

DELEGATES REPRESENTING THE "RESIDENTIAL WATERLOT LEASEHOLDERS OF B.C."  
DOROTHY LEIGHTON, PRESIDENT;  
RON FRANCIS VICE-PRESIDENT.

## THREAT TO SMALL BOAT MOORAGE IN THE LOWER MAINLAND

On the Fraser River many small Federal waterlot lessees are in danger of being driven out of business. Port Metro Vancouver has caused the situation to develop by using an outdated and inequitable method for setting the Federal Waterlot Lease rents.

Every 5 years Port Metro Vancouver employs a land valuation firm to estimate market values in their 27 designated industrial zones, a method chosen sometime in the middle of the 1900's. The zones stretch from the tidal boundary near Golden Ears Bridge to the Provincial water boundaries at Deas Island, Delta; Number 9 Road, Richmond; and the east boundary of the North Arm, near Burnaby and New Westminster. As would be expected, the highest land values are near Vancouver, and lowest in Port Moody, Pitt River and Langley.

Every 5 years, the last time in 2011, Port Metro hires a firm to estimate industrial land values in each of their 27 Zones. Examples of valuation were:- Richmond \$1,000,000/acre; Langley area \$390,000/acre; Pitt River \$140,000/acre; Queensborough, New Westminster \$1,040,000/ac. When calculating rents the Port uses these upland land values in the area where a nearby marina is located.

It is of important to note, industrial upland valuations are NOT the values of foreshore lands associated with the waterlot leases. The Port's industrial land values are based on inland properties, in many instances miles away from the actual waterlots. In the 2011 Report none of the the land values used to establish waterlot rents from 2011 onward were located on the banks of the Fraser River, or lands associated with waterlots.

There is great disparity in Port rents when compared to Provincial water lease rents, and the Port totally ignores Provincial Tax Assessment of waterlot earnings. Many small boat marinas with Federal Waterlot Leases administered by the Port Metro are becoming progressively uneconomic to maintain,

We are seeking ways to persuade the Port Metro Vancouver to consider the interests of people who live here in the Lower Mainland. The Port is harming the communities by forcing small boat marina operators out of business. Recreational boating is not just about the boats tied up to docks, but the affiliated jobs connected to boats, boatyards, chandlers, recreational fishing, small boat repairs, etc.

Another 5 year review is taking place for 2016. Land values are still rising so will the waterlot rents on the Port Metro Federal waterlot leases. The Port shows no signs of changing the rent policies, or giving

consideration to the interests of residents in the Lower Mainland community.

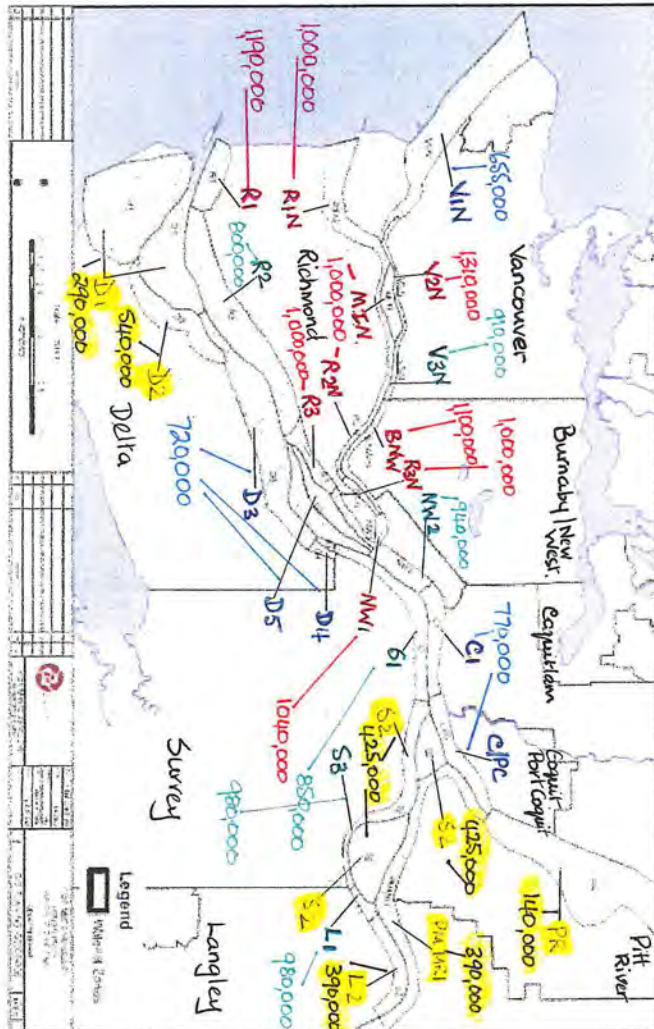
Provincial waterlots leaseholders are charged rent based on a percentage between 6 or 7% of Gross Annual Revenue, which is a more logical way of renting out Provincial assets. The Province considers if you make more revenue you pay more, but the Port wants you to pay more rent because your waterlot is located near a particular industrial land zone. Nothing to do with what revenue can be created from the waterlot. Our marina's annual revenue is approximately \$88,000. The Port raised the annual rent 264% in 6 years, while our revenues have increased annually by 6-7%. Needless to say, we are losing ground financially, and the marina is for sale and there is very little interest from potential buyers.

Thank you for listening to our concerns.

## THE SITE

### Location

The water lot zones pertain to areas located on the Fraser and Pitt Rivers in the municipalities of Vancouver, Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge, Langley, Richmond, Burnaby, New Westminster, Delta, and Surrey. PMV provided the map below, which outlines the boundaries of the various zones described previously.



The location of the zones as shown in the previous map can be summarized as follows per PMV:

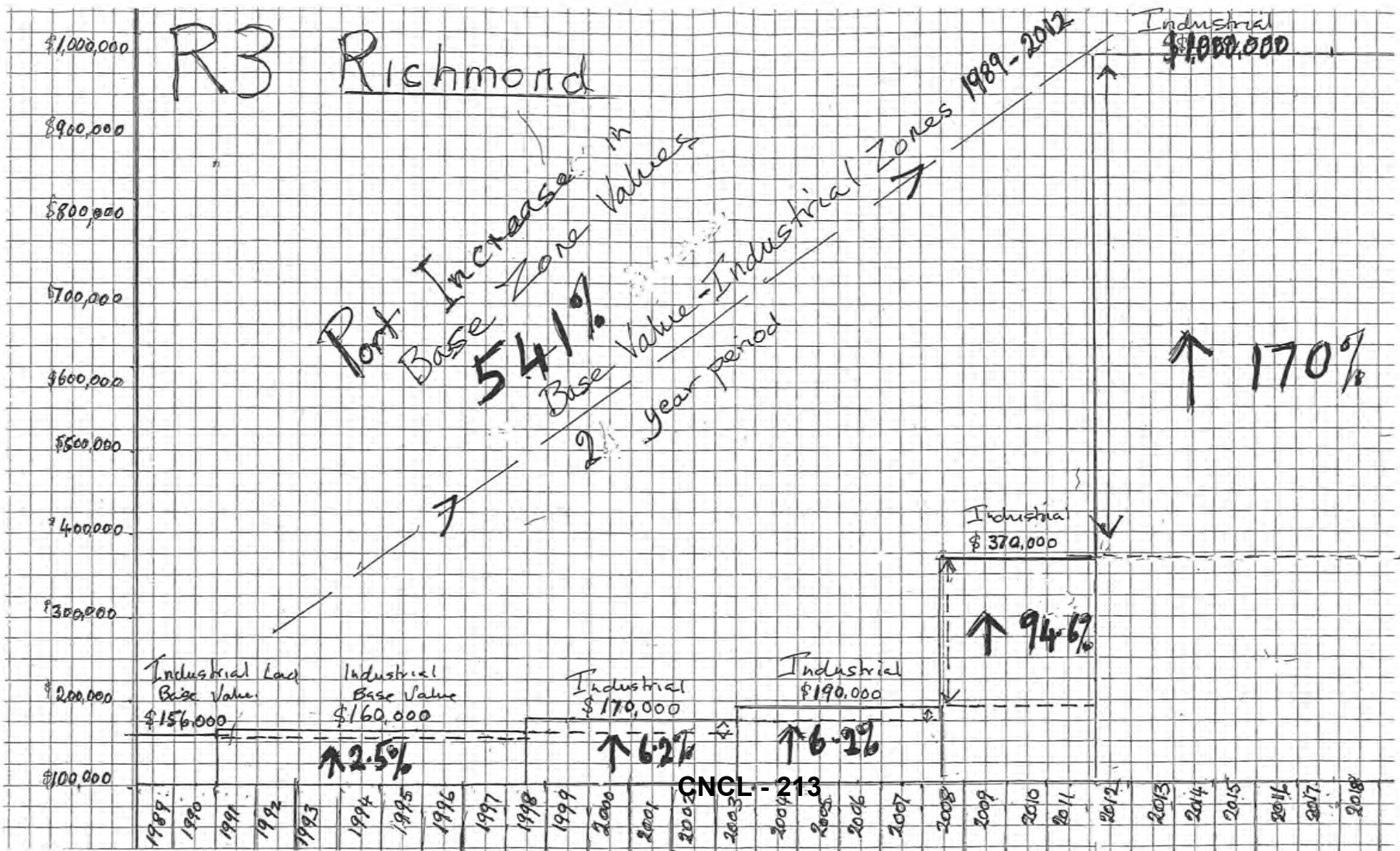
Fraser Ports  
Base Zone Land Values  
Sept. 2011

to the dollar, and applied to the subject properties. It's been said that through statis rest of Canada could avoid winter.

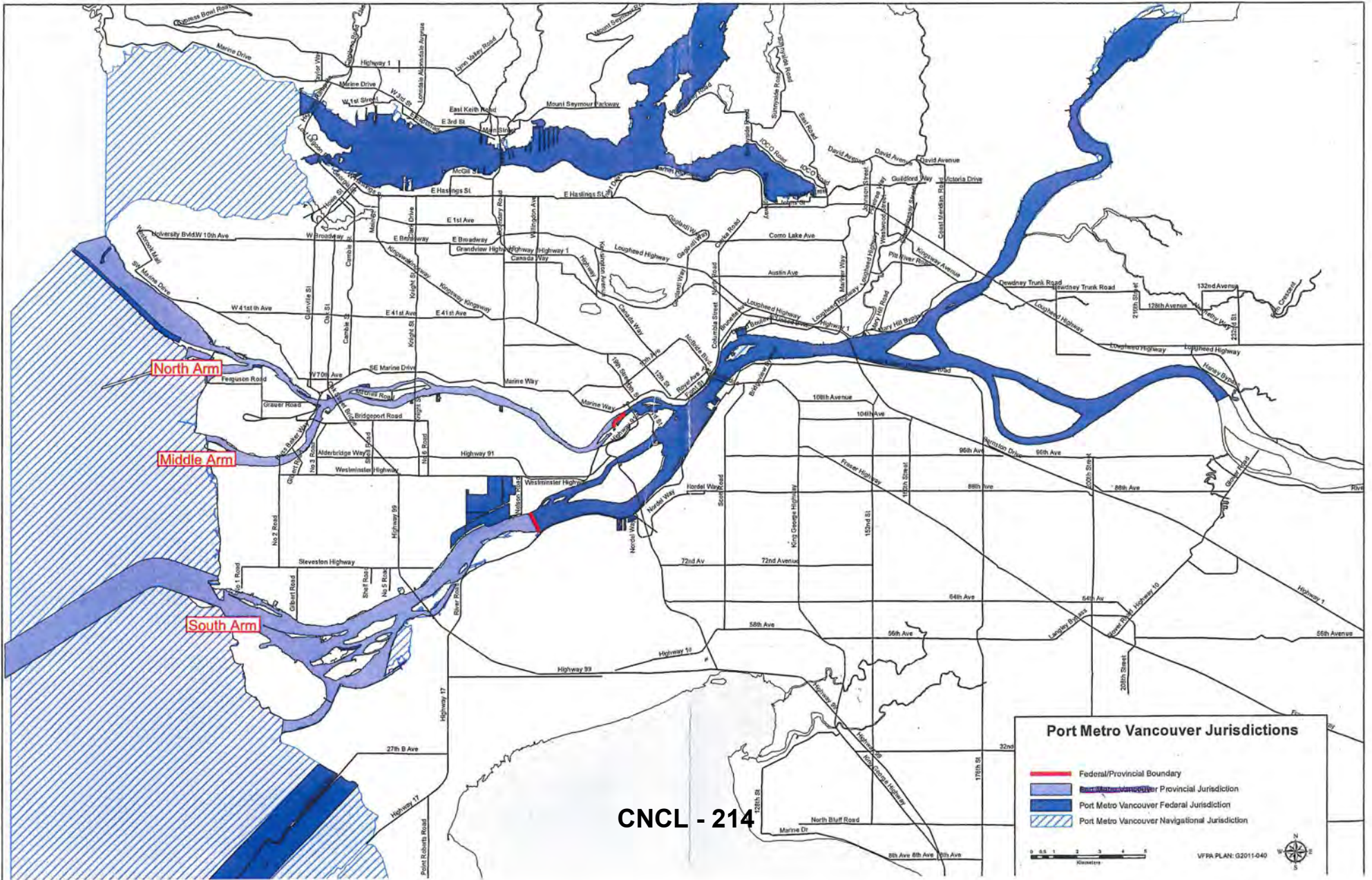
Zone	\$/Acre 2011	\$/Acre 2008	Increase 2008-10	\$/Hectare 2008
<b>VANCOUVER</b>				
V1-N	\$ 655,000	326,250	101%	806,181
V2-N	\$1,310,000	580,000	126%	1,433,211
V3-N	\$ 910,000	420,500	116%	1,039,078
<b>BURNABY/NEW WESTMINSTER</b>				
B/NW	\$1,100,000			
<b>NEW WESTMINSTER</b>				
NW1	\$1,040,000	370,000	181%	914,307
NW2	\$ 940,000	500,000	88%	1,235,550
<b>COQUITLAM</b>				
C1	\$ 770,000			
<b>COQUITLAM/PORT COQUITLAM</b>				
C/PC	\$ 770,000			
<b>PITT RIVER</b>				
PR	\$ 140,000			
<b>PITT MEADOWS/MAPLE RIDGE</b>				
PM/MR1	\$ 390,000			
<b>LANGLEY</b>				
L1	\$ 980,000	300,000	227%	741,330
L2	\$ 390,000	110,000	255%	271,821
<b>SURREY</b>				
S1	\$ 850,000	300,000	183%	741,330
S2	\$ 425,000	140,000	204%	345,954
S3	\$ 980,000	325,000	202%	803,108
<b>DELTA</b>				
D1	\$ 290,000			
D2	\$ 540,000			
D3	\$ 720,000			
D4	\$ 720,000			
D5	\$ 720,000			
<b>RICHMOND</b>				
R-1	\$1,190,000	500,000	138%	1,235,550
R-2	\$ 800,000	350,000	129%	864,885
R-3	\$1,000,000	370,000	170%	914,307
R1-N	\$1,000,000	391,500	155%	967,418
R2-N	\$1,000,000	159,500	527%	394,133
R3-N	\$1,000,000	282,750	254%	698,691
<b>MITCHELL ISLAND</b>				
*M1-N	\$1,000,000	362,500	176%	895,757
<b>AVERAGE</b>			<b>180%</b>	



# R3 Richmond







Port Increase in  
Base Zone Values  
541%  
2 year period




CNCL - 214

**Port Metro Vancouver Jurisdictions**

-  Federal/Provincial Boundary
-  Port Metro Vancouver Over Provincial Jurisdiction
-  Port Metro Vancouver Federal Jurisdiction
-  Port Metro Vancouver Navigational Jurisdiction

0 1 2 3 4 5  
Kilometers

VFPA PLAN: Q2011-040





TITLE BLOCK: AP-TB.Dwg

**HAMILTON ROAD**



PARK PLAN LMP13743

**QUEENS ROAD**

**DYKE ROAD**

REM. 1  
PLAN 3537

PLAN LMP5410

S.R.W. PLAN  
BCP35707

S.R.W. PLAN  
LMP44299

15  
PLAN 3537  
004-117-506

RIC320-05800F-001  
VFPA PLAN L2004-020

16  
PLAN 3537

REF. PLAN 45213

HIGH WATER MARK 2010

RIC320-00300F-001

**ANNACIS CHANNEL FRASER RIVER**

**PARCEL AREAS**  
 PCL. 'A' (LAND) = 673m<sup>2</sup> (7,244ft<sup>2</sup>)  
 PCL. 'B' (WATER) = 3,557m<sup>2</sup> (38,287ft<sup>2</sup>)  
 TOTAL AREA = 4,230m<sup>2</sup>  
**CERTIFIED CORRECT**  
 on the 06th day of February 2013

*Satnam Singh Senghera*  
**SATNAM SINGH SENGERA**  
 Senior Engineering Survey Technician

**REFERENCES:** -RIC320-04800F AND VFPA PLAN L1999-047  
**NOTES:**  
 - DISTANCES ARE SHOWN IN INTERNATIONAL METRES AND DECIMALS THEREOF.  
 - BEARINGS ARE U.T.M., AND ARE DERIVED FROM VFPA CONTROL SURVEY.  
 - PRIOR TO COMPUTATION OF U.T.M. CO-ORDINATES, MULTIPLY DISTANCES BY COMBINED SCALE FACTOR 0.9996026.  
 - FINAL DIMENSIONS AND CO-ORDINATES ARE SUBJECT TO SURVEY.

No.	Date	REVISION	Dr'n	Ch'd



VANCOUVER FRASER PORT AUTHORITY  
 ENGINEERING DEPARTMENT

DESIGN BY  
 DRAWN BY SSS  
 APPROVED  
 06 FEBRUARY-2013  
 SCALE 1:1000  
 PW SITE RIC320

**HIGHWATER VENTURES LTD.**  
 LEASE AREAS FRONTING LOT 15  
 FRACTIONAL SECTIONS 1 & 12 BLOCK 4  
 NORTH RANGE 4 W N. W. D. PLAN 3537  
 CITY OF RICHMOND

SIZE A DWG. LEASE PLAN No. 2013-074 SHEET 1 of 1 REV.