Recreation
Subject: Boulevard Removals from the Taxed Boulevard Program

Executive Summary

Bylaw No. 13-024 establishes a boulevard tax for the cost of maintenance of boulevards in the City. Participation in the program is optional with residents having the opportunity to withdraw from the program by presenting Council with a petition signed by a minimum of 2/3rds of the property owners representing a minimum of 2/3rds of the assessed value of a block receiving the boulevard maintenance service.

The residents of the following street are requesting the removal of their block from the Taxed Boulevard Program:

- The North side of 1100 Block of Pembroke Street
- The South side of 1100 Block of Pembroke Street (east of Cameron Street)
- The West side of 900 Block of Joan Crescent
- The South side of the 500 Block of Selkirk Avenue
- The South side of the 700 Block of Selkirk Avenue
- The North side of the 400 Block of Luxton Avenue

The petition from the residents for the above blocks meets the criteria established by Council for residents to withdraw from the City's boulevard program and undertake their own maintenance for the boulevard frontage.

The 2015 removals are estimated to reduce program revenue by \$4630.70 per year, which represents a 0.83% reduction in total revenue. The total revenue collected for the Tax Boulevard Program in 2014 was approximately \$557,000. Approximately 58 km of boulevards remain on the program and the revenue collected fully funds the maintenance activities, therefore, removals do not impact the level of service. Staff monitor the cumulative effect of the removals from the Tax Boulevard Program on an annual basis and make the appropriate staffing adjustments. Since, 2010, the revenue collected has been reduced by \$48,382 and the corresponding boulevards are no longer maintained by the City.

Recommendation:

That Council approve the removal of the Pembroke Street, Joan Crescent, Selkirk Avenue and Luxton Avenue boulevards from the Taxed Boulevard Program to be effective for the 2015 tax year.

Respectfully submitted


Julie MacDougall
Acting Director of Parks & Recreation


Susanne Thompson
Director of Finance

Report accepted and recommended by the City Manager:


Jason Johnson

Date: December 11, 2014



Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 8, 2014
From: Robert Woodland, Director, Legislative and Regulatory Services
Subject: Trans Mountain Expansion Project – Information Request

Executive Summary

Trans Mountain has made an application to the National Energy Board of Canada to expand the Trans Mountain Pipeline System. The National Energy Board (NEB) is holding a public hearing to review Trans Mountain's application. The NEB has granted the City of Victoria intervenor status for this hearing.

The community was engaged regarding the proposed expansion in order to identify the particular impacts or issues that members of the public feel are important. Public input was collected through a public meeting, an online survey and a dedicated email address. The engagement program focussed on the potential environmental and socio-economic impacts to the City, its residents and businesses from the increase in tanker traffic.

Close to 90% of survey respondents were opposed to the proposed expansion, although some expressions of support were received. Some respondents identified potential benefits; however, the majority of respondents either felt there were no benefits to the proposed expansion, or that any benefits far outweighed the risks. In addition to specific concerns related directly to the increase in tanker traffic, many respondents expressed broader concerns related to climate change and the use and/or export of fossil fuels. It was frequently suggested that Trans Mountain, energy producers and/or governments explore alternative sources of energy.

Information requests are a formal opportunity for intervenors in the public hearing to raise questions about the application filed by Trans Mountain or request additional information. After reviewing relevant sections of the application, staff have prepared an information request that reflects the issues and concerns that members of the public identified. The information request must be submitted by January 9, 2015. Staff recommend that any questions raised during public consultation that are outside of the scope or purpose of the information request be directed to Trans Mountain via letter for response.

As an intervenor, the City has the opportunity to submit its own evidence regarding the impacts of the increase in tanker traffic. While awaiting Trans Mountain's response to the information request, staff will continue to identify and gather evidence that supports the public's views and concerns regarding the proposed expansion. This will include engaging with stakeholders and survey respondents who indicated they had relevant information or expertise to share with the City. The City's evidence must be filed by May 1, 2015.

Recommendation

That Council:

1. receive for consideration the Trans Mountain Expansion Project Engagement Summary Report provided with this report
2. direct staff to submit the information request to Trans Mountain attached as Appendix B to this report
3. direct staff to send a letter to Trans Mountain asking for answers to additional questions raised during public engagement activities and attached as Appendix C to this report, and
4. forward these motions to the Council meeting of December 18, 2014.

Respectfully submitted,



Shannon Craig
Policy Analyst
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Report accepted and recommended by the City Manager:

Date:



December 10, 2014

List of Attachments:

Appendix A – Tanker Route
Appendix B – Proposed Information Request
Appendix C – Questions for Inclusion in Proposed Letter to Trans Mountain

Trans Mountain Expansion Project Engagement Summary Report

Purpose

The purpose of this report is to

- provide Council with information regarding the results of public engagement on the Trans Mountain Expansion Project, and
- obtain Council approval of the City's information request to Trans Mountain.

Background

The Trans Mountain Expansion Project

Trans Mountain has made an application to the National Energy Board of Canada (the NEB) to expand the Trans Mountain Pipeline System. The proposed Trans Mountain Expansion Project (the proposed expansion) consists of three components:

- twinning (or looping) of existing pipeline segments in Alberta and British Columbia
- new and modified facilities (including pump stations and tanks), and
- three new berths at the Westridge Marine Terminal in Burnaby, BC.

The Terminal expansion will allow for an increase in handling capacity from the current five vessels per month to 34 vessels per month. The type of vessels loaded at the Terminal will remain the same. The tanker route from the Terminal commences in Burrard Inlet, and then traverses Boundary Pass, Haro Strait, and the Juan de Fuca Strait, passing to the south of Victoria, before reaching the Pacific Ocean. A map of the tanker route is attached as Appendix A.

The Public Hearing

The NEB is holding a public hearing to review Trans Mountain's application. The NEB hearing is a formal legal process. The NEB has granted the City of Victoria intervenor status for this hearing. Intervenors are allowed to:

- file written evidence
- ask written questions about Trans Mountain's and other intervenors' evidence
- file, and potentially respond to, notices of motion
- comment on draft conditions, and
- present written and oral argument.

The NEB has identified 12 issues that will be considered during the hearing. Of particular significance to Victoria is issue #5:

"the potential environmental and socio-economic effects of marine shipping activities that would result from the proposed project, including the potential effects of accidents or malfunctions that may occur."

The following table outlines key dates associated with the public hearing process:

January 9, 2015	Intervenor information requests submitted to Trans Mountain
February 10, 2015	Trans Mountain responds to intervenor information requests
May 1, 2015	Intervenors file written evidence
September 2015	Oral hearings to hear intervenors' oral summary argument and/or reply argument
January 25, 2016	NEB makes recommendations to the Federal Government

Council Direction

On January 30, 2014, Council authorized staff and the Mayor to apply to intervene in public hearings relating to the Trans Mountain Pipeline Expansion Project, determining the most appropriate form of participation in consultation with the City of Vancouver and other municipalities, to ensure that municipal interests as well as the specific interests of City of Victoria residents and property owners are represented in the hearing process.

On September 11, 2014, Council made the following motions:

1. That Council direct staff to work with interested individuals and stakeholder groups to compile and submit evidence for the National Energy Board public hearing on the Trans Mountain Pipeline Expansion Project regarding the potential environmental and socio-economic impacts to the City, its residents and businesses from a marine oil spill.
2. That the City of Victoria host a public meeting on October 2 to identify the particular impacts or issues that members of the public feel are important, and to provide an opportunity for people to submit their questions to the City of Victoria through the City's social media and the City's website, about the Trans Mountain Expansion Project.
3. That the City of Victoria collect written questions from members of the public about the Trans Mountain Expansion Project to identify the particular impacts or issues and use that to help shape the City's presentation as an intervenor.

Council has not formally expressed a position with regard to the proposed expansion.

Activities to Date

Since September 11, 2014, staff have:

- conducted preliminary research
- developed an engagement strategy
- engaged the public
- analysed engagement feedback to identify key findings and themes, and
- drafted an information request to Trans Mountain that reflects key themes expressed by engagement participants.

Research to date has included a review of relevant sections of Trans Mountain's application and other selected documents filed as part of the NEB hearing process. Staff with expertise in risk management, insurance and emergency management have reviewed and provided preliminary

comments on applicable sections of Trans Mountain's application.

The engagement program focussed on the potential environmental and socio-economic impacts to the City, its residents and businesses from the increase in tanker traffic. Engagement activities included:

- raising awareness of the City's role as an intervenor and opportunities for the public to provide input
- establishing, promoting and monitoring a dedicated pipeline@victoria.ca email address for public feedback. 23 email submissions were received.
- designing, promoting and compiling results from a survey hosted on the City's "Have Your Say" website. 505 online surveys were completed.
- hosting a public meeting at City Hall on the evening of October 2, 2014, where members of the public were invited to speak, complete the survey and/or provide written comments. 51 individuals attended the meeting.

An engagement summary report is provided with this report. The engagement summary report includes survey results, copies of written and electronic comments and correspondence, and comments from the October 2, 2014 public meeting.

Issues & Analysis

Key engagement findings

Participants in engagement activities were predominantly Victoria residents, although residents of neighbouring municipalities also participated. All neighbourhoods in Victoria had some representation.

Highlights of what we heard are provided below:

a) Opposition to Expanded Pipeline

- Close to 90% of respondents were opposed to the proposed expansion of the pipeline with strong concerns about the related increase in shipping activities off the waters of Victoria and the potential effects of shipping accidents or an oil spill.

b) Risks Outweigh Benefits

- A general theme was that the risks of the proposal outweigh the benefits.
- When asked about benefits of the proposal the most common response was "none."
- The second most common response was "the risks far outweigh the benefits".
- Benefits cited included: an increase in jobs, increased taxes to the Province, ability to get oil to market, profit, jobs in the marine services, profit for a few and funding for social services.

c) Impacts Relating to an Increase in Shipping

- An increased risk of oil spills, impacts to marine mammals and birds, impacts to fish populations, impacts to water quality and human health risks were of highest concern.
- Other concerning impacts mentioned were related to the risk of environmental damage, the need to move away from fossil fuels and towards sustainable energy and concerns about climate change.

- d) Impacts Relating to Potential Oil Spills
 - Damage to marine and shoreline habitats, impacts to marine mammals, impacts to fish and impacts to water quality were highly noted community concerns.
 - Other issues mentioned included: local community would carry the environmental and economic burden, an ecosystem can never fully recover from a spill, ecological damage, long-term health issues, concerns about who will pay for the cleanup.
- e) General
 - Concerns about possible environmental damage, comments opposing the proposal, and concerns about putting corporate profit over community good. The theme of investing in sustainable energy solutions was consistent, as was a concern regarding climate change.

Proposed information request

Information requests are an opportunity for intervenors to raise questions about the application filed by Trans Mountain or request additional information. Information requests generally follow a consistent format and reference the portion of the application that is being questioned and the reason why the requested information is required.

The City of Victoria's proposed information request is attached as Appendix B. To help shape the City of Victoria's information request, survey respondents were invited to submit questions about the Trans Mountain proposal. A review of those questions, other survey comments, feedback received via other engagement channels and feedback from staff revealed a number of recurring themes, issues and concerns. These themes include:

1. Climate change – engagement participants were concerned that the proposed expansion will contribute to climate change.
2. The need for the proposed expansion – engagement participants questioned why alternative sources of energy were not being considered or why petroleum products could not be refined or used within North America.
3. How the proposed expansion will benefit Victoria, Vancouver Island or British Columbia – engagement participants wanted more information regarding the local or regional benefits of the proposed expansion and questioned whether those benefits would justify the identified risks.
4. The impacts of increased tanker traffic on whale populations – engagement participants questioned how Trans Mountain will minimize the impacts to the Southern Resident Killer Whale population associated with an increase in tanker traffic.
5. Marine accident and oil spill risk mitigation – engagement participants questioned what strategies Trans Mountain has in place to mitigate the risk of marine accidents and oil spills, including shipping routes and tanker construction and safety requirements.
6. Marine oil spill response capacity – engagement participants wanted to know who was responsible for marine oil spill response and what response plans and equipment are in place in the event of a marine oil spill.
7. Marine oil spill cleanup – engagement participants questioned the ability of Trans Mountain and its partners to effectively or sufficiently clean up a marine oil spill.

8. Marine oil spill liability and compensation – engagement participants questioned the sufficiency of insurance coverage in the event of a marine oil spill.

Staff have drafted the City of Victoria's information request to reflect these themes. The questions posed to Trans Mountain in the information request are a combination of questions identified by staff and those identified by the public.

Additional questions

Some of the questions submitted by respondents may be more appropriately and effectively answered outside of the formal information request process, either because they are outside of the scope of the issues being considered during the NEB hearing or are seeking general information about the proposed expansion or Trans Mountain's operations. Trans Mountain has committed to ongoing public consultation regarding the proposed expansion and has established a webpage for members of the public to submit questions and receive a response. There may be value in asking Trans Mountain to respond to these additional questions from engagement participants and staff are recommending that the City send a letter to Trans Mountain outlining the list of questions and requesting a response that can be made available to the public. That list of questions is presented in Appendix C. Questions may have been edited for clarification and to avoid duplication.

Next steps

If approved by Council, the proposed information request will be submitted no later than January 9, 2015. While awaiting Trans Mountain's response to the information request, staff will continue to identify and gather evidence that supports the public's views and concerns regarding the proposed expansion. This will include engaging with stakeholders and survey respondents who indicated they had relevant information or expertise to share with the City. Evidence is used to support one's position on the application and is what the NEB will consider in its review. The City's evidence must be filed by May 1, 2015.

As an intervenor, the City also has the opportunity to make information requests of other intervenors in the NEB hearing process. Other intervenors, such as the Province of BC, may be better able to address some areas of concern identified by staff, such as a lack of clarity over emergency response authority and jurisdiction in foreshore areas. Staff will review the evidence filed by other intervenors, once available, to determine whether any additional information requests to other intervenors are warranted.

Conclusions

As an intervenor in the NEB's public hearing on the Trans Mountain Expansion Project, the City of Victoria has a unique ability to put forward the views and opinions of local and regional residents and businesses with regard to the proposed pipeline expansion. The City has undertaken a variety of public engagement to solicit the views of the public on the proposed expansion, and has drafted an information request to Trans Mountain to obtain additional information on issues of concern identified by engagement participants. Once received from Trans Mountain, the answers to the questions posed in the City's information request will be useful in shaping the City's own evidence submission and argument to the NEB regarding the proposed expansion. In the interim, staff will continue to identify and gather evidence that supports the public's views and concerns, for submission to the NEB by no later than May 1, 2015.

Recommendation

That Council:

1. receive for consideration the Trans Mountain Expansion Project Engagement Summary provided with this report
2. direct staff to submit the information request to Trans Mountain attached as Appendix B to this report
3. direct staff to send a letter to Trans Mountain asking for answers to additional questions raised during public engagement activities and attached as Appendix C to this report, and
4. forward these motions to the Council meeting of December 18, 2014.

Appendix A – Tanker Route



Appendix B – Proposed Information Request

1. Project Need/Public Interest

References:

- i. Volume 2 - Project Overview, Economics and General Information (Page 2-37)
- ii. Engagement summary report, found online at www.haveyoursayvictoria.com

Preamble:

In reference (i), Trans Mountain states that:

- the marketplace has clearly demonstrated the need for the Project, and
- the Project is required from a broader public interest perspective to ensure that producers and governments obtain the highest value for their petroleum resources. Canadians are the ultimate owners of petroleum resources as represented through their provincial governments.

Reference (ii) includes the results of public engagement activities conducted by the City of Victoria to solicit input on the project from interested members of the public. A number of respondents questioned the need for the Project and how the Project is consistent with the public interest, based on:

- concerns regarding climate change and a required shift to alternative energy sources, and
- concerns regarding the export of Canada's natural resources.

In light of these concerns, it is important to know the factors that were considered by Trans Mountain in coming to its conclusions that the Project is needed and in the public interest.

Request:

- a) In coming to the conclusion that there is a need for the Project, did Trans Mountain give consideration to any factors other than the demand for transportation services and market for petroleum resources? If yes, please describe those factors.
- b) In coming to the conclusion that the Project is required from a broader public interest perspective, did Trans Mountain give consideration to any factors other than ensuring the highest value is obtained for petroleum resources? If yes, please describe those factors.

2. Project Benefits

References:

- i. Volume 2 - Project Overview, Economics and General Information (Page 2-41)
- ii. Engagement summary report, found online at www.haveyoursayvictoria.com

Preamble:

In reference (i), Trans Mountain states that:

- the construction and operation of the Project will provide substantial economic and fiscal benefits to Canada and its regions. There will be significant benefits to the parties directly involved, to all Western Canadian oil producers, and to all Canadians and their governments, and
- in addition to the tax benefits created at the federal and provincial levels, the Project will also yield benefits to communities along the right-of-way through employment and economic activity, and generating additional property taxes for the life of the pipeline.

Reference (ii) includes the results of engagement activities conducted by the City of Victoria to solicit input on the Project from the public. A number of engagement participants questioned the benefits of the Project to Victoria, the region and the province. Others asked whether Trans Mountain was willing to make additional investments that will be of benefit to the Victoria community in recognition of the risk posed by the increase in tanker traffic.

Request:

- a) Please provide information regarding the specific benefits that businesses and residents of the City of Victoria and the Capital Regional District could expect from construction and operation of the Project.
- b) Is Trans Mountain planning any initiatives in the City of Victoria or the Capital Regional District that will confer any additional community benefits?

3. Impacts of Increased Tanker Traffic on Whales

References:

- i. Engagement summary report, found online at www.haveyoursayvictoria.com
- ii. Volume 8A – Marine Transportation (Section 4.3.7, Page 8A-296 to 8A-332)
- iii. Volume 8A – Marine Transportation (section 4.4.5, Page 8A-470 to 8A-481)
- iv. Volume 8A – Marine Transportation (Section 1.4.2.11, Page 8A-52 to 8A-54)
- v. Volume 8A – Marine Transportation (Section 5.3.2.1 – page 8A-530 and Figures 5.3.1 and 5.3.2)

Preamble:

Reference (i) includes the results of engagement activities conducted by the City of Victoria to solicit input on the Project from the public. A number of engagement participants were concerned about the impact of the Project on whale populations.

In references (ii) and (iii), Trans Mountain states that the residual and cumulative effects of increased project-related marine vessel traffic on Southern Resident Killer Whales are significant because of sensory disturbance due to underwater noise. However, Trans Mountain proposes no direct mitigation for these effects because project-related marine vessels are owned and operated by third parties.

In reference (iv), Trans Mountain states that it maintains a Tanker Acceptance Standard, which governs the acceptance or rejection of all tankers calling at the Westridge Marine Terminal. It would appear that Trans Mountain has the ability under this Standard to incorporate either a requirement that tankers meet a minimum acoustic standard or have in place noise-quieting techniques that could mitigate the impact of tanker traffic on whale populations.

Request:

- a) Is Trans Mountain aware of any noise-quieting techniques or adaptations that could reduce underwater noise from project-related marine traffic and the resulting sensory disturbance to Southern Resident Killer Whale populations?
- b) Could Trans Mountain require that tankers calling at the Westridge Marine Terminal have underwater noise-quieting techniques or adaptations in place as part of its Tanker Acceptance Standard?
- c) Could Trans Mountain require that tankers calling at the Westridge Marine Terminal meet a minimum acoustic standard as part of its Tanker Acceptance Standard?
- d) Could Trans Mountain require that project-related tugs have noise-quieting techniques or adaptations in place?
- e) Could Trans Mountain require that project-related tugs meet a minimum acoustic standard?

4. Marine Accident and Oil Spill Risk and Mitigation**4.1 Pilotage Requirements****Reference:**

Volume 8A – Marine Transportation (Section 1.4.2.3 – page 8A-46 and 8A-47)

Preamble:

Trans Mountain indicates that laden tankers leaving the Westridge Marine Terminal are required to have two pilots to guide navigation on the return trip to the Pacific Ocean. The two pilots disembark from the tanker at the Victoria pilot station at Brotchie Ledge.

Request:

Could marine collision and oil spill risk be further mitigated by moving the pilot disembarkation point, from south of Victoria, to a zone west of Race Rocks, stationed from Sooke, for laden oil tankers?

4.2 Tug escorts**References:**

- i. Volume 8A – Marine Transportation (Section 5.3.2.1 – page 8A-530 and Figures 5.3.1 and 5.3.2)
- ii. Volume 8A – Marine Transportation (Section 5.3.1 – page 8A-527)
- iii. TR 8C-12 TERMPOL S.3 “An Evaluation of Local Escort and Rescue Tug Capabilities in Juan de Fuca Strait”

Preamble:

In reference (i), Trans Mountain describes and illustrates the existing tug escort requirements for laden tankers, which include a tethered tug to Brothie Ledge and an untethered tug escort to Race Rocks. Trans Mountain proposes an expansion of the untethered tug escort route through the Juan de Fuca Strait to the Pacific Ocean.

In reference (ii), Trans Mountain states that a tethered tug is physically attached to the tanker and can exert enough force to prevent the oil tanker from grounding in the event of a mechanical failure of the oil tanker's equipment. Untethered escort tugs navigate with the outbound tanker but are not physically attached to it. In the event the oil tanker experiences a mechanical failure, an untethered escort tug can connect a line and exert enough force to prevent the tanker from grounding but the response time is greater.

In reference (i), Trans Mountain indicates that tug operators based in Vancouver have indicated that escort tugs with sufficient capability to control a laden oil tanker under conditions prevailing in the study area are now and will continue to be available for this service. The evaluation cited in reference (iii) recommends minimum criteria for escort tugs and concludes that there are only six BC-based tugs which have a clearly definable escort capability. These six tugs are already part of the existing escort tug regime, escorting laden tankers from Westridge Terminal to Race Rocks. These conclusions raise concerns about the availability of suitable tug escort vessels to support both the proposed increase in tanker traffic and the proposed increase in tug escort requirements.

Request:

- a) Would the risk of a marine oil spill be further mitigated by extending the tethered tug route either to Race Rocks or all the way through Juan de Fuca Strait to the Pacific Ocean?
- b) Please indicate whether the escort tugs that will be used to escort tankers as proposed in Trans Mountain's application will meet the minimum criteria recommended in reference (iii).

- c) Please provide further information regarding any steps that Trans Mountain is taking, or plans to take, to ensure that adequate tug resources are available to meet the proposed tug escort requirements.

4.3 Moving Safety Zone

Reference:

Volume 8A – Marine Transportation (Section 5.3.2.2 – page 8A-532 and 8A-533)

Preamble

Trans Mountain proposes that a Moving Safety Zone be established around all laden oil tankers to substantially reduce the probability of a vessel collision but provides few details regarding how a Moving Safety Zone would be implemented and monitored. In addition to vessel traffic, Victoria also has a significant amount of air traffic entering and exiting the Victoria Harbour Airport.

Request:

- a) Please provide more information regarding how the proposed Moving Safety Zone would be implemented and enforced.
- b) Would the Moving Safety Zone also apply to aircraft or are there other restrictions already in place limiting how close an aircraft can come to a project-related tanker?

5. Marine Oil Spill Fate and Behaviour

- i. Volume 8A - Marine Transportation (Section 5.2.4 – page 8A-523 and Table 5.2.2)
- ii. Volume 8A - Marine Transportation (Section 5.4.4.7 – page 8A-565 to 8A-596)
- iii. Volume 8A – Marine Transportation (Page 8A-634)

Preamble:

In reference (i), Trans Mountain indicates that seven locations along the tanker route, including one designated as location “F” (Brotchie Pilot Boarding Area) were identified as possible accident locations. Four locations were chosen for spill modelling. Location F is the possible accident location closest to the City of Victoria; however, Trans Mountain states that this location was not selected for spill modeling because a possible collision with another vessel is a low probability event.

The concept of risk is often expressed as probability multiplied by consequence. As a waterfront community with a downtown centred around an economically-vital harbour, the consequence of a marine oil spill in the waters off Victoria could be significant. This means that even if the probability of an accident is “low” at Location F, the risk to the City of Victoria and the region from an accident at this location could be “high.”

Reference (ii) includes a variety of stochastic simulation maps for a spill scenario at the four chosen locations. The maps show probability of oil presence from a spill at each location at 24

and 48 hours from the time of the spill, for each of the four seasons of the year. In reference (iii), Trans Mountain acknowledges that scenario-based hydrocarbon spill evaluations can provide decision makers and resource managers with a clearer understanding of potential effects pathways, the range of potential outcomes, vulnerable resources, and spill preparedness and response priorities and capabilities. Spill modelling from location F that shows when shoreline contact could be expected after a spill would provide critical information for local emergency planning purposes.

Request:

Please provide stochastic results for a representative marine oil spill at Location F.

6. Marine Oil Spill Response

6.1 Jurisdiction and Roles and Responsibilities for Oil Spill Response

Reference:

- i. Volume 8A – Marine Transportation (section 1.4.2 – pages 8A-44 to 8A-54)
- ii. Volume 8A – Marine Transportation (section 5.5.2 - page 8A-608, Table 5.5.3)

Preamble

In reference (i), Trans Mountain outlines the roles and responsibilities for navigational safety, emergency response and preparedness of various agencies, including:

- Transport Canada
- Fisheries and Oceans Canada – Canadian Coast Guard
- Pacific Pilotage Authority
- Port Metro Vancouver
- Western Canada Marine Response Corporation (WCMRC)
- Province of British Columbia
- Tanker Owners and Operators
- Pipeline Shippers, and
- Trans Mountain.

There is no section outlining the authorities or responsibilities of local governments that may be affected by a marine oil spill. City of Victoria staff with responsibility for emergency preparedness and response have indicated that there is a large gap in understanding among various stakeholders with regard to roles and responsibilities in the event of a marine oil spill.

On page 8A-50, Trans Mountain states that the province, through Ministry of Environment staff, plays a direct role with spills that threaten or impact shorelines and that WCMRC's spill response activities and planning are complementary to the BC Ministry of Environment's spill response planning. Further information would assist in clarifying the respective jurisdictional authorities and roles and responsibilities of the Ministry of Environment, WCMRC and local government emergency responders in the event of a marine oil spill that reaches the shoreline.

In reference (ii), Trans Mountain outlines proposed improvements to WCMRC's emergency response capacity and states that emergency response exercises are intended to validate response strategies and demonstrate capabilities of all those involved in a response, including government agencies and mutual aid providers. The current exercise plan does not appear to include all stakeholders, such as local governments.

Request:

- a) Please provide additional information regarding the jurisdictional authority and roles and responsibilities of local governments, the Province of BC and WCMRC for responding to a marine oil spill that reaches the shoreline.
- b) Who is responsible for wildlife response planning and is there a specific wildlife response plan that would be implemented in the event of a marine oil spill from a project-related tanker?
- c) Will representatives from affected local governments be included in any incident command centre established by a spill response team?
- d) Will representatives from the City of Victoria and other potentially-affected local governments be included in future response exercises, including orientation, training and exercise planning?

6.2 Equipment Staging Areas

References:

Volume 8A – Marine Transportation (Page 8A-610 to 8A-611 and Figure 5.5.2)

Preamble:

Trans Mountain indicates that the Western Canada Marine Response Corporation currently has an oil spill response equipment staging area in Esquimalt. Trans Mountain proposes a number of improvements to Western Canada Marine Response Corporation's current oil spill response capacity, including the establishment of new equipment staging locations along the tanker route. One of these proposed new equipment staging locations is in Sooke. It is unclear from Trans Mountain's application whether the existing staging area in Esquimalt would be eliminated with the proposed establishment of the Sooke staging area. If the Esquimalt staging area is to be eliminated, there is also no information provided as to the impact that decision would have on oil spill response times off the coast of Victoria.

Request:

- a) Please clarify whether the existing spill response equipment staging area in Esquimalt will be eliminated if the proposed new location in the Sooke area is established.
- b) Please indicate the response time for emergency crews to reach:
 - i. the existing Esquimalt oil spill response equipment staging area, and
 - ii. the proposed new Sooke staging area
- c) Please indicate the current distance from the existing Esquimalt oil spill response equipment staging area to hypothetical oil spill location F.

- d) Please indicate the estimated response time to an oil spill occurring in hypothetical oil spill location F from:
- i. the existing Esquimalt oil spill response equipment staging area, and
 - ii. the proposed new Sooke staging area.

7. Marine Oil Spill Cleanup

Reference:

- i. Volume 8A – Marine Transportation – section 5.6.2.5.1 – page 8A-692 to 8A-693)
- ii. Engagement summary report, found online at www.haveyoursayvictoria.com

Preamble:

In reference (i), Trans Mountain summarizes the potential ecological effects and recovery of shoreline habitat in a hypothetical spill scenario and states that shoreline clean-up and assessment techniques (SCAT) would be applied to spilled oil that reached the shore, and that most of this oil would be recovered.

Reference (ii) includes the results of engagement activities conducted by the City of Victoria to solicit input on the project from the public. A number of engagement participants questioned whether an oil spill can ever be effectively cleaned up.

Request:

Is there a guideline or standard used by WCMRC in determining when a marine oil spill has been sufficiently cleaned up and their response activities can cease (e.g., a certain percentage of oil recovered)? If yes, please provide the guideline or standard.

8. Marine Oil Spill Liability and Compensation

Reference:

- i. Volume 8A – Marine Transportation (section 1.4.1.6 – pages 8A-40 – 8A-41)
- ii. Engagement summary report, found online at www.haveyoursayvictoria.com
- iii. Exxon Valdez Oil Spill Trustee Council, "Oil Spill Facts Questions and Answers", found online at <http://www.evostc.state.ak.us/index.cfm?FA=facts.QA>

Preamble:

In reference (i), Trans Mountain outlines the framework for handling marine liability and compensation in Canada under the *Marine Liability Act*. Trans Mountain states that in the event of an oil spill in a marine environment, funding of up to \$1.3 billion is available in a tiered system to address the costs of emergency response, clean-up and compensation in the event of an oil spill from a tanker.

Reference (ii) includes the results of engagement activities conducted by the City of Victoria to solicit input on the project from the public. A number of engagement participants questioned the current liability and compensation scheme and whether it would be sufficient to cover all costs associated with a marine oil spill.

In reference (iii), the Exxon Valdez Oil Spill Trustee Council indicates that Exxon says it spent about \$2.1 billion on the cleanup effort from the Exxon Valdez oil spill. The cost of clean up associated with the Exxon Valdez oil spill raises concerns regarding the sufficiency of the current liability and compensation regime in the event of a significant oil spill resulting from the Project.

Request:

- a) Is it possible that costs of emergency response, clean-up and compensation associated with a marine oil spill from a Project tanker will exceed \$1.3 billion?
- b) If the answer to question a) is yes, who would be responsible for paying for these excess costs?

Appendix C – Questions for Inclusion in Proposed Letter to Trans Mountain

Project Need

1. Considering the ongoing environmental impacts of extraction, transportation, and use of petroleum products, as well as the economic and technological viability of alternative energy such as solar and wind as two examples, do you think it is morally sound and in the best interest for the City of Victoria and the residents it represents to accept your proposal?
2. Why has Trans Mountain not looked into developing alternatives to oil-based business? This short-term thinking is going to be the ruination of our planet.
3. In view of the increased emissions and the high risk to marine habitat due to proposed increase in shipping, how can the company justify the building of the pipeline?
4. Why are we not selling these resources within Canada or North America?
5. Can't the oil be processed in Alberta?
6. The burning of fossil fuels will increase climate change. Have you considered changing gear and putting your money and resources into alternative forms of energy?
7. When are you going to invest in alternative sources of energy? You could be part of the climate change solution.
8. With spills being such a concern for the public and the future of our social and economic environment, and also a very likely occurrence, why is it energy companies aren't pushing their resources into making a profit in the green sector instead of spill mitigation?
9. Can you put the money that is being spent towards additional trafficking of oil, and invest it in conserving and sourcing water based technology?
10. I am more concerned about the age of the current pipe infrastructure than new pipes. Older ones are more likely to fail. What is the plan to replace and upgrade aging infrastructure?
11. Why do you feel that economic growth trumps ecological health?
12. Have you considered the environmental and economic costs of climate change that would be linked to this expansion? Please show us full accounting of these costs, along with the benefits of the project.

Project Benefits

13. Who benefits financially, by exactly how much money, per additional and present tanker load?
14. Why should we risk ruining the ocean for profit?

15. Under the newly ratified FIPA agreement what real economic benefit could possibly be granted from this project that could offset the very real irreparable harm it will cause to our people and the environment?

Project Timing

16. How soon can you get it done?

Increased Tanker Traffic Impacts

17. How would oil tanker expansion affect Victoria's land values or our happiness levels?

Marine Accident/Oil spill risk and mitigation

18. When did you last have a major oil spill or shipping accident?
19. Turn Point and East Point are hazardous navigational areas with considerable traffic. What is your plan for mitigating the risk of having a three-fold increase in oil tanker traffic in these areas?
20. Are modern, three hulled tankers being built to transport this oil?
21. What are the standards you will require for the ships and their employees that will use the terminal?
22. How much safer are pipelines than road or rail transport?
23. What control do they have over the nature and quality of the ships that will be carrying this oil?
24. What guarantees do we have that the ships will be double hulled?
25. What strategies do they have in place to prevent a spill?
26. What resources do they have in place in the event of a spill?
27. Can they find an alternative shipping route other than the sensitive Salish Sea?
28. Based on worldwide statistical analysis and probability, how often will S. Vancouver Island (Port Renfrew to Victoria and Gulf Islands) suffer a major oil spill (greater than 100,000 litres) in the next 50 years?
29. Can Trans Mountain guarantee that there would never be a spill or impact of any kind on marine, human and/or animal life on this coast?
30. If an accident were to happen, what would Trans Mountain be prepared to re-evaluate about their current system?
31. Explain why even a very low risk assessment for marine spills of diluted bitumen would not be catastrophic if such an event occurred, i.e., why a low risk of an incident should not

be assessed as a high risk given the magnitude of irreversible damage major spillage would inflict.

32. Is Trans Mountain willing to contribute to the costs of reducing the risk of an oil spill into the marine environment? If so, would Trans Mountain work with others to develop a governance strategy where industries associated with this development each pay their fair share for reducing the risk?
33. Who enforces their safety regulations?
34. Where are the tankers supposed to sail? American or Canadian waters? Will the location make a difference in case of an accident?
35. What about the tankers themselves? Will they be antique? Old? Refurbished? New? Double hulled?

Marine Oil Spill Response

36. Does Kinder Morgan run safety drills (timing how quickly they can respond to an oil spill or mishap), and if so, what is the average response time that has been recorded in the last 5-10 drills?
37. How do you expect to contain any type of spill in the Strait of Juan de Fuca? The Juan de Fuca has stronger currents and swell than Haro & Georgia Straits which will make it extremely tough.
38. Please describe what your local oil spill response plan may be. How do you plan to deal with the considerable underwater tidal currents in the area, which would spread the bitumen rapidly?
39. What resources/funding are you prepared to kick in to federal and provincial coffers in order to be prepared from a major oil spill?
40. Would Kinder Morgan be willing to pay towards a fund set aside for cleanup, \$1 million dollars PER SHIP, in order to cross our waters? That is what we are talking about in terms of cost long and short term, plus the cost to the medical system and taxpayers.
41. What resources, including money, are in place in case of a major accident/spill?
42. Who is responsible for cleaning up an oil spill?
43. What portion of your budget will go to monitoring/preventing the possibility of leaks/spills? How much of this will be preemptive and how much will just be factoring in cleanup should something awful occur?
44. What plans do you have for dealing with inevitable spills and leaks? ‘
45. Because of an increase in marine traffic and according to the law of averages, what are the detailed response plans of a marine emergency such as collision and the impact on the environment from a large oil spill?

46. How do you plan to deal with any accidental discharge into the ocean? Specifically what infrastructure will be ready and in place to deal with any emergent situation and how will it be sufficient to the task.

Marine Oil Spill Liability and Compensation

47. How is the City of Victoria, which won't earn a dollar through the project, supposed to bear the costs of extended spill clean-up (which is never covered by oil transport companies) and manage the long-term economic impacts of a spill: severely reduced tourism revenue, potential loss of cruise ship revenue, impacts to fishing and shellfish sectors, etc; and the economic impacts in a no-spill scenario, such as loss of tax revenue from the whale watching sector, which the tankers associated with the project could displace.
48. When a spill occurs, what commitment will Trans Mountain make for cleanup, restitution for lost income (fisheries, tourism), lost quality of life?
49. Would Trans Mountain be willing to pay 100% of all clean-up costs regardless of that cost? If not, what percentage?
50. Will Trans Mountain's Insurance be 100% accountable for any environmental damage if an incident that may occur?
51. Will you pay 100% of the costs associated with an oil spill either on land or in the ocean?
52. What is your emergency response plan, not if but when petroleum products spill into our waterways? Can we hold you both legally and financially responsible when such an incident occurs?
53. What level of environmental liability does Kinder Morgan hold in responsibility WHEN an environmental disaster takes place?
54. Specifically re the tankers - what are the details of your insurance cover and how much does your maximum indemnity amount to?
55. Who would pay to clean up a spill and what is the worst case scenario in damage that could affect our marine ecosystem?
56. What kind of assurance could TransMountain provide that would guarantee legal recourse for our population, Indigenous Peoples and local government? It would appear the FIPA disallows ALL such remedies?
57. How much money and insurance are they earmarking for spill cleanup and how does this compare to how much the Exxon Vadiz spill cost (in today's dollars\$)?
58. Would you agree to fully paying for an insurance package that did not utilize any form of limitation of liability?
59. How much collateral will Trans Mountain put in escrow as insurance protection for major spills?

60. What about liability after an oil spill disaster? Who will be on the hook financially after the insurance money runs out? A 15% clean up is acceptable to these companies.
61. In the event of an oil spill, how much money has Kinder Morgan put aside for clean up?
62. What happens in case of an unfortunate spill? How far does the responsibility of the oil company go? Are they fined? Will they have to deal with cleanup? How fast and how far? Is there an intent to pay compensation for losses in business, fisheries, tourism, environment, and/or quality of living here in Victoria?

Marine Oil Spill Cleanup

63. How do they propose to prevent the UNIMAGINABLE damage that would be done to marine life with any type of spill?
64. How will you repair the natural harmony and balance of the environment in the event of a major leakage or spill?
65. How do you propose to replace whole ecosystems and plant and animal species that will be destroyed by an oil spill?
66. Considering their abysmal record handling "accidents", how do they propose to clean up a spill?
67. How does Kinder Morgan intend to fully anticipate and address any sort of environmental impacts? Cleanup plan??
68. If I remember correctly, Kinder Morgan failed to provide vessel-specific data for any of their coastal impact assessments. Please request the provision of vessel-specific data for more accurate assessment of coastal impact. Please also request/demand confirmation about spill response, including for diluted bitumen, including liabilities for short and long term response and clean-up.
69. Has Kinder Morgan planned to have specialized oil clean up contractors? Who are they? How much money have they put aside for a spill? How many are there?

Consultation with First Nations

70. Have you contacted the Esquimalt, Songhees and Lekwungen nations for consultation and guidance?
71. Will Kinder Morgan negotiate with the local First Nations to seek their approval to allow this?
72. Does Kinder Morgan have free, prior and informed consent from all First Nations pipe crossings and areas with tanker travel?

ENGAGEMENT SUMMARY REPORT

Kinder Morgan Trans Mountain Pipeline Expansion Proposal

SEPTEMBER 24, 2014 – NOVEMBER 3, 2014



Table of Contents

Executive Summary 3

Part 1: Introduction, Engagement Objectives and Process Design.....5

Part 2: Communication Tools.....5

Part 3: Engagement Feedback Summary8

 Pre-Engagement Stakeholder Meeting.....8

 Online Survey.....8

 Public Meeting9

 Correspondence10

Part 4: Next Steps12

Part 5: Engagement Data.....13

 Public Meeting13

 Online Survey.....31

 Correspondence86

FOR MORE INFORMATION:

City of Victoria
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Executive Summary

The National Energy Board (NEB) is an independent federal agency with the responsibility of regulating the construction and operation of interprovincial and international oil and gas pipelines, international power lines and designated interprovincial power lines.

The National Energy Board is holding a public hearing regarding Kinder Morgan's proposal to expand the Trans Mountain Pipeline System between Edmonton and Burnaby. The proposal would triple the capacity of the pipeline and increase tanker traffic off the waters of Victoria.

The City of Victoria has been granted intervenor status, offering the opportunity to submit questions and evidence, and to present an argument on whether or not the project should be approved.

In the fall of 2014, the City of Victoria hosted an engagement process to collect feedback regarding Kinder Morgan's proposal. Over a six week period City staff raised awareness about the various engagement opportunities and collected feedback from the community.

Over 500 online surveys were completed, 51 people attended a public meeting, and 23 emails were received. All neighbourhoods in Victoria had some representation. Residents from neighbouring municipalities that did not have intervenor status also participated. The feedback collected from the engagement program will help shape the City's participation in the National Energy Board hearing process.

What We Heard

Opposition to Expand the Pipeline

- Close to 90% of respondents were in opposition to the proposed expansion of the pipeline with strong concerns about the related increase in shipping activities off the waters of Victoria and the potential effects of shipping accidents or an oil spill.

Risks Outweigh Benefits

- A general theme was that the risks of the proposal outweigh the benefits. When asked about benefits of the proposal the most common response was "none."
- Benefits that were mentioned included: An increase in jobs, increased taxes to the Province, ability to get oil to market, profit, jobs in the marine services, profit for a few and funding for social services.

Impacts Relating to an Increase in Shipping

- An increased risk of oil spills, impacts to marine mammals and birds, impacts to fish populations, impacts to water quality and human health risks were of highest concern.
- Other concerning impacts mentioned were related to the risk of environmental damage, the need to move away from fossil fuels and towards sustainable energy and concerns about climate change.

Impacts Relating to Potential Oil Spills

- Damage to marine and shoreline habitats, impacts to marine mammals, impacts to fish and impacts to water quality were highly noted community concerns.
- Other issues mentioned included: local community would carry the environmental and economic burden, an ecosystem can never fully recover from a spill, ecological damage, long-term health issues, concerns about who will pay for the cleanup.

General

- Concern about possible environmental damage, comments opposing the proposal, and concern about putting corporate profit over community good. The theme of investing in sustainable energy solutions was consistent, as was a concern regarding climate change.

Next Steps

The engagement findings will inform the City of Victoria's participation in the National Energy Board hearing process. This includes the opportunity to ask questions about Trans Mountain's application, which must be submitted by January 9, 2015.

Community feedback will also inform the City's position on the proposal and its supporting evidence.

Evidence will be filed by May 1, 2015.

Part 1: Introduction, Engagement Objectives and Process Design

Introduction

To help shape the City of Victoria's participation as an intervenor regarding the proposal to expand the Trans Mountain Pipeline, an engagement program was conducted.

For six weeks, between September 24 and November 3, 2014, the City of Victoria engaged with the community regarding Kinder Morgan's proposal to expand the Trans Mountain Pipeline.

The proposed expansion would create a twinned pipeline that would almost triple the capacity of the system from 300,000 barrels per day, to 890,000 barrels resulting in more tanker traffic around Vancouver Island. Currently in a typical month, five vessels are loaded with heavy crude oil at the Westridge Marine Terminal, in Burnaby. The expanded system will be capable of servicing 34 Aframax class vessels per month.

This engagement summary provides an overview of the public outreach and engagement and summarizes feedback collected through all engagement channels.

The findings outlined in this report will inform the City of Victoria's participation in the National Energy Board's hearing process, which includes:

- an opportunity to pose questions about the application filed by Trans Mountain by January 9, 2015.
- an opportunity to submit evidence by May 1, 2015
- an opportunity to present arguments regarding whether or not the application should be approved.

Engagement Objectives

The goal of the engagement process was to:

- Raise awareness about the City of Victoria's role as an intervenor.
- Seek community input on the potential impacts identified in the proposal that are most relevant to Victoria: environmental and socio-economic impacts that could arise from increased marine shipping of petroleum products.
- Solicit questions from the public to be posed to Trans Mountain as part of the City's information request.
- Collect written evidence to be filed as part of the City's submission.

Process Design

Feedback from a preliminary stakeholder meeting helped shape the engagement approach that was endorsed by Council. A broader communication and engagement program was then developed in order to ensure that the community's views could be reflected in the City's response to the pipeline expansion.

The following communications tools were used to create awareness of this engagement opportunity:

- Website information: Have Your Say, Latest News, Events Calendar
- Media release and media interviews
- Print ads: Vic News, Times Colonist
- Social Media

Feedback was collected via:

- Online survey
- Dedicated email address: pipeline@victoria.ca
- Public Meeting: October 2, 2014

Part 2: Communication Tools

The following communications tools were used to create awareness of this engagement opportunity:

- Website information: Have Your Say, Latest News, Events Calendar
- Media release and media interviews
- Print Adds: Vic News, Times Colonist
- Social Media

A few examples of these tools have been included here.



We Want to Hear from You.

About a Proposed Increase in Oil Tanker Traffic

Share your views on the proposal to triple the existing capacity of Kinder Morgan's Trans Mountain Pipeline. This proposal will increase tanker traffic in the Victoria area.

The National Energy Board of Canada is holding a public hearing to review the application. As an official intervenor, the City of Victoria will present our community's views and expertise.

Share Your Views

- Attend a Public Meeting, City Hall, October 2, 7 p.m.
- Complete our online survey.
- Send comments to pipeline@victoria.ca before October 31.

haveyoursayvictoria.com



Media Release



Victoria Residents Invited to Offer Feedback on Proposed Increase in Marine Shipping Activities

Date: Wednesday, September 24, 2014

For Immediate Release

VICTORIA, BC – In preparation for the National Energy Board of Canada's public hearing on the proposed expansion of the Trans Mountain Pipeline System, which would result in increased marine shipping off the waters of Victoria, the City of Victoria would like to collect the views and expertise of local residents.

Victoria Council applied for and received intervenor status which offers the opportunity to submit questions and evidence, and present an argument on whether or not the project should be approved.

There are three ways to offer feedback:

- 1) Complete the online survey: www.haveyoursayvictoria.com
- 2) Share your feedback and expertise at a public meeting at City Hall on October 2, 2014 at 7:00 p.m.
- 3) Email pipeline@victoria.ca with your comments before Friday, October 31.

The National Energy Board of Canada is holding a public hearing to review Trans Mountain's application to expand the Trans Mountain Pipeline System between Strathcona County (near Edmonton) Alberta and Burnaby B.C.. The ships carrying the petroleum products from this expanded pipeline would travel from Burnaby, through the Haro Strait, and past Victoria, enroute to the Straits of Juan de Fuca.

The National Energy Board has identified 12 issues that will be considered during the hearing. Of particular significance to Victoria and what the City's focus will be in its' response to Trans Mountain's proposal is issue #5: "The potential environmental and socio-economic effects of marine shipping activities that would result from the proposed project, including the potential effects of accidents or malfunctions that may occur."

Trans Mountain states that "Currently in a typical month, five vessels are loaded with heavy crude oil at the Westridge Marine Terminal (in Burnaby). The expanded system will be capable of servicing 34 Aframax class vessels per month, with actual demand influenced by market conditions."

Please note, all comments must be received by October 31, 2014. Further details are available at: www.haveyoursayvictoria.com

-30-

For More Information:

Katie Hamilton, Director, Citizen Engagement and Strategic Planning
Office: 250.361.0210 Cellular: 250.217.8343

Part 3: Engagement Channels

Pre-Engagement: Stakeholder Outreach

In July 2014, representatives from the Dogwood Initiative, the UVic Environmental Law Clinic, Tourism Victoria, the Sierra Club, and the Bateman Foundation met with Mayor Dean Fortin to discuss the Trans Mountain proposal.

There was an expectation among these stakeholders and others in the community that the City would actively participate as an intervenor in the public hearing process. Feedback from this preliminary stakeholder meeting helped shape the engagement approach that was endorsed by Council.

Online Survey

The survey was hosted on the City's Have Your Say engagement portal for six weeks. 505 responses were collected. Approximately 77% of the responses were from Victoria residents, with participants coming from all neighbourhoods. 23% of the responses came from other municipalities, mainly those within the CRD.

What we heard:

Strong Opposition towards the Proposed Expansion

- 88% of survey respondents were in opposition to the proposed expansion of the pipeline. 9% were in favour and 3% were neutral.
- 89% of respondents were concerned regarding a potential increase in shipping activities off the waters of Victoria. 9% were not concerned and 2% were neutral.
- 92% of respondents were concerned about the potential effects of accidents or malfunctions that may occur in the shipping.

Risks Outweigh the Benefits

- When asked about benefits from the proposal, the most common response was "none."
- The second most common response was "the risks far outweigh the benefits".
- An increase in jobs, increased taxes to the Province, ability to get oil to market, profit, jobs in the marine services, profit for a few and funding for social services were other responses regarding benefits.

Risk of Oil Spill and Ecological Impacts of Highest Concern

- When asked what was of the most concern regarding the increased shipping levels off the coast of Victoria, the highest ranked concerns were: increased risk of oil spill, impact to marine mammals and birds, impacts to fish populations, impact to water quality and human health risks.
- "Other" issues of concern related to the risk of environmental damage, the need to move away from fossil fuels and towards sustainable energy, the impact of a possible oil spill and concerns about climate change.

Potential Oil Spill: Damage to Habitat and Marine Life of Highest Concern

- When asked to rank concerns regarding a potential oil spill, damage to marine and shoreline habitats was of highest concern, followed by impacts to marine mammals, impacts to fish and impacts to water quality. When asked about "other" issues of concern relating to a potential spill, these were the most frequent responses: our community would carry the environmental and economic burden, an ecosystem can never fully recover from a spill, ecological damage, long-term health issues, concern about who will pay for the cleanup.

General Comments

- Other general comments included concern about possible environmental damage, comments opposing the proposal, concern about putting corporate profit over community good. The theme of investing in emerging sustainable energy solutions was consistent, as was a concern regarding climate change.

Questions for Trans Mountain

- The questions posed for Trans Mountain addressed these common themes: disaster/spill response, environmental impacts, economic benefits, spill prevention/environmental protection, and insurance and liability.

Public Meeting

On Thursday, October 2, 2014, a Public Meeting was held to collect feedback about the Trans Mountain proposal. The Mayor and all Council members were present. The Mayor provided an overview about the National Energy Board's public hearing and the City's engagement process. After the presentation individuals were invited to speak for up to 5 minutes. The meeting was webcast.

51 people attended the meeting, 21 people spoke and seven written submissions were received. Participants also had the option of completing the survey which was also available in print form.

What we heard:

Strong Opposition towards the Proposed Expansion

- 90% (19/21) of the participants that spoke at the Public Meeting voiced opposition to the proposed expansion. Two had neutral questions.
- All 7 written submissions at the Public Meeting opposed the proposed expansion.

Risk of Oil Spill Unacceptable

- Increased tanker traffic not acceptable.
- Risk of oil spill is too high.
- Transport Canada has admitted the southern tip of Vancouver Island is at a very high risk of a major oil spill if Kinder Morgan's expansion is approved.
- Bitumen would sink to the ocean floor.
- Risk for marine life, ecosystems.
- There is no such thing as an oil spill clean-up.

Need to Move to Sustainable Energy

- Need to look to renewable resources instead of fossil fuels, need to move to a low-carbon green economy.
- Tar sands are the fastest growing source of emissions in Canada.
- Climate change impacts are not acceptable.

Risks Outweigh Benefits

- Risks of building pipelines too great.
- We must protect our environment: tourism is one of our top industries, risk to our lifestyle is too great. Our coastline is who we are, it's our identity.
- Benefits (taxes and jobs etc) must be compared to the losses that the people of BC could experience.
- Long term prosperity for the majority of humans with no expansion is better than having a few investors profit now. Jobs that created would be short term, negative impacts would be long term.
- There is no social, environmental or economic benefit to our region.
- Lowering of property values.
- Increase in illness

Social and Cultural Considerations

- First Nations are opposed to the pipeline.
- Wants grandchildren to have a clean and safe environment.
- Our democracy is threatened.

Questions:

- Who is responsible in the case of an accident? Who pays for losses to local businesses and property owners?
- What would clean-up efforts include?
- How much money has Kinder Morgan set aside for a potential spill?
- Modern tankers?
- How would a spill affect food security – sea and land?

Correspondence

Feedback was also collected with a dedicated email address: pipeline@victoria.ca.
23 emails were submitted in regards to this proposal.

What we heard:

Opposition

- 70% (16/23) of emails were opposed to the proposed expansion. 13% (3/23) were concerned and had questions or suggestions.

Support

- 9% (2/23) were in support of the proposal
- Comments included: We need tankers to deliver oil to our island. We should support them generally.

Risk of Oil Spill Unacceptable

- Spills are inevitable, increased tanker traffic is absolutely unacceptable and the benefits to the people are negligible.
- Increasing tanker traffic would be a huge mistake. There would be oil spills and coastal damage. Super tankers are not acceptable in this beautiful and fragile marine environment.

Negative Environmental and Economic Impacts

- The increased tanker traffic will have a major impact on the welfare of the area sea life, including the resident and transient Orca populations. This will in turn directly impact the tourism industry in Victoria, in particular the whale watching tour operators.

Need to Move to Sustainable Energy

- We should be investing in clean energy, solar, wind etc and stop building pipelines immediately. Period. Anything else is totally unacceptable.

Oil Spill: Response and Responsibility

- I would like to have Kinder Morgan oversee their own operations so they are the only accountable party if they are allowed to proceed.
- The BC Government nor the Federal Government do not have the capability to install very specific cleanup technologies, not to mention the catastrophic environmental damage done to our Beautiful BC coastline.
- Given the \$1.3 billion liability limit for oil tanker owners the residents of Victoria and British Columbia could be burdened with billions of dollars in clean-up costs in the event of a major marine spill.

First Nations

- Listen to First Nations and the thousands of other people who oppose this project.

Suggestions:

- Should consider cooperating with the State of Washington in opposing proposal.
- Keep our oil in Canada for our own long term use.
- I would recommend the following changes to the TMP application:
 - upgrade the bitumen in Alberta to synthetic crude
 - substantially increase the tanker liability limit; and
 - pump the synthetic crude to Puget Sound refineries for further upgrading and shipping.

Questions

- Who enforces their safety regulations? Do they oversee the lines themselves, or is Safety an externality handled by a government organization that inspects everything regularly.
- Is collision/spill risk further mitigated by moving the pilot change zone, from south of Victoria, to a zone west of Race Rocks, stationed from Sooke, for dangerous goods, oil, dilutant, and gas?

Part 4: Next Steps

The engagement findings will inform the City of Victoria's participation in the National Energy Board's hearing process, which includes:

- an opportunity to pose questions about the application filed by Trans Mountain by January 9, 2015.
- an opportunity to submit evidence by May 1, 2015
- an opportunity to present arguments regarding whether or not the application should be approved.

In addition to updates on the 'Have Your Say' online engagement portal, community members that have requested follow up information will receive email updates regarding the:

- Engagement Report, as it is shared with Council
- Information Request, when it is approved by Council
- Response to the City's Information Request
- Submission of Evidence and Argument to the National Energy Board

Part 5: Engagement Data

Public Meeting

On Thursday, October 2, 2014, a Public Meeting was held to collect feedback about the Trans Mountain proposal. 51 people attended the meeting, 21 people spoke and seven written submissions were received.

Notes from October 2, 2014 Public Meeting

Speaker 1

- Has several questions that he would like answered
- Where are the tankers supposed to sail? American or Canadian waters? Will the location make a difference in case of an accident?
- What about the tankers themselves? Will they be antique? Old? Refurbished? New? Double hulled?
- Oil companies dilute their responsibilities by registering ownership, buying insurance and hiring staff in different countries. Where do responsibilities lie in case of an accident?
- What happens in case of an unfortunate spill? How far does the responsibility of the oil company go? Are they fined? Will they have to deal with cleanup? How fast and how far? Is there an intent to pay compensation for losses in business, fisheries, tourism, environment, and/or quality of living here in Victoria

Speaker 2

- Lives in Vic West on Songhees
- Is a volunteer regional organizer with Dogwood Initiative responsible for the Southern tip of the Island
- Spent two weeks in **personal information**
- She gets to watch tankers sailing past from where she lives and wants to see less tankers, not more
- Is totally opposed to proposal to triple pipeline capacity and increase tanker traffic six fold
- These tankers are three times the size of Exxon Valdez. They are loaded with bitumen which is known to sink to the ocean floor and they are destined for Asian and US markets, not us
- Is really proud of City of Victoria tonight for hosting this town hall meeting conducting an online survey, particularly as many were denied opportunity to intervene
- Hopes other municipalities do the same
- Particularly supports City's motion for a BC-led environmental review of the proposal, which was endorsed last week by the UBCM conference
- She has no faith in the impartiality of the NEB. Their decision can be overruled by the Harper government, as well.
- Travelling throughout the Island recently, some Councils have said it is not in their jurisdiction, it is a federal or provincial responsibility.
- The Local Government Act of BC states very clearly that every municipality is mandated to preserve the economic, social and environmental wellbeing of their communities now and in the future. She would argue it is a municipal issue.
- The US National Response Centre has found Kinder Morgan responsible for 1800 violations since it was incorporated in 1997. Nearly 500 of them are pipeline incidents.
- Since Kinder Morgan took over the Trans Mountain Pipeline in 2005, there have been four major spills
- Transport Canada has admitted that the southern tip of the Island is at very high risk of a major oil spill if Kinder Morgan is approved and Victoria will be on the hook, with other coastal communities, for that spill.
- Victoria would have to wait up to 72 hours for a response from Western Canada Marine Response Corporation
- An oil spill would be devastating for 200,000 BC residents employed in tourism, agriculture, coastal industries, real estate, high tech and TV and film. This is in exchange for 50 permanent Kinder Morgan jobs.

- Victoria's property values and tax revenue would plummet in the event of a spill. Taxpayers would be responsible for the cost, as the company's liability is limited to 1.3 billion. A major spill could easily cost 10 times that amount. We get all the risk and none of the benefits.
- It said on the Trans Mountain website that the project would generate an average of \$25.6 million in tax revenue per year over 30 years. This is 0.7 % of overall corporate tax revenue in BC.
- First Nations are opposed to this pipeline. She attended a Tsartlip First Nation- sponsored open house in Saanich in June and was very moved because they made it totally clear that they were willing to put their bodies on line to protect their coast and fisheries.
- Millions of marine animals may die in the event of an oil spill. Plants, birds and fish are highly valued in the City.
- Climate change is the number one issue of our century even though the NEB has not allowed it to be a subject to debate during the hearing.
- Tar sands are the fastest growing source of emissions in Canada. Production would grow 5 times if already permitted plans go ahead in Alberta.
- As citizens we can sign the Let BC Vote no tankers pledge. More than 20,000 people have signed of the eligible 65,000 voters in Victoria.
- We can actively lobby our provincial MLA's to support Victoria's demand for a BC-led environmental review.
- We can fill out the online survey and encourage lots of other people to do the same.
- We can support cities like Sooke who are putting the question of expanded tanker traffic on the ballot this November.
- We can rally behind Burnaby and Vancouver to support those brave Mayors and town Councils.
- We can elect politicians on November 15th who are as outspoken and brave as Derek Corrigan.

Speaker 3

- Wants to thank other municipalities who have voted against pipelines, including Kitimat.
- Is totally against building and expansion of the Kinder Morgan pipeline
- There are three major factors influencing his decision.
 1. Tar sands and expansion. Is outraged that this project continues to expand. Any increase in the flow of this obnoxious and dangerous product must be stopped.
 2. Building of any pipelines. To make way for the pipeline, forests have to be cut and streams and lakes must be forged. To expedite the project, our Provincial government introduced the Park Amendment Act in early 2014. This allows logging, mining, and pipeline corporations to apply for industrial research licences to remove park boundaries. Kinder Morgan has already applied to adjust four boundaries. This is an outrageous abuse of power.
 3. Increased tanker traffic. There will be a projected 400 tankers plying the Salish Sea to ship oil to worldwide market. The US government is so concerned that President Obama authorized moneys to assess Canadian readiness in an oil spill response and clean up situation.
- What about liability after an oil spill disaster? Who will be on the hook financially after the insurance money runs out. A 15% clean up is acceptable to these companies.
- Marine life is at risk and the fate of salmon-producing rivers is in question.
- What about tourism, our number one money-maker in this province. We need to protect our beautiful and sensitive environment.

Speaker 4

- The profits and taxes and jobs from the pipeline project that will go to the people of BC and Canada must be compared to the phenomenal potential costs and losses to the people of Victoria, the province and Canada.
- A major spill on land will contaminate wildlife, fish and water and cause expensive and tragic sickness and death of humans
- A major spill in the oceans will contaminate huge areas, causing tragic sickness and death to humans.
- Such oil spills and contamination will destroy Victoria's and BC's reputation as a clean, pristine, beautiful natural area and will destroy much of our tourism industry, its income and jobs.
- These costs will remain with the people for years and generations to come.
- The costs to the people of BC and Canada far outweigh the profits that will largely go to the corporations and their wealthy shareholders.

Speaker 5

- Has lived in Victoria for 35 years.
- Is speaking on behalf of others who cannot speak tonight about their concerns for our shoreline, children and children's children.
- Friends who are grandmothers will lay themselves down on the ground to keep the bulldozers away so that this will not happen.
- The risk to our water line, our city and our way of life is unacceptable.
- We get no benefit from it. At a time when thousands worldwide are begging for action on climate change this is a wonderful thing we are doing and hopes our voices are heard.
- The risk is unacceptable.

Speaker 6

- People from other parts of the world want to come here to experience the beautiful environment that the First Nations looked after.
- Fossil fuels are not the answer; renewable resources are.
- Let's spend government resources on development of renewables as some other European countries are doing.

Speaker 7

- Agrees with earlier speakers that this is a very urgent matter for the City of Victoria to be considering. We have a lot at stake.
- Great that City of Victoria is seeking public opinion finally. It is about time. Where have they been over the last ten months.
- Council passed a motion authorizing an application for intervenor status in January 2014.
- As the Mayor noted in his covering memo for the notice of motion authorizing this process, nothing was done until the Mayor met with interested groups on July 18 who urged the City to get on board. One of those groups has already collected 20,000 names on a petition. Where is the City? Andrew Weaver has been publishing widely and regularly on this issue and indicates that the City has blown its opportunity on this vital issue
- Now, the public has less than 30 days to make our views known to the City.
- Wants an explanation from Council as to why this is so.

Speaker 8

- Would like Council to think of two images. The first is Lac-Mégantic and what can happen with fingers get pointed in different directions and companies fold with the public left holding the bag. The second image are yellow cards floating in the ocean, which were released by the Raincoast Group and show the potential coverage of an oil spill on our waters. It covers the whole island.
- We all live downstream of any project that has environmental impacts.
- There is no such thing as an oil spill clean up.
- The fact we are already extracting oil or LNG and are shipping it and the fact we use it in our homes and industries does not preclude the need to put the brakes on expansion and consumption and shift to other paradigms.
- Shutting the door on increased production and shipment recognizes that we have gone too far up the wrong road; somebody must convince the drivers to turn around
- It is better to wage this argument and fight and risk losing than give way to powerful economic forces whose motivation is short term profit.
- In our lifetime, people have made decisions to turn away from pesticides, asbestos, uranium extraction and nuclear technology because the risks are too great to do otherwise.
- Those invested in some industries may lose, but the long term prosperity for the majority of humans is better.
- Please say no to increased fuel shipment in our waters. We share the same water with everyone on this limited planet.

Speaker 9

- Just moved from Ontario where people are fighting the northern pipeline.
- She is here mainly because of her grandchildren. She wants her grandchildren and their children to realize that she was trying to do something to stop the disastrous climate change which results in poverty and other results around the world.
- She saw firsthand the results of the Exxon Valdez spill while in Alaska last summer.
- There was disastrous killing of wildlife in a beautiful lagoon where the salmon used to spawn.
- On the way home, she heard from a young man who was Alaska-born that his father's fishing business was lost after that spill. The family went on welfare and had to stand in food lines. He eventually bought a fishing boat with his father and now captains a fishing boat with net-trawling. Their lives had been ruined because an oil spill of that magnitude and we have heard that these tankers will be three times larger. She wonders what kind of captaining they will have and what kind of ships these will be.
- She does not trust there will be any benefits from expanded tanker traffic and expanded oil sands operations, which are devastating.
- After a demonstration in Ottawa that included First Nations' speakers and dancers, she previously pledged to do all in her power to stop pipeline and tanker traffic from expanding. She will stick to that pledge and hopes others will, too.

Speaker 10

- Grew up in Victoria and has fond memories of playing on the beach, sailing, enjoying the pristine wilderness and seeing the salmon returning and the miracle of nature
- Wants to raise a family in Victoria and wants his kids to have the same experience of what makes Victoria and BC so special. A lot of that is its natural environment. We have a duty as citizens to stand up for it.
- We also have a duty to protect it for economic purposes. It is very expensive to live in Victoria and we need good jobs and we need the tourism industry. Victoria needs the tourism industry and it would be absolutely disastrous for the tourism industry if there was an oil spill.

- This summer, he took part in an event on the water in a kayak. Seeing tankers first hand when looking up from a kayak makes the scope of them so clear. Because of the scale and how huge these tankers are in these small straits, you can imagine the impact of them going by, let alone if there was a disastrous spill.
- There is no such thing as an oil spill cleanup. He saw this first hand **personal**. People continued to get rashes from mud and sand years after a spill that supposedly had been cleaned up.
- There is no social, environmental or economic benefit to our region.
- We must say no for ourselves, for our environment and for our children.

Speaker 11

- She wants to be counted as another person supporting this discussion.
- Increased oil tanker traffic is a dreadful, terrible, catastrophic choice
- 25 years ago, she was involved in cleanup from an untethered barge from Oregon that spilled bunker fuel in Tofino. Lives were changed and everyone in the community was touched by the consequences of a broken tow line. Everyone she knew spent days and weeks participating in what was called a cleanup. There is no such thing as a cleanup.
- Hundreds of birds were coated in oil and disposed of as toxic waste.
- People became ill during that time, there were economic ramifications and so many other impacts
- Certain we will see a much greater catastrophe if oil tankers increase. Impacts will be felt far and wide.
- This is an opportunity to be mindful of our own consumption of energy and other goods that require energy. We should pursue other avenues of conservation and better sources of energy.
- Has tremendous concern for even a small spill.

Speaker 12

- Proposal presents tremendous potential negative impact to Victoria
- Questions why the federal government, the NEB and Kinder Morgan aren't having meetings like this. Is very concerned that Canada is turning into petrol state and that we are being dominated by large corporations trying to take away our democracy. This is about more than one project, this is about the voice of citizens and public involvement in our future.
- Public should send message loud and clear that this kind of development can't proceed because the public won't stand for it.
- Our coastline is who we are, it is our identity. When you think of Victoria you think of the beautiful vistas on Dallas Road. We risk losing this.
- There is no question of cleanup in case of a spill, that would be a catastrophic and irreversible event.
- We are still seeing impacts from Exxon Valdez today, 25 years later.
- A mirror is being held up to ourselves. Our whole economy is based upon excessive consumption and it is leading to catastrophic climate change. We have to stop the kind of conditions that lead to the demand for these kind of pipeline proposals.
- Who will pay for cleanup? What kind of insurance do they have? Private companies will get the profit and the public will get the cost.
- There is an alternative to these pipelines. Victoria can be a leader in building a low-carbon, green economy where we reduce emissions and live in harmony with our environment.
- This is one small step in what we need to do to transform our world towards a low carbon future.

Speaker 13

- Relatively new to Victoria and this is the first election where he has been engaged in the civic process.
- So much of the population is not engaged. They are not engaged on the pipeline issue because they are young and building families, or still at work.
- This is not a City where we are able to feel part of the economic prosperity that this country is engaged in.
- Graduates in engineering don't see anything wrong with what they are doing. They see it as an opportunity to live the life they want to.
- Requesting that the City provide a place for youth to grow and build from where even the most conservative economist can look at the numbers and say that they don't add up.
- He came here because there was this seed that could grow into an economic powerhouse and a place where we can all move forward from and can actually lead this country
- Give us a reason to be engaged; give us the opportunity; there are so many under 30's making minimum wage.
- If you give us an opportunity to care about this City and make it our home, we will lead it.

Speaker 14

- Echoes many of the concerns of the other speakers
- Is a hospital pharmacist in the **personal information**
- Is concerned about the increase in cancer rates associated with solvents used to dilute bitumen. The contents of the solvent is a trade secret and hasn't been disclosed.
- Is concerned about health implications of a spill on our coast.
- We need more information on the impact of a large spill of diluted bitumen on health.
- Is also concerned about happiness. Victoria is known for its high happiness rates and other cities look to us.
- Is concerned whether we still will be happy with all these tankers moving through.
- Very concerned about environment, too

Speaker 15

- lives in North Park Village
- Cannot support a project that will destroy unceded indigenous native territories.
- It is not our place to make a decision on this.

Speaker 16

- Tar sands oil is very expensive to produce, both financially and environmentally, not only here but in the tar sands themselves.
- The margins are being squeezed. Oil is a highly competitive business.
- Saudi Arabia plans on lowering the price of their oil as low as necessary to maintain their market share in Asia. This will further squeeze margins of the companies sending bitumen here.
- When this happens, corners will be cut on safety and security when building pipelines and operating tankers. Costs of security and safety are very high.
- Is afraid to have grandchildren because of this.

Speaker 17

- Kinder Morgan and the current federal and BC governments really underestimate how important our natural environment is to us as Canadians. This is part of our identity and it is coming out in what everyone is saying tonight.
- More people stand behind what we are saying than this small group. Would be surprised if any Victorians support this proposal. There is no reason why anyone would.
- This proposal reflects an outdated mode of thinking about energy. We shouldn't support the idea that China will grow in this way. We should be spending time and energy looking at sustainable development for places like China.
- Questions the impacts on food security. A concern both for fish and also the land.
- Lived in Calgary during flood and entire City shut down. It was not just tourist businesses that were affected. That was just water, not oil.
- What will be secondary effects to industries that support tourism, e.g., business that publishes tourist books.
- This is much bigger than a municipal issue. Victoria should be joining with every other municipality on this issue and taking a stand.

Speaker 18

- 20-year Victoria resident and just turned political. This has catalyzed him to see how he can make a change.
- Is concerned about safety.
- Quebec train accident illustrates how ignoring steps for safety can result in disaster.
- Seems like a bad idea to have systems like this in place to transport anything.

Speaker 19

- Is concerned about late notice of meeting.
- Wanted to thank First Nations, who apparently don't object to us speaking on this topic tonight.
- Is concerned about the increase in oil extraction right under our noses.
- In the event of an oil spill, how much money has Kinder Morgan put aside for clean up?
- Has Kinder Morgan planned to have specialized oil clean up contractors? Who are they? How much money have they put aside for a spill? How many are there?
- Will Kinder Morgan negotiate with the local First Nations to seek their approval to allow this?
- Has similar concerns as a previous speaker with respect to grandchildren. Is fighting for the country and the future of all our kids.

Speaker 20

- Let's keep "Beautiful BC" that way.
- Is concerned about foreign energy investment in Canada.
- Climate change is disrupting societies and impacting farmers.
- Why are we stuck in the past? Look to solar instead of fossil fuels and spur on local industry and small business.

Speaker 21

- Ludicrous that NEB is excluding climate change from consideration of pipeline.
- Fossil fuels are the largest contributing factor to climate change. It is obviously irrational to not let us our natural right to speak out on an issue that concerns all of us.
- Threat of spill is also a concern, but the impacts are dwarfed by the inevitable effects of the fossil fuel industry and the growing threat of climate change to all of us.
- It is predicted by the end of this century that, if we don't curtail our dependence on fossil fuels, we face grave threats to our food security, our access to clean water and ability to survive.

- Echoes the voices of women who have expressed desire for grandchildren, but frightened by the future they would face.

Written Submissions Collected at October 2, 2014 Public Meeting

VICTORIA'S TOWN HALL MEETING ON KINDER MORGAN

October 2, 2014

Presentation by **personal information**
Dogwood Initiative Regional Organizer

My name is **personal information** . in Vic West. I'm a volunteer regional organizer with Dogwood Initiative responsible for the southern tip of the Island and I spent **personal information** – truly Canada's Hiroshima. I'm also a retired **personal information** .

I live in the Songhees and watch oil tankers cruise past my window every day. Like so many others, I want to see less tankers, not more! I'm totally opposed to Kinder Morgan's plan to triple its pipeline capacity and **increase tanker traffic six-fold**. Tankers that are three times the size of Exxon Valdez, loaded with bitumen that sinks to the ocean floor, and destined for Asian and U.S. markets – not us.

I'm proud of the City of Victoria tonight for hosting this Town Hall meeting and conducting an on-line citizens' survey. I hope other municipalities will launch similar initiatives. I also support the city's motion for a BC led environmental review of Kinder Morgan's proposal, which was endorsed by the Union of BC Municipalities last week.

I have absolutely no faith in the impartiality of the National Energy Board, whose decision can be overruled by the Harper government anyway. So kudos to all of you on Council and your staff who worked hard for this victory at UBCM.

As a municipality, Victoria has a legal mandate to preserve our economic, social and environmental well-being, according to the Local Government Act of B.C. Tanker traffic off our coast **is** a municipal issue and part of our jurisdiction, not just a federal/provincial responsibility.

We can't stop an earthquake, but we can stop more tankers.

Here's why I'm opposed to Kinder Morgan's proposal.

- The U.S. National Response Centre has found Kinder Morgan responsible for **1,800 violations** since it was incorporated in 1997, nearly 500 of which are pipeline incidents.
- Kinder Morgan has been responsible for **four major spills** in Abbotsford, Sumas, and two in Burnaby, since purchasing the Trans Mountain pipeline in 2005.

- Transport Canada admits that the southern tip of the Island is at **“very high risk”** of a major oil spill if Kinder Morgan is approved.
- **Victoria would be on the hook for clean-up** of an inevitable tanker spill. We’d have to wait up to 72 hours for a Tier 4 response from Western Canada Marine Response Corporation.
- **An oil spill would jeopardize 200,000 BC residents** employed in tourism, agriculture, coastal industries, real estate, high tech, and film and TV – in exchange for Kinder Morgan’s 50 permanent jobs? Do they think we’re stupid?
- **Victoria’s property values** (and tax revenue) would plummet in the event of the predicted spill.
- **Taxpayers would be responsible for the cost of a major tanker spill** as the company’s liability is limited to \$1.3 billion and a major spill could easily cost ten times this amount.
- **We get all the risk and none of the benefits.** The Trans Mountain website estimates the project would generate an average of \$26.5 million per year in tax revenue over 30 years – this is a mere 0.7% of BC’s corporate tax revenue.
- **First Nations are opposed to this pipeline.** The Tsartlip First Nation in Saanich, for example, declared they’ll put their bodies on the line to protect their coast and fisheries at their Town Hall meeting last June.
- And what about **those who can’t speak for themselves** and will likely die from an oil spill – millions of marine animals, birds, fish and plants?
- **Lastly, there’s climate change – the #1 issue of our century.** The tar sands are the fastest growing source of emissions in Canada. If already approved plans and permits are implemented in Alberta, production would grow to 9.2 million barrels of oil per day – **that’s five times what it is today!** This is outrageous. “No more” means “No more” in my books.

What can we do as citizens? Here are six concrete actions.

- We can sign the Let BC Vote/No Tankers pledge calling for a citizen’s initiative like the HST referendum; 212,000 have signed across BC so far.
In Victoria alone, 20,000+ have signed – that’s **one-third of eligible voters in this city** – municipal candidates take note!
- We can actively lobby our provincial MLAs to support Victoria’s demand for a BC-led environmental review of Kinder Morgan’s proposal.
- We can fill out the city’s on-line survey and encourage others to do the same – politicians take polls seriously (at least some do!)
- We can support cities like Sooke who’ve actually put the question of expanded tanker traffic on the municipal ballot this November – a bold and gutsy move.

- We can rally behind Burnaby and Vancouver who are defending their municipal by-laws; if the NEB rules against them in favour of an unwanted pipeline, yet another constitutional challenge may follow.
- We can elect politicians on November 15 who are as outspoken and brave as Derek Corrigan is. Let's make history!

Note: Most of my stats come from "Assessing the risks of Kinder Morgan's proposed new Trans Mountain pipeline" by CRED (Conversations for Responsible Economic Development), May 2013 as well as Kinder Morgan's own material.

personal information

Are you a Victoria resident? yes
 If not, please indicate which municipality you live in. _____

Question:

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

Communist Chinese Corporations expecting similar treatment (FIPA ratified)
I want to keep BC beautiful
if people are so concerned over natural bio waste in waters, are they even more concerned about the dirtiest, greasiest sludge around
Syria and Egypt's uprisings were glorified bread riots, why exacerbate global issues foreign "energy investment" such as the kind that has Joe Biden's son the head of Ukraine's largest natural gas company, the troubles in Libya and Iraq, has destroyed those places

Paul Harper

Are you a Victoria resident? No
 If not, please indicate which municipality you live in. Saanich

Question:

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

- ① Loss of Democracy
- ② Loss of jobs in tourism and fishing
- ③ Lowering of property values
- ④ Noise
- ⑤ Harm to Orcas and other wildlife, even if there is no spill at all.
- ⑥ Interference with recreational boating with potential for loss of life.
- ⑦ Destruction of coastal waters ecosystem if there is a spill.
- ⑧ Loss of happiness, depression, loss of value of life.
- ⑨ Increase in cancer and other illness ^{in humans} due to exposure to diluents.
- ⑩ Interference with other commercial marine traffic as the waterways become crowded.

Are you a Victoria resident? Yes in North Park
If not, please indicate which municipality you live in. _____

Question:

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

- a spill would severely damage Victoria's economy which depends on tourism and the attraction of its environmental beauty.
- on an environmental level, there is no such thing as an oil spill cleanup. A spill would permanently damage our environment.
Also increased tanker traffic would pose a danger to large aquatic mammals, such as whales, as well as marine traffic. The turn made below Pender Island is a hazard already.

Are you a Victoria resident? Yes
If not, please indicate which municipality you live in. _____

Question:

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

Potential Irreversible oil spill.

Unconscionable Expansion
of oil sands in a time when
we must turn away from
petro energy.

Are you a Victoria resident? No

If not, please indicate which municipality you live in.

View Royal

Question:

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

- ① The greatest potential immediate impact would be a major oil spill. We don't have the resources (or knowledge) to clean up a bitumen spill. Our beaches would no longer provide the almost pristine recreational opportunity we now have. Commercial fisheries + tourism economy (+ jobs) would be threatened.
- ② Impacts from minor spills, disruption to marine life directly related to increased tanker traffic (eg noise, wave motion, etc) are less often highlighted but are a major concern.
- ③ How can we ignore the impact of climate change, which will impact all of us.

Are you a Victoria resident? Yes
 If not, please indicate which municipality you live in. _____

Question:

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

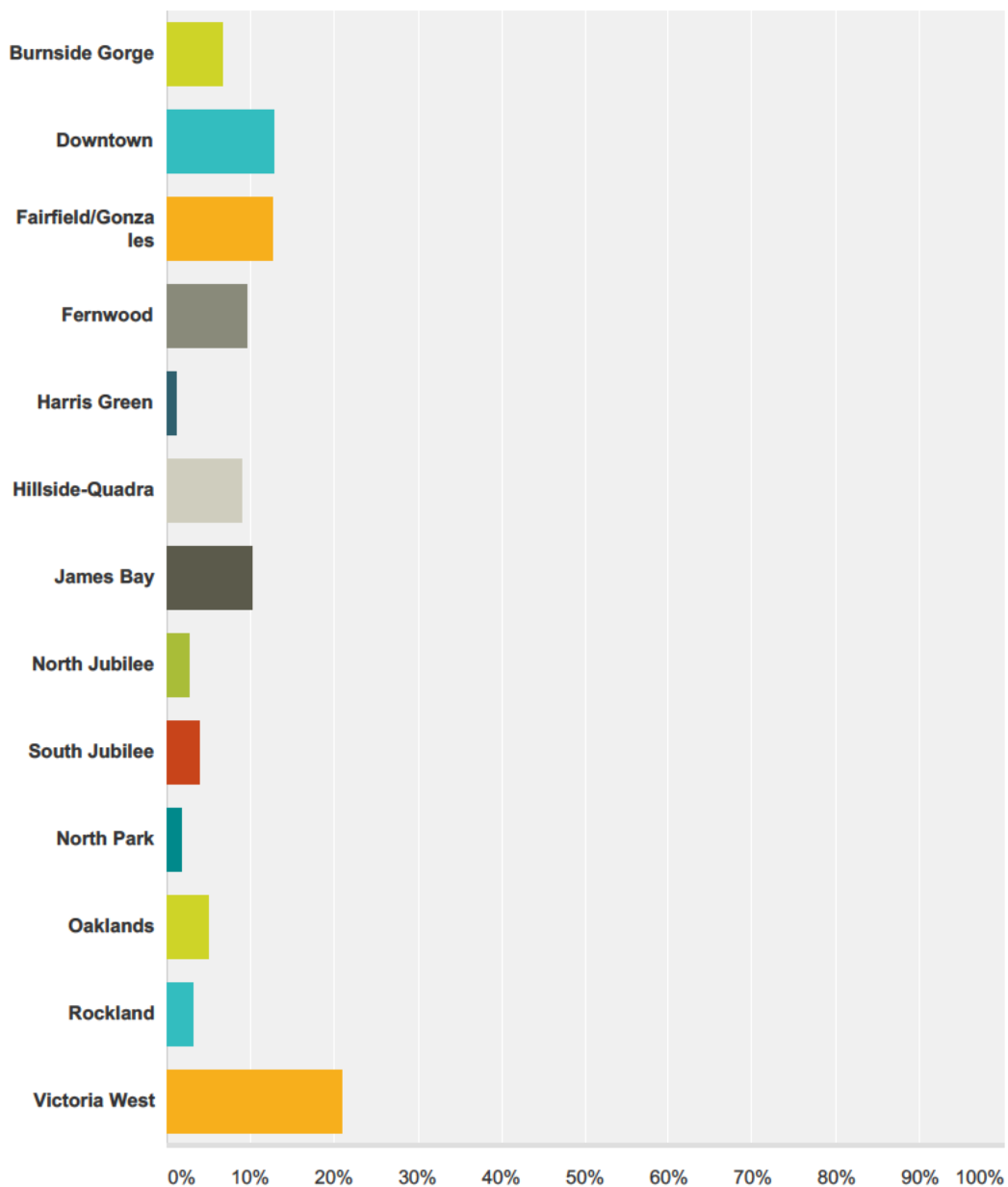
I am deeply concerned about the social, economic, and environmental impacts of the proposed pipeline expansion. My concerns are directly related to the impacts of expanding the travel & trade of ^{crude} oil & fossil fuels. The current methods are not sustainable, therefore, how can we expect to expand? How can we thrive on an expanding economy that we cannot sustain? The jobs created will be temporary, and only as lasting as the oil supplies themselves, which are depleting rapidly. Let us instead focus our resources on renewable sources & a lasting, modest economy.

Online Survey

The survey was available for six weeks. 505 responses were collected. Approximately 77% of the responses were from Victoria residents, with participants coming from all neighbourhoods. 23% of the responses came from other municipalities, mainly those within the CRD.

Q1 Where do you live or operate a business?

Answered: 504 Skipped: 1



Answer Choices	Responses
Burnside Gorge	6.75% 34
Downtown	12.90% 65
Fairfield/Gonzales	12.70% 64
Fernwood	9.52% 48
Harris Green	1.19% 6

Hillside Quadra	8.93%	45
James Bay	10.32%	52
North Jubilee	2.78%	14
South Jubilee	3.97%	20
North Park	1.79%	9
Oaklands	4.96%	25
Rockland	3.17%	16
Victoria West	21.03%	106
Total		504

#	Other outside of Victoria	Date
1	View Royal	11/7/2014 4 22 PM
2	Esquimalt	11/7/2014 4 08 PM
3	View Royal	11/7/2014 4 06 PM
4	Esquimalt	11/7/2014 3 49 PM
5	Saanich	11/7/2014 3 44 PM
6	Gordon Head	10/31/2014 7 14 PM
7	Saanich	10/31/2014 6 15 PM
8	Langford	10/31/2014 6 06 PM
9	Capital Regional District	10/31/2014 5 36 PM
10	Cordova Bay	10/31/2014 4 28 PM
11	Oak Bay	10/31/2014 4 12 PM
12	Highlands other should be an answer	10/31/2014 2 59 PM
13	Langford	10/31/2014 2 29 PM
14	Cadboro Bay	10/31/2014 2 11 PM
15	Esquimalt	10/31/2014 1 57 PM
16	Saanich	10/31/2014 12 53 PM
17	Saanich	10/31/2014 12 05 PM
18	saanich but we also share Victoria waterways	10/30/2014 10 16 PM
19	Oak Bay	10/30/2014 10 10 PM
20	Saanich	10/30/2014 10 01 PM
21	Cadboro Bay didn't see appropriate choice listed	10/29/2014 4 29 PM
22	Esquimalt	10/29/2014 2 44 PM
23	Cadboro Bay	10/29/2014 11 10 AM
24	Ten Mile Point	10/28/2014 2 02 PM
25	Saanich Cadboro Bay	10/24/2014 2 36 PM
26	Saanich Cadboro Bay	10/24/2014 2 36 PM

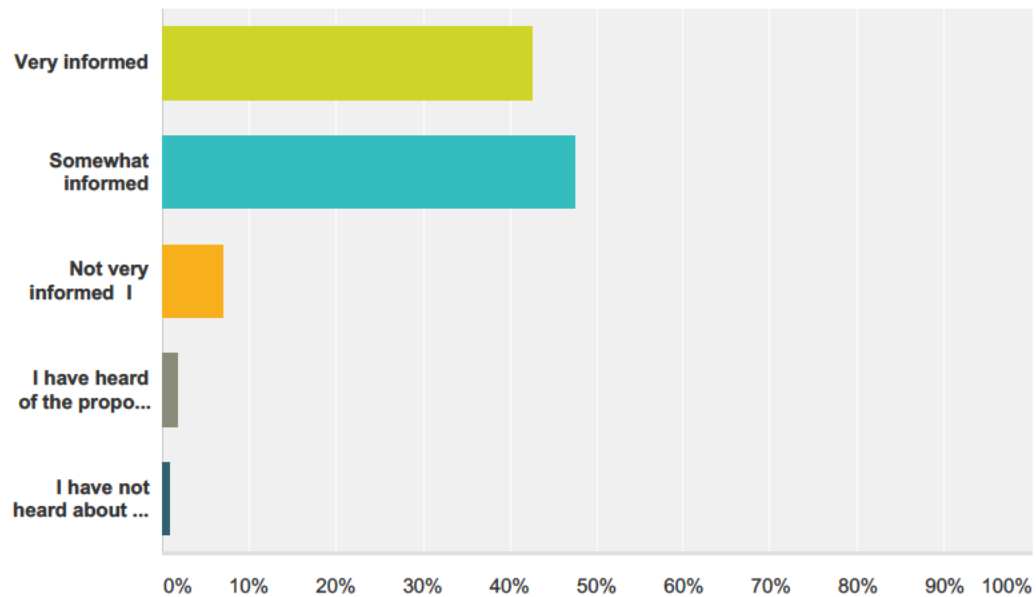
27	10 mile point	10/22/2014 6 20 PM
28	Cadboro BAy	10/22/2014 5 05 PM
29	Saanich	10/22/2014 1 14 PM
30	Saanich East	10/21/2014 7 38 PM
31	Cadboro Bay	10/21/2014 9 03 AM
32	Cadboro Bay Saanich	10/20/2014 2 42 PM
33	Cadboro Bay/University	10/20/2014 2 06 PM
34	Ten Mile Point	10/20/2014 1 20 PM
35	Cadboro Bay	10/20/2014 11 52 AM
36	Esquimalt	10/20/2014 11 04 AM
37	Cadboro Bay	10/20/2014 10 04 AM
38	ten mile point	10/20/2014 9 54 AM
39	Cadboro Bay	10/20/2014 9 53 AM
40	cadboro bay	10/20/2014 9 39 AM
41	Cadboro Bay	10/20/2014 9 11 AM
42	Saanich	10/20/2014 7 17 AM
43	Saanich East	10/19/2014 9 14 PM
44	Ten Mile Point	10/19/2014 7 39 PM
45	ten mile point	10/19/2014 7 37 PM
46	Saanich (Cadboro Bay)	10/19/2014 6 31 PM
47	Cadboro Bay	10/19/2014 6 13 PM
48	cadboro bay	10/19/2014 5 39 PM
49	esquimalt	10/14/2014 5 56 PM
50	Esquimalt	10/14/2014 5 38 PM
51	saanich (cadboro bay)	10/14/2014 5 28 PM
52	Other	10/8/2014 3 26 PM
53	Cadboro Bay	10/6/2014 9 36 PM
54	Esquimalt	10/6/2014 7 00 PM
55	3 locations downtown fernwood Saanichton	10/6/2014 10 05 AM
56	live in Saanich	10/4/2014 6 36 PM
57	Central saanich	10/4/2014 12 30 PM
58	Esquimalt	10/3/2014 6 51 PM
59	Saanich	10/3/2014 3 30 PM
60	Colwood	10/3/2014 3 28 PM
61	Saanich	10/3/2014 10 22 AM
62	Vic West Esquimalt border	10/3/2014 9 56 AM
63	Saanich	10/3/2014 7 55 AM
64	Cowichan Valley	10/2/2014 10 14 PM

65	Live Cedar Hill Saanich But work Burnside Gorge	10/2/2014 8 59 PM
66	vancouver	10/2/2014 8 47 PM
67	South Saanich	10/2/2014 8 01 PM
68	View Royal	10/2/2014 7 50 PM
69	Mount Tolmie	10/2/2014 5 49 PM
70	Gordon head	10/2/2014 4 43 PM
71	East Sooke	10/2/2014 2 17 PM
72	Colwood	10/2/2014 12 26 PM
73	saanich	10/2/2014 12 45 AM
74	Campbell River	10/1/2014 8 47 PM
75	saanich	10/1/2014 7 53 PM
76	Oak Bay	10/1/2014 7 08 PM
77	Esquimalt	10/1/2014 6 09 PM
78	saanich	10/1/2014 5 43 PM
79	Saanich	10/1/2014 3 07 PM
80	Hillside Shelbourne	10/1/2014 3 03 PM
81	Sanich	10/1/2014 2 17 PM
82	saanich Gordon head	10/1/2014 1 56 PM
83	France	10/1/2014 12 35 AM
84	Sooke BC	9/30/2014 9 36 PM
85	live in Saanich gnore 'downtown' above	9/30/2014 8 39 PM
86	Saanichton	9/30/2014 8 10 PM
87	South Saanich (Maplewood)	9/30/2014 7 01 PM
88	Brentwood Bay	9/30/2014 6 49 PM
89	langford	9/30/2014 4 19 PM
90	Saanich West	9/30/2014 3 37 PM
91	Corporation of the District of Central Saanich	9/30/2014 2 44 PM
92	vancouver	9/30/2014 1 48 PM
93	Oak Bay	9/30/2014 1 17 PM
94	Highlands	9/30/2014 11 41 AM
95	Penticton	9/30/2014 11 32 AM
96	Saanich still a part of Greater Victoria	9/30/2014 10 02 AM
97	Shirley	9/30/2014 9 39 AM
98	Metchosin B C	9/29/2014 11 39 PM
99	plus professional office in Oak Bay	9/29/2014 9 09 PM
100	Oak Bay	9/29/2014 8 54 PM
101	Saanich	9/29/2014 7 15 PM
102	Saanich	9/29/2014 6 42 PM

103	Parksville BC is where live???	9/29/2014 6 25 PM
104	Saanich	9/29/2014 4 16 PM
105	Saltspring sland	9/29/2014 3 34 PM
106	Langford	9/29/2014 9 05 AM
107	Galiano sland	9/28/2014 10 29 PM
108	Sidney	9/27/2014 3 14 PM
109	langford	9/26/2014 7 15 PM
110	Shawnigan Lake	9/25/2014 9 17 AM
111	Saanich Municipality other doesn't have a selection box	9/25/2014 8 52 AM
112	Oak Bay	9/24/2014 8 40 PM
113	Sooke	9/24/2014 5 57 PM
114	rob gordon from Saanich completed	9/24/2014 9 52 AM
115	Sooke	9/24/2014 9 22 AM
116	Work Downtown Live in Saanich	9/24/2014 9 14 AM

Q2 Based on what you have seen, read or heard, how well informed do you think you are about the Trans Mountain pipeline expansion proposal?

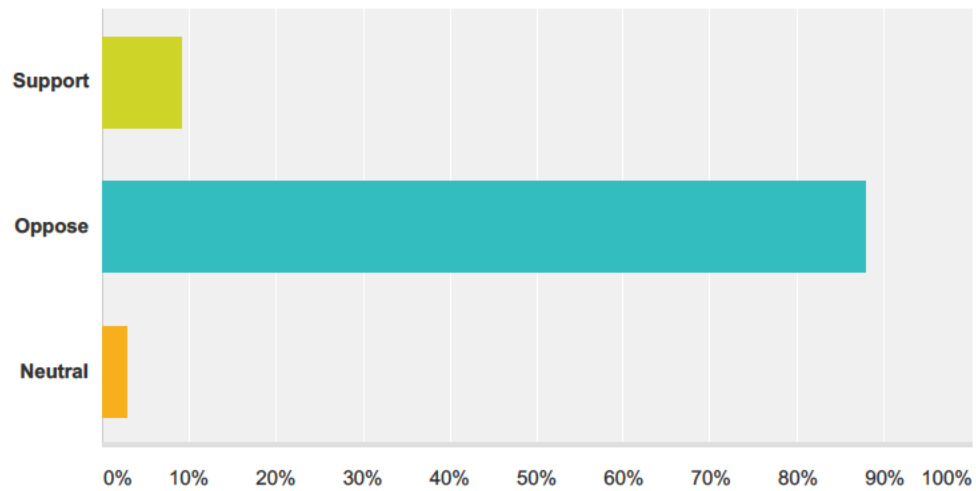
Answered: 504 Skipped: 1



Answer Choices	Responses	
Very informed	42.66%	215
Somewhat informed	47.62%	240
Not very informed have heard about the proposal but don t know the details	7.14%	36
have heard of the proposal but don t know anything about it	1.79%	9
have not heard about the proposal	0.79%	4
Total		504

Q3 Based on what you know of the project, do you support or oppose the pipeline expansion?

Answered: 504 Skipped: 1



Answer Choices	Responses	
Support	9.13%	46
Oppose	87.90%	443
Neutral	2.98%	15
Total		504

Q4 In a few bullets please describe any key benefits of increased shipping of petroleum products in the Victoria area.

Answered: 302 Skipped: 203

#	Responses	Date
1	None Can't think of any	11/7/2014 4 26 PM
2	None None	11/7/2014 4 22 PM
3	increase in jobs jobs? Canadian dollar may rise	11/7/2014 4 13 PM
4	None None	11/7/2014 4 08 PM
5	Risks far outweigh benefi Are there any that are worth the risk?	11/7/2014 3 55 PM
6	None none whatsoever	11/7/2014 3 44 PM
7	None There are no benefits the risk from even one tanker is irreversable damage	11/7/2014 3 41 PM
8	None none	11/7/2014 3 21 PM
9	Get oil to market, profit increase in jobs Sales of hydrocarbon products particularly to locales outside of the country create new jobs cash flow and revenue to those working within the industry	11/2/2014 9 50 PM
10	profit for a few A few wealthy individuals will get wealthier while global warming gets worse	11/2/2014 3 15 AM
11	None none	11/1/2014 2 18 PM
12	Benefit to Province pipeline safer than rail This is a leading question because we don't have an oil port here There is little risk to Victoria the province as a whole benefits and it is less risky than shipping by rail	10/31/2014 9 51 PM
13	None None do not agree with tanker traffic	10/31/2014 5 36 PM
14	Get oil to market, profit increase in jobs Risks far outweigh benefi Short term monetary benefit on a small scale considering the company is not Victorian but there may be very few jobs for some Victoria residents perhaps People can continue to fuel their lives via petroleum derived energy this is obviously more of a negative point than a benefit given the massive global pollution consumption and climate alteration problems	10/31/2014 5 10 PM
15	Risks far outweigh benefi There are none that would outweigh the ongoing and unrelenting erosion of our environment in this case our coasts and marine ecology in terms of current and future ecotourism dollars these assets are priceless	10/31/2014 4 28 PM
16	None There are none	10/31/2014 4 17 PM
17	None There are none	10/31/2014 4 12 PM
18	a few jobs-marine service don't know Might there be a benefit to businesses in the marine services? 'm am afraid don't have the background to properly answer this question	10/31/2014 3 17 PM
19	None There are none	10/31/2014 3 04 PM
20	None not too sure any benefits	10/31/2014 2 59 PM
21	Risks far outweigh benefi don't think there are any benefits transporting oil is so dangerous and disruptive to ecosystems	10/31/2014 2 31 PM
22	Get oil to market, profit increase in jobs Revenue Jobs ncreased coastal watchdogs	10/31/2014 2 29 PM
23	Get oil to market, profit profit for a few Money for producers and Albertan/federal tax coffers	10/31/2014 1 51 PM
24	Risks far outweigh benefi None of the benefits outweigh the potential for environmental disaster	10/31/2014 1 30 PM
25	None can see none	10/31/2014 1 06 PM
26	None profit for a few No benefits whatsoever unless you're rich and have invested in the oil industry	10/31/2014 12 44 PM

59	Benefit to Province Get oil to market, profit increase in jobs Economic of course	10/21/2014 7 38 PM
60	None none	10/21/2014 11 13 AM
61	None none	10/21/2014 10 29 AM
62	None None	10/21/2014 9 03 AM
63	\$\$ for social services Benefit to Province increase in jobs A stupid loaded question Commerce jobs income for governments a better life for children and grandchildren etc etc	10/20/2014 4 08 PM
64	Risks far outweigh benefi No benefits that are not outweighed by potential environmental distasters	10/20/2014 2 42 PM
65	None There are no benefits at all There will be no local jobs improvement Gasoline / fuel oil prices could be expected to increase for island residents given increased access of oil to "world prices"	10/20/2014 1 20 PM
66	increase in jobs WE all have to do our part in supporting the Canadian economy and can not let our N MB interest stand in the way of the common good	10/20/2014 1 07 PM
67	Get oil to market, profit Revenue and product availability	10/20/2014 11 52 AM
68	a few jobs-marine service Possibly might hire a few local marine pilots	10/20/2014 11 04 AM
69	Risks far outweigh benefi Ship traffic at night time is not cool and don't want the coastline covered in oil nor do support oil as an energy worth expanding on Renewal energy is overlooked because oil is such a profitable alley stop overlooking what is completely viable Be responsible for the future of earth instead of raping and pillaging everything you can get your hands on	10/20/2014 10 35 AM
70	profit for a few money for oil companies mostly foreign	10/20/2014 10 04 AM
71	improved disaster respons increased nautical backup " disaster backup facilities	10/20/2014 9 54 AM
72	increase in jobs Possibly economic benefits jobs to support families Don't know enough to assess	10/20/2014 9 53 AM
73	None none	10/20/2014 9 39 AM
74	Get oil to market, profit profit for a few Benefits in increased profits to the company involved Higher prices for shareholders in the company	10/20/2014 9 11 AM
75	Get oil to market, profit Canada needs the export revenue	10/20/2014 8 28 AM
76	Risks far outweigh benefi The negative impact far outweighs any positive benefits	10/19/2014 7 39 PM
77	None none foreseen	10/19/2014 7 37 PM
78	None none in my opinion	10/19/2014 6 31 PM
79	None none	10/19/2014 6 13 PM
80	None None	10/19/2014 5 39 PM
81	None None	10/19/2014 2 02 PM
82	Get oil to market, profit financial profits only at the cost of our environment and the natural habitats of all species of wildlife	10/18/2014 11 20 AM
83	Benefit to Province profit for a few Risks far outweigh benefi There are only economic benefits for oil producers transmission companies and their employees plus some revenue to the governments of Alberta BC and Canada however the potential damage to the environment of the world let alone an oil spill anywhere in transit negates all those benefits	10/17/2014 5 11 PM
84	we need energy We continue to require petroleum We want to pay a low price for petroleum	10/17/2014 3 00 PM
85	increase in jobs None There are no benefits to Victoria per se There is a general economic benefit to Canada as a whole	10/15/2014 5 40 PM
86	Risks far outweigh benefi What is this a high school quiz? 'm sorry but the threats to our environment out way any benefit	10/14/2014 5 56 PM
87	increase in jobs some economic benefits to Canada	10/14/2014 5 38 PM

88	profit for a few Risks far outweigh benefit Company will make huge profits We will make money supplying oil to countries who don't have enough or mismanaged their own natural resources Why just key benefits? Potential destroying of coastline for all eternity and extreme suffering of wildlife are huge detractors	10/14/2014 5 28 PM
89	None increased shipping of petroleum provides no benefit to Victoria	10/12/2014 7 40 PM
90	None No benefits unless Tanker Watching becomes a major tourist attraction after the Whales are scared off	10/12/2014 12 13 AM
91	a few jobs-marine service Benefit to Province increase in jobs increased tax base for the province more jobs in burnaby and pilots in Victoria potential for ship maint at Ship Point	10/11/2014 6 22 PM
92	\$\$ for social services a few jobs-marine service increased economic activity will provide revenue and taxes to support public social and environmental programs that benefit all residents including us in Victoria tug boat escorts coast guard monitoring etc along the tanker route in the Strait will support the local shipping service industry in greater Victoria	10/11/2014 12 23 PM
93	None none	10/10/2014 9 54 PM
94	None 0	10/10/2014 2 34 PM
95	Risks far outweigh benefit no advantages all the risks to us Kinder Morgan and their partners get all the benefits and even those are short term gains for long term problems	10/10/2014 11 50 AM
96	None do not want any tanker entering Victoria or near our water	10/9/2014 2 20 PM
97	None am not aware of any benefits to the Victoria area	10/9/2014 12 30 PM
98	None t would cause environmental damage to our ocean and our harbor and sea life	10/9/2014 11 09 AM
99	None 'm sorry but have none	10/8/2014 3 26 PM
100	Benefit to Province increase in jobs We can't avoid the fact that this is good for our economy	10/8/2014 2 28 PM
101	Get oil to market, profit ncreased revenue for petroleum and supporting agencies	10/8/2014 10 44 AM
102	None None for us regular folks	10/7/2014 9 16 PM
103	None there are no benefits only drawbacks and potential disaster that could be impossible to rectify later	10/7/2014 8 52 PM
104	None no key benefits at all	10/7/2014 4 19 PM
105	None n this time of unpredictable climate change believe there are no benefits	10/7/2014 3 12 PM
106	None none	10/7/2014 11 13 AM
107	other As an island we should be careful to deny shipping of any thing How would we travel here move items for commerce or access other materials and resources? What if the questions was should we increase or reduce ferry traffic?	10/6/2014 9 36 PM
108	Risks far outweigh benefit The risks outweigh any slight bit of money we may make and there are very few jobs created but the potential to lose many so it is a net loss to Victoria	10/6/2014 8 16 PM
109	None Zero Nil Non	10/6/2014 5 28 PM
110	None NONE	10/6/2014 5 26 PM
111	None None	10/6/2014 5 23 PM
112	None No benefits	10/6/2014 4 58 PM
113	a few jobs-marine service increase in jobs Employment opportunities Upgraded marine traffic control system	10/6/2014 3 23 PM
114	None There are no benefits to increasing investment in the petroleum based economy because all that investment (social financial intellectual scientific technological emotional) should be going towards sustainable energy	10/6/2014 10 05 AM
115	None None	10/6/2014 12 35 AM
116	None don't believe that there are any significant benefits to our area nevertheless there are significant dangers	10/5/2014 8 58 PM
117	None None	10/5/2014 7 23 PM

118	None None	10/4/2014 6 36 PM
119	None do not see any benefits to Victoria of shipping petroleum products through the surrounding waters	10/4/2014 5 19 PM
120	None None whatsoever	10/4/2014 4 45 PM
121	None none	10/4/2014 9 04 AM
122	Risks far outweigh benefit Although there are current economic benefits the risks and impacts outweigh any benefits indeed even the economic benefits can be met through other more environmentally sustainable sources	10/3/2014 7 13 PM
123	Get oil to market, profit Make money	10/3/2014 6 51 PM
124	profit for a few A select few people will benefit and become slightly richer at the cost of the environment and the proverbial "99%"	10/3/2014 5 49 PM
125	None There are none	10/3/2014 3 28 PM
126	profit for a few money for the already rich	10/3/2014 12 10 PM
127	Get oil to market, profit Money	10/3/2014 11 57 AM
128	None there would be no benefits whatsoever	10/3/2014 11 55 AM
129	increase in jobs economic development improved industry relations	10/3/2014 11 55 AM
130	\$\$ for social services Benefit to Province increase in jobs we can control shipping This is a different issue than the one posed in Q3 support pipeline expansion overland simply because the alternative is by rail a vastly more risky method as Lac Megantic proved Railways are also decidedly less subject to public oversight and regulations Furthermore if the KM pipeline application fails we can expect those increased crude oil shipments by rail to go south to the Cherry Point WA oil terminal where tankers will be loaded and dispatched by our shoreline (only a little further south) than they are now free of any oversight by Canadian regulations As for increased shipping (by which take it to mean tanker traffic) the key benefit to Victoria is the same as it is for any other B C community increased oil exports mean more jobs and taxes which in turn support our social and infrastructure needs throughout the province As for Q5 why aren't you also providing space to indicate why one is either not concerned or neutral? This is an obvious bias in the survey	10/3/2014 11 02 AM
131	None None	10/3/2014 10 43 AM
132	Benefit to Province increase in jobs profit for a few suppose the key benefit would be increased profits for certain businesses shipping taxes for the city and some job creation	10/3/2014 10 22 AM
133	None Victoria already experiences heightened environmental strain due to the cruise ship and other transportation traffic that pass through our water ways Even without a mishap the increased oil tanker traffic will only add to the stress that pollution imposes upon our marine life and air quality	10/3/2014 10 03 AM
134	a few jobs-marine service None There are none except in the case of an oil spill when a few clean up jobs might pop up	10/3/2014 9 56 AM
135	None There are no benefits A tar sands tanker spill in the Haro Strait or the Boundary Pass will destroy Victoria and the Salish Sea The tar sands should not be permitted to cross the BC/AB border because there is no equipment to clean up a spill and because Kinder Morgan has not meant Clark's five conditions Remember the Kalamzoo River disaster	10/3/2014 12 18 AM
136	None None	10/2/2014 10 33 PM
137	None can't think of any	10/2/2014 8 59 PM
138	None can't think of any	10/2/2014 8 31 PM
139	None Absolutely no benefits at all	10/2/2014 8 01 PM
140	None Can't see any	10/2/2014 7 50 PM
141	None There are none	10/2/2014 6 47 PM
142	None am not aware of benefits to Victoria As this is petroleum from Alberta presumably most of the royalties go to that province	10/2/2014 6 18 PM

143	increase in jobs we can control shipping f we don't build it it will be railed to Anacortes Tacoma as well as other ports We control the agenda if it leaves our ports We get the jobs We set the standards t is already beginning question #5 is disingenuous it's coming whether we approve this pipeline or not # 6 is loaded am concerned want the pipeline the oil is coming regardless of Canadian or US port of origin The concern is about shipping not the pipeline All Captains sober double hulls pilot guides etc We need to control this part of it We can't if we say "NO" and it is shipped through US ports	10/2/2014 6 01 PM
144	None None	10/2/2014 5 49 PM
145	None Can't see any benefits to Victoria at all	10/2/2014 5 06 PM
146	None see no long term only negatives	10/2/2014 4 43 PM
147	None There are no benefits All significant profits will be Texas bound and we will only be left with the pollution and the clean up if there is a spill	10/2/2014 2 17 PM
148	Risks far outweigh benefi Any suggested benefits are outweighed by the potential environmental cost of a spill	10/2/2014 2 10 PM
149	None don't see any but money Money cannot keep the environment clean	10/2/2014 12 42 PM
150	None do not know of any benefits to the city of Victoria am sceptical of the trickle down economic theory of any substantial increased provincial revenues generated by the project	10/2/2014 12 26 PM
151	Risks far outweigh benefi The benefits only benefit the people who stand to make a profit the inevitable damage that will result in increased traffic far outweighs any suggested benefit to my community	10/2/2014 12 25 PM
152	None None	10/2/2014 12 14 PM
153	None All see are increased hazards to movement in a very dangerous waterway for oil tankers no benefits	10/2/2014 11 42 AM
154	None None	10/2/2014 11 12 AM
155	None Zero	10/2/2014 8 29 AM
156	None There are none	10/2/2014 8 11 AM
157	None There is no benefit whatsoever only loss	10/1/2014 11 47 PM
158	\$\$ for social services a few jobs-marine service Get oil to market, profit ncrease in foreign trade more money for Canada more taxes for government more services for companies servicing the shipping trade more work for local ship yards	10/1/2014 10 01 PM
159	profit for a few Risks far outweigh benefi helps shareholders of companies involved minimal benefit to gdp jobs and tax revenue that would be vastly less than the economic losses from a major accident in these waters	10/1/2014 9 46 PM
160	None None	10/1/2014 8 47 PM
161	Benefit to Province ncreased to governments	10/1/2014 8 40 PM
162	None none	10/1/2014 8 11 PM
163	None none	10/1/2014 7 53 PM
164	Get oil to market, profit increase in jobs Risks far outweigh benefi More wealth and jobs But what does it matter when all our finite resources are used up and all of the environment is at risk? The negatives outweigh the positives	10/1/2014 6 36 PM
165	None None This is not the kind of economy want for my province	10/1/2014 6 09 PM
166	Get oil to market, profit profit for a few petroleum companies increase profits	10/1/2014 5 59 PM
167	None there are no benefits	10/1/2014 5 50 PM
168	None see no benefits	10/1/2014 5 44 PM
169	increase in jobs Some jobs when there is no spill Many jobs when there is a spill	10/1/2014 5 43 PM
170	a few jobs-marine service Benefit to Province ncreased work for pilot station increased employment and revenue in the province Hippie head explosions	10/1/2014 5 04 PM
171	None t's not clear that there would be any benefit to the Victoria area	10/1/2014 4 54 PM
172	None there are none	10/1/2014 4 52 PM

173	Risks far outweigh benefi None that could possibly outweigh the risks associated	10/1/2014 4 45 PM
174	None NONE	10/1/2014 4 44 PM
175	None No benefits	10/1/2014 3 07 PM
176	None don't think we will see any	10/1/2014 3 03 PM
177	None in the long term none	10/1/2014 2 33 PM
178	Benefit to Province The only things can think of is that Victoria MAY benefit from increased revenues to the Province assume the Province will collect increased taxes of some kind and that may trickle down to the City of Victoria somehow	10/1/2014 2 17 PM
179	None None realistic	10/1/2014 2 08 PM
180	None No benefits only downfalls Put money into green energy instead	10/1/2014 12 59 PM
181	Risks far outweigh benefi don't see any benefits to the Victoria area from increased shipping of petroleum products that are in any worth the risks associated with this project The risk of an oil spill in the waters around Victoria would jeopardize many of the key industries that support the local economy (eco tourism whale watching fisheries etc) as well as destroy one of the most beneficial aspects of living in this area the surrounding environment and the many recreational opportunities it affords	10/1/2014 11 27 AM
182	None None	10/1/2014 11 14 AM
183	increase in jobs maybe more jobs	10/1/2014 11 06 AM
184	Benefit to Province Would generate a small amount of tax revenue for the BC government some of which might trickle down to Victoria	10/1/2014 9 16 AM
185	profit for a few \$\$\$ for the big guys	10/1/2014 12 35 AM
186	Risks far outweigh benefi there are no benefits that are not far outweighed by the potential negative consequences	9/30/2014 10 15 PM
187	None is there any?	9/30/2014 8 39 PM
188	None No benefits at all	9/30/2014 7 55 PM
189	Benefit to Province cannot think of any benefits which will directly impact our community perhaps if the BC government can collect greater taxes from KinderMorgan and related businesses some of that will trickle down into our community?	9/30/2014 7 01 PM
190	None None	9/30/2014 5 36 PM
191	Get oil to market, profit profit for a few Don't see any other than to increase revenue to the Oil Companies	9/30/2014 5 18 PM
192	a few jobs-marine service Risks far outweigh benefi can only think of short term economic benefits including increased business for the sea pilots These potential gains seem short sighted when we consider the increased risk for disaster and our need to shift to a more sustainable economy	9/30/2014 4 47 PM
193	None don't see any benefit to increased shipping of petroleum products in the Victoria area	9/30/2014 4 37 PM
194	None profit for a few There are zero benefits to global warming climate change efforts to cut back emissions Zero benefits to ocean life The only benefits appear to be for corporate oil&gas entities Even the jobs issue are clearly short term and certainly doesn't help environment long nor short	9/30/2014 2 44 PM
195	None * none * none at all * petroleum investment is neanderthal thinking	9/30/2014 2 13 PM
196	other *A major spill will coast the Canadian economy big time this will drive down the dollar supporting the manufacturing industry in Ontario and Quebec	9/30/2014 2 00 PM
197	None none	9/30/2014 1 48 PM
198	None zero	9/30/2014 1 37 PM
199	Risks far outweigh benefi None only big business will benefit and British Columbians will bear the risk	9/30/2014 1 36 PM
200	None None	9/30/2014 1 17 PM
201	None None	9/30/2014 1 16 PM

202	other that's the question isn't it	9/30/2014 1 12 PM
203	None none	9/30/2014 12 25 PM
204	None There are no benefits to increased shipping of petroleum products in the Victoria area	9/30/2014 11 55 AM
205	other More stuff	9/30/2014 11 33 AM
206	None none	9/30/2014 11 31 AM
207	None Absolutely none	9/30/2014 11 16 AM
208	None do not agree that benefits will be provided by increased shipping of petroleum products to Southern Vancouver island/ Victoria areas	9/30/2014 10 36 AM
209	Get oil to market, profit Risks far outweigh benefi short term \$\$\$ gain in exchange for the future of our children	9/30/2014 10 13 AM
210	None NONE	9/30/2014 9 39 AM
211	Get oil to market, profit increase in jobs Economic benefits	9/30/2014 9 00 AM
212	Get oil to market, profit increase in jobs We need to stop vilifying Canadian industries that advance our national economy	9/30/2014 8 04 AM
213	None None	9/30/2014 7 44 AM
214	None none	9/30/2014 7 37 AM
215	Get oil to market, profit None To Victoria and to myself? cannot think of any To Canada as a whole? Maybe a small short term increase in GDP	9/30/2014 7 30 AM
216	None no benefit	9/30/2014 7 20 AM
217	Risks far outweigh benefi can't think of any long term benefits only extraordinary costs	9/30/2014 1 01 AM
218	None none	9/29/2014 11 39 PM
219	None None whatsoever	9/29/2014 11 11 PM
220	Get oil to market, profit profit for a few more money for owners of oil related businesses cheaper oil for Asians?	9/29/2014 11 10 PM
221	None can think of no benefits	9/29/2014 11 04 PM
222	Benefit to Province increase in jobs we need energy Economic benefits in the form of taxes job and business opportunists plus the supply of fuel used in vehicles on Vancouver island is transported through the existing TMPL pipeline	9/29/2014 10 38 PM
223	None None	9/29/2014 10 01 PM
224	None can't think of any benefits that accrue to Victoria	9/29/2014 9 59 PM
225	Benefit to Province ncreased federal and provincial tax revenue	9/29/2014 9 53 PM
226	None None	9/29/2014 9 39 PM
227	Risks far outweigh benefi none that weigh against the problem of climate change and pollution	9/29/2014 9 09 PM
228	Risks far outweigh benefi the safety of our ocean and the food source it supports	9/29/2014 9 08 PM
229	None there are none	9/29/2014 9 02 PM
230	Benefit to Province Risks far outweigh benefi Economic benefits could be delivered but at considerable risk to the environment	9/29/2014 8 57 PM
231	Risks far outweigh benefi There would be risk but no benefits The petrochemical industry have been less than honest about their ability to clean up any mess but they've NOT effectively cleaned up any spill yet The major spills Gulf of Mexico Alaska have been through human 'error' so improving navigational aides in the Salish Sea are NOT relevant	9/29/2014 7 19 PM
232	None Cannot think of any benefits to Victoria area	9/29/2014 7 18 PM

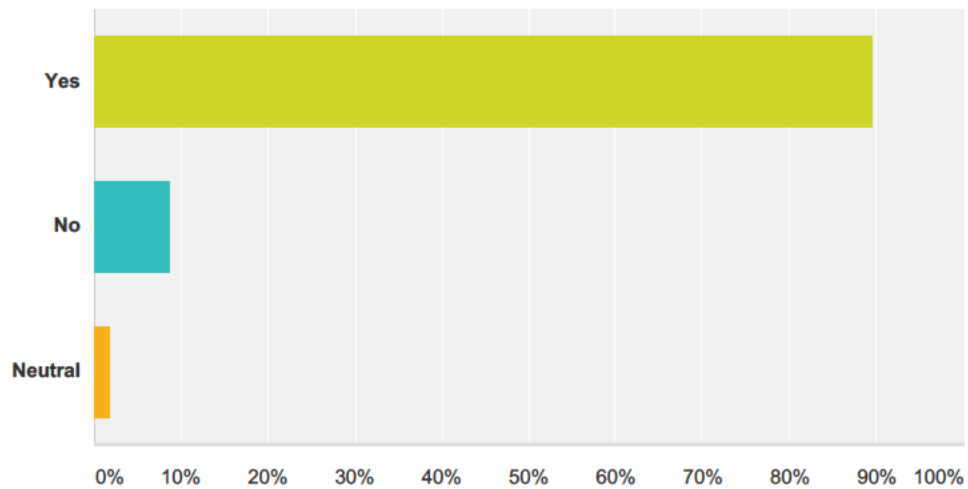
233	None none	9/29/2014 7 00 PM
234	None NONE	9/29/2014 6 25 PM
235	None None	9/29/2014 6 21 PM
236	None None	9/29/2014 5 36 PM
237	None • zero nada none	9/29/2014 5 26 PM
238	Benefit to Province Get oil to market, profit increase in jobs Economic	9/29/2014 4 16 PM
239	None None t would dramatically increase the risk of a catastrophic spill that would severely damage our waters and hence our economy for years to come	9/29/2014 3 49 PM
240	None There are none	9/29/2014 2 53 PM
241	None None	9/29/2014 2 24 PM
242	None don't understand this question What benefits?	9/29/2014 2 15 PM
243	None None	9/29/2014 2 03 PM
244	None can't think of any	9/29/2014 1 46 PM
245	None NONE	9/29/2014 1 29 PM
246	Risks far outweigh benefi The risks and dangers to our environment and ocean is too great for any benefits to be reasonable	9/29/2014 9 27 AM
247	None no key benefits	9/28/2014 10 29 PM
248	None None	9/28/2014 2 35 PM
249	we need energy t gives us heat for our homes and fuel for our cars	9/28/2014 12 34 PM
250	Get oil to market, profit * t'll get Canada's declining oil reserves to market faster * t'll make the owners of Kinder Morgan even richer	9/28/2014 8 50 AM
251	Get oil to market, profit No benefits to anyone except the shareholders of Kinder Morgan	9/27/2014 4 45 PM
252	Risks far outweigh benefi can't think of many benefits perhaps cheaper fuel but at great environmental risk	9/27/2014 3 14 PM
253	improved disaster respons t may increase federal investment in marine spill prevention response capacity generally which may come in handy if a non tanker gets into trouble Right now the response regime is pathetic	9/27/2014 10 37 AM
254	None don't see any benefits n fact think that we should be moving away from petroleum products and move more towards green tech	9/27/2014 10 16 AM
255	a few jobs-marine service more jobs for clean up crews	9/27/2014 8 58 AM
256	None Can't think of any	9/27/2014 1 28 AM
257	increase in jobs BC jobs	9/26/2014 7 19 PM
258	None none benefits	9/26/2014 7 15 PM
259	None None	9/26/2014 5 44 PM
260	None none	9/26/2014 3 36 PM
261	Risks far outweigh benefi There will not be any benefits to Victoria There will probably be minimal financial benefits to the lower mainland However all the environmental costs will be borne by coastal communities including Victoria	9/26/2014 2 56 PM
262	None can't think of any benefit only see the huge downside	9/26/2014 9 41 AM
263	increase in jobs Jobs federal and provincial income export income	9/25/2014 10 05 PM
264	\$\$ for social services Benefit to Province Ours remains very much a resource based economy f was want "government" to invest more and more in social services they need the revenue to do so	9/25/2014 5 11 PM
265	Get oil to market, profit Benefits oil companies	9/25/2014 12 35 PM

266	Benefit to Province Provincial taxes already a busy shipping port no substantial increase in total traffic and safe marine transport record along the BC coast	9/25/2014 9 56 AM
267	Get oil to market, profit possible financial that's it	9/25/2014 9 48 AM
268	None There are no benefits to increasing diluted bitumen tanker traffic through the Salish Sea	9/25/2014 9 42 AM
269	Get oil to market, profit The benefits would be easier transportation and increased revenue for the companies involved	9/25/2014 9 17 AM
270	increase in jobs bringing funds/commerce to the capital region bringing more jobs to victoria	9/25/2014 9 11 AM
271	increase int trade profit for a few * increased trade benefit for China *F PA is a terrible deal for Canada and particularly the Coast	9/25/2014 8 52 AM
272	a few jobs-marine service Benefit to Province increase in jobs ncreased GDP of Canada and British Columbia ncreased tax revenues to provincial and federal governments Jobs for Canadians in Canada More jobs for pilots based out of Victoria We can't continue to be a group of whiners complainers and hand wringers in Victoria who complain about economic activity because risks may exist	9/25/2014 8 36 AM
273	None none	9/25/2014 6 57 AM
274	None do not see any benefits per se money will talk louder An increase in water transportation of hazardous substances is allowing more room for concern and natural wellbeing	9/25/2014 5 28 AM
275	None None	9/24/2014 11 51 PM
276	None None Zip nada	9/24/2014 8 40 PM
277	None * None	9/24/2014 8 38 PM
278	a few jobs-marine service Benefit to Province More ship pilot movements More ship service industry employment More tax revenue for the province	9/24/2014 8 29 PM
279	other Nice photography of large tankers contrasted with the mountains in Olympic National Park	9/24/2014 8 14 PM
280	Benefit to Province increase in jobs increase int trade diversification of export markets for crude oil increased tax revenue more job security in the oil sands	9/24/2014 8 09 PM
281	\$\$ for social services increase in jobs increase int trade This is of national importance and will benefit the national economy Every resident of this region depends on these petroleum products whether we like to admit it to ourselves or not	9/24/2014 7 59 PM
282	\$\$ for social services Benefit to Province The province needs to generate revenue which can lead to increased investment in its communities Our infrastructure is crumbling our health care is broke our schools are under funded we need to create revenue through projects like this	9/24/2014 7 38 PM
283	Risks far outweigh benefi None for Victoria But you (and we in Sooke) carry ALL of the risks	9/24/2014 5 57 PM
284	None There are NO benefits to increased shipping of petroleum products	9/24/2014 5 01 PM
285	Benefit to Province ncreases wealth of BC	9/24/2014 3 33 PM
286	Risks far outweigh benefi The risks far outweigh any benefits	9/24/2014 3 04 PM
287	Get oil to market, profit Yes some money will be made substantially by the already wealthy corporate interests	9/24/2014 2 59 PM
288	Risks far outweigh benefi The benefits are not worth the risk to the environment and are short sighted	9/24/2014 1 20 PM
289	Risks far outweigh benefi am completely opposed to increasing shipping of petroleum products despite any monetary gain The risk to environment and wildlife is not worth it am a long term thinker	9/24/2014 12 32 PM
290	Benefit to Province increase in jobs ncreased jobs (lower unemployment rate) bringing skilled trades back to BC from Alberta increased revenue to the province	9/24/2014 12 27 PM
291	Risks far outweigh benefi personally can't see any that are worth the sacrifices which we couldn't make up a few years down the line with better industries	9/24/2014 12 24 PM
292	Risks far outweigh benefi petroleum and other fossil fuels are a leading contributor to CO2 emissions and the main factor in the anthropogenic causes of climate change t is unconscionable for oil companies to be making profits off of the destruction of our planet	9/24/2014 11 53 AM

293	None * NONE There are NO benefits	9/24/2014 11 42 AM
294	Risks far outweigh benefit For the City of Victoria itself there are absolutely no significant benefits of increased shipping of petroleum products (in strong contrast with the myriad and potentially devastating risks associated with increased shipping)	9/24/2014 11 31 AM
295	a few jobs-marine service Benefit to Province increase in jobs The Provincial economy benefits Union Pension Plans benefit more jobs for Harbour Pilots and tugboats more work for ship maintenance and more money spent in the local economy provisioning ships	9/24/2014 11 24 AM
296	None None	9/24/2014 11 13 AM
297	None there are none	9/24/2014 10 54 AM
298	Benefit to Province more money for the government's pockets	9/24/2014 9 43 AM
299	None There are none	9/24/2014 9 14 AM
300	other Seems to be running just fine the way it is	9/24/2014 9 06 AM
301	Risks far outweigh benefit don' believe there are any We see only risks to our local industries all the benefit will be accrued elsewhere	9/23/2014 8 27 PM
302	a few jobs-marine service construction or repairs of ships	9/23/2014 2 45 PM

Q5 Are you concerned about the increase in shipping traffic off the waters of Victoria?

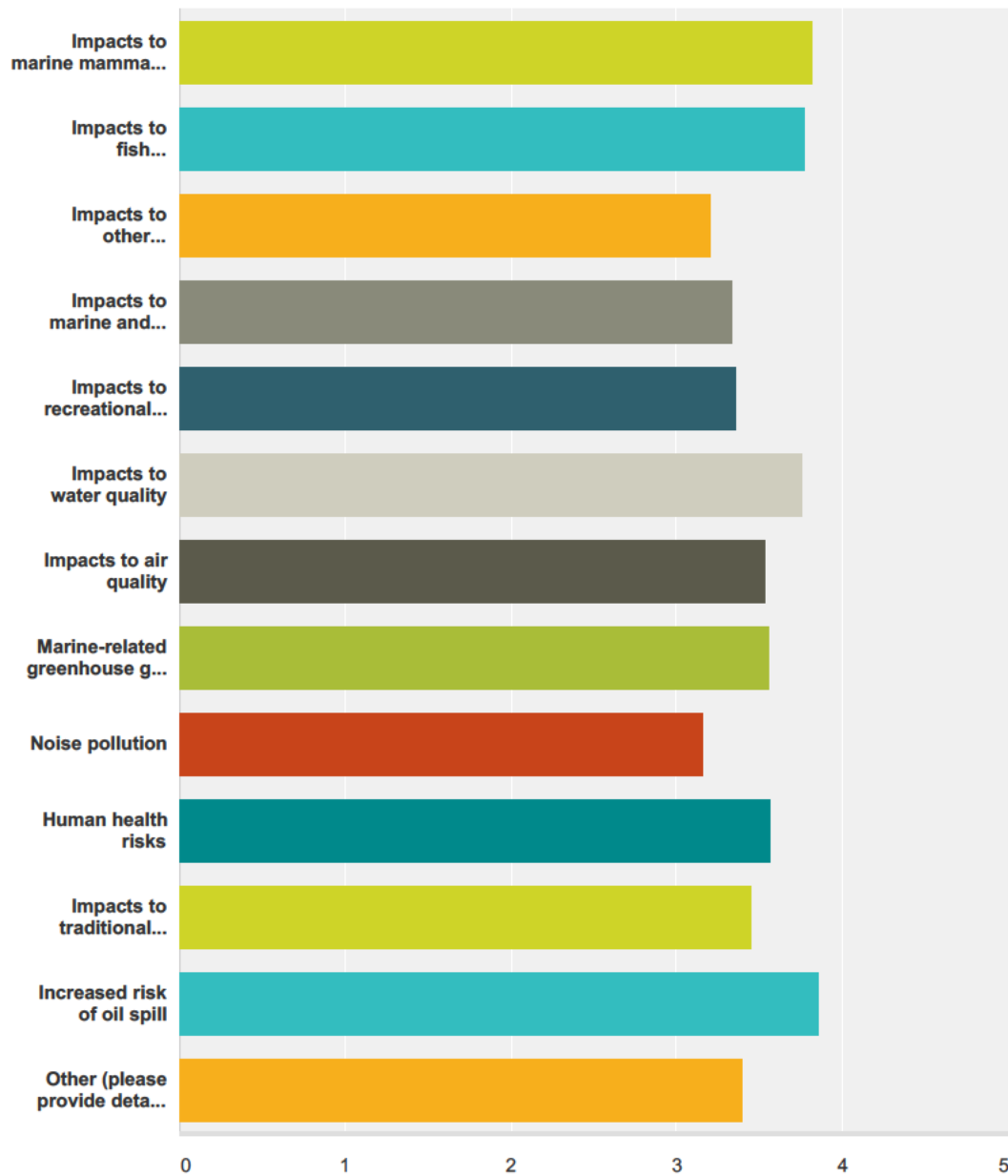
Answered: 504 Skipped: 1



Answer Choices	Responses	
Yes	89.48%	451
No	8.73%	44
Neutral	1.79%	9
Total		504

Q6 If you are concerned about the increase in shipping traffic off the waters of Victoria, please rank the level of your concerns here.

Answered: 480 Skipped: 25



	Not concerned	Neutral	Somewhat concerned	Very concerned	Total	Average Rating
mpacts to marine mammals and birds	2.09% 10	2.92% 14	5.64% 27	89.35% 428	479	3.82
mpacts to fish populations	2.94% 14	2.73% 13	7.56% 36	86.76% 413	476	3.78
mpacts to other commercial marine activities	6.98% 33	13.53% 64	31.71% 150	47.78% 226	473	3.20

mpacts to marine and land based tourism activities	7.38% 35	8.23% 39	27.64% 131	56.75% 269	474	3 34
mpacts to recreational use	5.93% 28	8.47% 40	28.81% 136	56.78% 268	472	3 36
mpacts to water quality	3.40% 16	2.34% 11	9.13% 43	85.14% 401	471	3 76
mpacts to air quality	4.48% 21	5.12% 24	22.81% 107	67.59% 317	469	3 54
Marine related greenhouse gas emissions	3.80% 18	6.75% 32	19.41% 92	70.04% 332	474	3 56
Noise pollution	7.71% 36	15.63% 73	29.12% 136	47.54% 222	467	3 16
Human health risks	4.06% 19	6.62% 31	17.95% 84	71.37% 334	468	3 57
mpacts to traditional resource use	5.59% 26	8.17% 38	20.65% 96	65.59% 305	465	3 46
ncreased risk of oil spill	2.34% 11	1.91% 9	3.18% 15	92.57% 436	471	3 86
Other (please provide details in the next question)	10.79% 15	11.51% 16	4.32% 6	73.38% 102	139	3 40

Q7 If you selected "other" in Question 6, please provide a few words describing this concern.

Answered: 126 Skipped: 379

#	Responses	Date
1	First Nations rights Freedom of First Nations rights and title	11/7/2014 4 26 PM
2	impact of oil spill An oil spill could decimate our economy destroy our communities	11/7/2014 4 22 PM
3	need sustainable energy Concerns of Canada's long term energy/environmental sustainability	11/7/2014 4 13 PM
4	climate change The world as we know it is in great peril from greenhouse gases we must never support anything that would encourage more extraction of tar sands oil	11/7/2014 4 08 PM
5	climate change Climate change detrimental effects of oil sands to human and animal populations in that area disrespect for First Nations rights and UN legal requirements to consult indigenous peoples	11/7/2014 4 06 PM
6	First Nations rights Concern for First Nations precautionary principle	11/7/2014 3 44 PM
7	climate change expansion of oil sands concerned about expansion of oil sands and greenhouse gases	11/7/2014 3 21 PM
8	climate change need sustainable energy The unquestioned reliance on and investment in a non renewable resource which is known to have cumulative detrimental effects on ecosystems and habitats including those for mankind is shortsighted at best Governments have the obligation to educate the public and redirect moneys toward investments that are best for those they claim to represent This does not mean short term financial bonanzas but long term considerations The proposed project in no way achieves those goals	11/2/2014 9 50 PM
9	open floodgates f this project is approved fear this will open the flood gate for other companies and future tanker traffic expansion bids resulting in compounding negative impacts	11/2/2014 10 00 AM
10	need sustainable energy On a very fundamental level the issue with increased tanker traffic is the continued increase in reliance on petroleum based industry instead of seeking renewable and sustainable alternatives oppose any further development of infrastructure for the oil industry major steps need to be initiated to become less reliant on this environmentally and socially destructive industry	10/31/2014 5 10 PM
11	need sustainable energy don't believe based on evidence that pipelines and shipping of oil is safe believe we should be focussed on developing alternative sources of energy globally and especially in Canada	10/31/2014 4 09 PM
12	need sustainable energy am concerned that we are putting our time and energy into even considering increasing anything with oil and gas when we should be looking at alternatives that are sustainable indefinitely with far less impact on the health of humans plants and animals and our water soil and air	10/31/2014 3 04 PM
13	need sustainable energy don't want to support the oil and gas industry want prices to remain high so as to discourage use of machinery and vehicles that use oil & gas	10/31/2014 12 37 PM
14	must improve ship safety No one including shipping companies wants a marine accident or oil spill After all if we didn't want airplane accidents we could simply ban or reduce all flights The answer is to improve shipping safety and ensure emergency services are available if required	10/31/2014 12 00 PM
15	impact of oil spill eventual cost of oil spill clean up ends up being a public cost in degradation of the environment and loss of the existing benefits of that environment be they social psychological or economic	10/31/2014 9 51 AM
16	climate change Growth in carbon emissions from end consumers	10/31/2014 9 48 AM
17	climate change expansion of oil sands Use of tar sands means greater greenhouse gas emissions	10/30/2014 10 05 PM
18	environmental damage impact of oil spill There is an entire and unacceptable ecosystem impact from any oil spillage in addition to the marine and air pollution from non spill traffic which is of grave concern	10/29/2014 11 10 AM
19	impact of oil spill not prepared fr emergency how ill prepared our municipal and provincial governments are for any emergency on the water especially in the straight of Juan de Fuca & yet the federal government is the main deciding body on something so major that they have no clue how badly prepared the capital of BC is for any marine emergencies especially something as catastrophic as an oil spill	10/28/2014 10 33 AM

20	need sustainable energy Continued support of the petroleum industry is not the way forward Let's be creative and more innovative than that	10/26/2014 1 07 PM
21	environmental damage impact of oil spill My deep rooted concern stems from the law of life whatever can go wrong usually does at some point You cannot repair a damaged environment when it's ecosystem has been destroyed t just doesn't work	10/24/2014 1 25 PM
22	climate change environmental damage expansion of oil sands impact of oil spill must improve ship safety They would not simply be shipping oil they would be shipping bitumen which is heavier than oil The behaviour of bitumen in sea water is largely unknown at this point n addition as seen with the latest tanker adrift off of Haida Gwaii BC's marine oil spill response capability is lacking and causes me additional concern not to mention the environmental consequences of the tar sands to begin with	10/23/2014 11 33 AM
23	environmental damage must improve ship safety Human error is the usual "cause" of accidents (remember the Queen of the North?) and there is no way to prevent this ncreasing shipping traffic is too big a risk	10/22/2014 11 08 PM
24	environmental damage First Nations rights This expansion is going against A collective power far greater then the humans who push for it f it is approved it crosses a huge line of disrespect toward all the other creatures and living things on earth inincluding the ocean and the earth/land itself This is a disaster perhaps many that will forsure happen if not stopped now Hear the voices of the native people Of the people who speak for the land and creatures of the sea Hear the voices of mothers of the children we are handing down the future too Dont sell out for money Do whats best for ALL	10/22/2014 1 12 AM
25	must improve ship safety not prepared fr emergency Winter passage dangerous Due to Federal regulations and cutbacks we have far fewer responders to disaster	10/21/2014 7 38 PM
26	lower quality of life Loss of quality of living in this community	10/21/2014 9 03 AM
27	lower quality of life will only benefit a few 've had a life threatening cancer and health problems once you have gone through this you value clean air water and a healthy environment in all ways t is not okay for some to get rich over making others ill Shame	10/20/2014 2 06 PM
28	impact of oil spill not prepared fr emergency Having over 20 years experience in the energy sector in engineering and environment / risk recognize the systems and procedures in place for Canada's energy transport companies are not "world leading" or "best practices" Spills (both pipeline and during ocean freight) are guaranteed to occur given time ndustry response plans are typically inadequate and response equipment is rarely close enough or in adequate supply to provide rapid response / containment	10/20/2014 1 20 PM
29	underwater noise pollutio Sonar noise pollution	10/20/2014 11 04 AM
30	environmental damage spill:destroy local econ ncreasing major vessel traffic in and around the island has no benefit to the island f anything what is an DEAL tourist destination has no benefits from these large vessels unless 'm missing something Not that it matters wtf any of us say anyways because the government will go ahead and do what will get them re elected anyways this system is going to crash soon and there are a lot of greedy politicians to blame for it as well	10/20/2014 10 35 AM
31	environmental damage impact on bc ferries active pass congestion accidents impact on bc ferries programmes	10/20/2014 9 54 AM
32	environmental damage need sustainable energy effect on whales other mammals fish habitat health of ocean and we all need to cut down on oil usage	10/19/2014 9 14 PM
33	environmental damage impact of oil spill a spill would be terrible for the south island especially the impact on wildlife birds fish and other sea and shore creatures	10/19/2014 6 31 PM
34	economic benefits in Vic Economic benefits for locals	10/19/2014 5 39 PM
35	other That financial profits are of higher consideration than all the other 5 considerations	10/18/2014 11 20 AM
36	need sustainable energy Every dollar spent on this project and the consequences of a spill should be spent instead on developing and distributing alternative energy products and employment opportunities in those enterprises	10/17/2014 5 11 PM
37	need sustainable energy Continued reliance on fossil fuels by the world Fossil fuels should stay in the ground t is well overdue for society to find alternatives	10/15/2014 5 40 PM
38	taxpayers \$ for cleanup Taxpayers being asked to foot the bill in part or in whole for cleanup	10/14/2014 5 28 PM
39	must improve ship safety Standards for ships must be high and must be enforced ships must be licensed by BC Drug testing of crews must be enforced	10/11/2014 6 22 PM

40	view of tankers -negative The Viewing more of the Tankers in our surrounding waters don't want to see more of them while enjoying a walk along the beach having a beach day etc	10/11/2014 1 14 PM
41	need sustainable energy Detracts from innovation of alternative sustainable sources of energy that could be developed and possibly manufactured in Victoria	10/10/2014 9 54 PM
42	will decrease property \$ Property values would likely be impacted by increased noise and air pollution	10/10/2014 8 54 PM
43	decline of democracy concern about the lack of say that citizens seem to have here and the amount of influence Kinder Morgan seems to have on the process	10/10/2014 11 50 AM
44	need sustainable energy believe that one day people will wake up and realize that fossil fuel infrastructure expansion is not the answer We need to change the way we think now	10/8/2014 3 26 PM
45	need sustainable energy Concerned about increased dependency on fossil fuels rather than investment in sustainable energy sources	10/8/2014 10 44 AM
46	need sustainable energy Further deviation from finding long term and sustainable solutions to fuel sources	10/7/2014 8 52 PM
47	environmental damage Acceptance of such a proposal would undermine the very basis of needed ecological awareness building in our overall population	10/7/2014 3 12 PM
48	decline of democracy mpacts to democracy because we are being forced to accept something that is of no benefit to us	10/6/2014 8 16 PM
49	spill:destroy local econ An oil spill off Victoria would destroy tourism and the whole economy of Victoria	10/6/2014 5 28 PM
50	environmental damage need sustainable energy The increase in tanker traffic greatly increases the risk of an oil spill that would FOREVER RU N OUR COAST We cannot take this risk Further the increase in the tar sands production goes counter to every thinking person's awareness that we must SH FT AWAY FROM FOSS L FUELS NOW	10/6/2014 4 58 PM
51	First Nations rights impact of oil spill need sustainable energy the fact that this project is still being considered despite clear opposition from first nations groups who carry a mandate passed down through generations to protect these lands and waters offends me to the core of my being inevitable oil spills can't be truly cleaned up approving this project means greater investment in the petroleum based economy in other words investing in something from which we actually should be extricating ourselves by investing instead in sustainable energy	10/6/2014 10 05 AM
52	other Negative impacts on research	10/5/2014 7 23 PM
53	climate change environmental damage would like to amplify my concerns about climate change This project does nothing to lessen our carbon footprint t is our children and grandchildren who will really bear the onus of this ill conceived project	10/4/2014 9 04 AM
54	need sustainable energy sending the absolutely wrong message to the rest of canada and the world about sustainable practices we should be investing in renewables instead of polluting fracking environmental disaster ridden tar sands extraction	10/3/2014 12 10 PM
55	impact of oil spill Worth mentioning oil spills again here	10/3/2014 11 57 AM
56	open floodgates precedent / open door for increased activity of this kind	10/3/2014 11 55 AM
57	impact of oil spill spill:destroy local econ mpact of lifestyle changes that would be effected in the event of disaster	10/2/2014 10 33 PM
58	environmental damage First Nations rights impact of oil spill spill:destroy local econ ncreasing shipping traffic six fold increases the risk of an oil spill 35 years after Exxon Valdez and they are still cleaning up Such disasters have an ECONOM C impact on tourism on the lives of First Nations People and on all the CRD re clean up costs We can't AFFORD this traffic This is a taxpayers issue	10/2/2014 7 50 PM
59	will only benefit a few t is unethical and about company greed and not about supporting the community	10/2/2014 6 47 PM
60	climate change expansion of oil sands impact of oil spill My main concern is the increased extraction of fossil fuels this pipeline expansion will support The increase in shipping and increased risk of an oil spill is a secondary concern	10/2/2014 6 18 PM

61	support increase shipping This question does not consider if 600 000bbl/day is shipped from US ports instead of Vancouver am concerned that it is done intelligently and safely Same with question #8 want the shipping am concerned about all the issues You will misinterpret a concern with not wanting a pipeline or shipping Therefore think my response is "no" Your survey is flawed t assumes a negative is best it suggests if you care you appear to regard it as a protest Thus your survey assumes if you are concerned you are against shipping oil and thus the pipeline expansion Your survey SCREAMS to be redesigned by a neutral third party who takes no position and is acknowledging oil will flow from an alternative port if expansion does not occur	10/2/2014 6 01 PM
62	environmental damage mpacts to the planet	10/2/2014 5 49 PM
63	risk of tankers too high These tankers are going past my house 5x the volume is not a risk am willing to accept as reasonable for these waters	10/2/2014 2 17 PM
64	risk of tankers too high The coastline and waterways of B C are beautiful but very hazardous to pilot safely Doesn't matter how many safe guards are taken accidents will happen We cannot risk this	10/2/2014 11 42 AM
65	climate change expansion of oil sands Expansion of the tar sands contributing to climate change	10/2/2014 8 11 AM
66	environmental damage lower quality of life will decrease property \$ mpact on seafood mpact on property value	10/1/2014 11 47 PM
67	support increase shipping too much misinformation am very concerned about all the misinformation about Oil spills etc put out by people who are opposed	10/1/2014 10 01 PM
68	tankers- extra waves etc More frequent and large waves from immense tankers add another element of unpredictability to otherwise relatively calm Salish sea	10/1/2014 9 46 PM
69	tankers have been fine tankers have been ok From my window see many tankers which already go through the Strait of Juan de Fuca on their way to the terminal near Port Angeles This has been going on for years and doesn't seem to have negatively impacted marine life or any other things on the list	10/1/2014 8 40 PM
70	environmental damage other will only benefit a few The theft of our natural resourses	10/1/2014 7 53 PM
71	environmental damage impact of oil spill taxpayers \$ for cleanup am concerned that when there is eventually a spill be it in 1 year or 30 that the damage to the ecosystem will be practically irreparable am also concerned that the cost of the attempted cleanup will be born in part by citizens such as myself who oppose this pipeline	10/1/2014 6 09 PM
72	need sustainable energy subsidizing oil companies reduces our ability and motivation to develop alternative energy sources	10/1/2014 5 59 PM
73	environmental damage lower quality of life environmental human health water qualities fish population etc	10/1/2014 5 50 PM
74	need sustainable energy ncreased reliance on fossil fuels instead of investigating alternatives	10/1/2014 4 54 PM
75	environmental damage mpact on wildlife and marine ecosystem	10/1/2014 4 45 PM
76	environmental damage lower quality of life need sustainable energy SURV VAL of all species including ours depends on curtailing fossil fuel use in favor of renewables	10/1/2014 2 08 PM
77	environmental damage mpact to the plants in the ocean and the plants growing on the shores close to the ocean	10/1/2014 1 56 PM
78	environmental damage lower quality of life need sustainable energy spill:destroy local econ taxpayers \$ for cleanup This puts the focus on maintaining outmoded means of providing energy the focus should be on finding alternatives 'm very concerned about the possibility of oil spills spoiling a city that is based on tourism and the health impact of a possible spill W th an increase in volume there is a direct increase in the possibility of a spill Spills are becoming increasingly frequent and are a disaster to the areas they occur in 'm concerned that the citizens of Victoria will have to foot the bill for the development of the pipeline as well as any cleanups required	10/1/2014 12 59 PM
79	climate change need sustainable energy 'm also concerned about the broader impact to the climate of continuing to invest in fossil fuel development rather than transitioning to renewable energy Though this isn't a direct impact of increased tanker traffic it is certainly a related effect that should be considered in project proposals of this type (though realize that the NEB won't consider this)	10/1/2014 11 27 AM
80	foreign ownership:resourc will only benefit a few More foreign ownership of our resources	10/1/2014 10 56 AM
81	need sustainable energy ncreased infrastructure related to oil is a disincentive to a serious pursuit of green renewable energy sources	9/30/2014 10 15 PM

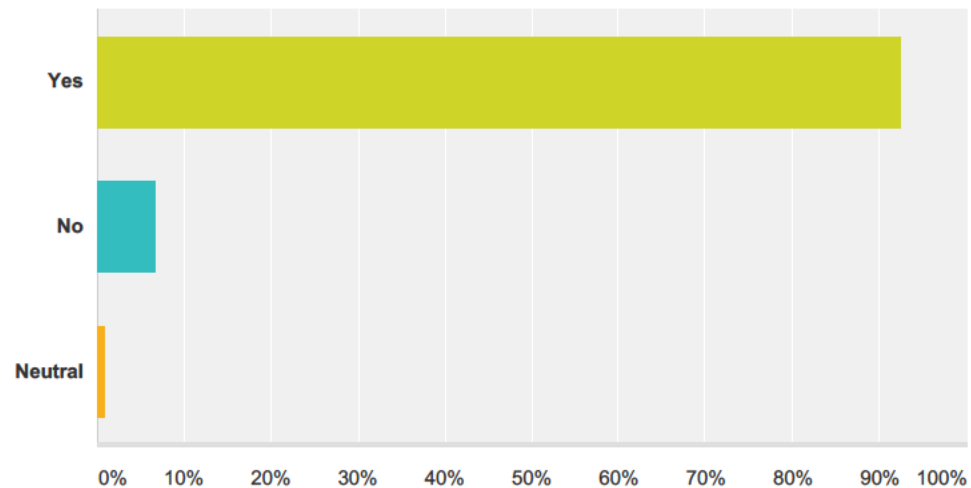
82	decline of democracy environmental damage While municipal governments in the CRD are bending over backwards to implement environmentally sound measures in all new activities and asking residents to go along with these here is a business that wants to use our waterways to transport a product which is proven not environmentally clean and we receive absolutely no benefit from it Why bother to recycle compost go pesticide free build rainwater harvesting facilities green rooftops use solar power where feasible when one single large industry can motor through and undo all the work we've done to keep our communities as clean and green as possible? t smacks of hypocrisy	9/30/2014 7 01 PM
83	climate change Green House gas emissions that will increase Global Warming and Climate Change one of the biggest challenges facing the planet at this time	9/30/2014 5 18 PM
84	need sustainable energy The more infrastructure we put in place to facilitate archaic systems and fossil fuels the longer it will take and the less urgency we will have to implement sustainable development	9/30/2014 4 47 PM
85	impact of oil spill taxpayers \$ for cleanup Costs involved in cleaning up the oil spills that will happen The insurance is definitely not going to cover these costs Who then will pay for it? Law suits cost money to even sue to get back any costs to the tax payer AND that money will never go back to the tax payers even if the case is won and the oil companies have to pay	9/30/2014 4 37 PM
86	need sustainable energy risk of tankers too high will only benefit a few Always "follow the money" The artificial human activity called 'economics' and 'money' is skewed to favour large investors but never to improve the planet we have only to exploit it for \$ gain Try solar Try simplifying life Try eliminating 'commodity' tag and adopting a cooperative system whereby our very earth nest is given priority Am also concerned about the conversation always being about 'adapting' to harmful activities instead of 'stopping' the offences in the first place	9/30/2014 2 44 PM
87	foreign ownership:resource keep refinery jobs here Participating in the outsourcing of Canadian oil refining jobs to overseas locations This is a major conflict of interest	9/30/2014 2 00 PM
88	need sustainable energy feel fossil fuels are on their way out Canada should be trying New green initiatives We could be ahead of the curve if we invested in the future	9/30/2014 1 55 PM
89	need sustainable energy nvesting in the wrong futures and exporting cheap oil at our own risk to human rights abusers like China	9/30/2014 1 36 PM
90	open floodgates Setting of a precedent that would open the door for more similar projects	9/30/2014 1 17 PM
91	environmental damage lower quality of life Any risk to food sources to any and all species of invertebrates insects plants and even microbes in soils is of concern	9/30/2014 10 36 AM
92	environmental damage impact of oil spill risk of tankers too high we can't afford an ecological disaster and with increase tanker traffic greater the risk	9/30/2014 9 36 AM
93	environmental damage impact of oil spill Te Salish Sea is home to many organisms and ecosystems The effects of an oil spill from one of these tankers is guaranteed to destroy the ocean life that Victorians are proud of	9/30/2014 9 08 AM
94	other am deeply concerned with the 'culture' of consumption that is at the heart of the pipelines love living in Victoria and on BC's Coast because there are so many socially minded people who recognize the benefits of local farming and sustainable ways of living	9/30/2014 1 01 AM
95	impact of oil spill taxpayers \$ for cleanup Most if not all very large Oil Tankers are owned by one separtae holding Company in the case of a spill the company declare bankruptcy the Taxpayer is left with the attempted clean up costs Check out Exxon Valdez spill in Alaska	9/29/2014 11 17 PM
96	climate change facilitating increased greenhouse gas emissions in general enabling the PPM of CO2 to go up beyond 400	9/29/2014 11 10 PM
97	environmental damage spill:destroy local econ would just expand on marine mammals to mention the endangered Southern Resident Killer Whale population would be particularly adversely affected Also work in marine tourism (not just whale watching) and am extremely concerned about this impact	9/29/2014 9 10 PM
98	need sustainable energy we must as a society move away from oil and gas towards clean energy now Most of the oil and gas needs to stay in the ground for the planet to support human life	9/29/2014 9 09 PM
99	environmental damage lower quality of life we exist on the pristine reality of the ocean and all that it supports and oil spill will destroy the reality of our health and our food source	9/29/2014 9 08 PM
100	decline of democracy This is OUR community Not Trans Mountain's and ilk	9/29/2014 9 02 PM

101	environmental damage impact of oil spill lower quality of life visit the waterfront near Ogden Point several hundred times a year to smell clean sea air and enjoy nature The small of a spill would probably infiltrate my apartment in James Bay 'd more probably back to Calgary	9/29/2014 7 19 PM
102	risk of tankers too high There can be no guarantee that there will not be a major disaster from transporting heavy oil	9/29/2014 7 18 PM
103	environmental damage have spent many hours fishing in these waters and have been lucky enough to have a pod of Orca go by within 10 feet our drifting boat The feeling of experiencing such a magnificent wonder of our Environment will live in my heart till the day Die Please do not ruin that for future Generations Thank you	9/29/2014 6 25 PM
104	climate change Climate change is tellingly omitted from the NEB's 12 issues The NEB's own website tell us that it "does not intend to consider the environmental and socio economic effects associated with upstream activities the development of oil sands or the downstream use of the oil transported by the pipeline " n other words it will not consider the entire point of the project to extract move sell and burn ever more fossil fuels out of the tar sands t makes the entire NEB process a joke While of course am very concerned about the local impacts of a potential spill this is dwarfed by the infinitely more damaging AND COMPLETELY NEV TABLE environmental disaster of climate change if projects such as the expansion of the tar sands are allowed to continue	9/29/2014 6 21 PM
105	environmental damage 'm concerned about all the oil coal and LNG they want to move thru the Salish Sea	9/29/2014 3 34 PM
106	not prepared fr emergency taxpayers \$ for cleanup Subsidizing (via tax breaks and cheap permits) domestic & foreign corporations who give nothing back to affected communities these corps also have zero accountability in the event of a spill or other disaster	9/29/2014 2 53 PM
107	environmental damage Am concerned about the impact of the ships on whales both their sonar functions and possible collisions	9/29/2014 1 46 PM
108	tankers have been fine Although am against increased tanker traffic am not against shipping in general compared to road and air marine shipping is very energy efficient and advances in wind capture make it so The way this question has been framed as "shipping" rather than "petroleum shipping" makes me think that the city is stacking this survey against ALL shipping	9/29/2014 7 54 AM
109	environmental damage all of the above concerns apply to the Gulf slands the route of the tankers has tankers going beside several islands and then crossing the paths of BC Ferries in Georgia Strait	9/28/2014 10 29 PM
110	other am concerned that we as Victorians will be seen as a bunch of hypocrites using and consuming fossil fuels at our discretion yet we somehow think we should curtail other peoples use of the same products	9/28/2014 12 34 PM
111	foreign ownership:resource keep refinery jobs here will only benefit a few ncreasing traffic from weekly to daily would make the resource company owners ever more rich but it would not benefit other Canadians We should at least refine the oil in Canada instead of shipping crude	9/28/2014 8 50 AM
112	climate change GHGs and other ecological impacts from bitumen extraction at source and burning at destination (realize this is out of scope but we can't pretend they're not linked)	9/27/2014 10 37 AM
113	view of tankers -negative We have a view of the strait from our home near Dallas Rd don't want to be viewing many oil tankers There are already too many ships	9/26/2014 5 44 PM
114	climate change Expansion of oil sands development and adverse effects on world climate	9/25/2014 12 35 PM
115	decline of democracy Growing up on the Coast how could a person not be concerned? This is a terrible idea People are getting fed up with government disregarding the voice of the people	9/25/2014 8 52 AM
116	impac of oil spill risk of tankers oo high Any spill is no accep able and we should be inding ways o decrease the traffic of ships carrying oil and any other harmful contaminants to the environment We have pristine waters one miss is too much and would wipe out any economic impact that is believed to happen Lets get smarter about our waters and the life we have in it not careless and money hungry	9/24/2014 11 51 PM
117	environmen al damage specially concerned re impac s on ce acean communica ion and ood oraging The War on Whales" has a lot to say about marine noise pollution t deals with sonar but the effect of any increased noise in the water and marine sound channels are overall devastating and the SRKWs have only a population of 79 left	9/24/2014 8 38 PM
118	o her Oversight sa e y	9/24/2014 7 38 PM

119	<p>spill:destroy local econ will decrease property \$ mpacts to property values A large marine spill is inevitable All major accidents and disasters come down to human error These can never be avoided or mitigated against When (not if) that large spill occurs the economic impacts on the S Coast of Vancouver sland will be devastating including all real estate and especially to waterfront property</p>	9/24/2014 5 57 PM
120	<p>environmental damage impact of oil spill risk of tankers too high Alaska is still cleaning up the Exxon Valdez spill 25 years later and the Kinder Morgan tankers are 3 times the size We must be unequivocally opposed to any expansion of oil tanker traffic through our Strait</p>	9/24/2014 3 04 PM
121	<p>environmental damage impact of oil spill risk of tankers too high am not pleased with how our governments are pandering to corporations who do not care about our environment or all the negative impacts we would face if oil tankers are allowed to increase activity in our waters We will face a spill it is only a matter of time and it is not worth the risk</p>	9/24/2014 12 32 PM
122	<p>climate change am extremely concerned about the impact of downstream carbon emissions (burning of petroleum products once it hits the market) associated with the project The total carbon emissions that will be facilitated by the project will be significant and exacerbate climate change which will have a far greater impact on categories 1 12 in question 6 than increased tanker traffic will Downstream carbon emissions are being categorically ignored by the NEB review so the City of Victoria and other affected jurisdictions have a responsibility to speak out on this issue</p>	9/24/2014 11 31 AM
123	<p>tankers have been fine Hundreds of tankers and large container ships carrying tons of bunker fuel transit our waters every year already not to forget nuclear powered naval ships we have excellent waterway controls There is a higher likelielihood of a ferry running aground and causing a problem than one of the new double hulled tankers</p>	9/24/2014 11 24 AM
124	<p>risk of tankers too high am mainly concerned that if we are going to assume the risk in the increase in Marine traffic with its potential risks and hazards that we will not see any benefits (monetary or other) to assume said risk</p>	9/24/2014 9 56 AM
125	<p>risk of tankers too high Constance Bank comes within 50 feet of the water surface Shipping traffic is already conjested THe the bank having shipping lanes around each side already its a disaster waiting to happen A fully loaded tanked may potentially run aground</p>	9/24/2014 9 14 AM
126	<p>climate change climate change impacts</p>	9/23/2014 2 45 PM

Q8 Are you concerned about the potential effects of accidents or malfunctions that may occur in the shipping?

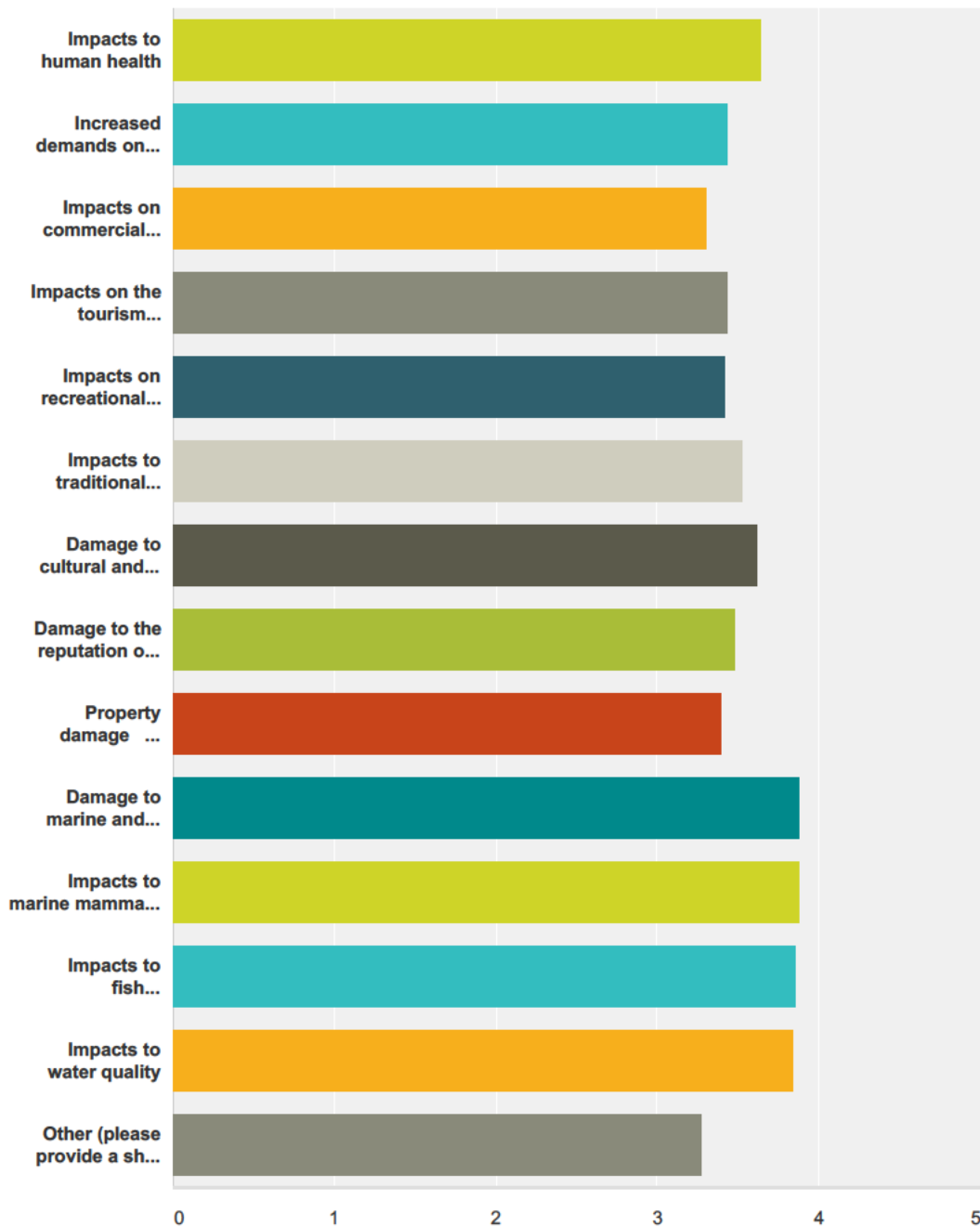
Answered: 504 Skipped: 1



Answer Choices	Responses	
Yes	92.46%	466
No	6.75%	34
Neutral	0.79%	4
Total		504

Q9 If you are concerned about the potential effects of accidents or malfunctions that may occur in shipping, please indicate the level of your concern here.

Answered: 477 Skipped: 28



	Not concerned	Neutral	Somewhat concerned	Very concerned	Total	Average Rating
mpacts to human health	2.75% 13	4.45% 21	18.64% 88	74.15% 350	472	3.64

Increased demands on local emergency responders	4.26% 20	8.30% 39	27.87% 131	59.57% 280	470	3 43
Impacts on commercial marine users	4.66% 22	11.44% 54	32.42% 153	51.48% 243	472	3 31
Impacts on the tourism industry	3.81% 18	9.11% 43	27.75% 131	59.32% 280	472	3 43
Impacts on recreational marine use	4.67% 22	8.70% 41	26.33% 124	60.30% 284	471	3 42
Impacts to traditional resource use	4.04% 19	7.45% 35	20.43% 96	68.09% 320	470	3 53
Damage to cultural and historic resources	2.76% 13	6.79% 32	16.35% 77	74.10% 349	471	3 62
Damage to the reputation of Victoria	4.24% 20	8.05% 38	22.03% 104	65.68% 310	472	3 49
Property damage - private properties and municipal infrastructure	3.59% 17	8.03% 38	33.19% 157	55.18% 261	473	3 40
Damage to marine and shoreline habitat	1.68% 8	1.26% 6	4.20% 20	92.86% 442	476	3 88
Impacts to marine mammals and birds	1.47% 7	1.47% 7	4.42% 21	92.63% 440	475	3 88
Impacts to fish populations	2.11% 10	1.27% 6	4.85% 23	91.77% 435	474	3 86
Impacts to water quality	2.34% 11	2.12% 10	5.10% 24	90.45% 426	471	3 84
Other (please provide a short description in the following question)	14.29% 14	13.27% 13	3.06% 3	69.39% 68	98	3 28

Q10 If you answered "other" in Question 9, please explain this concern in a few words.

Answered: 75 Skipped: 430

#	Responses	Date
1	lack of local \$ benefits lack of potential royalties	11/7/2014 4 26 PM
2	Who will pay for clean up Who will pay for the clean up? Up to how much? s there anything in place at all to deal with a spill?	11/7/2014 4 22 PM
3	weak clean up efforts n the accidents of the past and recently there has been no accountability by the group and no effective clean up All pipes break all tankers can spill leaving irrevokable damage	11/7/2014 3 41 PM
4	poor safety records Given the track record of oil tanker mishaps and the poor outcomes of their attempted clean up we are risking our entire way of life on the coast by considering this proposal Ref http://www.forestethics.org/kinder-morgan-trans-mountain	11/2/2014 10 00 AM
5	Who will pay for clean up n he even o an acciden ha is i we allow his o happen he companies involved must be held responsible Unfortunately considering the potential for damage there is no amount of money that could repair the impact to the coast coastal communities and considering the connected nature of our modern lives the world in the event of a spill or other accidents	10/31/2014 5 10 PM
6	burden/risk emg responder weak clean up effort s 1) ic oria and area municipali ies would have o be he 1s responders in case of a spill The spilled bitumen with its chemicals is very toxic and thses people's health would be at high risk 2) Local municipalities would have to foot the attempted cleanup bill because Kinder Morgan has said it is not responsible for the bitumen after it is loaded onto the tankers None of them can afford such a cost 3) As the world including BC learned from the Exxon Valdez spill in Alaska waters there is no such thing as a coastal cleanup saw last summer myself how in Homer Alaska's Halibut Cove there is not the same salmon catch available because the salmon runs have not recovered from oil contamination 25 years later	10/31/2014 4 17 PM
7	can't fully recover -spil Don't believe clean up is effective	10/31/2014 4 09 PM
8	burden/risk emg responder didn' bu local emergency responders shouldn' even have o deal wi h a mis ake that a private company would make The fact that you rely on them in an emergency situation makes me trust you less	10/31/2014 12 33 PM
9	other See comments Q #7	10/31/2014 12 00 PM
10	we carry env and \$ burden Who will pay for clean up We the tax paying public end up paying for the cost of clean up and the ramifications of the environmental losses caused by an oil spill	10/31/2014 9 51 AM
11	Who will pay for clean up Costs of clean up	10/31/2014 9 48 AM
12	we carry env and \$ burden weak clean up efforts Who will pay for clean up don't believe there is the capacity to deal with a spill and one accident would create a devastating amount of damage very long term The traffic would be increased phenomenally both the size of the carriers and the number of ships Danger of a spill is a real and would result in a devastating environmental catastrophe	10/29/2014 4 29 PM
13	can't fully recover -spil This is not a clean up scenario Petroleum deposits still exist below the silt from the Exxon Valdes spill and exist well beyond a visually clean baseline This is catastrophic within a prudent time frame	10/29/2014 11 10 AM
14	can't fully recover -spil we carry env and \$ burden happened to be near the oil spill in Burnaby in 2007 that a Trans Mountain Pipeline pipe released one quarter million litres of oil onto the streets and into Burrard inlet t was horrendous The smell was sickening f you go stand in the area of the spill on nlet Drive you can still smell a faint oil stink 7 years later magine this a thousand times larger	10/28/2014 10 33 AM
15	limited \$ for prevention Federal government has reduced funding for coast guard and montioring and has no planning or response plan in place to protect our shores from a major oil spill	10/21/2014 7 38 PM
16	longterm health issue-all The health of all animals and humans and our quality of life Also inevitably the taxpayer pays for the accidents and messes so am saying no now	10/20/2014 2 06 PM
17	we carry env and \$ burden We are inviting disaster if we go ahead with this plan	10/19/2014 7 39 PM

18	can't fully recover -spill the very long time it would take to restore the area to its present state	10/19/2014 6 31 PM
19	impact to Vic's reputatio Victoria's reputation is already damaged by its habitual neglect of our sewage outflow into the waters Our lack of commitment to cleaning up our act is shameful	10/18/2014 11 20 AM
20	more concerned with sewage am much more concerned with the City of Victoria pumping millions of gallons of untreated raw sewage into the ocean feel it is a case of do as say but not what do situation Clean up your own act first	10/18/2014 10 34 AM
21	Risks far outweigh benefi Benefits are exceeded by the potential damage of continued use of fossil fuels and the consequences of any spill in their transportation	10/17/2014 5 11 PM
22	ecological damage Extinction of species at risk	10/14/2014 5 28 PM
23	can't fully recover -spill longterm health issue-all we carry env and \$ burden Would also negatively affect ability to grow food in Victoria and environs	10/10/2014 9 54 PM
24	damage property values Adverse impact on property values	10/10/2014 8 54 PM
25	can't fully recover -spill ecological damage longterm health issue-all we carry env and \$ burden food security sound pollution and its effect on marine mammals and fish as well as humans economic environmental and food problems bitumen on ocean floor and long term impact	10/10/2014 11 50 AM
26	longterm health issue-all we carry env and \$ burden Very concerned about damage to large marine mammals both environmental and audio	10/8/2014 3 26 PM
27	we carry env and \$ burden such would be yet another serious blow to a movement toward ecological sanity	10/7/2014 3 12 PM
28	can't fully recover -spill poor safety records 1) Kinder Morgan's significant accident record 2) Our complete inability to clean up spilled diluted bitumen far more corrosive than crude oil despite untested claims of "world class" prowess We need to see proven lasting results before we even consider proceeding	10/6/2014 10 20 PM
29	Who will pay for clean up The cost of cleanup will be borne by governments and hence citizens who pay taxes	10/6/2014 8 16 PM
30	can't fully recover -spill longterm health issue-all we carry env and \$ burden This beautiful coast is a resource for our children and grandchildren We cannot allow it to be ruined for short term profit by a few oil companies who want to profit from sales to China	10/6/2014 4 58 PM
31	can't fully recover -spill First Nations longterm health issue-all Because the intact ecosystems if the Salish Sea are sacred 'm concerned that accidents or malfunctions could result in not only in damage but also in actual desecration First Nations traditional spirituality is inseparable from the relationship to the lands and waters Therefore such desecration could severely impact religious and spiritual freedom in BC and Washington State and the blame would be on Canada if the federal government had approved it	10/6/2014 10 05 AM
32	other mpact on scientific research of the marine ecosystem	10/5/2014 7 23 PM
33	climate change mpacts to increased climate change	10/4/2014 5 19 PM
34	other Again total bias in the question This survey is totally flawed Where is the option to say that assuming you are for the project are you concerned	10/2/2014 6 01 PM
35	can't fully recover -spill ecological damage impacting the planet the water goes all over the earth and doesn't have a passport	10/2/2014 5 49 PM
36	ecological damage Risks far outweigh benefi People have already taken too many risks to wild fish stocks and other natural resources we need to rectify those decisions not take further risks	10/2/2014 11 42 AM
37	ecological damage Whales and more marine traffic running them over	10/2/2014 8 29 AM
38	longterm health issue-all psychosocial impacts stress and weight of constantly wondering if today is going to be the day an accident will occur	10/2/2014 8 11 AM
39	impact to Vic's reputatio impact on international environmental reputation	10/1/2014 11 47 PM
40	keep our energy in Canada Given the situation in the world today it would make more sense to keep more of our resources here rather than shipping them overseas	10/1/2014 8 40 PM

41	keep our energy in Canada lack of local \$ benefits Exporting raw materials whether it be logs oil or bitumen is colonial economics let the producing country take all the risk for a tiny % of the economic benefit while the 'colonial master' takes all the benefit of the value added finished product if we have to use the goddamn stuff let it stay and be processed in BC the resultant millions could then be invested in serious development of sustainable energy	10/1/2014 8 39 PM
42	other none	10/1/2014 7 53 PM
43	poor safety records track record shows unacceptable numbers of spills under their watch	10/1/2014 5 59 PM
44	ecological damage we carry env and \$ burden purity of water fish and human life	10/1/2014 5 50 PM
45	can't fully recover -spill The long term nature of the potential damage	10/1/2014 4 45 PM
46	can't fully recover -spill ecological damage longterm health issue-all we carry env and \$ burden impact re survival of Earth systems which support all life We have a responsibility to our children	10/1/2014 2 08 PM
47	ecological damage impacts to plant life all around	10/1/2014 1 56 PM
48	ecological damage By "accidents or malfunctions" my main concern relates to oil spills which in addition to the serious consequences above would significantly impact the quality of life of Victoria residents by destroying our local marine environment perhaps for generations Victoria residents will not be able to walk their dogs let their children play or relax on beaches and waterways that have been polluted by an oil spill	10/1/2014 11 27 AM
49	climate change Climate Change	9/30/2014 5 18 PM
50	damage property values ecological damage Property values stand to plummet in the event of a shipping accident or malfunction depending on the severity of the situation The ocean is our backyard don't want anything to jeopardize its health	9/30/2014 4 47 PM
51	can't fully recover -spill longterm health issue-all Zero proof of ability to clean up spills one cannot 'clean up' death can you t is lethal Done	9/30/2014 2 44 PM
52	we carry env and \$ burden Who will pay for clean up The level of risk is unacceptable especially as we will bear the brunt of the damage (WHEN not if it happens) with very little in the way of reward Companies not 'we the people' reap the rewards and they are not financially accountable for the damage they create from spills This is a no win for us	9/30/2014 2 13 PM
53	can't fully recover -spill many fault lines in area Accidents leaks etc would be completely irreversible Please remember how many fault lines are in this area	9/30/2014 1 36 PM
54	burden/risk emg responder we carry env and \$ burden Who will pay for clean up Short and long term financial impact of clean up costs legal fees settlements and emergency response activities	9/30/2014 1 17 PM
55	can't fully recover -spill longterm health issue-all poor safety records Oil spills do happen They are always accidents but when they do happen they have terrible lasting affects There is no way to say there will never be an oil spill so the risk to our environment is too great	9/30/2014 11 41 AM
56	First Nations mpacts are unacceptable to current and historic traditional food gathering sites for coastal people's	9/30/2014 10 36 AM
57	can't fully recover -spill ecological damage oil spills accidents happen and the cost to our eco system too great a risk	9/30/2014 9 36 AM
58	can't fully recover -spill ecological damage longterm health issue-all we carry env and \$ burden After 25 years Exxon Valdez oil spill hasn't ended www.cnn.com/2014/03/23/hollemann-exxon-valdez-anniversary/ Mar 25 2014 Marybeth Holleman says 25 years after the Exxon Valdez oil spill its toxic effects remain We still haven't learned its lesson We need to stop	9/29/2014 11 17 PM
59	other Oil tankers are safer in design and operation than most other cargo carriers that carry significant volumes of fuel oil My concern is more with the increase in general deep draft cargo ships that are single hulled without tug escorts	9/29/2014 10 38 PM
60	climate change am very concerned about climate change	9/29/2014 9 59 PM
61	Who will pay for clean up Where would the response come from?	9/29/2014 9 10 PM
62	other See my answer to number 7	9/29/2014 9 09 PM
63	we carry env and \$ burden This is OUR community not China's	9/29/2014 9 02 PM

64	climate change Associated damage and rate of climate change with increased CO2 emissions from resource extraction and sub utilization WE NEED TO REDUCE CO2 OUTPUT THE GREEN PARTY has got it right NO more pipelines ALTERNAT VE ENERGY SOURCES ARE ECONOM CALLY AVA LABLE and Canada is mislead by those who would ignore these options	9/29/2014 7 19 PM
65	lack of local \$ benefits Risks far outweigh benefi we carry env and \$ burden Concerns override any economic benefits	9/29/2014 7 18 PM
66	ecological damage impact to Vic's reputatio we carry env and \$ burden A spill could ruin our coastline tourism and all the economic benefits related to the ocean that we currently enjoy	9/29/2014 7 00 PM
67	other am not opposed to shipping of merchandise am opposed to shipping of petroleum products Please do a better job of making this distinction	9/29/2014 7 54 AM
68	we carry env and \$ burden impacts to the shores of Southern Gulf slands all of the above apply Victorian tourism includes the Gulf slands for out of town day or over night trips the overall impact is geographically huge	9/28/2014 10 29 PM
69	First Nations mpacts on First Nations communities and lands	9/28/2014 2 35 PM
70	can't fully recover -spil ecological damage An oil spill will despoil marine and shore habitat	9/26/2014 2 56 PM
71	can't fully recover -spil ecological damage longterm health issue-all Long term effects on bioregion as experienced by spill in Alaskan waters	9/25/2014 12 35 PM
72	ecological damage Possible extinction of the 79 endangered Southern Resident killer whales from prey disruption communication disruption and general increased stressors	9/24/2014 8 38 PM
73	damage property values My husband and own a condo in the Songhees by the water We can see the existing marine traffic it's like a highway out there Our property value would plummet in the likely event of a spill	9/24/2014 3 04 PM
74	can't fully recover -spil ecological damage weak clean up efforts do not believe any company in the world is able to fully clean up the damage from oil spills when it happens Several areas who have faced bad spills are still facing negative consequences years after the fact do not want the same tragedy in our waters	9/24/2014 12 32 PM
75	ecological damage Orca populations are already at risk Marine noise will disrupt their ability to communicate and will present more dangers for their survival	9/24/2014 9 14 AM

Q11 Do you have any additional comments that you would like considered?

Answered: 172 Skipped: 333

#	Responses	Date
1	concern: safety record Kinder Morgan's poor safety record is of great concern Kinder Morgan's lack of respect for the Municipality of Burnaby	11/7/2014 4 33 PM
2	concern: climate change Municipalities must continue to take leadership on climate change	11/7/2014 4 26 PM
3	concern: environmental Heard that they want to dredge the Fraser to allow for even larger tankers than the Aframax	11/7/2014 4 22 PM
4	concern: climate change How will increasing oil infrastructure affect the next 50 years in Canada?	11/7/2014 4 13 PM
5	concern: poor process Thank you Victoria for giving ordinary citizens a voice The disrespect shown by Kinder Morgan toward the City of Burnaby is a huge red flag for future negotiations A lack of concern for local issues related to pipeline expansion The NEB review of the Northern Gateway Pipeline indicates that we cannot trust a similar review of the Kinder Morgan proposal We need an independant review where information provided by scientists and other professionals is taken seriously and First Nations and local communities are truly listened to and influence the decision	11/7/2014 4 06 PM
6	concern: environmental How can we as a province support a project that puts the heart of our collective identity at such risk? Kinder Morgan has an environmental reputation that we should take no part in	11/7/2014 3 55 PM
7	concern: climate change The expansion of fossil fuel use should be stopped now	11/7/2014 3 49 PM
8	disregard for public good A nightmare of greed hubris and disregard for the 'public good'	11/7/2014 3 44 PM
9	concern: environmental could destroy local econ Even one tanker is too many the risks are too high and the final price is paid by the local people Simply Victoria is advertised as a tourist paradise Millions of dollars pour into the city each season supporting local business owners and their families The real focus should not be ignored t is not the amount of tankers per year that is the concern The real focus is on the contents The contents are poisonous We live in a global community we all have a responsibility to act in the safety and concern of people and lands throughout BC and the world People come to Victoria BC because of it's natural environment People will not come jobs will be lost if and when there is even one spill	11/7/2014 3 41 PM
10	engagement comment More youth engagement on this issue	11/7/2014 3 32 PM
11	this is not a priority raw sewage is disposed in the ocean deal with your own issues first before spending tax payer money on this issue	11/3/2014 11 22 AM
12	no comments no	11/2/2014 10 00 AM
13	engagement comment You only gave 2 days to submit feedback That is not enough	11/1/2014 2 18 PM
14	engagement comment want to know why City hall is wasting their time on this	10/31/2014 9 51 PM
15	no comments No	10/31/2014 6 06 PM
16	engagement comment have lived in the Victoria region throughout my life and will be receiving a Bachelor's Degree in Environmental and Asia and Pacific Studies at the University of Victoria My responses are well educated and thoroughly considered	10/31/2014 5 10 PM
17	need sustainable energy At some point we will have to begin making the painful conversion away from our malignant and antiquated energy sources Today is not too soon to begin retooling for this conversion	10/31/2014 4 28 PM
18	concern: environmental disregard for public good Yes Why does Kinder Morgan want to expand its pipeline capacity Corporations should be asked to act socially responsible just like the citizens who live where they propose to construct yet another pipeline We citizens are trying to take care of our environment and our earth we are trying to halt expansion of the Tar Sands We don't need more 'dirty' oil to pollute our rivers where people live and depend on for their food and livelihoods such as around the too huge already tar sands Kinder Morgan should just make its currently owned and operated pipelines 100% leak and spill proof so that it can draw investors who want to invest in ecologically and soocially responsible corporations	10/31/2014 4 17 PM

19	need sustainable energy We should be moving away from oil and onto more sustainable products	10/31/2014 4 12 PM
20	don't approve proposal Don't do it	10/31/2014 4 09 PM
21	where would alt route be? know accidents and large spills don't happen often don't like to think about what could happen if something like that happened near Victoria At the same time don't know what benefits may be brought forward from these tankers f they don't go through this area where would they go?	10/31/2014 3 17 PM
22	concern: environmental could destroy local econ This seems to be a money grab Yes we will get benefits in the short term but only ONE accident need happen to ruin our fishing and tourism t is not worth the gamble	10/31/2014 1 57 PM
23	concern: climate change concern: environmental concern: safety record would also be concerned with increase frequency and severity of storms with climate change that risks will also increase	10/31/2014 1 06 PM
24	need sustainable energy t is folly to continue taking such huge environmental risks when we can easily invest in clean energy	10/31/2014 12 44 PM
25	disregard for public good We should be doing whatever we can to stop the pressure from the oil and gas industry to give up our shared resources (in all their forms) so that they can conduct business	10/31/2014 12 37 PM
26	do approve proposal believe the benefits out weigh the risks Rail is not the answer and BC is a resourced based economy We need to get goods to market	10/31/2014 11 39 AM
27	concern: environmental could destroy local econ disregard for public good don't approve proposal This cannot be allowed to go through it represents exponential increases to the risks posed to our city and the waters around it	10/31/2014 11 31 AM
28	concern: environmental could destroy local econ don't approve proposal work in adventure tourism and recreate in these waters bring my small children on trips into these waters want them to have the same opportunity and for the ecosystem to remain viable	10/31/2014 10 16 AM
29	don't approve proposal live along the waterfront in Vic West and when walk along our beautiful waterfront can picture it being slicked with oil and all the wonderful marine life and how it would be impacted To me the benefits do not outweigh the risks cannot think of one benefit to the average British Columbian can think of many many risks	10/31/2014 10 06 AM
30	disregard for public good Public interest should take priority over corporate interest	10/31/2014 9 51 AM
31	no comments No	10/31/2014 9 48 AM
32	do approve proposal support kinder Morgan	10/30/2014 10 16 PM
33	no comments No	10/30/2014 10 10 PM
34	concern: safety record disregard for public good Kinder Morgan's poor safety record is of great concern Kinder Morgan's lack of respect for the municipality of Burnaby	10/30/2014 8 48 PM
35	concern: environmental could destroy local econ am very concerned about increased shipping of petroleum products in the Victoria area because the risk of an accident is very high We cannot predict the weather and ships may malfunction an accident in the delicate ecosystem would harm the marine life and would also have adverse economical effects as well as our area relies heavily on eco tourism and tourism in general for our beautiful city and marine habitat Many places in the world do not have the pristine beaches that we enjoy and we need to be proactive in ensuring that they stay that way	10/30/2014 3 35 PM
36	concern: environmental concern: safety record am a marine oil spill expert also know a lot about endangered Southern Resident Killer Whales am concerned that a tanker spill could wipe out the population of this icon of the Pacific Northwest	10/29/2014 5 02 PM
37	concern: environmental disregard for public good need sustainable energy believe my inherent rights (whether officially acknowledged by the government or not) to a clean environment air water etc for me and my family living in Victoria are at stake with this decision Saying that there would be no impact is arrogant and ignorant We should focus our energies on clean energies and industries that clean up our world rather than those like this that surely damage it This is very short sighted and damaging	10/29/2014 11 10 AM
38	we are not prep for emerg am sick and tired of the federal government making greedy decisions that have negative impacts on other communities in Canada that are a long way away from Ottawa The preparedness and infrastructure of Vancouver sland are not prepared to handle any tanker disaster in the straits or on the west coast	10/28/2014 10 33 AM

39	don't approve proposal The impacts of a tanker oil spill are inter related and therefore have selected all areas as being a high concern	10/27/2014 3 05 PM
40	don't approve proposal t's not worth the risk	10/25/2014 11 29 AM
41	concern: environmental don't approve proposal t is up to Victoria to say hell no We protect our Ocean which is just coping with what we have already done to it pollution and over fishing etc Nothing could be more important than our ONE AND ONLY ocean t makes life possible on earth We must not abuse it	10/24/2014 1 25 PM
42	concern: environmental need sustainable energy how are we moving towards a world no longer dependant on such a hurtful resource? the environment wars etc	10/22/2014 6 20 PM
43	concern: environmental disregard for public good don't approve proposal am concerned that the development plans of TransMountain Pipeline and other resource extracting corporations are moving to supersede the rights of communities to protect our environment and where we live Business before people not a good trend	10/22/2014 1 14 PM
44	we are not prep for emerg recognize the economic advantages of oil transport to other users but this province and our federal government are a long way from being ready to accept responsibility and plan for spill Tankers need to built to three hull specifications and moving only in the summer months	10/21/2014 7 38 PM
45	this is not a priority Yes The tanker traffic on our coast has been almost accident free The safe guards have improved and are improving as we speak We have far more to be concerned about around such issues as over population and pandemics	10/20/2014 4 08 PM
46	don't approve proposal NO NO NO A THOUSAND T MES NO	10/20/2014 2 42 PM
47	concern: environmental don't approve proposal Nothing no amount of riches or goods can make up for losing the beauty and health of our home t should never be risked	10/20/2014 2 06 PM
48	concern: environmental don't approve proposal There appears to be absolutely no benefit to coastal communities or to much / most of B C There certainly are risks to B C and coastal communities Why would anyone contemplate an activity with no reward and certain risks?	10/20/2014 1 20 PM
49	don't approve proposal 1 The risk to benefit ratios in 6 & 9 are too high 2 Please let us STOP exporting our raw natural resources let's export refined products	10/20/2014 11 04 AM
50	other proposed route nanaimo to port renfrew pipeline to avoid the inevitable collisions	10/20/2014 9 54 AM
51	need sustainable energy We need to refuse these old energy proposals and move forward as a green energy space	10/20/2014 9 39 AM
52	concern: climate change There are other major issues involved such as increased global warming due to increased extraction refining and use of petroleum and its products	10/20/2014 9 11 AM
53	do approve proposal engagement comment Historic review of oil spills reveals negligible long term adverse effects Canada's well being depends on export of commodities The interests of the City and its citizens are already properly considered without this expensive intervention	10/20/2014 8 28 AM
54	concern: environmental why did have to get consent to build a fence within 30 metres of the waterline for environmental reasons while these ships which pose a major threat can just operate at will	10/19/2014 7 37 PM
55	need sustainable energy t's time to get off oil	10/19/2014 6 13 PM
56	concern: environmental disregard for public good We need to act now to preserve our planet and stop spending precious time and money on inquiries these waters are pristine and it is a no brainer that we need to take responsibility that they stay that way or do we not care other than for what affects us personally	10/18/2014 11 20 AM
57	this is not a priority STOP PUMP NG RAW SEWAGE NTO THE OCEAN	10/18/2014 10 34 AM
58	need sustainable energy Why are the oil and transport companies preparing for the rapid economic benefits of transformation of their capabilities to enhance Canada's capability to produce distribute alternate energy options	10/17/2014 5 11 PM
59	other Look at all the truck and train accidents never reported as less safe than pipelines	10/17/2014 3 00 PM
60	concern: environmental have small children and when think of what we are risking for the sake of the dollar it makes me very sad We live in an ecological paradise an we're willing to throw it all away for NOTH NG	10/14/2014 5 56 PM
61	don't approve proposal would be in support of the people of BC in doing whatever was necessary to stop this process	10/14/2014 5 28 PM

62	do approve proposal economic benefit We must responsibly provide jobs for our young people and economic growth to provide the lifestyle that we see as important	10/11/2014 6 22 PM
63	need better emerg infrast The proposed increase in oil tanker traffic must be considered in the context of all large tanker traffic this would be about a 6% increase not nearly as dramatic as the 5 to 34 increase that is quoted to "overflow" the issue This additional tanker traffic is of minor concern the big concern is the potential for an accident and a spill More emphasis on monitoring and regulating tanker traffic (like air traffic control) and better infrastructure to respond and contain any spill should be the priority	10/11/2014 12 23 PM
64	concern: environmental disregard for public good don't approve proposal All of the above combined would totally ruin this beautiful alive city The plan is complete madness Tanker traffic should be DEcreased not increased	10/10/2014 9 54 PM
65	engagement comment am representing all of the people in my office (12 people) here as well as friends and family who did not participate	10/10/2014 11 50 AM
66	improve monitoring-tanker If this project goes in have four Coast guard small vessels and three air crafts tail the ship(s)	10/9/2014 2 20 PM
67	improve monitoring-tanker would like to see four small coast guard vessels monitoring the tanker	10/9/2014 11 09 AM
68	concern: environmental concern: safety record They say they are following all safety precautions but all it takes is one spill ONE to ruin what we all cherish And we've seen these "accidents" occur to "safe" ships before	10/7/2014 9 16 PM
69	need sustainable energy Now is the time to turn away from a fossil fuel economy and lifestyle	10/7/2014 3 12 PM
70	concern: environmental could destroy local econ no accountability: spills Kinder Morgan says it is not responsible for anything that happens once the dilbit is loaded onto tankers Therefore the risks are multiplied a thousandfold to Victoria because the ships will be owned and registered to unknown owners who can not be held accountable The risks are astronomical because the ship owners have nothing to lose	10/6/2014 8 16 PM
71	concern: poor process disregard for public good f this passes it will prove unconditionally that government has no interest or respect for the people that vote or the welfare of the citizens of BC	10/6/2014 5 28 PM
72	concern: environmental Dilbit sinks A spill will last FOREVER	10/6/2014 4 58 PM
73	TM: good safety record You have done a pretty good job of tilting the questionnaire against the project not surprising You forgot to mention that Trans Mountain has been shipping crude for 50 years without any significant incident must have been an oversight	10/6/2014 3 23 PM
74	concern: environmental disregard for public good need sustainable energy t is not worth the risk of spills and noise and damage to ecosystems nvest in something else t is not too late to switch to sustainable energy The loss of trust of the people in their government is also nnot worth the risk	10/6/2014 10 05 AM
75	we need this energy Unless we all want to stop using oil and oil products we really need to stop the whole N MBY stuff We use it t needs to move Therefore use the safest method Pipelines and tankers	10/6/2014 12 35 AM
76	concern: environmental concern: safety record Humans and technology fail periodically and oil spills will happen	10/4/2014 6 36 PM
77	concern: environmental need sustainable energy t is time to go beyond lip service about our concerns about climate change Talk is cheap We must make the decisions that turn this juggernaut back We must govern with concern for all life and what the future holds	10/4/2014 9 04 AM
78	concern: climate change concern: environmental Not only does the pipeline pose immediate concerns it also implicates a larger range of negative effects n a time where when it is urgent that we reduce greenhouse gas emissions in order to divert catastrophic climate change the shipping of fossil fuels is the last thing needed f we continue to allow projects like this we are putting not just Victoria at risk but the whole planet	10/3/2014 7 13 PM
79	concern: environmental don't approve proposal t is difficult to argue against profit and jobs in our capitalist society But strongly believe saying no to increased tanker traffic in pristine nature is a no brainer	10/3/2014 6 51 PM
80	don't approve proposal This is a stupid idea We're not that stupid right?	10/3/2014 3 30 PM
81	concern: poor process disregard for public good am concerned that this whole process is a sham and that our voices will not be heard t's sad when we purport to uphold the values of democracy yet a company like Kinder Morgan can initiate a process that will have adverse effects on the population that lives here	10/3/2014 3 28 PM

82	concern: climate change concern: environmental don't approve proposal With increased tanker traffic an oil spill would be just a matter of time Such spill would have a devastating and irreversible effect on the Salish Sea no amount of money or emergency preparedness could undo the damage of such a spill We must prevent this disaster from happening at all costs by strongly opposing this proposed project Also we live at an age where Climate Change is a well known and acknowledged phenomenon and threat and we must urgently do everything we can to wean ourselves from fossil fuels and invest in sustainable energy sources New pipeline projects should not even be contemplated at an age when the whole human race is at the verge of global disaster heavily caused by burning of fossil fuels	10/3/2014 11 55 AM
83	engagement comment There is plenty of information available elsewhere about this issue and the NEB hearings But little is provided on the CoV site Not even links to other related websites such as the Dogwood initiative or MLA Andrew Weaver's website (Weaver also has intervenor status) Why only a biased survey provided here? PS the links shown on the next page do not work Good grief who put this mickey mouse thing together?	10/3/2014 11 02 AM
84	concern: environmental Vancouver sland is a very special place to all those who live here Although oil has unfortunately become a world wide required commodity our relatively small community should not be forced to bear the impacts of a for profit natural resource exploitation Companies should be forced to ship oil by air or another method that has a less direct impact on the environment through which it passes The imposition of this pipeline on the people of British Columbia and the Coast Salish lands would be a detriment felt for generations	10/3/2014 10 03 AM
85	concern: safety record disregard for public good need better emerg infrast Kinder Morgan itself has stated that it is not a question of "if" there is an oil spill but "when" They have also admitted to not being adequately prepared to clean up the whole mess but view any accident as so much colleral damage the cost of doing business Unfortunately it is the people along the pipeline and not the company who bear the brunt of the real long term effects of an oil spill	10/3/2014 9 56 AM
86	disregard for public good don't approve proposal am strongly opposed to this project not because unrealistically think all petroleum projects should be stopped but because feel this particular project is not suitable The project will benefit a select few and the potential consequences will affect many	10/2/2014 8 47 PM
87	need sustainable energy support more development of renewable energy sources and less dependance on fossil fuels primarily for environmental reasons	10/2/2014 8 31 PM
88	disregard for public good Please remember that our elected politicians are in power to support the residents of Victoria NOT corporate greed	10/2/2014 8 01 PM
89	engagement comment realize you are interested in responses from City of Victoria residents However this decision impacts all municipalities in Greater Victoria	10/2/2014 7 50 PM
90	concern: environmental could destroy local econ Victoria people do not want this risk to this beautiful city totally reliant on tourism	10/2/2014 6 47 PM
91	do approve proposal economic benefit Take the big picture Fracking saved the US economy Russia is probing our air defences with bombers/fighter daily We are at the beginning of WW3 We are in the same economic and political situation as 1938 1939 We are selling Canada's resource at a 15% discount to the world price Get a grip We need the resource and the ability to move it more than ever What good is any of our environmental efforts if an invader vanquishes you and plunders your resources and freedoms? Start mobilizing for what is to come Russia/China/ S L don't give a second thought to CO2	10/2/2014 6 01 PM
92	concern: environmental Water still doesn't carry a passport Pollute 1 area and it will flow the worlds oceans	10/2/2014 5 49 PM
93	concern: environmental no accountability: spills There is a huge difference between 5 vessels a month and 34 The chances of an accident are much greater t would be impossible to fully clean up any spill There is not enough money to compensate for the destruction of our beautiful coast	10/2/2014 5 06 PM
94	concern: climate change engagement comment need sustainable energy According to mainstream analysis our world is pitching toward to 4 degrees celsius increase in global warming which is well beyond the 2 degrees safe limit set at the Copenhagen Climate Conference t is incumbent that rather than pour continual effort into fossil fuel extraction and transport that we quadruple investments in clean energy before 2030 applaud municipalities that ignore the jurisdictional wrangling about which level of government carries the mandate for resource extraction and transport by attempting to influence decisions that are in the best interests of their communities	10/2/2014 12 26 PM
95	concern: environmental don't approve proposal do not want this pipeline and the disaster it will bring to our environment	10/2/2014 12 25 PM
96	need sustainable energy would like to spend my tax money to advance energy production through sustainable methods rather than oil and gas production Just have different priorities	10/2/2014 11 42 AM

97	concern: environmental concern: safety record Exxon Valdez Gulf of Mexico Water and oil do not mix Whales	10/2/2014 8 29 AM
98	concern: poor process engagement comment There should be a mandatory referendum concerning this matter	10/1/2014 11 47 PM
99	not concerned with safety There are much larger container & bulk ships than the Tankers that will be operating on this route and that has been increasing over the years with no accidents so why do people assume that there will be accidents?	10/1/2014 10 01 PM
100	no comments No	10/1/2014 8 40 PM
101	no accountability: spills we are not prep for emerg In my opinion the problem with any proposed pipeline and tanker expansion is lack of adequate insurance and remedial techniques in the event of a spill or a leak Tankers since they are owned by the operator not by eg Kinder Morgan are notoriously underinsured and whatever the oil companies say they are never sufficiently prepared to deal quickly and efficiently with anything other than the smallest spills or leaks	10/1/2014 8 39 PM
102	we should use our energy Keep our national resources in Canada for Canadian use and benefit Only extract what we need for today and leave the rest for tomorrow	10/1/2014 7 53 PM
103	concern: environmental need sustainable energy hope that Kinder Morgan reconsiders the entire project Yes we can make loads of money with crude oil but at the risk of what little land we have left and the thousands and thousands of habitats that are on the verge of extinction? The beauty of our world should be cherished Money isn't worth what we'd lose and once the project starts we can't go back Future generations will never know how beautiful our world is Why aren't we focusing on wind and solar energy power plants? Those will last longer than the pipe line and is a lot safer	10/1/2014 6 36 PM
104	concern: environmental don't approve proposal beg on my bleeding bended knees PLEASE PLEASE PLEASE don't devastate the earth this way	10/1/2014 6 17 PM
105	need sustainable energy petroleum products are a dying industry if we are to invest money like this it should be in emerging energy sources	10/1/2014 5 59 PM
106	engagement comment I'm an academic Diploma engineer and architect so know what I am talking about	10/1/2014 5 50 PM
107	no accountability: spills it is not if but when will an accident happen & the majority of the cost will be to the environment & the tax payer of BC	10/1/2014 5 44 PM
108	concern: environmental My main concern is the impacts this will have on marine ecosystems Oil spills are not unlikely and the inevitable damage spills cause to fish marine mammals and plants is unacceptable We need to move towards a more sustainable and environmentally friendly source of energy and building more pipelines and increasing commercial oil traffic on the seas is not consistent with this	10/1/2014 5 22 PM
109	not concerned with safety with modern Nav equipment the requirement for a local pilot and the traffic separation scheme there is nothing to worry about	10/1/2014 5 04 PM
110	don't approve proposal Every community that says no will add to the overall chances of this whole pipeline never actually happening Every single "no" can make a difference on a global scale	10/1/2014 4 45 PM
111	don't approve proposal need sustainable energy The risk is not worth it Investments into energy should only be made into alternative options from now on	10/1/2014 3 03 PM
112	don't approve proposal Altho old I am willing to go to jail to prevent this	10/1/2014 2 08 PM
113	don't approve proposal I am strongly not in favour of this project	9/30/2014 10 15 PM
114	other Proceed with ultimate standards	9/30/2014 8 10 PM
115	no comments No thank you	9/30/2014 7 01 PM
116	concern: climate change Emissions of green house gases caused by the transported oil once consumed by buyers	9/30/2014 6 11 PM
117	need sustainable energy Expanding our existing pipeline infrastructure is short sighted and not where we need to be directing our resource energy Let's focus instead on using our resources to further sustainable energy we can also look at putting our existing systems to efficient use (for example storm water) It's not a question of jobs there's plenty of research that demonstrates the vast amount of jobs that would be created through investment in sustainable resources retrofitting buildings etc There is no longer any good reason to expand upon a dying fossil fuel industry	9/30/2014 4 47 PM

118	concern: environmental could destroy local econ This is an issue that greatly concerns me Regardless of how much money this project brings in once there is an oil spill the environment is destroyed forever We live in the most beautiful area of Canada and tourism is an important part of our economy	9/30/2014 3 37 PM
119	concern: poor process disregard for public good As these issues increase and citizens finally wake up notice that there is no turning back of 'deals' and then we are held hostage in lawsuits from corporate entities not tied to our 'democratic' system Truly dishonest process Behind closed doors not transparent gov't deals do not garner trust	9/30/2014 2 44 PM
120	need sustainable energy Thank you for supporting the UBCM decision last year to stand against these sorts of projects The world does not need more petroleum We need to invest in alternate energy sources rather than supporting the oil business' reckless destruction of the home we all live on	9/30/2014 2 13 PM
121	concern: environmental don't approve proposal We do not want to risk our waters so that China can have cheap oil and we can sell ourselves short It's just not worth it Plus say goodbye to our resident orcas and any other sea life desperately trying to hang on in waters filled with agonizing noise pollution and chemical pollutants	9/30/2014 1 36 PM
122	concern: environmental concern: safety record have worked on the Kinder Morgan application as an intervenor and can confidently state that Victoria will receive no benefits from the increased shipping of petroleum products increased marine traffic at best will detrimentally affect the coastal health and beauty we rely so heavily on for tourism recreation and related industries At worst a spill would catastrophically undermine the integrity of our invaluable natural marine resources	9/30/2014 1 17 PM
123	disregard for public good Quality of LIFE holds greater value for the majority than monetary profits of faceless non human corporations No money will ever fix a spill that jeopardizes the my and my children's children's lives	9/30/2014 10 36 AM
124	concern: environmental concern: safety record It's never a "if the spill happens" it's "when the spill happens" And history will remind us spills happen	9/30/2014 10 02 AM
125	don't approve proposal absolutely not worth the risk	9/30/2014 9 36 AM
126	concern: environmental This pipeline is the worst possible idea for transfer this oil There are just too many factors that will cause an accident BC whom claims to be an environmental province should not be going through with this Canada which is also the world's number one user of fossil fuels should not be endorsing this idea and get back on board with reducing our environmental impacts	9/30/2014 9 08 AM
127	don't approve proposal live on the water and am very concerned about the increase in tanker traffic	9/30/2014 7 30 AM
128	don't approve proposal Please don't do this	9/30/2014 1 01 AM
129	don't approve proposal economic benefit Kinder Morgan by their admission would produce 85 permanent jobs that like opening two Tim Horten Coffee shops with no risk of oil spills	9/29/2014 11 17 PM
130	concern: climate change need sustainable energy Oil from the tar sands is causing such pollution that Canada cannot meet its mark even from Kyoto and is first among the Western world to make first no progress and even to have increased its pollution When are we going to see people with vision who see oil as finite and begin to develop other forms of clean energy? We are at a crossroad and the time to take the right road is now before recovery is impossible	9/29/2014 11 11 PM
131	this is not a priority think Victoria should focus its environmental concerns on more significant environmental issues such as the lack of sewage treatment This causes far greater actual environmental impact than the very unlikely environmental environmental impact from a very low probability tanker accident	9/29/2014 10 38 PM
132	need sustainable energy We have to take a hard look at what we are doing with fossil fuels We cannot continue the way we are going if we want the planet to be habitable for our children and grandchildren	9/29/2014 9 59 PM
133	engagement comment This is a completely biased survey that steers participants responses in one direction	9/29/2014 9 53 PM
134	no comments have registered as a commenter and will do mine through that process	9/29/2014 9 10 PM
135	don't approve proposal this can not be considered an option	9/29/2014 9 08 PM
136	don't approve proposal Just stop this thing	9/29/2014 9 02 PM
137	need sustainable energy would far rather see such huge amounts of money put into creative solutions and creative clean energy sources	9/29/2014 7 57 PM

138	disregard for public good don't approve proposal we should use our energy SEE ABOVE See comments by Elizabeth May & Andrew Weaver and the former Peter Lougheedg (Andrew Nikiforuk 17 Sep 2012 TheTye.ca The initiatives to rush extraction and export of oil primarily benefit foreign multinational corporations not Canada or Canadians or global humanity	9/29/2014 7 19 PM
139	concern: poor process So far the NEB have controlled any enquiry into the transport of oil from Alberta to the BC coast to the advantage of the pipeline companies	9/29/2014 7 18 PM
140	concern: environmental Our beaches are one of our city's greatest assets We shouldn't take the risk of destroying them J	9/29/2014 7 15 PM
141	concern: environmental don't approve proposal An oil spill will wipe out tourism fishing recreation many entire ecosystems life as we know it on this amazing coast For what? To ship dirty destructive diluted bitumen across the Pacific? This is the definition of insanity We are so much smarter that this and we must let the less informed know it Eventually landscapes like ours will be in demand rare We must protect what we have now	9/29/2014 7 00 PM
142	don't approve proposal Please don't allow this to happen	9/29/2014 2 53 PM
143	concern: environmental live on Wellington and one of my favourite activities is going to Clover Point to observe the bird and marine mammals that come there don't want to have to wake up to an oil spill that might damage them	9/29/2014 1 46 PM
144	concern: environmental disregard for public good have traveled all over the world Vancouver island and British Columbia are rare gems The coast must be protected	9/29/2014 9 05 AM
145	concern: environmental concern: safety record Concern for the increased size of tankers as well as increase in numbers of them The dredging of harbours such as Burrard inlet near the Lions Gate Bridge is also of major concern as a further disturbance to the marine environment plus a danger to other marine traffic	9/28/2014 10 29 PM
146	disregard for public good Trans Mountain and Kinder Morgan do not care about job creation They are literally shipping jobs to other countries not just crude	9/28/2014 8 50 AM
147	no accountability: spills no	9/27/2014 3 14 PM
148	need sustainable energy feel strongly that we need to move away from traditional sources of energy With our advanced and abundant green technology there is no reason to support potentially damaging fossil fuels and all of the unsafe methods of transporting them	9/27/2014 10 16 AM
149	disregard for public good don't approve proposal 'd rather watch the SUP's and kite boarders	9/26/2014 5 44 PM
150	concern: safety record don't approve proposal no accountability: spills we are not prep for emerg As a child witnessed the aftermath of an oil spill off the California coast at Santa Barbara Years later there were still globs of sticky oil in the sand t had an impact on me Clean up "technology" has not advanced much once held a Marine Oil Spill Recovery Certificate after attending a one day course in how to mop up oil Not much has changed	9/26/2014 2 56 PM
151	don't approve proposal don't see any upside to this pipeline for the residents of BC Only huge risks	9/26/2014 9 41 AM
152	improve monitoring-tanker not concerned with safety Shipping accidents are a function of the safety and monitoring systems put in place to prevent accidents The Harro Strait in comparison to other areas has much less traffic	9/25/2014 10 05 PM
153	don't approve proposal No pipeline no tankers no problem	9/25/2014 12 35 PM
154	disregard for public good don't approve proposal There are little or no benefits to residents of the Victoria area while there are significant risks of a spill incident where we would bear the costs and damage	9/25/2014 11 46 AM
155	engagement comment What an absurd waste of money this survey is My hard earned tax dollars at work see Time to move out of this ridiculous town	9/25/2014 8 36 AM
156	disregard for public good don't approve proposal don't often voice my concern however this topic compells me to And once more money talks louder	9/25/2014 5 28 AM
157	concern: environmental Once the marine habitat is damaged by a spill whales and orcas will be gone	9/24/2014 8 40 PM
158	do approve proposal economic benefit improve monitoring-tanker need better emerg infrast We are going broke and nobody wants to pay taxes this it's the type of revenue source we should be supporting provided it's done safely and has public oversight	9/24/2014 7 38 PM

159	concern: environmental concern: safety record don't approve proposal Do not succumb to this company as they cannot guarantee there would never be a spill	9/24/2014 5 01 PM
160	concern: environmental need sustainable energy We can't prevent an earthquake but we can stop a devastating oil spill by saying NO to proposals from Kinder Morgan & Enbridge 'd like Victoria to lead the way by promoting renewable energy not fossil fuel expansion Even big business gets it At recent Climate Summit in N Y investment institutions promised to "decarbonise" their investment portfolios by \$100 billion by end of next year	9/24/2014 3 04 PM
161	disregard for public good don't approve proposal Give up this project it is plain and simply not safe	9/24/2014 2 59 PM
162	concern: climate change need sustainable energy no accountability: spills 1) Freeze further exploration for new fossil sources and use exploration budgets to develop renewable energy solutions (2) Hold those responsible for climate damages accountable by making them pay for the damage they cause (3) Encourage governments to stop accepting funding from the fossil fuel industry and (4) Divest from fossil fuel companies and invest in a clean energy future that benefits the world s majority	9/24/2014 1 20 PM
163	concern: poor process disregard for public good am sick and tired of corporations having more control over these kind of decisions that government makes The people should be heard and should be the biggest influencers since we live here	9/24/2014 12 32 PM
164	not concerned with safety We already have tanker traffic in the Strait of Juan de Fuca and there have been no spills and the number of spills on a worldwide basis has dramatically reduced over the years as safety standards increase	9/24/2014 12 27 PM
165	need sustainable energy understand fossil fuels are a necessity however no one should be focusing on the expansion of them everyone fossil fuel companies included should be looking at progressing to clean energy from here and the phasing out of fossil fuels as much as possible We have a duty as a developed country and society to develop grow and move forward in the cleanest way possible with max financial profit not being a driving factor	9/24/2014 12 24 PM
166	concern: climate change concern: environmental disregard for public good need sustainable energy am 20 years old and on a personal level am considering whether or not want to have children bring this up because this is not a thought that my parents or grandparents had to consider in this context "what kind of world would be bringing a child into" "what quality of life will my children and their children live in?" Questions like these go hand in hand with questions of increasing production/extraction/transportation of non renewable resources There need to be more climate and environment conscious alternatives we need to begin the process of fixing the irreparable damage we've already done NOT continue along this path of destruction	9/24/2014 11 53 AM
167	concern: climate change concern: environmental don't approve proposal Again the downstream impacts of the project in terms of climate change are extremely serious Climate change poses a serious financial and economic threat to the City of Victoria and other coastal jurisdictions Combined with other fossil fuel export proposals the coastal waters off Victoria are slated to become a globally significant carbon corridor (https://wildernesscommittee.org/sites/all/files/publications/2014_SalishSea_paper_web.pdf) The long term economic and environmental impacts of the CO2 emissions facilitated by these proposals dwarf the potential impacts of a spill (which are catastrophic in their own right) The NEB won't consider this in their review (despite the fact that equivalent bodies in neighbouring jurisdictions like Washington and Oregon do account for downstream carbon emissions in project reviews) but the City of Victoria has the responsibility to mention this loudly and often	9/24/2014 11 31 AM
168	engagement comment Victoria can make lots of noise but this is a decision that is based on the national interests am sure you are not requesting intervenor status because its an election year and you are playing to a certain vocal minority	9/24/2014 11 24 AM
169	concern: environmental concern: safety record could destroy local econ disregard for public good the words "grave yard of the Pacific" come to mind these are historically treacherous waters a spill would ruin the enviroment tourism the health of animals and humans and property would become worthless	9/24/2014 10 54 AM
170	don't approve proposal Don't let this happen	9/24/2014 9 14 AM

171	<p>concern: climate change concern: environmental concern: poor process could destroy local econ</p> <p>disregard for public good don't approve proposal</p> <p>It is a massive and seemingly intentional design flaw in the NEB process that the economic benefits of increased production and consumption of oil sands bitumen are within the scope of the process but the increased economic costs of fossil fuel extraction and combustion are not. Today it is evident that climate change is happening. The US Environmental Protection Agency has stated recently that the Social Cost of Carbon (SCC or the incremental cost to society of each additional tonne of carbon dioxide emitted) is \$39/tonne (source http://www.epa.gov/climatechange/EPAactivities/economics/scc.html). The expansion of Trans Mountain means an extra 76 million tonnes of CO2 annually causing \$3 billion in costs borne by societies around the world every year that the pipeline is functioning (and the US EPA says that the SCC increases every year). That these costs are ignored by the process is a grave injustice to those bearing those costs. I am happy to share with you the calculations I did to get these numbers.</p>	9/23/2014 8:27 PM
172	<p>concern: climate change Climate change impacts should be considered in entire proposal</p>	9/23/2014 2:45 PM

Q12 As an intervenor, the City of Victoria has the right to ask Trans Mountain questions about their proposal. If you have a question that you would like the City of Victoria to pose to Trans Mountain regarding their proposal, please include it here and reference the portion of the application that it relates to. Please also include your contact information.

Answered: 103 Skipped: 402

#	Responses	Date
1	First Nations Does Kinder Morgan have free prior and informed consent from all First Nations pipe crossings and areas with tanker travel?	11/7/2014 4 26 PM
2	impact on property values How would oil tanker expansion affect Victoria's land values or our happiness levels (Victoria has a high rating currently)	11/7/2014 4 13 PM
3	climate change petroleum based economy Do you believe in climate change? Do you care about the damage caused by a petroleum based economy?	11/7/2014 4 06 PM
4	economic benefits Why do you feel that economic growth trumps ecological health?	11/7/2014 3 49 PM
5	renewable/ sust energy Why doesn't the NEB focus on renewable and sustainable energy?	11/7/2014 3 21 PM
6	economic benefits renewable/ sust energy Considering the ongoing environmental impacts of extraction transportation and use of petroleum products as well as the economic and technological viability of alternative energy such as solar and wind as two examples do you think it is morally sound and in the best interest for the City of Victoria and the residents it represents to accept your proposal?	10/31/2014 5 10 PM
7	no question No questions Their vested interest is in making the most money they can while mitigating their risk They have no interest in doing us any favours	10/31/2014 12 37 PM
8	disaster/spill response Does Kinder Morgan run safety drills (timing how quickly they can respond to an oil spill or mishap) and if so what is the average response time that has been recorded in the last 5 10 drills? personal information	10/31/2014 12 33 PM
9	disaster response history Can they indicate when they last had a major oil spill or shipping accident	10/31/2014 12 00 PM
10	no question 'm sure you'll have plenty of better questions than could ask	10/31/2014 11 31 AM
11	Will this give people in bc more jobs and help with taxes	10/31/2014 10 33 AM
12	no question None	10/31/2014 9 48 AM
13	disaster/spill response When a spill occurs what commitment will TM make for cleanup restitution for lost income (fisheries tourism) lost quality of life	10/30/2014 4 32 PM
14	f an accident were to happen what would Trans Mountain be prepared to re evaluate about their current system? Can the federal and provincial governments 'change their mind' about allowing them to operate?	10/29/2014 2 44 PM
15	How do you expect to contain any type of spill in the Strait of Juan de Fuca? The Juan de Fuca has stronger currents and swell than Haro & Georgia Straits which will make it extremely tough personal information	10/28/2014 10 33 AM
16	who befits financially by how money much exactly per additional and present tanker load?	10/24/2014 2 36 PM
17	disaster/spill response How will you repair the natural harmony and balance of the environment in the event of a major leakage or spill?	10/24/2014 1 25 PM

18	disaster/spill response spill prev/ environ prot 1 Please describe what your local oil spill response plan may be how do you plan to deal with the considerable underwater tidal currents in the area which would spread the bitumen rapidly? 2 Turn Point and East Point are hazardous navigational areas with considerable traffic What you plan for mitigating the risk of having a three fold increase in oil tanker traffic in these areas?	10/23/2014 11 33 AM
19	spill prev/ environ prot transportation/safety Are modern three hulled tankers being built to transport this oil What \$ are they prepared to kick in to federal and provincial coffers in order to be prepared from a major oil spill?	10/21/2014 7 38 PM
20	economic benefits insurance/ responsibility Will they put all their proposed future profits (before anything is hidden off shore) in a fund and use that as security? f they are willing to pipe oil through their own homes ? There is no reason this risk should ever be taken it is like playing Russian Roulette with our home	10/20/2014 2 06 PM
21	no question Please reference 11	10/20/2014 11 04 AM
22	economic benefits environmental impacts What possible benefits can Victoria and other coastal sections of BC expect from increased tanker traffic? (any possible financial promises could not in any way trump the possible devastation form an oil spill as well as the interference with marine life in my opinion)	10/20/2014 10 04 AM
23	spill prev/ environ prot transportation/safety active pass navigation	10/20/2014 9 54 AM
24	disaster/spill response What resources including money is in place in case of a major accident/spill?	10/20/2014 9 53 AM
25	climate change economic benefits environmental impacts n view of the increased emissions and the high risk to marine habitat due to proposed increase in shipping how can the company justify the building of the pipeline?	10/20/2014 9 11 AM
26	spill prev/ environ prot How can Tran Mountain guarantee that there will be no oil spills? and if it cannot give us this guarantee then what are we debating about?	10/18/2014 11 20 AM
27	no question see opinion given at #11	10/17/2014 5 11 PM
28	transportation/safety How much safer are pipelines than road or rail transport?	10/17/2014 3 00 PM
29	climate change economic benefits environmental impacts renewable/ sust energy cannot understand why this is happening Has anyone not noticed climate changes (weather patterns shifting temperatures changing etc) How can we be so blind to not think of how our environment will be for the next generation Why risk ruining the ocean for profit now? Please step back and ask why we cannot look at alternative energy Trans Mountain please close your eyes and ask why are you doing this? am hazarding a guess it has to do with corporate profit s that right for all of the potential risks?	10/17/2014 2 58 PM
30	disaster/spill response Would TM be willing to pay 100% of all clean up costs regardless of that cost? f not what percentage?	10/14/2014 5 28 PM
31	transportation/safety What are the standards you will require for the ships and their employees that will use the terminal	10/11/2014 6 22 PM
32	disaster/spill response Will Trans Mountain's nsurance be 100% accountable for any environmental damage if an incident that may occur?	10/11/2014 1 14 PM
33	disaster/spill response My understanding is that once the bitumen is loaded onto the tankers Trans Mountain no longer has any responsibility for the product and therefore no obligation to participate or pay for "cleanup" which is impossible anyway Contact personal information	10/10/2014 9 54 PM
34	how many jobs etc? Once the installation of the new pipeline has been completed how many new jobs on Vancouver sland will result from our having the pipeline?	10/10/2014 2 34 PM
35	disaster/spill response would Kinder Morgan be willing to pay towards a fund set aside for cleanup \$1 million dollars PER SH P in order to cross our waters? That is what we are talking about in terms of cost long and short term plus the cost to the medical system and taxpayers	10/10/2014 11 50 AM
36	economic benefits What are the shared value initiatives that trans mountain plans to implement as part of this project?	10/8/2014 10 44 AM
37	petroleum based economy Why are we not selling these resources within Canada or North America?	10/6/2014 9 36 PM
38	economic benefits #1 The need for the proposed project Victoria has no need for this project What does Kinder Morgan cite as a benefit to Victoria besides 50 jobs which is not enough What else is a benefit to Victoria?	10/6/2014 8 16 PM

39	renewable/ sust energy Why has Trans Mountain not looked into developing alternatives to oil based business? This short term thinking is going to be the ruination of our planet	10/6/2014 4 58 PM
40	transportation/safety Would you prefer to use pipelines and tankers or railcars and trucks to transport oil Why ?	10/6/2014 12 35 AM
41	disaster/spill response Will you pay 100% of the costs associated with an oil spill either on land or in the ocean? personal information	10/4/2014 6 36 PM
42	spill prev/ environ prot Can you be honest? Safety concerns	10/3/2014 3 28 PM
43	What is your emergency response plan not if but when petroleum products spill into our waterways? Can we hold you both legally and financially responsible when such an incident occurs?	10/2/2014 8 47 PM
44	environmental impacts spill prev/ environ prot transportation/safety Can they guarantee there will be no oil spill? What control do they have over the nature and quality of the ships that will be carrying this oil? What guarantees do we have that the ships will be double hulled?	10/2/2014 7 50 PM
45	economic benefits how many jobs etc? Please ask if we can participate in the jobs/engineering/ environmental care for this wonderful projects Ask the pipeline companies to headquarter their environmental division to some of our empty downtown buildings Ask if the will sponsor more science/engineering programs at our local universities Ask if we can create an energy management degree to teach those not familiar with energy	10/2/2014 6 01 PM
46	disaster/spill response Oil spills simply CAN NOT BE CLEANED UP	10/2/2014 5 49 PM
47	disaster/spill response Considering their abysmal record handling "accidents" how do they propose to clean up a spill?	10/2/2014 12 42 PM
48	no question do not believe that have an original question for Trans Mountain	10/2/2014 12 26 PM
49	would like to invest in companies that propose alternatives to oil and gas production Keep the resources in the ground at present Educate myself and others how to do this No scams	10/2/2014 11 42 AM
50	environmental impacts spill prev/ environ prot transportation/safety How will they protect whales???	10/2/2014 8 29 AM
51	disaster/spill response What level of environmental liability does Kinder Morgan hold in responsibility WHEN an environmental disaster takes place ?	10/1/2014 11 47 PM
52	What plans do they have for dealing with inevitable spills and leaks What are the details of their insurance cover pertaining to damages and restitution following a spill or leak How much is their maximum indemnity Specifically re the tankers what are the details of their insurance cover and how much does their maximum indemnity amount to?	10/1/2014 8 39 PM
53	f you were on the other end of this deal would you be in favor of it??? ie if you suffered all of the risks with few of the benefits instead of most of the benefits and none of the risks like you are proposing personal information	10/1/2014 7 53 PM
54	how can you sleep at night knowing you are destroying our environment for profit? personal information	10/1/2014 5 59 PM
55	no question am an university trained (EU) expert in environntall issues for 50 years wrote few books	10/1/2014 5 50 PM
56	what is the timeline? How soon can they get it done?	10/1/2014 5 04 PM
57	Who would pay to clean up a spill and what is the worst case scenerio in damage that could affect our marine ecosystem?	10/1/2014 4 45 PM
58	spill prev/ environ prot What strategies do they have in place to prevent a spill? What resources do they have in place in the event of a spill?	10/1/2014 2 17 PM
59	environmental impacts insurance/ responsibility How will you explain your actions to all the children present & future when they will be living with results of your activities? Will you be FULLY financially responsible for all damages?	10/1/2014 2 08 PM
60	no question Asking questions does not mean the questions will be answered LOG CALLY and to the PO NT by the BC government What use will it be?	9/30/2014 8 39 PM
61	would need to read their proposal in full At this time have no question	9/30/2014 7 01 PM

62	disaster/spill response Because of an increase in marine traffic and according to the law of averages what are the detailed response plans of a marine emergency such as collision and the impact on the environment from a large oil spill	9/30/2014 5 36 PM
63	climate change renewable/ sust energy The burning of fossil fuels will increase Climate Change have you considered changing gear and putting your \$ and resources into alternative forms of energy?	9/30/2014 5 18 PM
64	disaster/spill response economic benefits environmental impacts have general questions would like addressed by kinder Morgan very specifically You can phrase these however you choose how does kinder Morgan intend to fully anticipate and address any sort of environmental impacts? Cleanup plan? CEO would you allow this pipeline to run through your backyard your favourite outside spaces your own waterfront property? if you lived here what would you think of such a proposal near your own home? Your cottage?	9/30/2014 4 47 PM
65	environmental impacts insurance/ responsibility • Would you agree to fully paying for an insurance package that did not utilize any form of limitation of liability? If there was an accident or spill of any kind the insurance company could not cap its compensation and would have to compensate immediately and it would have to fully pay for damages as determined by need and environmental cost alone? If not why would you not pay for such an insurance package?	9/30/2014 2 00 PM
66	disaster/spill response insurance/ responsibility transportation/safety if remember correctly Kinder Morgan failed to provide vessel specific data for any of their coastal impact assessments Please request the provision of vessel specific data for more accurate assessment of coastal impact Please also request/demand confirmation about spill response including for diluted bitumen including liabilities for short and long term response and clean up	9/30/2014 1 17 PM
67	insurance/ responsibility How much collateral will Trans Mountain put in escrow as insurance protection for major spills	9/30/2014 1 12 PM
68	economic benefits How does this increased tanker traffic benefit inhabitants of the Vancouver Island the Gulf Islands and the Lower Mainland?	9/30/2014 7 44 AM
69	First Nations Have you contacted the Esquimalt Songhees and Lekwungen nations for consultation and guidance?	9/30/2014 1 01 AM
70	disaster/spill response insurance/ responsibility Who will be responsible for a Super Tanker oil Spill ?	9/29/2014 11 17 PM
71	economic benefits environmental impacts is it at all possible? Burnaby has taken them to court and lost and all Trans Mountain has to say is if you don't want us to go through Burnaby Mt then we'll just have to tunnel through your neighbourhood if that isn't a threat don't know what is	9/29/2014 11 11 PM
72	environmental impacts spill prev/ environ prot How will they ensure they do not have adverse affects on the Southern Resident Killer Whales in particular and the Salish Sea in general	9/29/2014 9 10 PM
73	disaster/spill response economic benefits environmental impacts insurance/ responsibility Generally don't believe oil corporate policy has any respect for you or for truth regarding risks or damage by potential spills They have been able to BUY enough influence that they can literally leave the scene unscathed after any mishap Think Nigeria Ecuador We should follow Norway's example about controlling the flow of oil and of cash for the long term benefit of citizens not short term profits for the already rich	9/29/2014 7 19 PM
74	no question	9/29/2014 7 18 PM
75	disaster/spill response economic benefits environmental impacts insurance/ responsibility How is this project in the best interest of BC citizens? Who is responsible for cleaning up an oil spill? How do they propose to replace whole ecosystems and plant and animal species that will be destroyed by an oil spill? personal information	9/29/2014 7 00 PM
76	disaster response history disaster/spill response insurance/ responsibility How much money and insurance are they earmarking for spill cleanup and how does this compare to how much the Exxon Valdez spill cost (in today's dollars\$?)	9/29/2014 2 24 PM
77	no question Where do I find the application?	9/29/2014 2 15 PM
78	Explain why even a very low risk assessment for marine spills of diluted bitumen would not be catastrophic if such an event occurred i.e. why an low risk of an incident should not be assessed as a high risk given the magnitude of irreversible damage major spillage would inflict	9/29/2014 2 03 PM
79	transportation/safety Can they find an alternative shipping route other than the sensitive Salish Sea? At least can't the oil be processed in Alberta? personal information	9/29/2014 1 46 PM

80	economic benefits environmental impacts Will there be a public vote?	9/29/2014 9 27 AM
81	no question Would it not be better if we went back to the days of the horse and buggy?	9/28/2014 12 34 PM
82	environmental impacts ncrease of air pollution similar to that being monitored in James Bay due to Cruise Ships	9/27/2014 4 45 PM
83	no question none this survey covers my concerns well	9/27/2014 3 14 PM
84	insurance/ responsibility am concerned with who actually holds the liability once the oil has left the dock Contact below	9/26/2014 2 56 PM
85	no question The City of Victoria has proven itself that it has very little to say that anyone would consider as being constructive perceptive or competent i e the sewage treatment and bridge fiascos	9/25/2014 10 05 PM
86	economic benefits environmental impacts insurance/ responsibility spill prev/ environ prot s Trans Mountain willing to contribute to the costs of reducing the risk of an oil spill into the marine environment? f so would Trans Mountain work with others to develop a governance strategy where industries associated with this development each pay their fair share for reducing the risk?	9/25/2014 2 45 PM
87	economic benefits environmental impacts spill prev/ environ prot What are the benefits the residents of Vancouver land? Why would we want to support this venture? What risks do you foresee and what plans do you have to make sure they don't happen?	9/25/2014 9 17 AM
88	economic benefits Under the newly ratified F PA agreement what real economic benefit could possibly be granted from this project that could offset the very real irreparable harm it will cause to our people and the environment? People are sick and tired of being told to trust the government and to allow industry to monitor itself What kind of assurance could TransMountain provide that would guarantee legal recourse for our population ndigenous Peoples and local government? t would appear the F PA disallows ALL such remedies?	9/25/2014 8 52 AM
89	no question would ask Trans Mountain what it thinks about busy body city councils like the one that represents the City of Victoria wasting their time and money asking questions about a project that doesn't relate to the City of Victoria at all	9/25/2014 8 36 AM
90	economic benefits environmental impacts Do you like water? We all do Can you put the money that is being spent towards additional trafficking of oil and invest it in conserving and sourcing water based technology bet you will actually make more money that way Dont take the lazy way out and do what all the competitors are doing and filling your pockets with cash by sending oil to other parts of the world challenge you as a company to actually question what your true motive is? We have one planet and its been pretty forgiving so far to our stupidity as a society Stand up and show you are change making company and trailblazer for good Rethink how you can change your plans and benefit everyone of your family members and future ones into making a more positive legacy instead of destroying	9/24/2014 11 51 PM
91	environmental impacts spill prev/ environ prot How do they propose to protect the orcas and whales who are incredibly sensitive to the ocean noise of marine traffic from the noise of increased tanker traffic and second how do they propose to prevent the UN MAG NABLE damage that would be done to marine life with any type of spill?	9/24/2014 8 40 PM
92	disaster response history transportation/safety Based on worldwide statistical analysis and probability how often will S Vancouver land (Port Renfrew to Victoria and Gulf lands) suffer a major oil spill (greater than 100 000 litres) in the next 50 years?	9/24/2014 5 57 PM
93	spill prev/ environ prot Can Trans Mountain guarantee that there would never be a spill or impact of any kind on marine human and/or animal life on this coast?	9/24/2014 5 01 PM
94	disaster/spill response insurance/ responsibility 'd like hard facts on spill clean up capacity how long would it take for help to reach Victoria and who pays? Even Transport Canada admitted last February in the Times Colonist that southern Vancouver land faces a "very high risk" of an oil spill if Kinder Morgan is approved The human factor will be the trigger despite double hulled ships	9/24/2014 3 04 PM
95	no question n/a	9/24/2014 12 32 PM
96	environmental impacts renewable/ sust energy Referring to section 9 With spills being such a concern for the public and the future of our social and economic environment and also a very likely occurrence why is it energy companies aren't pushing their resources into making a profit in the Green sector instead of spill mitigation?	9/24/2014 12 24 PM

personal information

97	disaster/spill response spill prev/ environ prot What portion of your budget will go to monitoring/preventing the possibility of leaks/spills? How much of this will be preemptive and how much will just be factoring in cleanup should something awful occur?	9/24/2014 11 53 AM
98	renewable/ sust energy When are you going to stop? We need to reduce our dependence on fossil fuels not increase it When are you going to invest in so called alternative sources of energy? When are you going be part of the solution and not the problem of climate change? Climate change is here personal information	9/24/2014 11 42 AM
99	insurance/ responsibility f were an intervenor would ask TransMountain how the City of Victoria which won't earn a dollar through the project is supposed to bear the costs of extended spill clean up (which is never covered by oil transport companies) and manage the long term economic impacts of a spill severely reduced tourism revenue potential loss of cruise ship revenue impacts to fishing and shellfish sectors etc and the economic impacts in a no spill scenario such as loss of tax revenue from the whale watching sector which the tankers associated with the project could displace	9/24/2014 11 31 AM
100	environmental impacts transportation/safety am more concerned about the age of the current pipe infrastructure than new pipes older ones are more likely to fail therefore what is the plan to replace and upgrade aging infrastructure? Of course Victoria is actively involved in upgrading its old infrastructure as opposed to spending hundreds of thousands of taxpayer dollars on unnecessary speed limits and lane closures in the park	9/24/2014 11 24 AM
101	disaster/spill response who will be responsible when there is a spill? (not 'pay a fine' responsible but 'fix it' responsible)	9/24/2014 9 43 AM
102	disaster/spill response environmental impacts Assuming big oil will get what it wants What will you do for Greater Victoria and its foreshores and environment as a cost of doing business n a time where government funding is dwindling for DFO Fish Hatcheries and environmental rehabilitation and local Orcas are in danger how many millions per year are you willing to give in a trust to organizations that fight to preserve and rehabilitate the environment Also how do you plan to deal with any accidental discharge into the ocean Specifically what infrastructure will be ready and in place to deal with any emergent situation and how will it be sufficient to the task personal information	9/24/2014 9 14 AM
103	no question may contribute to this at a later date	9/23/2014 8 27 PM

Q13 Do you have specific expertise or knowledge that the City could draw upon during the National Energy Board's hearing process? Evidence submitted must be relevant to one or more of the 12 issues identified and the focus of the City's participation will be on the impacts of increased marine shipping activities.

Answered: 62 Skipped: 443

#	Responses	Date
1	no	11/2/2014 10 00 AM
2	No	10/31/2014 6 06 PM
3	More tankers mean lower prices lower prices mean more usage more usage means more damage to the environment people and societies	10/31/2014 12 37 PM
4	am not a marine transportation planner nor have worked in the oil and gas industry so don't think my personal experience would be relevant think it is a good idea to ask this question to citizens though	10/31/2014 12 33 PM
5	No	10/31/2014 12 00 PM
6	No	10/31/2014 11 31 AM
7	No just strong feelings of opposition	10/31/2014 9 51 AM
8	No	10/31/2014 9 48 AM
9	no	10/30/2014 4 32 PM
10	am available on a fee paying basis as an Expert Witness in the area of marine oil spill prevention and response	10/29/2014 5 02 PM
11	No am a lifelong resident of Victoria and that am an expert in (tongue in cheek)	10/27/2014 3 05 PM
12	Yes am personal information based in Vancouver BC with a good working knowledge of shipping practices in BC in addition am studying my Masters degree in Resource Management and Environmental Studies at UBC and have a good working knowledge energy issues in BC	10/23/2014 11 33 AM
13	No	10/22/2014 1 14 PM
14	No just a concerned and informed citizen	10/21/2014 7 38 PM
15	No	10/21/2014 9 03 AM
16	Other than suffering through cancer not really but perhaps my health is more pertinent than other things perhaps am the canary to warn you all?	10/20/2014 2 06 PM
17	am a professional engineer with over 20 years in the energy industry both for operators and infrastructure companies worked in project design engineering risk and environment / sustainable development areas am unsure of your "12 areas" but feel free to contact me if you wish to	10/20/2014 1 20 PM
18	No	10/20/2014 11 52 AM
19	am a biologist employed by personal information headquartered here in Esquimalt	10/20/2014 11 04 AM
20	No	10/20/2014 10 04 AM
21	no ask bc ferries sailors	10/20/2014 9 54 AM
22	N/A	10/18/2014 11 20 AM
23	A great many articles that convey the same concerns	10/17/2014 5 11 PM

24	NO	10/14/2014 5 28 PM
25	No	10/12/2014 12 13 AM
26	No don't	10/10/2014 9 54 PM
27	no	10/10/2014 11 50 AM
28	Unfortunately no	10/7/2014 9 16 PM
29	Nope	10/4/2014 6 36 PM
30	no	10/4/2014 9 04 AM
31	No	10/3/2014 6 51 PM
32	NO	10/3/2014 7 55 AM
33	No	10/2/2014 7 50 PM
34	No have 2 science degrees cringe at the bias and ignorance that fuels opposition to resource development in this country have yet to see an electric fighter jet or ambulance	10/2/2014 6 01 PM
35	MOTHER NATURE W LL HAVE HER REVENGE PLEASE L STEN TO THE ELDERS Remember than Victoria was founded on Stolen land at least let the First Nations have seats at the discussion table so their voice is heard see signs around the city that show some respect for the first nations well then take the initiative and directly get and use their feedback	10/2/2014 5 49 PM
36	Unfortunately no	10/2/2014 12 42 PM
37	No just self taught on this issue and a deep concern for the well being of our grandchildren who regularly thrive in the South island's natural setting	10/2/2014 12 26 PM
38	No	10/2/2014 11 42 AM
39	no	10/1/2014 7 53 PM
40	non specific expert cancer research	10/1/2014 5 59 PM
41	No	10/1/2014 4 45 PM
42	No	10/1/2014 2 17 PM
43	am an expert in living in a safe healthy environment with my children and grandchildren am an expert in knowing that any individual or group that seeks to profit from my well being is not to be trusted	10/1/2014 11 14 AM
44	No am sorry	9/30/2014 7 01 PM
45	do not but having worked on this last spring in Andrew Weaver's office as a personal information am open to supporting the City's work in other ways	9/30/2014 1 17 PM
46	Walk down to the harbour and ask any fisher or tug boater	9/29/2014 11 17 PM
47	no except that have lived on the coast my entire life	9/29/2014 9 08 PM
48	presented and attended the Enbridge hearings One speaker retired geologist told about his first job standing a berm which was leaking oil into the local water supply but 'unable' to use the word 'leak' in his status report	9/29/2014 7 19 PM
49	No	9/29/2014 7 18 PM
50	Not really	9/29/2014 1 46 PM
51	am really good at posting stuff to facebook	9/28/2014 12 34 PM
52	ntroduce the results of air monitoring of Cruise Ship pollution	9/27/2014 4 45 PM
53	no	9/27/2014 3 14 PM
54	am collecting a list of successful global green energy programs to offer a solution to our dependance on petroleum products	9/27/2014 10 16 AM
55	Yes the City should mind their own business which they are barely competent at doing let alone someone else's	9/25/2014 10 05 PM

56	Yes	9/25/2014 5 11 PM
57	Yes	9/25/2014 2 45 PM
58	no	9/25/2014 9 17 AM
59	We all know the impact this disaster will have in the certain event of a spill	9/24/2014 5 01 PM
60	n/a	9/24/2014 12 32 PM
61	As President of the personal information am well connected in the Marine hatchery and enhancement community Our event has raised \$100 000 00 for various groups in the last nine years am able to facilitate a delegation of Biologists volunteers hatchery staff and others that have a direct interest in the waters of southern Vancouver island	9/24/2014 9 14 AM
62	When worked for the Federal Government at Natural Resources Canada was part of the Canadian negotiating team to the intergovernmental Panel on Climate Change and have a fair bit of expertise can bring to bear on the impacts of increased fossil fuel extraction	9/23/2014 8 27 PM

Please note pages 55 to 61 were removed because they contained personal information that cannot be disclosed under the provisions of the Freedom of Information and Protection of Privacy Act.

Correspondence

Feedback was also collected with a dedicated email address: pipeline@victoria.ca.
23 emails were submitted in regards to this proposal.

Email Correspondence

Please consider the following:

1. Kinder Morgan is calling the shots for the coming hearing, in collusion with the Vancouver Port Authority [appointed by the Harper government]; the NEB Review Panel is made up of Harper appointees; and under the aegis of Bill C 38 [introduced by Harper.]
2. There is very little hope that presenters will make any difference if they try to pose questions.
3. Therefore, instead of asking questions, and with the co-operation of the State of Washington, TELL the Panel you are taking Kinder Morgan and those in collusion that you, the presenters, are taking them to court.
4. With the co-operation of the States, take them to the UN; without the States, take them to the BC court but prepare to take your case to the Supreme Court of Canada.

I will be consulting a lawyer to determine what precise charges can be used.

I say Yes.

The contentious subject of tanker traffic, in particular, through the coastal waters of British Columbia elicits a response in me that has been considered for a long time. My earliest thoughts were prompted by the Exxon Valdez disaster in Alaska quite some years ago. More recent prompts have been the media and other statements by authoritative individuals, some of whom are in favour of increased marine traffic and the greater part of statements made who advise caution or who are definitely against increased tanker traffic.

The Shirumir incident just two or three weeks ago off the west coast of Haida Gwaii cannot more emphatically illustrate how susceptible are the coastlines of British Columbia. For the anticipated increase in tanker traffic, there is no remotely adequate emergency capability in place and international maritime regulations are obviously inadequate. (How about a back-up bunker fuel oil heater in every vessel ?)

I experienced the pristine beauty and uniqueness of the Queen Charlotte Straits, the Straits of Georgia, and Quatsino Sound in a canoe some years ago and I cringe with the thought that these might be threatened. Don't allow tanker traffic in such numbers because, statistically, there will be one or more disasters on a large scale.

I will applaud the government or whatever discretionary authority that says NO to increased tanker traffic in the Straits of Georgia or in Dixon Entrance.

Who enforces their safety regulations? Regulations mean absolutely nothing without meaningful enforcement. I know once the oil is on the tanker safety is up to the crew and Coast Guard.

Do they oversee the lines themselves, or is Safety an externality handled by a government organization that inspects everything regularly. I would like to have them oversee their own operations so they are the only accountable party if they are allowed to proceed.

The area where pilots change is an undue risk.

For efficient steerability through Haro Strait transport vessels tend to maximize tidal flow as that flow exits Juan de Fuca Strait into the Salish Sea.

At the present rate of traffic there are occasions when 8 transport vessels, and more, are moving, or at anchor, in the zone where pilots enter/exit vessels. This zone is viewable from Clover Point, Victoria.

By law, compensation are due for damages incurred on USA's public lands and waters. However, no compensation for damages to Canada's public land and waters, if precedent spills without compensation to public lands and water, in Burnaby and Richmond's recent spills.

Increased vessels, laden or unladen, increase risk of multi-vessel impact.

Multiple vessels anchor at the American waters' border (center of the JdF, and too, other vessels closer to American land). With each turn of the tide the vessels at anchor turn in a sweep, keeping bow taught to the tidal flow. Due south of Victoria pilots embark.

My question: Is collision/spill risk further mitigated by moving the pilot change zone, from south of Victoria, to a zone west of Race Rocks, stationed from Sooke, for dangerous goods, oil, dilutant, and gas?

LNG carriers must be added to equations of a local tanker transit risk profile.

The energy contained in the LNG carriers is some 20 times that of Hiroshima's blast force. The risk profile to coastal urban dwelling from an inattendant container vessel rounding too far south, and in a lurch jostling a container onto an LNG carrier.

Not all expansions of the coastal transit industry are equal. The allocation of assets to meet risk for additional tankers is an opportunity to mitigate by a standard set to meet the foggiest of conditions. Clearly, a fixed tow vessel for all tankers, and a shift west of the pilot change zone into JdF would diminish risk.

There is a need for more integrated responders and specialized disaster relief materials. Industry is not being obliged. A multi-tasked civil service is needed.

Were a tsunami to move down JdF with great volume, all tankers actively bow-tethered to large multi-engine ocean going tow vessels would have less risk of being swept inland.

I am opposed to further expansion of the Kinder-Morgan pipeline.

This is such madness it hardly warrants explanation. My position is a big NO. Not now, not ever. For all the reasons put forward by Burnaby mayor and others. Spills are inevitable, increased tanker traffic is absolutely unacceptable and the benefits to the people are negligible. Only a few already obscenely wealthy people will benefit. We should be investing in clean energy....solar, wind etc and stop building pipelines immediately. Period. Anything else is totally unacceptable.

The more oil by pipe the safer

I have thought about the oil question at length, and feel that energy needs are best met with solar power.

The sun gives renewable energy in its daily path; no buying or selling. This leaves our land intact for forests, rivers, lakes, people and wildlife.

Development of fuelling BC's electricity needs with solar is already taking place, as the Sooke nation sells solar generated electricity from their roofs to BC Hydro. Following this up on a wide-spread scale can free us from damaging rivers and land; from destroying salmon-spawning runs; from all kinds of needless mechanical interference with people's homes and the environment.

Please extend this thinking into the pipeline issue, and see how any country is capable of generating ample power every day without burning a thing or poisoning a thing. Any oil needs can be met through plant oils such as olive, peanut, and sunflower.

Thank you for considering using solar power.

Just wanted to say thank you for organizing the local movement to say NO to the Kinder Morgan pipeline expansion.

Hello, I am adding my voice to the thousands who are opposed to increasing oil pipeline traffic on our coast. Please don't allow this.

Dear City of Victoria,,, I have been a liberal all of my life,,,,and count the blessings of many friends who believe in compassion,,,transparency,,,and respect for this planet,,(earth))) to my circle. My first oil spill was the Santa Barbara oil disaster of 1969,,,it was not a pleasant first experience,,,this proposed northern gateway pipeline or by train,,,is a major disaster waiting to happen,,if a tanker 500,000 dwtons or 1,000,000 dwtons,,,like the Exxon Valdez,,,hit a reef or grounded anywhere along the mid coast of Beautiful BC,,,it would be catastrophic for the people,,,And with great respect the BC Government nor the Federal Government do not have the capability to install very specific cleanup technologies,,,,not to mention the catastrophic environmental damage done to our Beautiful BC coastline,,,this Alberta bitumen ((dilbit))) is rough stuff,,,not to mention the pet coke (((5 billion tons of it))) as a result of the refining and shipping process,,,,,now there's a hole in the wall location in Australia,,called Coober pedy,,just coming on stream,,,with possible recoverable reserves of 500 billion barrels,,,much greater than Saudi Arabia,,,geographically closer to china than BC is,,,now as far as our natural gas is concerned I am all for development,,,as it is a cooler natural gas then other world locality sources,,,,I ask myself ,,and I am trying hard not to burden you too much,,,I ask myself if the human species (((carbon units)))will be around in 1000 years,,,what should we be doing differently,,,as stewards of this Planet,,,and perhaps you are limited in what you can do in your relationship to the Premier,,respectfully I might add ,,but you must try to stop this insanity of shipping raw bitumen,,,I am begging you from the core of my soul,,,if this process is not done right,,if the people of BC do not have say in this regards,,,and I mean the people living on the coast ,,this Province will probably erupt like no one has ever witnessed before,,I pray that does not happen but one can just feel the tension,,,would it not be a fine dynamic if one could present to you a time traveller from the future and share with you ,,in deep kindness,,,the folly of this proposed northern pipeline,,,would you listen than,,,or is thy heart of your Soul tuned to the Tears of this Planet,,,is that enough for you,,,this is from my heart,,,I do realize there is a heavy burden placed upon your spirit as minister,,and you are probably feeling like you are caught in a trap,,so I am going to pray for you like I have never prayed for another Human,,,I am not trying to write a novel here,,,just a presentation of my thoughts,,,,all you have to do is say No to this proposal ,,it's as easy as breathing,,,so there you have it,,,kind regards ,,and Blessings!

Yes, we have to get the BC government to demand that Harper does not have any right to approve this pipeline. Victoria never got a chance to have their say. I see tankers passing my James Bay window every day and wonder I have no say in something that affects me directly.

Maybe the City of Victoria should stop being a third world city and stop dumping their untreated sewage into the ocean. Then they can have a say in the tanker traffic .

I truly believe any discussion on tanker traffic must include the fact that we are on an island, and rely on tankers to bring our fuel. Do we want tankers on our coast to only fulfil our needs, or do we as a collective voice say no more tankers, and either build a pipeline or quit using fossil fuel! Where do we stand? Hopefully, not hypocritically.

Increasing tanker traffic would be a huge mistake. There would be oil spills and coastal damage. Instead we should place our focus on environmental protection and growing our sustainable energy sources.

Keep our oil in Canada for our own long term use. Making money should not be the basis for making this decision. Listen to First Nations and the thousands of other people who oppose this project.

No Pipeline

Our city/island/coastline will be fouled by oil shipments.
It is not a case of if but when.
We cannot possibly condone such disaster as even a possibility, never mind a probability.
I am totally and fundamentally and viscerally opposed to any more tankers.

I am utterly opposed to any increase in tanker traffic on the BC coast.

No doubt Trans Mountain seeks to expand its pipelines system in order to increase export volumes, which would require the sort of increased capacity available only in super tankers. Super tankers are not acceptable in this beautiful and fragile marine environment.

Please represent my views in the upcoming public hearings. Tell The National Energy Board of Canada that this application should not be approved.

I will not be available to attend the planned open house on the TMP application in September, therefore I will offer up my comments at this time. First a bit of background: I spent the 1970's working first in the public utility regulatory arena followed by time working for a pipeline company. This has provided me with a few insights into the inner workings of a well functioning regulatory process and into the mindset of pipeline engineers.

The TMP proposed expansion presents an unacceptable risk to coastal British Columbia, including the Straits of Juan de Fuca and the shoreline of Victoria. The increased tanker traffic will have a major impact on the welfare of the area sea life, including the resident and transient Orca populations. This will in turn directly impact the tourism industry in Victoria, in particular the whale watching tour operators. Moreover, a diluted bitumen spill in the Straits would have an unknown impact on the environment and the economy of Victoria as demonstrated by the billion dollar clean up bill the 2010 Kalamazoo, Michigan diluted bitumen spill. In addition, given the \$1.3 billion liability limit for oil tanker owners the residents of Victoria and British Columbia could be burdened with billions of dollars in clean-up costs in the event of a major marine spill.

I would recommend the following changes to the TMP application:

- upgrade the bitumen in Alberta to synthetic crude, thus eliminating the unacceptable risk of moving diluted bitumen via pipeline and ocean going tankers;
- substantially increase the tanker liability limit; and
- pump the synthetic crude to Puget Sound refineries for further upgrading, thus avoiding the urban congestion in Burnaby and the seaway congestion in Burrard Inlet.

These changes to the application would serve to reduce risks to our environment and to in fact back out some of the Alaskan crude currently delivered to the Puget Sound refineries in Ferndale and Anacortes. Some of the Alaskan crude could be diverted to California, or other markets, thus actually reducing tanker traffic in the Straits. British Columbia currently receives about 20,000 barrels a day of refined products from Puget Sound and that volume is likely to increase in the future. These refineries have a combined capacity of over 600,000 barrels per day, versus about 54,00 barrels at the Chevron refinery in Burnaby.

If, at some future time, markets for oil sands synthetic crude open up in California or elsewhere that product could be exported via Puget Sound, which offers oil terminals and tanker routes that are far less perilous than Burnaby and Burrard Inlet.

One final note. For those who would call for an outright rejection of the TMP application I would caution that no pipeline expansion will lead to substantial increases in rail tanker car deliveries of diluted bitumen to the south coast. Any increased rail traffic can take place without significant regulatory oversight and in tank cars that are prone to spilling in the event of a derailment. Please keep in mind that just a very few years ago very little crude oil travelled by rail in Canada, by 2013 oil producers were moving 200,000 barrels per day by train and are forecast to ship at least 700,000 barrels per day by the end of 2015.

NEB KM Pipeline MK - 8

Tuesday, February 11, 2014

I retired to Victoria from Alberta 10 years ago, and happily rent an apartment in James Bay, an historic, socially diverse bike-able community which important assets include a substantial urban forest in addition to Beacon Hill Park, an interesting harbour, accessible, natural local beaches and parks, and the mountain vistas across the Strait of Juan de Fuca of the Salish Sea. My relatively car-free life style is facilitated by proximity to Victoria's CBD, and bike-friendly regional transit and network of bike routes; and is used to regularly access and learn about my natural and built environment.

Predicted earthquakes aside, our attractive built heritage seems stable; but our precious maritime and land-based ecosystems are perhaps not, particularly considering corporate/government plans for enhanced oil/gas export by tanker.

A cycling life by the Salish Sea.

I enjoy cycle outings in Victoria in any season, virtually always including a visit to harbour or beach; for errands; and in the process get exercise, stay healthy.

Particularly in Victoria and Oak Bay, the cycle facilitates the stop on a chance meetings with friends or sighting at a beach; a stop in winter to marvel at monster storm waves pouring across the road, or buds forming on a near-by bush; a stop in summer to walk a beach at a particular low tide and see the intricate life in inter-tidal ponds.

For a longer ride, the scenic, waterside route linking the Inner Harbour to Oak Bay, Rockland and Cadboro Bay is second to none. For yet longer trips in 'rural' ares, I join cycle friends, but again lunch is probably at a beach at or near the Salish Sea.

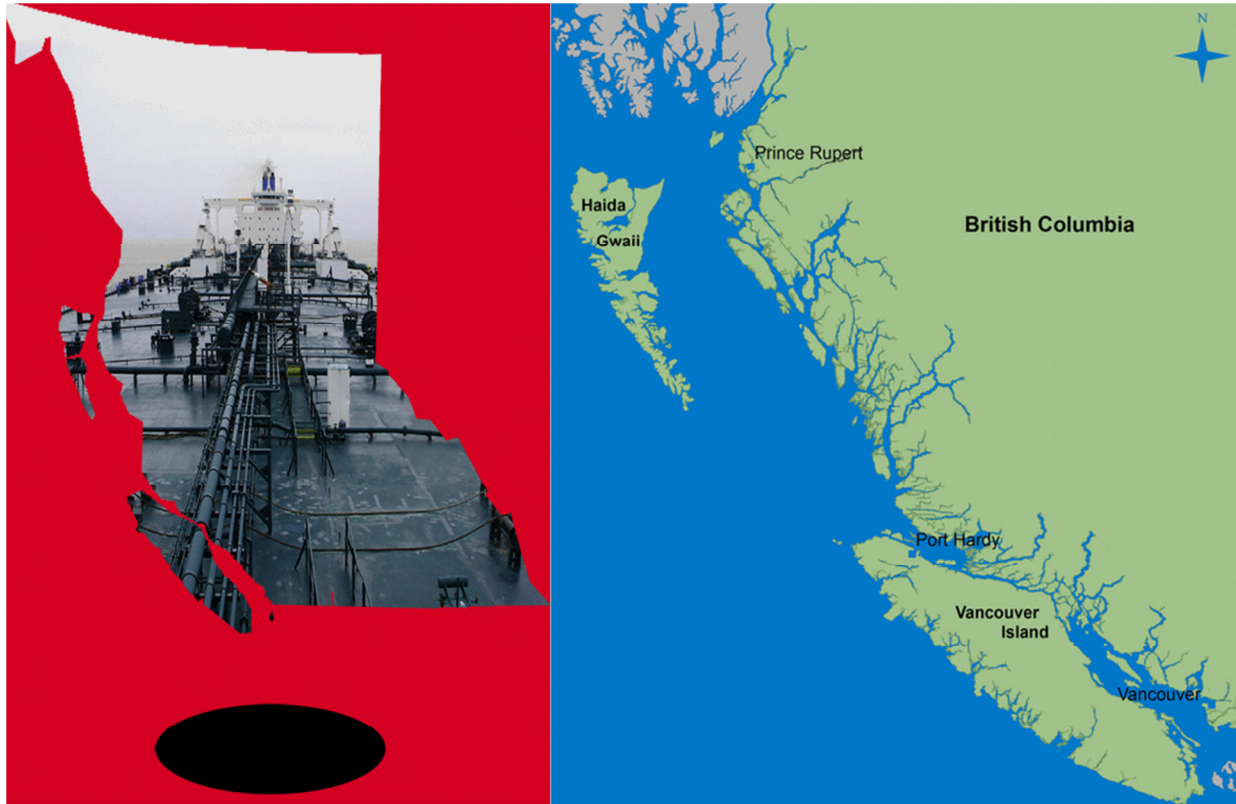
A quiet day at home is enhanced by a brisk walk and the ocean air, to breakwater's lighthouse; or to check the harbour for arrivals of interesting yachts or cruise ships.

Marine shipping activities: environmental, socio-economic; impact on land owners & land use; spills, accidents malfunctions.

My neighbours, my self and literally millions of annual tourists, would be offended, affected, possibly devastated by degraded regional terrestrial and marine ecosystems; by the possible short term odours and probable long term health hazards of a news-worthy spill or major accident; and by an associated cavalier culture which invites malfunction, punctuated by discussion of 'world-class' clean up, future mitigation, and pronouncements arising from decision-based-science.

I leave it to others to apply probabilities (which are not nil) to calculate resultant risks to: tourism and property values; not to mention the up- and down-stream (tidal) effect on communities, important fisheries, 1st nations interest; the long term well-being of humanity. END

A gif is worth almost a thousand words...



I live in Oak Bay on Beach Drive where I see the marine traffic in Haro Strait and the Strait of Juan de Fuca and trace it on the Internet. For more than two years I have researched pipelines, oil companies, climate change, etc. I think I am well informed. I have attempted to condense my research into the enclosed "information" articles titled "Hubris" and "Hubris II" which were published in the *Rural Observer*.

As you will see, I am functionally illiterate on my computer. The second enclosure is really "Hubris" and I don't dare correct it. [I plan to write two more for those who don't have time to do research themselves.]

From my research and observation I have concluded the only solution is to take Kinder Morgan to court--in conjunction with the State of Washington. Kinder Morgan is in collusion with the Vancouver Port Authority which is appointed by the Harper government. The members of the NEB are appointed by the Harper government. It is doubtful that a court case would win in BC, so in Canada we would need to be prepared to go to the Supreme Court. Both Canadians and Americans could appeal to the UN.

It would be dramatic if you could persuade all intervenors to have a concerted voice and tell Kinder Morgan and the NEB panel you do not accept their authority and are taking them to court.

There are many more points I could make.

HUBRIS

I am sick and tired, fed-up, disgusted, ashamed, frustrated, and very, very angry. And I am not alone. Literally thousands of British Columbians share my feelings. As Stephen Harper said recently, “It wouldn’t be BC without a protest.” Indeed! We have reason to protest.

Why? Because of what our federal and provincial governments are doing—and aim to continue doing—to Canada, the Pacific Northwest, and the planet.

Consider Stephen Harper and his inner circle of old half-witted sheep bleating articulate monotony about the “national interest” and “jobs, growth and prosperity.” Consider, too, their monomaniacal insistence that salvation lies in oil, LNG, and coal.

During his recent visit to BC, Harper excoriated the NDP for “dangerous ideas” and the Liberals for “vacuous thinking,” saying they would reverse all the progress his government has made.

So let’s examine the “progress” Harper is patting himself on the back for: fired or muzzled scientists; closed research stations; cut-backs to the Coast Guard; closing some CG facilities; gutting, ignoring, and changing environmental laws; gutting the scientific research libraries of Fisheries and Oceans; changing the Navigable Waters Protection Act to exempt pipelines and power lines; closing Veterans Affairs offices; even closing the Centre of the Universe in Victoria [this saved less than \$245,000] . . . and on and on and on. All these “savings” to make Canada’s economy strong.

For those of us west of the Rockies, these measures are the antithesis of “progress.” They are beyond determined dumbness, destructive, and dangerous. They raise serious questions about the judgement and ethics of the Harper government.

What is it that Harper fears from scholars researching primary sources? From what our scientists and environmentalists know? From knowledge of our past? What is it that he doesn’t want us to learn?

Apparently, some have been taken in by his rhetorical bleating and the bombardment of newspapers and TV ads which are deliberately misleading. [When does “deliberately misleading” become fraud?]

According to a recent [Nov.2013] Harris/Decima poll of more than 1,000 Canadians, 87% believe oil and gas development is economically important, 53% rank it as the most important sector in Canada. Without knowing what questions the pollsters asked, these numbers are meaningless. But the implicit message being touted is that the oil and gas sector is indeed “making Canada strong.” But—the poll was commissioned by the Harper government. This alone makes it questionable.

Is the oil and gas sector really “making Canada strong”?

More than half [51.1%] of all oil and gas operating revenues goes to foreign companies, and more than 71% ownership of all tar sands production is foreign. Foreign companies control 24.2% of production. [These numbers will have changed over the past two years as more foreign companies have become involved—but they won’t have changed in Canada’s favour.]

Good grief! We’re talking about OUR gas and oil! What kind of deals has the Harper government made? I am saying “Harper” government purposely, not the “Canadian” government, because these deals have been made arbitrarily by Harper and his inner circle in collusion with foreign countries and companies. The details have not been released, not even—judging by the silence of the lambs on the back benches—to all Conservative MPs.

Given all the hype, one would think that this is the promised land, Canadians are laughing all the way to the bank, and our prosperity is reflected in the national GDP.

This is not the reality.

According to a research study (Sept.2013), the last official numbers from the Canadian Energy Research Institute(CERI) in 2000 estimated revenue from the oil and gas resource industries to the national GDP at 1.5%. Now, unofficial but reputable studies estimate this to be around 1.65% or 2% with "support activities" added. With the exception of Alberta, the share of this revenue to the provinces is calculated to be less than one half of one percent. No matter how it is cut, this is not a significant piece of the pie for all Canadians. It does not make the natural resources sector the "most important" in Canada economically--as the government would have us believe. Neither does it make "Canada strong."

It is significant for Albertans, however, because they receive 90% of the economic benefit. In addition to royalties from companies, the high wages of workers in the oil sands are reflected in peripheral benefits to businesses and in taxes; the province receives more than 25% of its GDP; and even Kitimat in BC is experiencing a real estate boom in expectation of Northern Gateway and the ineffectually silly Kitimat Clean with its proposed two or three pipelines from Alberta and six more near Kitimat because China "needs" our fossil fuels. [The founder of Kitimat Clean really said this. What an asinine remark from someone who should know better.]

What have these deals cost the taxpayer?

In 2013, the International Monetary Fund identified \$26 billion per year in Canadian taxpayer subsidies to the oil, gas, and coal industries; \$129 million has been contributed to a carbon capture project in the Alberta oil sands; over the past two years, two-thirds of the government's total advertising budget has been spent to promote the message that "Canada is an environmentally responsible and reliable supplier of natural resources," \$24million on advertising abroad and\$16.5 million domestically. There are more costs, literally millions of dollars, unreported and hidden—but these are only economic costs and do not take into account the incalculable cost to the environment and its consequences.

What about the "hundreds and thousands of jobs" Harper has promised?

The government claims that 10% of all jobs in Canada are found in the natural resources sector: 950,000 in the sector itself and 850,000 in industries that service this sector. But--like all government figures, these should be taken with a grain of salt because they cannot be verified. Neither can they be believed.

On the other hand, according to the CCPA, for every job in the petroleum industry sector in the past decade, net employment in the export-oriented goods industries declined by almost 520,000 jobs. Statistics released later reported another 69,000 jobs lost. These numbers are growing and can be verified by reports in the media. But -- there is no way more than 600,000 unemployed can pick up roots to work in the oil sands or its related industries. Their only alternative is part-time jobs.

The promised "hundreds and thousands" of new jobs simply have not materialized. If Canada's economy is strong, it is in spite of—not because of—the oil sands.

The governments of Harper and Alberta are not alone in their pursuit of natural resources as the sole means to prosperity, however. The present BC Liberal government is equally guilty.

Given the literally millions of dollars companies which stand to profit have poured into the Liberal coffers and the apparent ease with which they have manipulated both Premier Clark and her aptly-named Minister of Natural Gas, Rich Coleman, this is not surprising. Both Clark and Coleman display an abysmal ignorance of what their actions entail. Frankly, they are an embarrassment.

In their grandiose scheme to promote LNG to the point of being "world leaders" in its sale and the empty promise of 100,000 jobs and "trillions of dollars," neither Clark nor Coleman has indicated any awareness of its inherent danger, although there is ample evidence to be found.

Had they done their due diligence, they would have learned that the chemicals used in fracking--called "endocrine disruptors--" are linked to the birth defects and infertility discovered near drilling sites. They

would also have learned the risk of metabolic, neurological, and other diseases, especially in children, and of the release of volatile organic compounds and nitrous oxide contributing to ground-level ozone. Further, they would have learned that numerous countries and places around the world have either banned fracking outright or placed moratoriums on it because of its inherent dangers. [The list of those banning it is too long to repeat here.]

Not a word of these dangers here or in Alberta.

Clark has said that if LNG escapes, “poof”-- it evaporates into the atmosphere. Coleman has boasted it will “sweep the skies of China clean.” They also brag about 8 mines, upgrading to 9 currently operating, and at least one LNG terminal to operate in Kitimat in the near future and 3 more in operation by 2020. All of these involve fossil fuels which will require a *very* vigorous sweeping of China’s skies. But the BC government has been deaf to the protests of thousands of British Columbians. Like the Harper government, they seek foreign investors and promise tax breaks for companies--but cannot afford money for schools and other necessities. [Gas companies in BC receive \$4 billion in subsidies every three years, however.]

Is this crass ignorance, gross indifference, or gullible obedience to the companies who have paid the piper and are calling the tune?

BC’s present government is seemingly unaware that BC is already “world class” because of its pristine natural beauty or that there are many areas it could develop without destroying the environment which is its Golden Goose. We *could* become world class in technological, pharmaceutical, and agricultural industries, a show case for selective logging and reforestation, small- ferry building—and the list can go on and on. **[What about BC Bud? Now there’s a *real* cash cow!]** There is no need to barter with our natural resources.

But neither the Harper government nor those of Alberta and BC understand that “economy” and “environment” are not mutually exclusive or that their attempt to exploit the “environment “ in order to benefit the “economy “ has serious consequences for climate change with its accompanying extremes in weather.

Ironically, British Columbians who do the most protesting have been the least affected by the weather extremes plaguing the rest of Canada and the world. At least so far. However, those of us in the Pacific Northwest have the most to lose if proposals from Northern Gateway and Kinder Morgan are approved. [Kitimat Clean apparently has not yet made a formal proposal.] The Pacific Coast is the most earthquake prone

The proposed pipelines between Alberta and Kitimat have the potential to destroy ecosystems, put at risk all rivers and streams in their path, endanger the lives of all living creatures, and violate First Nation’s land rights. That proposed by Kinder Morgan would also put at risk the Pacific Northwest, more than its existing pipeline already does.[Kinder Morgan has already been responsible for seven spills, four of these over 100,00 litres. The largest spill in Vancouver’s history (224,000 litres) occurred when an improperly marked pipe was ruptured in a residential neighbourhood of Burnaby.] The Salish Sea is already too crowded, making a spill or collision possible, probable, and inevitable. Most important, the Pacific Coast is the most earth-quake prone region in Canada and part of the Pacific Ring of Fire.

I can see the marine traffic in the Haro Strait and the Strait of Juan de Fuca. Some ships are longer than the aircraft carrier *Abraham Lincoln*; some are bigger than the *Costa Concordia*; some are marked “marine hazard A”—which kills. These are too large and too dangerous. Add some 300-400 more as Kinder Morgan is proposing and the Salish Sea will be a disaster waiting to happen.

Moreover, all marine traffic bound for Asia, regardless of size or cargo, is carrying enough fuel to get there. This fuel alone is a significant risk whether the traffic is from Burnaby or Kitimat.

Some argue that there hasn't been a major marine disaster in the Salish Sea in 60 years. This is a fact, not an assurance that there won't be one. Some argue that "technology" today is "state of the art" and "world class"—but both terms are meaningless and to use them as if they ensured safety is foolish. No "technology" can prevent human error, mechanical failure, weather extremes, earthquakes, and tsunamis.

Tankers to and from Kitimat must pass through Hecate Strait, one of the four most dangerous waterways in the world. This is not mentioned in the pretty ad of the Harper government earnestly proclaiming its environmental "responsibility" and "reliability" as a supplier of natural resources. Neither is it mentioned in Enbridge's equally pretty ad vowing to keep BC's coastline and rivers "beautiful." [In a perverse sort of way, the Enbridge ad showing the spawning fish gasping its last breath is a perfect metaphor for what threatens to be our future if these pipelines are built.]

Does failure to mention these and other potentially costly risks make the government and Enbridge guilty of false advertising? What are investors told?

[It seems to me that investors should do their own due diligence and know the risks *before* investing.]

The dangers of both land and sea routes, and the social and environmental consequences of a spill were made abundantly clear at the public hearings of the Northern Gateway Joint Panel. There could be no misunderstanding the public opinion: two presenters spoke in favour; over a thousand were opposed. Surely this overwhelming opposition would be uppermost in the JP's findings when they were presented to the National Energy Board.

But a funny thing happened: somebody concluded "Canada and Canadians would be better off with the Northern Gateway Project than without it." But who was this "somebody?" Just who "recommended approval"—and to whom?

WHY ON EARTH would they approve it? Something important is missing here

The three members of the Joint Panel were appointed by the government. Two were members of the NEB, also appointed by the government. Apparently, the findings of the panel were beyond the comprehension of the NEB, as were Enbridge's admissions there was a 93% probability of a spill and that its benefits would exceed costs only if the price of oil increased. [An analysis by presenters estimated costs would exceed benefits by between \$400 million and \$2.2 billion—NOT including environmental costs.]

A garbled and goofy report—which would awe even the Keystone Kops—has gone to the Minister of Natural Resources for a final decision in June.

[Remember him? He's the one suffering severe hyperbole who makes extravagant promises at home and abroad to would-be investors for the oil sands and who wrote an open letter accusing environmentalists and other "radical groups" of undermining the economy. *Whoo Boy!* In the "interest of stability" Harper has appointed him Minister of Finance. Some stability!]

Meanwhile, before the final decision, the inept NEB report is being taken to court because of its errors, omissions, and contradictions—and its legality is being questioned. But this probably won't matter because Harper has already said he will approve Northern Gateway, even if the Minister doesn't. [As he has just found out, what the courts say is another matter.]

So the Northern Gateway public hearings process was a farce, a consummate waste of the taxpayers money, and very insulting.

The public hearings scheduled for Kinder Morgan threatened not to be any better. Only those who met the NEB criteria of being "directly affected" or with "relevant knowledge and expertise" would be allowed

to speak and were required to follow a formidable list of instructions in order to register. This discouraged many would-be presenters. But it did not discourage some 2,000 who are now registered to speak.

However, the NEB refused to register the US Environmental Protection Agency (EPA) because they had missed the deadline—which was not well advertised and sooner than expected—quite forgetting that we share the same area and will share the same problems, thus neatly avoiding the fact that the EPA would probably present some inconvenient truths the Harper government doesn't want to hear.

It appears that Harper has already made up the NEBs' mind and it doesn't want to be bothered with facts.

There are some facts the Harper government can't ignore, however. Focusing on natural resources for "jobs, growth, prosperity" has been an egregious mistake. It has produced none of these, destroyed Harper's credibility, and raises the spectre of possible irreparable harm to Canada's economy.

It is the responsibility of the government to determine whether resource exports are in the "national interest." The government of Canada consists of the majority party AND the opposition parties. They are not mutually exclusive. Both sides must be fully informed, allowed to debate, discuss and consider—and only then to decide. It is not the prerogative of Harper and his caucus to make the decision unilaterally.

Yet this is what they are doing under the specious aegis of Bill C-38 Jobs, Growth and Long-term Prosperity Act which introduced, amended, and repealed some 70 laws, overturning the entire Canadian Environmental Act. Bill C-38 was squeezed into the 470 page omnibus budget of March 2012—although it was not, strictly speaking, a budget matter.

Remember the changes in environmental laws that Harper considers "progress"? They were inspired by a letter addressing regulatory reform for major industries from EFI (Energy Framework Initiative,), a group of petroleum, pipelines, and gas producers, sent to Peter Kent, then Minister of the Environment and Joe Oliver, then Minister of Natural Resources. It was dated December 12, 2011. [This letter and Bill C-38 are available on the internet.]

Acting on this letter, the government re-wrote the Environmental Assessment Act, changed the Fisheries Act and the National Energy Board Act. It replaced the Navigable Waters Protection Act with the Navigation Protection Act. When Bill C-38 was given Royal Assent on June 29, 2012, someone said it was "the day democracy lost its soul." [I wish I had thought of that.]

In fact, Bill C-38 gives Harper the powers of an absolute dictator who bullies his Conservative MPs to blind obedience. But then, Harper is not a "Conservative."

Rather, he is an opportunist who has been involved in various political parties—Liberal, Conservative, Reform, the Nation Citizens Coalition, and the Canadian Alliance. The present Conservative Party of Canada of which he is the leader and Prime Minister is the result of a merger between the Canadian Alliance and the Progressive Conservative parties. All his adult life, he has been exposed to the relationship between government and oil companies in Alberta. Now they are making good bed-fellows.

But neither Harper nor his fellow Conservative MPs were elected with the intention of giving him a mandate to re-make the Conservative party in his own image and likeness, as he is doing, or to exclude the Official Opposition from input and debate in determining what is the "national interest." He was NOT elected to run a one-man show with his caucus.

The Harper government [or more precisely, the Harper caucus] has arbitrarily accommodated the industry companies, and is still actively seeking foreign investors for the oil sands without any apparent enforced regulations or revealing the details of the deals it has made with foreign countries.

In effect, they have made Canada a hostage to these deals, putting the Canadian economy in jeopardy of lawsuits from foreign companies and countries if their profits might be reduced for environmental protection or workplace safety. [See the Canada-China Foreign Investment Act (FIPPA) for details.]

Has FIPPA been enacted? We simply don't know—but it might explain why the NEB approved Northern Gateway's proposal. What are the conditions for other deals? We don't know about them, either. We do know that Harper has been selling our natural resources-- which aren't his to sell. Isn't there a legal term for this offense?[Let's try "the sale of stolen property" for starters . . .]

[If there are lawsuits against the Canadian government, I hope someone will successfully argue the Canadian government was NOT involved. Harper and his caucus are solely responsible. Or, better still: the Opposition enlist the Conservative MPs who are appalled by the chicanery, collusion, and corruption of Harper and his caucus and call a vote of non-confidence before it is too late.]

Proposals for all the new pipelines have a single goal: to ship our most polluting fossil fuels to the most polluted countries in the world. There does not appear to be any moral or ethical dimension governing the behaviour of our governments or the countries and companies involved, so the present situation is simply out of control.

However, in 2013, the new corporation Alberta Energy Regulator(AEP) was phased in with a mandate to regulate oil, gas, and coal development in Alberta, including the Athabaska oil sands, and to be "responsible for all projects from application to reclamation." It is too soon to gauge its effectiveness—but it didn't prevent Harper from making yet another deal, this time with India.

When methods to refine petroleum and natural gas became financially viable, and Alberta boomed into jobs, growth and prosperity, other countries and companies joined the feeding frenzy. No one appears to have considered the consequence.

No one was particularly interested in early warnings of climate change with extremes in weather or that it was largely caused by humans burning fossil fuels; the term "greenhouse gas" was virtually unknown—or ignored; the fact that the oil sands were located in Alberta's boreal forest had little significance.

Few, if any, were aware that the boreal forest has an essential role in maintaining the delicate balance between carbon and oxygen in the earth's atmosphere, storing an estimated 208,000 billion tonnes of carbon—or the equivalent of 26 years of the world's carbon emissions from the combustion of fossil fuels at 2006 levels. It was regarded as being simply there, waiting to be exploited, of no particular use except for the riches it buried for man's taking.

Few people realized Alberta's boreal forest had been carefully designed for man's protection, that its "dirty gas" contains 17% more carbon than conventional gas, and that destruction of the oil sands raises greenhouse gases by 38%.

But now we should know we are paying the price of man's consummate greed, collusion, and ignorance. But this lesson still hasn't been learned by our governments or the companies that control them.

To its credit, Alberta Environment has recognized what is happening and in 2013 planned to set aside some 20,000 square kilometers of the remaining boreal forest as conservation area. But at the same time, its fracking leases granted soared 647% to 1,516, as revealed in documents obtained by the Alberta NDP. [Where is the AEP?]

So the greenhouse gases released by the oil sands have increased 38%; the "dirty oil" extracted from them contains 17% more carbon; [BC does not have figures for its perverse determination to exploit its fossil fuels.] And it appears that no one is concerned about why people are getting sick and testing the air for more than plant allergens to find out.

Do you suppose our governments will accept any responsibility for these changes? Will the companies which caused them? Do you suppose they will reconsider "bigger is better and biggest is best" and think instead that "small is beautiful?"

The ancient Greeks had a word for describing what our governments have been doing—HUBRIS—which means assuming the prerogatives of the gods. And those guilty of hubris were punished by the gods. Don't mess with the gods!

And here in the CRD we can't even burn leaves in autumn because this would cause air pollution.

It is to weep!

Hubris II

(The articles in Hubris are the result of more than two years of research. It is my attempt to condense what I have learned for those who need to know but do not have time to find out for themselves. Let's call them "information" articles, gleaned from many and varied sources—too many sources to acknowledge in these pages. The real work has been done by others. Yes, I have read both sides of the issues and checked my sources. A general bibliography will be provided when I am finished.)

The editor's note at the end of the first article said I would provide information about the promised "hundreds and thousands of jobs." So here's an update to May: over 665,000 people are without jobs; 28,900 jobs were lost in April 2014; 38% of the jobless have simply given up looking. Harper claims to have created over one million jobs since 2009; during a question period this May, Finance Minister Joe Oliver bumped this number up to three million (probably another attack of hyperbole); neither said where these jobs were or what kind they were.

Northern Gateway's latest ad shows that they hired one student. A report from the Bank of Canada says it "may have modestly overstated the extent of recent improvement." In fact, there are as many numbers floating around as there are different sources providing them, so it is impossible to know employment figures with certainty. (Finance Canada used *Kijiji* as a source; Stats Canada did not use *Kijiji* but a new computer system skewed their numbers. What we can know with certainty, however, is that our students are desperate for summer jobs. Let's take a look at BC next.

Like the governments of Harper and the Province of Alberta, BC's Liberals are pinning all their hopes on the extraction and sale of fossil fuels. Given the millions of dollars poured into their coffers by companies who stand to profit, this is not surprising. (In 2011, nearly two-thirds of Liberal funds came from donations by big companies.) It now appears that those who paid the Piper are calling the tunes, manipulating both Premier Clark and her deputy, Rich Coleman, with ease.

In their public statements about LNG, both Clark and Coleman reveal abysmal ignorance. Apparently neither has done due diligence. Clark was shown on TV telling an audience that if LNG escapes, "POOF! It evaporates in the atmosphere," waving her arms to illustrate "POOF." Coleman has said, "it will sweep the skies of China clean." Frankly, they are an embarrassment.

But this May, a 292-page report on hydraulic fracking was released by the Council of Canadian Academies (CCA) a non-profit group composed of university scientists, which supports independent scientific research. This group had been commissioned by the Federal Ministry of the Environment to "consider the state of knowledge of potential environmental impacts from the exploration, extraction, and developments of Canada's shale gas resources." In particular, they were to examine "the potential impact on surface water and groundwater, greenhouse gas emissions, cumulative land disturbances, and human health."

The report concluded that "Canada's 10-year experience with (hydraulic) fracking isn't enough to draw conclusions on its impact," noting that the effects of chemicals used "both singly and in combination" are not understood. (There are over 600 chemicals used in fracking fluid, including known carcinogens and toxins.) The report called for "environmental guidelines and significant research."

In response to the CAA report, the spokesperson for the Canadian Association of Petroleum Producers (CAPP) claimed that after 10 years of hydraulic fracking they have "a great deal of experience."

Government ministers “hastened to reassure that fracking is safe and well-regulated.” Coleman said, “the report doesn’t give me cause for concern ... we’ve never had a drill stem leak or fail. We do really well.” Even the Federal Environment Minister chimed in, saying “Shale gas deposits can be developed safely, responsibly, and in compliance with the strict rules in place to protect Canadians.”

There are NO “strict rules;” hydraulic fracking is NOT well-regulated; and Rich Coleman SHOULD be concerned.

Like the CCA, I have read and viewed much of what is in the public domain on the dangers of fracking to human health—and there is a great deal. As usual, other countries are light years ahead of Canada in research. Four countries - France, Bulgaria, Luxembourg, and South Africa - have banned hydraulic fracking outright, others too numerous to mention have placed moratoriums until more is known about its consequences. But Canada is blundering on in blissful crass ignorance. (When is deliberate crass ignorance identified as criminal negligence? Is there a difference?)

Publications like *Natural Gas Operations from a Public Health Perspective*, *The American Journal of Public Health*, and numerous articles claim that the chemicals used in fracking damage “lungs, livers, kidneys, blood and brain.” Articles on endocrinology identify these chemicals as “endocrine disruptors”, which are linked to “birth defects and infertility discovered near drilling sites. They also pose a risk of metabolic, neurological, and other diseases, especially in children, and release volatile organic compounds and nitrous oxide contributing to ground-level ozone.” In the USA, there are 1,000 documented cases of water contamination next to areas of gas drilling as well as cases of sensory, respiratory and neurological damage due to ingested contaminated water.

How many such cases are as yet undetected in Canada? (I recommend CBC’s *The Nature of Things*, “Shattered Ground” for those who don’t have time for more.)

So Premier Clark and her Deputy have failed the due diligence test on fracking - and failed it miserably. Did they get a pass on climate change?

In 2011, Terry Lake, then Minister of the Environment, asked the Pacific Institute for Climate Solutions (PICS) to prepare online courses on climate change for civil servants and British Columbians. There is no evidence that Clark and Coleman followed them because they boast “8 mines, upgrading to 9, currently operating and at least one LNG terminal to operate in Kitimat in the near future, with 3 more in operation by 2020.” They also ship “dirty” coal from the US, seemingly totally unaware that burning of these polluting fossil fuels is largely the cause of the climate change and extremes in weather now being experienced around the world.

The only indication that a light is beginning to dawn came in this year’s Throne Speech, which stated the government would be “levering BC’s strengths from natural resources to technology.” But this was short-lived. Upon learning of the \$400 billion Russia-China gas deal, Clark boasted that BC can still be a “reliable partner” and provide “dependability of supply.”

WHY? What justification can there be for sending our most polluting fossil fuels to the most polluted countries in the world? WHO benefits? Investors in the big corporations. Period. Who is put at risk? We and the recipients are. There does not appear to be any moral or ethical dimension governing the decisions of our governments or the countries and companies involved. Only greed.

When Kitimat Clean was first announced, I asked the founder to meet with me. (He ^{personal information}.) He was “too busy.” I also asked Premier Clark for a meeting. (She is sometimes in Victoria.)] She was also “too busy.”

Who am I to be so importunate? And why did I think it important to hear them tell their side of the story before I wrote this? I have called BC home for more than ^{personal information}; Consequently, I feel that I have more experience and intellectual knowledge about what British Columbians value than either Clark or Black. I wanted to be fair

and hear their stories before writing so critically about them. Perhaps I could have told them that what they plan to do will destroy what British Columbians value most, that environment and economy are not mutually exclusive, and that they will never be forgiven if they ignore the very people and land that they have a responsibility to protect. Too bad they were "busy."

(This is not an ad hominem attack on either Clark or Coleman. Rather, it is a reminder that, by virtue of their office, the buck stops with them.)



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Governance and Priorities Committee Report

For the December 18, 2014 Meeting

To: Governance and Priorities Committee **Date:** November 26, 2014

From: Robert Woodland, Director of Legislative and Regulatory Services

Subject: Application for a Transfer of a Liquor Primary Licence, **606329 BC Ltd. (Infiniti)**, #27 – 560 Johnson Street

Executive Summary

The purpose of this report is to seek a Council resolution regarding an application by 606329 BC Ltd. (Infiniti) located at #27 – 560 Johnson Street for a transfer of a Liquor Primary Licence previously operated at 1325 Government Street as "Hush". As this is a proposed transfer of a Liquor Primary licence to a new location it will require Council to receive input from the Public through a Liquor Licence hearing as set out in the Liquor Licensing Fee Bylaw and the City's Liquor Licensing Policy and Process.

The proposed hours of liquor service would be from 19:00h (7:00PM) to 02:00h (2:00AM) Monday through Saturday and 19:00h (7:00PM) to Midnight on Sunday. The occupant load for the proposed nightclub is 275 persons.

Recommendation:

That Council, after conducting a review of the staff assessment of the application for a transfer of a Liquor Primary Licence for **Infiniti** located at #27 – 560 Johnson Street and in accordance with the City's Liquor Licensing Fee Bylaw and Liquor Licensing Policy approves:

1. The scheduling of a Liquor Licence Hearing before Council to receive written and oral submissions from residents, property owners and the public with respect to this application; and
2. Based upon the results of the public input received through the Liquor Licence hearing process, approve a resolution (with comments on the relevant factors) either supporting the licence application or not supporting the licence application. The appropriate resolution will be brought to Council at the earliest opportunity after completion of the Liquor Licence hearing.
3. That this motion be forwarded to the December 18th Council Meeting for ratification.

Respectfully submitted,



Mark Hayden
Manager, Bylaw and
Licensing Services



Robert Woodland
Director Legislative and
Regulatory Services

Report accepted and recommended by the City Manager:

Date:



December 10, 2014

Purpose

The purpose of this report is to seek Council direction regarding a Liquor Primary Liquor Licence application by 606329 BC Ltd. (Infiniti), in relation to their proposed liquor primary nightclub style business located at #27 – 560 Johnson Street.

Background

This is an application requesting the relocation of the former “Hush” Nightclub from 1325 Government Street to Unit #27 – 560 Johnson Street (in Market Square). The premises would continue to be operated as a Nightclub. The proposed hours of liquor service would be from 19:00h (7:00PM) to 02:00h (2:00AM) Monday through Saturday and 19:00h (7:00PM) to Midnight on Sunday (unchanged from the current authorized hours of liquor service). While the original request was to extend the hours of liquor service until 2:00AM on Sundays, this request has been withdrawn by the applicant. A letter to this effect is attached in the Appendix to this Report. The occupant load for the proposed location is 275 persons, which would be an increase of 65 persons from the Government Street location (210 persons).

The proposed location is below street level in Market Square and was formerly used as a Nightclub for Sweetwaters/Social Club. The applicant is seeking to open a new business to provide a similar type of service for the general public as was provided at the previous location. A letter of intent from the business owner is attached in the Appendix as well as the Application Summary prepared by the LCLB. An occupant load of 275 persons has been approved by the Permits and Inspections Division.

Location

Official Community Plan:

- The property is within Core Historic Urban Place designation in the Official Community Plan. Clubs and entertainment uses are anticipated in this location.

Downtown Core Area Plan:

- The property is within the Historic Commercial District. Clubs and entertainment uses are anticipated land uses in this location.

Zoning:

- The property is zoned CA-3C, Old Town District, which permits clubs.

Neighbourhood Compatibility:

- The building fronts onto Johnson Street. Immediately adjacent land uses are:
 - South across Johnson Residences on the second and higher storeys.
 - West (1610 Store St): Residences (under construction)
 - East (1450 Government): Residences on the Second and higher storeys
 - North (524 Pandora) Residences on the Second and higher storeys
- The subject property is included in the “Intermediate District” under the Noise Bylaw.

The Sustainable Planning & Community Development Department has no objection to the application as the use is permitted.

Liquor Control and Licensing Branch

The General Manager of the provincial Liquor Control and Licensing Branch (LCLB) issues liquor licences under the authority of the *Liquor Control and Licensing Act* and regulations. Local government is to provide comments and recommendations to the LCLB on all new liquor-primary licence applications regarding the following criteria:

- a) The location of the establishment;
- b) The proximity of the establishment to other social or recreational facilities and Public buildings;
- c) The person capacity and hours of liquor service of the establishment;
- d) The number and market focus or clientele of liquor-primary licence establishments within a reasonable distance of the proposed location;
- e) The impact of noise on the community in the immediate vicinity of the establishment; and
- f) The impact on the community if the application is approved.

Relevant City Policy / Bylaw

- a) Liquor Licensing Policy;
- b) Liquor Licensing Fee Bylaw.

Issues and Analysis

As stipulated in the *Liquor Control and Licensing Act*, Council has been requested to provide input to the LCLB with respect to this application. Under the City's Liquor Licensing Fee Bylaw and the City's Liquor Licensing Policy, Council is required to hold a Liquor Licence hearing to receive input on new applications for a Liquor Primary Licence (including a new location for an existing Liquor Primary Licence), such as this application.

Under the rules established by the Liquor Control and Licensing Branch, Council can choose to "opt out" of providing comment on this application. As proceeding to opt out is contrary to the City's Policy on Liquor Licensing, that option has not been further explored in this report.

Within a 2 block radius of the proposed business, there are 6 other Liquor Primary Licensed establishments with a total patron capacity of 1788 seats (914 seats when the McPherson Theatre is excluded). Details are set out in the table:

VENUE	HOURS	SUNDAY HOURS	SEATING	TYPE
Tequila Bar @ Victoria Plaza Hotel 603 Pandora Ave..	12:00h to 02:00h	11:00h to Midnight	75	Hotel
Metropolis Nightclub 603 Pandora Ave..	19:00h to 02:00h	19:00h to Midnight	225	Hotel
Victoria Plaza Hotel 603 Pandora Ave..	11:30h to 01:30h	11:00h to Midnight	225	Hotel
McPherson Playhouse #3 Centennial Square	11:00h to 01:00h	11:00h to Midnight	874	Cultural Centre
Swans #1 510 Pandora Ave.	12:00h to 02:00h	12:00h to Midnight	218	Hotel
Swans #2 510 Pandora Ave.	09:00h to 02:00h	09:00h to 02:00h	171	Hotel

Bylaw Enforcement

A violation ticket was issued to this licensee at their previous location on Government St. in April 2011 for a violation of the Good Neighbour Agreement (security staff failing to wear ID). Since this time there have been no other infractions noted and as a result the Bylaw and Licensing Services Division has no concerns with the application. If this application is ultimately approved, the applicant would need to complete a revised Good Neighbour Agreement in accordance with the requirements of the Business Licence Bylaw. This would continue to be a condition of their City issued business licence.

Engineering & Public Works Department

The Downtown Community Development Coordinator provided the following comments:
This licence was formerly assigned to the Hush location on Government Street (210 seats, 2:00am weekend closing) and that it will occupy the former Sweetwaters/Social Club location (which was 305 seats, 2:00am weekend closing).

The venue is located below ground level, thus significantly mitigating noise.

The nearest residences are in Waddington Alley to the south and hotel guests are situated above Swan's pub to the north. New residences will be located across Store and Wharf Streets to the west following future development. Despite future residential developments, the location is in the heart of the City's entertainment district, which is an important component of the downtown economy.

In this context, the Engineering and Public Works Department has no objections to the application.

Police

The Victoria Police Department has the following comments:

- Any increase in liquor seats in the core of the City has a direct impact on police resources and public safety. While it could be argued that "a few more seats won't make a difference", it's the ongoing accumulation of extra seats, over the years, that "does" make a difference. Extra liquor seats, especially liquor-primary, are not supported by the VicPD. The City currently funds police officers to come out on overtime to focus on public safety issues that result from our liquor establishments. Any increase will incrementally erode the VicPD's ability to police the "bar crowd".
- There is a direct correlation between liquor seats and the impact on VicPD's resources. We would support the non-renewal of this license in order to curtail the amount of liquor seats in the core.

Public Engagement and Consultation

If Council endorses the recommendation of this Report, in accordance with the City's Liquor Licensing Fee Bylaw and Liquor Licensing Policy, all owners and occupiers of property within 100 metres of the applicant's location will be solicited by mail to provide input regarding this application and invited to attend the Liquor Licence Hearing. In addition, the business will be required to display posters at the access points to their proposed business location for a minimum

3 week period which will also invite the Public to provide input to the City with respect to this application and to attend the Liquor Licence Hearing.

Conclusions

As required under the City's bylaws and policy, the staff review has been completed and has identified no barriers to this application proceeding to the next step – public consultation via a Liquor Licence hearing before Council. While there are concerns regarding this application from the police department, it is appropriate that Council continue the process and receive public input on the application. The police department concerns will form part of the final report to Council as set out below.

If the recommendations are approved, staff will arrange to receive public input via a Liquor Licence hearing in accordance with City policy within 30 days. A final Report to Council would be prepared and submitted summarizing the results of the Liquor Licence Hearing. This report will also provide a draft Resolution for submission to the Liquor Control and Licensing Branch for Council's consideration.

Recommendation

That Council, after conducting a review of the staff assessment of the application for a transfer of a Liquor Primary Licence for **Infiniti** located at #27 – 560 Johnson Street and in accordance with the City's Liquor Licensing Fee Bylaw and Liquor Licensing Policy approves:

1. The scheduling of a Liquor Licence Hearing before Council to receive written and oral submissions from residents, property owners and the public with respect to this application; and
2. Based upon the results of the public input received through the Liquor Licence hearing process, approve a resolution (with comments on the relevant factors) either supporting the licence application or not supporting the licence application. The appropriate resolution will be brought to Council at the earliest opportunity after completion of the Liquor Licence hearing.
3. That this motion be forwarded to the December 18th Council Meeting for ratification.

ATTACHMENTS

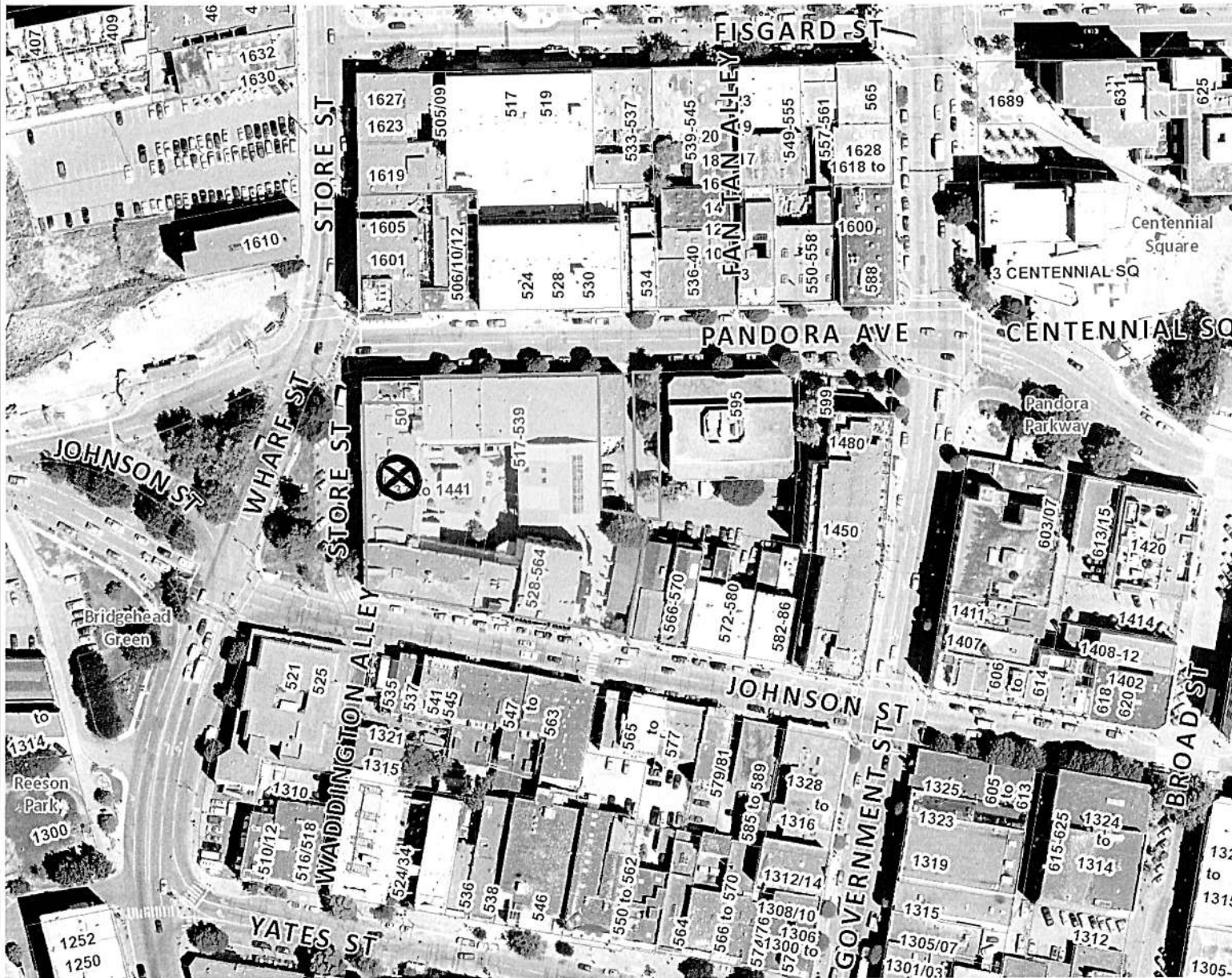
The following documents are attached:

1. An aerial photograph (map) of the property and surrounding area.
2. The Application Summary prepared by LCLB
3. A letter from the applicant requesting that the extension of liquor service hours on Sundays be withdrawn.
4. A letter from the applicant explaining the purpose for the application.



Infiniti Nightclub / #27 - 560 Johnson St.

11/18/2014



Legend

☐ Victoria Parcels

1: 1,796



Notes

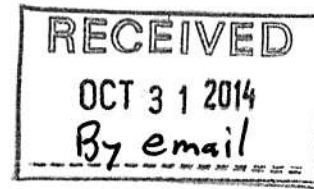
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NAD_1983_CSRS_UTM_Zone_10N

Public domain: can be freely printed, copied and distributed without permission.

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



ATTN: Mark Hayden

The proposed Liquor Primary License transfer from 1325 Government Street (Hush Nightclub) to #27 560 Johnson Street (Sweet Waters) space is to better serve our 30 year old and above GLBT community and like-minded adults.

The proposed transfer location is currently zoned for a Liquor Primary License and is situated in a downtown tourist attraction, Market Square. The clientele this proposed Nightclub Transfer will cater to are particularly suited for this location, as the "Artisan" style Retail Stores and Restaurants in Market Square are already targeting this demographic. Thus, the inclusion of a nightclub will create more walk through traffic of the GLBT demographic for the already established premises.

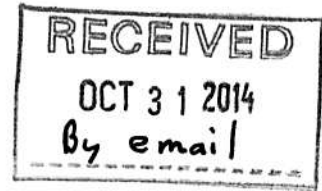
To build upon the 15 years (Hush Nightclub) of providing a safe and positive environment for the GLBT community and open minded adults as well as bettering Victoria's Nightlife by setting a higher standard of entertainment in a room catering to 30 year olds and above.

The proposed transfer will enable us to continue to supply a social outlet for an adult market (30 year old and above) in a room that is more conducive to that age group.

This Transfer of a Liquor Primary will give the GLBT and like-minded adult Tourists to Victoria a much more positive and lasting impression of the City of Victoria and its' Nightlife, in that this Transfer of a Liquor Primary license will allow the operator to create an atmosphere both comfortable and safe to this adult tourist demographic. The continued support and direction from the Victoria Pride Society will allow this proposed Transfer to reach this goal.

Sincerely;

Jack Weeks



Mr. Hayden,

Do to the time constraints on applying for the later hours of operation on Sundays for Liquor License #41581 also known as Hush Nightclub (a.k.a. Infiniti), I would like to **End my Application for Extension of Hours on Sundays** at this time.

Thank you for allowing this request.

Sincerely;

Jack Weeks



October 23, 2014

Job #708581-64

Robert Woodland
 Director of Legislative & Regulatory Services
 City of Victoria
 1 Centennial Square
 Victoria BC V8W 1P6

Dear Mr. Woodland:

Re: Application for a Transfer of Location – Liquor Primary Licence #041581
Applicant: 606329 BC Ltd.
Current Establishment Name: Hush
Current Location: 1325 Government Street, Victoria
Proposed Establishment Name: Infiniti
Proposed Location: 27-560 Johnson Street, Victoria

The Applicant, 606329 BC Ltd., has applied to the Liquor Control and Licensing Branch (Branch) for a transfer of location of the above-noted liquor primary licence from 1325 Government Street to #27-560 Johnson Street in Victoria. The Branch has completed the initial review of the application to determine applicant suitability and eligibility of the transfer of location.

Based on the information provided with the application, the General Manager determined that the new proposed site meets the requirements outlined in section 8(4) of the *Liquor Control and Licensing Regulation* (the *Regulation*).

A further determination was made that as the proposed overall occupant load would increase by 65 persons and the subject site is 185 metres distance from the current location, factors pertinent to the public interest are affected by the relocation, i.e. those factors related to community impact and to local government input.

We are now proceeding to the Site and Community Assessment stage which is the stage for local government input.

The City of Victoria is requested to consider the application and provide the Branch with a resolution which includes their comments and recommendation with respect to the transfer of location application. The details needed in the Resolution are the same as those relative to a new liquor primary. To assist with Council's assessment of the application, the Branch has prepared a summary report for review and consideration by

Liquor Control and
 Licensing Branch

Mailing Address:
 PO Box 9292 Stn Prov Govt
 Victoria BC V8W 9J8
 Telephone: 250 952-5787
 Facsimile: 250 952-7066

Location:
 4th Floor, 3350 Douglas Street
 Victoria, BC
<http://www.pssg.gov.bc.ca/lclb>

Council. The summary report is based on information provided by the applicant and by Branch staff.

Council has 90 days to either provide comments to the General Manager, or to advise that they wish to "opt out" of the process. Either must be in the form of a Council resolution. Additional time over the 90 days can be approved by the Branch if the request is received in writing prior to the end of the 90 day period.

Upon receipt of a Council Resolution, the Branch will review the Resolution to determine if all the regulatory criteria have been met in accordance with section 10 of the *Regulation* and; if recommended by local government, assess whether the granting of the transfer of location would be contrary to the public interest.

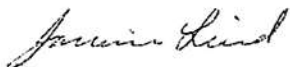
Following the rendering of a decision by the General Manager as to whether to grant site and community approval, the applicant and the local government will be advised in writing.

Once granted site and community approval, the application proceeds to the building assessment stage of the licensing process, where floor plans are reviewed and if approved in principle, the applicant may proceed with construction/renovation of the establishment, followed by the final stages of the licensing process.

Further details of the liquor licensing application process can be found in the "Role of Local Government and First Nations in the Provincial Liquor Licensing Process" guidelines, previously sent to you and also available on the branch website at <http://www.hsd.gov.bc.ca/lclb/>.

If you have any questions regarding this application please contact me at (250) 952-5767 or janine.lind@gov.bc.ca.

Sincerely,



Senior Licensing Analyst

Enclosure

copy: Robert Scott, Liquor Inspector
606329 BC Ltd. c/o Malcolm McMicken, McMicken & Bennett



APPLICATION SUMMARY

For Applicant and Local Government/First Nations

Date: October 3, 2014

Job #708581-64

Created by: Janine Lind, Senior Licensing Analyst

Re: Application for Transfer of Location – Liquor Primary Licence #041581

Applicant: 606329 BC Ltd.

Current Site: 1325 Government Street, Victoria

Proposed Site: 27-560 Johnson Street, Victoria

Establishment Name: Infiniti (currently Hush)

1. APPLICATION INFORMATION

Date application deemed complete: October 3, 2014

Local Government Jurisdiction: City of Victoria

The primary business focus of the proposed establishment: Entertainment

Additional requested amendments to Licence:

Current Approved capacity/occupant load: Interior - 210 persons

Requested total person capacity/occupant load: Interior - 275 persons

Note- the requested capacity was revised by the Applicant to reflect actual occupant load

Endorsements currently permitted:

- None.

Terms and conditions currently with a licence remain with the licence upon site relocation unless changes are requested by the licensee or are otherwise restricted by the General Manager. The licensee has not requested any changes to the terms and conditions on this licence.

Current Approved Hours of Operation:

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM
Close	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	12:00 MIDNIGHT

Requested Hours of Operation:

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM
Close	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM

2. APPLICANT SUITABILITY INFORMATION (Fit and Proper)

Applicant has met the eligibility and suitability requirements of the *Liquor Control and Licensing Act*.

3. LOCATION/SITE FACTORS

The proposed establishment is located in a below-street-level unit of Market Square – see attached for legal descriptions.

The General Manager has deemed the proposed site to meet the legislative criteria stated in Regulation 8 (4) (a) and (b) for an LP transfer of location. The new site is approximately 185 metres (0.185 kilometres) and a comfortable walking distance from the current location.

The following sections are compiled from information provided by the applicant except where indicated otherwise.

See the attached Applicant's Letter of Intent for details of the proposed Liquor Primary establishment, including the following details:

- a) ***Business Focus***
- b) ***Target Market***
- c) ***Composition of the Neighbourhood and Reasonable Distance Measure***
- d) ***Benefits to the Community***
- e) ***Noise in the Community***
- f) ***Impact on the Community***
- g) ***Other impacts, comments or requests***

Please note that the applicant's letter of intent is enclosed as an attachment to this report for reference purposes. The information or statements included in the letter of intent have not been confirmed unless otherwise stated in this report.

Community Indicators

Contravention Statistics

The Liquor Control and Licensing Branch will provide contravention statistics for liquor primary and liquor primary club establishments near the subject location upon request.

Population, population density and population trends for the community:

- Circle population statistics for 2001 and 2006 are available from BC Stats by emailing your request to BC.Stats@gov.bc.ca
- BC Stats Community Facts includes the BC Benefits recipient and EI Beneficiary statistics and is available at <http://www.bcstats.gov.bc.ca/data/dd/facsheet/facsheet.asp>
- Statistics Canada Population breakdown by categories is available at: <http://www12.statcan.ca/census-recensement/2006/dp-pd/prof/92-591/index.cfm?Lang=E>

4. PUBLIC INTEREST

In providing its resolution on the proposed Liquor Primary application, local government must consider and comment on each of the regulatory criteria indicated below. The written comments must be provided to the general manager by way of a resolution within 90 days after the local government receives notice of the application, or any further period authorized by the General Manager in writing.

Regulatory Criteria local government or First Nation must consider and comment on:

- a) The location of the establishment;
- b) The proximity of the establishment to other social or recreational facilities and public buildings;
- c) The person capacity and hours of liquor service of the establishment;
- d) The number and market focus or clientele of liquor primary establishments within a reasonable distance of the proposed location;
- e) The impact of noise on the community in the immediate vicinity of the establishment; and
- f) The impact on the community if the application is approved.

The local government or first nation must gather the views of residents in accordance with section 11.1 (2) (c) of the Act and include in their resolution:

- (i) the views of the residents,
- (ii) the method used to gather the views of the residents, and
- (iii) its comments and recommendations respecting the views of the residents;

A sample resolution template and comments are enclosed as attachments 2 and 3 to this report for reference purposes.

For use by Liquor Control and Licensing Branch:

5. REGULATORY CONSIDERATIONS

Liquor Control and Licensing Act, sections: 11, 16 and 18
Liquor Control and Licensing Regulations sections: 4, 5, 6, 8, 10

6. POLICY CONSIDERATIONS

Policy Manual Section 3.2 Applicant Eligibility Assessment
Policy Manual Section 3.3 Site and Community Assessment
Policy Manual Section 3.4 Building Assessment and Issue of a Licence

Attachment 1 – Applicant’s Letter of Intent

PART 4: Establishment Proposal

1. **Proposed person capacity (patrons plus staff):** The person capacity of a licensed establishment must equal the occupant load of the establishment. Capacity must be approved by the LCLB and is subject to local government/First Nations comment. See Part 9 for an explanation of the liquor primary transfer of location approval process.

a) Proposed total interior capacity (occupant load): 305

b) Proposed patio capacity (occupant load):

- c) Describe the patio by addressing the three points in the space below, and, if applicable, providing the documentation requested in the fourth point.

1. Type of perimeter you intend to use to define and bound the patio area (ie: fencing, planters, iron railings, etc.)
2. Whether a portable bar is being used for food and/or liquor service
3. Whether the location of patio is immediately adjacent or contiguous to the interior licensed area

	LIQUOR CONTROL & LICENSING RECEIVED JUL 25 2014 VICTORIA BC
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4. If patio is located on a public sidewalk or other public property, you must attach written approval from local government or the landlord.

2. **Proposed hours of sale**

☒ **Change requested:** Complete the table below by entering the opening and closing times **proposed** for the establishment. Hours requested must fall between 9:00 am and 4:00 am of each business day. Any change to liquor service hours will be reviewed by your local government/First Nation for consideration.

☐ **No change requested:** Complete the table below by entering the **current** opening and closing times for the establishment.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
OPEN	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM	7:00 PM
CLOSE	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM	2:00 AM

CURRENTLY
12:00 AM

3. **Zoning**

If a zoning change/amendment is required, please indicate the status of your application.

NO CHANGE.. IS ALREADY ZONED AS LIQUOR PRIMARY

4. **Catering endorsement**

Do you currently have a Catering endorsement? ☐ Yes ☒ No

If yes, LCLB will re-assess your eligibility for the catering endorsement of your new proposed location by ensuring you meet the following requirements:

- Catering service is focused on the preparation and serving of food.
- The applicant has the personnel and infrastructure necessary to prepare and serve food at events hosted by others. This includes a requirement to have a full commercial kitchen at the applicant's establishment. For more details please see the Catering Terms & Conditions Guide.

Licences with a catering endorsement are subject to an annual licensing fee of \$100 in addition to the annual renewal fees.

Do you wish to keep the catering endorsement at the new location? ☐ Yes ☒ No

PART 5: Letter of Intent (functions and services to be provided at proposed new location)

Explain the functions and services your facility or venue will provide at your proposed new location. The information you provide must address all relevant items indicated under each topic. If additional space is required or if you would like to attach a separate sheet please check the box.

☐ I have attached a separate sheet.

1. **Purpose.** Describe the purpose and business focus of your establishment. The business focus must fall within beverage service, entertainment and hospitality services and must not be youth oriented.

TO CONTINUE TO SUPPLY A SOCIAL OUTLET FOR THE 32+ AGE GROUP OF THE "GWS" COMMUNITY AND LIKE Minded ADULTS. TO CONTINUE BEING A SAFE AND POSITIVE ESTABLISHMENT AND TO BETTER THE CITY OF VICTORIA'S NIGHT LIFE AND OVER ALL IMPRESSION FOR "GWS" TOURISTS

Part 5 continued on page 3...

LCLB095

2 of 6

Liquor Primary Transfer of Location

2. Target Market. Your proposed establishment will serve mainly (check all that apply):

- ☒ Urban locals ☐ Suburban locals ☐ Rural locals ☐ Neighbouring communities ☐ Tourists
☐ Other (please specify):

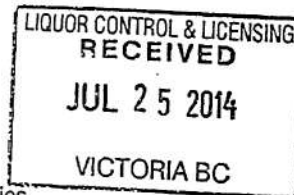
3. Composition of the Neighbourhood

A) The composition of the neighbourhood is best characterized as (check all that apply):

- ☒ Commercial ☒ Residential ☐ Industrial ☐ Light Industrial ☒ Urban
☒ Downtown ☐ Suburban ☐ Rural ☐ Agricultural Land Reserve (ALR) ☐ First Nations' Land
☐ Other (please specify):

B) Provide a site map of the area surrounding your proposed location identifying the following within a reasonable distance* of the proposed establishment:

- Site location
- Road access, egress, parking and all residential areas
- All other licensed liquor primary or liquor primary club establishments and liquor primary applications in progress
- Churches
- Clubs
- Schools (K-12, colleges, universities)
- Preschools
- Day care centres
- Health care facilities
- Seniors facilities
- Recreational/sports facilities
- Police stations
- Fire halls
- Libraries
- Government buildings
- Any other social, public or private facilities



*Note: What constitutes a reasonable distance will vary depending on individual circumstances.

Reasonable Distance Guidelines:

- In a densely populated city or municipality, reasonable distance is probably a 2 block radius;
- In a pocket community having no adjacent developed regional areas (e.g. Gold River, Tumbler Ridge, Whistler, Valemont) reasonable distance is probably the whole community;
- In a rural area having large acre parcels, reasonable distance is probably up to 8 km (5 miles);
- In a moderately populated area of developed subdivisions, suburbs, reasonable distance is probably 1.5 or 2 km (1 mile).

C) On the same map, please mark the boundaries of the neighbourhood of the proposed location as per the reasonable distance guidelines above. State what distance measure you chose and explain your logic.

TWO BLOCK RADIUS EXISTING WISSENER TRANSFERRED TO A NEW LOCATION APPROXIMATELY ONE BLOCK DISTANCE

4. Benefits of the proposed establishment to the community

Describe the community/market need you are addressing by providing an additional licensed establishment in the community: (e.g. the proposed establishment will be located in a new mixed-use development where businesses, government offices, residences and sports facilities are located and the LP will be meeting a food and beverage need OR there are currently no licensed establishments in the area)

PROPOSED ESTABLISHMENT IS LOCATED IN A DOWNTOWN TOURIST ATTRACTION LOCAL SHOPS MARKET SQUARE. WE WANT CREATE MORE WALK THROUGH TRAFFIC FOR THE LOCAL BUSINESS IN THIS "ARTISAN" RETAIL AREA. AS WELL AS CONTINUING TO PROVIDE A HIGHER STANDARD OF NIGHT LIFE TO THE "ARTIST" VICTORIA COMMUNITY TO A SPACE MORE SUBURBAN

5. Impact of noise on the surrounding community TO THE ADULT CLIENTELE WE CURRENTLY HAVE

Describe the noise issues expected from your proposed establishment and the measures you will take to ensure others are not disturbed by your establishment: (e.g. entertainment involving amplified music will be addressed by soundproofing walls; noise from outdoor patio will be addressed by closing the patio by 10 p.m.; outdoor entry lineups will be monitored according to our security plan by trained door security and outdoor lighting and cameras will be installed)

AMPLIFIED MUSIC WILL BE CONTROLLED BY STATE OF THE ART EQUIPMENT THAT FOCUSES ON CLARITY RATHER THAN VOLUME, WHICH IS IN MORE OF THE TASTE OF OUR 32+ CLIENTELE AS WELL AS THE SOUND PROOFING OF WALLS; OUTDOOR ENTRY ON BOTH FRONT AND BACK WILL BE MONITORED ACCORDING TO OUR SECURITY PLAN ALREADY IN PLACE IN OUR LOCATION WHICH HAS RECEIVED ZERO COMPLAINTS IN 15 YEARS OF BEING A NIGHTCLUB.

Part 5 continued on page 4...

SCHEDULE "A"

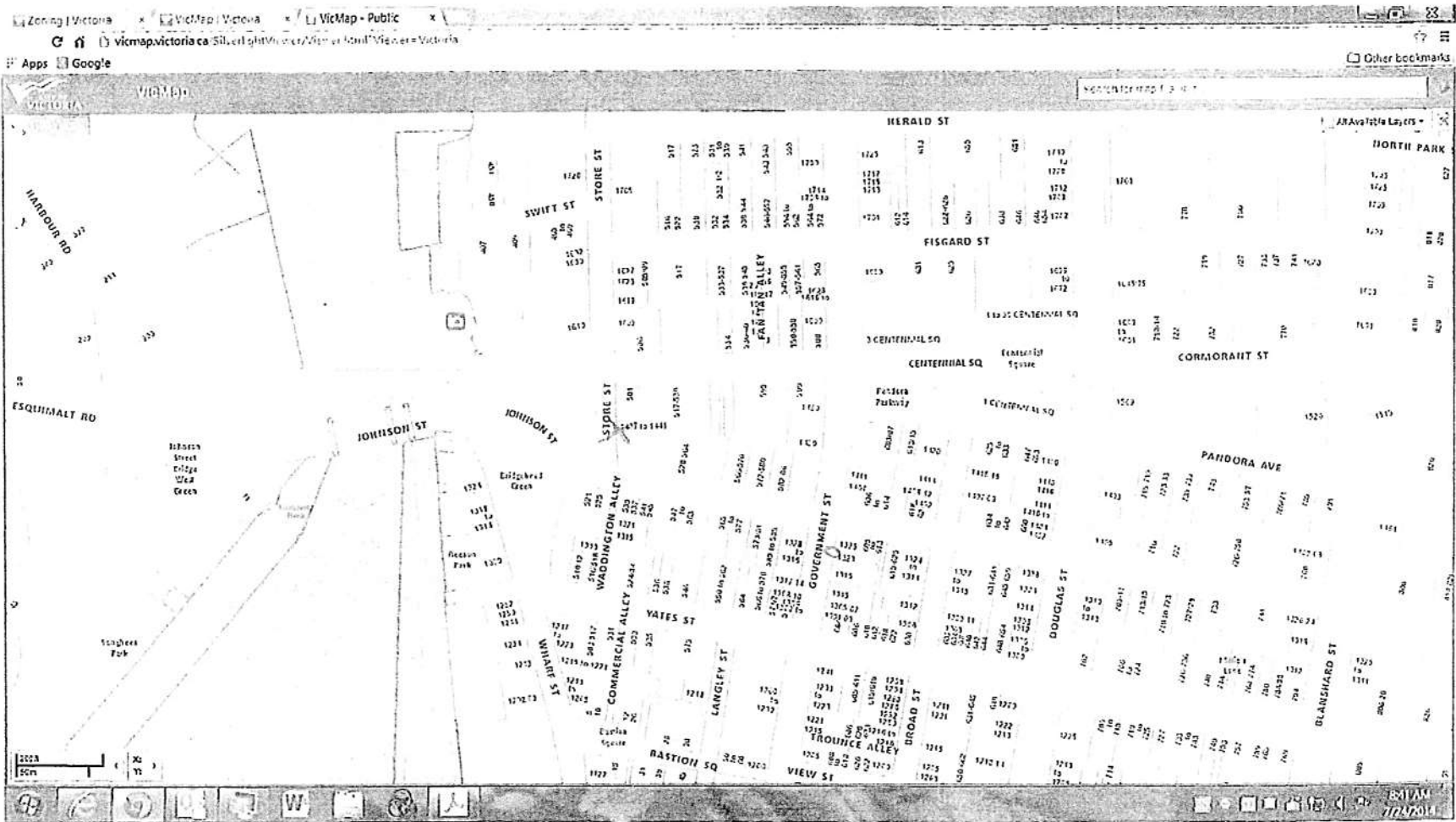
LEGAL DESCRIPTION

Those lands and premises, legally described as:

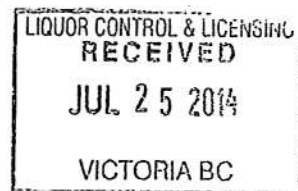
1. Parcel Identifier 002-940-647 Parcel A (DD 112789I) of Lot 193, Victoria City
2. Parcel Identifier 002-940-086 Lot 194, Victoria City
3. Parcel Identifier 003-339-564 Lot 528, Victoria City
4. Parcel Identifier 003-339-599 Lot 529, Victoria City
5. Parcel Identifier 003-339-513 That Part of Lot 530, Victoria City lying East of a boundary parallel to the Easterly boundary of said lot and distant 25 feet therefrom
6. Parcel Identifier 003-339-548 Lot 1262, Victoria City
7. Parcel Identifier 002-940-809 Amended Lot 1263 (DD 262876I), Victoria City
8. Parcel Identifier 002-938-774 Amended Lot 1264 (DD 262877I), Victoria City
9. Parcel Identifier 002-946-459 The Easterly 42 Feet 6 1/4 inches of Lot 1265, Victoria City
10. Parcel Identifier 002-939-622 Parcel A (DD 56434I) of Lots 1265 and 1266, Victoria City
11. Parcel Identifier 002-942-364 Lot 1266, Victoria City, Except Parcel A (DD 56434I)
12. Parcel Identifier 002-939-088 Lot 1265, Victoria City, Except Parcel A, (DD 56434I) and except the Easterly 42 feet 6 1/4 inches of said lot



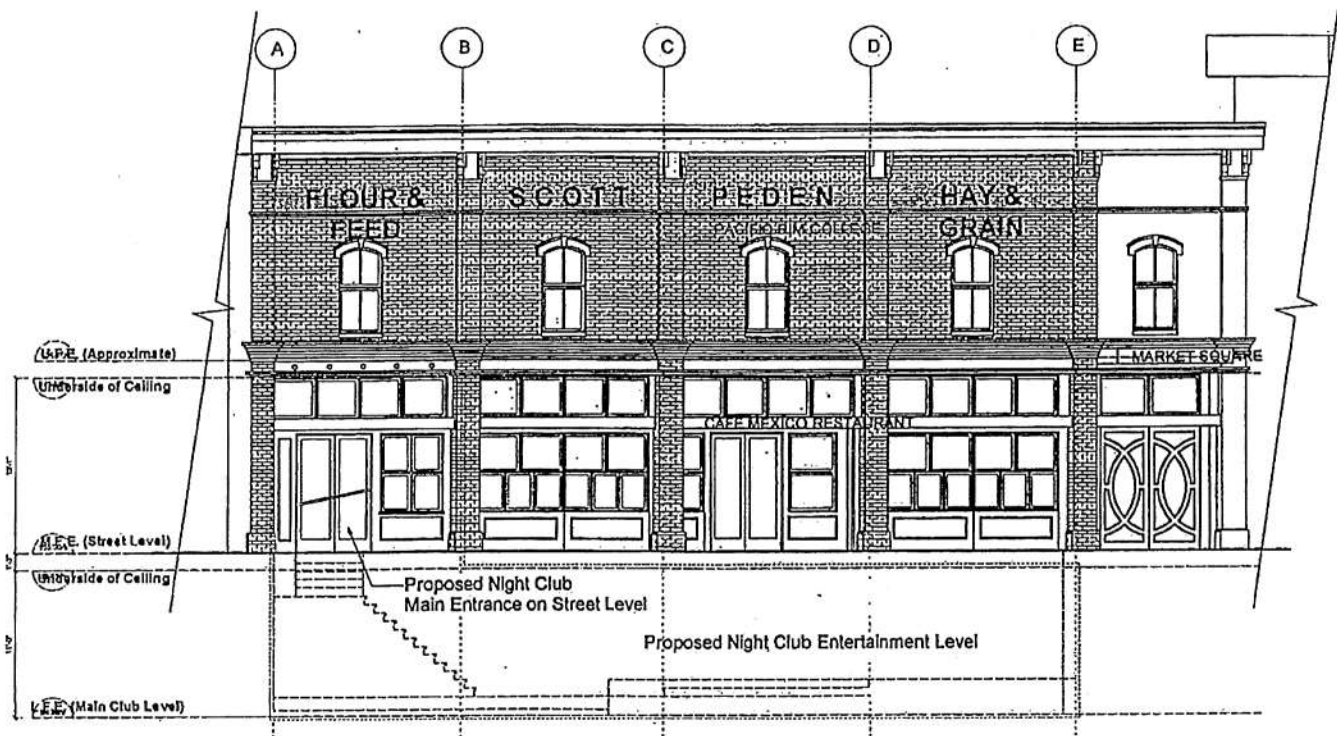
A-1



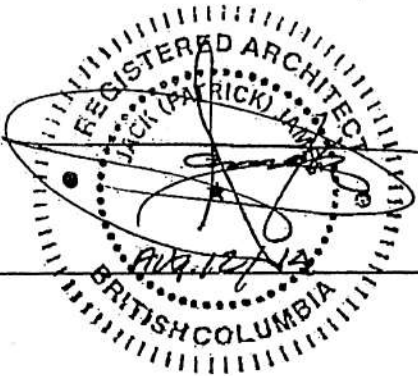
O - EXISTING LOCATIONS TO BE MAINTAINED
X - NEW LOCATIONS MARKET SQUARE



Date: August 12, 2014
Time: 4:33:49 PM



1 Front Elevation
A2 Scale: 1/4" = 1'-0"



PROFESSIONAL SEALS		
CONSULTANTS		
LIST OF DRAWINGS		
A1	Site Plan	
A2	Front Elevation	
A3	Rear Elevation	
A4	Lower Floor Plan (Ground Level)	
A5	Main Floor Plan (Street Level)	
A6	Upper Floor Plan	
A7	Cross Section	
ISSUE/REVISED		
No.	DATE	DESCRIPTION
01	08/08/14	1st Issuance
02	08/08/14	1st Issuance Check Set
03	08/12/14	Allow Licence posted set
<p>General Contractor and/or Owner to verify and throughly review all aspects of plan prior to commencement and signing out of all work. Any discrepancies are to be reported to Building Department immediately. Building Department will issue for drawings made to plan on site or to turn in report. Drawings must be signed by General Contractor or Owner.</p> <p>These B.C.L.S. are only documents and not a part of the structure on site. General Contractor to work in accordance with B.C.L.S. to ensure proper placement of structures on site prior to starting work. Building Department not responsible for any discrepancies of a kind which may be caused by placement of structures on site.</p> <p>Structural Engineer to review plan before sign-off, and verify structure as shown necessary. It is the responsibility of the owner or contractor to verify and commission all engineering requirements with municipal building departments prior to starting work.</p> <p>These Use Documents to ensure plan to verify real design where any real design is shown, and is needed by building department to sign off if necessary.</p> <p>© COPYRIGHT This plan and design is copyright by copyright law and may not be reproduced, copied or used in any form whole or in part without the express written permission of OMNIS DESIGN STUDIO, and may only be used for the particular project as at the location of address indicated in this Use Document.</p>		
FILE NO.	HUS140801	
DATE	Aug 12nd, 2014	
SCALE	As Shown	
DESIGNER	OMNIS DESIGN, C.A.	
DESIGNED BY	Jack Weeks	
REVIEWED BY	Marissa C. Thiffault	
FRONT ELEVATION		
PROJECT		
<p>PROPOSED NIGHT CLUB Jack Weeks & Cam Birge 1425 Store Street Victoria, BC V8W 3J6</p>		

Date: August 12, 2014
Time: 9:53:49 PM

LIQUOR PRIMARY LICENSED ESTABLISHMENTS

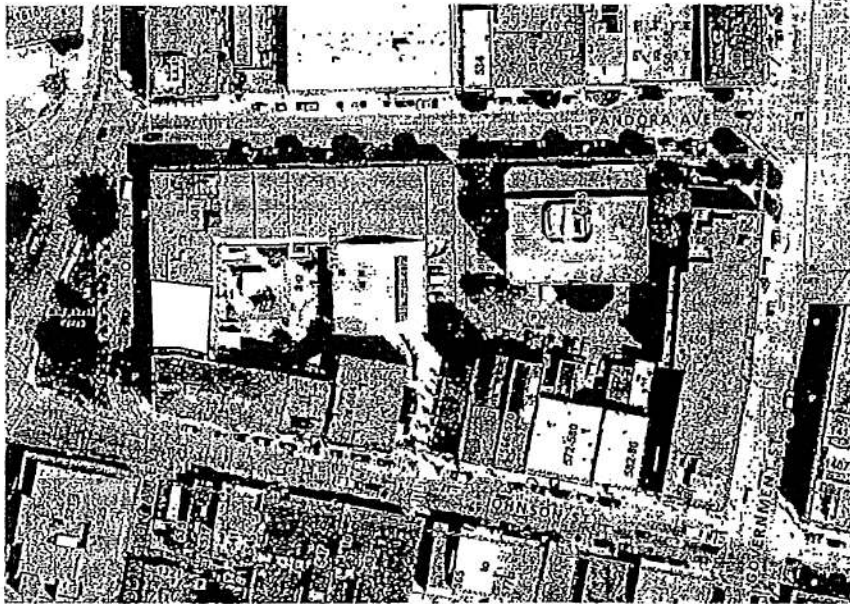
- 1 - Hush Nightclub (8248) - 1325 Government St
- 2 - Boutique Lounge (15044) - 1318 Broad St
- 3 - Darcys Pub (2009) Ltd (22400) - 1127 Wharf St
- 4 - Harbour Canoe Club (7262) - 450 Swift St
- 5 - Swans - Marquis Room (23843) - 506 Pandora Ave
- 6 - Hotel Rialto (1251) - 1450 Douglas St
- 7 - Veneto Tapa Lounge (1252) - 1450 Douglas St
- 8 - Irish Times Pub (12899) - 1200 Government St
- 9 - Best Western Carlton Plaza (6268) - 634 Johnson St
- 10 - Lucky Bar (8188) - 517 Yates St
- 11 - Swans Heritage Realty Properties Ltd (4916) - 506 Pandora Ave
- 12 - The Churchill (5149) - 1140 Government St
- 13 - Upstairs Cabaret 2009 Ltd (22402) - 15 Bastion Sq

SCHOOLS & COLLEGES

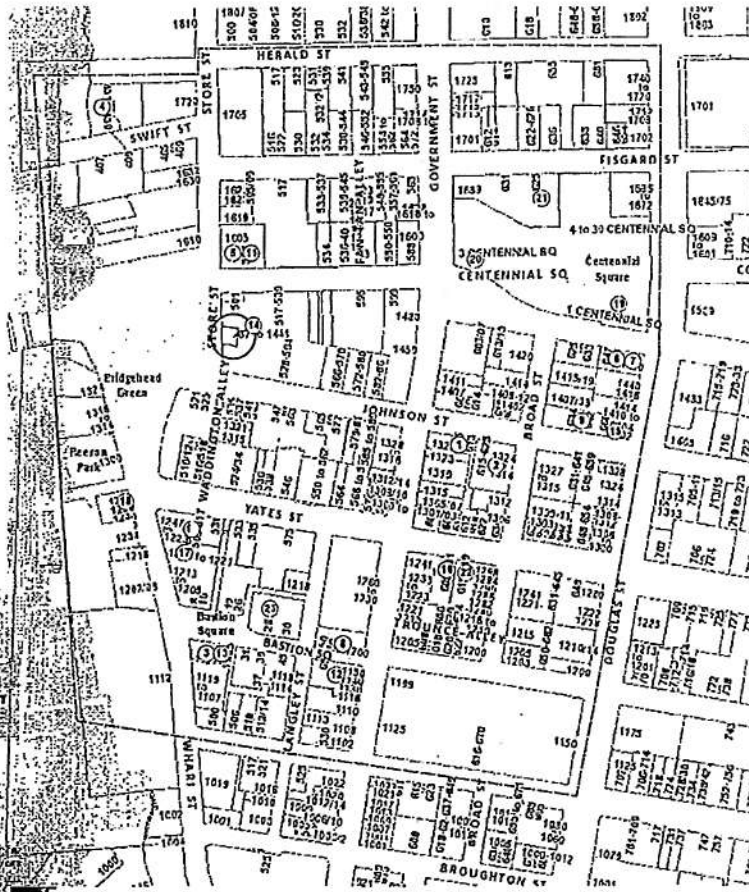
- 14 - Pacific Rim College - 560 Johnson St
- 15 - Aveda Institute Victoria - 1402 Douglas St
- 16 - Insignia College of Health & Business - 607 Yates St
- 17 - Richard Mar Advanced School - 1217A Wharf St
- 18 - Pacific Design Academy - 1252 Wharf St
- 22 - Victoria Academy of Dramatic Arts - 618 Yates St

PUBLIC BUILDINGS

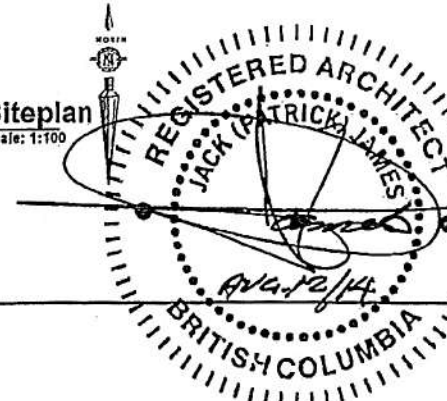
- 19 - City Hall - 620-698 Pandora Ave
- 20 - McPherson Playhouse - 600-618 Pandora Ave
- 21 - Royal Theatre - 625 Fisgard St
- 23 - The Maritime Museum of BC - 28 Bastion Sq



MAP SHOWING PARCELS AROUND PROPOSED NIGHT CLUB



1 Siteplan
A1 Scale: 1:100



PROFESSIONAL SEALS

CONSULTANTS

LIST OF DRAWINGS

A1	Map
A2	Front Elevation
A3	Plan Elevation
A4	Lower Floor Plan (Ground Level)
A5	Upper Floor Plan (Second Level)
A6	Upper Floor Plan
A7	Cross Section

ISSUED/REVISED

No.	Date	Description
01	07/08/14	10% Complete
02	04/10/14	10% Complete Check, Rev
03	05/13/14	Liquor License partial Rev

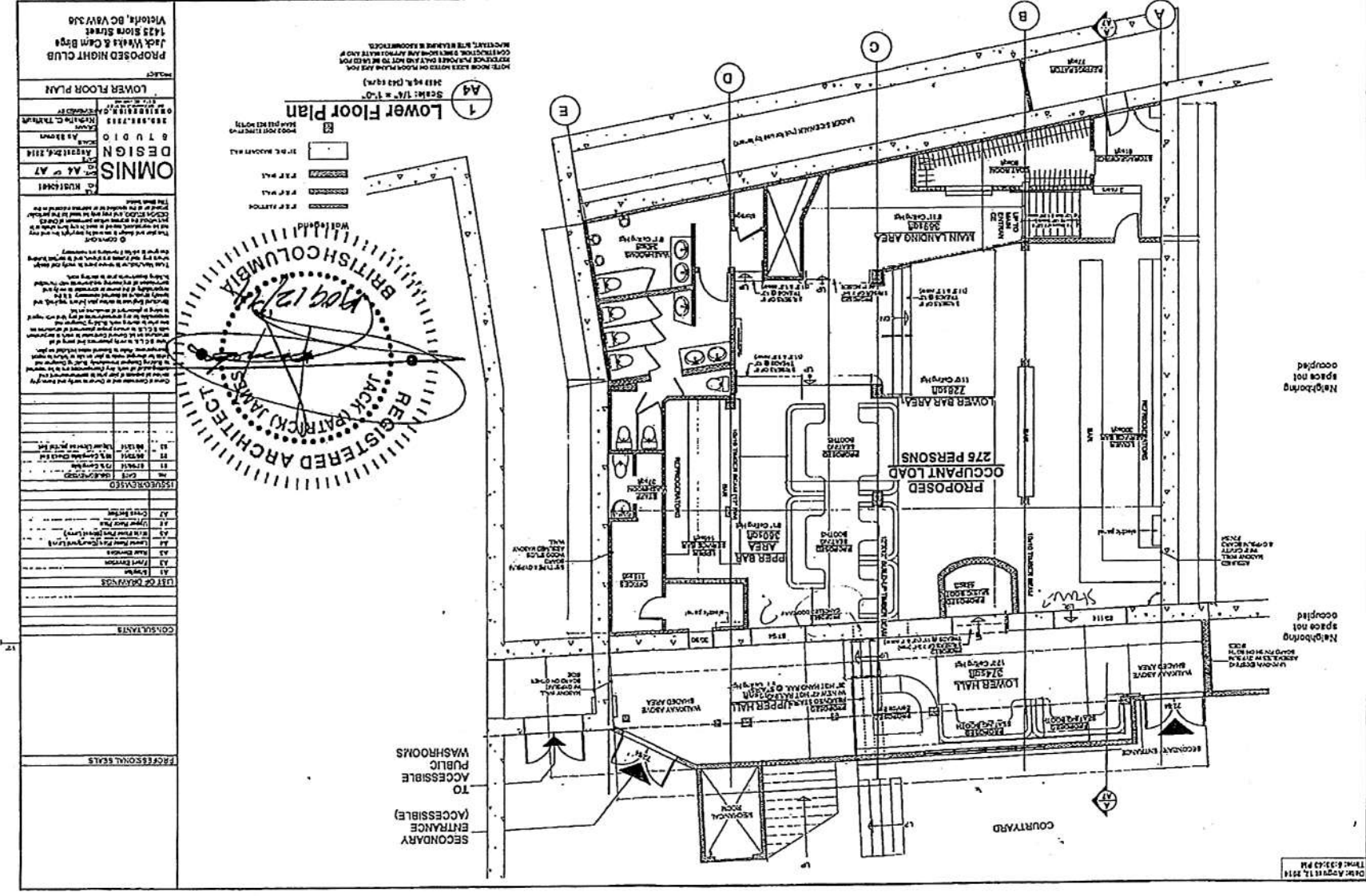
I, the undersigned, being a duly qualified and licensed Architect under the Architectural Act, do hereby certify that the above is a true and correct copy of the original drawings as submitted to me for my signature and seal, and that I am not aware of any falsification or alteration of the same.

These drawings are to be used for the purpose of applying for a liquor license only, and are not to be used for any other purpose without the written consent of the Architect.

© COPYRIGHT
This plan and design is to be used by the licensee and may not be reproduced, copied or used in any form without the written consent of the Architect. It is the responsibility of the licensee to verify and ensure that all information is correct and to ensure that all information is correct and to ensure that all information is correct.

OMNIS
DESIGN
STUDIO
August 2nd, 2014
SCALE
As Shown
DRAWN
Nathalie C. Thibault
REVIEWED BY

SITE MAP
PROPOSED NIGHT CLUB
Jack Weeks & Cam Blige
1425 Store Street
Victoria, BC V8W 3J6



ATTACHMENT 2

Sample Resolution Template for a Liquor-Primary or Liquor-Primary Club Licence Application

General Manager, Liquor Control and Licensing Branch

RE: Application for a liquor-primary licence at: (address of proposed establishment)

At the (council/board) meeting held on (date), the (council/board) passed the following resolution with respect to the application for the above named liquor licence:

"Be it resolved that:

1. The (council/board) (recommends/does not recommend) the issuance of the licence for the following reasons: (detail and explain reasons for recommendation)

2. The (council's/board's) comments on the prescribed considerations are as follows: (see the following page for sample comments for each criterion – a comment on each must be included in the resolution. Where a staff report has been prepared that addresses the criteria this can be used to provide Council's comments provided the staff report is referenced in the resolution and there is a clear statement that Council endorsed the comments in the report.)

- (a) The location of the establishment (provide comments)
- (b) The proximity of the establishment to other social or recreational facilities and public buildings (provide comments)
- (c) The person capacity and hours of liquor service of the establishment (provide comments)
- (d) The number and market focus or clientele of liquor-primary licence establishments within a reasonable distance of the proposed location (provide comments)
- (e) The impact of noise on the community in the immediate vicinity of the establishment (provide comments), and
- (f) The impact on the community if the application is approved (provide comments)

3. The (council's/board's) comments on the views of residents are as follows: (describe the views of residents, the method used to gather the views and provide comments and recommendations with respect to the views. If the views of residents were not gathered, provide reasons).

The undersigned hereby certifies the above resolution to be a true copy of the resolution passed by the (council/board) of (local government/First Nation) on (date).

Sincerely,

(signature)
(name and title of official)
(local government/First Nation)

Note:

- All of the items outlined above in points 1, 2 (a) through (f) and 3 must be addressed in the resolution in order for the resolution to comply with section 10 of the Liquor Control and Licensing Regulation.
- Any report presented by an advisory body or sub-committee to the council or board may be attached to the resolution.

ATTACHMENT 3

Sample Resolution Comments for a Liquor-Primary Licence Application

The following are examples that illustrate the type of comments that local government and First Nations might provide to demonstrate they have taken into consideration each of the criterion in reaching their final recommendation. Comments may be a mix of positive, negative and neutral observations relevant to each criterion. The final recommendation is the result of balancing these 'pros and cons'.

The list is not intended to illustrate every possible comment as the variations are endless, given the wide range of applications and local circumstances.

It is important that the resolution include the comment and not refer to a staff report, as the general manager cannot suppose that the local government considered all the criteria unless comment on each criterion is specifically addressed in the resolution itself.

Local government or First Nation staff may wish to contact the Liquor Control and Licensing Branch for assistance on drafting the content of a resolution before it is presented to local government or First Nation to avoid resolutions that do not comply with the regulations.

(a) The location of the establishment:

The location is in a commercial area that is removed from nearby residences and is suitable for a late night entertainment venue where some street noise at closing time can be anticipated.

(b) The proximity of the establishment to other social or recreational facilities and public buildings:

The only nearby social, recreational and public buildings do not conflict with the operation of a late night entertainment venue.

– or –

The proposed location is across a lane from a church with an attached retirement facility and church hall routinely used for youth group gatherings. The proximity of the proposed establishment is not considered compatible with the existing facilities.

(c) The person capacity and hours of liquor service of the establishment

The maximum person capacity of 250 with closing hours of 2:00 a.m. Tuesday through Saturday and midnight on Sunday is acceptable. A larger capacity or later hours is not supported given the few number of police on duty at that time.

(d) The number and market focus or clientele of liquor-primary licence establishments within a reasonable distance of the proposed location:

The existing establishments are large public house establishments that focus on exotic entertainment or are nightclubs that attract patrons 19 to 25 years of age. The proposed establishment is a small local pub style facility with an extensive menu and is designed to appeal to couples wanting a quiet adult venue for socializing in their community. There are no other (or few other) facilities with a similar focus.

(e) The impact on the community in the immediate vicinity of the establishment:

The establishment is not expected to negatively affect traffic patterns and noise is not expected to be an issue because [of the small size and early hours] – or – [the applicant has agreed to various noise baffling strategies to ensure the neighbours are not disturbed by late night music]. The applicant has met the requirements of the zoning bylaw with regard to road access and parking.

(f) The impact on the community if the application is approved:
If the application is approved, the impact is expected to be positive in that it will support the growth in tourism and offer a new social venue for residents.

The Council's comments on the views of residents are as follows:

The views of residents within a half mile* of the proposed establishment were gathered by way of *written comments that were received in response to a public notice posted at the site and newspaper advertisements placed in two consecutive editions of the local newspaper. Residents were given 30 days from the date of the first newspaper advertisement to provide their written views. Residents were also given an opportunity to provide comments at the public meeting of Council held on March 18, 200X.

A total of 63 responses were received from businesses and residents. Of the responses received, 21 were in support of the application citing the creation of additional jobs and a new entertainment venue for the area as their primary reasons. A total of 42 letters were received in opposition to the application. The primary reason cited by those in opposition was the proposed closing hours of 4 am. A number of business residents in the area also cited the lack of parking as an area of concern.

The following three examples illustrate ways Council may complete their comments on the views of residents based upon the preceding fact pattern.

1. Council agrees that a 4 am closing time for this establishment would not be appropriate and therefore recommends that the establishment have a closing time of 2 am to be consistent with the other licensed establishments in the area. Council does not agree with the parking concerns raised by some of the local businesses as the proposed establishment's peak operating hours will be after the surrounding businesses have closed.

Council recommends that a liquor licence be issued with hours of operation ceasing at 2 am. Council believes that the majority of residents in the area support the issuance of the licence provided the closing hours are no later than 2 am. The establishment will create new jobs and provide a new entertainment venue that is needed in this area.

– or –

2. There are 6450 residents within the half mile radius of the proposed establishment. Notwithstanding that there is a two to one ratio of opposed residents to residents that support the application Council is of the view that the 42 residents who are in opposition represent a small proportion of the overall population that may be affected by this establishment. Council also notes that frequently only residents who oppose a proposal are the ones that respond; consequently Council is of the view that the rest of the residents are not opposed to issuance of a liquor licence for this establishment.

Council recommends that a liquor licence be issued with hours of operation ceasing at 4 am. Council believes that the majority of residents in the area support the issuance of the licence. The establishment will create new jobs and provide a new entertainment venue that is needed in

this area.

– or –

3. Based upon the input received by residents within a half mile of the proposed establishment there is a two to one ratio of opposed residents to residents that support the application. The opposition to this establishment comes from both homeowners and businesses. Council is of the view that with both the residential and business communities' opposition to this proposed establishment that the issuance of a licence for this establishment would be contrary to the community standard for this area.

Despite the potential creation of additional jobs and a new entertainment venue for the area Council is unable to support the issuance of a liquor licence for this establishment. Council recommends that a licence not be issued.

* The local government or First Nation determines the appropriate area to be included and the method for gathering those views



Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 4, 2014
From: Leanne Taylor, Planner, Development Services Divisions
Subject: Development Variance Permit Application #000385 for 759 Yates Street

RECOMMENDATION

Staff recommend that Committee forward this report Council and that Council convene a Hearing for the proposed variance associated with Development Variance Permit Application #000385 for 759 Yates Street, and following the Hearing, that Council consider the following motion:

"That Council authorize the issuance of Development Variance Permit Application #000385 for 759 Yates Street, subject to the registration of a legal agreement securing 49 Class 1 bicycle parking spaces in the building to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department and the City Solicitor and in accordance with:

1. Plans date stamped November 21, 2014.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Part 6.8, Section 6(ii): Relaxation from 0.7 parking spaces per residential unit (18 parking spaces) to 0 parking spaces per residential unit (0 parking spaces);
 - ii. Final plans to be generally in accordance with the plans identified above to the satisfaction of the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department."

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Variance Permit Application for the property located at 759 Yates Street (Dalton Hotel). The proposal is for a parking variance in order to facilitate the conversion of the existing hotel to market rental housing.

The following points were considered in assessing this Application:

- The proposal is consistent with the *Official Community Plan 2012* (OCP) and the *Downtown Core Area Plan* (DCAP).
- Under the current zone, the building would require 68 parking spaces (0.7 spaces per residential unit); however, given the legal non-conformity, the building would only be

required to have 18 parking spaces for the residential use. The variance is to reduce the required number of parking spaces from 18 to nil.

- To help offset the parking shortfall, the applicant would provide 49 Class 1 bicycle parking spaces in the building.

BACKGROUND

Description of Proposal

The proposal is for a parking variance in order to facilitate the conversion of the existing hotel to market rental housing. Specific details include:

- The existing hotel contains 100 rooms. The parking requirement in the CA-4 Zone, Central Area Commercial Office District, for transient accommodation is 0.5 parking spaces per unit. A total of 50 parking spaces would be required for the hotel, however, no parking was provided for the hotel when it was constructed in the early 1900s, and therefore, the parking shortfall is legally non-conforming.
- The applicant proposes a total of 97 residential suites with private bathrooms and one communal kitchen on the second floor.
- Under the current Zone, the building would require 68 parking spaces (0.7 spaces per residential unit); however, given the building's legal non-conforming status, the building would only be required to have 18 parking spaces for the residential use. The variance is to reduce the required number of parking spaces from 18 to nil.
- The existing commercial uses on the ground floor would be retained. There is no parking requirement for commercial uses in the CA-4 Zone.
- A total of 73 bicycle parking spaces would be provided. The applicant would provide 49 Class 1 bicycle parking spaces in enclosed storage areas and within individual suites and install U-racks and V-racks in the sidewalk on Yates Street to accommodate 24 bicycles.

Sustainability Features

The applicant has not identified any new sustainability features associated with this proposal. However, converting the building from hotel to market rental housing is an example of building retention and reuse.

Existing Site Development and Development Potential

The site is presently operated as a hotel (Dalton Hotel) with commercial uses on the ground floor. The building was constructed between 1890 and 1913 with no underground or surface parking on-site to serve the hotel. The existing building is set back approximately 1.4 metres from the eastern property line. There are a total of 16 rooms located on the second, third and fourth floors of the building, with windows overlooking the adjacent property to the east (769 Yates Street). Currently, a single-storey restaurant (Foo) and storage enclosures are located on the adjacent property (zoned CA-4) and attached to the existing hotel; however these buildings and structures would be removed if the adjacent parcel redevelops. Parking is not required for commercial uses in the CA-4 Zone. Future development of 769 Yates Street may affect the livability of the eastern units of the subject property; however Building Code requirements can still be achieved.

Data Table

The following data table compares the proposal with the existing C4-A Zone. An asterisk is used to identify where the proposal is less stringent than the existing Zone. Two asterisks are used to identify the existing non-conformities.

Zoning Criteria	Proposal	Zone Standard CA-4
Density (Floor Space Ratio) - maximum	3.82:1**	3:1
Height (m) - maximum	19.25**	10 at the street 43
Setbacks (m) - minimum		
Front (Douglas Street)	0	0
Rear(south)	0	0
Side (east)	1.4**	4.5
Side (west)	0**	4.5
Parking – minimum (existing use)	0**	50
Parking – minimum (proposed use)	0*	68

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on September 10, 2014, the Application was referred for a 30-day comment period to the Downtown Resident's Association. At the time of writing this report, a letter from the CALUC had not been received.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a Hearing.

ANALYSIS

Official Community Plan

The OCP identifies this property within DPA 2 (HC) – Core Business. The OCP supports the reduction in parking requirements where geographic location, residential and employment density, housing type, land-use mix and transit accessibility support alternate modes of transportation. The OCP further supports the provision of Transportation Demand Management (TDM) measures, such as short-term and long-term bicycle parking facilities, car-share and transit passes.

The City's *Bicycle Parking Strategy* (2011) identifies the Downtown as having the highest concentration of employment, shopping and services, which attracts new residents to the Downtown and generates a higher than average demand for bicycle parking. Schedule C - Off-Street Parking of the *Zoning Regulation Bylaw* and the "Cycling Network Policies and Actions" in the DCAP refer to new construction. However, there is an opportunity in the existing hotel to accommodate Class 1 bicycle parking. The applicant is proposing 49 Class 1 (secure and enclosed) bicycle parking spaces for 97 residential suites. Four bike rooms would be provided in various locations within the building accommodating a total of 28 bikes and 21 residential suites would have wall mounted in-suite bicycle racks. Additionally, eight Class 2 bicycle racks would also be installed in the sidewalk on Yates Street.

Staff recommend for Council's consideration that Council require a legal agreement to be registered on the subject property in order to secure the 49 Class 1 bicycle parking spaces in the building and as shown on the plans (attached).

Resource Impacts

The applicant is proposing to install two V-racks and six U-racks in City's sidewalk on Yates Street. The applicant would cover the costs to install the racks; however, the City would be responsible for maintaining them.

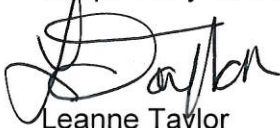
CONCLUSIONS

The OCP encourages the development of incentives to support the rehabilitation and conversion of "Heritage-Designated Commercial" buildings to residential or residential mixed uses and the reduction of parking requirements in the Downtown Core if TDM measures are provided. The existing hotel is not a "Heritage-Designated Commercial" building; however it is a "Heritage-Registered Commercial" building, and therefore, formerly recognized by Council for its heritage values. The *Downtown Core Area Plan* also supports a reduction in the number of required vehicle parking stalls for uses located adjacent to major transit stops. Given this policy direction, staff recommend that Council advance the Application to a Hearing.

ALTERNATE MOTION

That Council decline Development Variance Permit Application #000385 for the property located at 759 Yates Street.

Respectfully submitted,



Leanne Taylor
Planner
Development Services



Alison Meyer, Assistant Director
Development Services Division
Sustainable Planning and
Community Development

Report accepted and recommended by the City Manager: _____



Jason Johnson

Date: _____

December 12, 2014

LT:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000385\PLUC REPORT 759 YATES FINAL.DOC

List of Attachments

- Aerial map
- Subject map
- Letter dated November 21, 2014
- Final Plans dated November 21, 2014.



759 Yates Street
Development Variance Permit #000385

Development Variance Permit Application No. 000385 for 759 Y...



21 November 2014

**Re: Dalton Hotel & Suites
Development Permit with Variance - Bicycle Parking**

Dear Mayor and Council

PARTNERS

Jim Aalders
Arch. AIBC, MRAIC, LEED AP,
NCARB

Nick Bevanda
Arch. AIBC, MRAIC, NCARB, AIA

Mark Hentze
Arch. AIBC, NLAA, MRAIC, NCARB,
IAKS

William Locking
Arch. AIBC, AAA, FRAIC

Troy Ransdell
Arch. AIBC, MBA

John Scott
Arch. AIBC, AAA, MRAIC, NCARB,
AIA

Rod Windjack
Arch. AIBC, MRAIC, LEED AP

PARTNER EMERITUS

Richard Bolus
Arch. AIBC, MRAIC, Assoc. AIA,
LEED AP

The Dominion Hotel sited at 759 Yates Street was originally constructed in phases between 1890-1913. At it's completion, the building consisted of 200 rooms with 100 baths on the upper floors and commercial on the main. During the 1960's or 70's the building was converted from a 200 room hotel with 100 baths to a 100 room hotel with in-suite washrooms. This is the current configuration of the hotel.

The current zoning is CA-4 which has a parking requirement of .5 stalls per room for hotel use. Given this, there is an implied variance that exists of 50 stalls. The proposed change to residential use consists of 97 units utilizing the existing hotel room configuration. The parking requirements for residential in CA-4 is .7 stalls per room, or 68 stalls. In light of the historical 50 stall variance there is a shortfall of 18 stalls.

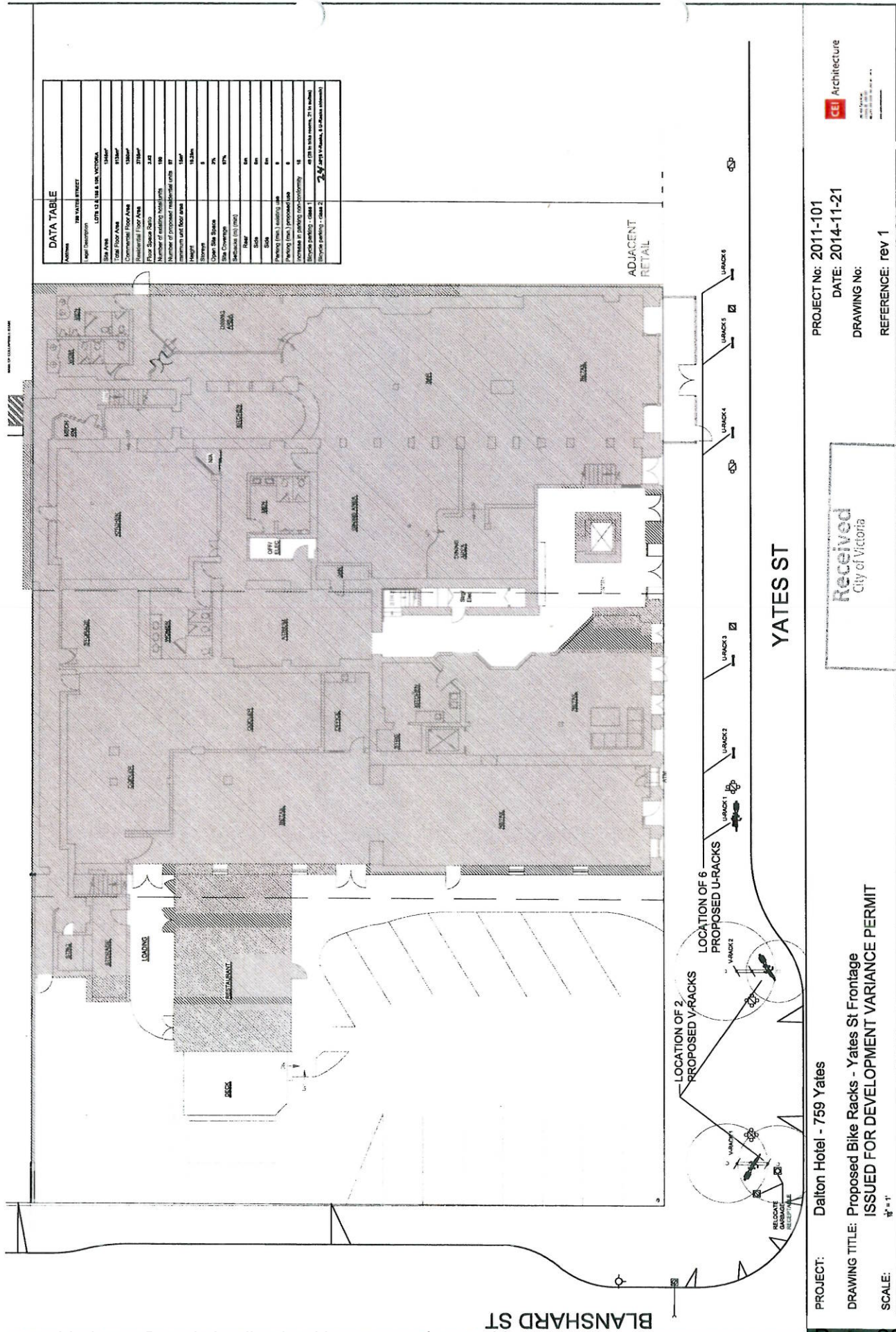
While existing heritage building is build-out to the property lines and has no ability to accommodate on-site parking, we have been able to provide ± 73 bike stalls for the project. This is comprised of 28 Class-1 Bike stalls within the building in secure bike rooms and 21 Class-1 Bike racks within suites. An additional 24 bikes are accommodated on the sidewalk as the owner proposes an additional six new u-shaped bike racks in front of the building on Yates and two v-shaped racks on the corner bulb at Yates and Blanshard.

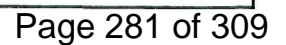
A recent proposal to council from staff which was approved on July 17th, included provisions to develop policy that would eliminate parking requirements for heritage designated and or registered buildings. This building would fall under that new policy.


Thank you for your consideration of this application which we believe will assist to create a vibrant residential population in the downtown core.

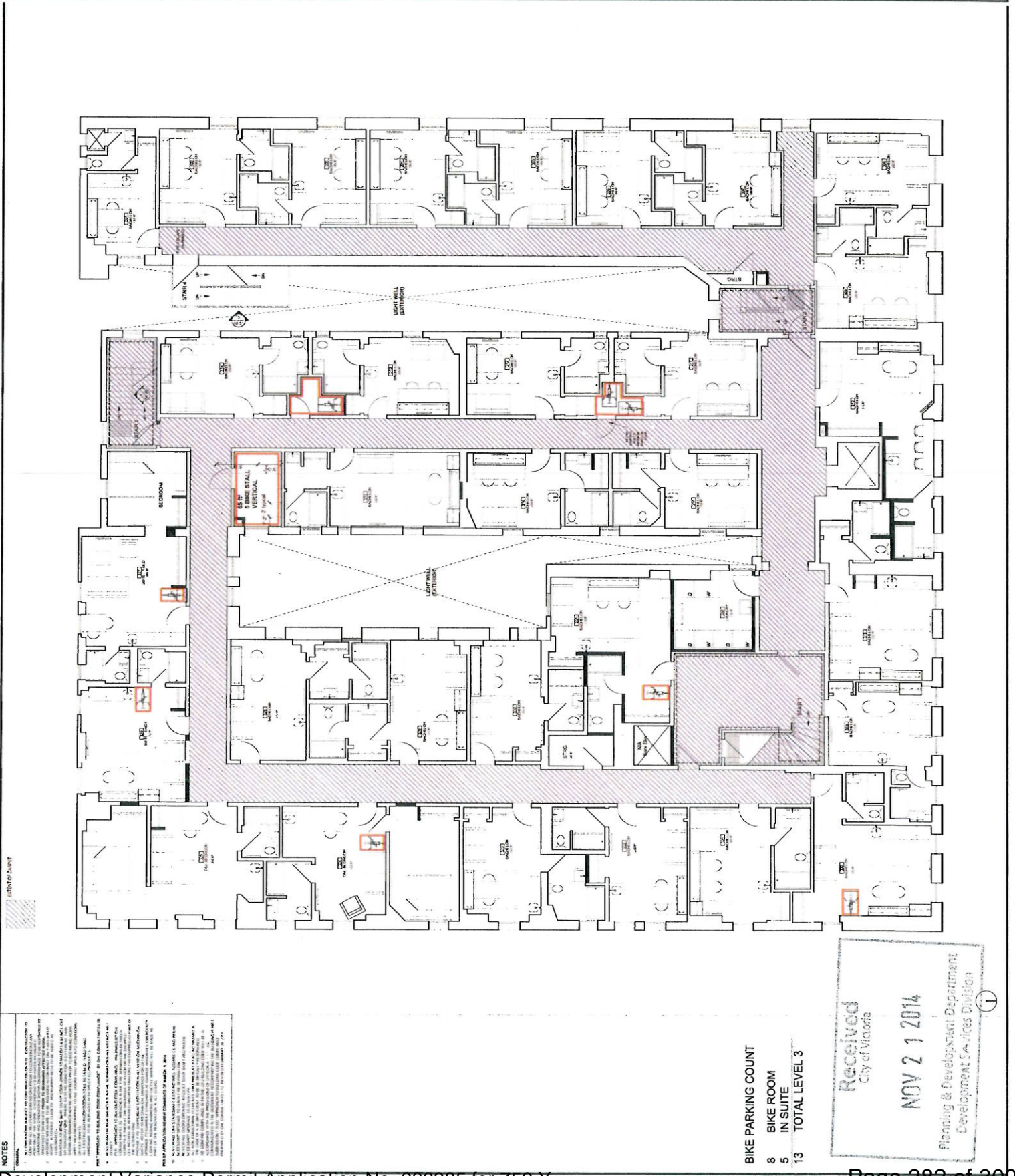
Yours very truly,
CEI Architecture Planning Interiors

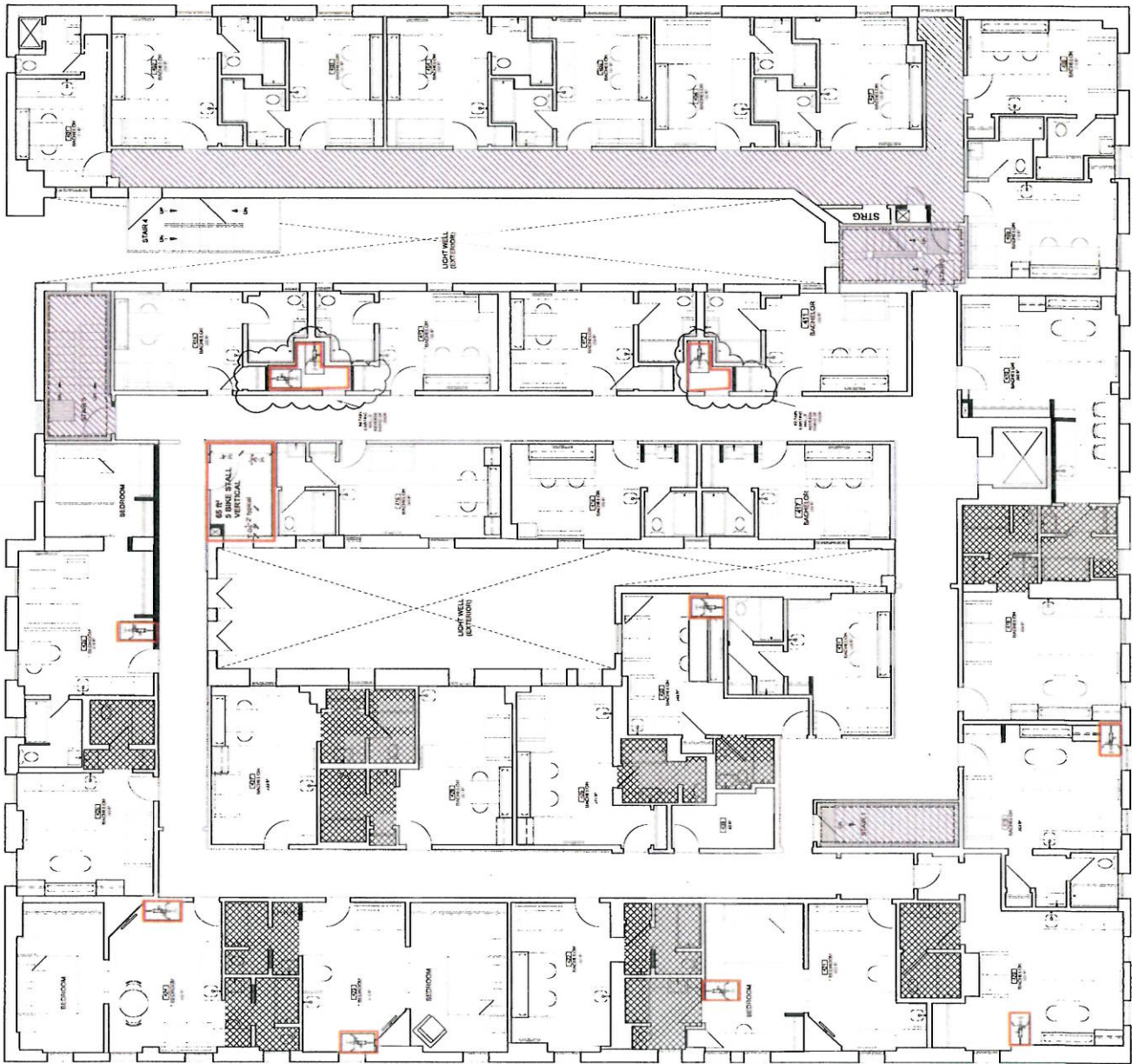
Jim Aalders Architect AIBC MRAIC LEED AP





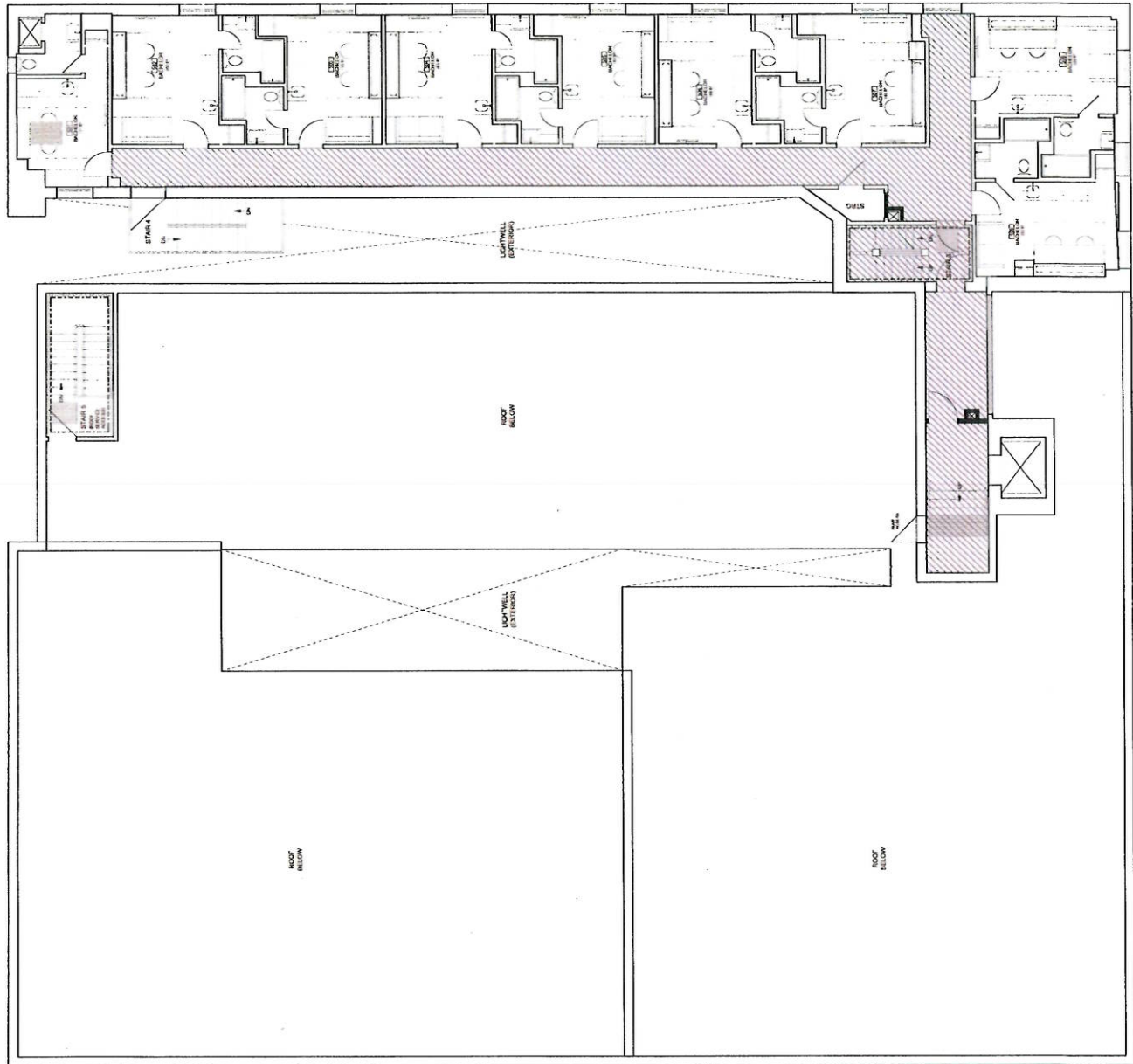
 CET Architecture 200-220-1111 1000-1000-1000 1000-1000-1000	PROJECT NO. 2011-101	SHEET NO. A2.22
	PROJECT NAME VICTORIA ROCKET	PROJECT ADDRESS 759 Yates Street
PROJECT DESCRIPTION LEVEL 3 PLAN		



[illegible]

BIKE PARKING COUNT	
8 BIKE ROOM	
7 IN SUITE	
15 TOTAL LEVEL 4	

Received
City of Victoria
NOV 21 2014
Planning & Development Dept
Development Charges Division



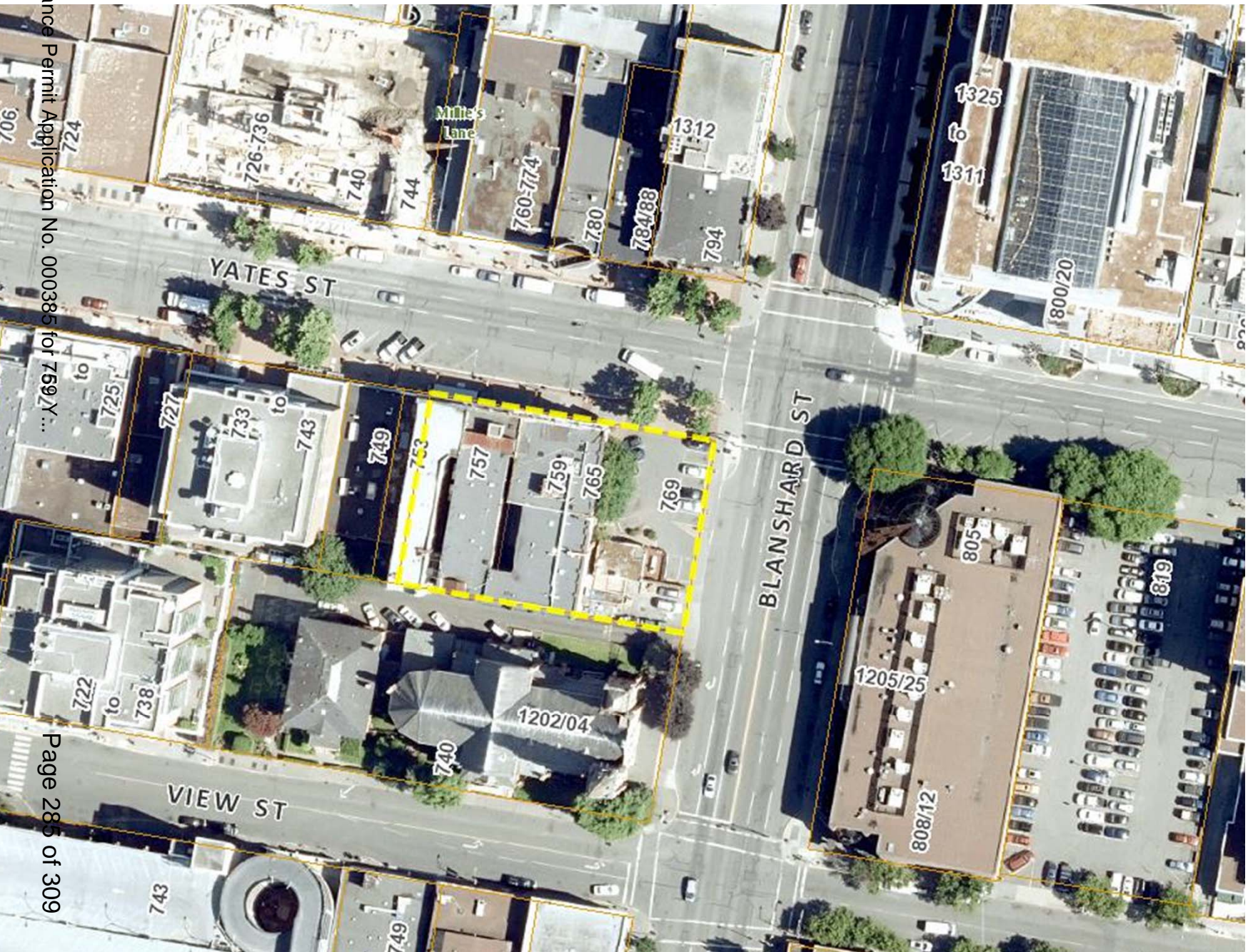
NOTES

- [illegible]

Received
City of Victoria

NOV 21 2014

Planning & Development Department
Development Services Division



Subject Property 759 Yates Street (Dalton Hotel)



Commercial Properties to the West



Property to the East (Foo Restaurant)

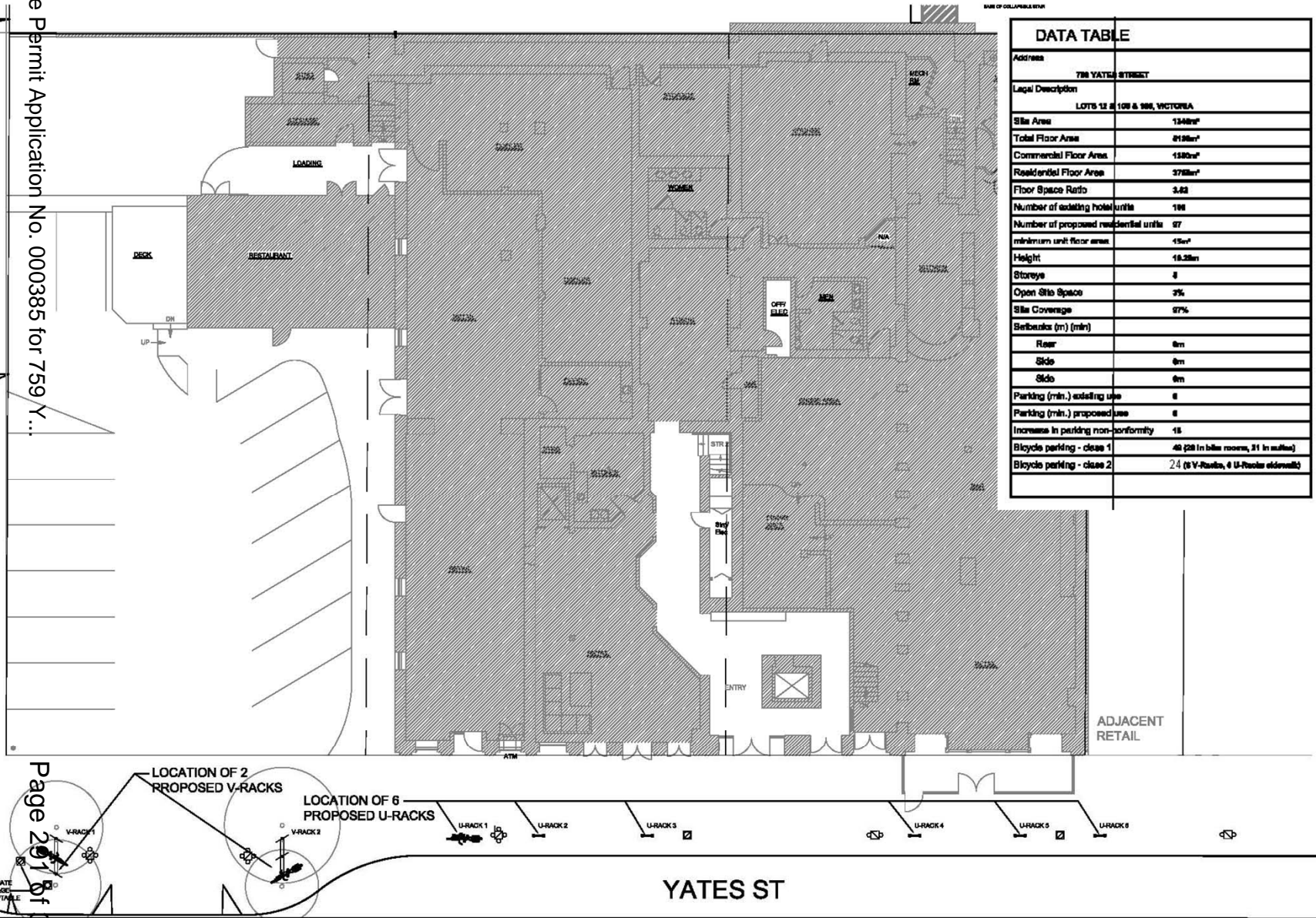


Property to the North (St. Andrews Cathedral)



Commercial Properties to the South





DATA TABLE	
Address	759 YATES STREET
Legal Description	LOTS 12 & 109 & 106, VICTORIA
Site Area	1344m ²
Total Floor Area	8138m ²
Commercial Floor Area	1580m ²
Residential Floor Area	3758m ²
Floor Space Ratio	3.82
Number of existing hotel units	198
Number of proposed residential units	97
Minimum unit floor area	15m ²
Height	18.25m
Storeys	8
Open Site Space	3%
Site Coverage	97%
Setbacks (m) (min)	
Rear	8m
Side	8m
Side	8m
Parking (min.) existing use	8
Parking (min.) proposed use	8
Increase in parking non-conformity	18
Bicycle parking - class 1	48 (28 in bike rooms, 21 in outside)
Bicycle parking - class 2	24 (8 V-Racks, 8 U-Racks elsewhere)

Subject Property 759 Yates Street (Dalton Hotel)





CEI Architecture

2014-01-10
Victoria, BC V8V 1K2
Tel: 250-768-1000 Fax: 250-761-0418
www.ceiarchitecture.com

SEALS

CONSULTANTS

IMPERIAL

NO.	DATE	DESCRIPTION
1	2014 OCT 23	DEVELOPMENT PERMIT VARIANCE APPLICATION
2	2014 NOV 21	DEVELOPMENT PERMIT VARIANCE APPLICATION

VICTORIA
ROCKET

759 Yates Street

LEVEL 2
PLAN



CEI Architecture

201-453-7961
Vancouver, BC V6B 4G5
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201-453-7961
Vancouver, BC V6B 4G5
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SEALS

CONSULTANTS

IMPERIAL

NO. 1

DATE

DESCRIPTION

1

2014 NOV 14

DEVELOPMENT PERMIT VARIANCE APPLICATION

2

2014 NOV 21

DEVELOPMENT PERMIT VARIANCE APPLICATION, REV 1

PROJECT TITLE

VICTORIA ROCKET

759 Yates Street

DRAWING TITLE

LEVEL 3 PLAN

Development Variance Permit Application No. 000385 for 759 Y...

Page 296 of 309

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SEALS

CONSULTANTS

IMPERIAL

ISSUED FOR

NO.	DATE	DESCRIPTION
1	2014 OCT 28	DEVELOPMENT PERMIT VARIANCE APPLICATION
2	2014 NOV 2	DEVELOPMENT PERMIT VARIANCE APPLICATION, No. 1

PROJECT TITLE

VICTORIA ROCKET

759 Yates Street

DRAWING TITLE

LEVEL 4 PLAN





Governance and Priorities Committee Report

For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** October 24, 2014
From: Robert Woodland, Director of Legislative and Regulatory Services
Subject: Appointment of Bylaw Officers

Executive Summary

The Bylaw and Licensing Services Division provides bylaw enforcement services to the City with the exception of animal control and parking enforcement services. The Division also provides business licence inspection services on behalf of the City as well. The Division has hired 2 auxiliary staff to backfill a currently vacant Bylaw Officer position. In order to fulfil their duties, the new staff members require appointments as Bylaw Officers and a Business Licence Inspectors. The current Inspection Bylaw (#06-061), requires that Council appoint persons to the position of "Bylaw Officer" by resolution.

Recommendations:

1. That effective December 18, 2014, Ms. Ashley COCKLE and Mr. Bryn SHAPPERD be appointed as:
 - a. a "Bylaw Officer" pursuant to section 2(a) of the *Inspection Bylaw* (#06-061), and
 - b. a "Business Licence Inspector" for the Corporation.
2. That this motion be forwarded to the December 18th, 2014 Council Meeting for ratification.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark Hayden".

Mark Hayden
 Manager, Bylaw and
 Licensing Services

A handwritten signature in black ink, appearing to read "Robert Woodland".

Robert Woodland
 Director Legislative and
 Regulatory Services

Report accepted and recommended by the City Manager:

A handwritten signature in black ink, appearing to be the signature of the City Manager.

Date: December 9, 2014

Purpose & Background

The *Community Charter* authorizes Council to make bylaws for the purposes of enforcing the bylaws of the City and regulate businesses including the designation of Bylaw Enforcement Officers and Business Licence Inspectors. The City's *Inspection Bylaw* authorizes the City to appoint Bylaw Officers to carry out duties under the Bylaw. The *Ticket Bylaw* authorizes Bylaw Officers to act as bylaw enforcement officers and issue municipal tickets for violations under a wide range of City bylaws. An appointment as a Business Licence Inspector allows a person to conduct the administrative and enforcement functions associated to business licensing in the City. Therefore these two specific appointments are required for each staff member to provide the proper authorities to conduct their job duties: Section 2(a) of the *Inspection Bylaw* requires that Council appoint Bylaw Officers by resolution.

As the result of a hiring competition, Ms. Cockle and Mr. Shapperd have been hired as auxiliary Bylaw Officers in the Bylaw and Licensing Services Division. Her term of employment has commenced as of the date this report was written.

Issues & Analysis

In order to properly administer business licensing for the City and to effectively enforce the City's bylaws, officials must be granted the appropriate authority by Council resolution, as required under the City's *Inspection Bylaw* (#06-061), to carry out their duties.

Recommendations

1. That effective December 18, 2014, Ms. Ashley COCKLE and Mr. Bryn SHAPPERD be appointed as:
 - a. a "Bylaw Officer" pursuant to section 2(a) of the *Inspection Bylaw* (#06-061), and
 - b. a "Business Licence Inspector" for the Corporation.
2. That this motion be forwarded to the December 18th, 2014 Council Meeting for ratification.



Governance and Priorities Committee Report For the Meeting of December 18, 2014

To: Governance and Priorities Committee **Date:** December 18, 2014
From: Paul Bruce, Fire Chief
Subject: Update – Victoria Emergency Response Plan – Fire Operational Plan

Executive Summary

The 2014 Fire Department Operational plan indicated presentation of the Victoria Emergency Response Plan for review in December 2014. Due to the recent release of the RFP for review and analysis of emergency response, this timeline is amended to provide a practical evaluation of the Victoria Emergency Response Plan.

Recommendation:

That Council is advised of the amended timeline on the presentation of the Victoria Emergency Response Plan.

Respectfully submitted

A handwritten signature in black ink, appearing to read 'Paul Bruce'.

Paul Bruce
Fire Chief

Report accepted and recommended by the City Manager:

Date:

A handwritten signature in black ink, appearing to be a stylized 'M' or 'W'.
December 11, 2014



Council Member Motion

For the Governance and Priorities Committee Meeting of December 18, 2014

Date: December 12, 2014

From: Mayor Helps and Councillor Alto

Subject: Car Free Day 2015

Background

'Car Free Day' is an event where a segment of a public thoroughfare is closed to vehicle traffic for a short, defined period of time. The Downtown Victoria Business Association has proposed such an event for Victoria, and suggested closure of some blocks of Douglas Street (Herald to Courtney) on Sunday, June 21, 2015, noon to 6pm. An overview of the proposed event is attached. Considering this resolution now will provide the DVBA with an indication of the City's support, and thus assist the DVBA in planning and executing the event.

While a closure of a main street such as Douglas Street presents some challenges, other cities have undertaken very successful, well-attended 'car free events' including closures of major streets for extended periods of time. The DVBA has observed such events in other jurisdictions, and provided a plan to minimize disruption, including working with BC Transit to reroute affected buses, keeping some east-west streets open to vehicle traffic, and maintaining access to all 5 civic parkades.

As the City seeks opportunities to act on the Official Community Plan's priorities of active, alternative transportation and the innovative use of public spaces, supporting a defined 'car free day' event is a tangible illustration of our commitment to these priorities.

Recommendation

Thus resolved that the City of Victoria supports, in principle, the proposal of the Downtown Victoria Business Association to host a 'car free day' event on June 21, 2015, on a segment of Douglas Street with details to be confirmed and approved by the City.

Respectfully submitted

A handwritten signature in black ink, appearing to read "M. Helps".

Mayor Helps

A handwritten signature in black ink, appearing to read "C. Alto".

Councillor Alto



VICTORIA CAR FREE DAY

Sunday, June 21, 2015
noon – 6:00 p.m.



What is Car Free Day? Car Free Day is an event that encourages motorists to give up their cars for a day and invites the community to reclaim roads for public gathering and non-automobile transportation. World Car Free Day is September 22, but Car Free events around the world take place on different days throughout the year, but they all have the shared objective of reminding us we don't have to accept our car-dominated society. We will be modelling the Victoria event after the Main Street Car Free Day, part of the 10-year old Vancouver Car Free Day, which now takes place at four different locations in Vancouver.

Our Vision: To fill Douglas Street with the people, organizations, and businesses of our downtown and neighbouring communities for one day in a celebration of all that is Victoria – our businesses, our arts and festivals, our architecture, our streets. It is also to reclaim, for a short period of time, a space traditionally used for cars and bring renewed awareness to Douglas Street as a main transportation and business corridor.

Our Objectives:

- To engage the City of Victoria, BC Transit, the downtown business community, local arts groups and festivals, and the public, to join us for Car Free Day Victoria on Douglas Street, from Herald to Courtney, on Sunday, June 21, 2015, noon to 6pm.
- To build this inaugural event into an annual community celebration.



Car Free Day 2013 – Main Street, Vancouver BC



Why Bring Car Free Day to Victoria? From parking, traffic congestion, and transit, to pedestrian and cyclist safety, there is not a day that goes by that we are not talking about transportation or hearing about it in the local media. We have the best multi-modal transportation use in Canada, are considered one of the most walkable downtowns in the country, and boast some of the highest cycling numbers of any city, but these numbers have not grown significantly since 1996. We want to help these numbers to grow while we celebrate the transportation diversity we currently enjoy. We believe that the residents of Greater Victoria will embrace Car Free Day.

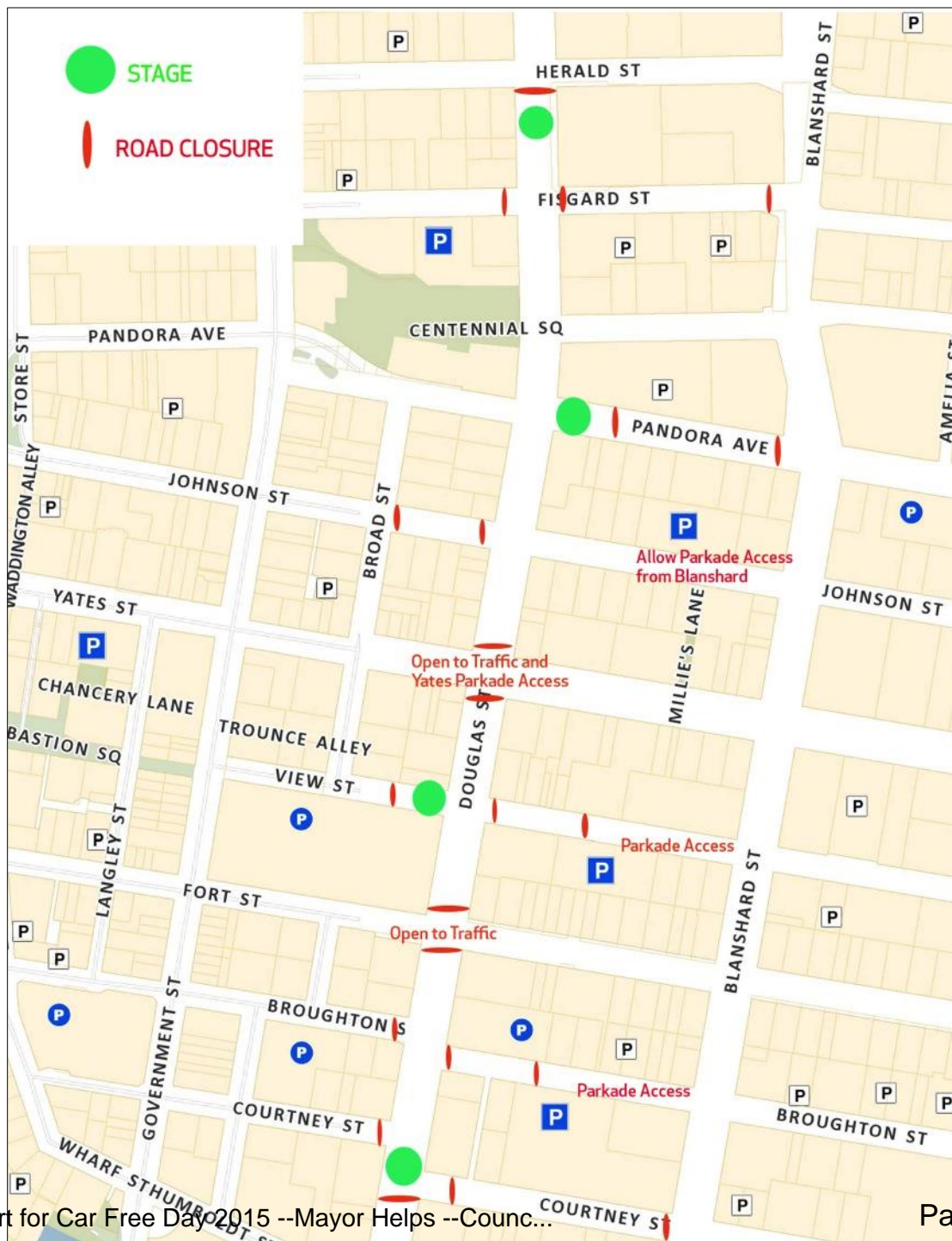
Why Douglas Street? Douglas Street is the central street in our city, but it does not get the attention that other, more attractive, tourist-friendly streets enjoy. Our pedestrian counts attest to it being our busiest street year-round, but it is also a street with many 'distractions' of the street issue variety. An event of this nature would help to provide a new identity and added vitality to the street. Douglas Street is closed annually for various parades, but not for public use in which the public occupies the street. Closure of Douglas for a limited time – on a day and time of the year in which bus traffic is its lowest – will have the largest impact and bring the most attention to the event.

Street Closure

While we understand that closing Douglas Street is not without its difficulties, we hope to minimize disruption to businesses and traffic flow in the following ways:

1. Work with BC Transit to reroute affected buses
2. Keep one East-West street open (Yates would allow better bus circulation and leave access to the Bastion Square parkade)
3. Keep one West-East street open (Fort would complement Yates being open, allow better bus circulation, has more businesses, and is further from Yates than Johnson)
4. Maintain access to all 5 civic parkades (Johnson Street via a westward turn from Blanshard)
5. Bring in additional bike parking at all main entrance points to the event

Proposed Street Closure Map:





Council Member Motion for Governance and Priorities Committee meeting of December 18, 2014

Date: December 12, 2014 **From:** Councillor Loveday, Mayor Helps & Councillor Isitt
Subject: Declaration of the Right to a Healthy Environment

MOTION

WHEREAS the City of Victoria understands that people are part of the environment, and that a healthy environment is inextricably linked to the well-being of our community;

AND WHEREAS the City of Victoria's Official Community Plan (2012) provides a strong policy foundation to pursue actions and initiatives that contribute toward a healthy environment;

AND WHEREAS the City of Victoria has the opportunity to be the first jurisdiction on Vancouver Island to endorse the Declaration of the Right to a Healthy Environment, joining other Canadian cities in re-affirming our commitment to social, environmental and economic sustainability;

THEREFORE BE IT RESOLVED THAT the City of Victoria endorses the following declaration:

“All people have the right to live in a healthy environment, including:

The right to breathe clean air;

The right to drink clean water;

The right to consume safe food;

The right to access nature;

The right to know about pollutants and contaminants released into the local environment;

The right to participate in decision-making that will affect the environment.

The City of Victoria has the responsibility, within its jurisdiction, to respect, protect, fulfill and promote these rights.

The City of Victoria shall apply the precautionary principle: where threats of serious or irreversible damage to human health or the environment exist, the City of Victoria shall take cost-effective measures to prevent the degradation of the environment and protect the health of its citizens. Lack of full scientific certainty shall not be viewed as sufficient reason for the City of Victoria to postpone such measures.

The City of Victoria shall apply full-cost accounting: when evaluating reasonably foreseeable costs of proposed actions and alternatives, the City of Victoria will consider costs to human health and the environment.

By December 31st, 2015, the City of Victoria will consider objectives, targets, timelines and actions within its jurisdiction to fulfill residents' right to a healthy environment, including options to:

Ensure equitable distribution of environmental benefits and burdens within the municipality, preventing the development of pollution "hot spots";

Ensure infrastructure and development projects protect the environment, including air quality;

Address climate change by reducing greenhouse gas emissions and implementing adaptation measures;

Responsibly increase density;

Prioritize walking, cycling and public transit as preferred modes of transportation;

Ensure adequate infrastructure for the provision of safe and accessible drinking water;

Promote the availability of safe foods;

Reduce solid waste and promote recycling and composting;

Establish and maintain accessible green spaces in all residential neighbourhoods.

The City of Victoria shall review these objectives, targets, timelines and actions every five (5) years, and evaluate progress towards fulfilling this declaration.

The City of Victoria shall consult with residents as part of this process."

AND BE IT FURTHER REVOLVED THAT Council forward this resolution to the Association of Vancouver Island and Coastal Communities and member local governments, requesting favourable consideration by local councils and by delegates at the 2015 annual meeting of the Association.

Respectfully submitted,



Councillor Jeremy Loveday



Mayor Lisa Helps



Councillor Ben Isitt

Attached:

Background: Policy Support in Official Community Plan (2012)

BACKGROUND: POLICY SUPPORT IN OFFICIAL COMMUNITY PLAN (2012)

The objectives identified in the Declaration have policy support in the City of Victoria's Official Community Plan (2012), including the following goals and objectives:

Ensure equitable distribution of environmental benefits and burdens within the municipality, preventing the development of pollution "hot spots:"

11 (f) "air, noise and light pollution are mitigated where possible."

Ensure infrastructure and development projects protect the environment, including air quality;

10 (a) "environmental considerations are integrated into planning and design at a variety of scales."

Address climate change by reducing greenhouse gas emissions and implementing adaptation measures;

12 (a) "climate change is mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste."

Responsibly increase density;

6 (A) "Victoria has compact development patterns that use land efficiently."

Prioritize walking, cycling and public transit as preferred modes of transportation;

7 (a) "travel modes function effectively together as a system where road right-of-ways are designed and managed to give priority to pedestrians, cyclists, public transit, and commercial vehicles over single occupancy vehicles."

Ensure adequate infrastructure for the provision of safe and accessible drinking water;

11 (B) "Victoria's healthy, clean, high-quality drinking water is used in a thrifty way and maintained through generations."

Promote the availability of safe foods;

17 (a) "citizens have access to affordable, healthy and local food."

Reduce solid waste and promote recycling and composting;

11 (f) "discarded materials are managed to reduce waste at the landfill."

Establish and maintain accessible green spaces in all residential neighbourhoods.

9 (a) "a network of parks and open spaces meets citywide and local area needs, including at least one park or open space within walking distance (400 metres) of 99% of households."