



April 1, 2019

MEMO TO : Park Board Commissioners

FROM : Malcolm Bromley
General Manager, Vancouver Board of Parks and Recreation

SUBJECT : **Burrard and Heather Civic Marinas – Board Briefing Memo**

Dear Commissioners,

I am writing to provide background on the Park Board's civic marina operations and to provide context and details on issues that have recently been raised by marina patrons.

Burrard Civic Marina

The Burrard Civic Marina is located along the northeast shoreline of Vanier Park and is under the Park Board's jurisdiction through a long-term lease from the Province of BC. The marina provides approximately 425 water moorage berths, 172 dryland storage spaces, 69 kayak storage racks, and it accommodates 4 paddling/rowing clubs. The marina has a mixture of secured onsite parking and general public pay parking; use of the secured parking is included free of charge within the annual moorage fees. The marina does not have the infrastructure to support patrons living aboard their vessels, and the "Use" clause in the lease between the Province of BC and the Park Board also prohibits this practice.

The marina's moorage/storage agreements are for a term of one year with an effective date of April 1. If the marina patron is not in breach of any of the conditions of the agreement, they are offered moorage for the upcoming year.

For the 2019/20 boating season, the marina moorage agreements received updates to: address changes to security and operational practices; provide clarity around the use of the facilities; and ensure that the agreement is in line with current agreement standards. The updates are intended to provide a clearer administration process of the moorage provisions for both patrons and staff. The updates were completed with assistance from the City of Vancouver Legal and Risk Management departments, with much remaining unchanged from the past moorage agreement.

The Burrard Civic Marina Community Association (BCMCA) is a group of marina patrons that was formally incorporated as a nonprofit society in 2013 by boat owners at the marina. According to their constitution, their goals are to "promote boating safety; encourage fair value for fees; protect the environment; and promote boating for the common person". Recently, staff received a series of enquiries from the BCMCA regarding the updates to the new moorage/storage agreement. Staff provided responses to these enquiries; the four main areas that the BCMCA requested clarity for are Dinghy Storage, Overnight Use of the Marina, Insurance Requirements, and Code of Conduct.

Dinghy Storage

In past years, the marina has attempted to balance the storage of patron's dinghies and the safety and security of the patrons and dock infrastructure. Lack of clarity around storage



practices was contributing to conflict amongst patrons, as well as premature degradation of the docks. It was identified that most patrons use their dinghies on an infrequent basis as dinghy ownership is not a requirement to operate a recreational vessel within Canadian waters.

An area in the upland portion of the marina has now been designated for dinghy storage. Staff will continue to look for alternative solutions over the upcoming year, however, the current solution provides a safe, secure, and manageable alternative to what existed previously at the marina.

Overnight Use

Overnight use of the marina by its patrons is an ongoing challenge for staff for a number of reasons. The Provincial water lot lease for the marina does not allow for any residential accommodation at the marina. The marina is conscious of the occasional need by patrons to stay on their vessel prior to leaving the marina or upon returning to the marina with their boat. However, there is a need to manage this occasional occurrence with that of avoiding established living at the marina.

The upland parking and storage area hosts a number of marina specific uses, with the two core uses being vehicle parking and boat/trailer storage. Marina patron parking is included as part of the annual moorage fees. Free guest parking has been provided and managed by staff based on seasonal and daily demands of the parking area to insure that all uses can safely be accommodated. Once patrons and their invitees begin storing their vehicles and bicycles overnight this commonly leads to a long-term storage situation. The presence of overnight vehicles and bicycles has been identified as a safety and security concern as it invites theft and opportunity for individuals to live in their vehicles. Once these habits are established, it is very challenging to address.

The updates to the moorage agreement do not preclude parking of vehicles overnight, however they do outline the expectations of patrons to notify the marina of the need to do so should these instances occur. Updated language was also included to deter the selling or transferring of parking passes to non-marina individuals. The intent of this update is to facilitate improved security, ensure parking is available for all patrons, and provide a balanced approach to the use of the upland parking area.

Insurance

Insurance provisions were updated to clarify the expectation of insurance for any vehicle, trailer, or boat accessing City of Vancouver lands. It would be impossible to fully identify all the potential insurance policy types or incident scenarios that may occur with the storage and/or operation of these vehicles within the marina. The most consistent and equitable approach is that all patrons provide insurance based on their respective uses and vehicle type while at the marina. The marina wants to ensure that the patrons, the marina, and members of the general public are adequately protected. This further helps to address the ongoing challenge of minimizing the occurrence of delinquent and/or absentee boat owners at the marina

Code of Conduct

The Code of Conduct (CoC) has been present as an appendix to the marina agreement for several years. Updates were required to address a past oversight in the CoC language. Prior to this update, the language primarily focused on the conduct of marina patrons while attending Park Board meetings and did not address the expectation of the patron's behaviour while at the



marina and/or interacting with Park Board staff. The inclusion of the term “Owner” is required as the moorage agreement identifies the signatories (patrons) of the agreement as the “Owner”. The inclusion of the word “Owner” is in tandem to the pre-existing use and frequency of the word “Delegation”. The purpose of these updates is to improve the quality of day-to-day interactions and to insure that a respectful workplace is provided to Park Board staff.

Heather Civic Marina

The Heather Civic Marina is part of the City of Vancouver’s Property Endowment Fund (PEF) portfolio. The Park Board oversees the operation of the Heather Civic Marina through an operating agreement and receives direction from the PEF regarding financial and operational changes. The Heather Civic Marina moorage agreements received similar updates to those of the Burrard Civic Marina agreements; as the two marinas offer different amenities the changes to the two agreements are not exactly the same.

In January 2019, the PEF advised staff of their intention to implement pay parking for Heather Civic Marina patrons starting April 1, 2019. As the Heather Marina parking lot is not an asset under the jurisdiction of the Park Board, and pay parking is being initiated by the PEF, all parking inquiries and complaints are being handled by PEF staff.

Staff are not aware of any complaints related to the updating of the Heather Civic Marina moorage agreement, aside from the parking issue being handled by the PEF.

Regards,

A handwritten signature in black ink, appearing to read "Malcolm Bromley".

Malcolm Bromley
General Manager - Vancouver Board of Parks and Recreation

/tc/sw/clc

Copy to: PB Senior Leadership Team
PB Communications
PB Commercial Operations