

# Protection Island Ratepayers Association Annual General Meeting – July 13, 2008

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**Directors present:** Denise Bonin, Liam Taylor, Shannon Taylor, Lynn Roberts, Alison Watt, and Michael MacColl

**Directors absent:** Cathy Pearson, Peter Frewin

**Attended by:** 45 Islanders

## **1 Opening Remarks**

1.1 Call to order – 1:00pm

1.2 Late agenda items

Thora Howell – New Business – amend by-laws to constitution – see under New business

1.3 Approval of the agenda

Nancy Johnson & Stevi Stephens

1.4 Call for special presentations, petitions, or general statements.

Guy Le Masurier reminded everyone of the – Pro-Isle 360 – on July 27, 2008 to be held the same day as the Pancake breakfast and the bathtub race.

## **2 Minutes of the Previous Annual General Meeting**

2.1 Motion to approve – Minutes of June 24, 2007

Moved by Veronica Zhentner & Don Corfield

## **3 Business Arising from the Previous Annual General Meeting**

3.1 Signs to facilitate emergency access in the traffic circle

Liam Taylor stated the following: In order to ensure clear passage for emergency vehicles signs needed to define parking regulations before the City could enforce those regulations. Those signs are now up and according to Veronica they seem to be working. The circle is busier in the summer and new people unaware of the changes are coming. If you see people parking where or how they shouldn't given that a fire-truck wouldn't be able to get around them, please take the time to explain to them what it is all about.

There are notices on the bulletin board nearest the traffic circle indicating to people that there is a 20KM speed limit on the island and it was suggesting that this same notice could be used to tell people to park correctly, if it was found that they were not. Anybody seeing a traffic infraction may use one of the notices.

Lynn brought up vehicle safety and licensing. Even golf carts are to be licensed.

## **4 Correspondence**

No correspondence received. Any correspondence that is received during the course of the year is dealt with at the board meetings.

**5 Annual Reports of Directors**

5.1 President's report - Liam Taylor

Appendix 1

5.2 Treasurer's report – Peter Frewin

Appendix 2

**6 Annual Reports of Committees**

6.1 Communications Committee – Denise Bonin

Appendix 3

6.2 Emergency Access – Michael MacColl

Appendix 4

6.3 Dock Committee – Cathy Pearson

Appendix 5

6.4 Parks – Alison Watt

Appendix 6

Motion to approve the reports – Gavin Soanes & Stevi Stephens

**7 Unfinished Business**

**7.1 Downtown Parking**

Liam Taylor stated the following: I have been in contact with Linda Murray the traffic manager, and she has kept me up with all the traffic meetings in Town. Fred Schloessinger has been able to attend a good number of them on our behalf. He couldn't be here today, but I'd like to thank him for his efforts. There is not much news here, but there is a survey the City is doing that I've mentioned on Pro-Isle. I will also put a poster up on the bulletin boards. This survey does have a text field where it's possible to reference being from Protection Island and defining issues that you feel are particular to us. The survey is called the "Traffic Survey" and it is referenced on the main city web page.

**7.2 Values and Vision statement/Neighbourhood Plan**

At the last AGM this was a group of volunteers who were to meet and discuss these issues. They did not get much of a chance to before everything about Neighbourhood plans changed. When the draft OCP overview came out it outlined which neighbourhoods were to receive the attention required by staff to create Neighbourhood plans. We were not on the list because other parts of Nanaimo are in greater need. I had been in conversation with Chris Sholberg, Neighbourhood liaison in the City Planning department for a few years. He was aware of our "issues", and the degree to which we were organized by having a group like PIRA (apparently only two of the neighbourhood associations in Nanaimo are registered societies), and because we had been engaged in taking surveys of our community for some time. These are the usual first steps of a neighbourhood plan. We were ahead

of the game. Because our issues were not large in number, and because we had a pretty good understanding of them he agreed to lead us through an alternate process that was a lot more like the action steps taken only after a neighbourhood plan is made. The only caveat was that we needed to work with him closely, and ensure he had the time to get relevant members of staff up to speed on specific issues in order to ensure that we did not develop directions that might become at odds with the OCP and existing City processes.

At an open community meeting on April 7<sup>th</sup> he lead a group of islanders through an issue identification process that lead to the identification of 4 issues:

1-Protection of our Park-like setting

2-Moorage and Emergency access

3-Roads and Vehicle issues

4-Barged on houses.

Progress has been made on all 4 issues.

**1-Protection of our Park-like setting**

An urban forest open house was held at Beacon House June 23<sup>rd</sup>. This outlined the draft proposal for the Urban Forest Plan and a survey was made available to solicit feedback. These people from the City were taken on a tour of the island before the meeting, and I requested that they come back to us as soon as their plan was solidifying so that we could begin to investigate ways to begin participating in education and inventory processes, and various park plans not unlike the VIP process that DIGS has been accessing.

Alison Watt has been holding meetings to pursue the mapping process outlined in the book "Islands in the Salish Sea".

**2-Moorage and Emergency access**

I presented Chris Sholberg with an overview of the work that I had done to find a solution for emergency access on a number of fronts, including creating greater protection for the Gallows Point dock, and creating a second emergency access dock off of the roadway that borders the North end of Leeshore. We also discussed the various efforts made by City Staff and the Mayor to communicate with the existing owners of Leeshore Properties.

I outlined a notion that considered the possibility of using Chris' contacts to begin building a consortium of interested parties from the City staff, Parks, Port Authority, and private interests working to make Leeshore into a viable solution that could remedy moorage, emergency access issues, while keeping Leeshore development to a scale reasonable to the rest of the island. See **Appendix 7** for the summary email I sent July 2nd.

Chris is going to begin making contact with a number of relevant members of staff on these emergency access and moorage questions and get back to me on his progress.

**3-Roads and Vehicle issues**

I had a number of meetings and calls with people from the Public Works concerning our roads. I suggested two ideas that they were quite interested in. The first idea took into account that road maintenance costs on Protection Island are much higher than the rest of the city. While this doesn't take into account the initial cost of the paved roads elsewhere in Nanaimo, given that the majority of people here do not want the roads paved, our higher maintenance costs remain an issue from the roads department's budgetary perspective.

The twice yearly maintenance they perform, does not get us through our heavy pothole producing winter months. My suggestion was that a contract be defined that allow islanders to get together in a Junkaway like process, and several times a winter get out and fix our potholes (however temporarily) with road material left by the City for this purpose. The idea was that the funds earned would be donated to Beacon House. They loved the idea. I would like to make a motion that the PIRA executive continue to investigate and develop a trial contract for a year with the city to have them supply us with road material and pay PIRA for the work required to repair potholes and where the funds earned are donated to Beacon House.

The second idea came from remembering a map I had seen about 4 years ago when I was first on PIRA. It was from a study done to determine issues and costs of placing proper storm drains on the Island. The map showed flood areas, and rock close to the surface along the roadways. These are the 8 or so spots where our roads get very bad. The notion I presented to Brian Denbigh was very simple. Dig pits for french drains on the roadsides of these areas so that the water has some place to go. Currently the saturated road ground pools, and even a golf cart will disperse it creating over time a pot-hole. This idea is being investigated and the city was considering a trial trouble spot where the idea could be tested.

An open meeting on the island was attended by about a dozen islanders to discuss roads, vehicles, etc. The above ideas were discussed and the maps shown. The idea of a community truck was discussed, how valuable and missed the pub's car pool was. It was not clear how to replicate something like that or create a shared community truck. Reducing the parking in the circle by having the Utility vehicles park elsewhere, and the possibility of having the ferry dock once in the morning and afternoon at Gallows to allow some commuters access from that end of the island. (It turns out that while the ferry used to do that for school kids there were times when weather would make docking at gallows unsafe and the ferry Captain would have to take the car pool down and pick up the kids and then depart from the Pub).

**Motion:** That the PIRA executive continue to investigate and develop a trial contract for a year with the city to have them supply us with road material and pay PIRA for the work required to repair potholes and where the funds earned are donated to Beacon House.

Moved by Liam seconded by Veronica

There was much discussion about this issue.

42 approved, 1 opposed, 2 abstentions, Carried

**4-Barged-on houses.**

As most of you are now aware the policy used to define house barging is now being reviewed and will be changed. In the meantime, houses wider than 28' will not be granted a permit to be moved onto the island. Length issues will also be reviewed on a case by case basis.

Valerie Hennell noted that the aforementioned were the 4 issues that were the priorities from a very long list from an earlier community meeting.

Trudy thanked Liam for all the work he has done on behalf of the island.

Jodi Le Masurier does not support Liam's resolution to resign.

Valerie spoke about conflicts on the island and suggested a community forum to bring together different groups on the island, e.g. Lions Club, Dinghy Dock Pub, DIGS, etc. And that she too does not support Liam's resolution to resign

**8 New Business**

Thora Howell – was going to propose a motion to amend the PIRA constitution by-laws. She has withdrawn this and would like to bring it up a broader forum.

Christina – wondered if PIRA could take on dealing with fires on the island, esp. Education about fires. Veronica spoke to this and recommends being vigilant and calling 911 if you see a fire. It was suggested that all waterfront owners purchase extra lengths of hose that could be use to douse beach fires if they occurred in front of their property.

Terry Gordon suggested cutting grass short at this time – provided that the wildflowers be respected.

Trudy Chatwin suggested that perhaps the Leeshore grass could be cut this summer as it is a potential hazard.

**9 Election of Directors (five spots open)**

9.1 Call for nominations (five spots are open). Four directors remain: Denise Bonin, Peter Frewin, Michael MacColl, Lynn Roberts.

Nominated from the floor: Josephine Kenchenten, David Essig, Thora Howell, Coreen Hanson – all elected by acclamation. One more person is still required and will be sought ASAP.

Motion to accept these people as board members.

Liam Taylor moved, seconded by Veronica Zhentner

**10 Announcements**

10.1 Directors' Meeting to follow AGM

10.2 Jim Harris announced that DIGS had received permission from the Parks Board to expand the Community Garden and said that reports about it had been posted to the bulletin boards. He requested a letter be given to him from PIRA defining the difference between PIRA and DIGS because it was his feeling a Park's Commissioner was confused about the different roles of the two societies. Jim suggested that the Commissioner was interested in PIRA's opinion because the

Commissioner was under the impression that PIRA spoke for the island and that DIGS was under PIRA's umbrella, and Jim wanted this mistaken perspective cleared up. Jim then suggested that because what PIRA says carries a lot of weight that it would be nice if PIRA could also throw in some generic support for what DIGS was doing.

Terry Gordon clarified that these were requests for two separate things, an explanation of the difference between the societies and then a request for a statement by PIRA of generic support for the garden.

Liam described his frustration when members of City staff presumed that PIRA spoke for the island. He described his experiences of having to tell City staff not to presume PIRA represented the island. He suggested that nothing should be done to perpetrate the myth that PIRA's opinion is the opinion of the island, but that a letter clarifying that PIRA and DIGS are independent groups would be straightforward.

10.3 Jurgen Goering – made a brief presentation about the Cable Bay lands

## **11 Adjournment**

The meeting adjourned at 2:45pm

## APPENDIX 1

### President's Report - Liam Taylor

First off, I would like to thank the board members who will be completing their term at the end of this meeting: Cathy Pearson, Shannon Taylor and Alison Watt.

As it has turned out, for a great deal of the 4 years I've been on PIRA I have assisted in mediating conflicts. When Denise, Peter and I first got on the board the garbage levy conflict happened. Those who were on that board know that I was speaking with those who were opposed to the levy from the beginning along with Don McQueen trying to keep things civil and clear. I joined the Lions to help deal with the conflict that had grown up between them and the Museum. If you asked the lions they would readily agree that I played a big role in getting the museum back into the Light-Keeper's Cottage. When Greg Patton was in conflict with his neighbours over his plan to build a dock I opened a dialog with him to try to find a solution that would benefit both him and the entire island. And this board, while very productive, has not always been easy. There have been misunderstandings and disagreements that as President I've worked hard to resolve, trying to be considerate of both the board's responsibilities and all the various personal positions and feelings.

When the issue of allotments in the garden came up it seemed to me quite likely that it was the kind of thing that could generate animosity between haves and have-nots if not handled carefully. I asked questions about the need for allotments, and raised my concerns about them. Others in the community wrote and spoke to me privately saying that they agreed with my concerns, that private plots on parkland made them uneasy. Most of them have never said anything publicly, and that is their prerogative. It seemed to me that DIGS was not noticing this uneasiness and that it was a dangerous thing for them. Dangerous ultimately for the garden, and for the community. In my experience here, ignoring someone who has a disagreement does not make it go away, but quite the opposite.

I made the suggestion to first DIGS and the community on Pro Isle, and then to the Parks Commission that if allotments were to be considered that it should be handled as fairly as possible. My suggestion was that the available plots be divided up into as small a plot as reasonable in order to include as many people as possible, and that if there was a waiting list that nobody be allowed to hold a plot for longer than say, 2 years, so nobody felt left out for too long.

For asking questions and making this suggestion, and pointing out that there were people with concerns, I have been snubbed. My family has been snubbed, my wife and daughter. Cruel things were written in the dust on the back of our white truck. I have received hostile dismissive email. Others who have tried to have this issue brought up, discussed, and clarified have been treated with disdain, and judged unfairly. This treatment is completely unreasonable. I have not heard one person speak against the garden, though they may have expressed doubts about allotments.

I have worked for this community too hard to be treated like this, and to watch others be treated this unkindly. As a consequence this is my last meeting on this board. This is notice that at the adjournment of this meeting I am effectively resigning as a PIRA director. I am one year into my second 3 year term, and while there is plenty more to do with processes that in some ways have only just been started, hopefully others will be able to see these through.

APPENDIX 2

Treasurer's Report – Peter Frewin

**Protection Island Ratepayers Association**  
Annual Financial Report to June 30, 2008

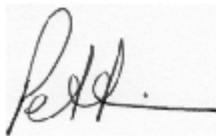
**Cash flows from General Account Activity**

Cash Balance Per Last Annual Report June, 2007	1,017.87
Received from Membership Dues, 07/08	880.00
Received By Donation	5.00
Received from Membership Dues, 08/09	30.00
<b>Total Revenue &amp; Cash Balance</b>	<b>1,932.87</b>
Director's & Officer's Liability Insurance	(-343.67)
Dues & Subscriptions	(-30.00)
Licenses & Permits	(-27.56)
Office Expense	(-98.70)
Postage & Delivery	(-182.04)
Printing & Reproduction	(-177.03)
Society Filing Fee	(-26.00)
<b>Total Expenses</b>	<b>(-864.00)</b>
<b>General Account Balance June 30, 2008</b>	<b>1,068.87</b>

**Cash flows from Dock Account Activity**

Cash Balance Per Last Annual Report June, 2007	2,357.47
Cash Received from Dock Fees, 2006/07	1,430.00
Cash Received from Dock Fees, 2007/08	5,350.00
Cash Received from Maintenance Contribution	1,930.00
<b>Total Revenue &amp; Cash Balance</b>	<b>11,067.47</b>
Dock Supplies	(-3,000.00)
General Insurance	(-875.00)
Director's & Officer's Liability Insurance	(-887.33)
Lease Expense	(-1.05)
Moorage Fee	(-1,343.02)
Office Expenses	(-120.12)
Printing & Reproduction	(-297.00)
<b>Total Expenses</b>	<b>(-6,323.52)</b>
<b>Dock Account Balance June 30, 2008</b>	<b>4,743.95</b>

E. & O.E.



Peter W. Frewin  
Treasurer



## APPENDIX 3

### Communications Report – Denise Bonin

I would like to welcome all of you who have come out to this meeting on such a nice sunny day. That in itself communicates a lot! You could have been walking your dog, playing on the beaches, gardening, paddling around the island or just relaxing in your yard or in the park enjoying the peacefulness of this beautiful little island.

I imagine that you all appreciate our Island as much as I do or else you wouldn't be living here and that you are thankful to the people who keep it functioning as best they can so that we can live in this fine little community. I'm not talking about the telephone companies or hydro or the roads departments. I'm talking about the Lion's Club who keep this facility operating and beautiful and who help our community in so many other ways. I'm talking about the Dinghy Dock Pub and ferry service who keep many people coming and going off the island. I'm talking about the volunteer fire department who train and practice to keep us safe. I'm talking about the Mud Bay Dock organizers and repairers who operate a community based facility that we all can utilize (as long as you follow the rules and pay your dues). These groups are all invaluable and who knows where we would be without them.

I'm also talking about people who organize events to allow us to have fun as a group, such as the lantern festival, the Pro-Isle 360, the Spirit and Intent bathtub racing team, the archives and museum, the junk-away committee, the garden tour, the community garden, the Easter egg hunt, the pancake breakfast, the polar bear swim and house concerts, etc.

This island relies on volunteer blood to keep things running. We cannot rely on the city to help us out for every little thing. When there is an issue we sometimes rally in a very positive way as a group we accomplish much. On the other hand there are sometimes situations that could be handled better. May I suggest that if you are bothered by an issue, e.g. parking, potholes, tree cutting, moorage, etc., that you gather a group of like-minded people together, try to work out a solution, present it to PIRA and then work together to solve it. As we have mentioned many times, we have the ear of the city staff and they are very responsive to the people living over here, despite what some people think. Together we can accomplish much and indeed have.

I must apologize for not getting the survey out and results back before this meeting. I have been rather busy with my employment, but I still intend to work on this and hope to have it out in the next few weeks. We can then use the results as the PIRA mandate for the upcoming year.

I encourage you to volunteer your time to be a part of the PIRA Board – we are in need of a number of new board members. This is not a job where you can advance your own personal agenda; this is a job where you can help make a difference in your community.

Thank you for being here and thank you for staying positive.

## APPENDIX 4

### Emergency Access Report - Michael MacColl

Leeshore is now being treated as one option under the heading of Access. Access issues include Emergency Access, Disabled Access and Moorage (which includes Leeshore but is independent from the Mudbay Dock).

Emergency Access is being considered at the north end of the island behind the Firehall on a City-owned roadway. The Port Authority requirements for a dock on the water lease area extending from the roadway are for a fifteen foot egress /ingress on either side of the dock to permit vessel passage through adjacent foreshore lease properties. This need applies as the foreshore extension for the city-owned roadway is only twenty feet wide.

One property owner is not interested in granting egress/ingress and the remaining option has shifted to the Leeshore property owners as they are the other adjacent foreshore lease holders. The City is expected to be meeting with Brian McIntosh of Leeshore properties in the next three days (July 14 15, 16) and has requested our (my) presence if this is suitable to Mr. McIntosh. Egress/Ingress permission and other intentions are expected to be discussed.

Dinghy Dock owner John Logan, has proposed to increase disabled access by rebuilding the land access from the dock head in a manner that removes stairs and provides a gradual incline from the dock head to the south portion of the upland property. These plans are currently in the preliminary stages.

APPENDIX 5

Dock Report – Cathy Pearson

Part 1

Dock Report

July 3, 2008

**Dock report (from Edward and Larry)**

To date this year:

- 1) Removal/partial clean up of old floats (Thanks to Jason, Troy and Friends)
- 2) Planning and minor repairs
- 3) Built 2 32' sections and installed (Material exactly \$2000, May 2008)
- 4) Re-attach dock to old dock-head piling (3<sup>rd</sup> section out, June 26<sup>th</sup> 2008)
- 5) Re-attach anchors (5 anchors re-attached, June 26<sup>th</sup> 2008)
- 6) Remove derelict concrete section and skiffs from beside dock-head (July 2<sup>nd</sup> 2008)

Other to-do options (can be done anytime by anyone)

- 1) Dismantle and clean up old floats on beach and beside section #2. This requires someone to take apart the large concrete section tied alongside the dock, remove all garbage and unusable lumber and other dock materials (salvage anything usable). The real value in this section is in the concrete flotation pieces (which are very useful and expensive to acquire) for future new section building. This to-do has zero cost, it simply requires a couple of energetic people to spend a day working hard and the results will be much appreciated by all. The dock will be cleaner and the flotation pieces can be used to build the next new section.
- 2) Beach clean up/ Dock-head clean-up. This includes tidying up the dock-head area, collecting and restacking any useable materials, removing garbage from the area, even trimming the grass around the dock-head and materials piles, and so on. Every little bit helps, even 15 minutes of clean-up once a week or the removal of garbage is a nice improvement.
- 3) Removal of all derelict and "stored" boats, kayaks, bikes, and other junk.

Larry's To-do List

- 1) Build a new section around pilings at the end of the dock (Approx. \$500-\$1000)
- 2) Build a new float around the first piling (current "tiny float" is only temporary)
- 3) Re-deck ramp

Suggestions from Dock Users \*means they have been completed\*

- 1) Lighting for dock.
- 2) \*Full length steel cables on dock\*: \*ropes in place March 19<sup>th</sup> 2007, re-adjusted after anchor and piling re-attachment June 26<sup>th</sup> 2008.
- 3) Better use of kayak fenders.
- 4) Get rid of stored boats and bums, from dock and beach at dock-head.
- 5) Let's get together and have fun and clean up the beach.
- 6) \*Gravel for access road, at the least enough for a dry footpath\*: \*Thank you Liam
- 7) Level sections that are not level

We like to prioritize the main dock trunk, starting from the dock head out, as this part is used by all. When the main body of the dock (trunk) is excellent, fenders to the south side will be next including the kayak floats. Stored boats, kayaks and bums should take care of themselves or maybe a little peer/peer pressure (polite self-policing).

We look forward to seeing everyone at Mud Bay this summer. (Not Edward though, as he is heading back to Japan!)

Edward Iwaskow and Larry Iwaskow

P.S. Always park your boat low out! Toward town → if you are not here, put your boat somewhere else (your yard, in town, not mud bay...) Mud Bay Community Dock is NOT a storage facility, it is a facility for regular commuters, guests and friends (short-term)!

Note: It was great seeing everyone during my trip! Have a great Summer and I'll see you sometime in the future. Edward

**Part 2**

This is Cathy's 3rd term as a PIRA Director and it concluded as of this meeting. She could not attend the meeting and has asked me to pass on her report. These are her points and I am just the messenger.

Since the Dock is PIRA's legal responsibility, Cathy recommends that the PIRA Board should be made up of a majority of Mud Bay Dock Users.

1. It is essential that contractual and exemption agreements / forms be forwarded on time and that Cathy recommends that these could possibly be posted on the PIRA website.
2. A formal forward budget process should be established and implemented for the Dock.
3. Cathy recommends that a simplified code of ethics & process to deal with conflict of interest, needs to be initiated & enforced for PIRA Directors.
4. Cathy recommends that notice / time limits be set for agenda items and minutes publication.

Cathy is willing to continue to collect fees / registrations and issue decals. When and if a Mud Bay Dock User is elected to the PIRA Board, she will happily pass over any information and responsibilities to whomever would like to take it on.

Cathy sends thanks to Denise and Peter for your tireless efforts to keep communication open & financial records up to date. And thanks, especially to Larry & the expanding Mud Bay User Group, who continue to make ongoing repairs and improvements.

## APPENDIX 6

### Parks Report by Alison Watt

There has been a great deal of interest these days, among islanders, in parks related issues. The anxiety about losing trees has emphasized the importance of the natural habitat provided by our parks.

In the last couple of months several things have provided islanders the opportunity to become involved with "habitat" issues:

- on May 15<sup>th</sup> Rob Lawrence, the city Environmental Planner, spoke to an open meeting at Beacon House about the city's "Urban Forest". He returned a few weeks ago for an open house at which parks staff provided more information on this initiative which will include examining needs and management of forest in all its settings: streets, parks and private lots. The city recognizes that Protection Island has a special urban forest and would like to work closely with us as a pilot project. They have encouraged us to review the existing tree bylaw (which the city plans to re-write soon) and make suggestions for improvement and or specific suggestions for Protection Island. A committee has formed and will be working on this issue.

- an idea which came up, partly in response to loss of native habitat, has been to form a native gardening group, to acquire and propagate native plants for islanders who wish to use natives in landscaping, essentially replanting what might have been lost in clearing and building. A few islanders have indicated interest in this and will be beginning this process soon.

- another group has and will continue to meet to work on a Protection Island Map. Think of this as a treasure map: an image (similar to the community maps reproduced in the book "Islands in the Salish Sea") which can illustrate features of the island we find unique, representative, cherished, strange, or interesting and include both natural and human history. Once we make the "map" it can be reproduced as a community sign and/or brochures. Thanks to everyone who has taken the time to give me ideas and answer questions I have on possible map content, especially the historical society.

## APPENDIX 7

### Email to Chris Sholberg from Liam Taylor, dated July 2, 2008:

Chris,

The following is a two part overview of items you and I have been discussing concerning *moorage/emergency access* (one of the four issues identified at the April 7th Neighbourhood Issues Engagement meeting).

#### **Moorage:**

##### **Background-**

Existing Moorage on Protection Island does not meet the current need. The Mud Bay community dock is now at or beyond capacity quite frequently. All the private docks are also full. The shallow near-shore waters that make up the majority of the shoreline are inappropriate for dock construction, and the MA1 zoning prohibits the creation of docks sufficiently long to reach across the tidal flats. The only reasonable moorage is within the waters off the leeshore side of the island, between Protection and Newcastle Islands. These are water-lots off of 12 and 26 1/2 Pirates Lane, belonging to Leeshore Properties. These properties (just over 3 acres total) are zoned MA3, but with the collapse and subsequent dismantling of the dock last year, have not been used. About 12 boats had moored there previous to the collapse. Toby Seward has been diligently attempting to make contact and facilitate some kind of communication to ascertain whatever intentions, and potential interest the existing owners have for this property. Michael MacColl has been in contact with Toby for most of this process. The hope was that some form of moorage could be established. Toby has not met with a lot of success, though not through lack of trying. The property has been in probate for some time after one of the primary owners passed away.

##### **Leeshore as a potential solution-**

Historically this property was a vacation resort with cabins, a dock, ferry service, and boat rentals. It sits across from the Pavilion and grass field lined beaches of Newcastle. Low tide creates a land bridge between these two and it represents a significant asset to the natural beauty of Nanaimo's harbour. The properties are currently assessed at \$560,000 and \$1,086,000.00. Existing notions concerning the purchase of this property have centered around the notion of a community purchase, facilitated by the City and paid over time as an addition to existing taxes. I described my doubts that this was going to be acceptable to islanders, as property values have escalated.

We discussed the usage of this property as a special needs camp. This camp idea came from a conversation I had with Rick Scott soon after he returned from a fundraiser concert in Calgary for The Downs Syndrome Society. The idea was to try to bring a variety of potentially interested parties together to create a consortium, and to develop a usage plan that was a fit to both the scale of development on the island and also historic use. This would involve special needs organizers/fundraisers, City business development, Parks, and Planning, The Port Authority, and Protection Islanders.

#### **Emergency Access:**

##### **Background**

Existing emergency access is via the dock at Gallows point. The Parks department has made upgrades to this dock to make it as usable for emergency services as possible. The problem is that the dock is

unprotected from the frequent winds and large waves from ferries, freighters, and pleasure boats. An assessment made last year by Parks determined that adding to the existing rock breakwater would be too expensive. An attempt to have private money fund a dock on a city road adjacent the Leeshore Properties (26 1/2 Pirates Lane), to be used as all weather emergency access proved too much of a financial risk for the investor given the number of conditions that needed to be met. Parks declined an offer to have private monies used to extend the Gallows point dock in exchange for a private slip, because I was told, Parks would not allow private usage of park space.

**Alternate breakwater as a potential solution-**

We discussed having a review made of the possibilities of other forms of breakwaters, such as floating logs, to protect the emergency dock more effectively. (I believe Tom Craft from engineering suggested this once). A safer dock might also enable a scheduled route for the Dinghy Dock Ferry alleviating some of the parking overflow from the parking circle above the Dinghy Dock Pub.

Liam Taylor