



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

LATE AGENDA ITEMS COUNCIL

Monday, April 12th, 2021 @ 7:00 pm
Esquimalt Council Chambers

- (1) **PERTAINING** to Item No. 6 (7): **STAFF REPORTS** – Budget Adjustment HVAC Replacement - Municipal Hall Phase 1, Staff Report No. EPW-21-008
- Email from Duncan Cavens, dated April 12, 2021, Re: Climate Emergency and Upgrading the Municipal Hall HVAC System
- (2) **PERTAINING** to Item No. 6 (9): **STAFF REPORTS** – Demolition of Registered Heritage Property – 820 Dunsmuir Road, Staff Report No. DEV-21-010
- Email from Rozlynn Mitchell, Chair, West Bay Residents Association, dated April 11, 2021, Re: 820 Dunsmuir Road
 - Email from Colin MacLock, dated April 12, 2021, Re: Heritage Property Tyn-Y-Coed Home-820 Dunsmuir Road
- (3) **PERTAINING** to Item No. 6 (11): **STAFF REPORTS** – Development Variance Permit Application – 836 Viewfield Road, Staff Report No. DEV-21-024
- Email from Ryan Jabs, President, Community Builder, Lapis Homes, dated April 12, 2021, Re: Support for Driftwood Brewery's Development Variance Permit
 - Email from Robert Gritten, Director, 836 Viewfield Limited Partnership, dated April 9, 2021, Re: Variance Notice 836 Viewfield Road
- (4) **PERTAINING** to Item No. 9 (4): **COMMUNICATIONS** – Email from Rachel Mattiuz, Administrative Assistant to the Mayor, District of Saanich, dated March 25, 2021, Re: Motor Vehicle Act Pilot Project Application
- Email from Ryan Jabs, President, Community Builder, Lapis Homes, dated April 12, 2021, Re: Reduced Speed Limit Pilot
 - Email from Corey Burger, Policy & Infrastructure Chair, Greater Victoria Cycling Coalition, dated April 12, 2021, Re: Letters from GVCC website re: speed limit pilot

Deborah Liske

Subject: FW: Climate Emergency and Upgrading the Municipal Hall HVAC System

From: Duncan Cavens

Date: April 12, 2021 at 9:52:27 AM PDT

To: Mayor and Council <mayorandcouncil@esquimalt.ca>

Subject: Climate Emergency and Upgrading the Municipal Hall HVAC System

Dear Mayor and Council,

First off- thanks for asking questions at your March 12th meeting about the implications of the capital budget on your climate emergency declaration and your declared GHG reduction targets.

While I do find staff's response reasonable (there are few vehicles that are currently available that are a 1 to 1 replacement for existing vehicles), it should be pointed out that this takes an extremely conservative approach to GHG reduction: that actions to reduce GHG emissions should have zero impact on operations or require re-thinking existing ways of doing things. It is however pretty clear that this line of thinking is not going to be sufficient to meet our global targets in time.

I'd like to draw your attention to the fact that Colwood has recently purchased an electric public works truck for parks use:

<https://www.colwood.ca/city-services/engineering/public-works/electric-public-works-truck>

Made in Parksville of all places, Colwood is expecting the truck to result in an operational savings of \$3-5000/year, in addition to reducing GHGs to effectively zero. Yes, it won't do everything a 3/4t truck will do, but I suspect that over the course of a year, there are not many parks/public works jobs that strictly require a 3/4t truck. A "right-sizing" of the municipal fleet might produce significant GHG reductions and even provide operational/capital savings.

I saw one of these Mighty-E trucks (<https://canev.com/might-e-truck/>) being delivered on Lyall St last week- I presume to DND. Perhaps staff and council could organize a site visit to see how other organizations are tackling their own climate emergencies?

On another topic, I see that replacing the Municipal Hall's heating system is up for discussion tonight. I was a bit taken aback by staff's pithy evaluation of the upgrade's Sustainability and Environmental implications. **Two years** after your climate emergency declaration, to not include an analysis of the GHG implications of this upgrade, and suggest costing for alternatives, suggests that reducing the Township's GHGs is barely an afterthought, rather than the priority you indicated in April 2019 that it is.

By replacing the HVAC system with another natural gas system (which I suspect it is), will "bake in" the Town Hall's emissions for the next 15-20 years. While the Municipal Hall's emissions are not as large as the Recreation Centre or Archie Browning, they are not insignificant.

Some suggested questions for staff:

- What are the GHG implications of the proposed HVAC upgrade? (any HVAC contractor/engineer pricing out such a large project should be able to provide this)

- Are there alternatives (such as commercial heat pumps) that could significantly reduce the GHG emissions from the Municipal Hall? What are the cost implications of this? Should the Sustainability Fund (replenished each year by the province to pay for this kind of project) be used to increase the project budget to pay for any incremental costs?
- Will the system being proposed work with the Gasification Project currently being studied? It is my understanding that the proposed plant will provide heat to municipal buildings- is the \$400k+ to install a natural gas system going to be wasted if the Integrated Resource Management Project goes ahead?

I would strongly suggest that council direct staff to wait until these kinds of questions are answered - as the project has a lifespan of up to 20+ years, a few weeks to gather this kind of information, especially given your Climate Emergency declaration, seems like a reasonable thing to request.

Yours respectfully,

Duncan Cavens
960 Lyall Street

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	April 12 , 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	Rachel
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

Deborah Liske

Subject: FW: April 12th Council Agenda Item 820 Dunsmuir Road
Attachments: 820 Dunsmuir Road Apr 12 2021.pdf

From: R M <WestBayResidentsAssoc@shaw.ca>
Sent: April-11-21 12:17 PM
To: Mayor and Council <mayorandcouncil@esquimalt.ca>; Corporate Services <Corporate.Services@esquimalt.ca>; Laurie Hurst <laurie.hurst@esquimalt.ca>; Bill Brown <bill.brown@esquimalt.ca>
Subject: April 12th Council Agenda Item 820 Dunsmuir Road

CORPORATION OF THE TOWNSHIP OF ESQUIMALT RECEIVED: <u>April 12 , 2021</u> For Information <input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council Other _____ Referred to: <u>Rachel</u> For <input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report For Agenda <input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

West Bay Residents Association

April 11, 2021

To: Esquimalt Mayor and Council
Laurie Hurst, Bill Brown

Re: April 12, 2021 Council Meeting, Agenda Item #9 - 820 Dunsmuir Road

It has come to our attention that staff’s Request for Decision regarding the demolition of the Tyn-Y-Coed heritage house located at 820 Dunsmuir Road will come to Council on April 12th.

Staff advises that this is further to Council’s Dec. 21, 2020 direction to staff to “...initiate an appraisal of the subject property and to work with the applicant on a development that would retain the registered heritage building”. It is our understanding that a) the appraisal is complete; b) it forms part of the basis for the option recommended to Council by staff; and c) it cannot be shared unless Council approves its release.

We request that Council release the appraisal for public review. Transparency is important, as is the need for Council members to be open about the information they use to inform their decisions. As we will not have prior access to the appraisal document, we ask that during Council’s consideration of this matter on April 12th members discuss the outcomes of the appraisal (the costs) so that the viewing public can understand the rationale for Council’s decision(s).

We also request that Council make every effort to encourage the adaptive reuse of this historic building. Adaptive reuse or the retrofitting of historic buildings for new uses, allows structures to retain their historic attributes while providing for modern needs, often times being incorporated into the design of new development proposals. These historic structures not only reinforce our sense of place and the special and unique character of a community, they are municipal assets and their rehabilitation and adaptive repurposing stand to generate a wide range of social, economic and environmental benefits in the future.

Our West Bay community is under extreme development pressure and unfortunately we are at risk of losing many of these historic buildings to this pressure. We ask that Council do what it can to ensure that these landmarks are woven into the fabric of how our community develops in the future. To this end we ask that you adhere to the Township’s own heritage policy and maintain this property on the Esquimalt Community

Heritage Register and proceed to adopt a heritage designation bylaw to preserve the property at 820 Esquimalt Road.

[Esquimalt Heritage Policy Update](#)

[Heritage Context Plan](#)

[Heritage Designation](#)

The potential demolition of this important heritage property brings to the forefront the need for the reestablishment of the Esquimalt Heritage Committee – a committee of Council, reporting to Council.

Thank you for your consideration.

Yours truly,
Rozlyne Mitchell
Chair, West Bay Residents Association



West Bay Residents Association

April 11, 2021

To: Esquimalt Mayor and Council
Laurie Hurst, Bill Brown

Re: April 12, 2021 Council Meeting, Agenda Item #9 - 820 Dunsmuir Road

It has come to our attention that staff's Request for Decision regarding the demolition of the Tyn-Y-Coed heritage house located at 820 Dunsmuir Road will come to Council on April 12th.

Staff advises that this is further to Council's Dec. 21, 2020 direction to staff to "...initiate an appraisal of the subject property and to work with the applicant on a development that would retain the registered heritage building". It is our understanding that a) the appraisal is complete; b) it forms part of the basis for the option recommended to Council by staff; and c) it cannot be shared unless Council approves its release.

We request that Council release the appraisal for public review. Transparency is important, as is the need for Council members to be open about the information they use to inform their decisions. As we will not have prior access to the appraisal document, we ask that during Council's consideration of this matter on April 12th members discuss the outcomes of the appraisal (the costs) so that the viewing public can understand the rationale for Council's decision(s).

We also request that Council make every effort to encourage the adaptive reuse of this historic building. Adaptive reuse or the retrofitting of historic buildings for new uses, allows structures to retain their historic attributes while providing for modern needs, often times being incorporated into the design of new development proposals. These historic structures not only reinforce our sense of place and the special and unique character of a community, they are municipal assets and their rehabilitation and adaptive repurposing stand to generate a wide range of social, economic and environmental benefits in the future.

Our West Bay community is under extreme development pressure and unfortunately we are at risk of losing many of these historic buildings to this pressure. We ask that Council do what it can to ensure that these landmarks are woven into the fabric of how our community develops in the future. To this end we ask that you adhere to the Township's own heritage policy and maintain this property on the Esquimalt Community Heritage Register and proceed to adopt a heritage designation bylaw to preserve the property at 820 Esquimalt Road.

[Esquimalt Heritage Policy Update](#)

[Heritage Context Plan](#)

[Heritage Designation](#)

The potential demolition of this important heritage property brings to the forefront the need for the reestablishment of the Esquimalt Heritage Committee – a committee of Council, reporting to Council.

Thank you for your consideration.

Yours truly,

Rozlynne Mitchell
Chair, West Bay Residents Association

April 11th 2021

To: Esquimalt Mayor and Council
Corporate Services-Laurie Hurst
Director of Development Services-Bill Brown

Re: Heritage Property Tyn-Y-Coed Home- 820 Dunsmuir Rd.

As past member of Esquimalt's Heritage Advisory Committee (HAC), years ago, I agreed with fellow members that Tyn-Y-Coed was an integral part of the West Bay heritage fabric and that preservation should be encouraged.

Unlike other Esquimalt neighbourhoods, the West Bay area hosts some fine examples of early heritage landmarks that collectively tell a story embodying Esquimalt's roots. Some of these buildings have been renovated into rentals or condos yet remain in Situ, still retaining a dignified status. Tyn-Y-Coed could be one of these proud landmarks if Council wishes. To allow removal or to demolish a heritage building in our West Bay neighbourhood diminishes this collective legacy and sets a dangerous precedent for others. Because there is no longer a functioning Heritage Advisory Committee, pressures from developers on Council could go unchecked. I urge Mayor and Council to make an effort to retain what built heritage we have left.

As our Township signage states, "Welcome to Historic Esquimalt", it might be appropriate to reiterate this to developers who acquire properties on our Heritage Register. Tasteful development can occur as the Rattenbury designed house on 851 Wollaston illustrates. This renovation is a perfect example of a developer who respected heritage guidelines, thereby both retaining history and maintaining dignity to our neighbourhood. It's important to note that the additional homes on the site were built with a consistent heritage theme.

Colin J. MacLock
865 Wollaston Street

CORPORATION OF THE TOWNSHIP OF ESQUIMALT
RECEIVED: April 12, 2021
For Information CAO Mayor/Council
Other _____
Referred to: Rachel
For Action Response Report
For Agenda Council COTW IC

Deborah Liske

From: Ryan Jabs <ryanjabs@lapishomes.com>
Sent: April-12-21 9:57 AM
To: Mayor and Council
Cc: Bill Brown; Corporate Services
Subject: Support for Driftwood brewery's Development Variance Permit

Dear Mayor and Council:

I'll be brief with this one, but as with Lighthouse brewery's proposal (my email from last year below), I'm very supportive of creating more opportunities to bring people into Esquimalt's industrial area and turn a space that has not traditionally attracted people, into a destination that residents of Esquimalt and the rest of the city will come to, particularly as these businesses are surrounded by residential neighbourhoods and is just off of the E&N rail trail.

Driftwood's presence in the community adds to the area's draw and should compliment Lighthouse Brewery and some of the other people-facing services like Miche café.

I am excited about this proposal as it will continue to unlock the area's potential.

Thank you,

Ryan Jabs
250-413-7121

From: Ryan Jabs
Sent: June 12, 2020 12:28 PM
To: mayorandcouncil@esquimalt.ca
Cc: bill.brown@esquimalt.ca
Subject: Support for Lighthouse brewery lounge

Dear Mayor Desjardins and Esquimalt council:

I understand that the Lighthouse Brewing Company has made an application to convert their tasting room into a lounge in Esquimalt's industrial area, and their application is on Tuesday Advisory Planning Commission's agenda. I am very much in favour of this application, as I believe it will bring more life to Esquimalt's industrial area.

I spoke with the Lighthouse folks, and I understand that the liquor board licensing application will take another six months once, and if, Esquimalt approves the application. And while I'm not sure if an application like this can be "fast tracked," I would ask that you consider asking staff to prioritize the application in an effort to support businesses that operate in the Township who are looking for creative ways to expand their business during this pandemic (And I ask this knowing that your planning staff are extremely busy and prioritizing this project may mean a small delay with my project on Craigflower).

On the specific application, Esquimalt's industrial area is uniquely positioned as it is surrounded by residential neighbourhoods, with many residents who would like to see services within walking distance of where they live. Lighthouse Brewery is one of the few destinations in the industrial area that provides a service that can really attract residents, particularly younger people who are planning to start a family (anecdotally, I've had a few friends of the family-starting age who moved into the surrounding neighbourhood in the last two years, and who specifically

mentioned Lighthouse as one of the reasons why they liked the area. You may have recently heard from a couple of them who are supportive.).

Creating a lounge will mean that more people will frequent the area, bringing more eyes into the community, and making it safer. Lighthouse Brewery could become even more of a beacon (apologies) for the neighbourhood, making the area more attractive for other service-oriented industrial businesses (a brewery district, perhaps? Consider the industrial walking tour!), and it'll give another reason for residents to "play" close to home and spend their money in the Township.

Sincerely,

Ryan

Ryan Jabs | President, Community Builder
Lapis Homes | 250-413-7121 | www.lapishomes.com
Ryanjabs@lapishomes.com



Deborah Liske

From: Gritten, Robert (Avison Young - CA) <robert.gritten@avisonyoung.com>
Sent: April-09-21 1:54 PM
To: Corporate Services
Subject: Variance notice 836 Viewfield Road.

We are the landlord for Driftwood Brewery, and as such have made a significant investment in their future profitability and success. Driftwood has been an employer and community partner in Victoria since its inception. Driftwood remains privately held by the founders, and as such our support of this company is based more on their past performance and commitment to their community, than on financial security.

We note the neighbouring trampoline business, Flying Squirrel, which as you know also contains a lounge and beverage service. This would imply precedence for this use in this location. The Driftwood lounge will be an adjunct to the core operations taking place in our building, being brewing and bottling/canning beer.

We fully support Driftwood in their business model and hope that the variance board agrees that providing a lounge in the premises will assist Driftwood's success and ability to grow and remain in Esquimalt.

Regards,

ROBERT GRITTEN
DIRECTOR
836 VIEWFIELD LIMITED PARTNERSHIP
6-2250 Bellevue Avenue,
West Vancouver, B.C. V7V-1C6
1-604-647-5063 - Office
1-604-220-3495 – Cell
1-778-514-4434 –Naramata

robert@lolacapitalcorp.com
robert@gritten.ca

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	April 12 , 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	<input type="checkbox"/>
Referred to:	<u>Rachel</u>
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

CORPORATION OF THE TOWNSHIP OF ESQUIMALT	
RECEIVED:	April 12 , 2021
For Information	<input type="checkbox"/> CAO <input type="checkbox"/> Mayor/Council
Other	_____
Referred to:	<input type="checkbox"/> Rachel _____
For	<input type="checkbox"/> Action <input type="checkbox"/> Response <input type="checkbox"/> Report
For Agenda	<input checked="" type="checkbox"/> Council <input type="checkbox"/> COTW <input type="checkbox"/> IC

Deborah Liske

From: Ryan Jabs <ryanjabs@lapishomes.com>
Sent: April-12-21 9:41 AM
To: Mayor and Council
Cc: Corporate Services
Subject: Reduced speed limit pilot

Dear Mayor and Council:

I'm writing regarding the letter you received from Saanich's mayor about piloting a 30 km/hr speed limit for residential (non painted line) streets. As I noted below about the 40 km/hr pilot, I'd like to again provide my support for a 30 km/hr pilot, particularly now that Victoria and Saanich plan to propose to the province the lower speed limit.

The shift from 50km/hr to 30 km/hr only means a few seconds a day for most drivers as they navigate short distances to arterial roads, but the safety and lifestyle benefits have the potential to be considerable.

To add to my comments below, as a home builder who is proposing and building housing in the Township, one of my goals is to see more children and people engaging with each other in our streets and in our neighbourhoods. When we prioritize fast vehicle travel over the safety of people, we limit the opportunity for neighbours to connect with one another as they don't feel as safe or as comfortable interacting near the street, and parents don't feel as safe or as comfortable sending their kids over to their neighbours or to nearby parks to play.

During your previous discussions on going to 40km/hr, Councillor Armour raised the good and logical point made by staff that people may just drive the speed they feel is comfortable (or that they want), regardless of the speed limit. And like him and staff, I've thought a lot about that too, especially going back a number of years and thinking about how I may have driven as a teenager and young man.

However, reducing the speed limit in Esquimalt and as a region signals to all drivers to pay more attention. It sends a strong message that residential streets are for people and for kids. And over time, these shifts can "nudge" people towards changing their behaviour, which will lead to safer and more connected communities.

This is why I'm supportive of any measure that encourages people to slow down and drive safer.

Thank you, as always, for your time.

Ryan Jabs
250-413-7121

From: Ryan Jabs
Sent: December 7, 2020 11:28 AM
To: mayorandcouncil@esquimalt.ca
Cc: Corporate Services <Corporate.Services@esquimalt.ca>
Subject: Support for 874 Fleming/reduced speed limit pilot

Dear Mayor and Council:

I'm writing to express my support for two items on this week's agenda:

1. As the owner/developer of two properties in the neighbourhood, I support the proposal for 874 Fleming Street as Esquimalt and Greater Victoria needs more housing of all types, whether it is market or subsidized affordable housing. The proposed renewal of this site with a mix of affordable family homes and smaller suites will be a positive addition to the neighbourhood and bring more homes of many types into a walkable, park-filled area of the municipality.
2. Item 5 – slow(er) street pilot project. I’m a big fan of any initiative that will slow our residential streets down and create safer, more walking-friendly neighbourhoods that encourage people and kids to spend more time out front of our homes where we can connect with neighbours.

As a parent, one of my biggest concerns about my kids cycling, walking and playing on my street is the periodic vehicle driving close to the current speed limit, which, although legal, is way too fast for a residential neighbourhood. As we slow our residential streets down through this and other types of slow street programs, parents, children and others will feel more comfortable spending more time in the streets and engaging with others in their neighbourhood. The very small time lost by the few cars that currently go 50km/hr or more on these streets is well worth the trade off in creating safer and more connected communities.

And while I recognize that, if approved by council, Esquimalt will be joining a pilot project for a 40km/hr speed limit, I would encourage you to discuss with your municipal colleagues considering a 30km/hr limit for residential streets as this pilot rolls out.

We use 30 km/hr speed limit in our park areas and in school zones where we know kids and people are playing, and this is supported with lots of strong data. It would make sense, as Esquimalt seeks to achieve its OCP goals for walkable, engaged streets, that our residential neighbourhoods, where kids play regularly, would also be set at this speed (and, again, this is only a minor inconvenience for local traffic, as most people already travel down residential streets at these lower speeds).

Thank you for considering my comments. I look forward to the discussion tonight.

Sincerely,

Ryan Jabs | President, Community Builder
Lapis Homes | 250-413-7121 | www.lapishomes.com
Ryanjabs@lapishomes.com



Deborah Liske

Subject: FW: Letters from GVCC website re:speed limit pilot
Attachments: GVCC-EsquamaltSpeedLimitPilotSubmissions.pdf

CORPORATION OF THE TOWNSHIP OF ESQUIMALT RECEIVED: <u>April 12 , 2021</u> For Information <u>__CAO __Mayor/Council</u> Other <u>_____</u> Referred to: <u>Rachel</u> For <u>__Action __Response __Report</u> For Agenda <u>XCouncil __COTW __IC</u>

From: Corey Burger <corey.burger@gvcc.bc.ca>
Date: April 12, 2021 at 11:36:02 AM PDT
To: Mayor and Council <mayorandcouncil@esquimalt.ca>
Subject: Letters from GVCC website re:speed limit pilot

Dear Esquimalt Mayor and Council,

It seems there was an error in our email form and the following 23 letters were accidentally sent to an incorrect email address. I have attached them to this email.

Cheers,

Corey Burger
Policy & Infrastructure Chair
Greater Victoria Cycling Coalition
corey.burger@gvcc.bc.ca

more people biking more places, more often

Name: David Sudbury

Email:

Subject: Yes to 30 km/h in Esquimalt

Why 30 km/h is important to me: Practically 80km/hr = 85-90, 60 km/hr = 65-70 and 50 km/hr = 55-60

Unless there is a speed trap, folks always drive 10-15% faster than the posted limit.

Since a council doesn't have the funds to uniformly/consistently enforce any speed limit and driving 30 km/hr is practically impossible, even the buses seem to go 35 km/hr.

So if you want more livable communities set the limit at 30 km for residential streets, you will get 35-40 km, and then the odd time you can afford to put an enforcement officer to 'show the love' it will be worth your while - you will get plenty of 45-50 km/hr ticket offences and all will be good.

Name: Lorraine Nygaard

Email:

Subject: In support of the 30 km/h

Why 30 km/h is important to me: As a long-time resident, 've noticed that people are driving their cars much faster than they used to. As pedestrians increase as the population does, and with more congestion, including more parked cars on curb sides, visibility and maneuverability is greatly decreased. It is dangerous to pedestrians and cyclists alike. If we can slow the traffic down, then more people will be encouraged to give cycling a try, and we would see a decreased in motor vehicle traffic.

Name: Murray McComb

Email:

Subject: 30 kmh support

Why 30 km/h is important to me: Speed kills. And now that traffic law enforcement seems to be a thing of the past...at least by lowering the speed limit on residential streets those of us inclined to respect the maximum speed limit will (hopefully) not be subjected to abuse from other drivers.

Name: Lily Whitehead-Delong

Email:

Subject: Support for 30 km/h pilot project

Why 30 km/h is important to me: Safety is paramount to my family and we are a primarily cycling and pedestrian family. Reducing the speed to 30 km/hr on many streets will allow us and many other families and residents in our community to use and enjoy our streets more safely.

Name: Susan Boland

Email:

Subject: 30 Km/h pilot

Why 30 km/h is important to me: Safety, better environment

Name: Eleanor Calder

Email:

Subject: Slowing our daily living heals the planet

Why 30 km/h is important to me: Less pollution

Less hustle

Less pedestrian and cyclist deaths

Less aggressive driving, means less noise

Less anxiety crossing busy streets

Name: Sandra Slobodian

Email:

Subject: Slow down-live longer

Why 30 km/h is important to me: For too long the public areas have been ruled by metal, let's encourage people to walk, cycle and otherwise roll.

Name: marjorie sandercock

Email:

Subject: Esquimalt - go for 30km/hr!

Why 30 km/h is important to me: I cycle everyday and at times the cars come way too close, way too fast and indeed, some even try to push me out of the painted bike lane!

Deer get killed on my street near an elementary school because large vehicles go way too fast. Next time it will be a child or dog walker or cyclist,,.

Name: Francois Brassard

Email:

Subject: a 30 km speed limit

Why 30 km/h is important to me: I almost was hit by a car at the corner of Fraser and Lyall in Esquimalt.

Name: Andrew Delong

Email:

Subject: Safer Streets for Esquimalt

Why 30 km/h is important to me: I want safer streets to provide better opportunities for cyclists and children. We are a cycle and family friendly community. Reducing the speed will help to promote a safer community.

Name: Emily Scott

Email:

Subject: 30 for the win

Why 30 km/h is important to me: I live on Gore/Lyall in Esquimalt. Gore is 30kn and Lyall is 50kn in some areas, but mostly 30kn due to the school and the rec center. My issue is with the constant speeding on Lyall and Goreso much so, that our cat was hit and killed today, and the driver didn't even stop. This is an area full of children and pets, we need to stop the speeding on these streets. I have almost been hit several times, just for slowing down to get into my own driveway because people speed around the corner so fast.

Name: Jennifer Delaney

Email: manager@nurturevictoria.ca

Subject: I support 30k speed limits in residential Esquimalt

Why 30 km/h is important to me: Safer for children, animals, and the community in whole. Safer roads means more children playing outdoors.

Name: Marissa Varns

Email:

Subject: In favour of 30km on residential streets

Why 30 km/h is important to me: I live near Rockheights middle school and even despite my road being a 30km school zone, drivers are still speeding up and down my road. 'm definitely in favour of 30km on residential streets.

Name: Ilana Stanger-Ross

Email:

Subject: Support 30km/h pilot project

Why 30 km/h is important to me: My understanding is the evidence is clear re: reducing MVA related deaths.

Name: ilka Olsen

Email:

Subject: 30 km/h

Why 30 km/h is important to me: Live in NO Esquimalt and walk to Tillicum Mall 4-5 times per week for gym, library and shopping. No sidewalks and speeding is often a factor in the Bodega/Obed area. Highly encourage dropping speed to 30km/h.

Name: Erica Camfferman

Email:

Subject: We support a 30km/hr pilot

Why 30 km/h is important to me: I believe the 30km/hr speed limit pilot can lead to meaningful positive change for all road users. Research has shown that a 30km/hr speed limit minimizes the potential for fatalities for cyclists and pedestrians. Since COVID, more people are shifting to active modes of transportation and this is the way forward to take care of our world and foster a happy and healthy community. Although our family (of which all 7 of us bike regularly), lives in Esquimalt, we do bike into Saanich from time to time. I feel that if Saanich takes the proactive role to launch this innovative safety initiative, then other neighbouring communities such as Esquimalt will be more likely to follow suit. Thank you for considering this opportunity to make Saanich a leader of its times!!

Name: David Collins

Email:

Subject: 30km/h speed limit

Why 30 km/h is important to me: A 30km/h speed is safest and coordinates best with a variety of modes of transportation including walking and bicycling, and works best for people of all ages and abilities.

Name: Murray McComb

Email:

Subject: 30 kmh pilot support

Why 30 km/h is important to me: I am an individual who predominately walks/cycles everywhere. Speed kills, and I am concerned about all vulnerable road users, especially children. With the little enforcement that is out there...at least by lowering the speed limit, the individuals inclined to drive the 30 kmh limit will not be abused by other drivers (as much). Although I presently live in Esquimalt I grew up in Saanich and owned a home there for 10 years. I am very appreciative and proud of Saanich's initiative and leadership to move this pilot forward.

Name: Kym Thrift

Email:

Subject: Support for 30km/h pilot

Why 30 km/h is important to me: I live on the Saanich/Esquimalt border (Gorge Area) and frequently travel to Pearkes Arena, Saanich Centennial Library, Tillicum Mall and Gorge Soccer. With Tillicum Road in its current state I often find myself biking through neighbouring streets yet I continue to be amazed how quickly cars travel in residential areas. There is often little regard for other road users (vehicles, cyclists and pedestrians) in these areas where speeds of 40-50km/h are too fast to make it safe for pedestrians and cyclists. I would like to be able to live and travel to nearby amenities by foot or pedal power but the limiting factor is insufficiently safe infrastructure and high speed vehicles. 'd like to see a community where a kid can go to the park 500m to 1km away without being told 'they can't' or it 'isn't safe'. I encourage Saanich to support active lifestyles and leadership by undertaking the 30km/hr pilot.

Name: Elanor Eason

Email:

Subject: Please choose to support the 30km/h limit

Why 30 km/h is important to me: I am a mother of two small children. I believe that safe, walkable streets are essential to raising families. Studies have shown a dramatic increase in safety and a reduction in accidents in areas with a 30km/h speed limit.

While I do not live in Saanich, I visit and shop there with my children. I would love to see Saanich set a great example for other municipalities by showing what supporting safety for people where they live and play.

Name: Marie Fidoe

Email:

Subject: Speed pilot project

Why 30 km/h is important to me: I am primarily a pedestrian but do cycle a bit. 30km is a survivable speed if a car hits me.

Name: Anna Bowness-Park

Email:

Subject: Lower speed li its please

Why 30 km/h is important to me: I am a senior and enjoy cycling, but I do not enjoy the cars whizzing by me at pretty high speeds sometimes, But, it is not only me that bikes. Increasingly we are seeing seniors and young children biking, and parents with children on the backs of their bikes. We definitely need to take their safety into account

Name: Nikki White

Email:

Subject: I support a 30 km/h speed limit

Why 30 km/h is important to me: I am a cyclist and sharing the road with vehicles driving 40 or 50 km/h or speeding even faster is dangerous and makes me not want to ride.

As a resident I am often disturbed by traffic noise from drivers speeding by. Lower speed = quieter

As a driver I feel pressure to drive faster than 40 or 50 km/h by many many drivers following too close on my tail. I have been driving the speed limit on The Gorge and been passed by impatient aggressive drivers. The limits need to be enforced as well as lowered.