

Special DSA Dock Planning Meeting

DRAFT Minutes

July 14, 2014

Present: Dan Wallace, Chair; Mark Daigle; Benoit Sonrel; Roger Middleton; Mike Cotter, General Manager

Purpose of Meeting

Dan reviewed the purpose of the meeting which is to review the Worley Parsons conceptual study to highlight reasons why the JSCA prefers Option 2.

Design Requirements

The following requirements and/or requests have been set out by the DSA-BC for the concept development of the floating dock:

- Reduce the time required for launching and docking.
- Reduce level of effort and time required by sailors, volunteers, and/or support staff.
- Provide space for mooring up to 12 Martin 16 boats and a safety boat in the daytime during the operating season.
- Allow for possible future expansion.
- Provide storage for hoyster lifts and personal belongings of sailors.
- Facilitate the concurrent operation of four to six hoyster lifts.
- Provide a viewing area for the public. •
- Provide opportunities for the public to access the facility and interact with the environment.
- Align with the City of Vancouver's green initiative.

OPTION 1 Advantages

- Utilizes the existing Jericho Pier to provide access to the new facility.
This option actually requires a new pier facility as the current one is beyond life expectancy. Pier will be out of service for a significant period during rebuild and Option 2 could fill in the void during pier replacement.
- Provides a facility that is sufficiently protected from wind and waves.
Would actually be further away from shore and exposed to more significant wind and waves.
- Located away from current sailing operations at the JSC, reducing the potential for conflict.
In fact, the water space just east of the Jericho Pier is one of the busiest

recreational waterways in Canada as more than 250,000 boat launches and landings funnel through this transiting zone. Option 1 would reduce the size of this corridor and increase the potential for conflict. It would have a negative impact on programs including emergency boat access and water views.

OPTION 1 Disadvantages

- Located further away from the on-land boat storage area compared to Option 2.

We see this as a significant problem for wheelchair users, support staff and caregivers for the DSA program. Further from program administration, washrooms, change rooms, showers and first aid station.

- Water lot and water depths are limiting factors and will likely necessitate dredging.

Would also reduce sand supply to Jericho Beach.

- Jericho Pier is nearing the end of its service life. Major repairs or replacement will be required. It is unknown how effective the existing timber breakwater is.

- May require leasing of a waterlot from Port Metro Vancouver as the rubble mound breakwater extends past the current City of Vancouver property limits. This will need to be confirmed when bathymetric data is available.

OPTION 2 Advantages

- Located closer to the on-land boat storage area compared to Option 1.

This better supports the stated design requirements: "Reduce the time required for launching and docking." and, "Reduce level of effort and time required by sailors, volunteers, and/or support staff."

- Provides a facility that is sufficiently protected from wind and waves.

We believe this facility would be better protected, would not require as much dredging and would not reduce sand supply as much as option 1.

- Water depths may be more suitable compared to Option 1.

- Provides more opportunity for public access and interaction with the environment. Opportunities include viewing platforms and benches along the newly constructed timber walkway, stone blocks placed along the existing rock groyne (similar to shoreline features in the newly developed Southeast False Creek Seawall, see Figure G), and glass block panels to provide viewing and penetration of light to the seabed.

We think this could replace the old Marginal Wharf as a popular public viewing facility and could provide better access from the land side for emergency medical services looking for emergency water evacuation.

OPTION 2 Disadvantages

- Longer breakwater required compared to Option 1.

We think this would not require as significant a breakwater as option1 as it is more protected from larger waves. If concept is orientated/rotated SE it could be more easily protected.

- May alter the shoreline directly to the east and west of the new facility.

The shoreline to the west was created by the addition of the rock groyne 25 years ago. The shoreline immediately east has been scoured down to rock and piling/wharf remnants. An appropriate amount of sand could be placed to the east and the new facility would protect it.

Adjournment