



Making a difference...together

SOUTHERN GULF ISLANDS HARBOURS COMMISSION
Notice of a meeting on **Thursday, January 15, 2015** at 9 am
Saanich Peninsula Health Unit, Mt. Newton X Road

D. Hargreaves, N. Pender Island
C. Bunnin, Mayne Island
B. Young, Piers Island
S. Midgley, Galiano Island

L. Peck, Saturna Island
M. Callendar, S. Pender Island
D. Howe, SGI EA Director

AGENDA

1. Approval of Agenda
2. Adoption of Minutes of November 4, 2014
3. Presentations/Delegations
 - Ian Dow, re: Heritage Fund
4. Chair's Report
5. Correspondence
 - Letter from Michael Sketch, re: Regional District Funds
 - Letter from Ian Dow, on behalf of the Mayne Island Residents and Ratepayers Association, re: Southern Gulf Islands Harbours Commission
 - Letter from Islands Trust, re: Pleasure Craft Sewage Dumping
6. Southern Gulf Islands Harbours Operations
 - Structure of Working Model with Wharfingers
 - Administrative Structure of Ports Management within CRD
 - CRD Operations Update
 - Port Browning Lighting and Access
 - Port Washington Lighting and Flotation
 - Wharfinger Communications and Financial Processes
7. Addressing Access to CBSA Dock on South Pender (M. Callendar)
8. Public Dock Facilities on Mayne Island (C. Bunnin)
9. Review of Southern Gulf Islands Harbours Bylaws (S. Midgley)
10. RCM-SAR Services (D. Hargreaves)
11. Proposed Collaborative Economic Development Initiative for Lyall Harbour, Saturna Island (L. Peck)
12. Wharfinger and Commissioner Contact Information
13. New Business
14. Motion to Close the Meeting
That the Southern Gulf Islands Harbours Commission close the meeting in accordance with the Community Charter, Part 4, s. 90(1) (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose
15. Adjournment

To ensure a quorum, please advise Margaret at 250.474.9606 if you or your alternate cannot attend.

**Minutes of a Meeting of the
SOUTHERN GULF ISLANDS HARBOURS COMMISSION
held on Tuesday, November 4, 2014 at the
Saanich Peninsula Health Unit, Mt. Newton X Rd., Saanichton, BC**

PRESENT: Carl Bunnin - Chair, Mayne Island
Dave Hargreaves, N. Pender Island
Bryce Young, Piers Island
Mike Callendar, S. Pender Island
Larry Peck, Saturna Island
Sheila Midgley, Galiano Island
David Howe, Regional Director
Pete Williams, Ports Manager
Ted Robbins, General Manager CRD Integrated Water Services
Marian Brown, Recording Secretary

ALSO PRESENT: Andrew Lane, Ian Dow, Peggy Dayton from CRD Finance

The meeting was called to order at 1:05 pm.

1. Election of Chair and Vice-Chair

Ted Robbins called for nominations of the position of Chair. Dave Hargreaves, Carl Bunnin, Larry Peck, Sheila Midgley and Bryce Young were nominated but each declined the position. Carl Bunnin reconsidered and allowed his name to stand and was elected Chair by acclamation.

The Chair, Carl Bunnin, called for nominations for the position of Vice-Chair. Sheila Midgley and Bryce Young were nominated. Bryce withdrew his name and Sheila Midgley was elected as Vice-Chair by acclamation.

2. Approval of Agenda

Moved by Bryce Young, **seconded** by David Howe, that the agenda be approved with the addition of "meeting time" under New Business and Bedwell Harbour dock update as 8(b).

Carried

3. Approval of Minutes – September 16, 2014

Moved by Sheila Midgley, **seconded** by Larry Peck that the minutes of the SGIHC meeting held September 16, 2014 be adopted with one change, item 8, change "Sea" to read "Cetus".

Carried

4. Presentations/Delegations

Andrew Lane, Pender Island BC re Browning Harbour Wharf

Andrew Lane spoke to the issue as outlined in his letter which was included in the agenda package. He noted that the Royal Canadian Marine Search and Rescue (RCM-SAR) provides service 24/7 and requested assistance in obtaining repairs to the access road and lighting on the dock. Photos of the access road, which is an easement through private property, were distributed.

Committee members and Andrew discussed the issues and it was noted:

- MOT will not work on private land, so who is responsible?
- Lighting on the dock is essential
- Port Browning was a Transport Canada facility
- The dock abuts MOT right-of-way
- There is no hydro service available on the dock

- Consider having a backhoe run down the road and whether or not cars should be allowed
- Consider a motion activated solar lighting system
- Concern expressed re possible liability problems
- IWS responded to the initial letter with the understanding that MOT is responsible for the road and have written to Main Road Contracting
- A possible grant-in-aid for a load of gravel and signage stating “use at your own risk” along with the landowner’s permission
- Landowner has raised the issue of parking and liability

Moved by David Howe, **seconded** by Bryce Young that staff provide a report on the status of the land ownership, of the dock facility, and further, that it include a cost estimate for lighting including solar power.

Further discussion ensued on the two issues – lighting and road access as well as safety. The Ports Manager noted that the current budget has money for an emergency repair fund and suggested that solar lighting at foot level could fit in.

It was agreed that the motion be divided into two parts.

Moved by Carl Bunnin, **seconded** by Larry Peck, that staff provide a report on the status of the land ownership. **Carried**

Moved by Carl Bunnin, **seconded** by Larry Peck, that priority be given to the provision of lighting at the dock; that the General Manager, IWS, provide information on lighting options and safety in order to provide a permanent solution. To expedite the process, this information is to be discussed via a conference call. **Carried**

The Chair suggested that Andrew present the SGIHC with a proposal package. Andrew agreed and cited as an example the lighting installation at Thieves Bay.

5. Correspondence – Letter from Andrew Lane re Browning Harbour Wharf
The contents of the letter were discussed in item #4.

6. Southern Gulf Islands Harbours Commission Information and Guidelines
(Information Report)

Ted Robbins reviewed the report and noted the commission’s role.

(Pete left the meeting, 2:04 to 2:06)

Commission members discussed SGIHC feedback to the community and possible ways of transmitting this information as well as how this had been done in the past.

Moved by Sheila Midgley, **seconded** by Larry Peck, that the staff report be received. **Carried**

7. Southern Gulf Islands Harbours Service – 2015 Operating and Capital Budget
(Staff Report)

Ted Robbins reviewed the staff report and also provided a work sheet depicting financial matters from 2009 – 2014 Budgets.

Commissioners expressed concern and noted the following:

- projects approved but not yet done
- taxes collected but not expended, need to ensure we are not over collecting
- there is a history of budget development and long term expenditures, planned transfers to the Capital budget for major repairs

- major dock problems at Miners Bay
- 2013 budget had repairs at Retreat Cove, Piers Island, Swartz Bay
- 2014 budget had repairs at Hope Bay, Sturdies Bay, Montague and Miners Bay
- Wharfingers should be relaying problems
- Is there a requirement that wharfingers live on the island?
- Can the surplus be used for federal grants where cost sharing is an issue

(Mike Callendar left the meeting, 3:18 – 3:20 pm)

Moved by Larry Peck, **seconded** by Bryce Young that the staff report be received. **Carried**

8. Report of the CRD Director

- a) Director Howe reported on his talk with the CAO on the five-year transportation plan and the need for Islands Trust and BC Ferries to be involved. He noted that BC Ferries is willing to hold discussions to solve transportation issues. CRD docks are a critical part of the Experience the Gulf Islands plan. There is some interest in creating an association of water taxis.
- b) Bedwell Harbour Update – Mike Callendar
Mike reviewed the background of the only public dock on South Pender Island which is under the jurisdiction of Canada Border Services Agency (CBSA). Mike reported that in his recent discussion with CBSA it was stated that there would not be any public access this winter.

(Dave Hargreaves left the meeting, 3:37-3:46 pm)

9. Report of the Ports Manager

The highlights of the Ports Manager report noted the following:

- Signage re “Spills Are Not Slick” has not yet been posted
- Updates on long-term planning should be at IWS soon in order to get work done
- Two new wharfingers – have been meeting with them on a weekly basis
- Lighting issue at Montague – Ted to send one of his electricians
- Sturdies Bay – rungs on gangway and bolts are starting to break
- Lyll Harbour – meeting with new wharfinger every 10 days
- Flotation issues at Montague and Port Washington

10. New Business

Meeting Schedule for SGIHC

Commission members expressed their desire for a morning meeting in order that they might return home earlier.

Moved by Sheila Midgley, **seconded** by Larry Peck, that the SGIHC meetings commence at 9:00 am on Tuesdays, or if not possible, on Wednesdays starting January, 2014. **Carried**

Commission members recessed from 4:00 – 4:18 pm.

Pete Williams left the meeting, 4:00 pm.

11. Closed Meeting

Moved by Sheila Midgley, **seconded** by Jon Heaney, that the SGIHC close the meeting in accordance with the Community Charter, Part 4, Division 3, 90 (1)(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district of another position appointed by the regional district. **Carried**

The Committee closed the meeting at 4:19 pm.

The regular meeting of the SGIHC reconvened at 5:23 pm.

12. Rise and Report

That the Southern Gulf Islands Harbours Commission direct staff to allow the Ports Management contract with Mr. Pete Williams to expire on December 31, 2014, and prepare a three month transitional contract, effective January 1, 2015, the scope terms of which will be finalized and provided to the Commission subject to Mr. Williams' agreement to undertake this work, and that IWS staff assume full responsibility for the engineering and operation services effective April 1, 2015, and that the 2015 operating budget be revised accordingly to reflect these changes.

13. Next Meeting Date – January 2014 – date to be announced

14. Adjournment

Moved by Sheila Midgley, **seconded** by Larry Peck that the meeting adjourn, 5:25 pm. **Carried**

To: Southern Gulf Islands Harbours Commission
Carl Bunnin, chair, Mayne Island
Sheila Midgley, vice chair, Galiano Island
Dave Hargreaves, commissioner, North Pender Island
David Howe, CRD regional director
Ted Robbins, general manager CRD integrated water services
email (c/o): mmontague@crd.bc.ca

From: Michael Sketch
3305 Port Washington Road
Pender Island
B.C. V0N 2M1
ph: 250-629-8393
email: mgmsketch@cablelan.net

14 November, 2014

Regional district funds available to maintain the Southern Gulf Islands (SGI) public docks to standards necessary for heavy truck use in emergencies or for inter-island transportation

Dear Commissioners, Mr. Howe and Mr. Robbins,

I write as a resident of North Pender Island with concern for the availability of public docks in the SGI for use in emergencies and for inter-island transportation initiatives. It appears from the published (online) agenda package and Commission meeting minutes for 4 November, 2014 that a promising change in fiscal and docks management oversight given by the regional district is underway, which may herald necessary dock repairs. Thank you.

Please make very clear to the public why the docks haven't been maintained to heavy truck drive-on standards during 2009-2011 when it now appears there were funds available to do so

However the change follows some years of confusion for the public and I ask the Commission and the CRD to make very clear to the public why the docks haven't been maintained to heavy truck drive-on standards during 2009-2011 when it now appears there were funds available to do so. Consider the consequence had there been large scale need for the docks in an emergency, but the docks had been unavailable for truck use. Reading the materials referred to in the next paragraph, the obvious question is: who knew what, when?

who knew what, when?

Published information on SGI dock maintenance appears to be conflicting, if not contradictory. I draw your attention to (online) published materials: i) (website; past accomplishments) from the then (2008-2011) CRD regional director, Ken Hancock, then to 2011 SGIHC meeting minutes and last but not least, a report from Ian Dow (now a commissioner) from the Mayne Island Ratepayers Association. I have assembled excerpts from these three sources.

regional district oversight

My understanding is that the federal government divested itself of the docks and SGI residents, by referendum, agreed that the regional district would acquire them on our behalf. Residents understood that there would be a property tax increase to pay for the public ownership. As the Capital Regional District provides services to the Islands Trust SGI area, we also trusted that the public interest would continue to be served with appropriate regional district oversight for docks management, fiscal responsibility and the common sense dock maintenance needed for heavy vehicle access in emergencies.

I, as most residents, was dismayed when some years ago the Ports Manager told North Pender residents there were no funds available to maintain the docks for vehicle drive-on use. You will appreciate that from the public perspective, this was a decision already made and not a matter for discussion (of increased taxation for instance). I understand a similar message was given by the CRD regional director (elected) of the day to residents of Mayne Island.

regional district delegated authority to SGI Harbours Commission

I believe that i) both the Ports Manager and the CRD regional director are paid for their service to the public whereas the Commissioners don't receive a salary and ii) the regional district had delegated some of its authority for the provision of docks services to the SGI Harbours Commission.

Confusion for the public - 1 of 3

On his Islands Trust election platform website (<http://www.kenhancock.com/accomplishments>), Ken Hancock, SGI CRD director in the period where dock funding was said to be insufficient gives (13Nov2014) his CRD director accomplishments as follows:

Experienced

After serving his first term as trustee from 2005 to 2008, Ken Hancock served as CRD Director for the Southern Gulf Islands from 2008 to 2011 and has served the last three years as local trustee and as Vice Chair of the Islands Trust Council. He currently serves as Chair of the Saturna, Galiano, Thetis and South Pender Local Trust Committees.

Accomplishments

As a New Trustee — Listening and Learning

As Electoral Area Director — Improving Relationships

As CRD Director, Ken worked hard to improve the relationship and interactions between the Capital Regional District and the Islands Trust, including a review of the building permit referral process and improved communications between CRD local commissions and local trust committees.

Sustainable Community Docks

The services and funding for the Harbours Commission were reviewed, resulting in establishment of a substantial Capital Reserve Fund for dock improvements and replacement. As a strong believer in grassroots governance, much of Ken's time was spent actively working with volunteers to maintain and improve regional and local services at the commission level.

It seems clear from his website that Ken was instrumental in establishing a capital reserve fund for dock improvements during his term as SGI CRD director.

Confusion for the public - 2 of 3

Shortly after the SGI Harbours Commission meeting of 4 November, 2014, the Mayne Island Ratepayers Association (<http://maynebc.com/2014/11/recent-developments-southern-gulf-islands-harbour-commission/>) published the an open letter; excerpts follow:

Mayne Island Residents and Ratepayers Association

<http://maynebc.com/2014/11/recent-developments-southern-gulf-islands-harbour-commission/>

An open letter to;

CRD SGI Director, Dave Howe,

CRD Integrated Water Services GM, Ted Robbins

Excerpts
from letter

November 7, 2014

On November 4, 2014 at 1:00 pm I attended a SGI Harbours Commission meeting in Saanich. CRD Integrated Water Services General Manager Ted Robbins reported that the CRD was reviewing the financial status of the SGIHC and their financial reporting going back to 2008-2009.

MIRRA has several comments at this time.

First a review;

- » In a 2009 public meeting on Mayne Island, our community was told by past CRD Director Hancock and past Commissioner Cropper, that our dock at Miners Bay was being downgraded to non drive on status due to its deteriorated condition. They stated there was no money in the SGIHC to do repairs. We were told we would have to pay more tax or find funds elsewhere. Minutes from that meeting are publicly available. The dock has since deteriorated horribly.
- » In 2008, the SGIHC commissioned an Engineers report on the Miners Bay dock, which recommends \$280,000 repair expenditures over 5 years. The work was not done due to the expressed lack of funds.

November 4 meeting;

Ted Robbins stated that,

- » -in 2009, the SGIHC had in reserve app. \$611,000.
- » -in 2008/09 surpluses were \$329,308. In 2009 nearing \$1,000,000 was available.
- » -tax surpluses continued through 2013 accruing \$786,621.00 to a total of app. \$1,400,000 in 2014.
- » -currently \$1,400,000 (rounded) is in a reserve account.
- » -money is not a problem (to implementing proper repair and maintenance programs).

On behalf of the Board of Directors, MIRRA,

Ian Dow,

President,

250-526-0600

Now if Ken Hancock had been overseeing the establishment of a capital reserve fund for dock repair in 2009, why was Mayne Island (and other SGI residents) told there were no funds for dock maintenance? Why did the CRD and the Commission not announce the fund? The public would have been grateful to be "kept in the loop". The Mayne Ratepayers' letter makes it clear the funds were indeed available.

Confusion for the public - 3 of 3

The matter is further confused by the (online) published CRD meeting minutes for the SGI Harbours Commission. In the following excerpts from 2011 meeting minutes it is clear that the public and some commissioners were very concerned at the lack of funds for dock maintenance. It appears (Ken Hancock's current website) the SGI CRD director knew that in fact funds were available - did the Ports Manager? Most important - why did the public not know?

Excerpt

**Minutes of a Meeting of the
SOUTHERN GULF ISLANDS HARBOURS COMMISSION
held on Tuesday, March 15, 2011 at the
Saanich Peninsula Health Unit, Mt. Newton X Rd., Saanichton, BC**

PRESENT: Stephen Cropper - Chair, Mayne Island
Mike Callendar, S. Pender Island
Ken Hancock, CRD Director
John Heaney, N. Pender Island
Sheila Midgley, Galiano Island
Allen Olsen, Saturna Island
Bryce Young, Piers Island
Pete Williams, Ports Manager
Marian Brown, Recording Secretary

ABSENT: None

GUESTS: Derek Masselink and Peter Binner

The meeting was called to order at 1:03 pm.

Excerpt

3. Delegations

- (a) Derek Masselink, North Pender Island, expressed concern about dock facilities in Hope Bay as well as other government docks on the island. The following was noted:
- there are a broad range of users
 - docks are a part of the maritime heritage and are relied upon in time of emergency or need
 - docks are a critical component of emergency services
 - concerned with the erosion of the facilities
 - access to the crane is limited
 - would like to better understand the level of government which maintains the facilities
 - offered his assistance

The Commission questioned how the community could participate.

(b) Peter Binner, Hope Bay

Peter read a letter from Dave Hargraves, Coast Guard Auxiliary, which in part noted the following:

- advocated maintaining the docks at Hope Bay and Port Washington; would like "drive-on" availability; and
- docks are used in search and rescue practises and they are a key part in the transfer of casualties to a land based ambulance team. The ambulance could not access the dock.

The letter was handed to the Ports Manager.

Page 1of2 - excerpts from 15 March, 2011 meeting minutes

Excerpt

6. **Director Report** – Director Ken Hancock stated there was nothing to report.
7. **Ports Manager's Report**
 - a) Hope Bay Update – Replacement work is complete
 - b) Swartz Bay Inspection – In the process of getting a report on the scanning of piles.
 - c) Sturdies Bay – Bearings gone on the roller; broken bolts on breakwater again; Wes is working on replacement of sign boards; life rings are in
 - d) Power washing - at Port Browning and Hope Bay is to be done
 - e) Painting - at Hope Bay and Port Browning to be done
 - f) Port Browning Tender – tender should be on the Opportunities Page today

The Ports Manager provided slides depicting the Commission's current financial status which included revenue, operational expenses and capital funds. It was noted that the federal funding of 1.63 million dollars which accompanied the divestiture of the docks has been expended in bringing docks up to standard. Revenue now consists of user fees and parcel taxation. Wharfingers receive 50% of user fee revenues.

Capital Funds

The Ports Manager stated that capital plans provide for reduced service levels for "drive-on" docks. There is a need to contain costs and for a long term plan from the community.

Operating Budget

The operating budget has been stabilized but we need a long term plan as five of the nine docks are sustainable but Miners Bay, Port Washington, Hope Bay and Sturdies Bay are not sustainable.

Facility Replacement

These are aging facilities with increasing costs and all work needs to be forward compatible.

A slide depicting graphs of expenditures for each dock and total revenue and dock expenses was shown. An additional slide noted replacement costs re "walk-on" versus "drive-on" docks.

Commissioners discussed other sources for possible funds and whether or not the Commission would qualify.

8. **Treasurer's Report**

Commissioners questioned the issue of capital expenditures at Hope Bay and it was reported as \$50,000 while facilities at Port Browning were \$16,000 and Port Washington, \$4,600 for dock improvements.

Page 2of2 - end of excerpts from 15 March, 2011
SGI Harbours Commission meeting minutes

Excerpt

**Minutes of a Meeting of the
SOUTHERN GULF ISLANDS HARBOURS COMMISSION
held on Tuesday, May 17, 2011 at the
Saanich Peninsula Health Unit, Mt. Newton X Rd., Saanichton, BC**

PRESENT: Stephen Cropper - Chair, Mayne Island
Mike Callendar, S. Pender Island
Ken Hancock, CRD Director
Jon Heaney, N. Pender Island
Sheila Midgley, Galiano Island
Allen Olsen, Saturna Island
Bryce Young, Piers Island
Pete Williams, Ports Manager
Marian Brown, Recording Secretary

Excerpt

The Regional Director reviewed the dock divestiture funding program and the steady increase of the tax rate to the maximum allowed under the bylaw to \$48 per household by 2012. There will be a public process once the maximum is reached. The dock facility is part of the island's infrastructure.

Commission members discussed the possibility of other revenue sources, including Tourism BC. It was noted that work is being done by the CRD and Chambers of Commerce to develop a tourism strategy and it has been questioned if the docks would be a part of this strategy. It was also noted that the water taxi does pay to use this facility.

Commission members took a break at 2:15 and reconvened at 2:28. Jean Jones and Wes Gross left the meeting.

5. **Chair's Report** – Nothing to report
6. **CRD Director's Report** – Nothing to report

End of excerpts

Thank you for your hard work as commissioners and administrators.

Both public accountability and reliable public docks are topics dear to the heart of Gulf Islanders.

Michael Sketch

Mayne Island Residents and Ratepayers Association

An open letter to;
CRD SGI Director, Dave Howe,
CRD Integrated Water Services GM, Ted Robbins

November 7, 2014

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First a review;

- In a 2009 public meeting on Mayne Island, our community was told by past CRD Director Hancock and past Commissioner Cropper, that our dock at Miners Bay was being downgraded to non drive on status due to its deteriorated condition. They stated there was no money in the SGIHC to do repairs. We were told we would have to pay more tax or find funds elsewhere. Minutes from that meeting are publicly available. The dock has since deteriorated horribly.
- In 2008, the SGIHC commissioned an Engineers report on the Miners Bay dock, which recommends \$280,000 repair expenditures over 5 years. The work was not done due to the expressed lack of funds.
- In 2009, the SGIHC had a 5 year dock replacement plan. We see no start date, indefinable cost assessment, no factual support of sustainability of this plan. Engineer Tuttle's report, referenced above, clearly shows proper maintenance of the CRD docks is a better plan than planning for full replacement. Indicated to be more effective, more economical, more sustainable and provide better marine service to communities.
- During this 2008/09-2013 period our parcel taxes increased from \$25.87 in 2008 per parcel to \$44.65 in 2013.
-

November 4 meeting;

Ted Robbins stated that,

- -in 2009, the SGIHC had in reserve app. \$611,000.
- -in 2008/09 surpluses were \$329,308. In 2009 nearing \$1,000,000 was available.
- -tax surpluses continued through 2013 accruing \$786,621.00 to a total of app. \$1,400,000 in 2014.
- -currently \$1,400,000 (rounded) is in a reserve account.
- -money is not a problem (to implementing proper repair and maintenance programs).

Ted Robbins commented for this report;

"Moving forward, at its November 4, 2014 meeting, the SGI Harbours Commission directed CRD staff to recast the 2015 SGI Harbours service budget to more accurately reflect annual operating expenses, planned transfers to the capital reserve fund, capital expenditures, and revenues. In addition, a full engineering review of all of the SGI Harbours service dock facilities will be undertaken by the CRD in 2015 that, along with input from the local communities through the Commission, will inform the long term capital priorities and funding requirements. The recast budget will recommend that the 2015 parcel tax will remain the same as 2014 - this time next year, the Commission will reconsider the need to adjust the parcel tax rate for the 2016 budget, once the long term capital funding requirements and priorities are known, and a decision can be made as to the sustainability of the existing capital reserve fund."

MIRRA members have been working with CRD Director Howe and IWS GM, Ted Robbins to accomplish this review of the SGIHC during the past two years. Many changes to the basic operations of the SGIHC have been accomplished, regaining a direct community involvement in the CRD docks. Ted Robbins has introduced a professional level of financial transparency, controls and management and is now working with a newly structured Board of Commissioners. Two new appointments, Dave Hargreaves, Search and Rescue, Pender Island and Carl Bunnin, President, Association of Mayne Island Boaters, Mayne Island, have just been concluded.

Carl Bunnin comments;

“ During the Commission meeting of Nov.4, guidelines were tabled which will strengthen the Commissioners ability to act as an effective voice for our local communities.”

In summary, many improvements have been instituted in the operations of the Southern Gulf Islands Harbours Commission. The appointment of Ted Robbins has placed the responsibility for financial reporting and accountability under the auspices CRD. The New Board of Commissioners has had a great start initiating projects and future planning.

For example, the Board has:

- Approved a program for safety improvements at the Port Browning dock, lighting.
- Approved a full review of the SGI dock facilities by CRD Engineers
- Approved a recommendation that CRD be responsible for Engineering and operations of the SGIHC
- Approved a re-casting of the 2015 budget to better reflect tax requisition requirements and inform on long term requirements and sustainability strategy.

MIRRA is pleased with the success and accomplishments of all who have worked so hard over the past years to let the voices of the communities be heard. Many people have helped in many ways to get our Harbours Commission back on track providing quality marine facilities to our communities. A special thanks goes to our CRD Director Howe, CRD, Integrated Water Services GM, Ted Robbins and our new Board of Commissioners who have a lot of good work ahead of them.

On behalf of the Board of Directors, MIRRA,
Ian Dow,
President,
250-526-0600



Islands Trust

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December 1, 2014

File No.: 410-20

via e-mail: mintc@tc.gc.ca

The Honourable Lisa Raitt
Minister of Transport
Tower C - 330 Sparks St.
Ottawa Ontario K1A 0N5

Dear Minister Raitt:

Re: Pleasure Craft Sewage Dumping

On behalf of the Islands Trust Council, I am writing to express our opposition to proposed amendments to Section 96 of the Vessel Pollution and Dangerous Chemicals Regulations that would allow pleasure craft vessels to discharge sewage only one nautical mile from shore. I also request that Transport Canada take additional actions to reduce raw sewage dumping from vessels in the Salish Sea.

Since 2009, the Islands Trust Council has been concerned that the current Regulations allow raw sewage dumping in waters that are six nautical miles shore-to-shore. The geography of the Salish Sea, characterized by small islands and islets with narrow channels between islands, results in legal raw sewage dumping in sensitive marine habitats near shellfish beds and swimming beaches (see attached maps).

Since 1982, the Islands Trust Council has been concerned about the impacts of pleasure craft sewage. The Islands Trust Policy Statement, a statutory document founded in extensive community consultation and approved by the Province of British Columbia in 1994, recommends that the federal and provincial governments develop and adopt legislation that regulates sewage discharge from shores and boats and addresses its detrimental impact on marine or coastal ecosystems (policy 3.4.8). This topic has also been a priority of the Islands Trust Council's 2011-2014 Strategic Plan.

On behalf of the Islands Trust Council I request that Transport Canada:

1. Abandon plans to allow pleasure craft to dump raw sewage closer to shores and shellfish beds.
2. Create no-discharge zones around pump-outs. Please amend the Regulations to create a three nautical mile no-discharge zone around available pump-outs. On the attached map, you can see how our proposed approach of a three nautical mile no-discharge zone around pump-outs would apply in our region. As more pump-outs are installed, fewer areas would become available for dumping.

.../2

Preserving Island communities, culture and environment

Bowen Denman Hornby Gabriola Galiano Gambier Lasqueti Mayne North Pender Salt Spring Satuma South Pender Thetis

3. Work with partners to develop an infrastructure funding program for vessel sewage pump-out facilities that would support sufficient pump-out stations to create contiguous large no-discharge zones in the Trust Area. The ecological sensitivity of this region, combined with the hundreds of thousands of recreational boaters in our region, creates a strong justification for priority pump-out infrastructure investment in the Salish Sea.

We have also heard numerous suggestions from community members about how the Vessel Pollution and Dangerous Chemicals Regulations could be improved:

We heard that there is a pressing need for Transport Canada to address the naming and creation of no-discharge zones (Designated Sewage Areas). Renaming Designated Sewage Areas to No-Discharge Zones would benefit public education initiatives. The current term is confusing as it implies the area is designated to permit sewage dumping. Local community groups have also expressed interest in requesting new Designated Sewage Areas but have found existing Transport Canada processes unclear and unduly onerous. By improving and streamlining the process for communities to request new Designated Sewage Areas, communities could make better use of their volunteer time and Transport Canada could benefit from community knowledge about where raw sewage dumping needs to be further restricted. Only two sites have ever been designated in our region despite the fact that in the 1990s the Islands Trust Council and Islands Trust local trust committees requested a combined total of more than 50 Designated Sewage Areas in the Islands Trust Area, and the Province of British Columbia requested twelve areas in the Islands Trust Area.

We have also heard that changes are needed to support better on-water enforcement. One suggestion we have heard is to allow enforcement agencies to issue tickets to pleasure craft operators who don't comply with sewage dumping provisions of the Regulations (e.g. installation of black water holding tank; discharge in a Designated Sewage Area). We've also heard that designing the Regulations to make them easier to enforce would be useful. We've heard that in some jurisdictions it is mandatory for vessel operators in no-discharge zones to secure their marine sanitation devices or holding tanks in a manner which prevents discharge of treated or untreated sewage. It has been suggested that it is much easier for an enforcement officer to determine compliance with this type of requirement than whether a vessel has discharged sewage under the water.

As you know, the Salish Sea is a special place and a unique part of the world. Our waters are home to some of the most productive and biologically-diverse ecosystems on earth. As islanders we depend on a clean ocean to sustain our economies, our diets, and our way of life. When pleasure craft vessels dump raw sewage in sensitive areas, it can contribute to contaminated shellfish, low oxygen levels in the water and increased chemical pollution. Each vessel has a small impact, but the cumulative impact of the hundreds of thousands of vessels in the sensitive Salish Sea must be considered.

The Islands Trust Council is a federation of local government bodies representing 25,000 people living within the Islands Trust Area and about 10,000 non-resident property owners. The Islands Trust is responsible for preserving and protecting the unique environment and amenities of the Islands Trust Area through planning and regulating land use, development management, education, cooperation with other agencies, and land conservation. The area covers the islands and waters between the British Columbia mainland and southern Vancouver Island. It includes 13 major and more than 450 smaller islands covering 5200 square kilometres.

The Honourable Lisa Raitt
December 1, 2014
Page 3

On behalf of the Islands Trust Council, thank you for considering our requests. Your leadership on this issue will help our communities' efforts to educate boaters about the harm caused by the release of raw sewage, pharmaceuticals and on-board chemicals into our sensitive waters.

Yours sincerely,



Peter Luckham, Vice-Chair
Islands Trust Council

Attachment:

- 1) Pleasure Craft Raw Sewage Discharge Zones in Islands Trust Area map with Transport Canada proposed 1 nautical mile buffer.
 - 2) Pleasure Craft Raw Sewage Discharge Zones in Islands Trust Area map with existing 3 nautical mile buffer and Islands Trust proposed 3 nautical mile no-discharge zones around pump-outs.
- cc. Islands Trust Area MPs: Elizabeth May, Saanich-Gulf Islands
Jean Crowder, Nanaimo-Cowichan
James Lunney, Nanaimo-Alberni
John Duncan, Vancouver Island North
John Weston, West Vancouver/Sunshine Coast
Murray Rankin, Victoria
- Honourable Leona Aglukkaq, Federal Minister of Environment
Trust Area First Nations
UBCM Environment Committee
AVICC members
Bowen Islands Municipal Council
San Juan Municipal Council
Marcia Morash, Superintendent, Gulf Islands National Park Reserve, Parks Canada
Maia Bellon, Director, Washington State Department of Ecology
Sheila Boutcher, President, Council of British Columbia Yacht Clubs
Lisa Geddes, Executive Director, BC Boating Association
Roberta Stevenson, Executive Director, BC Shellfish Growers Association
Pender Islands Trust Protection Society
Georgia Strait Alliance
T. Buck Suzuki Foundation
Saanich Inlet Protection Society
Islands Trust Council
Islands Trust website



Islands Trust

COURTENAY

Comox Harbour Authority \$7

Harbour Authority of Deep Bay No Charge

Fairwinds Schooner Cove Marina No Charge

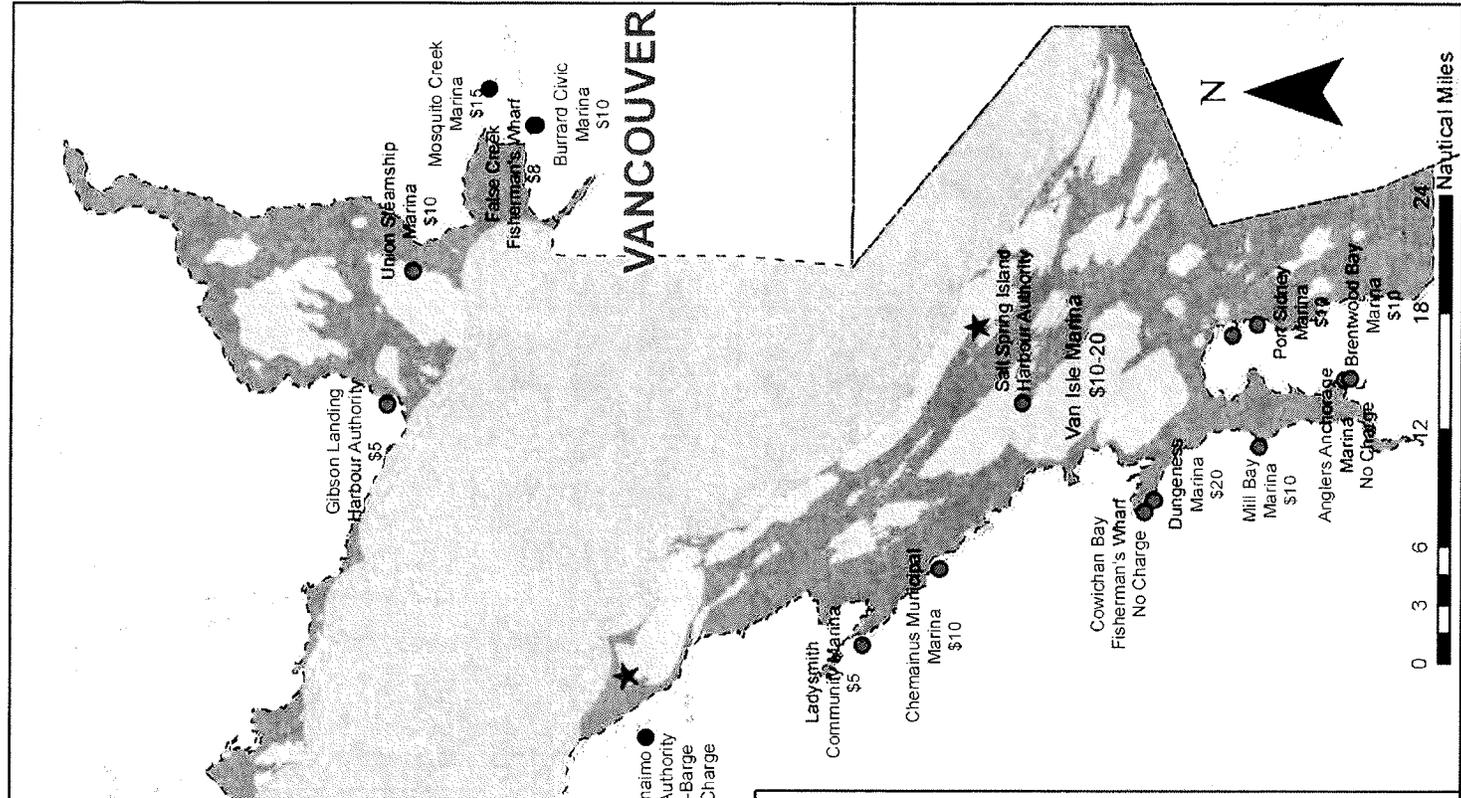
VANCOUVER ISLAND

Nanaimo Port Authority Eco-Barge No Charge

Illustration of Potential Effect of Transport Canada's Proposed Amendment to Section 96 of the Vessel Pollution and Dangerous Chemicals Regulations in the Islands Trust Area

- Pump Out Stations
- ★ Designated Sewage Area
- International Border
- Islands Trust Boundary
- ▨ Dumping prohibited < 1 nautical mile from shoreline (status quo = 3 nautical miles)
- ▨ Dumping permitted because > 1 nautical mile from shoreline
- ▨ Dumping permitted in these waters that are less than 6 nautical miles from shore to shore, when no reception facility available to receive the sewage in an environmentally safe manner (no required distance from pump-out specified). The vessel may discharge raw sewage if en route at a speed of at least 4 knots or, if discharge is not feasible at that speed, the discharge can be made:
 - a) during an ebb tide, while the vessel is en route at the fastest feasible speed and into the deepest water that are located farthest from shore or,
 - b) while the vessel is en route at the fastest feasible speed and into the deepest and fastest moving waters that are located the farthest from shore.

*May not include all pump-out stations in the Islands Trust Area
 *Applies to boats < 400 gross tonnes certified to carry <= 15 people
 Map Distances Are Approximate
 Produced: November-27-14





Islands Trust

COURTENAY

Comox Harbour Authority \$7

Harbour Authority of Deep Bay No Charge

Fairwinds Schooner Cove Marina No Charge

VANCOUVER ISLAND

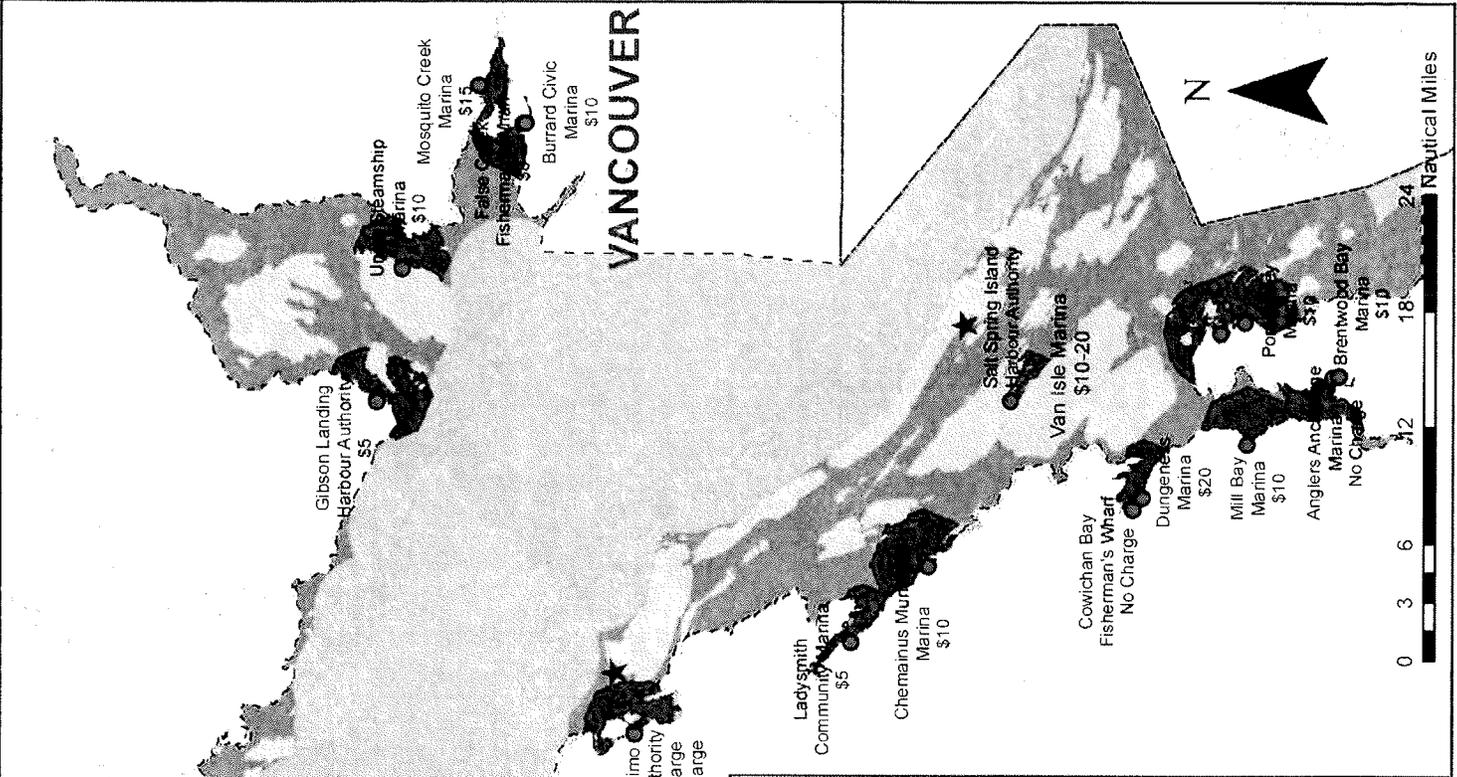
Nanaimo Port Authority Eco-Barge No Charge

Illustration of Potential Effect of Islands Trust's Proposed Amendments to Section 96 of the Vessel Pollution and Dangerous Chemicals Regulations in the Islands Trust Area

- Pump Out Stations
- ★ Designated Sewage Area
- International Border
- - - Islands Trust Boundary
- Dumping permitted because > 3 nautical miles from shoreline (Status quo)
- Dumping prohibited within 3 nautical miles of a pump-out service (Status quo is no required distance from pump-out specified)
- Dumping prohibited < 3 nautical miles from shoreline (status quo)
- Dumping permitted in these waters that are less than 6 nautical miles from shore to shore, when no reception facility available to receive the sewage in an environmentally safe manner
- The vessel may discharge raw sewage if en route at a speed of at least 4 knots or, if discharge is not feasible at that speed, the discharge can be made:
 - a) during an ebb tide, while the vessel is en route at the fastest feasible speed and into the deepest water that are located farthest from shore or,
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*May not include all pump-out stations in the Islands Trust Area
* Applies to boats < 400 gross tonnes certified to carry <= 15 people

Map Distances Are Approximate
Produced: November-27-14



CONSIDERATIONS ASSOCIATED WITH POSSIBLE DIVESTITURE BY CBSA

Introduction

The customs dock in Bedwell Harbour has in the past been shared with the Southern Gulf Island Harbour Commission to allow some dock space to be used by SGIHC customers during the Winter months. There are ongoing discussions on re-establishing Winter use, and possibly enabling some use at other times, as well as potentially managing the dock for CBSA as the SGIHC does for Fisheries and Oceans elsewhere. Recent events suggest that CBSA has difficulties in obtaining funds for maintenance and repair of the dock, for example one finger of the dock was damaged more than a year ago and is still not repaired.

A possibility that has not so far been suggested to CBSA, or discussed formally within the SGIHC, is to ask CBSA whether they could be interested in divesting the Bedwell customs dock to SGIHC based on a long term lease arrangement, likely with variable amounts of dock space to suit their needs throughout the year. A variation could involve the SGIHC building some additional dock space, within the existing CBSA waterlot, without total divestiture. These possibilities could both involve some capital expenditures by the SGIHC, potentially offset by ongoing usage/maintenance revenues from CBSA.

Possible revenues from CBSA

CBSA's present Bedwell Dock arrangement effectively gives them a total of around 600 feet of usable docking length, which is mainly essential for customs activity during the peak summer months.

In a flexible shared use scenario with SGIHC customers it is likely that no more than 250 feet would be needed by CBSA during the winter months. This has been the basis of previous shared winter use of the dock by SGIHC customers, with CBSA providing the space at no cost to the SGIHC.

In a fully divested scenario it is likely that CBSA moorage rentals alone could exceed revenues from, say, our Port Browning dock which is one of our best revenue docks.

In a shared waterlot scenario SGIHC customers would be expected to generate most or all moorage revenues to offset the capital cost of additional dock construction. However CBSA would need to compensate the SGIHC for repair and maintenance expenses.

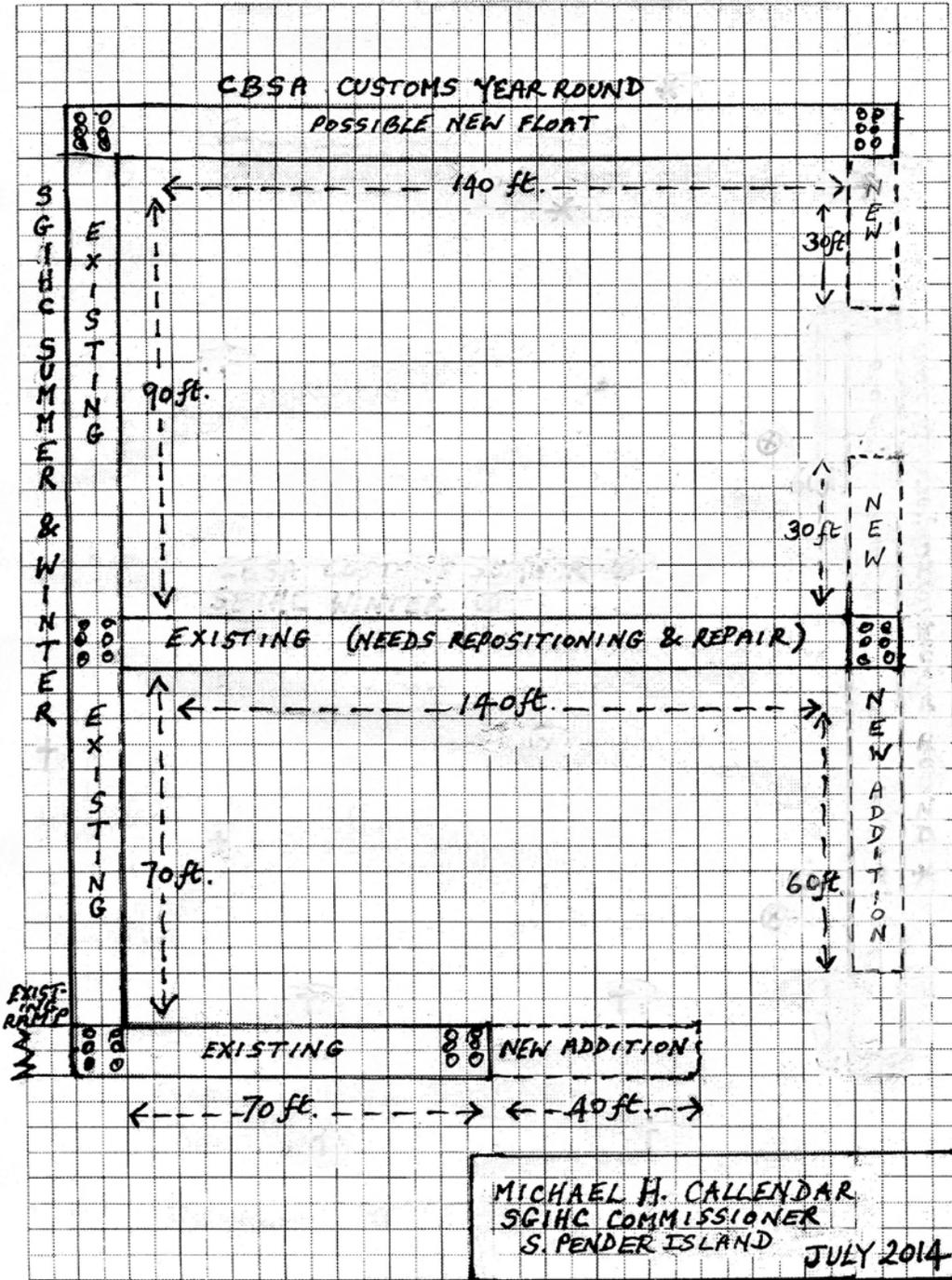
Possible capital costs associated with expansion of the existing Bedwell dock

A plan is included illustrating potential dock expansion to maximize the use of the available waterlot in Bedwell Harbour. These additional floats could be phased in over a number of years linked to demand from SGIHC customers, which would primarily be from both North and South Pender Islands.

Additional float space of 300 feet is estimated to cost in the region of \$100-\$150K.

This is just a discussion document for SGIHC. Michael Callendar Rev. Dec. 2014

POSSIBLE ENHANCEMENT TO BEDWELL DOCK
WITHIN THE EXISTING WATER LOT



REPORT TO THE SOUTHERN GULF ISLANDS HARBOURS COMMISSION

SUBJECT: Public dock facilities on Mayne Island

ISSUE: The purpose of this report is to review the shortage of marine facilities on Mayne Island and recommend action.

BACKGROUND: Mayne Island has 1700 tax parcels with a full time population of 1070 residents, summer population approaches 4000 residents. Mayne Island has only two docks available to the general public: Miners Bay dock is well located for visiting traffic but due to strong currents in Active Pass and large swells from the wake of BC Ferries it is not safe for moorage by local Islanders. Horton Bay dock is located in an all weather bay, perfect for small craft. A court challenge is in process between the Federal Government (Small Craft Harbours) and the upland property owner (Arbutus Bay Estates). The dock size has been reduced to 50% of its original size due to a previous challenge by the upland owner. The pending trial leaves cause for doubt over the future of Horton Bay.

Our Island is unique among the Southern Gulf Islands for its lack of either public or commercial small craft moorage. In a recent survey of marine facilities within the Southern Gulf Islands, Mayne Island was identified as having less than one third the moorage footage per resident of the Islands surrounding Mayne. Over the past four years Mayne has seen a significant increase in active boaters. The Horton Bay dock is full throughout the winter and double rafted during the summer. Many of the Island's senior residents store their boats on a mooring buoy resulting in a risk to their personal safety each time they transit between shore and boat. Besides the local demand for safe moorage, docks provide an important service to our Island. Horton Bay dock plays a critical role for both emergency access and evacuation to and from the Island. The dock is used by residents of Pender, Saturna, Samuel and Lizard Island to conduct commerce on Mayne Island. Docks have an economic impact, our Island receives regular reports of potential new residents choosing alternate communities due to marine facilities not meeting their boating needs. New residents are a major economic driver for any community; a renovation or new build can provide thousands of hours if not years of employment for local Islanders.

Existing Dock, Horton Bay

The Horton Bay dock offers 200 feet of moorage. The dock is currently inadequate to meet the moorage needs of Mayne Island residents. In order to expand the dock the size of the water lease would have to be increased.

The Dock does not have a titled easement from the road resulting in the pending court case between the upland property owner and Small Craft Harbours. Permission for access to the dock had been granted by the previous land owner but never placed on title. The road from which the dock is accessed is a class 4 road (Shoulder to Shoulder) approximately 12 feet wide. Vehicles parked along the road are trespassing on private property. The upland property owner (the Plaintiff) has a litigious history. The Plaintiff has a history of appealing court decisions that have ruled against her. Our Islands experience with previous court cases involving the plaintiff suggest that should the Small Craft Harbours case be successful, the appeals will extend the decision many years. For example, the trial date for said case had been set for April of 2014 but was adjourned to October 2015 due to the Plaintiff's request to include the Provincial Government during the opening day of the April trial.

Anson Road SGIHC Dock, Horton Bay

The CRD holds a water lease off Anson Road, a double wide road allowance providing access to Horton Bay. The road allowance is held by the Ministry of Transport. It is located one third mile west of the existing dock in Horton Bay. The road allowance has a primitive road providing vehicle access to a potential low bank parking lot. Few major geographic changes would be required to allow all weather access to the beach front.

The water lease and upland property are in place. The Islands Trust has advised they would waive the fees required for the rezoning of the water lease. Soundings of the water lease along with surveys of the tidal area and upland indicate the site is well suited for a dock. The lease allows for a dock plan capable of providing 720 feet of moorage. The project could be completed in two phases; the first involving the walkway, ramp, main float and three fingers, providing 460 feet of moorage. The second phase would see the installation of three additional fingers to achieve the docks capacity of 720 feet. The construction cost for phase one is estimated to be \$269,000, including electrical, engineering and environmental. Allowing for a 20% contingency, the estimated cost of the dock would be \$322,800 before tax. Improvements to the road allowance, providing an all weather gravel road and turn around complete with 15% contingency is estimated at \$57,500 before tax. Road allowance improvements may be covered within CRD parks. Phase two complete with contingency is estimated to be \$82,000 before tax.

To address the shortage of Public Dock facilities on Mayne Island, it is proposed that: The SGIHC include in its 2015 operating and capital budget a capital allowance for phase one of the proposed Anson Road SGIHC Dock and that the SGIHC direct staff to take action leading to the completion of the Anson Road SGIHC Dock as per this proposal.

ALTERNATIVES

Alternative 1 - That the Southern Gulf Islands Harbours Commission direct staff to include in its 2015 draft operating and capital budget and 2016-2019 budget plan a capital allowance for phase one of the proposed Anson Road SGIHC Dock; that the SGIHC direct staff to take action leading to the completion of the Anson Road SGIHC Dock proposal.

Alternative 2 – That the Southern Gulf Island Harbours Commission take no action towards addressing the shortage of dock facilities on Mayne Island.

IMPLICATIONS

There is no public parking at Horton Bay Dock. Vehicles parked along the road are trespassing on the upland property. Parking may prove to be a greater challenge than dock access in the Justice Departments case against the Plaintiff. During negotiations with the Justice Department, the Plaintiff had offered the upland property to the Government for \$1,500,000, four times the current assessed value. Based on the Plaintiff's expectations and past legal history, a decision favoring the Government is expected to result in an appeal.

A court decision in favor of the Plaintiff could result in the docks removal or being given or sold to the upland property owner. This would result in the loss of the dock to the general public.

Should the Horton Bay court case reach a decision in favor of the Government which is not appealed, the existing dock could compliment the marine infrastructure needs of Mayne Island. Any increase to its current size would require an extension to the water lease.

CONCLUSION

The existing Horton Bay dock is inadequate to meet the needs of Mayne Island. An increase in the size of the dock would require an extension to the water lease. Due to the ongoing court challenge the dock has received minimal maintenance over the past decade. The results of the pending October 2015 court case could be non conclusive given the legal history of the Plaintiff.

Development of the Anson Road SGIHC Dock would provide a new low maintenance dock, while eliminating the uncertainty of the existing dock. Access and parking for the dock would be provided by the adjacent Department of Highways road allowance. The water lease will allow for a dock sufficient in size to better meet the needs of Mayne Island.

RECOMMENDATION:

- That the Southern Gulf Islands Harbour Commission direct staff to include in its 2015 draft operating and capital budget and 2016 – 2019 budget plan a capital allowance for phase one of the proposed Anson Road SGIHC Dock.
- Action be taken towards rezoning (water lease), design and construction leading to the completion of the proposed Anson Road project.

Carl Bunnin
Southern Gulf Islands Harbours Commission
Mayne Island

Attachments: 5

Dock, Walkway and Floats

Assumptions: Fixed aluminum 3 span walkway 5'W X 115'L on pilings; Aluminum hinged gangway 5'W X 50'L; Main Float 10'W X 100'L; 3 Fingers 8'W X 60'L; Decking to be Mini Mesh; Fixed by pilings; 3 fingers to come when demand requires, Electrical service.

Item	Units	Cost/Unit	Cost
Design and Engineering			8,000
Environmental			5,000
Electrical Service 200 amp			22,000
Walkway supports on footings	4	2,500	10,000
Piling			
- Walkway	6	3,000	18,000
- Main Float	12	3,000	36,000
- Fingers	6	3,000	18,000
Fixed aluminum walkway 5'W X 115'L	3	9,000	27,000
Aluminum ramp 5'W X 50'L	1		10,000
Main Float 10'W X 100'L	1000	45	45,000
Fingers 8'W X 60'L	3 X 480	45	65,000
Construction management			5,000
			269,000
		20%	<u>53,800</u>
			322,800
Upgrade to concrete main float	1		10,000
Upgrade to concrete fingers	3		<u>14,000</u>
			24,000

Taxes are not included

Revenue Projections:

Dock space, Main float + 3 fingers X 120' = 460'

	Unit cost	Month	Year
High season			
Utilization 460' X 75% = 345'	\$4.40 ft.	\$1518	\$9108
Dinghy moorage 12	\$22.00 ea.	\$ 264	\$1586
Low season			
Utilization 460' X 50% = 230'	\$4.40 ft.	\$1012	\$6072
Dinghy moorage 8	\$22.00 ea.	\$176	<u>\$1056</u>
Revenue			\$17,820

Cost Analysis:

Annual revenue \$17,820 X 50%	\$ 8,910
Maintenance per year	<u>\$ (4,000)</u>
Annual cash surplus	\$ 4,910
Capital cost	\$320,000
Life span	<u>30 Years</u>
Annual depreciation	\$ (10,660)
Net annual depreciation **	\$ (5,750)
Mayne tax parcels	<u>1,700</u>
Unit cost per tax parcel	3.38

** Represents the annual funding requirement of accumulate a dock replacement fund over 30 years.

Tax burden:

Mayne Island annual parcel tax	1700 X \$41.50 =	\$70,550
Annual shortfall		<u>\$ (5,750)</u>
Parcel tax contribution surplus		\$64,800

Road upgrade from Horton Rd to high water mark

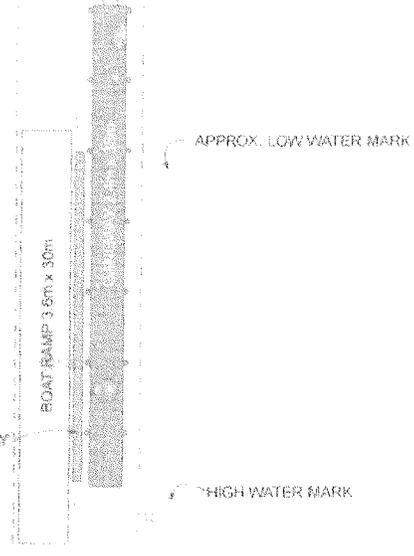
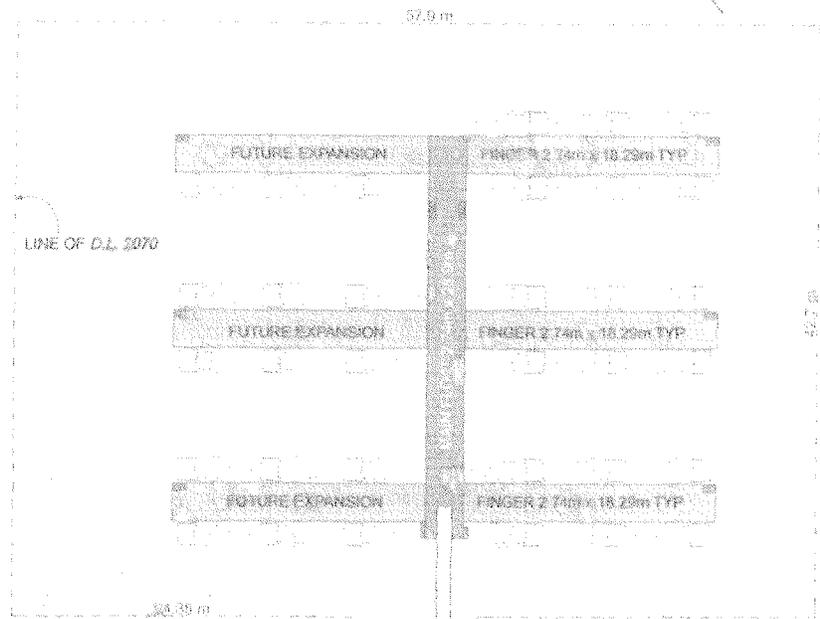
Assumptions: Existing sub grade is sound for most of the road with minor work and widening to allow 2 lanes. Clear, grub and burn bottom 150' of road, turn area and parking area; New subgrade for bottom 150' of road and for parking area; 4" thick 3/4" road base throughout.

	Units	Cost/Unit	Cost	Volunteer Hrs
Clear, grub & burn saplings on road edge	Hrs			40
Clear, grub and burn bottom of road and turn area			500	
Clear, grub and burn parking area 60' X 100'			600	
Clean ditches 450' (one side)			600	
New ditches around parking 200'			900	
Grade and shape lower area			2,500	
Touch up existing road sub-grade 500' X 25'			3,000	
Sub-grade bottom of road 1' X 150' X 55' place and compact	310	20	6,200 2,000	
Sub-grade for parking area 1.5' X 150' X 55' place and compact	460	20	9,200 2,500	
Import 3/4" base road 4" X 650' X 25' place and compact	200	45	9,000 4,000	
Import 3/4" base parking 4" X 150' X 60' place and compact	110	45	5,000 2,000	
Construction Management			<u>2,000</u>	<u>40</u>
	Sub Total		50,000	80
	Contingencies	15%	<u>7,500</u>	
	Total		<u>57,500</u>	

Pricing does not include Taxes

ALL 2016
8

HORTON BAY



ROAD ALLOWANCE - 40.23 m

SOUTHERN GULF ISLANDS HARBOURS COMMISSION
HORTON BAY DOCK AND BOAT LAUNCH
PRELIMINARY LAYOUT - JANUARY 2007

Proposed Collaborative Economic Development Initiative For Lyall Harbour Saturna Island

**To: The CRD Southern Gulf Islands Harbours Commission
The CRD-SGI Economic Development Commission**

As the Saturna's public dock facility was rebuilt by Fisheries & Oceans in 2003, it does not require the same level of funding for maintenance as other SGI harbour facilities. Saturna residents are concerned that our island's tax revenues for dock maintenance are being directed primarily for the purpose of rehabilitating the other much older Southern Gulf Island harbour facilities, while Saturna's economy struggles due to its low density and disadvantageous BC Ferry routing and service.

With the aforementioned tax revenues in mind, and considering that the SGI Harbour Commission's account has a healthy surplus, there have been a number of community requests for some reasonable improvements to the Lyall Harbour public dock facility. These have included a dock extension, a section for kayak launching, electric outlets and a manual-loading hoist. All of these improvements combined with our existing fuel dock facility and marine-friendly services nearby would help stimulate Saturna Island's ailing economy and encourage more boaters and kayakers to visit our Southern Gulf Islands.

A Collaborative Economic Development Initiative:

It is well known by those experienced with the demands of the coastal cruising community that the most popular destinations for pleasure boaters have five very important facilities (in order of importance); 1. Docks (ideally with electric power), moorings or a good anchorage, 2. Fuel, both diesel & gasoline; 3. Shower & laundry facilities; 4. Food and beverage services; 5. Lounge area with free internet. Saturna Island has almost four out of five, critically lacking a shower and laundry facility. And our dock is of limited size (and without power).

An opportunity exists that could see a collaborative initiative whereby private interests (see attached letter) would construct a shower and laundry facility conditional upon expansion of the dock, with the latter funded the CRD-EDC and/or CRD Harbours Commission. It is understood that Saturna tax revenues are directed to dock rehabilitation and maintenance purposes and that there is latitude for improvements as well. The expanded dock would increase revenues for the CRD as well as for the businesses located in the area by the CRD Dock (Saturna Point Store and Lighthouse Pub, Boot Cove Books, Darrell's Digs, Wild Thyme Café and the Saturna Art Gallery).

A more detailed costing and business plan will be undertaken if the CRD indicates serious interest in supporting this initiative. Preliminary costing indicates that a new 90' by 8' dock section can be acquired for approximately \$35,000, to which the cost of permitting and installation (attachment and anchoring) would be added. The cost of the initial shower and laundry facilities would be at least \$35,000, not including the value of land required, or the cost of required permitting.

An extra 180 lineal feet of dock space would accommodate approximately eight rafted 30ft vessels or an average of six additional boats. We believe this could conservatively generate a minimum additional \$3,500.00 annually in dock revenue and provide a significant boost in retail traffic for our island.

This should be considered as a pilot project, serving as a model for all of the other Southern Gulf Islands with their own economic development initiatives.

We would like the CRD Harbours Commission and the Economic Development Commission to support this initiative through a commitment to extension of the Lyall Harbour dock (subject to reasonable costs and benefits) for the coming season.

Sincerely,

Larry Peck
Harbours Commissioner, Lyall Harbour, Saturna Island

Priscilla Z Haggar
Saturna Island Economic Development Commissioner

January 12, 2015

(See attached letter from Saturna Point Holdings)

January 3, 2015

Saturna Point Holdings Inc.,
100 East Point Road, PO Box 80,
Saturna Island, BC V0N 2Y0

Attn: Larry Peck; Harbours Commissioner

Re: Expansion of Public Dock on Saturna Island

Dear Larry:

As owners and operators of the Lighthouse Pub and Saturna Point Store, we would be encouraged and excited about any possibility of an expansion of the public dock facility at Lyall Harbour. A larger dock would not only entice more visitors to our island all year; it would also justify businesses on Saturna to expand and develop their existing enterprises.

If the dock is expanded, more boaters are able to visit the island. Our upper lot is currently under utilized. If funds were committed for an expansion of the dock, prior to the boating season this year, I would commit to build a shower and laundry facility on our upper lot, ready to operate for this boating season.

Initially, the facility would include two showers along with two washers and dryers. We would also build a septic system for the facility with the option to expand if traffic warranted it. By having the showers and machines coin operated, we would be able to serve the public 24 hours a day.

In my opinion, this development that we propose, would have a positive impact on the economy of the island. Currently, there is no public laundry facility on Saturna. Providing this service here would also mean many residents would no longer have to haul their laundry to town. (The only laundry mat in Sidney closed down last summer.)

Hopefully, we can hear back from the CRD soon on the expansion, so our plans can move forward as well. Don't hesitate to contact me if you require any input from our end. Thanks for bringing this good news to my attention.

Yours truly,

Robert Fitzgerald

General Manager, Director

Saturna Point Holdings Inc.