



Executive Committee Addendum

Date: Wednesday, July 24, 2019
Time: 9:00 am
Location: Islands Trust Victoria Boardroom
200-1627 Fort Street, Victoria, BC

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11. CORRESPONDENCE (for information unless raised for action)	
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----- Original message -----

From: Dan Rogers <drogers@islandtrust.bc.ca>

Date: 2019-07-23 2:15 p.m. (GMT-08:00)

To: Scott Colbourne <scolbourne@islandtrust.bc.ca>, Peter Luckham <pluckham@islandtrust.bc.ca>

Cc: Laura Patrick <lpatrik@islandtrust.bc.ca>, Sue Ellen Fast <sfast@islandtrust.bc.ca>, Clare Frater <cfrater@islandtrust.bc.ca>, David Marlor <dmarlor@islandtrust.bc.ca>

Subject: Re: Letter to Minister Claire Travena: Road upgrades and active transportation on Gabriola Island

Thx Scott . It didn't make the Agenda (I'm guessing the staff report didnt come through) but by copy if this email I ask it be added to the Agenda

Dan

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: Scott Colbourne <scolbourne@islandtrust.bc.ca>

Date: 2019-07-23 1:57 p.m. (GMT-08:00)

To: Peter Luckham <pluckham@islandtrust.bc.ca>

Cc: Dan Rogers <drogers@islandtrust.bc.ca>, Laura Patrick <lpatrik@islandtrust.bc.ca>, Sue Ellen Fast <sfast@islandtrust.bc.ca>, Clare Frater <cfrater@islandtrust.bc.ca>, David Marlor <dmarlor@islandtrust.bc.ca>

Subject: FW: Letter to Minister Claire Travena: Road upgrades and active transportation on Gabriola Island

Hello all. In advance of tomorrow's EC meeting, attaching letter sent to MOTI Minister. There was a resolution at July 11 Gabriola LTC to ask EC to support the application of Gabriola's Bicycle Route Plan now that upgrades are being done this summer to island roads. I will be in Victoria and hope to attend part of the meeting tomorrow to speak to this.

Best,

Scott

From: Scott Colbourne

Sent: Wednesday, June 26, 2019 5:20 PM

To: Minister.Transportation@gov.bc.ca

Cc: Sheila Malcolmson. Mla; douglas.routley.mla@leg.bc.ca; s.chandraherbert.mla@leg.bc.ca; Alan.Callander@gov.bc.ca; Peter Luckham; Executive Committee Mailbox

Subject: Letter to Minister Claire Travena: Road upgrades and active transportation on Gabriola Island



Scott Colbourne, Trustee, Gabriola Local Trust Area

235 Ricardo Road / Gabriola Island / Snuneymuxw First Nation Territory
BC / Canada / V0R 1X1

27 June 2019

Claire Travena

Minister of Transportation and Infrastructure
Government of British Columbia

cc **Doug Routley**, MLA
Sheila Malcolmson, MLA
Spencer Chandra Herbert, MLA
Peter Luckham, Chair, Islands Trust
Alan Callander, Manager, Active Transportation, MOTI

Dear Minister Travena,

I am writing to you in my capacity as an individual Trustee on the Islands Trust and as a community member on the island now called Gabriola, in the territory of the Snuneymuxw First Nation.

Just over a week ago, I rode my bicycle from Gabriola to New Westminster to take part in the first ever Active Transportation Summit. I was in the audience as you and MLA Chandra Herbert announced the new AT Strategy. The next day, I somewhat proudly carried hard copies of that Strategy — and, more substantially for my legs and bike rack, the 575-page Design Guide — from New West to Galiano Island for a three-day Trust Council meeting.

Also last week, I became aware of a tender on BC Bid to upgrade 13 kilometres of unsafe and seriously compromised roadways on Gabriola. At the Summit, I asked MOTI staff about whether this much-needed work would include pathways for active transportation, and fair enough

given the scale of upgrades across the province, there were no clear answers.

It now appears as though these upgrades will not include active transportation infrastructure. I am writing to inform you that I believe this contravenes, in letter and spirit, the 1992 Agreement (amended in 1996) between your Ministry and the Islands Trust. This work is not part of the continuing contract for the island held by Mainroad and therefore cannot be classified as “maintenance,” as has been indicated by regional staff.

That MOTI-Islands Trust agreement is built upon the principles of safety, environmental protection and sustainability. It includes provision for the designation of bicycle routes in the Trust Area, and Gabriola has a bicycle route plan in its Official Community Plan and bylaws that has been registered with the Ministry. It clearly allows for the adjustment of shoulder width standards and the addition of active transportation lanes.

Your Ministry will boat over crews and equipment, something that, as an islander, you know is not a regular occurrence. This is your opportunity to put the words and design guidelines in the Active Transportation Strategy into action in a community that desperately needs more safe spaces for people who walk, people who ride bikes, people who use mobility aids, and yes, for people who drive vehicles.

I ask that you adhere to the agreement between MOTI and the Islands Trust (links below) and, even more to the point given your announcements this week, use this opportunity to keep people safe as they move around these special places in ways that reduce greenhouse gas emissions in the midst of a climate crisis.

Sincerely,

Scott Colbourne

Trustee, Gabriola Local Trust Area

Attachments / links:

1992 Agreement, MOTI-Islands Trust:

<http://www.islandstrust.bc.ca/media/69227/loumothroadstandards1992.pdf>

Relevant sections in 1992 agreement:

Section D.2

“... The agreed to cycle route plan, when adopted by resolution or bylaw by the Local Trust Committee, may be forwarded to the Ministry of Transportation and [Infrastructure] for registration. The approved plan, for the designated cycle routes, will trigger adjustment of the shoulder standards for new roads and for existing roads when they are upgraded as indicated in section E. The requirements for safely accommodating cyclists will be recognized when prioritizing roads for upgrading.”

Section E:

“NOTE: Where the Islands Trust and the Ministry of Transportation [and Infrastructure] identify a need for cycling facilities, as established by the agreed to cycle route plan, the standards for shoulders shall be adjusted as noted in the footnotes in the road standards table which follows.”

1996 amendment, MOTI-Islands Trust Agreement:

<http://www.islandstrust.bc.ca/media/69224/loumothamendingroadstandards1996.pdf>

Gabriola Official Community Plan (Bylaw 166). Bicycle Route Map, page 53:

<http://www.islandstrust.bc.ca/media/347794/blgb166-ocp-consolidated-july-9-2018-tag-fixed.pdf>

Attachments: publication_whale_poster_July11.pdf; publication_whale_handout_English_july2019.pdf

From: Clare Frater <cfrater@islandstrust.bc.ca>
Sent: Monday, July 22, 2019 1:35 PM
To: Lori Foster <lfoster@islandstrust.bc.ca>
Subject: FW: Whales Initiative - Educational Materials for Protecting the Southern Resident Killer Whale

Hi Lori,

For EC Wed agenda and/or immediate distribution to trustees and front desk staff.

Clare

From: Southern Resident Killer Whales / Épaulards residents du Sud (TC) <TC.SRKW-ERS.TC@tc.gc.ca>
Sent: Monday, July 22, 2019 1:03 PM
To: Southern Resident Killer Whales / Épaulards residents du Sud (TC) <TC.SRKW-ERS.TC@tc.gc.ca>
Subject: Whales Initiative - Educational Materials for Protecting the Southern Resident Killer Whale

Hello,

Further to the email you received on May 31, 2019, Transport Canada has created a poster to provide more information on steps the government is taking to protect and recover the Southern Resident Killer Whale (SRKW). SRKW is extremely important for the local marine ecosystem and has cultural significance for Indigenous peoples and coastal communities in British Columbia. The Government of Canada recognizes that SRKW faces imminent threats to their survival and recovery, and that immediate action is required to protect them.

On May 10, 2019, the Government of Canada announced [2019 SRKW recovery measures](#). New measures vessels are required to follow include:

CURRENT: Effective June 1 – October 31, 2019:

- A mandatory 400 metre approach distance for all killer whales throughout SRKW critical habitat. The Minister of Transport has the ability to authorize commercial whale watching companies to approach other killer whale ecotypes to 200 metres, subject to certain conditions.
- Mandatory interim sanctuaries with restrictions on fishing and vessel activity in [Swiftsure Bank](#), south [Saturna Island](#) and west of [Pender Island](#).

UPCOMING: Effective August 1 – October 31, 2019:

- Mandatory area-based [fisheries closures](#) for recreational and commercial salmon in key foraging areas.

Other actions to take while SRKW are present in BC waters in greater numbers:

- A voluntary go slow down and fishery avoidance zone, asking boaters to reduce their speed to less than 7 knots and avoid fishing when within 1,000 metres of a whale in the [Enhanced Management Areas](#) that have been identified through the Gulf Islands, the Strait of Juan de Fuca and the Mouth of the Fraser River.

- Voluntary measures asking vessel operators to reduce noise by turning echo sounders off when not in use, and turning their engines to neutral idle when within 400 metres of a whale.

We are seeking your help in getting information on these measures out to those who are operating vessels in your area. Attached you will find the 2019 SRKW recovery measures education brochure from our May 31 email, and our new educational poster. We encourage you to print these documents for reference, display for viewing in your area, and share them broadly. **To request printed copies to share in your community, please contact TC.SRKW-ERS.TC@tc.gc.ca.**

For more information on the 2019 measures and how the Government of Canada is keeping its promise to protect and support the recovery of this endangered, iconic whale population, please follow these links:

[Interim Order for the Protection of Killer Whales](#)

[Frequently Asked Questions: Interim Order](#)

[Whales Initiative: Protecting the Southern Resident Killer Whale](#)

Protecting species at risk is a responsibility shared by all Canadians and the federal government is committed to working with Indigenous people, provincial and territorial governments, and relevant industry stakeholders to achieve this goal

Thank you,

Justin Huntley Smith

Projects Officer & Coordinator – Marine Safety and Security
Transport Canada/ Government of Canada

Check out some additional resources:



Oceans Protection Plan
<http://www.canada.ca/protecting-our-coasts>



Protecting Canada's Endangered Whales
<https://www.tc.gc.ca/en/campaigns/working-together/protecting-endangered-whales.html>



Transport Canada's Interim Order
(detailed information)
<http://www.tc.gc.ca/eng/mediaroom/interim-order-protection-killer-whales-waters-southern-british-columbia.html>



Transport Canada's Interim Order
(Questions and Answers, and maps)
<https://www.tc.gc.ca/eng/mediaroom/frequently-asked-questions-io-protection-killer-whales-waters-souther-british-columbia.html>



Vancouver Fraser Port Authority's
ECHO Program
<http://www.portvancouver.com/echo>



Fisheries and Oceans Canada
<http://dfo-mpo.gc.ca/campaign-campagne/protectingwhales-protegerbaleines/index-eng.html>



Be Whale Wise
Bewhalewise.org



Report violators to
Fisheries and Oceans Canada:
1-800-465-4336



If you have any questions about
the Interim Order, please contact
Transport Canada at:
TC.SRKW-ERS.TC@tc.gc.ca

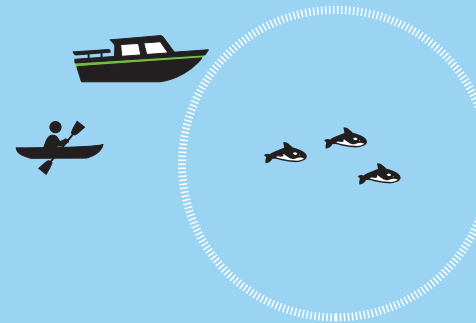


If you have any questions about
fishery closures or boating around
whales, please contact Fisheries and
Oceans Canada at:
DFO.SRKW-ERS.MPO@dfo-mpo.gc.ca

KEEP 400 METRES AWAY

When you see any killer whales.
It's the law!

(around 4 football fields)



AVOID WHALE SANCTUARY

No fishing or boating around Swiftsure
Bank, east coast of Saturna Island and
south-west of North Pender Island.
It's the law!



turn over for detailed map

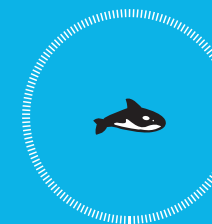
REDUCE SPEED & AVOID FISHING

Reduce your speed to less than 7
knots and avoid fishing when you're
within 1,000 metres of a killer whale.



REDUCE VESSEL NOISE

Turn off echo sounders when not in use,
and engines to neutral idle when within
approach distance of a killer whale.



Government
of Canada

Gouvernement
du Canada

Boating Around Killer Whales South Coast of BC • 2019



Boaters need to be aware when boating around
killer whales. Always slow down when killer
whales are near, if safe to do so.

Rules that apply year-round:

- **Keep 200 metres away** from all killer whale populations in B.C. and the Pacific Ocean.

Rules from June 1 until October 31 in critical habitat:

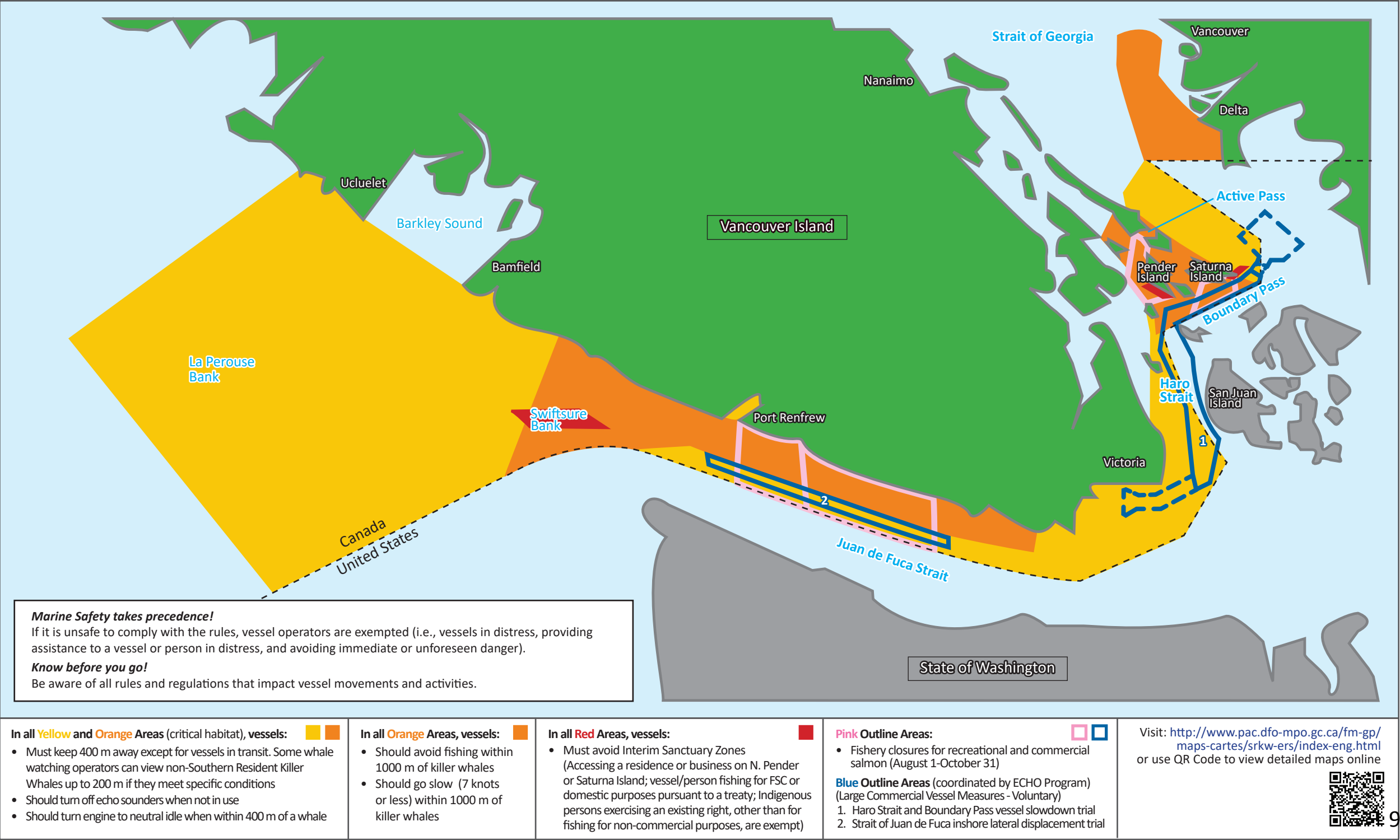
- **Keep 400 metres away** when you see any killer whales.
- **No fishing or boating** around certain sections of Swiftsure Bank, off the east coast of Saturna Island and south-west of North Pender Island.

Additional ways you can help:

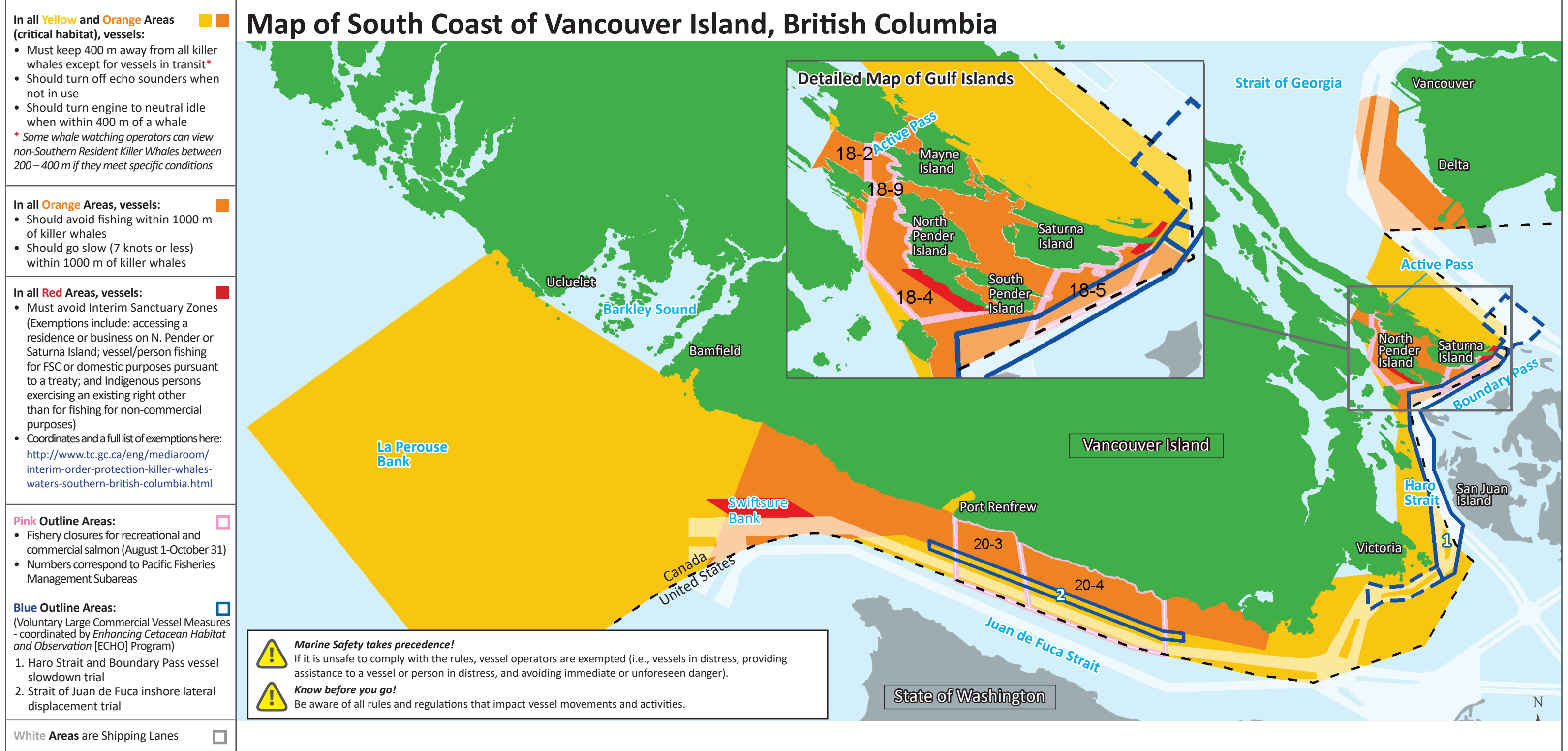
- Go Slow! **Reduce your speed** to less than 7 knots and avoid fishing when you're within 1,000 metres of a killer whale. Areas to be aware of include Gulf Islands, the Strait of Juan de Fuca and the Mouth of the Fraser River.
- **Reduce noise** from boats by turning off your echo sounders when not in use, and engines to neutral idle when within 400 metres of a killer whale.

Please help protect Southern Resident Killer Whales! They live in the southern coast of British Columbia and are endangered.

Map of South Coast of Vancouver Island, British Columbia



Boating Around Killer Whales - South Coast of BC • 2019



Subject: FW: Response from Minister Garneau to Elizabeth re: Anchorage Interim Protocol

From: Clare Frater <cfrater@islandstrust.bc.ca>

Sent: Monday, July 22, 2019 12:53 PM

To: Lori Foster <lfoster@islandstrust.bc.ca>

Subject: FW: Response from Minister Garneau to Elizabeth re: Anchorage Interim Protocol

Hi Lori,

Peter would like this on agenda for EC Wednesday.

Clare

From: Peter Luckham <pluckham@islandstrust.bc.ca>

Sent: Monday, July 22, 2019 12:18 PM

To: Clare Frater <cfrater@islandstrust.bc.ca>

Subject: Re: Response from Minister Garneau to Elizabeth re: Anchorage Interim Protocol

Yes I got it only scanned it so far let's get it on the agenda for wed.

Peter Luckham
Chair Islands Trust Council
Txt 250-210-2553

On Jul 22, 2019, at 11:40 AM, Clare Frater <cfrater@islandstrust.bc.ca> wrote:

Hi Peter,

I can't tell if you were cc'd on this e-mail. Would you like this correspondence distributed to EC/TC?

Clare

From: Elizabeth.May.C1D@parl.gc.ca <Elizabeth.May.C1D@parl.gc.ca>

Sent: Monday, July 22, 2019 11:38 AM

To: Elizabeth.May.C1A@parl.gc.ca

Subject: Response from Minister Garneau to Elizabeth re: Anchorage Interim Protocol

Good morning,

At the request of Elizabeth May, please find below a letter from the Honourable Marc Garneau, Minister of Transport.

Dear Elizabeth:

Thank you for your correspondence of June 18, 2019, regarding the Pacific Region Interim Protocol for Anchorages and the impact of commercial freighters anchoring among the Southern Gulf Islands.

In Canada, as in many other countries, the right to anchor a vessel is part of the common law right of navigation. A ship is free to anchor temporarily and for a reasonable period of time in any appropriate location. As international trade continues to grow and commercial shipping expands to further connect Canadian exporters to global opportunities and provide Canadian consumers with the goods they need, so too does the need for safe navigation and anchorages.

Transport Canada's goal for managing anchorages is to ensure commercial shipping is conducted safely for the benefit of all Canadians and managed efficiently, while seeking to minimize the impact to the marine environment and surrounding communities.

As you know, Transport Canada implemented an Interim Protocol for the Use of Southern British Columbia Anchorages as a way to address local concerns and to assist in managing anchorages in the Southern Gulf Islands. The Interim Protocol includes temporary and voluntary procedures in the region to balance the use of anchorage locations outside of ports and to introduce noise and light guidelines for anchored vessels. The Protocol also includes mechanisms to monitor anchorage activities, gather related data, and respond to community concerns. Ending the protocol cannot eliminate the demand for or use of anchorages outside of ports, which as you know has been steadily increasing in recent years.

More importantly, I want to re-state Transport Canada's commitment to the protection of our coastal regions. That is why we introduced the Oceans Protection Plan (OPP) comprised of over 50 projects, one of which is the national Anchorages Review, launched in 2017, to respond to the types of concerns that you have raised in your letter, and the expectations from Canadians about protection of the marine environment.

Specialist studies are now underway on how the impacts of large ships at anchor can be mitigated, and we are also beginning detailed discussions with industry on strategies to reduce demand for anchorages outside ports. Our objectives are to achieve the following:

- develop a national process to identify anchorage spots that fall outside of a public port boundary;
- assess the environmental, economic, cultural, safety, and security concerns of anchoring now and over the long term;
- draft a "best practices at anchor" manual; and
- identify potential anchorage management and oversight options.

Data and feedback collected from the Protocol will help inform the government's national Anchorages Review. As part of the OPP, Transport Canada is gathering information, conducting studies and developing recommendations on how we might formally outline how to both identify anchorage sites and manage vessels anchored outside port boundaries.

Engagement on this complex file is progressing. The government continues to be interested in hearing the views of Indigenous communities, marine industry partners, community organizations, and other stakeholders on this issue. These discussions will help inform the work on the national Anchorages Review. Interested parties are encouraged to provide direct input on or request more information about the Anchorages Review at TC.Anchorages-Ancrages.TC@tc.gc.ca.

I understand and appreciate that your constituents would like Transport Canada to make decisions about their area of Canada right away, and I acknowledge their concerns. However, given that any restrictions we might make to anchorage use in one area will have an impact on other locations, we want to be confident that we have done due diligence with respect to the interests of all parties. Our

work in the months ahead will ensure that we have evidence-based data, and that all options have been weighed before making any final decisions or permanent changes.

Your letter also expressed concerns about endangered species, such as the Southern Resident Killer Whale, and their sensitive marine habitat. The government is also taking action on this important issue in partnership with Indigenous peoples, the marine industry, environmental organizations, and scientists. Over the past two years, the government has brought forward measures aimed at addressing threats to whales, most notably in the 2016 OPP and our \$167-million Whales Initiative announced in June 2018, which strives to protect and support the recovery of endangered, iconic whale populations across Canada. On October 31, 2018, in response to the determination that Southern Resident Killer Whales face an imminent threat to their survival, the government announced additional measures, including \$61.5 million to support population recovery.

Transport Canada continues to work to identify, develop, test, and implement measures to reduce the threat of underwater noise to the Southern Resident Killer Whale. For example, we are working in close partnership with the Vancouver Fraser Port Authority's ECHO Program to expand the slowdown area this summer. We have also convened a Technical Working Group to help develop measures to address underwater noise from small vessels operating in the critical habitat of the orcas. Furthermore, the government is investing in research relating to quieter vessel designs and technologies, as well as enhancing our monitoring capabilities both in the air and underwater.

Our goal is to make sure that the measures we put in place address the key threats to the survival of Canada's endangered whale population, while ensuring that these measures do not pose a risk to navigational safety. I encourage you to learn more about what we are doing by visiting the "Protecting Canada's Endangered Whales" website at <http://www.dfo-mpo.gc.ca/campaign-campagne/protectingwhales-protegerbaleines/index-eng.html>.

Thank you for your interest in these important issues and for your patience while we work through the many details of these important projects. I appreciate your taking the time to share your views.

Yours sincerely,
Marc

The Honourable Marc Garneau, P.C., M.P.
Minister of Transport

Kindest Regards,

Kaylea

<image001.jpg>

Kaylea Kray-Domingo

Constituency Administrator

Office of Elizabeth May, O.C., M.P. | Bureau d'Elizabeth May, O.C., députée

Member of Parliament for Saanich-Gulf Islands | Députée pour Saanich-Gulf Islands

Leader of the Green Party of Canada | Chef du Parti Vert du Canada

1-9711 Fourth Street, Sidney, BC V8L 2Y8

Tel. 250.657.2000 | Fax. 250.657.2004

www.elizabethmaymp.ca

From: Ilze <[REDACTED]>
Date: July 20, 2019 at 6:51:26 AM PDT
To: cfrater@islandstrust.bc.ca
Cc: gscott@islandstrust.bc.ca, aallen@islandstrust.bc.ca
Subject: 5G

Dear Trust Council;

As a citizen of Hornby Island I'm reaching out to ask you to stand up and protect our home.

The telecommunications industry is preparing for 5G and is moving away from macro tower installations and towards installing small cell antennas, called microcells, potentially in public rights-of-way. Additionally, federal policy gives the public no input on the placement of small cell antennas on existing structures like utility poles on our streets. The Trust-wide Model Strategy for Antenna Systems now being considered for adoption does not address this and is much less protective than individual local Trust polices now in place.

Given the well documented and abundant scientific research on the adverse health and environmental effects of cellular frequencies, and that 5G has not been tested for biological safety before its release, I call upon LOCAL TRUST COMMITTEES, and the ISLANDS TRUST, to create a Trust-wide Antenna Siting Protocol that is as protective as possible, thus adhering to the Precautionary Principle as outlined in several Trust regions' official community plans. Such a policy would state that:

Radio frequency radiation-emitting antennas (including microcells) be located no closer to areas of continuous human activity than 500 metres, with the cumulative sum total of incident radio frequency power density levels at regularly occupied buildings not to exceed 2 microwatts/cm², consistent with the Salt Spring Antenna protocol of 2001; and,

Antennas not be placed near sensitive areas including schools, playgrounds, and day care facilities, consistent with the current 2018 Galiano Island siting protocol, and that hospitals, long-term care facilities and areas where people frequently congregate, including parks, beaches and lakes, be 1000 metres away from telecom facilities.

Your help is needed in keeping our island safe.

With sincerely gratitude and recognition for your service to Hornby Island

Ilze Raudzins
[REDACTED]

Hornby Island, BC V0R 1Z0

From: Poruks, Vija <vija.poruks@tc.gc.ca>
Sent: Wednesday, July 10, 2019 10:30 AM
To: Jas Chonk
Subject: RE: Letter from Islands Trust Council Chair re Extension of Pacific Region Anchorages Interim Protocol

Dear Ms/Mr Chonk,

On behalf of Mr. Trevor Heryet, this is to acknowledge receipt of the July 5th letter from Islands Trust Chair Peter Luckham, with comments in response to our letter of May 24 about the proposed extension of the Pacific Region Interim Anchorages Protocol.

As mentioned previously, the Interim Protocol is a temporary measure while a comprehensive review of Canada's anchorage practices is underway, and until such time as permanent changes can be implemented. Your comments will be considered and integrated with the views and requirements of others – First Nations, coastal communities, other levels of government, and industry.

Thank you for taking the time to respond. We will provide an update on the Interim Protocol once we have heard from all parties.

Sincerely,

Vija

Vija Poruks, OPP Program Manager
Transport Canada, Pacific Region/Government of Canada
vija.poruks@tc.gc.ca/ Tel: 604-499-1768

From: Jas Chonk [<mailto:jchonk@islandstrust.bc.ca>]
Sent: Friday, July 05, 2019 10:52 AM
To: Poruks, Vija <vija.poruks@tc.gc.ca>
Subject: Letter from Islands Trust Council Chair re Extension of Pacific Region Anchorages Interim Protocol

Hello,

Please find attached a letter from Islands Trust Council Chair Peter Luckham re Extension of Pacific Region Anchorages Interim Protocol.

Thank you.

Jas Chonk
Legislative Services Clerk
Islands Trust
200-1627 Fort St.
Victoria BC V8R 1H8
In Victoria 250-405-5164
jchonk@islandstrust.bc.ca

Enquiry BC Toll-free call 1-800-663-7867
or from the lower mainland 604-660-2421

Websites: www.islandtrust.bc.ca | www.islandtrustconservancy.ca

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