

# 3. PORT AND WATER USES

## ISSUES

The existing diverse mix of water uses in Coal Harbour has evolved into a complex marine-oriented community with economic interrelationships with the city and a substantial number of jobs directly or indirectly created. What impacts on this community will potential development of the Coal Harbour area have? Are there broader economic, social or heritage reasons to preserve aspects of this existing mix of water uses?

Water uses including marinas and boatsheds can add interest to the waterfront. They can also block water views and visually reduce the size of the waterbody. Marinas and boatsheds can hamper direct access to the shoreline, and require on-shore facilities such as parking lots and loading/unloading areas. There is a shortage of boat berths and covered boatsheds in Vancouver. Coal Harbour is a good location for visitors' marinas and temporary moorage facilities.

Are floating homes and offices good or bad in this area?

To what extent should the Coal Harbour water area be occupied by marinas and/or covered boatsheds, and are these uses compatible with the adjacent housing proposed on the Marathon and Bayshore sites?

Are existing port uses such as a seaplane terminal, light marine industry, boat repairs, etc. compatible with new water uses and residential development nearby?

Are more cruise ship facilities needed?

Is this an area for water-oriented tourist activities? The charter boat industry operates several boats in this area and would like to consolidate that activity with convenient moorage, appropriate parking and transit access.

Is special enforcement of rules for water use necessary?

Is it viable or desirable to have direct access to water for swimming and water recreation activities such as rowing?

## FACTS

### WATER USES

Terms for floating uses tend to be confusing. In this document the following definitions apply:

- Boatshed - a covered floating structure that may be totally enclosed or open on the sides, used for the storage and protection of boats.
- Floating Home - a floating building or marine vessel used principally for residential purposes that relies heavily on shore-based facilities and is not primarily intended for navigation.
- Liveaboard - a marine vessel used primarily for navigation and only incidentally for residential purposes that is not heavily dependent on shore-based facilities.

- Marina - the use of water area for the mooring of pleasure craft, but not including the repairing or building of boats.
- Marine Terminal or Berth - the use of water area for the mooring of boats, ships, float planes, ferries and other water vessels, but not including pleasure craft.

There are presently approximately 1,500 berths in 11 locations in Coal Harbour. Of this total, approximately 550 are located within the Marathon site between Cardero and the foot of Bute Street, at 6 locations. Approximately 230 are located within the Bayshore site between Cardero and Denman, at 2 locations.

Because of the existing boat wash and wave conditions being most severe at the easterly end of Coal Harbour, small boat moorage is most suited towards the westerly end of the site.

Of the 550 existing berths located within the Marathon site, approximately 400 are presently occupied. However, many of the recent vacancies have been due to boat owners anticipating expiration of leases for the redevelopment of the area. Of the 230 existing berths located within the Bayshore site, approximately 190 are presently occupied.

There are some 175 boat sheds within the Marathon site.

There are about 20 - 25 floating homes, liveaboards and floating offices in the Marathon and Bayshore sites.

Currently there are 4 major floating office barges in the westerly part of the Marathon site ranging in floor space from approximately 1,000 - 6,000 sq. ft., and 5 minor office barges ranging in size from approximately 200 - 500 sq. ft.

In the Bayshore site there are currently 6 minor office barges ranging in size from approx. 100 - 400 sq. ft.

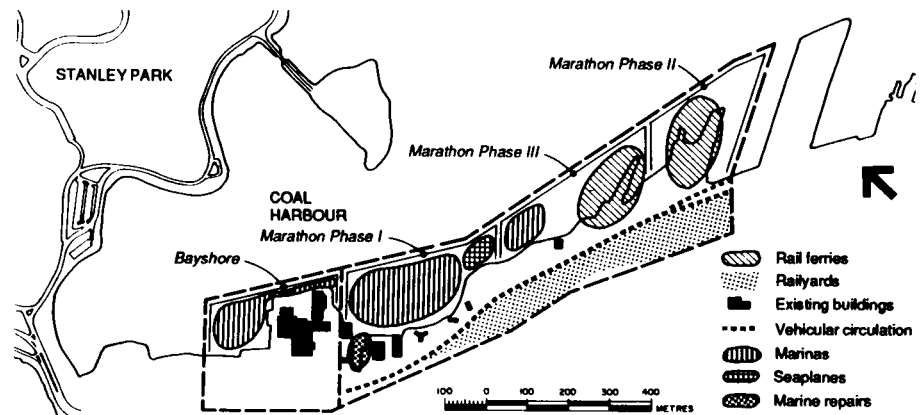


Figure 4. Existing Port and Water Uses

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There is a waiting list for covered berths and for large vessel berths (100+ feet) in some locations, but the average vacancy rate for marinas in the City of Vancouver is 3% and in the rest of the G.V.R.D. is 20%.

Marinas usually include supporting commercial facilities.

Parking requirements for marinas are one space for every two berths. For example, a 300 berth marina requires 150 spaces which covers about 1.0 acre.

A 300 boat marina requires about 10 acres of water.

## WATER QUALITY

Storm and combined sewer outfalls exist in the Coal Harbour area, near Deadman's Island, and at the foot of Denman, Cardero and Burrard Streets. Nearby beach areas, including Brockton Point and Portside Park, have experienced ongoing high coliform counts from sewage discharge and are 'posted' to discourage swimming and primary contact with the water.

## PAST POLICY

### 1976 CWD PLANNING POLICIES

(approved as basis for 1978 Draft CWD ODP):

- Marinas for smaller vessels should be encouraged particularly in the western parts of the area subject to the advice of the Port Authority on the safety capacity of the affected water.
- Floating homes and offices should be severely limited.

### 1979 CWD ODP:

- Small marinas, boat repair and harbour tour facilities encouraged as compatible water uses in CWD Sub-area 1 (Cardero to Bute).
- Marine commercial and significant light marine industry, such as small-scale boat repair, storage and boat charter, encouraged in CWD Sub-area 2 (Bute to Burrard).
- Seaplanes encouraged to continue operations in the western part of the CWD as long as negative effects on the new urban uses and the vessel traffic in Burrard Inlet are minimized.
- Boatshed use in Coal Harbour has been an historical use that has progressed for the most part on an ad hoc basis.

## POLICY

Maintain and encourage a diversity of water uses in Coal Harbour and foster the interrelationships between these uses and their linkages to downtown and port activities that contribute to their overall economic viability.

Encourage the retention of some of the small-scale marine uses that exist in the Coal Harbour area that give special character to the waterfront. Give consideration to the relocation and integration of these uses with a potential public institutional marine focus at the eastern end of the site.

Provide for increased public views and access to the water, and ensure that the arrangement of berths in marinas maximizes the available open water views from street ends.

Encourage some space within marinas to be reserved for visitors.

Maintain an approximately equal balance throughout the entire Coal Harbour basin between open water areas and water areas occupied by marine uses. Provide open water areas adjacent to waterfront park space.

Encourage the grouping of charter boat operations in preferably one location to improve public access to and awareness of these services, and to allow sharing of support facilities.

Encourage desirable port uses, including the possible provision of a new marine terminal for cruise ships and a relocated seaplane operation at the eastern part of the Coal Harbour area, as long as negative impacts on the new urban uses can be minimized.

Provide for seaplanes on the condition that noise from the planes be mitigated or seaplanes be limited to the east end of the site.

Maximize opportunities at the westerly part of the Coal Harbour waterbody for the principal water use as small boat moorage. Maintain approximately 50% of the water as open water in the area west of the tip of Deadman's Island and the extension of Cardero Street.

Discourage and eliminate floating homes and offices, and most boatsheds along the Coal Harbour waterfront, except those few boatsheds required for temporary use by marina repair operations.

Allow a limited number of liveaboards in marinas to improve security, subject to their meeting City servicing requirements, including the provision of vessel holding tanks for effluent and/or sewer connections.

Allow for the gradual phasing-out of incompatible floating structures over a 3-year period.

Discourage opportunities for swimming and primary contact with the Coal Harbour waterbody, but allow for secondary contact to occur for recreational activities by appropriate shoreline treatment and design, and the provision of facilities to accommodate small boat launching by hand.