



Oñ WATER

Vancouver's Non-motorized Watercraft Recreation Strategy

May 2019

ACKNOWLEDGMENTS

This strategy is intended to address recreational uses of the waterways in and around the city of Vancouver. Vancouver is a large and growing city that lies within the traditional and ancestral territory of the Musqueam, Squamish, and Tsleil-Waututh Nations. The Park Board recognizes that Musqueam, Squamish, and Tsleil-Waututh people are intrinsically connected to local waters and they maintain Rights and Title over these waterways, as described the United Nations Declaration on the Rights of Indigenous Peoples.

This strategy was developed after an analysis of non-Indigenous use of the water and is based on a non-Indigenous understanding of these waters. The strategy is intended to guide that use. The Park Board aims to provide, preserve and advocate for parks and recreation to benefit all people, communities and the environment, and this strategy focuses on improving how water-based recreation supports this mission. Recreational use has an impact on Indigenous peoples' use of the water and the ecosystems within it, and as such, further work with Musqueam, Squamish, and Tsleil-Waututh governments is needed to consider recreational use in their traditional territory.

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Executive Summary

Vancouver is a city surrounded by water – this relationship shapes us, inspires us and defines us. Our relationship to the waterfront is what sets us apart on the global stage of world-class cities and is a key part of our identity – from our iconic seawall to our sensational beaches, both in the heart of the urban core and at the city’s more naturalized edges. Stanley Park, the North Shore mountains, and the city itself provide dramatic backdrops; views from English Bay, False Creek and Coal Harbour are unparalleled. Vancouver’s geography provides unique opportunities for recreation on – and connection to – our surrounding waters.

In 2012, the Vancouver Board of Parks and Recreation (Park Board) developed a Strategic Plan with the mission to “provide, preserve and advocate for parks and recreation to benefit all people, communities and the environment.” Given Vancouver’s coastal geography, there is a unique opportunity for water-based recreation to support this mission. Although the Park Board and City of Vancouver have provided facilities for decades, over time, facility investment, maintenance and service provider partnerships have evolved without a larger strategic vision. This has resulted in uneven levels of facility quality, public access, and stakeholder engagement. In 2017, the Park Board began work on a comprehensive and interdisciplinary 10-year strategic plan for non-motorized watercraft activity in Vancouver’s public waterways.

The vision for the future of non-motorized watercraft in Vancouver is titled *On Water*. *On Water* is based on the following principles: a thorough understanding of the current condition of existing public waterway infrastructure (including current usage patterns, physical access points, geographic, environmental, regulatory and jurisdictional opportunities and constraints, as well as an understanding of current non-motorized watercraft program offerings); a comprehensive engagement strategy; collaboration with an Advisory Committee comprised of members representing stakeholder groups; recognition of current city-wide projects and aspirations; and a global outlook to find insight and inspiration based on current and future trends, best practices, and innovative on-water experiences.

On Water was developed through three phases:

Phase 1: Current State Analysis, Forecast, Vision

Phase 2: Testing the Water

Phase 3: Test and Finalize Strategy

On Water provides the Park Board recommendations for strategic directions and an implementation plan. It provides direction for non-motorized watercraft services and guidance for planning related to both existing facilities and future non-motorized watercraft facilities.

Key recommendations include a focus on five Directions:

1. Expand opportunities and participation.
2. Increase physical access to the water.
3. Improve safety.
4. Protect and enhance the environment.
5. Foster opportunities to socialize and build community.

Each direction includes a range of supporting Strategies and Actions. Actions are considered based on cost, time, and the ability of the Park Board to implement. See pages 17-31 for detailed information on recommended Directions, Strategies and Actions.

Introduction

About the Strategy

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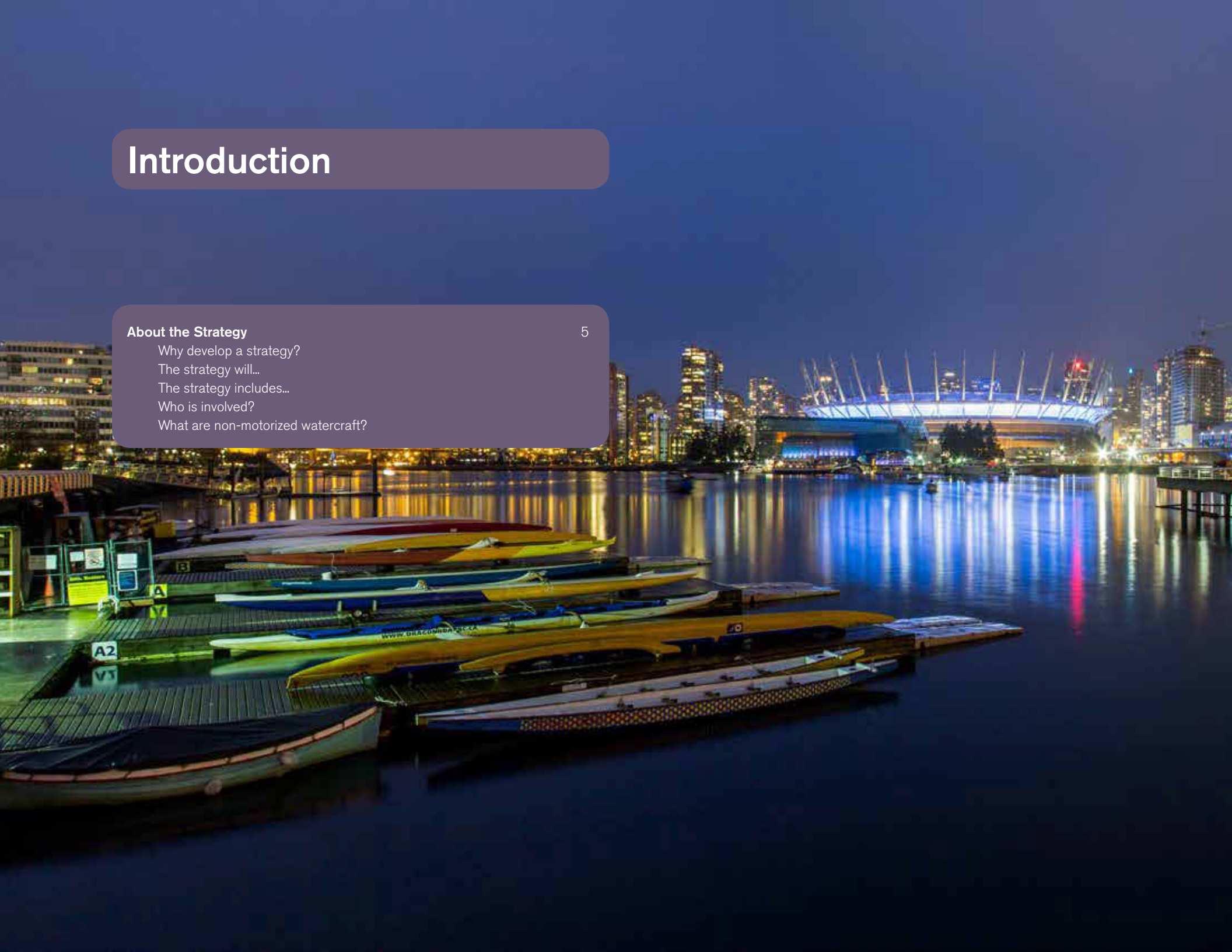
Why develop a strategy?

The strategy will...

The strategy includes...

Who is involved?

What are non-motorized watercraft?



About the Strategy

Why develop a strategy?

Developing a strategy for non-motorized watercraft recreation will help to enhance the public's use of and access to non-motorized watercraft opportunities on our shared waterfront.

Previous Park Board studies outlined the need for a strategic look at user needs, service levels, and infrastructure priorities to guide investment and planning. The direction from the Park Board, combined with requests from users, led to the development of *On Water*, a strategic outlook and 10-year implementation plan.

EARLY STUDIES

In 1996, Vancouver City Council initiated a Water Opportunities Advisory Group and a Blueways Program to develop a vision for the preservation and protection of Vancouver's waterfront environment in response to concerns over the loss of diversity on our waterfront. In 1998, Council approved *Blueways Policies and Guidelines*. This document aligns with current Park Board initiatives and it informed the development of the *On Water* Strategy.

RECENT STUDIES

In 2014, a preliminary analysis of non-motorized watercraft activities and inventory was undertaken focusing on six major facilities for non-motorized watercraft.

A subsequent *Project Definition Report on the False Creek Non-Motorized Boating Facility – Phase 1* was developed, recommending a permanent home for Vancouver's paddling community located in the east basin of False Creek. The Park Board approved the resulting design concept, which included floating docks and small storage buildings to support paddling equipment and non-motorized boats connected to the shoreline via accessible ramps. The Creekside Paddling Centre was completed in 2016 and is located next to Creekside Community Centre. It currently supports Dragon Boat BC and British Columbia Mobility Opportunities Society operations.

The *Project Definition Report on the False Creek Non-Motorized Boating Facility – Phase 1* also outlined other infrastructure needed in addition to the Creekside Paddling Centre as a second phase of the project. However, it was acknowledged that prior to further significant expenditure, a thorough analysis of user needs, equity and associated service levels was necessary. This initiative became the *On Water* Strategy. The aim of this Park Board-led strategy is to provide a comprehensive user analysis with a city-wide focus, to guide the future of non-motorized watercraft recreation in Vancouver in an equitable, informed and fiscally-responsible manner.

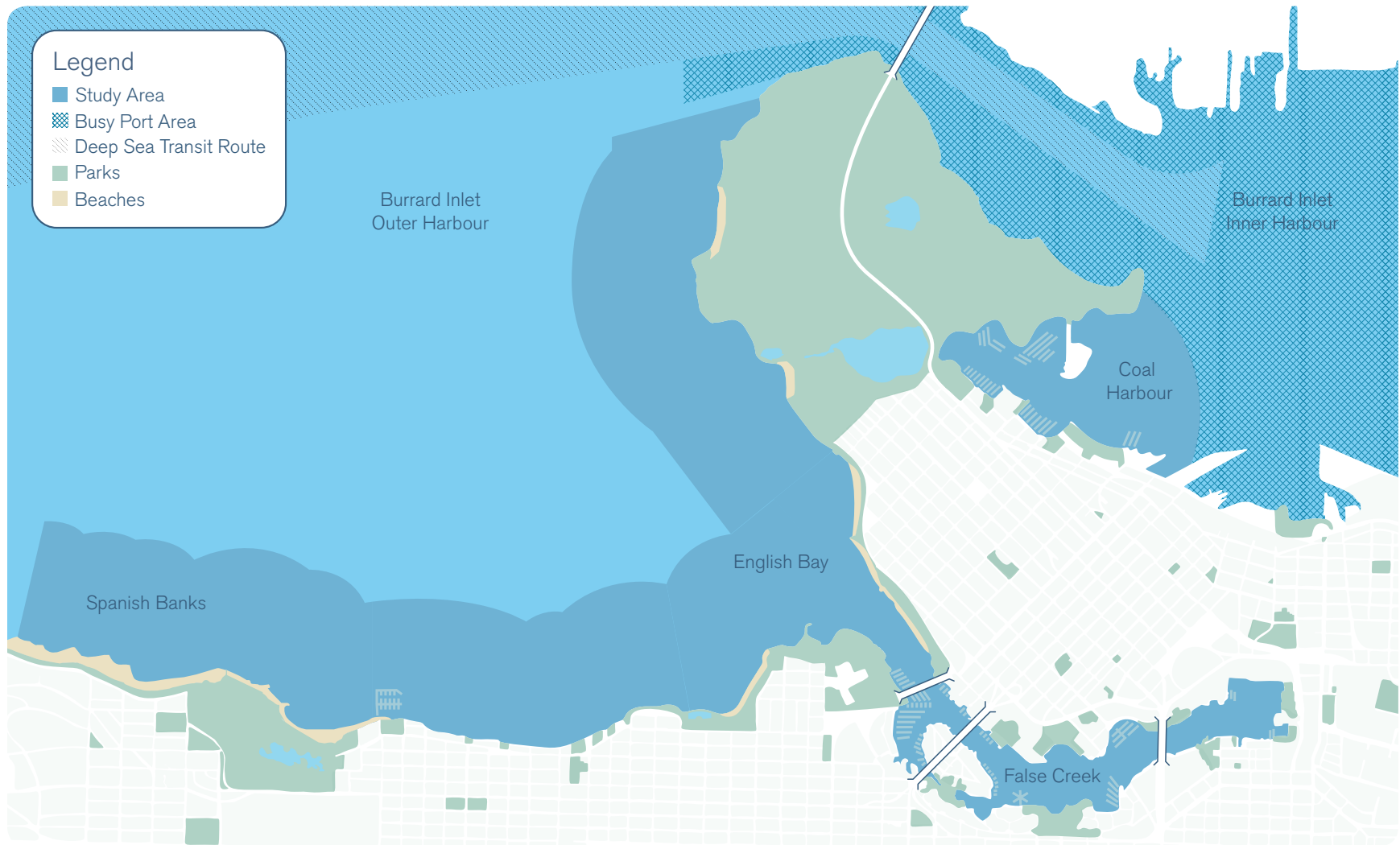
On Water sits within an existing policy framework and specifically aligns with the following Policy and Strategies:

- Vancouver Park Board Strategic Plan
- Greenest City Action Plan
- Healthy City Strategy
- Biodiversity Strategy
- VanPlay
- Parks and Recreation Services Master Plan (pending)

JURISDICTION

Most coastal water bodies with high demand for use and navigation are regulated through Port Authorities or Small Craft Harbours. In Vancouver, there are many regulatory bodies with varying responsibility. Burrard Inlet is regulated by the Port of Vancouver and False Creek is regulated by Transport Canada and the City of Vancouver. In 2008, the Vessel Operations Restriction Regulations (VORR) replaced the existing Boating Restriction Regulations that applied to False Creek. The following year, the City of Vancouver began administering and enforcing the VORR through a Memorandum of Understanding between Transport Canada, Marine Branch Pacific Region and the City. Although this change has improved safety measures, ensured unrestricted access to False Creek and opened the waters to more recreational users, ongoing issues regarding capacity and conflicts between users continue.

The study area includes the waters of False Creek, Spanish Banks, English Bay and the Burrard Inlet near Coal Harbour, shown in the map below.



The strategy...

- Drew on the expertise and experience of non-motorized water recreation users, advisory committee members, Park Board and City staff, regulatory bodies and the general public.
- Provides analysis of non-motorized watercraft service levels and waterway jurisdiction to inform recommendations that guide future planning relating to non-motorized watercraft facilities and emerging waterfront opportunities.
- Explored opportunities for ecological and recreational protection zones.
- Developed a long-range vision to guide future use and equitable access of Vancouver's waterfront.
- Assisted the Park Board in ensuring Vancouver's waterway recreation infrastructure meets the needs of a broad range of users.
- Guided facility investment, maintenance, and service provider partnerships.

The strategy includes...

- Recommendations on topics including:
 - Improving education and safety.
 - Increasing water access and launching sites for public use.
 - Enforcing water regulations to minimize conflicts with motorized watercraft.
 - Expanding environmental protection opportunities.
 - Building community through recreation facilities.
 - Improving facilities with increased storage capacity.

- Creating universally accessible waterfront infrastructure.
- Supporting user groups and cooperation.
- Providing amenities needed for water use.

Who was involved?

PLANNING TEAM

The Park Board staff, leading the project, are working with a team of consultants including various experts in the fields of planning, recreation, design, engineering, public engagement, and environment. Together they form the *On Water* planning team.

STAFF WORKING GROUP

The planning team created a staff working group from a range of staff from within the Park Board and the City of Vancouver. The staff working group provides guidance and input ranging from water quality and sustainability to facilities and maintenance.

ADVISORY COMMITTEE

The Park Board created an advisory committee to help gain a clearer understanding of the current service levels and facilities for non-motorized watercraft recreation. The advisory committee consists of representatives from user groups, service providers, and other interest groups.

REGULATORY WORKING GROUP

The Park Board assembled a team of staff from regulatory agencies to provide advice on the complex jurisdiction and management of our waterways. The regulatory working group includes representatives from Transport Canada, Vancouver Police Department

Marine Unit, the Port of Vancouver, and the Ministry of Forests, Lands, Natural Resources Operations & Rural Development.

COMMUNITY

Three phases of community and stakeholder engagement were completed. For more information on what we heard and learned, see pages 12-14.

What are non-motorized watercraft?

For the purpose of this study, the term "non-motorized watercraft" is defined as on-water recreation activities involving small watercraft powered by people and other natural elements. There is a wide range in types of non-motorized watercraft activities popular in Vancouver, including:



Canoeing



Kite Surfing



Rowing



Dragon Boating



Outrigging



Wind Surfing



Kayaking



Paddle Boarding



Small Craft Sailing



Key Insights

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Context, Opportunities + Challenges

From our research and analysis here's what we've learned about Vancouver's waterfront, marine areas, and non-motorized watercraft users. For more detailed information, refer to the *On Water Research + Analysis Report*.

Context

STUDY AREA

- The study area included the waters of False Creek, Spanish Banks, English Bay and the Burrard Inlet near Coal Harbour. The Fraser River was not included at this time due to its heavy industrial use, safety concerns related to its strong flows and lack of facilities in the area.

MARINE ENVIRONMENT

- There is a large tidal range in Vancouver with the difference between high and low tide reaching maximums of just over 5 metres.
- Burrard Inlet supports a diverse ecosystem. Nearshore habitat includes approximately 63 fish species (such as pacific herring, lingcod, and rock sole), many shore and seabirds (such as cormorants, herons, kingfishers, and owls) and harbour seals.
- The foreshore (the area between the high and low water mark) has been greatly modified by landfill and dredging for industrial activity
- Habitat Island is the only naturalized area along the water in False Creek.

JURISDICTION

Vancouver's waterways have complex jurisdiction with many authorities and regulatory bodies with each authority having different, and often overlapping, responsibilities which causes a challenge in managing waterways. See the chart of responsibilities below. The following page provides an overview of each authority and regulatory body and their primary rights and responsibilities.

The governance model explained in the chart below does not preclude Indigenous rights and title to water resources. Moving forward, decision making about management of our shared waterways must include consultation and collaboration with local First Nations.

Jurisdiction and responsibility

	Park Board	City of Vancouver	Transport Canada	Port of Vancouver	BC FLNRO	Fisheries and Oceans Canada	Vancouver Police Dept.
Moorage + anchoring	●	●	●	●	●	●	●
Access points + launching	●	●	●	●	●	●	●
Ecology / wildlife	●	●	●	●	●	●	●
Water quality	●	●	●	●	●	●	●
Abandoned boats	●	●	●	●	●	●	●
Permits for events	●	●	●	●	●	●	●
Marine structures	●	●	●	●	●	●	●
Enforcement of safety regulations	●	●	●	●	●	●	●

BC FLNRO: BC Ministry of Forests, Lands, Natural Resources Operations & Rural Development

● Has primary responsibility

● Shares some responsibility

● A stakeholder, but no responsibility

Context

CANADIAN COAST GUARD (Agency within DFO)

- Responsible for services and programs that contribute to the safety, security, accessibility and environmental protection of Canada's waterways.

CITY OF VANCOUVER

- Authority to plan and regulate land use adjacent to the waterfront or in some cases land that extends into the water.
- Manages mooring regulations in False Creek through a Memorandum of Understanding with Transport Canada.
- Issues permits for anchoring in False Creek for extended periods.
- Owns and operates most public docks.

ENVIRONMENT AND CLIMATE CHANGE CANADA

- Responsible for conserving and protecting all aspects of our environment: land, water, air and wildlife, including pollution prevention.
- Monitors air and water quality and emissions of greenhouse gases.

FISHERIES AND OCEANS CANADA (DFO)

- Has the lead federal role in managing Canada's fisheries and safeguarding its waters, including responsibility for marine mammal protection.
- Manages and protects anadromous fish populations and habitats, including shoreline "riparian" habitats.

- Conducts project reviews under the Fisheries Act (no harm to fish).

LANDOWNERS – FEE SIMPLE

- Have riparian rights that run with the upland property which includes the right to access the natural boundary of their property to water for navigation purposes.
- Structures along the shoreline need to respect private landowner's riparian rights.

LANDOWNERS – PORT/INDUSTRIAL

- Have rights to conduct business, established mostly through Port of Vancouver regulations.
- Industrial owners need access for large vessels and equipment.

MINISTRY OF FORESTS, LANDS, NATURAL RESOURCE OPERATIONS & RURAL DEVELOPMENT (FLNRO)

- Responsible for stewardship of Provincial Crown Land, which includes most of the foreshore (area between high and low water) and the beds of water bodies.
- Can grant a foreshore lease, permit or license of occupation under the Land Act, which is required for any dock or structure within the foreshore or on the water.
- Can allocate a head lease, which is a lease of water area for a specific use or purpose.

PORT OF VANCOUVER

- Responsible for maintaining the safe and efficient movement of marine traffic within the Port of Vancouver, and overseeing harbour development.
- Issues permits for marine events in their jurisdiction, which does not include False Creek.

TRANSPORT CANADA

- Enforces shipping and navigation regulations to provide a safe and secure transportation system with reliable and efficient movement of goods and people.
- Provides the Vessel Operation Restriction Regulations (VORR) which outlines regulations for vessels in specific areas.

VANCOUVER PARK BOARD

- Provides, preserves, and advocates for parks and recreation services to benefit residents' communities, and the environment in Vancouver.
- Regulates prohibition of motorized boats and devices near swimming beaches and fishing from or adjacent to swimming beaches.
- Manages waterfront facilities on Park Board managed land.

VANCOUVER POLICE DEPARTMENT

- Patrol waters off Vancouver.
- Can issue tickets for violations of the 5-knot speed zones in Coal Harbour and False Creek.
- Can issue tickets for mooring too long under the Federal Contraventions Act.

Opportunities

LOCATION

- Vancouver is a city surrounded by water – this is a key part of our identity. Vancouver's geography provides unique opportunities for recreation on – and engagement with – our surrounding waters.
- False Creek is sheltered from the elements, lending itself to non-motorized watercraft recreation.
- Vancouver's climate can support non-motorized watercraft recreation most of the year

INFRASTRUCTURE

- Vancouver has 4 major facilities dedicated to non-motorized watercraft, and 5 other facilities that support this use. Beaches are available for launching, but don't have designated locations.
- Vancouver's newest facilities are the Creekside Paddling Centre and the washrooms, docks, and launching ramps at Vanier Park.
- An Alder Bay dock renewal project is currently underway.
- There are 11 ferry docks of which 7 allow small watercraft to dock.
- The seawall is the world's longest uninterrupted waterfront path at 28km long and wraps around most of the study area.

"One of the best things about Vancouver is its many waterways; gorgeous to look at, a cooling effect on warm days and welcoming for the soul!"

- Public Engagement Respondent

Challenges

INFRASTRUCTURE

- There are currently no specified beach locations for launching non-motorized watercraft.
- Only two major facilities are universally accessible. Due to significant differences between high and low tide, many of Vancouver's existing docks present accessibility challenges due to the steepness of the ramps.
- There are currently no dedicated spaces for non-motorized watercraft recreation or events, requiring extensive coordination to stage events and ensure the safety of all water users.
- There are no destination landings, such as floating tie-up locations for temporary docking.
- There is insufficient watercraft storage to meet the demand, especially in the summer.

- There are few shoreline facilities where the public can launch non-motorized watercraft and use support facilities without having a membership.
- There are few opportunities for the public to gain access to the water in False Creek.
- There are currently few naturalized areas on the water.
- Many shoreline facilities are not within easy access of transit, and convenient parking is limited.
- Few of the shoreline access points offer multi-purpose amenities with opportunities for launching of watercraft, seating, social gathering, food services, and support infrastructure.
- Five facilities require upgrades—three are in fair condition, two are in poor condition (the two poor condition ferry docks are in the process of being upgraded). Most of the facilities have not been evaluated, and priorities for condition assessments have not been determined.

WATER QUALITY

- Residual industrial contaminants, sewer overflow and motorized watercraft use influence water quality in Burrard Inlet. The City of Vancouver is undertaking work with other agencies including Metro Vancouver and Transport Canada on improving water quality in False Creek and Burrard Inlet.

Public Engagement Summary

In Phase 1, we asked the community to identify challenges and opportunities for non-motorized watercraft recreation. We heard from 1,246 respondents.

During the first phase of public engagement, the Park Board conducted a preliminary survey from June 15 to August 30, 2017 to better understand:

- who participates in Vancouver's non-motorized watercraft activities
- what activities they participate in
- popular times and locations for activities

In addition to the survey, Park Board staff held pop-up consultation at four water recreation-based events.

The top three activities respondents **participate in** (respondents could select more than one) were:



53%
Kayaking



33%
Paddle boarding



32%
Canoeing

When asked to select one **favourite** non-motorized boating activity, the top three activities became:



34%
Kayaking



15%
Sailing



13%
Dragon boating

PHASE 1 KEY FINDINGS

Organized club or competitive team activities:

- dragon boating
- outrigger

Solo or informal group activities:

- kite surfing
- canoeing
- paddle boarding
- kayaking
- wind surfing
- sailing
- rowing

Respondents participate on a weekly or monthly basis in the summer, spring and fall. Organized team and competitive participants are more active year-round and in early morning.

False Creek and English Bay are popular launch sites and destinations. Respondents value the proximity of Vancouver's waterways, the opportunity for outdoor recreation, and the natural beauty.

Respondents noted the opportunity to build community in Vancouver and work towards reconciliation with Indigenous peoples. Respondents also noted that Vancouver's waterways should be accessible for all, regardless of income and ability.

For more detailed information on Phase 1 engagement, refer to the *On Water Research + Analysis Report*.

PARTICIPATION:

don't participate, but have participated in the past

22%

don't participate, but are interested in participating in the future

16%

currently participate

62%



In Phase 2, we asked the community to give us feedback on a draft Vision and Directions, as well as preliminary ideas for Strategies and Actions. We heard from 942 respondents.

From February 19 - March 16, 2018, we asked for feedback through an on-line survey, open house / workshops and meetings to better understand:

- what's working well and what's not
- how the draft Vision and Directions captures the aspiration for the future of non-motorized watercraft recreation
- safety and water jurisdiction

We held three open house / workshops during the survey period and attended two City Advisory Committee meetings.

Based on what we heard and learned in Phase 1 through engagement and research, a draft Vision and Directions were developed. We asked respondents to identify what was important to them and potential actions to support the Vision and Directions.

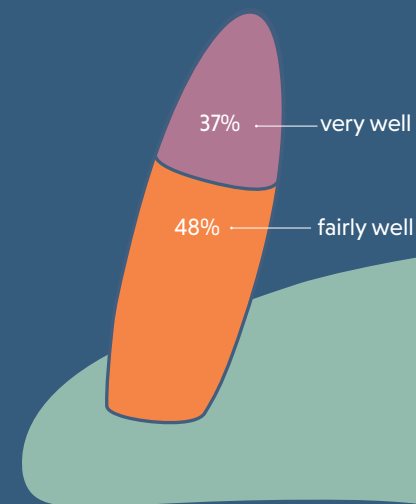
PHASE 2 KEY FINDINGS

The majority of respondents identified each of the Directions as being very important or somewhat important.

For more detailed information on Phase 2 engagement, refer to the *On Water Research + Analysis Report*.

85%

of respondents felt the Vision captured their aspiration for non-motorized watercraft activity in the future.



Top: Creekside Community Centre, February 27, 2018
Middle: Jericho Sailing Club, March 10, 2018
Bottom: CityLab, March 5, 2018

In Phase 3, we asked the community to tell us how well the draft Strategies and Actions achieve the Vision, and to let us know if there's other Strategies or Actions we should be considering. We heard from 487 respondents.

The third phase of engagement included an online survey, three open house / workshops and three pop-up events between May 21 and July 2, 2018 to better understand:

- how well the draft Strategies and Actions achieve the Vision
- what are the community's priorities for achieving the Vision
- if there is anything else we should be considering

For phase 3, the phase 2 engagement results, research and analysis was used to develop draft Strategies and Actions. The phase 3 survey then asked respondents to rank the draft Actions to help the planning team understand user priorities.

PHASE 3 KEY FINDINGS

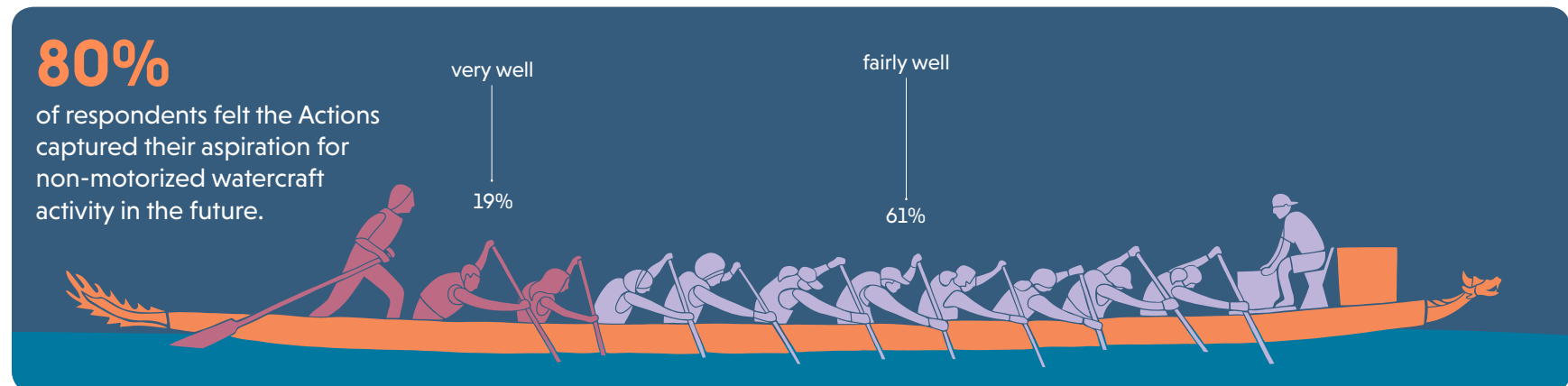
Based on what we heard during the Phase 3 public engagement, the Strategies and Actions were refined and updated to better reflect public input.

Overall, the majority of respondents (80 percent) indicated that the draft Actions capture what they would like to see for non-motorized watercraft recreation in the future either "very well" (19 percent) or "fairly well" (61 percent), while a minority of respondents (12 percent) indicated that the proposed actions capture their aspirations "not well" (7 percent) or "not well at all" (5 percent).

Respondents also provided additional comments that indicate the proposed Actions mainly reflect their values and priorities, yet there is a critical need for

more infrastructure and facilities to support on-water motorized watercraft opportunities.

For more detailed information on Phase 3 engagement, refer to the *On Water Research + Analysis Report*.



Global Trends

International Forecast

Research was undertaken to inform the *On Water* Strategy based on emerging trends, innovative research and best practices from around the world. We explored a few key trends including experientialism, the growth of the sharing economy, the rise of digital connectivity and how they could influence the future of waterfront activity in Vancouver.

EXPERIENTIALISM

This trend shows that people are spending more time and money on experiences than on purchasing material goods.¹ A growing population combined with smaller living spaces has resulted in a desire for owning fewer things.

Experiences can foster meaningful personal relationships or endeavours and leave a lasting impression. Activity, adventure, travel, sensory experiences and social gatherings are becoming more important than owning *things*.

How could EXPERIENTIALISM apply to On Water?

Vancouver is perfectly poised to continue attracting people to the waterfront and the city as a destination for watercraft activity.

Creating memorable experiences is important to the *On Water* Strategy. *On Water* can guide access, infrastructure and programming improvements, enhancing the on-water experiences for all users.



SHARING ECONOMY

In a rapidly densifying city with a high cost of living, residents have fewer resources and less space to store and maintain large equipment – including personal watercraft. This challenge creates a potential opportunity to align with the growing sharing economy. The sharing economy refers to people using peer-to-peer online platforms that provide access to underutilized shared goods and services.

How could SHARING ECONOMY apply to On Water?

Elsewhere, the sharing economy has worked well with high value and/or specialist items. Watercraft are a perfect example of this, with relatively high purchasing prices as well as maintenance and storage needs. The potential for peer-to-peer, brand-run or City-run sharing schemes could lower the cost of rental, create easier access or positioning and encourage greater participation in water-based activities. With widespread programs such as the Mobi ShawGo bike-share or CAR2GO, there is a good level of familiarity of sharing methods in Vancouver, and existing programs, such as 'Thingery' may be well suited to support this use.

¹ | <https://www.pwc.com/us/en/technology/publications/assets/pwc-consumer-intelligence-series-the-sharing-economy.pdf> or <https://www.business.com/articles/experience-over-goods-the-millennial-shift-in-spending/>



DIGITAL CONNECTIVITY

There is no denying that digital platforms are, and will continue to be, an important way for people to connect. Our digitally-literate younger generations have come to expect on-demand services – particularly when it comes to information – and in turn, businesses can gather more data about their users than ever before.

Consumers are increasingly recording progress, competing against friends, turning physical activity into interactive games or sending health stats to their doctors.

How could DIGITAL CONNECTIVITY apply to On Water?

Communicating services, resources and their locations in digitally up-to-date ways is vital to reach current day audiences. Interactive maps and live information about the conditions would facilitate a better relationship between users and the water.

Vision + Directions

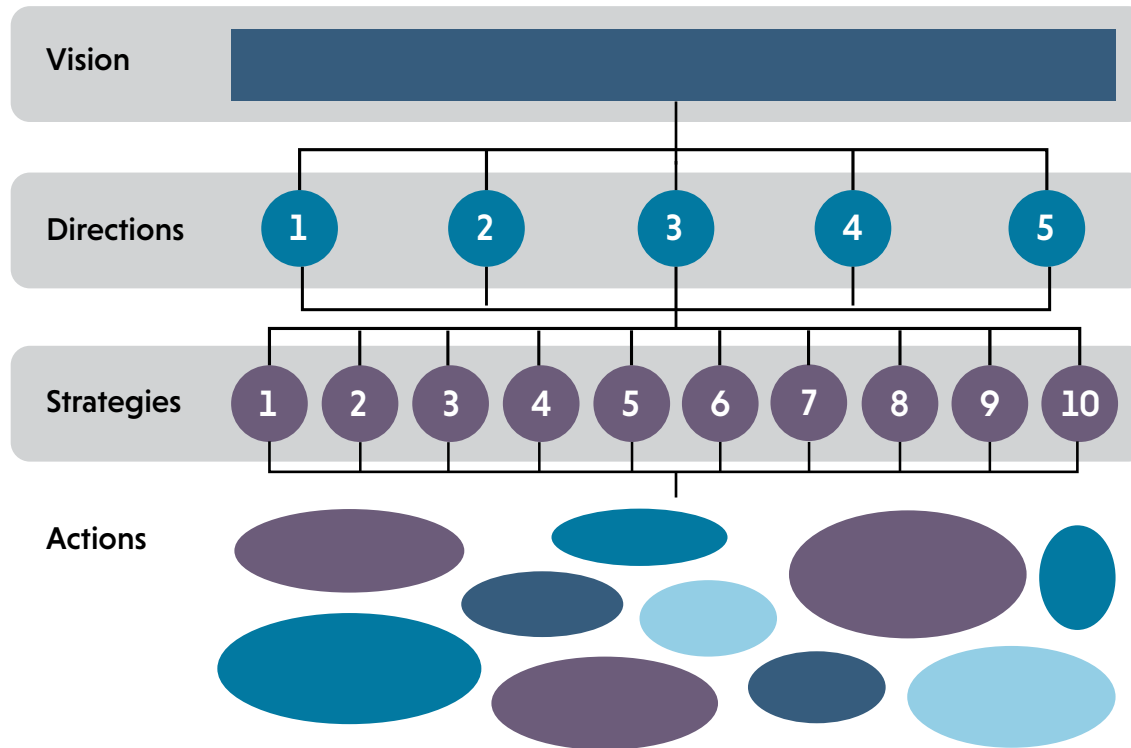
Strategy Structure + Definitions
Vision + Directions

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Strategy Structure + Definitions

On Water builds upon many relevant policy documents, ongoing processes and city-wide initiatives within the City of Vancouver and the Park Board to develop a Vision and Directions. The Vision and Directions are designed to guide implementation of more specific Strategies and Actions, but remain relevant and flexible to support the success of non-motorized watercraft recreation in Vancouver into the future.



How can we realize the Vision? By working towards five key Directions. These will be achieved through a variety of Strategies and Actions, which are explained in detail in the next section.

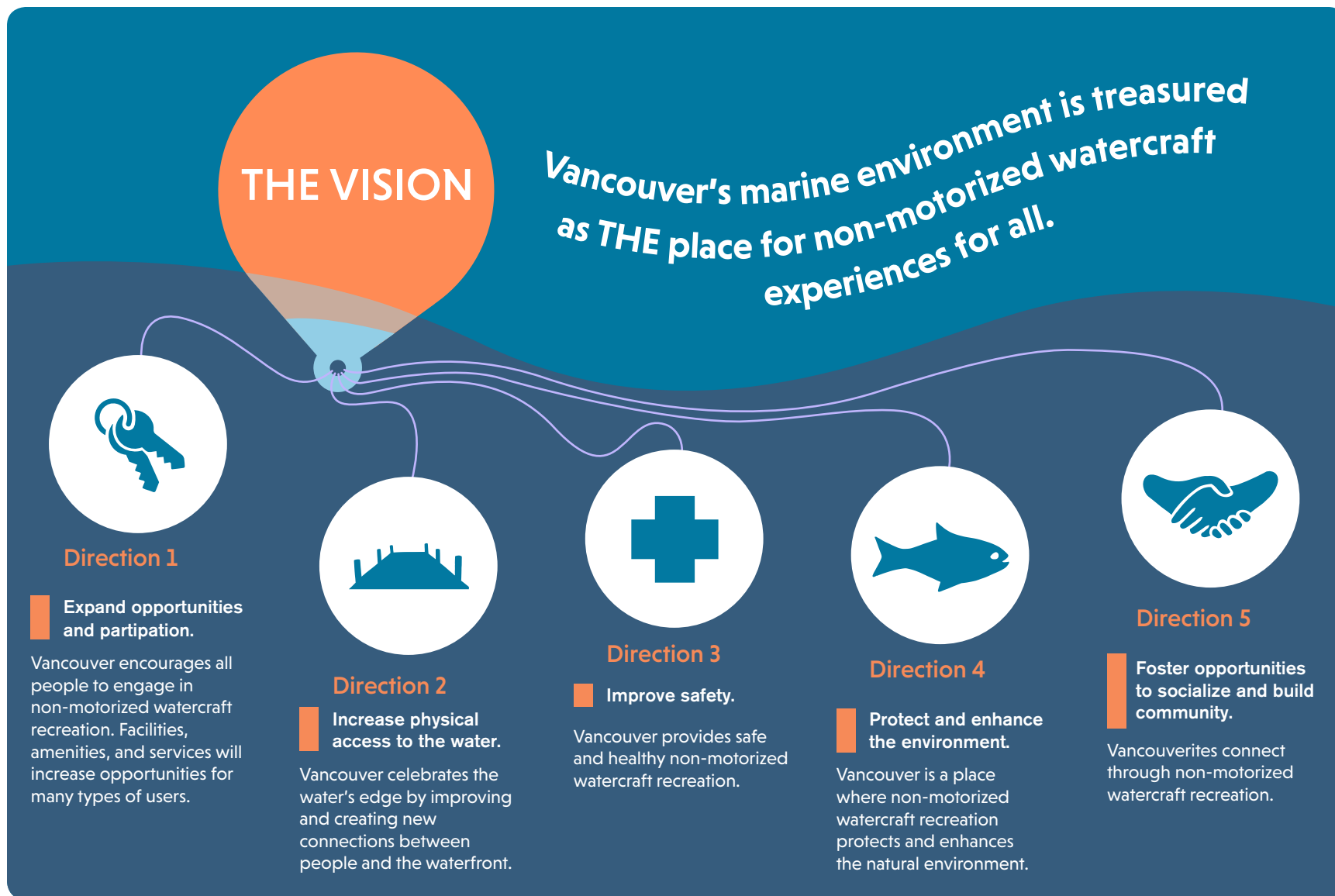
Definitions:

VISION: The role of the Vision is to declare *On Water's* purpose and aspirations. It informs the supporting Directions, Strategies, and Actions that will be used to guide all future decision making.

DIRECTION: A general or specific desired outcome with a high-level aspiration or value that can guide and inspire Strategies and Actions across the spectrum of policies, designs or actions.

STRATEGY: A container for a set of Actions intended to fulfill stated Directions.

ACTION: A specific recommendation intended to fulfill stated Strategies.



A background photograph showing several kayakers on a body of water. In the foreground, the back of a person in a blue life vest is visible as they sit in an orange kayak. Other kayakers and their paddles are visible in the background, creating a sense of a group activity on the water.

Strategies + Actions

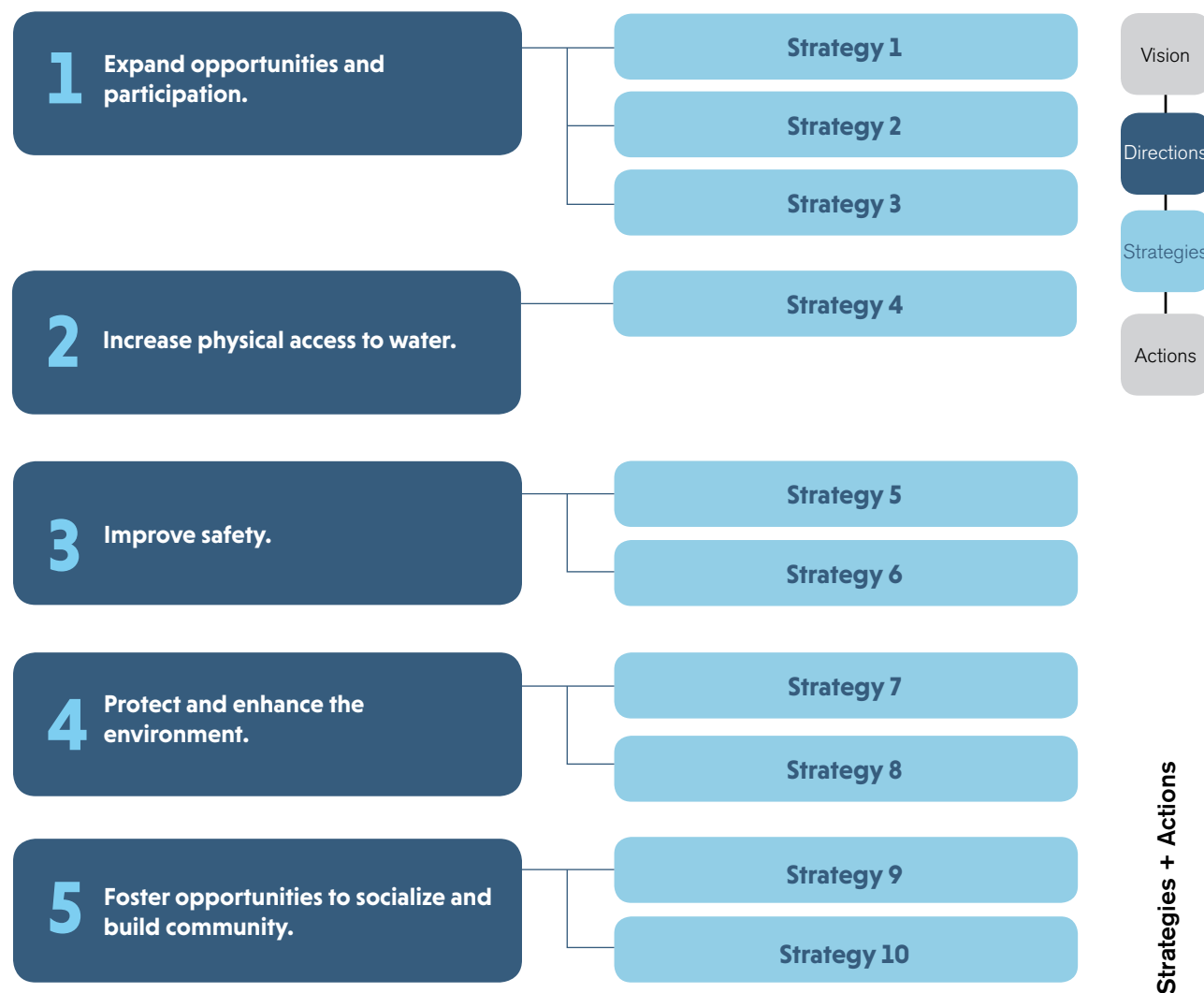
Strategy 1	Provide facilities that serve all users.	22
Strategy 2	Provide and support programs and services for diverse activities and abilities.	23
Strategy 3	Share information to enhance the quality and diversity of on-water experiences.	24
Strategy 4	Increase access points for non-motorized watercraft along Vancouver's water edge.	25
Strategy 5	Communicate and share information necessary for safe non- motorized watercraft recreation.	26
Strategy 6	Support more efficient management and greater enforcement of marine regulations.	27
Strategy 7	Support remediation, enhancement and protection of marine and shoreline habitat.	28
Strategy 8	Encourage and support environmental stewardship.	29
Strategy 9	Expand cooperation with and among stakeholders.	30
Strategy 10	Support engagement and community building to promote non-motorized watercraft use.	31

The draft Strategies and Actions are recommendations to achieve the *On Water* Vision and Directions.

While some Actions fall under the direct jurisdiction of the Park Board, some Actions will be led by others and enabled by the Park Board through co-development and co-delivery with partners. Other Actions will be developed and delivered entirely by other organizations and supported by the Park Board. Each set of Actions is shown as “Park Board led” (blue), “Park Board enabled” (purple) or “Park Board Supported” (orange) to help clarify how and by whom each Action can be delivered.

The Strategies and their supporting Actions are outlined in the following pages. While each Strategy directly supports a Direction, many Strategies also support multiple Directions.

Cities around the world are working towards similar improvements and innovation. Case studies are shown adjacent to related Strategies and Actions for context. For more precedents, see the *On Water Research + Analysis Report*.



Direction 1 Expand opportunities and participation.



PARK BOARD LED

Actions developed and delivered by the Park Board.

PARK BOARD SUPPORTED

Actions supported and advocated for by the Park Board.

Strategy 1

Provide facilities that serve all users.
Also supports Directions 2, 4 and 5.

1.1 Complete facility and accessibility assessments at Park Board launch points, (e.g. docks, ramps) to establish priorities for maintenance and improvements.

cost time
\$

1.2 Integrate universal accessibility into design and maintenance activities in existing and new facilities

\$

1.3 Support equal access for all non-motorized watercraft users at new and existing Park Board facilities and docks.

\$

1.4 Consider opportunities to establish new and improved public facilities that support non-motorized watercraft recreation including opportunities such as community amenity contributions and redevelopment projects.

\$

1.5 Work with City departments and other organizations and jurisdictions to prepare a False Creek Plan that establishes an overall vision, strategies, area designations, and policies masterplan for motorized and non-motorized watercraft access and use throughout False Creek, considering future growth and development.

1.6 Support new and improved public non-motorized watercraft recreation amenities (including showers, wash-stations and watercraft storage) in waterfront development projects and encourage opportunities for storing traditional Indigenous watercraft where appropriate.

What are best practices for universal accessibility in dock facilities?

In general, the requirement for developing more universal access is to provide a path of travel that is safe, continuous, and unobstructed to people with disabilities. Facilities that are designed and constructed in a manner that satisfies this objective need to consider various design measures such as ramp (gangway) slopes, appropriate path dimensions, path surfacing, railings, and signage. Dock facilities should have short and easy routes to follow with the fewest possible changes in level, adequate route width and surface, appropriate route and activity signage, smooth and stable surfaces at all transition points, and easy-to-use facilities and equipment.

CASE STUDY

The Floating Kayak Club

Velje fjord, Denmark

With built-in shared social spaces, this club was designed to create a sense of community among paddlers.

www.force4.dk



COST

\$ <\$1 Million
\$ \$ \$1-5 Million
\$ \$ \$ \$5+ Million

TIME

1-5 years
5-10 years
10+ years

Direction 1 Expand opportunities and participation.

PARK BOARD LEAD

Actions developed and delivered by the Park Board.

PARK BOARD ENABLED

Actions co-developed and co-delivered by the Park Board.

PARK BOARD SUPPORTED

Actions supported and advocated for by the Park Board.

Strategy 2

Provide and support programs and services for diverse activities and abilities.
Also supports Direction 4.

2.1 Include programs and services for diverse non-motorized watercraft recreation activities and users at new Park Board facilities



2.2 Help reduce financial barriers to participation water-based recreation programs, potentially including non-motorized watercraft recreation programming in the Park Board's Leisure Access Program (reduced program costs based on means).



2.3 Support diverse recreation programs for all ages and abilities, and specifically consider expanding learn-to-paddle programs.



2.4 Encourage opportunities for food services at key launch sites.

2.5 Encourage equipment share programs for multiple non-motorized watercraft activities.



CASE STUDY

Mississippi Paddle Share

Mississippi, United States of America

A joint effort between private and public organizations, this kayak share program offers pick-up and drop-off locations along the Mississippi River, an urban recreation and transportation opportunity.

www.paddleshare.org

Vision

Directions

Strategies

Actions

Strategies + Actions

Direction 1 Expand opportunities and participation.

Vision

Directions

Strategies

Actions

PARK BOARD LED

Actions developed and delivered by the Park Board.

PARK BOARD SUPPORTED

Actions supported and advocated for by the Park Board.

Strategy 3

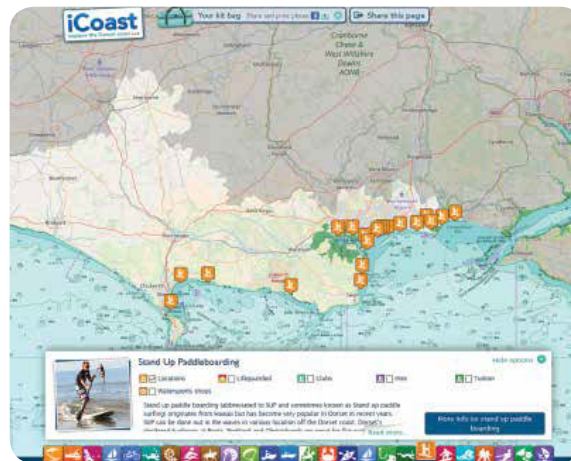
Share information to enhance the quality and diversity of on-water experiences.
Also supports Directions 2, 3 and 4.

3.1 Seek opportunities to partner with the Musqueam, Squamish and Tsleil-Waututh Nations to foster the public's understanding of current and historical use of local waterways, and marine ecology, including colonial impacts and legacies.

cost time

3.2 Provide attractive and informative user maps at water access points that clearly communicate the best areas for specific non-motorized watercraft activities, including on-water "trail maps" that illustrate potential sites and routes for different levels and abilities.

3.3 Support the development of an online interactive map and web-based resources for non-motorized watercraft users.



CASE STUDY

iCoast

Dorset, England

The Dorset County's interactive online map for multiple activities along England's South Coast. The interactive map contains information on 26 different watersport and coastal activities including tides, weather, webcams, wildlife, and transportation information.

www.icoast.co.uk

COST

\$ <\$1 Million
\$ \$ \$1-5 Million
\$ \$ \$ \$5+ Million

TIME

1-5 years
5-10 years
10+ years

Direction 2 Increase physical access to the water.

PARK BOARD LED

Actions developed and delivered by the Park Board.

Strategy 4

Increase access points for non-motorized watercraft along Vancouver's water edge.
Also supports *Directions 1 and 2.*

- | | cost | time |
|---|----------------|----------|
| 4.1 Prioritize strategic park land acquisition adjacent to Vancouver's waterfront to enhance access from land to water and, where possible, provide access points within existing waterfront park land. | \$
\$
\$ |

 |
| 4.2 Consider providing designated launch areas at beaches and parks managed by the Park Board. | \$ | |
| 4.3 Consider the need for temporary drop-off and storage areas for non-motorized watercraft at existing and new waterfront facilities and launch points. | \$
\$ |
 |
| 4.4 Consider expanding and regulating dedicated space for short-term moorage and storage of non-motorized watercraft at key destinations on the water. | \$
\$ |
 |



CASE STUDY

Anable Basin Rezoning Project

Long Island, New York

A large focus of this proposed rezoning project is to increase public space and water access along the East River.

www.anablebasinlic.com

Vision

Directions

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Actions

Strategies + Actions

Direction 3 Improve safety.



PARK BOARD LED

Actions developed and delivered by the Park Board.

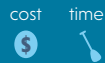
PARK BOARD ENABLED

Actions co-developed and co-delivered by the Park Board.

Strategy 5

Communicate and share information necessary for safe non-motorized watercraft recreation. Also supports Directions 1, 2 and 3.

5.1 Provide permanent signage at Park Board facilities to identify safe launch points and non-motorized watercraft recreation areas.



5.3 Encourage service providers under Park Board responsibility and water-based recreation businesses to provide on-water safety training and promote responsible behaviour to their users and link this requirement to business licenses where appropriate.

5.4 As advised by Vancouver Coastal Health, encourage hand washing after participating in water recreation activities in False Creek.

CASE STUDY

Minnesota Department of Natural Resources

The Minnesota Department of Natural Resources set out local surface use zoning to enhance recreational use, safety, and enjoyment of lakes and rivers, as well as to preserve them as natural resources of the state. Options they presented were time zoning, type of watercraft, speed limits, area zoning, and other uses affected, like swimming. The options were considered against factors such as the type of water body (size and depth) as well as its relationship to other water bodies, environmental factors, safety data and recreational use patterns.

www.dnr.state.mn.us/regulations/boatwater



CASE STUDY

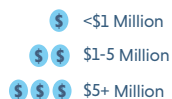
Granville Island Public Market Marina

Vancouver, British Columbia

This marina serves both private vessels and the local passenger ferry system. The design features an accessible gangway to allow for universal access, including bicyclists who use the passenger ferry, in the wide range of Vancouver's tides.

www.granvilleisland.com/directory/public-market-dock

COST



TIME



Direction 3 Improve safety.

PARK BOARD LED

Actions developed and delivered by the Park Board.

PARK BOARD SUPPORTED

Actions supported and advocated for by the Park Board.

Strategy 6

Support more efficient management and greater enforcement of marine regulations.
Also supports Direction 1, 3 and 4.

6.1 Initiate more formal, ongoing coordination and collaboration with regulatory partners to better share information, communicate with the public, and streamline the management of motorized and non-motorized water uses.



6.2 Consider designating specific non-motorized watercraft recreation areas to improve safety and minimize conflict among users, considering seasonal, short and long term uses and needs.

6.3 Consider implementing pilot projects to test potential management systems such as Harbour Authority or Head Lease.

6.4 Continue to collaborate with the Vancouver Police Department and the RCMP to improve the efficiency, transparency and consistency of bylaw enforcement.

Land Act Management Options

The following are some options for administration under the Land Act, which is administered by the Province of British Columbia. For more information on Land Act Management Options, see the *On Water Research + Analysis Report*.

Crown Land Lease and/or License

The City could apply for a lease / license for areas without previous lease, license, or ownership. Locations are site-specific and exclude existing

mooring buoy locations and the Safe Harbour area near Science World. Often feasibility studies or environmental assessments are requested to support the application and obtaining a lease / license takes multiple months or years.

Head Lease

The intent of a head lease is to shift control from the Province to the City; the City could then provide sub-leases to other users. Each agreement for a head lease is unique so there is no set application, but a

collaborative process to define the specific head lease agreement. Head leases are infrequently granted and the process for obtaining a head lease takes multiple years.

Local example: The District of West Vancouver has a head lease over the foreshore area extending approximately 300m from the shoreline. This gives the District more control over bylaw enforcement and foreshore encroachments.

Vision

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Direction 4 Protect and enhance the environment.

Vision

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PARK BOARD LED

Actions developed and delivered by the Park Board.

PARK BOARD ENABLED

Actions co-developed and co-delivered by the Park Board.

PARK BOARD SUPPORTED

Actions supported and advocated for by the Park Board.

Strategy 7

Support remediation, enhancement and protection of marine and shoreline habitat.
Also supports Directions 1 and 5.

7.1 Create more naturalized shoreline areas and inter-tidal wetland habitat in Vancouver parks to enhance biodiversity and improve water quality.

cost time
\$ \$

7.2 Consider using the Green Shores certification program for shoreline enhancement projects.

\$ \$

7.3 Design waterfront Park Board facilities and docks using environmentally-sensitive design practices.

\$ \$

7.4 Promote shoreline enhancement and restoration projects.

7.5 Support and guide actions that will increase fish and wildlife protection, including consideration of migratory birds, along Vancouver's waterfront.

7.6 Support the development of a shoreline grading system based on the ecological sensitivity of Vancouver's riparian and nearshore habitat, which could inform the siting and management of new projects.

7.7 Support new policies that require environmental carrying capacity studies for proposals to expand existing or develop new marinas.



CASE STUDY

New Brighton Park Shoreline Habitat Restoration Project

Vancouver, British Columbia

A unique opportunity to restore coastal wetland habitat in Vancouver's Burrard Inlet. The salt water marsh will provide habitat for shorebirds, songbirds, waterfowl, and juvenile fish.

www.vancouver.ca/parks-recreation-culture/new-brighton-park-shoreline-habitat-restoration.aspx

COST

\$ <\$1 Million
\$ \$ \$1-5 Million
\$ \$ \$ \$5+ Million

TIME

1-5 years
5-10 years
10+ years

Direction 4 Protect and enhance the environment.

PARK BOARD LED

Actions developed and delivered by the Park Board.

PARK BOARD ENABLED

Actions co-developed and co-delivered by the Park Board.

PARK BOARD SUPPORTED

Actions supported and advocated for by the Park Board.

Strategy 8

Encourage and support environmental stewardship.
Also supports Directions 1, 2 and 4.

8.1 Develop a beach stewardship program as part of the Park Board's park steward initiatives to enhance Vancouver's waterfront environment.

cost time
\$

8.2 Consider installing markers or signage along the water to identify environmentally sensitive areas and encourage safe and respectful activity that does not disrupt or damage wildlife habitat.

\$

8.3 Provide educational information (e.g. wash watercraft before launching in new waters) and on-site resources (e.g. convenient waste receptacles) for users to help protect the environment and reduce pollution at launch points and facilities.

\$

8.4 Consider working with non-government partners to enhance broader water-based environmental public education initiatives.

8.5 Establish responsibilities for removing litter from False Creek as it functions like public open space in the City.

8.6 Investigate developing habitat conservation and recreation zones.

8.7 Support the continued collaborative work to improve local water quality, including eliminating combined storm water and sanitary sewer overflows into False Creek.

8.7 Support the continuation of the mobile boat sewage pump out program for boats in False Creek, and encourage adding a new 'date decal' option so users can communicate their participation in the program.

8.9 Review sources of solid waste that may be entering False Creek through the stormwater system and take measures to address this.

CASE STUDY

Baltimore Harbour Wetlands

Baltimore, Maryland

Waterfront Partnerships Healthy Harbour initiative aims to restore the harbour to a swimmable and fishable through floating natural wetlands planted with native species which aid in naturally filtering and cleaning polluted water.

www.baltimorewaterfront.com/healthy-harbor



Vision

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Direction 5 Foster opportunities to socialize and build community.



CASE STUDY

Teaching and Touring

San Francisco, California

A teaching and touring company offers opportunities for beginners to experts to explore San Francisco from the water. Routes range from around the inner harbour, to Golden Gate Bridge, to Alcatraz. The program also provides monthly storage for equipment owners, and has a publicly accessible launch point available at no charge.

www.citykayak.com

Direction 5 Foster opportunities to socialize and build community.

PARK BOARD LED

Actions developed and delivered by the Park Board.

PARK BOARD ENABLED

Actions co-developed and co-delivered by the Park Board.

Strategy 10 Support engagement and community building to promote non-motorized watercraft use. Also supports Directions 1 and 3.

10.1 Consider residents and tourists when developing new water-based recreation opportunities, recognizing the unique needs and limitations of non-residents and benefits of non-motorized watercraft tourism.



10.2 Explore opportunities for integrating social spaces for non-motorized watercraft users within new waterfront developments and facilities.



10.3 Support multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction among diverse users.

10.4 Consider opportunities for public/private partnerships that facilitate connection to the water, improved water access and infrastructure for non-motorized watercraft users.



CASE STUDY

Floating Pub

Nanaimo, British Columbia

The only registered floating pub in Canada makes this experience in Nanaimo a unique one. Moored off Protection Island, the pub and restaurant is a short paddle from the City and offers non-motorized and motorized watercraft parking.

www.dingydockpub.com

Vision

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10 Year Implementation Plan



Implementation Plan

The 10-year implementation plan outlines the Actions recommended in the *On Water* Strategy and aligns them with specific projects and resources wherever possible over the next ten years. The matrix provided in the following pages identifies the level of responsibility of the Park Board to implement each Action, supporting policies and projects and the anticipated timing of implementation.

What are the next steps?

The implementation plan is intended to be updated regularly with inclusion of a 'status' column to evaluate progress overtime.

RESPONSIBILITY

Actions are classified into the following categories:

- Park Board Led
- Park Board Enabled
- Park Board Supported

These classifications take into consideration that the Park Board may not have the authority or jurisdiction to lead or direct an Action to implementation. In cases where the Park Board's responsibility is to 'support' or 'enable', this may mean the Action is better achieved through partnerships, funding or other mechanisms.

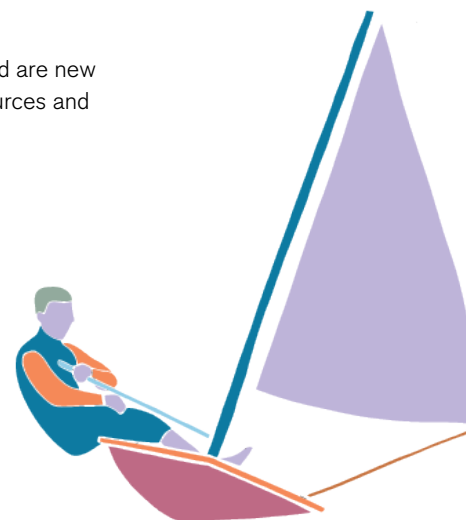
SUPPORTING POLICY OR PROJECT

The *On Water* Strategy is intended as a policy tool. There are other Park Board or City of Vancouver strategies and projects that either support or can help achieve *On Water* Actions, such as the North East False Creek (NEFC) Master Plan, Biodiversity Strategy and Rain City Strategy.

In some cases, the Actions proposed are new initiatives that will require new resources and partnerships to implement.

TIMING

Timing estimates are based on ability to implement. Timing takes into consideration alignment with existing projects, available funding and level of influence of the Park Board to implement.



Direction, Strategy, and Action	Responsibility	Supporting Policy or Project	Timing
DIRECTION 1: EXPAND OPPORTUNITIES AND PARTICIPATION.			
Strategy 1 Provide facilities that serve all users.			
1.1 Complete facility and accessibility assessments at Park Board launch points, (e.g. docks, ramps) to establish priorities for maintenance and improvements.	Park Board Led	Van Play: Goal 4, Focus on Core Responsibilities of the Park Board	1-5 years
1.2 Integrate universal accessibility into design and maintenance activities in existing and new facilities.	Park Board Led	Alder Bay dock renewal project; Jericho Pier accessible floating dock	5-10 years
1.3 Support equal access for all non-motorized watercraft users at new and existing Park Board facilities and docks.	Park Board Led	NEFC new non-motorized facility	10+ years
1.4 Consider opportunities to establish new and improved public facilities that support non-motorized watercraft recreation including opportunities such as community amenity contributions and redevelopment projects.	Park Board Led	NEFC new non-motorized facility will be supported through a community amenity contribution	10+ years
1.5 Work with City departments and other organizations and jurisdictions to prepare a False Creek Plan that establishes an overall vision, strategies, area designations, and policies masterplan for motorized and non-motorized watercraft access and use throughout False Creek, considering future growth and development.	Park Board Supported	Coordination with city-wide strategies including Blueways Program, Greenest City Action Plan and City Plan	5-10 years
1.6 Support new and improved public non-motorized watercraft recreation amenities (including showers, wash-stations and watercraft storage) in waterfront development projects and encourage opportunities for storing traditional Indigenous watercraft where appropriate.	Part Board Supported	NEFC new non-motorized facility	10+ years
Strategy 2 Provide and support programs and services for diverse activities and abilities.			
2.1 Include programs and services for diverse non-motorized watercraft recreation activities and users at new Park Board facilities.	Park Board Led	Outdoor recreation programmer (potential); Park Board Strategic Plan: Goal 1, Parks and Recreation for all; Van Play: Goal 4, Focus on Core Responsibilities of the Park Board	5-10 years
2.2 Help reduce financial barriers to participation water-based recreation programs, potentially including non-motorized watercraft recreation programming in the Park Board's Leisure Access Program (reduced program costs based on means).	Park Board Led	Leisure Access Program	1-5 years
2.3 Support diverse recreation programs for all ages and abilities, and specifically consider expanding learn-to-paddle programs.	Park Board Led	Outdoor recreation programmer (potential); Park Board Strategic Plan: Goal 1, Parks and Recreation for all; Van Play: Goal 4, Focus on Core Responsibilities of the Park Board	1-5 years
2.4 Encourage opportunities for food services and equipment rental at key launch sites.	Park Board Enabled	Park Board Concession Strategy; Park Board Strategic Plan: Goal 3	1-5 years
2.5 Encourage equipment share programs for multiple non-motorized watercraft activities.	Park Board Supported	Park board Strategic Plan: Goal 3	1-5 years

Direction, Strategy, and Action		Responsibility	Supporting Policy or Project	Timing
Strategy 3 Share information to enhance the quality and diversity of on-water experiences.				
3.1	Seek opportunities to partner with the Musqueam, Squamish and Tsleil-Waututh Nations to foster the public's understanding of current and historical use of local waterways, and marine ecology, including colonial impacts and legacies.	Park Board Led	Park Board Reconciliation Strategy's Mission, Vision and Values; upcoming waterfront park development projects including NEFC and SEFC	1-5 years
3.2	Provide attractive and informative user maps at water access points that clearly communicate the best areas for specific non-motorized watercraft activities, including on-water "trail maps" that illustrate potential sites and routes for different levels and abilities.	Park Board Supported	Alder Bay dock renewal; Jericho Pier	1-5 years
3.3	Support the development of an online interactive map and web-based resources for non-motorized watercraft users.	Park Board Supported	New initiative	1-5 years

DIRECTION 2: INCREASE PHYSICAL ACCESS TO THE WATER.

Strategy 4 Increase access points for non-motorized watercraft along Vancouver's water edge.				
4.1	Prioritize strategic park land acquisition adjacent to Vancouver's waterfront to enhance access from land to water and, where possible, provide access points within existing waterfront park land.	Park Board Led	New park at NEFC; new park in South East False Creek; Greenest City Action Plan: Goal 5, Access to Nature	10+ years
4.2	Consider providing designated launch areas at beaches and parks managed by the Park Board.	Park Board Led	New park at NEFC; new initiative	1-5 years
4.3	Consider the need for temporary drop-off and storage areas for non-motorized watercraft at existing and new waterfront facilities and launch points.	Park Board Led	New NEFC non-motorized facility; new initiative	5-10 years
4.4	Consider expanding and regulating dedicated space for short-term moorage and storage of non-motorized watercraft at key destinations on the water.	Park Board Led	New initiative	5-10 years

DIRECTION 3: IMPROVE SAFETY.

Strategy 5 Communicate and share information necessary for safe non-motorized water recreation areas.				
5.1	Provide permanent signage at Park Board facilities to identify safe launch points and non-motorized watercraft recreation areas.	Park Board Led	New initiative	1-5 years
5.2	Encourage service providers under Park Board responsibility and water-based recreation businesses to provide on-water safety training and promote responsible behaviour to their users and link this requirement to business licenses where appropriate.	Park Board Enabled	New initiative	1-5 years
5.3	As advised by Vancouver Coastal Health, encourage hand washing after participating in water recreation activities in False Creek.	Park Board Enabled	Vancouver Coastal Health and Metro Vancouver water quality monitoring	1-5 years

Direction, Strategy, and Action		Responsibility	Supporting Policy or Project	Timing
Strategy 6 Support more efficient management and greater enforcement of marine regulations.				
6.1	Initiate more formal, ongoing coordination and collaboration with regulatory partners to better share information, communicate with the public, and streamline the management of motorized and non-motorized water uses.	Park Board Led	Established by Regulatory Working Group through On Water process	5 -10 years
6.2	Consider designating specific non-motorized watercraft recreation areas to improve safety and minimize conflict among users, considering seasonal, short and long term uses and needs.	Park Board Supported	Established by Regulatory Working Group through On Water process	10+ years
6.3	Consider implementing pilot projects to test potential management systems such as Harbour Authority or Head Lease.	Park Board Supported	Established by Regulatory Working Group through On Water process	10+ years
6.4	Continue to collaborate with the Vancouver Police Department and the RCMP to improve the efficiency, transparency and consistency of bylaw enforcement.	Park Board Supported	Established by Regulatory Working Group through On Water process	1-5 years
DIRECTION 4: PROTECT AND ENHANCE THE ENVIRONMENT.				
Strategy 7 Support remediation, enhancement and protection of marine and shoreline habitat.				
7.1	Create more naturalized shoreline areas and inter-tidal wetland habitat in Vancouver parks to enhance biodiversity and improve water quality.	Park Board Led	Biodiversity Strategy; Rain City Strategy (One Water); new NEFC park; South East False Creek; False Creek South	1-5 years
7.2	Consider using the Green Shores certification program for shoreline enhancement projects.	Park Board Led	Biodiversity Strategy	1-5 years
7.3	Design waterfront Park Board facilities and docks using environmentally-sensitive design practices.	Park Board Led	Alder Bay dock renewal project; Jericho Pier; Rain City Strategy (One Water)	5-10 years
7.4	Promote shoreline enhancement and restoration projects.	Park Board Enabled	Jericho Beach eelgrass restoration project	1 -5 years
7.5	Support and guide actions that will increase fish and wildlife protection, including consideration of migratory birds, along Vancouver's waterfront.	Park Board Enabled	Biodiversity Strategy	1-5 years
7.6	Support the development of a shoreline grading system based on the ecological sensitivity of Vancouver's riparian and nearshore habitat, which could inform the siting and management of new projects.	Park Board Supported	Biodiversity Strategy	5-10 years
7.7	Support new policies that require environmental carrying capacity studies for proposals to expand existing or develop new marinas.	Park Board Supported	New initiative	5-10 years
Strategy 8 Encourage and support environmental stewardship.				
8.1	Develop a beach stewardship program as part of the Park Board's park steward initiatives to enhance Vancouver's waterfront environment.	Park Board Led	Park Board Stewardship; framework; new initiative	1-5 years
8.2	Consider installing markers or signage along the water to identify environmentally sensitive areas and encourage safe and respectful activity that does not disrupt or damage wildlife habitat.	Park Board Led	Park Board Stewardship; framework	1-5 years

Direction, Strategy, and Action	Responsibility	Supporting Policy or Project	Timing
8.3 Provide educational information (e.g., wash watercraft before launching in new waters) and on-site resources (e.g., convenient waste receptacles) for users to help protect the environment and reduce pollution at launch points and facilities.	Park Board Led	New initiative	1-5 years
8.4 Consider working with non-government partners to enhance broader water-based environmental public education initiatives.	Park Board Enabled	Park Board Stewardship; framework	1-5 years
8.5 Establish responsibilities for removing litter from False Creek as it functions like public open space in the City.	Park Board Enabled	Greenest City Action Plan: Goal 4, Zero Waste; Rain Water Strategy	1-5 years
8.6 Investigate developing habitat conservation and recreation zones.	Park Board Enabled	Biodiversity Strategy	10+ years
8.7 Support the continued collaborative work to improve local water quality, including eliminating combined storm water and sanitary sewer overflows into False Creek.	Park Board Supported	Greenest City Action Plan: Goal 6, Clean Water; Rain City Strategy	5-10 years
8.8 Support the continuation of the mobile boat sewage pump out program for boats in False Creek, and encourage adding a new 'date decal' option so users can communicate their participation in the program.	Park Board Supported	Greenest City Action Plan: Goal 6, Clean Water	1-5 years
8.9 Review sources of solid waste that may be entering False Creek through the stormwater system and take measures to address this.	Park Board Supported	Rain City Strategy (One Water)	5-10 years

DIRECTION 5: FOSTER OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY.

Strategy 9 Expand cooperation with and among stakeholders.

9.1 Review and update agreements with stakeholder groups and regulatory partners as needed to clarify responsibilities, accountability, equity, and financial responsibilities.	Park Board Led	Park Board Strategic Plan: Goal 3, Engaging People	5-10 years
9.2 Encourage and support an <i>On Water</i> User Group (e.g. similar to the Vancouver Field Sport Federation) to promote collaboration among the Park Board and partners.	Park Board Enabled	Park Board Strategic Plan: Goal 3, Engaging People	1-5 years

Strategy 10 Support engagement and community building to promote non-motorized watercraft use.

10.1 Consider residents and tourists when developing new water-based recreation opportunities, recognizing the unique needs and limitations of non-residents and benefits of non-motorized watercraft tourism.	Park Board Led	Van Play: Goal 4, Focus on Core Responsibilities of the Park Board	1-5 years
10.2 Explore opportunities for integrating social spaces for non-motorized watercraft users within new waterfront developments and facilities.	Park Board Led	NEFC new non-motorized facility	10+ years
10.3 Support multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction among diverse users.	Park Board Enabled	NEFC new non-motorized facility	5-10 years
10.4 Consider opportunities for public/private partnerships that facilitate connection to the water, improved water access and infrastructure for non-motorized watercraft users.	Park Board Enabled	Park Board Strategic Plan: Goal 3, Engaging People	5-10 years

