

**BURRARD CIVIC MARINA COMMUNITY ASSOCIATION
Executive Board**

MEETING MINUTES

Day:	Saturday February 24th, 2018
Time:	16:45 – 19:15
Location:	Billy Bishop / Kerrisdale Legion – B.C./Yukon No.176. "The Billy"
Present:	JC d’Almeida.....Director Ken Christie.....Director Peter Derviller.....Member at Large Sean Smith.....Director
Regrets:	Mark Crosby.....Director Mark Powers.....Member at Large Peter Vandergugten....Director
Chair:	JC
Recorder:	Peter
Refreshments:	Bar
Next meeting:	TBA
Format:	Statements are shown in plain text. The narrative is in italics.

Discussion Topics

Approval of minutes	Previous general meeting minutes were distributed – no discussion.
Meeting Agenda	To review agenda for upcoming meeting with Park Board (“PB”) staff that was offered in a February 20 th , Sev Araujo email to JC (copy attached). Meeting date has been set for February 28 th 14:00 to 15:00.
Peter D letter to Pacific Yachting:	<i>General discussion around PY. No one has yet heard from Sam Burkhart – Managing Editor - who we were told by the Editor, Dale Miller, would be writing an article.</i>
Ken:	There are about 2000 boats in the area and these people have to realize that a big rate hike at BCM will cascade to them.
JC:	We have to make sure the commissioners know the facts because they don’t want to be duped by false information. But if the PB are going to slam us, we have no choice but to go to the press; the CBC, newspapers, everything. Also encourage boaters at Heather to take action. <i>Ken and Sean have contacts at Heather.</i>
Sean:	My friend Richard at Heather will be effected and will likely be active..
Ken:	I will be effected too and I can’t charge this to the disabled sailors we take out. <i>Important to include disabled sailors in our list of patrons in our community; other visible minorities were also suggested!</i>

- Sean:** We have plenty of material for a slide show. It needs to be reworked to be factual to present the evidence without emotion. The advantage of a 1 hour meeting is that we aren't as limited as we were under the Board's "5 minute" rule.
- JC will ask Sev to come to the meeting at the marina. They will see the marina's patrons meet in a locker/laundry room.**
- Peter will draft a letter to Sev outlining our agenda. It was agreed that we will send Sev the FOI response so that we know he is aware, in advance, that the information provided to us still doesn't explain which marinas were used in the two charts that staff presented to the commissioners to justify their claim we are undercharged by 30%.*
- JC:** They already know that we intend to challenge them but we need to leave them room to save face. We want to achieve a rate increase that is in the same range as other PB patrons – 2%
- Peter:** But the fact is that PB has always hit the marina with multiples of the increases levied on everyone else. The history of discrimination against boaters who are average citizens is absolutely clear.
- Discussion around the profits perennially extracted from the marina and the fact that BCM was originally intended to be a marina for boaters with "average incomes."*
- Sean:** Many times I have come across statements that the PB operates commercial enterprises on the basis of cost recovery and market balance but BCM is operated far above cost recovery.
- JC:** We need to find recent documents where these policies are defined regarding "cost recovery" and the policy that says rates should "neither lead nor lag the market."
- JC said he will look for that.
- Also on policy: PB used to post notices of upcoming meetings.
- Discussion around the lack of transparency and the fact that even if we had been at the November 14th 2017 meeting we wouldn't have been in a position to address the data that was presented. Conclusion: meaningful engagement at PB meetings is impossible.*
- Peter:** Our slide presentation should address each topic in our agenda. It also allows us to control the meeting and will be a record of the discussion to leave behind.
- Ken:** Came across a group of engineers surveying the marina and met Tim Collins who kept harping on BCM's great location. He told them that the boats and docks were grounded but they didn't respond. They spent a lot of their time looking at the listing docks on the east side.
- Peter:** If Collins is going to be at the meeting we need to have a response to the "great location" argument. Suggestion: Fisherman's Wharf is in the same location, is in better condition and is cheaper. In truth, Fisherman's is the only local marina that is even remotely "comparable". Moreover, "location" isn't helpful when your boat's grounded!
- Sean:** The bathymetric charts are on the City's website. Contours clearly show the shallow areas. Sean went over the preliminary engineering drawings. He questioned why some electrical pedestals would have 20amp service which is unconventional.
- Discussion of piles, coatings and cathodic protection whose benefits are debatable, at least in the early years after installation. Discussion of floatation and listing docks.*
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- JC:** If there had been boats on G Dock they would have been aground too so instead of 54 boats on the bottom, there would have been closer to 80.
- Sean:** We have to ask about dredging.
- Ken:** Tim Collins is a real estate guy. He may be visualizing a development plan for BCM
Discussion of air draft under Burrard Bridge and its limitation on developing BCM for larger boats.
- Peter:** 1996 PB report identified the shrinking market for boats under 22 feet and a growth market for larger boats. A study was recommended. 5 years later, in 2000, the Lauga report was published. 18 years later the dock replacement recommendations of the Lauga report are finally being carried out – exact status unknown.
- JC:** *Discussion that BCM is a “small boat” marina which makes it unique. Most other marinas by virtue of their focus on large boats are not “comparable.”*
Regarding the current project - we should ask for an update. Also, the PB people keep telling us we shouldn't be complaining when they are “investing” \$3.5M. In fact, \$500,000 was actually PB money, but what they don't realize – mainly because of a lack of continuity between generations of staff and commissioners – is that the current project was initiated over 20 years ago.
Discussed that in 20 years, millions of dollars have been extracted to subsidize other programs with very little put back into BCM until now. But the current project only addresses about 7% of the marina. At this rate, we will never catch up. An annual maintenance plan and budget is needed..
- Ken:** Will draw a map showing empty slips.
- Peter:** Will draft a letter to Sev and send it to JC that will identify the main topics that we want to discuss and give him the FOI information which we suspect he hasn't seen because it contradicts what he said in his February 20th email.
- Sean:** How will PB respond? “Too late – too bad so sad. Come and see us next November.”
- JC:** If they say that then we want them to freeze rates for 3 or 4 years.
- Sean:** Parking situation at Spanish Banks shows PB staff can make changes without the full engagement of the Board.
- Sean:** I will send Peter the revised slide show.
- Ken:** I will supply a screen.
Discussion of our research and the lack of correlation between our data and PB charts and the factors that disqualify other marinas as “comparable” to BCM such as boat yards and services, floating condo marinas like Pier 32, upscale and superyacht focus and commercial users that don't pay posted rates.

Meeting adjourned at 19:15

No time was set for the next meeting but it was agreed we should meet to run through the “script.”

Hi Guys,

I just received this reply from Sev. He was not on my mailing list so I assume the letter was forwarded to him. He says that we can contact him directly which makes me think that we should ask to set up a meeting with him.

Cheers,

JC

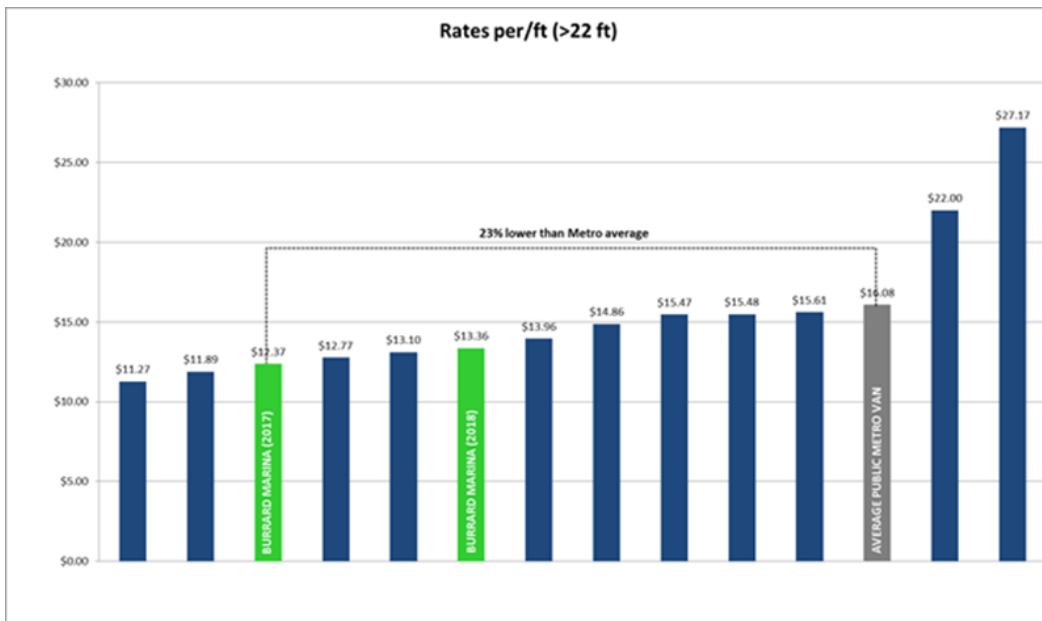
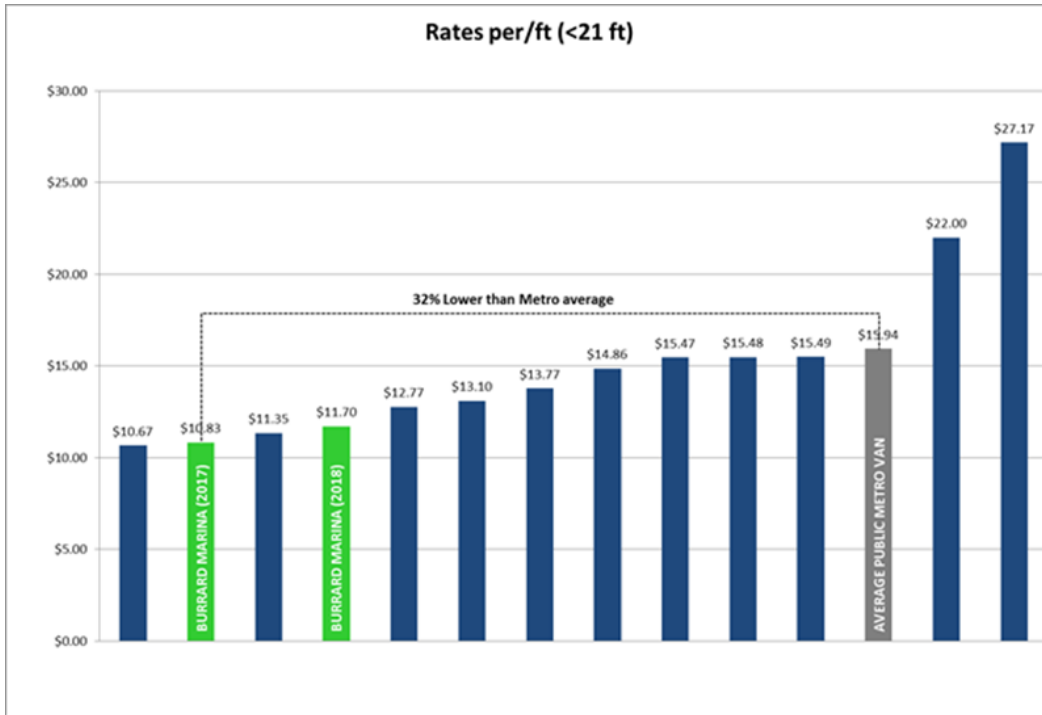
Hello Joao,

Thank you for your feedback regarding the approved rate changes to Burrard Marina moorage fees which go into effect April 1, 2018.

In determining the proposed fees, the charts below compare the [2017 Burrard](#) marinas rates against those rates charged at comparable marinas within metro Vancouver. Please note that the comparison was done for slips **less than 21ft** and those rates applicable to **slips greater than 22ft**. All marinas that were compared in addition to less than 21 ft, and greater than 22ft slips, also offered 32ft slips and 42 foot slips. For the purposes of our marina rate analysis, **membership based marinas within Vancouver were not considered**. The rate information provided by other marinas is considered confidential as several marinas did not want to be identified so names have not been attributed to each rate however all comparable marinas are included below. The information was ascertained by contacting each marina directly and in some cases a site visit was done. As you work on Granville Island, please note the review included one Granville Island marina on that is comparable to Burrard in terms of size, condition and offering.

While the staff report presented at the November 14 public Board meeting referenced the potential for an overall rate increase of 30% over the upcoming years, staff will continue to monitor its rates, and proposed rate changes, to ensure their accuracy.

The primary goal of the Vancouver Parks Board is to continue to balance the needs for public access to our waters while addressing budgetary pressures that result from increased operating and capital costs. As you are aware by March 2018 the Park Board will have invested almost \$3,500,000 in capital upgrades and maintenance in electrical systems and certain floats at Burrard marina.



If you would like to discuss this further, please feel free to contact me directly.

Sev Araujo
 Manager, Commercial Operations
 Vancouver Park Board, City of Vancouver
 o. 604 257 8436 / f. 604 257 8427
 Email: Sev.Araujo@vancouver.ca