

Pamela Martin

From: Rhys del Valle [REDACTED]
Sent: Tuesday, January 19, 2016 9:53 AM
To: Victoria Mayor and Council
Subject: Impact Feedback -- Proposed Victoria Harbour Marina

Planning & Land Use
Standing Committee

JAN 28 2016

Late Item# 9

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Dear City Council,

I would like to introduce ourselves to you and provide input regarding the proposed marina in Victoria harbour.

We are the only Olympic Sprint Racing CanoeKayak club in Victoria. I am the nationally certified Competition Development Coach at Chinook Racing Canoe Club. Chinook is a recognized member in good standing with CanoeKayak BC and CanoeKayak Canada. We provide Victoria-area children and youth the opportunity to play, learn and compete in our paddling discipline. Many of those youth represent Victoria when competing provincially and nationally. Our paddlers who grow up in our sport compete at Provincials, BC Games, Western Canada Games, National Championship, Canada Games, World Cups, Pan Ams and some hope to be Olympians in 2020 and beyond.

We have the sleekest fastest and most readily maneuverable human powered boats on our waterway and we are based on the Gorge, subleasing at the Fairway Gorge Paddling Club facility. Our racing hulls range in length from 18' for a single to 21' for a double and a quad, our largest team boat, is 36'. We share and navigate our waterway co-operatively with many other human powered vessels from individual to team outrigger paddlers, dragon boats long enough to carry 24 bodies, rowers with teams up to 8 and oars which narrow the passageway, rental kayaks, moored derelict boats, myriad tourists, marathon canoers, SUP paddlers, the Inner Harbour ferries, independent boating motorists along with the right-of-way tugboat activity.

Safety is Chinook's priority. One does not become a Sprint CanoeKayak athlete readily. It takes many years of training and several years to master the balance of a racing hull. Which brings me to my point. Our on-going intake in beginners programming is youth from 8 to 9 years old. The focus on the FUNdamentals of paddling ensures our coach keeps it safely fun and interesting from group play on giant SUPs to learning to paddle small dragon boats. Over the course of the season our coach will occasionally traverse the harbour in just such a team boat over to Fisherman's Wharf.

The proposed marina and it's passage way plans, as I understand them at this time, create unreasonable and undue risk for human powered vessels. The current plans are contrary for even the most cautiously executed maneuvers by the most highly skilled paddlers in the quietest of traffic. The addition of high traffic, tourists,

recreational sightseers, learning adult or youth paddler into the equation are not mitigating factors. It is an invitation for risk to life and property.

Being a harbour city, with the continued increase in paddle sports interest, and the "Fit for Life" movement, we have a jewel of an opportunity and obligation to protect these values through maintaining safe passageway for the myriad users of the human powered vessel public.

Sincerely,

Rhys

Rhys del Valle
Head Coach
CHINOOK Racing Canoe Club
~ perficentur excellentiam ~
Web: chinookclub.ca



Pamela Martin

From: David Anderson [REDACTED]
Sent: Sunday, January 17, 2016 5:20 PM
To: Victoria Mayor and Council
Cc: Alan Campbell; Jennifer Sutton; Tim Houlihan; [REDACTED]; Terry Milne
Subject: Mega yacht marina proposal in front of Songhees lands.

Dear Mayor Helps and Councillors,

I am writing this email in support of the emails sent to you by Erik Ages of the Fairway Gorge Paddle Club on 17 January 2016, and Shawn Hamilton of the Victoria Canoe and Kayak Club on 16 January 2016.

I kayak somewhere in the Greater Victoria region about five times a month. I am not a member of either of the clubs mentioned above, but I am a member of two groups, the South Island Sea Kayaking Association (whose submission to you I also support) and an informal group that get together every Wednesday. Victoria Harbour is part of our regular kayaking area. I have had direct experience of paddling in the area on numerous occasions. I also have had a lifetime of experience with competitive rowing.

My concern is the lack of space for muscle-powered craft that will result from the channel proposed by the developer for the northern side of the Harbour. I believe rowers, kayakers and other paddlers will find it to be restrictive, particularly when facing on coming traffic of rowing boats or outrigger canoes. This will lead, either formally or informally, to a future restriction to one-way use, with rowers and paddlers coming from the other direction using the outside water, to the south of the proposed marina on the northern edge of the float plane channel--the very situation that I understand the channel is said to avoid.

I must confess the concept of this marina troubles me. I find it difficult to understand how the City of Victoria can support a proposal of use only to the extravagant mega-yachts of overseas multi-millionaires, while ignoring the legitimate safety concerns of its modest-income local residents.

Sincerely,

David Anderson

Pamela Martin

From: Shawn Hamilton [REDACTED]
Sent: Saturday, January 16, 2016 4:06 PM
To: Victoria Mayor and Council
Cc: Jason Johnson; Jonathan Tinney; [REDACTED]
[REDACTED]
[REDACTED]
Subject: New proposed mega yacht marina for Victoria

Dear Mayor Helps and Council,

I am an avid paddler, current outrigger director for the Victoria and Kayak Club (VCKC), and Victoria resident/taxpayer who lives almost right in front (Mariner's Landing) of where the new marina will be. I have some very serious safety concerns regarding the proposed new marina and channel set aside for non motorized water craft. With my living room window facing that area, I have considerable first hand knowledge as to the traffic that is there now and what it is likely to be if the new marina comes to fruition.

The problems can be serious when two larger boats, such as OC6s and/or row boats, meet when coming from opposite directions in the proposed channel.

A lot of water craft are quite long, including regular canoes, surf skis, single and tandem kayaks, dragon boats, and outrigger canoes for 1,2 and 6 people. Their length approaches or even exceeds the channel in width, making it difficult or impossible to maneuver around in an emergency, or for other reasons. Turning a 45' boat (OC6) around in such a tight channel cannot happen. When you add multiple boats in a narrow channel at the same time you are looking for an accident to happen.

The Victoria Harbour has a number of paddling clubs that use this area and it can become very busy. This is a growing activity and the new proposed marina will most certainly add congestion and safety concerns.

Another item we must address is the ever increasing number of tourists that rent paddle craft and head out into the harbour. These people for the most part don't know the "rules of the road" and I foresee further complications. Many of them are escorted out of harms way by the Harbour Police now and with the new marina it will cause even more issues. The uneducated paddlers will likely take the easy route, away from the channel and possibly end up in the float plane runway.

Moving forward, I can make myself available for any future conversation/meetings that might come up.

Thanks for your consideration and concerns regarding this matter.

Cheers,

Shawn

Shawn Hamilton
[REDACTED]

Shawn Hamilton
[REDACTED]

Pamela Martin

From: Erik Ages [REDACTED]
Sent: Sunday, January 17, 2016 1:08 PM
To: Victoria Mayor and Council
Cc: Jason Johnson; Jonathan Tinney; [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Re: New proposed mega yacht marina for Victoria

Dear Mayor Helps and Council,

I am writing to express my concern about the proposed (and serially approved-then-amended) marina project to be located along the Songhees walkway directly within the existing "human powered" paddling corridor along the north shore of Victoria's middle harbour. As a representative of the largest and busiest paddling operation in Victoria, I wish to make it clear that I believe the proposed marina's "paddling canal" is unsafe, and represents unnecessary safety risks to thousands of paddlers. As manager of the Fairway Gorge Paddling Club Society (FGPC), I am responsible for the safety of our paddlers. Based on the plans of the "paddling canal" that I have seen, FGPC may curtail, restrict or re-route our paddlers' access to the middle and outer harbours (and open water beyond) for reasons of safety.

The Fairway Gorge Paddling Club (formerly the GO Rowing & Paddling Association of Canada) operates out of the Selkirk Waterfront Community (2940 Jutland) just south of the Selkirk Trestle. It is the largest training and recreational paddling facility on Vancouver Island. We have approximately 1500 regular paddlers who train in outrigger and dragon boats on an annual basis, with peak numbers of 2500 paddlers during the high (summer season). We also supply kayaks and SUPs (8,000 rentals during the most recent calendar year), and host kids camps and school groups and corporate bookings that account for a few more thousand users; and we host and/or manage most of the outrigger and dragon boat events in Victoria -- including the Victoria Dragon Boat Festival -- in addition to other festivals in Cowichan Bay and Nanaimo. We are a non-profit society that believes that paddling improves lives for grown-ups, and improves futures for kids.

For reporting and safety reasons, FGPC has systems in place to track its training and recreational activities. We also keep records specific to the north shore paddling corridor that highlight the amount of small boat / paddling traffic along the north shore of the middle harbour. FGPC has records from 2015 (and from previous years) that track the number of kilometers paddled by recreational and competitive athletes training out of our club. We also have numbers that track our rental activities. In the case of the north-shore paddling corridor, that body of water is used by FGPC for a) recreational crew outrigger paddling; b), intermediate crew outrigger and small boat access to the outer harbour and open water; and c) competitive crew and solo access to the outer harbour and open water. We also have some independent crews that use the paddling corridor.

The figures available to us indicate that the north shore paddling corridor is a vital and increasingly busy link within the harbour system, and provides the only viable access to "open water" (beyond the mouth of the harbour). This thin ribbon of water, between the north shore and the seaplane runways, is the only safe link between the harbours for paddlers. Given the growth that paddling sports are experiencing and will continue to experience (given our projections), keeping the paddling corridor safe and accessible in all conditions should be a priority for anyone with responsibility for the future of Victoria harbour system.

Here are some figures based on FGPC's data over the past 12 months. On average, FGPC club and independent crews access the north shore corridor 24X per week year round, which amounts to roughly 1,000 individual "crew seats" using the corridor each week, 50 weeks out of the year. These are in 6pp "OC6" boats that will never use a "paddling canal" because FGPC believes the designs (all variants seen to date) for the canal are unsafe. In addition, we have private and club small boats that use the corridor, both for access to open water training and paddling within the middle and outer harbours.

Last year, FGPC's competitive small boat paddlers paddled 9,862 kilometers, accumulated and tracked daily, between Selkirk and through Victoria's harbour system. Each of these kilometers has been documented, and the logs are accurate and comprehensive. Additional kilometers were posted by intermediate and recreational small boat paddlers. Further, we launched 8,000 individual kayak trips from FGPC docks over the past summer, and approximately 10% of these used the north shore paddling corridor.

The numbers from FGPC combined with other clubs and solo users are significant. From FGPC's perspective, the proposed paddling corridor is unsafe, and our club will actively dissuade (and potentially restrict) access to this corridor, for reasons of safety. In the event that the marina is built out in its current form, FGPC's volume of traffic will likely be redirected (by our own internal management decisions for reasons of safety) to the south "commercial" thoroughfare or just south of the new marina (between the new docks and the seaplane runway markers).

In my opinion, paddling traffic is growing significantly and represents broad-spectrum economic potential for the city and affiliated businesses and community groups over the long term. Compromising safe and reliable access to Victoria's harbour system, and to open water beyond the harbour, poses unnecessary limits to this growth and to the potential that recreational on-water activities and associated tourism, special events, and so on, have to offer to our city and its future vitality.

It is my hope that the City will consult with "human-powered" stakeholders of our harbour system before approving any additional changes or amendments to the marina project.

Sincerely,

Erik Ages

Erik Ages, General Manager
Fairway Gorge Paddling Club | Victoria Dragon Boat Festival
Victoria, BC Canada



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Fairway Gorge Paddling Club
Outrigger | Dragon boat | Kayak

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