

Update

JAMES BAY NEIGHBOURHOOD ASSOCIATION

Monthly Meeting Agenda

7:00pm – 9:00pm February 13th, 2019

James Bay New Horizons – 234 Menzies St

Agenda

1. Welcome & Announcements
2. Approval of Agenda
3. Correspondence/Announcements
 - Circulating Correspondence file
4. Minutes of January 9th, 2019 meeting
5. **Pemberton/Centennial Trail/Vancouver Island Trail**
Ken Milbrath,
President, Vancouver Island Trail Association
Chair, Pemberton Trail Task Force
6. **GVHA Update**
Ian Robertson, CEO, GVHA
7. Adjournment

JAMES BAY NEIGHBOURHOOD ASSOCIATION

Monthly Meeting Agenda

7:00pm – 9:00pm February 13, 2019

James Bay New Horizons – 234 Menzies St

Marg: Chair

Laura: Minutes

Laurel Collins: City of Victoria Council liaison

City of Victoria: Kerri Moore, Head of Business & Community relations

in attendance 25

Agenda

1. Welcome & Announcements: Recognize meeting on traditional unceded territory of the Lekwungen people.

2. Approval of Agenda m/s/c

3. Correspondence/Announcements m/s/c

Circulating Correspondence file

Screening of the film Lost Rivers February 25th at 6:30pm Eric Martin Pavilion 2328 Trent St

Congratulate city of Victoria Sanitation staff for garbage collection today in the JB neighbourhood, job well done.

4. Minutes of January 9th, 2018 meeting m/s/c

5. **Pemberton/Centennial Trail/Vancouver Island Trail:** Ken Milbrath, President of Vancouver Island Trail Assoc. and Chair of Pemberton Trail Task Force.

Pemberton Trail was named after Joseph Despard Pemberton, Surveyor General of Victoria from 1859 to 1864. Ken gave a slide show presentation of the Pemberton Trail from Meares St at Quadra St to Brighton in Oak Bay and then to Anderson Hill. The Pemberton Trail is called Centennial Trail in Oak Bay. The trail connects to the Vancouver Island Trail which starts at the Anderson Hill Trailhead (in Oak Bay) and ends at Cape Scott (North Island) 800km.

If you are interested in getting involved please contact www.vi-trail.ca

Q: Where is the start of the connection to Cape Scott ?

A: At Port Alberni, you take a zodiac to the North Island Trail to Cape Scott

6. **Greater Victoria Harbour Authority Update:** Ian Robertson, CEO

Member agencies of GVHA are Esquimalt and Songhees Nations, CRD, City of Victoria, The Chamber, Tourism Victoria (now Destination Victoria), Esquimalt & Victoria Harbour Society.

Challenges ahead for the GVHA:

- Inner Harbour Causeway, built in 1973, is a deteriorating concrete structure. It no longer meets connection needs (crowd levels and safety). The ability to modify is limited as it is designate as a heritage structure. The immediate need is to reaffix precast blocks due to failing connections which presents a major hazard. Cost is +/- \$25 million within the next 15 to 20 years.
- Ships Point: The expected replacement cost is +/- 24 million within next 10 to 15 years.

2019 Cruise & Operations Update:

- 15 brands including Cunard, the QE and Royal Caribbean Ovation of the Seas
- 264 Ships to make call, with approx. 700,000 passengers in this coming season, starting April 16

- GVHA has a stated commitment to fully electric shuttle bus fleet by 2022. All busses on the terminal will be at the level of EPA standard of 2010 or newer (bus engine age) for the 2019 fleet.

Emissions & terminal operations:

- Have hired Synergy Enterprises to conduct a carbon audit of the Ogden Point Terminal.
- Air monitoring station has not had any elevated readings in more than two years and So2 emissions remain well below recommended safe levels.
- Actively studying the benefits, restrictions and funding opportunities around shore power capabilities at the terminal.

Wayfinding & transportation:

- In 2018, 30% of the cruise passengers who disembarked walked to/from the terminal to downtown. This is a 10% increase overall since 2015. In 2019 a comprehensive plan is in place to encourage passengers to explore the city by foot. GVHA is developing a Wi-fi landing page with detailed walking maps. Onboard shipside communication with crew and improved wayfinding on the terminal including ground stamping and placemaking.

Breakwater Barge:

- Started in 2016 and several changes were made in 2018. GVHA believes the changes in the 2018 event season respected the concerns raised by JBNA neighbourhood.

Current Status for Ogden Point:

- Request for Proposals for a development partnership, narrowed down to 3, for 2018 2019.
- Consultation with the community will occur in summer/fall 2019.
- Update Master plan & supporting reports completed in 2019.
- Master plan submission for approval to City of Victoria late 2019 early 2020.
- Short term plans under consideration are to develop a sustainable infrastructure plan. Identification of investment is required. Also planning a temporary pedestrian ramp from Pier B to Dallas Rd to see how it work for a future pedestrian focused community gateway. There will be space allocated for First Nations' Cultural Village, and improvement to terminal building B. There

One thing that GVHA heard from the community was that there was no way to contact GVHA after hours. There is now an afterhours phone number 1-800-883-7079 staffed from 5:00 pm to 8:30 am.

- GVHA can be contacted at gvha@gvha.ca, twitter [@gvicharbour](https://twitter.com/gvicharbour). Office number is 250 383-8300.

Questions/comments:

Q: Why won't GVHA enter into a good neighbour agreement?

A: If city states it is required, we would do so. We are following the process set out by the City.

C: In 2017 noise from the Barge was horrible. 2018 was a 100% improvement. Will GVHA revert back to the layout as it was in 2017 or will you keep it as it was in 2018?

A: In 2018 we moved the stage and shortened the hours. We will keep it as it is now, will not revert to 2017.

Q: Fishermans Wharf resident expressed concern that there was nothing in budget for infrastructure upgrades to Fisherman Wharf. Float homes have only 30amp power, propane, water froze this winter. The infrastructure is minimal, and the resident does not believe that GHVA respects live-a-board residents. We have requested security gates that we can close at night. There is no security. People walk onto our homes/vessels. GVHA isn't listening to us and our concerns and needed improvements. Resident is very frustrated. There is no access to the GVHA board, no a higher authority to go to, in order to get some action. GVHA needs to listen to us.

A: We are doing our best to listen to float owners concerns. Sounds like we haven't done a good enough job explaining the budget we have and why we are spending in the areas we are. Will take back to our board.

C: Resident responds by saying there is no continuity with your staff. Feels like you are just saying prepared script. Doesn't believe CEO is listening.

C: I think you should come back to JBNA more often to keep us informed. You talk about a working harbour, but it is not the working harbour that I saw 15 years ago. Seems to be more of a beautiful landscape for tourists than actual working harbour and this neighbourhood values a working marine harbour.

A: I can assure you we are committed to a working harbour. Ogden Point will have marine related industries. We have facilities for fishing fleet to unload their catch at Fishermans Wharf.

Q: Focus seems to be on facilities that are money generators. GVHA needs to be more people focused at Fishermans Wharf. We too contribute to the money generation of GVHA as Fishermans Wharf is a big tourist attraction. We need quite time from 10pm to 7am. We asked for a gate that would close at 10:00 so people would stop walking into our homes. We expect and want respect.

A: Will pass the request for a gate along to the Board. We have limited funds but clearly we do need a more fulsome talk with your float home residents.

Q: Graving dock worker understands the amount of power required for a cruise ship. Doesn't feel it will be likely that BC Hydro will be able to provide the needed power for shore power. Concern expressed that as a JB resident, the increased cruise ship dockings overwhelms our small village.

A: We are mindful of increased transportation. Now we provide 22 double decker buses that will be utilized to reduce # of buses on roadway. At some point we will need a 4th berth, but GVHA believes it should not be located at Ogden Point.

Q: What is needed from the city to enter into a good neighbour agreement?

A: Will need a directive from city as to how to operate the Ogden Point site?

Councillor Laurel Collins, liaison for James Bay, is willing to entertain a conversation with Council regarding a good neighbour agreement. JBNA chairperson states that GVHA does not require direction from the city. GVHA is prepared to meet City requirements, not go above them. GVHA can enter into good neighbour agreement with JBNA if it chooses to do so, similar to the Memo of Agreement for Fishermans Wharf.

C: A Fishermans Wharf resident has followed GVHA's engagement with community, and believes there should be a representative from the community on the GVHA Board.

A: CEO is not involved in selection of Board membership, and suggests the resident write to the Board with that suggestion. CEO will convey his support for the idea to the Board.

Q: Is it true that the worst fuel pollution is the first hour of starting up the cold engine? Would shore power be a good investment? Need a careful analysis.

A: Yes, a careful analysis is required. The carbon audit will assist with that analysis.

A resident who is a Dockyard worker commented that the ship never shuts off the engines. Also states that shore electricity is unlikely given the ship operations' requirement when the ship is in port.

Councillor Collins Report: Councillor Collins is on the GVHA board and will bring to the next Board meeting what was discussed at tonight's meeting regarding having a James Bay community member on the GVHA Board as well as the other concerns regarding pollution, over whelming of community (# of ships). Also reported that Council is looking into hiring additional staff for traffic, adding traffic calming measures, and improved crosswalks.

Adjournment 8:55