



# Oñ WATER

Vancouver's Non-motorized Watercraft Recreation Strategy

## Research + Analysis Report

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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# On Water Project 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**

This report includes the *On Water* planning team’s research and analysis from Phase 1 and 2, as well as a *Public Engagement Report* from each of the three phases in appendices A, B, and C.

See *On Water, Vancouver’s Non-Motorized Watercraft Recreation Strategy* for detailed information on recommended Directions, Strategies and Actions to implement the *On Water* strategy.

## Current vs. Future Demographics



The population of the census metropolitan area of Vancouver is the third largest in Canada according to Statistics Canada, and it continues to grow faster than other parts of the country. From 2011 to 2016, the area population increased by 6.5 percent, outpacing the national growth rate of 5.0 percent.

The City of Vancouver, while not the fastest growing municipality in the region, continues to expand rapidly with the City's population projections reaching 685,000 by 2021, increasing to 765,000 by 2041. In the Metro Vancouver region, the population is expected to increase to 3.4million by 2041, an increase of approximately 1 million people from 2011 figures according to Metro Vancouver's Growth Strategy projections.

According to the State of the Waterfront report published in 2018 by the Georgia Straight Alliance, of the approximately 631,500 people living in the City of Vancouver, nearly half can walk to the public water front in 20 minutes or less. About 10 per cent live within a 5-minute walk, growing to 25 per cent when the distance is widened to a 10-minute walk.

### POPULATION SHIFTS: MORE SENIORS AND LESS WORKING-AGE ADULTS

BC Stats tells us we can also expect the demographics in the Vancouver area to shift over the next two decades. The number of seniors is projected to increase from nearly 99,000 in 2015, or 15 percent of the area population, to more than 198,000 (24 percent) by 2041. At the same time, projections for working-age adults in the 20-34 age group are expected to decline from 184,000 (28 percent) to 154,000 (18 percent). Other age groups are predicted

to remain fairly stable during this time with under-19s at about 16 percent, 35-49 year-olds at 22 percent and 50-64 year-olds at 20 percent.

### LEVELS OF LEISURE ACTIVITY: VANCOUVER IS ACTIVE

Analysis by Statistics Canada as well as other academic research has shown that university-educated people, people living with partners, and those with incomes of \$60,000 and over have higher levels of participation in leisure activities. British Columbians also tend to be more active than their counterparts in other provinces, and Vancouver, in particular, is more active than the rest of Canadians. Unsurprisingly, people with children tend to have less leisure time than people without children.

**FIGURE 1: SELF-REPORTED PHYSICAL ACTIVITY (150 mins/week)**

Age	Canada	Vancouver
<17	59.8%	61.6%
18-34	67.6%	75.2%
35-49	60.1%	64.3%
50-64	57.2%	62.3%
65+	40.5%	51.8%

Source: *Canadian Social Trends: Who Participates in active leisure. 11-008-X No. 87 2009001 (Statistics Canada).*

For those in full-time employment, active leisure activities tend to be concentrated on weekday evenings and weekend afternoons. Those who don't work Monday to Friday are more likely to spread their leisure activities throughout the day, and less so during the evenings.

### PARTICIPATION RATES IN SELECT NON-MOTORIZED WATERCRAFT ACTIVITIES BY AGE

In North America, participation rates in paddle sports are on the rise. In 2014, 21.7 million Americans — 7.4 percent of the population — participated in paddling sports, an increase of 3 million people from 2010 according to a special report on Paddlesports published annually by The Outdoor Foundation since 2010. Data is available for select non-motorized watercraft activities, shown below by age.

**FIGURE 2: AGE BREAKDOWN BY ACTIVITY (NORTH AMERICA)**

Age	Kayak	Canoe	Paddle board
<17	19%	24%	23%
18-24	16%	15%	12%
25-44	37%	34%	34%
45+	28%	26%	31%

Source: *Special Report on Paddlesports (The Outdoor Foundation, 2015).*

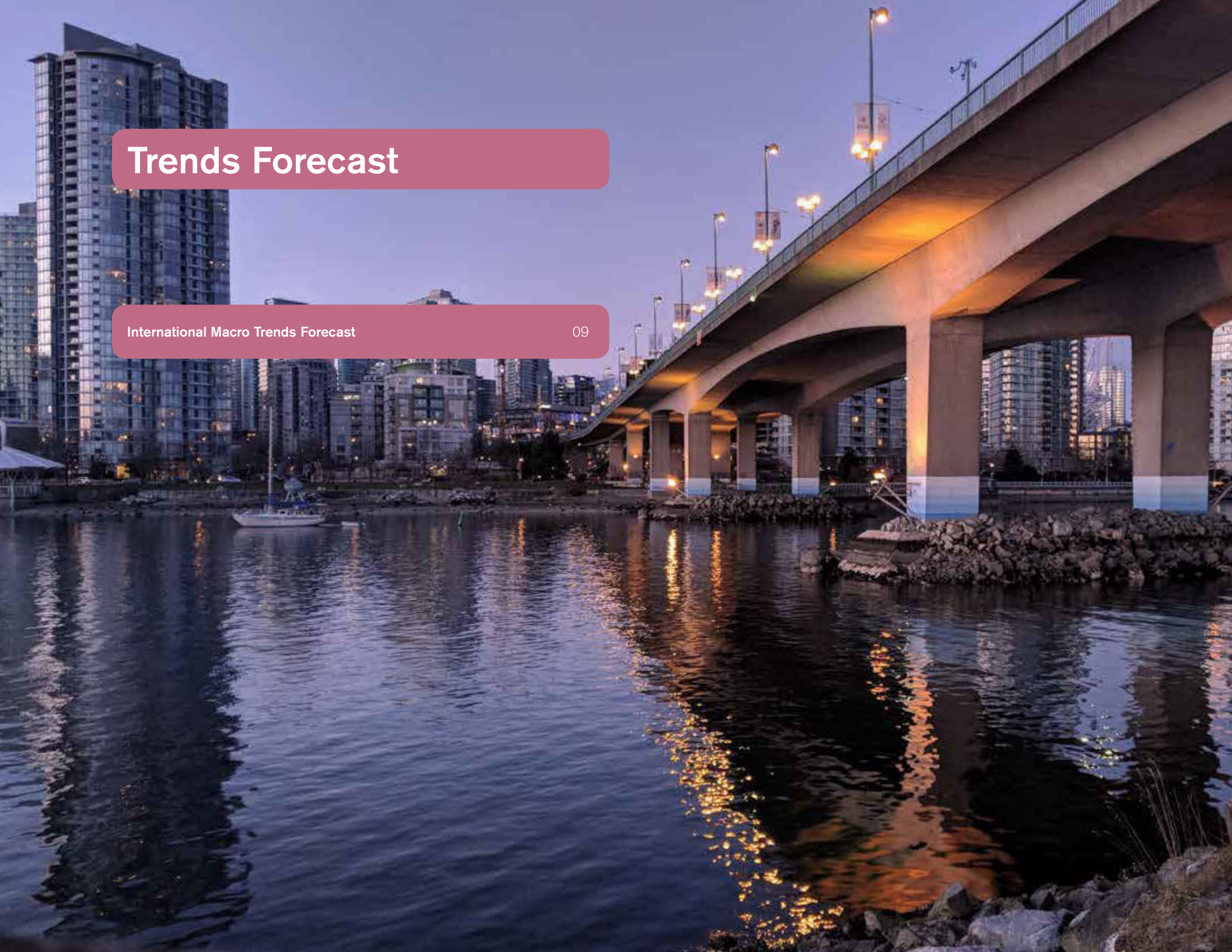
The age breakdown by activity based on the phase 3 survey of the *On Water* public engagement yielded a pattern skewed more heavily toward an older demographic. For example, people aged 40+ constituted over 70% of those who indicated they kayak, canoe and paddle board. As the sample for the *On Water* survey was not random, the results are not likely to be statistically representative. Using the research from the Outdoor Foundation and the survey results from *On Water* suggests that participants aged 25+ are the most likely to participate in kayaking, canoeing and paddle boarding, making up nearly 60 per cent of those who participate in these activities.



# Trends Forecast

International Macro Trends Forecast

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# International Macro Trends Forecast

Through trends research and forecasting, we are better able to detect changes in society's needs or values – particularly within diverse social groups. Identifying trends can tell a story about the underlying reasons for change – and help develop a plan of action. This does not predict the future; it detects current signs of change. Macro trends are significant, wide-reaching trends that are apparent across multiple countries, demographic groups and sectors, while sector-specific trends are highly focused on a given area or issue.



For *On Water*, we delve into a few key trends: Experientialism, an emerging wellness culture, the growing sharing economy, the rising digital connectivity, emerging civic-minded brands, and the popularity of the great outdoors could all impact the future of waterfront activity in Vancouver.

## EXPERIENTIALISM

Today, people are spending more on experiences and less on purchasing *material goods*.<sup>1</sup> With populations increasing, the spaces we're living in are becoming smaller; people are finding excess 'stuff' a psychological stress. This 'stuff' needs managing, organizing, maintaining and storing – which inevitably means more hassle in our already busy lives.

<sup>1</sup> <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/>



Experiences, on the other hand, can be meaningful personal events or experiences that leave a lasting impression. Activity, adventure, travel, sensory experiences, social gatherings and even eating together, are just some of the experiences that are filling the gap left by the 'stuff' we are shedding. As an example, the Guardian presented a summary exploring the change in spending habits in the United Kingdom. The latest statistics come from Barclaycard (which processes about half of Britain's credit and debit card transactions). Figures for April 2017 show a 20% increase in spending in pubs compared with the same month last year; spending in restaurants went up 16%, while theatres and cinemas enjoyed a 13% rise. Meanwhile, department stores suffered a 1% drop, vehicle sales were down 11% and spending on household appliances fell by 2.5%.



Creating unique, personal and impressive experiences can increase one's feeling of worth – they'll consider it a "priceless" memory. The increasingly-connected nature of our digital world means the shareability factor of an experience is crucial – users must be able to post experiences on social networks such as Facebook, Youtube, Instagram and others. Not only do people want to 'save' their experiences to a personal memory bank, they want to preserve them on a digital storage system as well.

### ***How could this apply to On Water?***

The role of activity, journey, destination and discovery applies 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 on the water should be a key consideration in implementing *On Water*. If people are looking for experiences over owning 'stuff', many may be moving away from the idea of owning watercraft. This suggests a greater need for focus on providing access and infrastructure to enhance the on-water experience. This trend also suggests that interest and participation in physical experiences on the water could increase as people's desire for memorable physical, social and sensory experiences continues to increase. Supporting access to this, through readily-available equipment, or guides and trails for beginners, could be vital in support.



### **WELLNESS**

Across all age brackets, members of society are starting to pay more attention to their own overall wellness. Wellness refers to the idea of physical, mental and social wellbeing being interconnected – rather than considering fitness, health or diet separately. Fitness and diet fads are constantly changing but the staying power the wellness movement stems from a few key societal changes. Ever-increasing digital media channels have led to an information overload – often from sources that

contradict each other. Generally, this phenomenon has caused individuals to pay more attention to the information they are given and seek additional resources to make informed decisions when it comes to maintaining or improving their own personal wellness. In addition, there has been a change in motivation; wellness is now seen as a preventative measure for illness later in life, rather than to achieve a particular weight, body image or performance goal.

The Global Wellness Summit recently produced its top eight trends for 2017 and beyond, which included



the notions of Silence, The Future is Mental Wellness, and Beyond the Elite 'Ghettos' of Wellness. These trends highlight the shift in focus towards mental wellbeing, and spending time away from the always-on digitally connected world, as well as a movement towards wellness for the mass market rather than just the wealthy. All three trends are important when considering the future of activity in a city, as they encourage a level of escapism and relaxation for society that does not come naturally to dense living areas but are important for overall health and happiness.

### How could this apply to On Water?

The rise of the wellness economy lays the perfect foundation for the exploration of, and focus on, watercraft activities. People are looking for new and fun ways to move more, socialize more and spent time in natural, beautiful spaces. Regular contact with nature is required for good mental health and, in a coastal city, we have the ocean on our doorstep.

The focus on wellness also indicates the sort of holistic and support services that should surround water-based activity. Healthy eating venues/kitchens, relaxation spaces, stretch spaces, social spaces and long tables can all provide people with the choices to supplement and support their overall wellness. Promote water-based activities as beneficial for physical and mental health. Individual watercraft pursuits can allow for an escape from the busy and bustling city; ideally the systems and services that bookend the activities themselves would be similarly stress-free.



### SHARING ECONOMY

The *Canada 2030: Scan of Emerging Issues* report, issued by Policy Horizon Canada, states 'access' is the new 'ownership.' With consumers re-thinking the value of ownership, models of borrowing, renting, lending, and sharing on a peer-to-peer basis are increasing in number and popularity. PwC's report called *The Sharing Economy*<sup>1</sup> focuses on the United States and explains that "trust, convenience and a sense of community are all factors in pushing adoption of the sharing economy forward. Thanks to consumer willingness to try mobile apps, there are lower barriers to entry when it comes to building brands and scaling up quickly – the innovation clock is now set to fast-pace, and will get even faster as consumers become more trusting of relationships tied to social sentiment

<sup>1</sup> <https://www.pwc.com/us/en/technology/publications/assets/pwc-consumer-intelligence-series-the-sharing-economy.pdf>

and communities of users."

With rising populations and people living in smaller spaces, there is less space to store and work to maintain large equipment – including watercraft. The general trend towards owning less 'stuff' and an increased interest in physical activity also points towards the potential for the sharing economy to boom in these areas.

The growth so far has been deeply supported by advancements in technology, which look set to continue playing a crucial role in sharing opportunities going forward.

### How could this apply to On Water?

- ▼ Mississippi kayak-share program. [kayakshare.org](http://kayakshare.org)



The sharing economy models have often worked well where the item being shared is expensive and/or specialized. Watercraft are a perfect example of this, with relatively high purchasing prices, as well as maintenance and storage needs. Rental schemes exist for watercraft but owned craft inevitably lie dormant in many homes – the potential for peer-to-peer, or other 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 it is relatively likely a similar system for non-motorized watercraft would be understood and welcomed by potential users.



## DIGITAL CONNECTIVITY

There is no denying that digital platforms are, and will continue to be, an important way 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. A focus to design technology for better human interaction not only enhances the relationship between people and platforms, but allows for data gathered to be used to streamline services and adapt to differing human needs. The potential to use big data to monitor pollution, congestion, weather, light and air quality, and even human enjoyment (by reading facial expressions), has potentially huge implications for experiential design. This data can be used in the traditional sense for future planning but perhaps even

more interestingly, could be feedback live to the users themselves, allowing them to make real-time decisions about their own actions.

This 'always-on' nature has also created a strong foundation for personal health tracking. Consumers are increasingly recording progress, competing against friends, turning physical activity into interactive games, or sending health stats to their doctors. They are predicted to spend an estimated \$161m globally on this type of equipment by 2020, up from \$46m in 2015.

### ***How could this 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 could improve the relationship between users and the water. Having WiFi stretch across appropriate areas of the water could allow for safer navigation or trail following, data collection, increased social media marketing, or even games/educational activities to be played through augmented reality whilst on the water.



## THE POPULARIZATION OF THE GREAT OUTDOORS

This trend goes hand in hand with the rise in experientialism. It may seem obvious to Vancouverites – living with wilderness and ocean so close by – but many people around the world are only recently catching on to the memorable and meaningful experiences provided when one connects with nature. Away from the back country itself, this movement manifests itself through the growth in outdoor brands, urban gardens, eco-tourism and even living walls. Instagram’s glamorization of outdoor adventure seems to have played a part in this resurgence, as have aging baby-boomers who once championed the popularity of backpacking in their youth and raised their children with similar exploration-based travel mindsets. Smaller and perhaps more urban dweller-friendly pastimes have appeared in recent years too, including glamping

(glamorous camping), which allows people to experience the feelings of outdoor living in relative comfort, as well as microadventures – the idea of short but delightful adventures you can undertake from your own front door.

### ***How could this apply to On Water?***

This trend confirms the relevance of and interest in nature, including the water. This underlying popularity is a great foundation to further invest in opportunities to access the water and suggests that outdoor activities that have popped up on land could be a logical place to start when investing in the potential

for opportunities on the water. Consider reimagining obstacle and assault courses like Tough Mudder in a water-based format; apply glamping to suggest the appeal of comfortable or more luxurious water activity options; attract adventurers to begin their explorations on water.





# Precedents + Best Practices

## Global Precedents

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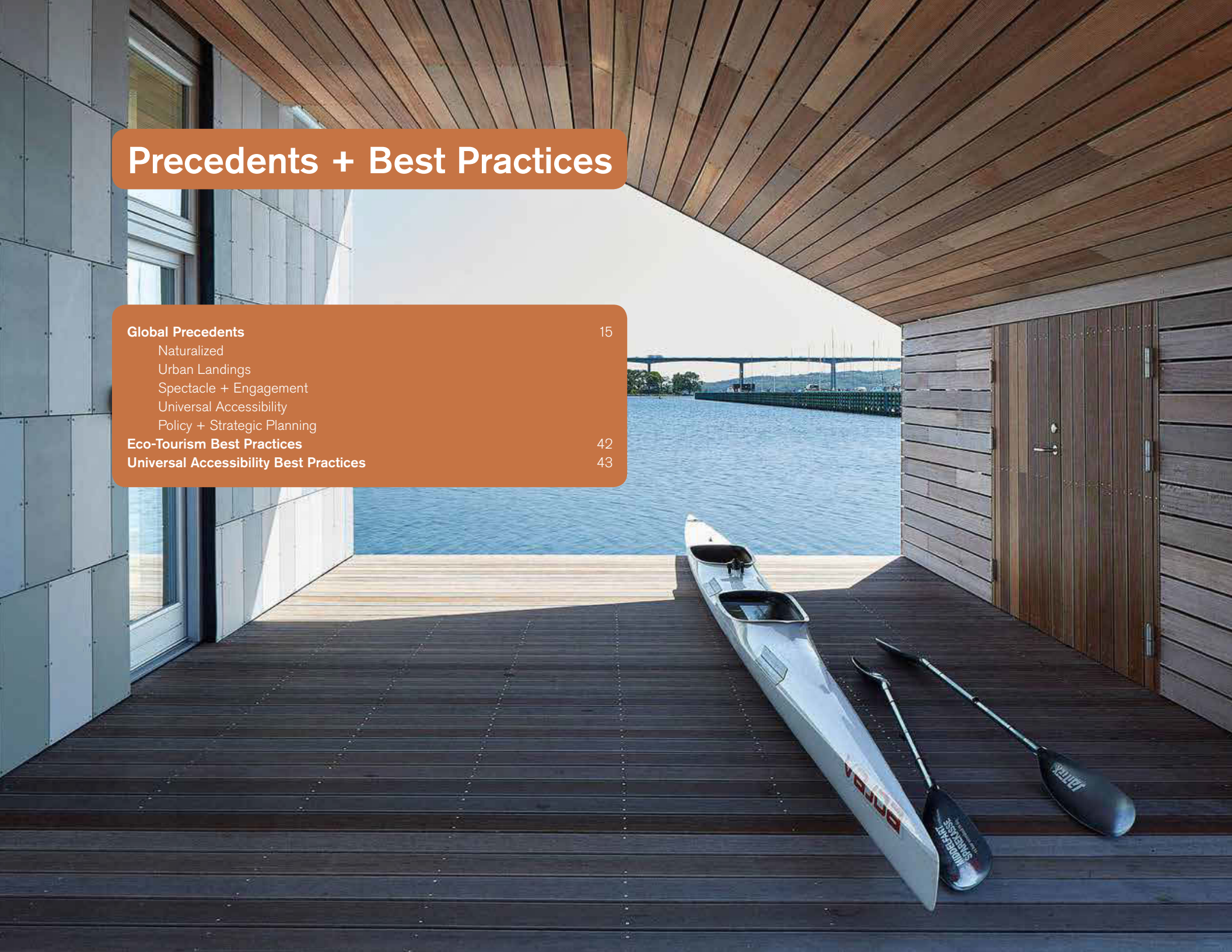
- Naturalized
- Urban Landings
- Spectacle + Engagement
- Universal Accessibility
- Policy + Strategic Planning

## Eco-Tourism Best Practices

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## Universal Accessibility Best Practices

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# Global Precedents

## Naturalized

- Floating Wetland, Maryland, USA
- New Brighton Shoreline Restoration, British Columbia, Canada

Left: Søren Aagaard



# Floating Wetland

## Baltimore, Maryland, USA

Completed 2012  
 Designer Biohabitats  
 Description Waterfront Partnerships Healthy Harbour initiative aims to restore the harbour to a swimmable and fishable state by 2020. Sewage, garbage, and storm water run off pollute the harbour, making it dangerous for humans and wildlife alike. Project recommendations include aspects of public education because the emotional connection between humanity and nature is the best way to ensure change is sustained.



▼ Don Woods (left), Waterfront Partnership of Baltimore (right, bottom).





# New Brighton Shoreline Restoration

## Vancouver, British Columbia, Canada

▼ portvancouver.com

Completed 2017

Description Ah habitat restoration project designed to provide productive habitat for wildlife including juvenile fish, shorebirds, and waterfowl. Situated next to a public park, it creates new opportunities for the park-goers to experience nature and view wildlife. The before and after images show the transformation of the shoreline restoring the salt water marsh.



## Urban Landings

- Brooklyn Bridge Park, New York, USA
- East River Blueway Master Plan, New York, USA
- Floating Kayak Club, Velje Fjord, Denmark
- Providence Pedestrian Bridge, Rhode Island, USA
- Chicago Riverwalk Expansion, Illinois, USA
- Echoing Plateau, New York, USA
- Anable Basin Rezoning, New York, USA



# Brooklyn Bridge Park

## Brooklyn, New York, USA

Completed 2016

Size 34.4 ha

Designer Michael Van Valkenburgh Associates

Description In 2005, an ambitious project was launched to bring nature and public access to the East River waterfront through the design of this mile-long park (on a piece of land that sat inhospitable as a disused cargo and storage complex). The resulting park has diverse edge types, including salt marshes, boat ramps, beaches and waterfront promenades that provide a variety of experiences, access points and preservation on the banks of the river. This is also an offshore island created to encourage ecological growth and act as a sanctuary for various bird species.



▼ Raphael Isla (left), Rudy Norff (right), Etienne Frossard (bottom).

# East River Blueway Master Plan

## New York City, New York, USA

Size 11,000 square feet

Designer WXY

Description The plan focuses on Manhattan's east-side waterfront alongside the East River. Among other things, a naturally-occurring sandy beach would be revamped into a destination and freshwater wetlands would be introduced to catch and clean storm-water, providing storm surge protection, as well as adding some well needed greenery to the area. The area will feature sand, terraced seating, a kayak launch, a spot for fishing, tree-lined walkways, and concession stands – all just minutes from Wall Street, in the shadow of the Brooklyn Bridge.



▼ wxystudio.com





# Floating Kayak Club

## Velje Fjord, Denmark

Completed 2015  
 Size 500m<sup>2</sup>  
 Designer FORCE4 Architects  
 Description Separated from the shore, the structure floats on the water and allows kayaking enthusiasts an environment of their own. Out in the water, the familiar setting complements the nature of the watersport more than a base on land at the waterfront would. With built-in shared social spaces, this club was designed to create a sense of community among paddlers. It is hoped that this development will become a hub for residents and visitors alike to come together and kayak, as the local industrial port areas are revitalized.



▼ Søren Aagaard.



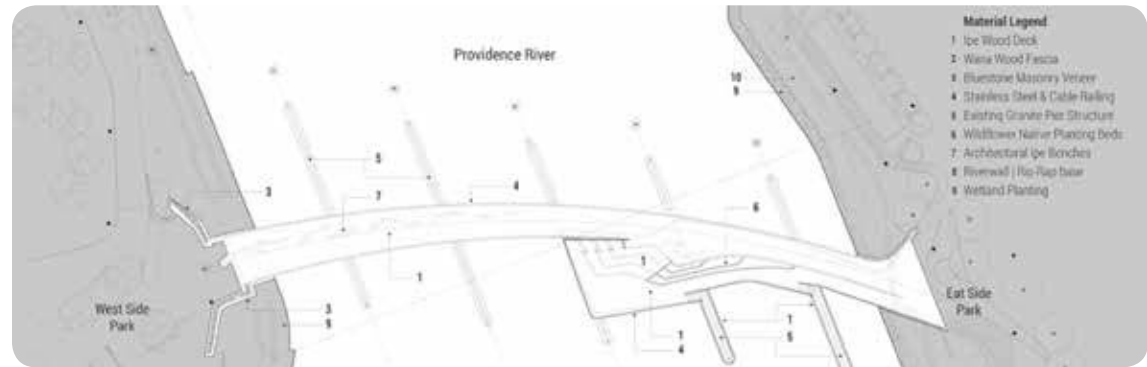
# Providence Pedestrian Bridge

## Providence, Rhode Island, USA

▼ [in-formstudio.com](http://in-formstudio.com)

Designer inFORM Studio

Description The proposed Providence River Pedestrian Bridge will transform a vehicle-only conduit into a pedestrian-oriented connection. It will become a spatial mediator between urban and ecological spaces and function as an integrated series of programs into the waterfront public spaces. Future programmatic considerations, such as a children's water park, food vendors, sculpture and wildflower gardens, on-shore fishing and a sun deck are incorporated. The pedestrian bridge also has potential to educate its visitors about the history and ecology of its river and the surrounding water bodies.





# Chicago Riverwalk Expansion

## Chicago, Illinois, USA

Completed 2016

Designer SASAKI

Description This riverwalk expansion was designed with the goal of embracing the river as recreational space, given recent increases in water quality. Among six different 'zones' created, The Cove was specifically designed as a dock for human-powered watercraft. This area provides easy access and a physical connection to the water which, in turn, allows for the new addition of kayak rentals to be launched on the riverwalk.



▼ Christian Philips.



Global Precedents

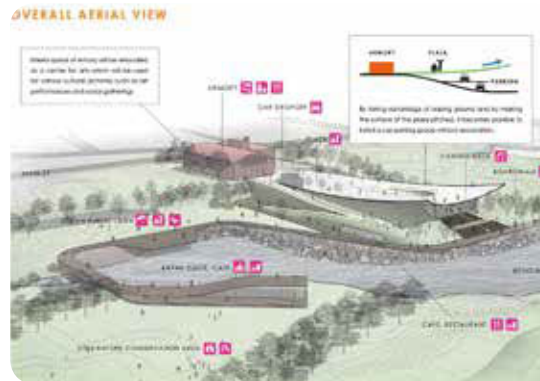
# Echoing Plateau

## New Rochelle, New York, USA

Size 500,000 m2

Designer Toshiki Hirano

Description This design evaluated how to reconnect the land and the water by using an existing heritage building on the site as a key feature. The building itself would be sympathetically restored with its original facade and its interior was transformed into an arts and social space. The surroundings create an outdoor social space, which further expands to enhance connection to the waterfront through boardwalks, viewing points, public lawn conservation areas and a kayak dock.



▼ Toshiki Hirano.





# Anable Basin Rezoning

## Long Island, New York, USA

Size	14.7 acres (total rezoning)
Designer	WXY
Description	The rezoning would create a mixed-use and live-work district for production, and light-industrial uses for creative startups. Another large focus of the proposed redevelopment is the opening of space for public use. This includes pedestrian esplanades as well as access to the East River.



▼ WXY Studio.



## Spectacle + Engagement

- E Evangelia Shipwreck, Romania
- Dinghy Dock Pub & Restaurant, British Columbia, Canada
- River Exe Cafe, Exmouth, England
- Kayaking San Francisco, California, USA
- Kayak Polo, Copenhagen, Denmark
- Human Access Project, Oregon, USA
- Kelowna Paddle Trail, British Columbia, Canada
- Kayak-Share, Minnesota, USA



# E Evangelia Shipwreck

## Costinesti, Constanta County, Romania

**Description** The E Evangelia cargo ship has been shipwrecked off the coast of the small seaside town of Costinesti on the Black Sea coast since 1968. The wreck is situated just off a beach and has been popular for locals and tourists alike to explore.



▼ Radu Mihai Tudoran (left, bottom),  
worldshipwrecks.wordpress.com (right).





# Dinghy Dock Pub & Restaurant

## Nanaimo, British Columbia, Canada

Completed 1989

Description The only registered floating pub in Canada makes this experience a unique one. Moored off of Protection Island, the pub and restaurant allows for a short paddle across from the shores of the City of Nanaimo and offers non-motorized watercraft and motorized boat parking. A full-service seafood restaurant and bar offers stunning views of Nanaimo Harbour and Vancouver Island from both inside the dining room and from the patio.



▼ Mark Byrne (right, bottom), dinghydockpub.com (left).





# River Exe Cafe

## Exmouth, England

Completed 2011

Description A floating barge just off the water-ski lane on the Exe Estuary was created from two flat bed barges and a shed. Its goal was to maximize the experiences and views offered by the Exe Estuary. The cafe is entirely disconnected from land and operates from a generator and holding tanks for water supply. It has a capacity of up to 100 guests, both in the cafe and on the expansive deck.



▼ [riverexecafe.com](http://riverexecafe.com) (left, bottom),  
[exmouthrestaurants.co.uk](http://exmouthrestaurants.co.uk) (right).

# Kayaking San Francisco

## San Francisco, California, USA

**Description** A teaching and touring company, San Francisco's City Kayak offers various opportunities for beginner to advanced paddlers to explore the city from the water. Routes range from around the inner harbour over to Golden Gate Bridge, or across to Alcatraz. The program also provides monthly rental storage, as well as repairs for those who own their own equipment. The launch point at the docks is used for tours and is also accessible to the public at no charge.



▼ [kayakcity.com](http://kayakcity.com)



# Kayak Polo

## Copenhagen, Denmark

**Description** A dedicated area for kayak polo on Amager Strand and Kalvebod Bolge provides a safe and fun area for this on-water sport. Change and showering facilities are provided for the players and all levels are welcome. The program runs from May 1st to October 1st, and longer if the summer weather extends. Rental of the polo lane includes everything needed to participate, including an instructor and umpire.



▼ [kajakole.dk](http://kajakole.dk)



# Human Access Project

## Portland, Oregon, USA

▼ MIG

Designer MIG and Human Access Project

Description The Human Access Project's goal is to transform Portland's relationship with the Willamette River by creating a human habitat and more accessibility points to the river. They explored, with the help of MIG, repurposing downtown boat docks as places for sanctioned swimming and non-motorized watercraft use.



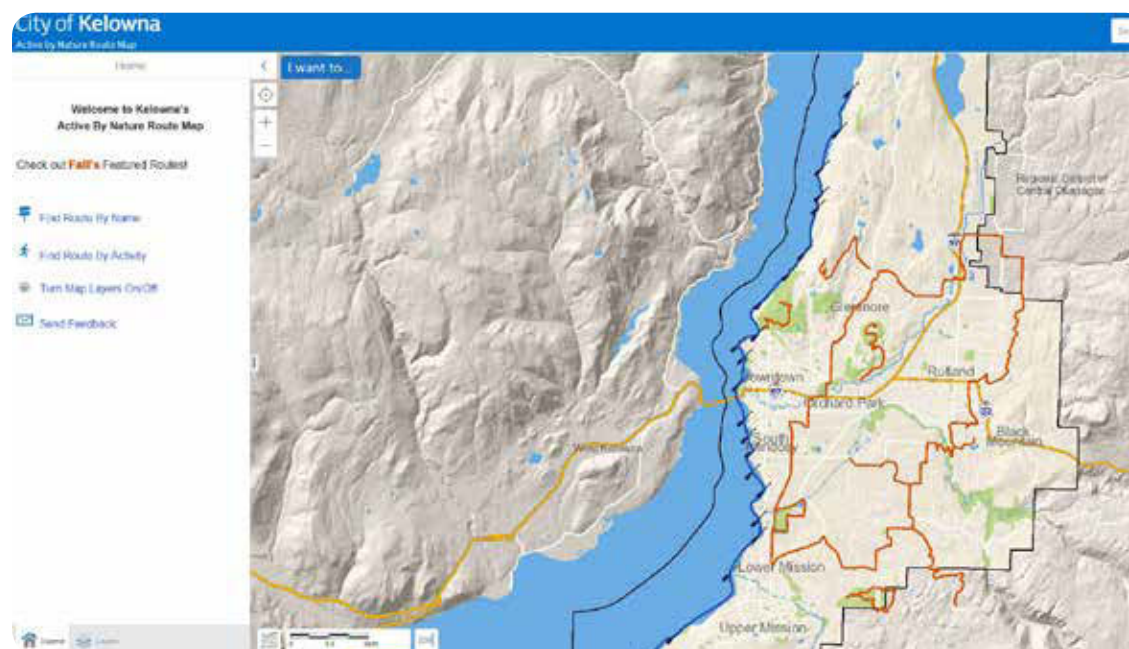
# Kelowna Paddle Trail

## Kelowna, British Columbia, Canada

▼ [kelowna.ca](http://kelowna.ca)

Completed 2018

**Description** The Kelowna Dragon Boat Racing Club lead the installation of 22 buoys installed on Okanagan Lake to create the Kelowna Paddle Trail. The buoys include information on beach access and distances between each buoy along the trail to help in orientation and rest stops for the trail users. An online interactive map provides trail information.



# Kayak-Share

## Minneapolis, Minnesota, USA

▼ [paddleshare.org](http://paddleshare.org)

**Description** A joint effort between several private and public organizations including Minneapolis Park & Recreation Board, the Mississippi Watershed Management Organization, and the National Park Service, this kayak-share program offers pick up and drop off locations along the Mississippi River. The locations within Minneapolis and St. Paul are aligned with the local bike share stations, allowing an easy commute from land to water. The program was created as an urban recreational and transportation opportunity for those who don't own a watercraft but want a safe and enjoyable on-water experience.





## Universal Accessibility

- Jericho Pier Renewal, British Columbia, Canada
- Granville Island Public Market Marina, British Columbia, Canada

# Jericho Pier Renewal

## Vancouver, British Columbia, Canada

**Description** The renewed Jericho pier will focus on providing universal access for sailors. In partnership with the Disabled Sailing Association, the City of Vancouver is planning for the pier to provide an entry plaza for flexible public space and an accessible floating dock with a berthing capacity for up to 15 sailboats. Universally accessible features include gangways, wide concrete floats, hoist lifts and a parking area for wheelchairs and scooters. This pier doubles as a viewing platform for visitors to take in the views of the Burrard Inlet and the North Shore mountains, as well as a spot for recreational and crab fishing.



▼ City of Vancouver.



# Granville Island Public Market Marina

## Vancouver, British Columbia, Canada

▼ Moffatt & Nichol.

**Description** Located at a busy local market and tourism destination, the Granville Island Public Market 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.





## Policy + Strategic Planning Precedents

### BOATING FACILITIES, STRATEGIES AND PLANNING STUDIES

There are few existing non-motorized watercraft strategies and planning studies. Those that do exist provide guiding principles and visions for overall directions of the programs. For example, the City of Portland has a strategy in place for the Willamette River which aims to increase safety of non-motorized watercraft activities while also generating a sense of attachment between residents and the river.

Such programs and strategies recognize that there are multiple stakeholders involved in the provision of recreational boating opportunities on water-bodies, including private landowners and higher levels of government. Partnerships among stakeholders are stressed in many of the projects.

### FINANCE MODELS FOR CAPITAL INVESTMENTS

There was no discussion of financing in the programs reviewed. It appears that most of the programs are public initiatives supported by various types of partnerships. There are different levels of user-pay for the respective programs.

### COMMERCIAL AND RECREATION OPERATIONS

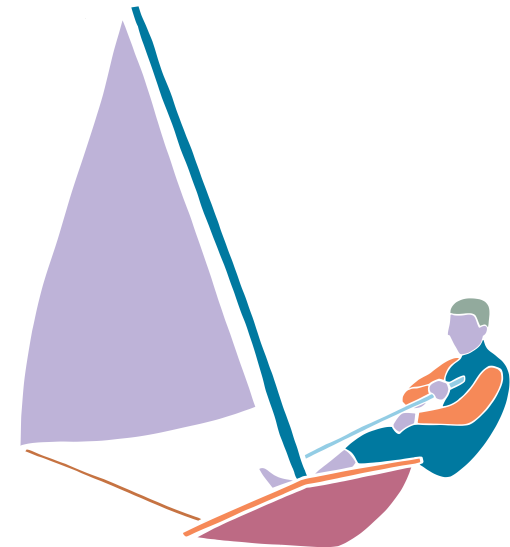
There is no specific mention of commercial operations in the following precedent studies. Regulations for the operation of recreational boats and public access were mentioned in some plans. For example, the Minnesota Department of Natural Resources highlights the importance of regulating access to waterways to maintain safety. As such, they identify a number of safety regulation examples, including time zoning (i.e., access permitted between sunrise and sunset), area zoning (i.e., only non-motorized boats are permitted on the river), and directions of travel (i.e., travel must occur in a counter-clockwise direction). The Western Australia Department of Transport also highlights the environmental significance of regulating public access on waterways by encouraging users to retrieve all equipment after use and minimize the disturbance of wildlife.

### MAINTENANCE RESPONSIBILITIES

All of the strategies and programs discussed in the research focus on non-motorized watercraft for recreational purposes on water bodies that are owned and operated by government bodies for public use, ie: within parks. The importance of cooperation and partnerships among stakeholders was identified in most strategies to provide a high level of facility maintenance.

### POLICIES AND STRATEGIES

The policy and strategic precedents on the following pages are excerpts and select highlights from longer, more detailed, documents.



**OREGON STATE MARINE BOARD, Non-Motorized Boating Program 2011 – 2016 Strategic Plan Report**

**Education, Engagement and Outreach**

*Goal*

Be the primary source of boating resources and issues in the state.

*Strategies*

- Develop a proactive conflict resolution framework for specific issues that is transparent and inclusive of all interests
- Provide a variety of opportunities and methods for all boaters to have access to information and communicate with the Marine Board
- Consider the use of “issue summits,” advisory committees and focus groups to involve the public in key policy issues of the Marine Board
- Increase outreach to and communication with all boater users and groups

**Law Enforcement**

*Goal*

Provide adequate and appropriate law enforcement.

*Strategies*

- Review and update law enforcement agreements with each county to ensure performance, accountability and appropriate funding
- Acknowledge regional differences while providing for the law enforcement needs of local waterways and boaters
- Encourage more consistency among counties

- Balance the needs of motorized and non-motorized boaters
- Ensure adequate funding for law enforcement and safety activities, particularly for basic equipment and maintenance needs
- Develop several basic models for law enforcement boats while recognizing specific needs
- Continue to engage in conversations with law enforcement agencies and representatives

**Environment**

*Goal*

Continue to be a leader in protecting the waterways of the state.

*Strategies*

- Work with partner agencies to clearly delineate the Board’s role in enforcement and regulation of environmental matters.
- Focus efforts on environmental stewardship issues
- Support and improve the aquatic invasive species program
- Develop and implement methods to identify and respond to emerging environmental issues
- Advocate for erosion reduction programs in sensitive areas
- Reduce pollution and waste through education and law enforcement

- Explore opportunities to control noise pollution

**Performance Measures**

- Key Questions:
  - How can this goal be achieved?
  - How does this relate to other goals?
  - What are the best specific indicators of progress or success?
  - What existing or potential data gathering methods would be most effective/efficient?
  - What, if any, changes are needed? How should those be made?
  - Who are the responsible parties?
  - What reporting system is most effective?
  - What is the time schedule?
  - When is it time to move on?

**CITY OF PORTLAND, Willamette River Recreation Strategy**

**Vision**

A clean and healthy Willamette River is the pride of Portlanders, who fish, paddle, sail, pleasure-boat, swim, experience nature, and sightsee on its waters.

**Goals**

- Increase Portlanders enjoyment of, and direct experience with, the Willamette River
- Bring people closer to the River to foster an improved understanding of River history, economy, and ecology
- Manage recreation in concert with other City priorities to secure a net improvement in River health, by reducing or eliminating historic hazards for threatened fish and wildlife, and protecting

high-value habitat

- Provide for safe, enjoyable, and valuable on-water recreational experiences for all users

#### ***Facility Planning Guiding Principles***

- Underscore that the location of future facilities needs to be strategic and fit into an overall system plan, as well as advance the City's commitment to environmental protection
- Weigh the benefits of separate launch sites (activity nodes) for non-motorized boaters in order to increase safety, promote community, and reduce conflicts with motorized boaters

#### ***River Recreation Facility Planning Guidelines***

- Planning for projects needs to consider time lines for the regulatory permitting process and be cautious about adding more structures to the river
- The City needs to plan, design, and build facilities which fill gaps in service, documented by user demand, or which can serve the most users with the least impact
- Future planning, design, and construction needs to be consistent with current literature and agency guidance on environmentally-sensitive design, and appropriate location and size of proposed new facilities, especially regarding protection of species

**WESTERN AUSTRALIA DEPARTMENT OF TRANSPORT**, Boating Guide – Swan Canning Riverpark Marine Safety

#### ***Environmental Regulations***

- Minimize your boatwash
- Wash can damage shorelines, injure people, disturb nesting and feeding birds, damage moored boats, and interfere with other's enjoyment of the Riverpark
- Take home tenders, dinghies, and boats or use an approved storage facility
- Leaving vessels on the foreshore can damage vegetation
- Prevent antifouling and cleaning agents, paint, solvents and other chemicals from polluting the park
- Launch and retrieve your boat, fenders, or other watercraft without disturbing riverside vegetation or damaging riverbanks
- Always take care to avoid disturbing wildlife
- Take your rubbish with you
- Only anchor in areas clear of seagrass and never tie up to shoreline trees

#### **MINNESOTA DEPARTMENT OF NATURAL RESOURCES**, Local Surface Use Zoning

##### ***Purpose***

To enhance the recreational use, safety, and enjoyment of lakes and rivers and to preserve them as natural resources of the state.

##### ***Considerations for Surface Use Zoning***

- Accommodate all compatible uses, where feasible

- Minimize adverse impacts on natural resources
- Minimize conflicts between users to provide for maximum use, safety and enjoyment
- Conform to standards set in law and rule

#### ***Factors Affecting the Type of Controls Selected***

- The type of water body
- Size
- Depth and shape of the water body
- Current and future shoreland development
- Relationship to other water bodies
- Environmental factors
- Accident and safety data
- Recreational use patterns

#### ***Options***

- Time Zoning
  - Used in conjunction with other techniques to define times, days of the week, or periods during the year
  - 24 hrs/day
  - Sunrise to sunset
  - 9 am to 6 pm
  - Noon to 6 pm
  - Memorial Weekend through Labor Day Weekend
  - All year
- Directions of Travel



- Control conflict from high speed activities on a lake, where speed zones may also be established
- Counter-clockwise direction of travel
- Motor Type and Size
  - Controls speed
  - Mostly in smaller water bodies where there is minimal motorboat use or where future development is planned
  - No motors; electric motors 10 hp or 25 hp permitted
- Speed Limits
  - Controlling watercraft speeds for safety or resource concerns
  - Requires more enforcement than other types of controls
  - Slow/no wake, 15 mph, 40 mph
- Area Zoning
  - Identifies specific restrictions on a lake or river
  - Marked with buoys or signs placed by the local government
- Other restrictions
  - Type and size of watercraft
  - Swimming
  - Motor vehicle use on ice

#### **CITY OF SURREY, Surrey Blueways Plan**

##### ***Program Principles***

- Design a management plan that will avoid public access to private property
- Encourage responsible recreational paddling on Surrey's waterways, within the carrying capacity of the waterways, both for comfort of people users as well as waterfowl
- Take an 'adaptive management' approach to Surrey Blueways, where the program will be designed to adapt as more detailed information and use experience comes forward
- Phase in the program slowly and direct short-term attention to realizing existing opportunities and solving existing conflicts, moving to gradual expansion of the program based on initial successes
- Build a program that recognizes the partnerships that will be necessary to create an effective management approach, including:
  - Naturalists community
  - Local dyking districts
  - GVRD Parks
  - Ministry of Environment, Lands and Parks
  - Canadian Wildlife Service
  - Port Authorities
  - Fisheries and Oceans Canada and Coast Guard
- Create a recreational experience focused on family and entry-level paddlers in canoes and kayaks. Play a role in discouraging motorized

watercraft above the seadams.

- Offer a range of non-motorized watercraft experience, allowing for user choice and variety, as well as the upgrading of user paddling skills over time
- Enhance the tourism and environmental offerings of the City of Surrey
- Recognize the limits of jurisdiction of the City over navigable water use. The focus of the program will be on design and management facilities owned and operated by the City and its partners. It is recognized that other agencies control navigable waters.

#### **STATE OF CALIFORNIA DEPARTMENT OF BOATING AND WATERWAYS, Non-Motorized Boating**

##### ***Definition***

Non-motorized boat means any boat not currently registered with a vessel registration (CF) number from the California Department of Motor Vehicles. This non-motorized boat definition includes: (1) boats propelled by paddles or oars (usually without a motor), such as canoes, kayaks, inflatable boats and rafts, rowing boats (including row boats, shells, sculls, dories, and driftboats), and other types of manually propelled boats; (2) small sailboats, 8 feet in length or shorter (and usually without a motor); and (3) sailboards and kiteboards.

# Eco-Tourism Best Practices

Ecotourism is defined by the Nature conservancy as “environmentally responsible travel to natural areas, in order to enjoy and appreciate nature (and accompanying cultural features, both past and present) that promote conservation, have a low visitor impact and provide for beneficially active socio-economic involvement of local peoples.”<sup>1</sup>

<sup>1</sup> <https://www.nature.org/greenliving/what-is-ecotourism.xml>

Eco-Tourism is enjoyed by locals and visitors alike; it offers an ecological experience in the natural environment. Ecotourism fosters:

- Conscientious, low-impact visitor behavior
- Sensitivity towards, and appreciation of, local cultures and biodiversity
- Support for local conservation efforts
- Sustainable benefits to local communities
- Local participation in decision-making
- Educational opportunities

Eco-tourism best practice initiatives are generally in the public interest, are ecologically sustainable and ensure – to the greatest possible extent – the preservation of the natural condition of the environment and protection of its cultural values and resources.

Examples of best practices should consider:

- Site values and constraints and awareness of management priorities;
- Site layout and design that blends into the existing landscape;
- Construction methods for future projects that have minimal impact;
- Energy, water and waste systems that promote the conservation of resources, including aesthetics of the existing/natural environment;
- Well-informed visitor interpretation and activities that raise awareness of the importance and value

of the area; and,

- Long term community partnerships, cultural awareness and shared economic benefits.

Examples of best practices could include:

- Protecting, conserving and investing in the environment;
- Reducing, reusing and recycling waste;
- Responsible use of resources such as land, water, energy, culture, etc.;
- Investment in people (employees and local population) and empowering local people;
- Fair (favourable) workplace policies;
- Fair business practices; and,
- Support for local economy trade linkages with local communities/economy.

Many eco-tourism ventures occur in remote locations with typically limited economic opportunities for the local populace. Best Management Practice (BMP) that supports local initiatives and employment are seen as beneficial but may not be as applicable for the *On Water* initiative in Vancouver.

# Universal Accessibility Best Practices

Universal accessibility to floating docks on tidal water bodies presents a unique challenge. Improving access to such facilities will enhance safety and usability for the surrounding community.

The major challenge in providing universal access for the design of docks in Vancouver is its dramatic tidal range. For example, False Creek experiences a tidal elevation change of 5.9m between the record low and record high tides. During low tides, many of Vancouver's existing docks present accessibility challenges due to the steepness of the gangway. A gangway slope that meets the accessibility goals of recognized standards – such as the ADA Standards for Accessible Design and the CAN/CSA-B651 Accessible Design for the Built Environment – requires a significantly longer and therefore more expensive gangway system than one with a steeper slope.

When a marine facility is designed, the designer must determine the applicable tide range. Therefore, it is important to understand the amount of time during which various tide levels are experienced. Based on four years of water level Fisheries and Oceans Canada data from Point Atkinson, West Vancouver, it is determined that if gangway slopes are designed for the Lower Low Water Large Tide (LLWLT El.-0.1m), 99.9% of the time between 7am to 10pm, the gangways would not exceed the design slope.

However, if the gangway slopes are designed only for the Mean Water Level (MWL El.3.0m), only 59% of the time between 7am to 10pm, the gangways would not exceed the design slope. Generally, water levels are lowest and occur most frequently during the summer operating hours.

A universal approach will serve the broadest number of users and minimize costly retrofits in the future. Every opportunity to create common pathways, routes and gangways appropriate for all users is the objective, rather than designing separate routes or accommodations for people with disabilities, older adults and seniors.

▼ Accessible ramp at David Lam Park, Vancouver.





A fundamental 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 slopes, appropriate path dimensions, path surfacing, railings, and signage.

The following paragraphs discuss some of the general guidelines and best practices to follow for inclusive dock facility planning and the major principal design considerations.

## PLANNING AND DESIGN RESOURCES + REFERENCES

*Guidelines for Universal Access to New Public Docks in False Creek*, City of Vancouver, 2012

*Design Guidelines for Accessible Outdoor Recreation Facilities*, Canadian Heritage, Parks Canada, 1994, Section 4.15

## GENERAL GUIDELINES FOR FACILITY PLANNING AND DESIGN

In general, 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; easy to use facilities and equipment (if applicable).

## GANGWAY AND RAMP SLOPE

A two-tiered criterion for design of ramp and gangway gradients for new docks is as follows:

- Begin with the goal of providing a maximum gradient of 1:20 (5%) on all ramps and gangways within the tidal range from LLWLT (El. -0.1m CD) to HHWLT (El. 5.0m CD).
- If, due to space constraints this cannot be achieved, then the design criteria should be a maximum gradient of 1:20 (5%) during the tide range El. 2.0m CD to HHWLT, and a maximum gradient of 1:12 (8%) during the tide range LLWLT (El. -0.1m CD) to El. 2.0 CD.

It is worth noting that the greater the change of elevation, the more challenging the solution becomes. If the slope is reduced, then the required length is greater. While the desired shallow slope can be more accommodating for wheelchair users, a longer path of travel to attain the required rise may be objectionable to some users who have difficulty traveling longer distances.

## PATH OF TRAVEL WIDTH

To allow greater accessibility and permit simultaneous travel of two wheelchairs in opposite directions, the recommended clear width of all connecting pathways, ramps and gangways is 1500mm. Routes serving one-way pedestrian traffic should be a minimum of 920mm clear width.

For areas such as landings and floating docks, where changes in direction occur and/or space is required for maneuvering or resting, the recommended clear width is 3150mm.

## PATH OF TRAVEL CROSS-SLOPE

The cross-slope of a path of travel should be minimized while allowing a slight slope for drainage. The cross-slope of gangways, transition plates and floating docks should be designed and constructed to not exceed a maximum of 2 percent (1:50).

## PATH OF TRAVEL SURFACE

The path of travel should be free of abrupt changes in level or gaps. To eliminate abrupt changes in level or gaps, transition plates should be used. Transition plates are sloping pedestrian walking surface located at the ends of a gangway. They should also have a maximum of 1V:20H slope.

## HANDRAILS, TOE RAILS AND GUARDRAILS

### Handrails

Handrails are an important feature, as they provide support and guidance, maintain balance, prevent falls and serve as a visual and tactile wayfinding guide. They should be graspable and provide a firm and

comfortable grip for the hand to slide along the rail without obstruction. Mid-rails should also be used as a safety precaution for children or movement of carts and by people in wheelchairs to aid in negotiating ramps and gangways.

### Toe Rails

Toe rails or toe boards, should be provided to prevent wheels or walking aids from slipping off the edge and to guide the visually impaired who rely on canes. The top of the toe rail/board should be at least 100mm above the ramp/gangway surface and the space between the bottom of the toe rail/board and the ramp/gangway surface must not exceed 13mm. The gap is provided to allow for drainage.

### Guardrails

Guardrails should be provided along any open sides of an area such as landings or viewing platforms to prevent a fall to a lower level, where there is a difference in elevation of more than 600mm between the walking surface and the adjacent surface; or, the adjacent surface within 1.2m of the walking surface has a slope of more than 1V:2H.

### EDGE PROTECTION

Edge protection is desirable whenever there is a concern about falling into the water or the presence of a hazardous drop-off. A high contrast, detectable ground warning surface, as opposed to a raised curb to indicate the location of the dock edge, should be preferred for public docks. Raised curb should not be used in high traffic public dock facilities because they create a potential tripping hazard for people with disabilities, as well as the able-bodied, who prefer a

clear edge to transfer themselves between the dock and the boat.

### WALKING SURFACE

All walking surfaces that are within a barrier-free path of travel should be stable, firm and non-slip; remain non-slip and firm under wet conditions; avoid too much texture for slip resistance, which could create rolling friction that interferes with wheelchair mobility; have no opening that will permit the passage of a sphere more than 13mm diameter; and, have no elongated openings oriented approximately perpendicular to the direction of travel.

Detectable warning surfaces provide important navigation cues for people with vision impairment and are used to inform people who are walking over

- ▼ Non-skid black rubber gangway surface at David Lam Park, Vancouver.



them of possible hazards. Detectable ground warning surfaces consist of standardized features that are intended to be detected either underfoot or by a long white cane.

A detectable hazard indicator should be located at an unprotected drop-off edge, such as the leading edge of a floating deck to serve as a “stop” sign for the visually impaired.

These hazard indicators are typically implemented in transit platforms and curb ramps. These tactile warning surface products are available in many forms. For new construction, the cast-in-place detectable warning tiles are most commonly used.

### SIGNAGE

Signs provide essential information to everyone. Signage, in general, should be simple, uncluttered and incorporate plain language; use of international standard graphic symbols and sharp contrast in color; be consistently located; be positioned to avoid shadow areas and glare, and be placed at decision-making points along routes of travel. The intent of the symbol must be evident, culturally universal and not counterintuitive. To enhance readability, raised tactile lettering should incorporate edges that are slightly smoothed.

### MATERIALS AND FINISHES

The selection of suitable walking surfaces is critical to the safe and easy movement of persons using all kinds of mobility aids as well as persons with vision impairment. Finishes that are slip resistant and not highly reflective is desirable. Figure 3 references

**FIGURE 3: POTENTIAL FOR SLIP ON FLOOR AND TREAD FINISHES \* (CAN/CSA-B6581)**

Material	Dry + Unpolished	Wet	Remarks
Concrete	Low	Moderate to Low	If textured finish or a non-slip aggregate is used, potential for slip can be low
Mastic Asphalt	Low	Low	-
Rubber (sheets or tiles)	Extremely Low	High	Not suitable near entrance or other foreseeable wet areas
Rubber, smooth and ribbed	Low	High	-
Steel profile (diamond plate)	-	Moderate	Class determined by DIN ramp method. No dry value determined
Timber (finished)	Extremely Low	High	Applies to sealed, varnished or polished timber
Timber	Low	Moderate	

\* Depending on the precise nature of the wearing surface, seemingly similar products made from the same material can be totally different in terms of their slip-potential characteristics. It is especially important that specifiers are aware that many products will change significantly merely on installation. Wear, usage, contamination, cleaning, and maintenance regimes will all affect the performance of the product over its lifetime.

the Canadian Standard CAN/CSA-B651, Table D.1 Potential for slip of floor and tread finishes, and only include materials applicable to public dock facilities.

Concrete docks are generally more expensive but they are typically more durable, sturdier, require less maintenance and can be more environmentally friendly. Concrete also provides better traction when wet compared to timber.

Other materials not mentioned in the reference table but are often used in public dock facilities include aluminum and asphalt with non-slip coatings. Extruded aluminum decking is frequently used for gangway decks, typically with small continuous raised ridges that provide good traction. The traction on these decking can be further enhanced by running the deck material through a knurling roller that impacts small

v-grooves across the ridges at close intervals, resulting in a multiple-row tooth-like surface. Relatively “soft” aluminum alloys should not be used to manufacture these decking as it can wear smooth in high traffic areas over time. As for asphalt, there are non-slip coatings available on the market that can be applied to enhance traction.

#### TEXTURE AND COLOUR

The ability of many people – including an individual with a visual disability to navigate an environment – can be promoted through the strategic use of colour and texture. Heavy or busy patterns should be avoided as these can add visual confusion to settings for persons with low vision.

Colour schemes should incorporate a pronounced colour contrast, to differentiate boundaries of objects,

distinguish objects from their background, and to generally enhance spatial orientation. Generally, for seniors and persons with vision impairment, colours in the warm end of the spectrum (yellow, orange, bright red, etc.) are easier to recognize than those at the cool end of the spectrum. Signs should incorporate pronounced glare-free colour contrast. A minimum colour/brightness contrast of 70% light reflectance is required. For signs, the most visible colours are white or yellow on a black, charcoal or other dark background, such as brown, dark blue, dark green or purple. Black lettering on white is also acceptable, although less readable than the reverse. Unacceptable background colours are light grey and pastel colours. Red lettering on a black background is also unacceptable.

All textured surfaces used as detectable warning devices should be cane-detectable and clearly



differentiated from the surrounding paving surfaces. For details, refer to the guideline for walking surfaces. If, for any reason, the standardized detectable warning surfaces cannot be implemented, suitable surfaces that include a change in texture and/or high color contrast should at least be incorporated into the design. The same texture should be used to identify the same type of hazard consistently throughout all the public docks in False Creek.

## LIGHTING

Along routes of travel and at entrances to public dock facilities, exterior illumination should provide a consistent level or pattern. Lighting should also be used to emphasize important features such as entrances, stairs, ramps or gangways. Generally, exterior lighting should be 25% higher than the Illuminating Engineering Society of North America Standards, Recommended Illuminance Levels for Pedestrian Ways. At pedestrian entrances, lighting levels should be minimum 100 lux consistently over the entrance area, measured at the ground. Lighting should minimize glare on adjacent public and private uses, including residential and on the water for vessel operators. Consideration should be given to the use of full cut-off fixtures with colour corrected light sources. All lighting should provide a full colour spectrum; be evenly distributed to minimize cast shadows, and high enough to clear normal snow accumulation. Supplementary lighting should be provided to highlight key signage and orientation landmarks. The level of illumination on signs that depend on incident lighting should be at least 200 lux.

## MAINTENANCE

To preserve the life of any structure and associated components, regular and routine inspection and maintenance is highly recommended. For universal accessible docks, best practices include routine inspection and maintenance, which is vital to ensure a safe and accessible facility is always available. The following section discusses some of the operational/maintenance implications for universal accessible public docks.

### Gangways

One of the key criteria in maintaining accessibility is to ensure walkways are clear of any obstructions and tripping hazards. The 13mm gap provided between the deck surface and underside of the toe rail will provide adequate drainage. Periodic pressure washing should be conducted to keep the surfaces clean from bird droppings or miscellaneous debris. Any non-slip surfaces applied on the deck surface should also be checked regularly and replaced if damaged. Mechanical components such as rollers, pins and bushings should be checked for signs of wear such as flat spots, missing fasteners or dislodged bearing material.

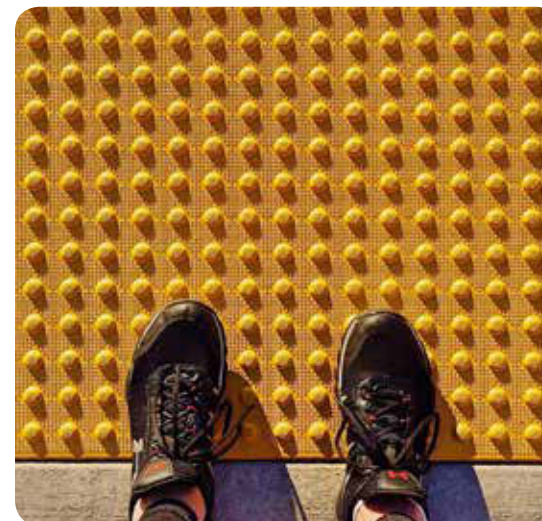
### Handrails, Toe Rails, and Guardrails

Handrails, toe rails and/or guardrails on gangways, ramps, stairs and intermediate landings (fixed or floating) should also be regularly checked to ensure they are continuous, smooth and free from any damage and/or obstructions. Periodic paint touch-up may be required to ensure a sharp colour contrast is maintained since the visually impaired rely on this for their safety.

### Floating Docks

In terms of maintenance, floating docks should also be checked regularly for damage and/or obstructions. Renewal of UHMW pads at guide pile support locations and fender rub strips may be required. Periodic pressure washing, inspection of paint coatings and/or cathodic protection (if installed) for the guide piles should also be conducted.

- ▼ Tactile warning strips allow a user to detect a nearby edge.



# Ecological Review

Biophysical Information

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Shoreline Units

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Potential Impacts

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Gap Analysis



# Biophysical Information

The study area for the project includes Burrard Inlet along the City of Vancouver shoreline from Spanish Banks, Jericho Beach, Kitsilano, the West End and Stanley Park shorelines, to False Creek and the south shore of Vancouver Harbour.

The upland or terrestrial portions of the shoreline around Vancouver are characterized as the Dry Maritime Coastal Western Hemlock (CWHdm) biogeoclimatic subzone, with the exception of a small

portion of the shoreline near Spanish Banks, which is considered Very Dry Maritime Coastal Western Hemlock (CWHxm) (Figure 4). The CWH is the rainiest biogeoclimatic zone in British Columbia, although the dry and very dry maritime variants are influenced by a strong rainshadow that results in reduced precipitation. The CWH typically has a cool mesothermal climate: cool summers (although hot dry spells can be frequent) and mild winters. Mean annual temperature is about 8°C and ranges from 5.2

to 10.5°C among the CWH subzones (Meidinger and Pojar. 1991).

The study area is classified as part of the Georgia Depression Ecoprovince, a large basin that encompasses the southeastern Vancouver Island Ranges and the Nanaimo Lowlands in the west, the Strait of Georgia, Gulf Islands and Strait of Juan de Fuca in the middle, and the Georgia Lowlands and the Fraser Lowlands in the east (Demarchi 2011). The majority of the human population in British Columbia occurs in this Ecoprovince, resulting in the environment having been greatly modified. The Georgia Depression is influenced by the rainshadow in the lee of the Vancouver Island Ranges and the Olympic Peninsula and sustains the longest growing season in British Columbia. At lower elevations, forested areas are dominated by Douglas-fir (*Pseudotsuga menziesii*) and include grand fir (*Abies grandis*), western redcedar (*Thuja plicata*), and western flowering dogwood (*Cornus nuttallii*). Understories typically include dense layers of salal (*Gaultheria shallon*), dull Oregon-grape (*Mahonia nervosa*), sword fern (*Polystichum munitum*), starflower (*Trientalis borealis*), and various moss species.

The Georgia Depression can be subdivided into three Ecoregions containing seven Ecosctions. The study area is described as the Fraser Lowland Ecosction which is part of the Lower Mainland Ecoregion (LMO). The LMO extends from Desolation Sound, south across the International border to the Chehalis River, it also includes the leeward slopes of the Olympic

▼ Figure 4: SHIM 2013, Government of British Columbia 2012.





Mountains (Demarchi 2011). The Fraser Lowland Ecoregion includes the Fraser delta, estuary, lowlands, and associated uplands. The marine environment is dominated by the Fraser River estuary, as well as intertidal and nearshore zones (an epipelagic zone occurs within Burrard Inlet). The largest urban population in British Columbia occurs here.

The study area encompasses Burrard Inlet, which includes an outer (English Bay, False Creek) and inner (Vancouver Harbour, Coal Harbour) basin, each with distinct characteristics. Burrard Inlet is not typical of a west coast inlet as it lacks a sill at the seaward entrance, is relatively shallow, is not bounded by steep, precipitous cliffs, and receives considerable freshwater from an external source – the Fraser River. The relatively-wide outer basin extends from Point Atkinson and Spanish Banks to First Narrows. Sandy beaches are common along much of the perimeter of the outer basin and – when coupled with the local mountains and city skyline – it creates an ideal recreational shoreline, actively used throughout the year.

The outer basin is heavily used by pleasure craft and provides an essential marine highway for commercial vessels. The outer basin also has few dangerous shoals. The narrower 3.5 km-wide inner basin, Vancouver Harbour, extends eastward to Second Narrows, through the highly commercialized and industrialized sectors of Vancouver. In Vancouver Harbour, the foreshore has been greatly modified by landfill and dredging for industrial activity with few recreational areas remaining. Extensive shoals fan out from Stanley Park, and there is an isolated offshore shoal area near the eastern end. There is a large tidal range within Burrard Inlet, approximately 5.0m on



▲ Figure 5: iMap 2017

during typical tides, with a mean Higher High Water of 4.4 m and mean Lower Low Water of 1.1 m.

Approximately 63 other fish species occur in the nearshore areas of Burrard Inlet, including: Pacific herring (*Clupea pallasii*), lingcod (*Ophiodon elongates*), English sole (*Parophrys vetulus*), starry flounder (*Platichthys stellatus*) and rock sole (*Lepidopsetta bilineata*), Pacific staghorn sculpin (*Leptocottus armatus*), shiner surfperch (*Cymatogaster aggregata*) and quillback rockfish (*Sebastes maliger*) (Haggarty, 2001).

Within the study area, there are no fisheries-sensitive watersheds, wildlife habitat areas, sensitive streams, eelgrass or kelp beds, and it does not comprise critical habitat for Southern Resident Killer Whales (*Orcinus orca*). There are no commercial fisheries in the study

area, but Figure 5 shows a commercial shrimp fishery is recorded adjacent the shoreline area west of Stanley Park. The study area represents a crab fishing area of moderate importance. A small recreational surf smelt (*Hypomesus pretiosus*) fishery takes place in late spring and summer along Spanish Banks and near English Bay Beach.

# Shoreline Units

The study area is subdivided for analysis into nine distinct water areas, known as Shoreline Units (SUs). Figure 6 and 7 list and show the locations of the shoreline units, which are defined based on similarities in physical conditions and use.

## SU 01-03: OUTER BASIN OF BURRARD INLET

The southern shoreline of the outer basin of Burrard Inlet, including English Bay, has been subdivided into three Shoreline Units (SUs):

- Kitsilano Point (SU 03)
- Point Grey Road (SU 02)
- English Bay, Jericho - Spanish Banks (SU01)

## SPANISH BANKS (SU 01)

### Shoreline Type

Sand beach with a small section of man-made/modified shoreline

### Habitat Type and Exposure

- Bedrock/Gravel – semi protected
- Estuary or Sand/Mud – very protected/protected/semi protected.

Located immediately west of Jericho Beach (SU 8). Spanish Banks is composed of three distinct sections, east, west, and extension. Spanish Banks comprises a broad sand flat that is as much as 1 km in width during low tides.

This zone represents a finfish fishing area of moderate

importance (iMap 2017). Coho (*Oncorhynchus kisutch*) and chum (*O. keta*) salmon are reported as rearing in stream near Jericho Park in SU 01 (iMap 2017) and stream restoration has introduced coho salmon to Spanish Bank Creek to the west of the study area.

Three occurrences of Species at Risk are reported from Jericho Beach Park, adjacent to SU 02 (iMap 2017) including:

- Vancouver Island Beggarticks (*Bidens amplissima*) (a wetland vascular plant), recorded from Jericho Beach Park
- Green Heron (*Butorides virescens*), recorded from Jericho Beach Park
- Autumn meadowhawk (*Sympetrum vicinum*) (dragonfly), recorded from Jericho Beach Park

These species occur within the park, not along the immediate shoreline. No other Species at Risk occurrences are reported throughout the Study Area.

## POINT GREY ROAD (SU 02)

### Shoreline Type

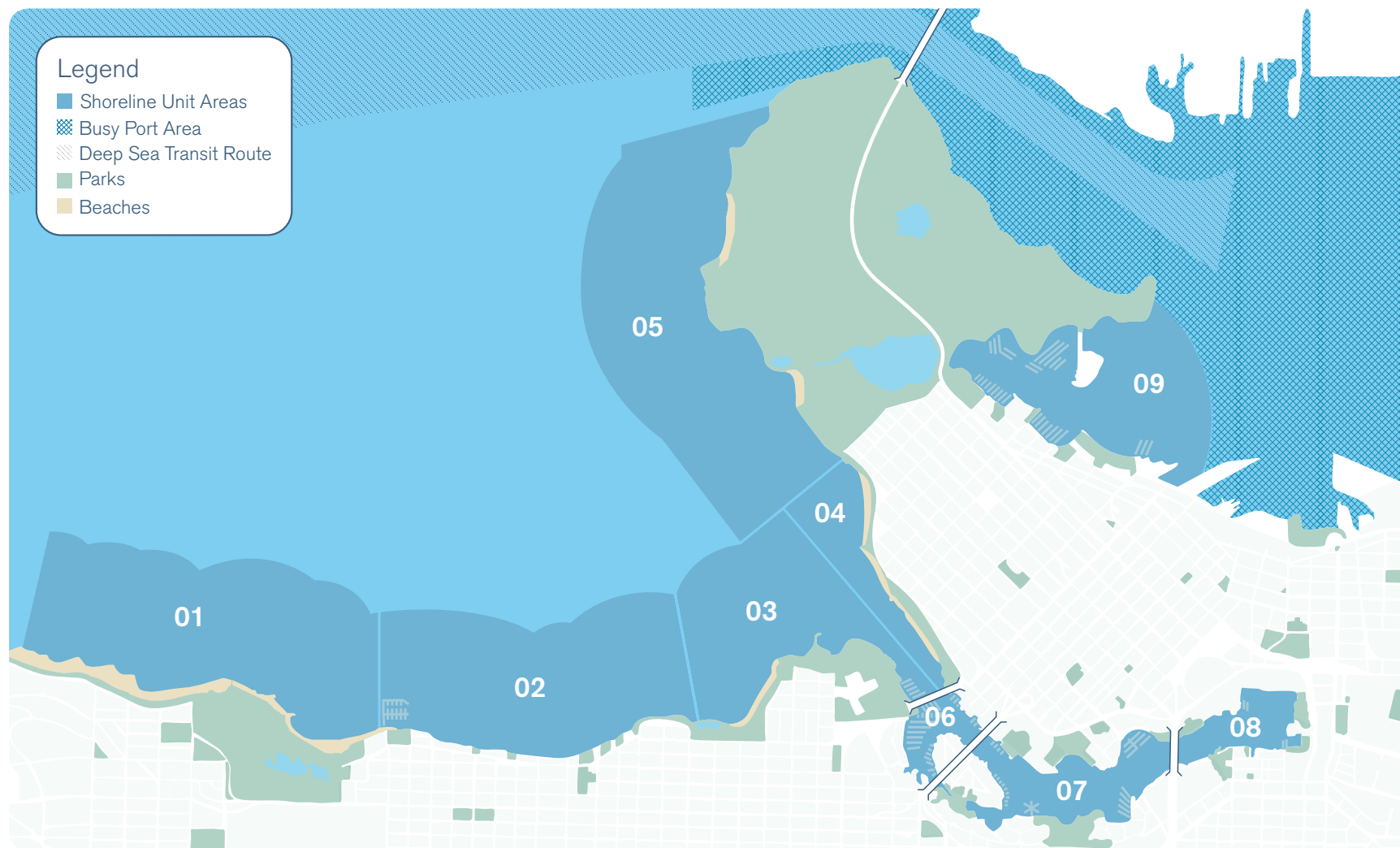
Rock, sand and gravel beach

### Habitat Type and Exposure

- Bedrock/Gravel – semi protected
- Sand/Gravel – semi protected
- Estuary or Sand/Mud – very protected/protected/semi protected

This area is located immediately west of Kitsilano Beach (SU 7), including Jericho Beach on the west side of Jericho Park at the west end of Point Grey Rd. Jericho Beach is the home of the Jericho Sailing Centre Association. The upland along this Shoreline Unit is predominantly single family residential housing

FIGURE 6: SHORELINE UNITS			
Outer Basin of Burrard Inlet	Downtown Vancouver Shoreline	False Creek	Coal Harbour
Spanish Banks (SU 01) Point Grey Road (SU 02) Kitsilano Point (SU 03)	English Bay Beaches (SU 04) Stanley Park (SU 05)	Granville Island (SU 06) False Creek Central (SU 07) False Creek East (SU 08)	Coal Harbour (SU 09)



▲ FIGURE 7: Shoreline Unit locations.



with modified shorelines for erosion protection. Bedrock platforms are common and interspersed with sand and gravel substrates. Intertidal vegetation, namely sea lettuce (*Ulva sp.*) and rockweed (*Fucus distichus*).

### KITSILANO POINT (SU 03)

#### **Shoreline Type**

Half man-made, sand beach, some gravel beach

#### **Habitat Type and Exposure**

- Bedrock/Gravel – semi protected
- Sand/Gravel – semi protected
- Estuary or Sand/Mud – very protected/protected/semi-protected

Located on the western shore of English Bay, the Kitsilano Point beach unit exhibits a variety of substrates including coarse sand, gravel, boulder and muddy sand. Upland, a seawall runs alongside the beach and Kitsilano Pool is at the west side. Vancouver Coastal Health (VCH), following the Canadian Recreational Water Guidelines, monitors the recreational water quality at Kitsilano Beach weekly from May 1st to September 30th and makes these results publicly available on their website.

### SU 04-05: DOWNTOWN VANCOUVER

#### **SHORELINE**

The downtown Vancouver shoreline includes units along the west end (English Bay Beaches) and the western shoreline of Stanley Park (Stanley Park):

- English Bay Beaches (SU 04)
- Stanley Park (SU 05)

### ENGLISH BAY BEACHES (SU 04)

#### **Shoreline Type**

Mix of Rock Platform with sand and gravel beach/sand beach

#### **Exposure**

Semi protected

English Bay Beach is located near the city's West End residential neighbourhood and is Vancouver's most popular recreational beach. The foreshore along this area is predominantly sand with some boulders and areas exhibiting coarser materials. The seawall runs all the way around English Bay from Stanley Park. A bunker C fuel spill closed English Bay to the public in 2015 but was reopened following cleanup.

This zone represents a recreational fishing for surf smelt of moderate importance (iMap 2017).

### STANLEY PARK (SU 05)

#### **Shoreline Type**

Mix of Rock Platform with sand and gravel beach/sand beach

#### **Exposure**

Semi exposed/exposed

Stanley Park is Vancouver's largest urban park comprising 400-hectares of natural West Coast rainforest and is designated a national historic site of Canada. A 28-km uninterrupted waterfront path (seawall) is part of the Seaside Greenway initiative, which extends from the Vancouver Convention Centre to Spanish Banks Park. SU 05 includes Second and Third beaches. Second Beach is located at the

junction of Stanley Park Drive and North Lagoon Drive and is on the Seaside Seawall system. Third Beach, located at Ferguson Point in Stanley Park, is a naturally sandy beach surrounded by trees and is on the Seaside Seawall system.

The backshore of Stanley Park includes mature and old coastal forest. The link between the foreshore and the backshore is interrupted by the seawall and waterfront walkway. The shoreline along this unit includes sandy areas, bedrock platforms, boulder beaches and sand/gravel beaches. Areas that exhibit larger substrate and bedrock sustain extensive rockweed and sea lettuce beds typical of Pacific northwest foreshore habitats.

### SU 06-08: FALSE CREEK

False Creek has been subdivided into three SUs, each defined by water uses common to the unit. The three units have the same shoreline types and exposures.

- Granville Island (SU 06)
- False Creek Central (SU 07)
- False Creek East (SU 08)

#### **Shoreline Type**

Man made, Bedrock/Gravel

#### **Exposure**

Protected/Very protected

False Creek is a short inlet that transects the City of Vancouver. Granville, Cambie, and Burrard Street bridges cross False Creek and create visual subdivisions. It is one of the four major bodies of water bordering Vancouver, along with English Bay,

Burrard Inlet and the Fraser River. Prior to European settlement, the head of False Creek was a broad tidal flat and the discharge point for a multitude of watercourses.

The cessation of industrial activity has led to increased observations of shore and seabirds such as cormorants, ducks, herons, kingfishers, owls, geese, crows, and gulls, as well as harbour seals.

Constraints to ecological improvements include residual industrial contaminants, water quality issues from sewer overflow and water uses, and a hardened shoreline that reduces habitat values.

Habitat Island, in False Creek East, is an urban sanctuary created along Southeast False Creek. More than 200 native trees, as well as shrubs, flowers and grasses that grow naturally in this region have been planted along the waterfront path and on the island. The island was created as part of the development at Southeast False Creek.

The False Creek Watershed Society has had success wrapping pressure-treated pilings with fabric to ensure that Pacific herring eggs, which are attached to underwater vegetation, were viable. This enhancement technique was pioneered in Squamish has been successful in a variety of industrial and former industrial waterfront areas with a paucity of underwater vegetation, the favored attachment site for spawning herring.

## COAL HARBOUR (SU 09)

### Shoreline Type

Man-made on southern half, sand and gravel flat on northern half with waterfront walkway and seawall

### Exposure

Very protected/protected

Coal Harbour is a shallow basin that is defined largely by seawalls and hardened shoreline west of the more industrialized portions of Vancouver Harbour. Dense marina and boat moorage facilities occupy the majority of this zone. Lying to the east of this shoreline unit, Crab Park and New Brighton Park provide shoreline park access from the upland. The northern shoreline of this zone includes the seawall and waterfront walkway of Stanley Park. The southern shore includes marina development, vertical seawalls and bulkheads and rip rap shorelines.

Lost Lagoon, to the west of SU 09, was originally a shallow tidal bay and part of Coal Harbour. The Stanley Park causeway has cut off tidal exchange and Lost Lagoon is now a primarily freshwater lake.



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# Potential Impacts

Opportunities for environmental enhancement, mitigation and stewardship associated with on-water recreation are derived from potential effects on the environment generated by facility construction, maintenance and operations, facility use and on-water use that may occur away from the shoreline access areas. The environmental effects associated with non-motorized water recreation are generally considered small in scale and of low severity.

On-water facilities and activities can affect the marine and nearshore environment through:

- Disturbance of sensitive marine and backshore ecosystems. Launching water craft and foot traffic at low tide can lead to trampling of infaunal communities, benthic organisms and benthic vegetation. Long term use of a site at low tide can lead to reduce productivity of nearshore ecosystems. Sensitive backshore ecosystems can be displaced by upland facilities, disturbed during use and modified to allow for access to the water.
- The introduction, movement, or spread of marine invasive species. Marine and freshwater invasive species can be spread between water bodies on equipment such as boats and personal wear such as waders or wet suits. The majority of marine invasive species transfer results from bilge water releases from large ships and from transboundary transfer of aquaculture products which are not generally associated with small scale on water recreation. Invasive terrestrial species, particularly plants (e.g Japanese knotweed) can be introduced thorough landscaping, taking advantage of disturbed areas or expansion via natural drift of seeds or viable vegetative plant fragments.
- Changes in marine wildlife behaviour from feeding or harassment. Feeding wildlife, particularly birds and marine mammals along shorelines, can change their behaviour, affect their conditions and lead to unfavorable management outcomes for wildlife. Intentional harassment can lead to reduced condition for many species. Passive recreational activities that

interfered with critical life history functions – such as sightseeing in close proximity to marine mammal haul outs – can affect offspring care, rearing and feeding.

- Introducing pollution (e.g., litter; deleterious substances) to the marine environment. Physical garbage can be detrimental to backshore and shoreline areas and discarded refuse offshore can affect fish and wildlife feeding, and damage benthic habitats. Pollution that affects water quality (human waste, fuels & lubricants) can negatively affect fish and wildlife species and human recreation. Light pollution can affect fish and wildlife behaviour.

## GAP ANALYSIS

Through the research on potential impacts, a series of gaps have been identified. The following highlights the gap discovered:

### GAP ANALYSIS

- There are currently no interpretive materials regarding ecosystems or ways to minimize impacts on them.

See *On Water, Vancouver's Non-Motorized Watercraft Recreation Strategy* for recommended Directions, Strategies and Actions to address identified gaps.



# Services Inventory

## Services Inventory

57

- Shoreline Point Categories
- Infrastructure
- Infrastructure Condition
- Uses and Programs
- Biophysical Conditions
- Ownership and Management
- Non-motorized Watercraft Uses
- Other Uses
- Other Considerations
- Lessons and Programming
- Gap Analysis

# Services Inventory

The following is an inventory and analysis of existing facilities, access points, water areas, and programs that support non-motorized watercraft activities in the study area. The sources of data include public engagement; GIS (mapping) data from the City, Vancouver Fraser Port Authority and other organizations; background documents; and input from the *On Water* Advisory Committee. See Appendix D for additional detailed maps.

The analysis is a summary of the strengths and challenges based on current conditions. The inventory of the infrastructure and natural features that support the use of Vancouver's waterways by non-motorized watercraft includes the following key elements:

- *Shoreline Points*: locations with infrastructure supporting non-motorized watercraft
- *Shoreline Units*: distinct areas of the water and the adjacent shoreline, as discussed in the previous section.
- *Water Lots and Jurisdiction*: legal and regulatory considerations that affect non-motorized watercraft activities

## SHORELINE POINTS

Figure 8 lists the locations of shoreline points used by non-motorized watercraft. The tables in the following pages show the data available for each point.

The shoreline points are organized within the following categories:

- *Major Dedicated Facility*: facilities that focus on non-motorized watercraft use
- *Other Major Facility*: facilities that serve multiple purposes, with some services that support non-motorized watercraft use
- *Beach*: beaches that may be used for non-motorized watercraft, with varying degrees of infrastructure
- *Ferry dock*: docks for the marine ferries, which may be used by boaters for access to and from the shoreline
- *Other*: other locations where non-motorized watercraft use is supported on land or by a dock that is not a ferry dock

**FIGURE 8: NON-MOTORIZED WATERCRAFT SHORELINE POINT CATEGORIES**

Major Dedicated Facility	Other Major Facility	Beach	Ferry Dock	Other
<ul style="list-style-type: none"> <li>▪ Creekside Paddling Centre</li> <li>▪ Jericho Sailing Centre</li> <li>▪ Kitsilano Yacht Club</li> <li>▪ Vancouver Rowing Club</li> </ul>	<ul style="list-style-type: none"> <li>▪ Burrard Civic Marina</li> <li>▪ False Creek Community Centre / Alder Bay Dock</li> <li>▪ Heather Civic Marina</li> <li>▪ Kitsilano Beach</li> <li>▪ Vanier Park Launch Ramp</li> </ul>	<ul style="list-style-type: none"> <li>▪ English Bay Beach</li> <li>▪ Habitat Island</li> <li>▪ Jericho Beach</li> <li>▪ Locarno Beach</li> <li>▪ Second Beach</li> <li>▪ Spanish Banks</li> <li>▪ Sunset Beach</li> <li>▪ Third Beach</li> </ul>	<ul style="list-style-type: none"> <li>▪ Aquatic Centre Ferry Dock</li> <li>▪ David Lam Park Ferry Dock</li> <li>▪ Granville Island Ferry Dock 1</li> <li>▪ Granville Island Ferry Dock 2</li> <li>▪ Hornby Street Ferry Dock</li> <li>▪ Maritime Museum Ferry Dock</li> <li>▪ Plaza of Nations Ferry Dock</li> <li>▪ Spyglass Ferry Dock</li> <li>▪ Stamp's Landing Ferry Dock</li> <li>▪ The Village Dock</li> <li>▪ Yaletown Ferry Dock</li> </ul>	<ul style="list-style-type: none"> <li>▪ CRAB Park at Portside</li> <li>▪ Ecomarine Island</li> <li>▪ Harbour Green Park</li> <li>▪ Quayside Marina</li> </ul>

## INFRASTRUCTURE

Figure 9 shows the infrastructure located at or near each of the shoreline points.

### Analysis

Three of the major dedicated facilities and three of the other major facilities have a wide range of services available. The three additional major facilities have limited services. Most of the beaches have washrooms and concessions only. The ferry docks and other facilities have minimal services.

### Strengths

- Vancouver has some excellent facilities that support non-motorized watercraft activities
- Paddlers appreciate the newer facilities, including the Creekside Paddling Centre and the new washrooms, docks and launching ramps near Burrard Civic Marina
- An Alder Bay dock renewal project is under way, and new options for storage at False Creek Community Centre are being considered
- Parking lot boat storage at False Creek Community Centre is expected to stay for some time
- A multi-use, publicly accessible facility, marina and restaurant has been proposed as part of the North East False Creek development
- Creekside and Jericho have a great capacity to support civic and community events, and False Creek and Vancouver Rowing Club are able to support reasonably-sized events
- In 2018, the Park Board placed mats on some beaches to provide wheelchair access onto the beach

**FIGURE 9: INFRASTRUCTURE**

Shoreline Points	Meeting Space	Shower / changing facilities	Equipment washing facilities	Watercraft / equipment storage	Accessibility	Washrooms	Concession / Restaurant
<b>Major Dedicated Facility</b>							
Creekside Paddling Centre				X	UA	X	
Jericho Sailing Centre	X	X	X	X	UA	X	X
Kitsilano Yacht Club	X	X	X	X	A	X	
Vancouver Rowing Club	X	X	X	X	A	X	X
<b>Other Major Facility</b>							
Burrard Civic Marina	X	X	X	X	A	X	
False Creek Community Centre / Alder Bay Dock	X	X	X	X	UA	X	X
Heather Civic Marina		X	X	X	A	X	X
Kitsilano Beach		X			A	X	X
Vanier Park Launch Ramp					A		
<b>Beach</b>							
English Bay Beach			X	X	A	X	X
Habitat Island					A		
Jericho Beach					A	X	X
Locarno Beach					A	X	X
Second Beach					A	X	X
Spanish Banks		X			A	X	X
Sunset Beach					A	X	X
Third Beach		X			A	X	X



**FIGURE 9: INFRASTRUCTURE**

Shoreline Points	Meeting Space	Shower / changing facilities	Equipment washing facilities	Watercraft / equipment storage	Accessibility	Washrooms	Concession / Restaurant
<b>Ferry Dock</b>							
Aquatic Centre Ferry Dock					A		
David Lam Park Ferry Dock					PUA		
Granville Island Ferry Dock 1					A		
Granville Island Ferry Dock 2					PUA		
Hornby Street Ferry Dock					A		
Maritime Museum Ferry Dock					A		
Plaza of Nations Ferry Dock					A		
Spyglass Ferry Dock					A		
Stamp's Landing Ferry Dock					A		
The Village Dock					PUA		
Yaletown Ferry Dock					A		
<b>Other</b>							
CRAB Park at Portside					A		
Ecomarine Granville Island					A		
Harbour Green Park					A		
Quayside Marina					A		
X = indicates infrastructure, UA = universally accessible – facilities provide a fully-accessible path from land to dock and from dock to a non-motorized watercraft (ie: davits) PUA = partially universally accessible – facilities provide a fully-accessible path from land to dock A = accessible – facilities have restricted access (such as steep ramps at low tides) or lack of in-water infrastructure (ie: beaches)							

**Challenges**

- Only two major facilities are universally accessible and three ferry docks are partially accessible
- Few of the shoreline points offer multi-purpose amenities with opportunities for launching of watercraft, seating/gathering areas, food services, support infrastructure and more
- Demand for storage is reported to exceed supply
- There is demand for more and better facilities for paddling groups at Burrard Civic Marina and in other locations
- Creekside Community Centre is closed on holidays, leaving no public washrooms open at this location
- Boat storage racks under the north of Cambie Bridge were removed due to functional and safety concerns. Options for relocation include Granville Island, Burrard Civic Marina, or a new development at Northeast False Creek
- Coal Harbour has suitable waters for use and Vancouver Rowing Club uses the area, but there is nowhere to launch non-motorized watercraft
- Harbour Green Park Dock is closed to the public at present due to damage from unauthorized use
- Burrard Civic and Kitsilano Yacht Club are less able to host civic or community events, due to lack of buildings and small size respectively
- False Creek and Creekside have limited shared social spaces and Burrard Civic lacks any interior social spaces of use to the boating users

## INFRASTRUCTURE CONDITION

Figure 10 shows the condition of infrastructure at shoreline points that has been assessed and identifies those where additional assessment is a priority. The following are the definitions used in the rating of the condition:

- *Excellent*: new facility
- *Good*: condition assessment rating is good
- *Fair*: condition assessment rating is fair
- *Poor*: Condition assessment rating is poor
- *Not available*: no condition assessment available
- *Needed*: condition assessment is a priority

### Analysis

Of the facilities that have been evaluated, many are older facilities that have not been upgraded. Most of Vancouver's facilities have not had condition assessments.

### Strengths

- Only two facilities are in excellent and five in good condition

### Challenges

- Three facilities are in fair and two are in poor condition
- Most of the facilities have not been evaluated, and priorities for condition assessments have not been determined to date

FIGURE 10: INFRASTRUCTURE CONDITION

Shoreline Points	Excellent	Good	Fair	Poor	Not available	Needed
<b>Major Dedicated Facility</b>						
Creekside Paddling Centre	X					
Jericho Sailing Centre*			X			
Kitsilano Yacht Club					X	
Vancouver Rowing Club					X	
<b>Other Major Facility</b>						
Burrard Civic Marina			X			
False Creek Community Centre / Alder Bay Dock*				X		
Heather Civic Marina			X			
Kitsilano Beach					X	
Vanier Park Launch Ramp					X	
<b>Beach</b>						
English Bay Beach					X	
Habitat Island					X	
Jericho Beach					X	
Locarno Beach					X	
Second Beach					X	
Spanish Banks					X	
Sunset Beach					X	
Third Beach					X	

FIGURE 10: INFRASTRUCTURE CONDITION

Shoreline Points	Excellent	Good	Fair	Poor	Not available	Needed
<b>Ferry Dock</b>						
Aquatic Centre Ferry Dock*				X		
David Lam Park Ferry Dock		X				
Granville Island Ferry Dock 1		X				
Granville Island Ferry Dock 2		X				
Hornby Street Ferry Dock				X		
Maritime Museum Ferry Dock				X		
Plaza of Nations Ferry Dock				X		
Spyglass Ferry Dock				X		
Stamp's Landing Ferry Dock				X		
The Village Dock	X					
Yaletown Ferry Dock		X				
<b>Other</b>						
CRAB Park at Portside						X
Ecomarine Granville Island		X				
Harbour Green Park*						X
Quayside Marina						X

X = indicates condition

\*update or renewal is planned for this shoreline point

## INFRASTRUCTURE TO THE SHORELINE POINTS

Access to the shoreline points influences who can use the facilities. Figure 11 shows the infrastructure that supports access to the sites. The following forms of access were considered if within 400 m walk from the shoreline point:

- Water taxi: aqua ferry within
- Parking lot: public parking
- Bike parking
- Transit: transit stop
- Seawall
- Taxi stand: close to a known taxi stand or a busy part of the city with multiple taxis

### Analysis

Users of non-motorized watercraft either have to transport their craft for launching (which requires parking near the launch point), or they need access to storage or rentals of watercraft at the site and a suitable mode of transportation for traveling there.

### Strengths

- Many of the sites have parking nearby and many are along the seawall

### Challenges

- Fourteen of the sites are not within easy access of transit
- Creekside Community Centre has limited parking nearby and few spaces for accessible parking
- Cyclists along the seawall can be a hazard for those using the Creekside Paddling Centre

FIGURE 11: ACCESS TO SHORELINE POINTS

Shoreline Points	Water taxi	Parking lot	Bike Parking	Transit	Seawall	Taxi Stand
<b>Major Dedicated Facility</b>						
Creekside Paddling Centre	X	X	X	X	X	X
Jericho Sailing Centre		X	X		X	
Kitsilano Yacht Club			X	X	X	
Vancouver Rowing Club		X	X	X	X	
<b>Other Major Facility</b>						
Burrard Civic Marina		X	X		X	
False Creek Community Centre / Alder Bay Dock	X	X	X	X	X	X
Heather Civic Marina	X	X	X	X	X	X
Kitsilano Beach		X	X	X	X	
Vanier Park Launch Ramp		X	X		X	
<b>Beach</b>						
English Bay Beach		X	X	X	X	X
Habitat Island			X	X	X	
Jericho Beach		X	X		X	
Locarno Beach		X	X		X	
Second Beach		X	X		X	
Spanish Banks		X	X		X	
Sunset Beach		X	X	X	X	X
Third Beach		X	X		X	

FIGURE 11: ACCESS TO SHORELINE POINTS

Shoreline Points	Water taxi	Parking lot	Bike Parking	Transit	Seawall	Taxi Stand
<b>Ferry Dock</b>						
Aquatic Centre Ferry Dock		X	X	X	X	X
David Lam Park Ferry Dock		X	X	X	X	X
Granville Island Ferry Dock 1	X	X	X			X
Granville Island Ferry Dock 2	X	X	X			X
Hornby Street Ferry Dock		X	X	X	X	X
Maritime Museum Ferry Dock		X	X		X	
Plaza of Nations Ferry Dock		X	X	X	X	X
Spyglass Ferry Dock		X	X		X	
Stamp's Landing Ferry Dock	X	X	X	X	X	X
The Village Dock	X	X	X	X	X	X
Yaletown Ferry Dock		X	X	X	X	X
<b>Other</b>						
CRAB Park at Portside		X	X		X	
Ecomarine Granville Island	X	X	X			X
Harbour Green Park			X	X	X	X
Quayside Marina		X	X	X	X	X

X = indicates access



## USER GROUPS, USES AND PROGRAMS

Many organized groups and members of the public engage in non-motorized watercraft activities. Figure 12 lists user groups who self-reported their number of users and visits per season, where available.

Figure 13 shows the uses and programs that take place at each of the shoreline points.

### Analysis

The following is additional information on tying-up of watercraft:

- Aquatic Centre Ferry Dock – existing float grounds at low tide and can't be used for launching; replaced float will have launching capacity and temporary mooring space for dinghies
- Most of the other ferry docks allow free short-term space where dinghies can tie up (as long as they leave space for the ferries), with the following exceptions:
  - Granville Island Dock1 near Bridges – not enough space available, not a launch site
  - Granville Island Dock2 near market – small craft only due to congestion
  - Quayside Marina – kayaks only
  - Not allowed – Hornby Street Ferry Dock, Maritime Museum Ferry Dock

**FIGURE 12: USER GROUPS**

User Groups	Base of Operations	# of users	Visits/season
BC Marine Trails Network	Multiple locations	300	n/a
BC Mobility Opportunities Society			
Canadian International Dragon Boat Festival Society	Creekside Paddling Centre	112	284
Dragon Boat Society	Creekside Paddling Centre	n/a	n/a
Ecomarine Paddlesport Centres	Jericho Sailing Centre / Granville Island	n/a	12,500
False Creek Rowing Club	Burrard Civic Marina / Vanier Park	285	1,500
Kitsilano Yacht Club	Kitsilano Yacht Club	250	n/a
Vancouver Ocean Sports	Burrard Civic Marina / Vanier Park	150	n/a
Information for this table was self-reported by the individual user groups.			

### Strengths

- Good relationships among paddling community groups, and between paddling groups and ferry operators
- Programs are available at all levels, including safety awareness

### Challenges

- Operators that rely on leases are limited in their ability to improve and expand amenities and programs
- Although beaches are listed as available for launching, most beaches do not have specified locations identified for this, which can cause conflicts with swimmers and other beach users
- Although ferry docks are listed as available for launching, the availability of parking or storage nearby can make this challenging
- Membership is required for some of the facilities and services at Creekside Paddling Centre, Jericho Sailing Centre, Kitsilano Yacht Club, Vancouver Rowing Club and Burrard Civic Marina
- Habitat Island has no facilities and therefore has minimal use

**FIGURE 13: USES AND PROGRAMS**

Shoreline Points	Launching watercraft	Tying-up watercraft	Meetings	Social gatherings / eating	Watercraft rentals	Teaching / training
<b>Major Dedicated Facility</b>						
Creekside Paddling Centre	X	X	X		X	X
Jericho Sailing Centre	X	X	X	X	X	X
Kitsilano Yacht Club	X	X	X	X	X	X
Vancouver Rowing Club	X	X	X	X	X	
<b>Other Major Facility</b>						
Burrard Civic Marina	X	X				
False Creek Community Centre / Alder Bay Dock	X	X	X	X	X	X
Heather Civic Marina	X	X	X	X		
Kitsilano Beach	X			X	X	
Vanier Park Launch Ramp	X					
<b>Beach</b>						
English Bay Beach	X			X	X	
Habitat Island	X					
Jericho Beach	X			X		
Locarno Beach	X			X		

**FIGURE 13: USES AND PROGRAMS**

Shoreline Points	Launching watercraft	Tying-up watercraft	Meetings	Social gatherings / eating	Watercraft rentals	Teaching / training
Second Beach	X			X		
Spanish Banks	X			X		
Sunset Beach	X			X		
Third Beach	X			X		
<b>Ferry Dock</b>						
Aquatic Centre Ferry Dock	X	X				
David Lam Park Ferry Dock	X	X				
Granville Island Ferry Dock 1						
Granville Island Ferry Dock 2	X	X				
Hornby Street Ferry Dock	X					
Maritime Museum Ferry Dock	X					
Plaza of Nations Ferry Dock	X	X				
Spyglass Ferry Dock	X	X				
Stamp's Landing Ferry Dock	X	X				
The Village Dock	X	X				
Yaletown Ferry Dock	X					
<b>Other</b>						
CRAB Park at Portside	X					
Ecomarine Granville Island	X					
Harbour Green Park	X					
Quayside Marina	X					
X = indicates uses or programs. Launching of watercraft is defined as the ability to carry a watercraft down a ramp or a boat launch.						

## BIOPHYSICAL CONDITIONS

Figure 14 identifies the degree of shelter of the shoreline points related to wind, waves and current. It also identifies the sensitivity of each site to sea level rise.

### Degree of Shelter

According to the World Association for Waterborne Transport Infrastructure (PIANC) design guidelines, differentiating among the various exposure levels (beyond exposed vs sheltered) requires a wave analysis.

### Sensitivity to Sea Level Rise

Sensitivity is based on an a 0.5-metre (year 2050) and a 1-metre (year 2100) rise.

### Analysis

The shoreline points offer a variety of exposure levels, which is good for non-motorized watercraft activities, as wind-related uses and those traveling larger distances seek more exposed areas, and paddlers and beginners prefer more sheltered waters.

### Strengths

- Locations in False Creek and Coal Harbour are generally sheltered
- Alder Bay is the most sheltered location and is therefore suitable for beginners

### Challenges

Sites in English Bay are generally exposed

FIGURE 14: BIOPHYSICAL CONDITIONS

Shoreline Points	Degree of Shelter		Sensitivity to Rise	
	Exposed	Sheltered	0.5 metre	1 metre
<b>Major Dedicated Facility</b>				
Creekside Paddling Centre		X	L	L
Jericho Sailing Centre	X		M	H
Kitsilano Yacht Club	X		L	L
Vancouver Rowing Club		X	L	L
<b>Other Major Facility</b>				
Burrard Civic Marina		X	L	L
False Creek Community Centre / Alder Bay Dock		X	L	L
Heather Civic Marina		X	L	L
Kitsilano Beach	X		M	H
Vanier Park Launch Ramp	X		L	L
<b>Beach</b>				
English Bay Beach	X		L	M
Habitat Island		X	L	M
Jericho Beach	X		M	H
Locarno Beach	X		M	H
Second Beach	X		L	M
Spanish Banks	X		M	H
Sunset Beach	X		L	M
Third Beach	X		L	L

FIGURE 14: BIOPHYSICAL CONDITIONS

Shoreline Points	Degree of Shelter		Sensitivity to Rise	
	Exposed	Sheltered	0.5 metre	1 metre
<b>Ferry Dock</b>				
Aquatic Centre Ferry Dock		X	L	L
David Lam Park Ferry Dock		X	L	L
Granville Island Ferry Dock 1		X	L	L
Granville Island Ferry Dock 2		X	L	L
Hornby Street Ferry Dock		X	L	L
Maritime Museum Ferry Dock		X	L	L
Plaza of Nations Ferry Dock		X	L	L
Spyglass Ferry Dock		X	L	L
Stamp's Landing Ferry Dock		X	L	L
The Village Dock		X	L	L
Yaletown Ferry Dock		X	L	L
<b>Other</b>				
CRAB Park at Portside		X	L	L
Ecomarine Granville Island		X	L	L
Harbour Green Park		X	L	L
Quayside Marina		X	L	L
<p>X = indicates biophysical condition; L = low, includes docks as they rise and fall, and areas 3m or higher above risen sea level;</p> <p>M = moderate, areas 2-3m above risen sea level;</p> <p>H = high, areas within 2m above risen sea level.</p>				

## OWNERSHIP AND MANAGEMENT RESPONSIBILITY

The shoreline sites fall under varying ownership and responsibility, as shown in Figure 15.

### Analysis

The jurisdiction section of this report addresses many of the factors related to the variety of responsibilities related to ownership and management.

### Strengths

- Vancouver has many publicly-owned facilities that are available to all

### Challenges

- Many of the larger facilities with a wider range of services are privately operated

FIGURE 15: OWNERSHIP AND MANAGEMENT							
Shoreline Points	Owner			Management Responsibility			
	City	Private	Other	City	Park Board	Private	Other
<b>Other Major Facility</b>							
Burrard Civic Marina	X			X			
False Creek Community Centre / Alder Bay Dock	X				X		
Heather Civic Marina	X			X			
Kitsilano Beach	X				X		
Vanier Park Launch Ramp	X			X			
<b>Beach</b>							
English Bay Beach	X				X		
Habitat Island	X				X		
Jericho Beach	X				X		
Locarno Beach	X				X		
Second Beach	X				X		
Spanish Banks	X				X		
Sunset Beach	X				X		
Third Beach	X				X		
<b>Ferry Dock</b>							
Aquatic Centre Ferry Dock	X						X
David Lam Park Ferry Dock	X			X			
<b>Major Dedicated Facility</b>							
Creekside Paddling Centre	X				X		
Jericho Sailing Centre		X				X	
Kitsilano Yacht Club		X				X	
Vancouver Rowing Club		X				X	

FIGURE 15: OWNERSHIP AND MANAGEMENT							
Shoreline Points	Owner			Management Responsibility			
	City	Private	Other	City	Park Board	Private	Other
<b>Other Major Facility</b>							
Burrard Civic Marina	X			X			
False Creek Community Centre / Alder Bay Dock	X				X		
Heather Civic Marina	X			X			
Kitsilano Beach	X				X		
Vanier Park Launch Ramp	X			X			
<b>Beach</b>							
English Bay Beach	X				X		
Habitat Island	X				X		
Jericho Beach	X				X		
Locarno Beach	X				X		
Second Beach	X				X		
Spanish Banks	X				X		
Sunset Beach	X				X		
Third Beach	X				X		
<b>Ferry Dock</b>							
Aquatic Centre Ferry Dock	X						X
David Lam Park Ferry Dock	X			X			

FIGURE 15: OWNERSHIP AND MANAGEMENT							
Shoreline Points	Owner			Management Responsibility			
	City	Private	Other	City	Park Board	Private	Other
Granville Island Ferry Dock 1	X			X			
Granville Island Ferry Dock 2	X			X			
Hornby Street Ferry Dock			X				X
Maritime Museum Ferry Dock	X						X
Plaza of Nations Ferry Dock		X				X	
Spyglass Ferry Dock	X			X			
Stamp's Landing Ferry Dock	X			X			
The Village Dock	X			X			
Yaletown Ferry Dock	X			X			
<b>Other</b>							
CRAB Park at Portside	X				X		
Ecomarine Granville Island		X				X	
Harbour Green Park	X			X			
Quayside Marina		X				X	
X = indicates ownership or management responsibility							



## NON-MOTORIZED WATERCRAFT USES

There are certain areas where specific non-motorized watercraft activities occur, even though they can all theoretically take place anywhere. The key use locations are indicated in Figure 16, based on the uses listed in the first round of public engagement and additional analysis.

### Analysis

Vancouver's waters offer opportunities for many types of non-motorized watercraft activities.

### Strengths

- Vancouver has the advantage of having large, more exposed locations for wind-powered uses and those needing larger areas, as well as the protected waters of False Creek for uses and users needing calmer water
- There are opportunities in False Creek for more amenities and designated areas for non-motorized watercraft
- There are opportunities for non-motorized watercraft rentals in False Creek where waters are more protected than in English Bay or near Granville Island

### Challenges

- There are no areas designated for non-motorized watercraft uses
- SUPs and small craft are rented to many novices at Granville Island, but it is dangerous for them under the Granville Bridge because of strong currents and congestions of watercraft

- Some user groups are concerned about the inability to travel along the north side of Stanley Park
- There is no designated space for non-motorized watercraft launching on the north side of English Bay or at other beaches
- Coal Harbour has suitable waters for use and Vancouver Rowing Club uses the area, but there is no designated area for non-motorized watercraft

**FIGURE 16: NON-MOTORIZED WATERCRAFT USES**

Shoreline Units	Canoeing	Dragon Boating	Kayaking	Rowing	Outrigger	SUP	Surf skiing	Wind surfing	Kite surfing / boarding	Small craft sailing	Water bicycling
<b>Outer Basin of Burrard Inlet</b>											
Spanish Banks (near UBC)	X		X		X	X	X	X	X	X	
Spanish Banks (near Jericho Park)	X		X	X	X	X	X	X	X	X	
Point Grey Road	X		X		X	X	X	X		X	
<b>False Creek</b>											
Granville Island	X	X	X	X	X	X					X
False Creek Central	X	X	X	X	X	X					X
False Creek East	X	X	X	X	X	X					
<b>Downtown Vancouver Shoreline</b>											
Kitsilano Point / English Bay Beaches					X		X				
Stanley Park					X		X				
<b>Coal Harbour</b>											
Coal Harbour				X							
X = indicates non-motorized watercraft uses											

## OTHER USES

Other uses are important, as they can be complementary with – or pose a challenge to – non-motorized watercraft activities. Figure 17 lists the locations where other uses are a major factor to consider.

### Analysis

Vancouver offers a wide range of activities on the water, including transportation, recreation, and commercial and industrial uses. In managing the various uses, economic viability and safety are key considerations.

### Strengths

- Alder Bay has a significant opportunity for designated space for non-motorized craft due to the lack of boat mooring

### Challenges

- Mooring in False Creek, which has been increasing steadily over the years, is a major challenge for non-motorized watercraft uses
- Waters around the commercial vessels at anchor in Burrard Inlet are technically off-limits to recreational vessels due to safety setbacks
- The most congested locations in False Creek are under the Burrard Bridge and north of Granville Island, both locations where marinas occupy significant amounts of space
- There are few opportunities for the public to gain access to the water in False Creek

**FIGURE 17: OTHER USES**

Shoreline Units	Swimming	Walking/biking on seawall	Recreational motor boating	Commercial boats, planes, ships	Boat mooring	Marina
<b>English Bay</b>						
Spanish Banks (near UBC)	X	X	X			
Spanish Banks (near Jericho Park)	X	X	X		X	X
Point Grey Road	X	X	X			
<b>False Creek</b>						
Granville Island		X	X			X
False Creek Central		X	X			X
False Creek East		X	X			
<b>Downtown Vancouver Shoreline</b>						
Kitsilano Point / English Bay Beaches			X			
Stanley Park	X	X	X	X	X	
<b>Coal Harbour</b>						
Coal Harbour		X	X	X	X	
X = indicates other uses						

## OTHER CONSIDERATIONS

Various other considerations affect the opportunities and challenges related to non-motorized watercraft activities. Other conditions are indicated in Figure 18, including the following:

- Degree of shelter in water (from wind, waves and current), identified as sheltered or exposed (this rating is for areas, whereas previous rating was for points)

- Use of primary and secondary land uses, based on zoning
- Availability of food services or stores nearby
- Relative experience of nature along the shoreline mapped as urban, combination of urban/natural, and natural

### Analysis

Vancouver's shoreline areas offer a wide variety of experiences, ranging from a fairly natural experience to a completely urban setting.

### Strengths

- There are opportunities for non-motorized watercraft rentals in False Creek, where waters are more protected than in English Bay or near Granville Island

### Challenges

- SUPs and small craft are rented to many novices at Granville Island but it is dangerous for them under the Granville Bridge because of strong currents and congestion of watercraft

**FIGURE 18: OTHER CONSIDERATIONS**

Shoreline Units	Degree of shelter in water	Primary land use	Secondary land use	Food Services nearby	Experience of nature on shoreline
<b>Outer Basin of Burrard Inlet</b>					
Spanish Banks (near UBC)	Exposed	Park	Single-family residential	X	Natural
Spanish Banks (near Jericho Park)	Exposed	Park	Single-family residential	X	Urban / Natural
Point Grey Road	Exposed	Park	Multi-family residential	X	Urban
<b>False Creek</b>					
Granville Island	Sheltered	Comprehensive Development		X	Urban
False Creek Central	Sheltered	Comprehensive Development		X	Urban
False Creek East	Sheltered		Industrial / Park	X	Urban
<b>Downtown Vancouver Shoreline</b>					
Kitsilano Point / English Bay Beaches	Exposed	Park	Multi-family residential	X	Urban
Stanley Park	Sheltered	Park			Natural
<b>Burrard Inlet</b>					
Coal Harbour	Sheltered		Comprehensive Development	X	Urban / Natural
X = indicates other consideration					

## LESSONS AND PROGRAMMING

City of Vancouver community facilities host various lessons and programming involving non-motorized watercraft activities. Open to the public, the formats vary and include introductory workshops, day camps, private lessons, drop-in sessions and special events. Data from the city, summarized in Figure 19, shows the number and location of registrations over a 3-year period from August 2015 to August 2018 for select non-motorized watercraft activities.

### Analysis

Vancouver offers a range of lessons and programming for non-motorized watercraft activities. The most popular activities are dragon boating and kayaking, which represent over three-quarters of registrations. There is also significant participation in paddling activities, most of which occurs at the Creekside Community Recreation Centre.

**FIGURE 19: REGISTRATIONS IN CITY NON-MOTORIZED RECREATION PROGRAMS FROM AUGUST 2015 TO AUGUST 2018**

Location	Dragon Boating	Kayaking	Paddling	Canoeing	Paddle boarding	Sailing
<b>Open Water</b>						
Creekside Community Recreation Centre	127	11	259	-	-	-
False Creek Community Centre	-	42	-	-	-	-
Jericho Park	-	4	-	-	-	-
Kitsilano Community Centre	-	7	-	-	7	2
<b>Indoor</b>						
Britannia Pool	48	-	-	-	-	-
Hastings Community Pool	-	39	-	-	-	-
Hillcrest Community Centre	-	42	-	-	-	-
Kensington Community Centre	31	-	25	-	-	-
Strathcona Community Centre	73	-	-	-	-	-
Unspecified / Other	436	320	9	51	4	-
<b>TOTAL</b>	<b>667</b>	<b>507</b>	<b>293</b>	<b>51</b>	<b>11</b>	<b>2</b>

Kayaking is offered at the most locations. According to recreation data from the Park Board, there were 62 wait list registrations for kayaking at various facilities that did not result in enrollment, indicating that there may be potential to expand this programming in the future.

Programming is geared towards a range of participant demographics. Approximately 50% of activities are for children, pre-teens or youth, 20% are for adults or seniors, and the remaining 30% are for participants of all ages.

Programs at pools complement the programs held in waterways. The indoor programs help to build skills and self-confidence, enabling some participants to continue their pursuit of watercraft recreation in open waters.

### Strengths

- Indoor and outdoor lessons and programming are available
- Programming is geared toward a variety of age-levels

### Challenges

- There are waitlists not resulting in enrollment for kayak lessons and programming



## GAP ANALYSIS

Through the documentation and inventory of the current services, a series of gaps have been identified. The following highlights the gaps discovered:

### GAP ANALYSIS

#### INFRASTRUCTURE GAPS

- The majority of the shoreline facilities are not universally accessible.
- Few of the shoreline points offer multi-purpose amenities with opportunities for launching of watercraft, seating, social gathering areas, food services, and support infrastructure.
- There is insufficient watercraft storage to meet the demand, especially in the summer.
- There is demand for more and better facilities for paddling groups at Burrard Civic Marina and in other locations (to be determined).
- Creekside Community Centre is closed holiday Mondays, leaving no public washrooms accessible during those times.
- There is nowhere for the public to launch non-motorized watercraft in Coal Harbour.
- Harbour Green Park Dock lacks amenities.
- Vancouver Rowing Club and Kitsilano Yacht Club operate differently than Park Board facilities.
- Most of the facilities have limited social spaces or capacity to host events.

#### INFRASTRUCTURE CONDITION GAPS

- 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.

#### ACCESS TO SHORELINE POINTS GAPS

- Fourteen of the sites are not within easy access of transit.
- Creekside Community Centre has limited parking nearby and few spaces for accessible parking.
- Cyclists along the seawall can be a hazard for those using the Creekside Paddling Centre.

#### USES AND PROGRAMS GAPS

- There are few locations where the public can launch non-motorized watercraft and use support facilities without having a membership.
- Operators that rely on leases are limited in their ability to improve and expand amenities and programs.

- There are no designated locations identified for launching non-motorized watercraft at beaches, which can cause conflicts with swimmers and other beach users.
- Although ferry docks are listed as available for launching, the limited dock size, frequency of the ferry and lack of parking or storage nearby can make this challenging.

#### OTHER USES GAPS

- There is a shortage of space available in False Creek for non-motorized watercraft activities.
- There are few opportunities for the public to gain access to the water in False Creek.

#### OTHER CONSIDERATIONS GAPS

- There is nowhere with safe, sheltered water where SUPs and small craft are rented.

#### LESSONS AND PROGRAMMING GAPS

- There are waitlists not resulting in enrollment for kayak lessons and programming.

See *On Water, Vancouver's Non-Motorized Watercraft Recreation Strategy* for recommended Directions, Strategies and Actions to address identified gaps.



# Jurisdiction

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## Overview

An analysis of current jurisdictional boundaries and roles is necessary to understand the current regulations of Vancouver's waters. This section provides a review of the mandate, legislation and jurisdiction of the organizations involved in regulating waterways in Vancouver. See Appendix D for additional detailed maps.

### **FOUR LEVELS OF JURISDICTION**

With four levels of jurisdiction over Vancouver's waters (federal, provincial, municipal, and other) – each with multiple organizations involved – the jurisdictions within the study area are complex and have resulted in challenges with establishing and enforcing regulations within the shoreline units.

Understanding the various organizations involved – along with the roles played by each – identifies current conflicts and gaps in jurisdiction, authority and regulations.

Vancouver's waterways are complex with many authorities and regulatory bodies managing our waters each authority having different, and often overlapping, responsibilities. See the following page for a chart of the four levels of jurisdiction, as well as the overlapping responsibilities over our waters.

The following pages provides an overview of each authority and regulatory body, and their primary mandate, applicable legislation, and their application to Vancouver's waters.

## FOUR LEVELS OF JURISDICTION

### Federal

- Vancouver Fraser Port Authority (VFPA) / Port of Vancouver
- Fisheries and Oceans Canada
- Canadian Coast Guard
- Transport Canada
- Environment and Climate Change Canada

### Provincial

- Ministry of Forests, Lands, Natural Resource Operations & Rural Development
- Ministry of Environment and Climate Change Strategy

### Municipal

- City of Vancouver
- Vancouver Police Department (VPD)
- Vancouver Board of Parks and Recreation (Park Board)
- Metro Vancouver

### Other

- Burrard Inlet Environmental Action Program and Fraser River Estuary Management Program (information only)
- Landowners - fee simple
- Landowners - industrial/port
- Public

## 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 Resource Operations & Rural Development



Has primary responsibility



Shares some responsibility



A stakeholder, but no responsibility

The governance model explained in the chart above 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.



# Federal

The Federal Government has jurisdiction over offshore waters (from the low water mark out to 12 nautical miles offshore) and the territorial seabed.

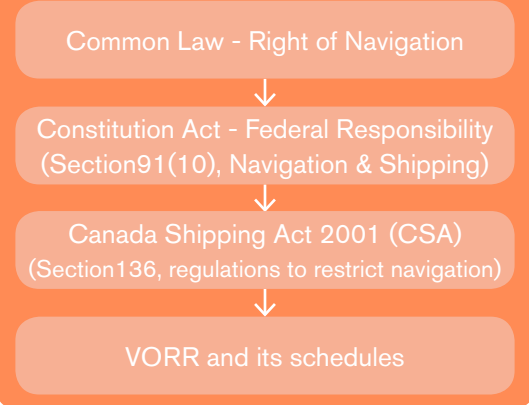
## TRANSPORT CANADA

### Mandate

- A safe and secure transportation system provides Canada with reliable and efficient movement of goods and people across the country and around the world. In an environmentally responsible way, it meets the challenges posed by topography and geography, linking communities and reducing the effects of the distance that separates people. These vital roles reflect transportation's interdependent relationship with all sectors of the economy and society.
- A transportation system in Canada that is recognized worldwide as safe and secure, efficient and environmentally responsible
- Common Law, Constitution Act (Federal Responsibility of Navigation & Shipping), CSA and VORR  
"First, it is important to recognize the common law right of navigation in Canada. This means that a vessel can navigate anywhere in Canada when it's safe to do so, unless specifically prohibited by statute or regulations. The Minister of Transport is responsible for the administration the Canada Shipping Act, 2001 which is made to govern marine shipping and navigation. In addition, Sections 136 and 207 of the Canada

Shipping Act provide the ability for the Governor in Council, on the recommendation of the Minister of Transport, to make regulations to restrict navigation in order to protect the public interest and the environment. Vessel Operation Restriction Regulations (VORR) and its schedules outline restrictions for vessels for specific bodies of water."

### What are the Vessel Operation Restriction Regulations (VORR)?



### Legislation

- Canada Shipping Act 2001 (CSA)  
<http://www.tc.gc.ca/eng/acts-regulations/acts-2001c26.htm>
- Regulations and Orders Pursuant to the Act:
- Collision Regulations (C.R.C., c.1417

- Competency of Operators of Pleasure Craft Regulations (SOR/99-53)
- Small Vessel Regulations (SOR/2010-91)
- Vessel Operation Restriction Regulations (SOR/2008-120)
- Vessel Pollution and Dangerous Chemicals Regulations (SOR/2012-69)

- The Canadian Navigable Waters Protection Act, 2018– applies to all waterways  
<http://www.tc.gc.ca/eng/mediaroom/canadian-navigable-waters-act.html>

The Canadian Navigable Waters Act restores lost protections for the public right to navigate on all navigable waters. Recreational boaters and Indigenous peoples will continue to navigate Canada's waterways safely.

- Navigable Waters Protection Act  
<http://www.tc.gc.ca/eng/programs-675.html>  
Order Amending Minor Works and Waters (Navigable Waters Protection Act) Order

### Application to Vancouver

- VORR application is required for any project or designation below high water that could interfere with vessel traffic, can take a very long time to process, likely a minimum of two years, often up to 10 years, major consultation process is required with all stakeholders and governments, including First Nations; some projects can be designated Minor Works, which allows for a faster process

### **Application to Vancouver (cont'd)**

- The introduction of the List of Scheduled Waters (also referred to as the schedule) is one of the most significant changes in the 2012 amendments; the NPP refers to “scheduled” and “non-scheduled” navigable waters to indicate waterways that are or are not listed on the schedule to the Act; the Pacific Ocean (including False Creek, English Bay and Vancouver Harbour) are scheduled waters
- Navigable waters include False Creek, English Bay and Vancouver Harbour
- Transport Canada conducts project reviews in relation to navigation); they employ a Professional Reliance approach for most project types, where it is up to the proponent's consultants to determine if permits/authorizations are required
- Prohibits any person from anchoring a vessel within the waters of False Creek without obtaining a permit (regulation is implemented by City of Vancouver- see below)
- Transport Canada Marine Sector Pacific Region may mark, remove or cause to be removed any vessel in the navigation channel that constitutes a significant interference to navigation
- Office of Boating Safety issues permits for events in False Creek (permits are needed from CoV as well) and facilitates communication between event planner and operators; also maintains Events and Practices Schedules, Operators Schedules (False Creek Ferries have to cross the creek every 10 minutes)

- In August 2017, the Oceans Protection Plan introduced the Abandoned Boats Program, which provides funding to cover the costs of disposing of abandoned boats at anchor or washed up on shore, education to small-boat owners on how to responsibly manage their end-of-life boats, and research on boat recycling and environmentally responsible boat design. The City of Vancouver is a participant in this program.  
[www.tc.gc.ca/eng/abandoned-boats-program.htm](http://www.tc.gc.ca/eng/abandoned-boats-program.htm)

### **VANCOUVER FRASER PORT AUTHORITY (VFPA) / PORT OF VANCOUVER**

#### **Mandate**

- Crown corporation established under federal legislation to manage major harbours that are under federal Crown Lands, such as Victoria, Metro Vancouver, Port Alberni, Prince Rupert and Nanaimo Harbours
- The Vancouver Fraser Port Authority is the federal agency responsible for maintaining the safe and efficient movement of marine traffic within the Port of Vancouver. Practices and procedures are updated regularly to reflect international best practices, and current and future operational and safety requirements.
- Committed to facilitating Canada's trade objectives, ensuring goods are moved safely, while protecting the environment and considering local communities
- Port authorities are responsible for overseeing harbour development, and managing their port efficiently and cost-effectively
- Port of Vancouver extends from Roberts Bank and the mouth of the Fraser River up to and including Burrard Inlet; port's jurisdiction covers more than 600 km of shoreline in the region

- Port Information Guide contains information on all aspects of port operations, including the following:
  - Notification, documentation and reporting, which includes dangerous goods, marine mammal critical habitat, and marine events
  - Port navigation, including vessel spacing, vessel operations, entry, departure, anchorage, berthing, movement, and recreational vessels
  - Clearance of ships to enter waters of a port
  - Port safety and security
  - Locations for non-motorized watercraft

#### **Legislation**

- Canada Marine Act (1998, c.10)
- Port Authorities Management Regulations (SOR/99-101)
- Port Authorities Operations Regulations (SOR/2000-55)  
Only applies to the Port of Vancouver as Port Authorities

#### **Application to Vancouver**

- Burrard Inlet includes "all the foreshore and bed of Burrard Inlet and the area adjacent to the entrance thereto lying east of a line drawn south astronomically from the southwest corner of the Capilano Reserve Number Five (5) to high water mark of Stanley Park"

- Port has a Safe Boating Guide with the following designations:
  - Busy port area – no anchoring crabbing, fishing, sailing, rowing, paddling, jet skiing or waterskiing
  - Deep-sea transit route
  - 5 knot speed zones
  - Aircraft operations zone
  - Commercial anchorages – not for recreational use
  - Deep-sea terminal
  - Recreational anchorage areas
- Events with activities on waterways other than False Creek may require a Marine Event Permit from the Vancouver Fraser Port Authority (VFPA)
- Divestiture of False Creek by VFPA in August 2000
- In October 2017, in response to community input, the VFPA amended the vessel traffic safety control zone at First Narrows, increasing recreational boating and fishing access at Stanley Park, including Ferguson Point, Third Beach and Siwash Rock
- Port currently does not have a program for ticketing so they just inform boaters of the regulations; they are working towards enforcement in an update to the Canada Marine Act

## **FISHERIES AND OCEANS CANADA (DFO)**

### **Mandate**

- Has the lead federal role in managing Canada's fisheries and safeguarding its waters, including responsibility for navigation and marine mammal protection
- Supports economic growth in marine and fisheries sectors by supporting exports and advancing safe maritime trade; supports innovation through research in expanding sectors such as aquaculture and biotechnology; contributes to a clean and healthy environment and sustainable aquatic ecosystem through habitat protection, ocean management and ecosystem research
- Authority to prevent entry into Canada, powers of arrest, and search and seizure
- Authority to lead and coordinate marine protected areas
- Establishes location of, and Canada's authority in, the territorial seabed and subsoil of submarine areas
- Regulates foreign fishing vessels' access to, and activities in, Canadian fisheries waters and ports; governs the licensing of foreign vessels to fish in Canada fisheries waters

### **Legislation**

- Oceans Act
- Fisheries Act

- Species at Risk Act
- Coastal Fisheries Protection Act
- Canada Shipping Act (Transport Canada led – see below)

#### **Application to Vancouver**

- Manages and protects anadromous fish populations and habitats, including shoreline “riparian” habitats
- Conducts project reviews under the Fisheries Act (no harm to fish); they employ a Professional Reliance approach for most project types, where it is up to the proponent’s consultants to determine if permits/authorizations are required



### **CANADIAN COAST GUARD**

#### **Mandate**

- Special Operating Agency within DFO responsible for services and programs that contribute to the safety, security, and accessibility of Canada’s waterways
- Owns and operates the federal government’s civilian fleet, and provides key maritime services to Canadians
- Mandate includes marine safety, service and environmental protection

#### **Legislation**

- Canada Shipping Act
  - Vessel Pollution and Dangerous Chemical Regulations (includes regulations on sewage from boats)

#### **Application to Vancouver**

- Canadian Coast Guard has enabling legislation to manage anchoring in False Creek, though a Memorandum of Understanding has delegated this to the City
- Vessels of Concern (e.g., liveaboard, not seaworthy, falling apart) are covered by Canadian Coast Guard/DFO. As part of the Oceans Protection Plan-2016, DFO and Canadian Coast Guard are conducting an inventory on Vessels of Concern followed by a risk assessment.

### **ENVIRONMENT AND CLIMATE CHANGE CANADA (ECCC)**

#### **Mandate**

- The federal agency responsible for conserving and protecting all aspects of our environment: land, water, air and wildlife. With respect to project review, Environment Canada’s main responsibilities often relate to pollution prevention under the Fisheries Act.
- Monitoring air and water quality and emissions of greenhouse gases
- Water Act provides framework for federal/provincial cooperation for the development and use of Canada’s water resources

#### **Legislation**

- Canada Water Act

#### **Application to Vancouver**

- Monitoring air and water quality and emissions of greenhouse gases
- Pollution prevention



# Provincial

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

### **Mandate**

- Responsible for stewardship of Provincial Crown Land and natural resources
- Province does not proactively plan the allocation of tenures on Crown Land but responds to requests by individuals, local governments, and businesses interested in using Crown Land
- The provincial government owns most of the foreshore, as well as the beds of inland seas. Land adjacent to foreshore may be privately owned but in common law the public retains the privilege or “bare license” to access the foreshore. Individuals cannot build on or develop aquatic Crown land, including Crown foreshore, without the Province’s authorization – even if they own adjacent property or “upland.”
- Foreshore is the land between the high and low watermarks of streams, rivers, lakes, and the ocean. Aquatic Crown Land is all the land, including the foreshore, from the high water mark out to the limits of provincial jurisdiction. This includes all submerged land between the BC mainland to the east and Vancouver Island and Haida Gwaii to the west, as well as all submerged land within bays on the west coasts of these islands.

- Province can grant a foreshore lease, permit or license of occupation – the leaseholder may be granted permission to restrict public access to the leased area; tenures in the form of a permit or license of occupation do not allow the holders to restrict access
- Authorization of existing or new docks is provided through granting of a tenure (application or general permission); no part of the bed or shore of the body of water below its natural boundary passes or is deemed to have passed to the person acquiring the grant, unless explicitly outlined
- The construction, placement and use of private moorage facilities on Crown Land require authorization from the Ministry of Forests, Lands and Natural Resource Operations; private moorage facilities include docks, boat ways/ ramps or boat lifts that are used for private residential use

### **Legislation**

- Land Act
- Land Titles Act

### **Application to Vancouver**

- Ministry has a marine enforcement unit that reviews trespass and compliance with Land Act dispositions; it applies to all waterways around Vancouver
- Province can allocate a land lease /license or a head lease for partial or full transfer of administrative control of a water area

## LAND ACT MANAGEMENT OPTIONS: FALSE CREEK

The following are some options for administration under the *Land Act*, which is administered by the Province of British Columbia.

### ***Crown Land Lease and/or License***

A lease or a license could be a first step towards management of False Creek, with a head lease as a potential later phase. 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. The target time for processing an application is approximately 6 months, but typically takes significantly longer.

*Local examples:* Bowen Island has a License of Occupation for mooring buoy management in Mannion Bay. A zoning bylaw was revised to identify acceptable and unacceptable uses such as restrictions on long-term anchoring and vessels used as floating storage. Gorge Waterway in Victoria is a tidal inlet popular for non-motorized watercraft recreation, and has also been used for long-term anchorage. The City has leases for specific locations, and a license of Occupation for the portion of the waterway not under other leases or licenses.

### Head Lease

The intent of a head lease is to shift control from the Province to the City; the City could then provide sub-tenures 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 often require the applicant to accept financial, professional, or legal burdens. The process is takes several years to complete and involves the following steps:

- Define goals and objectives of head lease
- Review ownership and agreement status of all involved lands
- Consult with First Nations
- Inform and consult with stakeholders
- Confirm obligations of the applicant
- Identify term, survey, revenue, performance standards, environmental schedule, insurance and security, rights to be held back in the public interest, assignment, and termination of the head lease

*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.

*Benefits:* A head lease could give the City more control over uses of the water area of False Creek including bylaw enforcement and encroachments.

## MINISTRY OF ENVIRONMENT & CLIMATE CHANGE STRATEGY

### Mandate

- Oceans and Marine Fisheries Division leads provincial strategies and initiatives related to ocean resources and marine fisheries
- The Environmental Protection Division works to prevent pollution, and promote and restore environmental quality
- The Environmental Sustainability and Strategic Policy Division has a mission to maintain and restore the natural diversity of provincial ecosystems, fish, wildlife species and their habitat; to provide fish and wildlife recreation services and opportunities to British Columbians and visitors; to provide overall leadership of provincial government strategies and initiatives related to ocean resources and marine fisheries
- Parks and Protected Areas Branch BC is responsible for the designation, management and conservation of provincial parks and other protected areas; throughout coastal BC there are currently 128 provincially-designated coastal marine parks; most of these are in rural or natural locations - the two closest to the Lower Mainland are Indian Arm and Porteau Cove

### Legislation

- Water Sustainability Act (WSA)
- Environmental Assessment Act (EAA)

### Application to Vancouver

- WSA includes stronger protection for aquatic ecosystems
- EAA requires review of major projects from an environmental perspective

# Municipal

## CITY OF VANCOUVER

### *Mandate*

- Authority to plan and regulate land use within City boundaries, which may extend over foreshore and nearshore areas
- Regulate land use through official community plans, zoning, development permits, subdivision authority, building permits and other regulatory bylaws
- Council may provide for widening, deepening, straightening, diverting, or otherwise improving natural and other watercourses, and protecting the same from encroachment and injury
- Due to high E. coli levels in False Creek, the City conducted a study showing “a primary contributor to E. coli contamination in False Creek is sewage dumping from marinas and recreational vessels (e.g. liveaboards not connected to the sewer system, fishing boats, pleasure crafts); the City found many liveaboards and other boaters in False Creek were not using the free pump-out services introduced in 2015 at the civic marinas and were dumping waste into the water

### *Legislation*

- Zoning Bylaw
- Vancouver Charter

### *Application to Vancouver*

- City has a Memorandum of Understanding with Transport Canada to implement mooring regulations in False Creek. Boaters need to get a permit to anchor in False Creek when they are:
  - Anchoring more than eight hours during the day (9:00 am to 11:00 pm) or
  - Anchoring anytime between 11:00 pm and 9:00 am the following day
  - Permits are available at Heather Civic Marina. They are free of charge. The permit will allow boaters to anchor a maximum of 14 full or partial days of 30 days during high season (April 1 to September 30) and 21 days of 40 days in low season (October 1 to March 31). Boaters may extend their stay in False Creek by moving to a marina after their allowable anchoring time has expired.
- City's Engineering department deals with asset management of public docks, especially those used by ferries, and lease payments, including:
  - Aquatic Centre
  - Hornby Street
  - David Lam Park
  - Stamps Landing
  - Spyglass
  - Science World
  - Creekside (management/repair to some extent)
- City manages but does not own docks at:
  - Quayside – privately-owned
  - Plaza of Nations
  - Maritime Museum

- When boats are tied up to city or private property, or are abandoned, the boats are removed and kept in a fenced “impound lot” of sorts at Burrard Civic Marina

## VANCOUVER POLICE DEPARTMENT (VPD)

### *Mandate*

- Patrol waters off Vancouver, including the Fraser River

## Legislation

- Sources of Police Enforcement Authorities under the Canada Shipping Act 2001  
<http://www.tc.gc.ca/eng/marinesafety/police-enforcement-authorities-4367.html>
  - Part 5 Vessel Operation Restriction Regulations (VORR)
  - Part 10 Pleasure Craft, CSA 2001, Sec 2
  - Small Vessel Regulations (as they apply to pleasure craft)
  - Competency of Operators of Pleasure Craft Regulations (COPCR)
  - Vessel Operation Restriction Regulations
- Contraventions Regulations

## Application to Vancouver

- VPD can issue a ticket for any violations of the 5-knot speed zones in Coal Harbour and False Creek
- Sailing is not permitted in the False Creek area (area lying east of a line drawn from Kitsilano Point 045° (T) across the mouth of the creek) unless special permission is obtained from Harbour Master
- Tickets for mooring too long are issued under the Federal Contraventions Act;

## VANCOUVER PARK BOARD

### Mandate

- Provide, preserve, and advocate for parks and recreation services to benefit all people, communities, and the environment

## Legislation

- Parks Bylaw

## Application to Vancouver

- No person shall use any boat, motor-boat, sea sled, water skis, power saw, or other contrivance or thing near any bathing beach that does or may endanger, disturb or otherwise interfere with the free use of the water for bathing and swimming purposes
- No person shall fish from or adjacent to any bathing beach so posted as prohibited, or cast or haul in any net or other fishing contrivance therein or therefrom





## Other Jurisdictions

### **BURRARD INLET ENVIRONMENTAL ACTION PROGRAM AND FRASER RIVER ESTUARY MANAGEMENT PROGRAM (BIEAP / FREMP) (DISMANTLED IN 2013)**

#### ***Mandate***

- Intergovernmental program that coordinated environmental management reviews and decision-making on conservation and development in the estuaries among more than 30 agencies representing federal, provincial and local governments, port authorities and First Nations
- Streamlined the environmental reviews for anyone working on a project that may impact the water or foreshore in the Lower Mainland
- Contacted all the relevant agencies and consolidated their feedback into one coordinated response
- Conducted studies and mapping of environmental resources and shoreline productivity

#### ***Application to Vancouver***

- The FREMP-BIEAP Habitat Atlas continues to be available to the public through the Community Mapping Network; it includes current habitat information, shoreline colour coding and shoreline videos
- Vancouver Fraser Port Authority conducts project reviews for sites under their jurisdiction

### **LANDOWNERS – FEE SIMPLE**

#### ***Mandate***

- Landowners enjoy “riparian rights” that run with the upland property; includes the right to unimpeded access to and from any point along the natural boundary of their property to deep water, for navigation purposes

#### ***Legislation***

- “Common Law”

#### ***Application to Vancouver***

- Structures along any shoreline need to respect private landowner's riparian rights

### **LANDOWNERS – INDUSTRIAL/PORT**

#### ***Mandate***

- Have rights to conduct business, established mostly through Port regulations

#### ***Application to Vancouver***

- Industrial owners need free access for large vessels and equipment

### **PUBLIC**

- The public enjoys a privilege to use the foreshore and other aquatic lands held by the Crown
- Public has a right to land boats on and embark from foreshore in case of emergency, and the rights of navigation, anchoring, mooring and fishing over lands covered by water

### **METRO VANCOUVER'S EXPERIENCE THE FRASER**

- Experience the Fraser by Metro Vancouver is a unique vision to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River. The Canyon to Coast Trail and Recreational Blueway are the backbone of the project, connecting Hope to the Salish Sea by means of over 550 kilometers of trail (43% of which is already in place) and via the river itself. The concept plan does not include the North Arm of the Fraser River (Vancouver portion), but the intent is to include that in the long term.

# Jurisdiction Analysis

## Strengths

The following are aspects of the jurisdictions and regulations that are currently working well:

- VPD regularly patrols the waterfront, conducts a significant amount of education, and issues tickets for mooring too long in False Creek
- Port of Vancouver regularly patrols the waterfront
- Ministry of FLNRO has an enforcement unit
- Port of Vancouver's *Safe Boating Guide* provides information on some key regulations
- Transport Canada has good communications with user groups and event organizers
- New program aims to remove abandoned boats more expeditiously

## Challenges

The following are some current challenges in relation to the current jurisdictions and regulations:

- Anchoring is allowed anywhere, and False Creek and the Kitsilano/Jericho Beach area are experiencing significant numbers of anchored boats; many liveaboards anchor at Kitsilano when not under permit in False Creek
- There is a high level of watercraft and boating activity in False Creek, which can lead to conflicts, e.g., conflicts between non-motorized watercraft events and operators on False Creek

- Parks Board has delineated several swimming areas with buoys, but these areas are not recognized by Transport Canada as prohibiting boats (the City or Park Board could apply for gazetted marker buoys)
- Regulations regarding the seawall vary depending on whether it is a park (Parks Board responsibility) or City (engineering responsibility)
- Port of Vancouver Harbour Patrol does no enforcement, informs police of issues
- Vancouver Police Department has minimal authority to enforce regulations
- No jurisdiction has specific responsibility or budget to deal with derelict boats at anchor, and these can pose safety and environmental hazards
- Abandoned Boats Program does not apply to derelict boats if they are not abandoned
- There are few public tie-up facilities for non-motorized watercraft to access the shoreline
- Unregulated moorage (dinghy tie-ups) to passenger ferry floats is occurring in False Creek

## GAP ANALYSIS

Through the analysis of Vancouver's waters jurisdiction, a series of gaps have been identified. The following highlights the gaps discovered:

## GAP ANALYSIS

- There are no regulations on anchoring in the Kitsilano/Jericho Beach area.
- The buoys around swimming areas are not recognized by Transport Canada as prohibiting boats.
- Port of Vancouver Harbour Patrol has no mandate for enforcement.
- Vancouver Police Department has minimal authority to enforce regulations.
- Anchoring is free everywhere per federal regulations, which has led to extensive mooring in False Creek and Kitsilano Beach.
- No jurisdiction previously had responsibility or budget to deal with derelict boats at anchor or washed up on shore, which pose safety and environmental hazards.
- There is no established plan or procedures for allocating space and minimizing conflicts between users in False Creek.
- There is no system in place to identify and address private marinas in False Creek that encroach beyond their designated waterlot.

See *On Water, Vancouver's Non-Motorized Watercraft Recreation Strategy* for recommended Directions, Strategies and Actions to address identified gaps.

# Literature Review



The development of *On Water* included review of and guidance from numerous Park Board and City of Vancouver policy and key strategic documents.

Relevant policy documents referenced during the research, analysis, and development of the *On Water Strategy* include:

- *Park Board Strategic Framework* (Park Board, 2012)
- *Sport for Life: Vancouver Sport Strategy* (Park Board and City of Vancouver, 2008)
- *Greenest City 2020 Action Plan* (City of Vancouver, 2011) and *Greenest City 2020 Action Plan Part Two: 2015-2020* (City of Vancouver, 2015)
- *Transportation 2040* (City of Vancouver, 2012)
- *A Healthy City for All: Vancouver's Healthy City Strategy 2014-2025 (Phase I)* (City of Vancouver, 2014) and *Healthy City Strategy - Four Year Action Plan 2015-2018 (Phase II)* (City of Vancouver, 2015)
- *Biodiversity Strategy* (Park Board, 2016)
- *Vancouver Bird Strategy* (City of Vancouver, 2015)
- *Framework for City of Reconciliation* (City of Vancouver, 2014)
- *Southeast False Creek Official Development Plan* (City of Vancouver, 2007)
- *VanPlay: Imagine Parks and Recreation* (Park Board, 2018)
- *Northeast False Creek Area Plan* (City of Vancouver, 2018)

Relevant ongoing processes referenced during the research, analysis, and development of the *On Water Strategy* include:

- *VanSplash Aquatics Strategy*
- False Creek South neighbourhood planning
- Ongoing changes in marine and on-water regulations
- Initiatives to improve water quality in False Creek
- Vancouver Park Board's *Concession Strategy*

Other key documents referenced during the research, analysis, and development of the *On Water Strategy* include:

- *Blueways Draft Document* (Water Opportunities Advisory Council, 1997)
- *Non-motorized Boating Services Review - False Creek Non-Motorized Boating Facility* (McFarland Marceau, 2014)
- *Project Definition Report on the False Creek Non-Motorized Boating Facility - Phase 1* (McFarland Marceau, 2014)
- *Vancouver Waterfront Inventory* (Park Board, 2011)
- Existing marine facility condition assessments
- *State of the Waterfront* (Georgia Straight Alliance, 2017)
- *Vancouver Tourism Master Plan* (Tourism Vancouver, 2013)
- *Vancouver Economic Action Strategy* (Vancouver Economic Commission, 2011)
- *Guidelines for Universal Access to New Public Docks in False Creek* (City of Vancouver, 2012)



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## Appendix A

Appendix A, B, and C document the public engagement process of *On Water*.

The reporting is divided into three appendices: Phase 1, 2, and 3. Each appendix begins with a summary of the engagement process during the associated phase of *On Water* and follows with the results and a record of the public survey conducted.





# On WATER

Vancouver's Non-motorized Watercraft Recreation Strategy

## Phase 1 Public Engagement Summary



# PHASE 1 ENGAGEMENT

## INTRODUCTION

The Vancouver Park Board is exploring ways to improve non-motorized watercraft opportunities throughout city waters. Non-motorized watercraft activities include any on-water recreation activities that involve small watercraft powered by people and other natural elements.

*On Water: Vancouver's Waterway Recreation Strategy* will help the Park Board:

- Identify priority areas for developing and managing facilities, infrastructure and programs over the next 10 years, including opportunities for collaborative programming and coordination among service providers
- Identify optimum service levels aligned with facility use and future population growth

- Provide guidance to the Park Board to inform decisions that impact non-motorized watercraft activities, and
- Provide user-friendly resources showing the best place to engage in non-motorized watercraft activities safely.

To develop the *On Water* strategy, the Park Board is undertaking a three-phase engagement process (illustrated below).

This Phase 1 Engagement Summary Report summarizes key input gathered between in 2017 as part of Phase 1 of the *On Water* strategy.

What follows is a summary of what we did and what we heard in Phase 1 – gathered through multiple public engagement methods.



## WHAT WE DID SUMMARY

In Phase 1, 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 partake in, and popular times and locations for undertaking these activities. Park Board staff promoted the survey online and through posters and signage at key recreation areas and attended four public engagement events.



## WHAT WE HEARD SUMMARY

The survey asked respondents to share what they value most about non-motorized watercraft activities in Vancouver, which activities they participate in, when and where they participate, and ideas for improving non-motorized watercraft activities.

The most popular activities listed by respondents included kayaking, paddle boarding, canoeing, dragon boating, and small craft sailing.

Respondents indicated that generally they participate in an organized club or competitive team for dragon boating and outrigger; whereas, other activities like kite surfing, canoeing, paddle boarding, kayaking, wind surfing, surf skiing, sailing, and rowing tend to be more solo or informal group activities.

Respondents noted that they participate in non-motorized watercraft activities on a weekly or monthly basis in the summer, spring, and fall. Generally, participants reported that they are active in later mornings and afternoons during spring, summer, and fall, and evenings during the summer. Participants in more organized and competitive sports tend to be more active year-round and in early morning.

Survey respondents listed False Creek and English Bay as popular launch sites and destinations for their activities.

Respondents indicated that they travel to or launch from many other sites in Greater Vancouver, particularly in North Vancouver and West Vancouver.

Respondents noted that what they value most about Vancouver's waterways is their close proximity, the opportunities for outdoor recreation, and the natural beauty they provide.

The barriers and opportunities for improvement followed a similar theme, focusing on access points, facilities and their amenities, and the quality of the natural environment. Responses were not substantially different by type of user (past, current, future) or type of activity.

- Top areas of satisfaction included: access points to the water, facilities for washing equipment and showers, equipment storage, and helpful information.
- Top barriers for participation included: fear of conflicting with other users, lack of storage, lack of parking, the cost to participate, and fears about water quality.
- Top ideas for improvement included: improving water quality and the natural marine environment, adding access points and new/upgraded facilities, increasing education, and providing more separation from motorized and anchored boats and ships.

Other comments noted that Vancouver's waterways provide an opportunity to build community and advance reconciliation with Indigenous peoples. Respondents' also noted Vancouver's waterways should be accessible for all. There is also a need to improve enforcement of speeding, unauthorized mooring, and dumping.

\* The *On Water Strategy* and preliminary survey was advertised at community and watercraft facilities advertising a project email and social media channels for anyone to send comments and questions. Motorized boat users have been encouraged to provide input and participate in upcoming engagement phases.

## NEXT STEPS

The Park Board will use the findings from the survey, along with technical research findings, to develop preliminary *On Water* recommendations.





# PHASE 1 ENGAGEMENT SUMMARY

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# 1 WHAT WE DID

## 1.1 OVERVIEW

Vancouver benefits from many unique opportunities for on-water recreation. False Creek, Coal Harbour, Jericho and Spanish Banks as well as the other waters and beaches of English Bay are spectacular on water playgrounds thanks to scenic vistas of Stanley Park, the skyline and mountains beyond.

The Vancouver Board of Parks and Recreation (Park Board) and the City of Vancouver have long provided non-motorized watercraft access for both local and regional residents. Over time levels of investment have varied in facility maintenance and partnerships without a larger strategic vision. This has resulted in varying levels of facility quality, public access, and engagement with stakeholders.

The Park Board is using *On Water: Vancouver's Waterway Recreation Strategy* to better understand and enhance the public's use of and access to non-motorized water recreation opportunities. The Park Board will use a research and data informed process as well as comprehensive public engagement to provide clarity on existing use, needs and opportunities to guide future planning relating to non-motorized recreation, existing facilities and emerging waterfront opportunities.

Initially, the Park Board has performed outreach for a preliminary survey and will undertake two additional phases of engagement.

This report summarizes the activities and results from this preliminary engagement and survey.

## 1.2 ENGAGEMENT PROCESS

The Vancouver Park Board conducted a preliminary survey over summer 2017 to gauge the current user profile of Vancouver's non-motorized watercraft community, frequency and distribution of existing use, challenges, opportunities, and priorities for improvement and future planning. The survey was live from June 15 until August 30. Staff attended MEC Paddlefest at Jericho Beach, three days of the International Dragon Boat Festival east of False Creek, and two Canada 150+ Reconciliation events, including the Gathering of the Canoes event at Vanier Park and the Drum is Calling Festival at Larwill Park, to engage the public on the upcoming strategy and promote the survey.

A project webpage was set up at [vancouver.ca/onwater](http://vancouver.ca/onwater) with a link to the online survey, available in English and Chinese. English and Chinese *On Water* posters advertising the survey were hung at all 26 Community Centres, 7 neighbourhood houses, 22 libraries, Heather and Burrard Civic Marinas, the Jericho Sailing Centre and the Boating Welcoming Centre. Four large format chloroplast signs were hung at Jericho Sailing Centre and Burrard Civic Marina. SUCCESS and MOSAIC assisted in outreach with the Chinese community. An *On Water* social media campaign, including Facebook advertisements, ran throughout the time the survey was open. An Instagram photo competition asked participants to post photos of themselves on water using [#vanonwater](https://www.instagram.com/explore/tags/vanonwater/). The submissions were featured with a live feed set up on the project webpage.

# 2 WHAT WE HEARD

## 2.1 PUBLIC SURVEY

From June 15 to August 30, 2017, a public survey gathered input from 1,246 people. This section summarizes what we heard. The survey is included in Appendix A.3.

### ON WATER VALUES

The survey opened with an open-ended question, *“What do you value and enjoy about Vancouver’s waterways?”* We received 1153 responses, that came under three themes:

1. Access (517 comments)
2. Recreational opportunities (458 comments)
3. Scenery and landscape (367 comments)

#### 1. ACCESS

Nearly half of the comments indicated that respondents value *access (517 comments)* to multiple waterways within the city. Many respondents reported that they value being able to get to or on the water easily, with a variety of waterways being located a short distance from their home and can be accessed by foot, bike, public transit or a short drive. Example responses included:

- “The vast expanse of publicly accessible waterfront which, for the most part, allows for uninterrupted walking and cycling by the water.”
- “Their location. They are right in the heart of our city.”
- “I value the opportunity to be out in the open air, close to nature, yet close to home. Our waterways lend themselves beautifully to lots and lots of healthy team activities.”
- “That they are abundant, pristine and mostly easily accessible. That's certainly the case for the downtown core, Stanley Park and western beaches.”



## 2. RECREATIONAL OPPORTUNITIES

Comments also reflected the value they place on the *recreational opportunities* (458 comments) that come with living in a city with abundant waterways. Within the theme of recreation, many respondents specifically mentioned placing value on being able to participate in a *non-motorized recreation* (236 comments) activity such as kayaking, windsurfing, paddle boarding, sailing, or dragon boating. Many comments indicated that *swimming* (78 comments) is a valued recreation activity, while some comments referred to the value of Vancouver's waterways to get *exercise or participate in sport* (41 comments).

Other water based recreation activities that respondents mentioned include *walking the seawall or beaches* (18 comments), *motorized boating* (4 comments), or simply using the waterways for *unspecified recreation* (81 comments). Example responses included:

- "I enjoy the recreation opportunities in English Bay and False Creek, including kayaking, canoeing and stand up paddle boarding. They're great forms of exercise, socializing, and a way to appreciate the beautiful skyline from a different vantage point."
- "I like that we are able to get on the water to some extent via renting kayaks, canoes, etc. I also value the fact that the waterway can be a gateway for young people to get into water sports (e.g. OC, Dragon boat, etc.) without going out of their way to find a place where they can do these activities."

## 3. SCENERY AND LANDSCAPE

*Scenery and landscape* (367 comments) also emerged as something that many respondents place high value on, remarking on the beauty and the views of the city that the waterways offer, as well as the opportunity to watch the city and

its people from another perspective. Example responses included:

- "I enjoy the beauty and serenity of being on the water here."
- "Beautiful to look at, like spotting animals (like seals and herons), I like the breezes by the water/walks along the water."

Within this theme, many comments indicated that the waterways which surround Vancouver are intrinsic to Vancouver's Identity (56 comments), and are a reason why people come here to both live and visit. Example responses included:

- "One of the best things about Vancouver is it's many waterways; gorgeous to look at, a cooling effect on warm days and welcoming for the soul! They offer opportunities for unique activities including kayaking, boating, fishing and even a running/walking experience is enhanced by the beauty of our waterways!"
- "Vancouver is a water-city, bounded on 4 sides by water: False Creek, English Bay, Coal Harbour and the rain clouds above."

## 4. OTHER

Other values raised by respondents included specific features of the waterfront public realm, benefits from being on the water, and the environmental quality of Vancouver's waterways. The following points summarize these other values:

- Clean Waterways (181 comments): Comments mentioned the value of both clean water and beaches.
- Nature and wildlife (118 comments): Comments expressed an appreciation for the role that waterways play in providing a home for many types of wildlife and connecting residents with nature.

- Multiple uses (105 comments): Comments indicated valuing the diversity of ways in which one can experience Vancouver's waterways.
- Safety (75 comments): Comments mentioned they value the safety of Vancouver's waterways.
- Beaches (56 comments): Comments explicitly stated that respondents value Vancouver's beaches.
- Mental Health (54 comments): Comments highlighted the role that being on or near water plays in mental health and wellbeing.
- Community facilities (40 comments): Comments focused on the value of the community facilities connected to the waterways such as boat launches, amenities, and community centres.
- Open space (40 Comments): Comments expressed an appreciation for the freedom, quiet, and open space that Vancouver's waterways provide.
- Community (32 comments): Comments expressed valuing the sense of community and social opportunities that the waterways offer.
- Seawall (33 comments): Comments explicitly stated that the seawall is of value to respondents.
- Connectivity (25 comments): Comments highlighted the value of the waterways to move people and cargo around Vancouver.
- Water taxis (24 comments): Comments stated that the water taxis are a feature of Vancouver's waterways that respondents value.
- Free or low cost (23 comments): Comments mentioned that respondents value the ability to interact with waterways as a low or no cost activity.
- Commercial / economic (15 comments): Comments value to contributions to the local economy that our waterways provide.
- Ecosystem (15 comments): Comments valuing how the waterways are connected to marine and land based wildlife.
- A way to cool down (11 comments): Comments mentioning how respondents value being able to use the waterways as respite from the heat.
- Events / festivals (10 comments): Comments expressing that respondents value community programming taking place on the waterways, including regattas, races, and concerts.
- Places for activities with dogs (10 comments): Comments stating the value of enjoying the waterways with a dog.
- Physical health (9 comments): Comments in which respondents stated they value how Vancouver's waterways contribute to their physical health.
- Fishing (7 comments): Comments expressing that respondents value being able to fish on Vancouver's waterways.
- Parking (5 comments): Comments indicating that respondents value having access to parking at waterways.
- Parks (4 comments): Comments mentioning the parks adjacent to waterways as something respondents value.
- History (3 comments): Comments acknowledging the historic value of Vancouver's waterways.

## ON WATER PARTICIPATION AND ACTIVITIES

The survey asked respondents to identify whether they currently, previously, or plan to participate in any non-motorized watercraft activities.

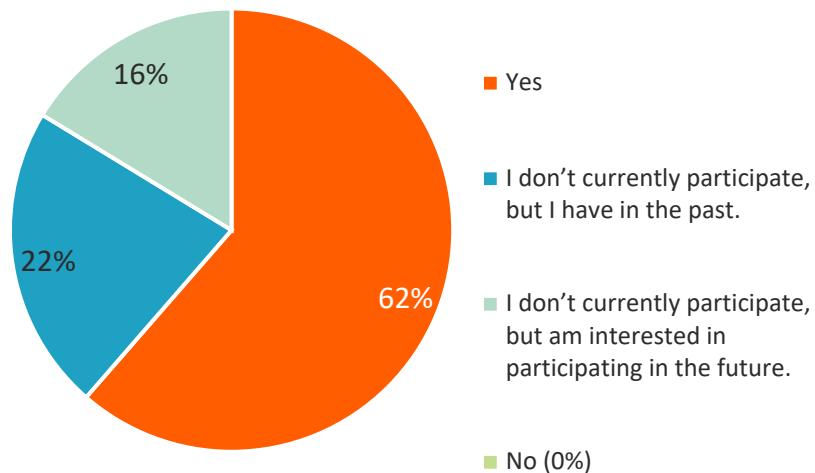


Figure 1: Percent of respondents who participate in non-motorized watercraft activities (1,246 responses)

The following questions in this section were answered by the 765 (62%) of respondents who currently participate in non-motorized watercraft activities.

## TYPES OF USERS BY ACTIVITIES

The survey asked respondents about their experience with one or more of the following activities: canoeing, dragon boating, kayaking, rowing, outrigger, paddle boarding, surf ski, wind surfing, kite surfing, and small craft sailing. There was an opportunity to write in other non-motorized watercraft activities, and these responses are included below.

The top three activities reported by respondents (respondents could select more than one) included:

- Kayaking (52%)
- Paddle boarding (33%)
- Canoeing (32%)

When asked to select their favourite non-motorized watercraft activity, the top three activities became:

- Kayaking (34%)
- Dragon boating (13%)
- Small craft sailing (15%)

The survey asked participants whether they participate in the activity for leisure or competition and whether they participate in the activity solo/informally or with a club/team. Specifically, the survey asked respondents whether they take part in leisure, sport, competitive, or adaptive activities, and whether they participate in activities as part of a competitive team, recreational club, informal group, or alone for all ten activities provided.

The diagram below shows how respondents answered, and the percent of respondents per activity who reported that they participate in a club or competitive program. For example, 90 percent of dragon boat respondents participate in a competitive team (52%) or a club team (38%).

Appendix A.1 contains more details for each activity.

### Other On Water Activities

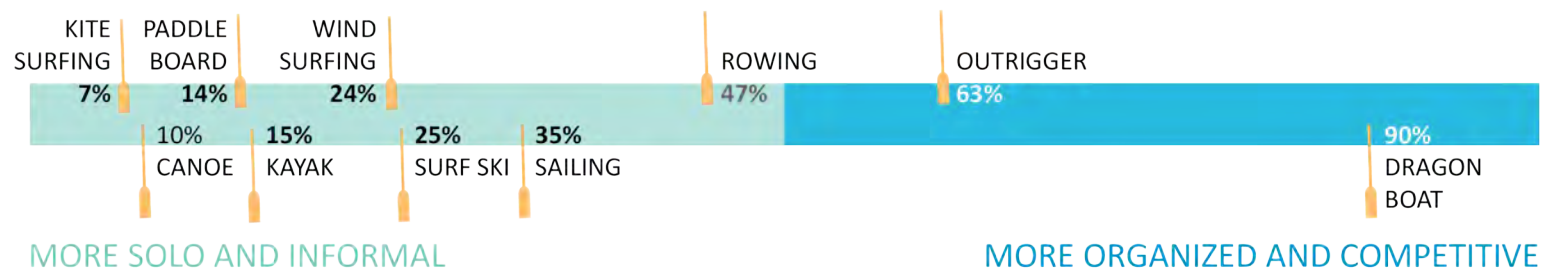
We received 67 “other” responses from respondents, with most respondents adding a non-motorized activity that they partake in alone (57%) or with an informal group (43%). The most common non-motorized activity mentioned was swimming (22 comments), which included long-distance swimming, open water swimming, and swimming at a local beach.

*\*Note that swimming is out of scope for this project.*

Other types of non-motorized activities reported include:

- Inflatable float device (7 comments)
- Sailboat (7 comments)
- Dinghy (4 comments)
- Skim board (4 comments)

- Surf board (3 comments)
- Anchored Boat (3 comments)
- Keel Boat (3 comments)
- Walking the beach (2 comments)
- Kayak (2 comments)
- Flare Craft (1 comment)
- Foil Board (1 comment)
- Solo Boat (1 comment)
- Prone Paddle (1 comment)
- Radio Controlled (1 comment)
- Raft (1 comment)
- Standing Board (1 comment)
- Voyageur (1 comment)
- Water taxi (1 comment)
- Yacht (1 comment)
- Dog (1 comment)
- Nothing / Anything (2 comments)



*This figure outlines the percentage of respondents who report they participate in a club or competitive program by activity type.*

## PREFERRED TIMES, ORIGINS, AND DESTINATIONS

### FAVORITE ACTIVITY

After asking respondents about their experience with all ten non-motorized watercraft activities, the survey asked respondents to select one activity and share information about preferred activity times, origins, and destinations.

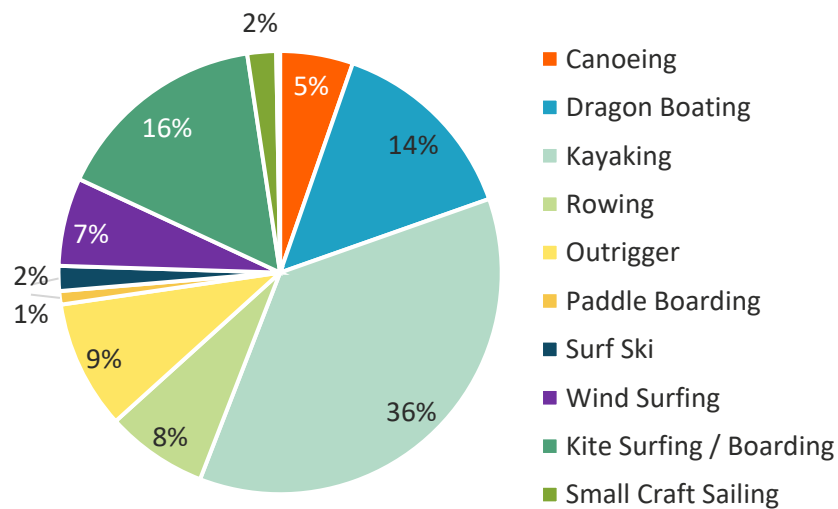


Figure 2: Favourite non-motorized watercraft activity (765 responses)

### ACTIVITY FREQUENCY AND PREFERRED TIMES BY SEASON

The survey asked participants to report on the times of day and times of year that they participate in their preferred on water activity.

Respondents noted that they typically participate on a weekly or monthly basis in the summer, spring, and fall. Generally, the most popular times of day to participate in non-motorized watercraft activities are later mornings and afternoons in spring, summer, and fall, followed by summer evenings.

More organized and competitive sports are an exception to this pattern. Respondents reported a higher proportion of year-round early morning, year-round evening, and winter activities for dragon boating, rowing, sailing, and outrigger.

Appendix A.2 contains more information on frequency of participation in each activity by time of year and the preferred activity times by season for each activity.



## ORIGINS AND DESTINATIONS BY ACTIVITY

The most popular launch sites reported include:

- Spanish Banks and Locarno Beaches, plus Jericho Sailing Centre for more windy activities, such as wind surfing, kite surfing/boarding, and sailing. Other sailing launch sites included Burrard Civic Marina and False Creek Community Centre.
- Burrard Civic Marina and False Creek Community Centre were popular origins for outrigger, rowing, surf ski, and dragon boating.
- Despite kayaking being reported as the most popular on water activity, the only major site reported in Vancouver for launching was Locarno Beach.

The most popular destinations reported include:

- False Creek for rowing, dragon boating, kayaking, canoeing, and outrigger.
- English Bay for canoeing, outrigger, paddle boarding, wind surfing, small craft sailing, kite surfing/boarding, and kayaking.

English Bay near the West End, English Bay around Stanley Park, and the Coal Harbour areas were not widely reported as destinations for on water activities.

Appendix A.2 outlines more information on the top three origins and top three destinations for each activity.

## OTHER

### Activity Frequency And Preferred Times By Season

When respondents indicated that they participated in other on water activities, they indicated that they were active during spring, summer, and fall on a weekly basis, both during the day and (most popular) in the afternoons.



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### Origins And Destinations By Activity

Respondents left 464 other comments, indicating that they use, or would like to be using, a wide variety of launch sites not on the list, including local, regional, provincial and international locations. Most sites mentioned were in or around North Vancouver (154 comments), Greater Vancouver (144 comments), and West Vancouver (66 comments).

Included in the launching site comments were 85 comments that did not indicate a specific site. The breakdown of the unspecified comments is as follows:

- Lower Mainland (34 comments)
- Outside of the Lower Mainland (22 comments)
- “Anywhere” or “Too many” launch site option to choose (23 comments)
- Unspecified other yacht club or regatta launch site (7 comments)
- Unspecified lakes, islands or provincial parks (5 comments)
- Own boat with no location mentioned (1 comment)

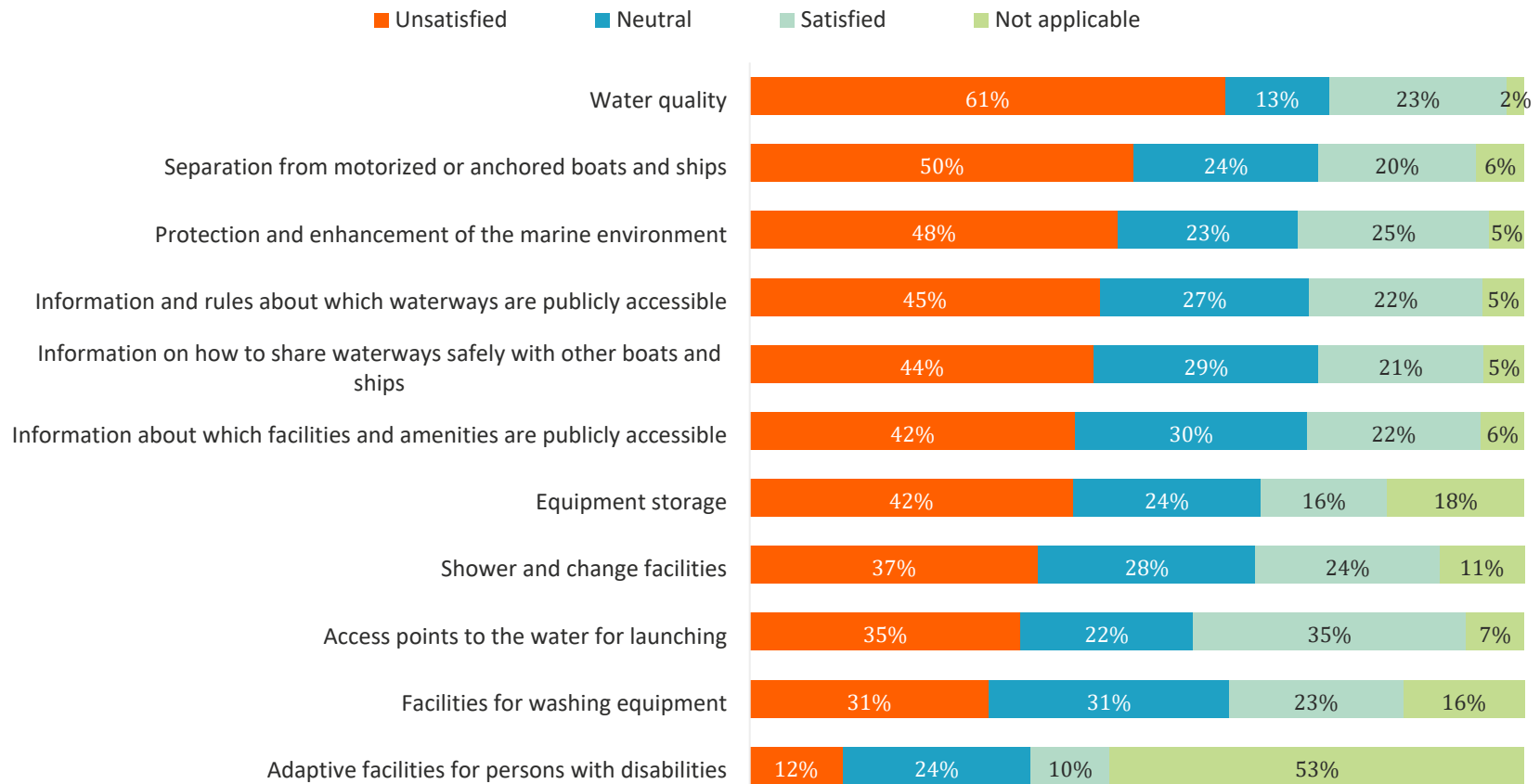
“N/A,” “No Boat” or “None” constituted 43 of the comments, many of these comments provides suggestions for expanding launch sites. Example comments included:

- “Numerous locations in & around the Lower Mainland where lakes or streams/rivers exist.”

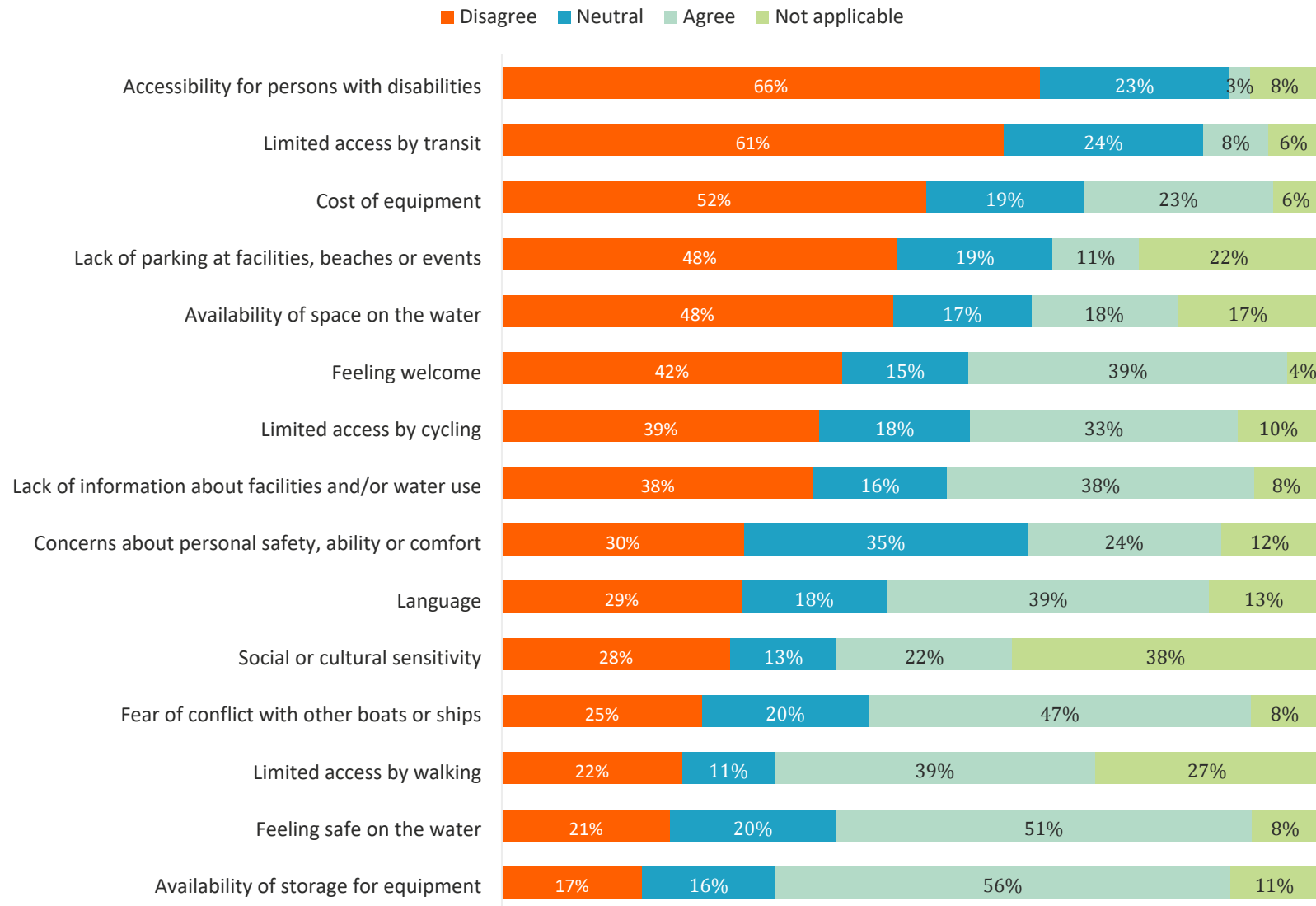
## BARRIERS TO PARTICIPATION AND LEVEL OF SATISFACTION

The survey asked participants to identify which challenges or barriers prevent them from fully engaging in non-motorized boating activities, to rate their level of satisfaction with non-motorized boating activities, to identify three priorities to

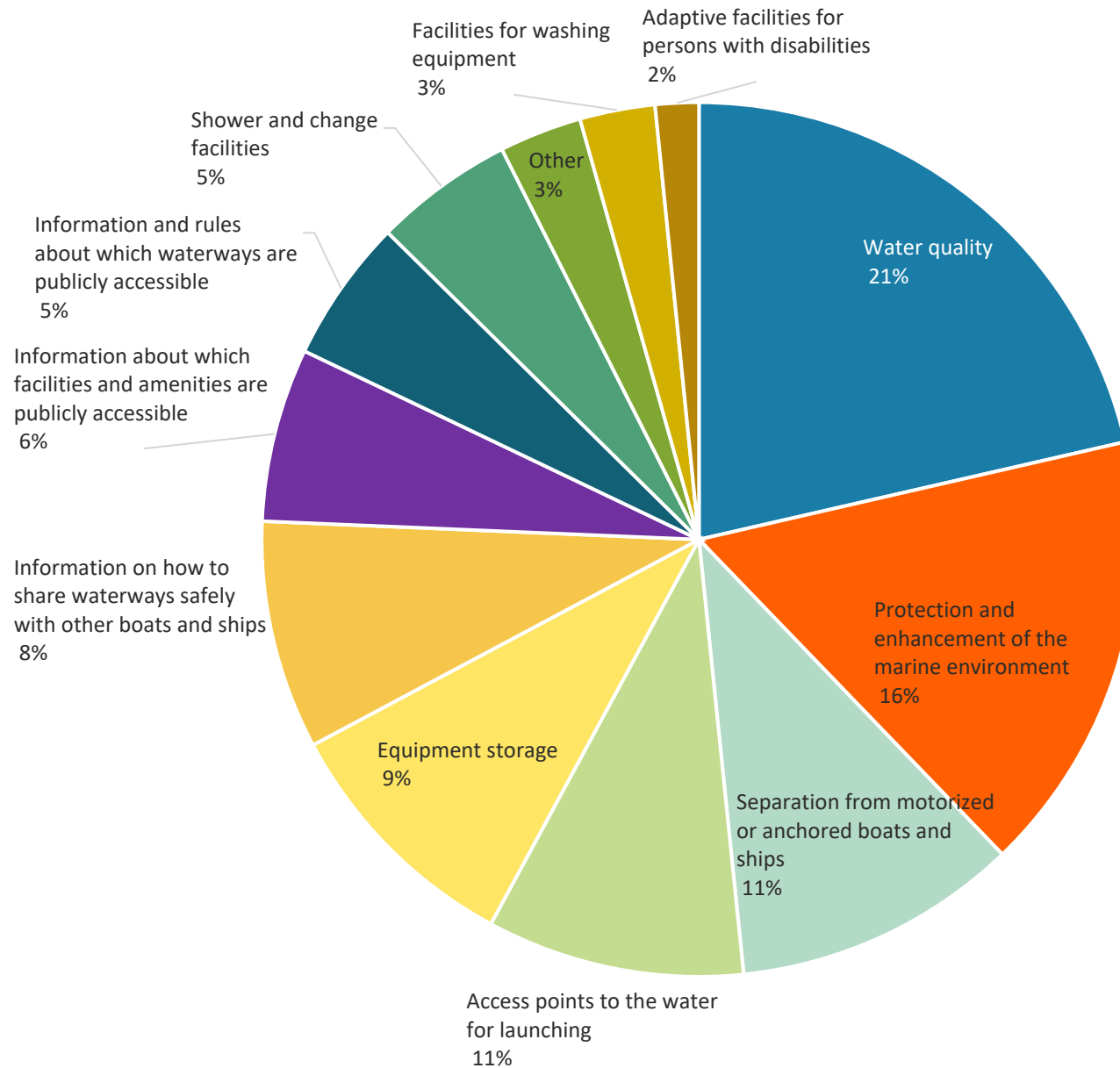
improve non-motorized boating and to identify the most important considerations for future planning. The following chart summarizes overall areas of satisfaction



The following chart shows overall barriers to participation.

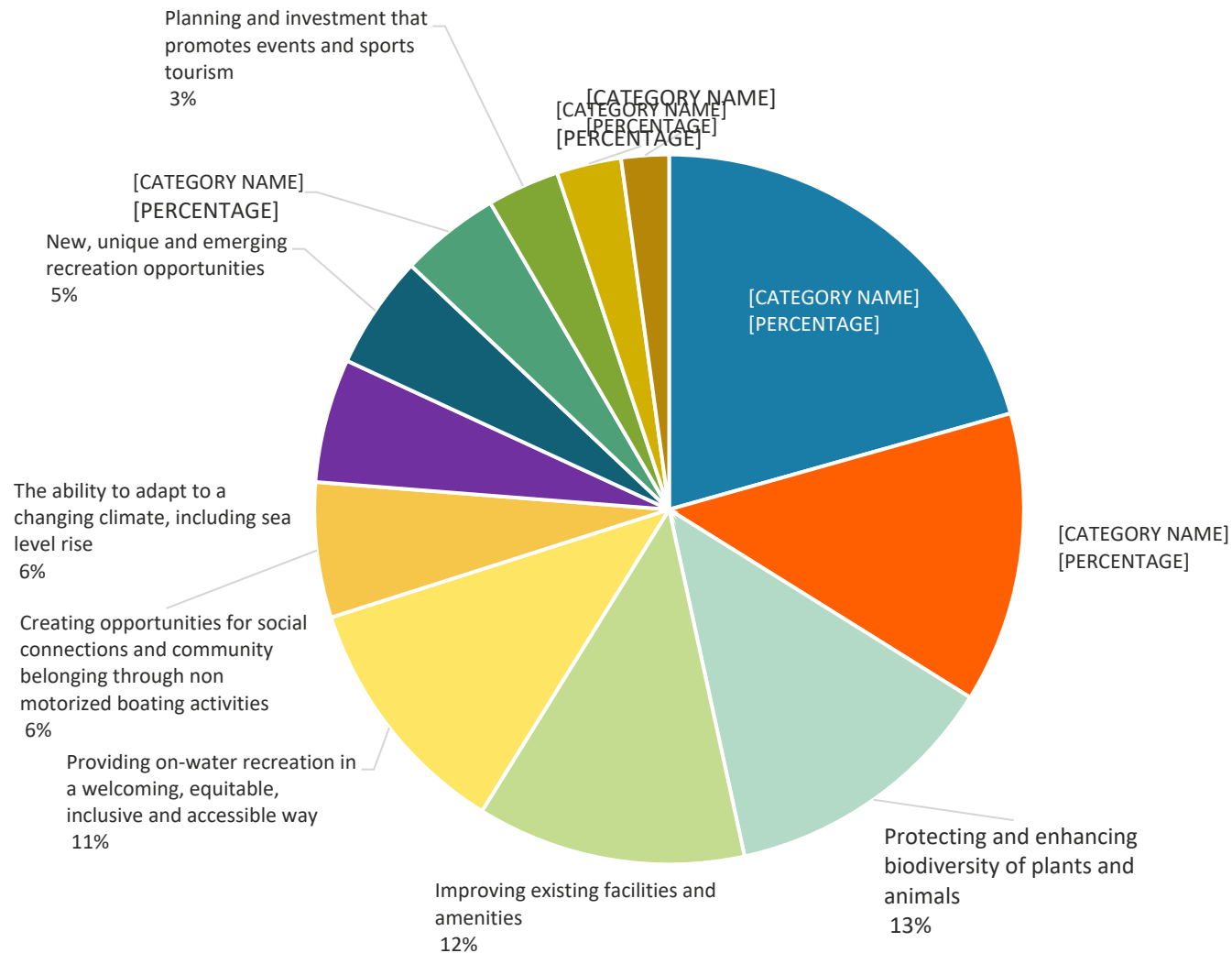


The following charts show participants priorities for improvements to all activities.





The following chart identifies considerations for future planning.



## ANALYSIS BY ACTIVITY

This section of the report identifies the top barriers, areas of satisfaction, priorities for improvement, and factors to consider when making improvements organized by the type of activity.

### Popular amenities, barriers, and priorities for improvement by activity

The following table summarizes input received on the top amenities, barriers, and priorities for improvement.

	Most satisfying amenities	Top barriers	Top priorities for improvement	Top priorities for planning improvements
<b>Canoeing</b>	<ul style="list-style-type: none"> <li>• Access points to the water</li> <li>• Water quality</li> <li>• Facilities for washing equipment</li> <li>• Shower and change facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Fear of conflict with other boats or ships</li> <li>• Lack of parking</li> <li>• Availability of storage for equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Protect and enhance the marine environment</li> <li>• Access points to the water for launching</li> <li>• Separation from motorized or anchored boats and ships</li> </ul>	<ul style="list-style-type: none"> <li>• Provide on-water recreation in a welcoming, equitable, inclusive, and accessible way</li> <li>• Protect and enhance biodiversity of plants and animals</li> <li>• Improve water quality</li> </ul>
<b>Dragon Boating</b>	<ul style="list-style-type: none"> <li>• Access points to the water</li> <li>• Facilities for washing equipment</li> <li>• Equipment storage</li> </ul>	<ul style="list-style-type: none"> <li>• Fear of conflict with other boats or ships</li> <li>• Lack of parking</li> <li>• Availability of storage for equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Water quality</li> <li>• Separation from motorized or anchored boats and ships</li> <li>• Protection and enhancement of the marine environment</li> </ul>	<ul style="list-style-type: none"> <li>• Improve water quality</li> <li>• Improve existing facilities and amenities</li> <li>• Provide recreation in a welcoming, equitable, inclusive, and accessible way</li> </ul>
<b>Kayaking</b>	<ul style="list-style-type: none"> <li>• Access points to the water</li> <li>• Protection and enhancement of the marine environment</li> <li>• Water quality</li> </ul>	<ul style="list-style-type: none"> <li>• Availability of storage for equipment</li> <li>• Fear of conflict with other boats or ships</li> <li>• Lack of parking</li> </ul>	<ul style="list-style-type: none"> <li>• Water quality</li> <li>• Protect and enhance the marine environment</li> <li>• Access points to the water for launch</li> </ul>	<ul style="list-style-type: none"> <li>• Improve water quality</li> <li>• Protect and enhance the biodiversity of plants and animals</li> <li>• Natural spaces for passive, relaxing recreation by locals and visitors</li> </ul>
<b>Rowing</b>	<ul style="list-style-type: none"> <li>• Access points to the water</li> <li>• Information on how to share waterways safely with other boats and ships</li> </ul>	<ul style="list-style-type: none"> <li>• Fear of conflict with other boats or ships</li> <li>• Availability of storage for equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Separation from motorized or anchored boats and ships</li> <li>• Water quality</li> <li>• Equipment storage</li> </ul>	<ul style="list-style-type: none"> <li>• Improve existing facilities and amenities</li> <li>• Improve water quality</li> <li>• Provide recreation in a</li> </ul>

	Most satisfying amenities	Top barriers	Top priorities for improvement	Top priorities for planning improvements
	<ul style="list-style-type: none"> <li>Information and rules about publicly accessible waterways</li> </ul>	<ul style="list-style-type: none"> <li>Availability of space on the water</li> </ul>		welcoming, equitable, inclusive, and accessible way
<b>Outrigger</b>	<ul style="list-style-type: none"> <li>Access points to the water</li> <li>Facilities for washing equipment</li> <li>Equipment storage</li> <li>Information and rules about</li> </ul>	<ul style="list-style-type: none"> <li>Lack of parking</li> <li>Fear of conflict with other boats or ships</li> <li>Availability of storage for equipment</li> </ul>	<ul style="list-style-type: none"> <li>Water quality</li> <li>Shower and change facilities</li> <li>Equipment storage</li> </ul>	<ul style="list-style-type: none"> <li>Improve water quality</li> <li>Improve existing facilities and amenities</li> <li>Provide recreation in an equitable, inclusive and accessible way</li> </ul>
<b>Paddle Boarding</b>	<ul style="list-style-type: none"> <li>Access points to the water for launching</li> <li>Separation from motorized or anchored boats or ships</li> <li>Protect and enhance the marine environment</li> </ul>	<ul style="list-style-type: none"> <li>Availability of storage for equipment</li> <li>Lack of parking</li> <li>Cost of equipment</li> </ul>	<ul style="list-style-type: none"> <li>Availability of storage for equipment</li> <li>Lack of parking</li> <li>Cost of equipment</li> </ul>	<ul style="list-style-type: none"> <li>Improve water quality</li> <li>Improve existing facilities and amenities</li> <li>Natural spaces for passive, relaxing recreation by locals and visitors</li> </ul>
<b>Ski Surf</b>	<ul style="list-style-type: none"> <li>Information on how to share waterways safely with other boats and ships</li> <li>Facilities for washing equipment</li> </ul>	<ul style="list-style-type: none"> <li>Availability of storage</li> <li>Fear of conflict with other boats or ships</li> </ul>	<ul style="list-style-type: none"> <li>Water quality</li> <li>Equipment storage</li> <li>Separation from motorized or anchored boats or ships</li> </ul>	<ul style="list-style-type: none"> <li>Improve water quality</li> <li>Improve existing facilities and amenities</li> <li>New, unique and emerging recreation opportunities</li> </ul>
<b>Wind Surfing</b>	<ul style="list-style-type: none"> <li>Shower and change facilities</li> <li>Access points to the water for launching</li> </ul>	<ul style="list-style-type: none"> <li>Availability of storage</li> <li>Fear of conflict with other boats or ships</li> <li>Cost of equipment</li> <li>Availability of space on water</li> </ul>	<ul style="list-style-type: none"> <li>Water quality</li> <li>Protect the marine environment</li> <li>Separation from motorized or anchored boats or ships</li> </ul>	<ul style="list-style-type: none"> <li>Improve water quality</li> <li>Improve existing facilities</li> <li>Protect and enhance biodiversity of plants and animals</li> </ul>
<b>Kite Surfing / Boarding</b>	<ul style="list-style-type: none"> <li>Separation from motorized or anchored boats or ships</li> <li>Information on sharing waterways safely with other boats and ships</li> </ul>	<ul style="list-style-type: none"> <li>Feeling welcome</li> <li>Lack of parking</li> <li>Concerns about personal safety, ability, comfort</li> </ul>	<ul style="list-style-type: none"> <li>Access points to the water for launching</li> <li>Water quality</li> <li>Protect and enhance the natural environment</li> </ul>	<ul style="list-style-type: none"> <li>Facilities for washing equipment</li> <li>Access points to the water for launching</li> <li>Shower and change facilities</li> </ul>
<b>Small Craft Sailing</b>	<ul style="list-style-type: none"> <li>Facilities for washing equipment</li> <li>Access points to the water for launching</li> </ul>	<ul style="list-style-type: none"> <li>Cost of equipment</li> <li>Availability of storage for equipment</li> <li>Limited access by transit</li> </ul>	<ul style="list-style-type: none"> <li>Water quality</li> <li>Protect and enhance the natural environment</li> <li>Equipment storage</li> </ul>	<ul style="list-style-type: none"> <li>Improve existing facilities</li> <li>Improve water quality</li> <li>Provide recreation in a welcoming, equitable, inclusive</li> </ul>

	Most satisfying amenities	Top barriers	Top priorities for improvement	Top priorities for planning improvements
	<ul style="list-style-type: none"> <li>• Shower and change facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of parking</li> </ul>		and accessible way

### Other

For respondents who identified that they participate in another activity, that was not listed in the survey, the top priorities were:

- Natural spaces for passive, relaxing recreation by locals and visitors.
- Improving existing facilities and amenities.
- Improving water quality.
- Access points to the water for launching.
- Information on how to share waterways safely (plus actual separation from motorized or anchored boats and ships).

## ANALYSIS BY USER TYPE

The following summary is categorized by user type: current user, past user, or plan to participate in on water activities in the future.

### Current Users

<b>The top barriers are:</b> <ul style="list-style-type: none"><li>• Availability of storage for equipment</li><li>• Fear of conflict with other boats or ships</li><li>• Lack of parking at facilities, beaches or events</li></ul>	<b>The most satisfying amenities are:</b> <ul style="list-style-type: none"><li>• Access points to the water for launching</li><li>• Facilities for washing equipment</li><li>• Shower and change facilities</li></ul>
<b>The top priorities for improvement are:</b> <ul style="list-style-type: none"><li>• Water quality</li><li>• Protection and enhancement of the marine environment</li><li>• Access points to the water for launching</li></ul>	<b>The top priorities to consider when planning non-motorized watercraft improvements are:</b> <ul style="list-style-type: none"><li>• Improving water quality</li><li>• Improving existing facilities and amenities</li><li>• Protecting and enhancing biodiversity of plants and animals</li></ul>



### Past Users

<p><b>The top barriers are:</b></p> <ul style="list-style-type: none"> <li>• Cost of equipment</li> <li>• Availability of storage for equipment</li> <li>• Fear of conflict with other boats or ships</li> </ul>	<p><b>The most satisfying amenities are:</b></p> <ul style="list-style-type: none"> <li>• Access points to the water for launching</li> <li>• Protecting and enhancing biodiversity of plants and animals</li> <li>• Water quality</li> </ul>
<p><b>The top priorities for improvement are:</b></p> <ul style="list-style-type: none"> <li>• Water quality</li> <li>• Protection and enhancement of the marine environment</li> <li>• Separation from motorized or anchored boats and ships</li> </ul>	<p><b>The top priorities to consider when planning non-motorized watercraft improvements are:</b></p> <ul style="list-style-type: none"> <li>• Improving water quality</li> <li>• Natural spaces for passive, relaxing recreation by locals and visitors</li> <li>• Protecting and enhancing biodiversity of plants and animals</li> </ul>

### Future Users

<p><b>The top barriers are:</b></p> <ul style="list-style-type: none"> <li>• Cost of equipment</li> <li>• Lack of information about facilities and/or water use</li> <li>• Availability of storage for equipment</li> </ul>	<p><b>The most satisfying amenities are:</b></p> <ul style="list-style-type: none"> <li>• Access points to the water for launching</li> <li>• Protection and enhancement of the marine environment</li> <li>• Water quality</li> </ul>
<p><b>The top priorities for improvement are:</b></p> <ul style="list-style-type: none"> <li>• Water quality</li> <li>• Protection and enhancement of the marine environment</li> <li>• Information about which facilities and amenities are publicly accessible</li> </ul>	<p><b>The top priorities to consider when planning non-motorized watercraft improvements are:</b></p> <ul style="list-style-type: none"> <li>• Improving water quality</li> <li>• Natural spaces for passive, relaxing recreation by locals and visitors</li> <li>• Protecting and enhancing biodiversity of plants and animals</li> </ul>

## OTHER COMMENTS

### Barriers

649 responses were received to the question “Do you have any comments you would like to add about your experience with challenges or barriers to your participation? Each comment does not represent one respondent. Many respondents provided multiple comments each.



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### Shared Waterways And Conflicts

*Shared waterways (123 comments)* emerged as a significant barrier, with comments highlighting respondents concerns around both the number and mix (skill level, motorized and non, parked and stationary, race and leisure) of users within Vancouver's waterways. Within this theme, some comments further cited crowding, safety and traffic flow as actual or potential barriers they have experienced. Example comments included:

- “Having a safe place to participate that is free of motorized craft can be a significant challenge; similarly, having a space for races/events that is free of large craft at anchor is a frequent challenge.”
- “Too much traffic from motorized crafts and aqua buses and fear of collision.

### Water Quality

Comments also highlighted that the *Water Quality (94 comments)* of Vancouver's waterways is a barrier for many users, with many comments specifically mentioning False Creek as a site of concern. Example comments included:

- “Access to a safe, clean, calm waterway is all that is required. Too many motorized boats causing unsafe, foul water is not ideal.”
- “I would be on the water much more if it wasn't for how disgusting the water can get in False Creek and surrounding areas. Constantly having to dodge floaties, boats that are moored for extended periods of time, and the smell of sewage is a huge deterrent.”

## Physical Access

Some respondents indicated *Physical Access (66 Comments)* to the water is a barrier to partaking in waterway activities. Most these comments referenced a transportation *related barrier (25 comments)* such as not owning a vehicle, car shares not having enough vehicles that can take gear, and lack of secure bike parking at launch sites. Some respondents noted a lack of launch sites *close to their residence (16 comments)*, while a few reported *structural barriers (7 comments)*, such as the sea wall or rocky shoreline. Some comments indicated that their barrier is related to *facilities (10 comments)* that do not accommodate people who use wheelchairs or other mobility devices. Example comments included:

- “The seawalls in False Creek and Coal Harbour are huge barriers to the shoreline. We need more openings, gateways to access the water.”
- “I just live pretty far from the water. Dragging a kayak around isn't practical. I would love to kayak more often but I don't have a car, so I have to go to Deep Cove and rent one. I find the English Bay/False Creek area too busy with all the big boats around.”
- “As an active member of a para-paddling community (I have a minor disability), I do feel that some dock spaces are not adequately set up to accommodate others with disabilities (i.e., wheelchair access) (i.e., Alder bay docks are multi-level. Not acceptable for folks in chairs.”

## Affordable And Secure Storage

Comments also indicate that the lack of *affordable and secure storage facilities (56 comments)* is a challenge for waterway users, with some users expressing that their apartment or residence does not have a place to store personal gear, or that they would like temporary storage to park and enjoy waterfront amenities. Example comments included:

- “The storage is the most important thing. When you live in an apartment you often can't store your water craft so you need affordable storage and ideally storage for paddles and PFDs etc. So you can ride your bike to paddle. Or storage closer to home so you can walk your equipment to and fro.”
- “Biggest barrier is lack of storage in my apartment for kayak, canoe, or paddle board. Have rented occasionally but would love a more subsidized or city-run share or borrowing system.”
- “Places to safely keep your boat for short intervals at destinations. (i.e. a place to park your kayak or canoe while going to a restaurant, event etc.).”

## Other Barriers and Challenges

The following are other types of barriers and challenges raised by respondents.

- Knowledge / skill (50 comments): Comments stated that a lack of knowledge or skill in where and how to launch and/or participate.
- Cost (41 comments): Comments indicated that the cost purchasing or renting equipment is a barrier to their participation.

- Facilities (40 comments): Respondents expressed that a lack of amenities such as showers, gear rinsing stations, dock space and washrooms, or facilities in need of upgrading are a barrier.
- Kiteboarding (40 comments): Many respondents used this question to voice multiple barriers and challenges that they feel the current restrictions on kiteboarding imposes. Many felt that there should be additional sites to kiteboard, stating that the elements and sharing the beach with off-leash dogs, does not make the site user friendly for those wishing to partake in the sport.
- Parking (35 comments): Comments focused on the need for affordable or free parking close to the launch site to ease participation.
- Etiquette (33 comments): Comments expressed that the actions or behavior of other users, such as disregarding rules, ignoring right of way protocol, reckless boating or confrontation was a barrier.
- Equipment (32 comments): Comments indicated that access to the equipment was a barrier to participation, either in purchasing or access to a rental facility at their preferred launch site.
- Not enough time (14 comments): Comments indicated that respondents did not have enough time to participate in on-water activities.
- Participant age (10 comments): Comments indicating that respondents felt that their senior age was a barrier to them participating in on water activities.

- Party Boats (6 comments): Comments stating that respondents saw the presence of party boats as a barrier to using Vancouver's waterways.
- Weather (3 comments): Comments stating that weather was the only barrier respondents faced.
- Lack of dog-friendly facilities (2 comments): Comments mentioning a lack of dog friendly parks, beaches and launch sites is a barrier to respondents' participation.
- Stationary boats (1 comments): Comments indicating that anchored and moored boats in the waterways is barrier to participation.



*Dragon Boat Festival*

## Areas of Improvement

Respondents shared 478 responses related to other ideas for improvements to Vancouver's waterways.

### Water Quality

Most the comments for this question reflected the respondents concerns about the current and future water quality of Vancouver's waterways, with many comments expressing the need to work with users and governments to improve and protect the water quality (119 comments). 14 comments suggested other environmental protections and 8 comments called for limited or banning oil tankers from Vancouver's waterways. Example comments included:

- "Clean and preserve False Creek waterways. Keep tankers out of the bays, they can anchor offshore."
- "Clean up the water in False Creek. Provide information to the public about rules for safe use of the water with other water traffic. Equipment renters should be required to get safe use instruction."
- "Monitor and control boater sewage disposal. Glad to see the City is offering free service and would like to see enforcement stepped up. Would also like to see enforcement of cleanup for wayward sailboats that end up on Sunset Beach after every storm."

### Increased Education

Many respondents felt that increased education (91 comments) for users could help improve the experience on Vancouver's waterways. Comments reflected that users feel there is a need to clearly communicate information to boaters, such as: where launch sites are; waterway rules; general etiquette and procedures like rights of way; and, wayfinding and locations of facilities. Comments suggest that this information could be shared through signage, a City of Vancouver website, posted at rental facilities and Community Centres, an *On Water* smart phone app, email list, and through lessons. Comments included:

- "Have information on City of Vancouver website telling kayakers where they are able to access waterways."
- "Why not a pamphlet with a grid telling what is available where?"
- "Rules of the water and water safety are prompted with by most of the clubs and organizers of events. Newbies and renters seem to have very little to no knowledge of rules and safety. Some form of basic water craft rules and safety training should be mandatory. I understand this will be difficult to enforce."
- "More signage, more City/Community Centre run services, more info about efforts to keep water clean/unpolluted, more straight access docks with equipment and separated swimming spaces available (no ramps) where motorized boats etc. aren't permitted."
- "More posted signage about right of ways and enforce fines for recklessness. Information on how the marine environment is protected and enhanced. Posted information of the toxic levels in the water throughout the year."



### Upgrading Existing Facilities

Many comments indicated that respondents felt Vancouver's waterways could be improved with upgrades to existing facilities (70 comments). Specific upgrades mentioned include washrooms and showers, gear rinsing stations, adaptations for those who use mobility aids, cleanliness measures, more access to running water, and drop off zones. Comments included:

- "Railings on docks for mobile people who feel safer having a hand rail."
- "Parking for people who need equipment for children."
- "At Jericho... Hoses do have nozzles but are often hard to use/control."
- "It is wonderful to have the Disabled Sailing Association at Jericho, but it would be great to have a dock to launch the boats from making it easier for volunteers to launch and come back in and make it easier for clients to get in the boats."
- "More space for water craft. Maybe move the Jericho pier and expand the JSCA. Or take over the beach on the eastern shoreline. Classes conflict with club boats and it would be better if we had more space to launch craft from JSCA."
- "The shower and change facilities are merely adequate and could be modernized."

### Managing Anchored Boats

Some respondents felt that waterways could be improved by managing the amount of anchored boats (39 comments).

- "It seems to me the number of boats anchored around the city has multiplied in recent years, and the navigable space and water quality has suffered."
- "Anchored ships are part of being a major port city. Shipping is vital to the Canadian economy but it would be nice to reduce the number of ships anchored in the South Side of the bay. They have impacted the ability to set fair sailboat race courses. A bigger concern is derelict vessels anchored in English Bay."
- "Stop boats anchoring all over the place. Stringent enforcement of no dumping. Clean up derelicts, especially after a storm."

### Other ideas for improvement

The following are other ideas for improvement raised by respondents.

- Limiting motorized boats (30 comments): Comments reflected a desire to restrict motorized vessels in Vancouver's waterways, perhaps through a designated motorized zone, or through a ban in certain areas. Other comments in this theme suggested limiting use to jet skis and sea-dos to users who have completed a lesson.
- Facilities (30 comments): Respondents indicated that they felt having more sites to launch, particularly on the East side of Vancouver, would improve their participation in on-water activities.
- Storage (29 comments): Comments mentioned the need for more facilities that offer secure and affordable gear storage.
- Enforcement (27 comments): Respondents would like to see increased enforcement in Vancouver's waterways, particularly for speeding, polluting and long-term mooring.
- Access (25 comments): Comments expressed that overall access to waterways, clubs and activities could be improved, with 4 comments specifically calling for better access for users with disabilities.
- Kiteboarding (18 comments): Respondents indicated they would like to see an increased number of sites to kiteboard at.
- Traffic Issues (15 comments): Comments mentioned crowding and safety issues related to traffic and more boaters / users on the waterways.
- Parking (9 comments): Comments stating that increasing the number of parking spots and keeping parking affordable would be an improvement. One comment in this theme suggested a drop off zone at launch sites
- Cost (5 comments): Respondents indicated that costs such as equipment and storage does impact participation in water activities.
- Rentals (4 comments): Comments mentioned that more rental sites could improve the user experience.
- Coast Guard (3 comments): Comments referencing the contribution of the Coast Guard to Vancouver's waterways.
- Other (43 comments): Comments that could not easily be organized into above themes
- No Comment (13 comments)
- Unsure (5 comments)

## OTHER COMMENTS

Overall, when asked to share anything else related to improving non-motorized watercraft experiences in Vancouver respondents (252 comments) used this question to reiterate themes that emerged through the previous questions in the survey, resulting in consistent feedback, especially in the areas of *more facilities, creating community, water quality, improving access, improving enforcement, and environmental protections*.

The following are ideas for consideration raised by respondents:

- More facilities (22 comments): Comments calling for rental facilities, gear storage facilities, and parking.
- Creating community (29 comments): Comments highlighting the role that Vancouver waterways play in creating community through programming, sport, events, parks, and links with City strategies and community groups. A few comments also stressed the importance of keeping the waterways public.
- Water quality (25 comments): Comments stressing the importance of improving and protecting the water quality and noting that poor water quality is a barrier to participation.
- Improving access (28 comments): Comments referencing the importance of improving public access, including the need for on-water access to be affordable, and improving physical access for those with disabilities, from public transit, and for youth.
- Improving enforcement (24 comments): Comments suggesting that more could be done to address speeding, pollution, recklessness, and bylaw infractions, as well as enforcement of unauthorized mooring.
- Environmental protection (21 comments): Comments expressing a desire to see more environmental protections for Vancouver's waterways and connected wildlife, including protecting waterways from development and restricting tanker access.
- Restricting Motorized boats (16 comments): Comments calling for stricter limits or banning of motorized boats in shared waterways.
- Kiteboarding (15 comments): Comments expressing a desire for more sites that allow kiteboarding on Vancouver's waterways.
- Traffic (15 comments): Comments regarding the safety challenges that high traffic waterways pose.
- Process (12 comments): Comments regarding the process of establishing a non-motorized watercraft strategy or the related survey.
- Information (8 comments): Comments calling for more access to information and education about on-water activities and safety.
- No intervention needed (4 comments): Comments stating that the City does not need to implement a strategy for Vancouver's waterways.
- Beauty (3 comments): Comments referencing the beauty or peacefulness of Vancouver's waterways.
- Motorized Boat Access (2 comments): Comments emphasizing that motorized boat users also have a right to partake in Vancouver's waterways.
- Other (16 comments): Comments did not fit into the above theme
- No Comment (7 comments)

## 3 NEXT STEPS

The Park Board will use the findings from the survey, along with technical research findings, to develop preliminary *On Water* recommendations.



# APPENDIX A: PUBLIC SURVEY PARTICIPATION

The survey concluded by asking participants to share demographic information. This information helps the Park Board evaluate how representative the responses are.

## ABORIGINAL PEOPLES

Of the 1,246 people who responded to this question:

- 20 indicated that they identify as First Nations, and
- 11 indicated that they identify as Metis.

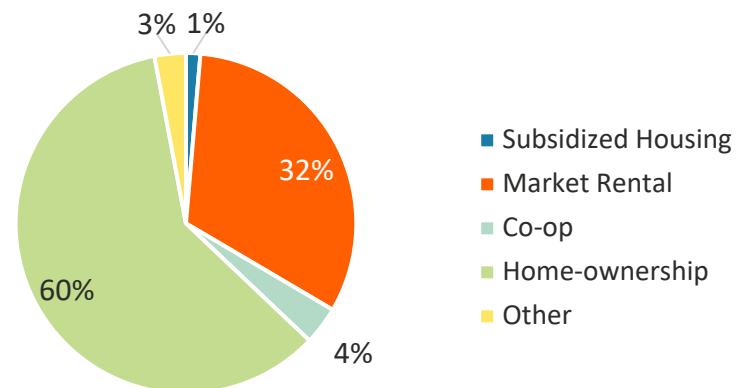
## PEOPLE WITH DISABILITIES

Of the 1,246 people who responded to this question:

- 69 indicated that they identify as a person with disabilities or limited mobility, and
- 46 indicated that they would prefer not to answer the question.

## HOUSING TENURE OF RESPONDENTS

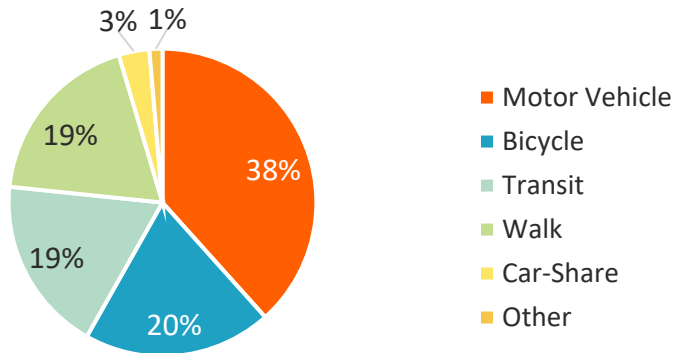
Sixty percent of the survey respondents indicated that they are home-owners. The other 40 percent of respondents represent people who live in subsidized housing, market rental housing, co-ops, or other forms of housing tenure.





## PRIMARY TRANSPORTATION MODE OF RESPONDENTS

Forty percent of the survey respondents indicated that they primarily travel by automobile. The other 60 percent of respondents represent people who travel by bicycle, transit, walking, car-sharing, and other modes.

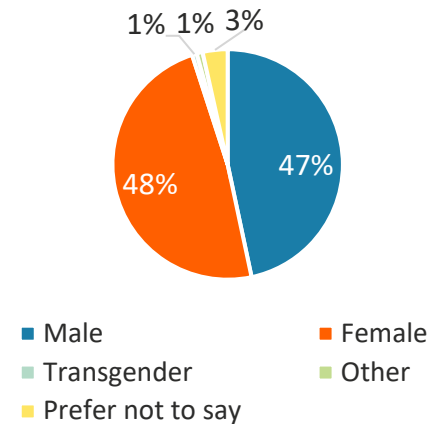
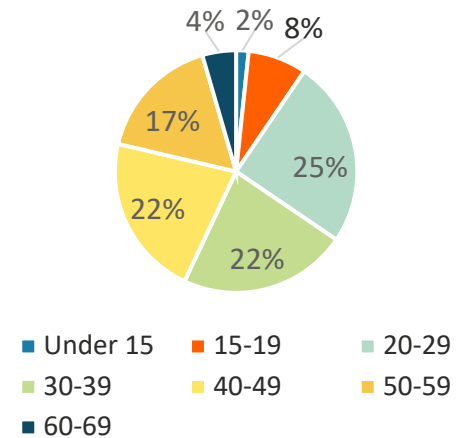


## LOCATION

Of the 644 people who shared their location on the survey, 602 participants reported that they live in Vancouver. Of the other 42 respondents, 11 are in Burnaby, and the remainder indicated other communities in Metro Vancouver.

## AGE AND GENDER

Of the 600 people who answered questions about age and gender, respondents represented a balance of people who identify as male and female.



## TYPES OF USERS BY ACTIVITIES

The survey asked respondents to share more information about the types of activities they currently participate in. The survey asked respondents whether they take part in leisure, sport, competitive, or adaptive activities, and whether they participate in activities as part of a competitive team, recreational club, informal group, or alone.

### CANOEING

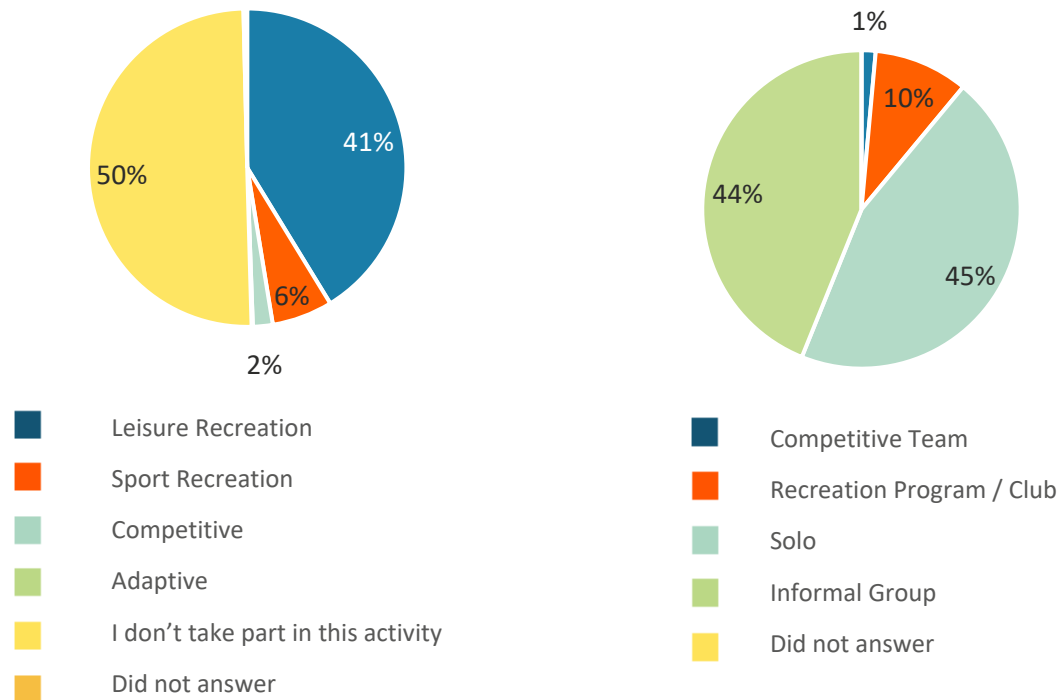
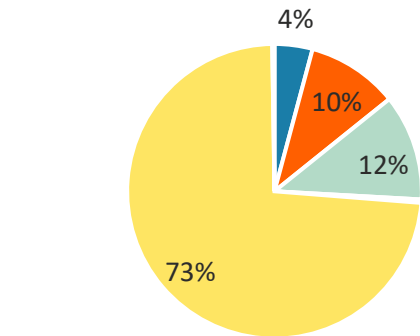


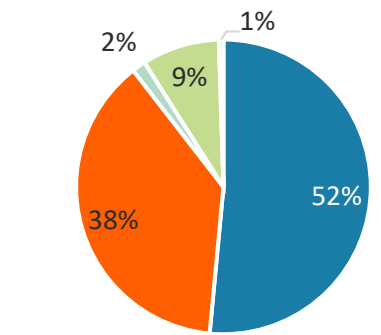
Figure 3: Nature of participation in activity (795 responses)      Figure 4: Individual or group activity (417 responses)

## DRAGON BOATING



- Leisure Recreation
- Sport Recreation
- Competitive
- Adaptive
- I don't take part in this activity
- Did not answer

Figure 5: Nature of participation in activity (815 responses)



- Competitive Team
- Recreation Program / Club
- Solo
- Informal Group
- Did not answer

Figure 6: Individual or group activity (200 responses)

## KAYAKING

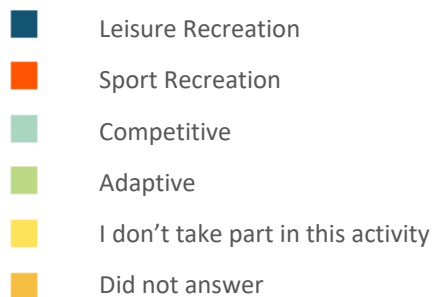
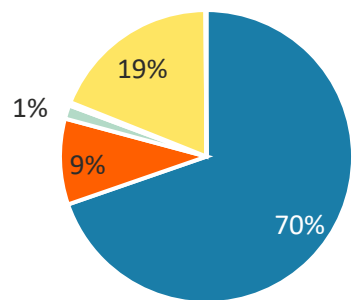


Figure 7: Nature of participation in activity (802 responses)

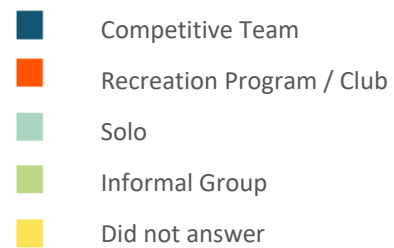
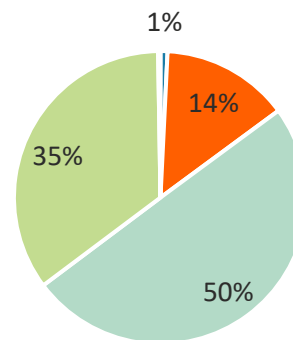


Figure 8: Individual or group activity (772 responses)

## ROWING

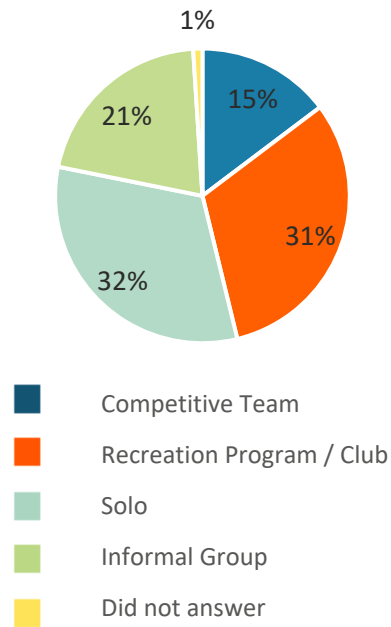
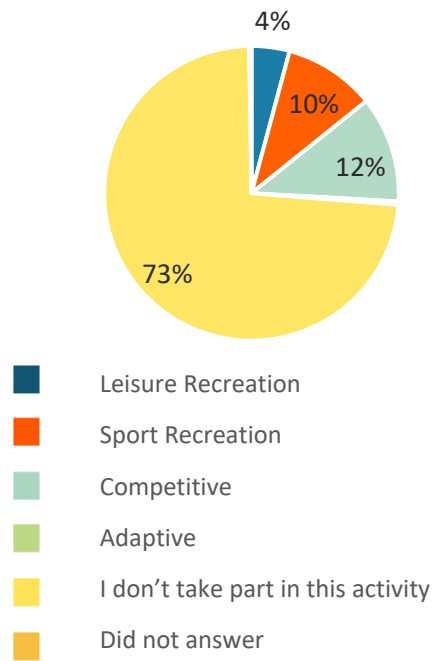


Figure 9: Nature of participation in activity (786 responses)      Figure 10: Individual or group activity (197 responses)



## OUTRIGGER

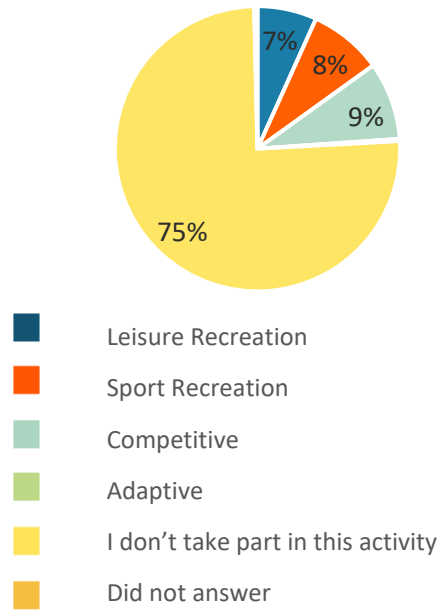


Figure 11: Nature of participation in activity (816 responses)

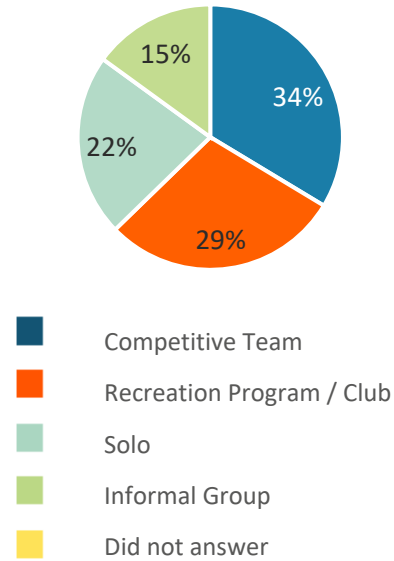


Figure 12: Individual or group activity (220 responses)

## PADDLE BOARD

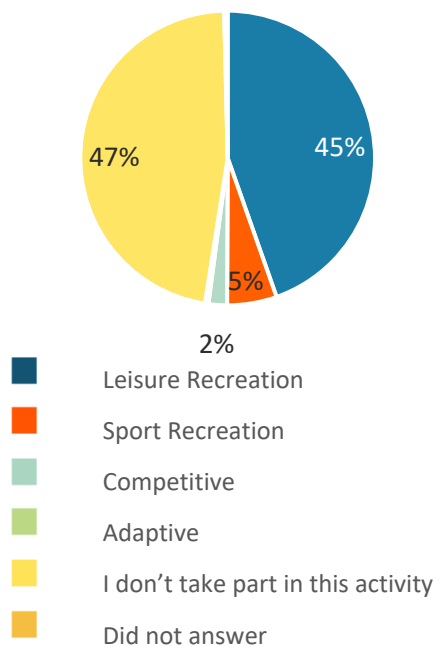


Figure 13: Nature of participation in activity (789 responses)

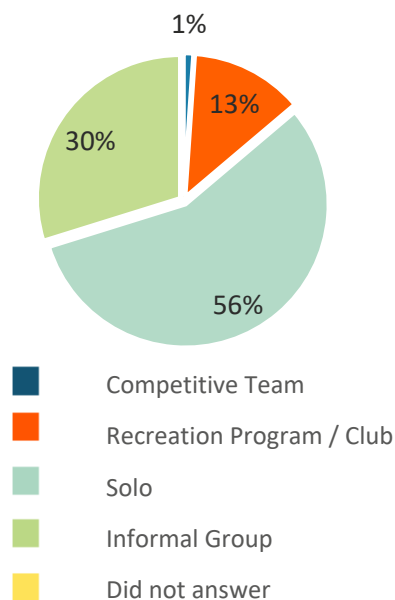


Figure 14: Individual or group activity (463 responses)

## SURF SKI

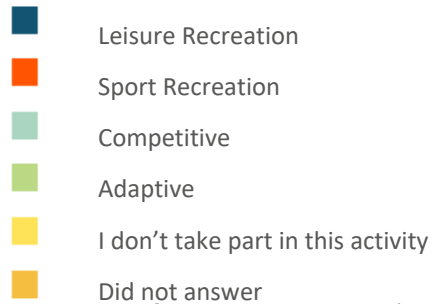
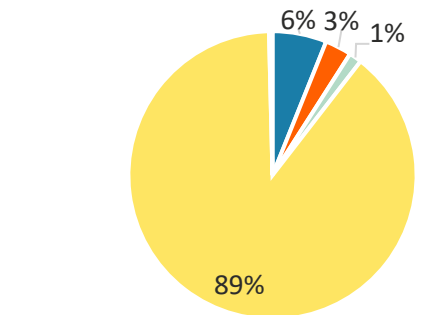


Figure 15: Nature of participation in activity (773 responses)

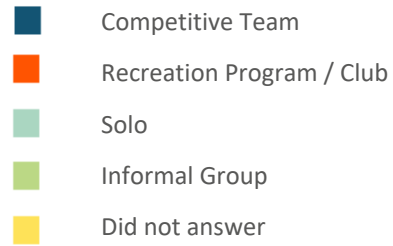
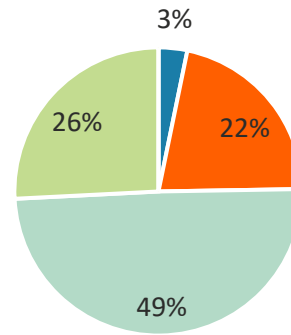


Figure 16: Individual or group activity (93 responses)

## WIND SURFING

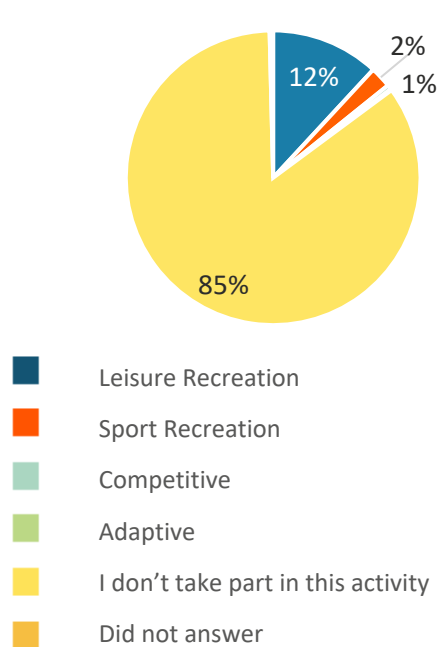


Figure 17: Nature of participation in activity (774 responses)

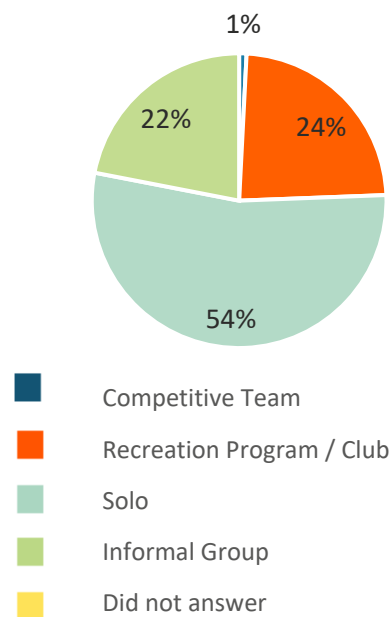


Figure 18: Individual or group activity (123 responses)

## KITE SURFING / BOARDING

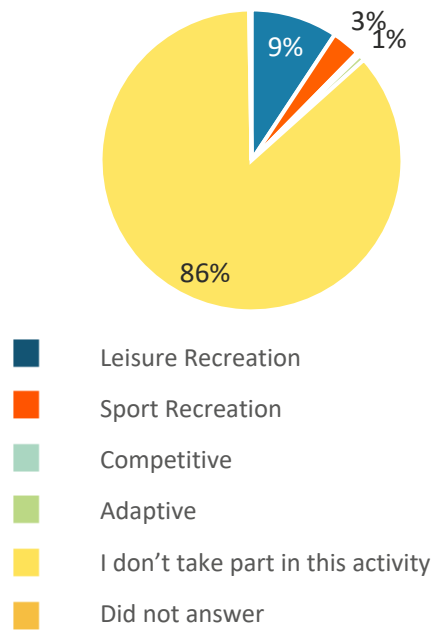


Figure 19: Nature of participation in activity (785 responses)

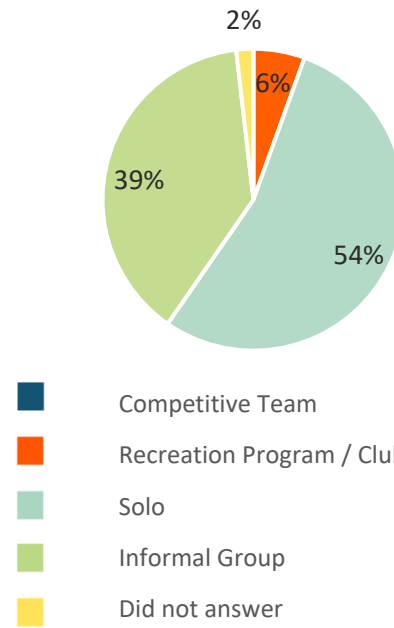


Figure 20: Individual or group activity (109 responses)



## SMALL CRAFT SAILING

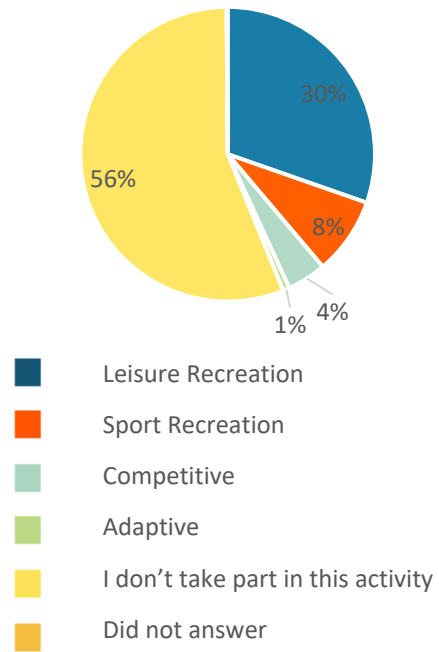


Figure 21: Nature of participation in activity (837 responses)

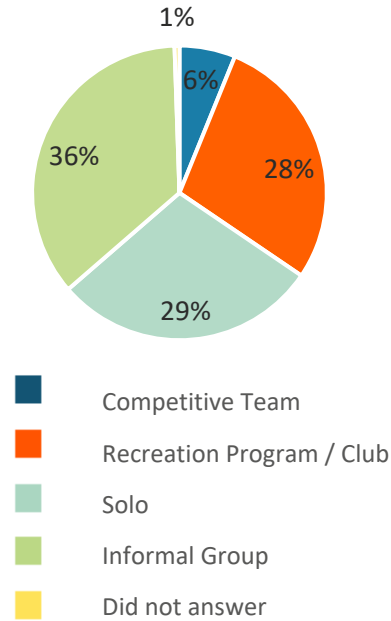


Figure 22: Individual or group activity (374 responses)

## PREFERRED TIMES, ORIGINS, AND DESTINATIONS

The survey asked participants to identify one preferred activity, and then share information about their preferred times, origins, and destinations for that activity.

### CANOEING

#### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>				
<b>Every Week</b>	2	9	12	5
<b>Every Month</b>	7	10	17	15
<b>Every few months</b>	4	14	8	11
<b>Once in last year</b>	6	2	1	2
<b>Don't participate in this season</b>	19	3		5

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	2	7	8	8
<b>Later Morning</b> (9am to noon)	6	19	25	18
<b>Afternoon</b> (noon to 6pm)	11	19	20	22
<b>Evening</b> (after 6pm)		10	21	4
<b>Don't participate in this season</b>	21	3		5

#### Origins & Destinations

The most frequent launch sites are:

- Kitsilano Yacht Club
- Other sites outside of Vancouver, Deep Cove, and New Brighton Park
- Locarno Beach
- Kitsilano Beach

The most frequent destinations are:

- English Bay near Spanish Banks, Jericho Beach, and Kitsilano
- False Creek, all areas

The least frequent launch sites are:

- Vancouver Rowing Club
- Kitsilano Yacht Club
- Heather Civic Marina
- Habitat Island

The least frequent destinations are:

- Burrard Inlet, near Stanley Park
- English Bay, near Stanley Park
- English Bay, near the West End

## DRAGON BOATING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>	5	20	23	9
<b>Every Week</b>	48	79	75	60
<b>Every Month</b>	9		3	5
<b>Every few months</b>	3	1	1	7
<b>Once in last year</b>	2	1		2
<b>Don't participate in this season</b>	35	1		19

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	13	18	22	13
<b>Later Morning</b> (9am to noon)	27	42	44	35
<b>Afternoon</b> (noon to 6pm)	14	22	24	15
<b>Evening</b> (after 6pm)	36	75	79	56
<b>Don't participate in this season</b>	35	1		19

### Origins & Destinations

The most frequent launch sites are:

- Creekside Paddling Centre
- False Creek Community Centre
- Burrard Civic Marina (Vanier Park)

The most frequent destinations are:

- False Creek, all areas

The least frequent launch sites are:

- Third Beach
- Vancouver Rowing Club
- Second Beach
- Sunset Beach
- Heather Civic Marina
- English Bay Beach

The least frequent destinations are:

- Burrard Inlet, near Stanley Park
- English Bay, near Stanley Park, West End, Jericho Beach

## KAYAKING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>	1	2	11	3
<b>Every Week</b>	10	43	133	45
<b>Every Month</b>	35	90	66	90
<b>Every few months</b>	37	61	32	57
<b>Once in last year</b>	17	39	16	32
<b>Don't participate in this season</b>	157	23	1	30

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	7	24	53	24
<b>Later Morning</b> (9am to noon)	32	91	133	91
<b>Afternoon</b> (noon to 6pm)	80	168	162	160
<b>Evening</b> (after 6pm)	9	43	119	36
<b>Don't participate in this season</b>	154	23	2	35

### Origins & Destinations

The most frequent launch sites are:

- Locarno Beach
- Other locations in Metro Vancouver (Deep Cove, Granville Island, Poteau Cove, Belcarra, Bowen Island), Sunshine Coast

The most frequent destinations are:

- English Bay, near Spanish Banks, Jericho Beach, Kitsilano
- False Creek, all areas
- Other locations in West Vancouver, North Vancouver, Gulf Islands, and Belcarra

The least frequent launch sites are:

- Vancouver Rowing Club
- Heather Civic Marina
- Habitat Island
- Jericho Sailing Centre
- Third Beach
- Second Beach

The least frequent destinations are:

- Burrard Inlet, near Stanley Park
- English Bay, near Stanley Park, West End

## ROWING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>	1	12	18	10
<b>Every Week</b>	29	32	32	36
<b>Every Month</b>	5	5	2	2
<b>Every few months</b>	6	2		3
<b>Once in last year</b>	2	1	1	
<b>Don't participate in this season</b>	10	1		2

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	17	26	33	30
<b>Later Morning</b> (9am to noon)	17	9	10	11
<b>Afternoon</b> (noon to 6pm)	14	12	13	15
<b>Evening</b> (after 6pm)	2	26	34	18
<b>Don't participate in this season</b>	10	1	1	2

### Origins & Destinations

The most frequent launch sites are:

- Vancouver Rowing Club
- Burrard Civic Marina
- Other sites, including Burnaby Lake

The most frequent destinations are:

- False Creek, all areas
- Burrard Inlet, near Stanley Park

The least frequent launch sites are:

- Heather Civic Marina
- Habitat Island
- Kitsilano Yacht Club

The least frequent destinations are:

- English Bay, near Spanish Banks
- Burrard Inlet, near Stanley Park



## OUTRIGGER

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>	3	8	13	5
<b>Every Week</b>	35	42	38	45
<b>Every Month</b>	8			
<b>Every few months</b>		1		
<b>Once in last year</b>				
<b>Don't participate in this season</b>	5			1

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	11	11	15	12
<b>Later Morning</b> (9am to noon)	31	33	33	34
<b>Afternoon</b> (noon to 6pm)	10	10	13	9
<b>Evening</b> (after 6pm)	22	37	37	34
<b>Don't participate in this season</b>	5			1

### Origins & Destinations

The most frequent launch sites are:

- Burrard Civic Marina
- False Creek Community Centre
- Creekside Paddling Centre

The most frequent destinations are:

- English Bay, all sites
- False Creek, all sites

The least frequent launch sites are:

- Heather Civic Marina
- Habitat Island
- Vancouver Rowing Club
- Sunset Beach, English Bay Beach, Second Beach, Third Beach

The least frequent destinations are:

- Burrard Inlet, near Stanley Park

## PADDLE BOARDING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>			4	
<b>Every Week</b>	7	15	32	14
<b>Every Month</b>	6	14	21	20
<b>Every few months</b>	4	11	8	12
<b>Once in last year</b>	7	8	2	7
<b>Don't participate in this season</b>	43	19		14

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	5	10	16	5
<b>Later Morning</b> (9am to noon)	14	17	22	20
<b>Afternoon</b> (noon to 6pm)	15	31	44	38
<b>Evening</b> (after 6pm)	3	14	38	15
<b>Don't participate in this season</b>	40	19		13

### Origins & Destinations

The most frequent launch sites are:

- Jericho Sailing Centre
- Spanish Banks Beach
- Locarno Beach
- Kitsilano Beach

The most frequent destinations are:

- English Bay: Jericho Beach, Spanish Banks, and Kitsilano

The least frequent launch sites are:

- Heather Civic Marina
- Habitat Island
- Vancouver Rowing Club
- Creekside Paddling Centre

The least frequent destinations are:

- Burrard Inlet: Stanley Park
- English Bay: near West End, near Stanley Park
- False Creek: all sites

## SURF SKI

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>			4	1
<b>Every Week</b>	2	6	3	5
<b>Every Month</b>	2	1		
<b>Every few months</b>	2			1
<b>Once in last year</b>				
<b>Don't participate in this season</b>	1			

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	1	1	3	1
<b>Later Morning</b> (9am to noon)	2	3	2	1
<b>Afternoon</b> (noon to 6pm)	2	1	1	3
<b>Evening</b> (after 6pm)	1	4	4	4
<b>Don't participate in this season</b>	1			

### Origins & Destinations

The most frequent launch sites are:

- Burrard Civic Marina
- False Creek Community Centre

The most frequent destinations are:

- English Bay, all locations (in particular Kitsilano)
- False Creek, all locations

The least frequent launch sites are:

- Kitsilano Yacht Club
- Heather Civic Marina
- Habitat Island
- Third Beach, Second Beach, English Bay, and Sunset Beach

The least frequent destinations are:

- Burrard Inlet, near Stanley Park

## WIND SURFING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>			2	
<b>Every Week</b>	1	7	10	10
<b>Every Month</b>	4	4		1
<b>Every few months</b>		1	1	1
<b>Once in last year</b>	2	1		
<b>Don't participate in this season</b>	6			1

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	1			
<b>Later Morning</b> (9am to noon)	3	4	5	4
<b>Afternoon</b> (noon to 6pm)	4	10	13	11
<b>Evening</b> (after 6pm)		3	4	2
<b>Don't participate in this season</b>	7			1

### Origins & Destinations

The most frequent launch sites are:

- Jericho Sailing Centre
- Locarno Beach

The most frequent destinations are:

- English Bay, near Spanish Banks and Kitsilano

The least frequent launch sites are:

- Heather Civic Marina
- Habitat Island
- Creekside Paddling Centre
- Vancouver Rowing Club

The least frequent destinations are:

- False Creek, all locations
- Burrard Inlet, near Stanley Park

## KITE SURFING / BOARDING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>	2	4	4	4
<b>Every Week</b>	10	21	28	20
<b>Every Month</b>	14	12	8	13
<b>Every few months</b>	9	7	4	5
<b>Once in last year</b>	3		1	
<b>Don't participate in this season</b>	8	2	1	4

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	8	11	12	10
<b>Later Morning</b> (9am to noon)	18	19	17	17
<b>Afternoon</b> (noon to 6pm)	31	40	38	39
<b>Evening</b> (after 6pm)	7	8	13	8
<b>Don't participate in this season</b>	9	1	1	3

### Origins & Destinations

The most frequent launch sites are:

- Spanish Banks Beach
- Other sites in the region, including Boundary Bay, White Rock, Squamish

The most frequent destinations are:

- English Bay, near Spanish Banks and Jericho Beach

The least frequent launch sites are:

- Burrard Civic Marina
- False Creek Community Centre
- Heather Civic Marina
- Habitat Island
- Creekside Paddling Centre
- Vancouver Rowing Club

The least frequent destinations are:

- False Creek, all locations
- Burrard Inlet, near Stanley Park

## SMALL CRAFT SAILING

### Preferred Times

The following table shows how frequently respondents undertake this activity by season:

	Winter	Spring	Summer	Fall
<b>Every day</b>		1	10	
<b>Every Week</b>	8	44	81	42
<b>Every Month</b>	19	31	16	38
<b>Every few months</b>	17	16	4	13
<b>Once in last year</b>	8	8	1	7
<b>Don't participate in this season</b>	60	12		12

The following preferred times for this activity were reported by respondents:

	Winter	Spring	Summer	Fall
<b>Early morning</b> (before 9am)	2	4	8	4
<b>Later Morning</b> (9am to noon)	17	32	42	33
<b>Afternoon</b> (noon to 6pm)	41	83	101	83
<b>Evening</b> (after 6pm)	5	27	50	24
<b>Don't participate in this season</b>	61	11		13

### Origins & Destinations

The most frequent launch sites are:

- Jericho Sailing centre
- False Creek Community Centre
- Burrard Civic Marina

The most frequent destinations are:

- English Bay, near Spanish Banks, Jericho Beach, and Kitsilano

The least frequent launch sites are:

- Habitat Island
- Creekside Paddling Centre
- Third Beach
- Second Beach
- English Bay Beach
- Sunset Beach

The least frequent destinations are:

- False Creek, all locations
- Burrard Inlet, near Stanley Park





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## Appendix B



The background is a solid magenta color. It features several stylized, flat-colored illustrations of watercraft and paddles. In the top left, there's a light blue kayak with an orange paddle. To its right is a dark blue kayak with a green paddle. Further right is a light orange kayak with a matching paddle. On the right side, there's a light blue kayak with a dark blue paddle. Below that is a light purple kayak with a blue paddle. At the bottom left, there's a dark blue kayak with two paddles, one light orange and one brown. To its right is a light orange kayak with a brown paddle. In the bottom right corner, there's a large orange triangle. The text 'On WATER' is centered in the upper half, with 'On' in a white script font and 'WATER' in a white bold sans-serif font.

# On WATER

Vancouver's Non-motorized Watercraft Recreation Strategy

## Phase 2 Public Engagement Summary

# PHASE 2 ENGAGEMENT EXECUTIVE

## INTRODUCTION

The Vancouver Park Board is exploring ways to improve non-motorized watercraft opportunities throughout the city waters. Non-motorized watercraft activities include any on-water recreation activities that involve small watercrafts powered by people and other natural elements.

*On Water: Vancouver's Waterway Recreation Strategy* will help the Park Board:

- Identify priority areas for developing and managing facilities, infrastructure and programs over the next 10 years, including opportunities for collaborative programming and coordination among service providers
- Identify optimum service levels aligned with facility use and future population growth

- Provide guidance to the Park Board to inform decisions that impact non-motorized watercraft activities, and
- Provide user-friendly resources showing the best place to engage in non-motorized watercraft activities safely.

To develop the *On Water* strategy, the Park Board is undertaking a three-phase engagement process (illustrated below).

This Phase 2 Engagement Summary Report summarizes key input gathered between February and March 2018 as part of Phase 2 of the *On Water* strategy. Phase 2 was designed to gather public and stakeholder input on two main components of the strategy: Vision and Directions.

What follows is a summary of what we did and what we heard in Phase 2 – gathered through multiple public engagement methods.



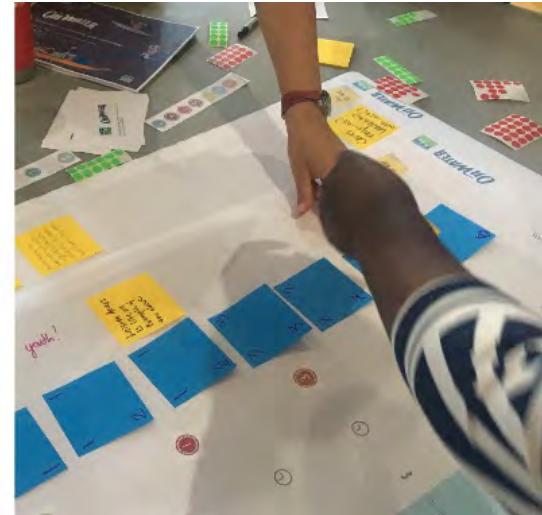
## WHAT WE DID SUMMARY

As part of the public engagement process in Phase 2, the public and members of key groups and organizations were invited to participate and provide input in the following ways:

- Survey (available online and at events)
- Three drop-in Open Houses and Community Workshops

In addition, the Park Board held stakeholder meetings with the *On Water* Advisory Committee, Regulatory Working Group, and Staff Working Group.

The Park Board promoted Phase 2 activities through local media, email invitations, partner organizations and posters at key community locations. In addition, over 50 organizations were invited to send representatives to attend the community workshops and to complete the online survey. To ensure broad representation, organizations were identified as potential stakeholders in Phase 1 using multiple criteria, including geographic reach, area of interest and knowledge, and participation in relevant engagement events.

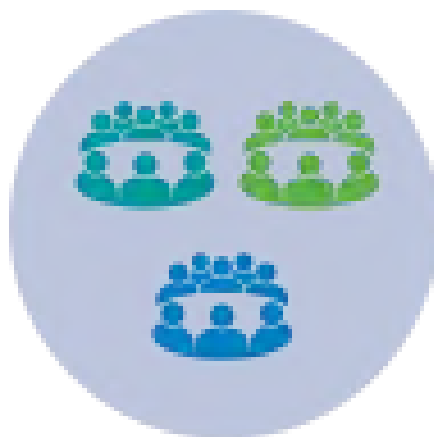




## WHO WE REACHED



***942 Survey  
respondents***



***100 Community  
Workshop  
participants***



***50+ organizations  
were communicated  
with in Phase 2***

## WHAT WE HEARD SUMMARY

Phase 2 engagement asked participants to review a draft Vision and Strategic Directions, and to provide ideas for actions.

The survey asked respondents to rate how well the draft Vision Statement captured what non-motorized watercraft activity should be in the future. Overall, there was support for the draft Vision, with 85 percent of survey respondents indicating that it reflected their *On Water* vision “very well” (37 percent) or “fairly well” (48 percent).

Feedback from the community open houses/workshops and the open-ended survey questions indicated a desire to see more detail in the Vision to strengthen it or make it bolder. Many respondents also felt that it could better reflect the need to acknowledge accessibility in all water-based recreation activities and the importance of promoting shared waterways for motorized and non-motorized watercraft.

Respondents also ranked the importance of the draft Strategic Directions. The top three directions ranked by respondents as “very important” were: “protect and enhance the environment”, “improve safety”, and “provide greater opportunity”. Respondents provided their ideas for actions for each direction:

- **Protect and enhance the environment:** Top actions included user education, environmentally-sensitive design, and stewardship and volunteer activities. Additional comments included improving water quality, increasing regulation and enforcement, and restricting motorized watercraft.
- **Improve safety:** Top actions included clearly marked access points, dedicated recreational areas to avoid use conflicts, and access to information about rules and etiquette. Additional comments

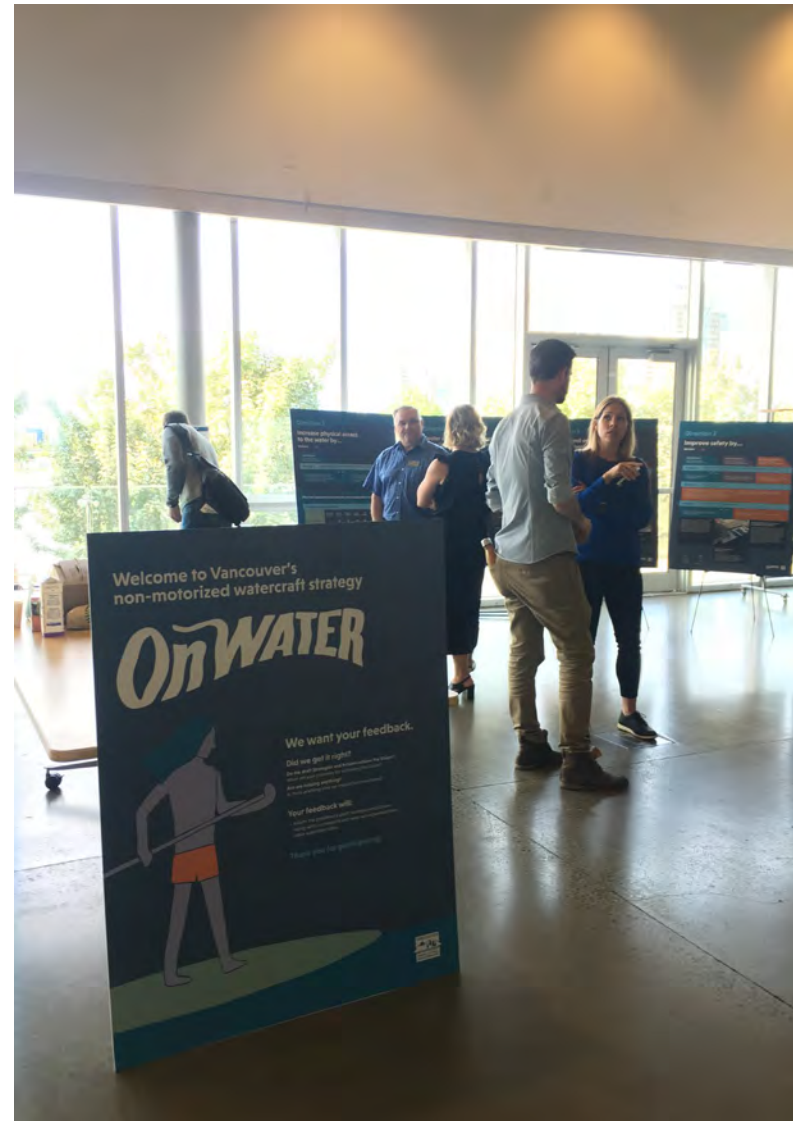
focused on educational programming, emergency and water emergency services, and creating recreation-specific areas.

- **Provide greater opportunity:** Top actions included public facilities for non-motorized watercraft, access to equipment, and affordable programs. Additional comments focused on access, storage, and amenities.
- **Reduce barriers:** Top actions included adding storage space, seawall access, change facilities, and adding launch sites and cleaning stations. Additional comments included affordability, parking and accessibility, and facilities expansions and upgrading.
- **Increase access:** Top actions included enforcing moorage infractions, adding launch sites, designating moorage locations, and separating launch sites. Additional comments focused on restricting moorage and anchoring, and adding more and/or improved launch sites (and launch site parking).
- **Foster and encourage community building:** Top actions included designated amenity spaces, more programs, and mapped routes/destination. Additional comments focused on supporting a range of users, better access to gear, improved amenities, and more training opportunities.

Throughout the engagement process participants indicated areas that they felt were missing. Key themes included improving launch site amenities (rental, storage, food, rinse stations), providing greater physical access (parking, adapted sport opportunities, drop-off, transit connections, creating more launch sites, upgrading facilities, sharing knowledge to new users, improving enforcement of regulations related to motorized craft and moorage, and considering safety in the context of access.

## NEXT STEPS

The Park Board will use the findings from the survey, along with technical research findings, to develop preliminary recommendations for Directions, Strategies and Actions for the *On Water* Strategy. Phase 3 public engagement will take place in Spring 2018.



# PHASE 2 ENGAGEMENT SUMMARY

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# 1 WHAT WE DID

## 1.1 OVERVIEW

Vancouver benefits from many unique opportunities for on-water recreation. False Creek, Coal Harbour, Jericho and Spanish Banks as well as the other waters and beaches along English Bay are spectacular on-water playgrounds thanks to the scenic vistas of Stanley Park, the skyline and North Shore mountains beyond.

The Vancouver Board of Parks and Recreation (Park Board) and the City of Vancouver have long provided non-motorized watercraft access for both local and regional residents. Over time levels of investment have varied in facility maintenance and partnerships without a larger strategic vision. This has resulted in varying levels of facility quality, public access, and engagement with stakeholders.

The Park Board is developing *On Water: Vancouver's Waterway Recreation Strategy* to better understand and enhance the public's use of and access to non-motorized, water recreation opportunities. The Park Board will use a public engagement, research and data informed process to provide clarity on existing uses, needs and opportunities and to guide future planning of non-motorized recreation, facilities and emerging waterfront opportunities.

To develop the *On Water* strategy, the Park Board began public outreach and engagement in the summer of 2017, with the aim to complete Phase 2 and 3 engagement in 2018. This report summarizes the activities and results of the Phase 2 public engagement.

## 1.2 ENGAGEMENT PROCESS

### SUMMER 2017

In Phase 1, the Park Board heard from 1246 respondents that helped identify what people value most about non-motorized watercraft activities in Vancouver, which activities they participate in, when and where they participate, and ideas for improving non-motorized watercraft activities.

### WINTER 2018

In Phase 2, the Park Board drafted and tested a proposed Vision and Directions. The draft Vision and Directions were developed based on public, staff, stakeholder and technical input. The Park Board heard from 942 survey respondents and approximately 100 participants at three Community Workshops and Open Houses. Based on public engagement, the team clarified and refined the Vision and Directions to form the foundation of the *On Water* strategy.

The draft Vision is: *Vancouver's marine environment is celebrated as THE place for non-motorized watercraft experiences for all.*

The draft Directions are:

1. Create Greater Opportunity
2. Improve Safety
3. Protect and Enhance the Environment
4. Foster and Encourage Opportunities to Socialize and Build Community
5. Increase Physical Access to the Water

To achieve the overall Vision and each of the five Directions, the team will develop draft Strategies and Actions focused on attainable outcomes. The strategies and actions will be tested with the public and key stakeholders in the summer of 2018.



## 1.3 ENGAGEMENT

### PUBLIC SURVEY

The Park Board designed and administered a public survey to invite input on the Vision and Directions. The survey was live February 19 to March 19, 2018 and available in English and Chinese.

The survey was promoted through English and Chinese posters at all 26 Community Centres, the Heather and Burrard Civic Marinas, the Jericho Sailing Centre and the Boating Welcoming Centre, as well as a social media campaign, including through Facebook advertisements, Talk Vancouver and emails to Park Board listservs and organizations.

### ADVISORY COMMITTEE MEETINGS

In Phase 1, the Park Board formed an *On Water* External Advisory Committee with representatives from a diverse range of community experts. The advisory group meets in each phase to help guide the development of the strategy. During Phase 2, Park Board staff met with the Advisory Committee to gather their input on the Vision and Directions and engagement process.

The Park Board also attended two Council Advisory Committee meetings to gain insight about the diverse interests and needs of water recreation user groups:

1. Children and Youth Advisory Committee Meeting, March 20
2. Mobility Access Working Group, March 13

### OPEN HOUSES AND COMMUNITY WORKSHOPS

Three drop-in open houses and community workshops were held between February 27 and March 10.

The purpose of the events were to:

- Increase awareness about the *On Water* strategy;
- Report back on what we heard during Phase 1 and how we reflected feedback;
- Discuss the draft Vision and Directions;
- Gather further feedback; and
- Build trust with community groups and on water users.

The three events were:

1. Creekside Community Centre, February 27, 5:30pm to 9pm
2. City Lab, March 5, 5:00pm to 8:30pm
3. Jericho Sailing Centre, March 10, 10:30am to 2pm

The three events were held in a similar format -- with the first hour dedicated to a drop-in Open House and the remaining two hours dedicated to a facilitated Community Workshop.

At the Open House, participants were invited to review information displays that provided an overview of the project, what we heard in Phase 1, and the draft Vision and Directions.

At the Community Workshops, staff opened with a presentation on the *On Water* strategy, a summary of the Vision, Directions, and results from Phase 1. Then participants took part in small group discussions.

Approximately 100 people attended the three Open Houses and Community Workshops. Stakeholders and community members from a diversity of water-based recreation groups attended the events.



## 2 WHAT WE HEARD

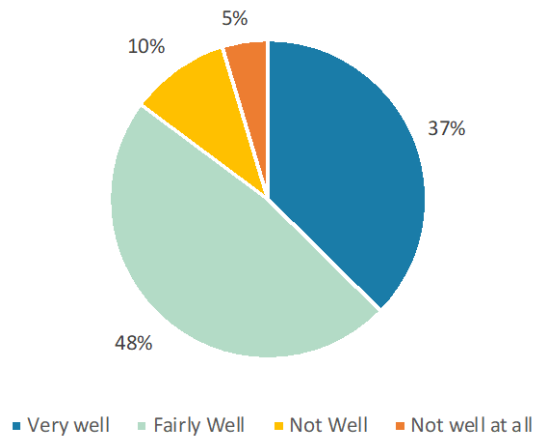
During Phase 2, hundreds of comments were gathered at the public Open Houses and Community Workshops and in the public survey.

The Phase 2 engagement results are summarized by questions posed to the public and key stakeholders. This input will be used to refine and finalize the Vision, Directions, Strategies and Actions.



## 2.1 VISION

The *On Water* public survey asked respondents to rate how well the draft Vision statement captured what non-motorized watercraft activity should be in Vancouver in the future. The chart below illustrates the public's level of support for the draft Vision.



*Note: Chart represents 942 respondents.*

The majority of survey respondents (85% combined) indicated the Vision statement captured what non-motorized watercraft activity should be in the future. 10% of respondents indicated “not well” and 5% of respondents indicated “not well at all”.

When asked why participants supported or did not support the draft Vision, the top three themes heard were: the Vision needs more detail, the Vision should reflect a greater need for accessibility and the Vision should reflect the diversity of non-motorized watercraft recreation user groups.

14% of respondent comments indicated a desire for a more comprehensive and detailed Vision. The following comments highlight

respondents concern for the Vision statement being too general, vague and/or lacking specifics:

- “I don’t see specifics, such as what kind of watercraft could be used where.”
- “Seems a very general statement to me. Doesn’t really say much beyond not encouraging motorized activities.”
- “Really is too vague and general and doesn’t convey anything to me – and there are so many motorized activities there now.”

Other common concerns were lack of boldness, need for inclusive language, safety, environmental protection, and shared use of the waterways with motorized watercraft recreation users. In addition, respondent comments indicated concern for the term “treasured” in the Vision.

Other comments indicated general support for the *On Water* Strategy planning process. A small number of comments indicated the Vision statement should address common user issues such as restricting motorized activity, reducing congestion and increasing parking, managing commercial use and multi-modal travel along waterways, improving water quality management and acknowledging local First Nations.

At the open house, participants indicated similar input and feedback, as follows:

- Concerns about the use of the word “treasured”
- Concerns about inclusivity and phrasing “As a place, not THE place”
- Concerns about accessibility, such as: “Vancouver’s marine environment is THE place for safe and accessible on water: experiences”



## 2.2 DIRECTIONS

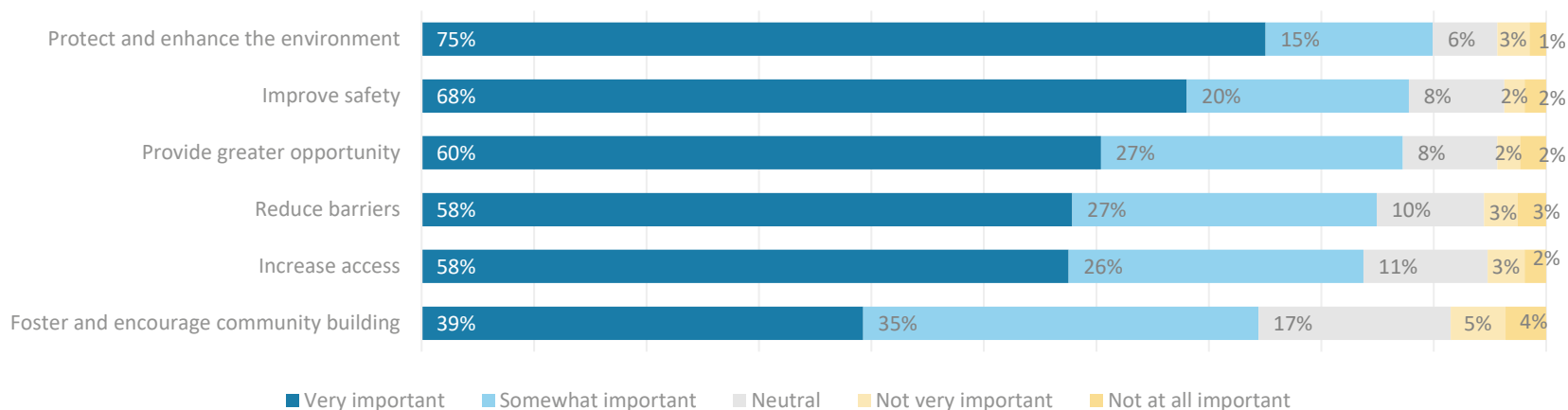
Draft Directions were developed based on public input received in Phase 1 and preliminary research into best practices and precedents from around the world.

The public survey asked respondents to rate the importance of each of the six draft Directions. Responses are illustrated below.

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

1. “Protecting and enhancing the environment” was the most important strategic direction, with 90% of respondents indicating it is “very or somewhat important”
2. “Improving safety” was the second most important Direction, with 88% of respondents indicating it is very or somewhat important

3. “Providing greater opportunity” was the third most important Direction, with 87% of respondents indicating it is very or somewhat important
4. “Reducing barriers” was the fourth most important Direction, with 85% of respondents indicating it is very or somewhat important
5. “Increase access” was the fifth most important Direction, with 84% of respondents indicating it is very or somewhat important.
6. “Fostering and encouraging community building” was the fifth most important Direction, with 74% of respondents indicating it is very or somewhat important.



Additional comments by participants who participated in the survey and from the Open Houses and Community Workshops are described below.

#### **WATER EXPERIENCES FOR ALL (31 COMMENTS)**

Some respondents indicated an interest in seeing the Directions reflect safe and accessible non-motorized watercraft experiences for all, including specifically supporting the inclusion of motorized watercrafts, sailing, swimming and kiteboarding.

#### **AFFORDABILITY (20 COMMENTS)**

Some respondents indicated the importance of affordability of non-motorized watercraft experiences, with some indicating the costs of gear, membership, space, parking and programming are prohibitive to use.

#### **ENVIRONMENTAL PROTECTION (12 COMMENTS)**

Some respondents indicated the importance of protecting and enhancing the quality of the watershed and environment to ensure non-motorized watercraft recreation is safe and reduces the impact of human use on the water system.

#### **WATER QUALITY (10 COMMENTS)**

Some respondents indicated the importance of protecting and enhancing the quality of the city's waterways to ensure non-motorized watercraft recreation is safe and accessible.

#### **PARKING (9 COMMENTS)**

Some respondents indicated the importance of having adequate launch site parking for non-motorized watercrafts and vehicles.

#### **PARTNERSHIPS AND COORDINATION BETWEEN SERVICE PROVIDERS (8 COMMENTS)**

Some respondents indicated the importance of coordinating services between clubs for a more streamlined, accessible and easy non-motorized watercraft experience for residents and visitors.

#### **DESIGNATED USE AREAS (8 COMMENTS)**

Some respondents indicated there is a need to restrict motorized watercraft recreation and/or to designated use areas to protect and enhance the non-motorized watercraft user experience.



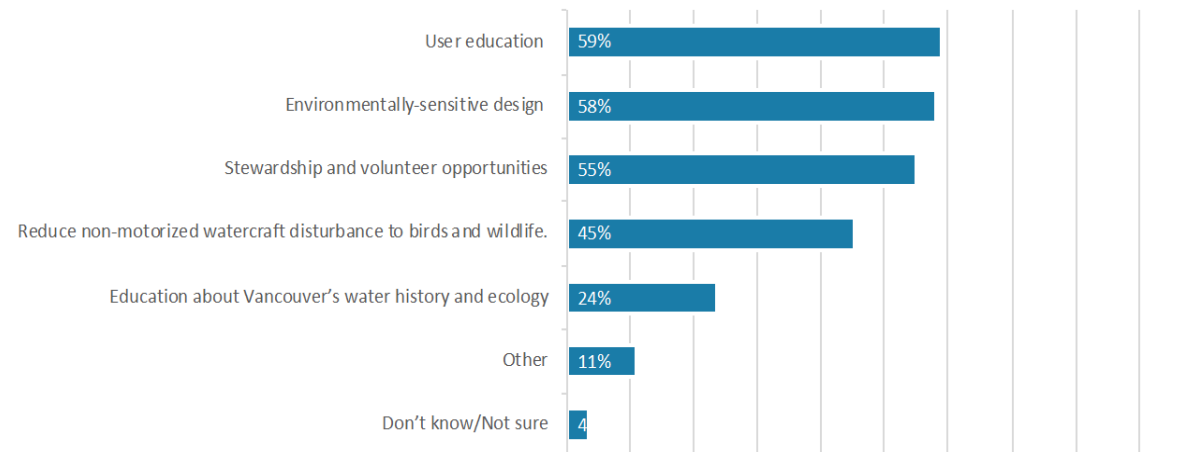
## 2.3 IMPLEMENTING THE VISION

Participants were invited to provide feedback on preliminary ideas and to add new ideas on how to implement the six draft Directions.

942 respondents provided implementation ideas in the public survey. The responses and key insights are described below by Direction.

### DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT

Roughly an equal number of respondents identified education (59%) and environmentally-sensitive design (58%) as the most important action for protecting and enhancing the environment, followed by stewardship and volunteer opportunities and non-motorized watercraft disturbances to birds and wildlife. Roughly 25% expressed that education about Vancouver's water history and ecology as most important.



#### OTHER IDEAS

Other comments from the online survey and in-person open houses and community workshops include improving water quality, regulation and enforcement, restricting motorized watercraft / designated areas, restricting moorage and anchoring options, and improved cross-stakeholder collaboration.

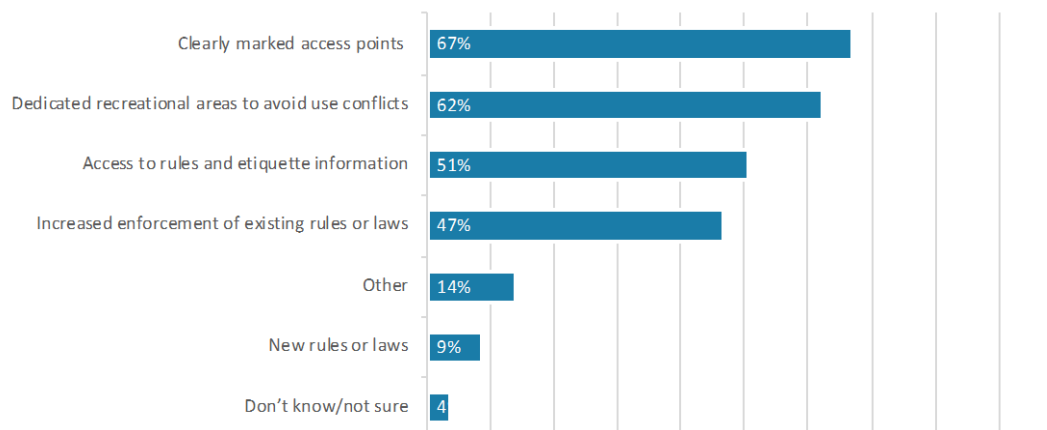
Sample responses include:

- Enforce laws against pollution by oil, chemicals and fecal matter from freighters, motor and sail boats.
- Policy and enforcement of bylaws and laws that improve our waterway cleanliness and make them ecologically viable for the indigenous species to our regions waterways.

- Reduce use of motorized craft in sensitive areas
- Boats moored in False Creek or off Kits Beach are likely a source of pollution. Inspect each boat (holding tank use compulsory) before issuing moorage permit. Also keep anchored boats further away from swimming areas.

## DIRECTION: IMPROVE SAFETY

Clearly marked access points (e.g. signage and maps), dedicated recreational areas to avoid use conflicts, and access to rules and etiquette information (e.g. web-based interactive tools) were the top three most highly rated actions for improving safety on water. Increased enforcement of existing rules or laws was the fourth most popular action, with new rules or laws being the lowest ranked action.



## OTHER IDEAS

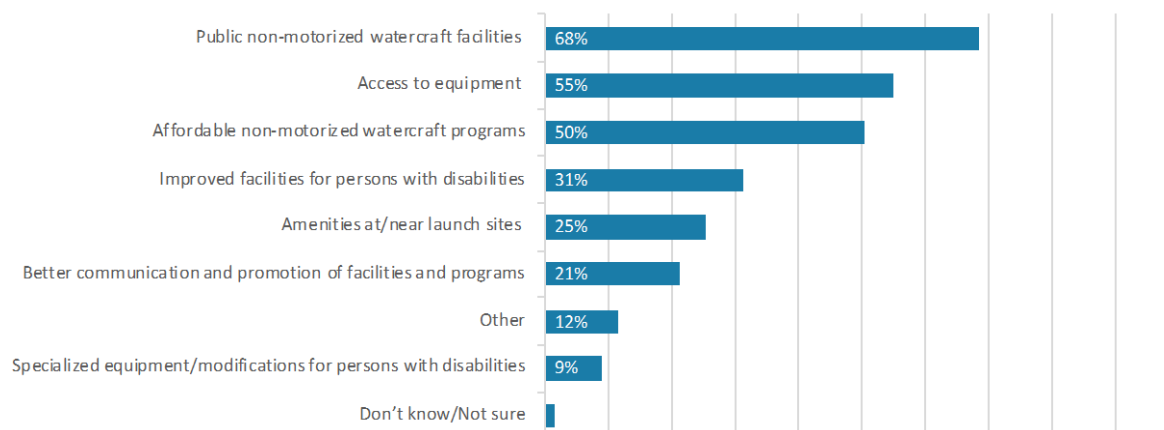
Additional comments from the online survey and in-person open houses and community workshops highlighted the need for educational programming, emergency services, improved and expanded on water emergency services, increased safety interventions, and the establishment of restricted / designated use areas (12 comments).

Sample responses include:

- Better education for people new to the marine environment (education)
- Ensure presence of coast guard/rescue organizations (emergency services)
- Water safety training and access to safety/resource equipment (safety)
- Buoys/markers to restrict motorized watercraft. (restricted areas)

## DIRECTION: PROVIDE GREATER OPPORTUNITY

Over half of respondents identified public non-motorized watercraft facilities (e.g. docks, clubhouses), access to equipment (e.g. sharing programs) and affordable non-motorized watercraft programs as the top three most important actions that will serve to provide greater opportunity for on water activities. Improved facilities and amenities at/near launch sites were ranked next in terms of importance followed by specialized equipment/modifications for persons with disabilities.



## OTHER IDEAS

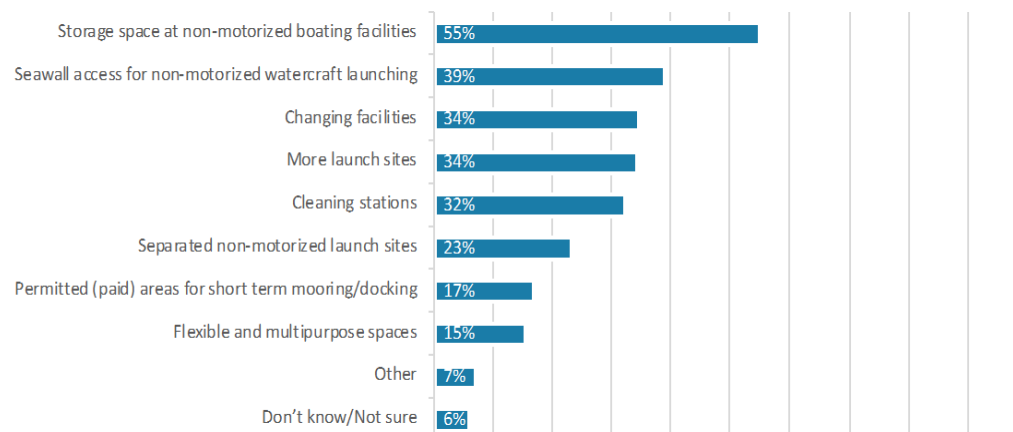
Additional comments reflect the value respondents' placed on access, storage, amenities, and scenery. Other comments focused on accommodating kiteboarding activities (e.g. a request for a launch site for kiteboarding at Spanish Banks), improving safety standards, parking and storage, upgrading existing clubs, and facilities, expanding educational and family programming, and establishing restricted or designated use areas.

Sample responses include:

- Give access to all to beach and docks. Ask me to pay a permit for my watercraft, I will (access)
- Warm showers and bathrooms at access points (amenities)
- Storage facilities for kayaks etc. at launching facilities (storage)

## DIRECTION: REDUCE BARRIERS

Over half (55%) of respondents felt that storage space at non-motorized boating facilities was the most important action for reducing barriers to on water recreation. Seawall access for non-motorized watercraft launching was the second most important action identified by respondents. Changing facilities and more launch sites were equally identified as the third most important action for reducing barriers. Flexible and multipurpose spaces was ranked least important.



## OTHER IDEAS

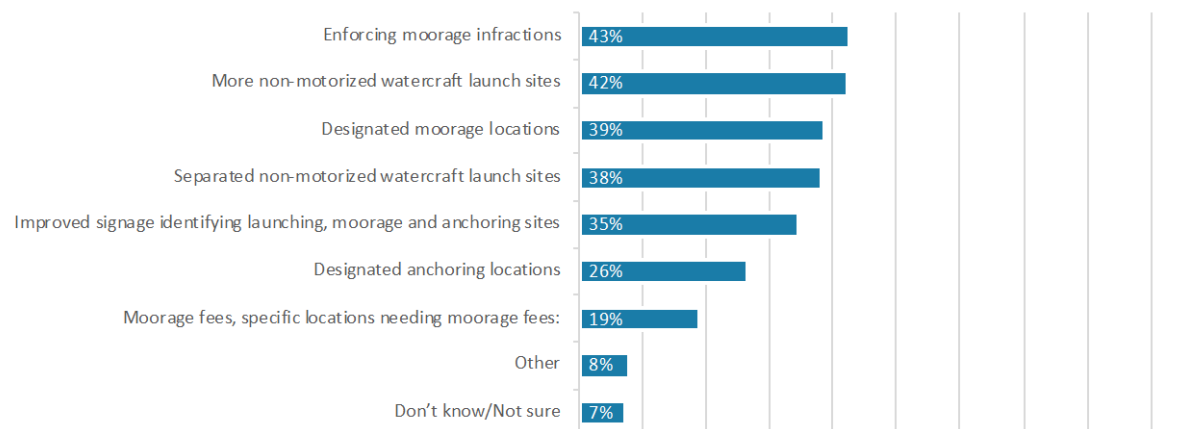
Additional comments focused on the themes of affordability, issues related to launch site parking (access, accommodating persons with disabilities, and storage at launch sites), access to gear and equipment, and improvements existing or building new facilities. The Jericho Sailing Centre and Vanier were identified as facilities that are currently working well to reduce barriers.

Sample responses include:

- Funding to ensure low-income individuals have equal access! (affordability)
- Parking / availability to bring watercrafts close to launch site (parking)
- Make waterfront easier to get to for those that don't live near it. For example, how does someone from Marpole get to Locarno Beach? (access)
- Covered outdoor sitting areas to visit in after sports. (facilities)

## DIRECTION: INCREASE ACCESS

Nearly an equal number of respondents identified enforcing moorage infractions (43 percent) and more non-motorized watercraft launch sites (42 percent) as the most important actions that would support increased access to the water for non-motorized recreation. Designated moorage locations (ranked as most important by 39 percent of respondents) and separated non-motorized watercraft (38 percent) were nearly equally identified as the second most important actions.



## OTHER IDEAS

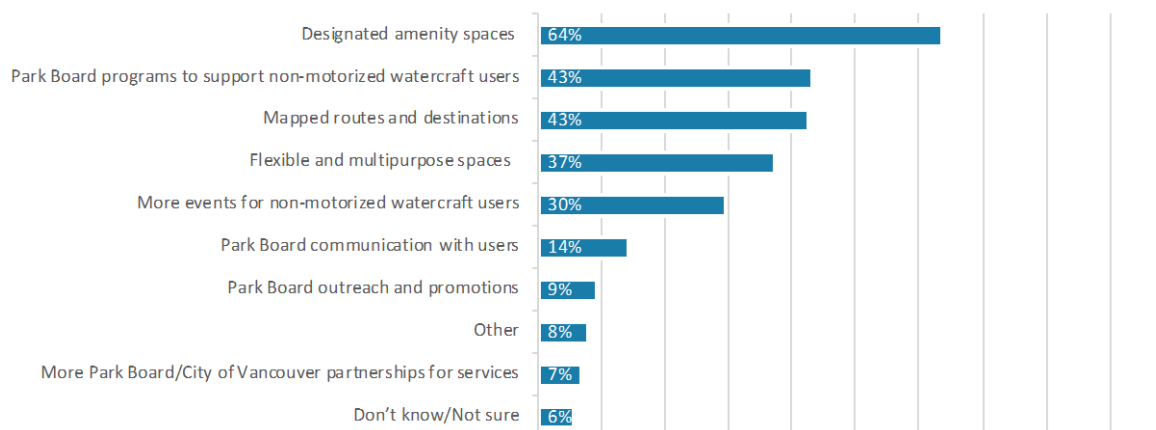
Additional comments focused on restricting moorage and anchoring, expanding launch site parking, improving and expanding launch sites, and increasing the number of kiteboarding sites.

Sample responses include:

- Create areas where moorage is NOT allowed and strongly enforce, only allow very temporary moorage in other areas. (restrict moorage)
- Either have reasonable cost parking near launch sites for those transporting their own equipment, or make equipment available at launch sites on a shared or rental basis (launch site parking)
- Higher quality launch sites i.e. docks (improve launch sites)

## DIRECTION: FOSTER AND ENCOURAGE COMMUNITY BUILDING

Designated amenity spaces (e.g. equipment storage, changing facilities, sauna) was identified as the most important action by the majority of respondents (64 percent) for fostering and encouraging community building. Park Board programs to support non-motorized watercraft users and mapped routes and destinations were equally identified as the second most important by 43 percent of respondents. Flexible and multipurpose spaces (e.g. rooms for gathering, hosting events, café) was ranked as the third most important action by 37 percent of respondents.



## OTHER IDEAS

Additional comments for this Strategic Direction highlighted the need to consider a mix / range of users, access to gear, amenities (food, shopping, etc.), lessons or other training / education. Other comments focused on increased children's programming, better relationships between users and clubs, and engagement with First Nations. The Jericho Sailing Centre and Granville Island were commonly mentioned as places of community gathering.

Sample responses include:

- Equipment sharing, facilities and education (gear)
- Beach side licenced cafes with public washrooms (amenities)
- Learn to sail programs (lessons)



## 2.4 OTHER ON WATER IDEAS

Participants were asked to share their ideas for action. The top themes that emerged include:

**IMPROVE LAUNCH SITE AMENITIES (66 COMMENTS):** Provide more services at or near launch sites to improve the on water experience such as rentals, storage facilities, food options, rinse stations and saunas.

**PHYSICAL ACCESS (49 COMMENTS):** Mitigate some of the logistical barriers to getting on water, including affordable parking, adapted sport opportunities, opportunities for all ages, drop off areas, improved transit options, steep stairs, equipment rentals and gear or boat share programs as a means to increase access.

**FOSTER PARTNERSHIPS AND IMPROVE RELATIONSHIPS (42 COMMENTS):** Support collaboration between clubs, facilities, community centers, users, and the Park Board to promote greater inclusivity.

**FACILITIES (41 COMMENTS):** Need for new facilities such as public boathouses and upgrades to existing. The Jericho Sailing Centre was highlighted as a model for on water facilities and the positive role it plays in on water access, education and community.

**ENVIRONMENTAL PROTECTION (40 COMMENTS):** Protect the marine environment, and improve water quality, particularly by ending sewage overflow into the storm water system.

**LAUNCH / LAND SITES (38 COMMENTS):** Need more places and ways to get on and off the water. Ideas include improving beach launch sites, a hop-on / hop-off mode of rental and short term moorage sites, and better kite board access.

**GENERAL SUPPORT (37 COMMENTS):** General support for the process or the strategy.

**INCREASE REGULATION AND ENFORCEMENT (32 COMMENTS):** Increase regulation, particularly on which boats can park and where, as well as enforcement of violations and supervision of waterways.

**INCREASE USER KNOWLEDGE (29 COMMENTS):** Share ways share relevant information with users through education, maps, suggested routes, safety bulletins and signage.

**RESTRICT MOTORIZED WATERCRAFT RECREATION (29 COMMENTS):** Create restrictions on motorized crafts or areas designated for non-motorized use only.

**PUBLIC SAFETY (27 COMMENTS):** Enhance safety measures, provide better resource emergency services such as life guard and the coast guard, and provide better support for inexperienced users.

**NON-MOTORIZED WATERCRAFT RECREATION FOR ALL (924 COMMENTS):** Promote a culture of sharing for non-motorized and motorized users are both a part of Vancouver's waterways.

**AFFORDABILITY (18 COMMENTS):** Keep access and programming affordable.

**INTEGRATE MOTORIZED WATERCRAFT RECREATION (16 COMMENTS):** Comments mentioning that whether for pleasure or commerce, motorized boats have a place in Vancouver's waterways.

**ON WATER EVENTS (14 COMMENTS):** Create on water events including demo days, races, festivals and educational programming.

**OTHER (14 COMMENTS):** Comments from respondents indicating they do not support this process or strategy or are asking the Park Board to look to other cities such as Chicago and Tsawwassen for examples.

**NON-MOTORIZED WATERCRAFT MODE OF TRANSPORTATION (11 COMMENTS):** Develop the potential for Vancouver's waterways to be a mode of transportation for residents.

**REVIEW REGULATIONS (9 COMMENTS):** Watercraft use should not be over-regulated.

**ACKNOWLEDGE AND COLLABORATE WITH LOCAL FIRST NATIONS (3 COMMENTS):** Inclusion of local First Nations

## 3 NEXT STEPS

The Park Board will use findings from Phase 2 public engagement, along with technical research findings, to develop preliminary *On Water* Directions, Strategies and Actions.

# APPENDIX A. *ON WATER* PHASE 2 SURVEY

## **On Water – Share your feedback on non-motorized watercraft recreation**

The Park Board is developing a Waterway Recreation Strategy to guide future planning relating to non-motorized watercraft activities, including the facilities that support these activities and emerging waterfront opportunities for the next ten years.

Non-motorized watercraft activities include: canoeing, dragon boating, rowing, kayaking, outrigger, small-craft sailing, windsurfing, kite surfing/boarding, and stand-up paddle boarding.

To develop the *On Water* strategy, the Park Board is undertaking a three-phase engagement process:

In Phase 1, the Park Board heard from 1246 respondents as part of a preliminary survey to identify: what people value most about non-motorized boating activities in Vancouver, which activities they participate in, when and where they participate, and ideas for improving non-motorized boating activities.

We are currently in Phase 2. Today, we want your feedback on the directions we've developed for *On Water*, specifically:

- The Vision and Strategic Directions for *On Water*;
- Ideas to achieve the Vision and Strategic Directions

Your feedback will help us develop and recommend actions to improve non-motorized watercraft experiences and opportunities in Vancouver.

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## Area 1: Testing Our Vision and Strategic Directions

The *On Water* vision is a forward-looking statement that sets the direction for the goals, strategies and actions that will inform Park Board decisions over the next 20 years.

The vision statement assumes that we are 20 years in the future having successfully implemented the *On Water* Strategy.

*Imagine....*

*Vancouver's marine environment is treasured as the place for non-motorized watercraft experiences for all.*

1. How well do you think this vision captures what “non-motorized watercraft activity” should be in Vancouver’s future?

Very well

Fairly Well

Not Well

Not well at all

1b. Why is that? And is the vision missing anything? Please explain what and why:

Using our waterways for non-motorized watercraft activities has long been a part of Vancouver’s identity. However, the facilities for these activities and the way service providers support these activities have developed informally over time. The *On Water* strategy will provide an overarching framework with strategic directions that will guide the delivery of services and non-motorized watercraft experiences into the future.

## Area 2: Strategic Directions

2. The draft strategic directions were developed based on public feedback and preliminary research into best practices and precedents from around the world. How important are each of these proposed strategic directions to you?

	Very important	Somewhat important	Not very important	Not at all important
<b>Provide greater opportunity:</b> Vancouver is a place that welcomes, invites, and encourages all people to engage in non-motorized watercraft recreation.				
<b>Improve safety:</b> Vancouver is a safe and healthy place to engage in non-motorized watercraft recreation.				
<b>Protect and enhance the environment:</b> Vancouver is a place where planning for non-motorized watercraft recreation focuses on protecting and enhancing the natural environment.				
<b>Foster and encourage community building:</b> Vancouver is a place where people connect and create community through non-motorized watercraft recreation.				
<b>Increase access:</b> Vancouver is a place that balances open access to the water for non-motorized watercraft recreation with necessary restricted access.				
<b>Reduce barriers:</b> Vancouver is a place that provides the necessary facilities, amenities, and services to build capacity for non-motorized watercraft recreation.				

Note: water quality improvement is being dealt with in a separate process by the City of Vancouver's Environmental Services group (see [here](#)).

2b. Did we miss anything? Please explain what and why:

## 2: Implementing our Vision

Following the phase 2 engagement, we will draft strategies and actions that will implement the six strategic directions. To help us develop this content, we would like to know what you think is needed. In this section, we will ask you to select potential items to help achieve the strategic directions.

**Provide greater opportunity:** Vancouver is a place that welcomes, invites, and encourages all people to engage in non-motorized watercraft recreation.

3. In your opinion, which of these items are most important to achieving this strategic direction? Select your top 3.

- ... Access to equipment (e.g. sharing programs)
- ... Affordable non-motorized watercraft programs
- ... Public non-motorized watercraft facilities (e.g. docks, clubhouses)
- ... Amenities at/near launch sites (e.g. food services, meeting rooms)
- ... Improved facilities (e.g. docks, ramps) for persons with disabilities
- ... Specialized equipment/modifications (e.g. seats, paddles) for persons with disabilities
- ... Better communication and promotion of facilities and programs
- ... Other: \_\_\_\_\_
- ... Don't know/Not sure

**Improve safety.** Improving safety means that we create a safe and healthy place to engage with the water through non-motorized watercraft activities.

4. In your opinion, which of these items are most important to achieving this strategic direction? Select your top 3.

- ... Access to rules and etiquette information (e.g. web-based interactive tools)
- ... Dedicated recreational areas to avoid use conflicts
- ... Clearly marked access points (e.g. signage and maps)
- ... Increased enforcement of existing rules or laws
- ... New rules or laws
- ... Other: \_\_\_\_\_
- ... Don't know/not sure



**Protect and enhance the environment.** Protecting and enhancing the environment means that we take action to limit impacts and look for ways to restore our terrestrial and marine ecosystems. Note: water quality improvement is being dealt with in a separate process (see details [here](#)).

5. In your opinion, which of these items are most important to achieving this strategic direction? Select your top 3.

- ... User education (e.g. washing watercraft before launching in new waters)
- ... Environmentally-sensitive design (e.g. naturalized edges, reduced light pollution)
- ... Reduce non-motorized watercraft disturbance to birds and wildlife.
- ... Education about Vancouver's water history and ecology
- ... Stewardship and volunteer opportunities (e.g. Beach clean-up events, adopt-a-beach initiatives)
- ... Other: \_\_\_\_\_
- ... Don't know/Not sure

**Foster and encourage community building.** Fostering and encouraging community building means creating places where people connect and create community through non-motorized watercraft recreation.

6. Please rank the following topics, according to In your opinion, which of these items are most important to achieving this strategic direction?

- ... Flexible and multipurpose spaces (e.g. rooms for gathering, hosting events, café)
- ... Designated amenity spaces (e.g. equipment storage, changing facilities, sauna)
- ... Mapped routes and destinations
- ... More events for non-motorized watercraft users
- ... More Park Board/City of Vancouver partnerships for services, such as: \_\_\_\_\_
- ... Park Board communication with users
- ... Park Board outreach and promotions
- ... Park Board programs to support non-motorized watercraft users
- ... Other: \_\_\_\_\_
- ... Don't know/Not sure

**Increase access.** Increasing access means balancing open access to the water for non-motorized watercraft recreation with necessary restricted access. For example, the City of Vancouver manages moorage in False Creek through an agreement with federal authorities. While there is currently no cost for moorage, permits are required and have time restrictions.

7. In your opinion, which of these items are most important to achieving this strategic direction? Select your top 3.

- ... Designated moorage locations
- ... Designated anchoring locations
- ... Enforcing moorage infractions
- ... Moorage fees, specific locations needing moorage fees: \_\_\_\_\_
- ... Separated non-motorized watercraft launch sites
- ... More non-motorized watercraft launch sites
- ... Improved signage identifying launching, moorage and anchoring sites
- ... Other: \_\_\_\_\_
- ... Don't know/Not sure

**Reduce barriers.** Reducing barriers means providing the necessary facilities, amenities, services and access to information to build capacity for non-motorized watercraft recreation.

8. In your opinion, which of these items are most important to achieving this strategic direction? Select your top 3.

- ... Storage space at non-motorized boating facilities?
- ... Changing facilities
- ... Cleaning stations
- ... More launch sites
- ... Permitted (paid) areas for short term mooring/docking
- ... Seawall access for non-motorized watercraft launching
- ... Separated non-motorized launch sites
- ... Flexible and multipurpose spaces (e.g. rooms for meetings, food and beverage services)
- ... Other: \_\_\_\_\_
- ... Don't know/Not sure

#### **Area 4: Other ideas?**

9. Do you have any specific ideas for actions or strategies for non-motorized watercraft recreation in Vancouver?

10. What other comments would you like to share?

#### **Area 5: About you!**

We want to make sure that this process reflects ideas and input from a diversity of people. The following questions help us better understand who has participated in this process. Individual answers are anonymous.

1. Do you participate in non-motorized watercraft activities? *Please select one*

- a. Yes
- b. Not currently, but I used to
- c. Not currently, but I would like to

2. Which of the following are your primary activities? *Please select all that apply.*

- a. Canoeing
- b. Dragon Boating
- c. Kayaking
- d. Rowing
- e. Outrigger
- f. Paddle Boarding
- g. Surf Ski
- h. Wind Surfing
- i. Kite Surfing / Boarding
- j. Small Craft Sailing
- k. Other

3. Which best describes your relationship to the equipment you use in your primary activities? *Please select one.*

- a. Rent
- b. Own
- c. Use equipment belonging to a club

4. What is your postal code? \_\_\_\_\_

5. Do you identify as:...?

Please select one.

- a. Female
- b. Male
- c. Transgender
- d. None of the above. I identify as \_\_\_\_\_
- e. Prefer not to say

6. On-water activities have historically been important for many indigenous cultures. Do you identify as Indigenous? *Please select all that apply.*

- a. Yes, First Nations
- b. Yes, Metis
- c. Yes, Inuit
- d. No

7. Do you identify as a person with disabilities or limited mobility? *Please select one.*

- a. Yes
- b. No
- c. Prefer not to say

8. Which one of the following age groups do you fall into?

- a. Under 15 years
- b. 15-19 yrs
- c. 20-29 yrs
- d. 30-39 yrs
- e. 40-49 yrs
- f. 50-59 yrs
- g. 60-69 yrs
- h. 70-79 yrs.
- i. 80 yrs. or over

9. Which best describes your housing situation?

- a. Rent
- b. Own

10. Which best describes your primary mode of transportation?

- a. Drive/Car
- b. Public Transportation (Bus, SkyTrain, Sea Bus)
- c. Bicycle
- d. Walk
- e. Other \_\_\_\_\_

11. How did you hear about the On Water Strategy?

Select all that apply.

- a. Direct mail/Notification card
- b. Newspaper ad
- c. Vancouver.ca website
- d. Media article
- e. Other website \_\_\_\_\_
- f. Facebook
- g. Twitter
- h. Email list
- i. Friend (word of mouth)
- j. Poster
- k. Other (Please specify): \_\_\_\_\_

12. Please indicate how much you agree or disagree with each of the following statements:

[level of agreement question on 5 point scale]

The information presented was clear and understandable.

I understand how my input will be used in the process.

I felt that my input would make a difference.

I felt this was a valuable experience.

I had the opportunity to share my view.

I learned something new.

Thank you for taking the *On Water* survey! This survey will be open until DATE. Please share it with others who may be interested!

To stay involved in On Water, follow us with #VanOnWater and visit the project webpage at [www.vancouver.ca/onwater](http://www.vancouver.ca/onwater).

# APPENDIX B: PUBLIC SURVEY PARTICIPATION

The survey concluded by asking participants to share demographic information. This information helps the Park Board evaluate gain an understanding of the audiences that participated.

## PARTICIPATION IN NON-MOTORIZED WATERCRAFT ACTIVITIES

### Do you participate in non-motorized watercraft activities?

- 60% indicated Yes
- 23% indicated Not currently, but I used to
- 17% indicated Not currently, but I would like to

## PRIMARY ACTIVITIES

### Which of the following are your primary activities?

The top five primary activities were as follows:

- 60% indicated kayaking
- 29% indicated canoeing
- 27% indicated paddle boarding
- 22% indicated small craft sailing
- 18% indicated rowing

## RELATIONSHIP TO EQUIPMENT USED IN PRIMARY ACTIVITIES

### Which best describes your relationship to the equipment you use in your primary activities?

- 40% own equipment
- 36% rent equipment
- 25% use equipment belonging to a club

## LOCATION

### What is your postal code?

- 85% reported they live in Vancouver, of which 28 percent live in the Northwest, 21 percent in Downtown and the West end, 13 percent in the Northeast, 12 percent in the Southwest and 12 percent in the Southeast.
- The remaining 15% live in communities outside of the City of Vancouver.



## GENDER IDENTITY

### Do you identify as...?

- 53% of respondents indicated they identify as male
- 42% of respondents indicated they identify as female
- 5% preferred not to say

## INDIGENOUS PEOPLES

### Do you identify as Indigenous?

- 90% of respondents indicated that they do not identify as Indigenous
- 6% of respondents indicated that they would prefer not to say
- 2% of respondents identify as First Nations or Metis.

## PEOPLE WITH DISABILITIES / LIMITED MOBILITY

### Do you identify as a person with disabilities or limited mobility?

- 8% of respondents indicate they identify as a person with disabilities or limited mobility
- 83% of respondents indicate they do not identify as a person with disabilities or limited mobility
- 5% of respondents indicated that they would prefer not to answer the question.

## AGE

### What is your age?

- 25% of respondents were between the ages of 50 and 59
- 22% of respondents were between the ages of 40 to 49
- 19% of respondents were between the ages of 30 to 39
- 16% of respondents were between the ages of 60 to 69
- 10% of respondents were between the ages of 20 to 29
- 7% of respondents were between the ages of 70 to 79
- 1% of respondents were ages 19 and under

## HOUSING TENURE

### What best describes your housing situation?

- 67% of respondents own a house
- 33% of respondents rent a house

## PRIMARY TRANSPORTATION

### Which best describes your primary mode of transportation?

- 43% of respondents indicate they primarily travel by motor vehicle
- 20% of respondents indicate they primarily travel by bus, SkyTrain, or other transit
- 16% of respondents indicate they primarily travel by walking

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## Appendix C



The background is a solid magenta color. It features several stylized, flat-colored silhouettes of watercraft and paddles. In the top left, there's a light blue kayak with an orange paddle. To its right is a green kayak with a dark blue paddle. Further right is an orange kayak with a light orange paddle. In the middle right, there's a blue kayak with a dark blue paddle. Below that is a light blue kayak. In the bottom left, there's a dark blue kayak with two orange paddles. To its right is a green kayak. In the bottom right, there's an orange kayak. The text is centered in the upper half of the image.

# On WATER

Vancouver's Non-motorized Watercraft Recreation Strategy

## Phase 3 Public Engagement Summary

# PHASE 3 ENGAGEMENT

## INTRODUCTION

The Vancouver Park Board is exploring ways to improve non-motorized watercraft opportunities throughout city waters. Non-motorized watercraft activities include any on-water recreation activities that involve small watercraft powered by people and other natural elements. *On Water: Vancouver's Waterway Recreation Strategy* will help the Park Board:

- Identify priority areas for developing and managing facilities, infrastructure and programs over the next 10 years, including opportunities for collaborative programming and coordination among service providers
- Identify optimum service levels aligned with facility use and future population growth

- Provide guidance to the Park Board to inform decisions that impact non-motorized watercraft activities, and
- Provide user-friendly resources showing the best place to engage in non-motorized watercraft activities safely.

To develop the *On Water* strategy, the Park Board is undertaking a three-phase engagement process. This Phase 3 Engagement Summary Report summarizes input gathered between May and June 2018 as part of Phase 3 of the *On Water* strategy. Phase 3 was designed to gather public and stakeholder input on three main components of the strategy: Directions, Strategies and Actions.

What follows is a summary of what we did and heard in Phase 3 – gathered through multiple public engagement methods.



## WHAT WE DID SUMMARY

As part of the public engagement process in Phase 3, the public and members of key groups and organizations were invited to participate and provide input in the following ways:

- Survey (available online and at events)
- Three drop-in Open Houses and Community Workshops
- Three Pop Up Open Houses

In addition, the Park Board held stakeholder meetings with the *On Water* Advisory Committee, Regulatory Working Group, and Staff Working Group.

The Park Board promoted Phase 3 activities through local media, email invitations, partner organizations and posters. Over 50 organizations were invited to send representatives to attend the community workshops and to complete the online survey. To ensure broad representation, organizations were identified as potential stakeholders in Phase 1 using multiple criteria, including geographic reach, area of interest and knowledge, and participation in relevant engagement events.



## WHO WE REACHED





***487 Online Survey  
respondents***



***50+ organizations  
were communicated  
with in Phase 3***



***38 Community  
Workshop  
participants***

## WHAT WE HEARD SUMMARY

### PUBLIC SURVEY

From May 21 to July 2, 2018, a total of 487 people responded to the survey while 409 people provided specific input and feedback on the draft Strategies and Actions. Respondents were asked to prioritize the Actions and to provide any comments, suggestions or ideas.

The top Strategies and Actions prioritized by participants as a high priority are listed in the tables below.

Overall, the majority of respondents (80%) indicated that the proposed Actions capture what they'd like to see for non-motorized watercraft recreation in the future "Very well", and "Fairly well" while a minority of respondents (12%) indicated that the proposed actions capture their aspirations "Not well", and "Not well at all". Respondents also provided additional comments that indicated that the proposed Actions mainly reflect their values and priorities yet there is a critical need for more infrastructure and facilities to support non-motorized watercraft opportunities.

#### 1. DIRECTION: CREATE GREATER OPPORTUNITY

Respondent comments focused on expanding existing or creating new storage and maintenance facilities, creating more water recreation opportunities for all ages and abilities, and improving safety through public education and awareness efforts.

Strategy	Top Action
Develop and support programs and services for diverse activities and all users.	Include a diversity of non-motorized watercraft recreation uses and activity types at all new facilities
Provide facilities that serve all users	Complete facility assessments of existing facilities, docks, and launch points
Share information to enhance the quality and diversity of on-water experiences	Clearly define and communicate best areas for specific non-motorized watercraft activities

## 2. DIRECTION: IMPROVE SAFETY

Respondent comments highlighted the need for improved bylaw enforcement and increased public safety education for all users

Strategy	Top Action
Clearly communicating and sharing information necessary for safe non-motorized watercraft recreation	Provide signage at Park Board facilities with safety information about both water and site conditions were the highest priority Action
Minimize conflicts between users	Encourage limiting and designating specific motorized boat anchoring and mooring areas within False Creek and Kitsilano Beach to create more space for non-motorized watercraft activities
Support greater enforcement of marine reactions	Initiate more formal, ongoing coordination and collaboration with regulatory partners to better manage local motorized, and non-motorized water uses

## 3. DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT

Respondent comments focused on the need to improve water quality and manage sources of water contamination.

Strategy	Top Action
Support remediation, enhancement, and protection of marine and shoreline habitat	Promote enhancement and restoration of the shoreline in key locations
Encourage and support environmental stewardship	Support the continued work to eliminate combined storm water and sanitary sewer overflows, to improve local water quality

#### 4. DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY

Respondent comments focused on fostering more opportunities to socialize and build community by creating more accessible and inclusive facilities, and developing and supporting more community-based events, destinations and amenities.

Strategy	Top Action
Expand partnerships with and among stakeholders as a key to implementation	Encourage and support an On Water User Group to promote collaboration with the Park Board and partners
Provide opportunities for engagement and creating community	Support accommodating multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction between diverse users

#### 5. DIRECTION: INCREASE PHYSICAL ACCESS TO THE WATER

Respondent comments focused on increasing physical access to the water by maintaining free public access, creating more launch sites, and improving connectivity to parking and public transportation.

Strategy	Top Action
Increase access points for non-motorized watercraft throughout Vancouver's water edge	Consider accessibility by multiple modes of transportation when creating new and improved waterfront facilities



## COMMUNITY WORKSHOP

At the three Community Workshops, 38 people participated. Participants commented on what they liked and did not like about each of the five Directions and associated Strategies and Actions, identified areas for improvement, and prioritized the Strategies and

### 1. DIRECTION: CREATE GREATER OPPORTUNITY

Develop and support programs and services for diverse activities and all users: Participants indicated they “liked” and highly prioritized: “Include and support diverse and affordable recreational programs for all ability levels”. Participants indicated they were “concerned” about “Encourage clubs operating out of Park Board facilities to offer equipment sharing programs to reduce the individual cost of equipment”.

Provide facilities that serve all users: Participants indicated they “liked” and highly prioritized: “Complete facility assessments of existing facilities, docks, and launch points, including evaluations for universal accessibility to establish priorities for maintenance and

### 2. DIRECTION: IMPROVE SAFETY

Clearly communicating and sharing information necessary for safe non-motorized watercraft recreation: Participants indicated they “liked” and highly prioritized: “Provide signage at Park Board facilities with safety information about both water and site conditions”.

Minimize conflicts between users: Participants indicated they “liked” and highly prioritized: “Encourage developing a formal On Water Safety Collaboration Group that convenes on a regular basis to discuss ongoing safety concerns and communication among users and user groups to reduce conflicts and share information about

Actions. What we heard in terms of what people “liked” and highly prioritized and were “concerned” about is summarized below. Across all Directions, participants were largely supportive of the Strategies and Actions.

improvement”. Participants indicated they were “concerned” about “Support opportunities for on-water destinations such as floating platforms or cafes accessible by water”.

Share information to enhance the quality and diversity of on-water experiences: Participants indicated they “liked” and highly prioritized: “Support the development of an online interactive map and web-based resources for non-motorized watercraft users” and “Provide attractive and informative user maps at water access points”. Participants indicated they were “concerned” about “Clearly define and communicate the best areas for specific non-motorized watercraft activities”.

user needs” and “Encourage limiting and designating specific motorized boat anchoring and mooring areas within False Creek and Kitsilano Beach to create more space for non-motorized watercraft activities (e.g., Alder Bay)”.

Support greater enforcement of marine regulations: Participants indicated they “liked” and highly prioritized: “Initiate more formal, ongoing coordination and collaboration with regulatory partners to better manage local motorized, and non-motorized water uses.”



### **3. DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT**

Support remediation, enhancement, and protection of marine and shoreline habitat: Participants indicated that they “liked” and highly prioritized: “Promote enhancement and restoration of the shoreline in key locations”.

Encourage and support environmental stewardship: Participants indicated that they “liked” and highly prioritized: “Support the continued work to eliminate combined storm water and sanitary sewer overflows, to improve local water quality”.

### **4. DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY**

Expand partnerships with and among stakeholders as a key to implementation: Participants indicated they “liked” and highly prioritized: “Encourage and support an On Water User Group, to promote collaboration with the Park Board and partners”. Participants indicated they were “concerned” about “Review and update agreements with stakeholder groups and regulatory partners as needed to clarify responsibilities, accountability, equity, and financial responsibilities.”

Provide opportunities for engagement and creating community: Participants indicated they “liked” and highly prioritized: “Support accommodating multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction between diverse users”. Participants indicated they were “concerned” about “Consider both residents and tourists when developing new water-based recreation opportunities, recognizing the benefits of non-motorized watercraft tourism.”

### **5. DIRECTION: INCREASE PHYSICAL ACCESS TO THE WATER**

Increase access points for non-motorized watercraft throughout Vancouver’s water edge: Participants indicated they “liked” and highly prioritized: “Consider accessibility by multiple modes of

transportation when creating new and improved waterfront facilities.

## **NEXT STEPS**

The engagement findings from all 3 phases, along with analysis and research will guide the *On Water* strategy that will be presented to Park Board Commissioners for consideration in 2019.

# PHASE 3 ENGAGEMENT SUMMARY

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## 1 WHAT WE DID

### 1.1 OVERVIEW

Vancouver benefits from many unique opportunities for on-water recreation. False Creek, Coal Harbour, Jericho and Spanish Banks as well as the other waters and beaches along English Bay are spectacular on-water playgrounds thanks to the scenic vistas of Stanley Park, the skyline and North Shore mountains beyond.

The Vancouver Board of Parks and Recreation (Park Board) and the City of Vancouver have long provided non-motorized watercraft access for both local and regional residents. Over time levels of investment have varied in facility maintenance and partnerships without a larger strategic vision. This has resulted in varying levels of facility quality, public access, and engagement with stakeholders.

The Park Board is using *On Water: Vancouver's Waterway Recreation Strategy* to better understand and enhance the public's use of and access to non-motorized, water recreation opportunities. We will use a public engagement, research and data informed process to provide clarity on existing uses, needs and opportunities and to guide future planning of non-motorized recreation, facilities and emerging waterfront opportunities.

To develop the *On Water* strategy, the Park Board began public outreach and engagement in the summer 2017, with the aim to complete the strategy by 2018. This report summarizes what we did and what we heard during Phase 3 public engagement.



## 1.2 ENGAGEMENT PROCESS

### SUMMER 2017

In Phase 1, the Park Board heard from 1246 respondents that helped identify what people value most about non-motorized watercraft activities in Vancouver, which activities they participate in, when and where they participate, and ideas for improving non-motorized watercraft activities.

### WINTER 2018

In Phase 2, the Park Board drafted and tested a proposed Vision and Directions. The draft Vision and Directions were developed based on public, staff, stakeholder and technical input. The Park Board heard from 942 survey respondents and approximately 100 participants at three Community Workshops and Open Houses. Based on public engagement, the team clarified and refined the Vision and Directions to form the foundation of the *On Water* strategy.

The draft Vision is: *Vancouver's marine environment is celebrated as THE place for non-motorized watercraft experiences for all.*

The draft Directions are:

1. Create Greater Opportunity
2. Improve Safety
3. Protect and Enhance the Environment
4. Foster and Encourage Opportunities to Socialize and Build Community
5. Increase Physical Access to the Water

To achieve the overall Vision and each of the five Directions, the team developed Strategies and Actions focused on attainable

outcomes. The draft Strategies and Actions were developed based on public, staff, stakeholder and technical inputs.

## SPRING 2018

In Phase 3, the Park Board heard from and sought public and key stakeholder feedback on the draft Strategies and Actions.

Each Action was categorized according to the degree of responsibility the Park Board has to implement:

- Park Board Lead Actions – Actions that the Park Board has jurisdiction to implement.
- Park Board Enabled Actions – Actions that the Park Board can implement with collaboration and partnerships.
- Park Board Supported Actions – Actions that the Park Board can support and advocate for implementation.

## 1.3 PHASE 3 ENGAGEMENT

### PUBLIC SURVEY

The Park Board designed and administered a public survey during Phase 3 to invite input and feedback on the Strategies and Actions. The survey was live from May 21 to July 2, 2018 and was available in English and Chinese.

The survey was promoted through English and Chinese posters at all 26 Community Centres, the Heather and Burrard Civic Marinas, and the Jericho Sailing Centre and the Boating Welcoming Centre, an *On Water* social media campaign, including through Facebook

advertisements, Talk Vancouver and emails to Park Board listservs and organizations.

### ADVISORY COMMITTEE MEETING

In Phase 1, the Park Board formed an *On Water* External Advisory Committee with representatives from a diverse range of community experts. The advisory group meets in each phase to help guide the development of the strategy. During Phase 3, Park Board staff met with the Advisory Committee on May 2, 2018 to gather their input and feedback on the Strategies and Actions and engagement

process. The Park Board hosted two additional meetings with regulatory partners and staff members to discuss the Strategies and Actions.

## OPEN HOUSES AND COMMUNITY WORKSHOPS

Three drop-in Open Houses and Community Workshops were held between May 30 and June 21, 2018.

The purpose of the events were to:

- Increase awareness about the *On Water* strategy;
- Report back on what we heard during Phase 2 engagement and how we reflected feedback;
- Discuss the draft Strategies and Actions and help prioritize feedback;
- Gather feedback and encourage participants to complete the online survey; and
- Build trust with community groups and on water users.

The three events were:

1. Creekside Community Centre, Wednesday, May 30<sup>th</sup> from 5:00pm to 8:00pm
2. Jericho Sailing Centre, Saturday, June 9 from 11:00 to 2:00pm
3. False Creek Community Centre, Thursday, June 21 from 5:00pm to 8:00pm

The three events were hosted in a similar format -- with the first hour dedicated to a public drop-in Open House and the remaining two hours dedicated to a facilitated Community Workshop.

At the Open Houses, participants were invited to review information displays that provided an overview of the project, what we heard in Phases 1 and 2, and the draft Vision, Directions,

Strategies and Actions for consideration in Phase 3. Participants were also asked to participate in a participatory budgeting activity on the eleven Strategies, to identify how people would allocate their resources on the draft strategies. Park Board and the consultant team were present at all events.

At the Community Workshops, participants sat in small groups with a table facilitator. Staff opened with a brief presentation on the *On Water* strategy process, a summary of the Vision, Directions and Strategies, and results from Phases 1 and 2. An event facilitator then explained the group exercises. Participants took part in three to four rounds of discussions on different Directions.

For each Direction, participants engaged in the following two exercises:

1. Exercise 1: Identifying Support and Concerns
  - What do you like about the recommendations and why?
  - What are your concerns about the recommendations and why?
  - What could be improved?
2. Exercise 2: Prioritizing Actions
  - Prioritize which actions are most important to achieving the overall Vision and Directions?
  - Do you have any additional comments, ideas or suggestions to add?

Over 38 people attended both the Open Houses and Community Workshops. Participants from a diversity of groups and interests attended the events.



## POP UP ENGAGEMENT

The Park Board attended three events and hosted pop-up engagement between May 14 and June 8, 2018 to engage with community members at on water activities

The three Pop Up events were:

1. MEC Paddlefest - Jericho Beach, Saturday, June 16, 10am to 3pm
2. Concord Pacific Dragon Boat Festival - False Creek, Friday, June 22 - Sunday June 24th
3. MEC Big Chop Race - Vanier Park, Thursday, June 28, 6pm to 8pm

Park Board engaged with over 1000 people at the three Pop Up events

## 2 WHAT WE HEARD

During Phase 3, hundreds of comments were gathered at the public Open Houses and Community Workshops and in the public survey.

The Phase 3 engagement results are summarized by public engagement method. This input will be used to refine and finalize the Vision, Directions, Strategies and Actions.



## 2.1 PUBLIC SURVEY

From May 21 to July 2, 2018, a public survey (using the TalkVancouver platform) gathered feedback and ideas from Vancouver residents. The survey included both open ended questions and prioritization questions.

A total of 487 respondents completed the demographic questions in the online and paper surveys. Of those, 409 respondents answered the policy content questions, sharing their feedback and ideas on each of the five Directions and associated Strategies and Actions. Hundreds of open-ended responses captured and 'coded' during analysis.

For each Strategy, respondents ranked the associated Actions from most to least important. While some actions have been ranked lower than others, this does not mean an action is necessarily low priority or not important.

The following sections provide a summary of what we heard.

## DIRECTION: CREATE GREATER OPPORTUNITY

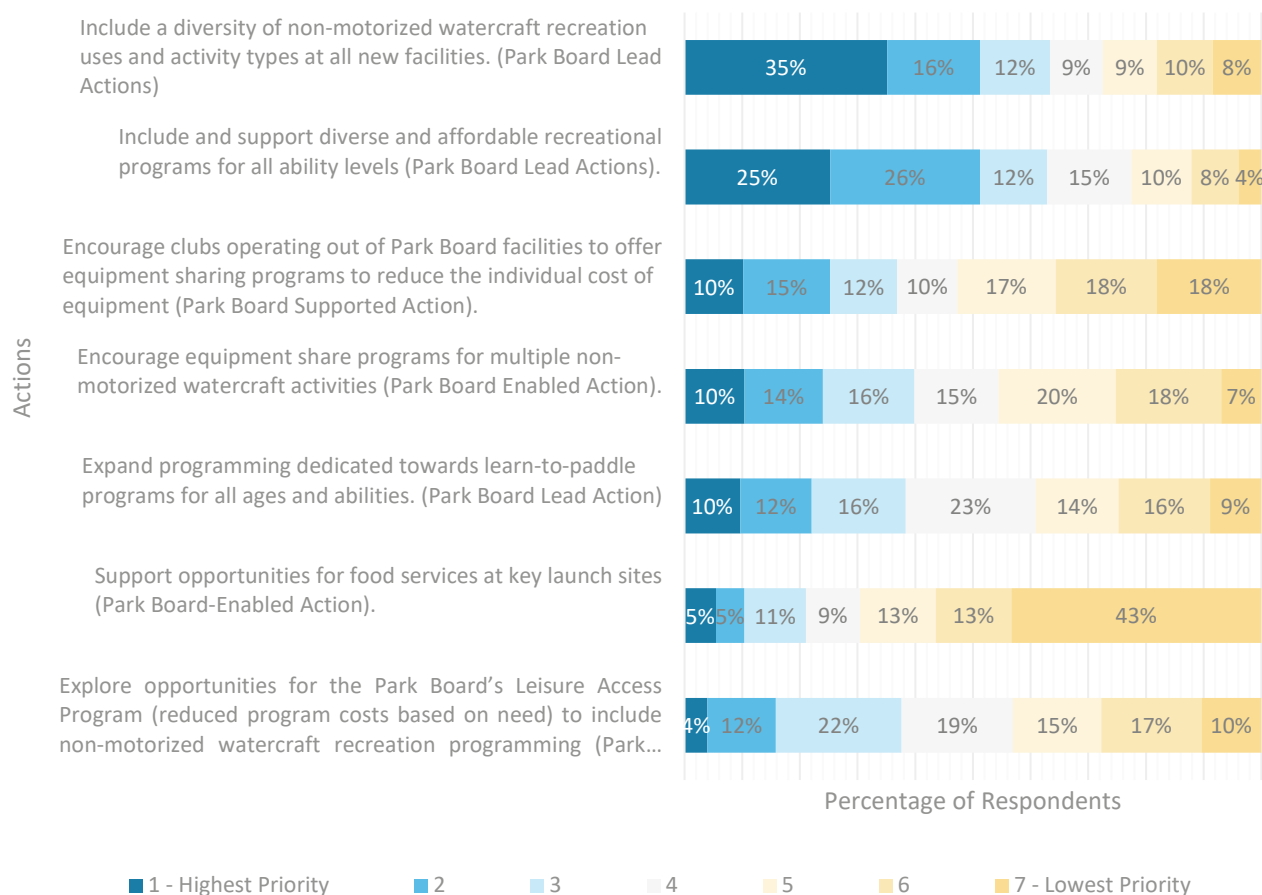
### STRATEGY 1: DEVELOPING AND SUPPORTING PROGRAMS AND SERVICES FOR DIVERSE ACTIVITIES AND ALL USERS

Overall, respondents ranked “Include diverse and affordable recreation” as the highest priority.

“Encourage equipment share programs”, “Expand learn-to-paddle programs, “Explore opportunities for the Leisure Access Program” and “Encourage equipment sharing from clubs” were all prioritized similarly by respondents while “Support food services” was ranked lower.

#### Strategy 1 Prioritized Actions

This graph outlines respondents’ prioritization of each Action, in order of percentage of “Highest Priority” respondents.



## **DIRECTION: CREATE GREATER OPPORTUNITY**

### **STRATEGY 2: PROVIDING FACILITIES THAT SERVE ALL USERS**

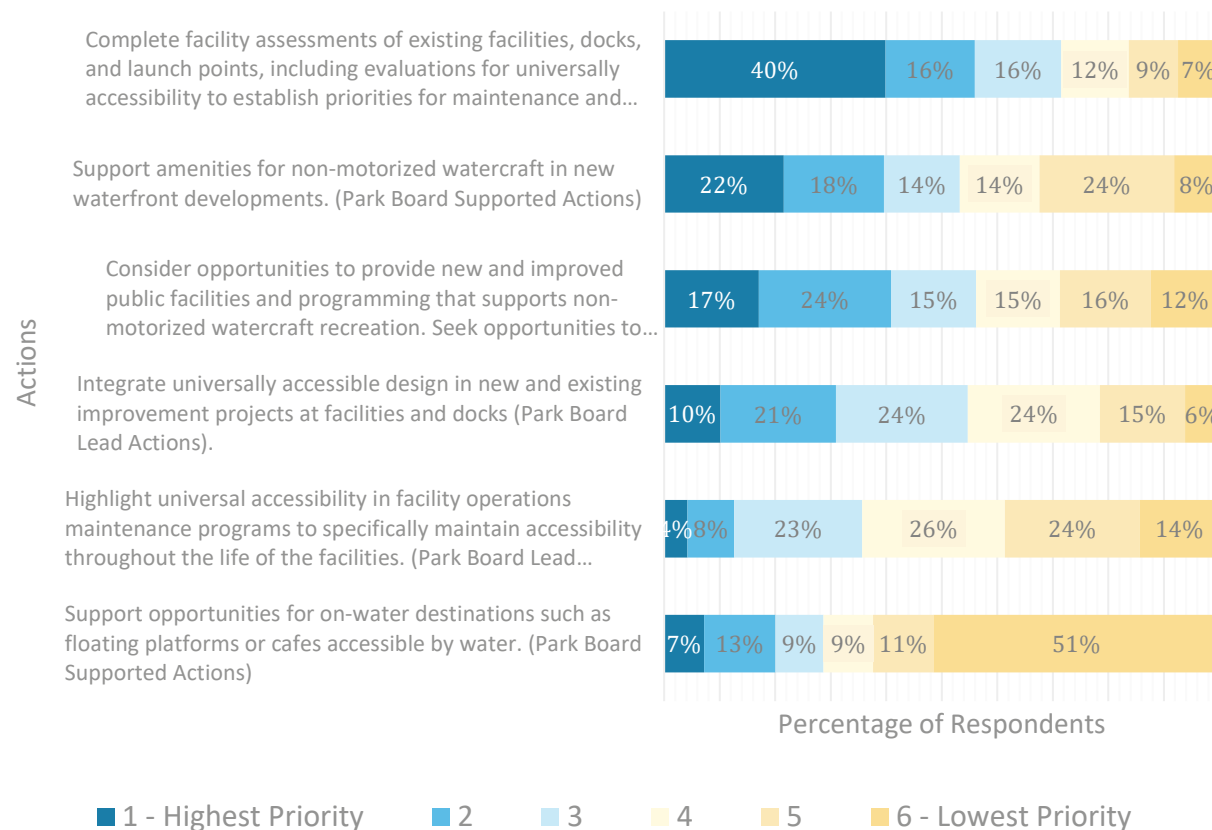
“Facility assessments” was the highest priority Action as ranked by respondents, receiving the most “Highest Priority” votes and highest weighted average ranking.

Ranked by weighted average, the next priorities for respondents were “New and improved public facilities and programming”,

“Amenities in new developments” and “Universally accessible design”, which respondents ranked similarly. “On-water destinations” was a lower priority for respondents, with over 50% of respondents ranking it as the lowest priority of the provided Actions.

## Strategy 2 Prioritized Actions

This graph outlines respondents' prioritization of each Action, in order of percentage of "Highest Priority" respondents.





## DIRECTION: CREATE GREATER OPPORTUNITY

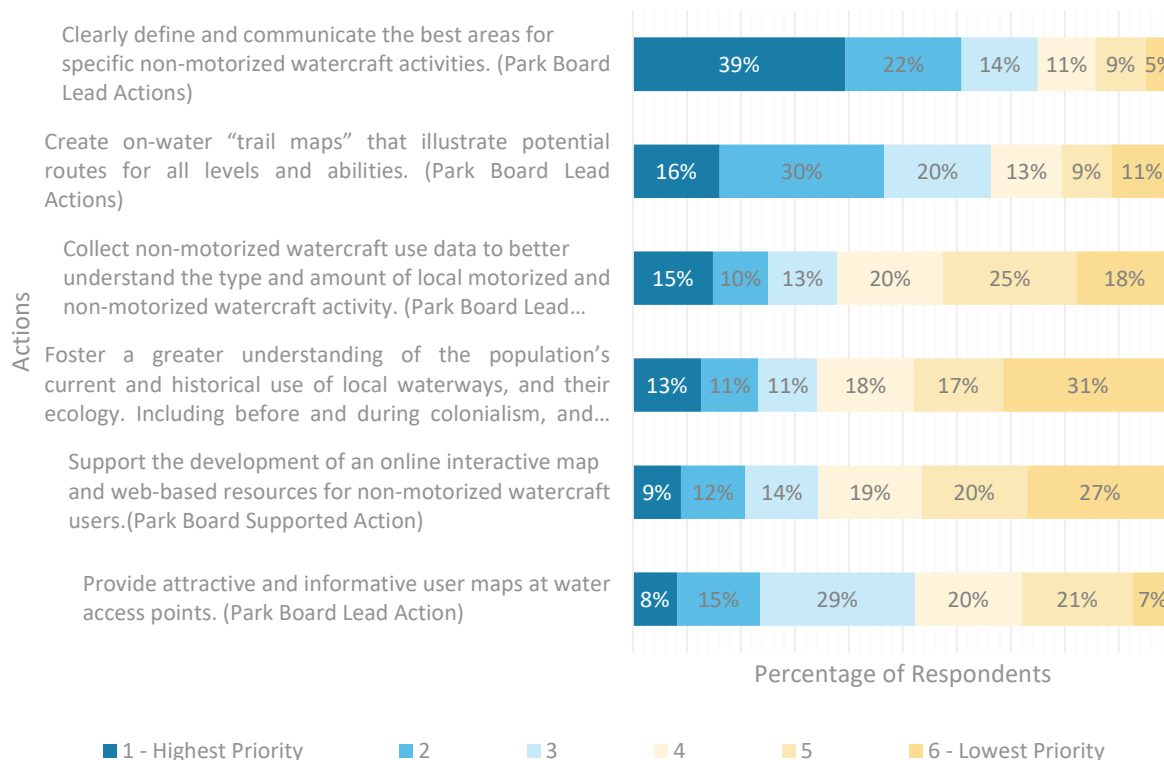
### STRATEGY 3: SHARING INFORMATION TO ENHANCE THE QUALITY AND DIVERSITY OF ON-WATER EXPERIENCES

Respondents ranked “Define and communicate best areas” as the highest priority Action, followed by “Create on-water ‘trail maps’”.

“Provide attractive and informative user maps” received the third highest weighted average with 44% of respondents selecting it as their second or third priority.

#### Strategy 3 Prioritized Actions

This graph outlines respondents’ prioritization of each Action, in order of percentage of “Highest Priority” respondents.



## **DIRECTION: CREATE GREATER OPPORTUNITY**

### **ADDITIONAL COMMENTS**

Of the 409 survey respondents who responded to the Strategies and Actions related to Direction: Create Greater Opportunity, 108 provided additional comments.

Respondents highlighted different ways to create greater opportunity by expanding existing or creating new storage and maintenance facilities (11 comments), creating more water recreation opportunities for all ages and abilities, in particular for new users, children and youth through school programs (11 comments), enabling new and emerging recreation opportunities

such as kiteboarding and surf parks (8 comments), increasing physical access to the water through more launch sites and parking (7 comments), and reducing equipment rental costs (7 comments).

Other common suggestions included the need for greater public safety education and awareness (10 comments) and more maps and user information (10 comments). Some wanted a survey design that allowed respondents to indicate the degree to which they prioritize or not prioritize the Actions (9 comments).

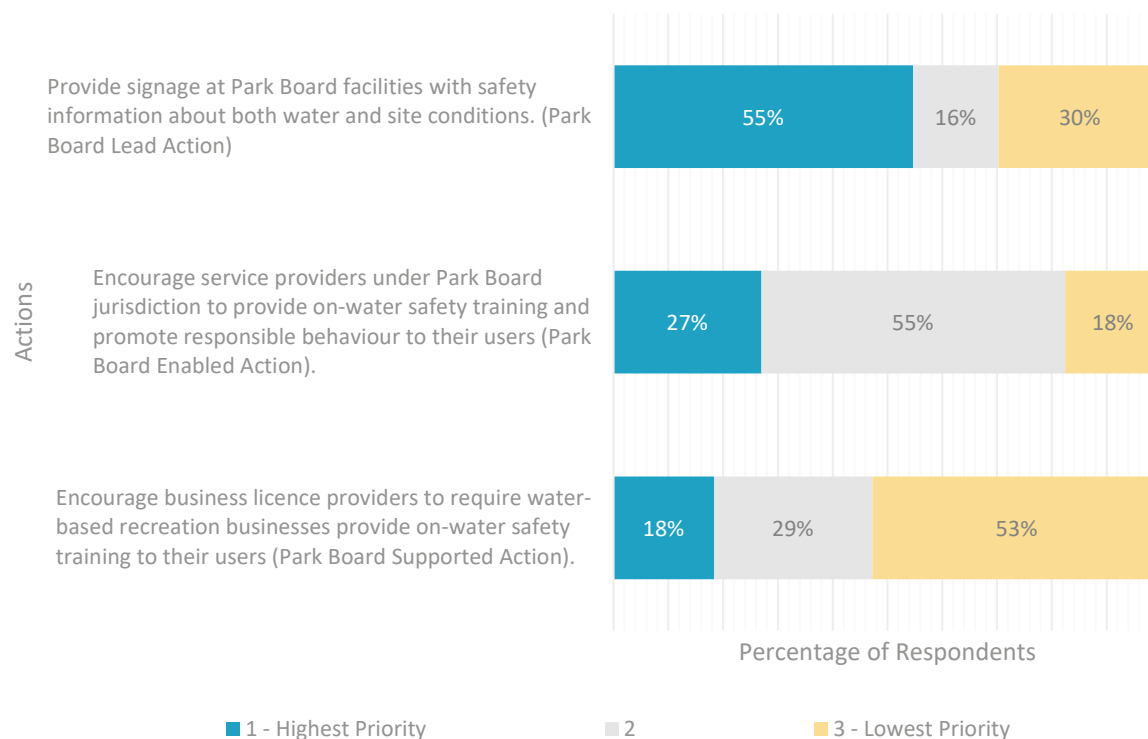
## DIRECTION: IMPROVE SAFETY

### STRATEGY 4: CLEARLY COMMUNICATING AND SHARING INFORMATION NECESSARY FOR SAFE NON-MOTORIZED WATERCRAFT RECREATION

“Provide signage” was ranked by respondents as the highest priority Action for this strategy, followed by “Encourage safety training by service providers” and “Encourage business licence providers”.

#### Strategy 4 Prioritized Actions

The graph outlines respondents’ prioritization of each Action, in order of percentage of “Highest Priority” respondents.



## DIRECTION: IMPROVE SAFETY

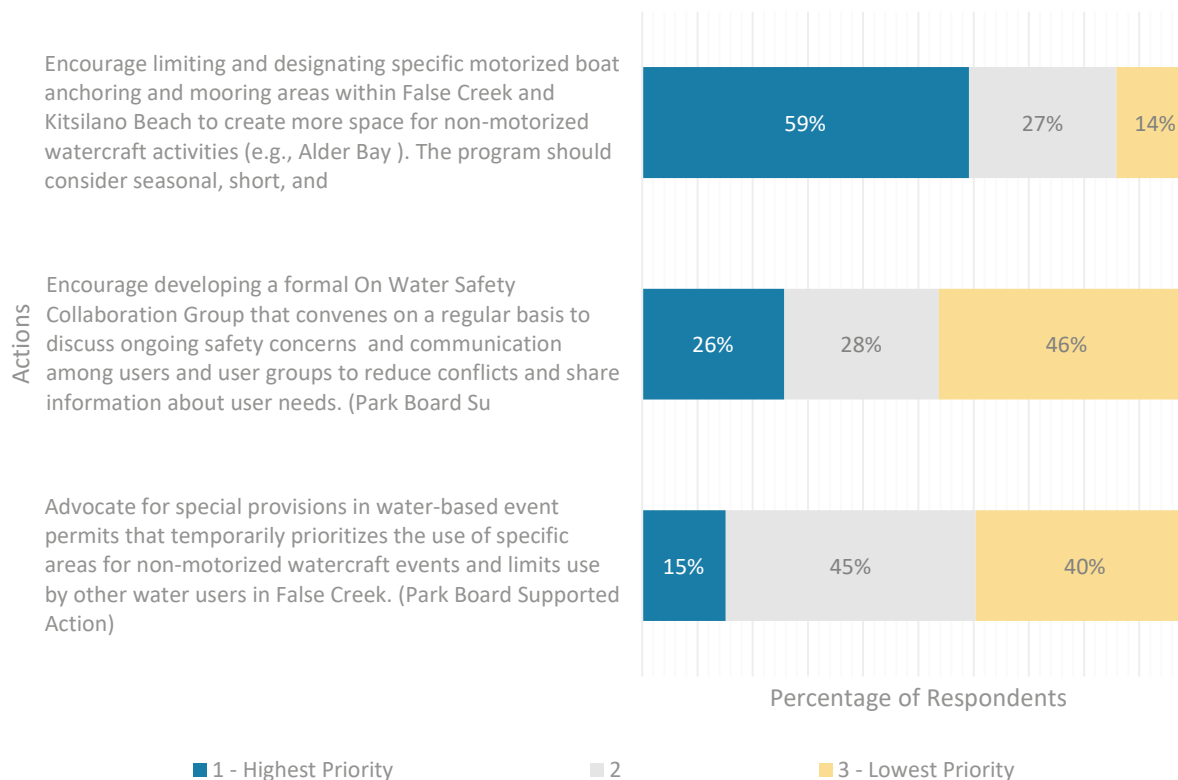
### STRATEGY 5: MINIMIZE CONFLICT BETWEEN USERS

“Encourage limiting and designated specific motorized boat areas” was ranked by respondents as the highest priority Action for this strategy with almost 60% of respondents selecting it as their highest priority.

“Encourage developing an On Water Safety Collaboration Group” and “Advocate for special provisions in water-based event permits” were ranked second and third as priority Actions by respondents.

#### Strategy 5 Prioritized Actions

This graph outlines respondents’ prioritization of each Action, in order of percentage of “Highest Priority” respondents.



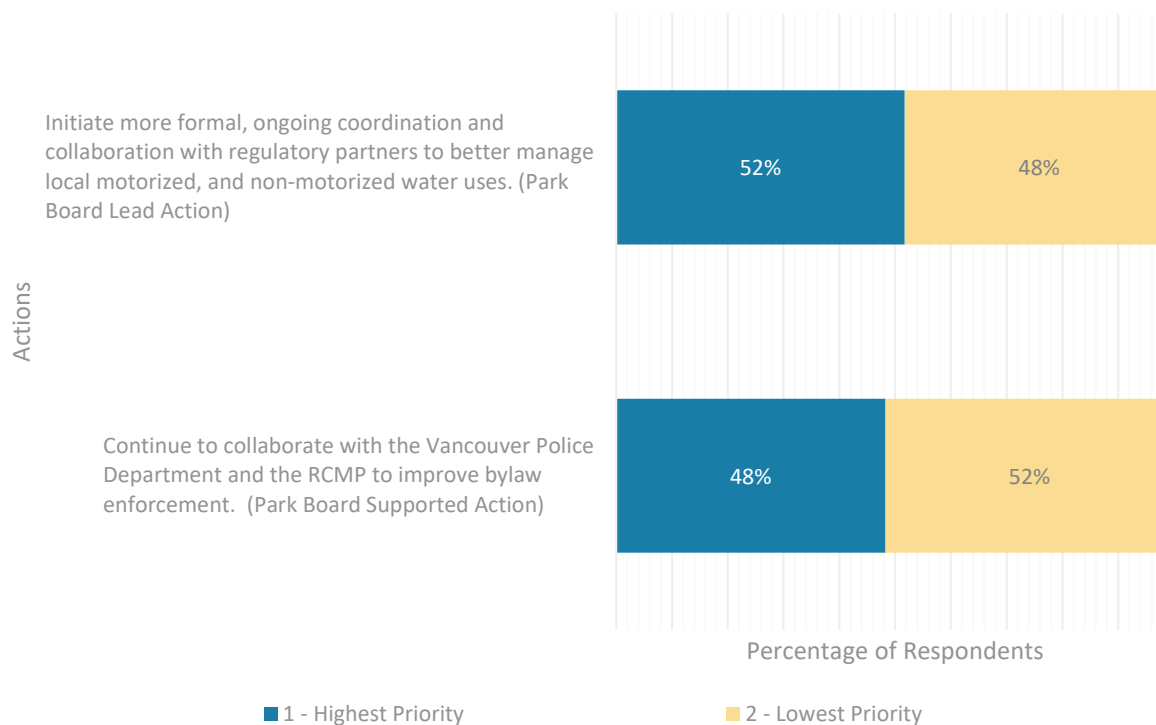
## DIRECTION: IMPROVE SAFETY

### STRATEGY 6: SUPPORT GREATER ENFORCEMENT OF MARINE REGULATIONS

Slightly more respondents prioritized “Initiate formal coordination and collaboration with regulatory partners” over “Continue collaboration with Vancouver Police Department and RCMP”.

#### Strategy 6 Prioritized Actions

This graph outlines respondents’ prioritization of each Action, in order of percentage of “Highest Priority” respondents.



## **DIRECTION: IMPROVE SAFETY**

### **ADDITIONAL COMMENTS**

409 survey respondents answered the Strategies and Actions questions related to Direction: Improve Safety, 87 of which provided additional comments.

Respondents highlighted the critical need for improved bylaw enforcement (21 comments) and public safety education for all users to reduce unsafe watercraft behaviour (20 comments).

Respondents also indicated concerns about the enforcement of motorized watercraft activities, including wanting more moorage and launch sites or more rules and restrictions in False Creek (8 comments).



## **DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT**

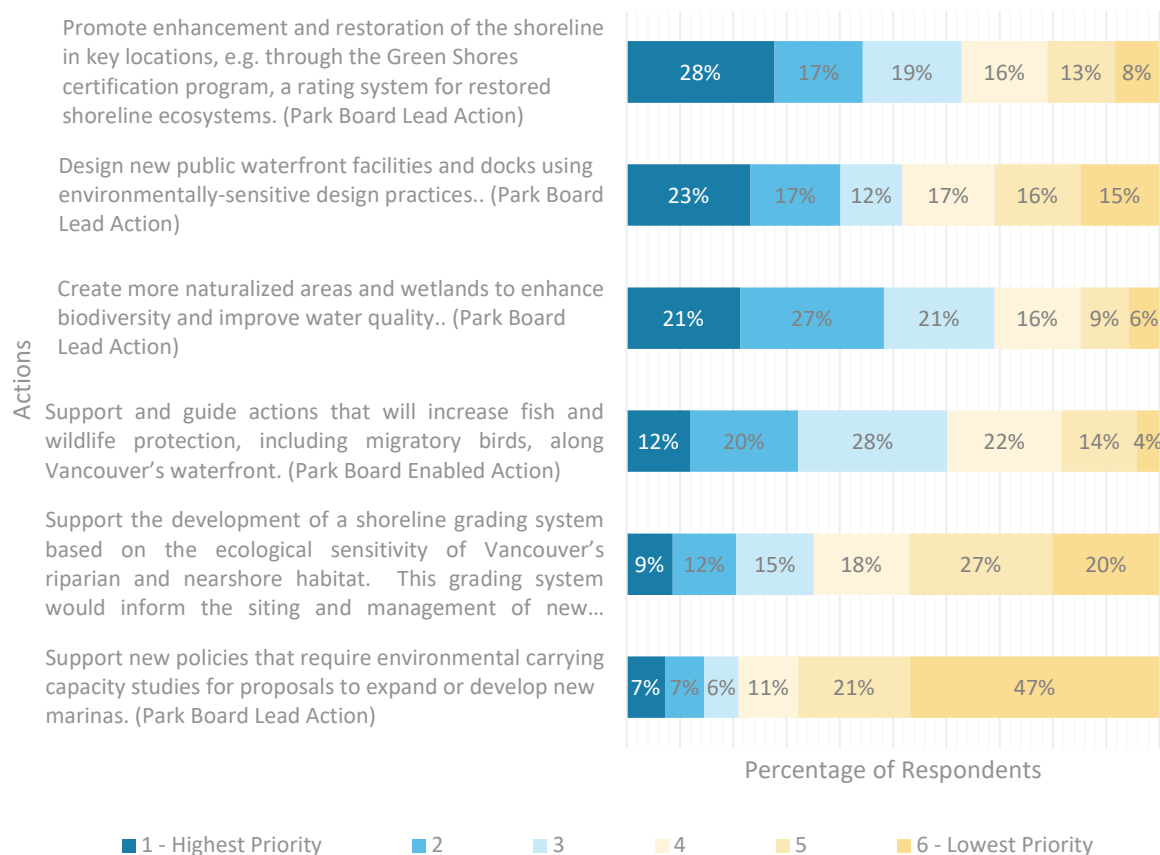
### **STRATEGY 7: SUPPORTING REMEDIATION, ENHANCEMENT, AND PROTECTION OF MARINE AND SHORELINE HABITAT**

Respondents indicated mixed priorities regarding the Actions for this Strategy. “Promote shoreline enhancement and restoration” was selected as the “Highest Priority” by the greatest number of respondents. This was followed by “Design facilities with environmentally sensitive design practices” (note that this action also received a large number of low-priority votes).

However, “Create more naturalized areas” received the highest weighted average, followed by “Promote shoreline enhancement and restoration” then “Support actions to increase fish and wildlife protection.”

## Strategy 7 Prioritized Actions

This graph outlines respondents' prioritization of each Action, in order of percentage of "Highest Priority" respondents.



## **DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT**

### **STRATEGY 8: ENCOURAGING AND SUPPORTING ENVIRONMENTAL STEWARDSHIP**

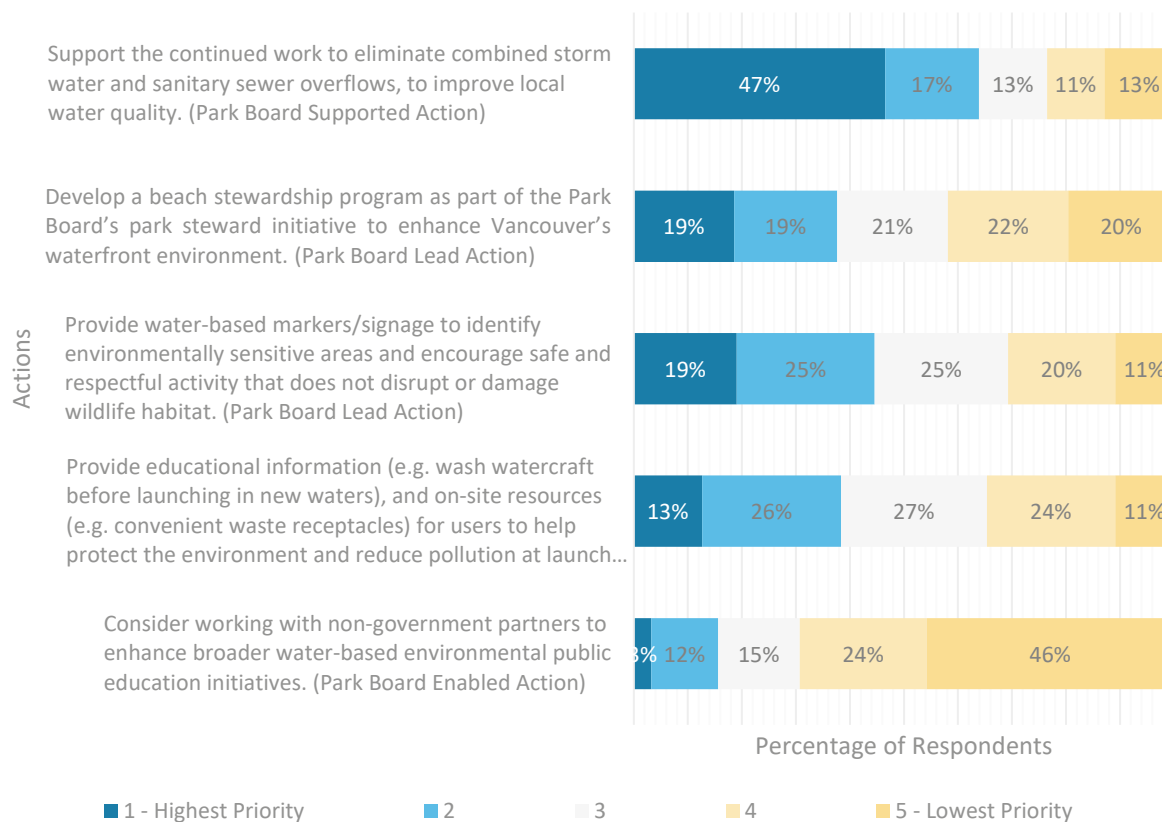
Respondents ranked “Support eliminating combine storm water and sanitary sewer outflows” as the highest priority Action with almost 50% of respondents selecting it as their Highest Priority.

Overall, “Provide water-based marks/signage” had the second highest weighted average from respondents, followed by “Provide educational information and on-site resources”.

“Develop a beach stewardship program” received the second-most “Highest Priority” votes from respondents but had the fourth highest weighted average due to more low priority votes than the Actions above.

## Strategy 8 Prioritized Actions

This graph outlines respondents' prioritization of each Action, in order of percentage of "Highest Priority" respondents.



## **DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT**

### **ADDITIONAL COMMENTS**

409 survey respondents answered the Strategies and Actions questions related to Direction: Protect and Enhance the Environment, 80 of which provided additional comments.

Respondents expressed general support for the Strategies and Actions (18 comments). Respondents highlighted the importance of managing water contamination from boats and sewage outflows (16

comments) and improving water quality (9 comments). Additional comments supported stricter bylaw enforcement (6 comments), balancing human access with the preservation of natural areas (5 comments), limiting human activity to shorelines (5 comments) and increasing public education and awareness of on water ecosystems (5 comments).

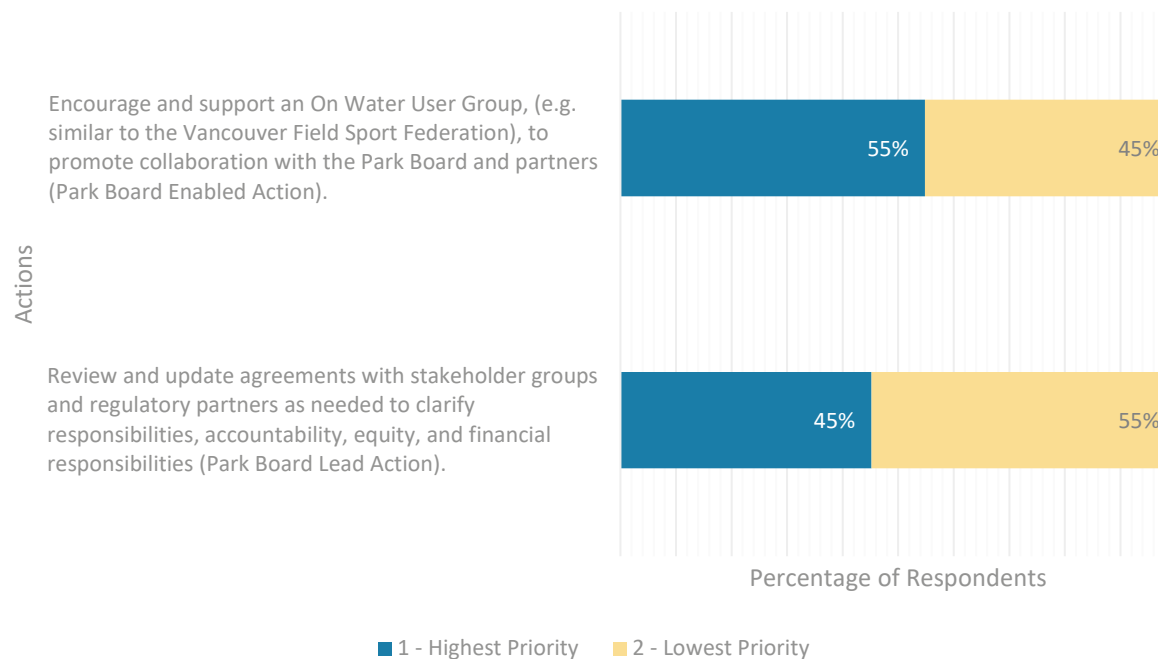
## DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY

### STRATEGY 9: EXPANDING PARTNERSHIPS WITH AND AMONG STAKEHOLDERS AS A KEY TO IMPLEMENTATION

More respondents selected the Action to “Encourage and support an On Water User Group” as a priority over “Review and update agreements with stakeholder groups/regulatory partners”.

#### Strategy 9 Prioritized Actions

This graph outlines respondents’ prioritization of each Action, in order of percentage of “Highest Priority” respondents.





## **DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY**

### **STRATEGY 10: PROVIDING OPPORTUNITIES FOR ENGAGEMENT AND CREATING COMMUNITY**

Respondents had a slight preference for “Support accommodated multiple uses at shared facilities” as the highest priority over “Consider both residents and tourists”.

“Consider opportunities for public/private partnerships” was ranked as a third priority.

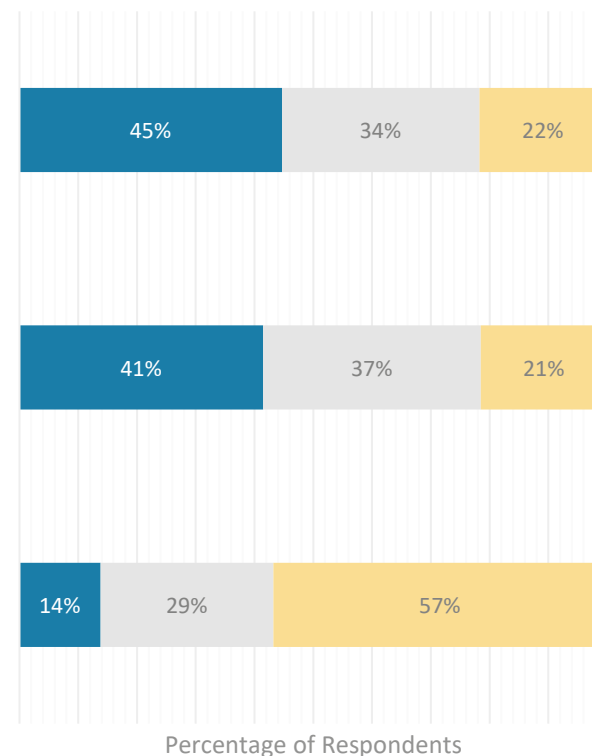
## Strategy 10 Prioritized Actions

This graph outlines respondents' prioritization of each Action, in order of percentage of "Highest Priority" respondents.

Support accommodating multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction between diverse users (Park Board Enabled Action).

Consider both residents and tourists when developing new water-based recreation opportunities, recognizing the benefits of non-motorized watercraft tourism (Park Board Lead Action).

Consider opportunities for public/private partnerships that facilitate connection to the water and other watercraft users (Park Board Enabled Action)



■ 1 - Highest Priority ■ 2 ■ 3 - Lowest Priority

## **DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY**

### **ADDITIONAL COMMENTS**

409 survey respondents answered the Strategies and Actions questions related to Direction: Increase Physical Access to the Water, 59 of which provided additional comments.

Many respondents highlighted the importance of creating more inclusive facilities and water recreation opportunities (8 comments),

more community-based events, and improved destinations and amenities (6 comments). Others indicated concern about public-private partnerships (6 comments) and identified the need to reduce financial barriers to water recreation (5 comments).

## **DIRECTION: INCREASE PHYSICAL ACCESS TO THE WATER**

### **STRATEGY 11: INCREASING ACCESS POINTS FOR NON-MOTORIZED WATERCRAFT THROUGHOUT VANCOUVER'S WATER EDGE**

The action "Consider accessibility by multiple modes of transportation" was ranked by respondents as the highest priority.

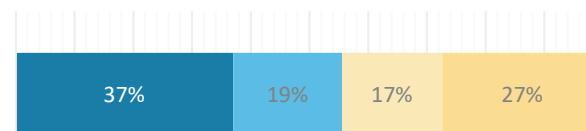
"Consider the need for temporary drop-off and storage areas" had the second highest weight average overall, ahead of "Consider

designated launch areas" despite receiving less votes as the "Highest Priority". This is because more respondents considered "Designated launch areas" to be a low priority action than "Temporary drop-off and storage areas".

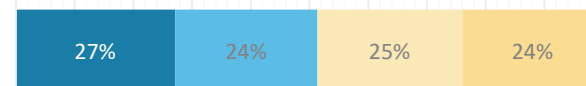
## Strategy 11 Prioritized Actions

This graph outlines respondents' prioritization of each Action, in order of percentage of "Highest Priority" respondents.

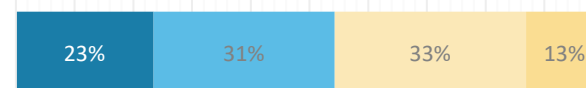
Consider accessibility by multiple modes of transportation when creating new and improved waterfront facilities (Park Board Lead Action).



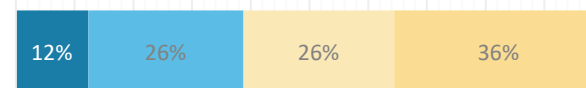
Consider providing designated launch areas, at Park Board managed beaches. (Park Board Lead Action)



Consider the need for temporary drop-off and storage areas for non-motorized watercraft at existing and new facilities and launch points, and expand where possible (Park Board Lead Action).



Consider providing and regulating dedicated space for short-term moorage and storage of non-motorized watercraft at key destinations on the water. (Park Board Lead Action)



Percentage of Respondents

■ 1 - Highest Priority

■ 2

■ 3

■ 4- Lowest Priority

## **DIRECTION: INCREASE PHYSICAL ACCESS TO THE WATER**

### **ADDITIONAL COMMENTS**

409 survey respondents answered the Strategy and Actions questions related to Direction: Increase Physical Access to the Water, 66 of which provided additional comments.

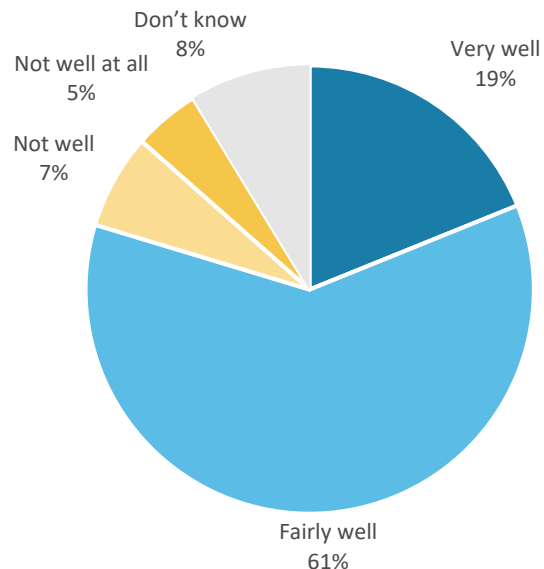
Many respondents supported the need to increase physical access to the water by maintaining free public access (12 comments), creating more launch sites (11 comments), and creating connectivity

through parking and public transportation access. Other respondents indicated the need for secure storage facilities near beaches and waterways, as many residents lack storage space in their homes and lack capacity to transport watercrafts (8 comments), and the need for accessible facilities for persons with disabilities (3 comments).



## PROPOSED ACTIONS LEVEL OF SUPPORT

Respondents were asked to indicate how well the proposed actions capture their aspirations. **This graph** illustrates the percentage of respondents who felt the proposed actions captured their aspirations very well, fairly well, not well, not well at all and those who didn't know.



The majority of respondents (80%) indicated that the proposed actions capture their aspirations “Very well”, and “Fairly well” while a minority of respondents (12%) indicated that the proposed actions capture their aspirations “Not well”, and “Not well at all”. The remainder answered “Don’t know”.

Of the 487 respondents that answered this question, 182 provided detailed open-ended responses. Overall respondents indicated that the proposed actions reflect their priorities (40 comments), but there is a need for more storage facilities, launch sites and facilities (23 comments), improved environmental protection and restoration efforts along Vancouver’s shoreline (20 comments) and improved public safety and education (17 comments). Others indicated the actions need to be more specific (22 comments) and there needs to be greater access to the water (17 comments). Additional comments expressed concerns about the survey such as length and clarify of questions (13 comments).

## OTHER IDEAS

121 survey respondents shared ideas for *On Water* Strategies and Actions.

The most common ideas were: leveraging existing and building new partnerships with stakeholders to achieve the desired directions (12 comments) and ensuring safety through education (11 comments). Many respondents indicated the importance of infrastructure to improve non-motorized watercraft recreation, such as storage facilities (12 comments), launch sites (7 comments) and launch site amenities (8 comments).

Other ideas included easier access to equipment through rentals and equipment sharing (11 comments) and more programming that is inclusive of people of all ages, abilities and income levels (9 comments). Participants highlighted the Jericho Sailing Centre as a successful example of a facility that provides storage and accessible programming (5 comments).

## 2.2 COMMUNITY WORKSHOP

Three community workshops were hosted on May 30, June 9, and June 21. Participants provided input at small table discussions on the five Directions and Strategies and Actions, discussed their preferences for the Strategies and Actions and their priority Actions

Below is a summary of what we heard. For each Direction, participants were asked to use green sticky dots to indicate Actions they “liked” and red sticky dots to indicate Actions they were “concerned” about. Participants were also asked to prioritize the Actions. The following sections outline participants’ number of “likes” and “dislikes” for the Actions, priority Actions and comments.



## **DIRECTION: CREATE GREATER OPPORTUNITY**

### **STRATEGY 1: DEVELOPING AND SUPPORTING PROGRAMS AND SERVICES FOR DIVERSE ACTIVITIES AND ALL USERS**

Overall, respondents ranked “Include a diversity of non-motorized watercraft recreation uses and activities” as their highest priority, followed by “Include and support diverse affordable recreational programs for all ability levels”. “Explore opportunities for the

Leisure Access Program to include non-motorized watercraft recreation programming” and “Expand learn-to-paddle programs” were equally ranked as the third priority Action.

## Strategy 1 Likes & Dislikes

The table outlines participants' number of "likes" and "dislikes" for the Actions and priority Actions.

ACTIONS		"Likes"	"Dislikes"	Comments
PARKS BOARD LEAD ACTIONS	Include and support diverse and affordable recreational programs for all ability levels.	5	0	<ul style="list-style-type: none"> <li>Youth programs</li> <li>Low barrier programs require leader support</li> <li>Integrate non-motorized watercraft into school physical-education programs and summer day camps</li> <li>Combine with "Expand programming dedicated towards learn to paddle programs for all ages and abilities".</li> </ul>
PARKS BOARD ENABLED ACTIONS	Encourage equipment share programs for multiple non-motorized watercraft activities.	5	0	<ul style="list-style-type: none"> <li>Concern for liability of Park Board programs offered at private facilities</li> <li>Depends on who is leading it (clubs, PB etc.)</li> <li>Good idea, but needs to suit all levels of users</li> </ul>
PARKS BOARD LEAD ACTIONS	Include a diversity of non-motorized watercraft recreation uses and activity types at all new facilities.	4	0	
PARKS BOARD LEAD ACTIONS	Expand programming dedicated towards learn-to-paddle programs for all ages and abilities.	4	1	<ul style="list-style-type: none"> <li>Learn to paddle can include basic navigation and boating rules (safety seminar)</li> <li>Too specific to learn to paddle - include all watersports.</li> <li>Focus on learn to paddle introductory programs and support clubs for intermediate/advanced training</li> <li>Everyone should learn to swim first</li> </ul>
PARKS BOARD SUPPORTED ACTIONS	Encourage clubs operating out of Park Board facilities to offer equipment sharing programs to reduce the individual cost of equipment.	4	2	<ul style="list-style-type: none"> <li>Private clubs may not want public using equipment/facilities</li> <li>Could have designated shared equipment</li> <li>Boat co-ops + work parties (UBC Sailing)</li> </ul>
PARKS BOARD LEAD ACTIONS	Explore opportunities for the Park Board's Leisure Access Program (reduced program costs based on need) to include non-motorized watercraft recreation programming.	3	0	
PARKS BOARD SUPPORTED ACTIONS	Support opportunities for food services at key launch sites.	3	0	

## DIRECTION: CREATE GREATER OPPORTUNITY

### STRATEGY 2: PROVIDING FACILITIES THAT SERVE ALL USERS

The highest priority Action for respondents was “Complete facility assessments of existing facilities, docks and launch points” followed

by “Consider opportunities to provide new and improved facilities and programming” then “Integrate universally accessible design”

#### Strategy 2 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD LEAD ACTIONS	Complete facility assessments of existing facilities, docks, and launch points, including evaluations for universally accessibility to establish priorities for maintenance and improvement.	5	1	<ul style="list-style-type: none"> <li>It is important, but not the biggest barrier</li> </ul>
PARKS BOARD SUPPORTED ACTIONS	Support amenities for non-motorized watercraft in new waterfront developments.	4	0	
PARKS BOARD LEAD ACTIONS	Consider opportunities to provide new and improved public facilities and programming that supports non-motorized watercraft recreation. Seek opportunities to provide storage options for traditional Indigenous watercraft where appropriate.	3	0	
PARKS BOARD LEAD ACTIONS	Integrate universally accessible design in new and existing improvement projects at facilities and docks.	3	0	<ul style="list-style-type: none"> <li>Integrate with “Highlight universal accessibility...” action</li> </ul>
PARKS BOARD SUPPORTED ACTIONS	Support opportunities for on-water destinations such as floating platforms or cafes accessible by water.	2	1	
PARKS BOARD LEAD ACTIONS	Highlight universal accessibility in facility operations maintenance programs to specifically maintain accessibility throughout the life of the facilities.	0	0	<ul style="list-style-type: none"> <li>Very wordy and confusing.</li> <li>How big of an issue is this?</li> <li>Regarding accessibility, work with province to implement standards + seek funding, much as the Ontario Disabilities Act requires</li> </ul>

## DIRECTION: CREATE GREATER OPPORTUNITY

### STRATEGY 3: SHARING INFORMATION TO ENHANCE THE QUALITY AND DIVERSITY OF ON-WATER EXPERIENCES

Respondents' highest priority Action was "Provide attractive and informative user maps". Second and third priorities were "Clearly

define and communicate best areas for non-motorized watercraft activities" and "Create on-water trail maps".

#### Strategy 3 Likes & Dislikes

The table outlines participants' number of "likes" and "dislikes" for the Actions and priority Actions.

ACTIONS		"Likes"	"Dislikes"	Comments
PARKS BOARD SUPPORTED ACTIONS	Support the development of an online interactive map and web-based resources for non-motorized watercraft users.	5	1	<ul style="list-style-type: none"> <li>Best areas for non-motorized watercrafts, user and trail maps shown in online maps/interactive resources</li> <li>Make sure the public knows how to access the site</li> <li>Online system not necessarily accessible when in water</li> <li>Trails / wayfinding important</li> <li>Other activities more important</li> </ul>
PARKS BOARD LEAD ACTIONS	Clearly define and communicate the best areas for specific non-motorized watercraft activities.	3	2	<ul style="list-style-type: none"> <li>Shared waterway with motorized watercrafts.</li> <li>Concern about "designating" areas</li> <li>Concern 'define' means 'enforce'</li> <li>Need to give beginners best area of use.</li> <li>Related to trail maps and user maps actions</li> </ul>
PARKS BOARD LEAD ACTIONS	Provide attractive and informative user maps at water access points.	3	0	
PARKS BOARD LEAD ACTIONS	Foster a greater understanding of the population's current and historical use of local waterways, and their ecology. Including before and during colonialism, and the impact and legacy for future generations. Seek opportunities to partner with the Musqueam, Squamish and Tsleil-Waututh Nations in this effort.	1	0	
PARKS BOARD LEAD ACTIONS	Collect non-motorized watercraft use data to better understand the type and amount of local motorized and non-motorized watercraft activity.	1	0	<ul style="list-style-type: none"> <li>Need clarity on purpose</li> <li>Need for data to coordinate users and priorities</li> </ul>



## DIRECTION: IMPROVE SAFETY

### STRATEGY 4: CLEARLY COMMUNICATING AND SHARING INFORMATION NECESSARY FOR SAFE NON-MOTORIZED WATERCRAFT RECREATION

Respondents prioritized “Provide signage at Park Board facilities with safety information” as the most important Action, followed by

“Encourage business licence providers” and “Encourage service providers”.

#### Strategy 4 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD LEAD ACTIONS	Provide signage at Park Board facilities with safety information about both water and site conditions	4	0	<ul style="list-style-type: none"> <li>Depends on usage group</li> </ul>
PARKS BOARD SUPPORTED ACTIONS	Encourage business licence providers to require water-based recreation businesses provide on-water safety training to their users.	4	0	<ul style="list-style-type: none"> <li>Businesses can work with other organizations to incorporate safety requests.</li> <li>Concern that this can put on water users at risk.</li> <li>Need to consult motorized users</li> </ul>
PARKS BOARD ENABLED ACTIONS	Encourage service providers under Park Board jurisdiction to provide on-water safety training and promote responsible behaviour to their users.	3	0	

## DIRECTION: IMPROVE SAFETY

### STRATEGY 5: MINIMIZING CONFLICTS BETWEEN USERS

“Encourage developing a formal On Water Safety Collaboration group” was ranked the highest priority by participants, followed by “Encourage limiting and designating specific motorized boat

anchoring and mooring areas” then “Advocate for special provisions in water-based event permits”.

#### Strategy 5 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD SUPPORTED ACTIONS	Encourage developing a formal On Water Safety Collaboration Group that convenes on a regular basis to discuss ongoing safety concerns and communication among users and user groups to reduce conflicts and share information about user needs.	4	0	<ul style="list-style-type: none"> <li>Other actions come easier when this is in place.</li> <li>Create "culture of safety"</li> <li>Overarching group to define safety</li> </ul>
	Encourage limiting and designating specific motorized boat anchoring and mooring areas within False Creek and Kitsilano Beach to create more space for non-motorized watercraft activities (e.g., Alder Bay). The program should consider seasonal, short, and long-term use, as well as safe anchorage for emergency use.	2	1	<ul style="list-style-type: none"> <li>Removal of all anchoring a concern</li> <li>Opportunity to set up a defined number of anchoring areas (giving non-motorized group "channel", e.g.: 50m area)</li> <li>Minimize conflicts between primary, secondary and tertiary users</li> <li>Prefer public education and training of users over enforcement</li> <li>Need broader dissemination of information</li> <li>Permanent 500m course east of Cambie</li> </ul>
	Advocate for special provisions in water-based event permits that temporarily prioritizes the use of specific areas for non-motorized watercraft events and limits use by other water users in False Creek.	1	0	<ul style="list-style-type: none"> <li>Concern for temporary prioritization</li> </ul>

## DIRECTION: IMPROVE SAFETY

### STRATEGY 6: SUPPORT GREATER ENFORCEMENT OF MARINE REGULATIONS

Participants prioritized “Initiate more formal, ongoing coordination and collaboration with regulatory partners” over “Continue to collaborate with the Vancouver Policy Department and the RCMP”.

#### Strategy 6 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD LEAD ACTIONS	Initiate more formal, ongoing coordination and collaboration with regulatory partners to better manage local motorized, and non-motorized water uses.	3	0	<ul style="list-style-type: none"> <li>Water safety integrated in school curriculum</li> </ul>
PARKS BOARD SUPPORTED ACTIONS	Continue to collaborate with the Vancouver Police Department and the RCMP to improve bylaw enforcement.	2	0	<ul style="list-style-type: none"> <li>Create bylaws</li> </ul>

## DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT

### STRATEGY 7: SUPPORTING REMEDIATION, ENHANCEMENT, AND PROTECTION OF MARINE AND SHORELINE HABITAT

Participants ranked “Promote enhancement and restoration of the shoreline in key locations” as the highest priority Action. “Design new public waterfront facilities and docks using environmentally

sensitive design practices” and “Create more naturalized areas and wetlands” rounded out the top three.

#### Strategy 7 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD LEAD ACTIONS	Promote enhancement and restoration of the shoreline in key locations, e.g. through the Green Shores certification program, a rating system for restored shoreline ecosystems.	2	0	
	Design new public waterfront facilities and docks using environmentally sensitive design practices.	2	0	
	Create more naturalized areas and wetlands to enhance biodiversity and improve water quality.	0	0	
PARKS BOARD ENABLED ACTIONS	Support and guide actions that will increase fish and wildlife protection, including migratory birds, along Vancouver’s waterfront.	2	0	
PARKS BOARD SUPPORTED ACTIONS	Support the development of a shoreline grading system based on the ecological sensitivity of Vancouver’s riparian and nearshore habitat. This grading system would inform the siting and management of new projects in environmentally sensitive waterfront areas.	0	0	
	Support new policies that require environmental carrying capacity studies for proposals to expand or develop new marinas.	0	0	

## DIRECTION: PROTECT AND ENHANCE THE ENVIRONMENT

### STRATEGY 8: ENCOURAGING AND SUPPORTING ENVIRONMENTAL STEWARDSHIP

Participants ranked “Develop a beach stewardship program” as the highest priority Action, followed by “Support the continued work to eliminate combined storm water and sanitary sewer overflows”.

“Provide educational information” and “Consider working with non-governmental partners” were equally ranked as the third priority Action.

#### Strategy 8 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD SUPPORTED ACTIONS	Support the continued work to eliminate combined storm water and sanitary sewer overflows, to improve local water quality.	3	0	
PARKS BOARD LEAD ACTIONS	Develop a beach stewardship program as part of the Park Board’s park steward initiative to enhance Vancouver’s waterfront environment.	1	0	
	Provide water-based markers/signage to identify environmentally sensitive areas and encourage safe and respectful activity that does not disrupt or damage wildlife habitat.	1	0	
	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.	1	0	
PARKS BOARD ENABLED ACTIONS	Consider working with non-government partners to enhance broader water-based environmental public education initiatives.	0	0	

## DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY

### STRATEGY 9: EXPANDING PARTNERSHIPS WITH AND AMONG STAKEHOLDERS AS A KEY TO IMPLEMENTATION

Participants prioritized the Action “Encourage and support an On Water User Group” over “Review and update agreements with stakeholder groups and regulatory partners”.

#### Strategy 4 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD ENABLED ACTIONS	Encourage and support an On Water User Group, (e.g. similar to the Vancouver Field Sport Federation), to promote collaboration with the Park Board and partners.	5	0	<ul style="list-style-type: none"> <li>This will make “Review and update...” easier</li> </ul>
PARKS BOARD LEAD ACTIONS	Review and update agreements with stakeholder groups and regulatory partners as needed to clarify responsibilities, accountability, equity, and financial responsibilities.	1	1	<ul style="list-style-type: none"> <li>Need for public facility</li> <li>Explore pay-per-use principle</li> <li>Explore better "day use"</li> <li>Need to communicate different levels of service to diversity of users</li> </ul>

## DIRECTION: FOSTER AND ENCOURAGE OPPORTUNITIES TO SOCIALIZE AND BUILD COMMUNITY

### STRATEGY 10: PROVIDING OPPORTUNITIES FOR ENGAGEMENT AND CREATING COMMUNITY

Participants prioritized “Support accommodating multiple compatible non-motorized watercraft uses at shared facilities”, then “Consider opportunities for public/private partnerships” followed

by “Consider both residents and tourists when developing recreation opportunities”.

#### Strategy 10 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD ENABLED ACTIONS	Support accommodating multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction between diverse users.	5	0	
PARKS BOARD ENABLED ACTIONS	Consider opportunities for public/private partnerships that facilitate connection to the water and other watercraft users.	2	0	<ul style="list-style-type: none"> <li>Private-Public partnerships can increase access to the water</li> </ul>
PARKS BOARD LEAD ACTIONS	Consider both residents and tourists when developing new water-based recreation opportunities, recognizing the benefits of non-motorized watercraft tourism.	0	1	<ul style="list-style-type: none"> <li>Focus on residents</li> <li>Challenge to accommodate tourists</li> <li>Need for education for tourists + resident beginners</li> </ul>



## DIRECTION: INCREASE PHYSICAL ACCESS TO WATER

### STRATEGY 11: INCREASING ACCESS POINTS FOR NON-MOTORIZED WATERCRAFT THROUGHOUT VANCOUVER'S WATER EDGE

Participants ranked “Consider accessibility by multiple modes of transportation” as the highest priority, followed by “Consider providing and regulating dedicated space for short-term moorage

and storage of non-motorized watercraft” and “Consider providing designated launch areas at Park Board managed beaches”.

#### Strategy 11 Likes & Dislikes

The table outlines participants’ number of “likes” and “dislikes” for the Actions and priority Actions.

ACTIONS		“Likes”	“Dislikes”	Comments
PARKS BOARD LEAD ACTIONS	Consider accessibility by multiple modes of transportation when creating new and improved waterfront facilities.	3	1	<ul style="list-style-type: none"> <li>Explore transport watercrafts as part of transit system</li> <li>Explore car share parking in public parking lots</li> </ul>
	Consider the need for temporary drop-off and storage areas for non-motorized watercraft at existing and new facilities and launch points and expand where possible.	3	1	
	Consider providing and regulating dedicated space for short-term moorage and storage of non-motorized watercraft at key destinations on the water.	2	0	<ul style="list-style-type: none"> <li>This is connected with designated launch areas</li> </ul>
	Consider providing designated launch areas at Park Board managed beaches.	2	0	

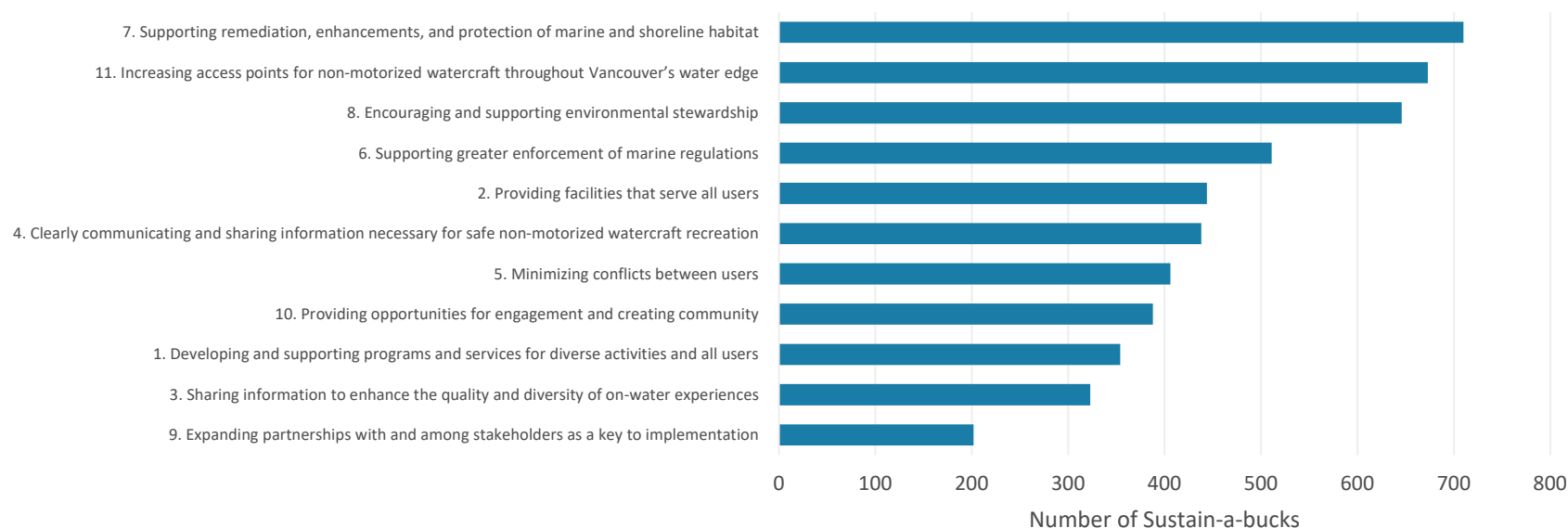
## 2.3 POP UP EVENTS

The Park Board hosted three Pop Up events where participants were asked to participate in a participatory budgeting activity to find out how people would prioritize the eleven strategies. Participants were given 11 tokens to distribute into jars labeled with each of the eleven strategies. Participants were encouraged to imagine how they would prioritize funding while balancing many needs and priorities.

The most highly prioritized Strategy was “Supporting remediation, enhancement, and protection of marine shoreline habitat”. “Increasing access points for non-motorized watercraft throughout Vancouver’s water edge” and “Encouraging and supporting environmental stewardship” were second and third highest priority respectively.

### Strategy Sustain-a-bucks Prioritization

This graph outlines the number of tokens distributed by participants to each Strategy.



# APPENDIX A PUBLIC SURVEY

## On Water Questionnaire

Share your feedback on the Draft Strategies and Actions

The Vancouver Park Board is developing On Water, Vancouver's Non-Motorized Watercraft Strategy, to guide future planning and facilities for non-motorized watercraft activities. To develop the *On Water* strategy, the Park Board is undertaking a three-phase engagement process:

- In Phase 1, we heard what you value most about non-motorized watercraft activities, which activities you participate in, and your ideas for improving non-motorized watercraft recreation.
- In Phase 2, you helped refine the draft vision and strategic directions and provided your ideas for preliminary actions
- We are now in Phase 3, our final phase of engagement. Let us know what you think about the draft strategies and actions! We are looking for your feedback to help us prioritize which actions are most important to achieving the overall vision and directions.

Your feedback, along with technical research and analysis, will shape the final *On Water* strategy. The questionnaire is open until July 2, 2018.

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### **Vision + Directions – *Forward-looking aspirations***

Based on your feedback in our last round of engagement, we have clarified and refined the draft vision and directions.

Draft Vision:

*Vancouver's marine environment is celebrated as THE place for non-motorized watercraft experiences for all.*

#### Draft Directions:

6. Create Greater Opportunity
7. Improve Safety
8. Protect and Enhance the Environment
9. Foster and Encourage Opportunities to Socialize and Build Community
10. Increase Physical Access to the Water

#### **Strategies + Actions – Outcomes for implementation**

To achieve each of the five directions and the overall vision, we’ve developed strategies and actions focused on attainable outcomes.

We would like your help to prioritize the specific actions that go along with each strategy. Keep in mind how well you think the actions would achieve the overall vision and directions of the On Water Strategy.

Each action is categorized according to the degree of responsibility that the Park Board has to implement.

*Park Board Lead Actions – Actions that the Park Board has jurisdiction to implement*

*Park Board Enabled Actions – Actions that the Park Board can implement with collaboration and partnerships*

*Park Board Supported Actions – Actions that the Park Board can support implementation*

1. **a) Which of the following actions are the priorities for you?** Prioritize the actions from top to lowest priority.

#### **Create Greater Opportunity by...**

**Strategy: Developing and supporting programs and services for diverse activities and all users.**

<b>PARK BOARD LEAD ACTIONS</b>	<b>Rank Priority Scale of 1-5 1=top, 5=lowest</b>
Include a diversity of non-motorized watercraft recreation uses and activity types at all new facilities.	
Include and support diverse and affordable recreational programs for all ability levels.	
Explore opportunities for the Park Board’s Leisure Access Program to include non-motorized watercraft recreation programming.	

Expand programming dedicated towards learn-to-paddle programs for all ages and abilities.	
<b>PARK BOARD ENABLED ACTIONS</b>	
Support opportunities for food services at key launch sites.	
Encourage equipment share programs for multiple non-motorized watercraft activities.	
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Encourage clubs operating out of Park Board facilities to offer equipment sharing programs to reduce the individual cost of equipment.	

***Strategy: Providing facilities that serve all users***

<b>PARK BOARD LEAD ACTIONS</b>	<b>Rank Priority Scale of 1-5 1=top, 5=lowest</b>
Complete facility assessments of existing facilities, docks, and launch points, including evaluations for universal accessibility to establish priorities for maintenance and improvement.	
Consider opportunities to provide new and improved public facilities and programming that supports non-motorized watercraft recreation. Seek opportunities to provide storage options for traditional Indigenous watercraft where appropriate.	
Integrate universally accessible design in new and existing improvement projects at facilities and docks.	
Highlight universal accessibility in facility operations maintenance programs to specifically maintain accessibility throughout the life of the facilities.	

<b>PARK BOARD SUPPORTED ACTIONS</b>	
Support amenities for non-motorized watercraft in new waterfront developments.	
Support opportunities for on-water destinations such as floating platforms or cafes accessible by water.	

***Strategy: sharing information to enhance the quality and diversity of on-water experiences.***

<b>PARK BOARD LEAD ACTIONS</b>	<b>Rank Priority Scale of 1-5 1=top, 5=lowest</b>
Clearly define and communicate the best areas for specific non-motorized watercraft activities.	
Create on-water “trail maps” that illustrate potential routes for all levels and abilities.	
Provide attractive and informative user maps at water access points.	
Foster a greater understanding of the population’s current and historical use of local waterways, and their ecology. Including before and during colonialism, and the impact and legacy for future generations. Seek opportunities to partner with the Musqueam, Squamish and Tsleil-Waututh Nations in this effort.	
Collect non-motorized watercraft use data to better understand the type and amount of local motorized and non-motorized watercraft activity.	
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Support the development of an online interactive map and web-based resources for non-motorized watercraft users.	

b) Do you have any comments, suggestions or ideas to add?

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2. a) Which of the following actions are the priorities for you? Prioritize the actions from top to lowest priority.

### Improve Safety by...

**Strategy: Clearly communicating and sharing information necessary for safe non-motorized watercraft recreation.**

PARK BOARD LEAD ACTIONS	Rank Priority Scale of 1-5 1=top, 5=lowest
Provide signage at Park Board facilities with safety information about both water and site conditions.	
<b>PARK BOARD ENABLED ACTIONS</b>	
Encourage service providers under Park Board jurisdiction to provide on-water safety training and promote responsible behaviour to their users.	
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Encourage business licence providers to require water-based recreation businesses provide on-water safety training to their users.	

**Strategy: Minimize conflicts between users**

PARK BOARD LEAD ACTIONS	Rank Priority Scale of 1-5 1=top, 5=lowest
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Encourage developing a formal On Water Safety Collaboration Group that convenes on a regular basis to discuss ongoing safety concerns and communication among users and user groups to reduce conflicts and share information about user needs.	



Encourage limiting and designating specific motorized boat anchoring and mooring areas within False Creek and Kitsilano Beach to create more space for non-motorized watercraft activities (e.g., Alder Bay). The program should consider seasonal, short, and long-term use, as well as safe anchorage for emergency use.	
Advocate for special provisions in water-based event permits that temporarily prioritizes the use of specific areas for non-motorized watercraft events and limits use by other water users in False Creek.	

***Strategy: Support greater enforcement of marine regulations***

<b>PARK BOARD LEAD ACTIONS</b>	<b>Rank Priority Scale of 1-5 1=top, 5=lowest</b>
Initiate more formal, ongoing coordination and collaboration with regulatory partners to better manage local motorized, and non-motorized water uses.	
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Continue to collaborate with the Vancouver Police Department and the RCMP to improve bylaw enforcement.	

b) Do you have any comments, suggestions or ideas to add?

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3. a) Which of the following actions are the priorities for you? Prioritize the actions from top to lowest priority.

### Protect and Enhance the Environment by...

*Strategy: Supporting remediation, enhancement, and protection of marine and shoreline habitat*

PARK BOARD LEAD ACTIONS	Rank Priority Scale of 1-7 1=top, 7=lowest
Promote enhancement and restoration of the shoreline in key locations, e.g. through the Green Shores certification program, a rating system for restored shoreline ecosystems.	
Design new public waterfront facilities and docks using environmentally-sensitive design practices.	
Create more naturalized areas and wetlands to enhance biodiversity and improve water quality.	
<b>PARK BOARD ENABLED ACTIONS</b>	
Support and guide actions that will increase fish and wildlife protection, including migratory birds, along Vancouver's waterfront.	
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Support the development of a shoreline grading system based on the ecological sensitivity of Vancouver's riparian and nearshore habitat. This grading system would inform the siting and management of new projects in environmentally sensitive waterfront areas.	
Support new policies that require environmental carrying capacity studies for proposals to expand or develop new marinas. Cumulative impact information could inform sizing and siting decisions as well as project approvals.	

**Strategy: Encouraging and Supporting Environmental Stewardship**

<b>PARK BOARD LEAD ACTIONS</b>	<b>Rank Priority Scale of 1-5 1=top, 5=lowest</b>
Develop a beach stewardship program as part of the Park Board's park steward initiative to enhance Vancouver's waterfront environment.	
<ul style="list-style-type: none"> <li>• Provide water-based markers/signage to identify environmentally sensitive areas and encourage safe and respectful activity that does not disrupt or damage wildlife habitat.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
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.	
<b>PARK BOARD ENABLED ACTIONS</b>	
Consider working with non-government partners to enhance broader waterbased environmental public education initiatives.	
<b>PARK BOARD SUPPORTED ACTIONS</b>	
Support the continued work to eliminate combined stormwater and sanitary sewer overflows, to improve local water quality.	

b) Do you have any comments, suggestions or ideas to add?

4. a) Which of the following actions are priorities for you? Prioritize the actions from top to lowest priority.

### Foster and Encourage Opportunities to Socialize and Build Community by...

*Strategy: Expanding partnerships with and among stakeholders as a key to implementation*

PARK BOARD LEAD ACTIONS	Rank Priority Scale of 1-5 1=top, 5=lowest
Review and update agreements with stakeholder groups and regulatory partners as needed to clarify responsibilities, accountability, equity, and financial responsibilities.	
<b>PARK BOARD ENABLED ACTIONS</b>	
Encourage and support an On Water User Group, (e.g. similar to the Vancouver Field Sport Federation), to promote collaboration with the Park Board and partners.	

*Strategy: Providing opportunities for engagement and creating community*

PARK BOARD LEAD ACTIONS	Rank Priority Scale of 1-5 1=top, 5=lowest
Consider both residents and tourists when developing new water-based recreation opportunities, recognizing the benefits of non-motorized watercraft tourism.	
<b>PARK BOARD ENABLED ACTIONS</b>	
Support accommodating multiple, compatible non-motorized watercraft uses at shared facilities to encourage interaction between diverse users.	
Consider opportunities for public/private partnerships that facilitate connection to the water and other watercraft users	

b) Do you have any comments, suggestions or ideas to add?

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5. a) Which of the following actions are the priorities for you? Prioritize the actions from top to lowest priority.

### Increase Physical Access to the Water by...

*Strategy: Increasing access points for non-motorized watercraft throughout Vancouver's water edge*

PARK BOARD LEAD ACTIONS	Rank Priority Scale of 1-5 1=top, 5=lowest
Consider accessibility by multiple modes of transportation when creating new and improved waterfront facilities.	
Consider the need for temporary drop-off and storage areas for non-motorized watercraft at existing and new facilities and launch points, and expand where possible.	
Consider providing and regulating dedicated space for short-term moorage and storage of non-motorized watercraft at key destinations on the water.	
Consider providing designated launch areas, at Park Board managed beaches.	

b) Do you have any comments, suggestions or ideas to add?

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6. a) Overall, how well do the proposed actions capture what you'd like to see for non-motorized watercraft recreation in the future? (circle your choice)

Very well      Fairly well      Not well      Not well at all      Don't know

b) Please tell us why:

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7. What other ideas do you have for the *On Water* strategies and actions?

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### About you!

We want to make sure that this process reflects ideas and input from a diversity of people. The following questions help us better understand who has participated in this process. Individual answers are anonymous.

1. Do you participate in non-motorized watercraft activities? *Please select one*

- ☐ Yes
- ☐ Not currently, but I used to
- ☐ Not currently, but I would like to

2. Which of the following are your primary activities? *Please select all that apply.*
  - ☐ Canoeing
  - ☐ Dragon Boating
  - ☐ Kayaking
  - ☐ Rowing
  - ☐ Outrigger
  - ☐ Paddle Boarding
  - ☐ Surf Ski
  - ☐ Wind Surfing
  - ☐ Kite Surfing / Boarding
  - ☐ Small Craft Sailing
  - ☐ Other
  
3. Do you belong to an organization that you paddle with?
  - ☐ If yes, please specify \_\_\_\_\_
  - ☐ No
  
4. Which best describes your relationship to the equipment you use in your primary activities? *Please select one.*
  - ☐ Rent
  - ☐ Own
  - ☐ Use equipment belonging to a club
  
5. What is your postal code? \_\_\_\_\_
  
6. Do you identify as:  
Please select one.
  - ☐ Female
  - ☐ Male
  - ☐ Transgender
  - ☐ None of the above. I identify as \_\_\_\_\_
  - ☐ Prefer not to say



7. Do you identify as Indigenous? *Please select all that apply.*

- ☐ Yes, First Nations
- ☐ Yes, Metis
- ☐ Yes, Inuit
- ☐ No

8. Do you identify as a person with disabilities or limited mobility? *Please select one.*

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

9. Which one of the following age groups do you fall into?

- ☐ Under 15 years
- ☐ 15-19 yrs
- ☐ 20-29 yrs
- ☐ 30-39 yrs
- ☐ 40-49 yrs
- ☐ 50-59 yrs
- ☐ 60-69 yrs
- ☐ 70-79 yrs.
- ☐ 80 yrs. or over

10. 9. Which best describes your housing situation?

- ☐ Rent
- ☐ Own

11. Which best describes your primary mode of transportation?

- ☐ Drive/Car
- ☐ Public Transportation (Bus, SkyTrain, Sea Bus)
- ☐ Bicycle
- ☐ Walk
- ☐ Other\_\_\_\_\_

12. How did you hear about the On Water Strategy?

Select all that apply.

- ☐ Direct mail/Notification card
- ☐ Newspaper ad
- ☐ Vancouver.ca website
- ☐ Media article
- ☐ Other website \_\_\_\_\_
- ☐ Facebook
- ☐ Twitter
- ☐ *On Water* email list
- ☐ Friend (word of mouth)
- ☐ Poster
- ☐ Other (Please specify): \_\_\_\_\_

13. Have you participated in consultation activity and/or event for *On Water* before?

- ☐ If yes, please specify \_\_\_\_\_
- ☐ No

14. Please indicate how much you agree or disagree with each of the following statements:

- ☐ [level of agreement question on 5 point scale]
- ☐ The information presented was clear and understandable.
- ☐ I understand how my input will be used in the process.
- ☐ I felt that my input would make a difference.
- ☐ I felt this was a valuable experience.
- ☐ I had the opportunity to share my view.
- ☐ I learned something new.

Thank you for taking the *On Water* survey! This survey will be open until July 2nd. Please share it with others who may be interested!

To stay involved in On Water, follow us with #VanOnWater and visit the project webpage at [www.vancouver.ca/onwater](http://www.vancouver.ca/onwater).

# APPENDIX B: PUBLIC SURVEY PARTICIPATION

The survey concluded by asking participants to share demographic information. This information helps the Park Board gain an understanding of the audiences that participated.

## PARTICIPATION IN NON-MOTORIZED WATERCRAFT ACTIVITIES

**Q: Do you participate in non-motorized watercraft activities?**

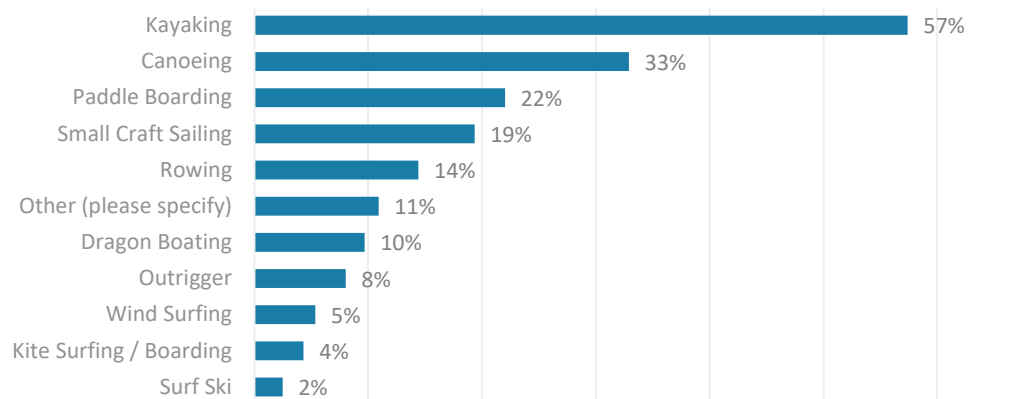
Of the 481 people who responded:

- 52% indicated Yes,
- 29% indicated Not currently, but I used to, and
- 19% indicated Not currently, but I would like to.

## PRIMARY ACTIVITIES

**Q: Which of the following are your primary activities?**

Of the 486 people who responded to this question, the top five activities are as follows: 57% kayak, 33% canoe, 22% paddle board, 19% small craft sailing and 14% rowing.



Note: Chart represents 486 respondents.

## RELATIONSHIP TO EQUIPMENT USED IN PRIMARY ACTIVITIES

**Q: Which best describes your relationship to the equipment you use in your primary activities?**

Of the 486 people who responded to this question:

- 42% Rent,
- 37% Own, and
- 22% Use equipment belonging to a club.

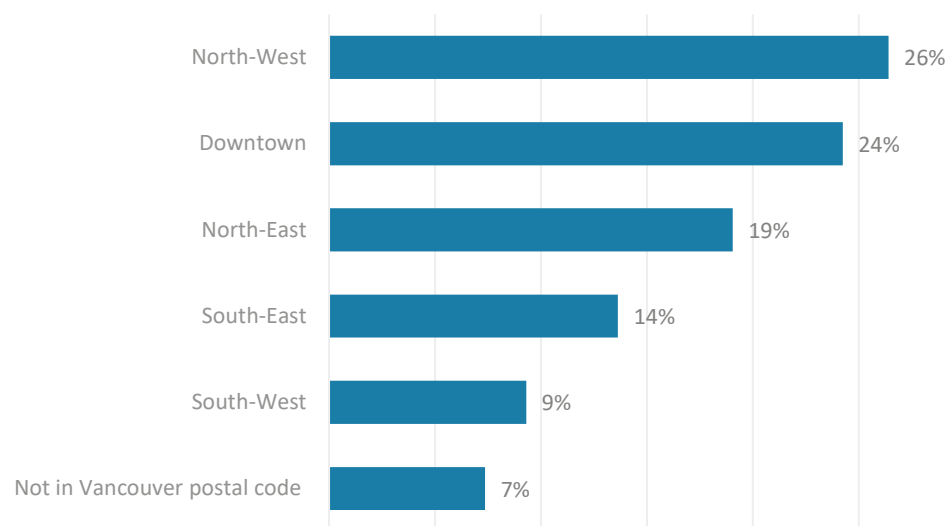
## GENDER IDENTITY

**Q: Do you identify as...?**

## LOCATION

**Q: What is your postal code?**

Of the 462 people who shared their location (postal code) in the survey, 93% reported that they lived in Vancouver. Of those living in Vancouver, the North-West of the City was the most represented (26%) followed by Downtown (24%) and the North-East (19%).



Note: Chart represents 462 respondents.

98 people responded to this question and 53% of these respondents indicated they self-identify as female and 43% indicated they self-identify male and 4% of respondents preferred not to say.

## INDIGENOUS PEOPLES

### Q: Do you identify as Indigenous?

98 people responded to this question and 94 respondents (96%) indicated that they do not identify as Indigenous, while 4 persons identified themselves as First Nations or Metis.

## PEOPLE WITH DISABILITIES / LIMITED MOBILITY

### Q: Do you identify as a person with disabilities or limited mobility?

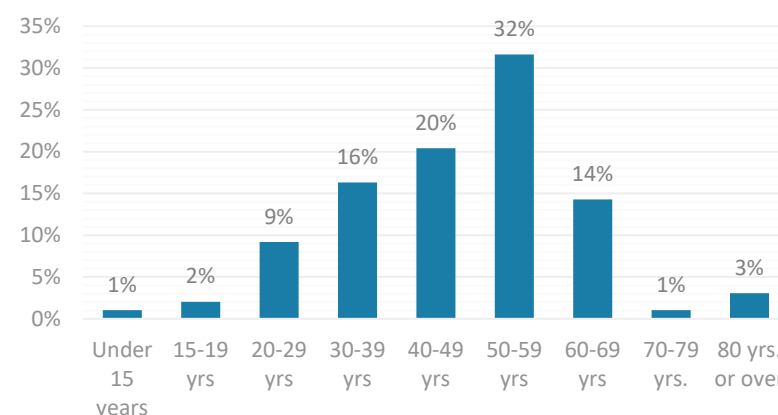
98 people responded to this question:

- 81% of respondents indicated that they do *not* identify as a person with disabilities or limited mobility;
- 12% of respondents indicated that they identify as a person with disabilities or limited mobility, and
- 5% of respondents indicated that they would prefer not to answer the question.

## AGE OF RESPONDENTS

### Q: What is your age?

98 people responded to this question, and 32% of respondents indicated they were between the ages of 50 and 59, 20% were between the ages of 40 to 49, and 16% were between the ages of 30 to 39.



Note: Chart represents 98 respondents.

## HOUSING TENURE OF RESPONDENTS

### Q: What best describes your housing situation?

98 people who responded to this question:

- 61% of respondents indicated they own a home; and

- 33% of respondents indicated they rent a home.

## PRIMARY TRANSPORTATION MODE OF RESPONDENTS

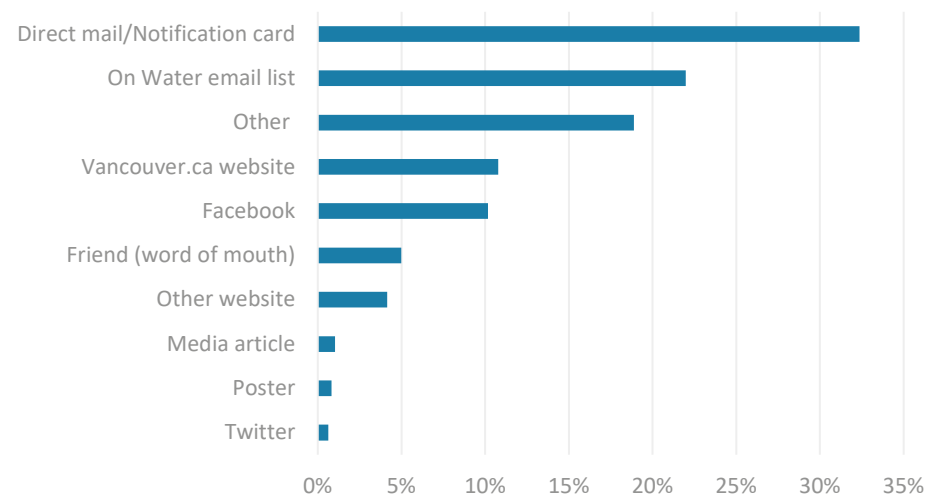
### Q: Which best describes your primary mode of transportation?

98 people responded to this question:

- 50% of respondents indicated that they primarily travel by motor vehicle,
- 22% of respondents indicated they travel by bus, SkyTrain, or other transit
- 15% of respondents indicated they bicycle
- 9% of respondents indicated they walk

## HOW RESPONDENTS HEARD ABOUT ON WATER

Of the 482 people who responded to this question, 32% of respondents heard about it via direct email/a notification card, 22% via the *On Water* email list, and 11% via the Vancouver.ca website.



Note: Chart represents 482 respondents.

## CONSULTATION QUESTIONS

**Q: Please indicate how much you agree or disagree with the following statements:**

487 people responded to this question.

- 63% of respondents agreed or strongly agreed with the statement "I learned something new"
- 79% of respondents agreed or strongly agreed with the statement "I had the opportunity to share my view"
- 53% of respondents agreed or strongly agreed with the statement "I felt this was a valuable experience"
- 42% of respondents agreed or strongly agreed with the statement "I felt that my input would make a difference"
- 50% of respondents agreed or strongly agreed with the statement "I understand how my input will be used in the process"
- 67% of respondents agreed or strongly agreed with the statement "The information presented was clear and understandable"



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## Appendix D

Appendix D provides a record of geographic information system (GIS) maps of the study area referenced during *On Water's* research and analysis.





## On Water: Vancouver's Waterway Recreation Strategy

### Study Area

- On Water Inventory
- Launch Sites
- Waterfront Access Jurisdiction
- No Public Access
- Public Access - Various
- Public Access - Temporary
- Public Washroom
- Comfort Station
- Automated Public Toilet
- Community Centres
- Rapid Transit Stations
- Rapid Transit Line
- Parks
- Golf Course
- City Boundary



The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

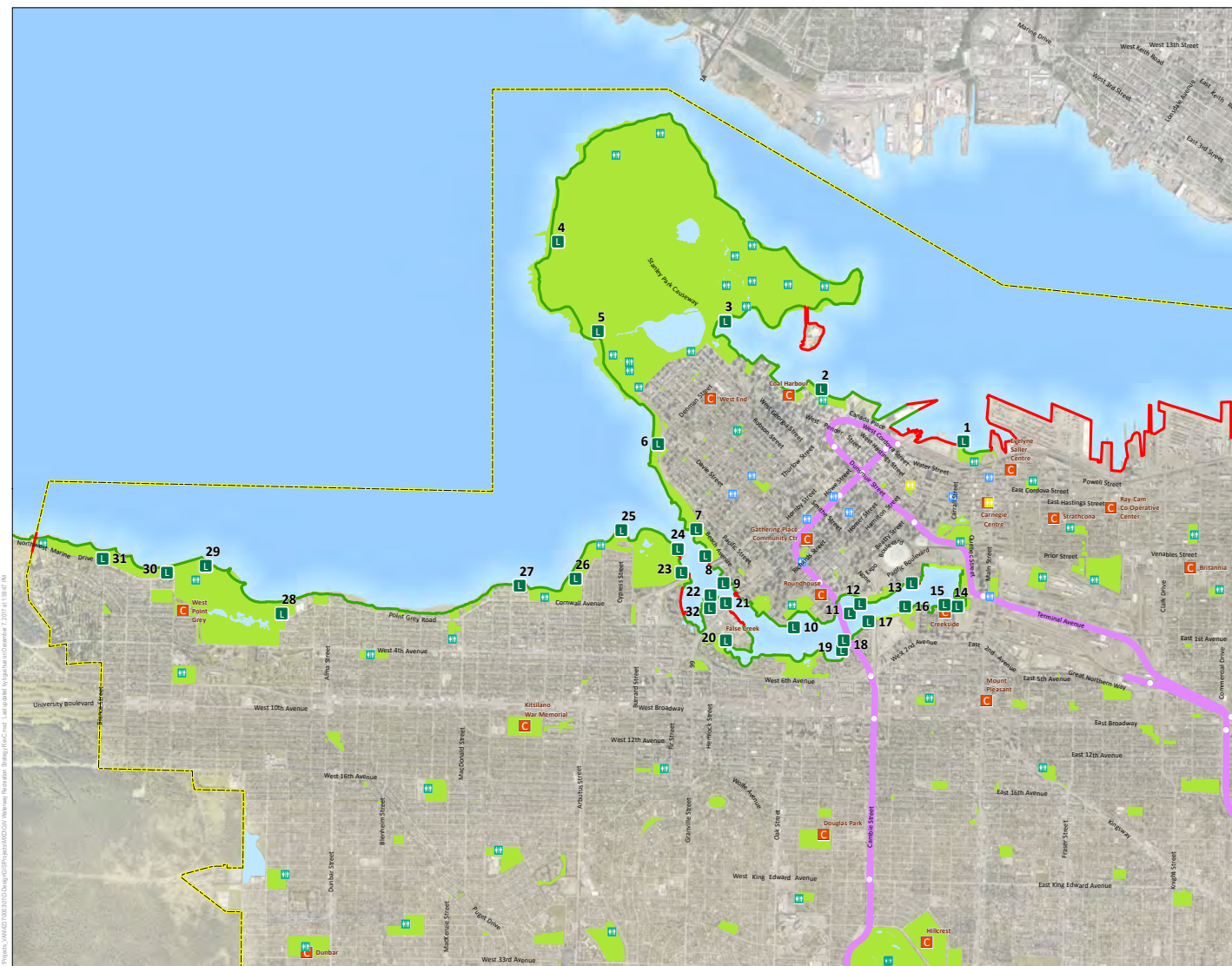


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Data Sources:  
City of Vancouver, 2017

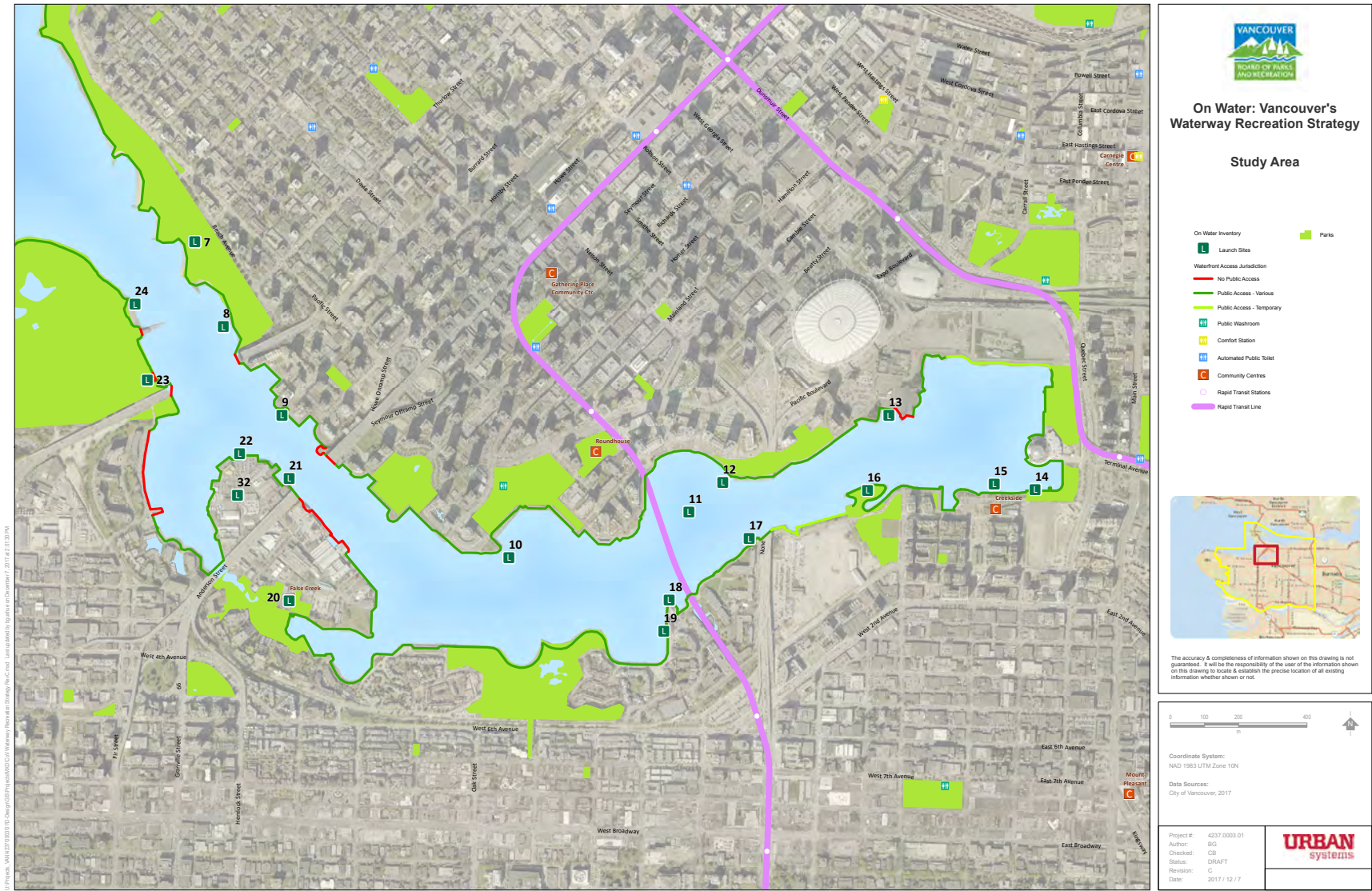
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Author: BJS  
Checked: CB  
Status: DRAFT  
Revision: C  
Date: 2017 / 12 / 7

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## On Water: Vancouver's Waterway Recreation Strategy

### Study Area

- |  |                         |  |                               |
|--|-------------------------|--|-------------------------------|
|  | Public Washroom         |  | Parks                         |
|  | Comfort Station         |  | Golf Course                   |
|  | Automated Public Toilet |  | Deep-sea Transit Route        |
|  | Community Centres       |  | False Creek Navigable Channel |
|  | Rapid Transit Stations  |  | VFPA Boundary                 |
|  | Rapid Transit Line      |  | Property Parcel (GV)          |
|  |                         |  | City Boundary                 |



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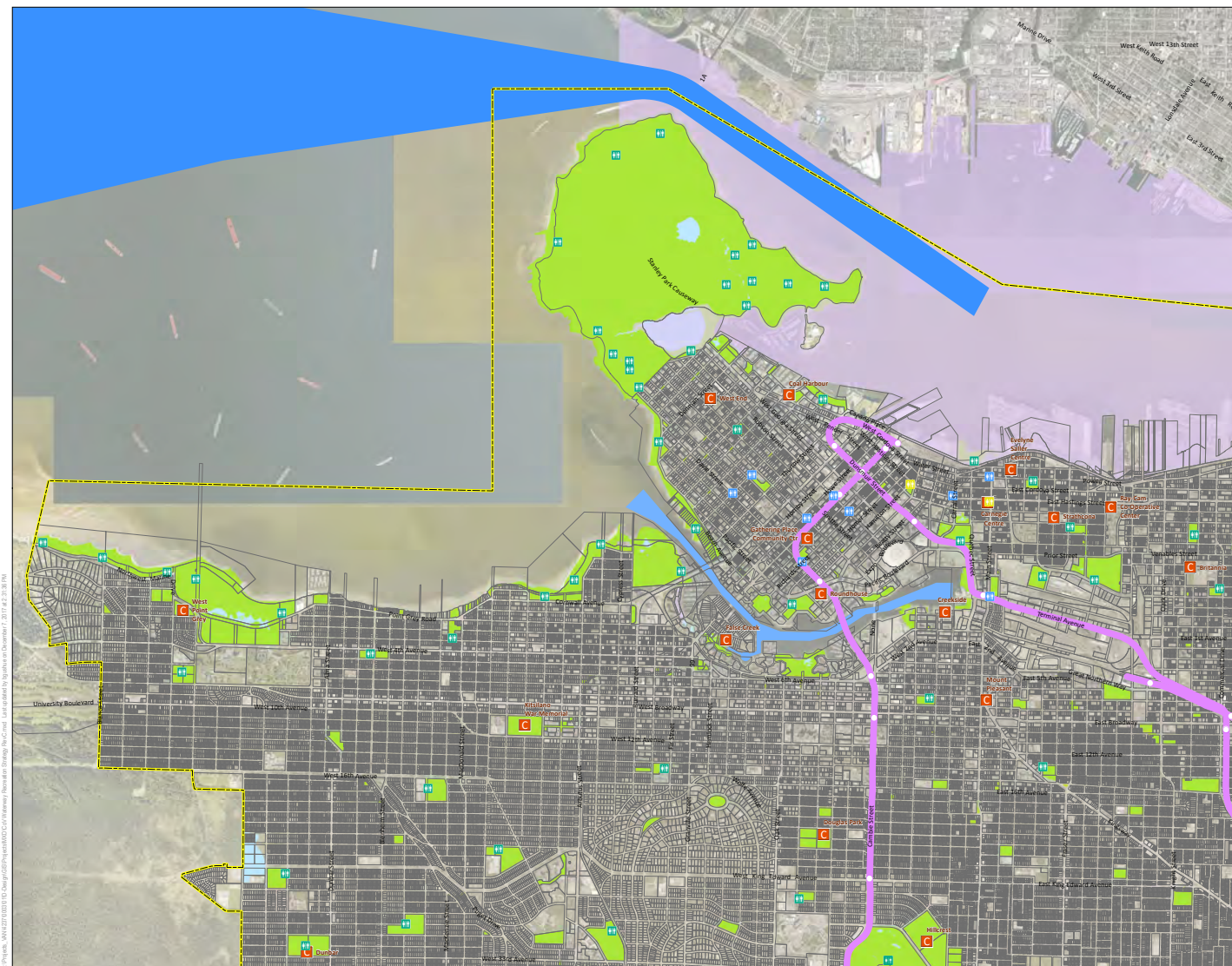
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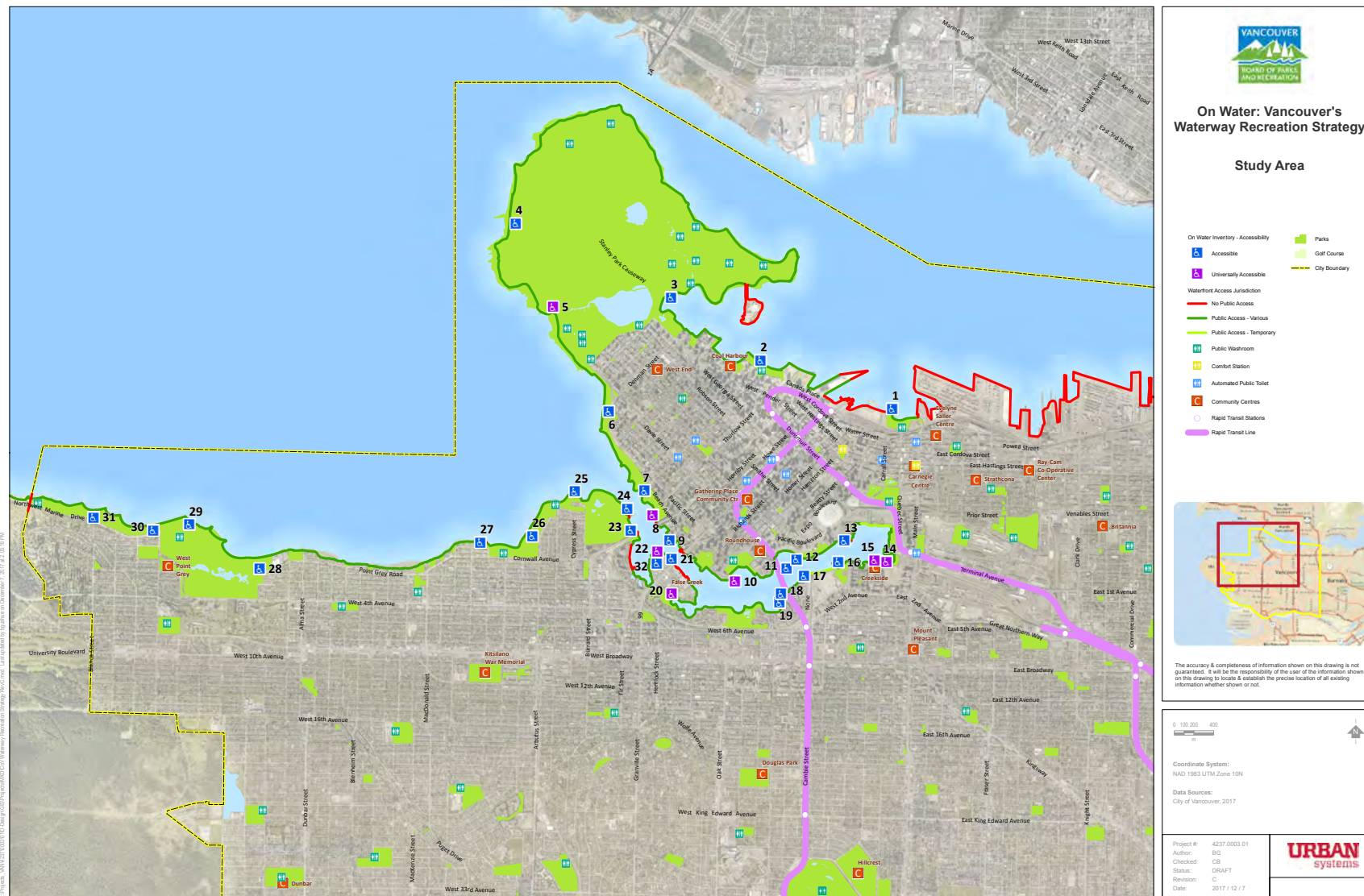
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Status: DRAFT  
Revision: C  
Date: 2017/12/7

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## Study Area

- On Water Inventory - Accessibility
  - Accessible
  - Universally Accessible
- Waterfront Access Jurisdiction
  - No Public Access
  - Public Access - Various
  - Public Access - Temporary
- Public Washroom
- Comfort Station
- Automated Public Toilet
- Community Centres
- Rapid Transit Stations
- Rapid Transit Line



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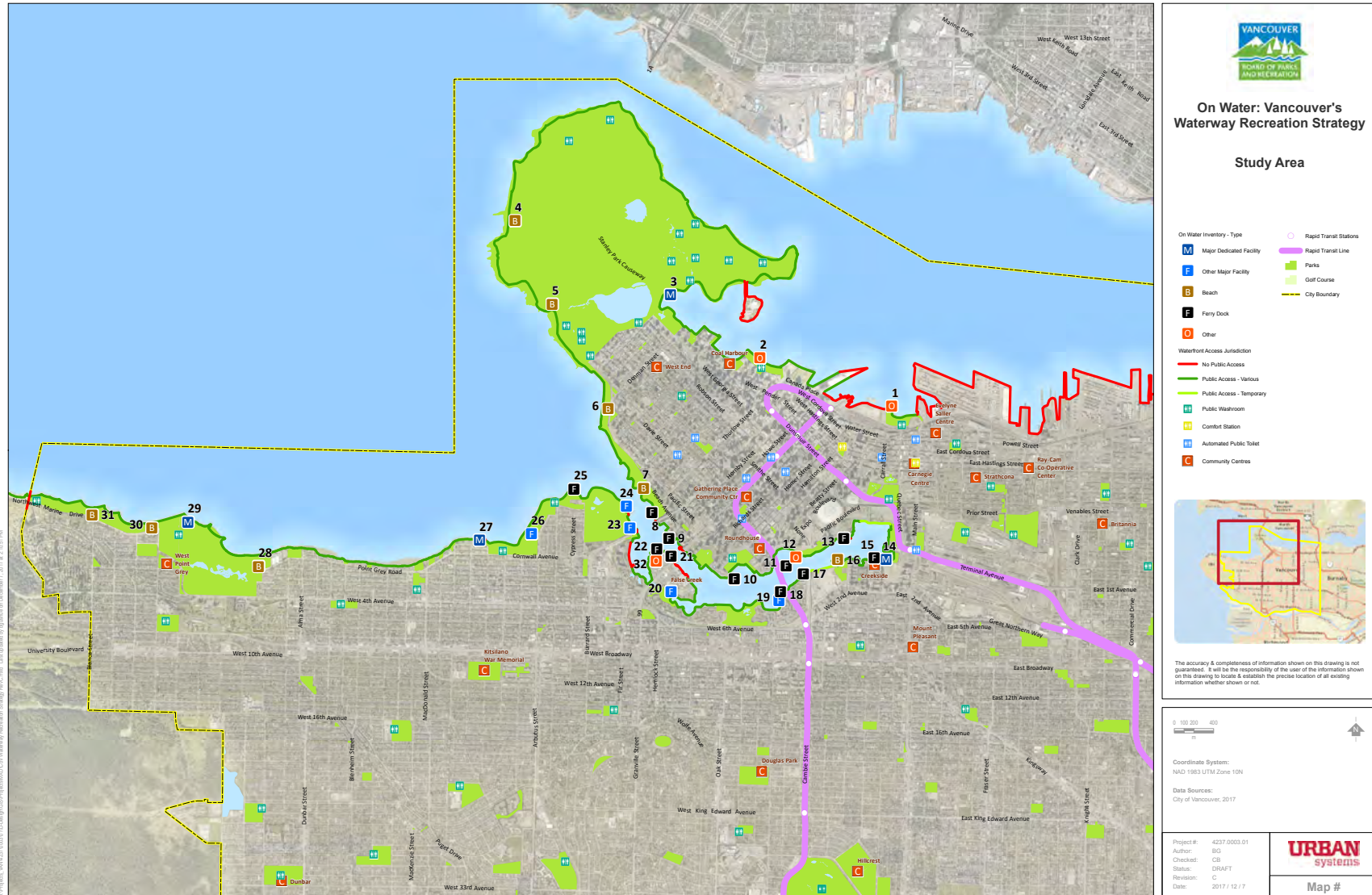
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City of Vancouver, 2017

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## Study Area

- On Water Inventory - Type
- Major Dedicated Facility
  - Other Major Facility
  - Beach
  - Ferry Dock
  - Other
- Waterfront Access Jurisdiction
- No Public Access
  - Public Access - Various
  - Public Access - Temporary
- Public Washroom
- Comfort Station
- Automated Public Toilet
- Community Centres
- Rapid Transit Station
- Rapid Transit Line
- Parks



The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.



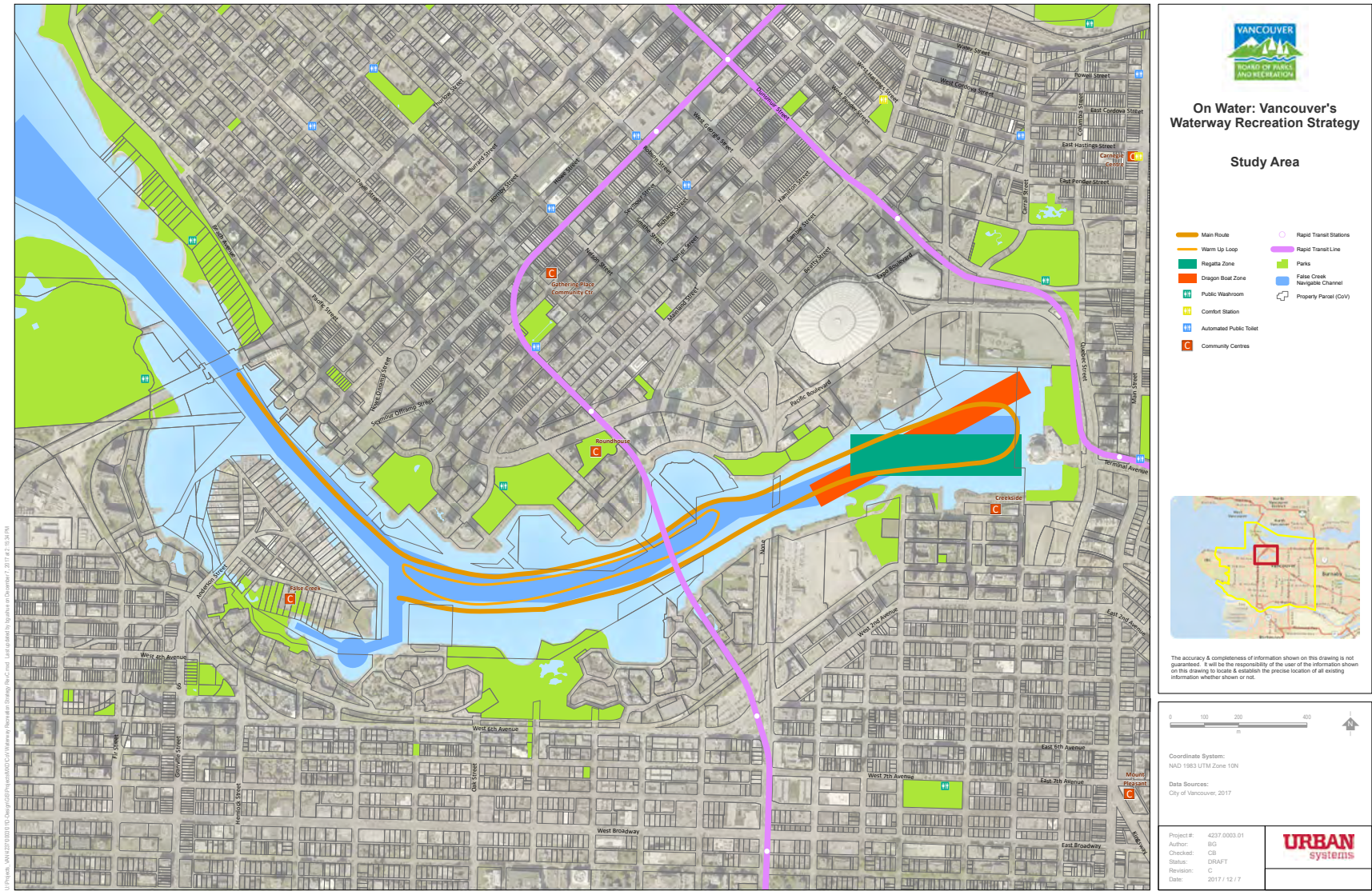
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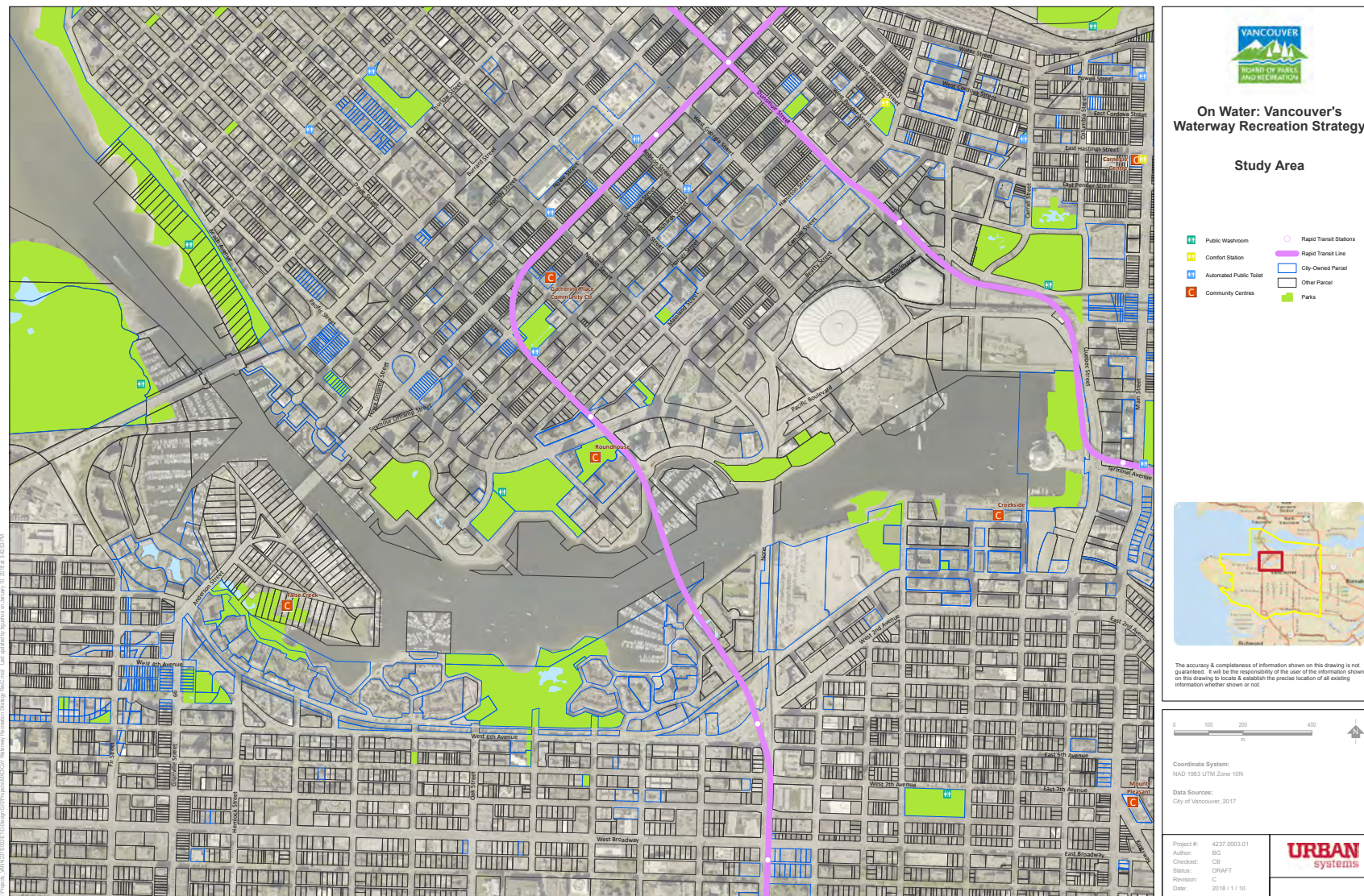
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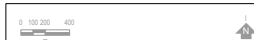
## On Water: Vancouver's Waterway Recreation Strategy

### Study Area

- Degree of Shelter - Exposed
- Degree of Shelter - Sheltered
- Public Washroom
- Comfort Station
- Automated Public Toilet
- Community Centres
- Rapid Transit Stations
- Rapid Transit Line
- Parks
- Golf Course
- City Boundary



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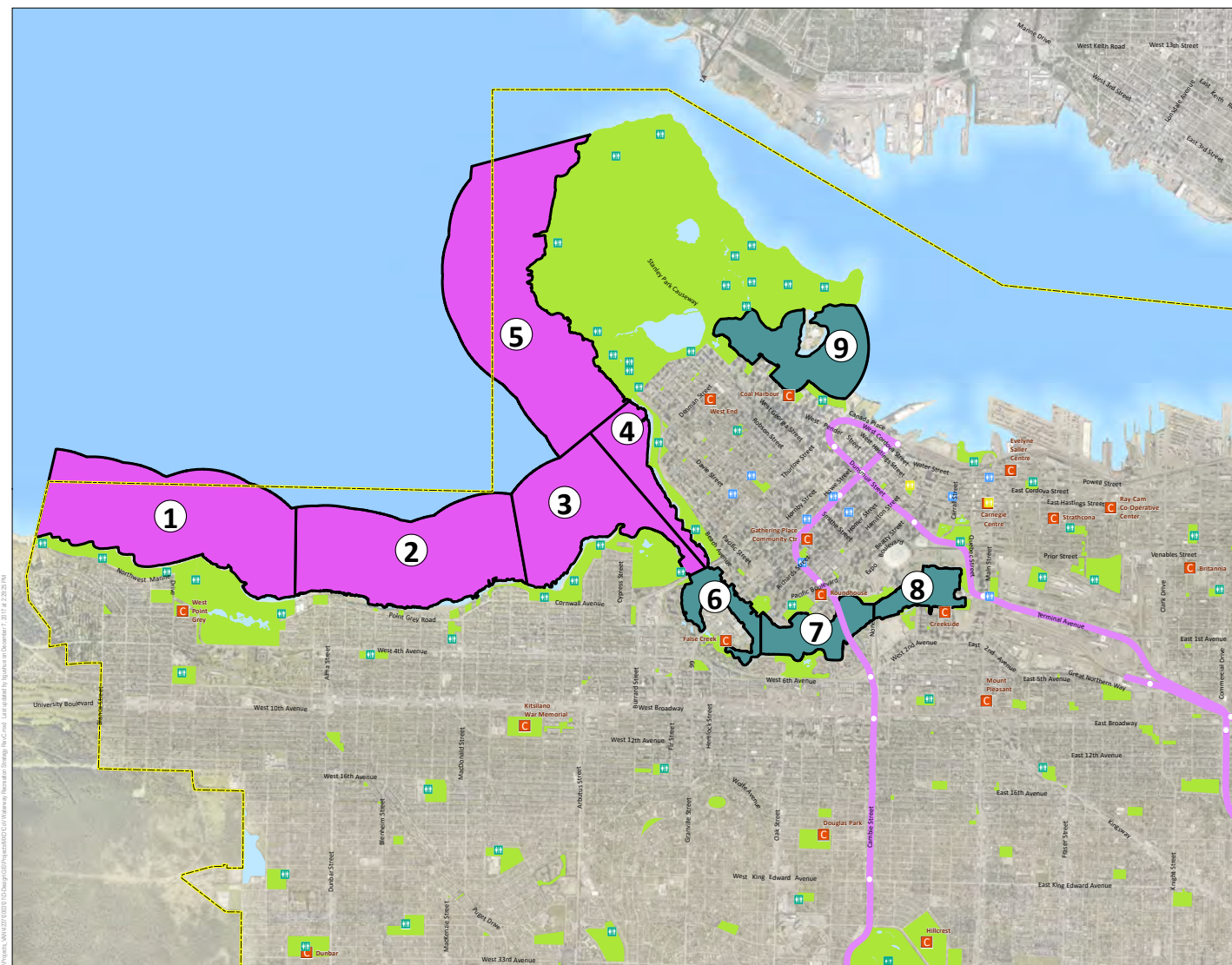


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Date Sources:  
City of Vancouver, 2017

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