

Staff Report

Origin

The following referral was made at the October 25th meeting of the Parks, Recreation and Cultural Services Committee of Council:

“That the email dated October 20, 2011 regarding safety concerns in relation to the new dock at Garry Point be referred to staff.”

The purpose of this report is to respond to the referral as well as to propose an operating program for the floats.

Analysis

In the spring of 2011, 600 feet x 20 feet of new steel and timber floats were constructed by the City and installed at Garry Point Park in time for the summer months and the successful Ships to Shore event. During the summer and fall of 2011, approximately half of the floats were open only for pre-arranged activities such as programmed boat tours; the other half were open to the public and a modular safety fence was installed. The public floats became a very popular recreational fishing location during this time. Despite the popularity of having the floats at Garry Point, safety concerns as well as the potential damage to the floats related to the river currents and tides at the open channel were noted particularly during the fall months.

In December 2011, approvals from PortMetro Vancouver, the Fraser River Estuary Management Program (FREMP), and Transport Canada were received to allow the City to move the new floats to Imperial Landing. The floats were moved shortly thereafter and have been in place since then for casual recreational use.

Due to the strong wake and wash at Garry Point and the potential damage to the floats as well as safety concerns, the floats will remain at Imperial Landing except during special events in which visiting vessels require a deep draft for moorage. During these special events, the floats can be moved to Garry Point and educational signage regarding safety on the floats (including who to call in the event of an emergency) will be posted and a modular perimeter fence installed on any of the area open to the public for casual use. As is standard operating procedure, a comprehensive, event-specific safety plan will be developed collaboratively with various community agencies including Richmond Fire Rescue, the RCMP, BC Ambulance, the Canadian Coast Guard and the Steveston Harbour Authority.

Operation of the floats at Imperial Landing

Currently, the floats at Imperial Landing are being used primarily for recreational fishing. Some work is still being completed to allow safe access from the city-owned pier to the full length of the floats. This work is expected to be finished shortly. While the need to meet additional demand for recreational fishing is important, the full 600 feet x 20 feet plus the existing 33 foot x 20 foot float can allow for multiple objectives and community needs to be met.

Proposed Program (map: attachment 1):

It is proposed that the floats at Imperial Landing be programmed in the following manner:

1. Existing 20 foot x 33 foot float – fishing and recreation

Continue to allow recreational fishing and sightseeing from this area; this float remains an opportunity for the general public to experience getting off of the dyke and close to the river.

2. 25 feet at each end of the floats – fishing and recreation
3. 550 feet x 20 feet – inside of the float; recreation and non-motorized boat moorage

Allow general public use and non-motorized boat moorage such as kayaks;

The local community has shown preliminary interest in offering commercial kayak programs (tours and lessons) from this location. It is proposed that a Request for Expressions of Interest (RFEOI) be issued to further gauge the viability of this idea and the specific location and details be determined through this process.

4. 550 feet x 20 feet – outside of the float; Day Moorage Trial Program (April 2012 – September 2012)

Information from Steveston Harbour Authority, annual requests from the public and Britannia Heritage Shipyards staff indicates there is likely a demand for day moorage in Steveston. It is proposed that small pleasure craft be invited to moor at the floats for up to two days. Boaters will be charged at a rate of \$1 per foot per 24-hour period. Attachment 2 provides a comparison of rates at public and private marinas. Due to the limited services currently available, a comparatively low rate is proposed for this trial period. The rate is proposed to be evaluated at the end of the trial period.

As there is not currently electricity available to the floats or pier, a solar powered parking meter will be installed at the top of the gangway to the floats to allow boat owners to purchase a ticket for moorage. Tickets will need to be displayed on the boat and will be checked periodically for compliance by staff in the area.

This program is proposed as a six-month trial. There is a surplus solar-powered City parking meter available which can be operated for a nominal monthly amount. Revenues are difficult to project for this trial period. Staff will report back on the success of the program once it is complete and provide more detailed financials including projected annual revenues.

5. Major Events

The floats will be re-positioned to Garry Point during major events that require moorage for vessels with deep drafts. Regular float users will be provided with as much notice as possible that the floats will be unavailable for a period of time. From

time to time, the floats, or a portion of the floats, may also be needed for City use while positioned at Imperial Landing. Again, regular users would be provided as much notice as possible of this circumstance.

6. Safety

The safety program for Imperial Landing will be similar to that at Garry Point. Signage will be posted indicating the hazards associated with the river and providing emergency (9-1-1) and non-emergency contact information. In addition, emergency ladders are proposed to be affixed to the float to allow persons who may have fallen into the water a safe route to extricate themselves.

In order to address risks associated with overnight moorage and the limited access for fire crews to the floats, a comprehensive risk assessment will be completed and a fire safety plan developed prior to the initiation of the day moorage pilot program. For the duration of the pilot program this plan will include ensuring access by Richmond Fire Rescue vehicles along the dyke to the pier, installation of a temporary engineered water-delivery system, fire extinguishers, and the staging of firefighting equipment in an easily accessible location.

If the program becomes permanent a fire hydrant will be installed in close proximity to the pier and parks staff will work with Richmond Fire Rescue to create a comprehensive fire and life safety plan that addresses the risks identified in the aforementioned risk assessment.

Financial Impact

Up to \$2000 for the six-month use of a solar-powered parking meter to be funded from existing parks operations. We will use this year's experience with transient moorage to determine appropriate levels of revenue in future budgets.

Conclusion

There are limited public opportunities for Richmond residents to access the river safely and for casual boat moorage in Steveston. The proposed program will allow greater access to the water as well as a potential revenue stream from moorage for the City.



Serena Lusk
Manager, Parks Programs
(604-233-3344)

February 10, 2012

	Charge for Transient Moorage	Amenities Provided
Vancouver - Burrard Marina	\$1.96 per foot / day	parking, secured access, washrooms
Vancouver - Heather St	\$1.39 per foot / day	parking, security laundry facilities, pump out facilities, washrooms
Harbour Green - Coal Harbour	no charge	limited to single day moorage
Shelter Island	\$15.85/ 25 feet	washrooms, showers, laundry
Skyline	\$8 / foot / month	washrooms, showers, laundry
Captain's Cove - Ladner	\$1/foot / night	security, washrooms, showers, phone, laundry
Steveston Harbour Authority	\$3/foot/day	security, washrooms, showers, phone, laundry
Ladner Harbour Authority	n/a	n/a

