



# City of Richmond

## Report to Committee

**To:** Parks, Recreation and Cultural Services Committee      **Date:** July 7, 2010  
**From:** Dave Semple  
General Manager, Parks and Recreation      **File:** 01-0060-20-  
RYAC1/2010-Vol 01  
**Re:** Richmond Yacht Club - Future Expansion

### Staff Recommendation

That the City provide a letter of support to the Richmond Yacht Club for its proposed Phase 1 expansion (additional floats into Port Metro Vancouver waterlot DL 3542 on the Middle Arm) as identified in the report, Richmond Yacht Club – Future Expansion.

Dave Semple  
General Manager, Parks and Recreation  
(604-233-3350)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>
Corporate Programs	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## **Staff Report**

### **Origin**

The Richmond Yacht Club has requested that the City comment on Phase 1 of its current expansion proposal (Attachment 1). In particular, it is seeking the City's support in order to obtain a lease from Port Metro Vancouver for expansion into that organization's waterlot, but does not include any relocation of their building onto the water or leasing any additional City land at this time.

### **Analysis**

The Richmond Yacht Club has been a tenant of the City's on the Middle Arm Dyke at 7411 River Road for over thirty years. On March 1<sup>st</sup> 2008, the City and the Yacht Club executed a new Agreement which allows the Yacht Club to continue to use the Lands, subject to the lease terms, for a ten-year period. Business terms of the lease include an annual lease rate of \$60,000 which may be reduced based on services provided to the Richmond community and a minimum Richmond residency requirement of 60% of membership. Each of these lease terms have contributed to the Yacht Club's desire to expand its current facilities and operation.

The City is currently in the process of completing the Middle Arm Waterfront Greenway from the new Cambie Plaza to the Dinsmore Bridge. The Greenway is an innovative, urban pedestrian link that includes a variety of gathering and festival spaces oriented to activities on the river. It is a 1.3 kilometer long urban trail with places for people to sit and enjoy the river, where special events and celebrations take place including rowing competitions and dragon boat regattas. It is built on a newly raised section of the City's dike system where flood protection and public amenities are fully integrated including a public plaza built over the Cambie Road pump station. The Greenway was designed and constructed with regard for the current Yacht Club and other user group facilities both on and off the water and it provides a unique environment for the Yacht Club's current and future operations.

Several planning studies, as identified below, relate to the Yacht Club's Phase 1 plans:

In 2007, the City endorsed the Middle Arm Open Space Master Plan Concept which includes the principle of facilitating water-based recreation along the Middle Arm. This principle identifies small-craft boating and racing with an emphasis on non-motorized craft. However, it also identifies the Yacht Club as an integral part of the "Boater's Row" area of the Middle Arm Waterfront Greenway.

The City Centre Area Plan Update, approved in 2009, identifies the riverfront as an integral part of the City Centre urban fabric and reinforces the links between the City and the river to achieve both enhanced liveability and sustainability. It also identifies a major new waterfront park to be developed on the lands adjacent to the Yacht Club's current location and the new Middle Arm Waterfront Greenway.

The 2009 Council-endorsed Waterfront Strategy calls the area from the Oak Street Bridge to the current City Works Yard the "City Centre / Moray Channel Waterfront Zone". The zone is



described as a premier urban riverfront and a key focus for downtown recreation and celebration both on the water and along the river's edge.

The Yacht Club's Phase 1 proposal is to expand its floats and associated moorage further by requesting Port Metro Vancouver redraw the boundaries of its waterlot DL 3542 further out into the channel in order to accommodate additional floats for moorage of vessels in the under 40' (12.2m) category. This additional moorage will provide additional revenue for the Club in order to meet its annual rent lease obligations as well as provide the Club an opportunity to increase its membership numbers and improve its ability to meet the lease's Richmond residency requirement. It is expected that the current parking facilities will support the expansion identified in the Phase 1 proposal.

In reviewing this proposal, staff have considered the direction provided by the studies identified above as well as the other current middle-arm user groups – the UBC Boathouse and the Navy League. In relation to the studies, staff find that this current Phase 1 proposal is supported by previously approved Council direction in that it increases activity on the waterfront thus helping to animate the site and bring more people to the riverfront. In regards to other user groups, staff have consulted with the UBC Boathouse and identified that the Phase 1 expansion will not affect its operations although a request for float markers and better communication regarding movement patterns on the water will be passed on to the Yacht Club. The Navy League's operations would not be affected by this proposed expansion and the new public pier to be completed along with the Waterfront Greenway will provide the Navy League with an easier water access.

Endorsement of the proposed Phase 1 expansion does not obligate the City to supporting Phase 2 and 3 the Yacht Club's expansion proposal which include items such as moving parking onto another site and moving the Yacht Club building onto the River. These proposals will require a new lease Agreement with the City and therefore would require further Council approval.

### **Financial Impact**

There is no financial impact of supporting the proposed Phase 1 expansion of the Richmond Yacht Club.

### **Conclusion**

The Richmond Yacht Club is a long-time tenant of the City. Its Phase 1 expansion plans do not hinder City plans in the Middle Arm nor significantly impact other Middle Arm User groups and should be supported in order to better allow the Yacht Club to meet its current lease terms.



Serena Lusk  
Manager, Parks - Planning & Design  
(604-233-3344)

SL:sl

**Lusk, Serena**

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**From:** Cameron Owen [COWen@ibigroup.com]  
**Sent:** Tuesday, 8 June 2010 3:46 PM  
**To:** Lusk, Serena  
**Cc:** Bob & Georgia Moynes  
**Subject:** RYC Proposal

Serena

On behalf of the Richmond Yacht Club, we request that staff prepare a preliminary report or presentation to council to inform them of the RYC plans. Ideally the RYC is seeking council approval or support to add the additional floats as described in the plan. Port Metro is unable to officially comment on the proposal until they receive a formal application and associated fees / deposits. The RYC won't be able to make payment to Port Metro until it holds its' membership meeting scheduled for September. The plan currently is to make the application in September to Port Metro and it would be beneficial to council support to expedite the processing of the application.

Please let me know if you agree with the proposed path forward and if you would be able to accommodate it. We can supply any additional information you may require and thanks.

**Cameron Owen BCSLA**

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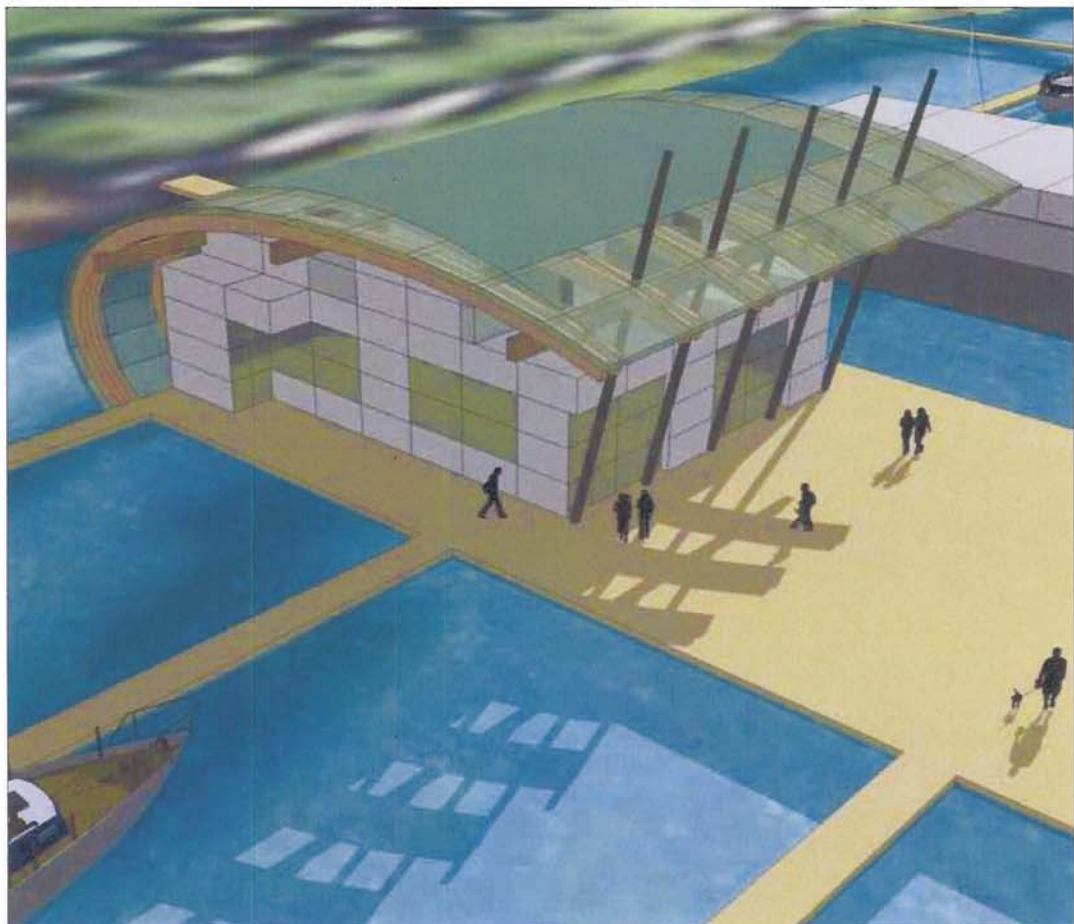
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Richmond BC

## Richmond Yacht Club (RYC) Expansion Plan Report

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Submitted to the Richmond Yacht Club

by IBI Group

March 2010







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## 1.0 Introduction

This report outlines the five-year development plan for the Richmond Yacht Club (RYC). The plan is supported by a number of City of Richmond planning initiatives related to future changes to the Middle Arm of the Fraser River.

The purpose of this document is to organize RYC's application to Port Metro Project Review and to provide the City of Richmond with a record of the RYC's plans to assist in ongoing conversations about the coordinated development of the Middle Arm.

The RYC is taking the initiative to revitalize their facilities on the banks of the Fraser River, adjacent the City of Richmond's downtown core. This master plan includes a number of components including:

- A desire to increase the number of Richmond residents participating in the club;
- Expansion of the number and size of boat moorage;
- Relocation of site parking; and
- The construction of a new expanded clubhouse.

The new clubhouse, perhaps a floating structure, would allow RYC to potentially provide much-needed space to meet their requirements along with the growing requirements of local community groups including, but not restricted to, the Coast Guard Auxiliary, Dragon Boaters, Power Squadron and the City of Richmond.

The RYC currently operates on water lots leased from the City of Richmond and Port Metro Vancouver. As such, it requires support from its two landlords in order to expand. In recent meetings with the City of Richmond, staff has indicated that the proposed expansion of the RYC fits within its plans to develop a new, largescale city park on the upland areas on this stretch of the Middle Arm. Likewise, Port Metro Vancouver seems agreeable to amending the lease boundary, but this expanded lease would be subject to a full Project Review.

Site Aerial





## 2.0 Richmond Yacht Club History

Established in 1962 by a group of boaters moored in the Richmond marina area, the club was chartered on March 8th, 1963. The year of 1965 saw a clubhouse built on leased land at Nor-Wes Marina. RYC members personally guaranteed the clubhouse mortgage, which was paid off in 1970. In 1975, land was leased from the City of Richmond and the clubhouse was moved to its current location. Construction of the marina began in 1976, financed by debentures, and in 1982 the original debentures were retired.

Located on the Middle Arm of the Fraser River, between the Dinsmore and Moray Channel Bridges, the club is easily accessed from all areas of the Lower Mainland. Located at 7471 River Road, the club is a 10-minute walk to the Canada Line Aberdeen Station.

RYC is a family-oriented non-profit society with 161 members. It is designed to be an active club that encourages boaters to give a helping hand in the repairs, maintenance and operations of the club. The club is governed by a Board of Directors elected annually. Most decisions require a majority vote of its members. In the case of pursuing expansion plans, members have already voted in favour of this effort.

The club membership remains committed to their original concept of providing “affordable boating for the working man”. As a non-profit society, the RYC dues and moorage rates are based on covering the costs of land and water leases. When RYC signed its last lease, members were told by Port Metro Vancouver, North Fraser Port Authority Property Administrator, that an extended water lease should be budgeted at the same price per square metre as the previous water lease.

RYC's lease rate with the City is predicated on community benefits provided, as follows:

- Moorage, storage and facilities for the Canadian International Dragon Boat Festival Society;
- Parking and parade grounds for the Navy League of Canada (cadets);
- Clubhouse space for Canadian Power Squadron classes, the Canadian Coast Guard Auxiliary and the United Pentecostal Church;
- Radio operators licensing courses; pleasure craft operator courses; and yoga classes.

Richmond Yacht Club



Richmond Yacht Clubhouse on Dyke



## 3.0 City of Richmond

The City of Richmond has two planning initiatives, notably The Middle Arm Concept Plan and the City Centre Area Plan (CCAP): each have greatly impacted RYC plans.

The Middle Arm Concept Plan addresses the riverfront between the Olympic Gateway and West Bridgeport, generally south to the new alignment for River Road along the former CPR right-of-way. The intent is to envision public open space and associated land uses that are supportive of the CCAP. It is largely intended to identify opportunities for parks and open spaces to serve the needs of the expanding City Centre.

In 2004, the City engaged a consultant team to prepare a Middle Arm Open Space Master Plan as part of its Waterfront Strategy. This Plan involved focus groups and staff in discussions of the uses and characters appropriate for specific sections of the riverfront. While the 2004 Conceptual Plan was in preparation, the future of the Middle Arm was changed by the decision to locate the Richmond Oval on the waterfront and to develop the adjacent Oval West lands for multiple family housing. Another major change in the area is the new Canada Line, with three stops at key locations in the City Centre: Cambie, Capstan and Lansdowne stations. The BCIT Aerospace Technology Campus is located across the river on Sea Island, bringing a significant change in land use on the Middle Arm. All of these new projects are contributing to the “renaissance” of the Middle Arm. As a consequence, the 2004 Plan required reconsideration, although many of its design directions continue to inform the revised Concept Plan.

Proposed Conceptual Riverfront Master Plan





The City Centre Area Plan (CCAP) Update Study, the result of extensive public consultation and community input, is now complete. The Plan makes the riverfront an integral part of the City Centre urban fabric and reinforces the links between the City and the river to achieve both enhanced livability and sustainability. A commitment to the provision of new park and open space to meet City standards as the population of the City Centre increases means that a substantial area of the riverfront is targeted for public acquisition.

Richmond City Centre Area Plan

LEGEND

- ✚ Proposed Major Village Centre
- Inner Village Node 200m (1.8 Mi.)
- Outer Village Node 400m (1/4 Mi.)
- Waterfront/ Streetscape/ Open Space Enhancement Areas
- Key Road Development/ Enhancement
- Richmond Yacht Club





The City is in the process of developing a comprehensive strategy for its waterfront. City Council has endorsed a strategic framework to guide these efforts. The riverfront from the Oak Street Bridge to the City of Richmond Works Yard is a “character zone” called the City Centre/Moray Channel Waterfront Urban Amenity Zone. Its vision is stated as follows:

“The City Centre/Moray Channel Waterfront area will be a premier urban riverfront and a key focus for downtown recreation and celebration both on the water and along the river’s edge.”

The expansion of the RYC boat floats along with the construction of a future boathouse in the spirit of the adjacent UBC Rowing Club facility, and has the potential to contribute positively to the realization of the City of Richmond’s plans.

The objectives of the detailed design for the new park’s first phase of construction will likely include:

- Raising the elevation of the dyke to meet and exceed Provincial requirements and to be location-specific as established by the City;
- Providing an 8.0m wide corridor, including a continuous paved pedestrian and cyclist route, with a minimum width of 4.0m with nighttime lighting to facilitate accessibility for public use and dyke maintenance; and
- Construction of some dyke-top improvements to set the stage for future open space developments and street-end connections.

The area under discussion is within an area that the Middle Arm Park Plan describes as Boater’s Row.

A new City park will be created between the Dinsmore Bridge and the foot of Browngate Road along the riverfront of the Middle Arm. The relocated River Road on the former CP right-of-way will form the southern edge with a green, tree-lined streetscape. The City of Richmond has indicated that the character of the river’s edge will respond to the functional needs of community water-based recreation users. The John M. S. Lecky Boathouse for the UBC Rowing Club—and one can conclude that this would include the Navy League and the Richmond Yacht Club—will form an urban edge incorporating tiered seating opportunities where races will be staged, between the foot of the Hollybridge Way and RYC docks.

From the foot of the Dinsmore Bridge to the John M. S. Lecky Boathouse, the plan proposes a boardwalk area with stepped seating along the river’s edge. These seating edges will accommodate spectators for boat races as well as for everyday recreation.



Precedent Image: Boardwalk and Stepped Seating

## 4.0 Site Understanding

Currently the RYC operates on land and water leased from the City of Richmond, including a water lease with Port Metro (see Property Exhibit on pages 12 and 13). The clubhouse building (approximately 3,500 sf/325 m<sup>2</sup>) is located on City of Richmond property and sits in the middle of the dyke. RYC parking is located upstream and downstream from the clubhouse, also on top of the dyke.

Downstream of the RYC clubhouse, the Navy League has a building. A few hundred feet further downstream, is the location of the new UBC Rowing Club floating facility.

The City of Richmond has a number of projects either underway or in the planning stages. These include plans to raise the level of the dyke and make improvements consistent with an urban park and trail system.



Middle Arm of the Fraser River



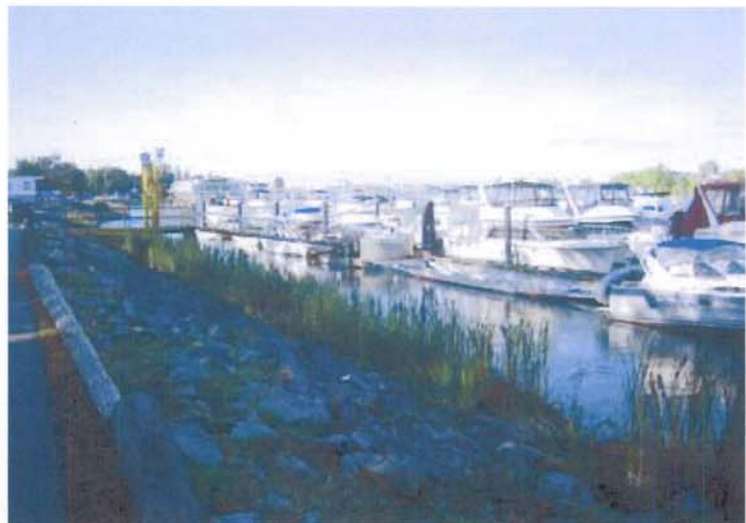
UBC Boathouse and Dinsmore Bridge



RYC Moored Boats



Coast Guard Auxiliary



RYC Moored Boats



## 5.0 Proposal

The RYC is interested in securing additional water lease from Port Metro Vancouver, to allow expansion downstream of the existing operations.

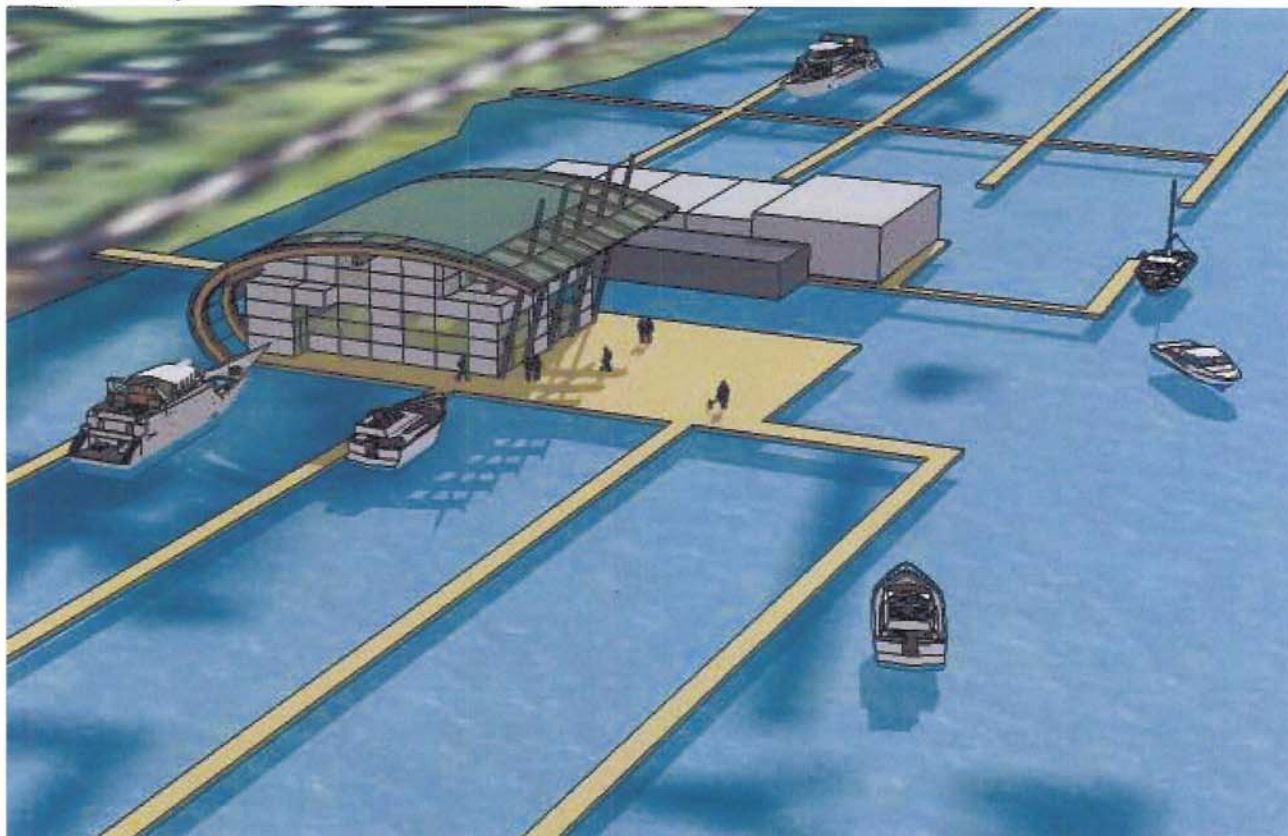
Currently moorage is provided on a per-foot basis. RYC restricts boat size to a maximum of 50' (15.24m) overall length. This includes stern mounted dinghies and bow pulpits with anchors. Some vessels are 38'–42' (11.6m–12.8m) and the existing marina is too tight for safe maneuvering. Following expansion, these would be moved to more accommodating slips and the RYC would target boaters with vessels in the under 40' (12.2m) category.

The additional proposed float area would allow RYC to offer space to more boats to thereby expand their membership and increase revenues. Along with the proposed expansion, RYC will be investigating their ability to offer a sanitary pump-out service that currently does not exist on the Middle Arm. The new revenue from the additional floats would not cover the costs of a new floating clubhouse, but it would be a step towards that goal.

During the first phase of this plan, RYC will continue to use the existing clubhouse and associated parking. When the City of Richmond is ready to develop the proposed waterfront park, a solution will be sought to accommodate RYC parking.

From Port Metro Vancouver, the RYC requests the redrawing of the boundaries of DL 3542 further out into the channel to accommodate additional floats. The RYC would also like to lease DL 7640, add more floats and accommodate the Coast Guard Auxiliary in the proposed new RYC facility (See Proposed Conditions, pages 10 and 11).

Conceptual Massing Model: View 1





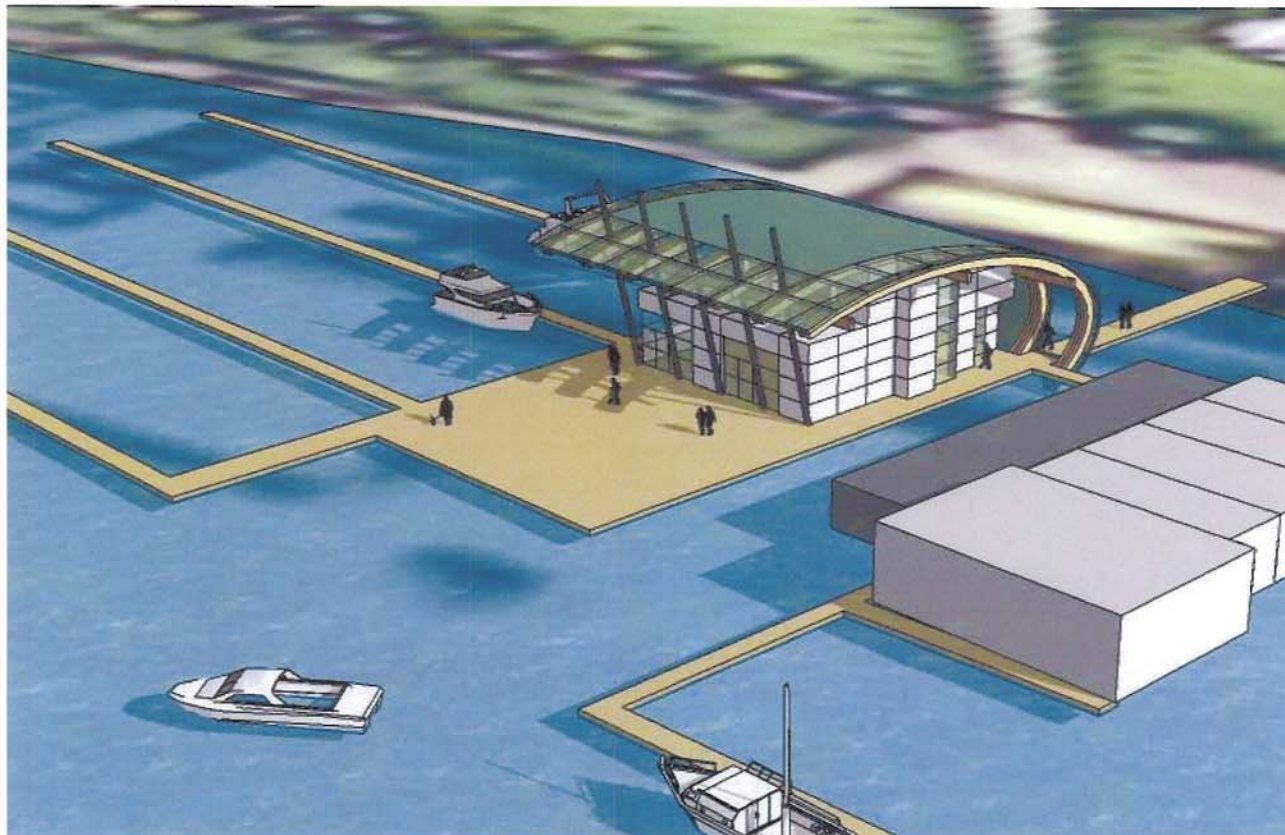
Initially, Port Metro indicated they would require a dredging plan or engineering report stating that dredging would not be required because, as the approving authority, they need to have demonstrated due diligence to ensure that if operations on the Middle Arm expand there is a plan in place to deal with silting on an if and as required basis. Port Metro Vancouver has since indicated that although they will no longer require immediate submission of a dredging plan, channel users are expected to take full responsibility for dredging the area to suit their common purposes.

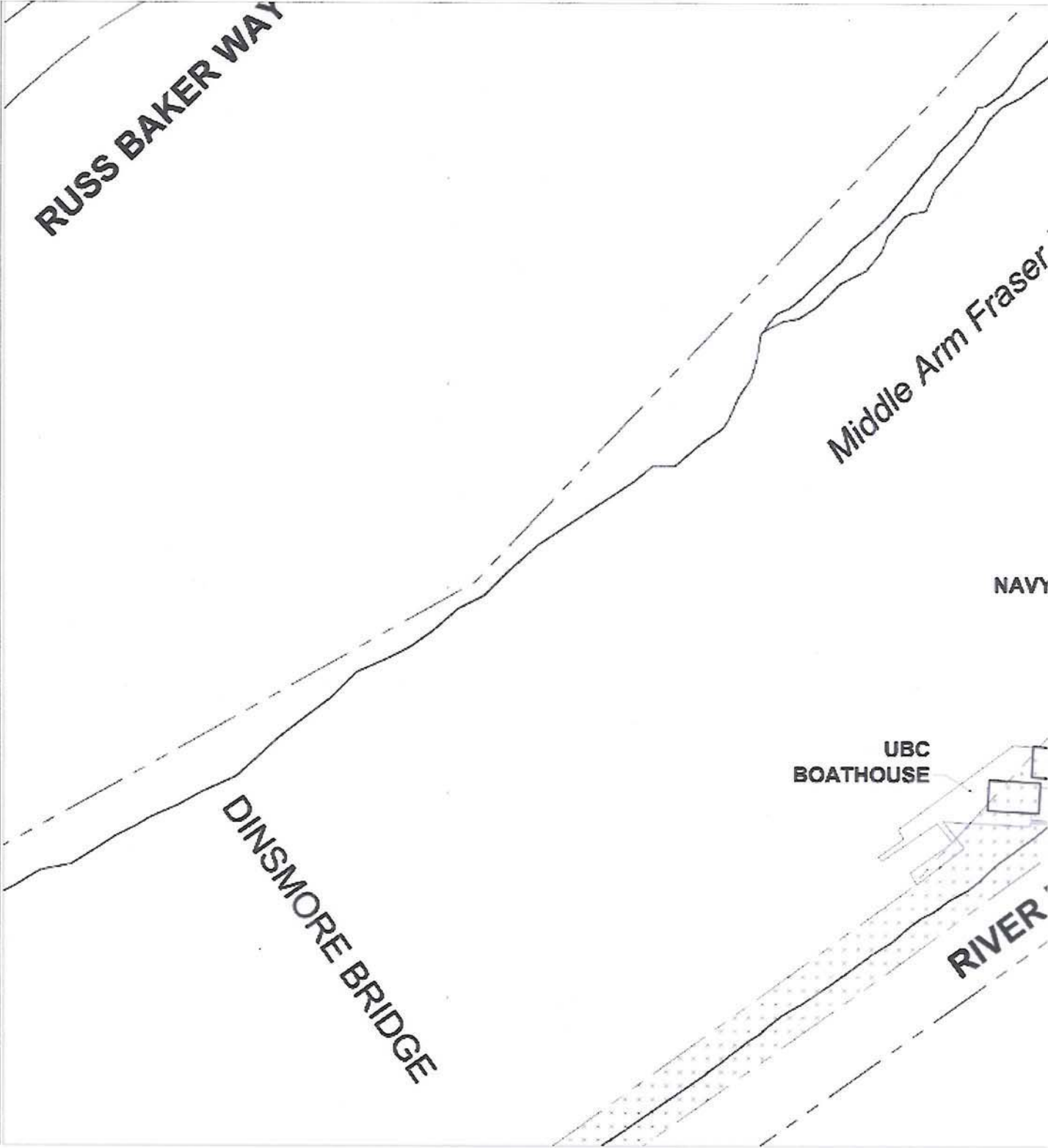
The first step in the RYC plan will be to expand the water leases as discussed to allow for expansion. Once RYC has an expanded site to operate from, it can continue to develop concept plans for a new clubhouse and associated works. The initial educated guess would see a floating clubhouse—about half the size of the current UBC facility (see Conceptual Massing Models, pages 10 and 11).

Future plans include a new floating structure, adding a combination of public and private uses to the riverfronts new urban park to the mutual benefit of the City of Richmond and RYC. The public uses might include space for public meetings or rental and office space for use by Parks and Recreation. Private uses would include RYC clubhouse space uses similar to those they currently require along with space for other partners.

As steps are taken to realize the vision RYC has for its facility, members look forward to working closely with Port Metro Vancouver and the City of Richmond. Letters of support have also been received from the Dragon Boat Society.

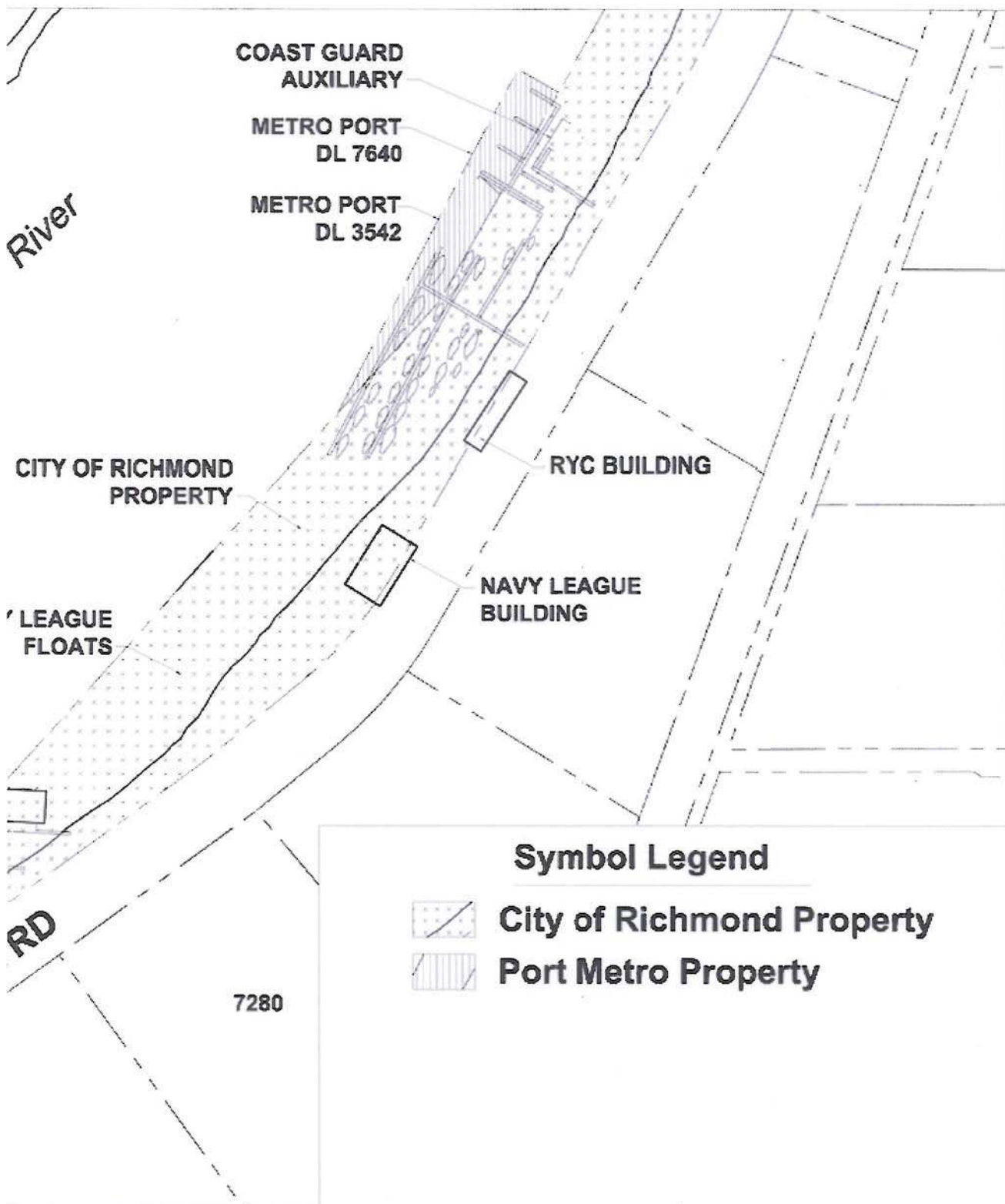
Conceptual Massing Model: View 2





**Richmond Yacht Club** Richmond, BC

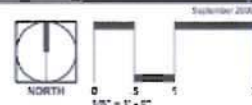
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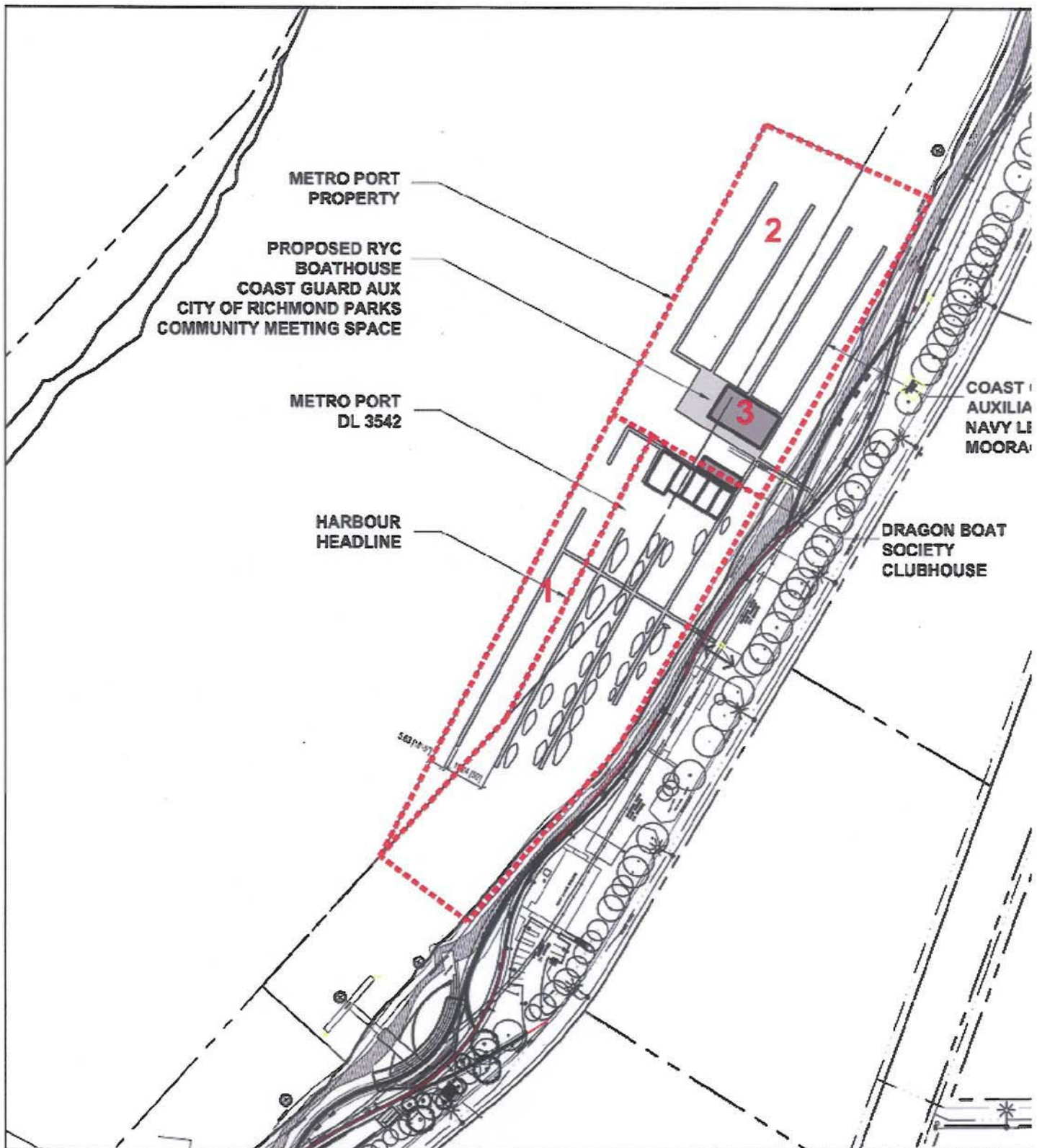
### Symbol Legend

-  **City of Richmond Property**
-  **Port Metro Property**

### Property Exhibit





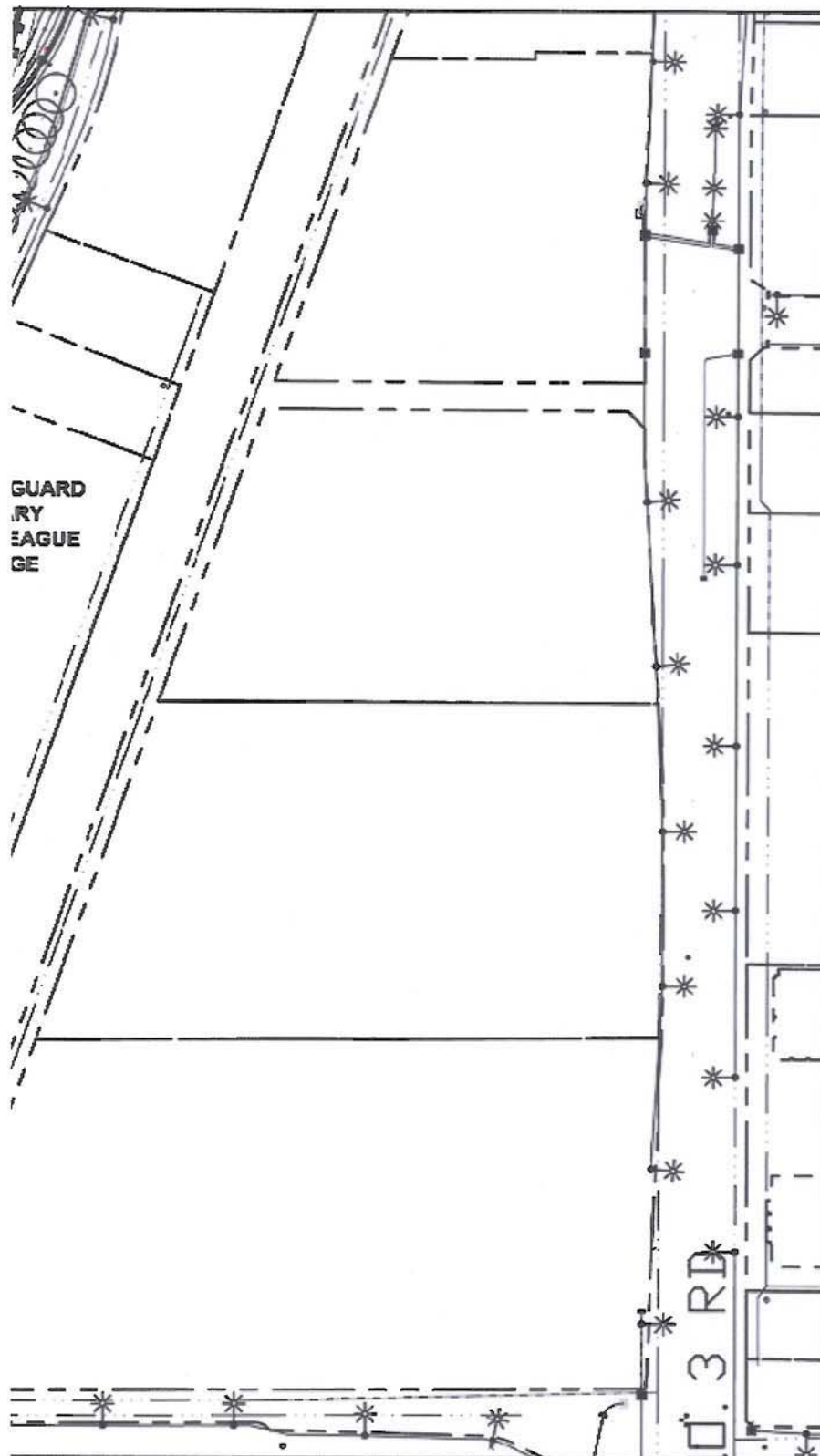


## Richmond Yacht Club Richmond, BC



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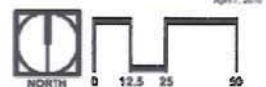
Architecture Urban Land Transportation



## Legend

-  City of Richmond Property
-  Proposed additional Port Metro Property
-  Existing Port Metro Lease
-  Existing access points
- 1** Phase 1 expansion  
Port Metro lease required
- 2** Future Phase expansion  
City of Richmond & Port Metro lease required
- 3** Future Phase expansion of floating clubhouse  
City of Richmond & Port Metro lease required

## Proposed Conditions



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