

Dear Mayor Helps and Council members,

I am writing in response to the city budget, because I am concerned that funding is not properly allocated to address the needs of Victoria and its residents. I feel that a disproportionate amount of City money goes toward the Police -- while other city resources are underfunded -- and the police end up doing jobs they are not adequately prepared to do, which is ineffective and inefficient.

Police Chief Elsner said in the Time Colonist (September 22, 2014) that "25 to 30 of what we do is actual law enforcement...But the rest of it, 75 or 80% of what we do is all about the social side...mental health, homelessness and addiction issues. That's what takes up the vast majority of our resources."

Is this an appropriate use of police resources?

Over the next few years, the police budget should gradually be re-allocated (not "cut") to support the development of another set of institutions more appropriate to responding to these social issues in partnership with other local organizations, such as:

- Social housing (in partnership with the Greater Victoria Coalition to End Homelessness)
- Supervised Consumption Site (in partnership with VIHA)
- 24-hour mental health crisis team to replace police as first responders to citizens facing mental health crises (in partnership with VIHA).

When Chief Elsner reports that 90% of his resources are spent on law enforcement, then City Council will know they have the right size police force doing the right job, and an equally effective and efficient set of institutions with the right training and skills to respond to social issues.

Thanks,

Stefanie Hardman  
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police budget: the committee to end homelessness is very concerned that we might approve \$80,000 for new police cars when it is agreed that we need a low-key social worker approach to solve social problems- cheaper and more effective, as serious crime rates drop. please send our money wisely.

Dear Mayor and City Councillors,

In the Times Colonist (September 22, 2014), Police Chief Elsner said that:

".....25 to 30% of what we do is actual law enforcement...But the rest of it, 75 or 80% of what we do is all about the social side...mental health, homelessness, and addiction issues.

That's what takes up the vast majority of our resources."

Is this the most productive use of the police force and their resources?

Over the next few years there is an opportunity to gradually re-allocate (not "cut")the police budget. The budget could then support the development of another set of institutions that are focussed only on responding to social issues. The police force would work in partnership with local organizations on such issues as:

- Social housing (in partnership with the Greater Victoria Coalition to End Homelessness); —Supervised Consumption Sites (in partnership with VIHA); and,
- 24-hour Mental Health Crisis Team to replace police as first responders to citizens facing mental health crises (in partnership with VIHA).

When Chief Elsner can report that 90% of his resources and personnel are being spent on law enforcement; then City Council will know that they have the right size police force spending their time and resources on the right job. Council will also have an equally effective and efficient set of institutions with the right training and skills enabling them to respond to social issues.

Thank you.

**Section 22**

Resident of Fernwood and

Member of the Committee to End Homelessness Victoria

Dear Mayor and City Councillors,

Police Chief Elsner said in the Time Colonist (September 22, 2014) that *“25 to 30 of what we do is actual law enforcement...But the rest of it, 75 or 80% of what we do is all about the social side...mental health, homelessness and addiction issues. That’s what takes up the vast majority of our resources.*

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**When Chief Elsner reports that 90% of his resources are spent on law enforcement, then City Council will know they have the right size police force doing the right job, and an equally effective and efficient set of institutions with the right training and skills to respond to social issues.**

While everyone would like a new working relationship with the federal and provincial governments to find new funding to address these social issues, waiting for this is a recipe for doing nothing. The funding needed is available now in the police budget. Courage and careful planning is urgently needed to begin this process.

Thank you.

Susan Abells,  
Committee to End Homeless in Victoria

Dear City Council,

I support the construction of a modern, high quality cycling network that is safe for all ages and abilities by 2018, and why;

I support the allocation of the funds necessary to build it, including most of the \$4.5 million surplus for the 2015 fiscal year; and,

Making effective investments in cycling can support healthier, happier, more equitable communities and strengthen local business.

Thank you,  
**Section 22**

Victoria, BC

Hello Councillors,

I am writing to say that I support the plan proposed to create a 'multi-modal and active transportation network' by 2018.

1) I support the construction of a modern, high quality cycling network that is safe for all ages and abilities by 2018, and why because it is safer for people and cars and it will increase the quality of life and well-being for many people to be able to bike safely.

2) I support the allocation of the funds necessary to build it, including most of the \$4.5 million surplus for the 2015 fiscal year; and,

3) Making effective investments in cycling can support healthier, happier, more equitable communities and strengthen local business.

Thank you,

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Section 22

*Dear Councillors....The present pedestrian access to Clover Point is a dirt path and is treacherous in that it is uneven and has a large hole where the path has washed away. I thought of an economical way to remedy this situation by establishing a walkway 3 feet wide adjacent to the grass using part of the roadway which is overly wide. At a minimum it would require coloured stripes so that the cars that park there would park 3 feet back from where they park at present. Ben Isitt a few years ago arranged for the Director of Parks to call me and he summarily rejected the idea on the basis that if there were an accident to a pedestrian then the Council would be legally liable....as I thought about it I came to the conclusion that the Council would be more legally liable if a pedestrian injured themselves on the presently very inadequate path. Ben suggested that I write to you all about the situation. Kindly,*

Section 22

Section 22

## Hello - and Happy International Women's Day from Women's Everyday Bicycling (WeBike) Association!

We are so fortunate to live in Canada, and even more fortunate to live here, in the CRD. We lead the world in many critical ways particularly with regard to freedom and rights for women.

WeBike would love for our region to lead in another way - to provide women and children freedom to use their bicycles for transportation. The health and environmental benefits are tremendous at every level - personal, family, community, and region. Using a bicycle is an equitable form of transportation, especially in our region, where the cost of living is high. Not everyone can afford a motor vehicle - but most people can afford to ride a bike!

In our region, like many in North America and Europe, women's participation in cycling drops substantially when women reach their primary child-bearing years. Why is this? Our transportation system does not support women and families' choice to use bicycles for transportation, despite many trip lengths being well within comfortable cycling range.

There are places where women and families can continue to use their bicycles throughout their lives. We need to learn from them.

The short article for which I've provided a link below, makes many excellent points - and be sure to watch the video near the end.

**"Women's Cycling: Make it Happen!"**

<https://bicycledutch.wordpress.com/2015/03/08/women-cycling-make-it-happen/>

The most important points to take away from the article and video are these:

Despite having similar family responsibilities and time constraints as North American women (school pick-ups and drop-offs, grocery shopping, housework, work responsibilities, after school activities, etc.), women participate **more** than men in transportation cycling; perhaps **because** of their extra responsibilities. Women have more trips to make and they make them by bicycle - and their children make them by

bicycle. They spend less time driving their kids around, because, starting at about the age of 9, the kids have freedom on their bikes, to travel independently.

The Dutch were inspired to change in the 1970's, because their car-dominated streets were noisy, polluted, unpleasant, and unsafe for people and children to play and travel in. They reached to their past for inspiration, when their streets were quieter and safer, and dominated by people, not cars. We need emulate their example, and re-balance our streets making them vibrant and safe places for people – on bikes, on foot, as well as in cars.

Although our region lags far behind many places in North America and in Europe, none of the obstacles we face today are insurmountable - but we need leaders with political will to tackle them. Plans are currently underway in our region that will affect how we travel, for the coming decades.

Please work towards establishing a network of connected and protected cycling and pedestrian infrastructure that will provide women and families the right and the freedom to travel safely on our bikes and by foot.

We look forward to working with you to make **our** region the place in North America to look to, for inspiration around making urban streets safe, quiet, and vibrant.

Warm Regards,

Cindy Marven

*On behalf of Women's Everyday Bicycling (WeBike) Association*

Dear Mayor Helps and Councillors,

I write regarding the \$4.5M in funding that has yet to be allocated for 2015.

Please prioritize putting that funding into the multi-modal active transportation network. In particular, this amount could go a long way to establishing a critical mass of protected and connected bike lanes. Such a network would have a transformative effect on the number of people choosing to bike vs. drive in Victoria. Evidence from around the world shows that safe bike lanes, connected to each other and key destinations, allows biking to move from a specialist activity for the brave minority to an easy choice for the majority.

As you can imagine, when everyone from families to seniors bike instead of drive, this has massive positive implications for public health, affordability (allowing people to depend less on cars, which are expensive to own/operate), city finances (upkeep of roads is more expensive than bike lanes per km of travel), traffic congestion, GHG emissions, air quality, community wellness, tourism, liveability, land use, local retail, need for parking, and so on. Drivers benefit from fewer cars on the road and less involvement with cyclists.

As an example of where such an approach has worked, please see the article below on Seville, where cycling has increased 11-fold in a few years! This occurred in a country without a strong cycling tradition. The key was the implementation of a network of protected bike lanes. <http://www.theguardian.com/cities/2015/jan/28/seville-cycling-capital-southern-europe-bike-lanes>

Extending the network quickly will allow the city to reap the rewards much sooner. And it also allows a supportive constituency to build quickly and the critics to be quickly proven wrong. In the interests of time, painting bike lanes as a first, cheap, quick step can be followed later by more expensive measures such as lane dividers, new bike traffic signals, reworked curbs, etc.

As a first priority, I would encourage Victoria to focus on protected bike lanes to and from all schools, both for the multiple benefits - health, financial, community and otherwise - for Victoria families, and to encourage a life-long love of cycling in our youngest citizens that will benefit them and the city in years to come. Further, it would help mitigate the impacts of school drop-off and pick-up by car, which are surprisingly significant sources of congestion and all the externalities that it entails.

My views on the above are shaped not only by my experience working on urban transportation issues for senior levels of government and my post-secondary studies of transportation, but also by my first-hand experience biking in cities abroad where safe cycling networks are the norm, and my experience navigating this city with 3 young children.

I would be happy to discuss this matter further with any of you.

Sincerely,

Section 22

Victoria, BC

Dear City of Victoria,

I am a UVic student and my bicycle is my main transportation for school, work, and even grocery shopping. I am very disappointed with the lack of courtesy of bikers here, but most importantly, the dangers of riding on the roads. In 2013, I got hit by a car while riding to school on McKenzie avenue. I fell on my hip, was in shock, and was bleeding everywhere. It took me over a month to fully recover. I am back on the roads, but fear continuous to flow through my blood streams everytime I'm on the roads ,and especially when there is no bicycle lane or if the lane suddenly disappears.

After a year, McKenzie Avenue close to UVic is now beautiful, and I no longer feel fear. We are so luck in Victoria to be in an all-year bike friendly weather, but if there are poorly and dangerous bicycle lanes on the the road, then what's the point? if bicycle lanes are safe for parents, for students, and for all ages, then we can set a true leadership example. It will alos help cut enormous amounts of pollution in our cities.

Please make sure the surplus funds go towards the expanded construction of full safe modern cycling network by 2018 that will allow people of all ages and abilities to feel safe riding their bike just about everywhere in the city. This is urgent!

Thank you!

Warm Regards,  
Section 22

Hello Major and Councillors,

Thank you for all the time and effort you all spend on understanding the wants and needs of the citizens of Victoria. I would like to let you know that myself and my family strongly support improvements to Victoria's sidewalks, roads, trails and other "active" transportation infrastructure to make the City more bicycle, pedestrian and bus-friendly.

My family lives in Fairfield and cycle regularly all over the region and throughout Victoria, but do NOT cycle into the downtown or even to Fernwood with our children as it does NOT FEEL SAFE due to the speed of traffic, the number of parked cars on the side (and cars pulling forward from adjacent streets without looking) and the lack of bike lanes or safe roads.

Specifically, we would like to see a safe and modern cycling network by 2018, including additional one-way streets with bike lanes, more dedicated bike lanes/paths on key routes from neighbourhoods/villages to and from downtown and also linking them to each other and to schools.

For walking infrastructure, we would like to have well-lit intersections and lighting that illuminates the sidewalks, not just the roads. We support more pedestrian and cyclist-controlled crossings, especially in areas of high car volume and speed. We have notice that these types of improvements have been slowly been implemented which is great to see!

We would like to see more of this and soon! Having safe and efficient active transport corridors and infrastructure is our top priority - for our health, the safety of ourselves and our children, our sense of community and the "liveability" factor for us in Victoria.

Please, moving forward with the necessary resources in 2015 and the next 2-3 years to support the vision of a modern cycling network and enjoyable and efficient active transport web in Victoria.

Best regards,

Section 22

Thank you again for the opportunity to have input on budget priorities and the objectives listed in the strategic plan. I realized after my 3 minute “deer in the headlights” presentation at the Town Hall meeting, I had missed some key points.

WeBike advocates on behalf of women and families who would like to use their bicycles more for transportation but are forced to use motor vehicles, largely because of our car-focused transportation environment. We currently have 144 members in our meetup group.

• Autonomy for kids. We need streets that offer our children transportation autonomy. If children can’t travel to schools or activities on foot or by bicycles, adults can’t commute to work by bike. We are forced to use a van or car.

o A wonderful example of independent transportation was provided by a small girl (maybe 4 years old) who rode in the Critical Mass Ride to City Hall, on her own two-wheeled bicycle, from Fernwood Square. Distance is not the problem – the car-focused environment is the problem.

• Safety. Women tend to be more risk averse than men and prefer protected bicycle infrastructure, even when we’re not riding with kids.

• Transportation choices - Protected bike lanes allow people to choose bikes instead of cars. They also improve the pedestrian experience of the street, making our streets more lively and enjoyable.

• Schools. Feet and Bikes First. Make active transportation a priority in areas near schools. Motor vehicles should have lower priority in these areas.

Schools are places where kids congregate and travel to and from every day.

Slowing cars in residential neighborhoods and near schools is vital.

o Ensure that areas near schools have protected bike lanes and sidewalks to allow kids to ride and walk to school with their parents, or independently.

Currently, the areas near schools are congested with cars, driven by parents impatient to get to work.

o Work with HASTe (Hub for Active School Transportation) or support and institute active school transportation initiatives to allow kids to get to school safely. This also means focusing on local residential streets, traffic calming, and changing the culture around driving dominance. Pilot projects!!

• Affordability. Victoria is an expensive place to live. Families can save thousands of dollars per year by reducing their car use, owning one instead of two cars, or by going car free completely, if bicycling is a viable transportation choice. This is especially important for low-income families.

• Equitable. The current focus on car-dominated transportation excludes many citizens. People who cannot drive (age, disability, affordability) have no choice but to walk, bike, or use transit. We need to re-balance our transportation environment to give greater priority to these forms of transportation. I have had the opportunity to speak with several homeless people recently about their experiences traveling by bicycle. They use the same infrastructure and suffer the same problems as people who have homes – only they have no car to use when they don’t feel like biking or walking, and often no money for transit.

Building high quality transportation bicycling infrastructure supports eight of the eleven strategic objectives.

#### CYCLE TRACKS SUPPORT? OBJECTIVE

YES	1.	Innovate and lead
YES	2.	Engage and empower the community
YES	3.	Strive for excellence in planning and land use
	4.	Build for financial capacity of the organization
	5.	Create prosperity through economic development
YES	6.	Make Victoria more affordable
YES	7.	Facilitate social inclusion and wellness
YES	8.	Enhance and Steward Public Spaces, Green Spaces and Food Systems
YES	9.	Complete a Multi-Modal and Active Transportation Network
	10.	Nurture Our Arts, Culture and Learning Capital
YES	11.	Steward Water Systems and Waste Streams Responsibly

Thank you once again for the opportunity to speak to the budget and strategic plan objectives. We appreciate being heard and will be happy to work with you on future endeavors. Protected bicycle lanes are not for cyclists (the strong and fearless, or enthused and confident) who are already on the streets â€” they are for people who would like to bike for transportation, but donâ€™t. The people who are â€œinterested but concernedâ€• who represent about 60% of the population. Mobilizing and encouraging these people to use their bicycles would change the face of our city for the better.

Best Regards,  
Cindy Marven  
(on behalf of Women's Everyday Bicycling (WeBike) Association)

Hello all

I am sitting in the town hall and really wondering about where Indigenous people fit in the strategic plan? Where do the large urban population and the 2 First Nation communities whose land we are on for in?

Have you thought about hiring an indigenous engagement person like sue Hallet at crd but from the community? Where do chief Sam, chief Tomas, Bruce Parisian fit in with ur strategic planning?

How do we get the voice of these communities here? And at ur table?

Youth internships? Place on council for a community member??

We need to bring their ideas, visions, dreams and expertise to the city of Victoria table. Someone needs to have this as their main focus?

Thoughts.

## COMMENTS RE BUDGET AND STRATEGIC PLAN

As it turns out I've been unable to attend tonight's public meeting on the strategic plan and budget .... so if you will allow me my \$2,222,22 worth of comments.

First, big kudos to Council and the administration for the well done job on the strategic plan and the budget. In an earlier life I participated in a federal agency's strategic plan process so I'm appreciative of the effort. As Mayor Helps pointed out, it certainly focuses the actions of the City plus allows for measuring the results of some 90 or so specific objectives. However, there are concerns.

Boom or Doom - It is of concern that the City is even considering being backup host to the Commonwealth Games 2022; yet another possible objective before the ink is even dry on the Strategic Plan. Particularly in the current economic climate, research shows that sports games often result in nothing more than an expensive "feel-good moment."

Just Say No - It is important for energies and resources at the City focus on fulfilling the strategic plan. It's important for the City to figure out the exact capital cost commitment of the new bridge, the largest capital project the City has seen. It's also important to know the capital cost and taxpayer commitment required to upgrade the sewer system. Once these projects are completed there remains several critical capital projects notably a new firehall and a new or upgraded swimming pool. All these are prudent actions and surely take precedence over a sports extravaganza.

Reduce Taxes for Business and Taxpayers - It's urged that the entire \$4.5 million available for allocation in 2015 be equally applied to reducing business and ratepayer taxes.

A walk around downtown will confirm, business on Government and Store Streets, as well as Bastion Square, are hurting badly. Unless this issue is met head-on - Council already has a good start on the issue - it will only start to snowball and get worse.

Tax relief for City residents is also urged. As Council knows, City residents earn considerably less than citizens of every one of the municipalities in this region. Utility rates, BC Ferry rates, and everything else it seems, are going up. The scope of the increases is unprecedented this year.

Municipal Wages Out of Line - Municipal wages continue to be seriously inflated compared to the rest of the working world and need moderating. The latest numbers on this come from the Canadian Federation of Business which found that premiums paid to municipal wages and benefits are at a 22.3 per cent to public sector employees. This is unacceptable and I believe the main barrier to City hall moderating their tax demand and bringing it into line with other jurisdictions.

Thanks for your time.

Section 22

Thanks Ben. If it's not too late to let you know, one of my top priorities is to see some affordable housing options in Victoria, especially for seniors and the disadvantaged. Hoping you can take that on board.

I whole heartedly support a safe injection site ( or sites) for Victoria. I believe this would contribute to a safer community and also provide a helping hand to those struggling with addictions.

Dear Ben,

My software is old and I couldn't get the survey to work. It froze. I did read some of the lists.

My priorities are: careful land use decisions, protection of water and farmland, planning for climate change and emergencies, traffic planning to reduce car use, and fostering openness and community.

Please preserve and upgrade the Crystal Pool facility. It serves an essential purpose in the core of the city, especially for the lower income families in the area.

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

Completing three high profile projects linked to food security; Encouraging boulevard gardens in all neighbourhoods; Creating micro-grants for volunteer coordination of commons and community gardens; Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production); Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17.

For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to "food sharing");

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Additionally, I feel it is time to encourage the owners of large apartment blocks to turn some of their lawn space (or unused parking space, get rid of some pavement while we are at it) into community gardens for tenants.

As more and more people are living in condos and rental apartment as Victoria increases density, this would give more people connection to the land. As a renter who had to move unexpectedly when the owner sold the house I was renting, I had a really hard time finding a space where I could grow my own food and ended up having to pay a lot more for rent to find somewhere with a shared yard.

Community gardens build community. When I was moving this past summer, all the community gardens I contacted had long waiting lists so the demand is there. I am sad to see the loss of the Michigan street allotment gardens while that block is developed. I hope the city is working to arrange an alternative location for the gardens that people have worked to hard to tend there.

Thank you for your time and attention.

Sincerely,  
Section 22

Dear Mayor and Council,

I am writing today to add my voice of support for the building of a high quality all ages and abilities network of cycling infrastructure in the city. Cycling is both an affordable and healthy form of transportation and thus aligns with the draft strategic objectives of making Victoria more affordable and facilitating social inclusion and community wellness.

With more people cycling more often, citizens will have more spending power as they switch from driving a car to using a bicycle as their main form of transportation. According to BCAA, the average yearly cost of owning and operating a compact car in BC is \$9,500. Without the need for gas, insurance, and maintenance of a car getting around by bike is the most affordable option to get around (even better than public transit with the cost and time savings as well).

Cycling is a social activity. With a network of protected bike lanes all over the city, traveling between neighbourhoods can be easily a safe, fun, and friendly activity for the whole family, students, young professionals and seniors (once we get a AAA bike network that is). Businesses in these bike-friendly neighborhoods will benefit with more people visiting as they become destinations or stopovers for the trip. The widely documented health of benefits of bicycling include, but are not limited to, improved cardiovascular fitness, immune system and mental health.

Cycling is a win-win for drivers and transit users alike. With more people riding a bicycle there will be more room on the road for people who need to drive and for people who rely on transit to get around.

I encourage mayor and council to invest a significant portion of the \$4.5 million surplus to building high quality cycling infrastructure and, as per GVCC's recommendation, "to triple the proposed level of funding for cycling infrastructure, from \$1 million per year to \$3 million".

It is high time the we invest in the future of a healthier, livelier, and happier Victoria by encouraging active transportation through the building of an all ages and abilities bicycling network.

Sincerely,

Section 22

Thank you for the opportunity to provide feedback on the strategic planning and budgeting processes. I have completed the survey, and would like to add further comments to one important element.

The plan proposes a "multi-modal and active transportation network" by 2018. I am thrilled to see this, and feel that this goal will help to meet other City goals such as being innovative, a regional leader, encouraging economic development and creating better public spaces.

A complete system of well planned, segregated bike lanes will help achieve all of these goals. Our current stop/start collection of bike lanes is dangerous and does nothing to encourage more trips by bicycle. I sometimes ride on the other side of the road rather than using the bike lanes, as they give a false sense of security and require that I dodge buses and parking cars. We can look at best practices from other cities, where floating parking and other options have been proven to work well.

Bikes have been demonstrated to encourage local economic development, as a variety of studies demonstrate. Reducing the reliance on cars creates a more people-centric community, encouraging people to linger whether they arrived by bicycle or on foot.

Segregated two-way bike lanes on Pandora make sense and can link right to the new Johnson Street Bridge, and beyond to the Galloping Goose. Imagine what an important part of the community Pandora Street could become, with regular trips by bicycles, and the potential to pause to patronize a local business or relax in the public space.

I support a greater allocation of funds to this area of focus, including the full \$4.5 million surplus. Let's move the schedule ahead!

Thank you for your vision,  
Ellen

I am writing to you all to congratulate you on making the establishment of a supervised consumption site a strategic plan priority. This is such good news. I've volunteered at AIDS Vancouver Island for many years, first serving lunch, then writing with positive women, then leading writing workshops in their Street College program. I do something similar at William Head Institution where, unfortunately, the men will not benefit from such a service though many could use it. Not only would a SCS make drug users safer, it will make our streets safer and it is likely to provide an opening for those who want to get off drugs. It would cut down the need for emergency services, thus saving money. And it would take care of those who so often get left behind.

I congratulate you on your vision. Just so you know, I am a sort of retired woman, own my own home, pay taxes. Supporting a safe consumption site is an issue that will benefit everyone in this city.

Dear mayor and council

I am writing to state my support for the construction of a Victoria cycling network that is safe for all ages and abilities.

I also support the allocation of the funds necessary to create this infrastructure, including most of the \$4.5 million surplus for the 2015 fiscal year;

As a long-time cyclist and former safe cycling instructor, I believe that having safe routes to bike to the places folks need to go promotes the bicycle as a transportation choice. Cycling increases happiness, good health and, in my experience, creates a very different attitude towards going downtown to do my shopping. No longer do I have to worry about keeping my eyes on the time so my parking meter doesn't expire, no longer worry about finding a parking spot. Making it easier to shop downtown promotes and strengthens the local economy.

So hereby please receive my support for the creation of more safe cycling routes to popular destinations around town.

Section 22

Victoria BC

Dear Ben:

Thank you for email. You and I have emailed in the past, so you may or may not remember me (I'm fairly outspoken)!

I am currently very busy and I'm also contending with health issues, so I'm only going to focus this message on the questions you ask below. In answer to those questions:

- regarding bike lanes – I am a big fan of amalgamating our ridiculous and unaffordable number of municipalities and, to be honest, I find it almost impossible to speak to any issue without emphasizing this – there is obviously a different plan and focus for bike lanes in each municipality, which is ludicrous – as for the City of Victoria, I say upgrade and make the existing bike lanes safer and more visible before thinking about creating even more – I see that Saanich is painting bike lanes at major intersections green (which I think is a great idea) but Victoria doesn't do this, why not?? In my opinion, it is not wise to promote increased cycling in the City of Victoria when the bike lanes are so poorly planned and unsafe. \*\*I also think there needs to be far more enforcement of the helmet by-law, as well as fines for dangerous cyclists as well as motorists!
- regarding affordable housing – I don't think I'm informed enough about this issue to really comment – has any new affordable housing been added in the last 5 years? If so, I'm not aware of it. We certainly need new and creative strategies to address the ongoing issues and tragedy of homelessness in the city, surely we all know this – the downtown continues to look more and more run down and it's such shame – it worries me a great deal
- of course the City of Victoria parks and Crystal Pool are in desperate need of upgrading (is there any doubt about this??) It would be so fiscally irresponsible to even consider adding any new parks before simply refurbishing some existing parks – I honestly don't think this should even require a huge budget – what about just planting some new trees/flower beds and asking public works staff to take a little more pride in their work. It's not rocket science. Why did the city spend all that money diverting traffic through Beacon Hill Park with hideous pylons and doing nothing to actually beautify the park? When was the last time any new flower beds or trees were planted there? We need some creativity and motivation....As for the Crystal Pool, it either needs a major upgrade or we need a new facility – I know that would be very expensive so it should be put to a vote (but it cannot be another fiasco like the bridge)!
- as regards tax increases – I am not opposed to paying higher taxes IF the revenue is spent wisely – I do not want my taxes raised to fund another project such as the

disasters in Beacon Hill Park or the new Johnson Street Bridge! - I would really like to see the City of Victoria proposing some innovative, progressive and affordable ideas to mitigate some of our problems – I am really tired of money being wasted and nothing to show for it – I'd like to ask if you can name one single upgrade of any significance in the downtown core in the last 25 years?? I'm not referring to new/private condo buildings, I'm referring to upgrades or beautification of PUBLIC space – I seriously doubt you can name one because there isn't one! That's just plain sad....

Thank you for your dedication and hard work.

Regards,

Vanda

Hi Ben and Gene Miller

I have been ill for the better part of a week so I may not be thinking clearly--or maybe that's normal for me. I finally got around to reading Gene Miller's typically amusing column in the January Focus. I have to say, however, that he does not seem to have much sympathy for those who are forced to live and raise a family in the suburbs and are then also more or less forced to commute or crawl to Victoria by car. Incidentally, I have been coerced into going out to Big Box land several times over the past few years and for me it is a version of hell though the residential neighbourhoods out there may be pleasant enough.

I think everything possible should be done to promote various forms of mass transit and everyone waiting to catch a bus, a train or maybe even a ferry to the downtown should find that experience as pleasant as possible. That would mean moving away from narrowing arterial roads to making more room for fast buses moving in dedicated lanes and safe cycle lanes. What I am thinking is that Victoria should adopt in principle the idea that no working person should be commuting to the city center by auto and then leaving their car parked at one location either of public or private property for 7 hours or more. That seems just insane to me. On the other hand I would encourage those who live in the suburbs to come into Victoria in the evening to attend a play, a movie, a concert or to have a meal by lowering or eliminating the cost of on street parking. That should get downtown businesses on side. If this does reduce the demand for parking during peak hours and along with that vehicular traffic, I think that the city should get out of the parking garage business as opportunities come along or are created to promote the right kind of development in those spaces.

As I said, I am not well--a head cold--so I am not firing on all thrusters. If my idea is based on a crackpot notion that there are far more people commuting to the city centre by car than I imagine, please set me straight before I share this idea more widely, Cheers, [Section 22](#)

Hi Ben

Thanks for the heads up on the meeting.

I suggested to you at our first meeting that the City of Victoria needs a 50 year plan designed around a long term vision of what Victoria is to look like in the future.

I suggested this to Don Roughley when he was city Manager and he responded with "We have a five year Strategic Plan".

I was 55 at that time. Look where we are 12 years later.

At the age of 5 I heard my grandfather remark "look at those idiots putting a telephone pole in the middle of a sidewalk.

He seemed to think that sidewalks for people and baby perambulators

If the city had a 50 year plan at that time then tourists today would not be making the very common comment "Why do they have all these ugly wires and telephone poles in Victoria".

Sewage and solid waste should be utilized as a resource, not regarded as garbage, and the sewers should be regarded as a liquid effluent distribution system where kitchen food scraps could be transported as well rather than running around in diesel fueled trucks collecting them. (i.e. install garbageators in every residence etc.)

Solid organics could be made into fertilizer, such as they do in Milwaukee Wisconsin, or combined with other solid waste for gasification production of electrical energy.

Reclaim the sewage water and sell it at a premium to the Scientific community, as they currently do in Singapore!

The current owner of the Empress Hotel is planning a development where the PCL bus station currently stands.

The city should insist that Nick Bawlf's original plan to twin the convention centre on that site be the recommended strategy.

This would help the Empress Hotel return to profitability without destroying the architectural landscape.

The Crystal Garden should be returned to a Recreation and "Amusement Center" (not a swimming pool however) as that corner of the city now needs this kind of community facility.

Rock Bay should be turned into the "Jewel of the Gorge" with a grand Marina and residential complex rather than cluttering the inner harbour with wharves for large yachts and,

Pleasant Street should become pleasant again as well.

Look to Long Beach California to see how this has unfolded along their coastal communities.

A causeway should be constructed from the West Shore toward Ogden Point with something like a stylized ship luxury hotel such as Canada Place in Vancouver with several floors of underwater parking.

This would also become wharfing for Cruise ships and other nautical craft.

A sea bus would link the this facility to Ogden Point which in turn would hook up to a heritage street car loop running up and back as far as the "Hudson" complex for commuters.

This causeway would result in a sheltered "Outer Harbour" where there would be less congestion and less noise pollution and provide for a larger, safer place for commuter aviation traffic.

The Coast Guard facilities should be moved across the harbour and that whole area repurposed into parkland and outdoor recreation.

I could go on with more and more of this kind of visioning and as you can see this kind of change does not happen in the scope of a five year plan.

If the City has a clear vision of its destiny then Developers will know from the outset what the game plan and the rules are and it will make it much easier for them to get things done as well.

I believe Oak Bay is now under attack by greed and the decision makers that pander to it and it is eroding the fabric of that community as well.

Oak Bay residents have a vision for their community, even if certain politicians do not, and they will fight to prevent it from being ruined by unplanned development.

The Oak Bay Beach Hotel is a marvelous effort on the part of the developers but it took far too long to materialize, much to the plight of the Walkers.

I believe that everybody wins with long term visioning and planning but grand designs take more than 5 years to implement.

So these are just a few thoughts to emphasize the point of a 50 year plan to help get Victoria back on track.

Who knows, with some long term visioning and planning the "Garden City" might someday have affordable water to water the gardens with and tourists on the Tally Ho will no longer be paraded by 4 story shoe boxes!

Cheers and best regards,

Robert

A great topic, and thank you for including me.

My response ... [as you may know] we have lived in a number of Cities, and have unfortunately seen some awful transportation problems which far exceed Victoria's.

But Victoria does have its problems. In terms of possible "solutions", I have always been puzzled as to why both Victoria - and the western communities - seem to totally/deliberately ignore an "asset", that places such as Calgary, Denver, Phoenix, etc., would literally die for.

And that other Cities such as New York, Vancouver, San Francisco, Seattle, etc., long ago recognized, seized upon, and now use, to alleviate their transportation problems.

I refer to the fact that for all intents, "Victoria" is completely surrounded by water ... Water that never freezes, except for tides is 'level', and is completely available to the public ... As in "we own it"!

So why aren't we using "our" water to move huge numbers of people - year round?

Why doesn't our "government" - at all levels - perform a serious viability study on creating a water transportation system?

Issue 2., in terms of "problems with downtown Victoria" ... I see much of what now exists as a sad embarrassment.

i.e. We have far too many empty stores, offices, and spaces, which should be operating and paying taxes. And, far too many of the remaining "businesses" seem to be fixated upon the infamous "Victoria visitor's dollar", rather than doing their best to attract the permanent 24/7/365/12 Capital Region residents who represent a year-round source of healthy, steady, and tax-paying income .... I suggest that 'Victoria' needs to stop interviewing "visitors" on the downtown streets who in turn laud Victoria - (what else are they going to say ... they're on TV!) - and view Victoria as it truly is ... **a City facing problems.**

*e.g. Lets look at 'Victoria's visitor's dollar' claim ...*

*If we hopefully scrap the 10 second sidewalk TV promotions; I suggest that we also remove our rose-colored glasses, and admit that this claim - of each visitor dollar spent in Victoria suddenly multiplying itself by 9, is obviously something which is unique to Victoria. Only in Victoria is every visitor dollar multiplied by 9, in order to then create "a huge \$9 positive effect on 'our' economy" ...*

*If that (clearly specious) Commercial message is intended to generate wide spread tax payer support - by claiming a positive effect on Victoria's economy - [because it is claimed that every visitor dollar passes through 9 sets of hands/or businesses] - it tells me that someone has a problem understanding basic economics, and that someone must be isolated from any position which influences taxpayer dollars ... ..Because in the real world, 'a visitor dollar' remains one dollar ... And further, in the real world, that visitor dollar is divided by 9.*

As to John's comments re. Mr. Miller's column in the January edition of Focus Magazine, John makes some excellent points.

Hence my comments regarding apparent failure to consider water transportation .... Why aren't we looking seriously at developing water transportation and greatly expanding our harbour assets?

But to Mr. Miller's credit, he also wrote an inspiring column in the February issue of Focus - whereupon Mr. Miller, along with many, many other Victorians, clearly is ecstatic at the new directions the City of Victoria's newly elected council may soon take us - (as am I).

Regards - and I hope you  
But if

Section 22

Section 22

Frank

A quick analysis of the city budget Sustainable Planning and Community Development Development Services component;

The salary increase of \$84K 2014 to 2015 will perhaps support 1 only additional staff. Far, far more manpower is needed in planning to deal with all the swamp of site specific rezoning and the requirements to complete in a timely fashion the planning implementation required to fulfill the OCP.

I note that the salary line item drops by \$110K. in 2016. Where is the staffing resource going to come from? Further the salary line item drops by \$49K 2015 to 2019.

There is no adequate resources to implement the planning required to enable the implementation of the OCP.

It is interesting to note that while salaries are down over the 2015 -2019 period exempt salaries increased by \$49K over the 5 year period.

This department needs significant resources to Respond in a Timely Fashion to the OCP Implementation Strategy. The Medium Term items listed in the Local Area Planning Terms of Reference which I would suggest should be expedited and implemented by 2018.

Hello Ben

Thank you for asking.

The city really needs more and better bike lanes and a plan to work with adjoining municipalities to strengthen capacity for bike transportation and leisure cycling.

My sense of the cost of housing is that it is a huge future problem. Housing costs cannot keep going up. In my view what is necessary is innovation at the policy level directed at what is driving

housing prices to be so high and I do not see any thinking at this level happening. More co-op housing options may temper this problem somewhat as an interim solution.

What is necessary is to protect the beach parks, walkways, and access to waterfront activities that we have and ensure that land that is left that is on the waterfront is not sold off. It amazes me how much of the prime harbour waterfront real estate is owned by hotels in Victoria.

I can't really say but preserving and growing the community and arts organizations that we have and fostering innovation for the future would be a taxation direction that I would support.

Regards

Section 22

Sorry, folks, but I am adamantly opposed to Councillors receiving health benefits funded by the taxpayers of Victoria. Most of my working life, I paid for my own. As an octogenarian, I am still doing so: \$95 per month for basic coverage.

Well it didn't take long ....less than 3 months for this Council to get ideas about the "public trough" and try and line your pockets. Didn't all you know the salary and conditions before you ran. Sorry but it's too late ....none of you had the guts to bring this up before the election did you.  
Stop acting like typical "pigs at the trough" and do your job for a change ....thus far a sad sad Council, no understanding of how to run a City, only how to jam your pockets and push stupid regulations through .....no wonder Vic is becoming a ghost town.

Dear Mayor Helps and Council,

I was thrilled to

**Section 22**

. As a cycling commuter, we bought a house on the galloping goose so we could enjoy a non-car lifestyle. The goose has lived up to my hopes for a fantastic cycling highway. Unfortunately, our city's surprising lack of an all-ages and abilities network means we're limited in venturing beyond the goose. For example, my daughter takes swimming lessons at Crystal Pool, and although we don't live far (we're in Burnside Gorge), I drive her, because I'm not comfortable taking the bicycle trailer on roads without adequate space for cyclists. If we go into downtown, we park the bikes on the Vic West side of the Blue bridge, then walk into downtown because it's not safe enough to cycle there. This isn't the vision for a cycling city that the strategic plan describes.

I've read through the city's plan, and I'm really excited. It sounds like you're doing all sorts of things that will make Victoria a vibrant, desirable city. However, I urge you to please dedicate enough resources to the all ages and abilities cycling network, that will allow everyone to enjoy cycling in Victoria, not only sport or race cyclists who may be comfortable with minimal protection.

I endorse the recommendations made by the Victoria cycling coalition, below. Please help make Victoria a city that leads the way in all ages and abilities cycling transportation!

The Strategic Plan, Objective 9, lists a variety of outcomes related to cycling, including completing six priority projects (identified last year) by 2018, and the more ambitious goal of completing 4-8 high quality cycling facilities by 2016. However, the draft Financial Plan active transportation budget only accounts for the six priority projects approved by Council last year, totaling \$5 million over 5 years, or \$1 million per year.

*Recommendations:*

1. Council commit to the design and construction of an all ages and abilities cycling network by 2018;
2. Council triple the proposed level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million surplus into cycling;
3. Council work to increase staff capacity, through additional hiring, training, and consulting services, to ensure the City has the resources and expertise to design and build a world-class cycling network accessible to all.

Now is the time to dramatically improve active transportation. Victoria can go much further still in getting more people on bikes. The City's compact size, short travel distances, and agreeable climate give it the potential to become one of the top biking cities in the world, but only with a

network of high quality all-ages and abilities routes covering the city.

Sincerely,

Section 22

Dear Mayor Lisa Helps,

I'm a resident of the City of Victoria. The establishment of supervised consumption services (SCS) in Victoria is very important to me. I was very happy to see this included in the potential strategic priorities for the city.

I urge you to make the establishment of SCS a priority by including the proposed process in the City of Victoria 2015-2018 Strategic Plan.

I support SCS in Victoria because it is an effective, ethical and respectful way of helping people in our community stay safe and get access to health services.

For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see: <http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). Our community is ready and we must take action.

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS to develop SCS within our existing continuum of health care services.

YES2SCS is a community-based coalition that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision. A Councillor-facilitated process would strengthen community collaboration on these issues and provide access to City resources such as information and advice on land use, zoning, maintenance, etc.

Thank you for your attention to this issue.

Section 22

Fernwood

Good afternoon.

I am writing to add my voice to the many that have already called upon you to allocate budget surplus resources to building and expanding on a safe and modern biking network for the City of Victoria.

My husband and I moved to Victoria a few years ago, attracted by the beauty, the climate and the many opportunities to get out doors and be physically active. We are appreciative of the existing networks of bike trails which are more extensive than in most cities we have lived. However, unfortunately, outside the bike trails there is a need for more dedicated lanes and other safety precautions on main arteries. As well, many of the most scenic routes don't have dedicated bike lanes causing difficult driving and biking situations.

I urge you therefore to make the right decision, become a leader in Canada. Increasing the number of people who cycle regularly is good for individual health and good for the environment. Please allocate more resources to building a safe bikable city.

Thank you for the opportunity to provide input into this important decision.

Judith

E. [Section 22](#)

I really appreciated all the information provided about some of the city budget. I cannot understand why we don't get to comment on the Police budget. My understanding is that it is our largest department by cost and the one that is growing the fastest. It is like the Provincial Gov't asking us to comment on their budget but saying you cannot comment on the health section. makes no sense to me. I think the Police budget has the most room for savings so we would have no tax increase and perhaps a small reduction.

thank you

Dar Purewall

Section 22

Victoria, BC

V9A3T3

March 27, 2015

Dear Mayor and Council:

**Re: Support for Proposed VCAN Budget (2015-2016)**

As a member of the Victoria Community Association Network (VCAN), I am writing to ask that you support the proposed VCAN budget, submitted by Graham Briggs on March 25<sup>th</sup>, 2015.

I am aware that the City of Victoria has established budget priorities for the 2015-2016 fiscal year. I am also acutely aware of the challenges facing the Council in reconciling those priorities within the current fiscal constraints. At the same time, I recognize that Mayor and Council are supportive of strategies and actions that further the interests of the residents living in our local neighbourhoods and communities.

In terms of value for money, I would argue that, over the past year, VCAN has provided exceptional value. The cost to the City of Victoria, in supporting the mandate of VCAN through the provision of meeting space and operating budget for food expenditures for early evening meetings, is relatively small in contrast to the return value that results from the rich information emerging from our meetings.

VCAN provides the City of Victoria and community residents with an opportunity to identify salient issues, many of which directly impact the many of the residents of our City. For those of us who choose to invest in our communities by sitting on the Boards of our respective community/neighbourhood associations, VCAN provides opportunities to identify challenges and opportunities, share best practices, collaborate on capacity building, and facilitate dialogue on emergent issues.

Going forward, and in light of Council's recently identified strategic priorities, I would ask that Mayor and Council continue to support the work and progress of VCAN by approving the budget as submitted. In my estimation, the contributions our members make are valuable and should continue to be encouraged.

Sincere regards,

Section 22 ,

Director of Communications, Victoria West Community Association

encl: letter from Graham Briggs

***Dar Purewall,***

VWCA Director of Communications

Email: [communications@victoriawest.ca](mailto:communications@victoriawest.ca)

**Subscribe to our Newsletter by clicking [here!](#)**

> Hi -- terrific job on Plan, Budget and Townhall. Thanks again for the directions you're leading and the opportunities you're opening up.

>

> An item that might go into your Innovate & Lead section is to Bring together and enhance the City's relationships with senior governments.

>

> I saw a reference in the Housing section, but the relationships go all over (or at least have this potential), and there hasn't been anyone at city hall since Nancy Taylor left who was well-experienced and connected with both Fed and Prov systems. It should cover both the technical and political rels. and ideally, include both official and unofficial relationships.

>

> Just an idea.

>

>

>

> Irwin

>

To whom it may concern,

I am writing a letter to ask that Victoria City Council makes the development of a Supervised Consumption Site a priority in our city over the next three years.

I would like to stress that I understand this is not on your shoulders alone, and that the creation of a SCS in Victoria involves a number of stakeholders, including Council, Island Health, and our provincial and federal governments. I would like to add that I very much appreciate your inclusion of Yes2SCS in your planning, as I believe this group includes some of Victoria's most vital stakeholders - those involved in the day to day issues involved in illicit substance use.

I am foregoing using a draft letter which includes statistics that show evidence to the benefits of a Supervised Consumption Site. I believe you will be sent those statistics by other advocates, but I also welcome you to email with any questions or concerns regarding the topic, and I will do my best to provide you with research-based evidence. This letter is merely a personal and professional opinion, based on street level experience.

I'll keep it brief. I work with youth between the ages of 12-24, many of whom are intravenous drug users, and many of whom smoke illicit substances. In particular, heroin (and other opiates), crystal meth, and crack cocaine. I do my best to provide these youth with harm reduction supplies, in keeping with the Island Health guidelines of what constitutes "harm reduction".

The youth I work with have no place to use their drugs, therefore they are using in alleys, locked bathrooms, and other public locations. As a result, they are placing themselves in harmful situations. I speak to youth and the "transition years" because that is the population I work with, but needless to say this translates also to the adult population.

Harm Reduction is within the Island Health mandate, and it is a puzzle that is missing key pieces without a SCS. I urge you to lean on other stakeholders to encourage that it be included in our community in order to avoid needless deaths, infections and diseases that take a toll on our community... The financial toll of course (when we look at how much it costs to treat over decades) but more importantly the toll on our fellow community members who are surviving in the cycle of substance use.

To finish, I would like to add that I understand the delicacy around running a SCS and accepting those using substances under the age of 19. If that specific query comes up as you read this, feel free to contact me and I can speak more to that.

On a less formal note. I work with the most amazing youth. They deserve the best care... And that includes evidence based public health practice.

Thanks for your time,

Section 22

Dear Mayor and Councillors,

Congratulations on beginning to address the issue of bicycle safety in Victoria!

The greatest barrier to more cycling in this perfect city for cycling is that it isn't safe. I think you should commit more than the \$1 million per year for the next 5 years to the project. Why not commit \$3.5 million each year until you have completed it. The sooner the better for the people, the businesses, the environment!

Sincerely,

**Section 22** bicycle rider but only in certain places where it is safe....ie separated from cars. (Check out Copenhagen! We could do it!)

Hello Mayor and Councillors!

First I want to thank mayor, councillors and staff for the highly community engaged budget discussion on March 23rd. I was able to participate from home, a true luxury!

I am writing to ask that you support the proposed VCAN budget sent by Graham Briggs. I realize that some may question an expenditure on food for meetings. The rationale is that this allows key active community association volunteers to attend a meeting at city hall from 5pm-7pm. As you may realize meeting from 7-9 on any night of the week is going to be a meeting conflict for at least some of the community associations, and this allows all neighbourhood associations to be able to attend.

I am asking you to consider this request in the context of the extensive hours of volunteer services provided by community associations and land use committee volunteers.

The following is a snapshot of some of what Hillside Quadra NAG land use committee does:

1. First community point of contact over proposed developments providing preliminary feedback on potential issues
2. Organising, promoting attendance, and hosting of full CALUC meetings
3. Capturing of all the community input at CALUC meeting by taking extensive minutes (we try to have at least 2 notetakers)
4. First point of contact for multiple neighbourhood issues
5. Promotion of active transportation initiatives
6. Communicating City of Victoria information to the community (i.e. storm water and other changes)

The social contributions to the neighbourhood by the Quadra Village Community Centre (run by the the Downtown Blanshard Community Association) are too numerous to list but can be found here: <http://www.quadravillagecc.com/>

I ask that you consider this relatively modest request. As a busy working parent, I highly appreciate being able to attend the VCAN meeting directly after work, and enjoy a modest meal.

Thanks,

Rowena Locklin  
Hillside Quadra (NAG representative on VCAN)

<b>Proposed VCAN 2015 Budget</b>	
<b>Meeting</b>	<b>Food Costs (Maximum)</b>
May 12	\$270.00
June 23	\$270.00
September (Date TBD)	\$270.00
November (Date TBD)	\$270.00
Stationary / facilitation supplies	\$50.00
<b>Total</b>	<b>\$1130 (Maximum)</b>

Below is our budget for 2016

<b>Proposed VCAN 2016 Budget</b>	
<b>Meeting</b>	<b>Food Costs (Maximum)</b>
January	\$270.00
March	\$270.00

May	\$270.00
June	\$270.00
September	\$270.00
November	\$270.00
Stationary / facilitation supplies	\$100.00
<b>Total</b>	\$1720 (Maximum)

hi lisa,

third email i promised, this time on tennis courts. i've tried to keep things in point form for brevity, although this email has gotten very long. sorry! (at least it'll be quicker to read than it was to write)

a few general high levels goals i think the city should be thinking about:

1- a plan to stagger replacement/refurbishing of the current tennis court inventory to extend the lifetime of some courts where appropriate and to prevent future large capital outlays when all courts start falling apart in a short time (as many of the courts' asphalt will be nearing end of life).

2- investigate lower-impact surfaces that would afford seniors a safer playing environment (allowing them to continue playing when they might otherwise need to stop)

3- leveraging the court inventory to provide supplementary income that could help offset ongoing maintenance costs (lesson programs, court booking).

4- leveraging community resources to provide some of the services a private club would provide in most cities (lesson programs, free clinics, tournaments, drop-in play, "mixers", racquet borrowing). some of those already exist, but could be expanded (ie, lessons).

5- leverage community resources to help maintain and improve the tennis courts (debris cleaning, net maintenance, etc) - things that aren't reasonable for parks staff to provide, but that would make the facilities better.

---

#### Item #1 - refurbishing/replacing

- building out a new group of 4 hard courts will end up costing \$250,000

- \$350,000 (based on the experiences of Central Saanich with Centennial Park and Saanich with Lambrick park), with an expected lifetime of 25-40 years.

- existing cracking courts could be resurfaced (asphalt patched, new top coating applied). depending on the court, it could be anywhere from \$3500 to \$20000 per court (Oak Bay Henderson was ~\$3500/court, Saanich tennis club was \$20k/court). if there is substantial cracking in the asphalt base, cracks will appear more often, leading to more frequent resurfacing

- existing cracking courts could be resurfaced with sand-filled artificial turf. an Australian manufacturer quoted a material cost of \$10000/court. as there are a few layers between the top and the asphalt base, further cracking of the asphalt layer is tolerated better.

artificial turf is expected to last 15-25 years.

- if new chain link fencing is required (for replacement or new build), the city should only use the newer black chain link fencing - it blends into the surroundings better than the grey/green fencing and improves the look of the courts/park.

- long term, the city should look at not building any new 1-2 court neighborhood courts and instead looking at creating a larger 8 court grouping somewhere. (oaklands park might be a good location - if an agreement were made with the school board, david spencer park could be upgraded to move the oaklands soccer field, freeing up space for an extra 4 courts while still leaving plenty of open space for the baseball field/unstructured play).

- new courts should be built with north/south alignment (for optimal sun/light conditions for our elevation). some of the existing courts are at very poor angles (as they were built to the road grid)

a quick status of the current courts ("good shade" = not much tree shade

- uneven shade makes it hard to pick up the ball):

Topaz Park: courts are too far gone for refurbishing  
Central Park: courts are cracking, but not warping.  
good candidate for refurbishment (although care would be needed to prevent sand from migrating to the basketball courts). good court alignment, decent shade.

Montreal/Niagara courts: in decent shape. poor court alignment, good shade.

Hollywood Park: best court surface condition in city, poor court alignment, good shade.

Stadacona Park: in decent shape. decent alignment, poor shade (the courts used to be desirable, but the trees have grown tall enough in the park to make the shade conditions poor) Oaklands Park/Kings: courts are cracking, but not warping. best alignment, good shade. good candidate for refurbishment. Banfield park: unknown court condition. good alignment, good shade. possible candidate for refurbishment (depending on court condition) Barnard Park: unknown court condition. poor alignment, decent shade.

Central and Oaklands/Kings are probably the most due for refurbishment/resurfacing.

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## Item #2

Court surface related injuries in tennis generally come down to three things: the impact of the surface on the body, the grip of the surface, and the effect of moisture on the surface. Impact is pretty obvious - we all know that running on softer surfaces is preferable to harder ones.

Grip is less obvious - a hard gripping court (one that doesn't allow the player to slide) causes a lot of stress on the knee joints as it enables rapid stopping (sliding, even a few centimeters, spreads the deceleration out). Wet or damp hard courts are incredibly slippery, other surfaces (clay or artificial turf) are far less slippery.

Clay (and Har-Tru, a synthetic clay) require daily maintenance and are likely not suitable for the city (until at such point in the future when there were significant numbers of volunteers to help maintain them). note that clay and har-tru are not actually clay - they are crushed brick and basalt, respectively.

Grass is low impact, though incredibly slippery when wet. It also requires a large amount of maintenance and extended periods of non-use. It is clearly not suitable for city use.

### Sand-Filled Artificial Turf:

- historically, the artificial turf was installed over a tamped sand base (this was not great, as the sand would move around under the courts, leaving dead spots after heavy rains). now there are systems for applying the turf on top of existing asphalt/concrete courts.

- for refurbishing, an underlayer is adhered to the old asphalt/concrete surface. the underlay helps water drain, provides some extra shock absorption, and reduces strain/wear on the artificial turf

(<http://www.grassman.com.au/portfolio-item/d-u-c-c/>)

- on top of the underlay, the artificial turf is placed, then filled with sand (regular sand, nothing special). the sand weighs down the turf and allows players to slide on the surface (which reduces injuries).

some characteristics of the court (ball bounce, spin response) can be altered by adjusting the amount of sand that is used.

- maintenance is limited to the application of replacement sand (players will slowly track sand out of the courts), periodic sweeping (to keep the sand levels even across the courts), and the removal of organic debris (primarily leaves, to prevent algae growth)

- different types and colours of turf are available (I would recommend the high-visibility blue for a court colour, and either red or green for a border colour - this is the colour scheme being built most often in the world now)

- there are north american manufacturers of artificial turf, although i haven't found much reference to

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## Item #3

Oak Bay Henderson offers court booking where a court can be booked by an individual for up to 2 hours (at ~\$8.50/hour). This enables people who want to play a match of a couple sets the ability to do so uninterrupted (without a booking, players are subject to 40 minutes of play if other people are waiting). Without the ability to book a court, players will either go to places where they can, or try and selfishly hold on to courts.

The city currently allows block booking of courts, but the process is unclear and seems to be designed for groups, not individuals.

If there were court booking for certain courts (ie, ones near rec/community centres), the city shouldn't allow all courts to be booked (if there are 4 courts, allow 2 to be booked and leave the other 2 open for first-come-first-serve play) - paid access should never eliminate non-paid access.

Saanich rec currently has a huge backlog of users for their lesson programs. Were the courts in Victoria in better shape, the city could partner with Saanich rec to have some of that backlog moved to our courts (with Saanich splitting the revenue with us). Greater cooperation between the municipalities for providing lessons would be a good thing - certain programs like junior developmental ones would benefit greatly.

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#### Item #4

If there were more obvious court booking opportunities, local community associations or tennis groups could begin to provide some of the services a private tennis club would normally provide. Essentially, I'd like to see the city/community provide everything a club would but at a lower cost and available to everyone (and provide a new model for other cities in Canada showing how the public commons can do things better).

As an example, if the Oaklands Community Center were responsible for booking of the courts at Kings/Oaklands, the community association could block out the courts for various things and advertise their availability:

- Free clinics, provided by community members (ie, someone like me)
- Mens or Womens doubles evenings, where a volunteer organizes mixing players around and a small drop in fee covers the cost of balls for everyone
- special Drop-In times based on skill level, where a volunteer organizes/evaluates players by skill into matches
- the community center could host a collection of used racquets, gently used shoes, and gently used balls (donated by the community) and lend/give them out to new players or economically-challenged players. (there is a program already that provides racquets to children)

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#### Item #5

The local neighborhood communities and extended tennis playing communities would largely be interested in helping to maintain, refurbish, and upgrade the existing facilities.

The local community groups have an interest in making the parks more beautiful and welcoming to everyone living in the area. Simply upgrading the courts would make the park look better, but other opportunities would exist as well (ie, planting suitable plants).

Local seniors could benefit from increased volunteer options. In the case of artificial turf, local seniors could volunteer to help do maintenance - getting them physical activity and the opportunity to meet and earn the gratitude of court users.

---

Putting it all together:

I believe Oaklands/Kings park is the ideal spot to test out all of these ideas. Everyone I have spoken to at the courts and the Oaklands Community Association thinks it would be a great thing. There's a great DIY ethos already present in Oaklands, channeling some of that energy into improving the public commons would not only be great for the park, but would also foster community pride in the local facilities.

After a final asphalt patch job by city staff, a group of volunteers from the local and tennis communities could install the new court surface (with minor assistance/supervision from parks/city staff). Volunteers would also install a windscreen across the south side of the courts and part of the west side. Additionally, volunteers could also install artificial turf for the ball hockey court and some extra netting to the east and west of the ball hockey court (for safety of users of the new bike path). Sleeves would be installed around the existing net posts to extend their height (the artificial turf would raise the height of the courts enough that the post height may no longer be sufficient).

Volunteers or the city could remove the south entrance from the tennis courts. This would free up more room for the ball hockey court - the other 3 entrances are enough for the courts. Volunteers or the city (I suspect more the city, in this case) would alter the fencing on the west side to lower it to waist height to create a better viewing area.

Volunteers would construct a small raised deck with seating and sun umbrellas in the viewing area (creating a welcoming space for people to sit and watch tennis). Volunteers would create a bulletin board for the north fence.

Volunteers would install a cedar post trellis across the west side of the courts, and plant it with an appropriate (drought/climate appropriate) climbing plant (wisteria?). Volunteers would plant other appropriate plants behind the new bike path and exercise areas.

Volunteers could create a simple web page and booking system for the courts, to be administrated by the Oaklands community center staff. All bookings would be handled online - any disputes at the court over bookings could be handled by anyone with a smartphone who could look up the booking schedule (Oaklands staff would not need to be involved). Any maintenance materials (a few bags of sand and brooms) would be stored at the Oaklands Community Centre or Oaklands Neighbourhood House.

The pickleball courts lines would be removed and moved to the 2 separate courts at Stadacona park instead.

If volunteer labour (with city supervision) were used, I think we could get everything done for around \$55-60k (extending court life by 15-20 years):

- turf+underlay for 4 courts: \$40k
- turf+underlay for ball hockey court: \$10k
- wind screens: \$2500
- post extensions: \$1000 (sourced from a local machine shop)
- wood and plants: donated by community
- fencing parts: \$1000
- asphalt patching: \$5000

If this were all to prove successful, the same model could be applied to some of the other courts in town as needed. More courts of this surface would reduce some of the booking pressure (and might reduce some of the revenue that could be derived from bookings, although that would seem like an acceptable tradeoff in proving greater access to a low-impact court surface).

Central would be a good fit with its proximity to the Crystal Pool facility. Perhaps Banfield as well (being next to the Vic West Community Center).

Dear Mayor and Council Members,

Please accept a few comments on the Draft Strategic Plan and Draft Financial Plan, discussed in the Town Hall meeting on March 23.

**The Draft Financial Plan considers road repair as “complete streets.”**

I got excited when I saw the term “Complete Streets” in the Draft Strategic Plan and in the Draft Financial Budget. But looking at the details on page 805 in the Draft Financial Plan shows that the 73% of the funds under Complete Streets represents road upgrades and rehabilitation. The rest is street lighting and signals. There is no aspect of complete streets here. See the table from page 805 below.

I have two suggestions. First, if we are to meet Objective 9 for a true multi-modal and active transportation network, we should all agree on what the terms “complete streets” and “active transportation” and “placemaking” actually mean. I suggest a joint council-staff awareness session on the relationships among these important topics. It would require no more than an hour, and we have local experts in the community who would facilitate the discussion at no cost to the city.

My second suggestion is to reallocate some of the budget dedicated to road repair to building the cycling infrastructure the community so desperately needs, and under-represented in the Active Transportation section of the Financial Plan. The budget allocation should reflect the Strategic Plan priorities, and moving some expenditure from enabling car use to bike use would advance the multi-modal concept without increasing taxes.

From Draft Financial Plan, page 805

<b>Complete Streets</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>5 Yr Total</b>	<b>%</b>
Arterial Upgrades	530,000	540,600	551,412	562,440	573,689	2,758,141	13.8
Local Street Rehabilitation	1,120,000	1,320,000	1,520,000	1,720,000	1,920,000	7,600,000	37.9
Major Street Rehabilitation	655,000	755,000	855,000	955,000	1,055,000	4,275,000	21.3
Douglas Street Bus Lanes	1,000,000	0	0	0	0	1,000,000	5.0
Street Lighting Installations	16,000	16,320	16,646	16,979	17,319	83,264	0.4
LED Street Light Replacement	552,200	1,057,200	552,200	0	0	2,161,600	10.8
Streetlight Pole Replacement - Songhees	25,000	25,000	25,000	0	0	75,000	0.4
Streetlight Replacement-BC Hydro Poles	95,000	0	0	0	0	95,000	0.5
Street Light Pole & Arm Replacement	186,000	189,720	193,514	197,385	201,332	967,951	4.8
Traffic Signal Safety Upgrades: Phasing/New	58,000	59,160	60,343	61,550	62,781	301,834	1.5
Traffic Controller Replacement Program	144,000	120,360	122,767	125,223	127,727	640,077	3.2

Centracs Traffic Controller	100,000	0	0	0	0	100,000	0.5
<b>Total</b>	4,481,200	4,083,360	3,896,882	3,638,577	3,957,848	20,057,867	100.0

**What gets measured, gets done.**

The Draft Financial Plan notes that the City completed 30 km of crack sealing of roads and fixed 500 sq m of potholes last year. But there is no measure of infrastructure of safe cycling.

I suggest you request the annual Financial Plan to include a measure of how well we are addressing Objective 9, such as the following:

- Number of meters of Class 1 bicycle infrastructure built each year.

Thank you for hosting a most stimulating Town Hall meeting. I learned how much council and staff members really care about our community, and am inspired to do my part.

Section 22

Victoria

Dear City of Victoria Councillors:

The establishment of supervised consumption services (SCS) in Victoria is important to me.

I support SCS in Victoria because harm reduction is important and it keeps everyone in our society safer. I live and work downtown and want it to be a safe and open space for everyone. People who use drugs already face enough stigma and the federal government's stance on this shows that municipalities must lead in this area.

For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see:<http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). **Our community is ready and we must take action.**

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by **facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS** to develop SCS within our existing continuum of health care services.

**YES2SCS is a community-based coalition** that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision. **A Councillor-facilitated process** would strengthen community collaboration on these issues and **provide access to City resources such as information and advice on land use, zoning, maintenance, etc.**

I urge you to make the establishment of SCS a priority by **including the above process in the City of Victoria 2015-2018 Strategic Plan.**

Best,

Section 22

**RE: City of Victoria: Support Local Food Systems**

Dear Mayor and Council,

I support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

These initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

- (1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);
- (2) Provide City assistance with coordination of food-growing resources, including:
  - materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
  - increase grant funding for existing and emerging food systems initiatives;
  - support neighbourhood-level and city-wide food coordination;
  - reduce water charges for irrigation of food plants;
- (3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;
- (4) Implement a mechanism for increasing social justice in the distribution of local food

supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

**Section 22**

I support construction of a high quality cycling network that is safe for all ages and abilities, and allocating the funds needed to build it properly.

Thank you!

Section 22

BRAVO!!!!!!!

I have found with budgets that "the devil is always in the details" - the way that managers handle the relatively small stuff is very, very revealing of their attitude to budget discipline generally.

Although \$250k for art on the bridge is small amount relative to the total project cost, it is a meaningful sum of and in itself. I was immensely pleased to read in today's TC that, in view of other significant cost over-runs, you are recommending NOT spending this money - even though it will, no doubt, upset some in the heritage / arts community.

As an (obvious) aside, I am sure it has not escaped your attention that the current bridge supplement almost equals the uncommitted funds in the 2015 budget for which you are soliciting public input. I am also quite sure that you are aware of the gross underfunding of the infrastructure upgrade / maintenance budget (according to our previous Sustainability Manager).

My suggestion would be (if the budget categories are not completely incompatible), use one to pay for the other.

The

[Section 22](#)

(I cannot remember her name, but met her at Gene's), has implemented an interesting budget approach that you might wish to consider:

- \* City professional staff determine the "must do" budget items about which there is, essentially, no choice (this, not surprisingly, takes up the majority of the budget and includes all the boring, necessary, unsexy things needed to keep a city running smoothly).

- \* Public input is solicited on use of the remaining discretionary budget items - and ONLY on those items.

There are always vocal interest groups that garner a lot of attention, and this approach offers (my view) a wise balance of professional staff expertise with public input.

Just a bit of "grist for the mill".

Regards, Jamie

Dear Mayor Helps & Councillors,  
Thank you for a great Town Hall meeting last night!

Attached, please find a letter from NPNA's president, Tim Hewett, in support of VCAN's request for funding for its on-going work. The re-vitalization of VCAN has proved valuable to Victoria's community associations and we look forward to continuing the work that VCAN has begun in the past year.

Best regards,

Penny Bond  
NPNA Secretary/Membership  
[secretary@npna.ca](mailto:secretary@npna.ca)

Dear Mayor and Council,

First, let me congratulate you on the public meeting last night, March 23rd. It was both moving and refreshing to hear the range of community concerns.

This is a follow-up to my comments last night regarding the idea of daylighting points along Harris/Rock Bay Creek. The idea grew out of the Fernwood Community Mapping Project which the city kindly funded through a Shape Your Future Grant.

We held our official map launch on March 22 and were gratified to have three councillors in attendance. The Fernwood Community Association, of which I am a board member, supports pursuing this idea and has formed a small committee to explore it further. Several people who worked on the map are also enthusiastic about continuing with this project.

One side of the Fernwood Community Map shows contemporary Fernwood. The other side overlays an 1863 map of Victoria on our basic topography. It identifies First Nations land usage and early settlement. It indicates former Harris Pond and the now-culverted stream that ran from it draining into Rock Bay. As part of our community involvement, we mappers have led several walks decoding the course of the stream, noting the water-loving trees that grow along its course, and listening to neighbours speak about wet basements and soggy back yards.

Inspired by the remediation of Bowker Creek, we began to think about daylighting points along "our" stream. This past autumn, several of us watched *Lost Rivers*, a documentary on cities that are remediating their rivers. It shows how such remediation brings neighbourhoods to life and addresses storm water issues. We showed that film at our map launch to a very enthusiastic response. The CRD owns copies of the film so anyone who would like to see it can easily borrow one.

The points we've so far identified as possible places for daylighting are:

- West end of Alexander Park at Bay & Sayward
- Garden Street community allotment garden
- vacant lot waiting to be developed at Pembroke & Sayward
- Park at Cook and Blackwood
- Park at Kings & Wark
- Blanshard Court path

Thinking bigger, streets along the creek route could be greened up with a swale, e.g. Sayward, Haultain, lower Queens Neighbours along the creek's course who suffer from its seepage, e.g. in the Stanley & Grant areas, might be aided in creating rain gardens on their property.

We might also come up with an unobtrusive way to mark the stream's course where it will still run in its culvert.

Clearly, this idea extends beyond Fernwood. We plan to begin conversations with North Park and Burnside Gorge neighbourhood associations to encourage their participation. This project is the logical extension to the important Rock Bay clean up.

Given the crucial part the Fernwood springs played in Victoria's history, focusing on Fernwood's water seems appropriate and timely.

This project looks back to our history and forward to a more attuned sensitivity to water, our most precious resource. It fulfills several of the objectives the city has laid out: #7 "community wellness", #8 "steward public spaces, green spaces", #11 "steward water systems and waste streams".

We are at the very early stages of this idea but the community support is already obvious. We look forward to working with you and with the neighbourhoods along our stream's course creating pocket oases teeming with life: native plants, birds, and the human family. Thank you for your consideration of this idea.

Yours,

Section 22

Victoria V8R 1S5

Congratulations, Lisa, to you and Council on last night's public meeting together with the incredible amount of work that has been done to date. Very impressive to be sure. I was somewhat surprised that the audience was mostly speaking about biking, homelessness, arts and social activities. Virtually no one spoke about economic development. Perhaps you need another meeting to draw these folks out. Obviously having the right agenda for economic development can help address many of the issues talked about last night. Cheers, Bob.

Sent from my iPad

Dear City of Victoria Councillors:

The establishment of supervised consumption services (SCS) in Victoria is important to me/us.

I support SCS in Victoria because it would take care of our fellow citizens, reduce stress on expensive emergency healthcare services, and has been a proven tactic in improving community health - across the globe - time and again.

For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see:<http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). **Our community is ready and we must take action.**

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by **facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS** to develop SCS within our existing continuum of health care services.

**YES2SCS is a community-based coalition** that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision. **A Councillor-facilitated process** would strengthen community collaboration on these issues and **provide access to City resources such as information and advice on land use, zoning, maintenance, etc.**

I urge you to make the establishment of SCS a priority by **including the above process in the City of Victoria 2015-2018 Strategic Plan.**

Please support this!

Section 22

Victoria Councillors,

Further to my email of 23 February 2015 email concerning cycling, may I add a few comments for consideration during your discussions of Victoria's multimodal transportation system.

Victoria, thanks to climate and (relatively) few hills could have the highest bicycle use of any Canadian city, and be among the top five North American cities in bicycle use. This would have substantial benefits in terms of quality of life, particularly in community health, would over time reduce the costs of city infrastructure, would aid in our response to global warming, and would assist our tourism industry marketing of Victoria as a unique niche destination.

In my view the greatest single impediment to greater use of bicycles in Victoria is safety. I have mentioned this in my previous email, but it is worth repeating. Bicycling in Greater Victoria means the cyclist has a high risk of collision. Bicycle lanes don't necessarily solve this. When bicycle lanes are outside the parking lane, and doors swing open from cars (and, even worse because they are wider, trucks). The result is a collision with the door, or, to avoid that, a swerve to the right into the vehicle lane.

Bicycle lanes that are adjacent to the curb are safer, but there is one caution here--for safe cycling the pavement should be maintained to higher standards than is the case today. From time to time they should be swept for gravel and debris, and patching of the road surface at the curb should be as smooth as at the center of the road. If you cycle or walk a kilometre of curb-side bicycle lane you will see why this is important. On just about every road you will notice that the two metres of road from the curbside is in less smooth and has more debris and gravel than the two metres adjacent to the center line.

While a commendable start has been made in recent years to develop cycle routes, previously we had decade after decade of accommodation of the automobile. The result is there is a lot of catching up to do, and some reversals of previous policy to be undertaken. In short, at this stage there is a need to pay particular attention to the needs of cyclists rather than to the needs of motorists. The costs of creating cycling routes are not cheap, but once installed their use will increase as more people turn to that form of transportation. This in turn will reduce automobile traffic and congestion; thus expenditures on cycling routes directly benefit the automobile driver. Expenditures on roads for automobiles does not have such a co-benefit for the cyclist.

I look forward to hearing of the results of your discussions on this important topic.

Section 22

Dear Mayor and Councillors,

I am a lead facilitator with the recently re-established Victoria Community Association Network(VCAN) and am writing to request a small annual budget from the City to support our meeting expenses. Please see the attached budget proposal. Please feel free to contact me any time with questions or feedback. Thank you for taking the time to consider this request.

Best,

Graham Briggs  
250.217.0940

Dear Mayor and Council::

Congratulations to you and city staff on producing our first four year strategic plan. If we can deliver on even half of the actions/outcomes it will be a job well done. A few observations:

Objective 4: “Put city lands to best and highest use including market rate commercial leases.” I would ask that action be taken immediately deal with the Crystal Garden. The building is currently costing us about \$450,000 per year in operating deficits and forgone rents, with no end in sight. I would also ask that a complete inventory/status report on the city’s commercial properties be prepared and updated quarterly.

Objective 5: “Set up economic development office”. Perhaps the new office evaluate the costs and benefits for the city of disruptive technologies. I am thinking of services such as AIRBNB, UBER, LYFT and probably others that are on the way. These are powerful forces that need to be assessed. For example AIRBNB currently has over 600 listings for Victoria making it the largest “hotel” in the region. New York City now as more UBER cars than yellow taxis. These services are clearly popular for a reason and if properly addressed could potentially provide great benefits to Victoria.

Objective 7: “Facilitate social inclusion and community wellness”. This appears to be the only place in the vast array of budget related documents where the VICPD gets a mention. I think we all need to be more engaged in setting the budget and the priorities for our police force. A governance model that has only one member of council sitting on the Police Board and offers very little opportunity for council or for the public to review and comment on the police budget is not helpful. I would also note that both the Mayor and the Chief have commented in recent months on the substantial police resources devoted to dealing mental health and substance abuse calls, issues that officers are not well equipped to deal with. The Chief indicated that he successfully addressed the issue in Sudbury. Please can be deal with this pressing budget and humanitarian issue on a priority basis.

With respect to the \$4.8 million in “extra” money that we have in the budget, I would urge you to reserve at least half of it for the capital projects contingencies fund, we will need it.

Respect,

Section 22

Victoria V8V 4K2  
Canada

Tel: Section 22

Lisa. Many thanks for sharing the draft strategic action plan... very impressive! And yes, it is pretty exciting...

Lots of strategies for you, your council, and your staff to negotiate... it will be important to feel into those that are truly strategic - in the sense of being 'course-changing' if not actually 'course-transforming'.

Some may be essentially 'system-maintenance', in a good way - affirming that this is 'the way we do things around here' ... that we positively affirm and commit to 'maintain'.

Some may be very much anticipating, and willing, 'system-change' - an acknowledgment of what needs 'changing', as in a clear departure from past practice (a new direction, course-changing... but not necessarily departing from the underlying status-quo, reflected in what merits 'maintenance').

Some strategies - a few perhaps, but not too much - may be best situated in the context of anticipating some 'system-transformation', if the system is ready for such a level of change. These would be the ones that are truly strategic for myself, pulling the system into the future that is 'becoming', meeting it, embracing it, making it... essentially 'whole-making'.

I am locating 'placemaking', at its most evolved, in this latter context. 'Planning and Land Use' is a good place to start, but it really needs to be 'corporatized' and then 'communalised'... and I sense that the City of Adelaide was getting this, and heading this way.

Try thinking of 'strategic planning' (and not simply land use planning) as placemaking, and think of placemaking as wellbeing by design. This takes everything into 'whole-making' territory... seeking the 'ever-more-whole' outcome. This may be 'system-transformational' for Victoria at the present time, but it could also be held out as the defining course-correction/re-direction... to pull the system forward, leading from the emerging future.

My very best wishes for your leadership of Victoria, into that emerging future, from the future you are willing for Victoria. May you attract many well-wishers, and potential collaborators, such as myself...

Cheerrrrrs! [Section 22](#) .

Dear City of Victoria Councillors:

The establishment of supervised consumption services (SCS) is important to me.

I support SCS, safe consumption sites, in Victoria because....

For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see: <http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). Our community is ready and we must take action. The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS to develop SCS within our existing continuum of health care services.

As a soon to be practicing Registered Nurse in the City of Victoria, I would like to advocate for my community to have comprehensive health care services that are socially just. This includes services that are, as stated by the CNA code of ethics (2008), “provided at the right time and in the right place” (p 20). I interpret this as ensuring that part of an inclusive health care strategy includes access to services that aid in eliminating social inequities for people who use illicit drugs. This includes SCS’s where people are offered clean, sterile equipment for use and nursing care onsite for any health care concerns. I believe that through such services RN’s will be promoting the worth of all individuals through respect and dignity by ensuring the health care needs are met for all community members.

I urge you to make the establishment of SCS a priority by including the above process in the City of Victoria 2015-2018 Strategic Plan.

Sincerely,

Section 22

ride my bike at least three times a week. Most is accessing the goose. I live in James Bay and must cross the blue bridge to get to the goose. Riding Wharf St is one of the worst bike streets. Government St is not much better. There should be a bike route from James Bay to connect with the goose at the blue bridge.

Any improvement in biking within Victoria's city limits will need dedicated lanes. Victoria's downtown streets are the busiest and most congested.

I have ridden my bike in Vancouver, Montreal, Ashland Ore. as well as Idaho Amsterdam and other places. As for downtown biking Montreal is the best. Vancouver the most improved and Victoria is reluctant. Victoria is not keeping up with the increase in demand for bike riding. I don't have the statistics (the CRD does) but judging by the traffic I see on the goose and other trails biking seems to have at least doubled. I also note that when reading the newspaper there appears to be an increase in bike/car accidents.

It seems to me that there is basically three kinds of riders: 1) commuters who ride to work each day. Savvy and careful.

2) recreational riders fill the lanes on the weekend and who are becoming more and more savvy to the rules of the road.

3) casual riders. Don't ride very often but feel like giving the bike a spin. No helmet or riding gear. Sometimes ignore rules of the road( as do recreational riders) and casual or intimidated by traffic.

My suggestion is advertising for safety and the rules of the road and etiquette for bikers and car drivers undertaken by the city. ie: for instance in the newspaper or TV something like this: BIKERS - DID YOU KNOW YOU MUST SIGNAL WHEN TURNING? CAR DRIVERS – WATCH FOR THE TURNING BICYCLE. THIS IS COURTESY OF THE CITY OF VICTORIA.

5 million dollars over 5 years has a nice ring to it but it should be 5 million dollars over 2 years! Remember, dedicated bike lanes on downtown streets.

Thank you

Dear City Council,

I support construction of a high quality cycling network that is safe for all ages and abilities, and allocating the funds needed to build it properly.

Thank you

Section 22

Hello,

Please consider community-supported foraging as part of Section 8 of the draft Strategic Plan to “Enhance and Steward Public Spaces, Green Spaces and Food Systems”. I am very interested to learn more about this, especially with 7 parks within walking distance, and lots of green space.

Thank you,

Sincerely,

Section 22

Victoria BC V8X 1E3

I am writing in support of the development of a better and, more importantly, safer cycling infrastructure in Victoria. I understand that City Council is considering this as part of the budget process, and I wanted to share my thoughts.

I moved to Victoria in 2004 from Regina. After a few months of frustration of dealing with a less-than-great transit system, I bought a new bicycle and started cycling to work. My bicycle continues to be my main mode of transportation. I love riding a bike to work. I started riding from Langford to downtown, however I couldn't do it as much in the winter months, mostly because of no lights on the trail, and the frosted over bridges which were treacherous. Eventually, I moved to Esquimalt, and continued riding.

Riding to work, to shop, and for enjoyment, is a major part of my lifestyle. It's wonderful to get the exercise, fresh air, and it makes me feel like I'm contributing (in a very tiny way) to a cleaner environment. What is difficult, though, is the traffic, the challenges with having poor cycling infrastructure, and the danger that comes with both. Over the years, I've found drivers becoming more aggressive with cyclists, and cyclists becoming more aggressive with each other. I believe this is partially a result of the increased number of cyclists on the road, and a lack of infrastructure to support those numbers. There are few lanes dedicated to cycling, and they are narrow at best.

Additionally, there are many different kinds of cyclists on the road, which can become challenging when you are stuck behind someone who is very slow, has a very old bicycle, and there is no way to get around that person. It causes reckless behaviour among cyclists, and I've witnessed many incidents of frustration, anger, as a result. Then there are the crazy cyclists who completely disregard all rules of the road, and do ridiculous, not to mention dangerous, things that put themselves and others at risk. While these individuals are few and far between, and certainly give the majority of safe cyclists a bad reputation, it is my opinion that this is a result of a lack of proper infrastructure that would allow for large numbers of cyclists to be on the road in a more organized fashion. The current infrastructure simply does not allow for it. And never mind Bike To Work Week! that is a nightmare! I used to be a team leader and helped organize events for BTWW - last year I refused to ride and walked every day. It's insane on the roads during BTWW. Dangerous.

I love Victoria. It's a wonderful city, and has so much to offer. But to be frank, I stopped cycling to work after 10 years. It became too dangerous. Riding to work was no longer a stress reducer, it became stressful. Over the past few years, I have had several close calls with many cars, who simply did not look or pay attention to the rules of the road, most often because of texting! I've even had drivers harass me on the road because I was not fast enough (think Blue Bridge). And, the only actual cycling accidents I ever had were caused by pedestrians who did not look and walked out in front of me, and I had to veer away to avoid hitting them, causing me to fall and get injured. Oh, and by the way, the pedestrians didn't stop (nor did any drivers) - why? because they were too preoccupied with their cell phones and did not bother to look before stepping off a sidewalk onto a road, let alone notice what had happened. In some more blatant cases, pedestrians would see me and just walk out in front of me despite the fact I was on a bike, expecting me to stop simply because they were 'pedestrians' and had the right of way.

the bottom line, It has become a very unpleasant experience. Take a look at Amsterdam. What an amazing city. And people don't even bother wearing helmets! why? Because the bike lanes are actually regulated with lights and signs, and are SAFE. And people are generally more respectful. It makes a big difference.

Victoria could take a lesson from Amsterdam. Visitors come from all over to enjoy this world-class city. Why not add to that experience by creating a cycling infrastructure that would encourage cycling for tourists as well? Additionally, why not make it easier and safer for people to ride their bikes? It will reduce stress, cut down on vehicle traffic within the city, and make for a much greener, happier city.

Thank you for your consideration.

Section 22

(Formerly of Esquimalt, BC)

Section 22

We need several sites where drug addicted people can safely administer their drugs and where they can seek help when they want to quit the drug scene. It is selfish, and inhumane, to refuse to help those who need it so much. Using such a site could be the first step toward getting free of the addiction for some users. the rest of the city benefits from having a designated place for this activity...fewer needles in the gutters is one obvious benefit.

## Section 22

Dear Mayor Helps and Council,

On behalf of our 9 person leadership group and the 150+ people who are now involved with Greater Victoria Placemaking Network, we are pleased to submit the attached proposal for 2015-16 placemaking, complete streets and public engagement initiatives.

In recent months, we have had a number of creative and constructive conversations with community organizations, business groups, and city staff to develop this proposal.

It's an exciting time in Victoria. The community is coming together in a recognition that we can build a more vibrant, health city if we find ways for citizens to work with businesses, municipal officials, and associated professional.

We look forward to your feedback on the proposal.

The proposed budget in our proposal is a global figure but we would be pleased to provide an itemized breakdown; it may be that the specifics would be adjusted in areas where the City or other organizations might provide support-in-kind.

Thanks so much for your open invitation to be involved in the City Budget process.

We look forward to great collaboration in the year to come.

Lorne Daniel

--

*Lorne Daniel*



<http://VictoriaPlacemaking.ca>

Twitter: @VicPlacemaking

Hello and good day to you. I'm writing to voice my support for better cycling infrastructure in Victoria. Precisely I think that Victoria needs some separated bike lanes. Are the current ones pretty good? Yes. Would I feel comfortable sending my child or elderly parent into a sharrow or into a lane scrunched between parked cars on the right and moving traffic on the left? No.

If you're going to be planning for new bicycle routes and such I hope and encourage you to build it properly and support construction of a high quality cycling network for all ages and abilities.

Thanks for listening.

Leif

Hello,

I wish to recommend council support the construction of a high quality cycling network and allotting enough money to build it; Let us encourage more people to leave their cars at home.

Thank you for your consideration.

Section 22

Dear Mayor and Councillors,

As a parent, business owner, and citizen of Victoria, I want to pass on my thanks for your vision for a cyclable Victoria.

To achieve that vision Victoria will need a safe network - one that will enable not just experienced cyclists to access the city, but people of all ages and abilities.

I know there are many priorities for the \$4.5M surplus, but could you please use at least half for safe cycling network investments?

Many thanks,

Section 22

I am writing in support of creating a fully bikable city by 2018. I often ride my bike in Victoria but sometime depending on my destination I feel I cannot because I DO NOT FEEL SAFE! I would be delighted to see a comprehensive urban biking system throughout Victoria that would enable us to safely travel by bike and not have to use a car at all. The beauty of this city is that it is small enough to achieve this goal. Please allocate as much of the budget towards this progressive future possibility, which would not only benefit the citizens of this city but encourage tourists as well to interact with Victoria in a healthy and relaxing way - on bike and on foot!  
Go team go....

## Section 22

Dear Mayor and Council,

I write to you with a new sense of vulnerability—it is nothing tragic, I just broke a couple of ribs, but it has given me a little insight I would like to share with you.

Fortunately, my ribs were not broken by being hit by a driver and car while riding my bike. I was playing tag with my cousins and made a flying—and successful—leap. But it cost me.

As I wended through the medical system to check for damage to my lungs or spleen, I had to spend some time on my bike riding between the clinic and various labs. Normally I am a strong and assertive rider, able to deal with almost any traffic. But with my broken body has come a new sense of vulnerability. I found myself afraid of even the *sound* of cars coming up behind me. I was insecure and nervous. I don't want to **start** with broken ribs, and then add on a collision or a road hazard.

So, I was thinking a lot about people who cycle, and who are less confident than I usually am. I was thinking about how they might feel fear, how they might be afraid for their children.

I was thinking about how they might never get on their bikes at all, and the consequences that has on their lives.

Now, it didn't help that while I was riding home from clinic I almost got hit by a driver who did not agree with the niceties of stop signs. And it really didn't help that that happened at the intersection of Fernwood and Haultain.

As I have mentioned to you before, I think Haultain and Vancouver should actually live up to their designation as “Bike Routes” and be closed to through traffic, open for local use only. This would have removed that car from that intersection, as the driver was cutting through from Cook St. by using the bike route instead of the artery of Bay St.

I have also mentioned we can marry fiscal reality with joy and safety. I think a roundabout at Haultain and Fernwood—and in many, many other places, would be a much more economical choice because there would be no lights to install, service and update. Furthermore, and most importantly to my broken ribs, roundabouts reduce the number of potential conflict points in an intersection to just *one-quarter* of a four-way stop (<http://www.designroundabouts.com/Advantages>). This near-miss would never have happened because the driver and I would have been both traveling in the same direction around the circle.

And I have mentioned how frustrated I am with the pace of changes so that our streets serve other users than just drivers. I have shared my concern that megaprojects like the Pandora cycletrack with eat the budget for several years—leaving me with repeated frustration at the foolishness of unnecessary conflict and the unnecessary cost of intersections like Haultain and Fernwood.

So, I would like to ask you to do two things:

1. Please direct staff to *design different*. Stop with the gold-plated engineering standards—they created this problem. Victoria needs fast, cheap, pilot-project thinking. We need more paint, roundabouts, temporary curbs and stick bollards, and fewer megaprojects.

2. Please allocate a *substantial* amount of the budget surplus to achieve a safe and comprehensive network for people who bike and walk—by 2018. Even that is too long to wait.

Now, since you have read this far, I would like to ask one more thing.

Please allocate the *rest* of the budget surplus to greatly increasing Victoria's food security.

I want to be very specific that *food security* is needed—so that doesn't mean postage-stamp sized community gardens. Victoria needs a radical capacity to grow food, and needs strong relationships with the rest of the region and the ALR.

This is very important, and so will require very different thinking:

- Amend the tree bylaw to guarantee Right to Light for gardens and solar collectors.
- Consider agricultural uses when thinking about development. Density is not the be-all and end-all—density must be balanced with food, energy, waste, transportation and jobs.
- Instruct staff to radically de-lawn. Why are we spending money mowing the grass on the Blanshard boulevard when it could be planted to beautiful wildflowers that will feed pollinators? Why are we planting decorative trees instead of productive sources of fruit and nuts? Why is the school board mowing grass instead of planting maintenance free and drought-tolerant wildflowers? The old excuses are no longer good enough; please do not accept them.
- Lastly, I would ask you to think about the visibility of our food production. We can produce a lot of food here, but not all our food. But can we be self-sufficient in garlic? Or lettuce? Potatoes? Hazelnuts? What can we do to generate pride and sense of place with our food? Maybe we can start by putting a stake in the ground for one foodstuff.

Thank you very much for giving me your attention. I hope to see you riding to City Hall tonight.

Best,

Section 22

Thank you for helping to make Victoria a more Bikeable city! I bike to work 10km most days from Oak Bay to Victoria shipyards. It helps me stay healthy for my family that I support and it reduces traffic and fuel consumption. I would like you to commit the \$4.5M surplus to making Victoria a safer more modern city that is keeping up with the rest of the planet. Thanks you lets do this!!

*Cheers,*

Section 22

- > Dear Mayor and City Councillors,
- > In the Times Colonist (September 22, 2014), Police Chief Elsner said that:
- > ".....25 to 30% of what we do is actual law enforcement...But the rest of it, 75 or 80% of what we do is all about the social side...mental health, homelessness, and addiction issues.
- > That's what takes up the vast majority of our resources."
- > Is this the most productive use of the police force and their resources?
- > Over the next few years there is an opportunity to gradually re-allocate (not "cut")the police budget. The budget could then support the development of another set of institutions that are focussed only on responding to social issues. The police force would work in partnership with local organizations on such issues as:
- >
- > —Social housing (in partnership with the Greater Victoria Coalition
- > to End Homelessness); —Supervised Consumption Sites (in partnership with VIHA); and,
- > —24-hour Mental Health Crisis Team to replace police as first responders to citizens facing mental health crises (in partnership with VIHA).
- >
- > When Chief Elsner can report that 90% of his resources and personnel are being spent on law enforcement; then City Council will know that they have the right size police force spending their time and resources on the right job. Council will also have an equally effective and efficient set of institutions with the right training and skills enabling them to respond to social issues.
- > Thank you.
- Section 22
- > Resident of Fernwood and
- > Member of the Committee to End Homelessness Victoria
- >

Dear City of Victoria Mayor and City Councillors,

Human-centric transportation is critically important for the safety and health of all citizens. I sincerely hope that you commit to building a full, safe cycling network throughout Victoria by 2018. The time is now.

Did you know that road rage can be reduced by slowing transportation to 5 km/hr or less? It's a speed at which oxytocin can be emitted when you make eye contact with a passer-by. It's the 'feel good' hormone and it helps us connect and care about each other even as strangers. This works for cycling and walking and any other slow method of transportation. And of course I'm sure you know about the health benefits of the physical exercise too!

We need to be able to access safe ways to move about the city in these ways.

Thank you,  
Nicole Moen  
President, Healing Cities Institute Society  
Founder, Living the New Economy events

Dear City Council

Thank you for your great work and time in making Victoria a great place to live and for your vision of a bikable Victoria. This is one of the reasons I live in Victoria: so I can enjoy a healthy lifestyle by biking to places I need to get to.

I understand that we have a surplus in our budget and I urge you to increase your commitment to a safe and modern cycling network in the city. I have two children, aged 5 and 8 who already ride their bikes downtown to get to their swimming lessons, but I sure would feel safer if there were more dedicated bike lanes and infrastructure in place. I think about Vancouver and what Mayor Gregor Robertson has done for cycling in the city and this could be a lasting legacy of this council and mayorship as well!

Thank you again for your time,  
Section 22

Victoria BC V8V 1K4

Section 22

Dear councillors,

I agree with and support all the points made in the letter to you from Edward Pullman, President of the Greater Victoria Cycling Coalition.

Although I live in Saanich, I shop in downtown Victoria, ride my bike to Beacon Hill Park, enjoy cycling along the waterfront in Victoria, sometimes ride to the West Shore, and therefore would benefit, as many of my senior friends would, from improved safety and infrastructure for cycling in Victoria.

As a senior who has cycled in several cities over the past 50+ years, I think that Victoria has come a long way, for example, in providing ample on-street bike parking facilities downtown. But given that our climate favours cycle commuting and the use of bikes over cars all year round, I urge you to increase both the pace and the funding so that in my lifetime we have safer, separated bike lanes and more.

Thank you for your consideration.

Yours sincerely,

Section 22

Counsellors,

First and foremost, congratulations on your successful November elections and thank you for committing yourself to public service and serving my city. This will be the first time I have ever written to my municipal representatives, and it is on an issue dear to me.

I will keep this short and sweet. During your review and consultation for the 2015-18 as a constituent, pedestrian, motorist, bus rider and biker, I want you to strongly urge you to take into consideration the recommendations put fourth from the GVCC in regards to improving the bike infrastructure of this city. City traffic, pollution, climate change, parking shortages, and citizen health are all serious issues facing us now and, even more, in the future. Providing our city with the additional bike infrastructure it deserves will increase ridership and aid in the combat of all of these issues.

To put it bluntly, this is a big issue for me. I will be at the budget town hall tomorrow, and will be sure to follow the discussions in the months ahead to see who does and does not support increased bike infrastructure. Those who do will have my support now and during the next elections when I talk amongst my inner circles and via my social media accounts, and those who do not can expect the opposite.

Thank you for your time and services to this city.

Best regards,

Section 22

Hi to all Councillors.

I am in favour of lots of bike lanes in the budget, at as little cost as possible.

So sorry the Johnson St. railway bridge got taken down, because you could go right across on the flat over the Johnson St. bridge, and you have to go down into the gully and back up.

Also, between Esquimalt Road and Old Esquimalt Road, there is a small bike trail that goes along side of the railway tracks. Someone put a big pile of gravel there, and it is difficult to go past this, because it goes over the small pathway and right up to the track. If some of the pile of gravel was moved over a little bit off the little pathway - somewhat away from the track, it would be helpful .

Section 22

To the mayor and council:

I am 72 years old and I learned to ride a bike 6 years ago. I now feel healthier than I did when I started riding. I am thinking of selling my car and using feet, bike and public transit. So I'm encouraging you to be bold in building a better cycling experience for us in Victoria. You'll be taking one more "dangerous senior" off the roads, ease traffic congestion, keep us healthier and encourage others like myself to cycle.

This letter presents my wishes as well as anything I could write:

## **GVCC Letter to council re: 2015 Draft Budget and Strategic Plan**

Dear Mayor and Council:

Over the last year, the City of Victoria and Council have demonstrated growing support for improving biking in the city. The Cycling Master Plan Update and the planned protected bike lane on Pandora Ave are first steps on the path to building a high quality, all ages and abilities cycling network.

The individual and societal benefits of more people cycling are well documented: improved health outcomes, reduced congestion and GHG emissions, more business for the local economy, etc. Everyone benefits from more people riding bikes. Cycling offers a healthy, cost effective and equitable way to improve the sustainability of urban transportation. A more livable and healthy city is one where more people ride bikes on daily basis.

The Strategic Plan, Objective 9, lists a variety of outcomes related to cycling, including completing six priority projects (identified last year) by 2018, and the more ambitious goal of completing 4-8 high quality cycling facilities by 2016. However, the draft Financial Plan active transportation budget only accounts for the six priority projects approved by Council last year, totaling \$5 million over five years, or \$1 million per year.

There is much talk of being 'bold' and 'building it now.' We agree, and think that now is the time to seize the opportunity to dramatically improve active transportation in the City of Victoria, and to invest in a safe, high quality cycling network designed for all ages and abilities.

**Recommendations:**

- . 1) Council commit to the design and construction of an all ages and abilities cycling network by 2018;
- . 2) Council triple the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million surplus into cycling;
- . 3) Council work to increase staff capacity, through additional hirings, training, and consulting services, to ensure the City has the resources and expertise to design and build a world-class cycling network accessible to all.

Now is the time to dramatically improve active transportation. Victoria can go much further still in getting more people on bikes. The City's compact size, short travel distances, and agreeable climate give it the potential to become one of the top biking cities in the world, but only with a network of high quality all-ages and abilities routes covering the city.

Thank you,  
Edward Pullman President Greater Victoria Cycling Coalition

Hello,

I am writing to encourage the city to commit to building a full, safe cycling network throughout Victoria by 2018. There are also many other modes of transportation to keep in mind when looking at the creation of a complete streets plan.

Thank you for working to make Victoria great :)

Dear Mayor and Councillors;

With regard to budget deliberations, I would like to add my name in support of assigning a high priority to the creation of a bicycling network throughout Victoria. I am sure you have received many letters and emails describing the values of a full, safe, high-quality network so I won't restate those. Based on my reading of actions taken (or not taken) in other communities and on my own observations, I would like to add the following:

Most advocates would agree that facilities that provide the greatest dedication to bicycle users encourage the greatest use. But I believe this is only partially true. Unless dedicated facilities are accessible, they will be under-utilized. In other words, if dedicated facilities are just islands surrounded by high speed, high volume motor vehicle facilities, they will not be effective.

As with any facility (a bridge, a building, a road), bicycle infrastructure should be viewed as one contiguous asset. Just as a bridge halfway or a building with no roof are incomplete, disjointed bike routes waste resources and do not encourage use.

I think there is a prevailing view that the goal of bicycle infrastructure creation, is really to avoid offending the users of other transportation facilities while appearing to encourage bicycle use. The method employed is *The Long-Term Plan*; with small, incremental, relatively low funded projects. In my view the goal should be to open the door to a sea change in the way citizens see bicycle use as a means of transportation. Providing small changes over many years will likely not substantially impact bicycle use, and in the interim, facilities that are provided will be under-utilized, the return on public investment low.

I encourage you to view bicycle infrastructure not in terms of a series of projects but as one integrated, contiguous structure. Rather than seeing bicycle infrastructure creation as incremental, annualized as if an operating expense, I suggest you aggressively apply considerable funding "up front" as you would to facilitate the creation of any other major community asset.

Sincerely,

Section 22

Victoria, B.C.

Section 22

Dear Mayor and Council:

Over the last year, the City of Victoria and Council have demonstrated growing support for improving biking in the city. The Cycling Master Plan Update and the planned protected bike lane on Pandora Ave are first steps on the path to building a high quality, all ages and abilities cycling network.

The individual and societal benefits of more people cycling are well documented: improved health outcomes, reduced congestion and GHG emissions, more business for the local economy, etc. Everyone benefits from more people cycling. Cycling offers a healthy, costeffective and equitable way to improve the sustainability of urban transportation, and it creates more livable cities.

The Strategic Plan, Objective 9, lists a variety of outcomes related to cycling, including completing six priority projects (identified last year) by 2018, and the more ambitious goal of completing 48 high quality cycling facilities by 2016. However, the draft Financial Plan active transportation budget only accounts for the six priority projects approved by Council last year, totaling \$5 million over 5 years, or \$1 million per year.

There is much talk of being ‘bold’ and ‘building it now.’ We agree, and think that now is the time to seize the opportunity to dramatically improve active transportation in the City of Victoria, and to invest in a safe, high quality cycling network designed for all ages and abilities.

Recommendations:

- 1) Council commits to the design and construction of an all ages and abilities cycling network by 2018;
- 2) Council triples the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year’s \$4.5 million into cycling;
- 3) Council works to increase staff capacity, through additional hirings, training, and consulting services, to ensure staff have the resources and expertise to design and build a worldclass cycling network accessible to all.

Now is the time to dramatically improve active transportation. Victoria can go much further still in getting more people on bikes. The City’s compact size, short travel distances, and agreeable climate give it the potential to become one of the top biking cities in the world, but only with a network of high quality all ages and abilities routes covering the city.

Thank you

Section 22

Dear Mayor and Council,

Since moving to Victoria in 2008, I have been a regular commuter through downtown on a daily basis. After having returning to work from maternity leave in Aug of last year, I have incorporated a daily stop at my son's daycare on Blanchard, into the cycling routine. With experiences both as a solo female cyclist, and now as a biking mom, I'm writing to ask Council to make investment in a **Safe** Cycling network a top priority.

I've recently learned that in Victoria, men and women cycle equally up until the age of ~30, after which the percentage of female cyclists drops by 25 per cent. This equates to a 50 per cent gender gap. Based on my own experience and discussions with other moms, this gap is likely in large part to women's concern with safety, particularly their children's safety.

To be fair, there have been significant improvements to Victoria's cycling infrastructure, however we need to do much more. For example, although Blanshard Street has painted bike lanes, this is of little reassurance when there is a 40km speed difference between myself and a truck passing within a meter of my shoulder. I simply don't feel safe. Same story on Douglas, only this is made worse with the busses weaving across the bike lanes.

I know many other moms who have the same concerns, and many who simply aren't willing to cycle downtown Victoria with their kids. Cycling infrastructure needs to be planned and implemented with our most vulnerable citizens at the heart: our children. If children can cycle or be towed around in a way that is protected from traffic, then safety stops being an inhibitor to cycling. I believe this is the best path forward to reverse Victoria's cycling gender gap and increase ridership for all citizens.

I am in support of the GVCC recommendations to Council (see: <http://gvcc.bc.ca/tell-victoria-council-build-a-safe-cycling-network/>)

Best regards,

Section 22  
(WeBike member)

Hello City of Victoria!

My name is **Section 22** and currently living up in North Park. I do not own a house, but hope to be a house owner in this city one day.

I moved to Victoria 2 years ago from up island and am hoping to stay here for quite some time. Like many of us, I have come to love this city.

Thank you for considering my thoughts on the Budget and Strategic Plan.

I am an avid cyclist and find myself disappointed with a lack of bicycle infrastructure in our city. For those of us that do not live on the Galloping Goose or Lochside trail, there are no reliable and devoted cycling pathways for commuters in the city. The city needs paths that make cyclists feel safe, to encourage the many thousands of individuals that would rather bike.

We have the beginnings of this on Vancouver as well as Haultain. These are two major corridors for cyclists but merely directing cyclists to less travelled roads is not sufficient to make cyclists feel safe. Without proper infrastructure, individuals that would otherwise be cyclists turn to alternate modes of transportation. We need cyclists to feel safe regardless of where they want to go in the city!

In the last 6 months, I have had no less than 4 friends hit by cars on their bikes. I myself have not yet been hit, though have had a handful of close calls. I hope that I will never be hit, but recognize that without safe infrastructure this is a risk I must take. I do not want to have to take this risk anymore.

I do not feel like I am knowledgeable enough about the city's budget to confidently say how much money we should devote to this project but I am aware that we have a large surplus from the previous budget. I would personally support most if not all of this surplus being put towards building a modern, safe and reliable bike system that encourages Victorians of all ages to bike around the city. There are many cities around the world that are already doing this and we too can be a leader in this regard.

Thank you for listening to my two cents.

Hope all is well down on Douglas.

All the best,  
**Section 22**

The next Victoria in my vision will be safer, healthier, more vibrant and very people friendly. Downtown will become more bike and pedestrian friendly, a place where the streets and sidewalks are not just devoted to cars and parking but where bike lanes and sidewalk public spaces like cafes and pubs are more European in their use. We are closer to this vision now than anytime in recent memory. This council can make a better city, bikes will be a big part of this change but only with focussed commitment.  
JC

Section 22

Victoria BC V8W 3G9

+ Section 22

Sent from my iPhone

Thank you to Mayor Lisa Helps and City of Victoria councillors for receiving feedback on the need to be bold in designing and implementing active transportation infrastructure in the next 4 years.

Cycling is many wonderful things to those who already embrace this lifestyle, myself and family included!

The plan for separated bike lanes is timely and needs to take place with the notion of a minimum grid. Cities surrounding us, Seattle, Vancouver have stepped beyond Victoria in protected cycling infrastructure.

How many parents feel they can make a trip with their children downtown, not in their car, but on bikes? I want my daughter (7) and son (2) to feel they can choose to cycle downtown without fear by 2018.

If we can change the minds of those who think "I can't bike" or "I won't bike" with desirable cycling and pedestrian infrastructure, the City of Victoria will reap the rewards of happier, healthier, more relaxed citizens and visitors for years to come.

Who wouldn't want to come and visit this fine destination that could rank among the worlds top multimodal cities?

Again, thank you for the opportunity to add my voice,

**Section 22**

Sent from my iPad

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

- (1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);
- (2) Provide City assistance with coordination of food-growing resources, including:
  - materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
  - increase grant funding for existing and emerging food systems initiatives;
  - support neighbourhood-level and city-wide food coordination;
  - reduce water charges for irrigation of food plants;
- (3) Expand availability of City land for food growing, with a mechanism for 5-year security of

tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Truly,

**Section 22**

Dear Mayor and Council,

I support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

I note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). I believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

I also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to "food sharing");

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

**Section 22**  
Victoria, BC

Dear Mayor Helps and City Councillors,

My name is Susan Stokhof, I am a daily bicycle rider and a female business owner of a stylish bicycle accessory business in Victoria. We (YYJ) and other cities around the world) have entered into an era where the practicality of riding a bicycle meets fashion and style. Cycling is Victoria's fastest mode of transportation and our current cycling infrastructure (or lack there of it) is not set up to manage this. I've noticed lately more people that are out on bikes the more frustrated car drivers are becoming. It's really a dangerous act of heroism to cycle the streets in YYJ at the moment and this is coming from a confident cyclist who rides everyday.

As you already know, the cycling industry brings in billions of dollars a year into the Canadian economy. Riding a bicycle as a means of transportation (not just riding to work in your spandex) has hit a record high and shows no signs of slowing down. A new carefully planned and thought-out cycling infrastructure (with protected bicycle lanes) will benefit the City as a whole to build a first class cycling infrastructure where the other 99% of the people will want to ride their bikes, not just the current commuters to work. In fact, our new cycling infrastructure should not just be built for the commuters currently out on the streets cycling. This may sound counterintuitive to what I've already written but it is true. Generally speaking, most of the current cyclists are going to continue to ride their bikes no matter what happens. We need to engage the other 99% of would-be riders and build the cycling infrastructure for them. The old adage, if you build it they will come, stands true. You only need to google other cities to find this is true.

To build a vibrant community we need to see mothers and fathers cycling with their children to school. We need to see children cycling on their own to school (when did that stop?) All ages and abilities. Spending the \$4.5 million on a new, first class, cycling infrastructure for YYJ will greatly benefit local businesses as well. There are many studies out there that prove the benefits to business when there is a high functioning cycling infrastructure. (please google it).

Victoria is special from most North American cities in that we have this amazing climate that just begs us to be outdoors all year long. If we want YYJ to be known as the "happiest city" in Canada we need to build a first class cycling infrastructure. Using the \$4.5 million in surplus would benefit the city and bring more money into the local economy in return. You will see more tourists coming to YYJ to ride bikes, businesses will flourish, people will become happier, communities will be connected and so will people. It truly is a win, win situation. This is your opportunity to make Victoria the best in class cycling infrastructure, lets make this happen!

Sincerely,

Susan Stokhof

Owner and Founder of [Le Vélo Victoria](http://Le Vélo Victoria)



le vélo

elegant solutions for everyday cycling challenges

[levelovictoria.co](http://levelovictoria.co)

Dear Victoria City Councillors,

I am in support of a cycling network for Victoria and am willing to pay taxes in order to create one. I hope that you decide to make this a priority and allocate sufficient funds to create bike paths that all ages will feel safe to use.

Section 22

Victoria BC

Dear Lisa Helps,

I am writing you on behalf of all the people (children, women, men, young and old) who would like to ride their bike but are afraid to venture out in the busy car traffic. Victoria should change its direction from being a car centric city to a bicycle/pedestrian city. I understand that many people believe that Victoria is working very hard to improve the cycling infrastructure but I don't quite see it that way. Perhaps i am spoiled, coming from Holland. I also believe that Victoria is trying to model itself after North American cities but I really hope that Victoria is looking at the best solutions for complicated traffic situations and what better to look at cities who have decades of experience and where the incidence of cycling accidents per capita is the lowest.

Let me give you some feedback on the current cycling infrastructure. I am not a big fan of shared trails such as the Goose or Lochside trail. Don't get me wrong, it is better than nothing but it is far from ideal and it shouldn't be expanded in my view. It is a bad idea for the same reason it is a bad idea to mix cyclists with cars. It is simply not safe.

Painted lines to create a bike lane should only be done in locations where there is very low and slow traffic. Lines protect a cyclist just as much as a helmet protects a cyclist from a collision with cars. It doesn't! Just imagine yourself cycling on a busy street, never mind your 10 year old daughter or son. What does prevent collisions with cars is protected lanes created by simple and low cost concrete dividers.

I recognize and understand the challenge to implement these changes, financially and culturally but if you want to create a vibrant and healthy community for everybody, you need to dream big and take bold steps in that direction. Money always seem to be a big obstacle but I would hate to see the city waste money and energy on a mediocre cycling infrastructure. I would rather you wait to implement new changes and do it right the first time. I am sure you feel the same.

Thank you for your consideration and I wish you lots of success with the upcoming challenge.

Kind regards,

Section 22

Hello,

I am writing to express my desire for the city of Victoria, and for all other municipalities for that matter, to provide safe bike routes throughout the city.

In addition to safe routes through the city there needs to be connector routes into other municipalities as well.

There have been many times that I have ridden in to Victoria from Langford and most of the way it has been very safe. I have then made my way into downtown to meet someone only to find that it is incredibly dangerous riding in and out of the downtown area.

There needs to be more safe access points to the galloping goose and the lochside trail. I have found that some of the roads are simply so dangerous that I find myself not wanting to come into Victoria by bicycle. When the weather is nice if I cannot ride my bike into Victoria safely then I do not want to come there at all.

Thank you

Section 22

Sent from my iPad

Hello,

Firstly, thank you for having a vision to create a more bikeable city. Victoria is already an amazing city, with wonderful infrastructure for all levels of people choosing to use a bicycle as a means to get around.

Personally, I see the success of the Goose as a huge reason to increase the vision. Recently in the Times Colonist there's been some compelling articles highlighting the successes of Copenhagen in terms of creating a vibrant community of people who aren't reliant on vehicles. For example:

<http://www.timescolonist.com/opinion/op-ed/comment-taking-us-versus-them-out-of-urban-cycling-1.1694904>

For me, this is a big deal, I'm

Section 22

building downtown. At this point, this is something I'm excited about. A major decision for moving downtown was that I've had a dream to ditch my car for the past 2 years - I've talked about it, tried out what it would be like, and now it's finally going to be a reality. I wouldn't say that I'm on an extreme either - it's just that I don't feel like a car is a purposeful investment when there are incredible car share programs, and I can get everywhere I need by walking, biking or by bussing. I think there's a growing number of people open to the idea that cars are not the only way to get around, and biking is starting to become a better and better option. I think now, the people that are keen on cycling, are highly active or have a mind to the environment commute by bike. By 2018, Victoria could truly be a city where a large majority of the overall population choose a bicycle as a means of transport.

From various online resources, it sounds like there is a budget surplus of \$4.5M - I feel like in searching for venues to invest, there are a lot of options. I voted for counselors in the last election that I felt I could trust the judgement of, and I stand by that decision. My hope would be that a portion of the allocation of the surplus will be used to invest in the future of Victoria and it's citizens - to promote health, happiness and vitality of the city by investing in infrastructure to support an even more bike-able city. Studies certainly are out there that show that such infrastructure increases business revenue - and personally, I know this is true for me.

Sincerely,

Section 22

Dear Mayor and Council:

Growing support for the improvement of cycling in the City of Victoria over the past year is very much appreciated.

I am pleased about the Cycling Master Plan Update, the planned protected bike lane on Pandora Avenue, and all new initiatives for improving this alternative method of transport and activity. These are certainly the initial steps to building a high quality and safe cycling network in our city, for people of all ages, as well as giving our city the opportunity to set a precedent for our country with respect to contributing to a healthy environment as well as improved individual health and well being.

The Strategic Plan, Objective 9, lists a variety of outcomes related to cycling, including completing six priority projects (identified last year) by 2018, and the more ambitious goal of completing 48 high quality cycling facilities by 2016.

However, the draft Financial Plan active transportation budget only accounts for the six priority projects approved by Council last year, totalling \$5 million over 5 years, or \$1 million per year.

There's been considerable conversation about being 'bold' and 'building now.' I agree, and know that NOW is the time to seize the opportunity to dramatically improve active transportation in the City of Victoria and invest in a safe, high quality cycling network designed for people of all ages, abilities and reasons for using the network.

There are so many other communities and cities near and abroad from which to model and take example from.

I support the following recommendations:

- 1) Council commits to the design and construction of an all ages and abilities cycling network by 2018;
- 2) Council triples the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million into cycling;
- 3) Council works to increase staff capacity, through additional hirings, training, and consulting services, to ensure staff have the resources and expertise to design and build a world-class cycling network accessible to all. We don't have to invent the wheel, but take example from others as stated.

Now is the time to dramatically improve active transportation and set an example; yet, Victoria can go much further still in getting more people on bikes. The City's compact size, short travel distances, and agreeable climate, as well as its tourism potential, provide an opportunity to become one of the top biking cities in the world, but only with a network of SAFE, high quality, all ages and abilities routes covering the city.

Sincerely,

Dear Victoria City Councilors:

As an ageing, long time cyclist, I support your transportation vision.

Victoria needs separated bike corridors. Safe, separated bike lanes will encourage more cycling for all ages, gender, and fitness levels, with the attendant social, economic, health, and environmental benefits.

Thank you for your efforts to make Victoria a leader in safe and enjoyable city bicycle riding.

Section 22  
James Bay.

Hi there,

I'm a 365 day per year cycling commuter and as I understand it, there is an opportunity for the existing good network to be made great over the next few years. Given that I work downtown and live on the west shore I would really value any effort towards making it better - particularly in the area of safety. For example wharf street between the bridge and the parliament buildings can be very treacherous as is cycling on Douglas street.

Thanks again for your willingness to address such issues

**Section 22**

Sent from my iPhone

Hello Councillors,

I am writing to give my support to the recommendations of the Greater Victoria Cycling Coalition regarding the upcoming budget. Their recommendations include:

- 1) Council commit to the design and construction of an all ages and abilities cycling network by 2018;
- 2) Council triple the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million surplus into cycling;
- 3) Council work to increase staff capacity, through additional hirings, training, and consulting services, to ensure the City has the resources and expertise to design and build a world-class cycling network accessible to all.

As someone who has been hit and greatly injured by an inattentive driver while out cycling, I definitely understand the need for safer streets. The benefits to our citizens and society at large are well documented and include: improved health outcomes, reduced congestion and GHG emissions, more business for the local economy, etc. Everyone benefits from more people riding bikes. Cycling offers a healthy, cost effective and equitable way to improve the sustainability of urban transportation. A more livable and healthy city is one where more people ride bikes on daily basis.

Thank you,

Section 22

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

Section 22

I support a safe and convenient cycling network. Let's close Government Street and make it for walking and cycling only, all year long. We need to leave our cars for traveling. Bike and walk more for our health and for the health of our city, and hopefully the renewal of our downtown. [Section 22](#)

Sent from my iPad

Thank you for your vision for a bikable Victoria.

**Section 22** with my family. We live in Vic West and commute to the Harbour Air floatplane dock where Victoria Kayak's dock is moored. We commute by bike! It is too close to drive and much faster than walking (and driving). It is also easier to park our bikes, not to mention how great it is for the environment as well as for our personal health. We also encourage all our employees to bike to work!

Of course with the new bridge being built it has been a little nerve wracking negotiating parts of the commute. We actually suggested that our 15 year old walk her bike across the bridge for safety. We are looking forward to the safe and easy access to downtown once bridge construction is complete.

Victoria is known as the bike capital of Canada for the number of bikers and the ability to do it year round. Please continue to upgrade existing routes and add many more bike lanes for **a full, safe, modern cycling network by 2018** and to encourage even more people to get out of their cars and get down town!

Tourism is a huge part of Victoria's business and more and safer bike routes could increase the number of tourists using bike transportation to tour and enjoy the city.

Please **commit most of the \$4.5 million surplus to make this happen.**

It is good for me as a citizen, it is good for me as a business and it is good for the people and businesses of the City of Victoria.

Sincerely,

**Section 22**

My husband & I have cycled in many cities in various countries and feel strongly that Victoria -with just a little more political will could become one of the leading cycle tourism centres in the world. With budgets being decided , I urge you to place emphasis on the future of this wonderful city and increase the investment in cycling infrastructure. Thank you, [Section 22](#)

Sent from my iPad

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

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- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

Heidi Grantner

Project Co-Ordinator, Food Eco District (FED)

--

**The FED Project Team**

*Building a responsible, sustainable and local food economy.*

**Section 22**

Victoria, BC V8W 1J6

[www.get-fed.ca](http://www.get-fed.ca)

Hi all,

As active seniors who bike, my husband and I would like to lend our support to the establishment of new bike lanes and improvements on existing ones. We would like it to be a priority for the city budget. Why? It's one way of reducing the city's carbon footprint and perhaps make a small dent in the progress of man-made climate change, the health benefit is obvious, it improves the quality of life for everyone by making the city feel more alive, the potential for tourism should be huge...can Vic become a cycling destination? This winter has seen such good weather it seems more and more people are discovering the benefits and fun of cycling, and so it's important to make bike lanes and roads as safe as possible. We bike as much as we can for meetings, groceries, errands and fun, so the easier it becomes to deal with traffic, the more we will do.

Wishing you well in your difficult choices for the budget.

Sincerely,

Section 22

Sent from my iPad

It has been amply demonstrated around the world that when safe bicycling infrastructure is created, a large increase in cycling follows. I need not go into the myriad benefits that accrue as a result of increased cycling. You've all heard them. It's time to take action! Continuing to be dominated by motordom is suicidal.

Thank you

Section 22

Please give cycling high priority in urban planning and develop more safe cycling lanes throughout Victoria.

That's it.

Respectfully,

Section 22

Dear Mayor and Council,

I just want to lend my support to the position of the Victoria Cycling Coalition and their recommendations for cycling improvements in this City.

I applaud your community consulting processes.

Thank you for all the hard work you are doing,

Section 22

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

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  - materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
  - increase grant funding for existing and emerging food systems initiatives;
  - support neighbourhood-level and city-wide food coordination;
  - reduce water charges for irrigation of food plants;
- (3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;
- (4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);
- (5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,  
**Section 22**

**THE Mayor and**

**The Council City of Victoria**

1)

Council commit to the design and construction of an all ages and abilities cycling network by 2018;

2)

Council triple the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million surplus into cycling;

.

3)

Council work to increase staff capacity, through additional hirings, training, and consulting services, to ensure the City has the resources and expertise to design and build a

ild a

world-class cycling network accessible to all.

Now is the time to dramatically improve active transportation.

Victoria can go much further still in getting more people on bikes.

The City's compact size, short travel distances, and agreeable

climate

climate

give it the potential to become one of the top biking cities

in the world, but only with a network of high quality all-ages

and

abilities routes covering the city.

It's time to Copenhagenize Victoria.  
Thank you,

Section 22

**Victoria B C V8V-2P3**

**Phone** Section 22

To the Council of the City of Victoria:

Greetings:

I urge you to spend more money to support cycling infrastructure in Victoria, and to introduce traffic calming measures.

**Section 22**  
Victoria, BC

Dear Mayor and Council,

I have a renewed interest in cycling and would like to do more. Please consider making an improved safe cycling network in and around Victoria. Build it and they will come. I know I will.

sincerely,

Section 22

Dear Mayor and Councillors,

As an avid cyclist (without a car), I am writing in support of an improved cycling network in Victoria. I use my bike to commute to work everyday and to explore the Greater Victoria area on the weekends. I love having the Galloping Goose and Lochside trail nearby for safe, enjoyable cycling. I hope that the City of Victoria can build a cycling network that gives me the same level of safety for shorter trips within the city, so that even more people will be comfortable riding. Currently, it is dangerous and frightening to bike on many city streets, even those with bike lanes painted on. Motorists often ignore the lanes, parked cars block them, intersections and turning lanes are unsafe, and many bike lanes end unexpectedly.

Committing the \$4.5 surplus would make a huge difference in achieving this vision for Victoria, creating connected bike networks with barriers from traffic. Victoria is lucky to enjoy weather that allows for year-round biking, and should be a model for the rest of Canada as a bikeable city. After living in cities such as Montreal with miles of separated bike lanes, I am eager for Victoria to make it happen. A bike-friendly city makes for a healthier, more equitable city that supports local businesses and is a great place to live.

Thank you for all of your hard work for this city!

Section 22

Thank you for your contribution to making Victoria safer and more accessible for cycling. Victoria could be a leader in providing a state of the art cycling infrastructure and that does not mean expensive high end materials. A complete bicycle network that connects schools, community centres, tourist attractions and employment centres will increase the quality of life of Victorians and make it so much more attractive to residents and visitors.

Please make the state of the art cycling network your priority. The current five-year cycling plan adopted by Council in 2014 is a strong start but needs to be expanded and accelerated to achieve a complete, safe, cycling network by 2018.

Thanks for your consideration.

Section 21

Hello Victoria Councillors,

I am writing in support of the proposed plan to build a modern, high quality cycling network that is safe for all ages and abilities by 2018. Victoria is a beautiful city that prides itself in its accessibility and stunning sites; having a bike network in place would help locals get around more easily, but also raise the exposure and appeal of Victoria for tourists and visitors.

I am often not comfortable in some narrow bends or roads with no bike lane as a cyclist myself; a safe and accessible network would enable me to bike more frequently as a primary mode of commuting to work/school.

Victoria also prides itself as being a green and sustainable city; we are still a long ways from being there however. Reducing GHG emissions in order to mitigate climate change should be a priority.

Communicating the importance of alternative commuting mechanisms, such public transport and cycling, are essential. I fully approve the steps already taken by the city to reduce parking congestion in the city by having people park in parkades instead... this has obviously had an impact. Lets continue on this line of progress and prioritize cycling.

Victoria is in a good position to allocate the surplus of funds for the 2015 fiscal year to such an endeavour. This is not just about better infrastructure for existing cyclists; it is about enabling folks who are not currently cycling to embark on the bandwagon. Let's make cycling accessible, safe, exciting and so on. It is good for our health, good for our city, good for the environment...

I would also encourage the city to look into a BIXI type of system (such as the one in Montreal or Vancouver); where bikes are locked and accessible to all, and can be dropped off at different points around town. This would significantly raise the accessibility of biking, and not limit biking to those who can afford their own bike.

Thank you for your time,

**Section 22**

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**Tanya Taggart-Hodge**

Tel: + 778 677 8080

[tanya.taggarthodge@gmail.com](mailto:tanya.taggarthodge@gmail.com)

Dear Mayor and Council:

After reading through the 2015 Draft Budget and Strategic Plan, I would like to show support for an increase in cycling infrastructure in the City of Victoria. I am a cyclist and have seen great improvements throughout the city over the last few years, and many more cyclists on the road, but after travelling recently I realized this city is lagging behind in comparison. I am passionate about this because Victoria is a very 'bike-able' city, yet people don't get on their bikes due to the lack of connected and safe cycling routes.

I agree with the Greater Victoria Cycling Coalition's recommendations for the following:

1. Council commits to the design and construction of an all ages and abilities cycling network by 2018;
2. Council triples the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million into cycling;
3. Council works to increase staff capacity, through additional hirings, training, and consulting services, to ensure staff have the resources and expertise to design and build a world-class cycling network accessible to all.

Sincerely,

Section 22 , Victoria resident

Dear Mayor and Council,

Most of us equate food security with supporting community gardens and urban farms. But there is a vast cornucopia of nourishing free food already growing abundantly in our parks, neighbourhoods and backyards—right now. Food that could be meaningfully and significantly supplementing the dietary needs of community residents and families—and vitally enhancing food security.

This is why [Gather Victoria](#) wants to encourage Victoria’s mayor and city council to consider adding a new initiative, *Eating Wild: Community Supported Foraging* to Section 8 of the draft Strategic Plan to “Enhance and Steward Public Spaces, Green Spaces and Food Systems”.

*The Eating Wild: Community Supported Foraging Initiative* brings together wild food educators and leaders, wild food artisans, chefs, ethnobotanists, indigenous food educators, ecologists, environmentalists and food security organizations. Its mission is to give wild foods a place at our tables and a place of their own in the emerging “agri-hood” of community gardens, urban farms, boulevard gardens and food forests. Its goal is to enable community residents and families in their local environments to feed and nourish themselves.

*Eating Wild: Community Supported Foraging Initiative* has two goals: a) to develop resources for community education and b) form partnerships between community groups interested in promoting food security and local government, parks and urban farms.

This initiative directly supports the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan by:

- Developing long-term policies for food security
- Introducing new partnerships with citizens and groups to increase food cultivation of public and private land
- Enhancing food systems in general.

The *Eating Wild CSF Initiative* is consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the CSF supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). It is designed to enhance local food systems in general.

Commensurate with these objectives we ask that City council consider including Community Supported Foraging (CSF) as part of its Strategic Plan to “Enhance and Steward Public Spaces, Green Spaces and Food Systems”.

This CSF initiative asks that space, funding and resources be allocated to:

- Support wild food education and community educational events in tandem with local community centres and city parks, to teach residents how to safely identify and sustainably harvest wild foods, as well as how to prepare, preserve and cook with the plants in their neighbourhood.

- Set aside protected spaces in city parks for community food foraging. Currently foraging is not permitted in city parks. The Eating Wild CSF initiative seeks to develop policy in cooperation with local parks and public green spaces to set up pilot “community foraging zones” where citizens are permitted to harvest wild foods.
- Promote the health of wild plants and green spaces by reducing the use of herbicides in our local parks for invasive plant control. Currently being used on a regular basis, these chemicals seep into our lands, water and biosphere, affecting the fauna and wildlife that live there and render wild foods toxic.

In closing we submit that “Food security can be defined as a situation that “exists when all people, at all times, have physical, social and economic access to sufficient, safe and nutritious food which meets their dietary needs and food preferences for an active and healthy life” (The Food and Agriculture Organization \*FAO+, 1996, para. 11) And this is exactly what the *Eating Wild CSF Initiative* seeks to do.

Attached you will find a background document on the *Eating Wild CSF Initiative*. Currently we developing a draft plan for the CSF Initiative in tandem with wild food educators, First Nation indigenous food experts, ethno botanists, ecologists and food security organizations, and this proposal will be submitted to city hall for further consideration. We are seeking recognition and support to help subsidize the *Eating Wild: Community Supported Initiative* - to make wild foods and wild food education affordable and accessible to all Greater Victoria residents.

Thank you for your time and attention.

Sincerely,

Danielle Prohom Olson

Jennifer Aikman

Gather Victoria

[gathervictoria.com](http://gathervictoria.com)

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

Hello,

I would first like to say thank you for having a vision for a bikeable Victoria in the future. I am a regular cyclist and commute to work/school almost everyday and I love riding in Victoria. I try to encourage my friends and family to ride but one of the main hesitations they have is that they don't think that it is safe. I think this has partially to do with limited cycling infrastructure in certain areas, and also perceptions of 'dangerous drivers'.

One of the best and easiest ways to change perceptions around cycling is to build safe cycling infrastructure that limits interactions with motor vehicles. I think that as more people start to ride, the safer cycling will appear to be.

I ask that you aim to commit most of the \$4.5 million surplus into cycling infrastructure with the aim of creating a complete, full, and safe cycling network by 2018.

It's much easier to travel around town by bike than a vehicle, and you can fit more bikes into a smaller area which has a positive impact on local business along with many health benefits associated with increased cycling.

I hope to see more cyclists out riding in the future and Victoria Council has the opportunity to make that a reality.

Thank you for your time,

Section 22

Dear Victoria City Councilors:

I support your active transportation vision and hope that in the upcoming budget and strategy discussions you will decide to accelerate current efforts towards a modern bike network, for three reasons:

### **1. Safety.**

As a parent, I find that Victoria is not a safe biking city. I know many other parents feel the same way. I would never risk a bike-ride to downtown with my child, much less navigate Douglas or Blanshard. The old-school painted line cycle tracks, where they even exist, offer no safety, especially at intersections. This situation inhibits bike ridership and represents a lost opportunity, particularly given Victoria's small size, great weather and flat terrain. Localized projects alone will not change things; Victoria needs numerous uninterrupted, separated corridors so people can to, from, and around, all major neighborhoods safely.

### **2. Multiple social, economic and environmental benefits.**

A safe, modern cycling network would allow more people, irrespective of age, ability, gender or fitness level, to enjoy biking, thus increasing social equity. As an example, and as I am sure you are aware, after age 25, far more men than women cycle in many cities; the presence of safe, separated bike lanes is a key variable in this discrepancy. The evidence also suggests that biking is good for social cohesion, local business, health, and well-being.

### **3. Opportunity for leadership.**

Recent evidence from Dublin, Seville at other cities show that massive leaps can be made in terms of bike ridership in just 2-4 years. Fortunately, we have a Council that supports active transportation, recognises its positive social, economic and environmental outcomes, and is therefore in a position to act on

this evidence. Such an opportunity for a big leap in bike ridership may come again, and it is therefore important to act now, during the budget discussions.

Thank you for your efforts and for considering these views.

Best wishes,

Section 22

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Conserve the environment, don't print unless absolutely necessary!

Dear city councillors,

I understand that council is soliciting feedback on the city's strategic plan and budget this month. I am writing in support of high quality cycling infrastructure in Victoria as a top priority for city planning in coming years.

I'm a regular commuter cyclist, but sometimes I have to be tough in order to bike on these streets. In contrast, I lived for a time in the Netherlands, where almost everyone used bikes as a method of transportation: young and old, athletic and not. I've seen how safe cycle tracks, physically separated from cars on the streets, can encourage the "latent" cyclists out onto their bikes.

There are so many reasons why a city would want good cycling infrastructure. Biking is good for the environment. It's good for our health. It's good for the local economy, according to several studies. But to make cycling accessible can also be a great equalizer. Those who don't have access to cars, who rely on public transportation, bikes, and their own two feet to get around, deserve the same safety and dignity as those who can afford to travel the city by vehicle.

I know that sometimes spending money on cycling infrastructure can be unpopular. People will write letters to the editor and complain about parking spaces being taken away. But if Victoria is to change and become a truly modern city, this is an investment that needs to be made. And while I don't believe decisions like this should be made on the basis of what is politically popular, I'm willing to bet there are many voters who would really notice and be quite supportive if this council made great strides in making Victoria more bike-friendly. I'm one of them. I support the allocation of funds necessary to invest in cycling infrastructure, including some portion of the \$4.5 million surplus for the 2015 fiscal year.

Thank you,

Section 22

I would like to ask you to consider using much of the surplus to build world class cycling paths and secure downtown bike parking. This spending is good for the environment, health, economics and social justice.

Build it and they will ride!

Thank-you,  
Section 22

Victoria, BC  
V8S 1A4

**RE: City of Victoria: Support Local Food Systems**

Dear Mayor and Council,

I support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

I note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

I also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

Section 22

Dear Mayor and Council,

My partner and I are young farmers operating a market garden in Metchosin. I am writing to indicate that:

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

- (2) Provide City assistance with coordination of food-growing resources, including:
- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
  - increase grant funding for existing and emerging food systems initiatives;
  - support neighbourhood-level and city-wide food coordination;
  - reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

**Section 22**

Hello Victoria Councillors!

I am writing to share my personal reasons for why more monetary resources should be allocated to making Victoria a more bike-safe and bike-friendly city!

1. Victoria could be the perfect city to bike in. No snow, lots of sunshine hours with fresh ocean air, and a geographical size that should be bikeable for many. Too often, the lack of *full* bike lanes on many major roads and busy side streets makes bicycling in Victoria a risky activity.

Make Victoria a more enjoyable city to bike in for all residents and visitors by allocating a large majority of the \$4.5 million surplus from the 2015 fiscal year to the construction of a high-quality cycling network.

2. This past week two of my pals in Victoria were discussing how they wished they could biked more often. They explained that they don't feel competent or confident when cycling alongside car traffic. The Councillors of Victoria need to listen to these voices. The voices of the all members of our community that would benefit from a more safe and accessible biking city.

I support councillor decisions that prioritize the biking and cycling needs of Victorians.

With kind spokes,

Section 22

Dear Victoria City Council,

Thank you for your vision for a bikable Victoria. As you consider the options and needs of Victoria residence in spending the \$4.5 million surplus, please know that taking a giant step forward to create a more bike friendly city would be a huge benefit to my family.

My family has been living in Victoria now for just under 4 years. Coming from Toronto, Victoria is much more bike friendly. We find ourselves biking to work, for pleasure and personal errands in our new home due to the great weather and basic infrastructure. Our family has recently expanded and I'm excited to introduce my baby to his bike trailer however the infrastructure that I thought was well connected does not look the same when you're pulling a baby. Popping in and out of bike lanes is no longer feasible and intersections are down-right scary! I've realized that although there is a good number of options for bike paths, it is not enough.

Please commit most of the \$4.5 million surplus to take a giant step forward toward making this vision happen now! The current five-year cycling plan adopted by Council in 2014 is a strong start but needs to be expanded and accelerated to achieve a full, safe, modern cycling network by 2018.

Kind Regards,

Section 22

Hello,

I am writing in support of a better bicycle infrastructure in the City of Victoria. Please consider making this a priority with the new budget.

My reasons for supporting this include:

- 1) I support the construction of a modern, high quality cycling network that is safe for all ages and abilities by 2018.
- 2) I support the allocation of the funds necessary to build it, including most of the \$4.5 million surplus for the 2015 fiscal year; and,
- 3) I support making effective investments in cycling can support healthier, happier, more equitable communities and strengthen local business.

To date, I am extremely pleased with the direction our Mayor and Council members are taking and wish to thank you for your vision and efforts.

Warm regards,

Section 22

Victoria, BC  
V8V 4Z2

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighborhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,



Hello,

Thank you all for your intent to make Victoria a better, "bikeable" city by 2018. I personally support this as I use cycling as my main mode of transportation, but not without some fear at times.

While there are many areas I love to cycle in Victoria, there are areas that I avoid at all costs, and the routes I take are heavily affected by the safety of these areas.

Using the surplus to create safer conditions for cyclists would be a fantastic use of the money, and would not only benefit residents but also could be used to bring in additional tourism. It's a win-win on all accounts.

I hope to see this vision carried out.

Thank you for your time,

Section 22

Hi Lisa Helps

well thanks for including me in your survey. Some of the information beyond the second half of the survey...well one link was a 315 or so page document...I honestly don't have time to while away though all that..I have a newsletter to write and some art to attend to.

...But once again let me bend your ear on spending.

By far the most important thing is not innovation or standing heads above others competing for the best looking city or whatever.

As a municipality in charge of public funds with debts loads. you have to realize the deep peril world economies are in. 12 countries have a debt to GDP ratio of over 300% (and Canada has a 221% ratio). 9 Countries in Europe "offer" negative interest rates on deposits! Over 20 countries this year lowered interest rates. What this means is money becomes scarcer...because the world is now in a deflation period. It becomes more difficult to pay off debt because it is a larger part of income. Greece cannot even pay the interest on it's debt. If they default (And they've admitted there's no possible way they can pay the debt back) it will be a tidal wave of defaults, money will be harder to borrow and cash will be king and buy far more, and this scenario is very close. Money is being transferred to the US, vacating countries of origin meaning less investment in other countries further making the problem worse in the home countries, further collapsing economies, ruining business and investments. What it all boils down to is a alarming need to pay off debt and build cash reserves! (no city or politician should be spending more than income anyway)

If debt paid off and cash is in reserve, we are in a very strong position. Overburdened with debt we become incredibly vulnerable especially in times like these and this period of financial peril will be a long one, 10- 20 or more years. Stabilizing expenditures and paying off debt now will make us in the long run the most vitalized city. Business and investments go to the place with the lowest tax rates, and contrary to thought, the lower the tax rates the higher the income as you attract far more business. Look at Reaganomics. He lowered taxes and even though the democrats demanded extra expenditures in trade for his tax cuts, his economic strategy still worked!

well anyway I hope this puts a bug in your ear and a concern in your mind... Don't let special interest groups screaming for goodies sway you. I'm an artist and I said in the survey arts and culture question "arts" was not important at all. If I'm an artist I should be good enough to make it pay or get a real job. For proof of that statement and as an example I've included a peice of my art here for your pleasure, but more to emphasize the point. I will not ask for goodies to support my artistic talent. I know I'm good enough...if I can ever find a gallery that will take me...to sell lots of art...if I can ever figure out how to promote myself. I'm now creating

#### Section 22

...not that that was my goal in doing the set, but my skill just might win out after all. I have people lining up to buy the set...I don't need City money to make me a success, city money would probably make me lazy.

My book is also starting to sell and when I finish my third edition I will spend more \$ to advertise it. It may surprise you to find

#### Section 22

but I spend my income and spend my time on trying to become less a burden.

So please please get debt out of the way, and don't let glitz and glamour yank money away from getting out of debt.

God bless in your efforts

#### Section 22

## Section 22

Dear Mayor Helps and Councillors,

As a recent resident, the bike ability of this city is one of my favourite things about Victoria.

Thus, I am excited about your vision for a (more) bikable Victoria, and fully support it.

**Section 22** live in James Bay **Section 22** . I cycle the ~25-30 minutes to campus each day along Fort to Foul Bay, using existing (but not separated) painted bike lanes most of the way.

I do find it nerve-wracking to cycle in painted lanes in the city — mostly due to crossing public buses, but also due to motorists pulling in and out of street parking. While these painted lanes are wide, they are easily ignored by buses and cars, and a quick accident could be fatal. They are a mere bandaid, at best. Separated bike lanes are the real effective way to encourage bicycle commuting, which in turn will lead to societal health benefits (physical and psychological), lower emissions, and aid in our transition away from a fossil fuel economy.

Thus, I fully support the construction of a modern cycling network that is safe for all ages and cycling abilities by 2018; and indeed, one that is safer for other road users, too. By separating bikers and pedestrians from cars and buses, we can only benefit.

I support the allocation of city funds to do so, as I strongly believe (as mentioned above), that the research strongly supports cycling as a part of a healthy, happy, equitable community, and one that better supports our local economy.

Everything I've read about cities that prioritize cycling tells me that doing so reduces traffic and pollution, increases air quality, improves health, opens the city to people of all incomes and improves local businesses bottom lines. I think a cycling network would particularly help to increase the viability and vibrancy of downtown Victoria and other neighbourhood hubs.

I believe that Victoria and this Council are at an exciting tipping point. We can move swiftly and surely toward a bikable city, or miss our chance, and suffer along as we are with a confusing mish-mash or dangerous streets and pretend bike lanes.

Thank you,

**Section 22**

## Section 22

Hello Councillors

I am writing to thank you for creating a vision for a fully bikeable Victoria. I am 62 years old and enjoy cycling recreationally but would also like to be able to bike to town to do my shopping, errands, meet friends, etc. At the moment I do not cycle downtown because there is not a consistent bike route available. I have recently returned from visiting my daughter in the Netherlands and I now know what it feels like to ride on a safe, well-maintained bike path well away from traffic. I know we can do this in Victoria and I want to add my support for such a vision.

Please consider committing a large portion of the \$4.5 million surplus to make this vision happen now. The current five year cycling plan adopted by Council in 2014 is a strong start but needs to be expanded and accelerated to achieve a full, safe, modern cycling network by 2018.

Respectfully submitted,

**Section 22**  
retired school district #61 administrator

Dear Mayor and Council,

I am currently pursuing a PhD related to strengthening local food systems in BC, and I support the actions, goals and objectives regarding local food systems in Victoria identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

These initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

I ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to "food sharing");

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

**Section 22**

Dear City Councillors,

I have recently moved here from Vancouver and wanted to thank you for providing such beautiful bike trails. I use them at least four times per week. I also use the streets to travel about for shopping and getting around town. Where there are bike lanes, biking is relatively safe.

I would urge you in your long range planning to continue to expand the trails, finish the E and N and plan more bike routes that get cyclists safely over to existing trails. I am presently unable to get from my house in Rockland to the two existing trails without going downtown. Discouraging vehicular traffic on designated quieter streets and designating them as bike routes works very well in other cities. Also, to encourage cycling in our beautiful city, certain scenic routes such as Dallas road could be closed to vehicular traffic on Sunday mornings.

Let's continue to work toward making Victoria the biking capital of Canada. We have the opportunity to do that as there are few other places in Canada that have the climate to support this year round healthy and environmentally friendly activity.

One less car user,

Section 22  
Victoria, BC  
Sent from my iPad

**Dear councillors and Mayor,**

**Thanks you for your vision and desire to make Victoria a more bikable city.**

**Section 22** **My wife and I love biking and love to be out on the bikes with our kids. We don't however always feel safe. I often feel that I am trading in safety to be out biking with my children.**

**All of the benefits of cycling from personal health to environmental health to community health to family values shouldn't be at the expense of safety.**

**Please allocate the majority of the 4.5 million surplus to create a modern and SAFE cycling network in the city of Victoria. Please make Victoria a leader in bikeability!**

**Section 22**

b. Tell them how cycling contributes to your own health and wellbeing and why it is important to have a full, safe, modern cycling network by 2018 that will allow people of all ages and abilities to feel safe riding their bike just about everywhere in the city.

c. Ask them to commit most of the \$4.5 million surplus to take a giant step forward toward making this vision happen *now!* The current five-year cycling plan adopted by Council in 2014 is a strong start but needs to be expanded and accelerated to achieve a full, safe, modern cycling network by 2018.

Dear Mayor Helps and Victoria City Council,

I'm writing to say that I support local food in Victoria and that I want to see actions in the Strategic Plan implemented that increase food security and local food in Victoria. Growing, and sharing, food is such an important of food security and increasing a feeling of community connectedness. In particular, I would like to see items of Section 17 of the Official Community Plan enacted, i.e., 17.9, 17.A, 17B, 17.5, 8.22.4, 8.58, 8.A, and 22.1. Below are some of my specific priorities that I would like to see supported in the coming years:

- boulevard gardens in all neighbourhoods, including shifting from purely ornamental to a mixture of ornamental and edible plants that are important for biodiversity too (i.e., bees, hummingbirds, migratory birds)
- micro-grants for volunteer coordinators of commons and community gardens
- the development of long-term policies regarding food security and boulevard gardening
- an inventory of city-owned land that can be used to produce food
- partnerships to increase food growing on public and private land
- emphasizing local food and sharing economies
- enhance our urban forest, especially to provide habitat for threatened biodiversity

Thank you for your attention. I value Victoria's local ecosystems, food producing capabilities, connection to the environment, and community feeling and stewardship.

Sincerely,

Section 22  
Victoria, BC

Dear Mayor Helps and Council:

Since moving to Victoria just over 7 years ago, I've become an avid cyclist; commuting to work daily and enjoying the fantastic network of regional bike trails throughout the Greater Victoria area. I'm not a Victoria resident (I live in Saanich), however I often bike to, from and through various areas in Victoria.

Cycling is a great way to stay fit and healthy - and it's also an important way to ensure minimal negative impact on our environment. I believe it's critical to have a solid cycling infrastructure that will enable people of all ages and abilities to feel and be safe riding their bikes just about everywhere in the city.

To that end, I ask for your commitment to direct a significant portion of the city's \$4.5 million surplus to achieve a vision for a bikeable Victoria. Victoria's current 5-year cycling plan, adopted by Council in 2014 is a strong start, but it needs to be expanded and accelerated to achieve a full, safe, modern cycling network by 2018.

Thank you for your visionary leadership for a bikeable Victoria.

Kind regards,

Section 22

Victoria, BC V8N 3G4

**RE: City of Victoria: Support Local Food Systems**

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
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- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

**Section 22**

Dear Councillors,

Thank you for your vision for a bikeable Victoria.

Cycling contributes to my own health and wellbeing and it is super important to have a full, safe, modern cycling network by 2018 that will allow people of all ages and abilities to feel safe riding their bike just about everywhere in the city.

Please commit most of the \$4.5 million surplus to take a giant step forward toward making this vision happen **now!** The current five-year cycling plan adopted by Council in 2014 is a strong start but needs to be expanded and accelerated to achieve a full, safe, modern cycling network by 2018.

A full, safe and modern biking network means that people of all ages and abilities can: a) bike safely to and from downtown Victoria; b) bike safely to and around all of the city's neighbourhoods; and c) bike safely to all major destinations in the City.

Thanks so much!

Respectfully,

Section 22

Fairfield

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

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(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

Section 22

To the Mayor and Councilors,

Please add my voice to those who want you to enhance the quality and quantity of cycling services and infrastructure both in Victoria and in neighbouring municipalities. The experience of other cities, notably Amsterdam and Seville have proven the wisdom of similar investments.

Yours truly,

Section 22

Victoria, BC  
V8V1V5

I am writing to thank Victoria council for their vision for a bike-able Victoria.

I have been a year-round commuter cyclist for many years. Cycling contributes to my health and well-being in oh so many ways. It is important to have a full, safe, modern cycling network by 2018 that will allow people of all ages and abilities to feel safe riding their bike just about everywhere in the city.

I beseech you as a council to commit most of the \$4.5 million surplus to take a giant step forward toward making this vision happen **now!** The current five-year cycling plan adopted by Council in 2014 is a strong start but needs to be expanded and accelerated to achieve a full, safe, modern cycling network by 2018. Let's show the rest of Canada how it's done! Go Victoria!

I truly hope my voice matters.

Thank you,

Section 22

Dear Victoria City Councillors

Thank you for your vision for a Victoria that is bike-friendly. I cycle 50-80 km several times a week for fitness reasons and like to begin (and end) my trips from home near Cook St. Village. It is important to have a full, safe, modern cycling network complete with bicycle-only paths and dedicated traffic signals. Such a system has existed in the Netherlands for almost 40 years (I lived there for a year in 1978-79 and it was established then) and it allows people of all ages and abilities to ride their bikes safely almost everywhere, for instance, in the city of Amsterdam and environs.

It is important to put such a system in place soon. I urge you to commit the bulk of the \$4.5 million surplus to take the big step forward to make the vision happen during your term of office. The current 5-year cycling plan adopted by Council in 2014 is a strong start, but the objective must be to have the full, safe, and modern cycling network in place no later than 2018.

Sincerely

**Section 22**  
cyclist and CCCTS member  
Victoria

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Thank you for your time and attention.

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Thank you for your time and attention.

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## Section 22

"Spread love everywhere you go. First of all in your own house. Spread to your children, to your wife or husband, and to your next door neighbour. Let no one ever come to you without leaving better or happier."

-Mother Theresa

"There is no time to lose, so let us resolve to work together, guided by science, doing the math, appreciating the art of the possible, and at all times using our common sense for the common good"

-Todd Stern

Councillors,

Thanks for making cycling a big focus for the city and for planning to use the city surplus to upgrade the cycling infrastructure. I use the city's streets and cycling lanes many times a week for recreation and commuting and have for decades. Things are definitely going in the right direction and it's exciting that we are taking more advantage of being such a fantastic place to cycle. I attended one of the public consultation sessions and was pleased to see the level of commitment from the city and the number of public attendees.

Could you please speed up your investment plan? The councillor who attended the public consultation session I was a part of said that council would spread the spending out over a number of years to get more political wins out of it.

That is unfortunate and counterproductive thinking. Investing the money in a one year period creates an opportunity to make a transformational change in Victoria's cycling infrastructure. There is more political impact from this spending when the public can actually see a significant improvement in bike safety and services, which will encourage them to use their bike more. If the money is dribbled out over time through one small improvement after another – each of them will have little impact and there will be no overall impression of a big step up.

We can build a great reputation as a cycling town for locals and tourists if our downtown area is made more safe and accessible for cyclist in one fell swoop!

Thanks for your efforts,



Catherine Holt, Principal  
Sage Group Management Consultants

Shoal Point, 21-21 Dallas Road, Victoria BC V8V 4Z9  
250-384-2124 [www.sagegroup.bc.ca](http://www.sagegroup.bc.ca)  
Mobile: 250-888-4943



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Thank you for your time and attention.

Sincerely,

Section 22

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Thank you for your time and attention.

Sincerely,

**Alex Harned**

Oaklands Sunset Market Coordinator. [alex@oaklandscommunitycentre.com](mailto:alex@oaklandscommunitycentre.com)

Oaklands Community Centre. 1-2827 Belmont Ave. Victoria, BC. V8R 4B2

250-370-9101

Check out Oaklands Market here: <http://vimeo.com/101544130>

Join us March 23  
7pm @ City Hall



Speak Up for City Support  
of Our Local Food Systems

Dear Mayor and Councillors,

I am writing to request that you make food security in Victoria (and CRD where your powers and influence allow) a top priority, certainly over the coming 4 years, but also in ways that extend beyond the length of your term.

Supporting food security in our city and region is a strategic and necessary move for several reasons, including:

- island communities are more susceptible to emergency situations; we need to be growing more of our own food in our own communities
- smaller, diverse approaches to growing food are more resilient and less susceptible to negative impacts (whether they are climate-change related weather incidents, or otherwise)
- local food security projects are usually community builders (i.e. Haliburton farm, Moss St. market, allotment gardens, food forests in parks)

I ask that you set aside a portion of the surplus, and even consider carving out some dedicated budget funds, for food security projects in Victoria. A couple of ideas are:

- small business food security related start up grants
- dedicated city hall staff time to help implement, maintain, and grow different forms of communal food growing practices (community gardens, plot allotments, commons, boulevard gardens, etc), especially or specifically on city property

Many thanks for your time and consideration. I hope to attend next week's Town Hall Meeting.

Sincerely,

Section 22

Dear Mayor Helps and Councillors,

I am excited about your vision for a bikable Victoria. And fully support it.

I'm an active 72 year old (almost) who gave up his car for ecological and financial reasons five years ago. I cycle on Dallas Road and Beach Drive regularly. And, if I can get up the nerve to dodge the traffic and the construction downtown, I ride the Lochside trail from time to time.

But I find it difficult and nerve-wracking to cycle elsewhere in the city — even with the painted bike lanes that currently exist. I suspect that they are as dangerous or more so than no bike lanes, giving cyclists a false sense of safety and easily ignored by motorists. A mere bandaid, at best.

A fine use for the city's current surplus would be creating an interconnected net of bike lanes. Some could be separated from traffic by permanent barriers. But I recommend that most be created using “floating parking.” See this short video: <https://vimeo.com/20302720>

Floating parking is cheap and quick to implement and as effective as million dollar plus barriers. Less cost = more miles of bike lanes! Please consider it in the mix.

Everything I've read about cities that prioritize cycling tells me that doing so reduces traffic and pollution, increases air quality, improves health, opens the city to people of all incomes and improves local businesses bottom lines. I think a cycling network would particularly help to increase the viability and vibrancy of downtown Victoria and other neighbourhood hubs.

I believe that Victoria and this Council are at an exciting tipping point. We can move swiftly and surely toward a bikable city, or miss our chance, and suffer along as we are with a confusing mish-mash or dangerous streets and pretend bike lanes.

Carpe Diem!

Thank you for your good work on our behalf.

Section 22

Dear Mayor and Council

I attended the town hall meeting-don't think I will ever attend another one. I was there at 7 pm and stayed until 11:15. To me it seemed like there were just a few very vocal groups of people and that the 200 or so that were in attendance do not represent the views of the rest of the population in Victoria. **I hope that the mayor and council will take that into account when they are making their decisions around the budget, but I highly doubt they will. Council's decisions should be based on what benefits the majority of the citizens of Victoria and not just a few vocal groups.**

I don't think the meeting was very well advertised. I only found out as a friend mentioned it.

As for your online twitter etc. there are a lot of older people in Victoria and they don't tweet and they don't use computers. So, there is a very large population in Victoria that will have next to no input.

I also believe that a lot of people are just getting so frustrated with what goes on at City Hall that they don't bother anymore. They feel that it doesn't matter what they say the Mayor and Council just do what they will do anyway so what's the point. I must admit that I'm starting to feel that way.

My take was that it was mostly cyclists, foodies and affordable housing people that attended. Also ones that just want to get everyone out of their cars and close down more streets.

I took note of where the people said they lived. It seemed to me that about 75% were from Fernwood, a few from James Bay, a few from Saanich, two from Fairfield, one from Oak Bay, one from Vic West and one from Jubilee area. Not a very even distribution of people from the various areas of Victoria.

I believe that any spare funds should be kept until we know what the costs of the bridge are going to end up at.

I also believe that there are a lot of things that the city should be fixing before spending millions of dollars on bike lanes! I would like to know what percentage of the population of Victoria actually ride bikes? My guess is that it wouldn't be a great number in relation to the population. Victoria has a lot of seniors and while some may ride bikes I don't believe that the numbers of cyclists justify spending

millions on bike lanes and that there are many other things that should be done before this amount of money is spent on bike lanes!

We have miles of aging sidewalks that are crumbling and have tripping hazards. How about fixing those? We have lots of roads that need cracks filled and pot holes fixed.

The Crystal Pool needs repairs.

How about increasing the parks department budget so that they can prune the trees on the boulevard instead of allowing them to hang over the sidewalk and force people to duck to in order avoid being hit in the face? Some of the boulevards are in terrible shape-they are just weeds.

There was a lot of talk about affordable housing, street people and their carts and them having homes and storage for their carts.

I believe that there are some people that simply choose to live on the street and there are others because of addictions/behaviours wouldn't last very long in any type of housing situations. I have friends that have rented to some of these people and they cause damage and problems and so they no longer will rent to them. Not to mention that the shopping carts that they are pushing in 90% of the cases are stolen. Why are they allowed to continue to do this? Those carts are I'm sure over \$100 a piece and this is added costs for the business's that they steal them from which I'm sure is past on to the people that shop in their stores.

I am very tired of these homeless people taking over our green spaces and by closing Rockland the City is just providing more space for homeless people. Less traffic in the area and less people to see what is going on. I would suggest that the mayor and council don't have a clue what really goes on in this park.

The panhandling on our streets is getting out of control. On my way to work there are at least a dozen people begging. After work there are even more. You don't see this if you go to the malls. There are so many empty store fronts in town and I'm sure this is just one of the many reasons. Why would people want to come to town when they can go to the malls-parking is free and no one is asking for handouts. Not to mention the business tax rates the City wants to charge! So, how many people that ride bikes are going to be making purchases at the stores-as they would have limited means to take these things home?

As for the foodies wanting to grow food in the boulevards this should not be allowed for the following reasons:

- pipes, electrical lines etc that could be buried in the boulevard and damaged as people dig them up
- how much boulevard is left to garden when you open a car door unto the boulevard?
- how do you get out of your vehicle when you park next to these gardens?
- tripping hazards
- probably have to erect fencing to keep the deer out which would also cause issues for people getting out of cars etc.
- Deer, raccoons, squirrels, rats etc will just be having a buffet
- Kids of course will be throwing things-ie tomatoes etc.
- currently some boulevards that are planted are not kept up and are untidy

As for the person that suggested the city plant nut and fruit trees in the boulevards this should not be allowed for the following reasons:

- fruit falling off the trees onto sidewalks, cars etc
- slipping, tripping hazards
- animals-deer, raccoons, rats etc
- will attract more wasps

How about spending some money to deal with the deer problem in Fairfield? My yard is covered in netting everywhere but it still doesn't seem to be keeping them out. I take pride in my garden and I spend a lot of money on plants, watering etc only to have the shrubs destroyed. I also believe it is only a matter of time until someone is seriously injured by a deer, not to mention the risks associated with the ticks. I'd be happy to have a trap set in my yard. There is 1 buck and 3 does that are constantly in my area.

Several people also mentioned about getting people out of their cars by closing down streets, limiting parking in new buildings etc.

**Well, you are not going to get the majority of people out of their cars.** I believe that there are certain council members that this is on their personal agenda.

**Council is there to try and do what is best for the majority not just a few groups.**

There is also the issue of secondary suites, garden suites etc and the parking. I feel like I am banging my head against a wall trying to get through to city hall that

**there must be parking for these suites especially in the older areas of town**

where there are large houses. **Section 22** and parking is becoming a huge problem. Some people on council seem to think that single family houses only have 1 car. Well, that's not true on my street. Many of the houses have 3 and 4 cars per house. Also there are a lot of illegal non-conforming houses with suites and they have anywhere from 3 to 5 suites with one parking spot or no parking at all. You are not going to get people out of there cars so you must ensure that there is parking if you are going to allow these secondary suites.

Open Beacon Hill roadways back up so that the park is available to everyone! I no longer go to the park. I don't like how the roads have been changed. I know several seniors that do to mobility issues no longer go to the park either. They used to enjoy driving through the park but as they can no longer go where they want to, so they no longer go.

I am tired of City Hall just doing things for a very small minority of people. They do the surveys and public sessions-but if your working you don't have time to be attending these types of events. The on line surveys to get the feed back from people don't get any information from the people that don't use computers and Victoria has a lot of seniors. Also the surveys don't really allow you to give the input that you want. I think some of them are geared to get the outcome that the city wants.

So, put the money aside in case we need it for the bridge.  
Fix things that are already in place but need work done to them. Ie roads, sidewalks, Crystal Pool etc.

Stop bowing to pressure from these small vocal groups!

Yours truly

**Section 22**

Section 22

Park it Ignored at: 3/23/2015 11:19:55 PM

(Mayor and Council) The Johnson Street Bridge is going to be massively over budget, and it will likely be a number of years before the final number is known. In the intervening years, a number of major infrastructure projects may begin (Fire Hall #1, Library, Crystal Pool, Sewage Treatment). Will the council and staff ensure that an investigation is completed which makes public what went so terribly wrong with JSB?

New

To be asked

Asked

Duplicate

Not related

Block user

03/23/2015 23:19:55 Web

**From:** [kroueche@shaw.ca](mailto:kroueche@shaw.ca) [<mailto:kroueche@shaw.ca>]

**Sent:** Tuesday, Mar 24, 2015 12:00 PM

**To:** Councillors

**Cc:** Jason Johnson

**Subject:** Fw: STRATEGIC PLAN

Dear Mayor and Council::

Congratulations to you and city staff on producing our first four year strategic plan. If we can deliver on even half of the actions/outcomes it will be a job well done. A few observations:

Objective 4: "Put city lands to best and highest use including market rate commercial leases." I would ask that action be taken immediately deal with the Crystal Garden. The building is currently costing us about \$450,000 per year in operating deficits and forgone rents, with no end in sight. I would also ask that a complete inventory/status report on the city's commercial properties be prepared and updated quarterly.

Objective 5: "Set up economic development office". Perhaps the new office evaluate the costs and benefits for the city of disruptive technologies. I am thinking of services such as AIRBNB, UBER, LYFT and probably others that are on the way. These are powerful forces that need to be assessed. For example AIRBNB currently has over 600 listings for Victoria making it the largest "hotel" in the region. New York City now has more UBER cars than yellow taxis. These services are clearly popular for a reason and if properly addressed could potentially provide great benefits to Victoria.

Objective 7: "Facilitate social inclusion and community wellness". This appears to be the only place in the vast array of budget related documents where the VICPD gets a mention. I think we all need to be more engaged in setting the budget and the priorities for our police force. A governance model that has only one member of council sitting on the Police Board and offers very little opportunity for council or for the public to review and comment on the police budget is not helpful. I would also note that both the Mayor and the Chief have commented in recent months on the substantial police resources devoted to dealing mental health and substance abuse calls, issues that officers are not well equipped to deal with. The Chief indicated that he successfully addressed the issue in Sudbury. Please can be deal with this pressing budget and humanitarian issue on a priority basis.

With respect to the \$4.8 million in “extra” money that we have in the budget, I would urge you to reserve at least half of it for the capital projects contingencies fund, we will need it.

Respect,

Ken Roueche  
47 Howe Street  
Victoria V8V 4K2  
Canada

Tel: 250-384-7606



LifeCycles Project Society  
1A-625 Hillside Ave Victoria, BC V8T 1Z1  
Tel: 250-383-5800 [info@lifecyclesproject.ca](mailto:info@lifecyclesproject.ca)

**March 30, 2015**

**Dear Victoria Mayor and Councilors,**

**Good day, my name is Maurita Prato and I am the current Director of LifeCycles Project Society. For 21 years LifeCycles has helped people learn to grow and access healthy local food, often working with vulnerable populations, in the urban context. We have roughly 1700 supporters, the majority of which hail from the city of Victoria.**

**LifeCycles supports the actions, goals and objectives regarding local food systems as outlined in your draft strategic plan, in it's entirety and in particular: Creating micro-grants for volunteer coordination of commons and community gardens, creating inventories of city-owned land accessible for food production, and increasing food education, and food sovereignty in general, meaning having community control over local food production, and supply.**

**Within the parameters of the Strategic Plan or in addition, we look to you to engage with the community through your leadership capacity towards these 5 actions:**

- Shifting focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants- prioritizing native edibles and perennials- such as fruit and nut trees.**
- Provide food-growing resources, funds, and materials for urban agriculture in the city.**
- Expand availability of City land for food growing and mechanisms for long term tenure for growers.**
- Increasing distribution of fresh, local food supply to vulnerable populations**
- mandate a city staff member to engage with the community around local food systems.**

**All over the world these kinds of municipal policies are making headway in places such as Havana**

Detroit and LA, showing strong leadership and forward thinking. Sometimes these policies are moved forward only through necessity- when there is no other option due to fuel shortages or 'food deserts'.

I applaud the Mayor and council for moving these plans into action as soon as possible, and giving the issue of secure local food systems the consideration and attention they deserve now, so that Victoria residents can be assured safe, local abundant food system into the future.

I look forward to the 'fruition' of your strategic plan and continued collaborations.

Thank you for your time and attention.

Maurita Prato,

A handwritten signature in black ink on a light blue background. The signature is written in a cursive style and appears to read "Maurita Prato".



Capital Region Food and Agriculture Initiatives Roundtable Society

PO Box 46002 QUADRA

Victoria, BC V8T 5G7

Phone: 250-896-7004

Email: [info@crfair.ca](mailto:info@crfair.ca)

Web: [www.crfair.ca](http://www.crfair.ca)

March 27, 2015

Dear Mayor and Council,

A number of food organizations and enthusiasts met over the past month to review the Strategic Plan and the proposed budget being circulated by the City of Victoria. We would like to express our support alongside these groups for the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

In the 1990's the City adopted an Urban Agriculture Resolution - it is so good to see that the City is following through with their pledge to support food growing and sharing in Victoria. The recent OCP was a great leap forward and we note that the initiatives in the Strategic Plan are consistent with the food-related provisions of the OCP, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also support allocating budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

- (1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);



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(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

The final point is very important as we believe that without having a dedicated body to monitor and support implementation of these great plans, they will remain “great ideas”. There is a whole community of support, expertise and resources that are willing to work alongside the city. It is time to get growing!

Thank you for your time and attention.

Sincerely,

Lee Fuge, President

Capital Region Food and Agriculture Initiatives Roundtable Society (CRFAIR)



1715 Government Street  
Victoria, BC  
V8W 1Z4  
250.386.5501

Mayor and Council  
City of Victoria  
No.1 Centennial Square  
Victoria, BC  
V8W 1P6

28 March 2015

**Re: Comments on the City of Victoria Draft Strategic Plan 2015 - 2018**

Dear Mayor and Council,

The comments below follow from discussions and consensus reached among community associations at the Victoria Community Association Network (VCAN) meeting held on March 10, 2015, and further discussions at the DRA Board meeting held on March 16, 2015.

**Objective 9: Active Transportation Network**

Various community associations, including the DRA, submitted priorities regarding safe streets and active transportation initiatives. We would like to take this opportunity to reaffirm the vital importance of these initiatives. We are encouraged that one of the actions in the Strategic Plan is to "*manage and create a collaborative neighbourhood process*".

These are the relevant priorities as submitted by the DRA:

- Engage in a participatory neighbourhood approach to solving transportation challenges
- Encourage City Staff to support this participatory neighborhood approach
- Commit a substantial capital budget to achieve active transportation objectives as identified by neighborhoods
- Improve cycling infrastructure by completing the cycling network
- Enhance walkability and pedestrian infrastructure

### **Objective 3: Planning and Land Use**

Various community associations expressed concern at the pace of completion of neighbourhood land use plans that is identified in the Strategic Plan. Many of these plans are very old and in urgent need of updating. The Downtown has benefitted from recently updated plans and the DRA supports other community associations in their quest for updated plans. We recommend a higher priority be allocated for local area plans, so that more plans can be updated quickly.

### **Objective 2: Engage and Empower the Community**

We are encouraged to see initiatives identified in the Strategic Plan, including dedicated staff to work with community associations, great neighbourhoods initiative, participatory budgeting, creation of a neighbourhoods unit, and establishing engagement metrics. We also recommend that the funding model for community associations be clarified, the funding process streamlined, and inequities among neighbourhoods be addressed. A process for reporting on how community input is used in the Strategic Plan process should form part of the initiative to establish engagement metrics.

### **Objective 8: Enhance and Steward Public Spaces, Green Spaces**

We note that the plan provides for identification of greenspace opportunities for "have not" park neighbourhoods. We submit that downtown is such a neighbourhood, and this was one of the action priorities identified at the recent Downtown Livability Solutions forum, which was held by the DRA. We would like to see a collaborative process that includes City Staff, representatives of the DRA, and the DVBA, to identify various options for additional park space, that might include small parks, parklets, pop-up parks, and waterfront park space. Regarding waterfront park space, the DRA submitted a detailed plan regarding public realm green space on the eastern approach to the Johnson Street bridge. This submission should be included as one of the 2015 actions in the Strategic Plan.

Thank you very much for the invitation to comment on the Draft Strategic Plan 2015 - 2018, and for your consideration of our comments.

Sincerely,



Nicholas Harrington  
Kaela Schramm  
Co-Chairs  
Downtown Residents Association

### Objective 1: Innovate & Lead.

The DVBA applauds your commitment to innovation and leadership. To ensure the very best for the future of Downtown Victoria, we share your commitment to continue to collaborate and develop innovative approaches to our challenges and opportunities within the downtown. We believe that for this strategic plan to be a success, the City will need to create an atmosphere of cooperation so that there is a genuine sense of teamwork and utilization of all resources available within the region.

In moving forward, we ask that strong emphasis be placed on your commitment to involving leaders from the community on advisory committees and the opportunity of the DVBA working with the inter-disciplinary team on investments dealing with the downtown.

### Objective 3: Strive for Excellence in Planning & Land Use

#### 2015 Actions

**Placemaking.** As part of the DVBA's ongoing commitment to create placemaking strategies, we will be commissioning a series of designs to stimulate discussion and investment in private and public spaces in Downtown Victoria. As an example, the following conceptual drawing from Chris Foyd & Cascadia Architects stems from a January 2015 DVBA design charette focused on the future form and function of Douglas Street. We would welcome the City's engagement in these undertakings.



FODO Junction: the future of Fort & Douglas

Chris Foyd

The DVBA wishes to encourage the creation of beautiful streets that people find interesting and want to wander along as well as sit and look at. We are prepared to invest funds to implement concepts developed through the design concepts above, beginning in 2015.

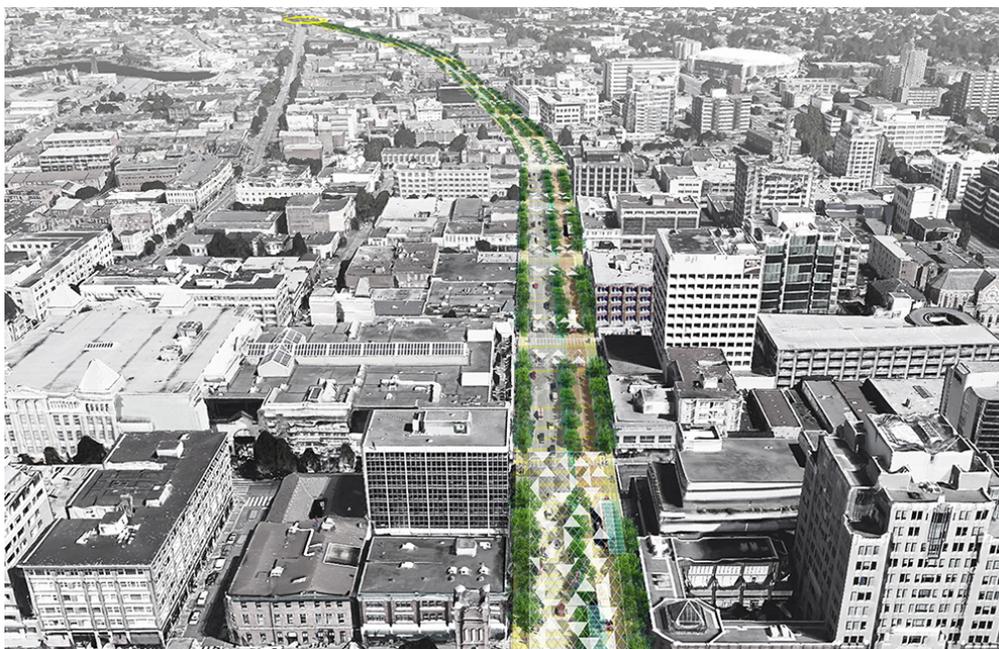
The DVBA will be proceeding this year – hopefully in partnership with the City – to hold a similar roundtable focused on Government Street to develop economic, social, and physical concepts for the revitalization of the street.

## 2016 Actions

**Douglas Street.** Even though Douglas Street has been included as part of the Burnside Gorge/Douglas Street Local Area Plan, the DVBA believes that a distinct and complementary plan should be developed in 2015/16 for the two-kilometer, 20-block public right-of-way from Hillside to Belleville inspired in part by a design charrette commissioned by the DVBA, the results of which may be found at this link:

[https://www.dropbox.com/s/dwnlz29opn1jien/Charrette%20Report\\_Draft8\\_Print.pdf?dl=0](https://www.dropbox.com/s/dwnlz29opn1jien/Charrette%20Report_Draft8_Print.pdf?dl=0)

We believe the physical enhancement of the street will be a catalyst for the economic and social revitalization of these twenty blocks of Douglas and should be given high priority.



The future Douglas Street

Cascadia Architects

## 2018 Outcomes.

**Enliven Public Space.** The DVBA recommends that plans be developed now to fully revitalize the look and use of Centennial Square and Bastion Square as part of the objective to ‘enlivened public spaces’.

**Centennial Square.** Centennial Square should become one of the most active and engaging focal points of the downtown. At present, it is an under-utilized and under-designed resource that will experience much greater demands with development of 1515 Douglas and continued

residential development in nearby blocks. We need to #takebackthesquare and the DVBA is more than willing to lead or work with you on a wide public consultation and idea fest as soon as possible. Possibilities include a family-focused recreation amenities, such as a world-class playground with water features in the summer, or a large-scale event venue – available for both public and private functions – or café and patio use of the full north side of the square instead of the current offices, and a long-overdue beautification of that space and the Fisgard Parkade elevation. As a minimum, the Centennial Fountain should be relocated to the Blue Bridge Plaza (east of the Johnson Street Bridge), at Johnson/Wharf/Store to make space for these future options.

**Bastion Square.** Bastion Square itself needs a total ‘re-think’ and public consultation about its future use, look, and feel. Possible options include a much stronger link across Wharf Street and directly down to the waterfront, restoration and reuse of the former courthouse (Maritime Museum), more emphasis on creating a ‘café culture’ with use of the perimeter of the square by restaurants and cafés, and stronger illumination of buildings which define the square and the square itself and surrounds.

**Harbour Plan.** We offer full support for continued development of the Harbour Plan, with special emphasis being placed on full redesign and revitalization of the Belleville Terminal, the sensitive development of under-utilized lands between the harbour and Wharf Street, and a substantially enhanced David Foster Way around the Inner Harbour and beyond.

## **Objective 5: Create Prosperity through Economic Development**

### **2015 Outcomes.**

**Economic Development Office.** The DVBA is committed to work with the Economic Development Office and to co-sponsor a downtown business attraction and retention strategy, including a gap analysis in 2015/16.

### **2016 Outcomes.**

**Vacancies.** A number of strategies should be employed to reduce downtown retail and office vacancies, a few of which are listed below:

- a. **UVic & Enterprise.** Encourage and support UVic to utilize some of its downtown properties for programs and courses best suited to a downtown environment and supported by business mentorship. DVBA has made a presentation to the UVic Board and Senate to this effect, but it would be valuable to work as a team to further encourage the development of a ‘downtown term’ and creation of incubator space for students to test some of their concepts and acquired skills.
- b. **Innovation.** There may also be a will by the City to acquire and develop strategically-located buildings as business incubators as part of its stated objective to exert more ‘strategic influence’ (as stated in 2015 Outcomes in Objective 4: Build the Financial Capacity of the Organization). Alternatively, the City may even wish to develop a revolving fund for the acquisition and resale of downtown properties, owned by those who clearly have no interest in them, as a means of breathing new life into moribund sections of downtown.

- c. **Incentives & Inducements.** Evaluate and act on the value of creating financial incentives and inducements to revitalize and rejuvenate buildings (e.g. City of London, Ontario). One specific example might be to reinforce and emphasize the value of start-up businesses by providing pro-rated tax abatements (based on the size of space being revitalized) to downtown buildings which are being stabilized and rehabilitated for innovative incubator use or ground floor retail.

**Residential Bonus Density Fees.** City of Victoria residential bonus density fees should be reversed and instead, City staff should focus on seeking the highest quality of design from developers and thereby enhance the overall image of our downtown and create for us the identity of a city renowned for design quality.

#### **2018 Outcomes.**

**Tax Levels.** The DVBA would like to ensure Council recognizes the importance of ‘balanced responsibility’ of the residential and business community in sharing the cost of community expenses. Progress was made by the previous Council in bringing down the ratio of residential to commercial property rates, but this should continue. The DVBA would like to ensure that fees in which commercial property owners are expected to pay disproportionately higher rates – such as public transit – are addressed and reduced.

### **Objective 7: Facilitate Social Inclusion and Community Wellness**

#### **2015 Actions.**

**Supervised Consumption Services.** Priority should be placed on restoring order to the streets instead of the current emphasis on establishing supervised consumption services. The DVBA believes in a downtown for everyone, in which residents and visitors respect and adhere to social norms and comply with civic by-laws. At the present time, downtown streets do not reflect this ideal.

**Shared responsibilities.** To more effectively address downtown street issues, a ‘creativity task force’, comprised of all affected stakeholders, should be convened to develop innovative approaches to providing low-barrier, motivational employment opportunities, safe storage facilities, and other initiatives which contribute to a downtown for everyone. In the meantime, the City of Victoria should allocate more resources to hire distinctively uniformed by-law officers to deal with by-law infractions related to the public’s apprehension to come downtown.

**Dispersal of Service Providers.** To disperse some of the street issues which the downtown contends with, an assessment should be conducted which evaluates the merit of relocating some community services within the larger Greater Victoria community.

## **Objective 9: Complete a Multi-Modal & Active Transportation Network**

### **2016 Outcomes.**

**Complete Street.** The DVBA trusts that the societal shift to greater sustainability will lead to an accelerated demand for more multi-modal streets and to this end, recommends that Douglas Street be designated as the City's first 'complete street'. As referred to earlier, under Objective 3, the DVBA has supported a design developed by Cascadia Architects which offers the first glimpse of Douglas as a 'complete street'. The DVBA offers to partner with the City to develop specific plans and to begin their implementation.

[https://www.dropbox.com/s/dwnlz29opn1jien/Charrette%20Report\\_Draft8\\_Print.pdf?dl=0](https://www.dropbox.com/s/dwnlz29opn1jien/Charrette%20Report_Draft8_Print.pdf?dl=0)

**Government Street.** The DVBA supports the extension of the Government Street Mall, with widened sidewalks and vehicular/cycling provisions, north from Yates Street to Chinatown and ultimately to Rock Bay. We encourage immediate removal of the hornbeam trees and accompanying planters and replacement with a more slender tree type and caliper better suited to the street. This change will make the existing sidewalk appear much wider and appealing as a pedestrian promenade.

## **Objective 10: Nurture Our Arts, Culture and Learning Capital**

### **2017 Outcomes.**

**Arts Centre.** The DVBA is very supportive of creating a non-profit arts centre focused on the Legacy Gallery and including UVic-owned properties north on Broad Street to create an exciting and affordable focal point for visual, literary, and performing arts in the heart of our downtown. This arts centre could be modeled on the non-profit Artspace, a 35,000 square foot facility created in Winnipeg's downtown in the 1980s. The DVBA would like to work with UVic and the City of Victoria to explore the creation of such an Arts Centre as part of an Arts & Culture Master Plan.

## **Objective 12: Plan for Emergencies**

### **2018 Outcomes.**

**Seismic Upgrading.** The DVBA considers the survival of heritage buildings an important objective, but an even higher priority is saving the lives of downtown employees and residents in the event of an earthquake. To this end, we believe an incentive program should be created to stimulate investment in seismic upgrading in all downtown properties not already upgraded or recently constructed. An evaluation process must be developed to establish priorities of which types of buildings are assisted first.

**Crisis Communications for Emergencies.** The DVBA believes the City should work with VEMA and other stakeholders (eg. DVBA, Tourism Victoria, etc.) to create a crisis communications protocol for the city and a comprehensive contact list of downtown property and business owners, in order to forge a business continuity plan, develop a call to

action for all residents and visitors, better communicate the realities of the emergency, and to communicate how day-to-day life and business is continuing within the city.

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**Overall Minor Editorial Comments:**

**Objective 10: Nurture Our Arts, Culture and Learning Capital**

2018 Outcomes: one entry should more correctly be placed under 2015 Outcomes and read as follows: Successful WCMA/BreakOut West/Rifflandia event boosts Victoria's chances to host future JUNO Awards.

**Objective 13: Demonstrate Regional Leadership**

2018 Outcome: what is the recommendation which is to be put in front of the public?

## **I am a visitor in Lkwungen Territory.**

Proposal for a Provisional City Fund  
for a Micro-housing Community for the Homeless, Pilot Project for the  
City of Victoria

Presented by: The Committee to End Homelessness, Victoria.

### **Background:**

The **Committee to End Homelessness** recognizes that **diverse approaches are needed** to provide housing to the diverse community of people who, for many different reasons and life circumstances, find themselves homeless in the City of Victoria. The growing gap between the rising cost of housing and people's access to financial resources is a problem for a growing percentage of the Victoria population, with Victoria being amongst the most expensive cities in which to live. Our most vulnerable citizens, those struggling with addictions and mental health issues, those living with physical and mental challenges, young people unable to access employment, seniors, urban First Nations and single parent families are amongst the most heavily affected by poverty and the lack of affordable housing.

As municipalities continue to experience the crunch from decades of funding cuts from provincial and federal governments who have been slowly dismantling the welfare state in favor of policies that provide 'corporate welfare', rather than helping the poor and the growing ranks of the marginalized, municipalities must make wiser choices of how to utilize dwindling public resources. It is clearly cheaper and more ethically appropriate for society to house the homeless than police them on the streets. It is estimated that 75% of the Victoria annual \$35 million police budget is spent in managing the segment of Victoria's homeless population that is suffering from mental health and addiction issues. Homelessness only exacerbates these problems and it is time for our City Council to invest in adequate housing and harm reductions supports and services that will allow people to recover and rebuild their lives. Policing alone cannot achieve these goals and it a waste of public resources to

continue funding growing police budgets at the expense of affordable housing and harm reduction.

### **Micro-housing Villages for the Homeless:**

The Committee to End Homelessness is interested in exploring the viability of micro-housing village communities for the homeless, a low-cost, grassroots community solution to building semi-self-managed affordable housing that is emerging in the U.S where lack of welfare state supports for the poor, has led to more effective grassroots community organizing, resourcefulness and creativity in housing the homeless.

Micro-housing villages for the homeless are an interesting hybrid of the tent city movement of democratically-operated encampments of homeless people that go back to the Depression era AND a new trend in sustainable housing design favoring tiny houses, that allow people to live more materially simple lives, with less "stuff" and with less of an ecological footprint on the planet.

**Micro-housing is a low-cost solution to homelessness** with the average unit for a single person at about 1/13th the building costs of a conventional low-income apartment unit. These tiny dwellings often assembled from modular prefab panels can be built with a team of volunteers, housed and unhoused, working together, in 4 hours, per unit. A hundred square foot space, has enough room to fit a loft bed, desk, closet, counter space, shelving, storage, small couch and could have lots of windows, a small porch, for \$3500 before heating an electrical and lend themselves nicely to solar power installation. Low impact, affordable housing design is provided within a supportive village environment, managed by its residents with the helpful oversight of the partner non-profit organization, to provide both transitional and permanent housing.

To ensure the safety of its residents and a healthy, supportive village environment, residents commit themselves to a non-violence code of conduct and strong community agreements against the use of drugs and alcohol, theft and actions that harm themselves or one another. Residents carry out weekly volunteer duties to maintain a clean and healthy environment. There is a communal kitchen, shared bathroom facilities,

meeting and recreational spaces and self-help programs including nutritional counseling, skills training and income-generating initiatives that empower residents to rebuild their lives.

There are now ten communities across the Pacific Northwest that have some form of successfully operating micro-housing communities for the homeless. One shining example is OpportUNITY Village in Eugene Oregon, where thirty tiny, tastefully-designed approximately 100 sq. ft. houses were built on city-leased property, in the tradition of a village barn-raiser, with the housed and the unhoused members of the community, working together.

Members of the Committee to End Homelessness Victoria are inspired by the wisdom, creativity and pragmatism of the tiny home village model. . We envision **a local pilot project: Solidarity Village**, to be built with the support of both public and private funding, providing transitional -semi-permanent supported housing for homeless residents in Victoria, B.C. If there is sufficient support from our local City council, it is possible that a non-profit society dedicated to developing micro-housing villages for the homeless could start-up in Victoria, mentored at first by an existing housing provider and then generating capacity to manage these projects with the co-operation of its members, housed and unhoused working together, to provide supportive housing solutions to those who are ready and who would choose this option for themselves. It cannot be overstated the extent to which a safe, warm, dry home of one's own, in a caring, supportive community---to someone who has had neither-- can be a big leg-up in a person's life.

We are excited that our local community with the lively interest of our Mayor and many council members, is entering a conversation about tiny house villages as one in a diverse number approaches to addressing homelessness in our community.

AS you know, on May 11th and 12th, the Committee to End Homelessness and the Vancouver Island Public Interest Research Group will be hosting two speakers, Andrew Lakeman, a world-renowned community design

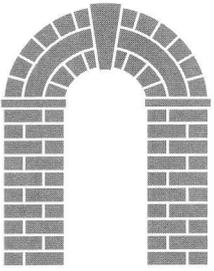
architect and organizer in the Portland Tent city-come- micro-housing community, Dignity Village and Andrew Heben, founder of OpportUnity Village, two pioneers of this progressive and exciting movement.

From this conversation with them, we are hoping to move in the direction of the development of Canada's first micro-housing village for the homeless.

Members of the Committee to End Homelessness Victoria take the position that micro-housing may be an extremely wise investment of the City of Victoria into perhaps **the most** cost-effective social housing investment around. Therefore, we are requesting that the City of Victoria set aside a provisional start-up fund of **\$500, 000 for a micro-housing village pilot project** on a piece of designated city property, in the City of Victoria. We consider this a worthy investment, from the City's 4.5 million surplus, into the lives of some of the most marginalized members of our community.

Thank you

Bobby Arbess  
Committee to End Homelessness Victoria



North Jubilee  
Neighbourhood  
Association

c/o: **Section 22**

Victoria, B.C.

March 16, 2015

Mayor Helps and City Councillors

#1 Centennial Square

Victoria, B.C., V8W1P6

Re: Draft Strategic Plan Framework for 2015-2018...Begbie Green

Dear Mayor Helps and Victoria City Councillors:

As greenspace is limited in our "have-not" North Jubilee neighbourhood, it was exciting to read that included in the draft strategic plan framework for 2015-2018 are the following actions and estimated resources: invest in Begbie Green (Council); develop, design and make investment to improve Begbie Green (Staff) and estimated capital cost for Begbie Green improvements: \$100-150K, depending on scope. The North Jubilee Neighbourhood Association, on behalf of the community, has contacted the City re Begbie Green through the years in connection with utility easements, maintenance and resident's concerns.

The Association respectfully requests that the draft plan for Begbie Green is considered a strategic priority and that it be adopted. Hopefully, we will be working together on this project in the future.

Yours sincerely,



Jean Johnson, Director

Dear City of Victoria Councillors:

The establishment of supervised consumption services (SCS) in Victoria is important to me.

I support SCS in Victoria because the implementation of this service would signify a proactive and science based approach to working with and for people who use drugs in our communities. Safe consumption site services prove that our city is committed to health care and human rights for all individuals, particularly our most vulnerable citizens. An extensive body of evidence has shown time and again that safe consumption services reduce not only the harms associated with drug use, but also create extensive benefits to the community at large. Victoria has an abysmal record when it comes to protecting vulnerable persons from the harms associated with drug use and homelessness, with nearly 300 people living in poverty dying over the last 8 years. I find the current state of the issue and the city's slow response embarrassing on a provincial and national level. Victoria has an opportunity to set an example of how to provide appropriate and adequate health care to all of its citizens and yet has avoided this opportunity for many years.

I am both a front line worker in harm reduction services and for people living with HIV. I am also an owner of a small business that is located near the current needle exchange at 713 Johnson Street. I have seen first-hand how short sighted and incomplete it is to provide needle exchange without an accompanying safe consumption site. It is not simply enough to provide clean harm reduction supplies, there must also be the creation of a safe space in which people can consume drugs. This would benefit not only the drug users themselves but also protect the wider community from harms and the waste associated with people using drugs out in the open on the streets.

For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see:<http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). **Our community is ready and we must take action.**

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by **facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS** to develop SCS within our existing continuum of health care services.

**YES2SCS is a community-based coalition** that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision. **A Councillor-facilitated process** would strengthen

community collaboration on these issues and **provide access to City resources such as information and advice on land use, zoning, maintenance, etc.**

I urge you to make the establishment of SCS a priority by **including the above process in the City of Victoria 2015-2018 Strategic Plan.**

Sincerely,

Sarah Wilson, CCHt, BSW

Co-Founder & Creative Director, Amethyst Dance & Fitness  
112-733 Johnson Street, Victoria BC

Programs Coordinator  
Society of Living Illicit Drug Users  
857 Caledonia Avenue, Victoria BC

Programs Coordinator  
Vancouver Islands Persons Living with HIV/AIDS Society  
110 – 1139 Yates Street, Victoria BC

Residential Support Worker  
Housing Department, Our Place Society  
919 Pandora Avenue, Victoria BC

Streetlife Committee members  
Fairfield Gonzales Community Association

February 16, 2015

**Re: City of Victoria Support for Local Food Systems**

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and green spaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;

- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

If you have questions, or wish to discuss any aspect of this letter, please do contact me:

[Section 22](#) land line [Section 22](#) or on my mobile at [Section 22](#)

Sincerely,

James Pratt MA, MCIP, RPP

& other Streetlife Committee members, Fairfield Gonzales Community Association

Cc: Board Chair and Streetlife Committee members, Fairfield Gonzales Community Association

# Law@Large

Box 8735, Station Central, Victoria, BC V8W 3S3

March 15, 2015

**RE: City of Victoria: Support Local Food Systems**

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1). We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 5-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to “food sharing”);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention.

Sincerely,

A handwritten signature in black ink, appearing to be "E. J. [unclear]". The signature is written in a cursive style with a large initial letter.

## **GVCC Letter to council re: 2015 Draft Budget and Strategic Plan**

Dear Mayor and Council:

Over the last year, the City of Victoria and Council have demonstrated growing support for improving biking in the city. The Cycling Master Plan Update and the planned protected bike lane on Pandora Ave are first steps on the path to building a high quality, all ages and abilities cycling network.

The individual and societal benefits of more people cycling are well documented: improved health outcomes, reduced congestion and GHG emissions, more business for the local economy, etc. Everyone benefits from more people cycling. Cycling offers a healthy, cost-effective and equitable way to improve the sustainability of urban transportation, and it creates more livable cities.

The Strategic Plan, Objective 9, lists a variety of outcomes related to cycling, including completing six priority projects (identified last year) by 2018, and the more ambitious goal of completing 4-8 high quality cycling facilities by 2016. However, the draft Financial Plan active transportation budget only accounts for the six priority projects approved by Council last year, totaling \$5 million over 5 years, or \$1 million per year.

There is much talk of being 'bold' and 'building it now.' We agree, and think that now is the time to seize the opportunity to dramatically improve active transportation in the City of Victoria, and to invest in a safe, high quality cycling network designed for all ages and abilities.

### **Recommendations:**

- 1) Council commits to the design and construction of an all ages and abilities cycling network by 2018;
- 2) Council triples the current level of funding for cycling infrastructure, from \$1 million per year to \$3 million, and invests a substantial portion of this year's \$4.5 million into cycling;
- 3) Council works to increase staff capacity, through additional hirings, training, and consulting services, to ensure staff have the resources and expertise to design and build a world-class cycling network accessible to all.

Now is the time to dramatically improve active transportation. Victoria can go much further still in getting more people on bikes. The City's compact size, short travel distances, and agreeable climate give it the potential to become one of the top biking cities in the world, but only with a network of high quality all-ages and abilities routes covering the city.

Thank you,

Edward Pullman  
President  
Greater Victoria Cycling Coalition



**Musicians' Association of Victoria & the Islands - Local 247, CFM**  
*Serving Professional Musicians of Vancouver Island and the Gulf Islands since 1902*  
201-732 Princess Ave. Victoria, BC V8T 1K6 Phone: 250-385-3954 Fax: 250-480-1518  
info@cfm247.ca www.cfm247.ca

March 28, 2015

Councillor Ben Isitt  
c/o 1 Centennial Square  
Victoria, BC V8W 1P6

***Follow-up to Musicians' Association's Presentation at the March 23 Town Hall Meeting***

Hi Ben,

Thanks for your part in facilitating the City's invitation to Victoria's residents to provide input on the City's 2015 Budget and 2015-18 Strategic Plan. I'm responding as Secretary-Treasurer of the Musicians' Association of Victoria & the Islands, Local 247 of the Canadian Federation of Musicians. I appreciate being on your email list. Thanks.

Our Vice President, Gary Preston, who is also a popular and busy Victoria-based musician, gave a presentation at the City's Town Hall Meeting on March 23. We will complete the survey, too. Would you please add the following written version of Gary's presentation to the public record for Council's consideration?

Please feel free to contact me anytime, if you would like more information about our partnership with the City in producing the City's Summer Concert Series both in Centennial Square and Beacon Hill Park or for any other matter concerning Victoria's musicians – unionized or not.



I like that I occasionally bump into you and/or Melissa at some of the local demos (and theatre shows). It'd be nice to sit down and have a chat, some day. In the meantime,

All the best,

A handwritten signature in black ink, appearing to read 'Mark Reed', written in a cursive style.

Mark Reed

Secretary-Treasurer

[mark@cfm247.ca](mailto:mark@cfm247.ca)

*copies*

Fergus Heywood, President CFM Local 247

Gary Preston, Vice-President CFM Local 247



**Musicians' Association of Victoria & the Islands - Local 247, CFM**

*Serving Professional Musicians of Vancouver Island and the Gulf Islands since 1902*  
201-732 Princess Ave. Victoria, BC V8T 1K6 Phone: 250-385-3954 Fax: 250-480-1518  
[info@cfm247.ca](mailto:info@cfm247.ca) [www.cfm247.ca](http://www.cfm247.ca)

***Follow-up to Musicians' Association's Presentation at the March 23 Town Hall Meeting***

The following information is presented to you by Local 247 of The Canadian Musicians Association (CFM). We are based here in Victoria, and represent professional musicians on Vancouver Island and the other islands in the area. The Federal Status of the Artist Act recognizes the CFM as THE group representing *all* professional musicians in Canada.

In response to your call for information related to your budgetary planning, this information is offered in support of your stated goals to promote the well-being of the people of Victoria, to make the City livable and vibrant, and to nurture the arts and culture in the City.

**LIVE MUSIC IS A GOOD THING FOR THE CITY**

You have recognized that music is an essential part of people's lives - of course we always find it in movies, elevators, restaurants; but we also know that a thriving arts community is important in a city for which tourism is an important part of its national and international presence.

**CFM 247 IS A GOOD SOURCE FOR LIVE MUSIC**

Over the past many years, our association has had a very successful partnership with the City of Victoria in the presenting of musical concerts; mainly in Beacon Hill Park and Centennial Square.

Our main message is this: there is a good program already in place with this partnership. A program that is good for tourism and for the general vibrancy of a community like ours. Well done Victoria!

We strongly recommend that this partnership continue as a core part of the City of Victoria's plans for



quality of life in Victoria. In the past years of co-presenting music programs to the people of Victoria, Local 247 has done the booking and payment administration; the City pays one lump sum (two cheques: pay and pension contribution) and a City representative specifies the available concert dates and advises us of any preferred music styles, groups, or acts within the Concert programs.

What does our Association bring to the table?

Essentially we bring:

1. Quality & professionalism from the players we represent;

- quality of product - our players are professional, experienced, and guided by a code of ethics and behaviour
- variety of product - our players represent a broad range of musical styles - folk, jazz, rock, children's music, world, classical, blues, Latin - you name it.

2. Sharing the benefits of our infrastructure

- we have experience in finding the right players for the right event
- we have a data base with information about the players and the varieties of music we represent
- experience and facilities to find the players, contract them for the job, and arrange for payment
- follow up - we review the concert series afterwards, both in-house and with the City, and look for ways to improve the process

3. Effective use of the money spent

- our administering of musical events is done at no charge to the City
- virtually all of the money goes to the musicians, including a contribution to their pension plan; our Local office collects only a very small amount of work dues from the musicians in order to support our administration work.



That's essentially it:

- 1. Live Music is a Good Thing** - the City of Victoria - both its own citizens AND Visitors - benefit from a thriving presence of the ARTS.
- 2. The Canadian Federation of Musicians , with it's Victoria based office "Local 247" is a reliable source of the best in music**, providing quality, variety, and the infrastructure to partner with you in programs that provide music

Let the Soundtrack to the City of Victoria be the quality professional sounds of the Canadian Federation of Musicians.

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### **Some Statistics**

*The City's budget for concerts by Local 247 musicians in Centennial Square and Beacon Hill Park*

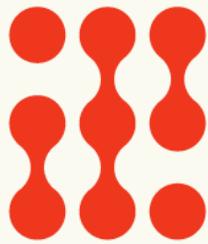
\$36,025.81 in 2014

\$45,575.00 in 2013

*The number of concerts*

Year	Beacon Hill Park	Centennial Square
2015	24	5
2014	36	21
2013	32	47
2012	35	41
2011	30	43
2010	34	43
2009	32	?

**Respectfully submitted by**  
Musicians' Association of Victoria & the Islands, CFM Local 247  
March 28, 2015



# GREATER VICTORIA PLACEMAKING NETWORK

## City of Victoria Placemaking & Public Engagement Proposal

Placemaking is the process through which we work together to shape our public spaces. Rooted in community-based participation, Placemaking involves the planning, design, management and programming of shared use streets and spaces. More than just designing spaces, Placemaking brings together diverse people (including professionals, elected officials, residents, and businesses) to improve a community's cultural, economic, social and ecological situation.

It is a creative but intentional process. Placemaking builds on our growing environmental awareness by helping communities adapt and thrive within our constructed and our natural world.

Public and business interest in placemaking as a method of creating healthy, safe and vibrant communities is growing rapidly in Greater Victoria. The Greater Victoria Placemaking Network was formed in September 2014 in response to two years of growing interest in a series of urban walks and public gatherings. Since then, participation has expanded quickly, with well over 150 people involved in recent events, including 50 at our March 2015 meeting. There is a public appetite for co-designed urban streets and spaces.

At the same time, planners and elected officials are seeking new ways to actively engage the public, to move forward on active transportation, and to create streetscapes that 'people never want to leave.'

### Proposal

Greater Victoria Placemaking Network proposes to work collaboratively with the City of Victoria and other groups to create urban change in a nimble, economical, effective manner. With support from the City of Victoria, the Placemaking Network can contribute significant energy and 'community wisdom' to help our city thrive. Our ability to bring the 'wisdom of the crowd' and significant volunteer energy to projects is an opportunity for the City to maximize its active transportation, public engagement and public space initiatives.

### Projects

In consultation with City staff and a number of other community organizations, and in response to City Council's draft Strategic Plan, we have identified a series of projects where placemaking can help lead to meaningful innovation:

## Complete Streets Pilots

- Pandora Bike Lanes: assist City of Victoria and key stakeholder groups in designing, conducting and evaluating bike lane pilots with a broad perspective on Pandora street experience for all users
- Cook St. (Park Blvd to Dallas Road): design, conduct and evaluate a pilot of Complete Street design to demonstrate the process and street configuration options to the public, including broad community engagement
- North Park repaving: collaborate with City of Victoria and stakeholders in using a placemaking lens in viewing possible street configurations, while also continuing to refine the pilot project process itself
- Burnside Gorge neighbourhood plan: support City of Victoria planning department with on-street pilot(s)
- Street Pilot 'Kit': in collaboration with stakeholders, design a 'kit' for street innovation that addresses processes and materials to facilitate rapid innovation; propose a 'kit' for implementation in 2016 and beyond

*Deliverables: pilot project events, a report with recommendations & a proposed Street Pilot Kit*

## Active Streets and Places Weekend (September or October, 2015)

- in partnership with City of Victoria, advocacy groups, professional associations, other municipalities, developers - plan a weekend of training workshops and on-street events that increase community capacity for innovative street and public space use
- program likely to include guest speakers, urbanism films, training workshops and an outdoor street event (ideally on a street that is currently a re-design project)
  - o in discussions to involve Gil Penalosa / 8-80 Cities; Project for Public Spaces & other experienced urban innovators

*Deliverable: host a major Active Streets & Places Weekend in Victoria*

## Open Streets

- build community interaction and awareness of businesses through a series of Open Streets pilots (car-free or with managed vehicle access)
- Government Street: partner with Walk On Victoria, others, to conduct a workshop, test one or more street configurations in 2015, and propose options for 2016
- Douglas Street: support DVBA street festival, June 21, and co-design future street enhancements and/or programs
- Harbour Road: support Vic West Community in a street event
- develop a plan and proposal for a series of 2016 Open Streets events for City of Victoria

*Deliverable: recommendations report on Open Streets policy and program for Victoria*

## Rockland Greenway

- collaborate with City of Victoria Parks in design and public engagement for the functional conversion of Rockland Ave at Pioneer Square from a “closed road” to a vibrant, attractive multi-use public space

## Other

- in addition to the above-noted collaborative\* projects, the Placemaking Network will be conducting a number of ‘active streets’ activities in 2015, including Jane’s Walk urban walks (May 1-3) and ‘Chair-Bombing’ social gatherings in public space beginning April 7
- the Network operates a blog site, Facebook page, and Meetup group to encourage community conversations about urban space

The overall intent of our network is to build community capacity for creating healthy urban communities in Greater Victoria.

## **Budget Request**

The Greater Victoria Placemaking Network is seeking seed funds to enhance and extend the City of Victoria placemaking and active streets programs. Our request is for a \$40,000 grant that will advance the pace and quality of City active transportation and placemaking initiatives over the next year.

We also look forward to the City contributing support-in-kind through staff time and access to existing City resources as we work collaboratively to promote a healthy and vibrant city.

*Respectfully submitted,*  
Lorne Daniel for  
Greater Victoria Placemaking Network  
March 2015

## **\*Collaborations**

We have held discussions with and look forward to ongoing collaboration with Walk On Victoria, Greater Victoria Cycling Coalition, Fairfield Gonzales Community Association, Fabulous Fort business group, Downtown Victoria Business Association, U Vic Urban Development Club, Dockside Green, Resilient Neighbourhoods, Greater Victoria Public Library, Urban Systems Inc, Project for Public Spaces, Friends of Government Street, and others.

**City Council**  
City of Victoria  
c/o 1 Centennial Square  
Victoria, BC V8W 1P6  
Telephone: 250.361.0200

March 5, 2015

Dear Mayor Lisa Helps and Councilors:

I am writing on behalf of the ProArt Alliance of Greater Victoria – a cross-disciplinary organization of 20 non-profit professional arts organizations in Victoria.

ProArt has had an opportunity to review the Draft City of Victoria Strategic Plan Framework 2015 – 2018 and we are pleased to see the arts in a more central role in City plans. In particular we are encouraged by the proposed Arts and Culture Master Plan. It has sent a clear message to the professional arts community that the City values the work that is done to make Victoria a more livable and caring city.

As an alliance that includes every artistic discipline ProArt would like to offer the City assistance with the development of the Master Plan. Our roots into the artistic life of Victoria are deep and sustained, we place equal value on each type of practice and our profile as a fair and measured organization can help to add weight to the Planning Process.

We greatly appreciate the arts being on the City of Victoria's agenda for the next four years and commend the City on acknowledging the importance of culture within the Municipality. We are available to help in any way possible to make the planning process and the Master Plan a success.

On behalf of the ProArt membership, sincerely yours,

Doug Jarvis  
Administrator



cc: Jason Johnson, City Manager.



## James Bay Neighbourhood Association

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234 Menzies St  
Victoria, B.C.  
V8V 2G7

[www.jbna.org](http://www.jbna.org)

March 27<sup>th</sup>, 2015

Mayor and Council  
City of Victoria

Dear Mayor Helps and Members of Council:

The James Bay Neighbourhood Association (JBNA) commends you for seeking **public input on your draft Strategic Plan**. As you know, JBNA provides a broad-based community voice on a number of municipal issues, including those related to the Victoria Harbour, Beacon Hill Park and activities in our closest neighbourhood – downtown. JBNA determines policies and priorities through extensive community consultation.

JBNA has determined many ways in which the City's draft Strategic Plan, its objectives, outcomes and actions and the proposed 2015/2016 budget align with JBNA's purposes and priorities. We have also determined key areas of interest to James Bay residents that are not reflected in the Strategic Plan or the budget. Please see the attached appendix.

JBNA appreciates the Strategic Plan's focus on public engagement, community input and transparent decision-making, particularly in land development and use, as well as the focus on stewardship of public spaces and green spaces. JBNA welcomes the City's general commitment to strengthening neighbourhoods and the specific commitment to enhancing support for neighbourhood associations.

Although many JBNA priorities are reflected in the draft Strategic Plan and draft 2015/2016 budget, there are three areas we would like to see strengthened:

1. Add Strategic Plan outcomes and 2015/2016 actions in Objective 9: Create a Multi-model and Active Transportation Network to: a) mitigate the negative impact of tour buses on residential communities and b) reduce heliport and float-plane noise and emissions.
2. In the Strategic Plan's Objective 5: Create Prosperity Through Economic Development, add specific references, outcomes and 2015/2016 actions specifying the City's rights, roles and responsibilities related to the Victoria Harbour and the need to foster responsible tourism, particularly in the cruise ship sector, that takes into account the needs of residents and individual property-owners on a basis equal to that of the business sector.

...2

3. Add a specific statement in the Strategic Plan's Objective 10: Nurturing Our Arts, Culture and Learning Capital supporting a James Bay branch of the Greater Victoria Public Library and add line items in the operational and capital budgets, beginning with 2015/2016, supporting initial planning for and completion of such branch library by the conclusion of Capital Park, Phase 1.

JBNA also highlights four areas in – or missing from - the draft Strategic Plan and budget that have the potential to undermine James Bay community-wide interests:

1. the push to streamline development processes and/or delegate more decision-making power to the staff level;
2. the voices of individual or single issue or special interest groups, regardless of neighbourhood or vested interest, will out-weigh the input of open, participatory, neighbourhood associations.
3. public parks and public spaces may be used for activities such as allotment gardens in a manner that may run counter to JBNA's Parks Policy.
4. there is no objective aimed specifically at making Victoria a cleaner, quieter, safer, healthier city.

JBNA would also like the City to assign staff resources in the 2015/2016 budget to align the various (sometimes conflicting) existing and proposed plans (e.g. neighbourhood plans, Official Community Plan, Pedestrian Master Plan, Cycling Master Plan, Greenways Plan, Parks Master Plan and the proposed Arts and Culture Master Plan).

JBNA looks forward to working with City staff and elected representatives during the coming four years to realize our mission: *"Enabling the community to be actively involved in the preservation, rehabilitation and planned development of James Bay, so as to preserve and enhance the quality of the environment and life therein."*

Sincerely,

A handwritten signature in blue ink, consisting of a circular scribble followed by a horizontal line extending to the right.

President, JBNA

Cc: JBNA Board

## Appendix to Submission to City re Strategic Plan: Examples of Alignment, Areas to Address, and Matters Requiring JNBA Input

City's Strategic Plan  
(those in **bold** may be of concern)

JBNA's Purposes (**bold**) and Priorities (in *italics*)

<p>Objective 1: Innovate and Lead</p> <p>2015 Action: Collaborative, holistic planning coupled with public input</p>	<p><b>JBNA Purposes:</b></p> <p><b>To enable the community to be actively involved in the preservation, rehabilitation and planned development of James Bay so as to preserve and enhance the quality of the environment and life therein.</b></p>
<p>Objective 2: Engage and Empower the Community</p> <p>2016 Outcomes:</p> <p>Build capacity of neighbourhood/ community associations.</p> <p>Empower neighbourhood residents, place makers and others to lead and implement projects.</p> <p>2015 Actions:</p> <p>Identify dedicated staff to work with community/ neighbourhood associations to inform, collaborate, and educate community association/ neighbourhood boards and staff on City processes, expectations and opportunities.</p> <p>Make open government actions routine – require automatic posting of reports, etc. (Create and implement a plan and timeline for open government enhancements.)</p> <p>Create “great neighbourhoods initiative” based on Edmonton’s model; amend to fit our local circumstances.</p> <p>Work with community to design participatory budgeting opportunities. Be engaged in a meaningful two-way conversation with the public.</p> <p>Neighbourhoods unit to be created in spring 2015. Neighbourhood engagement to be initiated soon after.</p> <p>Establish engagement metrics to measure increased engagement.</p> <p>Design of participatory budgeting will begin in 2015; implementation 2016.</p>	<p><b>JBNA Purposes:</b></p> <p><b>To insure that all development proposals reflect the James Bay Community Plan and accurately reflect the values, issues and concerns of James Bay residents.</b></p> <p><b>To seek representation on committees of Council which relate to the purposes, goals and objectives of the Society.</b></p> <p><b>To provide an open forum for discussion with a view to promoting input into the decision making processes that concern James Bay.</b></p> <p><b>To support community groups and individuals in their efforts to meet these objectives.</b></p> <p><b>To actively liaise with other neighbourhoods to insure all residents of Victoria have informative public forums to discuss issues that affect their quality of environment and life.</b></p> <p><i>JBNA Priorities: Communications</i></p> <p><i>1. Develop an effective communications strategy, with the objectives of building bridges to other community organizations and agencies, and strengthening JBNA in the process.</i></p> <p><i>2. Work to improve JBNA's effectiveness in getting the City to listen to, and work actively on, community issues raised by JB residents.</i></p> <p><i>3. Maintain the JBNA web-site as a link to our community and beyond.</i></p>

<p>Objective 3: Excellence in Land Use and Planning</p> <p>2016 Outcomes:</p> <p><b>Reduced processing time for all types of applications from building permit to rezoning.</b></p> <p>South Block is through Phase 1.</p> <p>2015 Actions</p> <p>Local Area Planning focused on urban villages and transportation corridors.</p> <p>Work through planning process to deliver acceptable form &amp; density for proponent &amp; community.</p> <p><b>Make a decision with regard to whether we are going to delegate more decision-making authority to staff.</b></p> <p><b>Empower the City Manager to make/lead the changes required to streamline our processes at City Hall.</b></p> <p>Increase emphasis on placemaking in our planning. Inc. active transportation impacts and opportunities listed in all planning and land use reports.</p> <p>2016 Actions:</p> <p>Work through planning process to deliver acceptable form and density for South Block proponent and community.</p>	<p><b>Purposes: Land Use and Development</b></p> <p><b>To insure that all development proposals reflect the James Bay Community Plan and accurately reflect the values, issues and concerns of James Bay residents.</b></p> <p><b>To hear, research and assess through consistent procedures all proposals for land use development in James Bay.</b></p> <p><b>To advise the City government on proposals for land use development in James Bay.</b></p> <p><i>Priorities: City of Victoria Development Projects</i></p> <p><i>1. Work with the City to ensure that the CALUC process is effective, that the community has opportunity to participate, and that special attention is paid to those projects which overlap with the downtown core area and the harbour.</i></p> <p><i>2. Work to ensure that the Ogden Point Master Plan provides for development that is compatible with, and not antagonistic to, the residential neighbourhood of James Bay.</i></p>
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<p>Objective 5: Create Prosperity Through Economic Development</p> <p>2015 Outcome:</p> <p>Economic Development Office is set up.</p> <p>2016 Outcomes</p> <p>Downtown is the hub of both large and small business.</p> <p>Reduced retail and commercial vacancies downtown.</p> <p>Improved health, consumer purchasing power, and social solidarity with implementation of Municipal Incomes Strategy.</p> <p>Victoria’s two largest private sector industries – tech and <b>tourism – have grown.</b></p> <p>2017 Outcome:</p> <p>Downtown is vibrant and is a draw for residents and visitors alike.</p>	<p><b><i>JBNA Priorities: GVHA</i></b></p> <p><b><i>2. Monitor GVHA’s implementation of agreed-upon goals to increase the proportion of cruise- ship passengers that make their way downtown from Ogden Point by walking, cycling, or taking a watercraft shuttle.</i></b></p> <p><b><i>3. Persuade GVHA to establish near-term goals to reduce systematically, until phase out, the number of large highway buses that are licensed to transfer cruise-ship passengers, replacing these buses with lighter, quieter, and more community friendly vehicles.</i></b></p> <p><b><i>7. Work to ensure that the Ogden Point Master Plan provides for development that is compatible with, and not antagonistic to, the residential neighbourhood of James Bay.</i></b></p>
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Objective 8: Enhance & Steward Public Spaces, Green Spaces & Food Systems

2016 Outcome:

Complete 3 high profile projects, identified through consultation in Parks Master Plan and **food security discussions**.

2017 Outcomes:

**Boulevard gardens exist in all neighbourhoods.**

Increased waterfront park space at Ship Point resulting in community wellness and economic vitality.

David Foster Harbour Pathway celebrated for its wayfinding that links all harbourfront developments.

2018 Outcome:

Greenspace, parks & food systems enhanced, well-maintained, fully utilized.

2015 Actions:

Initiate Parks Master Planning process, including:

City greenspace and opportunities for “have not” park neighbourhoods; commitment to a high-quality park and festival site at Ship Point; include public dialogue on waterfront park at Ship Point

2016 Actions:

**Introduce new partnerships with citizens and groups to increase food cultivation on public and private land.**

Build upon input from Parks Master Plan process and hold a placemaking activity at Ship Point to advance a site plan in the Harbour Principles. Consult public on specific design, and allocate money in 2018 capital budget to complete.

2017 Action:

Complete two of the “special sites” at Heron Cove and Ship Point, along the David Foster Harbour Pathway corridor.

## **JBNA Purposes**

**To promote community awareness of and involvement in environmental issues and their impact on the community, and facilitate community input to the continuous review and upgrading of the James Bay Plan.**

**To be sensitive to community concerns, to educate and assist individuals and community groups with respect to environmental and ecological developments.**

### *JBNA Priorities: Lands and Parks*

*1. Contribute to the improvement of traffic management and trail systems in Beacon Hill Park.*

*2. Contribute to the City Parks Planning and consultation process.*

*3. Ensure that the City adheres to the JBNA policy of no encroachments or encumbrances on any parkland within James Bay.*

*4. Urge the City to develop a land acquisition plan in James Bay in advance of future provincial and federal government land use changes, with property set aside for green-space.*

<p>Objective 9: Complete a Multi-Modal and Active Transportation Network</p> <p>2016 Outcomes:</p> <p>Improved quality of life, public safety, air quality, placemaking, &amp; pedestrian &amp; cycling trips through implementation of neighbourhood-led transportation planning and “complete streets” lens for all transportation projects.</p> <p>Public transit is accessible to all and rivals private automobile trip duration.</p> <p>Substantial increase in number of trips by bicycles, w/ the completion of a skeletal cycling network.</p> <p>2017 Outcomes:</p> <p>Extend Government Street Mall.</p> <p>David Foster Harbour Pathway almost completed.</p> <p>2018 Outcomes:</p> <p>Victoria is a national leader for cycling infrastructure and complete streets planning, having completed 6 cycling improvement projects, inc. Wharf/Belleville Streets route between Pandora Avenue and Oswego Street</p> <p>Completed Phase 2 of the Belleville Terminal Project, inc. improvements to Belleville Street public realm</p> <p>Phase 2 = David Foster Harbour Pathway</p> <p>Walking is safe, comfortable and enjoyable.</p> <p>2015 Actions:</p> <p>Mandate and create a collaborative neighbourhood process and “complete streets” lens for all projects.</p> <p>Collaborative design &amp; completion of network of 4 – 8 high quality cycling</p>	<p><b>JBNA Purposes:</b></p> <p><b>To enable the community to be actively involved in the preservation, rehabilitation and planned development of James Bay so as to preserve and enhance the quality of the environment and life therein.</b></p> <p><b>To promote community awareness of and involvement in environmental issues and their impact on the community, and facilitate community input to the continuous review and upgrading of the James Bay Plan.</b></p> <p><b>To be sensitive to community concerns, to educate and assist individuals and community groups with respect to environmental and ecological developments.</b></p> <p><i><b>JBNA Priorities: Streets, Sidewalks, Transportation and Traffic</b></i></p> <p><i><b>1. Work with the City of Victoria to address the traffic volume, mobility and street safety issues identified by the JBNA residents survey, and by analysis of traffic volume and speed data provided by the City of Victoria.</b></i></p> <p><i><b>2. Place a crosswalk on Erie Street to improve resident access to Fisherman’s Wharf Park, and resolve the street safety and traffic issues.</b></i></p>
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corridors by 2016.

Build protected cycling facilities, more bike parking, and start an Active Transportation Advisory Committee. Begin to see all planning and engineering through multi-modal lens.

Designate money in 2015, 2016, 2017 and just build it (cycling network).

Sign pedestrian-only lanes just as prominently as streets. Distinguish between “No Exit” and “No Exit for Motor Vehicles”.

Review policy for desired right of way widths for road dedications & statutory right of ways.

Develop task force including Government Street property owners to consider a Local Area Improvement Project.

2016 Actions:

Move to full-time bus lanes on Douglas and fewer stops (in accordance with Rapid Bus plans).

Work in partnership with First Nations, Province, ferry operators and others to identify financial opportunities for the Belleville Terminal. Allocate money in 2017 Capital Budget for Belleville Street.

2017 Actions:

Prioritize “special places” along the David Foster Harbour Pathway and identify funding opportunities.

<p>Objective 10: Nurture Our Arts, Culture and Learning Capital</p> <p>2017 Outcome:</p> <p>Victoria has an Arts and Culture Master Plan.</p> <p>2018 Outcome:</p> <p>Support for arts and culture is increased, inclusive and strategic</p> <p><b>A new Central Library serves the community.</b></p> <p>2015 Actions:</p> <p>Identify resources required to develop Arts and Culture Plan.</p> <p>Provide background on arts and cultural mapping to the public.</p> <p>2016 Actions:</p> <p>Develop Arts and Culture Master Plan.</p> <p>Fund an Economic Impact Study linked to a Cultural Master Plan.</p> <p>Identify scope and develop budget strategy for a new Central Library.</p> <p>Arts and Culture Master Plan proposed to be initiated in 2016 after Parks Master Planning process.</p> <p>Minimizes community consultation fatigue and maximizes staff resources.</p>	<p><b>JBNA Purposes:</b></p> <p><b>To enable the community to be actively involved in the preservation, rehabilitation and planned development of James Bay so as to preserve and enhance the quality of the environment and life therein.</b></p> <p><b>To preserve the heritage character of the neighborhood.</b></p> <p><i>JBNA 2015/2016 Priority:</i></p> <p><i>Branch library in Capital Park</i></p>
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Areas JBNA would like to see addressed in the Strategic Plan and/or 2015/2016 Budget, primarily related to cruise ship, tourist bus, helijet and float plane noise and pollution. Such matters could be added to Objective 9.

<p>JBNA Priorities Not Reflected in draft Strategic Plan or Budget:</p> <p>JBNA Priorities: Noise Pollution and Airshed Emissions</p> <ol style="list-style-type: none"> <li>1. Urge the City of Victoria, as landlord and as land use regulatory authority, to adopt World Health Organisation (WHO) standards for airshed emissions, pursuing regulatory or other means to generate compliance with standards by both point and mobile sources of emissions.</li> <li>2. Urge the City to adopt WHO guidelines for community noise, utilising best-in-class methods for measuring and remediating sources of urban noise.</li> <li>3. Work to create three permanent air quality monitoring stations adjacent to Victoria harbour.</li> <li>4. Work to ensure that significant reductions occur in the excessive noise and airshed pollution generated by floatplanes, helicopters, and cruise-ship activities.</li> </ol>	<p>JBNA Priorities Not Reflected in draft Strategic Plan or Budget:</p> <p>JBNA Priorities: GVHA</p> <ol style="list-style-type: none"> <li>1. Hold GVHA, as Ogden Point landlord, responsible for ensuring that North American Emission Control Area requirements are adhered to when cruise-ships enter GVHA water-lots.</li> <li>4. Insist that GVHA respect residents' needs for quiet hours by limiting evening industrial, commercial, and transportation activities.</li> <li>5. Persuade GVHA to reduce the number of evening cruise-ship calls, and to schedule earlier departures, with the objective of providing quiet hours from 10 p.m. to 7 a.m.</li> <li>6. Persuade GVHA to cease using Ogden Point as a parking lot for non-cruise-related buses.</li> </ol>
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## Examples of initiatives in the Draft 2015/2016 Budget that may call for JBNA input

### Citizen Engagement and Strategic Planning: Proposed Initiatives for 2015

- Support new strategic planning process and improved reporting on strategic initiatives
- Increased online engagement, open government and customer service initiatives focussed with greatest potential impact and service
- Exploring options for participatory budgeting
- Outcomes from Development Summit
- Accessible public notices and signage
- Playground and park consultations
- Boulevard Gardening policy and community gardens policy
- Engagement on David Foster Harbour Pathway for Heron Cove and Raymur Point bridges
- Review of neighbourhood consultation
- Wayfinding program for City
- Education program to support stormwater utility
- Education and awareness to support implementation of 40 km zones
- Engagement related to Official Community Plan amendments

### Engineering and Public Works: Proposed Initiatives for 2015

- Complete scheduled Capital Projects
- Dallas Road seawall rehabilitation project
- Policy review – parking removal and reinstatement for construction sites
- Downtown recycling bins pilot project, including green waste
- Litter bin collection program review
- Post-construction boulevard restoration review
- Implementation of Development Summit initiatives
- Update Development Cost Charges Bylaw
- Update Sidewalk Café Bylaw
- Monitoring/Reporting – annual GHG, Climate Action Revenue Incentive Program, Carbon Disclosure Project
- Projects – building energy studies, hazardous waste disposal, Tap by Tap, Green Business certification pilot
- Douglas Street Transit Priority corridor lanes(Phase1/2)
- Bicycle Master Plan community engagement and plan development
- Traffic Control Procedure update
- Active Transportation projects
- Review parking enforcement services

## Community Planning and Sustainable Development

- City-wide and Local Area Planning
- Heritage Policy, Programs and Applications
- Heritage Alteration Permits, Heritage Designations and Tax Incentive Program Applications
- Urban Design
- Zoning/Rezoning including Community Association Land Use Committee processes
- Development and Variance Permits including support to Community Association Land Use Committees, Advisory Design Panel and Board of Variance
- Current Policy and Regulatory Initiatives
- Official Community Plan Implementation
- Downtown Core Area Plan
- Community Planning
- Official Community Plan implementation
- New Downtown Zoning Regulation Bylaw
- Potential Density Bonus System outside Downtown
- Housing Action Plan
- Input to Regional Sustainability Strategy Seismic Risk – Building Assessment Study Heritage Thematic Framework and Designation Approaches
- Development Summit Action Plan Implementation
- Placemaking-related projects: Citizen-Initiated Heritage Conservations Areas, Heritage Register update, Civic Placemaking Award program
- Heritage Interpretation Strategy
- Cultural Heritage Landscape Policy
- Rental Housing policy
- New heritage conservation areas and updated heritage register
- Grants: The City provides support to a number of non-profit organizations in the form of cash grants. There are two grant categories: Direct-award grants to organizations that provide service on behalf of the City; and grant programs that are based on the City's Strategic Plan. Through the Direct-Award category, the City's Community and Seniors Centres also receive support for facility-related costs such as janitorial and strata fees.

March 27, 2015

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*JBNA ~ honouring our history, building our future*

# Hey, Victoria! Imagine Driving on Sunshine!

Dear Mayor Lisa,

Thanks for giving me the chance to speak tonight.

The following are the suggestions I offered at the Town Hall Meeting, intended to lower the threshold of entry into the EV and solar market for families in Victoria.

1. Create a streamlined permit process for residential and workplace Electric Vehicle Service Equipment (EVSE or commonly called EV charging stations) installation with no fees for the next 2 years.
2. Create a streamlined permit process for residential and workplace Solar Photovoltaic System installations with no fees for the next 2 years.
3. Add as a requirement of building permits for all new residential construction, the provision of electrical rough-in suitable for the installation of a Level 2 (50 amps @ 240 volts) EVSE.
4. Add as a requirement of building permits for all residential renovations resulting in an increase of 50% or more in living space, the provision of electrical rough-in suitable for the installation of one Level 2 (50 amps @ 240 volts) EVSE for each residential unit.
5. Add as a requirement of building permits for all new commercial / retail development, the provision of electrical rough-in suitable for the installation of one Level 2 (50 amps @ 240 volts) EVSE. for every 5 rental units)
6. Provide grants or Low Interest Loans (prime +1%) for part of (e.g. 10%) of a prescribed number of workplace or home installed EVSE or solar PV systems.
7. Provide free "Commercial Vehicle Parking Permits" for electric commercial vehicles.
8. Provide an "EV Parking Only" space with Level 2 EVSE in all downtown city lots, for permitted electric commercial vehicles
9. Provide a (4 to 6 sites) of solar-powered Level 3 Quick-Charge DC stations strategically located at the edges of town exiting and entering into Victoria, for inter-urban commuters, on a subscription service basis for members or by credit card payment for guests.
10. Provide grants, Low Interest Loans (prime +1%) and Feasibility Coaching local commercial EV fleets, giving priority to local food producers, local food delivery and local food service enterprises that purchase an EV, EVSE and / or solar PV systems.

*Why does Victoria want more EVs and fewer fossil fuel cars?*

*(7 good reasons aside from fighting climate change.)*

- 1. Improved local air quality- EVs emit no toxins*
- 2. Reduction in soil and water contamination on city streets. - No oil or fuel leakage.*
- 3. Reduction in curbside pavement damage and repair costs - EVs don't leak oil and fuel.*
- 4. More peaceful urban soundscape- EVs run quiet and don't idle.*
- 5. Nicer neighbourhoods and elevated property values- Homes near busy routes would become quieter, cleaner, more people-centric communities.*
- 6. Electricity is a local form of energy and supports our BC economy, not foreign oil profits- Plus!! SOLAR POWER puts your car on 100 meter diet*
- 7. The quality of life benefits of EVs and Solar send a powerful signal of positive social change that citizens love to share. As a popular tourist destination, Victoria is in a position to influence change beyond it's boundaries, showing visitors what can be accomplished when good people care enough to step up and demonstrate what is possible in a post carbon era.*

*I welcome your questions and comments on this and wish you well with your courageous new approach to making Victoria a great place to live.*

**Section 22**

From: Paul Mably, on behalf of Fernwood Community Garden Email : [Section 22](#) Reference :  
Daytime Phone : [Section 22](#)  
RE: City of Victoria: Draft Strategic and Financial Plan: Support Local Food  
Systems March 25, 2015

Dear Mayor and Council,

We support the actions, goals and objectives regarding local food systems identified in the draft Strategic Plan, including the following initiatives in 2015 and 2016:

- Completing three high profile projects linked to food security;
- Encouraging boulevard gardens in all neighbourhoods;
- Creating micro-grants for volunteer coordination of commons and community gardens;
- Developing long-term policies for food security and boulevard gardening (including an inventory of City-owned land for food production);
- Introducing new partnerships with citizens and groups to increase food cultivation on public and private land, and
- Enhancing local food systems in general.

We note that these initiatives are consistent with the food-related provisions of the Official Community Plan, found primarily in Section 17. For example, the OCP supports: innovative food production (17.9); urban food supplies (17.A); food education (17.B); connecting people to food (17.5); local food security and sustainability (17.9, 17.A); planted boulevards (8.22.4); native plants (8.58); memorable places (8.a); and adaptive management (22.1).

We believe that more progress can be made pursuing these objectives by increasing financial resources for food systems in the 2015 Financial Plan.

We also ask that you make a commitment, and allocate budgetary resources beginning in 2015, to the following initiatives (either as new initiatives within the Strategic Plan, or as detailed measures meant to help implement existing initiatives within the Strategic Plan):

(1) Shift focus in the management of City parks, boulevards and greenspaces from ornamental to edible plants. For example, allocate a minimum percentage of available funding to food-bearing plants and trees, including natives, perennials, and fruit/nut trees (all across Victoria, and especially to enhance/maintain our urban forest);

(2) Provide City assistance with coordination of food-growing resources, including:

- materials pooling / depot (leaves, mulch, soil, cardboard, wood, irrigation materials);
- increase grant funding for existing and emerging food systems initiatives;
- construction assistance for the start-up of new community gardens (e.g. land clearance, fencing, raised beds, access to water);
- support neighbourhood-level and city-wide food coordination;
- reduce water charges for irrigation of food plants;

(3) Expand availability of City land for food growing, with a mechanism for 10-year security of tenure for growers;

(4) Implement a mechanism for increasing social justice in the distribution of local food supplies (e.g. additional City support tied to food sharing);

(5) Examine hiring dedicated staff and forming an advisory committee or task force, to spur implementation.

Thank you for your time and attention. We would like to be kept informed of your deliberations on enhancement of local food systems.

Sincerely,  
Coordinating Group  
Fernwood Community Garden  
(Paul Mably, Kathelene Metzger, Michaela Louie, Barb Ruddell)

Good morning,

I completed the survey on-line on the [Strategic Plan and Budget Consultation](#). I hope the process will prove to be successful. I'd like to underscore a few key points here.

#### Victoria's Urban Forest

On January 13 I wrote to each of you raising concerns again about the state of Victoria's urban forest, a diminishing asset with rising liabilities. At that time I shared with you a report entitled, "Victoria's Urban Forest: Asset or Liability" which I prepared in the hope Mayor and Council would take action to address a chronic problem. City Manager Jason Johnson also was sent a copy and I am aware Councilor Isitt has asked him for a response. Is the City working on an action plan with an implementation timetable and when will it be available for review?

#### Permit Approval Process

In my opinion, the permit approval process is unfair when the City approves permits without consulting other affected parties. At the very least there should be a requirement to notify affected neighbours before work starts and better yet there should be an opportunity for affected parties to comment on permit applications before approval. Both will reduce rather than raise conflict and protect the rights of neighbours and the neighbourhood. I have written to you before about this issue and it was referred to and seems to have disappeared with staff. Is there a review underway ?

Storage and Servicing of boats and other RV's on residential properties – It's not only an eyesore but salts and chemicals are washed into the ground and sewer system just as they are when residents do car cleaning and repairs on driveways, aprons and streets. Why do we allow this practice?

I appreciate your attention to these matters. I look forward to your reply.

Thank you

Section 22

Dear Mayor and Council,

Please accept the following comments as Council deliberates on its plans for the next four years. I would like to highlight the prospects and potential for active transportation initiatives in Victoria.

There is growing and strong public support for a more walkable and bike-friendly Victoria. The City also has amongst the highest walk and bike numbers in Canada – largely due to Victoria’s compact size and boundaries. In just 25 minutes, you can cross most of the city by bike. Downtown is readily accessible from adjacent neighbourhoods.

By building on those attributes with smart and sustained investments in active transportation, Victoria could be one of most walkable and bikeable cities on the planet. Of the many reasons to prioritize such investments, two are worth highlighting:

**1. Economic and Competitive Advantage** - As a small city in a highly mobile global economy, Victoria can stand out and excel by enhancing its unique urban qualities. Building a truly walkable and bikeable city can generate economic dividends for local business, tourism and economic development. In the words of urban design consultant Christopher Beynon: *Cities must work hard to attract the best talent to drive the ‘innovation economy.’ These new workers are demanding robust, creative and interesting downtowns and districts where they can live, commute without a car, and feel inspired by their physical surroundings - the nexus between economics, social behavioral patterns, and urban design.*<sup>[1]</sup>

Achieving those aims requires accelerated investments and ongoing commitments to high quality pedestrian and bicycle infrastructure. However, to date Victoria’s investments have been modest and routine – e.g. rarely more than \$250K a year in capital spending on conventional bike facilities. Victoria needs to do much more, and instill a culture of creative, high quality urban design. [Dozens of cities](#) in North America now have better and safer bicycle routes and networks than Victoria. As Christopher Beynon emphasizes: “Average won’t work.”

**2. Well-Being and Community Health** – People in cities with a range of transportation options are less sedentary, get more exercise and are happier and healthier as a result. <sup>[2]</sup> Moreover, the provision of safe facilities – such as protected bike lanes – provide broad community benefits as well, anchoring a more vibrant, connected and livable city. Those benefits extend even to drivers and pedestrians, who gain from improved clarity and safety on our public right of ways. For example, protected bike lanes reduce bike riding on sidewalks, and lower vehicle speeds and fewer collisions on the improved street.

Recently, City Council and staff have demonstrated significant support for advancing cycling goals and objectives. The current Bike Plan update process is quite promising.<sup>[3]</sup> The identified project priorities are a good start – but they represent only small segments of the complete network of well-connected, safe and attractive bike routes that Victoria needs.

The city’s Draft Strategic Plan sets out an ambitious set of objectives: *‘Innovate and Lead’ ‘Strive for Excellence’ ‘Create Prosperity’ ‘Make Victoria Affordable’ ‘Facilitate Community Wellness’ ‘Enhance Public Spaces.’* I submit that the most cost-effective, productive and immediate means to achieve all those objectives would be substantial commitment to increase investments in bicycle facilities, quality urban design and placemaking.

Now is the time to advance those goals. Following are a number of ways to demonstrate and secure those commitments.

a. Most immediately, Council should target an annual ongoing budget of \$2 - \$3Million for bicycle facilities and related urban design. The city’s reserve funds and current budget surplus are viable envelopes to draw from.

- b. Explore senior government programs and funds to supplement municipal budget outlays. Both federal gas tax dollars and the provincial BC Bike program enable the cost sharing of municipal bicycle infrastructure. (However, these senior government programs are often over-subscribed and highly competitive; such funds can't be relied on, nor can they replace municipal budgetary commitments).
  - c. Additional city funding resources should be reviewed and explored. Development cost charges is one pertinent example – especially given the robust commercial and mixed-use development projects underway in Victoria. My understanding is that Victoria's DCCs are quite low on a comparative basis.
  - d. The City should boost its staffing levels and consulting services to expedite current project plans and ensure quality urban design and best practices in active transportation.
- Thank you for your consideration. I would welcome further dialogue and discussion with you on these issues.

Regards, [Section 22](#)

Dear City of Victoria Councillors:

The establishment of supervised consumption services (SCS) in Victoria is important to me.

I support SCS in Victoria because I believe it is a matter of human rights.

Also, it saves lives and money. This world needs more compassion. For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see: <http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). Our community is ready and we must take action.

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS to develop SCS within our existing continuum of health care services.

YES2SCS is a community-based coalition that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision.

A Councillor-facilitated process would strengthen community collaboration on these issues and provide access to City resources such as information and advice on land use, zoning, maintenance, etc.

I urge you to make the establishment of SCS a priority by including the above process in the City of Victoria 2015-2018 Strategic Plan.

Health and Happiness,

Section 22

Dear City of Victoria Mayor, Councillors and City Staff,

I applaud the **establishment of supervised consumption services (SCS)** in the *City of Victoria Draft Strategic Plan 2015-2018*, and urge you to prioritize this life-saving intervention by including it in the final Strategic Plan.

**The benefits of SCS cannot be understated.** In Vancouver, where SCS has operated for years through the Dr. Peter Centre and Insite, SCS has proven to **save lives** by reducing deaths related to overdose, **prevent the spread of disease** by providing clean supplies and education on their use, **connect service users** with other health and social supports (e.g., housing, detox and recovery services), and **reduce public drug use and improper disposal of drug equipment litter** by providing safer and welcoming places for people to use and dispose of their equipment.

Bottom line, **SCS is beneficial for our entire community.**

I currently work as a Project Coordinator, conducting research on the needs of structurally vulnerable people at the end of their life (i.e., street involved, homeless/unstably housed, using illicit drugs or alcohol and/or living with mental health issues, who are living with serious illnesses). For years, I've worked as a front line worker in downtown agencies serving people who use drugs.

Through my research and work, I've witnessed the **harmful effects** of the **lack of SCS** for people who use drugs. Without SCS, people are forced to use drugs in **inappropriate and undignified spaces** in our City (e.g., bathrooms, alleys, alcoves) and are put at **further risk** of harm, violence, criminalization and public shaming (i.e., injecting quickly in bad light in public spaces).

I've personally discovered **2 people down** in bathrooms, not breathing from overdose, and luckily had access to the training and supplies to administer breath and Naloxone, an injectable, opioid-antagonist to temporarily reverse overdose. **I know many more who have not been so 'lucky.'**

As a member of the **YES2SCS campaign**, I see the **tremendous support** that the establishment of SCS has in our community. People recount the deaths of their mothers, fathers, family and friends and the difference this service would have made. For more information about this campaign see [www.yes2scs.ca](http://www.yes2scs.ca) or our Facebook group at <https://www.facebook.com/yes2scs> that currently has 812 likes. Our current mayor, and almost all of the elected City of Victoria Councillors **expressed statements of support** for SCS through our "I support YES2SCS" campaign.

I support a **City of Victoria led process** to establish these essential health services, with the inclusion of **YES2SCS as a key stakeholder group** as a coalition that includes people who use drugs, and people who work and research in this field. A **Councillor-facilitated process** would strengthen community collaboration on these issues and provide access to City resources such as information and advice on land use, zoning, maintenance, etc.

Thank you for your time and consideration,

Section 22

Dear City of Victoria Councillors,

The establishment of supervised consumption services (SCS) in Victoria is important to me. I support SCS in Victoria because this model has proven to be a simple and effective means of addressing drug-related harms. For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see: <http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). Our community is ready and we must take action.

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS to develop SCS within our existing continuum of health care services. YES2SCS is a community-based coalition that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision.

A Councillor-facilitated process would strengthen community collaboration on these issues and provide access to City resources such as information and advice on land use, zoning, maintenance, etc.

I urge you to make the establishment of SCS a priority by including the above process in the City of Victoria 2015-2018 Strategic Plan.

Sincerely,

Section 22

Dear City of Victoria Councillors,

SOLID supports supervised consumption services (SCS) in Victoria because this model is an essential health service for people who use illicit drugs. For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see: <http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). Our community is ready and we must take action.

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS to develop SCS within our existing continuum of health care services. YES2SCS is a community-based coalition that includes participation of members of SOLID and other people who use drugs, and their voices are critical in relation to social inclusion and effectiveness of health service provision.

A Councillor-facilitated process would strengthen community collaboration on these issues and provide access to City resources such as information and advice on land use, zoning, maintenance, etc.

We urge you to make the establishment of SCS a priority by including the above process in the City of Victoria 2015-2018 Strategic Plan.

Sincerely,  
SOLID Board of Directors

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Society of Living Illicit Drug Users (SOLID)  
250-298-9497  
[solidinfo@shawbiz.ca](mailto:solidinfo@shawbiz.ca)  
857 Caledonia Ave  
Victoria BC  
V8T 1E6  
[www.solidvictoria.org](http://www.solidvictoria.org)

April 6, 2015

Dear City of Victoria Mayor, Councillors and Manager,

I was encouraged to read Objective 1 in the City's *Draft Strategic Plan 2015-2018* that states the intention of enacting "bold, innovative leadership" and includes establishing focused working groups to build community capacity and public input. This objective fits well with *Objective 7: Facilitate Social Inclusion and Community Wellness*, which is of particular interest to me as a [Section 22](#) and someone who has spent the [Section 22](#).

I fully support the inclusion of a proposal by the City to facilitate a collaborative process among Island Health, the Victoria Police Department and the YES2SCS campaign to add supervised consumption services to the existing continuum of care available in Victoria to people who use drugs. Given the current federal government's stance around harm reduction, this objective demonstrates the bold leadership identified as a priority in the *Draft Strategic Plan 2015-2018*.

Over the last few years, I have had the opportunity to participate in national teleconferences with policy makers, health care leaders, and community workers from across Canada who are working towards establishing supervised consumption services in their own communities and who are not deterred by the federal government's anti-health stance on harm reduction initiatives. We know that the examples of Insite and the Dr Peter Centre in Vancouver, and safer injections sites in Australia and Europe, have shown strong scientific evidence and community support for engaging people who use drugs in a way that is accessible, pragmatic, empathic, and fits with best practice in nursing care. Such services provide primary health care and the opportunity for healing, and are essential 'gateways' for detox, treatment options and supported housing.

As someone who has worked in a harm reduction health care setting for over a decade, I cannot overestimate the importance of providing safer spaces for all members of our community, including those who use illicit drugs. Providing safer drug use supplies such as sterile needles is a practice that is acknowledged by authorities such as the World Health Organization as necessary for preventing HIV and other serious conditions. Providing sterile needles without offering safer spaces for those needles to be used in a community such as Victoria where homelessness is a significant issue will ensure that public drug use continues, stigma and marginalization thrive, and the basic safety of people who use drugs is very limited.

I have been working with the YES2SCS campaign since its inception and we are an incredibly committed group of people who want to see action on this issue. We also need access to resources as we cannot do this alone. A City-facilitated process would bring the parties who need to be involved to the same table and increase our capacity through City support. The objective of establishing supervised consumption services in Victoria is absolutely achievable. I look forward to working on this exciting and important initiative with you.

Sincerely,

[Section 22](#)

Dear City of Victoria Councillors:

The establishment of supervised consumption services (SCS) in Victoria is hugely important to me.

Harm reduction saves lives. I support SCS in Victoria because they are a vital health service- access to safe and dignified health care is a right for all people regardless of financial, housing or health status. As a commitment to safer spaces in Victoria for people who use drugs, SCS would prevent deaths caused by overdose, provide people with better access to health and social services, reduce the spread of HIV and Hepatitis C by providing sterile equipment and safe disposal of that equipment, and decrease public drug use and reduce drug equipment litter.

For over a decade, people who use drugs, researchers, politicians, health care workers and other community leaders have been calling for SCS in our city (see: <http://www.yes2scs.ca/background/10-years-of-recommendations-for-scs/>). Our community is ready and we must take action.

The City of Victoria has an opportunity to re-prioritize these essential health services and show leadership by facilitating a collaboration between City Hall, the Island Health Authority, the Victoria Police Department, and YES2SCS to develop SCS within our existing continuum of health care services.

YES2SCS is a community-based coalition that includes participation of members of SOLID and other people who use drugs, and **their voices are critical** in relation to social inclusion and effectiveness of health service provision. A Councillor-facilitated process would strengthen community collaboration on these issues and provide access to City resources such as information and advice on land use, zoning, maintenance, etc.

I urge you to make the establishment of SCS a priority by including the above process in the City of Victoria 2015-2018 Strategic Plan.

Sincerely,

Section 22

April 2<sup>nd</sup>, 2015

Dear Mayor and Council,

I am writing to express my thanks to you for including in your survey to city residents the possibility of engaging in a process that would see the creation of Supervised Consumption Services in the city of Victoria. I am excited at the prospect of this item being included in your 2015-2018 strategic plan and likewise look forward to working with the Victoria City Council on seeing this life saving service become a reality in our community.

I would like to take a moment to explain my interest in this service, and why I'm taking the time write to you today. I feel it is important, in the interest of clarity that I explain my reasons so that perhaps we might better understand each other, and why I feel Supervised Consumption Services are so necessary.

I have been working for a downtown social service agency [Section 22](#). I work almost exclusively with people who use illicit drugs, and while my position in the agency concerns client education I am daily faced with a level of deprivation that will often bring tears to my eyes. I daily witness persistent poverty, homelessness, and an almost total lack of comprehensive services to abate a downward spiral of health and wellbeing that too few escape. We do what we can, and I am proud to say that I work with some of the most skilled and caring support workers that you could ever hope to meet, but we are faced with a crisis that we did not create, or can we fix.

Our clients are faced with tremendous daily hardship, to the point where persistent, and often dangerous, drug use becomes more than an option but a reasonable coping strategy to a maddening existence. When you must walk all day, carrying or pushing all that you own regardless of the weather, to acquire your necessities for survival, one begins to understand why someone might rely on persistent and sometimes chaotic drug use. While I acknowledge that there are a myriad of reasons people have for using illicit drugs, we persistently hear from our clients that drug use helps people cope and survive another day of grinding poverty. We also know that once someone is housed, fed, and otherwise cared for their drug uses declines, sometimes drastically. Homes are Safe(er) Consumption Sites, but in the midst of a housing crisis we must seek other remedies.

In the course of our work we come to know and really care for our clients. We get to know where they're from, if they have family, where they're sleeping, how their health is and details more personal than that. In short, we get close to our clients, and care deeply for their wellbeing. We offer something that many of our clients don't get in the normal course of their days. We *see* them. Not as a homeless person, or a bum or some stain on our city, but we see them as people, as individuals worthy of love and affection. This connection is powerful and very, very meaningful.

We know that death is a part of our jobs too. As much as we fight to help people survive, and maybe even thrive, we are very aware that seeing our clients die is a part of the job. Too often the people we work with, and have become close to, die for no other reason than that they're not *seen* by society as worthy of the

sort of care and services that we know are proven to save lives. Sometime this sort of death leave a mark that cannot be removed and leaves a hole that cannot be filled. The only thing that can possibly redeem these sorts of deaths is learning from them, and committing to not seeing another person die in such a manner, alone, in an ally, or behind a dumpster.

Over the course of my **Section 22** of working with members of the Illicit drug using community I can no longer count the dead. People I would now count as friends died from the use of drugs in a post Insite world where we know the science, we have the data, and we know what Supervised Consumption Services can do, but still, people keep dying. Why?

I understand that just as I did not cause the war on drug nor its prolific consequences neither did the Victoria City Council. I know that you are not able to do this alone and should not be expected to do so, but I also know that we are all responsible for the expected consequences of our inaction. I acknowledge that the process of seeing a Supervised Consumption Site become a reality in Victoria will take time, negotiation, and some serious investment on the part of government. I am also aware, as I'm sure you are, that the federal government seems determined to stop these lifesaving services from opening. This is all, from my perspective, inconsequential to the fact that these obstacles must be overcome nonetheless as we are all responsible for ending preventable deaths in our community.

I will not take more of your time to outline the extensive research available that highlights the clear effectiveness of Supervised Consumption Services as I'm sure other letters have thus outlined but urge you to explore the research if you are unfamiliar with the data behind these services.

Thank you for your time and I urge you to include the opening of Supervised Consumption services in your 2015-2018 strategic plan.

Respectfully,

**Section 22**

Tuesday, April 7th, 2015

Re: Budget Amendments to Draft Budget

Dear Mayor and Council

We congratulate the city of Victoria on an extremely successful public consultation for the draft four year strategic plan and budget. The large number of responses received during this process allows staff and council to be better informed about the priorities of the citizens they serve, enhances the knowledge and agency of those citizens, and strengthens the democracy of our local government.

We are elated to see completing a multimodal active transportation network selected as the number one priority for both the strategic plan objectives and preference on direction of the \$4.5 million of unallocated funding. In terms of capital budget investments, active transportation was the only option where a majority of respondents expressed a desire for more spending.

We support staff's recommendation for allocating gas tax funding to accelerate the construction of an all ages and abilities (AAA) cycling network, and spending an additional \$500,000 on consulting services. Our further suggestions are as follows:

1. A decision regarding the construction of a 1 or 2 way protected bike lane on Pandora Avenue is forthcoming. Should a 2 way option be built, we recommend the city reprioritize projects based on the greatest gaps needing to be filled, for example, looking at NorthSouth route such as Wharf Street over another EastWest connection.

2. We recommend that additional funding be made available for the cycling priority projects if additional features, protections etc are deemed necessary to design these bike routes to the highest standards. It is important to meet the overall goal of AAA quality.

3. We note a substantial cost increase on the proposed Vancouver St bike lane (from \$500,000 to \$2.4 million) and Haultain (from \$500,000 to \$750,000) to ensure they are AAA. Other cities have been able to take advantage of the quieter nature and lower traffic volumes of such roads to implement safe, pleasant and comfortable AAA cycling experiences at much lower costs using auto traffic diversion and closure options.

Looking ahead to 2017 and 2018, we greatly look forward to working with the city to identify other major facilities to be built and gaps to be closed as we work towards completing a minimum grid of high quality cycling routes across the city and the region.

Thank you very much,

Edward Pullman

President

Greater Victoria Cycling Coalition