

Hello,

Thanks for your interest in our Community Drop In! And sorry for the delay in sharing the May 27th Report Out. Here is a list of topics that members of the public who dropped in requested that we discuss. Please also see actions to follow up on, information received back in response to your queries, and the date of the next Drop In. Please note that we've added some new 'after-work' drop in dates. Please pass these along to your friends, neighbours and colleagues who work during the day and may wish to drop in afterwards. Details here: <http://www.victoria.ca/EN/main/city/mayor-council-committees/mayor-lisa-helps/mayors-community-drop-in.html>

### **Agenda - Community Drop In Tuesday May 27**

1. Deteriorating conditions in 900 block of Pandora
2. Addicts downtown
3. Pot shops
4. New business on 700 Johnson
5. Fish Eye Project
6. Sanctuary Youth Centre
7. Victoria Public Market
8. Bus Stop in front of Access Health Centre
9. Divest Victoria, UBCM, and Day to Day Banking
10. Recycling

### **Items Mayor will follow up on**

1. Connect Robert with Threshold Housing Society
2. Follow up with Director of Finance with regards to banking RFP - what is the screen we are using?
3. Check with CRD about motion re: LNG - Island Gas Connector
4. Is contaminated recycling dumped at Hartland Landfill?

### **Links to be shared from Drop In:**

Fish Eye Project <http://www.fisheyeproject.org/>

Sanctuary Youth Centre: <http://www.sanctuaryyouth.org/>

Gabor Mate The Hungry Ghost - The Biopsychosocial Perspective of Addiction  
<https://www.youtube.com/watch?v=KTqCmajPGk>

Victoria Public Market Community Kitchen <http://victoriapublicmarket.com/community-kitchen/>

Canadian Mental Health Association At Work Program in Victoria <http://www.victoria.cmha.bc.ca/how-we-can-help/work>

Woodwynn Farm: [www.woodwynnfarms.org](http://www.woodwynnfarms.org)

**Items Mayor Has Followed Up On:**

***There are quite a few this time - for ease they're identified with Q question and A answer.***

Q1. Getting some speed / slow down signs at the five way intersection on the Galloping Goose near the Selkirk Trestle Bridge

A1. Staff are currently implementing 'slow down' signs at the Galloping Goose location, and in the longer term, we will continue to monitor traffic flow (pedestrians and cyclists) at this location, during our summer 'count' program, to determine what safety configuration is best and implement any changes as required.

Q2. Follow up with City's Director of Engineering and Public Works to ask for consideration of the day-lighting of creeks when we are doing capital planning.

A2. There are two creeks in the City that are partially day-lighted – Cecelia and Bowker Creek. Other historic streams are fully piped decades ago and, in some instances, run under buildings.

We always consider creeks daylighting when opportunities arise, e.g. new development, or where green space intersects with storm water mains where historic streams existed. However, in the city fully developed like Victoria, we have limited space available and many competing demands. We have already day-lighted 100 m of Cecelia Creek along Galloping Goose Regional Trail. Also, City has representation on the Bowker Creek Initiative and there are plans for a feasibility subcommittee to review daylighting the creek where appropriate. Fisherman's wharf was considered for a section of day-lighted creek, however it was determined that there was insufficient depth available, and a rain garden was installed instead.

Where daylighting is not feasible, we are considering other green infrastructure, such as bioswales, that will manage flows while providing additional public amenity and green space. Currently, we are looking into installing a bioswale on Richardson St, south of Government House.

Q3. Ask Fraser Work, the City's Director of Engineering and Public Works how the City is currently tracking greenhouse gas emissions and if we are doing so for private vehicles.

A3. Greenhouse gases are estimated, tracked and reported for City owned infrastructure, as well as municipal buildings, homes, vehicles etc. All of these contributions are reported to provincial climate regulators and the Carbon Disclosure Project (CDP) – an international carbon tracking organisation.

Q4. Ask City staff and BC Transit if the BC Transit stops along Government Street near the museum are also an 18 month pilot project.

A4. The BC transit stops along the Museum on government are also considered as part of the downtown bus reconfiguration pilot project and can be adjusted or moved whenever the City deems appropriate, or after the 18 month assessment period.

Q5. Ask about crosswalk at Huron/Erie and Dallas Road, near new Fisherman's Wharf Park

A5. *A marked crosswalk in the area of Fisherman's Wharf (Erie Street, between Dallas Road and St. Lawrence Street) is on the Prioritization list (#19), and is proposed for installation in 2017 - installation could include improved lighting specific to the area of the crosswalk, and/or bulbs to shorten the crossing distance for pedestrians. A final location will be determined through engagement with area residents/businesses/neighbourhood stakeholders.*

Q6. Look into delayed implementation of bylaws - a six month 'grace/catch up period'  
Tom, the question was can we pass a bylaw and then have a phased in implementation where the status quo remains for 6 months so that any impacted that might not have been aware of the change has an opportunity to respond/take action before the bylaw comes into full force and effect. This question was raised in regards to 750 Pemberton. The person who attended the drop in said that Saanich had done something like this 6 month grace period.

A6. With regard to "phased implementation" of bylaws, the default is that a bylaw comes into effect on date it is adopted. However, it is possible for a municipal bylaw to include a "commencement date" which provides for all or some of the bylaw provisions to come into force at a time other than on adoption. This could allow for delay before the bylaw (either in its entirety or parts of it) comes into force. This mechanism is most commonly used with transitional provisions, for example, we used it in 2012 when the new OCP bylaw was adopted to provide for "automatic" repeal of certain transitional provisions six months after adoption of the new OCP. It can also be done to delay introduction of new regulations, for example, the new skateboarding regulations were adopted in January but did not come into effect until February 1 to give staff time to prepare proper implementation of the new regulations. It could also be used for gradual introduction of new regulations.

Q7. Check in with City Clerk and GVHA about Ogden Point Liquor Licence and the process followed (no one had any complaints; just interested in the process.)

A7. The process followed for the liquor licence at Ogden Point is exactly the same as in 2015. The Breakwater Bistro currently has a liquor licence and is able to extend the coverage to the Barge area and must receive approval from LDB. Any events that do not use the Breakwater Bistro are required to apply for and provide proof of Event licencing and/or catering licensing.

Q8. Check with police and fire chiefs to see if there is a way to reduce siren use early morning in the downtown

A8. The driving of an Emergency Vehicle is regulated under Section 122 of the Motor Vehicle Act, B.C. Reg. 133/98; while there is some discretion in when lights and sirens are to be activated, for example, we generally do not immediately initiate sirens when leaving Number 2 Fire Station in James Bay until we are closer to downtown.....it has been our experience that this is not always the best strategy, especially with increased pedestrian and cyclist traffic in the downtown core and the many distractions and wearing of earphones.....admittedly this is reduced during "silent hours" but remains a legitimate concern with our Emergency Vehicle Operators. I will add this to the agenda for our next Executive Officer's meeting for added discussions. I have included the applicable section to "fire" within this email. A very real consideration for us is the size of our apparatus and although we consciously reduce speed and are very cautious at intersections.....other vehicles have still effectively found their way into colliding with our apparatus.

All of our operators are trained and tested on apparatus driving and operations and, are tested to NFPA (National Fire Protection Association) and industry best standards.

### **Emergency response by a person other than a peace officer**

**5** (1) When a person other than a peace officer operates an emergency vehicle, the person may exercise the privileges granted by section 122 (1) of the *Motor Vehicle Act* if the person operates the following emergency equipment, as applicable:

(i) in the exercise of privileges described in section 122 (1) (a) to (c) of the *Motor Vehicle Act*, an emergency light and siren;

(ii) in the exercise of privileges described in section 122 (1) (d) of the *Motor Vehicle Act*, an emergency light or an emergency light and siren.

(2) When a person other than a peace officer operates an emergency vehicle, the person may exercise the privileges granted by section 122 (1) of the *Motor Vehicle Act* if the person has reasonable grounds to believe that the risk of harm to members of the public from the exercise of those privileges is less than the risk of harm to members of the public should those privileges not be exercised.

(3) In considering whether there are reasonable grounds under subsections (2), the driver of an emergency vehicle must consider the factors described in section 3 (2).

(4) Subsections (2) and (3), do not apply until a date specified by the Attorney General.

### **Entering an intersection**

**6** The driver of an emergency vehicle exercising the privileges granted by section 122 (1) of the *Motor Vehicle Act* must slow that vehicle to a speed consistent with reasonable care when approaching or entering an intersection.

This topic gets raised every so often so this is not the first time I have heard of this. The Victoria Police Department is acutely aware of the impact sirens have on all residents not just on those who reside in the downtown core. The officers use their sirens only when required and within the guidelines prescribed under the Motor Vehicle Act. One point to consider is that when officers are responding to emergency calls for service their safety is paramount and the use of a siren may be necessary regardless of the time of day or night. I can assure you that police officers are not activating their siren when not necessary or when not required under the Motor Vehicle Act. I hope this information helps. Thanks.

Q9. Check with Engineering and Public Works as to whether they could distribute smaller green bins and/or if garden waste could be put in the green bins to reduce the GHGs of people driving to the Public Works Yard to drop off garden waste

A9. The benefits of improved convenience are offset by other impacts that have to be carefully managed.

We are looking at the impacts of moving to commingled yard and organic waste, which creates operational challenges (more volume = more truck loads and trips), new equipt required, and cost increases due to higher tipping fees for combined waste - as yard waste is much less expensive per tonne than food waste.

All of these issues have GHG implications.

We are preparing recommendations on all the above for the near term and the longer term- to be covered in my upcoming reports.

Q10. Find a way to tell the positive success stories coming out of My Places and Choices about people getting work and getting housed. Suggest this to Our Place Society.

A10. We certainly promote the positive stories when we can, and even when the media isn't interested, we promote them via social media and our website: <https://www.ourplacesociety.com/stories>

Q11. Can the City host more than just Public Works Day also Parks Day etc.

A11. Directors have already discussed. We will look to add the expanded scope in 2017.

The next Community Drop In is **Friday June 10, 11am-1pm**

2016 Drop In schedule is here and notes from previous Drop Ins can be found here as well:  
<http://www.victoria.ca/EN/main/city/mayor-council-committees/mayor-lisa-helps/mayors-community-drop-in.html>

Thanks for participating in your community!

Lisa

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Lisa Helps, Victoria Mayor

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"We're all just walking each other home." - Rumi