



MINUTES OF PUBLIC MEETING #46

**Greater Victoria Harbour Authority
Held at 9:00 a.m. on 09 June 2006
Board Room, 468 Belleville Street**

- In attendance:** Mr. Doug Enns, Community Director;
Councillor Hy Freedman, Township of Esquimalt;
Councillor Bea Holland, City of Victoria;
Mr. Stewart Johnston, Tourism Victoria;
Mr. Mark Lindholm, Victoria/Esquimalt Harbour Society;
Mr. Peter Lloyd, Greater Victoria Chamber of Commerce;
Mr. Ian Maxwell, Community Director;
Mr. Don Prittie, Capital Regional District;
Ms. Barbara Quinn, Community Director;
Mr. John Sanderson, Victoria/Esquimalt Harbour Society;
Chief Andy Thomas, Esquimalt Nation;
Mr. Randy Wright, Community Director.
- Regrets:** Chief Robert Sam, Songhees Nation;
Mr. Bill Wellburn, Provincial Capital Commission.
- GM & Resources:** Mr. Mike Kory, Manager Business Development;
Ms. Sonterra Ross, Corporate Controller;
Mr. Paul Servos, General Manager;
Ms. Louise Carlow, Recording Secretary.
- Guests:** Ms. Cindy Adams;
Mr. Jim Allard;
Mr. Bob Barlow;
Ms. Hans Bongarts;
Mr. Randy Burnham;
Mr. Clancy Chisholm;
Mr. Morgan Chisholm;
Mr. Bob Cole;
Ms. Sherrell Davis;
Mrs. Jean Edwards;
Mr. David Featherby;
Ms. Laura Fellman;
Ms. Irene Haigh Gidora;
Mr. Dave Guy;
Mr. Loren Hagerty;
Mr. Adam Hellicar;
Mr. Alan Hogan;
Mr. Don Krekoski;
Mr. Dan Kukat;
Mr. Gerry Lutz;

Mr. Rob McDonald;
Mr. Alan McGillvray;
Ms. Rita McIntyre;
Mr. Jim Maurice;
Ms. Julie Menet;
Mr. Len Pearson;
Mr. Bruce Read;
Ms. Laura Richards;
Ms. Jackie Robinson;
Mr. Roger Savoie;
Ms. Cass Schaefer;
Mr. Martin Scherzer;
Mr. Gerard Schmidt;
Ms. Maryanne Sheehan;
Mr. Lyle Soetaert;
Mr. Richard Strong;
Ms. Carol Unwin;
Mr. Lorne Whyte;
Ms. Kim Young.

1. Call to Order

Mr. Stewart Johnston called the meeting to order at 9:05 a.m. He noted that the agenda was quite full and that this would likely be the tendency now that the Board has agreed to meet bi-monthly.

2. Approval of Agenda

Mr. John Sanderson asked that an item for New Business be added as agenda item number 6.

MOTION (P. Lloyd/D. Prittie)

That the agenda be approved as amended.

CARRIED

3. Review/Approve Minutes

MOTION (H. Freedman/D. Prittie)

That the minutes be approved as circulated.

CARRIED

4. New Business

4.1 Chairman's Report

Mr. Johnston commented that given the length and nature of the agenda that most items in his report would be covered in the course of the meeting. He remarked that the Divestiture Committee had been working with a public affairs consultant and that Mr. Paul Servos had been in Ottawa building a case for continued divestiture. In addition, planning had been done on various properties and facilities including a great deal of work that had been done for Ogden Point. He advised that Mr. Servos had successfully completed his probationary period and that the Board was very pleased with his performance. He spoke to the items on the agenda and cautioned that some items would not come to a decision today but that the decisions that were to be made were critical to operations.

4.2 General Manager's Report

Mr. Servos touched on the strategic issues related to a successful summer in terms of GVHA business streams. In addition to cruise ship calls, transient moorage clients, and

festivals, management and staff would be focusing on enhancing the maintenance and customer service programs.

Mr. Servos advised that a solution for the fuel dock issue would be presented during the in-camera portion of the meeting. He is confident that there will be no interruption to the fuel supply for the harbour. Emergency caisson repairs have begun at Ogden Point. He is also monitoring the marine adventure tour ticket sales to ensure that the new system is working effectively and that operators are being represented.

Mr. Servos remarked on some recent successes including the completion of the Ship Point float installation and the marina service centre which would be opening in the coming weeks. The centre will provide marina customers with access to laundry, washroom and shower facilities. The communications strategy that was started in the spring has been successfully completed. He advised that the full management team is now in place.

4.3 Board Correspondence

Mr. Don Prittie reviewed the correspondence received and sent by the Board during the previous months.

MOTION (D. Prittie/P. Lloyd)

That the board correspondence be accepted for information.

CARRIED

4.4 Action Items

a) Fisherman's Wharf Float Home Licenses

Ms. Kate Read spoke to the item noting that the float homes were a "legal non-conforming" use for this facility. She advised that clarity was needed at this time regarding the policy for float homes as opposed to the previous practice. A number of homes are for sale and the prospective purchasers require a license to moor at the facility. There is an expectation from existing owners that a prospective purchaser will receive a license although this is not stated in the moorage agreement. Ms. Read requested that this item be tabled to the in-camera portion of the meeting.

MOTION (R. Wright/P. Lloyd)

That the discussion on Fisherman's Wharf Float Home Licenses be tabled to the in-camera portion of the meeting.

CARRIED

b) Ogden Point Caisson Repairs

Mr. Servos displayed a video clip that showed the bottom of the caissons in their current state. He advised that abalone had been discovered on one of the caissons and with the approval of the Department of Fisheries and Oceans they have been successfully moved to the breakwater. He reviewed the design of the caissons advising that they were essentially a square bucket that had been filled with rock. In several areas serious erosion likely caused by vessel azipods propulsion had been identified through sonar scans of the area. There was additional pitting on the sides of the caissons that was also shown by the scans. Divers had been sent down to inspect the areas of erosion and had further identified the areas of concern. In addition to the erosion noted by the scans it appears that the caisson seams are decomposing. Stantec Engineering have

subsequently designed a repair that they believe will address the immediate erosion and mitigate future problems. Mr. Servos briefly outlined the proposal which is to inject concrete into the voids and to place sand-cement bags at the base of the caissons to protect against future erosion. Initial estimates for the work have come in for immediate repairs at \$60,000 and work has proceeded on an emergency basis. He advised that monies were available through the Transport Canada funds. He hoped to have a tender back by the time of the August meeting for the full mitigation and he anticipates that it will come in around \$250,000. Mr. Gerry Lutz added that as vessels have gotten larger it has become a problem and that it is important to stop future erosion.

Mr. Servos reiterated that emergency work has already begun and that a further dive is planned to assess the effectiveness of the work and to monitor the erosion. The motions that are being requested today are a Board sanction for the emergency repairs and approval to proceed with a tender for the full repairs with a decision regarding the award of the tender likely being presented to the Executive Committee.

Councillor Hy Freedman queried the drawings that had been provided and asked if erosion was anticipated at the base of the sand bags. Mr. Servos advised that he had asked the engineers to determine how far out it was necessary to go to prevent erosion and that this would be determined as part of the ongoing monitoring process. Councillor Freedman also asked if a request for engineers to propose future solutions was being included in the bid and if the interim solution was being monitored. Mr. Servos responded that Stantec have consulted on the work to date and confirmed that monitoring was taking place which included review of the breakwater. Mr. Randy Wright asked if any consultation with Seattle or Vancouver has taken place. Mr. Servos advised that he had looked to Stantec as the experts for this and was relying on them to consult as necessary. Mr. Wright suggested that additional funds might be available for the work. Ms. Sonterra Ross addressed the question and advised that the capital improvement fund that was provided at the time of divestiture would cover the work and that under the terms of divestiture additional funds couldn't be received.

Mr. Mark Lindholm commented that he supported the first motion but that he was concerned with the second proposed motion noting that he would prefer that the Executive Committee review the suggested repairs.

MOTION (M. Lindhold/D. Enns)

That GVHA proceed with Ogden Point emergency caisson repairs.

That GVHA engineers prepare a tender bid to be delivered to the Executive for review prior to being issued.

CARRIED

c) Community Engagement Review

Ms. Louise Carlow advised that the community engagement presentations were complete and had been well received. Although attempts had been made presentations were not possible for the Greater Victoria Chamber of Commerce, Esquimalt Nation or Songhees Nation. Mr. Sanderson asked if the engagement strategy would be continued and was advised that it was planned to be conducted on an annual basis.

d) City of Victoria Rezoning Proposal

Mr. Servos advised that members of the City of Victoria Planning Department had met with the Executive Committee to discuss the City's desire to rezone Ogden Point. The Committee had agreed that the types of changes being requested were unacceptable and they were concerned that making these changes at this time might send the wrong message to the City and the community. Subsequently the Planning Department had suggested that a memorandum of understanding stating that consultation would take place prior to proceeding with any changes to the current usage of the port might be enough to alleviate Council's concerns and save them from imposing zoning changes.

Mr. Johnston added that the City was referring to the Harbour Plan that had been created as well as concerns from the community in proposing this action. He noted that as studies were currently underway regarding potential uses for this facility that the perception that there were immediate plans was in the community. He remarked that although GVHA could legally proceed with changes this is not the method that had been agreed upon. He and Mr. Sanderson have previously spoken against rezoning of Ogden Point at Council but that it continues to come up on the Council agenda as unfinished business. The rezoning proposed by the City would make significant changes to the use of the property and was not necessary.

Ms. Barbara Quinn suggested that it was best to prepare for the worst case scenario that the City impose the rezoning and queried if there would be Provincial support possible to appeal this action. Mr. Servos and Mr. Johnston both concurred that although there would be public hearings Provincial support would not be likely. Ms. Quinn requested clarification on the terms of the proposed M.O.U and was advised this it would include the commitment to consult with the City and the community prior to redevelopment of the site. Ms. Quinn asked what the strategy was for community engagement for this facility to which Mr. Servos advised that he would be speaking in-camera on this issue. Councillor Freedman noted that he had never seen a M.O.U. related to zoning and wondered if this was realistic. Mr. Servos advised that this was the suggestion from the Planning Department. Mr. Freedman suggested that if this proposed rezoning was to be considered a down zoning that generally private land owners have recourse in the courts. Ms. Quinn commented that she would like a legal opinion on this issue. Mr. Enns noted that this was a "finger in the dyke" and that we would be asking the City to maintain the status quo only for the time being.

MOTION (D. Enns/P. Lloyd)

That GVHA establish a M.O.U. with the City of Victoria establishing GVHA's development objectives for the Ogden Point port lands as an alternative to rezoning.

Ms. Quinn stipulated that she wanted to be sure that there was nothing promised beyond consultation in the memorandum. Councillor Freedman proposed a friendly amendment to the motion that the memorandum come back to the Board for approval.

The motion was put and **CARRIED.**

4.5 Committee Action Items/Reports

a) Governance Committee

Mr. Don Prittie reported that the Governance Committee had met twice and would be making some recommendations during the in-camera portion of the meeting. The Committee had drafted Terms of Reference including a proposed change of committee name for consideration of the Board. Disclosure statements had been distributed to all Directors and were to be returned today. The Committee is working on a strategy for Board and peer evaluation for the fall as well as continued work on the conflict of interest policy. Mr. Sanderson noted that a great deal of work had been done on the conflict of interest policy at the time of incorporation. Mr. Prittie acknowledged this but commented that there were a few questions at the Committee level and a few points requiring clarity. In response to a question from Mr. Sanderson he advised that the policy would be coming back to the Board for approval.

b) Fisherman's Wharf Upgrade

Mr. Prittie updated the Board with regards to the progress at Fisherman's Wharf. He reported that changes were to be presented in-camera regarding the fuel dock and that an architect had assisted in moving forward some concrete ideas. The architect, Mr. Bill McCreery would be making a presentation in-camera to show some actual possibilities for the site as well as some real challenges. He advised that the group is moving forward on changes to the dock system.

c) First Nations Committee

Mr. Wright advised that the Committee had met on May 3 to discuss joint ventures in regards to Ship Point as well as potential acquisition of property from Transport Canada. In regards to the acquisition of potential properties, the Esquimalt and Songhees Nations were asked to decide if they would prefer to move forward on their own or as a joint venture. The proposed joint venture for Ship Point was sounding more probable and Mr. Ian Maxwell had volunteered the services of his Chief Financial Officer is developing proposals. Mr. Wright has spoken with the Provincial Capital Commission regarding the proposal and they are interested in proceeding as well. Mr. Wright advised that Chief Robert Sam was reportedly feeling better and wished him well on behalf of the Board.

d) Belleville Terminal Update

Mr. Johnston reported that there has been a thrust toward pursuing Provincial Government support for this project and that studies and reports were proceeding to satisfy their requirements. He also reported that the Greater Victoria Chamber of Commerce have established the terminal as their number one priority and had initiated a letter writing campaign to the Government urging them to move the project forward so as to have the terminal completed in time for the 2010 Olympics.

e) Finance Committee

i) Investment Policy

Mr. Peter Lloyd advised that the Finance Committee has produced a formal investment policy for consideration of the Board. The proposed policy sets out a policy with a conservative statement although still allowing an adequate return to

be achieved as well as establishing benchmarks for monitoring investments. He advised that the Committee had considered funds in terms of three categories: capital, long term, and self insurance. The intention is to be able to provide a report at least annually of how the funds are performing.

MOTION (P.Lloyd/J. Sanderson)

That the Board of Directors approve the Financial Investment policy as drafted by the Finance Committee.

CARRIED

4.6 Board Honoraria

Mr. Sanderson commented that when the honoraria policy was set the Board was meeting monthly. Now that the Board is meeting for day long meetings bi-monthly the value needs to be recognized.

MOTION (J. Sanderson/B. Quinn)

That the honoraria for meetings of the Board be adjusted to accommodate the full day sessions bi-monthly.

Mr. Lloyd suggested that although he agreed on principle the policies of similar organizations should be reviewed. Ms. Quinn advised that this data was available and suggested that the policy wasn't being changed but rather adjusted to accommodate the longer meetings. Mr. Lloyd reiterated that he would still be more comfortable with some comparable data to consider. Mr. Maxwell noted that this decision was being requested without notice and there was not enough time to consider it. Councillor Freedman stated that he agreed with the comments that had been made and queried if the bi-monthly meetings were being effective. Mr. Wright clarified that previously the meetings had been quite rushed and that although the bi-monthly agendas were full this was a better arrangement. Mr. Johnston suggested that this issue be referred to the Governance Committee for consideration.

MOTION (B. Quinn/H. Freedman)

That the question of Board honoraria be referred to the Governance Committee for recommendation.

CARRIED

5. Input from the Public

5.1 Ocean Fuels (Guest: Mr. Randy Burnham)

Mr. Randy Burnham commented that it was his understanding that there would be options for the fuel dock presented to the Board later in the day and noted that although there had already been quite a few meetings regarding the dock that it had been difficult to get answers. He wanted the Board to know that he had been getting the message from Imperial Oil that they would likely be turning off the taps in October and expressed his concern that a decision be made on this issue soon.

5.2 Tourism Victoria, Marine Adventure Ticket Sales (Guest: Ms. Helen Welch)

Ms. Helen Welch gave a brief history of Tourism Victoria and reviewed the mandate for the organization in terms of destination marketing. She outlined some of the recent initiatives of Tourism Victoria in attracting new business for the region. She noted that

marine adventure tourism was a great hook for new business and was used heavily by media relations and travel writers.

Ms. Welch advised that the tourist information centre operated by Tourism Victoria is the busiest in Canada and that an evaluation of the centre's effectiveness is conducted each year. Historically between 85 and 90% of visitors to the region visit the centre and the results of the survey done last year indicated that the centre met or exceeded the expectations of 97% of its clients. This year the building was renovated in May and a ticket window for marine adventure ticket sales was installed. The renovations are largely complete at this point although signage is still needed. The hours of the centre have been extended to 8:30 a.m. to 8:30 p.m. daily with service available through the ticket window only during the hours of 6:30 to 8:30 p.m. If the demand for service increases during this time the centre could be opened for full operation. She remarked that the centre will be responsive to service demands and that early indications are that the new service is effective. She reported that the industry numbers for May were strong and that June is currently tracking ahead of 2005. She emphasized that Tourism Victoria values the partnership with the marine adventure tour operators.

Mr. Lorne Whyte addressed the Board and thanked them for the opportunity to present. He remarked on the importance of the partnership with GVHA. He commented that the times are changing and that there were a number of factors impacting tourism. He spoke to the success of the Tourism Victoria website sighting 2.5 million unique visits in the past year.

Ms. Quinn requested clarification on the terms of the contract for providing marine adventure tour tickets and asked if operators were satisfied. Ms. Welch replied that Tourism Victoria has done what they committed to but that it was too early to see impact. She noted that many of the operators were in attendance today and that she had not received any indication that they were unhappy. Mr. Sanderson suggested that Tourism Victoria had not clearly understood what was being requested which was an opportunity for individual operators to let people know that they are there. Mr. Wright further noted his belief that operators weren't happy and that the execution and close of sale were not happening. He commented that the centre needs to advertise more and that the hours should be 7:00 a.m. to 10:00 p.m. Ms. Welch indicated that she didn't disagree with the comments and that Tourism Victoria is in the business of making money for its members. Mr. Lindholm queried if an operator had to be a member of Tourism Victoria to have their tickets available and questioned why this was the case. Ms. Welch noted that as far as she was aware all yellow line clients were members of Tourism Victoria. Mr. Sanderson commented that this was consistent with the RFP. Ms. Quinn requested that a report on the ticket sales be made available for the August meeting.

5.3 Update on Divestiture of Seabed (Guest: Mr. Cliff Rhodes)

Mr. Cliff Rhodes introduced himself and the other Transport Canada staff that were in attendance; Ms. Cindy Adams, Mr. Robert McDonald, Ms. Carol Unwin and Mr. Dave Featherby. He reviewed the 2006/07 divestiture program status for the Board reporting that over 189 studies costing an estimated \$11.2 M had been completed with 66 environmental base line studies and 24 risk assessments. To date over 56 corrections have been implemented at a cost of \$12.3 M. He reported that the risk assessment for the harbour floor had not yet been completed with community involvement planned for 2006/07. Risk management planning is scheduled for 2007.

Mr. Rhodes advised that there are two remedial projects outstanding with the largest project being Rock Bay. Mr. McDonald spoke to the Rock Bay project reporting that there has been a huge attempt to reach out to the public and as a result they have received only 6 complaints to date. He noted that water management was a large component of

the project. They have been working with the Burnside/Gorge Community Association and he indicated that he is pleased with the project to date. Mr. Lindholm queried the arrangements for pond discharge and was advised that the water was treated and disposed of in sanitary water. They have been striving to meet every available standard.

Mr. Prittie requested clarification of phase 3 involving the ocean floor. Mr. McDonald advised that the plan was to remove the sediments, placing preferential sub-strata and to increase the natural features.

Mr. Rhodes advised that it had been over a year since Transport Canada had met with the Board and asked Ms. Unwin to provide an update on harbour operations. Ms. Unwin reported that the harbour limits were changed in June of 2005 and part of the harbour had been deproclaimed and divested to DND. There are certain regulations that don't apply to this area.

Ms. Unwin presented some statistics regarding aircraft movements. She reported on the mitigative measures that had been taken for a safe environment as well as noise noting that south bound departures have helped. She commented that Victoria has an excellent safety record while measuring 2.3% average growth over the past 10 years. She advised that they have been reviewing risk factors and measuring their impact and that they have initiated a major change for Harbour Ferries reducing runway crossings by 80%. This new traffic scheme has been made available to the public and the harbour patrol continues to monitor trends, both marine and aviation with everyone working together in the partnership. In response to a query from Councillor Freedman, Ms. Unwin advised that the noise mitigation had been achieved by the change in seaplane movements with 74% south bound departures. Mr. Lindholm commented that this has shifted the noise from the inner harbour to Westbay. Mr. Wright noted that the take off of aircraft is influenced by the wind. He complimented Transport Canada for their excellent work in this area noting that there were lots of onlookers observing the success.

Mr. Rhodes spoke to the issue of divestiture and displayed an updated map showing property ownership for Victoria Harbour. The divestiture program which ended in March, 2006 had been active for 10 years. They are now seeking direction from the government regarding the program's renewal and what the terms and conditions might be. Under the program nationally 85% (466 or 549 sites) were transferred, deproclaimed or terminated.

Mr. Rhodes reported on the four phases of divestiture relating to the Victoria harbour. Phase 1 included the public port facilities and 5 parcels of land had been transferred; phase 2 were public lands (roads and walkways) and 37 parcels had been rectified with respect to ownership; phase 3 involved the non-port lands and 21 parcels had been sold at market value with 24 parcels remaining; phase 4 is the harbour floor which remains outstanding. He indicated that he had received a letter from GVHA clarifying their interests and noted that Heron Cove and Camel Point had been under discussion for some time. He advised that Heron Cove has contamination issues and once transferred it would become subject to Provincial regulations. Mr. Sanderson queried what the process would be for resolving this. Mr. McDonald advised that the issue is predominantly discharge from the storm drain outfalls which contain hydrocarbons and heavy metals. They look at these in relation to the harbour in general. Mr. Rhodes indicated that the issue was if the risk could be managed and commented that there is a City investment in outfalls that should have a positive impact over the long term. Mr. Sanderson asked if it might be possible to get a commitment from the Province noting that that particular cove presents a problem for the completion of the walkway. Mr. Rhodes indicated that he had made several suggestions for this but that at this point the barrier to divestiture is an issue of liability.

Mr. Rhodes reported that Camel Point presents less of an issue regarding environmental considerations but that Rock Bay would not be eligible for divestiture until the remediation is completed probably some time at the end of 2007. He indicated that Transport Canada is in consultation with First Nations regarding the Herald Street property and that the upland owner has made a market value offer. Regarding the "J6" Swift Street property the upland owner is the strata but that they are not aware of the status of the property. He anticipates the strata council being involved in the process. "J7" is a small parcel and Transport Canada have disposed of the property to the upland owner. "J8", the Store Street property has heavy metal contamination. There are no marine facilities associated with this property, nor is there road or vehicle access. Transport Canada is in continuing discussions with the upland owner regarding this site.

Ms. Quinn queried the nature of the First Nations consultation and was advised that the Federal Crown has a responsibility and an obligation to consult on disposal of Federal properties. The discussions are based on expressed issues and the Supreme Court has incrementally clarified what consultation means. Transport Canada have been dealing with each property as it has come up (i.e. when someone indicates that they are prepared to offer near market value, the consultation begins). Ms. Quinn asked if GVHA can receive credit for the involvement of First Nations on the Board to which Mr. Rhodes responded that GVHA is welcome to make an offer, noting that Transport Canada has well articulated interests of upland owners. Ms. Quinn clarified that this wasn't a question of discount but rather opportunity. Mr. Rhodes stated that GVHA has the same opportunity as everyone else.

Mr. Sanderson indicated that he was unclear about the consultation process. Mr. Rhodes explained that the fact that property was under the water was not relevant and that the specific assertion is that this is a Douglas Treaty issue. He noted that Aboriginal title and rights were not well defined in the process. Councillor Freedman noted that the divestiture of land not involving water or foreshore have a clear process under the Treasury Board and asked if the Transport Canada lands (i.e. water lands) were governed by the Canada Marine Act. Mr. Rhodes noted that while there was a disposal process for public lands, the Transport Canada port and airport transportation program was operating under other regulations.

Mr. Wright queried when the consultation with First Nations took place, when an offer was received or before. Mr. Rhodes advised that in general terms, when a market value offer was received the property was put on a priority list for consultation. Through the process First Nations could express an interest in the property. He clarified that a First Nations offer had to meet market value.

Mr. Rhodes outlined the issues with regards to divestiture of the harbour floor. At present Transport Canada are trying to determine what the crown liabilities might be. Once this is ascertained they can decide what to do with it, either retain it or attempt to broker deals for long term costs and exposures.

Mr. Rhodes indicated that he was not aware of any issues regarding the current arrangements for harbour control and management of the water airport. He noted that Transport Canada isn't required to insure these operations and that it would be both difficult and expensive for a independent society to operate. He commented that if there are issues with respect to patrol or communication that he would welcome an opportunity to discuss these. Mr. Johnston thanked Mr. Rhodes and his staff for the presentation and for taking the time to attend the meeting.

Mr. Johnston suggested that the meeting be adjourned for 15 minutes before moving forward with the agenda.

Mr. Johnston thanked the members of the public for their patience with the lengthy meeting. In the interest of time he stipulated that comments would be limited to one per attendee. Ms. Irene Haigh-Gidora addressed the Board and stated that she understood that a motion regarding float homes at Fisherman's Wharf would be going forward in the in-camera portion of the meeting. She commented that the float home community is integral to this facility and urged the Board to consult with the community before decisions were made. Mr. Johnston thanked Ms. Haigh-Gidora for her letter to the Board. Mr. Clancy Chisholm addressed the Board noting that a similar situation at West Bay Marina some years ago resulted in years of hard feelings and litigation. Mr. Johnston advised that the Board would be having a discussion regarding the issues during the in-camera session and would be seeking legal advice. He reiterated that the policy has always been that float home owners have no tenure and, therefore, no property value and that this policy has not changed. The current discussion is in regards to the practice.

A marine tour adventure operator, Orca Spirit, addressed the Board and noted that he and other marine adventure tour operators are quite pleased with the management of ticket sales so far this season.

Mr. Jim Allard commented on the recent election of the Victoria/Esquimalt Harbour Society representative to the GVHA Board. He remarked that he had taken the opportunity to look over the issues and felt that time was better spent on other issues. He noted that the Board is making attempts to be open, transparent and accessible and advocated continued consultation in a meaningful and substantial way. Mr. Johnston extended the Board's thanks to Jim for his comments and efforts on behalf of GVHA.

Mr. Jim Maurice addressed the Board and advised that he had recently moved to Fisherman's Wharf. He commented that he had never been under the illusion that he owned the land but that he had purchased a float home subject to maintaining the location. He remarked that the float homes are an important part of the community and that he is asking for clarity of the policy and a board that is open and visible. Although he stated that he wasn't looking to make a profit, he believed that there must be a way for owners to recoup their investment.

Ms. Jackie Robinson asked what would be voted on in the in-camera session. Mr. Johnston responded that he didn't know the answer to that question although he acknowledged that there is a practice that is at odds with the policy and the question of the continuance of the practice needs to be decided.

MOTION (B. Holland/D. Enns)

That the public portion of the meeting be adjourned.

CARRIED

The meeting was adjourned at 12:15 p.m.