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September 1, 2011:

Send to: Hon. Denis Lebel, MP
Minister, Transport of Transport, Infrastructure and Communities
Tower - C, 330 Sparks Street
Ottawa, ON K1A 0N6

Email: mintc@tc.gc.ca

Honourable Minister:

**Re: Community Marine Concepts LP NWPP application to
permit "substantial interference" to navigation - Registered Victoria Registry:
FB395857**

site: Victoria, BC, Harbour

Times Colonist September 1, 2011,

<http://www.timescolonist.com/news/Campaigners+voice+safety+fears+over+proposed+marina/5338555/story.html>, states that :

Transport Canada spokeswoman Jillian Glover said in an email it is conducting a hazard analysis and assessment to evaluate the potential safety impacts of the proposed marina on aviation and marine activities and has requested input from a number of stakeholders, including marine and aviation operators and users of non-powered boats like kayaks.

Kayaks? Is the public to believe that Transport Canada is excluding human powered vessels other than "Kayaks" in evaluating the Victoria International Marina's proposal in the Port of Victoria? Who are your officials talking to? Most certainly it's not the current human powered users of Victoria Harbour.

I use the non motorized zone of Victoria's Harbour several times a week. I steer and paddle a 45' long x 10 ft wide OC-6 (Outrigger Canoe). (see image attached).

Leave aside the lunacy of claiming that one can mitigate denial of access on the Songhees side of the Middle Harbour, by proposing that paddlers and rowers go under two buildings as they transit to the Outer Harbour. Large canoes and open water rowboats are being denied navigation rights through the size, scale and location of the Victoria International Marina. Your client's mitigation efforts, using a "paddling corridor", that may cease to exist as water levels rise over the 145 year lease, if approved by The Minister, will deny access to part of the fleet of human powered vessels.

The OC-6 (Outrigger 6) is excluded by limited horizontal clearance in the "paddling corridor". An example. Minimum width of proposed "paddling tunnel " is 26.4 ft. If my 10 foot wide OC-6 meets a Whitehall open water rowboat which need 18" wide clearance when rowing, How does one pass in a 26 ft space. One has to back out. Try steering a 45 ft long dragon boat through 5' ft vertical clearance. one has to be close to 4" in height to do so. How about the Stand Up Paddle Boarders? Are they expected to kneel as they traverse the "paddling tunnel"?

No one has shown the public that the economic and social benefits of the proposed "mega-yacht" marina are so much superior to the impacts on the non motorized Harbour users , commercial and recreational, that the Minister of Transport can in good conscience issue a Navigable Waters Protection permit allowing "substantial interference" with navigation and displacing the current human powered user of large human powered canoes and rowboats.

Please defend our human powered rights to safe navigation. in Victoria Harbour. Please do not re-zone the non motorized zone area of the Port Of Victoria http://www.savevictoriaharbour.com/victoria_2008.pdf) displacing the human powered users for a moorage for 28 large yachts.

Sincerely,

Tim Houlihan
250 388 0017

Taking 4.2 acres of shared waters from Victoria's Harbour to moor ship sized yachts is akin to taking 4.2 acres of Beacon Hill Park, another urban gem, to put up an RV park. Would any prudent government entertain an application to do that?

<http://www.savevictoriaharbour.com>

& Facebook:

a: <http://www.facebook.com/#!/group.php?gid=57218582731>

b: <http://www.facebook.com/?ref=home#!/profile.php?id=100002182625283&sk=info>