

Jonah Ross

From: Anne Wallen [REDACTED]
Sent: February-22-25 9:32 AM
To: Council
Subject: Please Build Sidewalks and Bike Lanes on Esquimalt Rd

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Council Esquimalt Council,

Dear Mayor and Council,

I am writing to express my support for funding and prioritization of sidewalks and bike lanes along Esquimalt Rd.

Esquimalt road is a major hub for the community and being unable to access it safely while walking or cycling is incredibly frustrating on a number of fronts - accessibility, climate, public health, noise pollution, to name a few.

I find the news that Council may delay these essential upgrades particularly frustrating when the public engagement has shown a good deal of support for this plan.

Thanks,

Anne

Anne Wallen
[REDACTED]

3122 Alder Street

Victoria , British Columbia V8X 1n8

Jonah Ross

From: Matt [REDACTED]
Sent: February-23-25 6:48 PM
To: Council
Subject: Comments council meeting Esquimalt resident Matt Bass
Attachments: Comments Council Meeting 24_02_25 Matt Bass.pdf

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Dear Your Worship Mayor Desjardins and council members,

Please find attached my comments for the upcoming council meeting in Esquimalt on the 24.02.2025. I will attend the council meeting in person and will be available for additional questions if necessary. Of course you can always email me for additional information or clarification.

Thank you very much for considering my comments.

Respectfully,

Matt Bass

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Matthias Baß

Founder & Owner

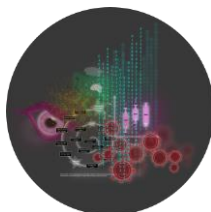
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1235 Lockley Rd, Esquimalt, BC, Canada V9A 4S9

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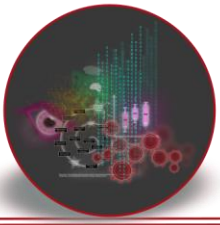


Comments for Council meeting 24.02.2025

Matthias Bass
dba Statsmen

1235 Lockley Road
Esquimalt, BC V9A 4S9

[REDACTED]
[REDACTED]
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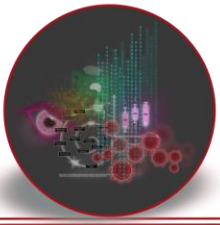
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Dear Your Worship Mayor Desjardins and council members,

Below are some comments regarding the council meeting to be held on 24.02.2025 for your consideration. I would like to thank you for your continuous effort and dedication to move Esquimalt forward. As such, I am aware the decision-making process is challenging, and council cannot please everybody. My intentions of the comments provided are not to criticize your decision-making, but rather to address potential improvements and additional information, which could help to achieve the intended goals set by council.

The provided comments are in the context of the following 3 key points, which are directly quoted from the provided 'Capital Presentation' document in the agenda. The 3 key points are as followed:

- Levels of Service decrease (Slide 5): Insufficient funding leads to quality (decrease) of levels of service. Ineffective management of assets leads to higher maintenance and repair costs.
- Aging infrastructure, Green House Gas Reduction Target (GHG), Growth – assumption to maintain level of service (slide 8 – Capital Plan Overview)
- Inaccurate data (Slide 10 – Risk and Impacts): Projections require acceptance of risk based on risk tolerance



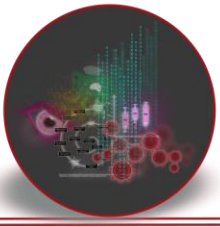
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I completely understand the long-term vision and underlying planning processes of the provided Capital presentation. The following comments are addressing some of the proposed projects in the 'Capital Budget Request Feb 24' document in the context of the 3 provided key points above. The question I am asking is: Are these projects in alignment with the proposed long-term vision and bullet points provided in the 'Capital Presentation' document?

In each case, I would like to point out that I am addressing potential questions to be asked and in addition I am providing potential solutions how these questions can be answered or addressed.

The comments are the following:

- 1.) **Project I003 - Laptop Computers:** I understand that laptops are a requirement for a majority of jobs performed by the Esquimalt staff, and I do not question that laptops should be provided for the Esquimalt staff. I am questioning the requested sum of \$8,000 (2025) and the potential \$34,000 (2026-2028). These are sums required for high-end laptops to perform extensive modelling. In addition, laptops are always less efficient in high-performance tasks than desktop computers. Sufficient daily use laptops can be purchased for \$1,000 given a professional distributor. There are excellent Canadian-based businesses on Vancouver Island (Microvision – Nanaimo), that provide outstanding services, which could potentially decrease these expenses, while maintaining the required number of laptops. The resulting budget difference could be used for maintaining levels of services or as a potential investment into a more



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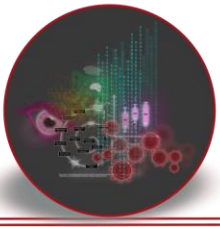
powerful desktop computer, which would allow Esquimalt to perform high-end modelling.

2.) **Project P136 - Anticipated Intersection review Admirals/Colville 2026-2029:**

I suggest that the anticipated review identifies if the project aligns with GHG targets. The proposed GHG alignment would also be beneficial for projects such as the 'traffic improvements' on Admiral/Intervale. I can elaborate on potential modelling options or suggestions from a professional modelling perspective.

3.) **Project P139 - Anticipated garbage truck fleet renewal 2026-2029:** I

assume that the fleet is replaced by electric trucks. I agree that it is a necessary step towards decreasing our carbon footprint. In relation to the risk acceptance and risk tolerance, I would like to point out that the rapid switch to electric vehicles may indicate that we are decreasing our carbon footprint, but it must be noted that there is an increase in risk associated with the change towards electric vehicles. These potential risks are: Fire risk (burning electric vehicles require tremendous amounts of water to extinguish, they burn self-sufficient and burn very hot. In combination with potential high winds, electric vehicles can become 'super spots' for reoccurring fires). I emphasize the fire risk in particular and reference to the council meeting 10.10.2025 in which Fire Chief Furlot pointed out that Esquimalt is not equipped to respond to a multistorey fire without municipal assistance from other districts. Is the Esquimalt fire department aware of these potential risks? Can we assist the Esquimalt fire department to address this additional risk? In addition,

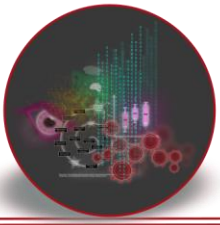


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electric vehicles have the following challenges: Temperature based performance, generator requirement to maintain levels of service in case of electricity grid interruptions based on storm events or earthquakes and lithium battery recycling comes with its own challenges. I am aware that the best practice approach of municipalities is an economic cost-benefit analysis. Although I argue that this method is outdated and inaccurate, I consider that even with such a cost-benefit analysis the potential cost associated with the potential risk mitigation outweighs the benefits.

- 4.) **Project E113 & P082 - Sewer and storm drain renewal:** Is there any anticipated modelling which can account for predicted residential/commercial growth in Esquimalt, as well as climate predictions in terms of storm and rain events? Does Esquimalt have a digital Infrastructure inventory? These questions are essential to be in alignment with key point: Ineffective management leads to higher maintenance costs. I can elaborate on potential modelling approaches to address an effective management approach, as well as potential inventory approaches.

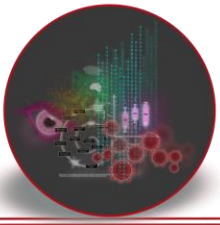
- 5.) **Project R266 – Flooring of arena; R271 Kayak Dock:** Both projects are recreational services with a potential economic value in generating revenue for the Esquimalt municipality. Recreational services are not considered essential services such as drinking water, wastewater management and transit infrastructure. I firmly believe that the arena is a key recreational beacon in the Esquimalt community and should be maintained as requested. In terms of the proposed Kayak Dock – We are



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10 years ahead of predicted sea level rise conditions! Is this changing status quo considered in the planning of the proposed Kayak Dock? My concern is that different sea level rise predictions are not considered and that the proposed dock will not provide any services or generate any potential revenue for the Esquimalt community. Do these two recreational services generate enough revenue for self-sufficient maintenance purposes? In other words, by using the best practice cost-benefit analysis tool: Do they generate enough revenue to cover the cost to provide the benefit of services created? If this is not the case, is there a way for Esquimalt to increase the revenue to shift the cost-benefit analysis towards the benefit? In case of the arena as an existing asset this is different compared to the new proposed Kayak dock. In the case of the Kaya Dock this should be considered within the project planning.

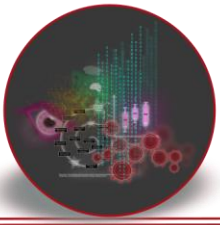
In addition to the provided comments above I provide some comments below as a response to the bullet points in the 'Capital Presentation' document. The comments are not in any order. The comments are based on my professional expertise in the field of social-ecological-economic modelling, complex system modelling, resilience and statistics. In the last 6 years I have been working on developing 3D models for municipalities, which address asset management, natural asset management, resilient and sustainable planning and maintenance of level of services, risk assessment for wildfire, flooding and storm events, aquifer modelling and resiliency under climate change.



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a.) The presentation assumes that the level of services is maintained. Level of services can be affected by multiple factors, both positive and negative. Therefore, I believe it would be essential to address level of services through the lens of resilience and robustness. Especially given the state of the Esquimalt infrastructure, different infrastructures may be more resilient or robust to certain disturbances than others. This distinction may tremendously increase the effective maintenance strategy proposed in the document.

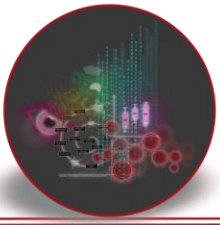
b.) What are the anticipated goals by extending the bike lane network within the Esquimalt community? There is a difference between recreational bike use and using the bike to get to work instead of a vehicle. If the primary goal is to reduce GHG, in particular to decrease work-related traffic conditions within the Esquimalt community, the primary question is if the majority of Esquimalt residents are even able to commute to work via bike. If the anticipated numbers of potential bike usage for work or essential commute are not met, the 'improved' traffic infrastructure will achieve the opposite effect. The results are an increased traffic congestion and therefore an increase in GHG. Further, commute times are also increasing, which can result in potential economic and/or social impacts in the future. Social impacts may include decreases in residents' mental health or potential decreases in work productivity, which is a direct economic effect for the Esquimalt community. GHG reduction through traffic improvements is a complex system challenge, which includes economic and social factors, as well as human behaviour. These challenges need to be addressed through a complex system approach



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to avoid undesirable outcomes and severely increased budget requirements to adjust for potential undesirable outcomes.

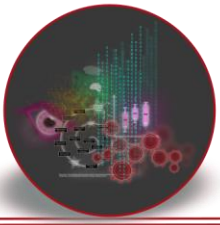
c.) Is the parks and recreation budget 20-year plan adjusted for climate change? The main challenge is that climate change is a 'fairly new phenomena'. With its fast and fluctuating patterns, it is very difficult to predict or model scenarios with a high degree of certainty. However, this uncertainty can be decreased by the correct modelling approach, which means the simulation of the extreme scenarios, combined with a multi-scenario approach. Ultimately it is challenging under a high degree of the mentioned uncertainty to predicting potential budget requirements, which is a key challenge for municipalities. To illustrate my point I use a simple example: Many plants planted in our green spaces are in general pest prone and attract invasive species. In addition, plants can only be transferred up to a specific size due to equipment restrictions. In other words, based on the available budget, landscapers plant cheaper and smaller trees or shrubs. In Esquimalt, these plants may include certain prune species or paper bark maples. A very common invasive species used in residential areas are laurel species. Laurel species in particular are very difficult to prevent from dominating native species. Beside these species-specific traits, some of these plants have high water requirements, and younger plants or seedlings in particular require watering because the stress tolerance is lower. This is crucial in the hot summer months we experience in Esquimalt in recent years. Given that in the last year we experienced high water restriction levels in Esquimalt, human created green spaces are in reality competing with essential drinking water. This



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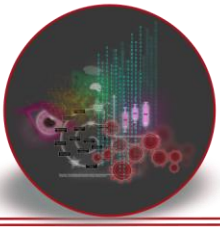
effect could potentially be enhanced with increasing climate change. In the context of municipalities plants have to be considered as a natural assets, which are associated with an initial cost and maintenance cost. This maintenance cost is not only providing water but rather includes cost for personnel, vehicles, equipment, etc...In the best-case scenario the natural asset continues to be an asset for the municipality and providing the service as anticipated. The worst-case scenario is that the natural asset and the anticipated service ceases to exist. I believe that this simple example illustrates that green space management becomes a complex question very fast. Therefore, natural asset management and planning is another example of a complex system. These systems can be modelled and predicted in a 3D environment and on a species level. These models can be integrated into existing municipality planning processes to reduce the risk and uncertainty of potential undesirable outcomes.

d.) Asset management best practices are primarily focused around simple cost-benefit analysis. The cost-benefit analysis represents risk as a simplified measure within a simplified system, which is true because of the simplistic nature of cost-benefit analysis. (Some cost-benefit analyses look rather complicated, but in comparison to complex system modelling they are simplified). These risk analyses work excellent as long as the system (in our case the municipality) and the service or services provided is/are very robust, resilient or in a state far away from a phase shift. A simplified phase shift example is considering a healthy, green tree as a carbon sink with an occurring phase shift towards a carbon source when the tree burns in a wildfire. However, the mentioned risk analysis outcomes change



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substantially as soon as the system is not resilient or robust, or close to a phase shift. These simplified risk analyses are only a reflection of natural occurring patterns within a complex system. The resulting risks are often far off from the actual risk. Translated to the Esquimalt municipality this means there could be a potential discrepancy between the simplified risk that a service cannot be provided anymore to the actual risk. The interesting aspect of this is that, in my expertise, there are scenarios where municipalities receive consultant reports indicating a risk for a provided service, which in reality doesn't exist. This leads to potential unnecessary budget expenses without any risk reduction. In other cases, these consultant reports are not indicating any risk for a service provided, whereas in reality there is a high risk. These risks can only be identified by treating a municipality and the services provided as a complex system. In short, it is difficult to calculate a risk if variables are unknown or not included. This extends to risk tolerance. If we do not understand the connections within and between the services provided, or the complexity in the services provided by a municipality, it becomes extremely challenging to identify the risk tolerance. Economic based cost-benefit analysis often show a continuous service provision, meanwhile a multi-variable complex system approach indicates that the service cannot be provided anymore. These mismatches of cost-benefit analysis versus reality are often characterized by re-occurring challenges which seemingly can't be overcome, council and staff member resignation, and public frustration. It is therefore essential that municipalities need to be considered complex systems and analysed and understood as such. At the end of the day everything is connected.



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Thank you for your consideration!

Respectfully,

Matt Bass

Jonah Ross

From: Josh Katz-Rosene [REDACTED]
Sent: February-23-25 8:05 PM
To: Council
Subject: Don't Delay Active Transportation Projects During a Climate Crisis!

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Council Esquimalt Council,

Dear Mayor and Councillors:

I am writing to urge you not to defer work on Phase 2 of the Esquimalt Rd Active Transportation (AT) upgrades or the vital sidewalk link on Kinver St.

We are living through a climate crisis. These AT projects are critical for encouraging people to choose alternatives to motor vehicles for their transportation needs. Delaying construction of these projects will only defray the increased costs of mitigating the impacts of climate change onto taxpayers in the future – a conundrum similar to what we are currently facing with long ignored sewer repairs.

As hundreds of new homes are completed along the Esquimalt Rd corridor in coming years, these projects will also help keep vehicle traffic flowing for those residents that need to drive. Let's not wait until there is gridlock on our streets to provide safe alternatives for people who live in and travel through our community.

If I understand correctly, the tax increases currently proposed by staff are not connected to AT projects, as funding was approved in previous years. Please don't undermine the wide community support for these projects by making what would largely be a symbolic gesture.

Finally, please direct staff to look for sources for AT funding beyond property taxes, such as income from parking fees. I would be happy to pay a fair fee for the privilege of storing my car in public space.

Sincerely,

Josh Katz-Rosene

V9A 5M1

Josh Katz-Rosene



1152B Greenwood Ave

Esquimalt, British Columbia V9A 5M1

Jonah Ross

From: Mark Eraut [REDACTED]
Sent: February-24-25 8:29 AM
To: Council
Subject: Capital Budget Discussions

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Everyone,

I have been following the budget discussion and understand that you are all looking very carefully at all spending priorities and that there is little that can be done with the main cost increases that are driving the large proposed tax increase (Police and Staffing, although with a reduction in capital projects perhaps staffing may not need to be increased as much as requested).

Following are my comments and suggestions on the review of the proposals from staff on “discretionary” capital spending changes for 2025 to 2029. As I have always discussed with my children and now grandchildren, when you are on a budget you must classify spending into “Wants and Needs”. With this in mind I ask the following?

Engineering Workstations: Is this a “want or a need”. If a Want move to consideration again in 2026

Crossing Improvements – Craigflower and Ellery/Dominion. Seems like a **Want** as crossings seem to function. What would improvements especially \$400,000 on Craigflower achieve? Dominion seems tied to Phase I bike lane works which is discussed in further detail below.

Esquimalt Road Phase 1 Lampson/Dominion: A Want With the major developments currently under construction and those planned in the next 3 years in this corridor Sewer/Storm/Water service improvements are certainly needed. **The protected bike lane portion of the budget should be moved forward to 2028 when a majority of the developments have been completed.** Installing protected bike lanes through this corridor will need to be removed/replaced many times through most of the corridor as the construction continues on housing projects along this route. The City of Victoria has not indicated a desire to build protected bike lanes from the Johnson Street bridge to Dominion so that a continuous link exists. It seems an unwise use of funds at this time. During discussion regarding Phase I, a question was asked (I believe by Mr. Cavens) about what happens to the bike lanes when GMC develops the Head/Esquimalt Road site and Engineering answered that the bike lanes would be removed and replaced after development is completed. This is similar to what has occurred at Lampson and Esquimalt Road where barriers were removed on both sides of Lampson street to accommodate work on the development project. **It makes no sense to build these protected bike lanes only to tear them up again and build them again.**

Esquimalt Road Phase II: A Want **Defer consideration to 2030 which gives time to properly consider what the future of Town Centre will be.** The Town Centre area Joffrey to Canteen will be under significant residential and commercial development pressure in coming years. A Revitalization/Forward Looking Development Plan should be developed to manage the growth to align with a vision for this area vital to Esquimalt’s development into a Complete Community prior to consideration of an ATN for the area. However, Underground service improvements should be funded 2026-2028 to ensure that services are ready to accommodate the new developments.

GPS Survey Equipment: **A Want** How much use will the equipment actually be used? Has a **rent** vs own analysis been done?

Garbage Trucks: Replace only 1 in 2025 and defer 1 to 2026 or 2027

Crack Sealer Equipment: **A Want** How much use? Can the Township not rent this equipment from another Municipality when required?

Sidewalk Replacement Kinver ...: A absolute Need or could the project be broken into 2 phases and move one phase into 2026

Sidewalk Replacement: Munro Move to 2027

Roof Replacement Recreation Centre: Look at moving this into 2025 to coincide with replacement of Municipal Hall Roof for negotiation of additional savings based on volume of work. If no savings to be made then maintain in 2026.

Covered Bicycle Parking: Where is this to be located and is it necessary at this time if bike lane infrastructure construction is being considered for deferral.

Thank you for considering these comments. I will see you at tonight's meeting.

Regards

Mark Eraut

Jonah Ross

From: Stuart Hill [REDACTED]
Sent: February-24-25 9:59 AM
To: Council
Subject: Don't Cut Funding for Active Transportation!

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Council Esquimalt Council,

Funding for active transportation is appreciated! It's a forward thinking strategy to manage increased congestion as the CRD grows. A lot of people are using the infrastructure. It keeps people safe, builds community, and it's better for motorists since it separates them from vulnerable road users. Some neighbourhoods it is hard to take a dog for a walk or walk to the grocery store nearby because there are no sidewalks. It's dark and motorists are driving vehicles that are larger than ever, and are more distracted than ever by screens on their dashboards and the addictive technology of our phones. Keep doing the good work to connect our communities with active infrastructure.

Stuart Hill

[REDACTED]
606 Goldstream Avenue
Langford, British Columbia V9B 2W8

Jonah Ross

From: Chris Van Sickle [REDACTED]
Sent: February-24-25 11:29 AM
To: Council
Subject: Keep funding Active Transportation

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Council Esquimalt Council,

Dear Mayor and Council

I realize that budget pressures are forcing your hand with tax increases, and know that you recognize the problems with affordability of everything currently. I appreciate your inevitable efforts to keep taxes as low as possible.

However, while I'm sure it feels to some like Active Transportation line-items are frivolous, I'd argue they are critical. Having safe and convenient alternative routes to driving means families can make more trips by walking and biking.

Less driving means less spent on gas and auto-maintenance - making life more affordable, full stop. People looking to drive less are currently relocating to communities that make this easy. Young families and young adults are increasingly factoring vehicle necessity into that equation.

It makes individuals healthier by getting some activity while commuting, doing errands and drop-offs.


It helps to address the climate crisis when it appears that the penalty for delaying action gets more severe every year.

Importantly, for our community Active Transportation investments make increased density very sensible. Revenue shortfall, badly aging infrastructure and the necessity for increasing property taxes to fill the void is at the heart of your discussions this week. We cannot sustain the ever-rising cost of maintaining services without the more robust tax-base that density

affords. And we cannot further increase density while keeping the status quo expectation of most trips being made by car.

Thanks for taking the time to read.

Chris Van Sickle
836 Colville Rd

Chris Van Sickle

836 Colville Road
Victoria, British Columbia V9A 4N7