

Hello,

Thanks for your interest in our Community Drop In! Here is a list of topics that members of the public who dropped in requested we discuss. Please also see actions to follow up on, information received back in response to your queries. The next **Drop In is Tuesday May 29<sup>th</sup>** from 4:30-6:00 in my office at City Hall. **Note the special after work/school drop in time.**

Thanks for participating in your community,

Lisa

### **Agenda - Community Drop In March 27 2018**

1. Amica at Douglas and crossing safely to the park
2. Vancouver Island School of Art
3. School zone at South Park School
4. Priority versus a look at AND Sharing Our Streets
5. Local Area Plan
6. 1303 Fairfiled Rd.

### **Items the Mayor will Follow Up On**

1. It's not safe to cross Douglas at Niagara and it's not safe to cross Niagara either, cars whip around the corner. There is a whole building of seniors at Amica (and many other buildings too) who cannot safely access Beacon Hill Park. What do staff recommend?
2. The cross walk at Douglas and Dallas (across Dallas) doesn't feel safe as cars whip around the corner.
3. Bring a motion as part of the 2019 budget process directing staff to report on the costs of a re-do of the road configuration / green space from Niagara to Dallas including the triangle of grass and reincorporation into the park, narrowing the roadway and making it safer to get across.
4. Meet the Executive Director of the Vancouver Island School of Art to understand the situation more clearly and to see if the City can assist
5. Request that staff extend the school zone along Douglas at South Park School to the end of the school playground (all the way to Toronto Street) The beginning of the school zone is clearly marked; the end does not seem to be. And there is a 40km/h sign that is right in the middle of the 30 km/h school zone that needs to be moved.

### **Items the Mayor has Followed Up On**

**Q:** Ask planning department what a "special density area" is. Eg. the proposed Parc Development on Fort at Quadra is one. In these sites where is the bonus density calculated

from? Is affordable housing in exchange for density on this specific site possible or does any land lift go (according to Council's policy) to public realm improvements?

**A:** Special density areas are areas where an upper limit to the density for a site is determined and rather where the development potential of the site is assessed based on adherence to the urban design guidelines for the area (which govern height, floorplate sizes, setbacks etc.).

In terms of density bonus, development in these areas is subject to the same base density of 3.0 as other sites within the Core Residential or Core Business designations within the OCP. In exchange for density above the 3.0 limit, applications are expected to demonstrate specific contributions to community amenities defined within the policy as being related to public realm improvements, affordable housing, public amenity, or heritage preservation.

**Q:** If Fairfield Plaza is designated as a large urban village does the 400m area around it become one as well?

**A:** Fairfield Plaza (Ross Bay Village) is already designated as a Large Urban Village in the OCP. While the OCP does have general policy language encouraging new growth within the Core as well as in and within 400m of urban villages, this is meant to support discussions about future land use changes as part of Local Area Planning processes and doesn't confer any specific additional densities to those properties within 400m of villages. In the case of Fairfield Plaza, the lands around the Fairfield Plaza are in the Traditional Residential designation and *the 400m radius doesn't change that designation.*

**Q:** Check to see where BC Housing is at with housing and pets policy.

**A:** Below is a link to BC Housing's current pet guidelines (<https://www.bchousing.org/housing-assistance/tenants-programs-resources/information-for-tenants>), though specific rules would be made by individual not-for-profit building operators and can be different from building to building depending on operator.

**Q:** Send link to City's short term rental policy and any other relevant information about implementation.

**A:** [www.victoria.ca/EN/main/business/permits-licences/term-rentals.html](http://www.victoria.ca/EN/main/business/permits-licences/term-rentals.html)

**Q:** Check with planning staff about what we mean by using the word "corridor" re: Fairfield Road.

**A:** Corridor is a general term for a street (or group of streets) that share some attributes (transit access, building typologies etc.) or that connect key destinations within a neighbourhood or local area. In the case of Fairfield Road it provides a corridor through Fairfield and Gonzales that allows pedestrians, vehicles and transit to connect from downtown, Cook Street Village, Moss Street Village/Sir James Douglas School, Fairfield Plaza, Margaret Jenkins School etc. Given these attributes, a different approach to how any future plan treats Fairfield Road vs. other streets may be warranted.

**Q:** Consider including a project in the 2019 budget to fix the alignment at Dallas and Douglas starting with asking for a report on the implications of doing this work as part of the 2019 budget process.

**A:** This item was discussed as part of the April 12/18 staff report on the CRD Wastewater Treatment project.

The project development surrounding the Mile 0 location generated feedback from community, as there is an interest within community to realign Douglas Street/ Dallas Road and Beacon Hill Park boundaries, to consolidate green space into the main portion of Beacon Hill Park.

In the context of the Wastewater Treatment project, the main consideration from staff was whether this is the appropriate time to consider redesigning this particular site. Staff assessed that any redesign of this roadway would not be within scope of the CRD project due to proximity issues and would require significant planning, engagement and park/roadway design which are not achievable within current project timelines.

Re-design would require realignment of the entire section of Douglas Street between Niagara Street and Dallas Road, to provide safe motor vehicle approaches/sight lines - utilizing the existing westerly leg of Douglas Street at Dallas Road is not recommended, as sightlines for southbound left turn vehicles would be insufficient (see figure below, showing areas of concern). Staff also note that no priority capital work (EPW utilities upgrades, road reconstruction, or Parks Master Plan-related improvements) at this intersection is currently identified in the Financial Plan.



Mile 0 Redesign Areas of Concern

Any future optimisation of Mile 0 green-space and the adjacent roadway would require extensive planning and would ideally be undertaken following further public consultation, across City departments and the public. This work is not currently part of the upcoming, defined financial planning process.

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Lisa Helps, Victoria Mayor

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“Resignation and cynicism are easier, more self-soothing postures that do not require the raw vulnerability and tragic risk of hope. To choose hope is to step firmly forward into the howling wind, baring one’s chest to the elements, knowing that, in time, the storm will pass.” -

Archbishop Desmond Tutu