

Royal Vancouver Yacht Club

Coal Harbour Marina Expansion Project
Consultation Summary Report - Appendices
September 2020





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Appendix 1 – Notification postcard and public notification area map



COAL HARBOUR MARINA EXPANSION & RENEWAL PROJECT



The Royal Vancouver Yacht Club (RVYC) has submitted an application to the Vancouver Fraser Port Authority, under the Project and Environmental Review process, for a proposed expansion and renewal project at RVYC's Coal Harbour Marina. The marina is situated immediately west of Deadman's Island in Stanley Park.

The proposed project would expand the marina by 13.3%, add an additional 47 moorage slips, and reconfigure and upgrade the marina's facilities improving the design, as well as introducing best-in-class environmentally sustainable practices and materials. The proposed project embraces best practices in marina design and management, will replace ageing infrastructure, increase boater safety in Coal Harbour by improving entry and exit points from RVYC, and better serve members and visiting tourists.

Application Review Public Comment Period: June 2 - July 7, 2020.

HAVE YOUR SAY

Due to current restrictions on public gatherings, a public open house is not possible at this time. Our project team invites input by:

Joining us for an online information session:

The project team will give a short presentation followed by time to answer your questions. Register for one of two available sessions.

- Tuesday, June 16, 2020 3:00 pm to 4:30 pm
- Wednesday, June 24, 2020 6:30 pm to 8:00 pm

Visit royalvan.com/CHExpansionProject and follow the links to register.

Completing the online survey:

<https://www.surveymonkey.com/r/CHExpansionProject>.

Submitting your questions, comments or request a follow-up from the project team by phone or email if participating online doesn't work for you:

Email: CHExpansion@royalvan.com

Phone: 604.224.4400

Please provide your feedback before Tuesday, July 7, 2020.







Appendix 2 – Newspaper advertisements

NP10 TUESDAY, JUNE 2, 2020 VANCOUVER SUN

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 full time no
 weekends start
 immediately
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 to you)

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Home - Outdoor
 TIGER TORCH
 WITH HOSE AND
 PUMP (15.5L)
 7324 Harrison Lake
 Call: 604-551-0432

Business
PUBLIC CONSULTATION FOR PROPOSED COAL HARBOUR MARINA EXPANSION PROJECT
 The Royal Vancouver Yacht Club (RYVC) is proposing a project to expand the marina by 13.3%, add an additional 47 moorage slips, and reconfigure and upgrade the marina's facilities improving the design and introducing best in class environmentally sustainable practices and materials. The proposed project will replace ageing infrastructure, increase boater safety in Coal Harbour by improving entry and exit points from RYVC, and better serve members and visiting tourists.
 We have submitted our permit application to the Vancouver Fraser Port Authority and are seeking public input on our proposed project from June 2 - July 7, 2020.
 Visit royalvancouver.com/CHE-expansion-project to:
 - Learn more about our proposed project
 - Review our application and technical assessments
 - Follow the links to register for a webinar
 - Complete an online feedback form
 Join us for one of two online webinars:
 • Tuesday June 16, 2020 3:00 pm to 4:30 pm
 • Wednesday, June 24, 2020 6:30 pm to 8:00 pm
 Submit your questions or comments by email or phone if participating online doesn't work for you:
 Email: CHE.expansion@royalvancouver.com
 Phone: 604.4224.4400
 Please provide your feedback before Tuesday, July 7, 2020.

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hemingwaybooks.com
 We make housecalls



Protesters board up a Victoria's Secret store Monday in New York City after a night of protest over an officer's killing of George Floyd, an African-American man in Minneapolis. *AP/WIDE WORLD*

U.S. businesses close doors amid protests against police brutality

RACHEL LERMAN AND TODD C. FRANKE

It had only been two days since Lilliana Ayers reopened her Queen Hippie Gypsy store in downtown Oakland, Calif., before her front window was smashed and her storefront was spray-painted Friday. On Saturday night, she and neighbours stayed up all night to protect their stores — hopeful the protest movements across the U.S. would not destroy her business so soon after it suffered a devastating hit from the pandemic shutdown. “It goes beyond the window,” she said. “We’re losing sales every day. We’ve already been impacted by COVID. We’re just so much more.” Similar scenes of destruction have created chaos and concern along the path of the nation’s protests over the death of a black man in police custody in Minneapolis. That’s pushed businesses in retail and restaurant industries, already hard hit by the pandemic, to the centre. Retailers and other businesses in cities across the U.S., including the Bay Area, the District of Columbia, New York, Atlanta, Philadelphia and Minneapolis, saw broken windows, thefts and other violence over the weekend. The unions prompted a number of businesses to shut their doors and raised questions about how the actions relate to the protesters, many of whom were peaceful. Walmart on Sunday closed several hundred stores due to potential protests. Amazon said it had adjusted routes or scaled back delivery operations in some cities, while Apple closed an unspecified number of stores on Sunday. Target said it temporarily closed six stores in California, Minnesota, Illinois and Pennsylvania. The mayor of Philadelphia ordered all retailers to shut down Sunday.

Public Notices

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Trump's bid to regulate social media may face uphill regulatory battle

DAVID SHEPARDSON

WASHINGTON — U.S. President Donald Trump's effort to regulate social media companies' content decisions may face an uphill battle from regulators who have previously said they cannot oversee the conduct of internet firms. Trump said last week that he wants to “remove or change” a provision of a law that shields social media companies from liability for content posted by their users. He signed an executive order that directed the Commerce Department to petition the Federal Communications Commission (FCC) to write rules clarifying social media companies' legal protections under Section 230 of the 1996 Communications Decency Act. FCC chairman Ajit Pai did not endorse the proposal but said in a written statement “this debate is an important one” and added the FCC “will carefully review any petition for rulemaking.” In August 2018, Pai said he hoped social media companies would embrace free speech but did not see a role for the FCC to regulate websites like Facebook, Alphabet's Google and Twitter. “They are not going to be regulated in terms of free speech,” Pai said at a forum. “The government is not here to regulate these platforms. We don't have the power to do that.” Another Republican on the five-member commission, Mike O'Rielly, expressed mixed feelings. “As a conservative, I'm troubled by dedicated to the First Amendment which governs much here,” O'Rielly wrote on Twitter. The First Amendment of the U.S. Constitution protects free speech. Former FCC commissioner Robert McDowell, a Republican, wrote on Twitter that the review is “based on political speech man-agement of platforms. So many wobbly parts to this govt 'nudge. I don't see how it survives.” Boston College law professor Daniel Lyons said the FCC was not required to act on the petition “especially as the request runs contrary to the strong First Amendment protections.” He noted one of the 1996 law's authors said his intent was not to create a “Federal Computer Commission with an army of bureaucrats regulating the internet.” Another barrier is timing. The FCC will spend at least a few months reviewing and likely seeking public comment before drafting proposed regulations. Section 230 protects internet firms from liability for illegal content posted by users and allows them to remove lawful but objectionable posts.

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hemingwaybooks.com
 We make housecalls

SAVAGE LOVE

Intimacy and hot sex don't always jibe

by Dan Savage

HERE GOES: I'm a 32-year-old gay male and I have trouble staying out of my head during sex. I feel like there may be many issues. The one nonissue is everything works fine on my own. When I'm single or "available," I am okay. Let's be honest: I'm a slut and I enjoy it. But when I invest in someone, when I'm trying to have an actual relationship, the sex suffers. With a partner I care about, I feel nervous. I feel small, both mentally and physically. And I worry my dick is small. I've measured and photographed it, so I know better, but something in me always asks... Are you really enough?

I'm currently in an open relationship with a guy I've known for a decade. He's amazing. Often I'm hard AF just sitting there relaxing with him. But the closer we get to actually having sex, the more nervous I become. I even stop breathing consistently. It's almost like I feel ashamed to want someone so much. Or something? It's frustrating because I would love nothing more than to fuck like rabbits until we were both exhausted. I love him and I want to be able to please him sexually! Our intimacy, our conversation, our connection—everything else is so strong. But I feel like my problem will kill any future I might have with him. I have considered the idea of therapy, but the idea of talking to some stranger about my sex life face to face is just daunting.

- *Dazed In Love*

So you don't wanna talk with a therapist about your issues—which touch on more than just sex—but you're willing to talk to me and all of my readers about them. I realize it's a little different, DIL, as you don't have to look me in the eye while we discuss your dick. But there are therapists who specialize in helping people work through their issues around sex, and they're usually



Dan Savage advises a correspondent who has an irrational fear of being seen.

pretty good at setting nervous new clients at ease. They have to be. So I would encourage you to have a few sessions with a sex-positive queer shrink. Talking about your dick with a stranger will be awkward at first, of course, but just like eating ass, DIL, the more you do it, the less awkward it gets—and after a few sessions, your therapist won't be a stranger anymore.

In the meantime, DIL, go ahead and blindfold your boyfriend—if he's game, of course, and I can't imagine he wouldn't be. You seem to have an irrational fear of being seen. If your boyfriend were to get a good look at you naked, DIL, especially if he got a good look at your dick, you're convinced he would suddenly conclude—even though he's known you for a decade and is obviously into you—that you're not "enough" for him. So don't let him get a good look. Blindfold that boy.

Don't lie to him about why you want to blindfold him—tell him you feel a little insecure—but bringing in a blindfold makes working through your insecurities into a sexy game. Being able to have sex with the boyfriend without having to worry about him sizing up your cock will free you to enjoy sex, and who knows? After a

few hot sex sessions with your sensory-deprived boyfriend, your confidence may get the boost it needs.

And even if your dick was small—which it isn't, DIL, and you've got the measurements and photos to prove it—you could still have great sex with your boyfriend. Guys with dicks of all sizes, even guys without dicks, can have great sex. And if you're still nervous after blindfolding the boyfriend and worried you'll go soft, DIL, you can take the pressure off by enjoying sex acts and play that don't require you to be hard. You can bottom for him, you can blow him, you can use toys on his ass, you can sit on his face while he jacks off, et cetera. There's a lot you can do without your dick.

Zooming out, DIL, intimacy and hot sex are often negatively correlated: meaning, the more intimate a relationship becomes, the less hot the sex gets. Anyone who has watched more than one American sitcom has heard a million jokes about this sad fact. People in sexually exclusive relationships who still want hot sex to be a part of their lives have to work at solving this problem with their partners. But if you're in an open relationship and can get sex elsewhere.

The more invested people are in someone, the higher the stakes are; the longer they're together, et cetera, the less arousing sex is for them. Most of the people with this problem are in monogamous relationships and, judging from the jokes on sitcoms, they're utterly (but hilariously) miserable. You're not in a monogamous relationship, DIL, so if it turns out you're incapable of having great sex with a committed partner—if you can't manage to integrate those things—you don't have to go without great sex. You can have intimacy at home and great sex elsewhere. **JS**

MOVIES

Opening with *Wintopia*, DOXA gets set to stream

by Annet Smith

Mira Burt-Wintonick's ode to her late father, pioneering nonfiction director Peter Wintonick, will open this year's DOXA Documentary Film Festival.

Her NFB-produced *Wintopia* is described as "part Utopian odyssey, part mourning ritual," as the young filmmaker traces the life of her father, who made the iconic doc *Manufacturing Consent: Noam Chomsky and the Media* with Mark Achbar. There will be a live, moderated Q&A with Burt-Wintonick and special guests on June 20.

Amid pandemic restrictions, the 19th annual DOXA fest—which was originally to have run in May—will stream entirely online from June 18 through June 26. The programming, geo-blocked to B.C., boasts more than 64 films from across Canada and around the world, and includes live-streamed events. Films will be available to stream for the duration of the fest dates, and virtual tickets will be limited.

A B.C. spotlight features several Vancouver-based filmmakers, including Greg Crompton, whose feature *Eddy's Kingdom* is about businessman Eddy Haymount and the extreme methods he used to construct a Middle Eastern-themed amusement park in the Okanagan Valley in the 1970s. Tony Masill will see the world premiere of *The End From Here*, about three reclusive men who live in the geopolitical anomaly of Hyder, Alaska (a spot that straddles the B.C. border). Short films also include Josephine Anderson's *On Falling* (which recently premiered at the Tribeca Film Festival in New York City), a profile of three professional women mountain bikers. And in another local connection,



Wintopia is an ode to Canadian director Peter Wintonick, made by his daughter.

Sky Hopinka debuts the poetic *mohi* - towards the ocean, towards the shore, spoken almost entirely the near-extinct Indigenous language of Chimik Wawa and rooted in the origin-of-death myth from the Chinookan people in the Pacific Northwest.

Renowned cinematographer Iris Ng—who's lensed everything from 2018's *Shirkers* and 2019's *Toxic Beauty* to the wildly popular Netflix doc-series *Making a Manoeuvre*—hosts a master class on June 21.

Unique views from the far corners of the world include *My Darling Supermarket's* musical ode to grocery-store clerks in Brazil; *Sankara* (a portrait of Burkina Faso from the perspective of a young poet named Bikontine); *Stateless's* deep dive into the complex history and present-day politics of Haiti and the Dominican Republic through a grassroots election campaign; and *Landfall's* kaleidoscopic essay on Puerto Rico in the aftermath of Hurricane Maria.

The schedule, tickets, and much more are at www.doxafestival.ca. **JS**

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PUBLIC CONSULTATION FOR PROPOSED COAL HARBOUR MARINA EXPANSION PROJECT

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- complete an online feedback form

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Email: CHExpansion@royalvan.com
Phone: 604.224.4400

Please provide your feedback before Tuesday, July 7, 2020.



Appendix 3 – Social media posts

Royal Vancouver Yacht Club (Official)
Published by Victoria Radbourne [?] · June 2 ·

We want to hear from you! Everyone!

You are invited to provide feedback on the RVYC Coal Harbour Marina Expansion and Renewal project application before the Vancouver Fraser Port Authority. Your feedback, gathered during the public consultation phase that runs from today, June 2, until Tuesday July 7, will form part of the application.

Find out about how the project will enhance environmental protection, improve services and increase boater safety. Visit <https://www.royalvan.com/chexpansionproject> and learn how to participate in the public comment period.

Thank you for your support.



Royal Vancouver Yacht Club (Official)
Published by Victoria Radbourne [?] · June 12 ·

We want to hear from you!

You are invited to provide feedback on the RVYC Coal Harbour Marina Expansion and Renewal project. Your feedback, gathered during the public comment period that runs until Tuesday July 7, will form part of the Vancouver Fraser Port Authority Project and Environmental Review application.

Provide your feedback by completing this online survey <https://bit.ly/2UEHAbh> or register for one of two information sessions.... See More



Royal Vancouver Yacht Club (Official)
Published by Victoria Radbourne [?] · June 15 ·

REMINDER: Information Session tomorrow regarding the RVYC Coal Harbour Marina Expansion and Renewal project.


Your feedback, gathered during the public comment period that runs until Tuesday July 7, will form part of the Vancouver Fraser Port Authority Project and Environmental Review application. You can attend the information session on Tuesday, June 16 (tomorrow), or one next Wednesday, June 24. Links are below.

Information Session 1: Tuesday, June 16, 2020 3:00 pm to 4:30 pm PDT.
<https://register.gotowebinar.com/regist.../3498439688017051917...>

Information Session 2: Wednesday, June 24, 2020 - 6:30 pm to 8:00 pm PDT.
<https://register.gotowebinar.com/regist.../7978849525297160973...>

Also, an online survey is available at <https://www.surveymonkey.com/r/CHExpansionProject>

Find out about how the project will enhance environmental protection, improve services and increase boater safety. Visit <https://www.royalvan.com/chexpansionproject>. Thank you for your participation.



Royal Vancouver Yacht Club (Official)
Published by Victoria Radbourne [?] · July 7 ·

The RVYC Coal Harbour Marina Expansion and Renewal project public comment period ends at midnight today.


Thank you to everyone who has already participated!

There is still time to fill out the survey at <https://www.surveymonkey.com/r/CHExpansionProject>

Find out how the project will enhance environmental protection, improve services and increase boater safety. Visit <https://www.royalvan.com/chexpansionproject>.

Thank you again for your feedback and participation.





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royalvanyc REMINDER: Information Session || TONIGHT || regarding the RVYC Coal Harbour Marina Expansion and Renewal project.


Your feedback, gathered during the public comment period that runs until Tuesday July 7, will form part of the Vancouver Fraser Port Authority Project and Environmental Review application. You can attend the

Like Comment Share Bookmark

Liked by kalealeighton and 29 others

JUNE 24

Add a comment... Post



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royalvanyc We want to hear from you! You are invited to provide feedback on the RVYC Coal Harbour Marina Expansion and Renewal project. Your feedback, gathered during the public comment period that runs until Tuesday July 7, will form part of the Vancouver Fraser Port Authority Project and Environmental Review application. Provide your feedback by completing

Like Comment Share Bookmark

Liked by hanigrapher and 44 others

JUNE 12

Add a comment... Post



Appendix 4 – Project overview and webinar presentation



ROYAL VANCOUVER YACHT CLUB

Proposed Coal Harbour Marina Expansion Project

PROJECT OVERVIEW

Your input is important. Find out how to participate in the consultation process at:
royalvan.com/CHExpansionProject

Royal Vancouver Yacht Club * 3811 Point Grey Road * Vancouver BC V6R 1B3 * Tel: 604.224.4400 * www.royalvan.com

The Royal Vancouver Yacht Club (RVYC) has submitted an application to the Vancouver Fraser Port Authority (port authority) under the Project and Environmental Review process for a proposed renewal and expansion project for RVYC's historic Coal Harbour Marina.

For the past 116 years, the Royal Vancouver Yacht Club's Coal Harbour Marina has been an iconic symbol of Coal Harbour and the postcard view of the city's picturesque waterfront. Recreational boating has played, and will continue to play, a major role in the city and within Coal Harbour.

Club members are excited about the expansion and renewal project which will greatly enhance the visual appeal of the historic RVYC Coal Harbour Marina while expanding the marina by 47 slips. More than 10 years of planning and technical studies have been completed as part of this comprehensive proposed upgrade. A Project and Environmental Review application has been submitted to the Vancouver Fraser Port Authority and is currently under review.

The Club's \$12 million expansion and renewal project for the southern portion of the marina is focused on excellence in both design and environmental sustainability.

POTENTIAL BENEFITS

- Enhance environmental protection by replacing aging infrastructure, including removal of creosote-coated piles.
- Increase boater safety for all Coal Harbour users by reconfiguring the marina to provide safer entry and exit points from RVYC. Improvements will eliminate any need for boats to reverse out of the marina.
- Expand the number of available slips to improve services for RVYC members and visiting tourists.

RVYC has a ranking of 4 out of 5 anchors from the Clean Marine BC program and this project will help the marina reach the goal of attaining the highest status within the program. Clean Marine BC is an innovative eco-certification program that recognizes boatyards, marinas, and other boating facilities for their implementation of environmental best practices.

PROJECT DETAILS

- Dismantling of old floats and 37 old boat sheds;
- Removal of 85 old creosote-treated wooden piles;
- Removal of 24 cylindrical steel piles (to be reused on-site);
- Removal of 23 H steel piles;
- Installation of 129 piles:
 - o 48 16-inch steel piles (new piles)
 - o 24 12.75-inch cylindrical steel (re-used piles)
 - o 35 12.75-inch cylindrical steel (new piles)
 - o 22 10.75-inch steel piles (new piles)
- Repositioning of existing floats, fingers and boat sheds;
- Installation of new concrete floats, fingers and corners (constructed off-site and towed to site by barge);
- Replacement of 37 new prefabricated boat sheds (constructed off-site and towed to site by barge);
- Upgrading of float utilities and safety features including the plumbing, electrical and lighting systems;
- Water lot lease to increase in size by 13.3%; and,
- Increase of 47 new moorage slips.

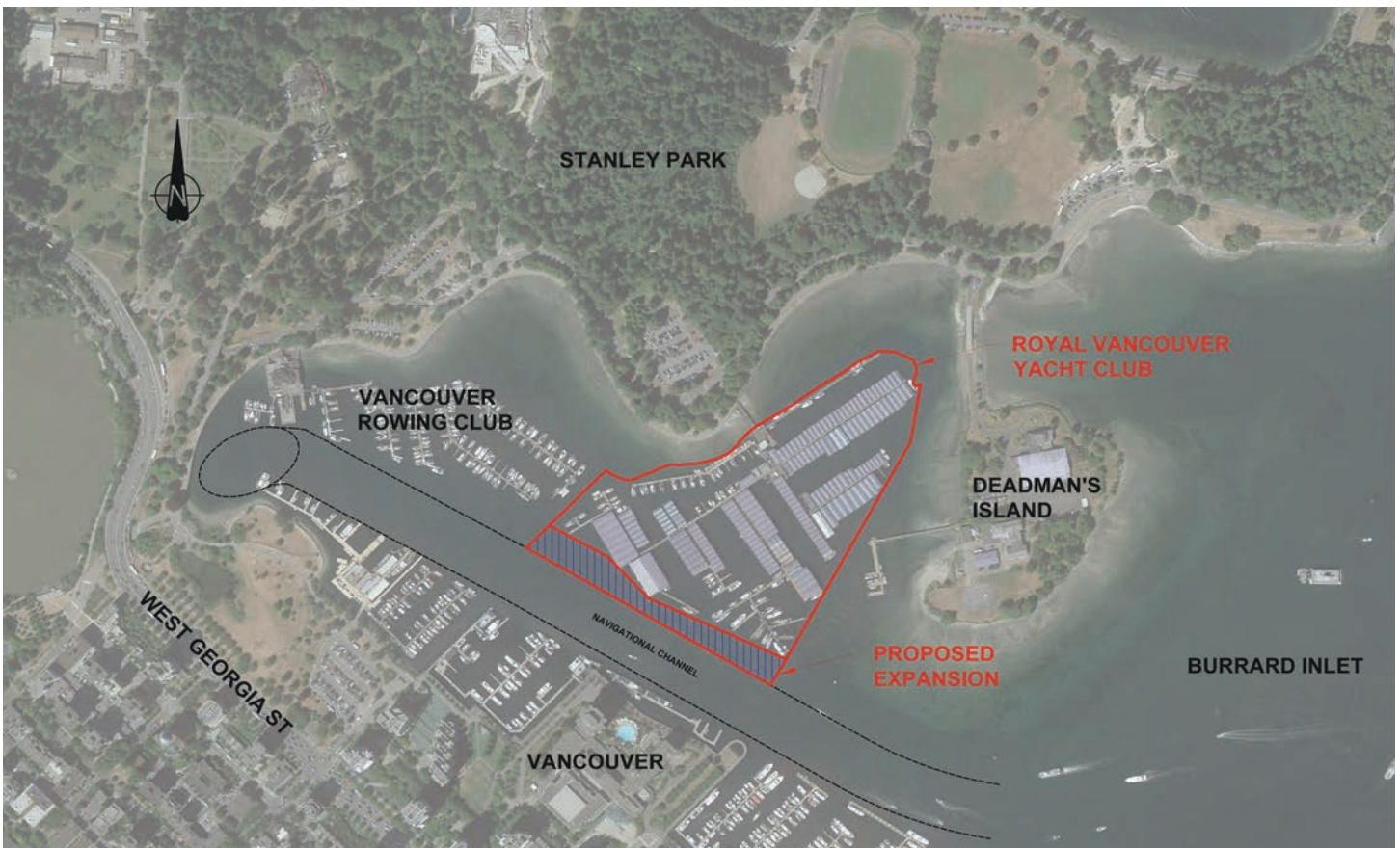
It is a privilege to share the waterfront with other maritime users and Royal Vancouver Yacht Club is committed to upgrades that will make a strong aesthetic and environmental statement.

CONSTRUCTION

The proposed construction period would be split into eight phases and is estimated to take approximately two years to complete:

- Phases 1 through 4 proposed construction is in the first year (August 16, 2021 to February 28, 2022)
- Phases 5 through 8 proposed construction is in the second year (August 16, 2022 to February 28, 2023)

Construction activities would include removal of piles by vibratory extraction or direct pull, installation of piles by vibratory or drop hammer from a barge, dismantling of old infrastructure, installation of new floats and sheds, including plumbing, electrical, and lighting systems.



Phase 1 - Construction of K float, along with the outer edge of the new water lot adjacent to the channel. Works will be undertaken in proximity to, but not within, the navigational channel, and may have some minor effects on marine stakeholders.

Phases 2 through 8 - Internal marina configuration. Works will have few effects on external traffic or commercial operations.

All in-water works will be conducted outside the most-risk windows (March 1 - August 15), as defined by the Department of Fisheries and Oceans Canada. The location of the marina and the project expansion (denoted in blue) are illustrated in the above map.

A Construction Environmental Management Plan (CEMP) has been prepared to address construction-related activities. RVYC will use best practices to minimize disruption and potential effects (e.g. noise, light, traffic) during construction to the neighbourhood, commercial owners and operators, tourists visiting Stanley Park, and all marine users of the waterway. Work, including pile driving, will take place during normal daytime hours (between 8 am and 5 pm), and work will not be performed on weekends or statutory holidays.

A detailed construction staging plan has been prepared to identify the types of marine equipment proposed to be used to drive the piles. Best management practices including Best Management Practices for Pile Driving and Related Operations, BC Marine and Pile Driving Contractors, will be followed to minimize potential noise and other effects. Measures associated with minimizing the effects of steel pipe pile driving and reducing potential acoustic impacts include the use of bubble curtains, pipe pile sleeve, and the use of a vibratory hammer until refusal.

TECHNICAL REVIEW

The Royal Vancouver Yacht Club has been working with the port authority to ensure that community interests are considered as part of the Project and Environmental Review (PER) process. Considerable emphasis has been placed on environmental management, light and view impact studies, along with habitat and fisheries assessments.

Our project is in the Application Review phase of the port authority's PER process. RVYC has performed technical studies and developed plans to address technical issues, community concerns, and identify mitigations under guidelines established by the PER process.

For more information and to review reports and studies, please visit royalvan.com/CHExpansionProject or portvancouver.com/RVYCExpansionProject.



FEEDBACK

The project team is seeking feedback on the proposed project and technical studies completed. Due to current restrictions on public gatherings, a public open house is not possible at this time. Our project team invites input through an online survey, and through online sessions where we will be available to answer questions. We can also take your input and questions by phone or email if participating online doesn't work for you.



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6:30 pm to 8:00 pm <https://attendee.gotowebinar.com/register/7978849525297160973>

Complete the online survey www.surveymonkey.com/r/CHExpansionProject

(you can also download and print a feedback form at royalvan.com/CHExpansionProject.)



Submit your questions, comments or request a follow-up from the project team by phone or email:

Email: CHExpansion@royalvan.com

Project phone: 604.224.4400

For more information about how to participate, visit royalvan.com/CHExpansionProject.

Comments provided by members of the public will be considered as part of the PER process application review. An *Application Review Consultation Summary* and an *Input Consideration Report* will be posted online both at the RVYC project website and on the port authority's website, following review and approval of these reports by the port authority.

Please provide your feedback before **Tuesday, July 7, 2020**.

STAY IN TOUCH

To receive project updates, join our database by providing your contact information (on the last page of the Project Feedback Form). Please note any personal contact information you provide to RVYC as part of the Project Feedback Form is collected and protected in accordance with the Access to Information Act and the Privacy Act. The project database allows the project team to maintain a record of contact. Your personal information will not be used for any other purpose other than to provide project updates via email and reply to comments or questions at your request.

For more than a century, Royal Vancouver Yacht Club members have shared the waterfront with others. The marina expansion and renewal project are part of the Club's continuing commitment to the community.

WELCOME TO THE WEBINAR

Thank you for joining us.
We will begin at 3:00 p.m.



ROYAL VANCOUVER YACHT CLUB

Proposed Coal Harbour Marina Expansion and Renewal Project Webinar

Presented as part of the Vancouver Fraser Port Authority
Project and Environmental Review (Per) Process


Your input is important.

Find out how to participate:
royalvan.com/CHExpansionProject




GoToWebinar Control Panel

Audio


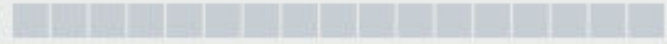
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Built-in Microphone

Built-in Output

Talking:

Handouts: 1

 [Final project overview_2020May20.pdf](#)

Questions

Welcome to Royal Vancouver Yacht Club's Proposed Coal Harbour Marina Expansion and Renewal Project Webinar.

Type question here.



AGENDA

- Opening remarks & agenda
- Introductions
- PER process and how to participate
- Project overview
- Construction overview
- Technical studies overview
- Questions
- Closing remarks



INTRODUCTIONS

- **Ron Jupp** Royal Vancouver Yacht Club
- **Norm Allyn** CMO Consultants
- **Craig McKeen** Rear Commodore Coal Harbour, Royal Vancouver Yacht Club
- **Russ Tyson** Typlan Planning and Management
- **Chris Barnett** Marine Assets Manager, Royal Vancouver Yacht Club
- **Chris Bishop** Manager, Planning and Development, Vancouver Fraser Port Authority
- **Kate Grossman** Public Engagement Advisor, Vancouver Fraser Port Authority
- **Regan Elley** Planning and Development, Vancouver Fraser Port Authority
- **Pam Ryan** Lucent Quay Consulting



PER PROCESS AND HOW TO PARTICIPATE

- The Royal Vancouver Yacht Club submitted an application to the Vancouver Fraser Port Authority as part of the Project and Environmental Review process
- Public comment period from 2 June to 7 July 2020
- Visit ***royalvan.com/CHExpansionProject*** to:
 - Complete an online feedback form
 - Read the application documents, technical studies and plans
 - Register for a webinar session – 16 June and 24 June
 - Find contact information to provide feedback by email or phone



EXPANSION AND RENEWAL PROJECT

- Royal Vancouver Yacht Club is a non-profit organization
- Operating in Coal Harbour Marina since 1903
- 10 years of planning and technical studies
- This project, in the southern portion of the marina, will:
 - Enhance environmental protection
 - Improve boater safety
 - Address demand for moorage and improve services
 - Help meet goal of highest ranking within Clean Marine BC Program



EXPANSION AND RENEWAL PROJECT



- 47 new moorage slips
- 37 older boat sheds replaced
- Existing 52 boat sheds relocated
- 85 creosote treated wooden piles removed and replaced
- Install new concrete floats and reposition existing floats and fingers
- Upgrade float utilities and safety features

EXPANSION AND RENEWAL PROJECT

Project Timeline

- 2012 RVYC Coal Harbour Master Plan
- 2018 Meeting with Coal Harbour Marine Users
- 2018 PER application submitted
- 2020 Amended PER application documents submitted
- ➔ 2020 Public Engagement - *we are here*
- 2021 Construction starts
- 2023 Construction completed



MARINA DESIGN



MARINA DESIGN



MARINA DESIGN



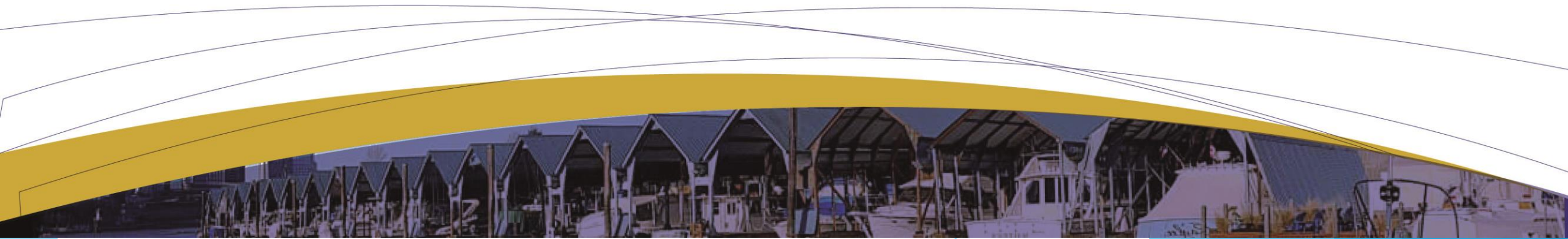
SAFETY

- Project eliminates the need for boats to reverse out of the marina
- Install navigation lights and mirrors on new float
- Develop an education and awareness program for our members
- Installed courtesy signs advising RVYC boaters that rowers maybe in the area
- Advocating for a Coal Harbour multi-use strategy

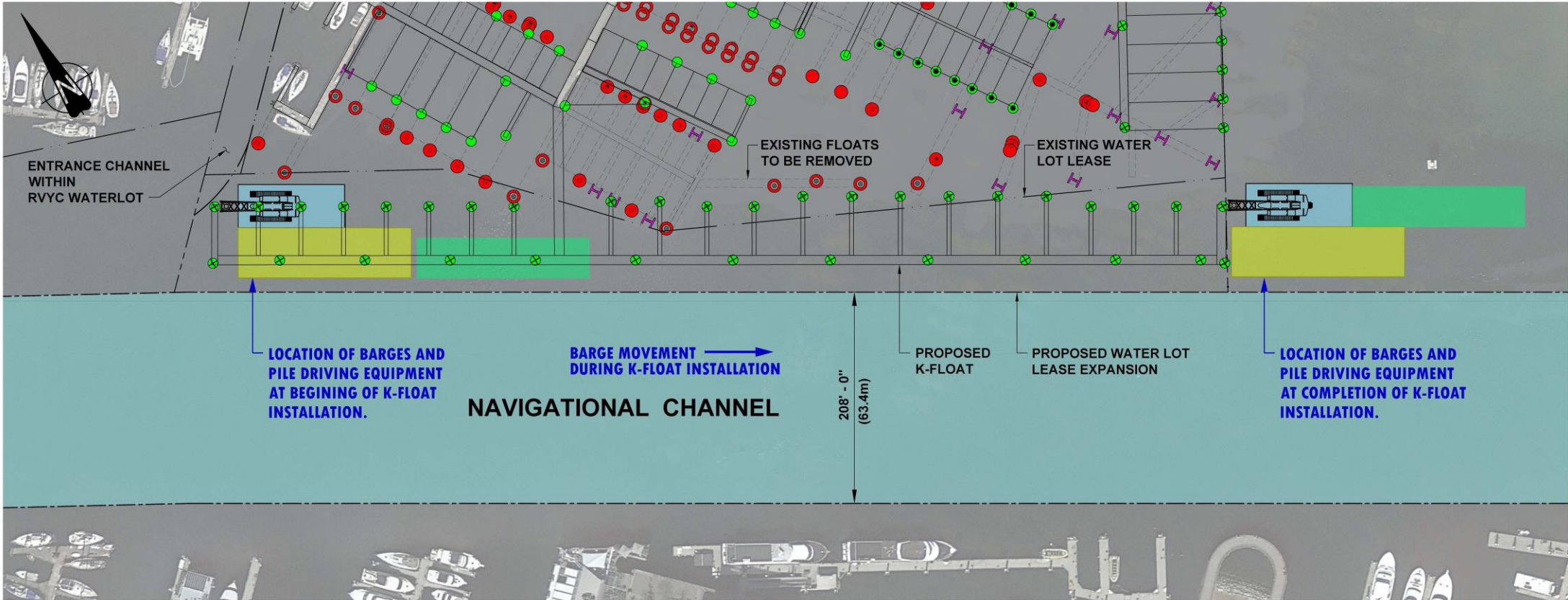


CONSTRUCTION

- Phased approach over a two-year period:
 - **Early 2021** Off-site construction of boat sheds and floats
 - **2021 to 2022 Phases 1 – 4** Construction of K float in proximity to but not with the navigation channel *may have some minor effects on marine users*
 - **2022 to 2023 Phases 5 – 8** Internal marina configuration *will have few effects on marine users*
- Equipment and materials will be transported over water and construction activities will be confined to the marina
- In water works will be conducted in least risk windows for fish and fish habitat
- Work including pile driving will happen Monday to Friday 9:00 a.m. to 5:00 p.m.

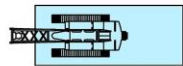


CONSTRUCTION



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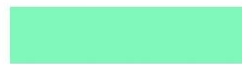
- ⊗ PROPOSED 16" ϕ STEEL PIPE PILE LOCATION
- PROPOSED 12.75" ϕ STEEL PIPE PILE LOCATION
- ⊙ PROPOSED 10.75" ϕ STEEL PIPE PILE LOCATION
- CREOSOTE TIMBER PILES TO BE REMOVED
- ⊙ STEEL PIPE PILES TO BE REMOVED
- H STEEL H-PILES TO BE REMOVED



42'x105' (13mx32m)
PILE DRIVING BARGE



49'x170' (15mx52m)
STORAGE BARGE



40'x170' (12mx52m)
STORAGE BARGE

K Float Installation

CONSTRUCTION

Pile Replacement and Removal Plan



TECHNICAL STUDIES AND PLANS

PROPOSED COAL HARBOUR MARINA EXPANSION PROJECT

Technical Studies

- [Appendix A - Coal Harbour Marina Expansion Master Plan \(PDF - 4.3 MB\)](#)
- [Appendix B - Coal Harbour Navigation Channel Design \(PDF - 4 MB\)](#)
- [Appendix C - HMCS Discovery Letter of Support \(PDF - 227 KB\)](#)
- [Appendix D - Parks Board Letter re: Boathouse Design \(2011\) \(PDF - 202 KB\)](#)
- [Appendix E - Marina Design \(PDF - 314 KB\)](#)
- [Appendix F - Marine Seismic Refraction Bathymetry and Sub Bottom Acoustic Profiling Report \(PDF - 3.6 MB\)](#)
- [Appendix G - Detailed Construction Staging Memo \(PDF - 4 MB\)](#)
- [Appendix H - Rowing Technical Memo \(PDF - 2.9 MB\)](#)
- [Appendix I - Dock and Float Design \(PDF - 717 KB\)](#)
- [Appendix J - Boat Shed Design \(PDF - 920 KB\)](#)
- [Appendix K - View and Shade Technical Memo \(PDF - 1.9 MB\)](#)
- [Appendix L - Coal Harbour Emergency Response Plan \(PDF - 7 MB\)](#)
- [Appendix M - Fire and Life Safety Plan \(PDF - 150 KB\)](#)
- [Appendix N - Water Supply and Fire Protection Drawings \(PDF - 2.5 MB\)](#)
- [Appendix O - Electrical Distribution Layout Drawings \(PDF - 4.5 MB\)](#)
- [Appendix P - Lighting Plan \(PDF - 237 KB\)](#)
- [Appendix Q - Biophysical Survey of Subtidal Habitat \(PDF 5.5 MB\)](#)
- [Appendix R - CEMP \(Construction Environment Management Plan\) \(PDF - 4.4 MB\)](#)
- [Appendix S - Noise Impact Assessment \(PDF - 888 KB\)](#)

VIEW AND SHADE STUDY

- No increase in the number of boat sheds, no expansion of sheds into new water lease
- Boat sheds consistent with existing sheds in size, height and colour
- Potential view and shade effects assessed
- No effects identified

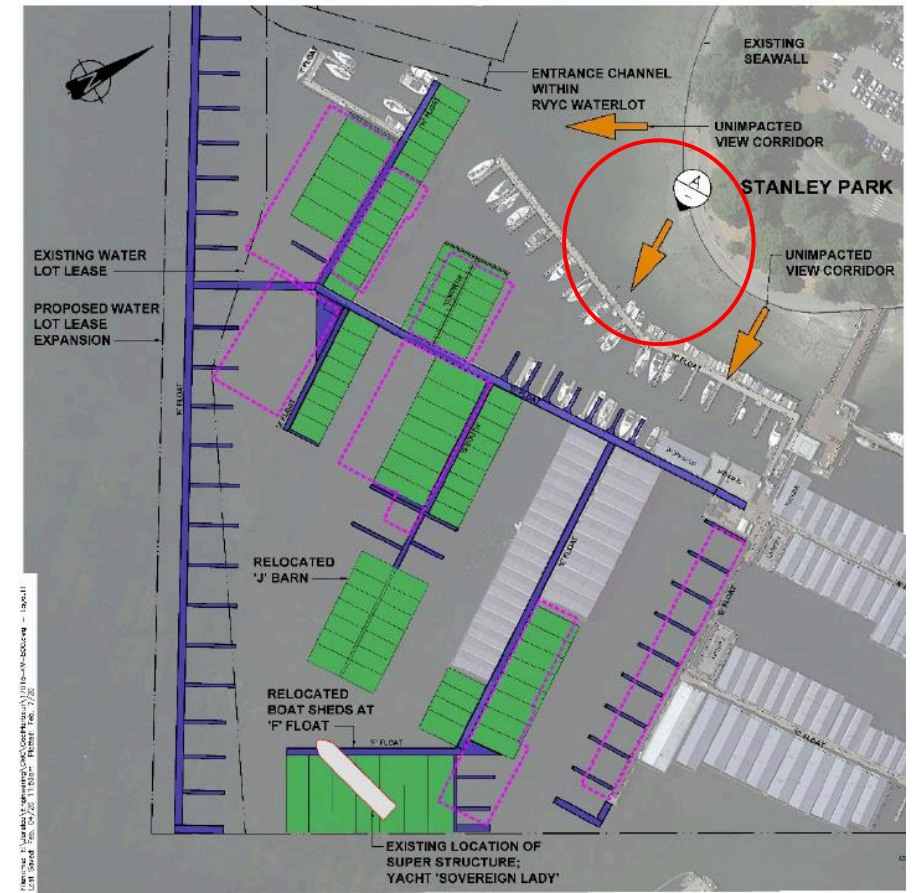
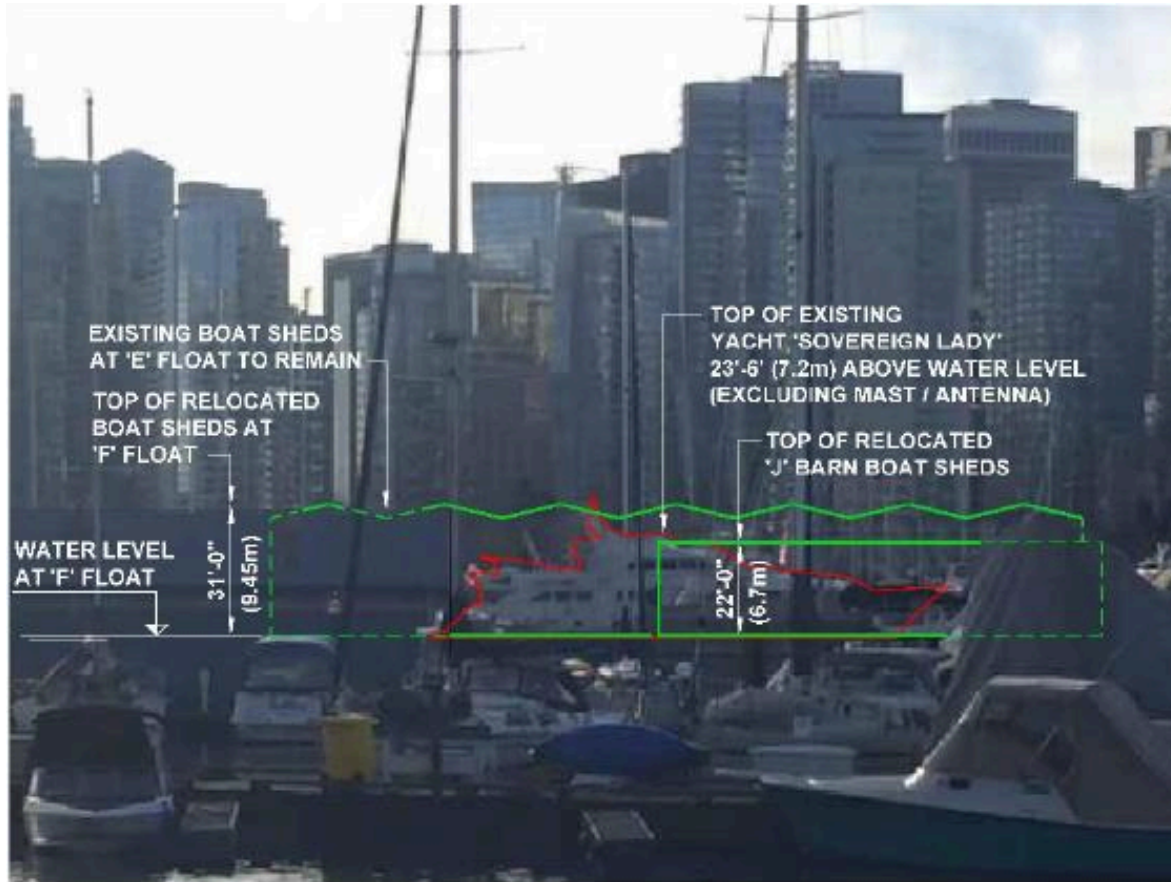


OLD BOAT SHEDS

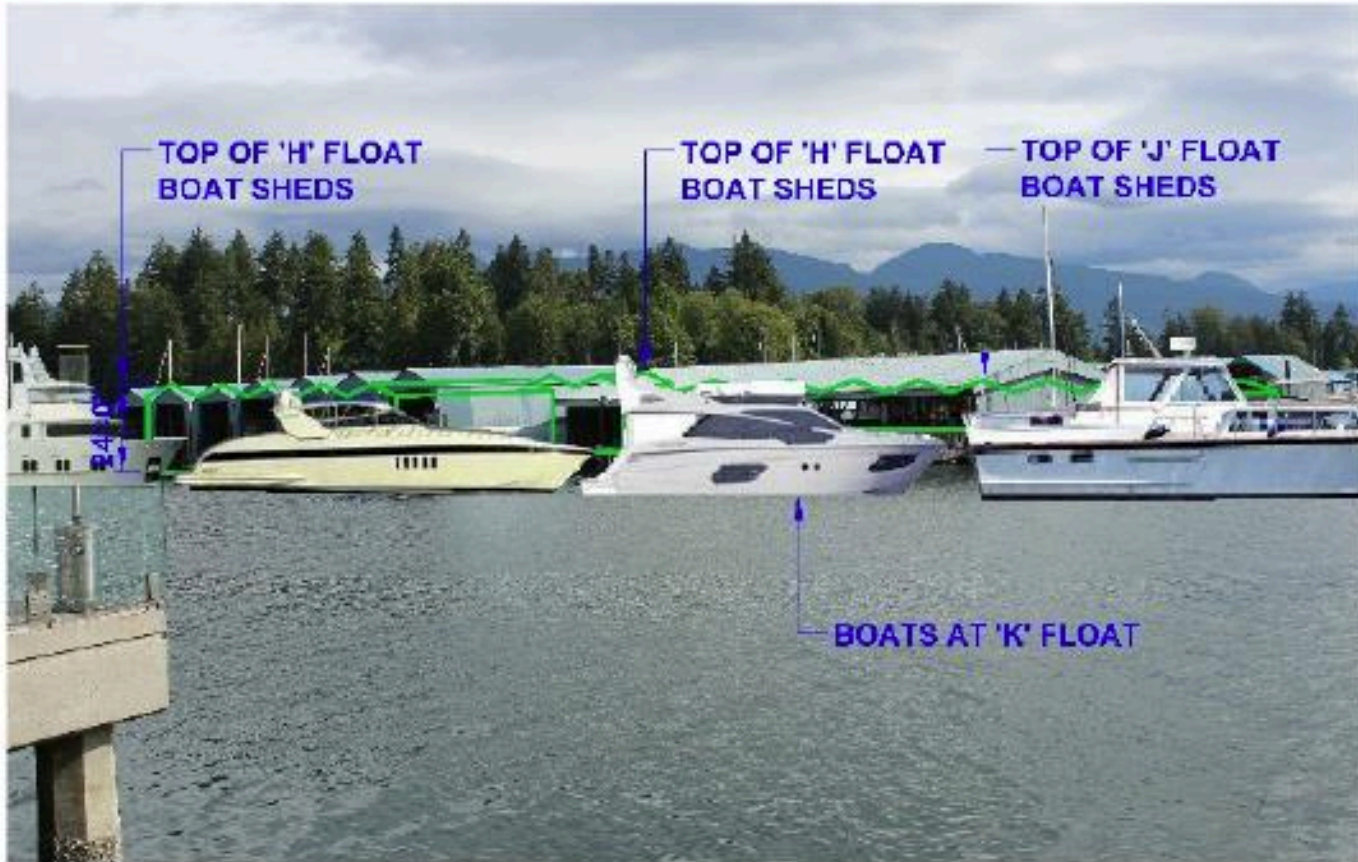


NEW BOAT SHEDS

VIEW AND SHADE STUDY

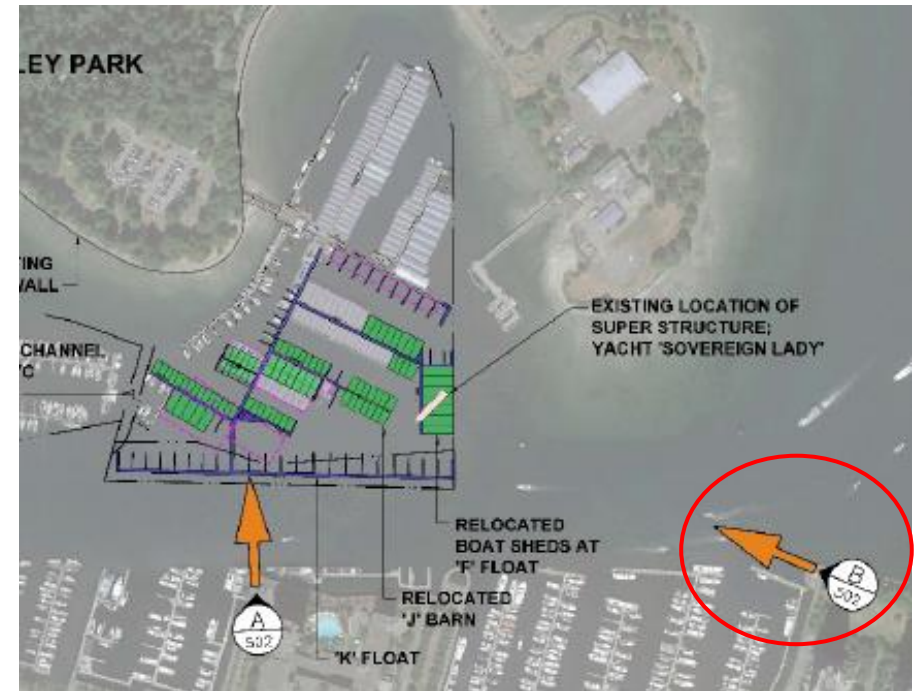
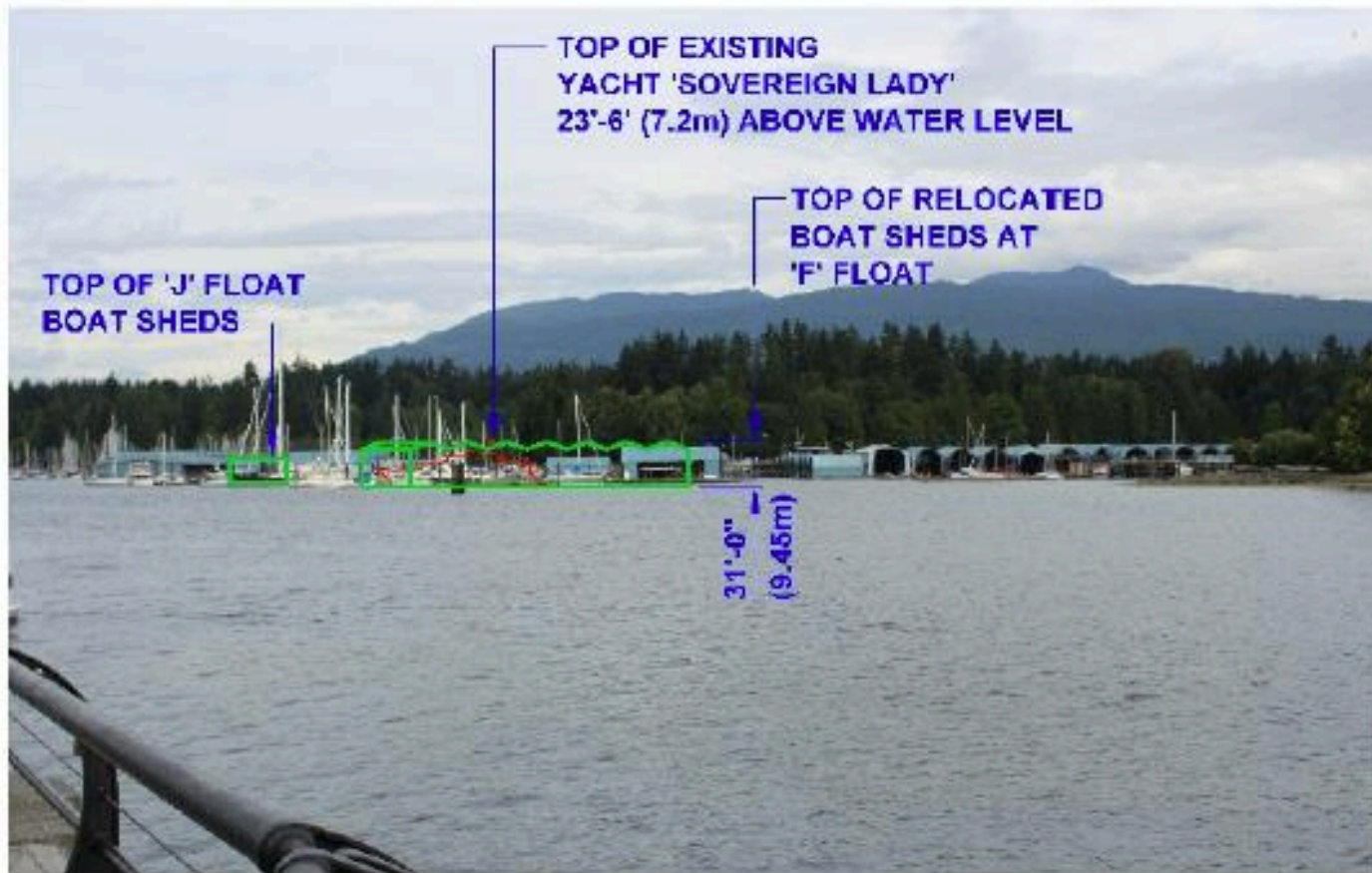


VIEW AND SHADE STUDY



VIEW **A** 501 LOOKING NORTH/EAST FROM WESTIN BAYSHORE AT THE LIFT RESTAURANT
NOTE: PROPOSED 'K' FLOAT AND BOATS NOT SHOWN.

VIEW AND SHADE STUDY



VIEW B 501 LOOKING NORTH/WEST
FROM LIGHTSHED SCULPTURE

VIEW AND SHADE STUDY



VIEW C LOOKING NORTH/WEST
501 FROM SEAWALL AT VANCOUVER HARBOUR WATER AIRPORT

NOISE ASSESSMENT

- Assessment was conducted according to Vancouver Fraser Port Authority requirements
- Noise levels for day to day operations at the project site, after completion, are expected to be consistent with current levels
- Results of assessment confirmed a weighted score of 25.2 so detailed assessment was not required
- Total weighted score of over 30 for activities and processes expected to generate noise would require a detailed noise assessment

LIGHTING PLAN

- Reduces unwanted light spill and other potential effects on adjacent properties and communities
- Conserves electrical energy and reduces unnecessary use of electrical power
- Promotes safety



BIOPHYSICAL SURVEY AND SUBTIDAL HABITAT

- Surveyed for the presence of significant biological resources, including sensitive and rare species or habitats
- Assessed the potential for project to affect aquatic species
- No provincially or federally listed endangered species were observed in the survey area or are expected to occur in the project area
- No sensitive habitat was present within the project site.





THANK YOU!

- > Complete the online survey: surveymonkey.com/r/CHExpansionProject.
You can also download and print a Feedback Form at royalvan.com/CHExpansionProject.
- > Submit your questions, comments or request a follow-up from the project team by phone or email:
Email: CHExpansion@royalvan.com
Telephone: 604.224.4400
- > Please provide your feedback before **Tuesday, July 7, 2020**.
- > Your input is important. Find out how to participate in the consultation process at royalvan.com/CHExpansionProject.
- > For questions regarding the port authority's Project and Environmental Review process, please contact Regan Elley:
Email: regan.elley@portvancouver.com
Telephone: 604.665.9594



Appendix 5 – Feedback form



Royal Vancouver Yacht Club:

Proposed Coal Harbour Marina

Expansion Project

Feedback Form



The Royal Vancouver Yacht Club (RVYC) is working with the Vancouver Fraser Port Authority (port authority) to ensure community interests are part of the Project and Environmental Review (PER) process. Our Project is in the application review phase of the port authority's permitting process. The public comment period will take place from June 2 to July 7, 2020.

Before completing the feedback form, we recommend you review the proposed project information available at the Project website at royalvan.com/CHExpansionProject where you can review or download the following documents:

- Project overview
- Display boards for the online information sessions
- Permit application
- Technical studies, assessments, and plans

TECHNICAL STUDIES

As part of the port authority's PER process, technical studies were undertaken to determine the potential effects of the proposed Coal Harbour Marina Expansion Project on areas of indigenous groups, environmental and community interest, and to develop plans to appropriately address those effects. Detailed reports and design drawings can be found on the Royal Vancouver Yacht Club website at royalvan.com/CHExpansionProject and on the port authority website at portvancouver.com/RVYCExpansionProject.

On the following pages, please rate your satisfaction with the plans and the results of the studies and assessments. **PLEASE CHOOSE ONLY ONE ANSWER PER QUESTION.**

ASSESSMENT OR STUDY	LEVEL OF SATISFACTION
<p>Marina Design</p> <ul style="list-style-type: none"> • Dock and float design are based on best practices. • Concrete floats and steel piles will replace wooden floats and creosote piles enhancing environmental protection by replacing aging infrastructure. • Boat shed design is based on best industry practices and standards and new features of the boat shed design offer more environmentally sound building materials and enable better management of the structures. • Expands the number of slips to improve services for RVYC members and visiting tourists. • Reconfigured marina increases safety for all Coal Harbour marine users. 	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Very satisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Somewhat satisfied </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Neither satisfied nor dissatisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Somewhat dissatisfied </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Very dissatisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Did not review </div> </div> <p>REASONS:</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<p>View and Shade</p> <ul style="list-style-type: none"> • Modelling indicates that the Project will have minimal view and shade effects on the surrounding community. • New boat sheds will remain consistent with the size, colour, and design of the existing sheds. 	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Very satisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Somewhat satisfied </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Neither satisfied nor dissatisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Somewhat dissatisfied </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Very dissatisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Did not review </div> </div> <p>REASONS:</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<p>Lighting Plan</p> <ul style="list-style-type: none"> • Lighting design and proposed operation is consistent with port authority guidelines and industry practices in energy efficiency. • Reduces unwanted light spill and other impacts on adjacent properties and communities. • Conserves electrical energy and reduces unnecessary use of electrical power. 	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Very satisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Somewhat satisfied </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Neither satisfied nor dissatisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Somewhat dissatisfied </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Very dissatisfied </div> <div style="width: 45%;"> <input type="checkbox"/> Did not review </div> </div> <p>REASONS:</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

ASSESSMENT OR STUDY	LEVEL OF SATISFACTION
<p>Marine Traffic and Safety Plan</p> <ul style="list-style-type: none"> • Marina design considers the relationship between ingress and egress to and from the marina in relation to the navigation channel. • To limit potential conflicts with other marine users there will be two points at the marina for entry and exit reducing the need for any boats to reverse out of the marina. • Existing Emergency Response Plan has been updated and a Fire and Life Safety Plan has been developed based on best practices in the marina industry. 	<p> <input type="checkbox"/> Very satisfied <input type="checkbox"/> Somewhat satisfied <input type="checkbox"/> Neither satisfied nor dissatisfied <input type="checkbox"/> Somewhat dissatisfied <input type="checkbox"/> Very dissatisfied <input type="checkbox"/> Did not review </p> <p>REASONS:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>

Please provide any additional questions or comments about the proposed project:

Level of support for the proposed Project?

Please indicate your level of support with the Project by circling the appropriate text:

Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose

Please provide your reasons for your level of support:

PLEASE TELL US ABOUT YOURSELF. SELECT ANY THAT APPLY.

To help us understand where the people who are interested in the proposed project live or work, please provide the first three characters of your work and/or home postal codes:

Work Postal Code	Home Postal Code

HOW DID YOU HEAR ABOUT THE PROPOSED PROJECT?

- Postcard Newspaper ad Word of mouth
 Member of a recreational club Poster in the Community

DO YOU:

- Live in Vancouver
 Work in Vancouver
 Participate in watersports (*check all that apply*)
 - Sailing
 - Cruising
 - Rowing
 - Paddleboarding
 - Canoeing
 - Kayaking Have a membership at a recreational club

If you are a member of a recreational club, can you tell us which one?

- Coal Harbour Marina
 Bayshore West Marina
 Royal Vancouver Yacht Club
 Vancouver Rowing Club
 Other: _____

Would you like to be added to our database and receive Project updates?

- Yes
 No Email*: _____

Would you like someone from the Project Team to contact you to discuss your questions or concerns?

- I would like a follow-up call. Please contact me by phone at _____
 I would like a follow-up email. Please contact me by email* at _____
 No thank you.

Would you be interested in participating in the development of a future Education and Awareness Campaign and Rowing Traffic Scheme for Coal Harbour marine users?

- Yes
 No Email*: _____

Thank you for taking the time to provide your input. The closing date for your feedback is **July 7, 2020**. Please email responses to CHExpansion@royalvan.com or mail them to **Royal Vancouver Yacht Club, 3811 Point Grey Road, Vancouver BC, V6R 1B3**. This feedback form is also available online at <https://www.surveymonkey.com/r/CHExpansionProject>.

** Any personal contact information you provide to RVYC as part of this feedback form is collected and protected in accordance with the Access to Information Act and the Privacy Act. The project database allows the Project team to maintain a record of contact. Your personal information will not be used for any other purpose other than to provide Project updates via email and reply to comments or questions at your request.*



Appendix 6 – Record of verbatim feedback form responses

Marina Design	View and Shade	Lighting	Biophysical
The VRC and VYC boats that use this waterway are generally 30-50'. The additional use by VRC rowers make it a very busy waterway. Add in Visitor boaters who see as they enter or exit. The encroachment will narrow the waterway to the point that there is a much greater likelihood of a collision between large boats and a greatly increased chance of severe injury or loss of life to VRC rowers.	This is a cosmetic issue. It neither adds or subtracts from the essential issue of reducing the size of the waterway and increasing the boat traffic on the waterway.	This again is superfluous to the essential issue which is unacceptable reduction of the Coal Harbor waterway and increased risk of collision between VRC, RVYC and Visitor boats, and much greater risk of injury to VRC rowers	Not enough information
While safety changes are important, the narrowing of the water channel is something residents here do not want.	expanding into waterway will limit view and most importantly reduces existing waterway. I have no problem if you wish to reconfigure your marina -just stay in your existing footprint.	More information required	100% opposed to the project
I disagree that the reconfigured marina increases safety for all Coal Harbour marine users; narrowing the waterway decreases safety.	100% opposed to the project	100% opposed to the project	impossible to conclude no impact on marine life or biological resources when increasing the number of vessels all using toxic bottom paint, dumping grey water into the harbour and diesel fuel by products.
This project destroys waterways and only benefits the incredibly wealthy.	This should not be allowed to happen as it will restrict rowing lanes	Again the focus is not on how it could happen but that it should not happen	We don't need more traffic in this busy area, it WILL have a negative impact on the environment.
100% opposed to the project	This is an opinion.	lighting is the least of the negative impact	Same reasons as above under Marina Design.
Any expansion that restricts rowing capabilities should not be allowed	More is not ever better	Same reasons as above under Marina Design .	there is one sensitive habitat that you appear to have neglected - the rowing course. Expansion into the course will endanger life.
Reconfigured Marina creates a blind spot egress into the channel, it also leaves partly room for proper common use which includes not just rowing shells and tour boats but also these large wide beamed yachts which will further create potential and undue /correctable risk.	We do not need more boat sheds, they're ugly in such a natural location as Coal Harbour!	Hopefully it doesn't shine light across harbour	Please refer to question 1
encroaching more into Coal Harbour will cause safety concerns for boaters and rowers. line of sight, more marine traffic with no benefit to other stake holders.	Enough sheds already. More visibility without sheds.	NOT A SAFE OPTION AT ALL	First you are saying you will replace old structure with concrete to improve the habitat. Now when it suits you say nothing is there.
Absolutely disagree, this plan does not improve safety	Same reasons as above under Marina Design.	it would reduce electrical use if the plan did not go ahead	Regardless of the timing of this project, this project will significantly disturb the sea bed and significantly stir what is already a long-standing environmental disaster.
These upgrades will enhance not only the capacity of RVYC but make the facility increasingly attractive to everyone visiting the waterfront around Coal Harbour.	A variety of shed colours could actually increase the vibrancy of the area and add a playful touch to the look and feel.	Please refer to question 1	There are herons, seals, otters, fish and water birds that inhabit the waterway. Adding additional powered boats will increase engine noise and pollution to the waterway.
I am solely concerned with the proposed expansion that will narrow the passage way at the lift restaurant, the most narrow portion of the inlet, thus jeopardizing the viability of safe rowing for the VRC. I have been rowing there since 2008 and am 74 years old now. I intend to continue rowing for another 16 years.	we don't need more sheds -leave the open water spaces alone.	Conservation of energy essential for all future projects	More boats and more sheds means additional habitat loss. The fact that you're not taking it from rare or endangered species doesn't mean it's not being taken. Leave it be, don't take more.
Will be an improvement over what is there now	The views to the park are congested enough. Adding more "sheds" does nothing to improve that. Removing the existing sheds should be mandated.	These are all cute ways of trying to downplay the increased light, disruption and use of energy. None of this is necessary.	Irrelevant for the safety of other users of the Coal Harbour bay.
The new marina design does not increase safety for all Coal Harbour marine users, instead it minimizes space in the waterway and adds additional boat traffic to the congested area.	I agree your club needs upgrades, however, not at the expense of eliminating a part of Vancouver's heritage	Not sure how this works? Replace existing lighting with LED upgrade.	The expansion into the navigational channel will have a negative impact on all species. I support the replacement of old floats, fenders and cressote piles, as this will likely be beneficial for the environment.
Will make to narrow making waterway UNSAFE for all	This area is already cluttered and boat sheds an eye sore	is energy use a true consideration in this plan?	The illegal disposal of human waste and garbage in the waters of Coal Harbour has been and continues to be a problem that is a risk to all species, human and otherwise. Glass bottles, toiletries, feces and food packaging have been a problem and they are in no way mitigated by the plans.
Does not remotely increase safety for Coal Harbour marine users. Very much increases the danger!	Boat sheds are an eyesore for residents and tourists alike. They affect the view from Coal Harbour of Stanley Park as well as the view of downtown from the Park.	I have no objection to new lights if they are in fact dimmer and cause less spill. If they are brighter, include more daylight-spectrum light (eg. white or blue rather than sodium-orange) or cause more spill (as almost all new LED lighting appears to do, seemingly regardless of marketing) then I object in practice.	COVID has shown us that wildlife come back when people are not present. There have been many examples of wildlife roaming the streets of cities and returning to beaches while people are absent. More people, docks and buildings means less opportunity for wildlife to return.
I defer to the experts and I know they are putting the community, boating community and the environmental impacts at the forefront of this proposal.	It clearly states it will be bringing new boat traffic and taking space from the existing waterway. Even just aesthetically speaking (which I gather this question is about) this is undesirable.	The issue is not environment but public safety on the water.	Not only have the risks been limited the beauty of this marina will continue to support the beauty of the park itself in ideal.
The expansion is inconsistent with the use of public waterways conferring a public benefit upon a private group. Feels this project will limit access by others to use the waterway. There should be a diverse array of residents of Vancouver that have access & could enjoy on water activities.	The modelling is irrelevant for the reason of boating safety. Rebuild on the existing water lease.	not needed	I see no reason to allow an expansion
Permanently takes up public waters for single use of select group of individuals.	Modelling of all but the expansion is fine.	I have not reviewed the lighting plan.	Given that there are no sensitive habitat areas or endangered species within this area, this plan, as presented, is not damaging to this Coal Harbour area
The reconfigured marina significantly encroaches on public space, it adversely impacts the size of the shared waterway and it enlarges what is already an eyesore.	Not a relevant concern, beyond it stays the same. This is not an improvement, the area becomes more "filled" and congested.	That obligation exists anyhow	Insufficient sea room for this project. Tight already at times. Project should not proceed
The expansion of docks to create more slips only creates revenue to the private yacht club. The docks, floats and sheds can, and should be renewed without expansion. The proposed expansion will make it unsafe and untenable for rowers and other users of this narrow waterway. Expands the number of slips to improve services for RVYC members? Yes-it will add millions to their club budget. Visiting tourists will benefit? No. RVYC does not offer transient moorage to tourists. Rowers will effectively be shut out.	Expanding out will affect views unless they are transparent. They will be out much further than currently there.	Increased lighting is bad for the wildlife	More noise pollution and agitation of the bottom would impact sea life as well as surrounding area unfavourably.
Driving piles from 8am to 5pm every day for years is totally unacceptable. I live and work in an adjacent building and this will be deafening. I don't go somewhere else to work during the workday. Many people (especially now!) work from home. Installing new sheds will also be very noisy and disruptive. I am extremely disinterested in this happening. Further, expanding the number of slips will increase boat traffic in the harbour, which is already too busy, and reduce space for wildlife and humans (eg. the rowing club).	More boat sheds means less nature and less space in the waterway.	Minimal light spill and energy efficiency aids to the general understanding that we work towards preserving the environment. A marina notably doing so sets a good example for any visitors or purviewers.	I'm not confident in the accuracy of that survey as there is considerable sensitivity along the shoreline adjacent to the work area.
The Coal Harbour bay belongs to many other interested parties which want to preserve the way it is for safety reasons.	Increases the overall viability of the marina while not negatively affecting current marina viability.	I see no reason to allow an expansion	There may not be any endangered species here, but this area could be a great place for Vancouverites and tourists to view and interact with wildlife, but the yachts take up too much of the habitat and damage it.
Not in favour of RVYC trying to expand on to more of the public waterway. RVYC has a waterlease and should renovate it - not wreck a whole bunch of other operations--who depend on that VPB and Ports Canada operated space.	Boat houses have been a feature in Coal Harbour for decades, and as such should remain. A great many boat sheds have classic vessels moored within these sheds. These classic vessels are part of the history of Vancouver and Vancouver harbour, adding to the charm of our harbour.	The public is always being told to reduce energy use and preserve our environment, this plan seems to accomplish both by reducing energy use and providing for minimal intrusion caused by light spill.	the biophysical survey provided a simply blanket statement about existing environmental resources in the area. It is well known, with frequent observations, that local list bat populations forage over the water areas and channel within this portion of sheltered Coal Harbour. Bats, raptors use the interface with the local mature forest to shorelines and open areas of water to activity feed. The shorelines and open water areas presently are used by a variety of frequently observed ducks (diving, dabbling), seabirds, minks, raccoons, otters, harbour seals, herons and other species. These are frequent and ongoing seasonal observations of species habitat use in the area. The observations of this variety and extent of wildlife and birds in entirely indicative of good foraging habitats and an abundance of marine life (marine vegetation, invertebrates, fish). The Fisheries and Oceans Canada least risk window for Burrard Inlet is constantly being updated and is associated with surf smelt spawning, salmon smolt migrations, herring spawning. Local users of the channels and shoreline, note the changes in marine vegetation (kelps, eelgrass) which recently (over the last decade) have enhanced the habitat values in this shelter portion of the Coal Harbour and use by these species for sensitive portions of their life history. The biophysical survey results were minimal at best. If you the surveys and work completed for the Centern project (online), the conference centre, and over projects, their surveys were completed over multiple seasons and supported habitat restoration initiatives to balance impacts to local habitats.
environment issues enhanced. safer fairway for rowers with large boats not being able to back out in to the fairway, but must depart around one end of the new linear dock.	Insufficient sea room for this project. Tight already at times. Project should not proceed	Insufficient sea room for this project. Tight already at times. Project should not proceed	The substrate in this portion of Coal Harbour is laden with various toxic heavy metals and other substances. I co-supervised a graduate student that did near shore transect samples some 15 or so years ago. Disturbing the substrate in any way will release some portion of these contaminants into the waters of Coal Harbour and the extent of their dispersal to other areas within Burrard Inlet is difficult to model.
		The lighting is barely tolerable now.	From what I have seen of marina work around SW BC and NW Washington over the past few years, I believe such facilities are going above and beyond any normal standard for care of the seabed area. I believe the RVYC facility will also do more than should really be necessary.

Marina Design	View and Shade	Lighting	Biophysical
I do not support the expansion extending into the Coal Harbour navigational channel. As a boater in coal harbour, it is already a very busy and narrow channel and if it is even narrower, I feel boater safety will be compromised, especially for rowers. The navigational channel is a public area and should be used for as many people as possible including sailboats, power boats and row boats. The safety in the channel should not be compromised so that an exclusive club can add 47 slips.	I see no need for additional boat sheds which are unsightly to begin with.	the expanded marina area and increased number of vessels, sheds, docks and lighting will only increase visual disturbance, lighting effects, and shading and footprint over and under the water and off Stanley park. This includes disturbance and loss of habitat that support local park raptors (barn owls, eagles), use of the area by bats. The trees adjacent to RVYC are known to support SAR listed bats species. The waters around the RVYC are also known to support a variety of diving ducks, seabirds which will be impacted by additional lighting	Harbour seals use the area frequently and are affected by noise and traffic associated with large marinas. There are significant dugeness and red rock crab as well as other invertebrates in the area that use that area and soft surfaces. We know this from activity of marine birds, otters and raccoons in the area. These are indicative of significant biological resources to feed them.
Expansion limits the ability of the rowing club's safe use of the waterway	The large boats moored on the outside of K float (up to 85' in length), when they move, will contribute to the already significant congestion caused the existing commercial tour boats.	I have no issue with this.	Proud that our club is complying with all ocean and fisheries requirements
There is no reason to believe that the reconfigured marina will increase safety for all Coal Harbour marine users. Again yesterday afternoon a tourist driven powerboat was all over the already narrow course. The resident marina members were very careful with the unpredictable steering but it was a challenge to manage 7 boats coming in and 4 going out of their slips when a non-resident was all over the narrow course.	Current sheds are very unsightly.	Reduced power consumption, same service	expansion of moorage docks will remove open waterway, therefore congesting marine life and reducing sunlight exposure to the submarine environment. Also reducing availability of open waterway to marine and land predators such as eagles, seabirds and seals.
Should be kept public	the expanded marina area and increased number of vessels will only increase visual disturbance and shading and footprint over and under the water and off Stanley park	Reduction in power consumption is a true benefit to the environment.	Is that so? Why then is there any need for "not in water works" Mar. 1 to August, the busiest time of the season if there not potential harm to marine life?
Expanding into the waterway that is already crowded.	The size, colour and design of the sheds is of little importance. It is the encroachment on public waterways for the sole benefit of RVYC members that is the main issue of concern.	Conserves electrical power for whom? RVYC?	The above notes suggest the habitat was limited in scope in such a way as to favour RVYC's proposal.
There will be more usable slips of good design to facilitate marina use. Adding to the more environmentally sound structures increases greatly viability and design to proceed to the future with.	The additional sizing and location will have an impact on the water venue.	These are relatively insignificant points.	This considers yacht users only and does not take into account other people who use the water way (e.g. rowers)
The narrowing of this waterway will adversely impact other users of the space, including rowers and boaters.	Marinas are generally attractive, though not everyone will feel that way. If an outfit like RVYC is involved, I expect the result to be as aesthetically pleasing as practical.	How can adding reduce light spill? Not logical.	It is still more boats, more antifouling paint, diesel, human waste
Expansion of slips is detrimental to the use of the waterway for all	Very happy that there will be almost no increase in height of the sheds.	It's not the design or lighting that needs to be addressed- it's restricting the waterways for other marine traffic	Is it only endangered species that we should be concerned about? Any further destruction to the surrounding area should be avoided at all cost. It's not worth the profit to few super wealthy.
Do not agree that the reconfigured marina increases safety for all marine users. The reduced channel width inherently will increase congestion and reduce safety of rowers.	less open waterway means views of buildings only. I do not support the loss of the view of open waterway	This considers yacht users only and does not take into account other people who use the water way (e.g. rowers)	No endangered species, however by blocking the passage into the end by the sea wall, this could prevent many mother seals from entering. During the spring and summer months this area is used as a nursery by seals and their young to be safe and learn the ropes of life.
The city does not provide enough locations for boats to be moored in general. An increase in space for boat moorage is great.	Put up any building and you create new shadow patterns. There's enough ugly monstrous sheds there already.	It's not the lighting impact that's the major damage - it's the fuel spills, garbage, and other waste that will be the most harmful in the harbour.	There are a number of harbor seals and otters who live within the area - increased boat traffic is certainly going to negatively impact the environment for these species - further there is currently a habit of boaters emptying their holding tank in the area of RVYC - a further increase of moored boats is likely to increase this behaviour.
This appears to benefit the general public by providing more environmentally sound facilities that are usable by visiting boaters.	Additional boat sheds will block sunlight to the water and in this way be harmful to the environment.	Again, safety is my major concern not energy use	Any environmental impact will be minimized by remaining within the existing footprint
Insufficient sea room for this project. Tight already at times Project should not proceed.	It's not the shading that's of concern it's restricting the water passage for other vessels	This portion of the plan is acceptable "as long as it remains in the existing footprint"	More usage = that much more added threat to the habitat.
Constricts the passage way considerably. Blind spots for rowers and other boats from other marinas. Congestion with chartered boats which are large and those boats have had numerous almost hits with other boats. The constriction would put major loss of water area to avoid other boats. Considerable traffic from other boats cruising the harbour and checking out the area.	The proposal is far too large and it impedes water us by others.	Limit light pollution close to Stanley Park	just because there's nothing protected there doesn't mean it's not habitat
It is simply not necessary to disrupt a heavily utilized, safe, amateur athletic environment to provide additional space for pleasure craft which only move in and out from their private club occasionally. The proposed improvements only serve to increase the value of the club and do not in any substantial way, improve the safety of the area. In fact it threatens the safety of the rowers to such an extent they may have to cancel the program.	This considers yacht users only and does not take into account other people who use the water way (e.g. rowers)	as above	Responsible management - great!
Finally, someone is working to clean up and put order to this waterfront.	Hardly minimal	good environmental practice and energy conservation is welcomed	Seems like best practices are being followed
Design infringes on waterway.	The shade created will cause the most damage to the seabed - this will displace and destroy the existing marine life. The view of the sheds are already an eye sore above water - adding more will be worse.	Energy conservation is a great attribute	Gets rid of old floats, and as the reports indicate no harm to fish habitat.
I do not approve of more slips being added - the yachts are very polluting and unsightly. Also, I am very concerned about 2 years of construction noise.	Aesthetics are not my main concern	The proposed changes are all positive.	There appears to be no issue here so the limitation on in-water work is a precaution against a non-existent concern.
construction execution for both temporary and permanent marina components will have visual impacts, add additional waste and discharges to the local Coal harbour area, independent of best practices... solely based on increase use and marina size	There will still be enough extras that it will prevent others from using the area as present	It would be great to go all LED.	RVYC is showing concern for the marine environment.
Apart from RVYC members, I do not see how anyone else benefits from this plan. I also fail to see how the reconfigured marina increases safety for all Coal Harbour marine users - I believe it does quite the opposite.	The construction plans are fine as long as they remain in the existing footprint	Good for the environment.	I do not propose to have a comment on this as I believe that our consultants would've spent a significant amount of time making sure that these items were dealt with in an appropriate manner. Therefore I rely on my confidence in the consultants in their experience in this matter.
The increase in the water lot would seriously lessen the existing water way which boats use to approach and enter the VRC. This will only result in more conflict with other boaters and of course destroy the ability of the rowers to safely use Coal Harbour which they have been doing for over 130 years.	Many of the boats never leave the marina. More boat sheds = a marine parking lot	I believe that this is a good lighting plan. Last year we had the amber coloured sodium lights installed over at the HMCS Discovery. When it becomes dark and these lights come on they actually throw a very unflattering light across our entire Marina. In contrast our lighting design seems to have been worked on in a sensitive manner and again will complement our Marina not detract from the surrounding area with light pollution.	The entire Harbour is cleaner now than it has been in years past, all tenants work hard to achieve this, the Yacht Club for sure takes the idea of a clean seas very seriously
This project is clearly an expansion project rather than a renovation project. The business model should be reviewed and revised to ensure that the project's environmental features, which are worthy objectives, are accomplished without an expansion of the existing marina footprint.	Extends too far into waterway	No design considerations have been made regarding the extra light pollution increasing the number of docks will create, given that dock lights are illuminated all night.	environmentally responsible
Expanding any marina increases the economic benefits to the local region. Expanding a marina with professionals involved, in full compliance with applicable government rules, is a prudent thing to do. I say this with no prospect of using said marina.	Not satisfied if water space is reduced.	Energy and environmental improvements are vital for today and the future.	Due diligence was clearly observed with respect to biological and environmental concerns.
Improved service for the boating community, reduced environmental impact due to good materials, and reduced maintenance.	see above	The design increases energy efficiency and also will have improved and more modern visual impression at night.	Nice and important ecological consideration.
While I agree with replacing the creosote piles and replacing aging infrastructure, I do not agree that the reconfigured marina will increase safety for all Coal Harbour marine users - I think the opposite is true. The expansion will make the main channel much more constrained and will increase the number of boats using the channel. It will become much more difficult to give way to the rowers.	expansion creates blind spot in waterway	Satisfied that it will not look like a lit football field at night.	Nice to see that this was taken into account. Something I would not have thought of given the sites historical activity and uses.
We believe much research and expert recommendations have been utilized in the plan.	It'll take away the already limited area in which we use for rowing And it's a safety issue in that vision will be even more limited	Same comment.	Same comment.
Do not support the expansion of the marina and the increased width of the docks. Public waterway should not be taken	the current marina is certainly part of the vista and good to know it is not going to be changed overmuch.	Improvements on old infrastructure will provide reduced environmental impact.	I suspect that there will be some dredging, I hope and assume that it will be properly disposed.
Nonsensical intrusion to an already heavy used area by other sea living members than RVYC. The ocean is for all of us not a "supposed blessed few."	These influences were fully thought out.	Results in improvements over existing situation.	Upgrades will improve marine habitat due to removal treated wood piles.
This is far too many bullet points in one question. The first 4 points may be true but the last over 6 certainly is not.	Looks much the same as the current profile	The "light plan" is very limited in its description which leads me to think that it has only been given lip service and not really studied.	Herring spawn on the piles, not much of a study was done.
Disatisfied with "Expands the number of slips" and "reconfigured marina"	There will be no apparent negative visual impact.	This is not my problem with the proposal	This is not my problem with the proposal
I fail to see how the reconfigured marina possibly increases safety in any way. The fairway into the harbour becomes blind. A starboard turn into whatever is coming along the harbour isn't safe. This question in itself is poorly designed. I'd have no issue with replacing wooden floats and creosote pilings but that can be done with existing slips, it doesn't require an expansion. You've created a situation where disagreeing with one of five points means disagreeing with all of them.	This will produce a clean and neat look.	Just enough lighting to be safe and efficient without additional light pollution.	Terrible questions. I rowed there in the '60's

Marina Design	View and Shade	Lighting	Biophysical
Reduces the amount of available shared space in Coal Harbour and increases the risk of collision and mishap. There is NO shared benefit to the community - only to RVYC	Staying within the context of the existing design of our facilities including the sheds etc. and maintaining the colours is appropriate. What we would like to see at the finish of this project is an upgraded marina that is still aesthetically pleasing and blends in with the existing infrastructure	Have addressed light concerns	Little to no impact on tidal areas.
The area in coal harbour is a high use area and by restricting the waterways any further is going to be a recipe for confrontation and possible serious injury to other watercraft including personal watercraft such as rowing, sup, jet skis, and rental boats that use these passages	Little impact from low height structures like docks and sheds.	Same as my original statement	Have considered biophysical impact
The project is far too large and it impedes water use by others.	Consistency is key to the aesthetic and other value of the sheds.	Reduces impact on energy use.	The same as my original statement
This considers yacht users only and does not take into account other people who use the water way (e.g. rowers)	Tear down the boat sheds. They are an eye sore and are only really required to protect older wooden boats.	lighting is being updated to current standards	Important to consider the environmental effect
Expansion places large boats in already too crowded fairway limiting visibility and maneuverability.	The design will improve the marine/recreational image for the entire area. It will be more of a uniform design thereby having a nicer appeal/image.	These are improvements, and in line with current mandates re energy and community.	consideration appears to have been given to biological resources
This expansion grossly impedes the waterway for all other users. It's shocking that the wants of the wealthy are taking precedent over the use of public around the public park. Not to mention the further decimation of the aquatic environment adjacent to the Aquarium, dedicated to marine preservation.	Would have preferred more sheds	This is a valuable improvement. Old marinas like this typically have open bulbs with excessive light pollution.	Habitat protection is important. It's good to know that there is no endangerment.
Expands too far into the current public waterway, creating a hazardous environment for rowers and large vessels during busy traffic conditions	I like that the current look will be retained.	Simply modernizing the power supply and lighting products will have a very positive environmental and safety benefit.	Though not an excuse for past activities in Coal Harbour, the existing sea bed pollution is such that to NOT carry out construction during the Summer months adds unnecessary time and cost to such a project.
I'm convinced the plan will reduce safety for manually powered boats and increase liability for powered boats	Same comment as above stands.	Reduction of light pollution around the park and ecosystem is positive.	There are many species of fish, seals, birds and other marine life that exists in the harbour. Adding more boats and covering more water with buildings will increase the damage to this marine life. Further, additional boat pollution in this harbour will do more damage to marine life that is trying to exist there.
The expansion would reduce the usable area by locals, regular boat traffic and tourist boats. It is also a means of benefiting only those rich enough to moor their boat at the RVYC. Totally elitist to think that they can encroach on the public waters of a public park.	Same as last question	For those of us who live in Coal Harbour there is too much light pollution now. To add additional units with lighting would worsen an already bad situation.	This was well studied.
The expansion of the number of slips into the water course constitutes a significant safety concern. Strongly disagree with the statement "Reconfigured marina increases safety for all Coal Harbour marine users".	It is not disclosed that the new large yacht slips will block views of the park since the large yachts will be as high or higher than the Lady Sovereign already moored at RVYC.	these changes could be made without adding moorage space.	A project of this scale is not without environmental risk.
The expansion of the docks and marina space makes the waterway approach to Vancouver Rowing club and Coal Harbor unsafe for unmotorized water access (SUP, kayak)	This is not my problem with the proposal	Makes good sense and will enhance the skyline!	Please explain how fish and other sea life could possibly be adversely affected by us driving in and removing old crescent pilings. It is clear in any case that studies have shown this to be the case!
Reconfigured marina does not increase safety for users.	Your questions so far have nothing to do with Community	As concerned about everything as Ports Canada is, if they are happy with our lighting design and updated materials, what can I say!	There is much more sea life activity in the Stanley Park end of Coal Harbour since the Covid 19 lockdown and subsequent reduced vessel activity of all types. This proposal will increase vessel activity and concentrate it in a narrower channel
The expansion of the space as proposed with the constricting of the waterway to the SW is unacceptable. This should remain on the existing footprint	Again, concern over where the new boat sheds may be. The fact that it is not clearly stated that the sheds would stay where they currently are makes me think that the plan is to move them. Where to?	Maybe ??	This can't alter the increased amount of waterspace taken by power boats which has to make the environment tougher.
The design does NOT improve services for visiting tourists. It does NOT increase safety for all Coal Harbour marine users, just the opposite. It creates dangerous situations, puts the interest of the public back in favour of the interest of RVYC.	Views remain unchanged.	it is not an issue now and I don't think it will be.	The biobehabitat will be affected. What sensible otter will want to swim in the waters with more boats around?
The expansion will limit on the water activity for rowing and boating in the harbour	The project blends with the surroundings as it is more attractive than other marina projects. It fits well into the marine nature of Coal Harbour.	New lighting to conserve energy and reduce unwanted light spill and unnecessary use of electrical power is responsible action.	Great
Extends too far into the waterway	I'm glad that the boat shed replacement will have little impact	seems all to be "best practices".	The benchmark set is minimal. While there are no endangered and sensitive biological and environmental resources now, it does not mean there is no concern for the environment in general. There are already significant pressures with existing water, land, and air traffic by Stanley Park and Coal Harbor. Any expansion might still have an impact, even if it doesn't lead to degradation of sensitive or endangered habitat.
Water space needs to stay available for recreational purpose.	Same as my previous statement	awareness of community impact.	All looks to be responsible and good planning.
Will strangle the VRC rowers and VRC's rowing program which is open to the average citizen unlike the RVYC.	It will narrow the channel at what is already a blind corner, which will impede the view of oncoming boat traffic for non-RVYC users of Coal Harbour	Efficiency and conservation benefits	The "habitat" of Coal Harbour has been compromised by well over a century of economic activity that had little respect for the environment. In contrast, this proposed development is being carried out in what appears to be an environmentally responsible fashion respecting and perhaps even enhancing any habitats that still exist in this area.
Reconfiguration reduces the useable area for rowers, therefore decreasing the safety.	there doesn't appear to be any negative view affects on the surrounding community.	Reducing the light spill and being energy efficiency is a good thing for everyone.	respecting the habitat ..
I Think RVYC could better spend money elsewhere.	Thoughtful methodology.	Energy conservation with favourable with new lighting	looks like a thorough review
expansion reduces water space for everyone else.	It is all below the sea wall view. Even at the highest tide, the boat houses are far enough away from land that they don't block the view at all.	Better lighting, less energy used	GREAT TO HAVE NO IMPACT
Disagree that reconfigured marina increases safety for all Coal Harbour marine users. It leaves rowers considerably less safe. It is "selling" a public waterway for the exclusive benefit of yacht owners that are RVYC members.	The new structures will hopefully improve to the visible appearance from outside of the marina. Fingers crossed that best practices will be adopted to maintain the appearance of the marina from the inside.	VERY EFFICIENT	RVYC has been part of deterioration of Coal Harbour environment over past 100 years. What are we doing to improve? Not merely not making it worse!
It does not increase the safety for Coal Harbour marine users, but promotes future marine accidents. The expansion does not leave enough space for safe rowing. Channel becomes too narrow to safely row in two way traffic. In addition motorboaters entering the channel can not see oncoming rowers.	The view corridor is already hampered by these boat sheds. To add more would ruin what little view there is left of a nice inner harbour.	All good ideas, but dint really care.	There is a proliferation of varied wild life in and about the Coal Harbour marina that indicates how well the area works for human use and the animals.
It'll Take away the already limited area in which we use for rowing	"minimal" view and shade effects are worse than no effects	The modern technologies to manage stray lighting make these concerns fall away. The City of Vancouver has switched to modern lighting systems for street lights and no longer needs or uses the various shading devices for street lights with inferior or obsolete street lights.	Very well thought out
Its a great resource made available for visiting tourists to be welcomed to the city. I especially appreciate the additional safety considerations toward use for all in Coal Harbour.	Makes good sense and will enhance the skyline!	will stop any potential electrical leakage	Not much choice here. Do what is right
Using modern methods to improve safety and lessen environmental impact.	Are you sure?	Build what is safe and efficient.	I'm glad that you did this study.
Better environmental impacts by replacing aged and worn infrastructure	Modeling is self serving. Definitely will affect the view.	Lighting will be improved and more efficient	No habitat negatives arise due to the improvements
Environmentally sound, replaces old crescent piling and aging Styrofoam	I see no change in how RVYC will be viewed as far as affecting the community with our expansion. If anything the new sheds will modernize the skyline.	It looks like the new marina will have improved lighting to reduce light "pollution" and should be more energy efficient	We should be looking beyond animals at risk.

Marina Design	View and Shade	Lighting	Biophysical
All the bullets are beneficial to the Club and others but the last one introduces a level of safety for rowers and other boaters that does not presently exist.	After viewing the very misleading overhead photo from RVYC on the project postcard sent to Coal Harbour residents I distrust the information put out by the project proponents. The photo suggests RVYC is in a semi-wilderness area with no physical restrictions which is totally untrue. The project impinges on and further restricts a very busy and narrow waterway. Absolutely a dishonest approach and RVYC should no better.	Improved energy conservation and reducing unwanted light spill.	Since you have chosen questions that don't really let me express my thoughts. I will try here. My basic philosophy is this...a relatively small group of very financially privileged people are wanting to expand their very expensive exclusive club while doing it in a very beautiful part of my city. A part that many people use and love. It still isn't good enough for the members. Greed has set in. Not only do they get to use Stanley park as their entrance to the club they also get to park their vehicles in a special area close to the club. In this day and age of "equal rights" so called why is this club even permitted to remain in such a choice spot. The city, Parks board and the water authority involved are encouraging exclusivity. They themselves are being funded by tax dollars one way or the other. Tax dollars from 99.9% of tax payers that cannot afford to even contemplate belonging to this exclusive club. They aren't happy though, they on top of all the inequities want to expand. They should be encouraged by the above authorities to expand the whole club to somewhere else in the metro area thus freeing up their present space to be better shared by more tax payers. The club does not need to expand it simply wants more money, more members and again more and more money from the privileged few. The authorities that the rvyc have applied to for this expansion / refit are all government/ publically funded entities who should have the interests of the greatest number people in mind not the interests of a very select wealthy group of boat owners. What they are proposing is a unnecessary enlargement of their space which will cause 2 years minimum of disruption and noise to park users and residents of the area of which there are many. Coal Harbour is a very highly populated residential area. The residents of which should not have their rights to enjoy the peace and quiet of their homes infringed upon by the unnecessary and greed driven desire of the privileged few to park their boats. Encourage them to move elsewhere to park their boats!
I really like the design of the large single roof open shed. More light and still get the protection of a roof. Will improve the safety of vessels leaving RVYC and the vessels travelling the fair way in that area.	If it has NO view impact...it is acceptable...what is minimal? The yachts are great to look at but not the sheds, they don't belong at our park. Please remove the Sheds. Sheds should be away from the park and located in some industrial area.	Modernizes the infrastructure. More efficient from aging existing structures. See above dialog	there's no risk because there's no sensitive habitat I'm satisfied and glad a full assessment was done and confident that, once completed, the reduced pollution will be a net benefit to marine ecosystems.
Many of the existing floats and also the piles that were driven years ago that are soaked in creosote for preservation are not friendly to the fish habitat or our environment. Upgrading to concrete floats and steel piles is the correct thing to do with the knowledge we have today of our environmental issues.	I don't see any substantial changes.	Energy efficiency and decreased light pollution is important.	what about the Pacific Great Blue Heron - special Concern I as found on Coal Harbour
No details of the materials used to create the floats has been provided, other than 'concrete'. No information has been provided regarding the other materials used in float construction, which could be harmful to the environment if the more economical but less safe metals are chosen to join the docks.	Appears to be minimal impact of structures on the overall site and surrounds.	don't need extra lights and docks out into the channel	The only people who benefit from your plan to take over more of the waterway are your private members of your exclusive club.
Environmental issues are important as are esthetics	Minimal impacts is positive	The only people who benefit from your plan to take over more of the waterway are your private members of your exclusive club.	Proposed expansion seriously impacts the course of the Vancouver Rowing Club. Suitable waters for rowing are very limited in the city.
This can only be considered an improvement to the present state.	Lovely to see this improvements coming and at no cost to the general public.	Proposed expansion seriously impacts the course of the Vancouver Rowing Club. Suitable waters for rowing are very limited in the city.	Expansion over public water
improves services for a few select members not all members while increasing costs for all members	No major changes here.	trite mitigative effort offered here for an important disruptive pollutant. More light is similar compared to the other issues, and for the same benefitting elite group.	well ok, No provincially and/or federally listed endangered species were observed in the survey area. No sensitive habitat was present within the project site. What does that tell us?
The boats that the club members moor are typically older and do not have current technology engines. The carbon footprint from these vessels is horrible and the emissions from their power train is filthy. Recreational powerboats should be brought up to current IMO standards or scrapped.	Looks like it does now no real change	Putting in the RVYC's "positive" bullet points in every section is a very bias way to conduct a unbiased survey. I disagree with this approach in soliciting feedback.	Putting in the RVYC's "positive" bullet points in every section is a very bias way to conduct a unbiased survey. I disagree with this approach in soliciting feedback.
Marina upgrades will coincide with required maintenance plus and most importantly, will enhance the value of the recreational Coal Harbor/Stanley Park environment. This is important to the RVYC club and equally important to attract paying visitors to the area. The project helps promote the entire area as a recreational destination for Vancouver.	There is very little change from the existing marina layout	Any further lighting is unnecessary.	We are not talking about little 16 footers, these are yachts. Their propellers are huge and churn water. All underwater habitats are affected. Don't our resident species have as many rights as those that are endangered???
I am so impressed with the level of detail these plans go into. The environmental benefit alone is a big point for my family, and everything else just adds to that.	I believe the shed design that reflects the current sheds needs further thought. The current sheds are aesthetically lacking in consideration of surrounding architectural and environmental elements that define Vancouver as one of the most beautiful cities in the world.	this is part of the sales pitch	Construction always disrupts the environment.
Appears to be well thought out.	GOOD PLAN	Loss of water for rowing programs	No part of the current ecosystem should be affected in any way for this type of project regardless of endangered or sensitive.
I've followed the development of the expansion project closely and have been pleased (and impressed) with the due diligence performed throughout the process.	Doesn't impact me. Dont really care	Environmental gain here.	ah huh
Sheds to keep ocean going vessels out of the sun and rain? Silly and they are ugly New floats and piles more sustainable and better for environment.	There will be little visual impact to the changes, mostly by replacing older boat sheds View and Shading issues are minimal considering the height of the sheds and boats. When the City of Vancouver is approving 50+ story towers in the West End and other locations that invade view cones and blocking off the Seymour Street view corridor, this is a non-issue.	Would increasing the quantity of boats increase the amount of light given off by the marina as a whole? Would be fine if, again, public space was not being compromised for it.	all marine habitats are sensitive and anything you do here will have an effect. Loss of water for rowing programs
The reconfigured design poses hazard to navigation and safe passage for users of the navigational channel	as above	The lighting plan is not the issue with the expansion. The issue is the increase in space the expansion is requesting/proposing. Use your current space, redo it. Just don't expense and take up more waterway	More board inherently means more habitat disruption.
Occupies too much public water	We should build what is appropriate and not worry about view and shade. It's a marina.	More lighting in an already over lit area. No to expansion.	Seems like this project will necessarily disturb the wildlife and ecosystem. Will we still see the seals, otters, fish, crab, birds and the rest of their food chain in the middle of and in the aftermath of construction?
Reduced size of fairways	Boat sheds will be consistent with the present format	There is no need for any additional lighting. there may be some corrections to the existing but this would not be a benefit in the expansion.	REmoving the creosote will be great.
Narrowing the water ways	again the new marina should look better to the neighbours.	Expansion should not occur	Seems fair enough.
'Visiting tourists...' very very few to RVYC	I live in Coal Harbour and part of my homes view is across the inlet And Stanley Park. It will not have any negative impacts in my opinion.	No issue with new lighting	Construction, increase in the number of boats will undoubtedly create more traffic and thus more gas emission and pollution which WILL have an impact on the habitat.
Expanding the footprint of the RVYC marina takes away space from other users of the harbour. The marina also does not provide increased safety with yachts moored on the outside. Just this Friday there was a near-collision where a yacht pulled out from the front without looking, almost colliding with an oncoming rowing shell.	See above dialog.	Both energy efficiency and consistency with guidelines included	Any significant construction such as that required by this expansion will have an impact on the environment, brings more boat traffic and again, limits the open waterway.
There should be no increase in the size of the footprint for the marina or an increase in the number of slips. This is already a very busy Harbour. No problem with RVYC replacing aging infrastructure but that should be done as their own cost, not by expanding into the public waterways so that they can increase the revenues of private club. Also, I may have missed it but it was not clear if the boat sheds would in the existing spots or moved somewhere else which may be a matter of concern.	nothing's getting any taller!	More light pollution for expansion is not desired by downtown residents such as myself.	No reason if the area was to be cleaned up that native species wouldn't return like they have in other water ports.
No boats back out into the channel and only two access points to the channel. New docks are concrete with steel piles so longer lifespan and less environmental impact	Increased dock area for more slips and boats will decrease views of open waterways and sight lines.	Increases light pollution for the majority for the benefit a privileged few.	Additional boats would crowd the waters even more. The beauty of Stanley Park and its waterways is not overpopulated them with boats that sit in sheds 11 months of the year and some more.
No expansion - it will impede water use by others such as towers and other boat owners located in coal harbour	the visual pics shown were misleading..shown from advantageous angles and ignoring the impact on the west end where the park will be blocked from some angles. and now you can see the part over the low boats on west end vs the comparison with the sheds which are further east. please show what the west end will look like	Lighting can be changed for existing layout without expansion.	Expansion should not occur
All for it	The only people who benefit from your plan to take over more of the waterway are your private members of your exclusive club.	More boats and docks create more light. Increased light spill is not needed.	I am not in favour of increasing shadowing by the proposed marina to the extent proposed.
This plan satisfies all technical requirements.	Proposed expansion seriously impacts the course of the Vancouver Rowing Club. Suitable waters for rowing are very limited in the city.	All of the expansion into the waterways have impact on the Vancouver Rowing Club activities and access	design and dock improvements will have no or minimal habitat impact

Marina Design	View and Shade	Lighting	Biophysical
Increased Moorage availability	grab by privileged few	if you're expanding the port, you're expanding the light on the water which has impacts on the wildlife using the area (fish, raccoons, birds etc.)	This is very important to me. I have lived in the West End for 30 years and in Vancouver for 50. The waters in Coal Harbour are cleaner now than they were years ago, and much of that has to do with RVYC and their practices.
I have been watching this project since the beginning, and I am very satisfied with the level of effort and professionalism that has gone into it.	The size of the new boat sheds significantly limits and endangers the current rowing waterway.	See above.	Again, I don't think this project should proceed as we do not need more yachts in our waters.
Retains safe and good access for all users, offers a modest increase in capacity while retaining the character of a low profile, smaller scale recreational boat harbor; and replacement of docks and piles with eco-sensitive structure and finishes is commendable. I like the extensive consultation process which involved users, stakeholders, regulatory, safety and government officials and agencies. Done the way it should be done, carefully, thoroughly thought out resulting in a common-sense 'best fit' solution that meets and respects the interests and views of club members, visitors and the broader community. Well done!	Adding more moorage takes up more space on the waterway and clutters the natural water way view	More boats means more gas and oil pollution. Also, more energy consumption no matter how energy efficient you design your lighting. The community does not need this, especially for something purely recreational and available only to the privileged.	There has to be a negative effect that is not being considered
eco-friendly plan	Aesthetics is hardly the issue here. I do not have issue with the upgrading of what they have. The issue is the squeezing of the open waterways. As both a rower and a motor-boater I can see both points-of-view. Large boats can drop anchor, and have the many waterways to choose from, smaller vessels don't have those options and can barely be seen by inattentive yacht skippers.	Leave Stanley Park alone.	Do we have to wait for species to be endangered before we protect their habitat? The biased wording of this is offensive. It makes it sound as though no habitat will be affected and no animal or fish life will be harmed which we know to be untrue.
Reconfigured marina definitely does not increase safety for all Coal Harbour marine users - it will make it more dangerous for rowers and other vessels, and may cause the rowing club to have to cease training from the location they have called home for over 100 years.	Shed should be removed from the project	Don't give a damn about the lighting. I care about safety.	An expanded marina will affect the biological resources, the statement that these are not "significant" is undefined. This project will add to the very significant overall decline in marine resources in the Salish Sea.
the Marinas impact on the environment is being reduced by this project	Dont build the expansion. That way it will be perfectly consistent.	Again, this has been a very thoughtful proposal with hours of on site review and concern for the environment and city "light pollution".	Creosote pilings and foam insulation in docks should have been replaced years ago if RVYC cared about habitat more responsibly. We don't need to extend the marina to get this done.
These are all environmental improvements. The ability to host more tourist visitors is great for Vancouver.	to whose advantage?	There will be too much light spill with the proposed increased activity.	More encroachment on wildlife, we already have seals and racons come into our boats at Vancouver Rowing club
I have stayed at both RVan and VRC docks in the past when visiting Vancouver. It is hard to find space and it is much appreciated. The new design looks much safer than the current arrangement.	Loss of water for rowing programs	Consistent with existing practices, this is about as well designed, as is reasonably possible.	So what. Just because there are no rare species, does not mean they do not belong there. Have probably already been driven from the Harbour by the increasing motorboat and seaplane traffic. This expansion will not help.
I am not sure why the collection of responses were "framed" in this question. The replacement of the pilings, docks and related infrastructure while laudable, are part of any long term capital program. To include the point of the reconfigured marina as a Benefit for all Coal Harbour is disingenuous at best. The reduction in navigable water in a congested space is never a "safety benefit".	It's clear from the presentation that view impact is minimal. On the other side, the view from the marina has changed significantly in the past 100 years.	Lighting should be reduced	Just because there are no endangered species in your testing area does not mean that the project should get a green light. Regardless of the choices there, you will damage some of the water ecology.
It's nice to know that additional visitors can be accommodated.	I'm "neither satisfied nor dissatisfied" as I'm not sure what impact allowing more slips and therefore more boats would have on the view and shade.	I support energy conservation lighting and the plan also appears to illuminate lighting pollution	Wildlife will be affected by new yachts being in the area. Do not expand.
The reduction of navigational space in the transit channel. This having a impact on all users of the waterway. Safety is already an issue in the channel.	From my window I can see RVYC and I would like to see more of the water then less. As a resident of this neighbourhood I do not wish to see more sheds and consequently more boats, I think there is already enough boats. Any expansion means more sheds. I am paying high enough rent to be able to see the water.	Better results for conserving energy and reducing the unnecessary use of electric power will be achieved if the number of slips are decreased, not increased.	This does not take into account the impacts of increase boat traffic and exhaust pollution as a result of a larger marina not just on the deep cove environment but the entire burrard inlet
This expansion encroaches on the already narrow water lane used by pleasure boaters, commercial party boats, kayakers, stand up paddlers and rowers. It puts all small craft, paddle traffic in greater danger of collision with power boats. It also creates increased wave and turbulence on the water and this action impedes safe and pleasurable use of this important waterway by the rowers, kayakers and stand up paddle boards. These are very important because they enhance the lifestyle in Vancouver.	I don't feel it necessary for the sake of the general public.	Where is environmental assessment this jumps all over road map for environmental assessment and is confusing to lay person.	See above.
We appreciate the changes toward better environmental design/materials and increasing safety. However, having read the expansion plans, and having lived on a sailboat in the past (for several years, including during a marina upgrade), we understand the effects of expansion and remain concerned over increasing the number of slips due to greater potential for toxins (fuel spills, bottom paint sloughing, vessel exhaust and maintenance, etc.); increased anthropogenic debris (intentional or unintentional); and increased noise disturbance for marine life, wildlife, and humans (both during construction and from increased boat traffic after completion). Simply, a greater number of slips increases the potential, long-term, for increased environmental impact and negative consequences.	The current sheds aren't pretty and they take up enough space and volume.	I'm not opposed to upgrades, only expansion.	I appreciate you taking a habitat assessment but more boats still means more gas and oil pollution. Pollution doesn't just stay in one spot just because you checked around the immediate area. It will spread. This is fact.
Increases number of boats/traffic, disagree with providing moorage for "visiting tourists"	Only to replace existing sheds. No new sheds.	Don't expand the marina at all	Water quality already poor with surface oil and garbage
Makes good sense and will enhance the skyline!	I have always felt the boat sheds are an eyesore for the marina. Although this is a marina there are many boats that do not have boat sheds. Is there really a purpose to have boats in sheds when the boats are never used?	More light pollution no matter how it's presented.	Any additional human made structures negatively affect the environment.
Take up too much public waterway space	Expansion should not occur	The best for the environment is also the best for the people and animals that rely on it.	Leave Stanley Park alone.
Removal of aging infrastructure including old creosote piles will help marine life in the area. Removing situations where boats will be backing out in the main traffic lanes will improve safety of the channel for all users.	No issue with new boat sheds	Again, this misses the point. Lighting is irrelevant when the privatization of waterways is a the heart of the issue.	As above - the impact on all wildlife - to yet again reduce habitat - is disturbing.
If the boat sheds are no longer safe and must be removed, why do they need to be replaced at all? I feel like there was a planning committee made up of power boaters that never even considered the possibility of open moorage and instead just looked for ways to offset the cost of new ones. Boat sheds are rare in most marinas and restrict the berth assignments to power boats. The berth design could allow for reconfiguration to suit wider or narrower beams as needed.	Design took visual and shade impacts into consideration	What do the original owners think of this?	though seals, otters and cormorans may not be endangered species they are an active part of the wildlife seen in the channel today.
"Footprint" should remain the same.	I don't think anything should be built. I'm against this project.	Millionaires shouldn't be allowed to annex public spaces to pay for the upkeep of their luxuries. This is disgusting.	Any expansion or construction will have an effect on wildlife habitat.
Seems it will encroach on rowing club lanes	Aesthetic values of this project have little to do with safe aces for no boating members.	It's an ordinary dock	The amount of respect shown for the environment and creatures therein is to be congratulated and appreciated as a respect towards the people of Vancouver and their value systems.
Would not like to see expansion in number of slips. Power boats are polluting in waterways and are not a net positive benefit for marine life. Good to replace polluting infrastructure.	Some of the existing boat sheds are already casting long shadows	Even more not needed	The project would substantially increase the ecological footprint.
The amount of time and the considerable attention to detail has been enormous ! There has been many meetings, RVYC open houses, and written documents describing in detail what is to be done as well as how it is to be funded. The transparency of the project has been such that no one should be in question as to how this is to be accomplished .	Adding additional boat sheds will reduced view at water level.	It will increase amour of light	This area has been heavily used for many decades. Current and planned facilities and practices are actually improving the local habitat.
Great for RVYC members gaining upgraded and new valuable facilities which will have enormous financial value to the club (moorage fees, etc.) but terrible for the public owners of the water rights who gain nothing and public water users who will lose safe access in and out of Coal Harbour (e.g. proposed Olympic width rowing lanes will likely over time destroy rowing activity for normal rowers).	Extending the marina by 18 meters will only harm the views. There will be less water to view and the area will become cramped with docks. There is zero net gain in views with this expansion. As for shade it's easy to say impact will be minimal when you are using the largest yacht at the marina "Sovereign lady." Lets use the average size vessel at RVYC when discussing shade.	Still increases electrical use, and cannot completely remove all unwanted light spill.	Water is poor quality already
This is such a bad idea that no amount of design can save it. The waterway is narrow as it is and is extensively used by rowers and tour boats	Its the 13% expansion that I'm concerned with, crowding of the waterways	The lighting upgrades do not outweigh the negative impacts of expansion	The points you have listed focus on the fact there aren't rare species/habitats. It will still disrupt for the species that are there.
A parking lot for boats...destroys the ambience of the neighbourhood	The expansion plan was conceived and submitted without adequate consultation with neighboring entities such as the Vancouver Rowing Club	No light pollution increases	Do not expand and further damage marina life
The sheds are an eyesore. Remove them and I would be in favour of the expansion	See above.	It's a city. Any "lighting" will be irrelevant.	These habitats need to be improved with much less activity in the area. Note the increased sea life activity during the covid19 period when activity was much reduced.

Marina Design	View and Shade	Lighting	Biophysical
While retrofitting is good, the expansion appears to have a significant impact on the public waterway. In expanding the private space, access in and out of the marina in public waters will have to be altered as well. It might serve to be beneficial to RVYC members and visiting tourists - but does it come at the expense of other users and the environment.	More boats means more gas and oil pollution. Period.	Pay for it yourself rather than take public land. If you can afford a yacht, then you can afford to pay for your upgrade.	The plan appears to comply with Requirements as defined by the Department of fisheries and oceans
Expands into open water.	Leave Stanley Park alone.	Beyond the wealthy members of the RVYC and its visitors, an expansion is detrimental to the vast majority of the community and to other users of the waterway, such as the rowing club.	It is ludicrous to emphasize the impact of this project on sensitive and rare species or habitats. Please concentrate on the reality that yachts that are powered pollute the water and do affect all species.
The environmental responsibility that has been addressed in these plans is really satisfying to see. The effects of these kinds of initiatives to, for instance, remove creosote pylons has really helped revive the vibrancy of English Bay, Coal Harbour and our nearby local waters.	Sounds good	Unnecessary because the proposal should not move forward.	Any increase in traffic together with the construction noise will impact wildlife
Appreciate the fact that aging infrastructure (wood/creosote piles, etc.) is to be replaced with more durable and environmentally friendly materials	Design is irrelevant as project will still encroach on current public waterway space.	Stop taking public space to save rich boat owners some money!	There were orcas observed close to RVYC facilities in September 2019 what mitigating remedies do u propose to avoid disturbance of marine wildlife? How long did consultant carry out observations of proposed expansion area. Go back to drawing board.
any thing that improves the environment ...removing the piles with creosote...	I am impressed at the great extent to which an effort has been made to respect the community in the area	Irrelevant	The added pollution from additional gas and diesel powered marine craft in our harbour is moving in the opposite direction of a greener city. Let's not insist on green when it comes to some projects and let green slide when it comes to a small "connected", influential and wealthy group.
I like the environmental and safety benefits and it does sound like it will have better aesthetics when done RVYC is a very attractive addition to our in harbour and provides an important service to boaters.	I disagree that there will be minimal view effects. Once constructed, even reasonably frequent park area users will not see any noticeable changes, certainly no additional adverse impacts.	Still not interested in having a marina for motorized boats in this location. Again, can updates be done without expansion?	Don't expand the marina at all It's still another negative for the environment
Consideration for the environment is critical and this plan I believe is environmentally friendly	Sheds are eyesore	This doesn't change the area these new wharves and boat houses will occupy. An area that could be used for a more equitable use by all boaters.	I appreciate assessments being taken but you have no real way of knowing what impact your project will pose on habitats, animal species, and water sources. Humans should have less a foot print - not more.
Vancouver needs more moorage A good plan and provides needed moorage in Coal Harbour	It is already used as private property only - I think this is a problem when it comes to expanding. This removes the current boat chats which are non-uniform and not in the best of shape and at the same time will add a beautification to the skyline	Can this be done without the planned expansion? more lights means more obstacles	too much development on the shoreline Again - what about their impact on the Vancouver and their access to these waters?
VANCOUVER NEEDS ALL THE MOORAGE IT CAN GET	Not building new boat sheds achieves a preferable visual outcome.	Balance of efficiency and environmental impact	There are recent new, and evolving species presenting in the area that are not represented by this assessment.
Looking forward to moorage The project will improve waterway safety, and boat maneuvering. It will also address long overdue maintenance and provide valuable additional moorage, which is desperately needed in Vancouver.	Use the space more efficiently by not having boat sheds Boat sheds are an eyesore to many and a benefit only to the wealthy owners who build them. Let them drive a few miles and park their boats away from the jewel of our city.	I'm very pleased about the emphasis on reduced light spill which has such a detrimental effect on birds. Appropriate lighting without creating washout and a focus on operation costs	What did the indigenous peoples that have history on that land and sea say about the biology? Come on... no wildlife or habitat affected by yachts, and the continual stream of pollution, garbage and grotesque things we see in the harbour that are from the yachts? How could you put their needs above a sport that doesn't cause pollution? Astounding
RVYC applies best practices in the boating industry and runs a first class marina servicing many BC Residents.	Don't expand the marina at all	Current lighting is sufficient	Millionaires shouldn't be allowed to annex public spaces to pay for the upkeep of their luxuries. This is disgusting.
I don't think we should be doing this Excellent layout. Improved look. World-class facility for a world-class city.	no view impact, the sheds are ugly View and shade impacts are not the point. Access to the water for everyone is.	We do not need more artificial lighting in the area. Do not expand - Do not destroy our waterway!!!	Probably won't inhibit wildlife I don't want any marine/tidal habitats to be disrupted, even if they aren't endangered/sensitive/rare. More boats = more waste and fuel in the water = bad for our ocean creatures!
Boat shed improvements are welcome. better access to the mid channel; better visual effect for the Vancouver Skyline; better docks, boathouses, all color coordinated; stops the backing out into the channel which will reduce potential mishaps with Scullers.	Have the indigenous people who own the property been asked what they would like? Same reasons as mentioned before	Less lights, less powered water craft and less density will reduce and conserve energy even more. lighting will influence the overall cumulative effects within this portion of Coal harbor and the sensitive intertidal areas all around the proposed expansion. The intertidal areas and associated biofilm constitute an important ecological component within the coal harbor basin. these areas are entirely unique with the shoreline of Stanley park and should be considered the most sensitive and of highest value along the entire extent of park shoreline	Things should be left as is with no impact at all Stop lying for your own benefit.
Need to balance capital cost and maintenance costs. We have a good maintenance crew at CH and can maintain the docks well. It looks like this is a needed update.	Millionaires shouldn't be allowed to annex public spaces to pay for the upkeep of their luxuries. This is disgusting. Seems par for the course	Dim, yellow-white lights along the docks seem like an good choice. Care seems to have been taken to not disturb residents. I am a big opponent to light pollution. RVYC has taken steps to ensure that the proposed lighting is energy efficient, soft and subdued, similar to what would be found in a LEED building. It's okay for night to be night.	Impact will still be made on the marine life at the site, even if that impact is on common species. Hard to believe no endangered species were found.
Improving docks and pilings and getting rid of creosote are very positive as is improved boat traffic flow this will be better for the environment. It will look better and should be safer for all - including rowers, commercial as well as recreational marine traffic	I don't want any impact at all on views. I don't want any marina expansion Again not needed	No mention about effect of additional lighting on biological resources, fish, birds, etc. Again all steps have been taken to make sure the new expanded marina has minimal effect on anyone living or using the area.	Maintaining existing space will also address these interests. Animals will be effected. Habitats would be destroyed. Stop trying to sugar coat invasive building
Improved environmental protection and increased safety. New materials infrastructure will enhance environmental protections and enhance greater longevity while addressing moorage demands for the club.	How about not building any? Not needed. I do not support the expansion.	public space needs to remain in public hands I've worked passed sunset during the late fall and the lighting layout around the dock was sufficient and not over lit	Expansion takes away from ecologically sensitive areas - keep the footprint as is. Other species will be negatively impacted
Expansion will affect and create many dangers for all other Coal Harbour users I would like to see efforts made to provide for marine animals that have been harmed by the chemicals associated with the marina.	New sheds will be too close to sea walk on opposite side Industrializes the look of the area	more LED lights environmentally better minimal for more is still more	Pollution waste water discharge. What about the impact on non endangered species that are nevertheless important to the coal harbour ecosystem? I see nothing addressing this impact.
I think this a great addition to our harbour. Very nice to see solid engineering and infrastructure support for recreational boating It will be an immense improvement to our maritime history and culture and a long time coming.	No new sheds The aesthetics proposed do not address the negative impacts of expansion. More structures more large vessels equals more dangerous for non yacht people. leave public waters alone	The total area will be expanded by 9040 m2 so will require more lighting improve your current facilities first. More luxury yachts in Coal Harbour means more pollution, noise, and social inequality in Vancouver. It represents the commercialization of Stanley Park – something nobody wants.	RVYC is very diligent on all these fronts. There is a reserved crab breeding area right next door if not in the proposed area. Pay for it yourself rather than take public land. If you can afford a yacht, then you can afford to pay for your upgrade.
Everything presented is about rvyc members. They are fortunate indeed to be able to access their club through one of the most beautiful PUBLIC city owned parks in the world. Already a huge privilege that 99.9% of the residence and tax payors I might add of Vancouver cannot enjoy.	Great that the boat sheds will look the same but too many	Just an excuse to expand rvyc facilities in Stanley park	marine life will be impacted by the driving of piles and installation of project. construction debris will inevitably end up in the water, causing damage and impact to the ecosystem. This section of the harbour is vibrant with marine mammal life year round, and construction will negatively impact the wildlife and marine life.
There has been extensive study of this project and all its impacts. Smart people have worked very hard to consider the needs of all stakeholders. Decreased waterway width is not ideal and even unsafe for smaller non-motorized boats. The increased number of slips and area will benefit RVYC at the expense of the community and non-RVYC waterway users.	Narrows the waterway I have no objection to the club improving its existing sheds.	You have been given too much space already. The rowing club needs room as well. The harbour is for all to enjoy. Not just the so called "creme de la creme" This is again trying to make a bad project look pretty.	Was this survey done in light of the recent lower usage of the waterways? Beyond the wealthy members of the RVYC and its visitors, an expansion is detrimental to the vast majority of the community and to other users of the waterway, such as the rowing club.
I like the new design apart from the K dock float sticking out into the current navigational channel, I am worried about the safety of rowers in this area when the boats across the channel also pull in and out of their slip nearly hitting rowers as they pass by. Having this section be more narrow is a concern to me. I do like the environmental improvements and the reduced number of boats backing out of RVYC when leaving the marina.	Well maintained marina adds value to the local waterfront	This project, no matter how well designed, should not be allowed to proceed.	The increase in boat and car traffic this expansion entails during and after construction may well be detrimental to Stanley Park. Focusing only on the sub-tidal habitat alone is shortchanging a full environmental assessment.
It's about time that creosote piles were replaced already. Environmental best practices should be already observed, especially given you are located in a park.	Too big, cumbersome for that area	You have no right to take that land, enjoy being a lightning rod for picketing.	No impact is better than low impact.

Marina Design	View and Shade	Lighting	Biophysical
Your increased footprint is unjustified. You don't get credit for removing your pollution problem - the creosote pilings... are they out of compliance with section 36.3 of the Fisheries Act for many years?. your proposed expansion out into the navigation channel will add risk and danger with many more big boats and it is more than just two entrances..the proposed outer boats will add to traffic. There have been many near accidents lately with all the big boats and poor captains. The Rowers are correct that they need room for all the beginners. RVYC has many facilities all along the coast and don't need more here. I suggest just squaring off their southern edge for a small gain and re-organize it otherwise for more efficiency. The reporting is full of spin such as no mention of the western view scape... letting the western corner stick out will eliminate the full view of the park from some angles.. how come the analysis presented didn't show that part of the proposal and by the western docks beyond the sheds? Don't let the public resource pay for their expansion plans. From the Q&A: VFPA states that the navigation channel is already accepted so what is this consultation for. its a done deal! Its not just about boats currently on the harbour: more big boats come in from elsewhere and are dangerous - including 60fters the last two weekends: one with an engine down, no bow thruster and bad skipper, another came in on the south and left on the north side - both interfering with rowers. So the full harbour is required and the cruise boat season isn't on yet! also from Q&A: [its also seems like VFPA is in support of the expansion..when they speak about the area 'needed' rather than 'proposed'	The fish and crabs will have their habitat reduced considerably	As stated.	Certainly will not enhance biodiversity!
The only people who benefit from your plan to take over more of the waterway are your private members of your exclusive club.	Pay for it yourself rather than take public land. If you can afford a yacht, then you can afford to pay for your upgrade.	Too much light already for too few people.	Because the waterway is filthy and marine life cannot, nor does not want to live in it. It should be cleaned up before any more traffic is added. The seawall should be home of marine life.
Proposed expansion seriously impacts the course of the Vancouver Rowing Club. Suitable waters for rowing are very limited in the city.	the new sheds and docks will be farther out into the waterway, and will project shade farther into the waterway and reduce sunlight penetration that is necessary for healthy marine ecosystem.	Again, this is false. If you are adding an expansion to the area it will take up more energy over time regardless if the new structure is "following industry standard".	Stop taking public space to save rich boat owners some money!
Expand space over public water	Beyond the wealthy members of the RVYC and its visitors, an expansion is detrimental to the vast majority of the community and to other users of the waterway, such as the rowing club.	Good work	Read earlier comments
The Vancouver Rowing Club has concluded that the proposed marina design would be hazardous to rowers on the waterway, with the new boatsheds creating a blindspot that poses a significant risk to other mariners of Coal Harbour.	See answer above.	The plan is to add 28 lamp standards with lighting on the proposed expansion docks. How can this additional number of light sources not negatively affect users of the Coal Harbour waterway?	Pacific lamprey and eulachon should be using this water way. Thier absences in the survey does not indicate that this is not part of thier natural habitat but rather that current industrialization of the area is excluding these species. Remediation of habitat is needed.
The expansion of the marina with the appropriation of federal waterways provides benefits to a very small percentage of public citizens. That is, only those who can afford luxury water vessels (current RVYC members and visiting tourists). In addition, a statement that the reconfiguration increases safety for all Coal Harbour marine users is not supported by the local community.	Additional boat sheds will block more of the view, it doesn't matter that they are the same size as the existing view-blocking boat sheds. More sheds = less view.	Lower energy use	of course there's no sensitive or endangered species being observed in this site area, there's a boat marine there making it completely undesirable for marine life to exist.
The expansion concerns me. There are so few sheltered water ways that can accommodate rowers and other small vessels. Understand that rowers are travelling backward and have unavoidable blind spots. Add to this the myriad of large vessels that require a larger turning radius, float planes, etc. The narrowing of the water way is dangerous and self-serving.	Takes over public waterways.	Upgrading lighting makes sense. Has it will be cheaper in the long run. But the marina does not need to be rebuilt	It is hard to believe there will be no impact to the surrounding habitat - what is considered sensitive?
The who program is designed for big huge boats with little no concern to younger members who cannot afford 50 ft. or bigger bigger boats. It is time that the club quits building shelter for the rich.	more "boat sheds" are NOT required and are an eyesore!	Environmental friendly and visual friendly	The construction and increased power boat traffic and ensuing pollution will still disrupt the regular marine environment.
I dont think the design improves safety for the rowers.	Stop taking public space to save rich boat owners some money!	Minimizes electrical consumption	Loss of biodiversity is often piecemeal, adding up to serious losses with small increments to habitat loss.
Do not believe the RVYC members should have increased number of slips in a public waterway	Minimal impact for the few who use the facility only, to others it could be considered disgusting.	This project should not move forward in this economic environment.	will keep future habitat away
Any expansion will be harmful to the environment & only serves to subsidize yacht owners. Public waterways should not be used for this.	Doesn't matter to me what they look like, they're all ugly.	It appears as though the plan adheres to guidelines best practices for energy conservation and environmental impact.	Consideration to minimize environmental impact
Whose idea was it to increase the moorage in Coal Harbour?	Unsure why would it need to be expanded instead of updated without expansion	Often LED lights are either blinding, hence aesthetically displeasing or inadequate, causing dark or dimly lit areas that could create walking hazards, particularly for members with existing visual challenges. Their "green" aspect is undeniable and will contribute to decreased energy costs overall for the club.,	It would be good to see an item supporting continued monitoring. If there is a means to produce good data for gov't there are tax incentives.
Loss of water for rowing	Don't want any new boat sheds. They will take up public space that should be open for all water users, not just big mega yachts.	agree entirely	It reduces the space and increases the traffic and pollution in the waterway
Too much encroachment on flow of traffic	Do not want an increased number of boat sheds.	Agree with energy conservation measures / nice to see light spillage addressed	Additional construction activity is not needed or wanted in Coal Harbour
The expansion actually decreases safety for marine users.	too busy a waterway	As responsible sailors our members need to respect the guidelines for all who use B C waterways.	Do not support disturbing the habitat
Increasing the dock space at the south end of the marina does not make it safer for the rowers who have had a long history of using that area to safely row without worrying about or avoiding increased marine traffic from yacht club users. Narrowing the space there increases the likelihood of accidents due to congestion or inattention. In addition, there are also boat tour operators who use that area and they can already attest to how crowded it now is. I was on one of the tours and experienced it first hand.	Good to get balance of visual impact and height requirements of boats - need to ensure have enough shelters that are high enough to satisfy demand	A great deal of effort has been recognized by the design team to build using the latest best practices.	It is a simple fact that marinas destroy the ecosystem. Let's not pretend that Coal Harbour is a protected ecosystem but rather marinas dump sewage, fuel and garbage consistently. This is the reality.
Significant environmental gain here.	Mare sheds, no thanks	Every consideration has been made to make sure that the marina will be as efficient as possible with lighting that will bother no one	All species need protection whether they are endangered or not.
State of the art dock assist in the environmental design and appearance	More boats shed are not what is needed in coal harbour.	Very positive changes.	Do not expand - Do not destroy our waterway!!!
Coal Harbour waters are very busy and this proposal provides an additional 47 slips for even more boat traffic. Despite real effort from all marine users, it has been challenging to maintain safe water use. This expansion reduces the opportunities for people in Vancouver who are not wealthy enough to own a yacht.	It already takes up too much space.	Conserve power and fit in to present park experience	A significant reconstruction, expansion comes with greater risk which this question seeks to minimize in it presentation. This is inherently risky work on water and in-water. This proposal connects via a fluid (water) which connects to a much broader habitat than what is being presented as a fixed physical site ...the "survey area" and Coal Harbour. The "project site" is a limited viewpoint and minimizes this connection. "In water work" minimizes the potential for on-water risks. Relocation, phasing out this site completely to another site would allow the natural habitat to recover. The RVYC owes its unique location due to the time it came into existence. Times have changed. Our understanding of the connections of the natural environment have also changed. Facilities like this for servicing the needs of powered water craft are no longer appropriate relocated to a less confined and environmentally sensitive fore-shore area when there are alternatives available.
I don't believe expanding the number of slips will serve the Vancouver public and will likely have a negative effect by removing publicly accessible water.	No new boat sheds Who decides what is minimal	Reducing energy consumption is important. I'm glad that was considered in the design	the biophysical survey were neither seasonal in extent nor comprehensive. as noted above, the intertidal areas, seasonal use by seabirds and invertebrates is important and unique along the park shoreline area. the surveys were not placed in a larger content of the park and shoreline and ecological function.
Expands the number of slips to improve services for RVYC members and visiting tourists. This expansion only serves very limited number of individuals who can afford to be members of RVYC or happened to be their guests. I am neither of those and I am just an individual living in the neighborhood and it DOES NOT benefit me. From my window, I prefer to see the water rather than boats and the traffic/pollution they create.	Find a	The lighting plan is environmentally sound and will be more pleasant for the marina's neighbours.	We have to consider not just the project site... but navigation channels also.
Updating aging infrastructure sounds great, but there's already not enough room on the docks as it is, and adding more sheds seems incredibly unfair by limiting access in favor of high class/richer individuals instead of keeping it public.	Minimal? We do not need any more impacts on the view or space	I expect natural light to remain similar, but the upgrade in electricity and lighting will be a great improvement to members, staff and energy consumption. The aging electrical & lighting needs replacing.	Seems like they've done their due diligence homework here.
The current proposal does not consider the serious negative and unsafe implications on other user groups.	Do not expand - Do not destroy our waterway!!!	More could be done for theft protection including automatic lighting associated with motion detectors in locations vulnerable to theft or vandalism	As I mentioned earlier, even just the replacement of the creosote-covered pilings with more benign steel will make a huge difference on the return of marine life to the area. I am very satisfied with the plan laid out and that the natural environment will be respected and upgraded from its current state.
Expansion of the slips may be benefiting the RVYC members but to do so it will take away the ability for rowers of all abilities to utilize the space. The VRC is not a professional rowing club. It's for all levels including running a disabled rowing program. This club requires a wider rowing space and taking the water way space away is preventing rowing for all abilities in Coal Harbour. I also disagree with the "increases safety" for all users as this is not the case. By limiting and decreasing the water way space, this does not increase safety.	The number of and increased footprint with the constricted channel caused by greater density is the outcome.	Huge work has been done in this area to avoid overlighting to make it easy for boaters coming and going at night to not get blinded by light but to help guide them down the channel. Much safer	I believe RVYC has the highest rating of Marine Environmental practices available, and is a very good contributor to safe and environmental boating in BC.

Marina Design	View and Shade	Lighting	Biophysical
The waterway is narrow now. The expansion restricts the waterway even further.	the imagery and modelling presented in the public presentation appears to be misleading. this issue is not the loss of direct view, but the accumulation of sheds and larger obstruction of view from the seawall.	sounds sensible	public space needs to remain in public hands
Expansion of VYC is dangerous to non motorized water craft in an already narrow inlet. This is a public water way for all water craft to use.	More boat sheds have been needed for YEARS!	Forward thinking model. Should reduce light pollution and save energy	Satisfied to know that this is a priority
Although some of the design aspects are good the very fact that this question adds the expansion of the number of slips to the existing is not a reasonable request. I look over the marina and I have to admit the lack of use of the boats is truly appalling. Whereas the rowing club is out rowing every day.	The artists rendering with heights showed little change to what's already there.	No comment	RVYC has a surface skimmer to reduce floating debris and help the habitat
Proposed expansion will create dangerous conditions for rowers in the harbour	From the renderings in the information session, there is little change to the view of the skyline of the city as seen from Stanley Park or from the seawall on the city side. As an avid marine aquarist, there are many species that do well in partially shaded waters and in fact will take shelter there. If there is any doubt, please visit Reed Point Marina and walk through the docks containing their boathouses; it is absolutely teeming with marine life. From tiny crustaceans to anemones, bait fish to beautiful sea stars. RVYC's new boathouse designs also allow more light to penetrate.	No more lights. Stanley Park and is not the place for lights.	Overall less space will be available to natural habitat.
Expansion should not be approved	not sure it is quite believable that increasing the area of floats won't affect view and shade. Increased area of floats will have some shading impact on productivity of marine habitat	Again they have considered this as an important aspect to the design with the community in mind.	More slips means more pollution in the Burrard Inlet.
How in the world can RVYC state the reconfigured marina increases safety for all Coal Harbour marine users when the Vancouver Rowing Club has expressed their grave concerns for a greatly decreased waterway? The narrowest point is 91 metres across from the Lift restaurant. The proposal will narrow this to 63.4 metres for a distance of 300 metres. And you state this will increase safety for the hundreds of rowers that use this every day?	Great use of the waterway and minimal disruption in view or shade.	These uses seem to be theft by conversion in my view.	Fine that was well researched and nothing was to be harmed, good to check.
Better capacity for members and guests plus better long term durability of the dock facilities	public space needs to remain in public hands	This survey seems all about the opportunity for RVYC and little concern about the impact on others - namely the Vancouver Rowing Club	Limits open water.
Just visited the site and the present boat sheds are falling down and rotting. These should be all totally overhauled before considering any expansion.	View of water channel and downtown Vancouver has always been a staple at RVYC. I am certain they will maintain this with the proposed project	No impact on adjacent communities and conserves electricity	With the cost of living so high in Vancouver, public space has never before been so important. But it seems that almost every day we are at risk of losing the public forests, lands, and parks that make Vancouver so special. More luxury yachts in Coal Harbour means more pollution, noise, and social inequality in Vancouver. It represents the commercialization of Stanley Park – something nobody wants.
The reconfigured marina narrows the waterway at a key point (approx. 500-600m) in the rowing course. Combining this with the other caution areas for boat ingress/egress closer to the mouth of Coal Harbour (indicated in yellow-orange on pg 24 of Appendix H), there is very little space where rowers can safely train without fear of collision. Two thirds of the course will become danger zones. That essentially removes Coal Harbour as a viable location for rowing training, even on the shortened course that Masters rowers use.	replacement sheds will be visually tidier	Just answering this survey I hope that I'm able to do my part to not only protect the Club, but the people who play such a big part of it, the ones who welcomed me into it despite not knowing who I was.	Increased boat storage and traffic will have an environmental impact regardless of whether there are rare or protected species in the area.
We don't need this expansion.	the color and design isn't the issue it's the area they take away from the public	Not a member.	Easy to do
We don't need more yachts in our waters that are meant for public use.	Closer to the public seawall and restaurants, etc.	Too much light pollution in the area already	RVYC are ignoring the safety concerns of the rowers on the water.
The reconfigured marina does not increase safety for all Coal Harbour marine users. In fact, it increases the likelihood of collisions between multi-users of the area, most notable rowers and larger motorized vessels. The application states that "rowing lanes were designed based on the International Rowing Federation (FISA) guidelines (the governing association for rowing) for the width of rowing lanes." This reliance on the lane widths used in international competitions, with controlled courses of buoyed lanes and no cross-flow of traffic, highlights a fundamental flaw in the design of the project and its consideration of social impacts. In contrast to a controlled course at a rowing regatta (the venue where FISA guidelines are used, e.g. Olympic competition), Coal Harbour is a multi-user waterway, which includes large commercial vessels (e.g. the paddlewheeler, and other large vessels used for tourism in the harbour). The location where RVYC is proposing its expansion provides a vital space for non-motorized boats to pull away from the centre of the harbour, and avoid collision with other users of the harbour. Additionally, while the RVYC proposes signage and education to its members to avoid collisions with non-motorized rowing boats, this does not mitigate the risk of blind corners and entry points from the RVYC slips. Rowing has taken place in Coal Harbour since 1886, yet despite the well-known presence of rowing boats in the harbour, collisions occur. Proposals to educate RVYC members do not constitute sufficient mitigation for this impact to the safety and enjoyment of other long-time users of the harbour.	Sheds will be relocated.	Again you can upgrade your lighting/ electrical systems without increasing the size/ number of yacht slips and sheds.	This project, no matter how well designed, should not be allowed to proceed.
Takes away required space for smaller boat owners	Looking onto the shore from the water level, there is a significant difference, and the increased density will limit a sense of open water in coal harbor.	No expansion	Stay off public land.
There is no way the rich boat owners should be able to take up more space.	Consistent design is common sense. This isn't a value-add. This mostly only benefits RVYC. At the end of the day, more slips equals more traffic, and there's already too many things going on in that inlet. This club isn't even open to the public — all it will do is encroach even more on public space, public waters and public views.	Nice to reduce unwanted light spill.	Again, this is not true. By expanding, the RVYC is most certainly taking away from the space available for marine life. More moorage spaces means more pollution in the water, guaranteed. It's already a sensitive habitat, RVYC is planning to exploit it further
I am against the number of slips being expanded into this public park with use for a very few only.	More blue sheds, ugly but they are there already I guess.	Good to see improved energy efficiency and reduction of light spill.	As stated.
Concerned about expanding the capacity of the current facility to increase use, size and frequency of vessels in an already busy harbour/marina. Concerned about expanding slips and services that can only be used by RVYC members and visiting members, crowding out public/other recreational use. Agree with environmental benefits of replacing aging infrastructure.	Of Course it will limit the view from the Head of Coal Harbour.	This is not the issue.	It's not just about rare species, it's about all species and there will undoubtedly be damage to habitat, regardless of its sensitivity.
Reduces safety of rowers competing on reduced waterway access.	More luxury yachts in Coal Harbour means more pollution, noise, and social inequality in Vancouver. It represents the commercialization of Stanley Park – something nobody wants.	Don't add any more structures that will further disrupt local ecology and make Coal Harbour even more crowded, cluttered, and congested	Can't possibly avoid negative impacts on aquatic habitats.
Expanding the marina will diminish the safety and ability for other users to enjoy the harbour. More doesn't mean better.	The boat sheds lack any sort of character. They are an eyesore.	new lighting will be more energy efficient	The yacht club, like nearly all marinas in Vancouver, was shoddily built with materials that are compared to today's standards totally environmentally unsafe. There is no plan indicated here as to how the remnants of the old structure decay won't be pushed up through construction even if it's not being during sensitive periods of time. Additionally with this logic, this project will take years to complete further increasing the chances of environmental impact. They are ultimately allowing a small minority of wealthy users to decide how the space is being used.
Agree with replacing replace wood and creosote struction but not expansion or increase in slips. It is big enough!	Don't believe this is fact	makes good sense	Good work
Increasing additional 47 slip will increase traffic and decrease safety. I moor my 41 foot sailboat at Bayshore Marina. When I come out of the marina into the waterway I have several blind spot. With the increase in traffic & reducing the width of waterway will increase chance of collision.	You have enough floats already.	If light spill can be reduced and efficiency in lighting increased, that should be done regardless.	Over the past few years the Coal Harbour area has undergone considerable improvement in the restoration of the marine eco-system. Anytime you increase the shadowing on the water, the marine environment is negatively impacted.
The proposed expansion extends a private marina into public waterways that are already quite congested. It also reduces to an impractical size the area needed for rowing and other personal watercraft. I support RVYC's dock improvements but only within its existing footprint. Of particular consideration is the maximum size of the boats that would occupy the outer docks. Boats of this size turning in a reduced waterway are of particular concern.	RVYC are missing the point of their unfair expansion into a busy waterway used by power boats and rowing shells alike.	Do not take over public waters.	Everything is dead in the area already
RVYC needs to replace the creosote pilings and foam insulation, however the overall footprint of the marina needs to stay the same. Extending the marina footprint by 18 meters will NOT increase safety for all Coal Harbour marina users.	This project, no matter how well designed, should not be allowed to proceed.	I have no strong opinion on the lighting issue.	Proper studies have been done to ensure minimal to zero environmental impact.

Marina Design	View and Shade	Lighting	Biophysical
The rowers have a very narrow waterway to practice as it stands today. There is significant impact on neighbouring marinas.	This expansion shuts down one of the oldest sporting clubs in Vancouver - the Vancouver rowing club.0 Stop co-opting public land for the purposes of entertaining rich people and to the detriment of ordinary citizens of Vancouver.	All rich people activities are a waste of time and resources No matter what type of lighting you use more lighting spread over a greater area will change things in the area	Same as above. Survey and studies considered fulfill environmental requirements.
Infringes on water space used by other Harbour users. Basically, no matter how nice the new sheds are, it is just a service for the 1% and will do nothing to enhance safety with more yahoos driving their yachts around the Harbour.	"Minimal view and share effects" not good enough. There is already too much infrastructure on the water. Everything that was built here, people said "oh, just a little bit more" and now looking out the marina one sees more human built things than Nature. Enough is enough, don't contribute to an unfolding eyesore.	The existing lighting can be replaced with energy wise designs and light sources	very thoughtful and appropriate things to do in this environmentally friendly new world.
Do not expand the yacht club	As stated I am opposed to any expansion and therefore however "minimal" the affect I do not wish to see this in Coal Harbour.	Should be alternative energy (ie solar)	Everyone who participates in boating in B C needs to respect the laws of the area.
Environmental issues with unnatural materials in the Vancouver waters that are already so polluted	Exclusive marinas are already consuming too much of Vancouver's waterfront.	Too much light spill	The process of researching and consultation of all aspects of this project has been thoroughly completed to reduce impacts both to the community and the environment.
Expansion into public waterways is not acceptable.	How is this accurate? If new buildings are being added of course it will impact view and shade for those around the area. This note in the plan is poorly worded and totally incorrect.	Elitist use of public water ways	Increasing the number of boats will contribute to more disruption to any ecosystem
The dock space should not be expanded to encroach further on public waters, its existing facilities should be updated for the existing users	you dont need more boat sheds .	More lighting disrupts wildlife	Everything seems to have been thought of regarding minimizing any harm coming to the environment as a result of the expansion
How does narrowing the already narrow channel improve safety?	Good work	led lights are a no brainer	Trust that if this is done it will follow very strict guidelines regarding the habitat.
The reconfigured marina plan greatly reduces the width of the public waterway. At the narrowest point of the channel currently used for rowing, this means 20-30% less space for the boats the water is already filled with. It will also add dangerous new blind spots, increasing the chance of a devastating on-water collision.	If the plan is to increase the number of docks, there will be impact on the shading effects on the marine environment, and as a result negatively affect the eco-system below the docks.	Light pollution in coal harbor .	Represents a cooperative approach following professional recommendations
The expansion reduces safety for smaller boat users, those without membership in the yacht club or without reciprocal privileges.	Less impact on the Seawall and neighbors	I'm glad to see the use of LED lights to keep power consumption low.	Orcas are still seen in coal harbour. To suggest "No provincially and/or federally listed endangered species were observed" is a straight up lie as these animals are protected and present.
Encroaching on public space.	In my opinion the new configuration will look better than the current configuration.	I do not have sufficient electrical knowledge to bet understand what the exact implications may/may not be.	I am no scientist, but modern steel piles should be better for marine habitat than the old existing creosote wood piles. Less clothing and gear will be destroyed by removing these wood pilings.
There is no sound reason to increase the number of slips in this limited space. The members of the yacht club are more than able to afford the replacement and improvement of existing facilities. I would suggest that if they want more room to make more money, move the facilities somewhere else that does NOT take away from the public.	The sheds are fine in there given format and they do not all need to be replaced	The design meets the new standards and recommendations.	Environmental best practice.
Sight lines will be adversely affected making the waterway unsafe for the public.	Best practice executed from a visual appeal standpoint	Leave the area with no more intrusions.	Given the length of the B. C. coastline small local habitat issues are irrelevant. They were used as a specious argument to help block the Point Grey seawall.
Coal Harbour marine users include VRC rowers. Under the reconfiguration plan, space & safety for them is reduced.	I don't think this project should move forward in this economic environment.	any additional lighting in the area is not wanted	All for above reasons
More boats means more gas and oil pollution. Period.	It appears as though there is none to minimal impact.	What about solar energy?	we comply with best practices
Safety will decrease significantly	The current colour scheme and shed design is not very pleasing to the eye. Paint is peeling, rooves are rusting and the individual customizations make the marina look like an aging patchwork quilt. If expansion new sheds remain consistent with old, then overall marina remains an "eyesore". Hopefully more visual uniformity will be incorporated into the design.	Maybe the lighting plan is not too bad but increasing boat traffic increase acoustic and ocean contamination. In these waters, there are seals and last summer-born two new ones in our decks.	Again, well done - surely our marina is a laudable example of best practices.
Leave Stanley Park alone.	Agree with above and the comment of most walkers on the sea wall who are asked about how pleased they are with the neatness of and the well organized sheds etc; and how nice it is just to look at yachts.	If there are no more boat slips then no more lighting would be required.	Seems that professionals in these fields have been consulted
This plan will make the waterway too busy and restrict habitat for wildlife.	As a longtime member I have noted the evolution of our club into a first class yacht club, which offers members racing facilities and outstations for exploring B C waters in the summer.	Again - the proposed structures block the waterway...	Thorough research has been performed
Taking away the general usage of waterway decreasing other boating opportunities A sign on the dock does not make for enhanced awareness of rowers in the narrowed water course. Visiting boats will also be coming without knowledge of recreational paddlers in the water. Already the it does not feel safe while in the water with yachts coming in unaware of their wake and speed and its effects on rowing shells	Not often is there a project that improves safety and makes improvements to the community. There will be no change to the skyline, so nearby residences will not be affected by the expansion	Again, a moot point considering safety is at risk See previous comments	I've only ever seen these guys do good things for the environment. This doesn't surprise me. There already is high electricalis (sp) in many parts of the water in Coal Harbour. We don't need more boats with copper rudders and propellers. This does not help sea life.
Disatisfied by increasing number of slips	I know that great care is taken to ensure that structures are aesthetically constructed	No additional light pollution should be allowed. Dark sky principles should apply. Marina lights are an industrial scale not appropriate in Stanley Park.	Boaters enjoy the biological environment. It is important they have taken these important decisions in their design.
The reconfigured marina docks makes the area more dangerous for rowers and boaters.	Satisfied that the sheds will have the same design.	Who cares about port authority guidelines and industry practices? WE'RE TALKING ABOUT COAL HARBOUR, STANLEY PARK AND DOWNTOWN VANCOUVER!!!! This is the heart and soul of our city and we must maintain the natural look that brings visitors to Vancouver. People will not want to come here to see huge areas of moored yachts.	As above
Yacht clubs expansion will reduce public access to public waterway.	Newer sheds will improve safety and in environmental impact	good approach	This is great.
"Reconfigured marina increases safety for all Coal Harbour marine users" is a complete joke. This proposal narrows the channel to such degree that it will be very unsafe to row in this waterway. The argument that Olympic lane measurements were used to "safely" measure channel width, is as insane as using the dimension of a Laser to specify each slip for your sailboats. Olympic lanes comes with a number of assumptions. 1. There is no need to look around for boats entering your lane (other people are taking care of that, and most likely no boats are allowed on the lake where you are rowing. 2. Olympic rowers are quite different from members at the Vancouver Rowing club in their ability to row straight and to navigate. (I assume this difference exist between Olympic sailors and RVYC members). The word safety is being used to mislead your members and any officials looking at this application. The marina design, by narrowing the channel will make it less safe for anyone using the channel. Rowers, other sailboats, party boats and small ferries.	Keeps the look and feel of the existing coal harbour/Stanley park landscape that I have known since my childhood.	State of the art and a lot more environmentally sound than the rowing club facilities.	I'm sure due diligence was done on this as the committee is very thorough
Increasing boat traffic of any kind will increase the risk of accidents. Rowing is a technically demanding sport, much of which relies on the ability to maintain the balance of the boat. Any form of water disturbance, such as waves, however small, affect a rowing boat's balance. Rowing in open water, as opposed to a lake or river, where the water is more predictable, is always a challenge. Power boats make waves and, should a collision occur between a power boat and a rowing boat, the rowers are at far greater risk of injury than the helmsman of the power boat.	Sound plan, low impact	Again, these environmental improvements could be done without using public waterway space.	No damage to sensitive habitat
There has obviously been a huge amount of time reviewing current regulations and the design has been structured to respectfully meet and exceed current standards. The waterways are seeing increased demand - my Dad rowed there in the 40's, my brother in the 70's. This is safer and allows a 'shared' waterway so that all activities can continue safer than the current set up.	Obstructing views from one of Vancouver's most prominent tourist locations is again unacceptable and selfish	My concern with the Project is not the impact on lighting pollution (although that may be an issue), but rather the impact on the use of the waterway on other users.	Not a member.
There is not enough space for expansion.	The plans are in keeping with other major yacht clubs around the world. The current facilities are in need of repair and upgrade.	Don't need any more light in our neighborhood	Leaching of ablative bottom paints are poisonous to all environments.
Best reasonable approach. The reality is this overall "expansion" will result in overall net environmental benefits from the existing "do nothing" conditions.	What is meant by "consistent with the size, colour and design of existing sheds"? "Minimal view and shade effects" doesn't tell me about the impact on surrounding groups and communities.	Expansion will project light farther into the channel.	No expansion
The marina may be well designed, but it will not address the marine traffic in the constricted waterway used by small vessels.	Boat sheds are located perfectly in the new plan to minimize backing up into the channel to avoid collisions	This project is not in the best interest of the public	RVYC is a leader in clean marinas and is always looking to improve the waterfront around their facilities
Too many craft in their area already	It would have been great to be able to make those look great but it's not realistic to expect that of a boat shed	This development would encroach on many other users of the area. I strongly oppose this development!	Seems like all the proper environmental precautions being taken seriously.
Good dock design, but less space in the marina from expansion will decrease safety overall due to less space and more congestion.	a consistent look is important as many people see our harbour.	do not want the expansion to happen	consideration of the ecology surrounding the project is excellent
It's too damaging for marina life to expand	Seems to make sense. We need to move forward...progress!!!	difficult to evaluate until installation is seen but extra lighting will make night navigation more challenging to identify navigation lights of other vessels and channel markers.	trust that the port would not allow anything to be done if it wasn't safe for humans and animals.

Marina Design	View and Shade	Lighting	Biophysical
I don't think that is fair as a place that is enjoyed equally as public space to expand it for private use only.	I am used to your presence and it is a nice one in the Park. I hope my children can still take me around the seawall.	I don't think it is a big deal.	The adverse effect of 47 additional vessels using these waters is significant
It will destroy or serious impact, in a negative way, the functioning of the Rowing Club	No comment	Non issue. No expansion wanted, except by owners who already have more than their share of wealth.	Any additional human activity and placement of permanent structures will most assuredly permanently disrupt ecology of that area
This project is catering to a private group and is in their best interest. The waterways are for all of us. Should they even be in this location?	Same reasons as above. No more sheds! Agree there is minimal impact on view and shade.	LED Lights are brighter than other past forms of light fixtures and need to be very directional	Surely there will be increased diesel and gasoline exhaust from the increased traffic? (And, inevitably, some spilled in the water from fuel tank leaks, etc...)
I don't believe it improves safety at all.	It is important to know the community has been considered when viewing this landscape with Stanley Park is the back ground.	I'm against the expansion	Unnecessary expansion and construction in a limited area
Why are we allowing more yachts while ignoring the opioid crisis???	Private Profiteering at the expense of the public.	You know what would reduce light spill and unnecessary use of electrical power? Hiring better management, and not expanding.	It's all sensitive habitat. What loose, capitalism-based measures are you basing that assessment on?
This is expanding much needed Marine facilities and at the same time correcting environmental concerns And use of environmentally and sensitive materials	Too many new boat shelters	If they do get the go ahead it is at least going to be environmentally satisfactory	we need to be sustainable
Increasing the number of slips places an extreme valuable community resource into private hands. It is not an acceptable proposal and is definitely not a solution that supports participation or involvement by the average citizen of Vancouver.	Not a time to be going ahead with this project	Doesn't matter if you work on the lighting. It's still a selfish act to take away so much of the waterway. Also very dangerous for boaters and rowers being in such a tight space. Accidents already happen and will increase if this plan goes ahead. For the safety of the public, this cannot happen.	This is a conversation of cause and effect. There is no impact to the area because marine life growth has been impeded with the use of the boats. Also the petroleum products in the water makes it difficult for marine life growth. On many occasions it is easy to see the rainbowing effects of oil products on the surface. It happens with boat use. However if this goes through, it would be nice to see some sort of protocol in place so that a 13.3%/84 new boats does not do more damage. Something has simple as an oyster reef to filter the water would be an amazing start.
Narrows the channel to the point where people are at increased risk of harm.	Same reasons as previous	No more lighting is needed at any marina in Coal Harbour.	Do not take over public waters
Rowers should have their space. The yacht club does not need to expand.	I like this. I would rather see the boats than the sheds but I have gotten used to what is there now.	More building doesn't conserve any electrical power	There should be no further disturbance of the seabed in the area , this does not address the issue of further boat traffic in the area and the effect on sea life or the possible return of 'sensitive and rare species."
Expanding the marina further into Coal Harbour would greatly reduce safety in an already very busy area.	If the sheds are not completely subscribed to, I feel the process should not go forward	They do no need to expand	Adding more power vessels to the area will effect habitat. Accidental fuel spills and sewage leak will happen sooner or later.
Reducing the public water space, increasing the traffic, overshadowing the rowing club, using public resources to fund a private development	Design ensures that there will be no real change to view or shade on the surrounding community	Anything that improves environmentally efficient lighting is a good thing.	You have already aided in the destruction of sensitive habitat.
Replacing crosote piles is a benefit to ocean habitat. More slips means more boats equals a positive impact on local economy. More boats provide a safety net in case anyone is in need of assistance.	It still takes away from a community built by and for people of all backgrounds. I wouldn't have met the people in closest to it if hadn't been for this Club.	However efficient they maybe, they are still expanding into public areas, reducing access to the public for fewer-fee-paying-members	I'm not sure adding more environmentally-poor watercraft to an already strained waterway is a justifiable idea given the state of the world's climate and need for improved sustainability.
We don't need more covered boat storage sailboats pollute the ocean far less than motor boats	Not a member.	This will minimize light pollution to surrounding neighbors	Just untrue. There is both sensitive habitat and at risk species. This is Vancouver! We are water wise here
Expansion of this area of exclusion adjacent to a park intended for public use is unnecessary and furthers the divide in this city between the wealthy class and regular people trying to live in this already financially challenging city. No other group would be permitted to build boat sheds anywhere near Stanley Park, so this is obviously a poor and unjust move.	Uses public space for very few rich bastards	I have no issue with improved lighting. I disagree that an expansion is required to improve lighting.	We had had protected animals, whales and orcas, in the area, just not at time of your survey
Don't expand the marina at all	I'm not so concerned about the shape & shade aspects but even a minimal view obstruction is too much for the public.	Stop taking away from the natural beauty of the park	Elitist use of public water ways
I don't agree with the increased encroachment on what is already a busy waterway.	No expansion	Interference with VRC	I'm concerned about the expansion into the already crowded Coal Harbour waterway. Currently seals make the in water experience enjoyable. What will happen to them during construction and addition of docks?
I support upgrades, but NOT expansion and narrowing of the channel.	They have more than enough room to maintain safe boating practices.	As previously stated.	All habitats should be protected not just rare ones!
I approve enhancing environmental protections but the majority of this project sounds like it will be extremely hazardous to the environment and the animals - which I am absolutely against.	No more slips or sheds should be built.	Light pollution minimized, yet at same time, improved safety provided. No mention of harnessing solar energy. There is a lot of sq. footage on the shed rooves that potentially could be harnessed.	The environment should be enhanced not destroyed in any way
It does not mention all providing general access to these waters. The RVYC is an exclusive club that requires significant monies to belong to. Allowing them to take over more of this limited water space at the cost of access to it for others is grossly inappropriate.	I live in Coal Harbour and love seeing the boats in all the marinas. It's like being on vacation in Europe.	See above. It doesn't matter how pretty the wrapper- what is inside just isn't needed	No information is given to determine if the existence of current boats slips are the cause of the lack of sensitive habitats.
expanding the number of slips impinges upon the rowing club	Minimal is subjective. You shouldn't word questions this way with bias.	This is not relevant given my answer to the first question	seems to be a thorough review of habitat and no issues found
Expansion of the number of slips is a serious concern and a significant negative aspect of the proposal.	The shade effect is of less concern than the safety issues associated with an extra 47 vessels operating in an already crowded waterway.	I think a Yacht club in itself is an excessive use of electrical energy.	The last thing we need is added boats in coal harbour.
Giving it back to the indigenous peoples is not a choice on this survey	Don't add any more structures that will further disrupt local ecology and make Coal Harbour even more crowded, cluttered, and congested		I'm glad to see all the appropriate testing was done.
I have been rowing for 20 years, I have already hit by a yacht who cracked my boat in half. I would very much like to maintain the spread small amount of space we have to row on	looks better for all		The scope and duration of the project is extensive and will have implications to the little water life we see... sea otters, seals etc. Piling drivings and work activities are extensive.
Millionaires shouldn't be allowed to annex public spaces to pay for the upkeep of their luxuries. This is disgusting.	I am confused as to how 13.3%/47 slips and 37 sheds is going to be minimal. Is it minimal for the size of the growth or minimal to what we currently see?		The concrete piles and floats will be superior for habitat too
It does not increase safety for all marina users. The expansion doesn't leave a wide enough avenue for several boats to pass each other at the same time as often happens	Do not takeover public waters		It was reasonable to check the habitat.
Save the park save the oceans, too clogged now	Boat sheds should be limited to marinas where aesthetics to pedestrians do not matter. Boat sheds should not be allowed in Coal Harbour. There do not appear to be other boat sheds allowed in other marinas in Coal Harbour and Vancouver Harbour Authority should not allow the rebuilding or replacement of any sheds when they reach end of life. Boat houses themselves take up close to twice the area of the boat they house and result in at least double the amount of shade into the water. As such, they should be gradually eliminated and not moved and redistributed.		habitat might become sensitive, if development is avoided. For example, False Creek has had some recovery due to avoiding disturbance of the sea bed even though the bed is contaminated.
I don't want more slips to be added or for the marina to expand	Fuck this bourgeois eyesore		I believe this project is detrimental to Coal Harbour and Stanley Park. Will increase congestion and pollution in Coal Harbour.
Do not think should be expanded and should be upgraded BUT in the same way or less and have more room for public use	This project will drastically change the image and use of the area.		Difficult to study environmental damage when years of misuse have already denatured the port. If the yacht club was removed what rebirth might we expect.
Not needed	There should be no additional sheds built. The existing sheds and docks can be rebuilt....and should be!		I think you still missing the point of the HUMANS who use the space and don't want to interact with the pollution
Despicable! Stealing public waters for one's profit is unacceptable! Charge more for docking and that's it!	Minimal impact		Any construction will have an impact on the sub-tidal and inter-tidal habitats.
Taking too much space away from the rowing club.	No new boat sheds		Just because there are no rare or sensitive species directly in the area below/around does not mean that there will be wildlife and organisms impacted. The more noise, people, boats, and work that is done in the area impacts the habitat as a whole, and any animals/organisms that also pass through these waters not just live there. I do not think expansion is necessary for the benefit of humans where we have already put local wildlife through enough grief in their worlds.
It will negatively impact safety for boaters and rowers of VRC	Elitist use of public water ways		How this is possible to believe that when you have seals giving birth in our decks? Due to the pandemic in Venecia start to show up dolphins for the lack of traffic in their waters. This project is killing the ecosystem even more than actually is.
Reduces space for recreational traffic not affiliated with RVYC.	Expanding the number of slips and obtaining public space for a redesign is unacceptable.		It's not just about the environment, it's about people and they're enjoyment of the city, Stanley Park, the seawall, and Coal Harbour, too.
Space should not be expanded.	We don't need more sheds on the water		rowers are the endangered species. Young and old seeking recreational rowing activities in a habitat that saw rowing for the last hundred years or so. It is expected that huge barges required for he constructions will be anchored in the waterway for at least 2 years - perhaps completely blocking the waterway .

Marina Design	View and Shade	Lighting	Biophysical
Final bullet is inaccurate. The proposed reconfiguration will decrease safety for Coal Harbour marine users. Expansion is not in the public interest	I am concerned that the design encroached on the public's ability to use this waterway. Do not want expansion.		The survey has not been made public Considering that RVYC is still allowing painting on the lifter tables without first placing 20 mil polythene sheets across the entire table - under the bunks, and that RVYC is allowing workers to sand hulls and brightwork without proper drop cloths to ensure 100% containment of dust, Don't Even Begin to talk about environmental matters within the Coal Harbour Marina!
Leave public waters alone. Rebuild existing infrastructure Expansion of the yacht club and loss of public space effectively subsidizes the rich at the expense of the rest of us. If they want to use the space, they can do so with good stewardship - without creating more conflict on the water.	There seems to be no change in views or shade Will block VRC view.		expansion is still an issue Marine habitat has been degraded by the existing Facilities. We should be working towards improving the harbour habitat not using previous errors to justify continuing the degradation
Expanding the number of slips greatly infringes upon public waterways	this marina is uniquely Vancouver, often showcased in calendars and tourist promotional material. It's important for that to continue.		This is more nonsense that is the same as required for a grain or container terminal anywhere in the Port.
Do not support expansion	In walking along the seawall I was very pleased to notice that the view corridors will improve as a result of moving a number of the boat houses farther away from the seawall.		No one can complain
The new design actually puts rowers at risk, not giving them enough space (they are not olympic athletes)	Picture/renderings suggest impact will be minimal, however the impact is large and will create considerable change to the waterway profile and backdrop of Stanley Park.		All requirements exceeded.
Dock design might be best practice but it takes away too much waterway for other users	Invasion of waterway		I have followed the yacht club on facebook for a few years and they seem genuine in their attention to the environment. It makes sense though since that is where they spend their play time.
I am not sure if we are being good neighbours. It is hard to know what to think when we have members acting "spilled" on our facebook page, a sponsored campaign by the rowing club and the mayor of Vancouver weighing in against the project.	New materials will be more environmentally friendly too		Unlikely to happen that way
Beni fits few rich folks	Shade and view are not the main considerations		To be brutally honest, I suspect any endangered species or sensitive habitat has been long since eradicated from the waters in Coal Harbour, so I feel that these studies are a weak effort to tick off a box on a required form.
The marina has plenty of space for wealthy yacht owners and their motorized vehicles. Enlarging the RVYCS territory essentially privatizes public waters and makes the channel unsafe for non motorized craft while increasing pollution.	extending into the existing public waterways is wrong		Environment is already stressed
Reconfigured marina greatly reduces the safety for all marine users. RVYC has done a great job with this. and this is expansion is needed just in general. there is such a shortage of moorage in Vancouver. given the growth of the city, an expansion in moorage available is long overdue in Vancouver.	The new boat sheds will impede the vision of boaters travelling. in and out of the VRC It isn't terribly attractive right now. The park needs less not more development.		would be intruding into new area One assessment may not provide enough information
Too many slips Crowds area for other user groups	Again the problem is not the addition of the boat sheds but the increase in boat traffic. Between rowers, there are kids of 12 years old learning to row, it really is worth risking the lives of these young people, parents and grandparents as rowers?		More boats = more pollution in the water
Against further expansion on the waterways which will create increased congestion as well as environmental issues in Coal Harbour.	Boat sheds are an eye sore, please don't create more.		Having more slips and therefore more boats will have a negative effect on the Marine habitat
The waterway will be seriously restricted by the development	It is not the view or the shade, size, colour of existing sheds - they block the water way with stored boats.		Increasing boat traffic will negatively impact existing aquatic life and habitat. So will the construction project in and of itself.
Pay for it yourself rather than take public land. If you can afford a yacht, then you can afford to pay for your upgrade.	This is a moot point		More boats create more waste in the waterway.
the proposed design narrows the waterway and makes it much less safe for pleasure craft, rowers and general public boaters. the design will put all users of the waterway at greater risk of collision with very large yachts appropriates public space and raises dangers for others on the water Expansion will dramatically decrease safety on the water in an already crowded venue.	Again, no issues with maintenance but major concerns with expansion given the high volume of both commercial and recreational watercraft in this area. New boat sheds may be consistent with existing but there are already too many. I don't want to look at boat sheds in one of the most beautiful harbours in the world. Coal Harbour should not be turned into an even larger parking lots for ticky-tacky yachts.		The reason species diversity is poor is because of current infrastructure. Proposed development footprint expands affected zone. Pile driving will disturb layers of past industrial sediments. What about increased marine traffic that will necessarily result from this expansion, and the impact of that on marine resources?
The placement of the docks limits the room negotiate around the other boat traffic when busy and narrows the lanes for the rowers .	Considers view and shade		This project does not enhance the space
Reconfiguration does not seem to take account of Rower safety when exiting slips into the water impedes incoming and outgoing traffic from Vancouver rowing club, and narrows passage	Good work. The effect on the view is significant.		This development would encroach on many other users of the area. I strongly oppose this development! do not want the expansion to happen
This is not fair to the Vancouver Rowing Club. The RVYC should not be expanding the number of slips into public waterways and taking away space from other users.	Boat houses are no pleasing to the eye. Vessels are pretty.		Critters like the diversity to the ecology due to dock and pilings so addition marinas are a positive thing.
Beyond the wealthy members of the RVYC and its visitors, an expansion is detrimental to the vast majority of the community and to other users of the waterway, such as the rowing club.	I watched the webinar and it doesn't seem like there will be much change once its done.		clearly there will be significant disturbance of the area habitat. How is that considered not significant and not sensitive?
The design extends the marina footprint such that other users of the same waterway are negatively impacted.	Reduce sight lines for safety of all water users		Marinas increase the diversity of the water area which makes a positive improvement to the eco system.
I am against increasing the water area used by the marina - there should be fewer boats moored in this part of the inlet not more.	Unneeded		Coloured by what prejudices? We've had whales move up as far as Deep Cove during Covid, largely because the waters have been quieter, and now you want to allow more high powered, noisy boats? NOT OKAY!!!!
I agree with upgrading the docks and floats and piles and boat sheds and other structures that are old and environmentally unfriendly. But I do not agree with increasing the water lot size or the number of slips in the present marina.	My concern with the Project is not the impact on the view, but rather the impact on the use of the waterway on other users.		Having spent decades on and by the water this is false thinking. Many species and habits have been destroyed or compromised. Multi seasonal construction work would further harm. Habituated wildlife
You don't think it rich in this city have enough without taking over public space for...literally...more yachts?	Takes space away from Rowing Club and other public uses, and will present a more crowded environment (It already appears very crowded)		I'm against the expansion
This is possibly the worst place to encourage visitors to dock. It's an extremely crowded channel and anyone unfamiliar with it is a liability to commercial, pleasure, and recreational craft - especially rowers and the increasing number of SUP users in that waterway.	would intrude on public waterway		That's all well and good but beside the point
Takes over public waterways. Private boaters should not (effectively) "own" moorage in Vancouver harbour nor Stanley Park. The expansion will seriously impair/impede/disrupt non-motorized traffic (especially rowing)	Unsure if it would or would not affect views and shade Increasing your footprint only benefits your members not community that uses the water around it. Less people will have access to the water.		Based on speculation of a 5 year project Super selfish. These animals already have limited space and now you want to take more of it for yachts? Has this pandemic not taught you anything? We need to start caring out our planet and start showing some social responsibility.
Stop taking public space to save rich boat owners some money! By having more visitors use these docks it will make the waters busier and, I worry less safe for others using the water.	This project will affect the view because more the ocean will be covered with slips. Again, the scale of the expansion is too large for the space and traffic.		Let's not mess anymore with the habitat in this area. Number 4 is exactly why this project should not go through
Royal van has enough of the waterfront already, wealthy sense of entitlement is in very bad taste these days.	Increased surface area= Increased shade		The existing infrastructure as well as that of other non YC facilities in the area severely restrict most forms of wildlife, particularly marine life
The conversion to concrete instead of creosote pilings is good but loss of public space to convert it into exclusive rich space will exasperate the affordability crisis.	In all likelihood new members will own larger vessels requiring larger and more obstructive boathouses.		Their boats take enough space already
I'm on the team that would like to see the marina removed and made into an area for non motorized boats only and public access to the water.	No expansion please		Relatively small impact.
Unsure how the reconfigured marina supports kayaks/rowing members.	The project should not proceed		I don't know enough about this to have an opinion. I suspect most people filling out the survey also don't.
Expanding the number of slips and narrowing the navigational channel raises safety concerns for all users	This development would encroach on many other users of the area. I strongly oppose this development!		However free from sensitive flora and fauna this maybe, it is still expanding into public areas, reducing access to the public for fewer-fee-paying-members

Marina Design	View and Shade	Lighting	Biophysical
The K float expansion impairs navigation. Contradicts RVYC's "two access point" rationale with multiple direct access.	The RVYC is acting only for themselves in this manner shrugging off any not able to afford such a prestigious spot to moor their costly yachts.		Consideration of natural wildlife has been taken into consideration
The floats take up more space in the area whether they are environmentally friendly or not.	There will be some impact of areas currently not used.		I don't see how an expansion could not impact wildlife in some shape or form.
I do not want the number of slips expanded.	do not want the expansion to happen		Of course there is no sensitive habitat or endangered species in your area with all your pollution belching ghg emitting mega yachts
not enough space for single person vessels like kayaks	You have increased the number and extent of boat shed and therefore are increasing the amount of shade while decreasing view and visibility.		Keep the waterways clear from more boats
too crowded	Don't care what studies wealthy people have done. Time to support those that aren't.		Why do you have to do the work at a specific time to reduce to sea life if you are saying that there isn't any to be affected?
Safety, environmentally friendly, longevity	Keep the historical building Fix the existing docks and sheds		I'm against the entire expansion
Getting too large	I'm against the expansion.		More than compliant with all regs/guidelines.
Good to see that the creosote piles are being removed. This new design definitely increases safety for the ingress and egress of boats.	Aesthetics is not the issue. The safety of this busy waterway is. The build out will compromise the safety envelope.		No expansion can be completely benign to wildlife
Safety concerns of the rowing community are not to my view adequately addressed.	Great, more of the same ugly boat sheds.		There is always dumping out my yachts in this marina. There is no way this is good for wildlife or environment.
Expansion of existing footprint will impede the use of the harbour for other boats. I agree to structural improvements or updates providing the club does not expand into the harbour.	Who cares		This is not relevant given my answer to the first question
More visitor space should be prioritized over resident space given the already catered to members of the area	Limits other activities in the harbour		Seems strange there is no impact
The reconfigured marina decreases the safety for rowers and other non-motored users (eg. kayakers, stand-up paddle-boarders) by reducing the space and increasing the traffic in the waterway	Doesn't matter as this project should not go through. It is only benefitting a minuscule percentage of the population at the detriment of Vancouverites.		
Oppose expansion of slips, resulting in narrowing of waterways and area for use by others.	It may be minimal to RVYC members but the view for people on the seawall and surrounding residential buildings would be negatively impacted.		
The reconfigured marina does not improve potential safety with a significantly narrowed channel and does not meet the current needs of other stakeholders of coal harbour, specifically the Vancouver Rowing Club.	It is not needed to build this		
Takes up too much water space. Unnecessary.	Unightly for the whole community		
Do not support the expansion of the site	They have enough space		
Find another location	Bigger is bigger. The changes will have a negative visual effect on the channel and park.		
Limits space for rowing	Boat sheds generally are ugly, but I'm not concerned given that some are already there and the project won't add significantly more.		
This does not respect the waterways that are used by others - particularly the Vancouver Rowing Club.	However consistent they may be, they are still expanding into public areas, reducing access to the public for fewer-fee-paying-members		
No more building, no more boats. Actually, less boats would be better. Late nature return.	Overall improvement of aesthetics		
Do not expand - Do not destroy our waterway!!	This doesn't help the community in anyway, and more boat sheds= more boat traffic.		
I think catering to very large yachts is a costly use of valuable limited space. The space per member ratio is such that we could fit multiple smaller boats in the square footage required for the proposed slips and turning radius. Not the best use of our water lot	Ruins the character and charm of our public park and our waterfront		
The increased number and expansion of the footprint restricts an already narrow channel. The claim that the reconfigured marina "increases safety" is conjecture. The mix of an even greater number of large powered water craft who will easily fail to notice small unpowered water craft is not safer.	See response above. They look like corrugated garden sheds.		
You are disrupting countless people's access to physical activity, including those with accessibility limitations (pararowers). Additionally, this imposes on a historical landmark. The waters in coal Harbour are already filled with waste and discharge from boats belonging to the RYC, so why add more and worsen the environment as well?	I do not believe that it will effect the view of the beautiful city		
the number of motor vessels will increase in this area of Coal Harbour. with this expansion will increase the accumulated gray water discharge, sewage overflow, discharge and runoff from boat shed. this is becoming a cumulative effects issue. there are existing studies which support the number of motor vessels on water and their cumulative effects. this area of Stanley park is particularly sensitive given the shoreline and tidal currents.	You're blocking the water view with the new plan. We want to see open water not more stored boats!		
Design encroaches on the water passage used for commercial vessels, yachts and rowers.	While I realize that the boat sheds have been allowed for a long time I think that should be revisited and would prefer that there weren't so many of them.		
Boat sheds do not increase in number.	Interference with VRC		
This extra traffic will get in the way of public access to the water Specifically for the rowing club	The existing ones are large and an eyesore		
Not convinced the reconfigured marina increases safety for all Coal Harbour users.	The proposed footprint will block other water users view down the channel and beyond the harbor's entrance, impacting safety.		
10 years of work went into this design and plan. Seems very thorough!	Not needed		
The new design will be much safer for rowers as no vessels will be blindly backing into the rowing lanes; there are only two ways in and out, and departing vessels will be able to clearly see rowers. I It is amazing to see the return of herring and marine life to False Creek since the covering of the creosote pilings at Granville Island. Large schools of fish, cormorants, and sea stars have returned in abundance in the last two years since the project started. I would expect a similar situation in Coal Harbour. This change in marine life was noticeable as far away as Quayside Marina, which uses the same pilings and concrete docks as proposed by RVYC.	The important thing here is the expansion itself into the waterway.		
State of the art	Views provided by the Project from all vantage points are same or better.		
Expansion is undesirable and will impede other boats, kayak and row boats.	See above		
Designs appear to have taken into account concerns of stakeholders	Completely untrue		
narrowing the watercourse will create congestion and risk reduce safety	There shouldn't be boat sheds in a beautiful place like Coal Harbour & Stanley Park		
Well thought out for everyone involved that uses the waterway.	This is not relevant given my answer to the first question		
The wooden floats are aging. Until recently planks were replaced intermittently and as needed. However, it becomes harder and harder to determine when the planks need replacing. The supporting planks are even harder to replace.	New boat sheds means more boat traffic		
I am a longtime Vancouverite and I do not support this development that negatively impacts the access and broad participation of Vancouverites at the historic Vancouver Rowing Club.			
public space needs to remain in public hands			
Maintenance has always been noticeable at RVYC. I am confident that the new design will at satisfactory level			
Safety does not increase for all users			
New design eliminates boats entering the fairway except via 2 entrance/exit. No longer will boats risk exiting boathouses with limited side vision so safety will be much improved for all users of Coal Harbour			
its intrusive on public waters for just a few people			
Does not increase safety			
The area of water taken up by the project will reduce the area accessible to non motorized water craft.			
Expanding the number of slips for the exclusive use of a private club by encroaching public waters and causing limitations on the activities of other persons who are not members of the private club is offensive			
Expanding number of slips means more disturbance in the waters around the area particularly to neighbouring facilities. There's plenty enough happening in that small little inlet. Overcrowding the RVYC benefits only the RVYC and is of no benefit to outsiders and non-members.			

Marina Design	View and Shade	Lighting	Biophysical
It will impede rowers and also reduce navigation waterway for VRC Sailors who already have a tight route in to their slips. It seems selfish unnecessary and completely against the push we have for naturally propelled water craft ... the bikes of the water. Are we reducing roads to allow more cars and less pedestrians and bikes... No !... so why do so in this case, to allow for more motor craft over paddlers/ rowers and sail craft ?			
Uses public marine space of Coal Harbour.			
More luxury yachts in Coal Harbour means more pollution, noise, and social inequality in Vancouver. It represents the commercialization of Stanley Park – something nobody wants.			
Already too many boats and completely clogged waterway.			
Safety is DECREASED for other users of those waters.			
Disagree with the expansion of the Yacht Club marinas into the harbour.			
The environmental upgrades are good and necessary, but the expansion of an exclusive marina will impinge on community use of water. The boat sheds are an eyesore.			
Will restrict other users of Coal Harbour			
Taking up too much space			
VRC rowing is clearly restricted unreasonably putting profit before athlete on water safety.			
This project, no matter how well designed, should not be allowed to proceed.			
Pay for your own renovation out of membership dues. Keep your hands off public space. If you were members don't like it they can cry about it out on the water on their big fancy boats.			
Project is unsafe			
Oppose all expansion of RVYC in Coal Harbour.			
Expanding private facilities at the expense of public facilities is deplorable. Vancouver is already a playground for the super wealthy, leave some of it for future generations to enjoy			
Exclusive marinas are already consuming too much of Vancouver's waterfront.			
The last point I vehemently disagree with. The redesign puts ALL traffic, especially rowers, more at risk and decreases safety.			
Access to waterways for use by people related to physical activity should be paramount for the port authority. I do not understand why only a few more people with vast and deep financial pockets should dictate how the waterway is used and accessed.			
I think its time to review the process based on the impact of covid and hows its affecting our inflow and outflow of members. Do we have people signed up to fill the 40+ new slips? How many grandparents are now supporting sons and daughters that wasn't in the sites 6 months ago			
by increasing the number of slips you take away alot of public water usage space. sure improve the facility but do not take any more water space thank you			
the infrastructure should have been upgraded before			
I do not agree with the fact that the reconfigured marina will increase safety. I find the language used for the marina design misleading.			
Good work			
I don't believe in this expansion			
Steel piles are a much more environmentally friendly option long term over degrading chemically treated wood piles!			
Expanding the number of berths may improve services to the RVYC but it certainly does NOT improve services for all the other users of the affected public water ways in Coal Harbour. The reconfigured marina jeopardizes safety of other marine users, it does NOT increase safety.			
Formerly kept our boat there			
While I appreciate the efforts of the committee to put forth this very well thought out project, I am against proceeding at this time. We need to know how our new economy will impact everything.			
better facilities for visitors to our city. less creosote in inner harbour			
Better Environmental protection			
Longer life of the docks. Better environmental practices			
The expansion will move the current infrastructure to a level consistent with new commercial marina installations. Environmentally this is the best course of action.			
It looks progressive.			
I want a more environmentally friendly approach to docks and structures on the water. The current layout of the docks/sheds is not as pleasing to look at.			
This is all a load of crap. This is a massive capital project that only benefits a small number of the membership. Reconfiguration has nothing to do with safety. Stop wasting the clubs money.			
Best practice 2020 being implemented			
Thoughtful & very thorough input			
Delighted that creosote pilings are being replaced			
I'm satisfied the committee has done their due diligence in overseeing the marina design.			
Very timely and in keeping with ecology and environmental concerns and best practices.			
Too much money and too much risk in these certain times. There are cheaper and better options.			
Every city we have visited in the world with water as back drop or an incorporated Harbour Or channels most have Marinas. The most pleasing are the ones that Boats are visible. You have achieved this.			
Glad to see old creosote piling being removed. Better fish habitat			
I know how hard the Committee worked to come up with the best possible plan for Coal Harbour where I had moorage for my boat from 1956 to 1964 & from 1988 to 1997.			
There has been a lot of engineering a design to come up with a plan that improves the environmental foot print. It also helps meet the demand for more slips for the sailing and boating community.			
Good consideration of the environment			
RVYC is a contributing organization to the City of Vancouver- it's residents and visitors. It is in the best interest of the RVYC to build the best facility they can.			
Excellent choice of materials for the environment. Better than the creosote pilings now in place			
I have been following the process carefully and believe that the proposal is in the best interest of all mariners in the area			
Greatly in favour of the environmental changes regarding the aging infrastructure. Slightly concerned about the size of the expansion.			
The new technology will improve environmental experience.			
The expansion will drastically limit the access to the waterway for rowing, making it extremely difficult to train new people on the sport. The narrowed waterway will only allow for expert rowers to use, as "the rest of us" don't yet have that level of precision to navigate a tiny course.			
Sound plan			
Improving site lines and illuminating the need for vessels to back out of the marina will improve safety for all.			
The project looks reasonable and appropriate and desirable			

Marina Design	View and Shade	Lighting	Biophysical
The design is based on extending the marina into a public area. This is unacceptable, dangerous and selfish.			
I moored my 50' sailboat Strum on F dock for the first 2 years. The dock was old & narrow with wood piles that would transfer creosote to possessions and the environment. Backing out was dangerous. I moved my boat to RVYC Jericho due to safety & environmental concerns. If this new RVYC plan is developed, I would move my boat back to RVYC Coal Harbour. I know my friends visiting from reciprocal clubs around the world would prefer Col Harbour location while cruising, which would add to the local economy, but not in its current state.			
This is a win/win for everyone in terms of the safety, esthetics and usage of the harbour.			
Very Detailed well thought out Plans to be best in class			
Current facility is tired. I sail out of Jericho and am pleased with the continuous improvements there. Coal Harbour site has lagged behind.			
I like the idea of replacing aging infrastructure, but have concerns about the height of new boat sheds which presumably are higher to accommodate newer, larger, taller boats.			
Allows boats on outside area no to back into channel. All can come out forward. From a safety perspective it is much more efficient			
Cost of the project should be born by the users of this marina location and not by the club in General as has been the case in the past.			
I read the ongoing progress of the project and it definitely sounds well thought and properly planned.			
Best practices followed			
I trust RVYC to do the right thing as they always have in the past.			
a well managed project overseen by competent volunteers and staff			
I'm very impressed with the hard work that the team has done to make this all happen. Well done.			
It all makes sense, and, is needed.			
Improvements reduce environmental foot print and improve safety through better access.			
Modern updates such as steel and concrete			
It looks excellent. I think you have balanced interests well. The Rowing Club said things that made me look closely but what they said looks exaggerated or untrue.			
The expansion takes away from the public waterway.			
It is imperative to remove the old and toxic docks etc. More slips are available which helps to pay for the environmental upgrades.			
I think this is a very bad time for the club to be making very large financial commitments. The situation has drastically changed in just 6 months. For all the reasons you know of, the world economy is uncertain, there are rising environmental concerns that may well reduce our ability to go boating, there's a rising anti-wealth sentiment in Canada and particularly B.C. and the club has had difficulty attracting new members which may well get even more difficult. Delay, go slow, Buy time, don't commit. Get a better perspective on the future before going ahead with this project.			
I like that they are not just expanding but making it better.			
While I hope the appearance of the existing boat sheds will be vastly improved, I would strongly oppose any additional sheds. Sheds are incompatible with the beauty of Stanley Park. I do understand that Vancouver is a marine port and in some cases sheds are necessary but not in the heart of the City.			
I'm impressed with the detail and best practises that have been brought to this marina expansion.			
R.V.Y.C. is a private business and has no business using public space for any reason.			
There was no option or opportunity previously to only have improvements and upgrades to the existing marina with no increase in overall physical size. I'm very disappointed this was never an option provided to the RVYC membership as part of the process.			
I don't think we should be going ahead with the expansion in this climate			
These proposed changes are potentially capable of implementing the end of rowing for VRC. The space currently available for rowing is a necessity if VRC is to continue the work and introduction of new and senior rowers to the sport. Reducing the width of that existing channel could and most probably would spell the end of rowing in the city as is known today.			
I imagine there will not be many visiting tourists this summer but hopefully they return by the time the project is completed.			
While the vote to proceed was done and accepted by 75 %, this was before COVID times. What my worry is-1. Not enough sheds have been sold to reduce costs sufficiently and how many members have set aside their membership or quit? Those of us who remain will bear the brunt of the loss xpenses which will not be as expected or planned			
Safety, design and environmental protection are all enhanced in this design			
"Reconfigured marina increases safety for all Coal Harbour marine users." But it takes away from one of the most crucial and longest time running rowing clubs in Vancouver. A Club that has been open since 1911.			
To many sheds reducing the number of new berths			
I prefer to see rowers in Coal Harbour.			
I would not like to see more Yachts in such a beautiful place. It would be a shame.			
Benefits a very limited number of vancouverites			
I understand that wood infrastructures need upgrading for a variety of reasons as you've stated but it can be done without having to increase your footprint to enable more services for your members. This is a waterway that should be available to be used by all and not just for private use.			
No expansion			
This all seems fine except for the expansion of the number of slips. The waters around Stanley Park should not be used as a parking lot.			
RVYC is only considering what's best for themselves and is not concerned about others that use these water ways.			
Good to see creosote piles removed.			
Good to see environmental improvements.			
I appreciate the ugraded environmental standards but feel the marina design does not take into account small craft users such as the nearby rowing club.			
environmental concerns are being met			
No more slips should be allowed.			
This new design seems to be safer for everyone.			
Don't take up more of the public waterway			
The addition of 47 new slips in an already crowded area adjacent to Stanley Park should not be permitted as the increased traffic will be a safety hazard for the many boats and the rowers that use this congested waterway.			
Don't add any more structures that will further disrupt local ecology and make Coal Harbour even more crowded, cluttered, and congested			
makes it difficult for others to use our waterways			

Marina Design	View and Shade	Lighting	Biophysical
I am concerned that the increased traffic from the increased number of boats will affect both the rowers and the boaters of the Vancouver Rowing Club. As everyone from the VRC has to pass the RVYC slips, I don't see how increasing the number of slips is going to do anything but increase congestion in what is already a congested traffic area. So I don't see how there is "increased safety".			
Privatizes limited water space. There's plenty of alternative places an expanded RVYC marina could be built			
Steel piles and Concrete floats better for the environment!			
It's already too big and a huge eyesore. Expansion is the worst solution.			
Too much impact on rowing traffic due to expanded water lot lease area			
we need to keep up with technology and environmental concerns for long term sustainability of the boathouses site			
Expansion narrows the waterway for all users. Affects safety and comfort for all users			
The expansion by 13.3% onto public waters is unnecessary. Looking at both sides of the argument, what is stopping the improvement without the expansion? It appears as though it is a cash grab wrapped in an upgrade for the environment. I also don't see the information regarding the improved safety? Also, why isn't the reconfiguration being done within the current space allotment?			
Do no take over public waters			
Boat Sheds should not continue to be allowed in Coal Harbour. The roof lines represented in the materials for height comparison to the large vessels do not accurately represent the actual appearance of the boat sheds once redistributed. Boat sheds are unattractive to visitors and residents walking on the seawalk. RVYC does not really accommodate tourists or increase tourist visits. RVYC provide only a very limited number of visitor slips that are only available to other members of exclusive yacht clubs so it is misleading to indicate that this expansion is materially positive for visiting tourists and transient boaters. Any additional slips only benefit exclusive yacht club members and not the general public.			
Coal Harbour already has sufficient facilities catering to high end yachts.			
We are coming for your toothbrushes			
The increase in size in no way improves safety of all groups using the area or benefits the environment. How on earth can anyone say having more moor age for private pleasure craft an environmental move!			
Encroaching on public waterways and expansion of your facilities is an insult to the citizens of the lower Mainland in particular.			
While I support replacing aging infrastructure, I am not in favour of expanding the number of slips, which take away from the public waterway which is accessible for more modest boats and rowers.			
The expansion unfairly encroaches on access to the waterway by other parties, particularly Vancouver Rowing Club.			
Considerable time and money invested by the club and consultants to address multiple aspects of the plan. This has produced a design that meets the needs of the community as well as the club.			
No to expansion			
Expansion of the marina takes away from public waterways and makes the area less safe for paddlers			
Safety: The proposed new slips encroach on the waterway, putting pressure on the already crowded channel by reducing maneuvering space and creating blind spots at the western entrance of the channel. Vancouver Rowing Club: The narrowed channel threatens to diminish the ability of the VRC to continue to offer a comprehensive "learn to row" experience as it has done for the past 100 years, thus endangering the very existence of the iconic club. Public good: It is hard to see how improving services for RVYC members by expropriating a public waterway benefits the public. Tourists: A marina full of private boats in a private club would not be a huge draw for visiting tourists.			
Elitist use of public water ways.			
Existing members should cover the cost of needed upgrades to existing facilities, not by expansion which infringes on other users of the waterway.			
Expanding the number of slips and obtaining public space for a redesign is unacceptable.			
I'm concerned about the expansion of boat slips into an already crowded waterway in Coal Harbour.			
I don't think we should be expanding the dock for elite tourists and locals while taking away public water ways for the less privileged in our community. Human powered small boats such as tow boats, kayaks, dragon boats and canoes should be given priority. They produce less pollution and are more accessible to the public. Stanley Park is public land, left for use by the public.			
The yacht club has no business trying to take over public property			
I am firmly against the privatization of public waterways. If anything, the city should consider taking back some of this space for public enjoyment and increased safety.			
I don't agree with the expansion of the number of slips fro RVYC			
I do not think the footprint of the docks should be expanded into the channel for safety reasons.			
Reconfigurations do not increase safety for all users. All small boat or non motorized sport participants will have a smaller area to be on the water with higher traffic and lower visibility.			
To replace older, worn out sections of the marina is O.K. However, I am opposed to any expansion to make the marina larger.			
You don't need to do this. It's all about money. Leave the Rowing club alone			
I like the upgrades to existing materials but I am not in favour of expansion.			
concrete docks are much less maintenance than wood and creosote is definitely harmful			
Big improvement to view and structure.			
I'm dissatisfied that the needs of other stakeholders (e.g. Vancouver Rowing Club) has not been adequately taken into consideration. The increase in water lot lease size benefits purely the RVYC and nobody else. This is not in the best interest of the community.			
We don't need more boats taking up space for owners that use their boat twice a year			
better safety and appearance			
This will upgrade a number of the facilities to current environmental standards.			
The proposed design will substantially reduce Public waterway for the interests of an 'elite' exclusive Club. Visiting tourists are 'reciprocal clubs' and again is restricted to 'elite status'. Expansion is for the sole benefit of few.			
Expansion into the rowing waterway creates unsafe, crowded conditions			

Marina Design	View and Shade	Lighting	Biophysical
<p>The marina design impedes the ability of non-motorized users of the water way and puts them at significant risk. Rowers currently have enough space to use the channel safely, but even with the safe space, there is risk due to blind corners and yachters and rowers getting too close to one another. There have been a number of near misses and some collisions. The marina expansion would increase the level of risk to the point where rowing may not be able to continue in Coal Harbour. The suggestion that the expansion allows room for rowing by allowing space for a FISA rowing lane completely misses the point. FISA rowing lanes are used for racing and used in situations where other boating traffic is restricted or prohibited. They are also provided in buoyed courses. For this to be workable in Coal Harbour, the lanes would have to be buoyed with no yachting traffic permitted to cross the rowing lanes at any point. The suggestion that the "training lanes" of racing dimensions are okay with a safe space between inbound and outbound rowers also misses the point. A safe space would need to be an empty channel to prevent collisions or give rowers a safe area to move safely around each other. A navigation channel for yachts is not a safe space. Should a rower have to leave the very narrow rowing lane (due to lack of ability with beginners or the need to avoid debris or a collision with another user of the waterway), they would need available waterway to enter - not cut in front of a yacht and get hit by someone else. The proposed space is far too narrow to provide safe navigation for yachters, rowers and other non-motorized users of the waterway. The Vancouver Rowing Club provides rowing activities for a large number of users for a large variety of Vancouverites. It includes para rowers, juniors rowers, experienced adult rowers (both those interested in racing who train at high rates and high speeds and interested only in recreational rower at a slow, steady state) and beginners who have very limited ability to control the direction of their rowing shells. There are many young members, many old members and everyone in between. This provides a huge benefit to the community, by increasing outdoor recreation and promoting health in a way that is available for every segment of the population. It also creates additional challenges. These are not all</p>			
<p>The reconfigured marina will be safer as it will allow RVYC vessels to maneuver within their own waterlot.</p>			
<p>Based on best practices and so there will improvements.</p>			
<p>Too much density.</p>			
<p>the club does not need to expand into (currentl) public areas</p>			
<p>It increases pollution in Coal Harbour and makes the waterway more crowded and dangerous for rowers and other boats</p>			
<p>The reconfigurations doesn't support safety for the rowers and boaters of the Vancouver Rowing Club</p>			
<p>Not confident that either safety or increased traffic concerns are fully met. Perhaps if all craft has a port pilot assist them in and out .</p>			
<p>Do not expand the number of boats in the marina. There is already too many!</p>			
<p>Expansion of the marina will compromise safety for rowers and boaters alike in the already narrow passage.</p>			
<p>I dont feel like more boats and slips in the water equates to more safety of all users? no?</p>			
<p>Reducing the area for rowers can result in negligence or death of the athletes because the increases of the boat traffic also increase their possibility of suffering a fatal accident. In fact, now rowers are quite tight. Also, should be a pity that the core of Vancouver loses one of their charming visual panoramic sports as is to see young and not too young generations sharing a common activity. To be honest the boats should be all of them on one side and leave the other side for the rowers only to avoid stress and accidents to the rowers. Therefore, limiting even more rowers space is killing the opportunity of development of new young athletes and the rowing community in downtown Vancouver. Thanks L.V.</p>			
<p>More boats, more pollution, less room for non-motorized water traffic</p>			
<p>There should not be an expanded number of slips. Coal Harbour is such a tight water area, it should not be turned into a parking lot, more private moorage.</p>			
<p>The expansion will take up too much space in Coal Harbour</p>			
<p>I have no doubt that the designs are first class and that they will expand the number of slips and improve services for RVYC members and visiting tourist. However I am totally dissatisfied because there is nothing in the plan that ensures that the altered water way will be adequate for the safe use by rowers. Using lane distance calculations based olympic standards is non-sense - Vancouver Rowing Club is not for those who train for olympics: it is for teenagers to enter the sport of rowing, and for others, of all ages and levels of skill like myself at age 90+ who enjoy the sport of rowing.</p>			
<p>The reconfigured marina absolutely DOES NOT increase safety, it DECREASES it substantially.</p>			
<p>overall design encroaches on what is a very busy channel with a variety of users. Existing space needs to be retained</p>			
<p>I have no issues with the upgrading of existing docks and boatsheds , but am strongly opposed to even more encroachment onto the already narrow traffic lanes in this area.</p>			
<p>Safety issues of rowers and other vessels has not been addressed.</p>			
<p>Harbour is already congested. Adding more slips and especially boathouses will add congestion block views particularly at high tide and pose a conflict with rowers.</p>			
<p>Not in agreement with expansion. Good to replace the old infrastructure but not to take over anymore water space.</p>			
<p>Turning a navigable water space into a large moorage for fat-cats and their yachts is a very poor use of public access to the waterfront. As a resident of the West End and a frequent user of this area on my neighbourhood walks, I want to see fewer of these plastic behemoths and more sailors and rowers practicing their sports.</p>			
<p>Very complete design basis</p>			
<p>The review work is thorough reasonable and complete.</p>			
<p>The Marina is already too crowded with the present number of boats. This project is only for the financial benefit of the Royal Vancouver Yach Club. Coal Harbour residents, the rowing club, as well as the users of the Stanley Park sea wall will suffer from this project. Moreover, adding more motorboats has major negative impact on the environment. They cause significant pollution in the water.</p>			
<p>1. The expansion only benefits RVYC members and affiliates. 2. The proposed waterway expansion severely restricts public access through this busy corridor. 3. If the expansion is authorized, every other marina in the area should be permitted to construct a similar expansion. 4. The marina could be reconfigured to enhance safety without expanding into the corridor.</p>			
<p>I can't see how a few more boats in a harbour of a thousand boats will be much different. Glad there are not going to be more boat sheds too. I know why they are needed but it's nicer to look at the boats.</p>			
<p>Millionaires are already very well prioritize and taken care of in Vancouver, we don't need our tax dollars used to save millionaire yacht owners from funding their expansion AND putting in more boats in an already crowded water way AND taking away more space for the public. Don't allow this proposal to go through</p>			
<p>Reducing waterway</p>			
<p>I agree than upgrades for environmental protection are needed, but you should be able to do this within the current membership of your club. Increasing the number of polluting boats under the guise of 'environmental improvements' is disingenuous. If environmental protection and upgrades are the focus of your plans, please do so within the existing boundaries of the club. Moving into public waterways sets a dangerous social precedent.</p>			

Marina Design	View and Shade	Lighting	Biophysical
Not necessary and exclutory for non members			
The link doesn't work! This is the error message I got when I clicked on the link: "Sorry, that page cannot be found."			
Takes space away from Rowing Club and other public uses.			
does not improve safety - does the opposite			
Sounds biased.			
Encroachment on public waters			
Other people use that water way and your plans exclude them. The expansion is not safe for all user and creates more congestion in the marina. What's sad is that you will end up shutting down a program geared to the community that has long standing in Stanley Park, the rowing club. Other options with your current footprint should be considered. To be honest most of this is about your members not wanting increased fees not about increasing "safety" or tourism (for the extremely wealthy that could afford a boat mortgage that exceeds what I make in salary for a single year). Share the water and change your plans please.			
expansion and reconfiguration does not increase safety for all marine users but decreases it			
The reconfiguration of the marina doesn't allow rowers to continue to row through the channel safely. Also, the water is so beautiful and this plan covers more of it up with slips.			
Scale of the build is too large for the waterway.			
Interferes with navigation of rowers. Habitat alteration. Contaminated sediment. Shading			
Proposal encroaches dangerously on present users of the confined space. The Royal Vancouver Yacht Club's Renos should be phased in like the VRC's and definitely without any expansion.			
Interferes with the public use of the waterway and will add more traffic to the area			
Public space shouldn't be taken over by private owners that do not add to the beautiful open water			
The reconfigured marina would create an insurmountable safety hazard for the Vancouver Rowing Club and would essentially finish rowing in Coal Harbour.			
This development would encroach on many other users of the area. I strongly oppose this development!			
This proposal reduces width of the public waterway used by rowers. It will compromise the safety of rowers. A large number of rowers will be disadvantaged for the benefit of a small number of yacht owners.			
The			
do not want the expansion to happen			
design creates safety hazards by way of blind spots, narrow channels, increased vessel traffic. Additionally more moorage slips will increase the vehicle traffic in the park and increase requirements for more car parking as well as increase demand for more service vehicle traffic.			
This development will only serve to narrow the already congested waters, and will create dangerous conditions for other users namely, but not exclusively, the rowers of Vancouver Rowing club.			
Improving the marina design, on its face, sounds like a good plan to me, and I appreciate the efforts there.			
However, the increased footprint is very problematic. It is worth bearing in mind this waterway is already narrow and has little room for future expansion, so I don't understand why the yacht club needs to push boundaries to such an extent in this particular location.			
Totally disagree with expansion of the yacht club. Let people who are rich enough to own yachts send them elsewhere and keep these waters safe for rowers of all different ages and incomes. Those who can afford yachts can afford to maintain where they are moored. If not, sell them!!!!			
I am against the project on principle!			
At some point, all marinas need upgrading. Docks and pilings have a limited life. Marina space is very limited in Vancouver. Even though RVYC is a private club, members can move there boats from other marinas to the new facilities.			
Upgrade to the existing structures is a good thing...expanding into Coal Harbour is not. If you need more room for more boats, expand at Jericho.			
Expansion of slips is not supported into public waterways Or At all beyond current boundaries			
Having More Yacht owners is not in the public interest.			
We don't need to make space for more millionaires to park their boats at the expense of local people how row or want to learn to row.			
It does not take into account the real world distances needed for safety of human powered watercraft when sharing a shared waterway. The build out will reduce safety parameters and will probably lead to potential dangerous incidents.			
When you're building a house, do you build it so your front door is right on the side walk? Or do you leave some space in between so when you're leaving your house, the front door doesn't hit people on the sidewalk walking by? Your last point is categorically wrong, your plan DECREASES safety for Coal Harbour marine users for my exact point above. And this is about your profits, not making it nicer for visiting tourists. The existing infrastructure and boat sheds are already eyesores in what is a National Historic Site of Canada, and your proposed plans only reflect the RVYC's self-serving plans with no respect to the place, and the millions of people who enjoy and most importantly, share, Stanley Park. If you've mismanaged the RVYC to the point where you're short millions of dollars (which your clients can afford) then the solution is not to selfishly assume you can just expand into a shared space at the detriment to others. The solution is better management but instead you're trying to weasel out of it, infringe on other, and ask us to sympathize with you and your multi-millionaire clients and their ugly boat sheds? Who raised you.			
Why should RVYC profit from space that belongs to the citizens of Canada?			
interferes with the publics' ability to enjoy the waterway.			
the reconfigured marina DOES NOT increase safety for all Coal Harbour marine users - it makes it especially unsafe for rowers as it takes up almost a third of an already congested and narrow waterway			
Number of slips doesn't need to be expanded. Also I don't see how this would benefit tourists.			
You are taking away the free waters lanes for outdoor water activities like kayaking, canoeing and rowing.			
Way too much traffic in the harbour with this expansion			
Leave this area as it is. The R.V.Y.C. has a large marina in Kits beach area. Let them expand there. Already too much traffic going through First Narrows by unexperienced boaters. I have lived in the area and seen to many close calls with Commercial Traffic and the unexperienced Weekend Warriors. If the R.V.Y.C. can guarantee that all the boater will have documented certification for the Collision Regulations and Coastal Navigation. They cannot make this guarantee. Just because you can pull strings with the City of Vancouver officials at the expense of the people that use this area on a regular basis, does not make it right.			
Expansion of slips further is no acceptable, the club should optimize the existing space as well as at Jericho			
They do not need to expand			
The main channel is significantly narrowed, increasing danger to rowers and boaters. The design appears to decrease safety, not increase it as claimed.			

Marina Design	View and Shade	Lighting	Biophysical
I'm indifferent to whether the project proceeds or not. I am responding in support because I believe the tactics that the Vancouver Rowing Club using in attempt to sway public opinion against this project are deplorable and a threat to proper engagement.			
Costs should be borne by the members without incursions into public lands			
Reconfiguration allows for safer access to and from RVYC			
You don't need to expand in order to do environmentally friendly upgrades.			
No expansion into public waterway!!			
More slips for exclusive use by rich residents is not good use of a restricted central waterway			
RVYC should not be allowed to privatize Vancouver public waterways for the richest 0.5% by expanding the number of slips. The rowing club deserves to use the space safely. Finally tourism doesn't benefit from the RVYC restricting the space.			
The materiality of the boat sheds, feel quite industrial and seem out of context in the Coal Harbour & Stanley Park area that prides in its natural views. Is there an opportunity for it to integrate into surrounding context that compliments and works with the natural context?			
RVYC should not expand			
Don't block any more of the attractive open water space with ugly boat storage! We need open waterways to keep views beautiful and recreation possible!			
The expansion is an absolutely shocking encroachment into a public waterway. This is the equivalent of a strata corporation paying for deferred maintenance by building new condos on public land. It's completely ridiculous and I'm truly shocked this project has even gotten to this stage.			
RVYC already has plenty of marina space around the Vancouver area. As well, there are many other Marina's in the lower mainland with very limited waterfront. Coal Harbour is already completely full of boat mirage. While I appreciate the efforts to replace outdated and weathered structures with new and hopefully better materials, I disapprove of increasing the number of slips.			
Reconfiguring the marina to make the narrowest point of the rowing course even narrower will not have a positive impact on marine safety for all coal harbour users.			
Interference with VRC			
No more slips in the harbour. Vancouver rowing club needs the space			
As currently planned, the footprint of the proposed expansion constricts the waterway around the channel in a way that's dangerous for other marina uses, particularly rowers.			
It impedes the waterway for other motor and non motor users.			
Does not need to be expanded. DO NOT need MORE boats in our waters, just so rich people can dump their garbage/waste			
The proposed expansion will intrude into the present waterway which is already congested, putting boaters at risk.			
The population of Vancouver has grown significantly, as has the demand for boating facilities. The marina design is environmentally sensitive.			
Expansion is not good, not needed, bad for the environment and for other users if this area			
Will take space away from traffic and rowers			
Reduced space for boats and rowing will make rowing dangerous and likely not possible			
I disagree that the plan increases safety and improves environmental sustainability.			
Reconfiguration of the marina could potentially have a positive outcome if the navigational channel was clear of the additional moorage slips.			
Expansion impacts the longstanding practices of other users of the waterway			

Noise	Construction	Marine Traffic Safety Plan	General Comments	Level of Support
Not inline with multi user	Thank you for laying out all the steps that will be undertaken.	This area is clearly one of the main points of contention with VRC. It is my opinion as a long-time boating instructor with Vancouver Power and Sail Squadron that this new design is much safer for rowers than the existing, despite the loss of a portion of the channel.	The RVYC expansion will negatively affect the other marine users of the Coal Harbour waterway and therefore should not proceed as proposed.	Rowing and light craft operation will be unsafe in a channel this narrow. This plan will take public water access away from the many the benefit of the few wealthy people who can afford big motorized boats and want to store them in a convenient location. No thank you!
This development would encroach on many other users of the area. I strongly oppose this development!	Two years assumes there are not set backs, challenges with weather and other unforeseen circumstances. The scope of this project is TOO LARGE for what is already a very BUSY "dead end". If float is being proposed for yachts that are too large to add to what is already an overused water passage. Having Tourist/Cruise vessels, the Water Wheel and other large "charter boats"/dinner cruise boats attempting to back out and turn while proposing the addition of more large boats is ridiculous for a small constrained PUBLIC waterway.	Even with these plans there will be additional traffic restrictions.	Well planned	
It is still more intrusive for animals and fish than doing nothing.	Invasion of rowing club waterway. The rowing club has been there for a very long time and has lost water area over the years. Not much left now without the changes	There is considerable dissenting views on the impact of the project on marine traffic and safety	I think we need to upgrade the marina but hold off its expansion until the impact of covid is behind us. The committee should look into this. Also I understand only 17 of the new slips are pleasure. We were told they would all be left before the project proceeded.	Will mean it is not possible for members of public to use the waterway for other water sports
Stanley Park is the people's park - this is additional encroachment on a public resource.	Appreciate the efforts to have portions of the work done offsite and to contain the equipment to the proposed lease area and outside the rowing lines and navigation channel. If the lease area was reduced, this would be an acceptable plan. As designed, I am concerned that the proposed lease area puts rowers and other non-motorized users of the waterway at risk and adding additional equipment and storage areas will further reduce sight lines and greatly increase the risk to rowers by preventing rowers and yachters from seeing each other until the accident is unavoidable.	Again well thought out by knowledgeable people.	Vancouver has a long way to go in improving facilities for visitors in pleasure craft. This is a help in the right direction. Visitors bring jobs and dollars. I am a hospitality worker, and kayaker.	It is already a congested waterway and will be further constrained by this expansion
do not want the expansion to happen	Going step by step through the phases will help to minimize disruptions. I do not support expansion	public space needs to remain in public hands. Safety on the water is important for boat users nearby. I'm confident that their plan will be priority for everyone's safety inside and outside the Marina	Look forward to seeing this move ahead.	The expansion further into the waterways in Coal Harbour is detrimental to the general public and marine traffic with only benefit to the RVYC membership in reducing or maintaining membership fees to its club
Ple driving is VERY noisy and the only mitigation is to be absent during operations.	The last question stated there wouldn't be pile driving, they would use a vibratory tool to minimize sound. Now this one states there will be pile driving. The place meant of a float directly affects the safe travels of rowers and boaters from the VRC.	see above comments	I believe RVYC has put extensive time & energy into a well thought out and concise expansion plan and would fully support this. The club has done a very good job in considering the impacts of this project. Neighbours should be pleased and supportive of this renewal, however, this is Canada, where nothing can go down.	Pay for it yourself rather than take public land. If you can afford a yacht, then you can afford to pay for your upgrade. narrowing of waterway makes it unsafe for general pleasure boaters and small craft.
Probably would be better if the piles were driven without the bubble wall and other measures that just consume more energy and stress on the environment, a little noisier but better for the environment. Motor boats are a lot noisier than canoes. Don't know how many of these questions you are going to ask to try to wear us down. Not working. You are not wanted. Are you getting the message yet, or are you simply stupid? More boats = more noise.	Does not matter which good practices are used in this project when it will destroy a community. With this project, you are going to collapse these waters as the cars enter and exit Vancouver. Building in stages doesn't make the end any significant better. You're taking over public water with private boat moorage to make a profit. Two years of construction will have a significant negative impact on the surrounding community and waterway.	Still have a much narrower entry and exit channel. The expansion significantly impacts the water use for other users, in particular, those users who are in small, non-powered craft. Those users have been active on the stretch of water and have formed an important part of Vancouver culture for much longer than the activities of the private club in question. The question of public safety, particularly as it affects the potential for harm in collisions between small unpowered craft and large powered vessels has not been adequately safeguarded in the plan.	I am fully supportive of this project. It will move the harbour to a best in class installation. Building a bigger marina and where do people park. And the moorage rates have to go up. At coal harbour. People going royal will because it's a cruising club. Spend the money on more outstations. RVYC members are concerned about our marine and Marina environment now and far into the future.	Have coached and rowed a VRC for the last 25 years so have a better hands-on view of what really happens in Coal Harbour than most. One might say I have a vested interest in keeping the waterway as open and free from congestion as possible - and I do - however I also genuinely want all users to be able to continue using the harbour in a safe and respectful way. Expanding into the narrowest part of the channel will effectively increase danger for all crafts. At present we (VRC) share the waterway not unlike road bikers share a highway. It is precarious but with careful understanding and appreciation for all the harbour traffic functions. We are not a high performance rowing centre and as such attract folks from all walks of life, all age groups and all athletic abilities including running a disabled rowing program. Our commitment to the local community is to provide access to a healthy leisure pursuit which we do for hundreds of Vancouver residents each year. Creating 47 new berths for well heeled yacht owners will be akin to taking a heavily utilized public space and effectively fencing it off for use as nothing more than a private parking lot. Please, object to the expansion into Coal Harbour and keep Vancouver accessible to all.
If you have ever been close to a live driver or any of the suppressed construction equipment noted... you would understand how disruptive and impactful it would be to thousands of people and the wildlife. I'm against the expansion. Well of course noise levels AFTER the project will be consistent with current levels... who wrote this survey? You cannot use that point before your 2nd point to try to spin that this won't be an incredibly loud project. Obviously it will be heard all over Coal Harbour let alone the marina, there is no minimizing the sound of impact hammers.	Right from the word go (Phase 1) the marine water obstruction will be a reality. Deceptive wording	Right from the word go (Phase 1) the marine water obstruction will be a reality. Deceptive wording	Expansion is not environmentally viable.	Concerned about cost to members due to covid
I live in Kitilano so noise would not be a problem. A safety hazard for other users of the waterway. When pile driving and machinery are working the sound is overpowering. More boats means more noise. Taking into account all the noise to construct this project also is not good for the habitat.	Just the first step in a disruption of an existing busy channel. This plan assumes approval of expanded dock space which should not be given. Otherwise the work program outlines for mooring dock upgrades is fine. Seems reasonable	the project would narrow an already-busy public waterway, making it dangerous for all users of these waters. If it may ultimately lead to the demise of the Vancouver Rowing Club, which has been here since 1886. Vancouver Rowing Club seems very threatened by the encroachment on the waterway. Does not seem like there's been much work to limit conflict with regard to that relationship. It's such a busy area. It's already too busy. Reducing water space, when we really need more space, will result in an increase in accidents. Won't be done - who will monitor?	Entry and exit from proposed extension will necessitate a wider turning arc in Coal Harbour. Navigation will be effected greatly there is no sagar coating it. Entry and exit from proposed extension will necessitate a wider turning arc in Coal Harbour.	It would be good if Rowers concerns were adequately addressed (encroachment on safe spaces!!!)
Any type of pile driving noise will be difficult to mask, and will be detrimental to the enjoyment of the area for the period of construction. It's not like anyone else is doing anything different. Vancouver is noisy and every time something new gets built, it's noisier. I am surrounded by building construction that I suspect is likely 10 times noisier than what this will be - if everyone else can do it, so should the yacht club be able to as well. However status quo for noise this maybe, it is still expanding into public areas, reducing access to the public for fewer-fee-paying members. Other than high powered speed boats, boats in general are not noisy	Good plan.	The proposal is to narrow the channel for users which puts people in non-motorized craft at risk. The idea is to make the highway more comfortable for hired yacht captains to get their rich owners' boat out so they can go for their one sail a year, at the expense of increasing chance of hitting and killing someone in a paddle powered craft.	By my estimation RVYC has submitted the needs of the community, the environment and its members all the while taking this opportunity to upgrade this aging facility. Good work. RVYC is an example for clubs everywhere.	It is fine as is. Fix up what is here. Leave the rest open.
What about noise during the project? It doesn't matter what they do, it is going to be noisy. Royal Van is a good neighbour, and further. More noise is more noise. Live near the Iagone and there is a lot of construction going on downtown. The hours they say they will be working seem almost too good to be true. I guess we will see. This is not relevant given my answer to the first question. Unnecessary project to start with.	2 years of pile driving noise. This project will have a terrible impact on the Vancouver residents enjoying Coal Harbour all throughout construction.	The present channel is already very narrow and RVYC expansion will make rowing there more dangerous, especially because the rowers must row with their view to the rear of their boats. This project, no matter how well designed, should not be allowed to proceed.	Job well done and thank you. Improvement is always necessary and the RVYC has the interests of its members AND the public at the core of its operations. To do anything that would compromise the RVYC image or reputation would not be tolerated by the Board nor the membership of the club. Very well conceived project. Professional submission with complete details. Very satisfied with the proposed project.	Please see preceding comments. Impact on rowers. Impact on traffic. Impact on environment. Impact on views. I oppose turning public access lands and waterways over to privately held interests.
Not in the best interest of the public. The size of the new water lot has a catastrophic effect on other marine users - the Vancouver Rowing Club. This development would encroach on many other users of the area. I strongly oppose this development!	Don't want this project. float expansion would intrude into public waterway. The expansion of the new water lot does have a big impact on other marine users. Rowers have the most to lose from it making the water ways more dangerous and creating more blind spots. Construction will impact waterway usage. Don't even consider the impact on the rowing club. Pile drivers obstructing channel traffic.	Who does this club think they have the right to take away water way from other users? Not fair. Don't let it happen. The longer it is delayed the greater the cost.	By my estimation RVYC has submitted the needs of the community, the environment and its members all the while taking this opportunity to upgrade this aging facility. Good work. RVYC is an example for clubs everywhere.	It is fine as is. Fix up what is here. Leave the rest open.
As stated in previous answer.	This safety plan does not change the fact that the passage will be narrower and therefore more dangerous for rowers and other upstream users.	The encroachment in the narrow channel is untenable. The proposal is to narrow the channel for users which puts people in non-motorized craft at risk. The idea is to make the highway more comfortable for hired yacht captains to get their rich owners' boat out so they can go for their one sail a year, at the expense of increasing chance of hitting and killing someone in a paddle powered craft.	Modernized and environmentally sensitive upgrades to an aging and well maintained marina facility, the improvements and expansion exhaustively studied and reviewed with regarding positive impact on the marina and surrounding area. RVYC is right to go forward with this project at this time. The need is there and the environmental impact is being well managed. These projects don't get easier with time.	The Coal Harbour waterway should be available for all types of watercraft to navigate as safely as possible. Safety. The original proposed channel design was based on a misapplication of the PNANC Report number 121 - 2014. When this and rowing references were proved faulty, other rationals, more diluted and indefensible, were introduced. As the main stakeholder in the area, I speak for Mainstream Properties, Harbour Cruises, Western Pacific Marine, Weston Bayshore, Coal Harbour Marina and Vancouver Harbour Flight Centre. I'm in favour of RVYC's upgrade but not the expansion.
Stanley Park is the people's park - this is additional encroachment on a public resource.	Updates to the marina plan reduce blind spots and allocate new rules for the ingress-egress channels. Carefully rules are loosely followed and applied. Proper navigable channel markings and rules will add greatly to the safety of all users of the waterway	Updates to the marina plan reduce blind spots and allocate new rules for the ingress-egress channels. Carefully rules are loosely followed and applied. Proper navigable channel markings and rules will add greatly to the safety of all users of the waterway	I was a competitive rower while attending the University of Victoria. As a competitive sailor, I work with the VRC promoting and competing in their regattas and events, with many friends as members of the VRC. My VRC member friends support the RVYC proposal 100%. There is enough space for everyone in that harbour. IMO the RVYC proposal is safer for rowers than the current use. The proposal will be more energy efficient, better for the environment and bring more reciprocal cruisers to the local economy. Very well done, a win win win for all stakeholders.	Stanley Park provides opportunities for a large number of activities, including yachting, but I don't like to see the fragile balance tipped to favour one activity that already has a significant footprint. By the way, in the question below about how one heard about the proposal, social media isn't listed.
do not want the expansion to happen	Once again, the idea that extending the marina into the currently somewhat congested Coal Harbour waterway will not limit conflicts with other marine users' in the area is not realistic! The Coal Harbour waterway, at present, is a confined area. To reduce the space even further by adding to the RVYC marina and narrowing the size of the public (navigation) moorage is senseless. The safety of the water users needs to be paramount.	Once again, the idea that extending the marina into the currently somewhat congested Coal Harbour waterway will not limit conflicts with other marine users' in the area is not realistic! The Coal Harbour waterway, at present, is a confined area. To reduce the space even further by adding to the RVYC marina and narrowing the size of the public (navigation) moorage is senseless. The safety of the water users needs to be paramount.	As a boater with a 70' foot sailboat, I have always had to back out into the channel. This has always been a bone of contention because of the rowers in the channel. I respect the rowers and other boaters in the channel and feel this practice is sometimes unsafe waiting hours or otherwise. The new configuration makes it much safer for all members and channel users alike. I urge the board to consider the safety aspects this new configuration has taken into consideration. Many thanks. Daniel James Sinclair, RTT & WMC, IC, President, Corporate Health Services Inc.	Too busy already and it will benefit a tiny few, most who are not residents of the area. Although I am a member of another Royal Yacht Club, I have been to this particular facility and feel the expansion puts undue and additional pressure on waterways, the marine environment, neighbouring parties and the RVYC already has too large a presence in this tight and limited space.
Proposed expansion will result in overcrowding in the impacted area. Other marine users will suffer as a result.	better than current system for traffic issues	better than current system for traffic issues	As these have been far size for a while. How many are sold and how many members have shown interest. The financial plans for this expansion is based on selling these boat houses??	not needed
do it the simplest way and reduce the energy wasted on trying to be smart.	2 years of navigation and enjoyment disruption is very unreasonable. Will designed plan during construction phase	the current situation of access and egress seems awkward	As these have been far size for a while. How many are sold and how many members have shown interest. The financial plans for this expansion is based on selling these boat houses??	Increased capacity, safety and longevity
do it the most environmental efficient as possible.	believe this design will make the channel safer for rowers.	believe this design will make the channel safer for rowers.	hopefully it tracks to budget	Too large and affects waterways that are public. I only oppose the unnecessary expansion into the harbour. I support upgrades or maintenance projects that benefit the environment or provide better facilities for the members.
A 2 year construction window will negatively affect other users of Coal Harbour. Previous experience of construction in Coal Harbour would show there is no guarantee that barges etc would not be a regular presence in the navigation channel in this time.	Couldn't care less what the plan is. Would prefer that all docks removed in safe manner and boats forced to dock in Timbuktoo.	Same as above	I was particularly impressed with the fact and class that Ron Jupp brought to bear to answer some of the thorny public questions at the Webinar - fair, firm and friendly.	This waterway is a public attraction and should be available for all to use. The expansion on the RVYC marina converts this public space for private use only and poses safety risks to all other users, in particular the non-motor users. Moreover the public and less-abled users (such as para athletes and those with sensory impairments) are at even greater risk. The para does not need more vehicles in it. The waterway is already crowded. RVYC has another facility in Port Grey where they can put more moorage. Leave the park and the waterway surrounding it alone.

Noise	Construction	Marine Traffic Safety Plan	General Comments	Level of Support
	Just replace what you have and do not expand.	The port should consider if the conflicts are with "marine users" meaning everyone like the other boaters from the downtown side, or if they are just talking about the rowers. Because the rowers are going BACKWARDS in the harbour. That is insane. 40 more boats isn't a huge percentage increase from what's already there. The rowers need to take responsibility for themselves. Having the "lanes" is a good idea so boaters are surprised by them anywhere and everywhere.	What is the expected future demand for these large boat sheds in 10-20-30 years? This project seems like a "throw to our very wealthy baby boomer members who, frankly, are aging out, and with questionable future demand for very expensive, fossil fuel powered yachts. Real estate prices and higher taxes today means members in their 30s and 40s cannot buy yachts that go in expansion sheds. How can these funds be invested to encourage younger members and maintain the long-term sustainability of our wonderful Club?	Additional construction works and expansion of berth in the coal harbour area will later the peaceful setting and create additional disruptive marine traffic in a more constricted waterway.
	I'm against the expansion.	Project should not move forward in this economic environment.	I am in support of this expansion project and feel there are many more positive aspects to it than any potential negative ones.	I strongly believe that the RVYC proposal vastly over estimates small environmental improvements and impact of construction in what is essentially a commercial waterway and furthermore that the plan is wholly inadequate in addressing the current needs of current historical stakeholders in terms of access and safety to the existing navigation channel.
	It will have more than "minor effects on marine users". I would encourage the port authority to actually row or canoe in the designated area to enable a holistic and balanced contextual assessment to be generated.	Very good plan - if adhered to. (We have encountered 2 causal kayak rowers rowing in amongst H dock finger slips, who totally ignored the fact we had power boats were already negotiating our 180 degree port turn to back out of our slip when they came upon us. They kayaked meeney 6 feet from our starboard hull, screaming at us that "We have the Right-Of-Way"... yes, marine safety training is especially necessary for members of the Rowing Club	support it.	No benefit to Vancouver as a whole, only to the rich members of a private club.
	2 yachts! So it will take 4. I was already against this expansion, but now I am adamantly against this. Especially as most people in Coal Harbour will be working from home for the foreseeable future in this COVID-19 environment so "pile driving... during normal daytime hours" will be great, not to mention for residents and tourists trying to enjoy Stanley Park. If this expansion in any way benefitted the public, that would be one thing, but this is purely a selfish and self-serving project by the RVYC.	Shows me the planners have looked at the bigger picture rather than just RVYC issues	lets move forward...progress!	See above. No more private use of this waterway
	against them having the public land	With any change comes the opportunity for being better. The Club has focused and has achieved that	We fully support the expansion project.	The proposed expansion to Royal Van's facilities will narrow the existing waterway that shares space with boaters, rowers & others, this will create an unsafe situation in the area.
	Phase 1 will impact rowers as it will congest the already narrowed waterway. unfair. If this project does not go through we don't even have to worry about measures to reduce noise. Two years of any additional noise during construction is not necessary and the added # of boats once complete will only add noise. Do not even start the project	As responsible boaters, our club has always respected the "Rule of Law". Good to see so much thought has gone into developing a plan.	It's a great idea My shed is proposed to be deleted but my 52 year old boat requires one. Will provisions be made for existing shed occupants to be relocated to an alternate shed when applicable?	It would be better if the marina renovation staying within its current footprint, and avoid expansion of its footprint into existing waterways.
	A project of this size will do nothing but disrupt the environment	Very much safer for rowers! No large boats will be backing out of their shelters, so no blind spots	A very welcome improvement	While I understand that this is a working port, it is not necessary to displace pleasure craft through expansion in this area.
	This takes enough space already	The safety features make sense, still worried about the size of the expansion.	I like that your group is thoughtful about the rest of us	Do not expand - Do not destroy our waterway!!!
	Main issue is the narrowing of the main channel, and the resulting safety exposures. Pile driving noise is my second issue.	This project will improve safety and first responders access	Go ahead. It's been a long time coming	By increasing the number of very large boats in the club we create demand for more robust facilities to accommodate the increased use at our stations, stronger floats, more power demand (higher amperage) and we reduce the ratio of members per linear foot of dock.
	As long as pile driving is in the daytime, should be fine.	There is still not enough room to safely clear port and starboard - entrance and exit.	I support the plan. There is plenty of room for all usual marine traffic after this is built. UBC left the Vancouver Rowing Club years ago. Vancouver Rowing Club reduced rowing berths years ago to accommodate a public area for the rugby players.	see above This project should be scrapped, the RVYC should be phased out of the environmentally and culturally significant sensitive area.
	Repair the private property needed to be repaired within the private area already owned at with the private members fees. Expanding a private facility out into public space excludes the public and, therefore, should not be allowed. I agree with all the reasons above	These improvements will make the channel safer for all users.	You may have guessed I am against this project. A loss of open space for the benefit of a few. Once gone, gone forever. And yes, I am a member of RVYC!	
		The existing marina is difficult to enter &/or exit due to limitations of steering a boat in reverse. The existing marina was designed and constructed prior to modern safety standards.	A comment to the Port of Vancouver: I have read the proposal. I have attended the webinars. I have read the rowing club's lies on their "save the water page and their "petition". I have read the statements of officials who are making those statements based on the lies from the rowing club. I urge you to see the smear campaign as just that. Their submissions should not carry any kind of weight if they are based on the drama and lies. Please make your decision on what is best for the WHOLE community, 45 more boats is not a large percentage of the boats in the harbour. And if those boats bring owners who care for the waters and use the park, and the businesses in the park, great. Unless there is an issue with the specifics of the plans about the expansion there is no reason not to allow this.	Better access for users, improved facility, enhanced environmental protection
	NO to K lot especially!! Keep public property public!	As one who currently has to back out into the harbour, this plan will considerably increase safety.	I fully support this project for a better, beautiful, safe Coal Harbour	From a commercial, recreational and park user perspective, this project will be very disruptive and not needed from a community and social perspective
	interference with VRC	By and large RVYC are the least of Coal Harbour's traffic issues.	Great project utilizing the best practices as we live with the ocean	See above. Keep existing marina dimensions, and everyone should support the rehab of the marina.
	With everyone working from home row more noise in the neighbourhood is not wanted which means boats don't have to back up.	The plan blocks the rowing club's access and they are vocal about this. But I am happy about the increased access point which means boats don't have to back up.	Very inclusive	As mentioned before, the focus has not been on the power boat user who whails and waits for a boat house to become available!
	Again, the footprint of the current marina plan will make its construction that much more disruptive to other users of the harbor.	As a Senior Environmental Health & Safety Professional with designations as an Incident Commander in Emergency Response, Hazardous Materials & WMD. I am very satisfied with the ERP and other aspects of safety in this planned Proposal!	Although perhaps too late, need to be more transparent and proactive in working with neighbours and other community groups that are potentially going to be impacted by this project.	It has not considered if the people who will actually use the waterway and possibly endanger the rowers at the rowing club.
	This comment relates to previous question: Royal Van is a good neighbour and demonstrates this via the steps taken to minimize noise impact.	Safe and fits to the needs of VRC	This project is for the wealthy and the average citizen will no longer enjoy the waterways.	Do not like the idea of expansion. Renovation may be required but would not like to see the footprint made larger.
	Every project makes such promises and almost all fail on such deliverables	We've always been very mindful when entering and exiting the marina, stopping and peeking before entering the channel to be on the lookout for traffic, including the rowers.	Not a good time to be committing the club's finances to a project of this size in this world economic situation	There is a serious need for new moorage in Vancouver!
	This is not relevant given my answer to the first question	When will all extra parking spots come from?	I am very disappointed that a club of RVYC's stature would move ahead with this project apparently without regard or concern for the potentially drastic impact it will have on its neighbours.	There isn't any public access proposed. You aren't improving conditions and safety beyond what the club is already responsible for causing. The proposal does not include any improvement to moorage. You aren't providing additional improvements for aquatic life. There are no proposed improvements to water conditions caused by motorized craft. You are narrowing a channel and increasing motorized traffic on it. You members aren't paying for the improvements on a facility and location that they have greatly benefited from. The public demand for access to water in Vancouver is far greater than for 47 luxury boat slips, we cannot create more waterways in the downtown Vancouver area, yet your members could travel to other areas to store their toys.
	Construction is estimated to start in August 2020 - better timing to be considered to minimize disruptions to other water users. Especially row with dealing with pandemic and limited access to other sports and activities.	The result is safer for everyone	I am opposed to the project in any way. There is enough water traffic in Coal Harbor already. The floatplanes have already made it difficult for the rowers. To add this is intolerable.	Over the past ten years RVYC has carefully planned this project and gone through many iterations and revisions. It is a good long term plan for our rapidly growing city, and a much better one than the existing for the environment and for safety. Moorage is very difficult to obtain in Vancouver as demand far outweighs supply. The reorganization and expansion of the Coal Harbour facility will create 47 new slips which will also help alleviate pressure on other metro-Vancouver marinas - as club boats move out of their existing slips at other marinas, their previous publicly accessible slips will open up. I do agree with the Rowing Club that they are also an important part of Vancouver's history and that they should be able to continue rowing in Coal Harbour. I believe the proposed plans have adequately addressed their concerns. However, if they still feel that there's not enough room for their Learn to Row program, I really think that Lost Lagoon might be an excellent option for beginners, who can then "graduate" to the Coal Harbour lanes once they're deemed ready by qualified instructors. This solution would be even safer for everyone than the proposed plan.
	Unnecessary project in first place.	I believe this will be an improvement in safety for all persons using the Coal Harbour waterway, including rowing, commercial traffic and pleasure craft. I previously had moorage at Coal Harbour for ten years and after reviewing the proposal, I believe this to be an improvement for which all users will benefit.	Please be more transparent about costs per member if sheds are not completely subscribed. Also what dues increases will be with reduced membership re Covid	It will constrict the water way and interfere with all marine traffic, increasing safety risks for rowers and kayakers.
	Better organized entrays is much safer than current design	A carefully considered improvement to the existing facility, will look and operate better, to benefit of everyone	I support this project as I believe it will benefit all the end users	This area is essentially a part of Stanley park and the public use of the area should not be further compromised by expansion of a commercial operation.
	The channel is not that wide now. Yes, it meets all navigational safety codes and will continue to do so, but why should an already narrow channel be narrowed? There is not a lot of room when the larger driver cruise boats enter and exit and then add the rowers and a few recreational boaters and you have Denman and Georgia!	It affects the Vancouver Rowing Club far to greatly for anyone apart of it to even consider being supportive of it.		There is strong research supporting the expansion. There doesn't seem to be any lasting effects on the environment or overall visual appeal of the area. Many of the regulations are needed, and would be beneficial in the long term. Pls read note above.
	This is satisfactory to ensure safe and free access.	They are blocking the exit for rowers at the VRC club	New financial data should be provided to the members by the Executive Committee after analysis by the Executive Committee of the effect of covid 19 on long term club finances and then share that with members for a recertification that this project is still in the interest of the majority of the members	public space needs to remain in public hands
	All window dressing this is all about the elite and their money.		This will be a shame if the yacht club expands the marina.	As noted above, I believe that RVYC is trying to make their entrances to the channel safer while at the same time meeting new environmental standards. I ask to reason why this project would significantly impact other use of this area in a negative way.
	As above			Although things are well maintained, I can see that this would be a benefit for easier maintenance in the future switching from wooden to metal pile drivers. Also an additional benefit due to the circumstances of Covid-19 on more space and less crowding.
	This is great. I hope the marinas on the south side and the rowing club marina have the same safety plans in place.	want this project to proceed.		Encroachment on public waters should not take place, you will be jeopardizing the operation of the rowing club and decreasing the safe space for them to practice their sport.
	Already stated	Fired of Vancouver allowing the city to be changed for the benefit of the wealthy.		Improved safety for all in Coal Harbour, improved impact on environment with new steel piles.
	Minimizes reversing out of marina	No expansion of facilities for over privileged humans at expense of the rest of the world & all other species.		The public needs more space not less. This is used used for rowing kayaking as well it will be dangerous for some. we need the public space around Stanley park to remain public.
	Not a member.	Well thought out and communicated.		Public losses at the expense of a RVYC money grab using public water lots.
	Already too hazardous down there.	Looks like this will allow people to have more access to our beautiful Waterways.		Upgrades are necessary however should not include increase in total slips.
	More marine traffic though safety precautions in effect can and will probably mean more accidents both physically and environmentally. Fuel spills, exhaust fumes, fires.		RVYC has spent a lot of time to consider all the possibilities/risks of this project and I am satisfied with the results. It will be an excellent addition to the boating community.	
	No expansion	I do not agree at all with reducing the channel width. It is congested enough already with small craft, rowers, and larger tour vessels.	I support this project	Read all my statements above.
	Improved safety with no backing up into the navigation channel.	I have no problem with this project and am grateful to have the opportunity to review it and have a say. Thank you.		Rowing and sailing for new and citizens who are not well healed will be greatly injured by what is really not necessary. The RVYC has plenty of money and those 47 boat users can easily afford to put their own galleons side where.
	The ingress and egress looks good but there seems to be encroachment for users that aren't yacht club users.		I do not support this project at all.	Self-centered RVYC project at the cost of external water users. It limits the use of Coal Harbour for rowing and may eliminate rowing completely.
	No more boat slips or increased boat traffic should be allowed.	Born and raised here. Remember when marinas didn't overman Coal Harbour waters. There is only one Coal Harbour but there are other less desirable waterfront locations for marinas than iconic Coal Harbour		Not needed or wanted. Take over cluttered boats elsewhere.
	This is great. When is the port going to ask the rowers to face forward when rowing? I've seen them out there and they might as well be blindfolded for all they care about anyone else out there.			The Vancouver Rowing Club is a legacy user of these waters. Narrowing the channel poses great risk to non powered boat activity.

Noise	Construction	Marine Traffic Safety Plan	General Comments	Level of Support
		Infringes on the public waterway which affects marine traffic and safety immensely.	Within their existing area, I am fully supportive of the RVYC improving their facilities for maintenance and environmental considerations. If they keep the overall number of boats the same and do not build where the proposed K dock would be (too close to navigation channel).	These are community, shared waters. The expansion would take away from this, and only benefit RVYC members. Two years of noise is unreasonable. It will have an environmental impact. It will make the area more dangerous. It's already too busy. It's an eyesore already.
		GREAT, THE BOATS WILL NOT BE TURNING AROUND IN THE CHANNEL, but the traffic will increase substantially. Don't add any more structures that will make Coal Harbour even more crowded, cluttered, and congested	Strongly oppose the project. Limited ocean space in the area shouldn't be privatized by the RVYC	I'm a user of Stanley Park and Coal Harbour
		Don't think this is best for all parties. ONLY for RVYC	Will defend and like the project very much Good Luck Ken Hallar	The rich are given too much. The rowing club deserves to have enough space to continue operations.
		More slips means more boats coming and going!!! How can this not increase the traffic in an already congested area????	Strongly. This project should not go ahead.	Will make limited existing waterway unsafe
		Privatizes and restricts limited ocean space	No to this expansion.	The project will mean the end of safe rowing in Coal Harbour.
		The new plan is much safer than what exists now.	The K dock design with vessels moored on the outside right to the edge of the Navigation Channel and Rowing Lane is completely unacceptable and will result in conflict and unsafe boating and rowing. Redistribution and rebuilding of the Boat sheds should not be allowed in Coal Harbour as they are ugly industrial style buildings and other marinas within the harbour do not have them. Houses	Nature should be left alone
		safety first	Boats will either be collectivized or destroyed in the coming new world 🌎	This project limits recreational access to the waterway for the exclusive use of wealthy yachters. This is not in the public interest and does not match the purpose of Stanley Park. From the original dedication: "To the use and enjoyment of people of all colours and creeds and customs for all time".
		It seems fairly difficult to make safer when 13.3% imposes on the current free space in the harbour. If there are issues with a pilot backing their boat out, then that individual should not own a boat....	This project is on a public waterway and is being built to benefit a small group while posing increase risk on all other users.	Disgusting.
		do not agree that the design increases safety as there is no water area buffer between the Marina and the Navigation Channel, the two entry and exit points will result in vessels entering the Navigation Channel and Rowing Lanes perpendicular to the flow of traffic and without any maneuvering room to enter the channel somewhat with the flow of traffic. Further the moorage of several large vessels on the outside of K dock immediately adjacent to the northern rowing lane will result in vessels having to maneuver at angles within the rowing lane. I further disagree that vessels exiting and entering via the westernmost entrance will have good visibility into the rowing lanes due to the large vessels parked on the outside of K Dock. Sail boats in particular will have extreme difficulty seeing over those vessels and seeing rowers without having the front half of their vessel out in the rowing lane. The no reversing out benefit contended is frankly misleading as reversing out with a sailboat or motorboat with a water area buffer for turning around before entering the rowing lane is better for visibility and safety than the proposed two entry spots.	The RVYC has undertaken the expansion project in a responsible manner and can be relied upon to uphold its reputation as a good corporate citizen.	Support the rowing club
		This plan only increases danger related to marina traffic.	No to expansion.	You are taking space in what consider to be a shared public area of the water.
		Greedy on your part will deprive other users of enjoyment of a PUBLIC waterway. People are very upset about this proposal, and rightly so	Elitist use of public water ways	As stated above I strongly oppose the commercialization of Stanley Park waterways. This proposal stinks of undue pollution, raises safety concerns for other users of the marina and is overall a greedy attempt by the RVYC for their own gain.
		Again, you have not considered your neighbours and your effect on them (me included)	This project is an infringement of public space for personal gain	Stated above.
		My experience with users of your marina is they act entitled to their use of the waterway and do not respect people powered vessels	none	Increased traffic, increased noise, increased danger to smaller craft, decreased access to all but the wealthy. Disgusting
		Elitist use of public water ways	I am very against this proposal	See above
		This traffic and safety plan does not address the loss of waterway space that is used by the nighttime cruise boats, rowers, stand up paddle boarders, other boat and yacht owners who may crowd at the narrowest point of the new RVYC entrance.	Expanding the number of slips and obtaining public space for a redesign is unacceptable.	Complete disregard for other non yacht users. No compromise proposed, just telling people what will happen.
		I am concerned that this prioritizes the private use of the waterway over public enjoyment and safety.	The expansion of the RVYC into a public waterway space amounts of elitism and privilege. The tightened waterway will effect hundreds if not thousands of water users in trying to navigate an even smaller space than before. This is systemic elitism at its most effective. Dare I ask the demographic makeup of the RVYC members? In this day and age it should be reconsidered in favor of what benefits the community as a whole.	at this time a rethink is needed
		A safety plan does not take into account the actual use and space required for full and safe enjoyment by non motorized waterway users	Project must not go ahead in any manner or crown property	See previous comments
		The expansion will reduce the size of the waterway. This is an obvious hazard.	Why was this project allowed to proceed to this advanced stage before getting approval for expansion?	As I previously stated raise the fee dues on the existing Vancouver Yacht Club and refurbish it. Leave the beautiful historical Rowing Club as part of a original landmark in Stanley Park, Vancouver, B.C.
		seems like a much safer layout	Any expansion to the space already occupied by the yacht club is not supported. The idea that a private club should take any more of the limited public area is selfish, and the ones most certainly outweigh the pros.	Currently, there is a great shortage of marina space in the Vancouver Region with waiting lists decades long at most marinas. The addition of more marina space is more than welcome as this brings economic activity to the lower mainland as well as surrounding smaller coastal communities.
		All of the redesign should help to increase safety for the rowers and boaters.	The footprint of the current docks should not be expanded. Public land should not be used for a private club. The expansion will also create significant safety concerns between boat traffic, and rowing traffic.	I believe that the club has done a very thorough job in researching and compiling the necessary information for its members to fully support this expansion.
		the scope of project is too large for this busy, dead end waterway. At present, use of Coal Harbor is not restricted to passing transients but is a destination for ALL visiting boats, including rentals from Granville Island. The width of the channel is already too narrow to accommodate traffic heading west/east. Again, it makes no sense that an 'elite/exclusive' yachting facility be approved to consume so much of what is a Public Waterway for the benefit of a few rich people who can afford to not only pay \$15,000 to \$50,000 for a slip but also must pay a monthly membership, upkeep of their yachts, notwithstanding the initial investment into the boat to begin with. If they require an 'outrigger' to attract reciprocal yachting members, perhaps a more suitable location should be found. The fact they have invested 10 years is not the issue. The question is what is the best use of Public Waterway access for the MAJORITY who are NOT a member of this exclusive Club.	Once again, sections of what were once public space are now being sold out to wealthy people & the residents of Vancouver & B.C. are left out.	See all of our above comments!
		Totally unsafe and invasive for the rowers	I support this project. Vancouver needs more moorage.	See previous note
		This is an improvement.	This is a good opportunity to make better use of the existing space in the Marina, and to bring the marina up to the highest environmental standards.	makes better use of existing space, better for environment, will help bring tourist dollars to the city.
		Seems that traffic is already unsafe.	I have participated and submitted my questions. Stanley Park and the water that surrounds it has always been revered and should continue to be reserved for Public Use. That means - safety. Too many smaller boats have had near misses with these large yachts, and or direct impact because the 'slipper' was not paying attention, had their back turned or busy pulling in lines. The project as proposed is not acceptable.	Responsible Marina development is important
		The club overemphasizes the safety theory and under estimates it's members' care when maneuvering in the area	your questionnaire provides no opportunity to comment on the reduction in width of the Coal Harbour navigation channel, which will increase the safety risk for rowing crews and severely limit the ability of the VRC to provide a safe rowing experience for all its members.	Concerned about the cost which should be born by the marina users versus the benefit. If the cost is born by the marina users then what would be the marina cost per sq. ft. Be and how would this compare with market rates in the Bayshore Marina. Would RVYC marina costs per sq. ft. for Coal Harbour continue to be less than 75% of market rates????
		any expansion will increase conflict with smaller vessels	This doesn't mention the other marina in the area and the affects of safety for them and the rowing lanes in the channel	With the number of members RVYC need more Moorage. Some of the slips should go to members on the wait list and not to members that can afford the \$100,000 up front.
		It is already far too dangerous in there. While rowing we have almost been take out a number of times. No more boats.	It is very apparent the club has done its homework to make this project as good as it can be for all parties in the immediate area.	It is very apparent the club has done its homework to make this project as good as it can be for all parties in the immediate area.
		Additional slips will increase marine traffic, expansion of the marina will compromise safety of all who use the narrow passage way and reduce visibility	It is already far too dangerous in there. While rowing we have almost been take out a number of times. No more boats.	We need to be responsible with our resources. The waterfront has already been developed and there needs to be an environmental friendly and well thought out approach. This appears to have been taken into account.
		Even with laws and signs posted not all users will follow or obey. Meaning with more traffic in the marina/area there are more chances of an accident happening. With more and more beginners out on the water in all activities, I do not think it is necessary to accommodate more big large boats on the water which could cause the most damage.	Who's paying for Moorage rates have to offset the costs. Parking is an issue. And the clubs offshore facilities cannot accommodate 90-90' foot boats. This is a project that should be cancelled.	Who's paying for Moorage rates have to offset the costs. Parking is an issue. And the clubs offshore facilities cannot accommodate 90-90' foot boats. This is a project that should be cancelled.
		As a former rower, I know how busy the waterways get in summer and how unprepared rowers are. The expansion will put lives at risk if the rowing club is even able to go on	An example of Vancouver catering to the rich again. If this goes forward it will be a huge loss. It would not be safe for learn to row programs which I thoroughly enjoy continue.	The desire to explore our coast by boat continues to grow which inspires a love for the nature and the outdoors. Our growing population requires more boating options which this project fulfills.
		There is already traffic and boat storage. It doesn't matter how thoroughly you've planned traffic safety, you're using out beautiful waters to store private yachts.	I support marina reconfiguration provided that there is no expansion and the reconfiguration remains within the existing footprint of the existing space.	The growth of the marina is less than the rate of population growth in greater Vancouver as well as being based upon educated, thoughtful ideas and processes. Boaters of every kind love the water, that's why they're on it. All, equally, want to preserve and ensure the future health and beauty of Vancouver's water ways.
		The waterway is already narrow and busy, and this will just add to it	Yachts don't need to be parked in the area as it is, it's an eyesore and the expansion will only make it worse.	It is unreasonable to ask the general membership to subsidize the moorage of 47 large boat owners.
		During the 2 year long construction large barges will block the waterways. To repair: storage facility is being built for boats. Life enhancing activities, such as rowing, which was part of the public waterway well before the RVYC arrived will not be possible in the context of the plans. The rowing activities are watched by intemperate people walking by, as a beautiful example of a city caring for its citizen.	In hope the Rowing Club will get what they want as it seems that a major consideration for EVERYONE has been greatly considered in their plan.	Sounds reasonable. The question for me is why not? And if it's good for the environment because they have to do the upgrades anyway and more people get to make that area their playground, I don't see why they shouldn't be allowed to do it.
		This is 100% inaccurate. The addition of larger yachts along the new dock will hinder sight lines and make rower safety secondary. Rower safety is already an issue without compounding it by allowing this travesty.	We need the place for common ppt and animals	Removing and replacing old wooden docks and concrete pilings is very important to me and making the Marina more environmentally friendly is also important. Our family has 2 all electric cars. Environment is important. Also, having space for tourist boaters to moor and spend money in our economy is a big plus and will help our economy for years and years to come. PS. Our family does not own a boat.
		Existing structures have operated fine up until now these are fallacious arguments to support the idea of providing new moorage for more revenue while making the existing channel more dangerous.	Have you thought to relocate all boat sheds to one side only?	Horrible economic environment.
		There will still be major congestion with the expansion reducing navigable area in an already confined waterway.	I implore you to allow more private yacht storage.	Maintaining and improving club assets are key club activities.
		The plan is based towards RVYC and its boaters rather than one that takes into account other facilities and users	None	It will be a much needed and welcome upgrade to our Coal Harbour facility. Personally, as a pensioner on a limited income, I do not welcome the added expense to our dues, but I, we, my whole family, have and hope to continue to benefit from the different aspects and offerings of the Club.
		Good	I am very concerned about the expansion of RVYC into publicly shared water space, in particular into waterways used by hikers. You raised a lot of questions about the technical aspects of what you are building for your constituents without asking what people think of the concept. This is not public consultation.	Very timely and a great opportunity that I think will be a win win for the Coal Harbour Community and the RVYC
		Reducing the need to back up really improves safety.	DO NOT believe that Coal Harbour is large enough to coexist with large (80' - 100') yachts and the current rowing program. I believe the addition will be the death knell for rowing in Coal Harbour which has existed for more than 100 years. I believe the heritage value of maintaining the rowers for outweights Royal Vancouver Yacht club's desire to secure more private revenue by mooring more large yachts in an already confined waterway.	I'm using on this project during the Covid 19 pandemic is a problem, I would do the application, but defer construction until we can better understand the impact to the club's financials. The effects of covid won't prevent themselves in their entirety until next year, are we being members, is there open moorage now, is that a trend? Can we still present all new moorage spots?
		There will be no room for the members of the rowing club. Moreover, considering the total number of boats, there is an increased chance of an accident.	No issues except for expansion concerns noted in all above questions	See first comment
		This is a huge safety issue for rowers on the same waterway	The waterway is too congested now. This expansion will only make it worse.	We are new members to Royal Vancouver Yacht Club and the due process and length of time committed to this project is impressive. A lot of people have done a lot of good work to get it to this point. Well done
		I think this will limit others from using the channel such as the rowers/boaters from the Vancouver Rowing Club... for the sake of increased moorage for the RVYC... let them expand the Jetty to site instead.	This survey has a clear bias in its questioning in the hopes of swaying opinions.	I have followed this project from the beginning, so I am very proud of the work done by our RVYC committee at Coal Harbour.
		Does not take rowers into consideration.	Would be in agreement with upgrade of facilities but not expansion	There is a growing need not only to make improvements to the environment, but to create a plan that improves the safety for all elements of the boating community.

Noise	Construction	Marine Traffic Safety Plan	General Comments	Level of Support
		Having already witnessed 'near miss' incidents between boats in that narrow navigation channel, I can only imagine these incidents will increase. Why are there currently not just two entry/ exit points? Strongly opposed to expansion	Let the boat owners use other RYVC locations to store their yachts. The project improves the safety for all in the area and should proceed without delay.	As a member who is more interested in the sailing/ racing aspects of the club this expansion is unlikely to have much impact on my use of the club and will cost me more money. 1) It has already been established that this is not a navigational channel. 2) RVC has already increased their water lot lease to the point of having only 65 metres width opposite their facility. 3) This is exactly what the measurement will be opposite RYVC, if approved. 4) New York Harbor only has 45 metres, yet the train and race in their harbor with no issues. 5) years ago float planes also used to also compete for space in this part of the harbour. So it should be much safer for the rowers if they looked where they were going
		The Project will reduce the area of the waterway for other users, creating safety issues. It will be extremely harmful to the rowers who participate in rowing activities from the Vancouver Rowing Club. The yacht club should not be permitted to take up more public space at the expense of the rowers. Too much traffic already	This project is only for the financial benefit of the Royal Vancouver Yacht Club. It has significant short term and long term negative impact on the environment and on the physical and mental health of the Coal Harbour and West End residences. Redesign the existing water lot.	As previously stated, it's the size of the expansion I find concerning. The assets of the club are beneficial to the Stanley Park and for the viability of the citizens of Vancouver. No one wants to look at a run down shabby town. We need to be proud of the heritage and what assets are in Vancouver. Show them off to the many visitors to our city. Every one is amazed at the Jewel called Stanley Park. Our ancestors used for thought in preserving the Park We must do the same. Here is an improvement in the city as a whole and RYVC is going to pay for it. It's a WIN
		Boat expansion would intrude into public waterway There is disagreement about this that needs to be reconsidered	This project should not go ahead, it proposes to take over public recreational space I am completing this survey because I saw a sponsored post on Facebook from the Rowing Club. Their complaints were wild and hysterical. So I read through the project papers. I like that they were available in so much detail. I did not like that the rowing club's page of misinformation led me to believe that I was being linked to the survey but then was linked to their survey. This is unethical on their part and makes me wonder what else they are being unethical about. I hope that the small group who is loud do not carry more weight with the authorities than those who really care about the future of the harbour and the waters. Most of my neighbours don't care either way. Some have heard from the rowing club and believe their lies but others see for what it is: a small group of privileged people whining over the loss of some space that they were not paying for in the first place. Their claims of holding space for the public are hypocritical. I heard on the webinar that no one in the neighbourhood is allowed to use that water for recreation only the members of the rowing club. And members of the rowing club also have boats. That marina looks almost as big as the yacht club. But their boats, while just as big, are not as clean as the yacht club boats. At least the ones I can see from the seawall. Thank you for your time.	See previous comments
		After review, I feel there are several blind spots for moving vessels on the waterway and the possibility of collision increased	Negative impact for hundreds of thousands, benefit for a few big yacht owners. Ridiculous.	The project is environmentally and economically sound, and deals fairly with the interests of the parties. Of course the RVC would like more, rather than less, room to row, but if there is sufficient room for safety, as appears to be the case, the yacht club should be allowed to proceed.
		Unsafe for rowers	I believe that the view of the boats and Stanley Park will be affected by the removal of the docks and boatsheds, and that the placement of new open moorage slips will allow for better views of sailboats from Coal Harbour. The marine life and bird population will benefit from the upgrades of the docks and pilings to the latest environmental standards.	This project is only beneficial for a small number of people yet it is occupying a lot of public space. I don't see any benefit of this project except providing financial gain for a limited number of people. I don't want to see more yachts at the expense of losing a part of the park. They pollute the water, we already have problems with people dumping waste into the water and yachts bring no value to our community. I can't support this.
		This is really going to have a negative effect on the Vancouver yacht club. They would be able to pass through the channel safely.	I believe some of the proposed changes could be accomplished without increasing the number of berths and expanding into public waterway space. Surely completing some of the minor changes prior to this proposal would have shown a willingness to be a good "waterway neighbour".	The existing RYVC marina is past its useful life. Doing nothing will be more harmful than approving this professional plan. The time is now. Please listen to the experts and approve this project.
		Increasing boat traffic increases negligence from boat drivers toward non-motorized boats/rowers. Likely to be a deadly mistake.	It is just plain wrong that the Yacht Club members are expanding their marina at the public's expense, in order to reduce their own costs.	As mentioned above - in my opinion a win/win for the area and all harbour users.
		Creating a smaller narrower waterway will certainly increase traffic and accidents. This is why wharves.	Strongly support the Rowing Club in its just opposition to this selfish unnecessary project.	See comments above. I used Coal Harbour for five years and I am a advocate rather than excellent facility.
		Misgation is inadequate from rowing safety perspective. If the expansion is approved the safety of community waters will have been traded for income to royal Vancouver Yacht club.	Strongly opposed to this project as a Coal Harbour resident.	I support replacing aging infrastructure but I oppose the expansion, for large boats instead of boats for ordinary members
		Congestion pressures, particularly on rowers and veteran rowers, are a recipe for serious marine collisions. There is no getting the density rowers training in Coal Harbour. When returning to my berth at RVC I don't want to deal with this extra congestion.	Other stakeholders may not have been adequately listened to.	As a club member without a boat, I disagree with my fees going up to subsidize the boat owning members of the club.
		Sounds good and I hope there is allowance for plain "B" if it does not work out as planned	The rowing club should be involved in this plan. The community is not at the heart of this expansion. Money is. Other options could be chosen without expanding your footprint and losing more public space. Your members should help pay for upgrades not making that money by overtake more public water space and increasing more boat congestion.	Safety first for members and channel users. This plan make our marina safe and upgrading entering main channel. I am concerned that this will put out club in financial trouble. We are sure about progressing. Times have changed since the membership voted on this proposal.
		The conflict with known (not "potential") other marine users (the rowing club) is not acceptable.	The last thing the harbour needs is expanded yacht club. There is no way of convincing otherwise. Vancouver has more than enough slips for boats. There cannot be expansion without negative impact.	Is needed - And a very good job by the committee. Thanks
		Narrowing of space with an increase in lane boats will endanger smaller human powered crafts	Leave the comments alone.	Vancouver best community group. This aligns club opportunity to welcome new boaters.
		Appears to completely ignore the safety needs of other marine users (rowers) who are already at risk, raising the risk of collisions from moderate to severe.	What about protecting the rowing club? This project encourages more motorized craft at the expense of non-motorized athletic craft ... its very similar to the removal of bike lanes for the benefit of cars. This is not a "Green" project. Increasing boat traffic = increased pollution = increased safety risk to vulnerable rowers. Not cool.	There is a trade off here where some parties will be adversely affected but in the long run I think it is better for the rich people that will get to enjoy it.
		This development would encroach on many other users of the area. I strongly oppose this development!	David vs Goliath!	I would have preferred more but smaller slips to accommodate more members.
		Rowers will be endangered if this proposal goes ahead.	What is RYVC's solution to the extra required parking needed for this expansion? If they will be provided extra space then so should RVC!	This project seems like a charge against future generations who don't want it, don't need it, and will never own very expensive yachts moored at these docks. Sorry. I know this club's what the committee wants to hear but it's boats much more.
		do not want the expansion to happen	This expansion will eliminate affordable, public access to the marine area via the working club, to the benefit of the relatively few who can afford to use the expanded yacht club. It's like getting rid of bike lanes so more luxury cars can be on our roads.	Anything that will improve the quality of the marina, I will support.
		Proposed expansion plan will result in overcrowding of an already restricted waterway. And negativity impact other marine users.	No expansion. Period.	Appears to be highest and best use of the water lot and upland areas
		Your are building blind spots, increasing vessel traffic and creating pinch points in a more narrow channel which has significant use by power pleasure craft, sail pleasure craft, paddle sports craft, paddle sports craft, commercial power craft, emergency and safety craft as well as air traffic approaches. It is extremely unsafe to both narrow the channel AND increase the traffic!	RYVC has ignored the safety concerns consistently raised by RVC and has chosen to put lives at risk or prevent rowing within Coal Harbour.	This is a comprehensive long term strategy for improving the club's coal harbour facilities with relatively minor impact to other stakeholders. The proposed 210 foot separation seems adequate.
		I am satisfied that the port authority is over cautious and their recommendation will be more than necessary.	This development would encroach on many other users of the area. I strongly oppose this development!	My heartfelt thanks to those who have spent so much time and energy with this project but I believe this might be a time to conserve club resources, as many of us have had to with our personal resources. The situation we find ourselves in at this time is not where we were headed two years ago or even a few months ago.
		The FSA rowing guidelines used as basis to justify the RYVCs accommodation of rowers in Coal Harbour is not in my opinion applicable in this case. The FSA guidelines pertain to a single lane in very controlled racing environment. Vancouver Rowing Club accommodates the training requirements of rowers with many different levels of age, experience and ability. It would be impossible to accommodate all these users in the context proposed by RYVC. The marina plan also creates a number of blind spots for boats exiting the marina that would create a great danger to the users of small boats, the rowers of Vancouver Rowing Club especially.	We don't need any more yachts in this area! I'm appalled it's even being considered given its impact on rowing in the harbour.	Marina needs updating and more dock space
		It takes away usage of the harbour for others who cannot afford to belong to a club for the wealthy.	Taking more space for a few when the park, and the waterway around it, are for the people, is not sustainable. We should not be supporting more yachts in the harbour by a select few.	This is a terrible idea; there is already barely any space in coal harbour for rowers. If you don't believe this is the case, then get out in a rowing shell and see how close you are to the surrounding boats, as well as other rowers. I understand the need for more spaces but don't somewhat point this as in everyone's best interest when it clearly isn't.
		Rowers will be put in danger	do not want expansion of private property on an already crowded park and water spaces	Environmental Safety Forward thinking
		do not want a further encroachment on public waterway that is co used with the Vancouver Rowing Club	There is a shortage of moorage so maximizing the use of space is a good thing.	It allows greater access to coastal boating by creating more slips. It doesn't reduce water access to any present users of Coal Harbour.
		I'm against the expansion	Do not build it.	do not have moorage at Coal Harbour and would like to - but my overriding concern for the clubs long term financial health has me now viewing this project differently. We will have a mandatory project in jicho soon and I am concerned the club will over burden it's finances in highly uncertain times. Delay this project - even at risk of the opportunity passing
		Again, the safety parameters in real world scenarios have been waived. I encourage a test by the port authority of rowing shells proceeding at race pace using the waterway as a sailing boat leaves its berth. The margin of error is minimum. The training course is not marked out permanently. Human powered craft need a much wider area in order to make allowances for potential errors from either side.	The proposal does not genuinely considers the impact of this expansion on other users of the water. It claims sufficient space will be allowed for rowers but that is based on information more relevant to elite rowing facilities. Vancouver Rowing Club caters to beginner and intermediate level rowers, some of whom are learning to row for the first time and para athletes. The narrowed waterway will compromise the safety of these rowers.	Cost per berth and return have made the project not viable.
		Where is the consultation and collaboration with other marina users like the WRC? Of course you need at least two points for entry and exit, but do your plans reflect the needs of others who share this waterway so that you don't infringe on your neighbours? Those three points are not a plan at all, more explanation is needed.	We wanted.	My heartfelt thanks to those who have spent so much time and energy with this project but I believe this might be a time to conserve club resources, as many of us have had to with our personal resources. The situation we find ourselves in at this time is not where we were headed two years ago or even a few months ago.
		Your marina safety but where is the larger marina safety including other users of the waterway?	This expansion would completely ruin the rowing club's ability to continue. As is, there are already so many boats and safety hazards to navigate. Cutting off a large portion of the course and increasing boat traffic would have a detrimental impact on the club and sport in Vancouver.	See above
		This is complete BS. More accidents will happen. People's lives will be at risk.	do not support the encroachment on public waterway.	The funding should be based on long leases of the boat owners in the shed/dock not on the back of members
		boats will be going in and out of it dock and will impact rowers and other users of the channel	Completely not supportive of this proposed project - 100% opposed - it benefits a small number of the local community as a financial gain way. But is destructive to far too much to be considered or developed - No to the yacht club expansion	have just provided reasons in the last section as I didn't see this one.
		Increased marine traffic in this area is not necessary and will only create noise and endanger the habitat.	The project shows a lack of experience, wisdom and judgment when dealing with water sports and an appreciation of the situational dangers present due to wind, tides, tidal currents, debris in water and the fact that in a small one is rowing with open boats facing the bow. This combined with real world reality that many motorized pleasure boaters are not regulatory on the water invites potentially dangerous and life threatening scenarios. Please be clear the issue is NOT about expansion per say, but the danger to other human powered leisure boaters or competitive athletes on the water. The water way has already been restricted from past developments so this new one simply risks reducing the margin for error. Moreover, Stanley Park is an inclusive park, as part of its original mandate when established. This development goes against the spirit of that mandate to extend the use of the park for all. RYVC already has space. If they need more there are plenty other locations which would not infringe on the integrity of Stanley Park.	Don't like the public being ripped off by rich manipulators.
		Added water traffic is a recipe for disaster	Please present your post-COVID-19 plan and considerations	No option for members to choose status quo on maintaining same area of marina, no option to only having improvements end/reconfiguration options. Expansion was the only option given to the membership and felt it was forced upon us.
		Any new safety plan should not allow narrowing of the main navigation channel.	RYVC has to find another place to build a completely new marina. Expanding into these waters only benefits RYVC members and the club.	As above
		However "safe" this maybe, it is still expanding into public areas, reducing access to the public for fewer-fee-paying-members while increasing traffic.	do not support this expansion	Already stated
		There are most likely just as many boats on both sides of the channel. Vancouver is on the ocean, and as such marinas are part of the amenities. Economically, boats require ongoing maintenance and therefore support a hopefully vibrant marine services industry.	As an active boater and sailor I understand the general decline in the sector for numerous reasons. RYVC should focus on ways to optimize the incredible locations it already has by going smaller and encouraging multiple owners of boats etc. and be a leader in the communities where its facilities are located	It's going to be too expensive and dues increase too much for a single member. I am afraid my children and my children's children may be paying for this for too long. With our current situation re COVID, I think this project should be set on the back burner and other options should be explored.

Noise	Construction	Marine Traffic Safety Plan	General Comments	Level of Support
				Taking over waterway for private use.
				I don't support the commercialization of public waterway.
				The marina does not need to be expanded.
				Again, this marina is unique to Vancouver, providing some local color to the area, as well as being a valuable part of the city's heritage. It's nice to see that continue.
				The current marina design is inefficient and needs the additional space this project includes to dramatically improve the design.
				Safety issues. Removing public water for the benefit of the elite does not align with the Values of Community or Stanley Park. Environmental concerns. Additional pollution, gas and other from the proposed addition of boat slips. Noise concerns. Visual impact to the Stanley Park back drop.
				The expansion, as proposed, simply carries too many safety concerns and risks the ability of active users of the waterway to access Coal Harbour (see Marina Design responses). The benefit of Coal Harbour to active users of the waterway is high. Covid-19 has highlighted our need for outdoor recreation where people can stay healthy and active without exposing themselves to contagious diseases in the confines of a gym. Coal Harbour provides a space for a number of activities. Rowing, in particular, is a life-long activity that is available to a huge segment of the population (our old and our young, our able bodied and our para athletes, our highly active/competitive and our more sedentary citizens looking for a low impact way to stay active/healthy). Rowing provides a low impact sport that can be accessible for individuals of all ages and for many decades of an individual's life. The membership ranges from young teenagers to an experienced rower who is over 90. It is a huge community benefit. And this expansion puts it at risk. This marina expansion does not need to be scrapped entirely. It just needs to be reduced enough to allow a safe navigation channel for all users of the waterway. To allow the desires of a small number of wealthy individuals to trump the safety, health and outdoor recreation needs of a widely divergent and highly accessible community is simply outrageous.
				I have no objection for the aspects of the project that improve the existing infrastructure from an aesthetic, environmental and safety perspective. I have no major objection to an increase in boat mooring capacity. However I am firmly against any design that reduces the current width of the existing navigation channel.
				There has been a very thorough review and careful consideration of all the elements. I believe concerns have been addressed and the plan will offer an improvement to the existing marina.
				Share the waterway which is already congested.
				The club is expanding for financial reasons. The club should assess it's existing members and/or maximize it's existing resources to meet their financial needs. Other users and the public lands should not be conscripted to assist a private enterprise.
				More mechanized traffic to park. Danger to other users of waterways. Improved benefits to a few as opposed to benefits to many.
				There are already too many boats.
				The pollution this will bring to the area with more boats is disheartening.
				I am extremely concerned with safety of all users of the water-way due to increased traffic and the potential narrowing of the channel. Visibility is also a great concern. I think it will place rowers at risk.
				Rowing is a fair way that most ppl. can enjoy whether they join a club or buy their own equipments.
				Safety reason.
				SAVE ROWING!
				Too much of Vancouver's waters are already taken up by private yacht storage. Please don't allow more.
				Please see my comments associated with specific questions
				This expansion will impact the rowing program at the neighbouring YVR.
				A live enhancing sport, versus boat storage.
				Please see last question
				This is a plan that only benefits the Royal Vancouver Yacht Club, it will harm heritage items like rowing in Coal Harbour and will be an expense for the city.
				Moorage fees at Coal Harbour have risen steadily over the last ten years, at rates considerably higher than inflation. Coal Harbour Station is now a profit centre within RVYC to subsidize the Club's seriously loss leading Food & Beverage operation, instead of reducing F & B operations to the days per week like at almost every other major yacht club in North America. Stop robbing Peter to pay Michael.
				New channel width will greatly endanger beginner rowers and experienced rowers alike. It will also cause congestion for yachters and commercial users.
				Expansion of YVR area further reduces the public waterway which is already very congested with commercial traffic, recreational traffic and a multitude of rowers.
				Why does RVYC need to hide their boats in ugly sheds that obstruct the natural beauty of Coal Harbour? Why do you feel it is your right to constrict the passage making it less appealing for rowers who have used this space for over 100 years? If you really want to do something that is environmentally friendly you would remove the boat sheds, build smaller slips and encourage your members to use smaller vessels.
				See comments above.
				Once again... this is a large project for the use of fat-cat boat owners which will interfere with the rowing club and Sea Cadet sailing activities... this proposed new moorage plan is not necessary for the public good.
				It is a good project that has been well organised - congratulations
				Good for boaters, good for safety and good for the economy.
				This project is only for the financial benefit of the Royal Vancouver Yacht Club. It has significant short term and long term negative impact on the environment and on the physical and mental health of the Coal Harbour and West End residences.
				I didn't know about the project until I saw the facebook post today. So I can't say that I would have thought much about it even when the construction started. But now that I know more about it, I do think that it's ok for them to do it. More than ok. No problem. The rowing club expanded their water section so why can't the yacht club? Let them do it.
				I believe the project will be of net benefit to the community for health, safety and environmental reasons.
				I feel the club's desire to take over public waterway space is inappropriate. I am curious why your club has not expanded your other marina on the West side where there is surely more space, and I feel the "studios" you present are a thinly veiled attempt to make this look like an environmental improvement project rather than a funding opportunity for your club. Thank for the opportunity to voice my concerns. I feel if you proceed with this expansion, a dangerous precedent will be set.
				Excludes non member usage for a for profit business model. Restricts public access to a public area
				It is just plain wrong that the Yacht club members are expanding their marina at the public's expense, in order to reduce their own costs. The project will be disruptive, noisy and unsightly during construction, and it will have a terrible impact on other users of the waterway.
				I fully support the Rowing Club in its just opposition to this selfish unnecessary project.
				Boat expansion would intrude into public waterway & restrict access by other users, lowers safety
				Reduced community access to our waterfront.
				Other stakeholders have concerns, especially regarding expansion which only benefits the few people who belong to the yacht club.
				Space used for rowing is being taken over
				I believe the expansion will have a serious impact on the other harbour users and will be a safety concern for those users, be they recreational or commercial in nature
				We are losing a beautiful ocean view which will be covered by more slips. The Vancouver Yacht Club will be negatively affected.
				Coal harbour should not be significantly narrowed by a private club.
				Money grab for proponent! Decreases rower safety. Increases marina footprint in area that is biologically stressed.
				Used spaces will be present if active and footprints is maintained rather than increased
				There are already too many boats in the small harbour. With the expansion being by leaving Angus boats & boats in/out leaving oil trails, it is already busy. The poor rowers & Mother Nature are getting squeezed out. No more boats or docks are needed nor desired!
				This proposal caters to the elite and not to all facets of Vancouver's society as does the YVR!
				Impinges on public waterway - this project is backwards: they should be asked to have fewer berths and provide better common access and have fewer large dirty vessels in the area
				See my additional comments above.
				No expansion. Period.
				Not in the best interest of the public
				RVYC expansion plans would force the end of safe rowing in Coal Harbour and would be a disaster for the Vancouver Rowing Club.
				This development would encroach on many other users of the area. I strongly oppose this development!
				Stanley Park doesn't allow for artificial field hockey and soccer fields, but if you're a wealthy yachtsman, you get what you want? It's disgraceful this is even being considered!
				I don't see why a private club should have access to public park facilities. I am even less pleased that there will be an expansion.
				Do not want the expansion to happen
				This is public water space & needs to stay public.
				Proposed expansion will cause overcrowding in an already restrictive waterway. Other marine users will be negatively impacted.
				Seems like this project will be an improvement to Coal hb. and that is a good thing.
				Detailed reasons shown above.
				The proposal would have a severe impact on the sport of rowing in Coal Harbour.
				It severely compromises the safety of rowers

Noise	Construction	Marine Traffic Safety Plan	General Comments	Level of Support
				This design encroaches on a waterway shared by recreational users who are unable to relocate (without significant expense). It will severely restrict the operation of the Vancouver Rowing Club. The waterway is wide enough at its narrowest point for a very specific class of rowing, but it will be too narrow and too busy for safe recreational activity. Leave area safe for canoes and rowing.
				Without access to the facilities at Vancouver Rowing Club I would not have afforded to pursue my love of sailing and we sponsored the first all woman crew to participate in the Vic/Mau race in 1986. We were the first all woman team in the world to participate in an international yacht race.
				The RVVC's proposed expansion threatens the use of the waterway in the Coal Harbour marina and any recreational activities that take place on it.
				I live next to Stanley Park. The area is very dense with a lot of human impact. We need less infrastructure, not more.
				As a member of the Canadian Rowing Fraternity, I have seen the advancement of the sport from grassroots to Olympians, the benefits of a safe waterway is imperative. The VCR has been a contributing citizen to the City and Harbour for over 100 years. I support the Vancouver Rowing Club cause.
				I am against this project that will serve few people versus the huge number of others who make use of waterway.
				Vancouver needs to stop supporting growth that is targeted at the very wealthy, removing water access to the rowing club is moving in the wrong direction. We are supposed to be leading the way in making Vancouver Green, more yachts on the water creating noise and pollution for the marine environment is a TERRIBLE idea.
				The project shows a lack of experience, wisdom and judgement when dealing with real world marine environments exposed to wind, tide, debris which are heavily utilized by human powered watercraft. It is therefore potentially dangerous as it reduces the margin of human error. It also goes against the inclusive mandate of Stanley Park (please refer to the response to the previous question).
				There doesn't appear to be any benefit to the public or community, and this project infringes on the RVVC by further encroaching on already limited space in a shared waterway. Its purpose and motivations are self-serving, for profit only, and it's an eyesore. Stanley Park is one of the most beautiful, shared spaces in the world and it should be treated with respect and consideration for all who enjoy it. The project goes against that so I strongly oppose it.
				They are a private club with mostly fairly wealthy members. A private club has no right to have the use of public waterways.
				All great for your marina but weak on what this expansion means for other coal harbour neighbours and users of the waterways, docks and public interest areas.
				I am a rower and do not believe that it is fair or right for the Royal Van Yacht Club to take up a shared space for parking. Rowers are happy to share the waterway with all marine users, including yachters - it is not fair or right that the Royal Van Yacht Club intends to take this public space for themselves and their members.
				RVVC can find another suitable site to build a new marina. Lets not damage the habitat, make more noise pollution and create more traffic in the Coal Harbour waters.
				Taking away and impacting the water ways for other outdoor activities such as rowing, kayaking and canoeing. This project and expansion is not needed in coal harbour.
				Its just adding to congestion in the waterway and environmental stress. I am sure they could find another area to be an boatstation and house all these new boats they are anticipating.
				They have enough space already. The are should be shared with smaller craft like the rowers.
				Decreased marine safety for the long term, decreased visual aesthetics due to additional boat sheds, pile-driving noise being construction (minor compared to the first two).
				As noted above, I don't really care if this project goes ahead or not but I do care if it's stopped because a group of self-serving NIMBYs get their way as a result of shady tactics like misleading facebook ads and tug-at-your-heartstrings videos. They should be ashamed of themselves. The waterways are for everyone, including yachters (and no, I don't have a yacht. Can't even afford to be a member of the rowing club).
				Keep public space public: period.
				The marina is being upgraded as opposed to being left to slowly deteriorate.
				I strongly disagree with this project. As a community member in the West End I do not support efforts that benefit a small elite few. I also feel the safety and environmental impacts would be significant. Our waterways should be protected and shared.
				This project will take additional space away from public use, adding more yachts and pollution in an already busy space, and increasing safety concerns. This space should remain for public enjoyment, with current structures undergoing renovations. Already limited public space should not be taken and used for the benefit of a single organization, especially when it threatens the safety and enjoyment of others.
				As stated in the reasons above.
				No one wants to see more ugly boat storage! Keep the beautiful waterways clear for all users and admirers of the park!
				This is very clearly an unfair and unjustified encroachment onto a public waterway for the benefit of a very few number of individuals. There is no direct relationship with the Rowing Club but I am increased at this proposal.
				The Harbour is already plenty full, any reduction of public space and/or reduction in site lines for other users of the Harbour should not be allowed.
				RVVC is a very important part of the rowing community in Vancouver. It has historical and current sporting significance and should be protected.
				RVVC has presented exactly the plan their consultants first drafted, without a single small change after three meetings with VRC and detailed feedback from our club. A 30-foot cruiser from RVVC skippered by a man looking at his mobile phone while exiting the channel at above posted speeds almost cut my four-man shell in half one morning in 2018. He gave us the finger as he passed. This process (which includes no true public meetings for community feedback) reminds me of that incident.
				The last thing the area needs are more rich people abusing the natural resources.
				Already given.
				Much study and stakeholder consultation have been completed. The Inner Harbour is a natural resource well suited for boating.
				The lack of consideration for other coal harbour users. It will eliminate the ability of the Rowing club at VRC to exist.
				Less space for boat traffic and big problem for rowers.
				Reduced space for boats and rowing will make rowing dangerous and likely not possible.
				This will effectively create a single class of user for the waterway (i.e. yacht owners). All other users will be adversely impacted, particularly Vancouver Rowing Club.
				Would welcome further improvements in the navigation channel area traffic safety.
				There is no need for adding to an already over busy Stanley Park in all its aspects including road and water use.



Appendix 7 – Webinar Question and Response documents



Royal Vancouver Yacht Club Coal Harbour Marina Expansion Project

Webinar Questions, Comments and Responses
Session date: Tuesday 16 June 2020, 3:00 to 4:30 p.m.

Following is a record of verbatim questions and comments received during the 16 June RVYC Coal Harbour Expansion Project Information Session, and responses provided during the webinar session, as well as additional responses to questions not addressed in the 90 minutes allotted.

Readers are advised that:

- Questions read out (in whole, in part or combined with similar themed questions) and addressed during the session are shown in black text.
- Questions not addressed during the session, responses to these questions and additional information are [noted in blue text](#).
- Similarly-themed questions that have the same answer as another are noted with an asterisk (*).
- All questions and responses will form part of the Public Comment Period for the Vancouver Fraser Port Authority PER process application review.

Question/ Comment	Response
<i>Community/ Stakeholder concerns (Public waterway, access for Vancouver Rower Club)</i>	
<p>Based on your presentation, it seems clear that you can accomplish the vast majority of your goals by proceeding with the project WITHOUT expanding into the existing waterway. In fact, as stated by Mr. Jupp during the presentation, expansion was not always in the plans. Since expanding into the existing waterway is so dangerous, will you consider modifying your project so that it does not expand into the existing waterway?</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone.</p> <p>This project will improve Coal Harbour boater safety by reconfiguring the marina to provide safer entry and exits points at RVYC and eliminate the need for boats to reverse out of the marina.</p> <p>The project will enhance environmental protection by replacing aging infrastructure, including removing creosote-coated piles and replacing older boat sheds.</p> <p>It also will address growing demand for moorage by increasing the number of slips available, improving</p>

Question/ Comment	Response
	<p>services for RVYC members and visiting tourists.</p> <p>We have considered many different layouts over the history of this project and the current layout emerged as the most efficient use of space. The moorage planned for the outside of “K” Float is for vessels that currently dock at the marina. If those vessels are moored inside of “K” float that would mean removing 44 planned slips on the inside of “K” Float. Also, to accommodate the larger vessels inside of “K” Float, if would need to be moved to the edge of the water lot boundary to create enough room for the larger vessels to maneuver inside “K” Float. This would significantly curtail the benefits of the project.</p>
<p>The people of BC and Vancouver, are losing space that will be restricted to RVYC members only, what is the traded benefit for the people of BC and Vancouver for their loss?</p>	<p>RVYC: The yacht club is very inviting for members of other yacht clubs. We have a big reciprocal program not just locally but internationally. We invite other members of yacht clubs to come and visit and tie up they are allowed to stay two weeks at the Coal Harbour location and the Jericho location. They receive two nights free with our reciprocal privilege program. With that they are able to use our septic pump out system to pump out their waste from their tanks, both Coal Harbour and Jericho have pump out stations so the visiting boaters are allowed to use that as well as use some of the other facilities and we have maps and other interesting things about Vancouver for them to explore while they visit.</p> <p>The harbour is a commercial waterway. Like other organizations, we make annual lease payments to use it, and our members and visitors contribute to the local economy.</p>
<p>VRC has proposed a modified proposal for this expansion. What is the RVYC's response to this? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone.</p> <p>We have had several discussions with the Vancouver Rowing Club (VRC) about this project. In 2018 VRC proposed a channel width of 81.5 metres, which is the width of the existing channel from “J” float to the south side and would not allow for an expansion.</p>

Question/ Comment	Response
	<p>The VRC then requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>We understand that the channel width in front of the VRC marina is currently 65m wide.</p>
<p>I would like to ask what compromises have been offered and discussed by RVYC with the Public and VRC who have expressed concerns and offered suggested compromises? *</p> <p>Coal Harbor is a Public waterway and used by more than just 'marine goers'.... yacht owners. Can you please confirm and indicate what compromises RVYC would be willing to accept? *</p>	<p>RVYC: There were a number of discussions and meetings between RVYC the port authority and our neighbours concerning the project and there were a number of different suggestions and there were a number of changes in the layout and the boundaries of the project. We have done several adjustments. We have done a lot of studies on multi-use waterways we are confident and convinced that the waterway can be used by everyone safely. We have marked different things on the docks, and we will add mirrors to add visibility. We reconfigured "I" float to provide for better access. We have eliminated backing-out into the channel, which is a significant challenge for users of the channel; and which is a bit of an improvement.</p>
<p>In meetings with the RVYC as well as VRC's response to the application to the port, VRC has stated a compromise position to allow the expansion to about half of the channel width reduction that the proposal contains. What is your position on this compromise? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone.</p> <p>We have had several discussions with the Vancouver Rowing Club (VRC) about this project. In 2018 VRC proposed a channel width of 81.5 metres, which is the width of the existing channel from "J" float to the south side and would not allow for an expansion.</p> <p>The VRC then requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>We understand that the channel width in front of the VRC marina is currently 65m wide.</p>
<p>In a meeting between RVYC, the Port and VRC on April 26, 2019, another compromise was presented that would allow you to extend the marina without</p>	<p>RVYC: We've gone through probably a dozen iterations while we were designing the marina and we did look at that. One of the challenges is how do</p>

Question/ Comment	Response
<p>any changes to the plan, but not provide moorage for yachts on the outside of the new dock. This would only reduce the total amount of new moorage slips by a few yachts. What is your position on this compromise? *</p>	<p>we design the marina for the vessels we have in the marina and the ones that we expect to see in the marina? That is a challenge and if we took the vessels off of “K” float and took that float out then we got redesign problem that turns out the be inefficient again and it is difficult to get the larger vessels inside so the reason that we came up with that design is so that we could put the larger vessels outside there they are linear and they have a 120 degree view so they are certainly a lot safer in terms of coming and going from the marina; they can see everything that is around them. And we have thought about putting some of the smaller vessels on the west end of “K” Float and that is another consideration perhaps. The design that we ended up with became the design that was the most efficient for our purposes so that is where we ended up where we are.</p>
<p>What consideration was made regarding VRC's alternative proposal for this expansion? *</p>	<p>Vancouver Fraser Port Authority: As part of the work that [we] have completed [we] haven't seen an alternate proposal put forward as part of this proposal but as [we] mentioned this information can be reiterated or brought forward through the stakeholder consultation process that is ongoing so if there is information that should be shared such as an alternative arrangements that can be incorporated as part of that feedback.</p>
<p>If you had all these meetings with the rowers, why have you never considered any of the alternatives to a less intrusive footprint for the expansion? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone.</p> <p>We have had several discussions with the Vancouver Rowing Club (VRC) about this project. In 2018 VRC proposed a channel width of 81.5 metres, which is the width of the existing channel from “J” float to the south side and would not allow for an expansion.</p> <p>The VRC then requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>We understand that the channel width in front of</p>

Question/ Comment	Response
<p>For RVYC: your proposal claims to have been submitted after "consultation" with VRC, yet none of the changes you made to your proposal address VRC's primary concern: that the expanded footprint makes rowing unsafe through the navigational channel. Can you really call it "consultation" if you make no changes that incorporate other stakeholders' concerns? *</p>	<p>the VRC marina is currently 65m wide.</p> <p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone.</p> <p>We have had several discussions with the Vancouver Rowing Club (VRC) about this project. In 2018 VRC proposed a channel width of 81.5 metres, which is the width of the existing channel from "J" float to the south side and would not allow for an expansion.</p> <p>The VRC then requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>We understand that the channel width in front of the VRC marina is currently 65m wide.</p>
<p>Mr. Jupp says that this project will improve safety for yachters, however, the Vancouver Rowing Club says this will make rowing unsafe. Why have you ignored the concerns of the Vancouver Rowing Club? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone.</p> <p>This project will improve Coal Harbour boater safety by reconfiguring the marina to provide safer entry and exits points at RVYC and eliminate the need for boats to reverse out of the marina.</p>
<p>What changes specifically were made to address rower's concerns about the narrowing of the channel? *</p>	<p>RVYC: The primary safety benefit of the current design is to eliminate vessels backing into the channel and eliminate potential blind spots. The channel is a little narrower, but we believe it is safer.</p> <p>We met numerous times with VRC representatives. We also met with the VRC and the port authority to discuss concerns. The VRC requested two outbound lanes and two inbound lanes with buffer zones. The 63.4m (208.5 ft) channel allows for that.</p> <p>Prior to preparing the PER application and submitting it to the port authority we moved the design of the proposed marina south boundary north by 2m, decreasing our proposed water lot expansion. This was in direct response to feedback</p>

Question/ Comment	Response
	<p>from local stakeholders.</p> <p>In late 2019, under a separate project permit, we removed six existing slips from the west side of the marina to provide a wider access channel into the harbour, improving the safety of this entrance for people using the entrance and for people in the channel.</p>
<p>RVYC is a non-profit but it is a private and exclusive club. Why should public areas be used to subsidized and financially benefit a club that has an exclusive and private membership? *</p>	<p>RVYC: Our commercial lease in this waterway comes with obligations and rights between the port authority and the RVYC. We are applying for authorization to expand in accordance with the same rules and regulations that pertain to all commercial leaseholders. We believe that even with our proposed expansion, there is space for everyone.</p> <p>More than 10 years of planning and technical studies have informed this application, including working with the port authority and local stakeholders since 2017 to ensure that community interests are considered in the design of the project and as part of the review process.</p>
<p>There seems to be quite an emphasis on creating value for yachters and visiting yachters and the benefits to the yachting community. The rowing community has been very vocal in indicating the concerns this channel design has to the rowing community and their ability to use a shared waterway. Why does RVYC believe that they should have the ability to park boats in a public space that could be shared and used by many across the Coal Harbour Community? *</p>	<p>RVYC: It comes to your philosophy – it is valuable space. It is a commercial waterway. And we believe that there is space for everyone.</p> <p>Our commercial lease in this waterway comes with obligations and rights between the port authority and the RVYC. We are applying for authorization to expand in accordance with the same rules and regulations that pertain to all commercial leaseholders. We believe that even with our proposed expansion, there is space for everyone.</p> <p>More than 10 years of planning and technical studies have informed this application, including working with the port authority and local stakeholders since 2017 to ensure that community interests are considered in the design of the project and as part of the review process.</p>
<p>For Yacht Club: Given that the Rowing Club has been a good neighbour for such a long time, why don't you simply respect their wishes and not expand? *</p>	<p>RVYC: More than 10 years of planning and technical studies have informed this application. RVYC has been working with the port authority and local stakeholders since 2017 to ensure that community interests are considered in the design of the project and as part of the review process. We</p>

Question/ Comment	Response
	believe that there is space for everyone.
Construction	
During the construction, to what degree with the channel be impacted?	RVYC: Equipment will about the navigation channel during “K” Float installation, and then for the remainder of construction all works will be inside the marina water lot, with very little impact on the channel at all.
Environmental Protection	
What enhancements will you make, or have you made to improve your environmental stewardship?	RVYC: The existing marina has a lot of old creosote piles that are being removed and replaced with steel. There are a lot of old foam flotation under the docks that tends to crumble; that's all being replaced. The boats sheds all have a factory-applied coating so that we don't have to do annual recoating and painting and we avoid all that sanding and having VOC emissions. The docks will all be concrete so we will get away from treated timber and pressure washing. We've got LED lighting, which drastically reduces electrical load and directs the light down more effectively. We have done handicap-access for people; we have garbage recycling and environmental containers around the docks for processing, waste and other hazardous materials; and those are the types of things that have been incorporated into the design.
General Comment (environmentally friendly transportation)	
In this day and age, why do you think adding more large motorized vessels inside a city is a good idea, while the city tries to encourage biking and walking over car traffic.	Comment noted.
General Question (addressed to rowers)	
Has the Rowing Club expressed how they are going to monitor the rowers on the water along with their training boats.?	Moderator acknowledged the comment and noted the question was addressed to the VRC.
Marina Design and Best Practices	
Does RVYC meet recommended standards for marina best practices as some others do?	RVYC: Applicable recommended best practices for construction and operations are and will be followed by RVYC. This includes a Construction Environmental Management Plan that outlines best practices for project construction. RVYC already has a ranking of 4 out of 5 anchors from the Clean Marine BC program, the only

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	marina with this ranking in the Coal Harbour Basin. This project will help meet the commitment to obtain a 5 out of 5 anchors ranking for our Coal Harbour marina.
One of the major concerns from the Vancouver Rowing Club is that this will create dangerous and unsafe “blind spots” from the new structure. As a result, the rowers will not be able to row as close to the new structure as your diagram shows. How do you address this?	<p>RVYC: Reducing the number of entrances into the channel from the RVYC marina will significantly increase safety. Mirrors installed on “K” Float will also help RVYC members to see oncoming traffic. There will be a long, wide space to the west of “K” Float for vessels to observe and hold if necessary and wait for traffic to pass.</p> <p>In 2019, under a separate permit, we removed six slips from “I” Float adjacent to the west entrance to provide better access and more space for people using the entrance and for people in the channel.</p>
No, you don't move K-Float out, but you leave the unused area for the public to use	Comment noted.
What is the maximum boat size that will be allowable on the south side of K dock?	RVYC: [The] maximum size on the outside of “K” Float will be 80 feet.
Does the drawing illustrating the western wharf K (channel-side)? include the beam of any boat that would be moored on the outside?	RVYC: Vessels on the outside of “K” Float will not extend beyond the proposed water lot boundary. The outer edge of “K” Float is set back from the water lot boundary to accommodate the width of vessels that would be tied there.
Navigation/ Administrative Channel	
This question is for the Vancouver Fraser Port Authority representatives: given that Vancouver waterways are overseen by a patchwork of different and overlapping regulatory bodies, and my understanding that the Port Authority's mandate is more focused on commerce/trade than recreational and sporting use, and the Parks Board have expressed concern over RVYC's plan to build further out into a shared waterway, can you give us some assurance that you will be working with the Parks Board in considering RVYCs proposal, and will you be taking the Vancouver Non-Motorized Recreation Strategy into account when reviewing this proposal? This proposed expansion seriously endangers VRC's ability to continue offering the opportunity to train and learn to row in coal harbour, approving this proposal in its current state would seem to counter the priorities of the Parks	Vancouver Fraser Port Authority: The mandate of the Vancouver Fraser Port Authority is to facilitate trade through the Port of Vancouver but in doing that we certainly look to fulfilling trade objectives but we also do that while at the same time ensuring safety, environmental protection and consideration for local communities so there isn't a hierarchy in that regard. In that sense we are the authority with jurisdiction here and we do have that control we try to look at any project that we have in the process through that lens. In terms of some of the other issues that are being raised around the channel and the rower's ability to continue to row safely that's something that we are taking into account as we do our analysis and review the application. That goes with understanding what the channel is. It is not technically a navigation channel, that is reserved for larger ocean going vessels, this is an administrative channel, it is not

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<p>Board's recreation strategy. *</p>	<p>posted on any charts or any publications but it's there for administrative purposes and allows us to certainly understand what is required in the Coal Harbour area with regards to users but also with regard to lease holders that are adjacent to the channel.</p> <p>As the federal agency responsible for the stewardship of the federal lands and waters that make up the Port of Vancouver (including the waterways around Stanley Park), the Vancouver Fraser Port Authority oversees the administration, management and control of land and water that fall within its jurisdiction, including ensuring that any proposed works and activities within its jurisdiction are carefully reviewed and considered before determining whether they should proceed, through our PER process.</p> <p>As part of the PER process the Vancouver Parks Board have been engaged to provide feedback on the proposed project. Comments received from all stakeholders will be considered in our review of the project.</p> <p>While the port authority is consulting has notified these stakeholders, the port authority is ultimately the federal agency responsible for the lands and waters with its jurisdiction. The PER process is how the port authority reviews and considers potential effects for all proposed project development on federal lands and waters.</p> <p>As outlined in the Port of Vancouver Port Information Guide pg. 129: "For safety reasons, vessels engaged in fishing, personal watercraft such as jet skis, row boats, canoes and vessels, sailing or proceeding without mechanical power, are not permitted within the boundaries of First Narrows TCZ (TCZ-1), Second Narrows TCZ (TCZ-2) and all areas of Vancouver Harbour in between."</p>
<p>Chris - are you able to share more details about the difference between an administrative channel vs a navigable channel?</p>	<p>Vancouver Fraser Port Authority: In November 2017, the port authority confirmed that the channel meets the 2014 PIANC Harbour Approach Channel Design Guidelines, as well as the 2010 International Federation of Rowing Associations (FISA) guidelines.</p> <p>As this channel is not used for commercial</p>

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	<p>navigation, our assessment of it against these standards is an administrative exercise to access safety only.</p> <p>The Coal Harbour area is a multiuse waterway in which recreational powerboats, sailboats, charter vessels and recreational rowers co-exist. Under the Canada Marine Act, the port authority is responsible for maintaining safe and efficient movement of marine traffic within our jurisdiction for all port users. In order to review the proposed expansion and increase the water lot lease, a navigational channel was designed for two functions:</p> <ol style="list-style-type: none"> 1) Provide a visual representation of how all activities could safely take place in Coal Harbour. 2) Help the port authority to determine areas for safe navigation and in considering proposed lease boundary amendments
<p>Comment and Question: I have been rowing for 32 years at all levels of local and international rowing competitions. It is absolutely incorrect that rowers only need 13.5m for a rowing lane. The quoted 13.5m in the plans is intended for a racecourse, where you have buoys every 10m and referees to control traffic and there are no other boats to worry about. It is totally different when you have unmarked water accessible to all kinds of boats with no real traffic control. In order to make this less-controlled environment safe, we need much more space to see traffic and change course to avoid collisions. We barely have enough space as it is with today's configuration. Will you promise to stop using the 13.5m argument to justify that you have left a safe space for the rowers? *</p>	<p>RVYC: We have never said that they have to row in a 13.5 m lane. The channel is going to be 210 feet wide and they can use the whole channel just like they do today. The only time that channel width was made reference to was in assembling a minimum channel width that would be safe for everybody and somehow that has taken on a life of its own but there is no intent to have rowers' row in 13.5-meter lanes.</p>
<p>Your comparison of this channel to lane width for rowing races is a comparison of apples to oranges - not a true reflection of what is safe in THIS waterway and neither the Provincial or Federal rowing organizations have been consulted or backed up your claims. *</p>	<p>RVYC: We have never said that they have to row in a 13.5 m lane. The channel is going to be 210 feet wide and they can use the whole channel just like they do today. The only time that channel width was made reference to was in assembling a minimum channel width that would be safe for everybody and somehow that has taken on a life of its own but there is no intent to have rowers' row in 13.5-meter lanes.</p>

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<p>Those ARE COMPLETELY WRONG for the operation of a coached rowing program for beginners and developing rowers, which is most of our members. This is like using the width of the Panama Canal for the design of shipping lanes to a commercial harbour. *</p>	<p>RVYC: We have never said that they have to row in a 13.5 m lane. The channel is going to be 210 feet wide and they can use the whole channel just like they do today. The only time that channel width was made reference to was in assembling a minimum channel width that would be safe for everybody and somehow that has taken on a life of its own but there is no intent to have rowers' row in 13.5-meter lanes.</p>
<p>The applicant's assertion that a single racing lane is good enough as a standard for safe rowing for a community rowing club goes unchallenged in this public consultation format. *</p>	<p>RVYC: We have never said that they have to row in a 13.5 m lane. The channel is going to be 210 feet wide and they can use the whole channel just like they do today. The only time that channel width was made reference to was in assembling a minimum channel width that would be safe for everybody and somehow that has taken on a life of its own but there is no intent to have rowers' row in 13.5-meter lanes.</p>
<p>It's going to become a much busier channel. Would it not be safer for channel users like rowers and other small craft to forgo the southwest access to k-float and just have one on the southeast?</p>	<p>RVYC: The layout of RVYC marina requires two entry and exit points. The entrances to the RVYC marina are each shared with our neighbours (VRC and HMCS Discovery). If we eliminate the southwest entrance the VRC, vessels would not have access to exit and enter to their marina.</p>
<p>This is a very busy area. 1000 recreational boats and five commercial tourism operators. Also, the busiest water aerodrome in Canada. This is not just a channel but a turning basin for all who use it either home ported or visiting from False Creek or other origins. Harbour Cruises alone has 20 movements per day during the tourism season.</p> <p>The Magic Spirit, which is presently moored opposite, is 155 feet long. It [must] turn 180 degrees with each departure or arrival. It is tight now; it will be severely impaired with "K" Float.</p> <p>The barge escape from North Van last year was arrested with tugs working from where the "K" Float extension will go. This would have failed if the "K" Float was in place.</p>	<p>RVYC: RVYC acknowledges these statements. Our obligation is to compel vessels operating in our marina to operate within the requirements of the designated channel. We are not responsible for setting the requirements or for the actions of other vessels.</p>
<p>Until a few years ago the CH waterway was used by rowers, boaters and float planes. The float planes are now at the float plan dock further east. Obviously, moving the float plans out of CH improved safety but prior to that, had there been</p>	<p>Vancouver Fraser Port Authority: Our marine operations crew and division deal with safety on the water which is a bit priority for us. Moving the float plane facility further to the east out of Coal Harbour has certainly help that. Don't know if there was a</p>

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<p>significant safety incidents in the waterway? Given the float planes are no longer operating in the waterway, it seems to me that there is ample space in the redefined waterway. The effective width of the proposed waterway will be only slightly narrower at the current extreme limit of the current marina than the current waterway.</p>	<p>specific safety incident or if someone is looking for just over all but that is something that I would have to take offline.</p>
<p>False Creek is a very small club. VCR has over 200 rowers.</p>	<p>Comment noted.</p>
<p>Anyone who is out in Coal Harbour during a busy day can tell you that it is BUSY. Boats have to stop and wait for others, and there are already a lot of close calls. Narrowing the channel seems like an absolutely nuts thing to do. Why are you proceeding with it? *</p>	<p>Vancouver Fraser Port Authority: The channel in Coal Harbour is not technically a navigation channel it is an administrative channel and it does not appear on charts and mapping and whatnot but it is really there so that area can be kept open but it also allows the port authority to work with lease holders so that they know where that boundary is or that lot line is if you want to call it that. And that allows applications such as this that we have seen in that basin there to move forward effectively with some curb lines along that channel.</p> <p>Through this public engagement process the applicant is seeking feedback on the proposed project design, which is not connected to any change in the channel itself, but an expansion and upgrade of the existing Coal Harbour Marina.</p>
<p>My question to Port Authority also included whether they would take the Non-Motorized Recreation Strategy into consideration when reviewing. Thank you. *</p>	<p>Vancouver Fraser Port Authority: That is certainly something that through the PER Process we can fold in consideration of I would note that on our Port Users Guide we do not currently allow non-motorized recreation between the first narrows traffic control zone and the second narrows traffic control zone which of course would include the Coal Harbour waterway. Of course, we certainly acknowledge the rowing presence in Coal Harbour so that's to the exclusion of rowers being permitted in that area. More broadly speaking, throughout our jurisdiction part of our consideration for local communities is recreation it is one of those facets that we do consider as part of the PER process.</p> <p>We take into consideration all port tenants in that vicinity and we are reaching out to those tenants as part of our stakeholder consultation, so VRC being one of those local tenants we consider their feedback through the stakeholder consultation</p>

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	<p>process.</p> <p>As outlined in the Port of Vancouver Port Information Guide pg. 129: “For safety reasons, vessels engaged in fishing, personal watercraft such as jet skis, row boats, canoes and vessels, sailing or proceeding without mechanical power, are not permitted within the boundaries of First Narrows TCZ (TCZ-1), Second Narrows TCZ (TCZ-2) and all areas of Vancouver Harbour in between.”</p>
<p>False Creek harbor has tremendous volume recreational boating traffic especially during weekends inclusive of paddle, rowing, power and sail boats. Boating lanes are chaotic or non-existent especially in narrow corridors or in anchoring areas, but it all seems to work out reasonably well with boaters accommodating each other. Have the reviewers and RVYC compared and contrasted traffic in both harbors?</p>	<p>Vancouver Fraser Port Authority: False Creek is not under the port authority jurisdiction. That is the City of Vancouver with the assistance of Transport Canada.</p>
<p>Port Authority: please make a clear statement about the channel design, when will the channel design will be discussed and what is the potential of changing this design?</p>	<p>Vancouver Fraser Port Authority: In November 2017, the port authority confirmed that the channel meets the 2014 PIANC Harbour Approach Channel Design Guidelines, as well as the 2010 International Federation of Rowing Associations (FISA) guidelines.</p> <p>As this channel is not used for commercial navigation, our assessment of it against these standards is an administrative exercise to access safety only.</p> <p>The Coal Harbour area is a multiuse waterway in which recreational powerboats, sailboats, charter vessels and recreational rowers co-exist. Under the Canada Marine Act, the port authority is responsible for maintaining safe and efficient movement of marine traffic within our jurisdiction for all port users. In order to review the proposed expansion and increase the water lot lease, a navigational channel was designed for two functions:</p> <ol style="list-style-type: none"> 1). Provide a visual representation of how all activities could safely take place in Coal Harbour 2). Help the port authority to determine areas for safe navigation and in considering proposed lease boundary amendments

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Project and Environmental Review process	
<p>Will the Port Authority validate some of the arguments presented by RVYC and their interpretation which has been twisted to present their case in a better light?</p>	<p>Vancouver Fraser Port Authority: The proposed project and all material provided in support of the application and used as part of the consultation process will be carefully reviewed through our Project and Environmental Review (PER) process. The PER process evaluates physical works and activities proposed to take place within our jurisdiction, to ensure works will not likely cause significant adverse environmental effects and takes into consideration the interests of local communities.</p>
<p>Does RVYC have a requirement to prove rowing is still safe? How are they supposed to do this? Maybe it's my engineering background, but when it comes to safety, detailed verification, analysis and testing is needed with clear pass/fail criteria. Please point us to the document with this verification.</p>	<p>Vancouver Fraser Port Authority: The channel design was accepted by the port authority as it meets industry standards in the form of the 2014 PIANC "<i>Harbour Approach Channels Design Guidelines</i>" and the 2010 FISA "<i>Guidelines for Rowing</i>" having regard for the dimensions and maneuverability of vessels currently operated in this vicinity</p> <p>The strength of prevailing cross winds and tidal currents were also taken into account</p> <p>The port authority also conducted a waterside visual review of the channel which reinforced the perspective that the channel, as re-designed is both safe and suitable for the intended combination of use.</p> <p>Through the Project and Environmental Review process the port authority will review and consider potential impacts of the proposed project on stakeholders.</p>
<p>Limiting discourse in the public consultation to questions only effectively eliminates criticism of what we're hearing, which is dangerously uniformed about how this will impact safety in the harbor. The only voice we hear are [RVYC] voices.</p>	<p>Vancouver Fraser Port Authority: The port authority is of the opinion that the applicant has followed the port authority's new public engagement requirements during COVID-19. They have provided a range of input opportunities, given the current requirements for social distancing, including two webinars, an online survey, and the option for people to request one-to-one phone or email response (604.224.4400 or CHExpansion@royalvan.com) directly with a representative from the project team.</p> <p>All input received from the public will be reviewed as part of the PER review process. This includes all</p>

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	<p>written responses (letters and emails), phone calls, questions raised in webinars and questionnaire responses.</p> <p>All feedback will form part of the engagement summary and consideration reports which again for reviewed as part of the PER review.</p> <p>The port authority would encourage all to provide their thoughts on the expansion project via the various avenues available.</p>
<p>Another question for the Port Authority: does this engagement satisfy your requirements for public consultation? We are not being permitted to speak, or to see one another's questions, we started half an hour late and are still watching a presentation rather than addressing questions/concerns from the community!?!? *</p>	<p>Vancouver Fraser Port Authority: We have been working with the applicant prior to COVID happening and we were all lined up to do this in person and then the world changed. At the port authority we've been busy developing public engagement requirements specific to dealing with COVID and everything has moved to being digital and online. We are working through the process and we have requirements for the applicant to increase their promotion and making sure that they are avenues for people to submit comments in a non-digital fashion so by email and by phone which the applicant have. We've ensured that the applicant has an online questionnaire. And yes it may be frustrating that you can only type your question but I am sure many of you in these past few months have been engaging in zoom and FaceTime conversations where there are multiple people online at once and it gets to the point where no one can hear and the sound doesn't work people are talking over each other so this is kind of the best way to deal with how we get your questions answered. So hopefully that answers that question. The team have committed to ensuring that all the questions and answers are entered along with the feedback forms which is part of the review process so all the questions will be answered at that time.</p>
<p>The only voice that are expressing a point of view ARE RVYC'S *</p>	<p>Moderator: Your comment is noted and will be recorded.</p> <p>RVYC: We acknowledge that our responses reflect our opinion, but these opinions are based on 10 years of study. Ultimately, the port authority will determine the appropriateness of our study conclusions.</p>

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<p>Also wondering if RVYC has been asked by the Port Authority to consult or collaborate with the First Nations who might claim rights to the seabed of Coal Harbour? The Parks Board's Non-Motorized Recreation Strategy states that future decisions regarding use of public waterways must include consultation and collaboration with First Nations.</p>	<p>Vancouver Fraser Port Authority: Port authority has several prongs for our engagement as Regan has noted we do stakeholder engagement, we do public engagement and we also do Indigenous engagement so that is a separate stream that is running concurrently with this one we have written to the various Indigenous groups and their feedback will be part of the review process moving forward.</p>
<p>It is very difficult for people to properly have their voice heard during the COVID pandemic, and frankly, it seems a little bit unfair. Further, this public info session started more than 30 minutes late. Given this, will you commit to hosting a third public consultation session? *</p>	<p>Vancouver Fraser Port Authority: The technical difficulties experienced by the applicant were unfortunate. A notice was posted during the delay, but due to the format of the platform, was small and therefore likely unnoticed by all attendees.</p> <p>The GoToWebinar platform used by the applicant captures data pertaining to participation. As such, the applicant has followed up with all attendees who left the webinar prior to the start to invite them to either join the June 24 webinar or to discuss the project on the telephone.</p> <ul style="list-style-type: none"> • 83 people registered for the webinar and 71 attended (86% of registrants). • 51 attendees stayed online for the full session – between 3:30 p.m. and 4:55 p.m. • 16 attendees participated intermittently (left and came back at least once or entered late/left early) but were in attendance for a majority of the session. • 3 attendees exited the session before it started at 3:30 p.m. and did not return. These attendees were contacted to invite them to the second webinar or to connect via email or phone. • One attendee exited after the session started at 3:30 p.m., with a note that that they were unable to attend for the duration, or Webinar #2. The applicant advised that they could follow up with the applicant by phone or email.
<p>This is EMPHATICALLY NOT a replacement for a public meeting, or even a Zoom call. Discourse is COMPLETELY controlled by the applicant. No comments are allowed. And questions are re-</p>	<p>Vancouver Fraser Port Authority: Unlike an in-person meeting, all comments and questions are recorded verbatim and responded to (either during the meeting or online), as captured in this</p>

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<p>interpreted, with key points dropped or soft-pedalled. *</p>	<p>document.</p> <p>In the interest of time, similar questions were grouped together by the moderator to maximize the range of questions that could be responded to.</p> <p>The moderator combined and paraphrased similar questions, a technique widely used in facilitation, to help with the fluidity of the event by ensuring non-repetition.</p>
<p>Will the Port Authority fully review concerns and requests being put forth to reconsider the expansion plans as is?</p> <p>Is this meeting today ‘smoke and mirrors’ and RVYC plan has been approved as is?</p> <p>During today’s discussion at no time has RVRC spoken to the needs of the VRC and general public. *</p>	<p>Vancouver Fraser Port Authority: The port authority will review all input received from the public as part of the PER review process. This includes all written responses (letters and emails), phone calls, questions raised in webinars and questionnaire responses.</p> <p>All feedback will form part of the engagement summary and consideration reports which again for reviewed as part of the PER review.</p> <p>The port authority would encourage all to provide their thoughts on the expansion project via the various avenues available.</p> <p>The port authority is of the opinion that the applicant has followed the port authority’s new public engagement requirements during COVID-19. They have provided a range of input opportunities, given the current requirements for social distancing, including two webinars, an online survey, and the option for people to request one-to-one phone or email response (604.224.4400 or CHExpansion@royalvan.com) directly with a representative from the project team.</p>
<p>On the call, one of the proponents said that it was not possible to allow people to ask questions verbally/visually because “everybody talks at once.” This is false - the moderator of a large call can allow only one person at a time to speak and be seen. Being limited to only type questions seems very unfair. Will you commit to hosting the next public consultation sessions via video chat? (many facilitators know how to do this, if yours doesn’t).</p>	<p>Vancouver Fraser Port Authority: Currently at the moment we only have two webinars planned. Based on feedback we can certainly look into that obviously with social distancing it is not appropriate to have an in person event and that is why we have resorted to using technology such as this as I say this is new technology for the port and probably for the applicant and we can take it back and have some internal discussions.</p>
<p>The alternative plan was presented to RVYC, not the Port. This miscommunication by the facilitator going uncorrected is yet another example of how this forum is limited, inaccurate, and ultimately</p>	<p>RVYC: We have had several discussions with the Vancouver Rowing Club about (VRC) this project. In 2018 VRC proposed a channel width of 81.5 metres, which is the width of the existing</p>

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<p>favors the applicant. *</p>	<p>channel from “J” float to the south side and would not allow for an expansion.</p> <p>The VRC then requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p>
<p>Next time, if you let everyone see each other's questions, you will avoid repeats. I don't think it [is] for you to decide whether or not our privacy is protected.</p>	<p>RVYC: As noted during the webinar, questions are not shown on this platform for privacy reasons. Similar questions were grouped during the session to maximize the range of topics that could be covered. Verbatim questions and comments are included in this document to be recorded as part of the public record.</p>
<p>Stakeholder Consultation - Project and Environmental Review process</p>	
<p>Has RVYC reached out to stakeholders like businesses operating large vessels through that administration channel? Do they have concerns about being able to safely navigate/turn in that narrow space?</p>	<p>Vancouver Fraser Port Authority: The port authority has reached out to the following stakeholders through the stakeholder consultation process which is conducted concurrently to the public engagement process:</p> <ul style="list-style-type: none"> • City of Vancouver • Vancouver Parks Board • Transport Canada • Vancouver Rowing Club • Mainstream Properties • SWA Vancouver Hotel Nominee Inc. <p>The port authority will engage with interested stakeholders directly to ensure that their feedback on the proposed project is considered as part of the overall review.</p>
<p>As you may know, Rowing Canada and Rowing BC are the official rowing bodies that set and interpret local rowing safety standards here in Vancouver. Have you consulted with Rowing Canada and Rowing BC? And if not, will you commit to doing so? *</p>	<p>RVYC: Directly, we have not consulted Rowing Canada. We have referenced literature associated with operations and I just want to highlight one or two things for everyone’s edification. In terms of multi-use and safety in the waterway, there are a couple of documents that are very valuable in terms of defining how multiuse waterways can be supported. One is called a “<i>A Guide to Multiple Use of Waterway Management</i>” produced by the National Water Safety Congress and the National Transportation Safety Board. The other is a study</p>

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	<p>that was done on waterway safety (<i>“National Transportation Safety Board Safety Recommendation Report Shared Waterways: Safety of Recreational and Commercial Vessels in Marine Transportation System”</i>) and we can easily provide those documents. In regard to rowing in Canada, we have referenced certain specifics that are found in the Canada amateur rules of racing that were approved on the 28 January 2018 that states the width of rowing lanes. Similar mandates are found in South Africa, New Zealand and Australia. That all guided us towards addressing things from a rowing perspective.</p> <p>Vancouver Fraser Port Authority: While Rowing Canada and Rowing BC have not been formally consulted through the port authority’s Project and Environmental Review process the port authority encourage the Vancouver Rowing Club to incorporate comments received from their governing bodies.</p>
<p>Are you aware that the City of Vancouver has passed a unanimous motion supporting the Vancouver Rowing Club is this matter, which was followed by a letter from the Mayor of Vancouver to the Port of Vancouver? And that the local MLA (Spencer Chandra Herbert) has also written a letter of support for the Vancouver Rowing Club? Does this make you think you should take the Rowing Club’s concerns more seriously?</p>	<p>Vancouver Fraser Port Authority: We are aware of those letters. It is a joint thing between the planning department and public consultation. But the feedback we get will form part of the review process and they will be considered.</p>
<p>Question regarding the ability for the rowers to continue rowing/training safely with the new channel design: I see that the UBC rowing club was consulted for confirmation of international racing rowing standards for rowing lane widths. Why were the Canadian/BC governing bodies of rowing (RCA and Rowing BC) not consulted regarding safety width and channels needed for rowing/training in Coal Harbour? *</p>	<p>RYVC: We have met with VRC representatives and we have looked at the literature about safety, protocols and how to manage multiuse waterways. We consulted two multi-use guidelines reference points, and adopted two key recommendations from those studies as part of our mitigation plan: (1) establish an Education and Awareness plan for all users of the waterway as the best means to address safety issues, and (2) establish rowing traffic schemes that illustrate the general locations of where rowers go when they do it and the training programs available. We endorse these and will incorporate them to the best of our ability, but from a legislative and regulatory point of view, we also have to coordinate with regulators.</p> <p>We have had at least three meetings with VRC</p>

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	<p>representatives; we have had joint meetings with VRC and the port authority; and we understand that the port authority has met directly with VRC representatives. Extensive documents were exchanged between ourselves and the rowers and the port authority, and VRC has received virtually all of our internal communications because we have joint members so there has been a lot of discussion and input between the parties.</p>
<p>This project encroaches on water space that has been traditionally used for recreational rowing for more than 100 years. How was the Vancouver Board of Parks and Recreation consulted by the project proponent and by the Port Authority? *</p>	<p>RVYC: We haven't met directly with the Parks Board; it is under the port authority jurisdiction so that was [not] our focus.</p> <p>Vancouver Fraser Port Authority: We are running our stakeholder consultation process in parallel with the public consultation process and we have reached out to the Parks Board to get their input on the proposal and will consider that as we review the project.</p>
<p>Regarding Rowing Canada and Rowing BC, the second half of the question was not answered. Will you commit to consulting with them? *</p>	<p>RVYC: Directly, we have not consulted Rowing Canada. We have referenced literature associated with operations and I just want to highlight one or two things for everyone's edification. In terms of multi-use and safety in the waterway, there are a couple of documents that are very valuable in terms of defining how multiuse waterways can be supported. One is called a "<i>A Guide to Multiple Use of Waterway Management</i>" produced by the National Water Safety Congress and the National Transportation Safety Board. The other is a study that was done on waterway safety for shared waterways, safety for commercial and recreational vessels in a marine transportation system ("<i>National Transportation Safety Board Safety Recommendation Report Shared Waterways: Safety of Recreational and Commercial Vessels in Marine Transportation System</i>") and we can easily provide those documents. In regard to rowing in Canada, we have referenced certain specifics that are found in the Canada amateur rules of racing that were approved on the 28 January 2018 that states the width of rowing lanes. Similar mandates are found in South Africa, New Zealand and Australia. That all guided us towards addressing things from a rowing perspective.</p>
<p>Why were Vancouver Harbour Flight Centre, Coal</p>	<p>Vancouver Fraser Port Authority: All Vancouver</p>

Question/ Comment	Response
<p>Harbour Marina, and Harbour Cruises not included in the stakeholder consultation in the latest document?</p>	<p>Fraser Port Authority tenants in the Coal Harbour area are being consulted through the Project and Environmental Review of the proposed project.</p> <p>The port authority would encourage all other businesses and members of the public to provide their thoughts on the expansion project via the various public engagement avenues available.</p>
<p>Rowing lanes as described in the project are not designed for this purpose. The multiuse answer was cut-off and I was not able to hear who was consulted. To be clear, Rowing BC was not consulted. This format of consultation is challenging. I do not feel that this format is allowing open two-way consultation. I would encourage the RVYC to extend the consultation period to allow for proper consultation. *</p>	<p>Vancouver Fraser Port Authority: While Rowing Canada and Rowing BC have not been formally consulted through the port authority's Project and Environmental Review process the port authority encourage the Vancouver Rowing Club to incorporate comments received from their governing bodies.</p> <p>The port authority is of the opinion that the applicant has followed the port authority's new public engagement requirements during COVID-19. They have provided a range of input opportunities, given the current requirements for social distancing, including two webinars, an online survey, and the option for people to request one-to-one phone or email response (604.224.4400 or CHExpansion@royalvan.com) directly with a representative from the project team.</p>
<p>When will the stakeholder engagement process with the Vancouver Rowing Club and other groups commence? *</p>	<p>Vancouver Fraser Port Authority: We are running our stakeholder consultation process in parallel with the public consultation process.</p>
<p>Will VRC be included in the stakeholder process run by the Port Authority? *</p>	<p>Vancouver Fraser Port Authority: We take into account feedback received from different stakeholders in the area including port tenants like the Vancouver Rowing Club.</p>
<p>They still did not answer the question as to whether or not they will consult with Rowing Canada and Rowing BC. Will you do so? *</p>	<p>RVYC: Directly, we have not consulted Rowing Canada. We have referenced literature associated with operations and I just want to highlight one or two things for everyone's edification. In terms of multi-use and safety in the waterway, there are a couple of documents that are very valuable in terms of defining how multiuse waterways can be supported. One is called a "A Guide to Multiple Use of Waterway Management" produced by the National Water Safety Congress and the National Transportation Safety Board. The other is a study that was done on waterway safety for shared waterways, safety for commercial and recreational</p>

Question/ Comment	Response
	<p>vessels in a marine transportation system (<i>“National Transportation Safety Board Safety Recommendation Report Shared Waterways: Safety of Recreational and Commercial Vessels in Marine Transportation System”</i>) and we can easily provide those documents. In regard to rowing in Canada, we have referenced certain specifics that are found in the Canada amateur rules of racing that were approved on the 28 January 2018 that states the width of rowing lanes. Similar mandates are found in South Africa, New Zealand and Australia. That all guided us towards addressing things from a rowing perspective.</p> <p>Vancouver Fraser Port Authority: While Rowing Canada and Rowing BC have not been formally consulted through the port authority’s Project and Environmental Review process the port authority encourage the Vancouver Rowing Club to incorporate comments received from their governing bodies.</p>
<p>Was the stakeholder engagement invitation sent to Rowing BC and Rowing Canada? Both organisations have written to the Port Authority and expressed their desire to provide input in this process. *</p>	<p>Vancouver Fraser Port Authority: While Rowing Canada and Rowing BC have not been formally consulted through the port authority’s Project and Environmental Review process the port authority encourage the Vancouver Rowing Club to incorporate comments received from their governing bodies.</p>
<p>To both sides’ satisfaction?</p>	<p>Question posted without additional context; assumed to be addressed above.</p>
<p>I fail to understand how the proposed expansion is beneficial to the General Public. The cost to purchase a slip is \$115,000 for existing members and \$150,000 for non-members. For a ‘Public Waterway’, how is this deemed inclusive to the Public at large and to benefit the wellbeing of the General Public.</p> <p>Narrowing the channel will result in the collapse of a Public Amateur sport facility. What consideration has been given to the Amateur Sporting community? *</p>	<p>Vancouver Fraser Port Authority: As mentioned, we run a few different processes as part of the PER process. This being part of the as the public engagement aspect of that. We take into account comments from the general public from these events as well as comments submitted as part of the public comment period and also the other process is our stakeholder consultation process which takes into consideration feedback received from different stakeholders in the area, so port tenants, municipalities, in this case we have reached out specifically to the Parks Board as well and other users of the area. We do have different aspects for our review, and we try to seek feedback from a broad range of stakeholders and consider their feedback as part of the PER process review.</p>

Question/ Comment	Response
Project Benefits	
<p>The benefits that you list are red herrings. #1 The pilings being replaced would be part of regular maintenance, also, pulling pilings and replacement in a new area is a concern for the environment.</p>	<p>RVYC: Removing creosote piles is part of the program that we have ongoing throughout all of our marinas when we have the opportunity to upgrade to steel. The creosote pilings are not an environmentally conscious thing to do these days and steel is a much more advantageous thing to put into the water. We are also going to be sleeving the piles with high density polyethylene plastic which will allow any creatures to grow on them without any issues. Also sleeving the piles will allow us to not have anodes on the piles for cathodic protection which also eliminates the need for additional wastage. The piles will be driven and then they the sleeves will be put on top and then they will be sealed, and they will last for a very long time, eliminating the need for pile drivers to come back in and out do maintenance. Anything we can upgrade to steel we have taken the opportunity as part of this program.</p> <p>It is noted that the project will advance the timing of the replacements within our Coal Harbour marina.</p>
<p>Do you believe this project is in the public interest?</p>	<p>RVYC: This project addresses the growing demand for moorage at Coal Harbour and opportunities to enhance environmental protection by replacing aging infrastructure including removing creosote coated wood piles and installing replacement boat sheds with the latest environmental features and fire protection systems. RVYC members and visitors contribute to the local economy.</p> <p>Boater safety is improved for all Coal Harbour users by reconfiguring the marina to provide safer entry and exits points from RVYC by eliminating any need for boats to reverse out of the marina.</p> <p>RVYC has a ranking of 4 out of 5 anchors from the Clean Marine BC program, the only marina with this ranking in the Coal Harbour Basin, and this project will help meet the commitment to obtain a 5 out of 5 anchors ranking.</p>
Recreational Boating	
<p>I am an amateur rower and have rowed in Coal Harbor. I see on the rowing club website that there are about 200 rowing members listed. It appears the rowing club is advocating actively on behalf of</p>	<p>Vancouver Fraser Port Authority: We have a number of specialists on our team to review the project and the impacts of the project include environmental specialists, engineers and with those</p>

Question/ Comment	Response
<p>its rowing members probably against the RVYC proposal. Has the Port Authority assessed the actual number of active rowers using Coal Harbor in comparison to power boats?</p>	<p>marine operations division as well and so we will rely on their technical review through the process and they will be looking at specifics as to the implications of the project on other marine users and their impacts to navigation.</p>
<p>Regulatory Process (Transport Canada)</p>	
<p>Comment, Transport Canada has mandate in ensuring the public right to navigate is maintained. TC will be reviewing the application under the Canadian Navigable Waters Act and will also be open to comments on the Common Project Search 30 days starting the second webinar.</p>	<p>Moderator: Acknowledged the comment and noted that information is also available on the RVYC website.</p>
<p>RVYC Operations and Financial information</p>	
<p>Last year, the RVYC sent an email to members indicating that if this project proceeded without expansion, fees would go up dramatically. Based on this letter, isn't it true that your own financial considerations are driving this expansion? And how is that fair to neighbouring clubs which have managed their finances WITHOUT having to expand? *</p>	<p>RVYC: The yacht club is a non-profit organization, so basically all we would really be doing is recovering our costs. It is a \$12 million project. So, members would have to pay for that, collected through a moorage increase or an assessment – and in our case it would be both; so there is no economic benefit that you would see like in a traditional marina that is a for profit organization. It is not the way we work. I guess the other economic benefit is that by doing this all at once, we are funding the whole thing upfront, but on the basis that we know that this is the long-term (probably more economical) solution, rather than going in and trying to replace a boat shed one at a time or trying to pull pilings one at a time and fit a pile driver in and out and disrupt everybody over a 20+ year period. We think this is a more economic approach, so that is why we decided to go this way. But it [is] definitely not an economic benefit as you would see in a private organization.</p> <p>The choice faced by the club, and referenced in this question, was whether to proceed with the project or not. 81% of our membership voted in favour to proceed with the project even though it is a significant cost now, because it gets all the work done quickly and will likely be cheaper and less disruptive in the long run.</p>
<p>Question: How much does a new moorage slip bring RVYC? *</p>	<p>RVYC: RVYC does not sell berths or any of its other assets. Berths are leased monthly to members, similar to other marinas in the area. Monthly moorage fees are adjusted annually to</p>

Question/ Comment	Response
<p>Question: How much is RVYC expecting to profit financially by appropriating parts of a public waterway? *</p>	<p>reflect operating costs.</p> <p>RVYC: The yacht club is a non-profit organization, so basically all we would really be doing is recovering our costs. It is a \$12 million project, so the members would have to pay for that, collected through a moorage increase or an assessment – and in our case it would be both; so there is no economic benefit that you would see like in a traditional marina that is a for profit organization .It is not the way we work. I guess the other economic benefit is that by doing this all at once we are funding the whole thing upfront but on the basis that we know that this is the long-term (probably more economical) solution rather than going in and trying to replace a boat shed one at a time or trying to pull pilings one at a time and fit a pile driver in and out and disrupt everybody over a 20+ year period. We think this is a more economic approach so that is why we decided to go this way. But it [is] definitely not an economic benefit as you would see in a private organization.</p> <p>RVYC is not appropriating any part of the public waterway. We have applied to the port authority for permission to increase our leased water lot.</p>
<p>Question: I understand that the money raised by RVYC's expansion is motivated by the need to fund the renovations, as described today. Why should we, the public, have to suffer loss of this public waterway just to help RVYC foot the bill for their renovation project? *</p>	<p>RVYC: When we looked at the cost of repairing and replacing infrastructure compared with the cost of doing one larger project, it makes more economic sense to undertake the larger short-term expense to offset the longer-term cost, which is bound to grow over time. That was the driving factor in making this decision. No one knows what the future holds, but by doing this project all at one time, we solve a lot of longer-term challenges we would otherwise have to address. We think it's the most economic choice.</p> <p>RVYC is a non-profit organization and our revenue source is members fees in the form of monthly dues and monthly moorage from those who have boats in our marinas. The monthly charges that our members pay are set annually on a cost-recovery basis. Our costs include all operating expenses, repair and replacement costs, as well as other things of value to our members such as our sailing programs.</p> <p>Our members voted by a margin of 81% to approve</p>

Question/ Comment	Response
	<p>this project. Monthly member costs will increase to pay for the project.</p>
<p>Following up on my last question: I am assuming the expansion helps RVYC to save about \$5M from the estimated \$12M project. Where does the other \$7M come from? If RVYC has that much in hand already, have they considered scaling back their plans? \$7M will still get plenty of “rebuild and renewal” without adding any expansion. *</p>	<p>RVYC: When we looked at the cost of repairing and replacing infrastructure compared with the cost of doing one larger project, it makes more economic sense to undertake the larger short-term expense to offset the longer-term cost, which is bound to grow over time. That was the driving factor in making this decision. No one knows what the future holds, but by doing this project all at one time, we solve a lot of longer-term challenges we would otherwise have to address. We think it's the most economic choice.</p>
<p>It is an economic benefit in the sense that less of the cost of the renovation will be passed on to current members. *</p>	<p>RVYC: When we looked at the cost of repairing and replacing infrastructure compared with the cost of doing one larger project, it makes more economic sense to undertake the larger short-term expense to offset the longer-term cost, which is bound to grow over time. That was the driving factor in making this decision. No one knows what the future holds, but by doing this project all at one time, we solve a lot of longer-term challenges we would otherwise have to address. We think it's the most economic choice.</p> <p>RVYC is a non-profit organization and our revenue source is members fees in the form of monthly dues and monthly moorage from those who have boats in our marinas.</p> <p>The monthly charges that our members pay are set annually on a cost-recovery basis. Our costs include all operating expenses, repair and replacement costs, as well as other things of value to our members such as our sailing programs.</p>
<p>Mr. Jupp did not answer the economic benefit question fairly, because you did not ask the question as written, which is not fair.</p>	<p>Moderator: Similar questions were grouped during the webinar to maximize the range of questions that could be responded to in the time allotted.</p>
<p>On June 7, 2019, the Commodore of the Yacht Club wrote to members, stating:</p> <p>“Remember, replacement of existing infrastructure without expansion will cost \$8 million over the next 10 years.” This seemingly confirms that internal financial concerns of the Yacht Club are what is driving this process. Please address this. *</p>	<p>RVYC: I am not aware of specifically the comment that they are referring to. When we looked at the cost of repairing and replacing infrastructure compared with the cost of doing one larger project, it makes more economic sense to undertake the larger short term expense to offset the longer term cost which is bound to grow over time so that was really the driving factors that got us to making this</p>

Question/ Comment	Response
	<p>decision. I mean no one knows what the future holds but by doing this project all at one time we solve a lot of longer term challenges that we are going to have, and we think it's the most economic choice to make and so that's why we are doing it. It is going to cost us a fair bit of money up front and it is the members who pay for that. No magic bullet here. And expanding the water lot lease is costing us as well so all of that has to be taken into account but we think it is the best overall long-term solution for us.</p>
<p>IS it true that RVYC intends to sell moorage at somewhere around \$150K per berth? *</p>	<p>RVYC: RVYC does not sell berths or any of its other assets. Berths are leased to members in the same way as other marinas in the area do.</p> <p>Members were asked to prepay their monthly rent to reduce the amount of borrowing for this project. Ownership of the slips will always remain with the club.</p>
<p>Ron: On June 7, 2019, the Commodore of the Yacht Club wrote to members, stating:</p> <p>“New slips are to be offered in order of seniority to members at an average prepayment cost of \$115,000 each and, if not fully subscribed, then to vetted new members at an average moorage prepayment cost of \$150,000 each.” This seems to confirm that this project is being used to raise much-needed funds for the RVYC. Why don't you just raise your members fees, instead of profiting off of an expansion into public waters? *</p>	<p>RVYC: When we looked at the cost of repairing and replacing infrastructure compared with the cost of doing one larger project, it makes more economic sense to undertake the larger short-term expense to offset the longer-term cost, which is bound to grow over time. That was the driving factor in making this decision. No one knows what the future holds, but by doing this project all at one time, we solve a lot of longer-term challenges we would otherwise have to address. We think it's the most economic choice.</p> <p>Members were asked to prepay their monthly rent to reduce the amount of borrowing for this project. Ownership of the slips will always remain with the club.</p>
<p>In my letter to the Port I noted that RVYC on their website is 'proud to be recognized as an elite Club and is touted as being a 'premier' yacht club in the world with 7 outposts.' The website also promotes their focus is on having a good time, dock parties where the intent is to sink the dock. Additionally, you must be a minimum of 25 years of age.</p> <p>If a dock expansion is required why this could not be undertaken at their Jericho outpost where there is less traffic?</p> <p>How will the proposed expansion be inclusive and</p>	<p>RVYC: We have members of all age ranges including junior memberships. Sailing lessons are offered to all ages with no membership requirements.</p> <p>RVYC members and their vessels participate in several community events that raise funds for local charities, including the Boat for Hope and Special Children's Cruise. Visitors, club members and their vessels also significantly contribute to the local economy.</p> <p>We considered our Jericho facility as an alternate</p>

Question/ Comment	Response
support all Members of the 'public community' when there are age and financial constrictions?	location, but it has deeper water, which makes construction more difficult, and is closer to deep sea anchorages that limit expansion possibilities. Our members voted by a margin of 81% to approve this project.
#3. What tourist would be permitted to "Visit the marina? *	RVYC: We have reciprocal moorage agreements with dozens of yacht clubs around the world. Vancouver is a popular destination.
How much does each new moorage slip cost? *	RVYC: RVYC does not sell berths or any of its other assets. Berths are leased to members on a monthly basis. Rates are set annually to recover costs.
Can you advise how many tourists per annum berth at RVYC and how many days they stay?	RVYC: In a 5-year period there have been 213 guest moorages. Guests can stay for two weeks at Coal Harbour Marina.
Specifically, which other clubs have reciprocal privileges at RVYC Coal Harbour? *	RVYC: We have documented reciprocal agreements with 50+ clubs, however we will accept visitors from any recognized yacht club in the world. We also work in cooperation with yachtdestinations.org .
Technical Studies	
The western water lease line looks different from other documents I have seen. Is this drawing correctly portrayed because there is no channel between VRC and RVYC - the existing use of the "channel" is actually on the VRC water lease. Does this drawing truly represent the surveyed water lease line on the west?	Vancouver Fraser Port Authority: So the lease areas are what the port authority uses when working with the tenants and the lease holders throughout the port authority not just in Coal Harbour and they are surveyed in much the same way you would on land, albeit in a little different fashion but that allows the port authority to know where neighbours rub up against each other where those common lot lines are where things can be built and where things can't be built based on those lease areas - it is a survey process. RVYC: In 2019, under a separate permit, we removed six slips from the area of "I" Float, adjacent to the west lease line boundary. This created a wider channel and people using the entrance and for people in the channel.
The drawing that appeared define the new look has been removed from the webinar. How much narrower is the [channel], from wharf to wharf	Vancouver Fraser Port Authority: There have been a number of required revisions to application material, accepted application material can be found on the applicant's project webpage as well as the port authority's PER application webpage. The design of the proposed project that is currently

Question/ Comment	Response
	<p>under review does not encroach into the channel that was accepted by the port authority in 2017.</p> <p>While the channel is not a part of the application under review, there has been some discrepancies between the applicant's understanding of the channel and the port authority. The port authority deems the channel to be 63.4 m.</p>
<p>Request: Please provide us with all your references for multi-use waterways and rowing associations with which you have consulted. I just heard references to rowing guidelines from multiple countries, but I don't see how that justifies the limited space left for all users of Coal Harbour. *</p>	<p>RYVC: Reference material consulted as part of this project include "<i>A Guide to Multiple Use of Waterway Management</i>" produced by the National Water Safety Congress and the National Transportation Safety Board and ("<i>National Transportation Safety Board Safety Recommendation Report Shared Waterways: Safety of Recreational and Commercial Vessels in Marine Transportation System</i>").</p>
<p>What process did you use the understand the unique safety needs of the rowers from the VRC? This is not a racing club, it is a club that service all users of all ages and all abilities - from recreation, novice, junior kids, etc. Consulting rowing organizations or literature for racing in rowing does not appear to respect the needs of this community neighbour, to ensure its safety to continue in this 'administrative' waterway. *</p>	<p>RYVC: When we look at the project from a rowing point of view, we have met with the rowing club and we have looked at the literature about safety, protocols and how to manage multiuse waterways. Indirectly, that responds to some of the safety concerns that the rowing community may have. I have referenced two multi use guidelines in a previous answer. They are the bibles upon which multi-use corridors can be established, and we have used that as a reference point. Two recommendations came that out of those studies are things that the club supports fully and endorses as part of our mitigation plan. Any multi-use corridor that includes rowing should establish an Education and Awareness plan not only for VRC but for all users of the waterway and is one of the best means to address safety issues and it is our objective going forward that we support that initiative not only within ourselves and our own club but with the broader basin users all together so everyone is aware of the issues and safety concerns rowers have within Coal Harbour. The second mitigation strategy comes from Victoria – in Canada there have been on occasion the establishment of rowing traffic schemes that illustrate the general locations of where rowers go when they do it and the training programs that are available to them. That was another recommendation that we provided as part of our review and we fully endorse that as well. Obviously,</p>

Question/ Comment	Response
	<p>we endorse them but from a legislative and regulatory point of view we have to coordinate that with other regulators that are involved with the management of the waterway. They were two mitigative strategies that we identified and supported in our literature to support safety issues in the multiuse waterway inclusive of the rowing club.</p> <p>We have had at least three meetings with VRC representatives and we have had joint meetings with VRC and the port authority and I believe that the port authority has met directly with VRC and there was several extensive documents exchanged between ourselves and VRC and the port authority with their concerns and VRC have received virtually all of our internal communications because we have joint members so there has been a lot of discussion and input between the parties.</p>
<p>How does the reduced safety of the decreased fairway get accounted for?</p>	<p>RVYC: We don't believe that safety is reduced. The proposed marina layout eliminates backing out into the channel which uses channel space and can be a challenging manoeuvre. The proposed design includes two entrances from the marina into the channel, and activity at those two entrances will be easier to control.</p>
<p>Where was the Victoria flow pattern from that Russ referenced?</p>	<p>RVYC: Victoria rowing traffic scheme that we referenced and there was also a rowing traffic scheme that was in Lake Washington that we referenced as part of the review.</p>
<p>In a video that the Vancouver Rowing Club released last year. two Olympic gold medal-winning rowers stated that they believe this expansion will mean the end of rowing in Vancouver. Are you aware of this? And if so, why do you think that you know better than they do? For reference, the rowers were Don Arnold and Derek Porter.</p>	<p>RVYC: The Coal Harbour channel width, accepted by the port, meets international standards for rowing. It is approximately 210 (208.3) feet wide and provides adequate room for all users while accommodating the proposed project.</p>
<p>Comments and questions to facilitator/ organizer</p>	
<p>Please note that I will need to disengage. My time to attend this session is limited, it being business hours. Moreover, this session was scheduled during Dr. Henry's 3:00pm daily update. I am uncertain whether I (or others) can attend your second session on Wednesday, June 24, at 6:00pm. I would encourage you to ensure you</p>	<p>Moderator: We appreciate you letting us know. We will follow up with the port authority regarding your suggestion. We can also arrange for a phone call with you. I've made a note that you may have to leave. If you are still on, please confirm.</p>

Question/ Comment	Response
introduce a third date for public consultation in order to accommodate fair access and transparency in these proceedings.	
Can you please publish all questions asked (after the meeting is ok) since participants cannot see them in this webinar format? The public should also see written responses to every question. *	Moderator: The reason that we used this approach is to make sure that we address as many questions as possible and there are quite a few. This is not the only opportunity for you to provide your input. If you have additional feedback that maybe isn't in the form of a question certainly feel free to complete the feedback from that is available online and you can send in specific comments online either to the project or even emailing the Vancouver Fraser Port Authority directly. Someone else had a question about whether questions and answers are going to be shared and they are. The reason you can't see them is because it is a matter of privacy. And all the questions and comments will be complied with the answers and those will be shared together.
This format is very limited without the ability for participants from the public to converse with your presenters. Can we speak openly instead of only using the chat box? *	RVYC: The reason for this approach is to make sure that we address as many questions as possible and there are quite a few. This is not the only opportunity for you to provide your input. If you have additional feedback that maybe isn't in the form of a question certainly feel free to complete the feedback from that is available online and you can send in specific comments online either to the project or even emailing the Vancouver Fraser Port Authority directly.
Great job in spite of learning challenges from new technology.	Moderator: Thank you. And thanks to all participants for the comments and questions.
Why do you allow the facilitator to paraphrase the question instead of reading as stated and provide an answer to the actual question? *	Moderator: We have a couple of comments from folks who are not happy with my combining questions and are asking that I read them specifically so I will do that but I want to let folks know that there are a lot of question and we are trying to make sure that we are addressing a range of questions today so that everyone can be heard. Just a reminder that all of the questions as written and all of the response will be published in the coming days after this session. So, I will endeavour to do a better job of posing the questions as written and not summarizing quite as much because I am trying to accommodate more than one question.
Please read the questions as they are written. Do	RVYC: The reason for this approach is to make

Question/ Comment	Response
not "interpret" them. *	sure that we address as many questions as possible and there are quite a few. This is not the only opportunity for you to provide your input. If you have additional feedback that maybe isn't in the form of a question certainly feel free to complete the feedback from that is available online and you can send in specific comments online either to the project or even emailing the Vancouver Fraser Port Authority directly.
This is ridiculous.	Frustrations of certain participants are noted; however, as noted at the outset, similar questions were combined to allow for a greater variety of topics. Lengthy questions were abbreviated for timeliness while noting that all questions and comments would be posted verbatim.
Facilitator: you committed to reading the questions verbatim, but that is not happening.... *	As noted during the session, similar questions were combined to allow for a greater variety of topics. Lengthy questions were abbreviated for timeliness while noting that all questions and comments would be posted verbatim.
Could you please post the speakers list for this webinar again? This was one of the first slides of who the webinar participants are.	The speakers list was re-posted during the session in response to the question.
Facilitator: are there questions that were unanswered? *	Questions that were not addressed due to time constraints have been captured and addressed in this document. These questions and comments will be recorded as part of the public comment period.
Facilitator: were there questions asked that did not get answered? *	Questions that were not addressed due to time constraints have been captured and addressed in this document. These questions and comments will be recorded as part of the public comment period.
Why are you not reading the questions as written? Why are you re-phrasing everything? *	Moderator: The reason for this approach is to make sure that we address as many questions as possible and there are quite a few. This is not the only opportunity for you to provide your input. If you have additional feedback that maybe isn't in the form of a question certainly feel free to complete the feedback from that is available online and you can send in specific comments online either to the project or even emailing the Vancouver Fraser Port Authority directly.
Please read the questions as written*	Moderator: The reason for this approach is to make sure that we address as many questions as possible and there are quite a few. This is not the

Question/ Comment	Response
	<p>only opportunity for you to provide your input. If you have additional feedback that maybe isn't in the form of a question certainly feel free to complete the feedback from that is available online and you can send in specific comments online either to the project or even emailing the Vancouver Fraser Port Authority directly.</p>
<p>Please read the questions as written*</p>	<p>Moderator: The reason for this approach is to make sure that we address as many questions as possible and there are quite a few. This is not the only opportunity for you to provide your input. If you have additional feedback that maybe isn't in the form of a question certainly feel free to complete the feedback from that is available online and you can send in specific comments online either to the project or even emailing the Vancouver Fraser Port Authority directly.</p>
<p>The facilitator is re-stating questions in a manner that's most palatable to the applicant. *</p>	<p>As noted during the session, similar questions were combined to allow for a greater variety of topics. Lengthy questions were abbreviated for timeliness while noting that all questions and comments would be posted verbatim.</p>
<p>If you don't read comments, it's not a public consultation. *</p>	<p>As noted during the session, similar questions were combined to allow for a greater variety of topics. Lengthy questions were abbreviated for timeliness while noting that all questions and comments would be posted verbatim.</p>



Royal Vancouver Yacht Club Coal Harbour Marina Expansion Project

Webinar Questions, Comments and Responses
Session date: Wednesday 24 June 2020, 6:30 to 8:00 p.m.

Following is a record of verbatim questions and comments received during the 24 June RVYC Coal Harbour Expansion Project Information Session, and responses provided during the webinar session, as well as additional responses to questions not addressed in the 90 minutes allotted.

Readers are advised that:

- Questions read out (in whole, in part or combined with similar themed questions) and addressed during the session are shown in black text.
- Questions not addressed during the session, responses to these questions and additional information are [noted in blue text](#).
- Similarly-themed questions that have the same answer as another are noted with an asterisk (*).
- All questions and responses will form part of the Public Comment Period for the Vancouver Fraser Port Authority PER process application review.

Question/ Comment	Response
<i>Application Process</i>	
If this project does not get the go ahead. Does the club have an alternative?	RVYC: We certainly hope we will receive a positive result but the Vancouver Fraser Port Authority have jurisdiction over this waterway and they will review our application and determine if there are any significant effects to the environment or the local community that can prevent it from proceeding.
You characterize the HMCS letter as a letter of support. Isn't this more properly characterized as a letter of non-objection?	RVYC: The purpose of the Project and Environmental Review process is to determine if there are any significant effects to the environment or the local community that can prevent it from proceeding. The letter from the HMCS Discovery confirms that the project will not have any effects of DND operations at their site.

Question/ Comment	Response
Community Concerns (public waterway, access for Vancouver Rowing Club)	
<p>For Mr. Jupp. Given that rowers have been rowing here for 100 years, it seems unfair that we now have to justify our existence to you. Do you understand this?</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel. RVYC supports the continuation of rowing in Coal Harbour.</p>
<p>I just read the rowers page about this and they say you want to end rowing. But it doesn't sound like that. But they are still the only ones allowed to use paddles. Why are they upset about being the only ones able to have that right?</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel. It is correct that the rowers are the only non-motorized crafts who are operating in Coal Harbour. The recent public campaign by the VRC appears to be promoting open use of the harbour which would increase the traffic in the Coal Harbour basin and make it very difficult for the rowers to continue to use the channel. It should be noted that for safety reasons vessels without mechanical power are not usually permitted in Vancouver Harbour, as per the port authority information guide.</p>
<p>It frustrates me that the number of yachts in Coal Harbour is plentiful. The number of recreational rowers is a fraction. To increase the number of yachts and remove the rowers. How is that fair?</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel. RVYC supports the continuation of rowing in Coal Harbour.</p> <p>It is not widely understood but the VRC also has slips for sail and motorboats and recently expanded in 2017.</p>
<p>Why is the Royal Vancouver Yacht Club unwilling to come to a compromise with the Vancouver Rowing Club on a channel design that is less disruptive and dangerous to neighbouring aquatic users? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel.</p> <p>We have had several discussions with the Vancouver Rowing Club (VRC) about this project. In 2018 VRC proposed a channel width of 81.5 metres, which is the width of the existing</p>

Question/ Comment	Response
	<p>channel from “J” float to the south side and would not allow for an expansion.</p> <p>The VRC then requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>We understand that the channel width in front of the VRC marina is currently 65m wide, after a recent expansion into the channel in 2017.</p>
<p>Question: Re: rowing safety - Please list the specific concerns received from the rowing committee consulted (presumably VRC), and how strategies proposed EFFECTIVELY addresses their concerns (i.e., with what evidence)?</p>	<p>RVYC: The VRC concerns centre on the width of the administrative channel. They state that the channel will be too dangerous to operate in and that national and international standards should not apply to them. The VRC has not provided supporting data and has based their requests on anecdotal evidence.</p> <p>The RVYC technical review is thorough and references several national and international technical guidelines and references examples of jurisdictions similar to Coal Harbour, with heavier marine traffic, where a multi-use scheme has been in operation for many years. Our application and supporting documentation are available on the project webpage.</p> <p>The administrative navigational channel is 63.4 m wide accommodating 36.4 m (representing 57% of the available administrative channel) for recreational and commercial vessels and 27 m for rowing (representing 43% of the available administrative channel).</p> <p>Under common law rowers have the right to row throughout the entire 63.4 m (208.4 Ft) width provided they do so in a safe manner considering other users.</p> <p>From a safety concern perspective an awareness and education plan and the creation of a rowing traffic scheme have been identified as best practises to promote safety.</p> <p>RVYC has offered to work with the rowers and other channel users to develop these mitigative measures. VRC agreed on the benefits of these</p>

Question/ Comment	Response
	<p>mitigative measures however RVYC awaits a response from VRC on these matters.</p> <p>RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We have had several discussions with VRC about this project. We believe that there is space for everyone to safely use the channel. RVYC supports the continuation of rowing in Coal Harbour.</p> <p>It should be noted that for safety reasons vessels without mechanical power are not usually permitted in Vancouver Harbour, as per the port authority information guide.</p>
<p>RVYC has built out dock space to the water lease line closest to VRC. RVYC currently uses VRC water lease to access and leave RVYC docks. Will RVYC correct this so VRC can better use slips such as having cats on hammerhead of dock A and B of VRC?</p>	<p>RVYC: The answer to that is yes and in fact it was done I think in December last year, so that has been corrected. There is a bit of history there it goes back who knows how long, nobody can remember. Does anybody remember when the Burrard Yacht Club was there? That's about the timeline. The channel has been widened and the rowing club have more access to their space.</p>
<p>Your response is incorrect. Perhaps we will put cats on the hammerheads to facilitate a deeper understanding with respectful communication.</p>	<p>RVYC: RVYC designed the proposed marina to establish a self-contained navigational passage to ensure VRC water lot would not be utilized by RVYC members. VRC can assign vessel moorage as they see fit in their marina.</p>
<p>Please confirm how far from your water lease your boats are from VRC</p>	<p>RVYC: RVYC vessels are moored inside the RVYC water lot and enter and exit the channel from the RVYC water lot.</p>
<p>The Vancouver Rowing Club suggested a compromise that it could be comfortable with from a safety perspective. Did the Royal Vancouver Yacht Club explore or even consider that modification? If so, can they please communicate those efforts and results. If not, why not? *</p>	<p>RVYC: Yes, we did consider them. There were a number of meetings throughout this whole process and it has been going on for several years. We had at least three planning meetings with the rowing club. And they were actually by and large fairly positive meetings, and we were looking at all various ways in which we could make the channel effective and safer.</p> <p>There was a letter sent to us by the rowing Club if memory serves me correctly in November 2018. And they proposed a marina expansion, with 81.5-meter channel, and they also noted that some of our imagery was out of date, which is, frankly, not surprising, we were in the development stages.</p>

Question/ Comment	Response
	<p>And some of the imagery was taken early 2012, and so, updating it was an issue and there were changes to this process. The compromise was discussed at a joint meeting that was called by the port authority. And we met there and went over all the issues and concerns that the rowers had. And what they told us was that they needed two inbound lanes and two outbound lanes with buffering on either side and in between them. And they felt that that should be 81.5 metres. And, in fact, the port authority asked for some details, specifications on how they came up with that number, they were, there weren't really able to provide that.</p> <p>They gave us dimensions, but they didn't give us any reference to any specific guidelines, or whatever that would generate those numbers. This was just their experience in the channel. So, we noted that the 81.5 meter was the existing channel width from our J float all the way to the south side of the channel, and I guess, we really didn't consider that to be a material compromise. The one thing we did notice in the updated material that they were kind enough to provide us, was that the rowing club themselves had expanded their Marina into the channel in 2017. And the distance across from there, to the opposite side, was about 65 meters, and we thought, well, that's sort of a little more in line with what we think, and what all our analysis tells us should work.</p> <p>And so, we thought, well, if it's 81 meters, if you protect that back into the harbor, then that would mean they would be removing some of their own slips. Which didn't make sense. And obviously, they weren't going to do that. So we scratched our heads about that a little bit and didn't, and certainly, the full channel width wasn't going to be terribly helpful to us. There was a subsequent letter than that came through from the rowing Club about a month later and in that letter, they revised their channel suggestion to 80m metres, and again that didn't really help us a lot. We did notice that on that second letter that they used an outdated orthophoto, which shows the old Marina. So I guess that was just an administrative</p>

Question/ Comment	Response
	<p>challenge that we've all had, but it did introduce some confusion in the process, and I guess where we ended up, we think that you can accommodate two inbound lanes and two outbound lanes and buffering in the channel width that is 63.4 meters, and that's essentially what we're proposing.</p>
Construction	
<p>What will the width of the "navigational" channel be when the barges are in place during construction?</p>	<p>RVYC: What we are trying to do, and we'll make best efforts, when we're putting in "K" float we will position the working barges butting the main channel, so we're going to try and keep it inside the RVYC water lot. But as we are swinging the sections around to assemble the length of "K" float there will be some minor disruptions. We believe the length of time during that process will be about 30 days, the guys at our club put in docks all the time and they've put in sections up to 600 and 400ft no problem. We don't expect to see any issues in terms of timing and things like that. And I believe it will be a minimized impact on the main channel, that's one of our biggest concerns. And then the construction going forward will be within our water lot, and there shouldn't be any disruptions to the channel other than vessels coming and going like they do today.</p>
<p>Are the hours for construction a choice of the yachter [RVYC] or told to them by the Vancouver port? They are shorter than all the construction hours that is happening for buildings in the west end right now.</p>	<p>RVYC: It's all in the application, and the application is 9:00 am to 5:00 pm weekdays, nothing on Saturdays nothing on the weekends, nothing on holidays. And that's our choice to build in that fashion. And it also mitigates any disturbance to neighbours in the neighbourhood as well and that's just being a good neighbour I think and that's the way it worked out and the port said hey it's in your application you have to stick to it and we said yes we'll stick to it and that is the way it is. There were other options but we're not changing it.</p>
Environmental Protection	
<p>The water in Coal Harbour is currently extremely polluted as is. How would 50 more large boats in the area support the Yacht Club</p>	<p>RVYC: This project enhances environmental protection by replacing aging infrastructure, removing creosote coated piles and Styrofoam floats and replacing them with steel and concrete. The new boat sheds are also more environmentally friendly. They are made of a material that doesn't require painting so that</p>

Question/ Comment	Response
	<p>reduces VOCs in the environment (less chemicals) and they also have Plexiglas windows that reduce the amount of electricity required because more daylight comes in.</p> <p>RVYC is very committed to environmental protection, they have a very high standing in the Clean Marine BC program all marinas have a 4/5 or higher (two have a 5/5). RVYC participates in an annual shore clean up and they recently installed a “Seabin automated collector” at Coal Harbour. They take environmental protection very seriously and are always looking for new ways to improve. This is the only marina in Coal Harbour to have Clean Marine certification.</p>
<p>'s environmentally respectful design?</p>	<p>RVYC: As part of the application review process technical studies were completed. Considerable focus on environmental management, minimizing light and view effects, and habitat and fisheries assessments. Application documents, including the technical studies, are available for review at the project web page and on the port authority website.</p> <p>A construction environmental management plan (CEMP) has been developed for this project and is available on our webpage.</p>
<p>What have you considered re helping the environment by conserving energy? e.g. types of lighting etc.</p>	<p>RVYC: One of the things we're doing with the proposed marina is having new conduits and utilities put into place, new transformers, new wiring so that'll make it more efficient. We're going to LED lighting in the boat houses and lower down in the walkways. Right now, we have spotlights around the area, but we want to keep the light shade down and use a softer yellow LED lighting, sort of courtesy lighting around the boats and that sort of thing. That's the best way we do it.</p> <p>The other way we do it is each slip is metered, electrically metered, and that tells us if someone is overusing their power and we talk to these people and try to educate them saying 'hey you know, it may be winter and you don't want mildew to occur inside your boat but really if you're heating it up you're giving it a better environment, so what we really want you to do is have a fan in there that is moving the air around' It's less costly to the</p>

Question/ Comment	Response
	<p>member, it's more efficient and it safer for everybody.</p> <p>Those are the types of things we are doing, it's a constant upgrading of education and materials in and around the marina.</p>
General Comments / Questions	
<p>Hey FARRAH! Are you listening? We the public are not allowed to use that space. Only rowers of a private club.</p>	<p>Comment noted.</p>
<p>The yachters want to rent water that is not being rented and no one needs. It's not brain surgery.</p>	<p>Comment noted.</p>
<p>Can we just call this what it is - a push for a bunch of rich people to subsidize their dock improvements by taking away space from the rest of the public?</p>	<p>Comment noted.</p>
General Comments (Rowing)	
<p>Not a question but... a big part of the speed restriction for power boats is the wake. Rowing shells leave a minimal wake.</p>	<p>Comment noted.</p>
<p>The narrow part of the channel is the terminal end, so rowing shells are going slow or stopping. To be safe, a rowing shell "at speed" requires a wider channel.</p>	<p>Comment noted.</p>
<p>To address question 4. Please note the rowing club has an established date of 1886. Which is approx. 20 years before RVYC. Rowing fundamentally is a backwards sport</p>	<p>Comment noted.</p>
<p>Further there are more than 50 rowing shells at VRC</p>	<p>Comment noted.</p>
<p>I suggest that the members of the project team sit in a rowing shell to understand the issues that the rowers are identifying</p>	<p>Vancouver Fraser Port Authority: The port authority project and environmental review (PER) team accepted an invitation from the Vancouver Rowing Club to accompany them on the water during a training session on the evening of September 24, 2019. The PER team accompanied VRC personnel in support boats and navigated the Coal Harbour basin as evening rowing commenced.</p>
Marina Design	
<p>If you want to protect all users of the waterway then just rebuild your docks within the space, you</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to</p>

Question/ Comment	Response
<p>already have. Leave the rest of us alone. The pictures you used showed the RVYC already has a good chunk of real estate - stick to what you have and work within it.</p>	<p>consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel.</p>
<p>How many new slips can be incorporated with reconfiguration rather than expanding?</p>	<p>RVYC: We have considered many different layouts over the history of this project and the current layout emerged as the most efficient use of space. Without expansion there will be no new slips. Also, four slips were removed at the west entrance, as part of a separate permit, to provide safe entry and exits to the channel for both VRC and RVYC. So, the RVYC now has less slips than when they entered this process.</p> <p>The moorage planned for the outside of “K” Float is for vessels that currently dock at the marina. If those vessels are moored inside of “K” float that would mean removing 44 planned slips on the inside of “K” Float. Also, to accommodate the larger vessels inside of “K” Float, it would need to be moved to the edge of the water lot boundary to create enough room for the larger vessels to maneuver inside “K” Float. This would significantly curtail the benefits of the project.</p>
<p>Why does the proposal only mention ingress and egress from/to the marina at two points? With boats moored all along K-float you have ingress and egress along the entire marina. There have been several near - collisions with boats coming from the current float parallel to the channel, not just those backing out. The last one happened just last Friday.</p>	<p>RVYC: You are referencing a boat coming out from the existing marina and you know there are some boat sheds that could happen from. But we've moved those in the new design so boats coming out of the marina do come in and out SE and SW corners. The boats that are along “K” float and they have a good view of the channel before they enter it and to maneuver before they enter the channel. The boats along “K” float as you correctly point out are adjacent to the channel, but they have a good 180-degree view of the water and through education they should not be entering that channel unless it is safe to do so. I hope that answers the question.</p> <p>The proposed expansion provides improved safety by: (i) relocating existing boat sheds to either the interior or along the east side of the marina, so no boats can exit from them perpendicular to the longitudinal axis of the channel/waterway; (ii) apart from K-Float, boats leaving the marina would do so at the south-west or south-east corners of the marina, where they have a very good view of the</p>

Question/ Comment	Response
	<p>channel/waterway, where they have room to hold up before establishing that it is safe to proceed into the channel, and where warning lights and mirrors would assist in identifying rowing shells on the course; (iii) the boats moored along the side of K-Float have a full 180 degree view of the channel/waterway, and would not leave their slip unless safe to do so. RVYC has a campaign in progress to promote awareness of and safety for rowing sculls and is committed to improving and expanding this program.</p>
<p>What is the width of the safety/maneuvering lane between the rowing lane and the moored yachts on K-float? Looking at the plans I don't see such a safety/maneuvering lane.</p>	<p>RVYC: "K" float has boats parallel to the channel, and as I said earlier, they have a 180-degree view of the channel. They would not enter or leave the channel unless it was safe to do so and that is through education and a requirement.</p> <p>Boats on "K" Float are moored parallel to the longitudinal axis of the channel/waterway and have a 180-degree view of boats in the channel and would only enter or leave their slip when safe to do so. A maneuvering lane is not required as the channel width is available to all users. The manoeuvre of the vessel to or from "K" float itself would entail moving sideways in or out of the slip in a controlled fashion, with vessel captains standing by until safe to depart, similar to parallel parking a car and varies with the type of vessel and equipment on board. A large sailboat without a bow thruster, for example, could leave the slip even in a south wind by "springing" off the dock face, while a modern power boat could use a bow thruster and directional main propeller to move off without requiring the use of spring lines to do so.</p>
<p>If there is no safety/maneuvering lane next to K-float, how will yachts avoid blocking the rowing lanes while they dock or come out? The process of ingress/egress from K-float will take much longer than simply crossing the rowing lane at the western and eastern end of the marina.</p>	<p>RVYC: The transit of vessels from "K" float will be a lot quicker than backing out and turning around.</p> <p>This is a multi-use channel and everyone using the channel will have to allow any given vessel (including rowing shells) time to maneuver, just as they do now.</p> <p>Boats on K-Float are moored parallel to the longitudinal axis of the channel/waterway and have a 180-degree view of boats in the channel and would only enter or leave their slip when safe to do so. A maneuvering lane is not required, as the channel width is available to all users. The</p>

Question/ Comment	Response
	<p>manoeuvre itself would entail moving sideways in or out of the slip in a controlled fashion, with vessel captains standing by until safe to depart, similar to parallel parking a car. This varies with the type of vessel and equipment on board. A large sailboat without a bow thruster, for example, could leave the slip even in a south wind by "springing" off the dock face, while a modern power boat could use a bow thruster and directional main propeller to move off without requiring the use of spring lines to do so.</p>
<p>The VRC has been active since 1886, and this expansion would in all fairness, effectively end rowing as we know it in Coal Harbour - an inclusive club that makes outdoor water sports accessible to hundreds of Vancouver residents every year. Why can the Yacht Club not update their facilities without encroaching on the publics' already small waterway? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process.</p> <p>RVYC has acknowledged and supports the continuation of rowing on Coal Harbour. It should be noted that for safety reasons vessels without mechanical power are not usually permitted in Vancouver Harbour.</p> <p>We have considered many different layouts over the history of this project and the current layout emerged as the most efficient use of space. Our commercial lease in this waterway comes with obligations and rights between the port authority and the RVYC. We are applying for authorization to expand in accordance with the same rules and regulations that pertain to all commercial leaseholders. We believe that even with our proposed expansion, there is space for everyone to safely use the channel.</p>
<p>The questions I have is what is the current width of water? How much more is going to be used and will that allow for boats on the outside to be moored.</p>	<p>RVYC: The water width is currently 81.5m from the RVYC marina to the South. The current multi use channel accepted by the port authority is 63.4m (208.5 Ft) and that will allow RVYC to widen the water lot lease by 18m. This will allow for vessels to be tied on the outside of "K" Float and not encroach into the administrative channel.</p>
<p>From your Marina Design slide, the Marina across the way has a visible setback from the Navigational Channel. In this diagram I can see that boats are intended to be moored along the K float. Will there be a restriction to size of boats/yachts? As imagine larger boats will be wider and encroach on navigation channel space.</p>	<p>RVYC: All vessels alongside "K" Float must be entirely within RVYC water lot. No moored vessels will encroach on the administrative channel. This will restrict the beam of any vessels tied there and they will have a maximum beam width of 7m. That maximum beam equates to a vessel length of 80 feet. Which is the maximum we will permit. There</p>

Question/ Comment	Response
<p>Are there required setbacks from the Navigation channel?</p>	<p>are no required setbacks from the administrative channel.</p>
<p>Did the Yacht club request designs that enhance environmental protection and improve boater safety without expanding the footprint of the club? Or is this truly what was stated at the beginning of the webinar "a search for more space" guised as environmental and safety improvements? *</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel.</p> <p>We have considered many different layouts over the history of this project and the current layout emerged as the most efficient use of space. Our commercial lease in this waterway comes with obligations and rights between the port authority and the RVYC. We are applying for authorization to expand in accordance with the same rules and regulations that pertain to all commercial leaseholders. We believe that even with our proposed expansion, there is space for everyone to safely use the channel. We environmental and safety upgrades are a very important part the project in keeping with ongoing commitments by the RVYC.</p>
<p>Navigation/ Administrative Channel</p>	
<p>How did the Port of Vancouver arrive at their decision that transposing buoyed lanes from an international rowing course appropriate for Coal Harbour when these courses are completely buoyed at 10 metre intervals and exclude any adjoining marinas and marine traffic?</p>	<p>Vancouver Fraser Port Authority: In November 2017, the port authority confirmed that the channel meets the 2014 PIANC Harbour Approach Channel Design Guidelines, as well as the 2010 International Federation of Rowing Associations (FISA) guidelines.</p>
<p>Based on the responses from the RVYC and the Port from the first meeting, it seems that the Port has accepted the applicant's use of FISA guidelines for rowing racing courses as relevant to this application. Why does the Port continue to accept this faulty analogy, and refuse to consider the Vancouver Rowing Club's feedback that this expansion's constriction of the channel will be disastrous to a development and learning oriented rowing program?</p>	<p>As this channel is not used for commercial navigation, our assessment of it against these standards is an administrative exercise to assess safety only.</p> <p>The Coal Harbour area is a multiuse waterway in which recreational powerboats, sailboats, charter vessels and recreational rowers co-exist. Under the Canada Marine Act, the port authority is responsible for maintaining safe and efficient movement of marine traffic within our jurisdiction for all port users. In order to review the proposed expansion and increase the water lot lease, a navigational channel was designed for two functions:</p>
<p>If you acknowledge the busy and multi-user nature of Coal Harbour, why do you consider narrowing the available channel at all?</p>	<p></p>

Question/ Comment	Response
	<ol style="list-style-type: none"> 1. Provide a visual representation of how all activities could safely take place in Coal Harbour 2. Help the port authority to determine areas for safe navigation and in considering proposed lease boundary amendments
<p>To the Port, how does an expansion of RVYC further the use of Coal Harbour as a multi-use waterway?</p>	<p>Vancouver Fraser Port Authority: No decision has been made on the proposed project at this time. The proposed project is currently in the application review phase under the port authority's Project and Environmental Review (PER) or permitting process. All proposed works within the port authority's jurisdiction are carefully reviewed through our PER process. The PER process evaluates physical works and activities proposed to take place within our jurisdiction, to ensure works will not likely cause significant adverse environmental effects, and takes into consideration the interests of local communities.</p>
<p>Question: What parties were consulted to determine the width needed to ensure safe rowing training for the rowers themselves? That is, with multiple rowing shells going in each direction, there needs to be a reasonable lane for each direction and a gap between the two directions to ensure safety, especially for novices as we all know it's the rower's back that faces in the forward direction.</p>	<p>Vancouver Fraser Port Authority: The port authority does not seek public input when designing channels within its jurisdiction. The Coal Harbour channel is an administrative tool to assist the port authority in determining areas for safe navigation and review proposed lease boundary amendments. As the Coal Harbour area is considered a shared waterway, the port authority has no intention to develop practices and procedures specific to the Coal Harbour Channel.</p>
<p>Question for Chris Bishop - you have made a point of stating that the channel in question in Coal Harbour is NOT a navigable channel. As per Canadian Navigable Waters Act this channel is a navigable waterway. Why do you repeatedly state that this is not a navigable channel when it clearly is under the CNWA?</p>	<p>Vancouver Fraser Port Authority: The Coal Harbour channel is an administrative tool to assist the port authority in determining areas for safe navigation and review proposed lease boundary amendments. This channel will not be published in nautical publications or in the Port Information Guide. As the Coal Harbour area is a considerable shared waterway, the port authority has no intention to develop practices and procedures specific to the Coal Harbour Channel.</p> <p>For clarity, this is a navigable area (i.e. one can navigate into the Coal Harbour basin in a variety of watercraft) but it is not a navigation channel (i.e. it is not published or documented in any nautical publications or navigational charts).</p>

Question/ Comment	Response
<p>Port of Vancouver - the space that this proposed dock expansion takes up is used by rowers on a daily basis. The Vancouver Rowing Club has over 200 rowers that use this space on a regular basis - as do other aquatic users in the area as this space is shared. Please indicate why the Port Authority would consider allowing this shared space to be sold off by an independent party for their own exclusive use as a parking space?</p>	<p>Vancouver Fraser Port Authority: No decision has been made on the proposed project at this time. The proposed project is currently in the application review phase under the port authority's Project and Environmental Review (PER) or permitting process. All proposed works within the port authority's jurisdiction are carefully reviewed through our PER process. The PER process evaluates physical works and activities proposed to take place within our jurisdiction, to ensure works will not likely cause significant adverse environmental effects and takes into consideration the interests of local communities.</p>
<p>Has RVYC engaged Ports Vancouver together with other "tenants" of the Coal Harbour waterway to discuss a master plan that would benefit all stakeholders? For example, perhaps there is a way in which RVYC and VRC docks can be reconfigured - and leases revised - in order to achieve the desired objectives of the many rather than the objectives of just one? The RVYC team has raised the notion of a "strategic plan" for the waterway, but that strategic planning effort would be put into process after RVYC has received approval for their project. The overall strategic plan should precede that approval.</p>	<p>Vancouver Fraser Port Authority: The port authority is aware of the applicants' plan for their marina, which was used in the development of this proposal. No engagement has been conducted with regards to an overall master plan for the Coal Harbour area.</p> <p>The port authority has a jurisdiction wide Land Use Plan that describes our long-term land use policy directions and our commitment to accommodating future trade growth in a socially, environmentally and economically responsible way.</p> <p>The Land Use Plan sets out land and water designations, each with a specific intent and list of primary and conditional uses, the subject area is designated for commercial use. The Land Use Plan also sets out the framework for the Project and Environmental Review Process for which this proposal is being assessed under.</p>
<p>How many rowers are using the middle space?</p>	<p>Vancouver Fraser Port Authority: The port authority does not know the number of rowers or skiffs using the middle of the administrative channel at any given time.</p>
<p>Question for the Chris Bishop: you stated that this engagement is about how RVYC uses their lease area, not the navigational channel. Can you please explain what this means? Does this mean the port will not be considering impacts to the safety of users of the navigational channel due to the expansion in RVYC's lease area? How does</p>	<p>Vancouver Fraser Port Authority: I think it's important to note to start that no decision has been made on the proposed project at this time. It's very much still in the review phase. And a part of that application review phase is the public engagement process which we are currently sitting in and that ties into other processes such as the stakeholder consultation, indigenous consultation, also our internal technical review of</p>

Question/ Comment	Response
<p>this align with the Port's mandate to manage the waters safely for all Canadians?</p>	<p>the project that's lead by our environmental team, planning team, engineering and marine operations specialists. The review is very much ongoing and there is no decision being made on the project at this time.</p>
<p>Follow up question to Chris Bishop: if a lease was issued for this area, what consultation process was undertaken prior to the lease being issued?</p>	<p>Vancouver Fraser Port Authority: In terms of lease, the existing lease with the Royal Van Yacht Club predates my time with the port authority so I can't speak to the consultation process specifically that was undertaken in that instance. But in terms of this process that we're in right now regarding Royal Van and their proposed works, that lease area against the channel will be considered as a part of this lease, it's integral to what they are proposing to do. So unnecessarily it needs to be considered at the same time. But again, the reason that we are here to gain feedback and to hear what the public has to say so that we can consider that as part of our decision as we move forward.</p>
<p>Other Regulatory process</p>	
<p>Hello Does the Canadian Navigable Waters Act apply and how is it being addressed?</p>	<p>RVYC: Transport Canada has mandate in ensuring the public right to navigate is maintained. TC will be reviewing the application under the Canadian Navigable Waters Act and will also be open to comments on the Common Project Search 30 days starting the second webinar. That information is also available on the RVYC website.</p>
<p>Project and Environmental Review process</p>	
<p>1. Why is the City of Vancouver open to this expansion, when, at the same time, it is reducing car traffic and encouraging bikers? Is this not counterproductive?</p> <p>2. The City of Vancouver markets itself as a city of natural beauty. How is an enlarged boat parking lot beautiful? How does increased boat traffic not deter wildlife from swimming in the area? When I worked at the Convention Centre, a visitor from outside Canada remarked on the early morning view, "This scenery makes me want to be a better person." Do you think he would have made the same comment if he looked out on a boat parking lot?</p>	<p>Vancouver Fraser Port Authority: Thanks Pam, so as Chris had mentioned in the intro the proposed project is located in the jurisdiction of the port authority and through our project environmental review process we carefully review and consider projects that are proposed within the port's jurisdiction. Our reviews are broad and encompass a range of potential impacts from projects proposed including environmental and visual impacts as had been mentioned in the enquiry. We are the team specialists who are reviewing this proposal and this review is concurrent to the current public engagement process. In order to capture the City of Vancouver's feedback as suggested in the question, as the city is an important stakeholder,</p>

Question/ Comment	Response
<p>3. The rowers add to the healthy living, clean air picture. Why would the city consider restricting rowers and prevent them from healthy social exercise? IF the city wants to consider the local residents and the visitors to the Coal Harbour area, this expansion will NOT be allowed.</p>	<p>we have invited them to take part in our stakeholder consultation process which also runs concurrent to this public engagement.</p>
<p>How was the information for this meeting publicized? You mentioned an announcement in the newspaper, can you tell us which paper and when this announcement appeared?</p>	<p>RVYC: An advertisement was placed in the Vancouver Sun newspaper on June 2, 2020 and in the Georgia Straight newspaper on June 4, 2020 (also available in the online editions). A postcard was delivered to residences and businesses in Coal Harbour prior to the start date of June 2, 2020. The Royal Vancouver Yacht Club also posted geographic targeted social media posts for the Coal Harbour and West End neighbourhoods and sent multiple emails to the RVYC members encouraging them to share the information widely with their networks.</p> <p>Vancouver Fraser Port Authority: As part of the PER public engagement requirements for a Category C review process, the applicant was required to notify the public of the engagement process. These requirements are set out in the PER External Guidelines for Public Engagement document, which can be found on the port authority website. These guidelines have further been supplemented with guidelines for engagement during COVID-19.</p> <p>The applicant, in line with current and new engagement policies placed advertisements in the Vancouver Sun newspaper on June 2 and Georgia Straight newspaper on June 4, 2020. The engagement sessions have been promoted widely on social media using geographic and interest-based targeting tools. Notification was also sent by the applicant to the Vancouver Rowing Club and to the Coal Harbour Residents Association. The resident's association sent out an email to their membership. RVYC's membership was also notified and asked to widely disseminate.</p>
<p>How many RVYC members are employed by VFPA and what is done to fully avoid conflict of interest?</p>	<p>Vancouver Fraser Port Authority: A few port authority employees are members of RVYC. All port authority employees are required to disclose conflicts of interest in accordance with our code of</p>

Question/ Comment	Response
	conduct and are required to recuse themselves from decision making processes where they have a conflict of interest.
The manager of planning, Chris Bishop, stated one of the three pillars of the Port mandate is "consideration of the local community". How does allocation of a large expanse of water at the narrowest point to a single user meet the Port mandate?	Vancouver Fraser Port Authority: No decision has been made on the proposed project at this time. The proposed project is currently in the application review phase under the port authority's Project and Environmental Review (PER) or permitting process. All proposed works within the port authority's jurisdiction are carefully reviewed through our PER process. The PER process evaluates physical works and activities proposed to take place within our jurisdiction, to ensure works will not likely cause significant adverse environmental effects and takes into consideration the interests of local communities.
For Port: How controversial would you say this project is compare to the other projects that the Port reviews?	Vancouver Fraser Port Authority: All proposed works within the port authority's jurisdiction are carefully reviewed through our Project and Environmental Review process. The PER process evaluates physical works and activities proposed to take place within our jurisdiction, to ensure works will not likely cause significant adverse environmental effects, and takes into consideration the interests of local communities. While some projects draw more public interest than others, all projects are evaluated by the PER process.
For Port: Are there any members of the Royal Vancouver Yacht Club on the Board of Directors of the Port?	Vancouver Fraser Port Authority: Yes, and they have disclosed this in accordance with our code of conduct. Please note that the board of directors has delegated authority for permitting decisions to management and will have no involvement in the process.
For Port: Are there any members of the Royal Vancouver Yacht Club in senior staff roles at the Port of Vancouver?	Vancouver Fraser Port Authority: The project and environmental review team is aware of one member of the executive who is an honorary member. Please see the response below.
For Port: Are there any members of the Royal Vancouver Yacht Club who are involved in reviewing this project?	Vancouver Fraser Port Authority: There are no members of the project and environmental review team for this project who are members of the Royal Vancouver Yacht Club.

Question/ Comment	Response
<p>Mail drop? I live in Coal harbour and I didn't not receive any notice of this consultation. I only know if it because I am a Rowing club member. I question the knowledge of the public for today's consultation.</p>	<p>RVYC: A postcard was delivered to residences and businesses in Coal Harbour prior to the start date of June 2, 2020. An advertisement was placed in the Vancouver Sun newspaper on June 2, 2020 and in the Georgia Straight newspaper on June 4, 2020 (also available in the online editions). The Rowing Club was notified by mail and the Coal Harbour Residents Association was notified by email and they sent an email to their members. The Royal Vancouver Yacht Club also posted geographic targeted social media posts for the Coal Harbour and West End neighbourhoods.</p> <p>Vancouver Fraser Port Authority: As part of the PER public engagement requirements for a Category C review process, the applicant was required to notify the public of the public engagement process. These requirements are set out in the PER External Guidelines for Public Engagement document, which can be found on the port authority website. These guidelines have further been supplemented with guidelines for engagement during COVID-19.</p> <p>As per the guidelines, a mail drop notification map area was provided to the applicant in order to satisfy the port authority requirements for a mail drop. The map is a geographic area drawn within a 500 m radius of the proposed project site. This is a standard procedure within the PER process. Depending on where the attendee who asked the question lives, they may not have received a notice.</p> <p>The applicant, in line with current and new engagement policies, also placed advertisements in the Vancouver Sun on June 2 and Georgia Straight newspaper on June 4, 2020. The engagement sessions have been promoted widely on social media using geographic and interest-based targeting tools. Notification was also sent by the applicant to the Vancouver Rowing Club and to the Coal Harbour Residents Association. The resident's association sent out an email to their membership. RVYC's membership was also notified and asked to widely disseminate.</p>

Question/ Comment	Response
<p>Will there be an opportunity for another webinar discussion in light of all of the questions that have been asked in the 2 webinars</p>	<p>Vancouver Fraser Port Authority: The port authority is of the opinion that the applicant has followed the port authority's new public engagement requirements during COVID-19. They have provided a range of input opportunities, given the current requirements for social distancing, including two webinars, an online survey, and the option for people to request one-to-one phone or email response (604.224.4400 or CHExpansion@royalvan.com) directly with a representative from the project team.</p> <p>The applicant and the port authority have both committed to responding in written form to all questions raised during the two webinar events. The Q&A documents will be sent out to all attendees and will be posted on the two organizations websites respectively.</p> <p>All input received from the public will be reviewed as part of the PER process. This includes all written responses (letters and emails), phone calls, questions raised in webinars and questionnaire responses.</p> <p>All feedback will form part of the engagement summary and consideration reports which again are reviewed as part of the PER review.</p> <p>The port authority would encourage all to provide their thoughts on the expansion project via the various avenues available.</p>
<p>Does VFPA consider RVYC's application to be complete at this time? What is the VFPA's timeline for its decision?</p>	<p>Vancouver Fraser Port Authority: Through our PER process, we fulfill our federal responsibilities under the Canada Marine Act and the Impact Assessment Act, carefully reviewing and considering potential effects from all proposed project development on federal lands and waters, and neighbouring communities before determining if a project should proceed.</p>
<p>How does VFPA consider and weigh various inputs from stakeholders to arrive at its decision.</p>	<p>Vancouver Fraser Port Authority: Decisions are based on careful review and consideration of potential effects from a project's possible development on federal lands and waters, and a project's impacts on neighbouring communities.</p> <p>All studies, reports, engagement input, site visits, observations, historic knowledge and public,</p>

Question/ Comment	Response
	<p>stakeholder and Indigenous comments and feedback are considered as part of any decision.</p>
<p>Does VFPA disclose the reasons for its decision and approach used to arrive at their decision?</p>	<p>Vancouver Fraser Port Authority: The proposed project is currently in the application review phase under the port authority's Project and Environmental Review (PER) or permitting process. All proposed works within the port authority's jurisdiction are reviewed through our PER process. The PER process evaluates physical works and activities proposed to take place within our jurisdiction, to ensure works will not likely cause significant adverse environmental effects, and takes into consideration the interests of local communities.</p> <p>The Project and Environmental Review process occurs before a decision is made, and involves a broad range of specialists that contribute to the review, including planners, environmental scientists, engineers, consultation professionals and if needed, independent consultants, assess factors such as:</p> <ul style="list-style-type: none"> • Effects on biophysical environment • Changes to traffic and transportation Impact of noise, lighting, views, and other effects on communities • Effects on the rights and interests of Indigenous groups. <p>Should a proposed project be approved, the port authority posts the PER project permit report and the project permit to the port authority's website for public reference.</p>
<p>Question for the Chris Bishop: you stated that this engagement is about how RVYC uses their lease area, not the navigational channel. Can you please explain what this means? Does this mean the port will not be considering impacts to the safety of users of the navigational channel due to the expansion in RVYC's lease area? How does this align with the Port's mandate to manage the waters safely for all Canadians?</p>	<p>Vancouver Fraser Port Authority: What I meant by that statement is that the subject of this evening's public engagement session is the Royal Vancouver Yacht Club expansion, so the work and the changes that they propose to do in and about their lease area and the areas that front onto the Coal Harbour navigational area. And so, in stating that I wanted people to know that we're not debating the navigation area, we're here to hear what people's concerns and comments are on the Royal Vancouver Yacht Club first and foremost. When it comes to safety, of course that is paramount for us, and we do our review, we are</p>

Question/ Comment	Response
	<p>looking at safety and so accessing into the navigation area in Coal Harbour is clearly a safety issue so we will be looking at that and our marine operations crew and other experts are assessing that and how the lease area that RVYC has in their expansion are being factored in to how the channel functions.</p> <p>The proposed project is currently in the application review phase under the port authority's Project and Environmental Review (PER) or permitting process. Safety is an important aspect of our review of the project.</p> <p>The proposed marina expansion and subsequent extension to the applicant's lease area is the focus of the port authority PER process.</p>
<p>Follow up question to Chris Bishop: if a lease was issued for this area, what consultation process was undertaken prior to the lease being issued?</p>	<p>Vancouver Fraser Port Authority: In terms of lease, the existing lease with the Royal Vancouver Yacht Club predates my time with the port authority so I can't speak to the consultation process specifically that was undertaken in that instance. But in terms of this process that we're in right now regarding Royal Van and their proposed works, that lease area against the channel will be considered as part of this lease, it's integral to what they are proposing to do. So, it needs to be considered at the same time. But again, the reason that we are here is to gain feedback and to hear what the public has to say so that we can consider that as part of our decision as we move forward.</p> <p>The proposed marina expansion and subsequent extension to the applicant's lease area is the focus of this review. Therefore, all consultation, including this information session, forms part of the broader ongoing engagement on this proposed project and will be considered as part of the proposed extended lease area.</p>
<p>The questions at this open house appear to have been stacked with "soft ball" questions that will enable RVYC and the Port to avoid speaking to the concerns raised by other community members. Instead they will be addressed in a copy and paste exercise, much like the lazy and</p>	<p>Vancouver Fraser Port Authority: The questions answered during the June 24 webinar were received either in advance of the webinar, submitted via email from the public, or typed by attendees during the session itself.</p> <p>As noted by the moderator during the event, questions were answered in the order they were</p>

Question/ Comment	Response
<p>dismissive consultation record compiled from the previous open house.</p>	<p>received. All questions are reported in this document for transparency and all questions have been answered.</p> <p>The port authority is of the opinion that the applicant has followed the port authority's new public engagement requirements during COVID-19. They have provided a range of input opportunities, given the current requirements for social distancing, including two webinars, an online survey, and the option for people to request one-to-one phone or email response (604.224.4400 or CHExpansion@royalvan.com) directly with a representative from the project team.</p> <p>All input received from the public will be reviewed as part of the PER review process. This includes all written responses (letters and emails), phone calls, questions raised in webinars and questionnaire responses. All feedback will form part of the engagement summary and consideration reports will be submitted for reviewed as part of the PER review.</p> <p>The port authority would encourage all to provide their thoughts on the expansion project via the various avenues available.</p>
<p>If this proposal is accepted or denied, what appeal process exists to have the decision reviewed and or reversed? At what point does the decision become final?</p>	<p>Vancouver Fraser Port Authority: That is a fairly technical question and one that we would want to make sure that we have correct procedurally. That would be one that we would take offline and get back to you with in terms of sort of steps that would be taken in that situation.</p> <p><i>Update:</i> The port authority does not have an internal appeals process. We apologize for any confusion from our preliminary response.</p>
<p>Why do you waste everybody's time with this useless filibuster on softball questions that were probably submitted by the proponent themselves?</p>	<p>Vancouver Fraser Port Authority: The questions submitted before, during and after the public engagement sessions were not submitted by the port or proponent.</p>
<p>Are members of the public participating in this webinar, or is it RVan members only?</p>	<p>Vancouver Fraser Port Authority: I don't know who is participating today because I can only see names I don't know what group people are affiliated with but this is part of the public engagement process so the applicant posted adverts in the newspaper, there was a mail drop,</p>

Question/ Comment	Response
	<p>there's been social media posts inviting people to participate in this event. So, it's open to everybody in the public, whether they belong to the rowing club, the yacht club or they live in Coal Harbour, it is open to all. And to follow up on what Regan said earlier, we'd like to point out that no decision has been made at this time. We would really like to encourage everybody to participate in the feedback, so if you've asked a question tonight that's great. If we don't get a chance to get to it today it will be followed up through the Q&A process which will be posted on the Yacht Club's website and the port authority's website. And also form part of the review. We also have an online engagement survey which you can find through the yacht club's website. And as of today, I understand at least 500 people have submitted their comments, which is great. So, we really would encourage everybody to give their thoughts and feedback and it all is part of the review process that we undertake.</p>
<p>Please explain how this constitutes a public consultation session when we are not entitled to speak, and we can't see other questions being submitted?</p>	<p>Vancouver Fraser Port Authority: In light of COVID-19 the port authority released new guidelines for public engagement during COVID-19, which provides guidelines for engagement practices that adhere to health authority guidelines for physical distancing, while continuing to facilitate important discussion and obtain feedback about projects. The COVID guidelines are an addendum to the existing Project and Environmental Review (PER) public engagement guidelines, with a lens for remote and digital engagement to be undertaken while physical distancing recommendations are in place. As per the new COVID guidelines, the public engagement period for this Category C project has also been extended from 20-business days to 25-business days to accommodate additional participation.</p> <p>To align with these guidelines, the applicant chose to run the webinar with all participants in mute mode to ensure the technology worked efficiently and effectively for all. This practice is in line with other engagement processes currently run by the port authority and external organizations such as municipalities and others. It is standard for written</p>

Question/ Comment	Response
	<p>questions to be submitted prior to or during an event.</p> <p>While we acknowledge the frustration felt by attendees, the port authority reiterates that the applicant has set up a dedicated telephone number and email address to receive feedback on the proposed project. Members of the public can request to speak to the applicant directly and all calls and emails form part of the engagement summary and consideration reports, which will be reviewed as part of the PER process prior to a decision being made.</p> <p>The port authority has confirmed with the applicant that GoToWebinar does not have the ability for participants to view submitted questions. Prior to the second webinar the port authority worked with the applicant to see if alternative ways for questions to be submitted would be possible. In light of this change, participants were requested to submit written questions in advance. These were incorporate into the presentation (unless they were received after the 3pm cut off time, in which case they were read out during the event itself). One of the positive aspects of a purely digital process is that all questions submitted are recorded (as written) and will form part of the engagement process. The applicant committed publicly to answering all questions submitted during the event.</p>
<p>Why did the rowers get to expand their mooring area? Did they go through the same process to do that?</p>	<p>Vancouver Fraser Port Authority: A PER project permit was approved in November 2016 which allowed the Vancouver Rowing Club to extend portions of their existing marina, known as “Docks C, D and E”. The PER project number is: No. 15-257. The project was reviewed as a Category B project and did not require any public engagement (although stakeholder and Indigenous engagement was undertaken). The permit allowed the Vancouver Rowing Club to add up to 19 additional berths for recreational vessels ranging from 9m (30ft) up to 23m (75ft) in length. The project also increased the Clubs lease area to accommodate the extensions. The increase was approximately 1609 square metres (17,319 sq ft).</p>

Project and Environmental Review process – Indigenous Consultation

Question/ Comment	Response
<p>The Squamish First Nation appears to have a strong connection to the area in question. Is there a report outlining the results of First Nation consultation process with the Squamish First Nation and other Rights holder First Nations in the area?</p>	<p>Vancouver Fraser Port Authority: The port authority is consulting with Indigenous groups on the proposed project application, including Squamish Nation. A summary of these comments would be made available in the PER Report, should the proposed application be approved.</p>
<p>Project and Environmental Review process – Stakeholder Consultation</p>	
<p>If the Vancouver Rowing Club, Rowing BC and Rowing Canada are greatly concerned with the ability for rowers to train and be safe, why does the Port of Vancouver feel otherwise? *</p>	<p>Vancouver Fraser Port Authority: No decision has been made on the proposed project at this time. The proposed project is currently in the application review phase under the port authority's Project and Environmental Review (PER) or permitting process. The Vancouver Rowing Club have been engaged as part of the stakeholder consultation process which forms part of this Project and Environmental Review. VRC have been requested to provide their feedback on the proposed project which will be considered as part of our review.</p>
<p>Why would the Port of Vancouver accept the assertion of RVYC that rowing would be unaffected in Coal Harbour when The Vancouver Rowing Club, Rowing BC and Rowing Canada are emphatic that rowing would be severely compromised for its two hundred members in the rowing section and the hundreds of Vancouver citizens who take Learn to Row lessons? *</p>	
<p>Will the governing bodies for rowing- Rowing BC and Rowing Canada- be consulted to provide information about sport specific training environments for community rowers on multi-use waterways? (and not the racing/competition field of play technical specifications that were referenced earlier) *</p>	<p>Vancouver Fraser Port Authority: The Vancouver Rowing Club has been engaged as part of the stakeholder consultation process, which forms part of this Project and Environmental Review. While Rowing Canada and Rowing BC have not been formally consulted through the port authority's Project and Environmental Review process, the port authority encourages the Vancouver Rowing Club to incorporate comments received from their governing bodies.</p>
<p>Rowing Canada say: "We concur with the concerns the [Vancouver Rowing] club has outlined regarding the RVYC proposal and also think that proceeding with the expansion as described would compromise rowing in Coal Harbour." How do you respond to this? *</p>	
<p>Rowing BC says: "The Royal Vancouver Yacht Club's proposed expansion project will make it difficult to maintain the minimum level of safety required for rowing to continue on Coal Harbour." How do you respond to this? *</p>	
<p>The experts in this space are the Vancouver Aquarium... have they endorsed the project?</p>	<p>Vancouver Fraser Port Authority: The Vancouver Aquarium have not been identified as a stakeholder in Coal Harbour. They may submit comments or concerns through the public engagement forum, the dedicated phone number</p>

Question/ Comment	Response
	<p>or email address as posted, should they wish to provide information or comments.</p>
<p>Who is being consulted in the stakeholders engagement process?</p>	<p>Vancouver Fraser Port Authority: The port authority has reached out to the following stakeholders through the stakeholder consultation process which is conducted concurrently to the public engagement process:</p> <ul style="list-style-type: none"> • City of Vancouver • Vancouver Parks Board • Transport Canada • Vancouver Rowing Club • Mainstream Properties • SWA Vancouver Hotel Nominee Inc. <p>The port authority will engage with interested stakeholders directly to ensure that their feedback on the proposed project is considered as part of the overall review.</p>
<p>Spencer Chandra-Herbert, MLA for Vancouver West End, says " I believe the changes would make it much more dangerous for rowers, and other local users of the water, and would disrupt our local maritime tourism, and active sport economy for little benefit. These proposed changes would have long term negative community, economic and environmental impact and for these reasons, I do not support this proposed expansion." How do you respond to this?</p>	<p>Vancouver Fraser Port Authority: Spencer Chandra-Herbert, MLA for Vancouver West End corresponded with the port authority in May 2019 regarding concerns his constituents had raised with regards to the proposed project, as well as voicing his own thoughts. The port authority responded to Mr. Chandra-Herbert thanking him for his comments, explaining the port authority PER process in more detail, and inviting him to meet with us should he require any additional information. The port authority committed to notifying the MLA's office once the public engagement process was underway for the proposed project. A notification was sent on May 28, 2020 regarding the June 2 - July 7 consultation period.</p> <p>Mr. Chandra-Herbert's comments will be reviewed, along with other letters and emails received by the port authority prior to the start of the formal public engagement process, as part of the PER review process.</p>
<p>Kennedy Stewart, Mayor of Vancouver, says "City Council shares the VRC's concerns that the proposed expansion of the Royal Vancouver Yacht Club's (RVYC) marina, and subsequent</p>	<p>Vancouver Fraser Port Authority: The City of Vancouver has been engaged as part of the stakeholder consultation process which forms part of this Project and Environmental Review. The</p>

Question/ Comment	Response
<p>narrowing of the Coal Harbour waterway, will have a negative impact on its rowing programs by increasing the number of large motorized boats in the waterway and reducing sight lines." How do you respond to this?</p>	<p>City has been requested to provide their feedback on the proposed project, which will be considered as part of our review.</p>
<p>In a video released by the Rowing Club in summer 2019, Dr. Don Arnold and Derek Porter – both Olympic rowers who won gold for Canada – say that proceeding with the Yacht Club’s expansion plans would likely cause the destruction of the Vancouver Rowing Club. How do you respond to this?</p>	<p>Vancouver Fraser Port Authority: The Vancouver Rowing Club has been engaged as part of the stakeholder consultation process, which forms part of this Project and Environmental Review. VRC have been requested to provide their feedback on the proposed project which will be considered as part of our review.</p>
<p>Project Benefits</p>	
<p>How many visiting vessels do you see in a year? Do you really think this is a significant enough contribution to the Vancouver economy that justifies taking space away from the public?</p>	<p>RVYC: In a 5-year period there have been 213 guest moorages. Guests can stay for two weeks at Coal Harbour Marina.</p> <p>This project addresses the growing demand for moorage at Coal Harbour and opportunities to enhance environmental protection by replacing aging infrastructure including removing creosote coated wood piles and installing replacement boat sheds with the latest environmental features and fire protection systems. RVYC members and visitors contribute to the local economy.</p> <p>Boater safety is improved for all Coal Harbour users by reconfiguring the marina to provide safer entry and exits points from RVYC by eliminating any need for boats to reverse out of the marina.</p> <p>RVYC has a ranking of 4 out of 5 anchors from the Clean Marine BC program, the only marina with this ranking in the Coal Harbour Basin, and this project will help meet the commitment to obtain a 5 out of 5 anchors ranking.</p>
<p>You earlier stated the economic value of this project proceeding. What is the economic benefit to the Vancouver community (estimated dollar over three-year period)? Additionally, what revenue at risk assessments have been done to evaluate what revenue may be lost by other entities due to this project?</p>	<p>RVYC: This is a \$12 million project will create a significant number of jobs during construction.</p> <p>The environmental improvements benefit habitat in the Coal Harbour basin and the new infrastructure will improve aesthetics for neighbours in the harbour. Also, the RVYC Coal Harbour marina provides significant employment within our community and supports many small businesses in the area.</p>

Question/ Comment	Response
	<p>There are also additional lease revenues paid to the port authority for their ongoing operations. The lease agreements are negotiated after the project is approved.</p>
<p>The justification for the project seems to be: safety, replacement of aging infrastructure, as well as alleged benefits to the environment... Can those objectives not be achieved without requiring more space and adding 47 new slips? The new slips benefit the RVYC only, and not any other user of the waterway. *</p>	<p>RVYC: This project addresses the growing demand for moorage at Coal Harbour and opportunities to enhance environmental protection by replacing aging infrastructure including removing creosote coated wood piles and installing replacement boat sheds with the latest environmental features and fire protection systems. RVYC marina, its members and visitors contribute to the local economy.</p> <p>Boater safety is improved for all Coal Harbour users by reconfiguring the marina to provide safer entry and exits points from RVYC by eliminating any need for boats to reverse out of the marina.</p> <p>RVYC has a ranking of 4 out of 5 anchors from the Clean Marine BC program, the only marina with this ranking in the Coal Harbour Basin, and this project will help meet the commitment to obtain a 5 out of 5 anchors ranking.</p> <p>RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process.</p> <p>We have considered many different layouts over the history of this project and the current layout emerged as the most efficient use of space. Our commercial lease in this waterway comes with obligations and rights between the port authority and the RVYC. We are applying for authorization to expand in accordance with the same rules and regulations that pertain to all commercial leaseholders. We believe that even with our proposed expansion, there is space for everyone to safely use the channel.</p> <p>This is a \$12 million project will create a significant number of jobs during construction.</p> <p>The environmental improvements benefit habitat in the Coal Harbour basin and the new infrastructure will improve aesthetics for neighbours in the harbour. Also, the RVYC Coal Harbour marina provides significant employment</p>

Question/ Comment	Response
	<p>within our community and supports many small businesses in the area.</p> <p>There are also additional lease revenues paid to the port authority for their ongoing operations. The lease agreements are negotiated after the project is approved.</p>
<p>I note that neither safety nor the environment were mentioned by Ron in his explanation as to why RVYC cannot entertain the option of replacing infrastructure without expanding its footprint. I have also heard that the benefit is to RVYC members and their yachting guests from reciprocating clubs. How can this project be seen as a winning solution for Vancouverites? *</p>	<p>RVYC: This project addresses the growing demand for moorage at Coal Harbour and opportunities to enhance environmental protection by replacing aging infrastructure including removing creosote coated wood piles and installing replacement boat sheds with the latest environmental features and fire protection systems. RVYC members and visitors contribute to the local economy.</p> <p>Boater safety is improved for all Coal Harbour users by reconfiguring the marina to provide safer entry and exits points from RVYC by eliminating any need for boats to reverse out of the marina.</p> <p>RVYC has a ranking of 4 out of 5 anchors from the Clean Marine BC program, the only marina with this ranking in the Coal Harbour Basin, and this project will help meet the commitment to obtain a 5 out of 5 anchors ranking.</p> <p>RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process.</p> <p>We have considered many different layouts over the history of this project and the current layout emerged as the most efficient use of space. Our commercial lease in this waterway comes with obligations and rights between the port authority and the RVYC. We are applying for authorization to expand in accordance with the same rules and regulations that pertain to all commercial leaseholders. We believe that even with our proposed expansion, there is space for everyone to safely use the channel.</p> <p>This is a \$12 million project will create a significant number of jobs during construction.</p> <p>The environmental improvements benefit habitat in the Coal Harbour basin and the new</p>

Question/ Comment	Response
	<p>infrastructure will improve aesthetics for neighbours in the harbour. Also, the RVYC Coal Harbour marina provides significant employment within our community and supports many small businesses in the area.</p> <p>There are also additional lease revenues paid to the port authority for their ongoing operations. The lease agreements are negotiated after the project is approved.</p>
<p>Beyond the RVYC and their members, who will benefit from this expansion?</p>	<p>RVYC: Well we do get a lot of guests coming in to use our facilities. We have a reciprocal exchange sort of program with other yacht clubs and we have at least 53 different clubs that we have reciprocal agreements with. And we're open to any recognized yacht club using our facility. So that's probably the primary group. I guess it is a bit of an economic opportunity for Vancouver as well. I mean it's additional vessels, they generate revenue and keep local businesses busy so there's benefits there too. Thank you.</p> <p>This is a \$12 million project will create a significant number of jobs during construction.</p> <p>The environmental improvements benefit habitat in the Coal Harbour basin and the new infrastructure will improve aesthetics for neighbours in the harbour. Also, the RVYC Coal Harbour marina provides significant employment within our community and supports many small businesses in the area.</p> <p>There are also additional lease revenues paid to the port authority for their ongoing operations. The lease agreements are negotiated after the project is approved.</p>
<p>Why not just replace the rotting infrastructure rather than expand the footprint?</p>	<p>RVYC: Well we could do that, the problem with it is there's been a long-term request, demand, by our members for more moorage. I mean there is a greater need for moorage kind of everywhere in the Lower Mainland so that's what the big driver was behind this project to start with. We then got into recognizing that we needed to do some more work inside the marina itself because of the age of it all and then further recognized as we combine the two together you can get a much more efficient layout, utilize the space better, and</p>

Question/ Comment	Response
	<p>hopefully not impinge on the channels all that much. So that is kind of what got us to where we are. So, the process of replacing just the inside of the marina doesn't rally meet our goals for our members. But, well I guess that's the answer.</p>
Recreational Boating	
<p>I'm not sure who can answer these for me. Please try. I live near the lagoon and want to use coal harbour for kayaking.</p> <p>I read on a port of Vancouver brochure that there was supposed to be no sailing, rowing, or paddling in that area of coal harbour. Do I have to be a member of the rowing club to be able to row or kayak in coal harbour?</p> <p>If I don't need to be a member of a private club, where are the public supposed to access the channel?</p> <p>If I do need to be a member of a private club, can I join any private club or only the rowing club?</p> <p>Can I buy a rower shell and use the space? I don't want to row in English Bay.</p> <p>Also, I read about the yacht club making money from getting more space. Do they pay for that space? Do all the marinas pay the same amount for their space? What does the port do with that money?</p> <p>I like that it seems like the yacht club wants to improve the environment, but does that help if even if the other marinas are not doing the same? Are they cleaning up after the other yachters? Can I read all the questions and answers somewhere?</p>	<p>Vancouver Fraser Port Authority: Unfortunately kayaking is not permitted in Coal Harbour, and this is stated in our port information guide. And if you do want to row in Coal Harbour, you will have to be a member of the Vancouver Rowing Club and it is my understanding the Vancouver Rowing Club does not, that kayaking is not part of their thing, they are a rowing club. So that's sort of your in is with the Vancouver Rowing Club for rowing only. In terms of access to the channel for the public that's actually by water through the inner harbour and past Deadman's Island, there's no land access for the public within Coal Harbour itself. So yes, you do need to be a member of a club and I would say for Coal Harbour that is the rowing club.</p> <p>There are leases throughout the Coal Harbour basin if you will and you know those are needed or used for managing and maintaining our leases throughout the port authority and they're reflective of the cost to do that. Yeah that is sort of the simplest answer.</p> <p>Additionally, for context to some of the questions in this section, as outlined in the Port of Vancouver Port Information Guide pg. 129: "For safety reasons, vessels engaged in fishing, personal watercraft such as jet skis, row boats, canoes and vessels, sailing or proceeding without mechanical power, are not permitted within the boundaries of First Narrows TCZ (TCZ-1), Second Narrows TCZ (TCZ-2) and all areas of Vancouver Harbour in between."</p> <p>RVYC: We do a lot of things for the environment the first thing I wanted to say is that I think all the marine users in the basin are trying to keep the place clean we're all very concerned with the environment, we are out on the water all the time and we want to see a clean environment as best as we can.</p>

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	<p>At Royal Van, this would be year number 3 Covid permitting, but we do a shoreline clean up around the Coal Harbour basin, we pick up bits and pieces of garbage that have accumulated in the inter tidal zone and we find some really bizarre things, I found a toilet one year, we find hypodermic needles and other plastic and microplastics and things like that.</p> <p>We also have safety checks that we check the inside of the boats to make sure their bilges are clean, and that people are doing good housekeeping practices with that. And one thing that we are really excited about is we purchased a Seabin machine, you can actually go online and look at the Seabin, and it's a machine that sits in the water and it collects all the surficial debris in and around the area very gently and you get about a five gallon pail you know microplastics and bits and pieces that are floating around in the basin and we empty that several times a day. And that's been a great success its cleaning up all the debris that comes through a little bit of the oil sheen that shows up throughout the basin, to all sorts of activities you know draining from the parking lots and that sort of thing. We're pretty excited about it and we do improve the environment and I honestly believe everyone else is on the same page there and they are trying to do their best. Thank you.</p> <p>Vancouver Fraser Port Authority: We have an environmental programs department within the port authority, and they have a number of initiatives throughout the port to ensure sustainable practices at the various, not just marinas but terminals and other lease areas governed by the port authority.</p>
<p>Thank you for all the time. If you need to answer the other questions in the printed Q&A, that is fine. I found the last one. I'm disappointed that I can't use the space, but I like the info. thx.</p>	<p>RVYC: Thank you for taking the time to participate and we are happy to answer additional questions at any time.</p>
<p>To the Port of Vancouver, how does the proposed expansion of RVYC correlate with the accessible water strategy of the Parks Board and City of Vancouver?</p>	<p>Vancouver Fraser Port Authority: The port authority manages the lands and waters under the federal legislation, Canada Marine Act. As outlined in the Port of Vancouver Port Information Guide pg. 129: "For safety reasons, vessels engaged in fishing, personal watercraft such as jet skis, row</p>

Question/ Comment	Response
	<p>boats, canoes and vessels, sailing or proceeding without mechanical power, are not permitted within the boundaries of First Narrows TCZ (TCZ-1), Second Narrows TCZ (TCZ-2) and all areas of Vancouver Harbour in between.”</p>
<p>The availability of safe waterways for recreational users (canoes, kayaks, rowing, dragon boating, sup, outriggers, etc... Both Coal Harbour and False Creek are becoming havens for powered craft at the expense of recreational users. Why are recreational users continually getting a back seat?</p>	<p>Vancouver Fraser Port Authority: Coal Harbour falls within the port authority jurisdiction, while False Creek does not.</p> <p>As identified in the answer above, the port authority manages the lands and waters under the federal legislation, Canada Marine Act. As outlined in the Port of Vancouver Port Information Guide pg. 129: “For safety reasons, vessels engaged in fishing, personal watercraft such as jet skis, row boats, canoes and vessels, sailing or proceeding without mechanical power, are not permitted within the boundaries of First Narrows TCZ (TCZ-1), Second Narrows TCZ (TCZ-2) and all areas of Vancouver Harbour in between.”</p>
<p>In a busy waterway why are the rowing shells allowed to row backward at three times the posted speed limit with no chase boats to monitor their safety?</p>	<p>Vancouver Fraser Port Authority: Again, not being a rower myself, but I can understand the question for sure. The channel, again, is, is not a navigation channel. It is navigable, you can take a boat in there and I just want to clarify that bit of nuance in language, but it's not something that's, that's published on a navigation chart or any kind of publication. Hence our use of the word is administrative. In that sense, you know, the port authority does not police, for lack of a better word, or monitor the use of the channel in terms of boat speeds and those sorts of things on a regular basis. And so, it's really up to the members are the source. The members to users certainly in this case would be the rowing club members to operate in a safe manner.</p>
<p><i>RVYC Operations and Financial information</i></p>	
<p>I read that these new slips will be sold for lump sums of up to \$150,000. Given that RVYC membership is by invitation only, and costs up to \$29,000 to join, how does the club feel that this expansion offer any real accessibility to the general public (as opposed to the very wealthy) to waterfront in our city's most popular park?</p>	<p>RVYC: There are several parts to that, first of all we are a non-profit organization. We set rates for our members based on recovering each year's cost and we are not selling the slips. I know there's been some weird statements on various social media sites and websites and so on that say we are selling the slips. That simply isn't true. You can't believe everything you read online.</p>

Question/ Comment	Response
	<p>The members have voted about 81% to pay for this project. And they are paying for it through increases in moorage costs and through special assessments to pay for the entire cost of the project. What we have done in the past and are doing in this case for some of our slips, the new ones the net new ones, because we're building many new slips remember, there's only 47 that are additional to the total count. So out of those what we are asking our members to do that take those slips is to pay moorage in advance. So, they will be paying a number of months of moorage in advance.</p> <p>That gives us some cash to build the marina, rather than borrowing money. And then the member uses that slip and does not pay monthly moorage until that moorage value is used up. The club gets a lump sum loan from the member, based on his monthly moorage, and foregoes monthly revenue from that slip until that pre-paid moorage is paid down. And that's the process. It's not purchasing the slip, the assets remain with the yacht club, they always do, they're always rented, and they're always rented to members.</p>
<p>Is the club invitation only?</p>	<p>RVYC: Anyone can apply for membership in the Royal Vancouver Yacht Club.</p>
<p>How many additional RVYC members will this expansion provide?</p>	<p>RVYC: The expansion does not provide for new members. New membership application is a separate process conducted by our executive and administration. We have 300 current members currently on a waitlist because they have moorage at other facilities but would like to acquire moorage at Coal Harbour. This is the need that this project addresses.</p>
<p>What are the repercussions for members if they don't obey the courtesy signs?</p>	<p>RVYC: Well I guess we have essentially a staged disciplinary process. I mean obviously the first thing we do is talk to the individual and address the issue. If there is continued bad behaviour that gets referred to our membership committee and if the behaviour is bad enough, they will be asked to leave the club.</p>
<p>1) How many rowing shells are there and how many motorized vessels are moored in the marinas in Coal Harbour?</p>	<p>Vancouver Fraser Port Authority: That's a tricky one and one that I don't have on the top of my head. So, I would have to get back to you with that number and, again, that can change depending on</p>

Question/ Comment	Response
<p>2) Is RVYC a not-for-profit organization?</p>	<p>the day how many boats are within the basin versus out.</p> <p>RVYC: Yes, we are a non-profit organization. I guess that's one way in which the Rowing Club and us are very similar we are both non-profit organizations. In terms of the number of vessels, in the information that we have, I guess, around a thousand vessels moored in the harbor, plus or minus. I mean, we've got about 320 currently in our marina, I think, the Rowers have probably closer to 270, something like that, and then there's all the other side. And I think some of the discussions with the Rowers, say, have about 25 plus rowing shells something in that order? I think those numbers need to be checked and confirmed as the numbers, and I recall.</p>
<p>Q1: Where is the marina planning to accommodate visitors and tourist mooring who would not necessarily be familiar with the local traffic pattern and different water users in the area?</p> <p>Q2: 47 new slips with 12 of them (for the bigger boats) located in the navigation channel will have a big impact in the flow of traffic - how will reducing the channel size help to minimize the potential conflict?</p>	<p>RVYC:</p> <p>Q1: Visitors are assigned moorage slips, within the Marina, that are vacant when members are out using their vessels. The visiting vessels would enter and leave at one of the two proposed access channels which will improve safety significantly.</p> <p>Q2: Reducing the number of entrances into the channel from the RVYC marina will significantly increase safety. Mirrors installed on "K" Float will also help RVYC members to see oncoming traffic. There will be a long, wide space to the west of "K" Float for vessels to observe and hold if necessary and wait for traffic to pass. The new marina design eliminates vessels backing out directly into the channel. In 2019, under a separate permit, we removed four slips from "I" Float adjacent to the west entrance to provide better access and more space for people using the entrance and for people in the channel.</p>
<p>How often are the RVYC yachts actually used? As someone that has observed the waterway for years and years, most yachts are PARKED there vs actually used more than once or twice a year. I am extremely confused how this project be approved to take away waterway from us rowers that use it daily? To take away an environmentally friendly activity for people of all ages? To prevent</p>	<p>RVYC: RVYC vessels are used year-round, but a casual observer may not see that. Some vessels are in sheds and it is difficult to see if they are there or not. All vessels leaving the marina need to file a sailing plan stating how long they are away. Vacant slips are usually filled by other members with vessels on the moorage waiting list who want to spend time in Coal Harbour. The marina looks full, but there is a lot of movement. In fact, it is club policy that members vessels must</p>

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and limit the ability to teach and bring new people to a sport?	<p>leave the marina at least four times per year. We want the marina for people who are boaters and use their vessels.</p> <p>RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel.</p>
For Mr. Jupp. What is minimum cost for someone to join the Yacht Club, and moor their yacht at the Coal Harbour Marina on an annual basis?	<p>RVYC: Moorage is charged at \$.72 per Sq Ft per month for open moorage. The minimum cost for joining the club is zero, as a junior member. Members who join as adults pay a joining fee based on age. If they require moorage, they are placed on a waiting list. This Coal Harbour wait list already has 300 members on it. It can take anywhere from three to twenty years to be assigned moorage.</p>
Is it not true that the costs of this project by the RVYC is hefty and to reduce the costs to the wealthy individuals that can afford to pay the \$150K per slip plus membership, they are taking away space from us rowers to use the harbour/channel to subsidize their parking lot? How can this be allowed? How can the priority of big expensive yachts that already litter the harbour be chosen over recreational use of the water way? *	<p>RVYC: RVYC does not sell berths or any of its other assets. Berths are leased to members in the same way as other marinas in the area do.</p> <p>Members who will occupy the 47 new slips are asked to prepay their monthly rent to reduce the amount of borrowing for this project. Ownership of the slips will always remain with the club.</p> <p>The members will pay the total cost of this project and it has been approved by over 80% of the voting membership.</p>
Has the RVYC already sold off the 47 yacht berth slips they intend to add as a part of this expansion? *	<p>RVYC: RVYC does not sell berths or any of its other assets. Berths are leased to members in the same way as other marinas in the area do.</p> <p>Members were asked to prepay their monthly rent to reduce the amount of borrowing for this project. Ownership of the slips will always remain with the club.</p>
Safety	
The RVYC has been adamant that this expansion will not only benefit 47 local yacht owners but also visiting yachters who can stay for up to 2 weeks. What plan does RVYC have to ensure that these visitors understand the unique safety concerns with respect to rowers in the channel?	<p>RVYC: RVYC has a campaign in progress, aimed at members, to promote awareness of and safety for rowing sculls and is committed to improving and expanding this program. Visitors are assigned moorage slips within the marina that are vacant when members are out using their vessels. The visiting vessels would enter and leave at one of</p>

Question/ Comment	Response
	the two proposed access channels which will improve safety significantly.
<p>Many of the questions and concerns you have heard from rowers regarding channel access for slips located on K float are due to near misses with the folks across the channel. Happy to have you hear our concerns over these slips and hoping if this float is approved you have a successful education program with all Coal Harbour users that will benefit members of RVYC, VRC and all other parties in the harbour.</p>	<p>RVYC: From a safety concern perspective an awareness and education plan and the creation of a rowing traffic scheme have been identified as best practises to promote safety. RVYC has offered to work with the rowers and other channel users to develop these mitigative measures. VRC agreed on the benefits of these mitigative measures however RVYC awaits a response from VRC on these matters.</p>
<p>I was rowing along the South side of the channel on Tuesday morning. A RVYC yacht came out and travelled dead center down the channel, squeezing me further to the south side. How are you going to make sure the rowers have dedicated space going forward, once you narrow the channel to FISA size lanes (appropriate for experienced rowers in a fully controlled environment?)</p>	<p>RVYC: The administrative navigational channel is 63.4 m wide accommodating 36.4 m (representing 57% of the available administrative channel) for recreational and commercial vessels and 27 m for rowing (representing 43% of the available administrative channel). Under common law rowers have the right to row throughout the entire 63.4 m width provided they do so in a safe manner considering other users.</p>
Technical Studies	
<p>To RVYC, how can you state 65 metres is the width of the channel at VRC's marina when this distance is only at the very, very end of the course where rowers stop?</p>	<p>RVYC: The VRC recently expanded its E dock into the channel and the perpendicular distance from E dock to the opposing water lot on the south shore is 65 m. Their suggested channel width of 80m would result in VRC having to remove part of their own expansion.</p>
<p>How can you equate the Montlake Cut in Seattle to a model for Coal Harbour for rowing when the Cut is bounded by concrete on both sides, no boats and is used primarily for transiting between Lake Union and Lake Washington and twice a year for races without marine traffic and is heavily monitored?</p>	<p>RVYC: The Montlake Cut is recognized as part of a very active multiuse waterway as defined by the Lake Washington Rowing Scheme. Both rowing sculls and commercial and marine traffic use this area and share the waterway. On occasion the areas are closed for racing. The Montlake cut is 45m wide and the Coal Harbour Administrative Channel is 63.4 m wide.</p>
<p>Given tide, wind and steering challenges, does the RVYC seriously think that it is acceptable for two rowing shells travelling in opposite direction to be separated by only 9.5 metres as stated by Russ Tyson, given that there would be no buoys and this is even less than the apocryphal international rowing lane?</p>	<p>RVYC: If two rowing sculls are traveling in opposite directions the total distance separating the 2 sculls is 36.4 m or 119 feet.</p> <p>If rowers were in training and had 2 rowing sculls travelling in one direction and 2 traveling in the other direction, they would have 9.4 m (31 feet) separation distance between them follows The</p>

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	<p>port authority-designated channel of 63.4m (208.4 feet) supports both scenarios.</p> <p>All users of the channel are responsible for the safe operation of their vessels and that includes the rowers. All evidence suggests that with reasonable precautions by all users the channel should be safe.</p> <p>Vancouver Fraser Port Authority: The channel design was accepted by the port authority as it meets industry standards in the form of the 2014 PIANC "<i>Harbour Approach Channels Design Guidelines</i>" and the 2010 FISA "<i>Guidelines for Rowing</i>" having regard for the dimensions and maneuverability of vessels currently operated in this vicinity</p> <p>The strength of prevailing cross winds and tidal currents were also taken into account</p> <p>The port authority also conducted a waterside visual review of the channel which reinforced the perspective that the channel, as re-designed is both safe and suitable for the intended combination of use.</p> <p>Through the Project and Environmental Review process the port authority will review and consider potential impacts of the proposed project on stakeholders.</p>
<p>I am a 3rd year rower at VRC. Please read this question verbatim and do not interpret. Most rowers, like me, are novice - not Olympians. I would like to know what sources you consulted that have indicated that an Olympic size rowing lane is appropriate for amateur rowers. In addition, I would like to know how you will ensure that no other traffic is in the lane at the same time as rowers, which is the same way an Olympic lane would work. Thank you.</p>	<p>RYVC: Ok thank you and thank you for the question. Under the common law right of navigation rowers are allowed to row through the complete extent of 63.4 metres. We are not restricting your ability to row in Coal Harbour. As the VFPA had stated it is an administrative width that we used as a reference to accommodate both commercial and recreational use as well as rowing use in the harbour. But again, we have to recognize that you under common law, or any rower or any user of the waterway have a right to navigate within the entire 63.4 metre channel. And this was just an administrative function to ascertain whether all vessels and users could be accommodated based on existing standards that exist. The FISA guidelines are the international guidelines, as you acknowledge, however when we looked at benchmarks in other countries and</p>

Question/ Comment	Response
	<p>looked at the Canadian Amateur Rowing Association 13.5 metres as a rowing lane did come up. But at the end of the day if there is no multi-use or commercial recreational use happening in the channel you have two inbound two outbound rowing lanes plus 9.4 metres of separation and buffer to accommodate your rowing activities. Thank you.</p>
<p>How does the expansion plan mitigate for the impact on the channel safety for the rowing community? People learn at VRC and that takes a larger safety margin that is greater. Many hundreds of people have experienced the benefits of healthy activity and the beauty of the waters while learning the skills of rowing in VRC in Coal Harbour, without having to own a boat. That is social accessibility.</p>	<p>RVYC: If two rowing sculls are traveling in opposite directions the total distance separating the 2 sculls is 36.4 m or 119 feet.</p> <p>If rowers were in training and had 2 rowing sculls travelling in one direction and 2 traveling in the other direction, they would have 9.4 m (31 feet) separation distance between them follows. The port authority-designated channel of 63.4m (208.4 feet) supports both scenarios.</p> <p>All users of the channel are responsible for the safe operation of their vessels and that includes the rowers. All evidence suggests that with reasonable precautions by all users the channel should be safe.</p> <p>We understand that the channel width in front of the VRC marina is currently 65m wide.</p>
<p>Why did the technical studies conducted by Typlan Planning and Management focus on "Rules of Racing" and FISA racing regulations for rowers - the Coal Harbour waterway is not a racing site as has been stated by the Vancouver Rowing Club on numerous occasions - in both written letters to the port and via the previous engagement process. The validity of these measures as appropriate safety measures are in question - does the Royal Vancouver Yacht Club commit to more appropriate safety reviews? Given this is not a racing site but rather a site used for new and recreational rowers to learn to row additional safety buffers and extra care are required for yachters and rowers to coexist.</p>	<p>RVYC: Thank you, well we've kind of answered the question. We just referenced the FISA guidelines as a proxy. But we also note in those same guidelines they do talk about training requirements, I believe it's rule 56, and it talks about one lane going one way and one outbound lane and one inbound lane separated by another lane or swimming lane of equal distance so that the sculls do not impact on each other. The bottom line is we have one outbound lane, one inbound lane and then a safety lane, or a swimming lane, of 36.4 metres which is equivalent to the recreational and commercial lane that exists in the harbour. We have to understand and recognize that this is a multi-use channel, and we have to accommodate through design various marine type activities. All of which requires certain widths to accommodate use.</p>
<p>Russ mentioned "best practices" in "sharing a multi-use waterways". Please elaborate as to</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to</p>

Question/ Comment	Response
<p>how having one group park in what should be a shared space is a best practice of sharing a waterway.</p>	<p>consider community interests in the project design and as part of the review process. We believe that there is space for everyone to safely use the channel.</p> <p>The VRC requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>This project will improve Coal Harbour boater safety by reconfiguring the marina to provide safer entry and exits points at RVYC and eliminate the need for boats to reverse out of the marina.</p> <p>From a safety concern perspective an awareness and education plan and the creation of a rowing traffic scheme have been identified as best practises to promote safety. RVYC has offered to work with the rowers and other channel users to develop these mitigative measures. VRC agreed on the benefits of these mitigative measures however RVYC awaits a response from VRC on these matters.</p>
<p>What is current boundary based on? In what document?</p>	<p>RVYC: Thanks Pam, so in terms of the boundary I'm going to take that to be the boundary of the lease area that Royal Van is currently operating under versus the area that they're looking to include in their lease, maybe we need some clarification on that. But I guess what that is based on, that's based on a lease agreement with the port authority.</p> <p>Moderator: Ok thanks, it does seem to be there is a few questions from others around the actual water lot lease line so they actually appear to be some pretty technical questions that may need some follow up. What I'll do then is</p> <p>Vancouver Fraser Port Authority: Maybe I can just add, typically the lease areas are based on, obviously negotiation and discussion, but they take into account the areas that are needed for the lessee to operate. So, in order to maneuver boats, to gain access to utilize their lease area. And do it safely.</p>

Question/ Comment	Response
<p>You stated that the expansion would have positive impacts on the local economy. Was a study conducted to quantify this potential impact?</p>	<p>RVYC: No specific economic benefit study was undertaken in accordance with the British Columbia Input Output Model but 47 boats slips assumes an additional 100 consumers frequenting small businesses in the area as well as hiring trades personnel to maintain the vessels.</p> <p>This is a \$12 million project will create a significant number of jobs during construction.</p> <p>The environmental improvements benefit habitat in the Coal Harbour basin and the new infrastructure will improve aesthetics for neighbours in the harbour. Also, the RVYC Coal Harbour marina provides significant employment within our community and supports many small businesses in the area.</p> <p>There are also additional lease revenues paid to the port authority for their ongoing operations. The lease agreements are negotiated after the project is approved.</p>
<p>The Coal harbour area has existed with a certain capacity to support vessels, particularly motor vessels. Why is RVYC not considering expansion elsewhere. When will VFPA and the City define the full capacity of the coal harbour basin. (particularly if sustainability is a consideration - given the majority of the slips proposed at RVYC are considered for motor vessels which discharge oils and gray water continuously)</p>	<p>RVYC: We considered our Jericho facility as an alternate location, but it has deeper water, which makes construction more difficult, and is closer to deep sea anchorages that limit expansion possibilities. Our members voted by a margin of 81% to approve this project.</p> <p>RVYC is committed to minimizing effects on the environment and we believe all marine users in the basin are committed to the same. RVYC vessels do not discharge oil and grey water continuously. There are strict rules in the club about discharging any deleterious material into the water. Vessel safety checks are conducted regularly, and vessels must pass inspections in order to remain in RVYC marinas.</p> <p>We do a shoreline clean up around the Coal Harbour basin every year. We also have safety checks that we check the inside of the boats to make sure their bilges are clean, and that people are doing good housekeeping practices with that. And one thing that we are really excited about is we purchased a Seabin machine, you can actually go online and look at the Seabin, and it's a machine that sits in the water and it collects all the surficial debris in and around the area very gently</p>

Question/ Comment	Response
	<p>and you get about a five gallon pail you know microplastics and bits and pieces that are floating around in the basin and we empty that several times a day. And that's been a great success its cleaning up all the debris that comes through a little bit of the oil sheen that shows up throughout the basin.</p> <p>Vancouver Fraser Port Authority: Vessels within Coal Harbour are regulated by Transport Canada and cannot discharge oil or grey water into the marine environment. For more information on compliance with sewage discharge regulations, refer to the Transport Canada's Complying with Sewage Discharge Regulations.</p>
<p>When you view the larger on water area, there are two existing navigation fixed aids, if you draw the line from these navigation aids... you will note that RVYC docks and boat house fall within this existing navigation area, including an existing navigation aid on one of the boat house in RVYC. Why then does RVYC require to expand beyond this existing navigation area (which has existed for many years)</p>	<p>RVYC: The existing navigational aids are not associated with our marina. They mark navigational hazards for all marine users.</p> <p>We have a commercial lease in this waterway that we are paying for. That lease comes with obligations and rights between the port authority and the RVYC just like the 100's of port authority tenants in the harbour, including our neighbours to the west.</p> <p>After lengthy and careful planning, we have applied to the port authority for a project to expand and renew our Marina. VRC expanded their marina in 2017 under the same process.</p> <p>Vancouver Fraser Port Authority: The Navigational aids mentioned within Coal Harbour mark the shoal off Deadman Island. These aids are for navigational purposes only and do not mark the extremity or lease area of any existing facility in Coal Harbour. The Navigational Aids on RVYC docks are private markers and owned by the yacht club.</p>
<p>RVYC has drawn their boundary at the edge of "K" float. if vessels are moored will they not protrude out into the channel further</p>	<p>RVYC: All vessels on the proposed "K" Float will be moored inside the leased water lot boundary as shown in plans contained in our application.</p>
<p>The Montlake Cut is NOT relevant. UW rowers do not train IN the Cut, they row through it to get to practice areas in larger bodies of water on either side. *</p>	<p>RVYC: The Montlake Cut is recognized as part of a very active multiuse waterway as defined by the Lake Washington Rowing Scheme. Both rowing sculls and commercial and marine traffic use this area and share the waterway. On occasion the areas are closed for racing. The Montlake cut is</p>

Question/ Comment	Response
	45m wide and the Coal Harbour Administrative Channel is 63.4 m wide.
Yachters are likely referring to the Opening Day race (and perhaps the Head of the Lake), which race through the Cut on a specific day. But rowers do not as a rule train there. *	RVYC: The Montlake Cut is recognized as part of a very active multiuse waterway as defined by the Lake Washington Rowing Scheme. Both rowing sculls and commercial and marine traffic use this area and share the waterway. On occasion the areas are closed for racing. The Montlake cut is 45m wide and the Coal Harbour Administrative Channel is 63.4 m wide.
Can you please provide an accurate, to-scale, high-resolution readable map that shows the channel? This should include the 4 proposed rowing lanes, the safety lane in-between, and the maneuvering lanes between the rowing lanes on both south and north sides of the channel and the moored vessels. The maps in the proposal documents are low-resolution copies in a PDF file, difficult to read and interpret. Such a map should also show K-float and proposed lease-line, up to which boats may be moored. A second such map at the same scale, showing the channel as it is today, would allow the public to see the current state and compare it to the proposed future state.	RVYC: All documents required by the port authority to support our application are available for review on our project webpage and the port authority website.
Why has the safety lane between the rowing lanes been reduced from the width in the FISA guidelines to a width of 9.4 m, which is less safe? According to the FISA manual you quoted the neutral lane is supposed to be the width of a full lane (13.5 m) marked with large buoys (40-50cm diameter).	RVYC: If training is occurring with one inbound and one outbound skull the separation zone is 36.4 m or 119ft. If two inbound and two outbound lanes are being used for training, 9.4 m (31 feet) must be made available for separation. Commercial and recreational marine traffic transit the administrative channel to access marinas in Coal Harbour so large buoy markers are not conducive to this multi-use channel.
The total area of the RVYC Lease is roughly 731,000ft sq. What percentage of that area is subject to redevelopment (the orange project boundary)? What is the additional area being sought for new lease? As a percentage how many additional slips are resulting from the new lease are vs. the existing project area?	RVYC: The proposed marina, after the proposed expansion, would be 97,305.75 sqft which is a 13 % increase in area.

Question/ Comment	Response
<p>The existing irregular Water Lot Lease line was established some years ago and presumably based on some reasonable consideration for the same stakeholder engagement and usage constraints. What was the rationale for establishing the irregular shape of the current lease line and is that same rationale being respected here?</p>	<p>Vancouver Fraser Port Authority: The current lease was issued on September 15, 2003, prior to the amalgamation of the Port Authorities.</p>
<p>The existing aesthetic of the irregular shaped lease boundary appear to blend well with the surrounding natural shoreline. Reconfiguring the existing lease line to a what is essentially a parallel lane will impact the aerial view of the Harbour from an elevated perspective. Have these stakeholders been consulted such as Harbour Air and the Coal Harbour Community Association and condo owners?</p>	<p>Vancouver Fraser Port Authority: The port authority has reached out to the following stakeholders through the stakeholder consultation process which is conducted concurrently to the public engagement process:</p> <ul style="list-style-type: none"> • City of Vancouver • Vancouver Parks Board • Transport Canada • Vancouver Rowing Club • Mainstream Properties • SWA Vancouver Hotel Nominee Inc. <p>The port authority will engage with interested stakeholders directly to ensure that their feedback on the proposed project is considered as part of the overall review. All other community members are encouraged to provide feedback on the proposed project through this public engagement process.</p>
<p>I would appreciate if you read this question in full and did not paraphrase it. Safety concerns have been raised through this process by community members, and that is the focus of my question: The rowing channel in RVYC's proposal is based off FISA buoyed racecourse guidelines and a concrete two-way channel (the Montlake Cut in Seattle). There are clear differences between these environments and coal harbour, as has been brought to RVYC's attention by community members from the rowing club (e.g. the existence of traffic across the harbour from numerous slips, as opposed to controlled two-way traffic flows). These differences create hazards to community recreational users. How has RVYC addressed the safety concerns raised by the rowing community?</p>	<p>RVYC: And just as a preface, safety is everyone's concern, especially in the marine environment. In terms of the Montlake cut the actual width of the Montlake cut is 45 meters and the proposed navigational channel in Coal Harbour is 63.4 meters. So, an additional 18 meters inter-relation to the two comparisons. From a safety perspective, we have been working on this project for over 10 years, and we've looked at best practices that we could find that would suggest collaboration and co-use of multi-use waterways.</p> <p>And I'm just going to reference, as I did, in the last webinar, two documents. One is a multiple use waterway guide management guideline. And the second one is shared waterways, safety of recreational and commercial vessels in the marine transportation system. These documents talk</p>

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	<p>about the emergence of paddle sports in commercial and recreational based waterways. They highlight that the issues are compounding because of the growth of all sports, and they've done some studies to ascertain. What are the best management practices to deal with safety? We've taken those best management practices and incorporated them into our program.</p> <p>So, for just some background, the key issue associated with any multi-use waterway is education and awareness of both sides of the fence, whether it be paddle sport, boaters, understanding of the rules and regulations that commercial and recreational users have to adhere to, and vice versa. The sensitivities associated with paddle sports rowing and kayaking in these multi-use waterways were waves and visibility as key issues. At the end of the day, one of the key methods of promoting safety going forward is establishing a comprehensive education and awareness program, basin wide, so that all user groups can understand the issues of each user group and protect those user groups in perpetuity.</p> <p>We acknowledge that the RVYC is currently doing that work, and, as Craig mentioned, this morning, or in today's presentation, we have also initiated similar types activities within the club itself, but what we have recommended as part of our program is to do a basin wide educational awareness program that incorporates issues associated with all multiple users of the waterway, so that we can share the waterway, collectively and safely.</p> <p>Another aspect of what can be done is called a rowing traffic scheme. There's a rowing traffic scheme established in Lake Washington and what that basically defines is an area in which rowers should be rowing and which commercial use should be using. Suffice it to say, if people are aware of these areas and are aware of the differences between uses, safety will improve.</p> <p>So, based on those two things, we have recommended the creation of an education and awareness program for the entire Coal Harbor as part of our mitigation strategy and the potential</p>

Question/ Comment	Response
	<p>implementation of a rowing traffic scheme to address safety issues. We acknowledge that the implementation of this requires numerous groups to come to the table to facilitate how this is implemented. But they are the two best management practices to address the issue of safety in a multi-use environment.</p> <p>However, we have yet to receive any support from the rowing community to become involved with these best practices.</p>
<p>You have referred to the “Guide for Multiple Use Waterway Management” as the bible. The Guide states that you should make reasoned, principled and science-based decisions. In considering rower safety you have referenced FISA guidelines with respect to rowing lanes (which are not applicable to the needs of recreational rowers) but what efforts have you made to look at rower safety from a scientific/engineering perspective? Taking into account things such as human factors (response times) and sightlines.</p>	<p>RVYC: RVYC has been working with the port authority and local stakeholders since 2017 to consider community interests in the project design and as part of the review process. The entire application is based on reasoned, principled and science-based decisions. There is ample evidence and technical support for all the recommendations made in this application. We believe that there is space for everyone to safely use the channel.</p> <p>The VRC requested two outbound and two inbound rowing lanes with buffers between and on either side of them, and the port authority-designated channel of 63.4m (208.4 feet) supports this.</p> <p>This project will improve Coal Harbour boater safety by reconfiguring the marina to provide safer entry and exits points at RVYC and eliminate the need for boats to reverse out of the marina.</p> <p>From a safety concern perspective an awareness and education plan and the creation of a rowing traffic scheme have been identified as best practises to promote safety. RVYC has offered to work with the rowers and other channel users to develop these mitigative measures. VRC agreed on the benefits of these mitigative measures however RVYC awaits a response from VRC on these matters.</p>
<p>Comments and questions to facilitator/ organizer</p>	
<p>I submitted questions by email in advance that were not addressed</p>	<p>RVYC: We requested that all questions be submitted by 3:00 pm on the day of the webinar. We address all questions that were submitted before the start of the webinar. If your question was not addressed, then you question was submitted after the start time of the webinar but</p>

Question/ Comment	Response
	will be captured and addressed in this document and recorded as part of the public comment period.
MODERATOR: again, PLEASE read questions verbatim; do not say things like "I'm not sure so-and-so can answer that". Please let the questions stand on their own merit *	RVYC: The reason that we used this approach was to make sure that we addressed as many questions as possible. This is not the only opportunity to provide your input. If you have additional feedback or questions you can complete the feedback form that is available online and you can send in specific comments or questions either to the project or the Vancouver Fraser Port Authority directly by email or phone. And all the questions and comments will be compiled with the answers and those will be shared together.