

Royal Vancouver Yacht Club

Coal Harbour Marina Expansion Project
Consultation Summary Report
September 2020



This Consultation Summary Report has been prepared as part of an application under the Project and Environmental Review (PER) process of the Vancouver Fraser Port Authority. It presents the findings from public input received during the Application Review public comment period for the Coal Harbour Expansion Project. The data analysis and reporting was prepared by Lucent Quay Consulting Inc. on behalf of the Royal Vancouver Yacht Club.

Lucent Quay Consulting Inc. is a Vancouver-based communications and engagement firm with extensive experience in port-related and other transportation projects.

For more information about the engagement process, please see the Approach and Methodology section of this report.

Note that the input received reflects the interests and opinions of people who chose to participate in the PER process consultation and engagement process.

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1 Background

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

1.1 About RVYC

RVYC has shared the Vancouver waterfront in Coal Harbour with other organizations and marine users since 1903. It is a member-managed, non-profit organization with more than 5,000 members, and its existing Coal Harbour Marina has been part of the Coal Harbour waterfront view for decades. Recreational boating has played, and will continue to play, a major role in the city and within Coal Harbour and RVYC continues to make significant contributions to the boating community and the broader community.

1.2 About the Project

More than 10 years of planning and technical studies have been completed as part of this comprehensive proposed expansion and upgrade. A PER application was submitted to the port authority and is currently under review.

RVYC's proposed \$12-million expansion and renewal project for the southern portion of the marina focuses on excellence in both design and environmental sustainability. It will:

- Help address demand for moorage in Coal Harbour
- Enhance environmental protection by replacing aging infrastructure, including removal of creosote coated piles, and help meet the goal of achieving the highest ranking within the Clean Marine BC Program
- 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
- Improve services for RVYC members and visiting tourists by increasing the number of available boat slips

Key project components are:

- 47 new slips created from expansion and reconfiguring the existing marina
- 37 older boat sheds replaced, and 52 existing sheds reconfigured
- 85 old, creosote treated wooden piles removed and replaced with more environmentally friendly steel piles
- New floats installed, and existing floats and fingers repositioned - new floats replace pressure treated timber and Styrofoam with concrete
- Upgrades to float utilities, lighting, wiring and fire protection

RVYC has been working with the port authority to ensure that community interests are considered as part of the PER process. Considerable emphasis has been placed on environmental management, light and view impact studies, along with habitat and fisheries assessments.



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

- Phases 1 through 4 - August 16, 2021 to February 28, 2022
- Phases 5 through 8 - August 16, 2022 to February 28, 2023

Construction activities would include:

- Removing piles by vibratory extraction or direct pull
- Installing piles by vibratory or drop hammer from a barge
- Dismantling old infrastructure
- Installing new floats and sheds, plumbing, electrical, and lighting systems

2 Consultation and Engagement

The RVYC project team led a comprehensive round of engagement and consultation in accordance with the port authority's requirements as part of the PER process. Local residents, businesses and organizations and the general public were invited to provide comments and ask questions about the proposed project and the technical studies and plans that were completed as requirements of the PER process. Due to British Columbia's COVID-19 related restrictions on public gatherings at the time of the public comment period, public open houses were not possible, and the engagement program was developed and conducted according to the port authority's modified public engagement requirements in respect of these restrictions.

2.1 Overview

The 25-business day Application Review public comment period was held from 2 June to 7 July 2020. A range of opportunities to submit comments and questions was provided – an online feedback form, two webinars and a project email and phone line.

All input received during the Application Review public comment period is summarized in this report, including comments received through the online feedback form as well as those submitted by phone or email, or received during the online webinar sessions. This input will be considered during the review of the final application. The project team will prepare an Input Consideration Report outlining how the feedback and questions are being considered.

2.2 Approach and Methodology

The Application Review public comment period was designed to inform the local community and stakeholders about the results of studies conducted and seek feedback as part of the PER process. Project stakeholders and members of the public were invited to provide comments and ask questions about the studies, assessments and plans completed as part of the permit application to the port authority.

RVYC is working with the port authority to ensure that community and stakeholder interests are considered as part of the PER process. RVYC's approach for the Application Review public comment period was to deliver a comprehensive public engagement process that would provide valuable information to members of the public and key stakeholders and generate meaningful dialogue.

During the application review period, RVYC led the public consultation with port authority approval and participation, and the port authority led stakeholder consultation with the support and participation of RVYC. The port authority sent notifications and an invitation to provide input as part of the PER process to stakeholders including adjacent municipalities and local businesses.

The RVYC engagement program met all requirements outlined by the port authority for public consultation. Guidelines outlining the requirements are available on the [port authority website](#) including public engagement [requirements during COVID-19](#).

During the Application Review public comment period, the following activities were completed as per the port authority guidelines:

- Developed a dedicated **project web page** on the RVYC main website to make all application information available to the community and stakeholders
- Placed **advertisements** in the Vancouver Sun and the Georgia Straight newspapers

- Created a **project overview document, information video, and webinar presentation** which are available for download on the project web page
- Developed an **online feedback form** to collect community and stakeholder input and made a **PDF feedback form** available for download and printing
- Developed a **notification postcard** which was delivered by regular mail to local residents and businesses within a port authority defined area map
- Developed a **notification letter** which was delivered to provincial and federal government representatives and the local residents association by email
- Hosted **two online webinars** consisting of a presentation by the project team followed by a moderated community question and answer forum with the project team and representatives from the port authority
- Posted notifications and reminders on RVYC social media channels, in the weekly members newsletter and sent emails to the membership database

The activities above are described in more detail in the following sections of this report.

2.3 Notifications

A notification plan was developed to meet all requirements outlined by the port authority for public engagement and to provide the public with notice of the opportunity to participate in the PER process.

Notification Postcards and Emails

The project team distributed notification postcards to the local community and businesses by regular mail delivery. All notifications described where to find further information about the project and outlined ways to participate in the Application Review public comment period.

Notifications were distributed as follows:

- 1,890 postcards were mailed to local residents and businesses in the Coal Harbour and Stanley Park area
- Emails were sent on 2 June 2020 to:
 - Member of the Legislative Assembly for Vancouver Burrard
 - Member of Parliament for Vancouver Centre
 - Coal Harbour Residents Association
 - RVYC members database
 - Reminder notices were placed in the weekly RVYC e-breeze member communication throughout the comment period

A copy of the notification postcard and map of the public notification area are provided as Appendix 1.

Advertising in Local Newspapers

The project team placed advertisements in the Vancouver Sun and Georgia Straight newspapers and included the following information:

- Short summary of project
- The start and end dates of the Application Review public comment period
- Project page URL and description of materials and engagement activities to access online
- Date and time of online webinars
- Contact information to submit comments and questions by phone or email
- Deadline date for feedback

Advertisements were placed on the following dates:

- The Vancouver Sun, 2 June 2020
- The Georgia Straight, 4 June 2020

Copies of newspaper advertisements are provided as Appendix 2.

Project Web page

A dedicated web page on the RVYC website provided information about the proposed project, the application documents and the public comment period:

- Description of the proposed project
- Links to engagement materials
 - Project Overview
 - Webinar Presentation
 - PDF Feedback form
 - Executive Summary
- Link to the online feedback form
- Information about how to participate in online webinars including date, time and registration links
- Link to the recording of each webinar and a verbatim Question and Response document was posted following each session
- Contact information to submit comments and questions by phone or email
- Links to all technical studies and plans
- Link to the port authority project web page



- Project information video
- Notice of the deadline date for feedback
- Links to Transport Canada Application and the Canadian Impact Assessment Registry entry

The project web page URL is: royalvan.com/CHExpansionProject

Membership Emails and E-newsletter

Notifications and reminders were sent to the RVYC membership data base. Emails provided links to the online feedback form and project web page and encouraged members to share this information with interested parties. Notices were also posted in the RVYC weekly email newsletter.

Emails and notices were sent on the following dates:

- 28 May 2020 (email)
- 4 June 2020 (newsletter post)
- 11 June 2020 (newsletter post)
- 18 June 2020 (newsletter post)
- 25 June 2020 (newsletter post)
- 22 June 2020 (email)
- 2 July 2020 (newsletter post)
- 4 July 2020 (email)

Social Media Posts

The project team sent notifications and reminders using the RVYC official Facebook and Instagram accounts. Facebook posts were targeted by geographic location (Coal Harbour and surrounding area) and interests (e.g. water sport participants, boaters).

Facebook notices were posted on the following dates:

- 2 June 2020 – Link to project web page and notice of start of public comment period
- 12 June 2020 – Survey link and general reminder of public comment period notification
- 15 June 2020 – Webinar reminder, links to register and to the online feedback form and project web page
- 23 June 2020 – Webinar reminder, links to register and to the online feedback form and project web page
- 7 July – Notice of end of public comment period, links to the online feedback form and project web page

Instagram notices were posted on the following dates:

- 2 June 2020 – Link to project web page and notice of start of public comment period
- 12 June 2020 – Survey link and general reminder of public comment period notification

- 15 June 2020 – Webinar reminder, links to register and links to the online feedback form and project web page
- 23 June 2020 – Webinar reminder, links to register and links to the online feedback form and project web page

Social media posts are provided as Appendix 3. Social media stats are listed in Section 3 of this report.

Note: while not part of the formal notification process, RVYC is aware that other organizations also placed advertisements and distributed notice of the public comment period using social media. As such, members of the public may have received notice of the opportunity to participate from a variety of other sources not listed here.

2.4 Engagement Methods

Project Overview and Webinar Presentation documents

A project overview document was developed for download from the project web page. The five-page summary document was a key engagement tool and members of the public were encouraged to download and read the document before providing feedback or participating in webinars. The project overview provided the following information:

- Background about the RVYC
- Benefits of the proposed project
- A description of the project elements
- Construction overview including a description of phases
- Short summary of technical studies and plans completed as part of the PER process
- Link to web page with access to all application documents for review or download
- Instructions and details about how to participate in the Application Review public comment period including links to register for online webinars and complete the online feedback form
- Contact information to provide questions, comments or request a follow-up by phone or email
- Deadline for providing feedback

A 25-slide presentation was developed for the online webinar and was made available for download from the project website. The webinar presentation provided an overview of the following topics:

- PER process and how to participate
- Project key elements and highlights of marina design
- Safety overview
- Construction overview including phases of construction
- Overview of technical studies and plans completed for the PER process



- Summary of View and Shade Study, Noise Assessment, Lighting Plan and Biophysical and Subtidal Habitat Survey and Assessment
- Details on how to participate and provide feedback

Following each webinar, a recording of the session and a verbatim Question and Response document were posted to the project webpage.

Both the project overview and webinar presentation documents were also made available on the port authority website.

The project overview and webinar presentation are provided as Appendix 4.

Project Video

A 3:12 minute project video was produced providing an overview of:

- The history and membership of the RVYC
- Overview of the key elements and benefits of the project
- Information about the RVYC's commitment to environmental sustainability

The video was made available for viewing on the project web page: royalvan.com/CHExpansionProject

Online Feedback Form

A 16-question feedback form was provided in an online survey format and as a downloadable PDF. The feedback forms were used to collect input as part of the Application Review public comment period. A link to the online feedback form was made available on the project web page, in all digital materials and was highlighted in multiple social media posts. A link to the project web page was also made available from the port authority web page.

A copy of the PDF feedback form is provided as Appendix 5.

A record of verbatim responses is provided as Appendix 6.

Online Webinar Sessions

Due to COVID-19 related restrictions on public gatherings, a public open house was not possible during the Application Review public comment period. The project team hosted two online information sessions, on 16 June and 24 June 2020 using the GoToWebinar online platform. Following a short presentation from the project team and remarks from the port authority, participants had the opportunity to pose questions and comments in writing using the chat function of the webinar. The project team and port authority representatives provided verbal responses to comments received during webinars. Full names were withheld to protect the privacy of participants.

For the 24 June 2020, an email was distributed to participants who registered requesting that questions be provided by email or phone in advance of the session so they could be displayed verbatim on screen during the webinar. This change was made in response to feedback received during the 16 June webinar and to help the project team address as many topics as possible by grouping and responding to similar questions at the same time.

For more information please see Section 3 of this report.



Following each webinar, links to a video recording of the session and a verbatim Question and Response document were posted to the project webpage for those unable to attend the session, to provide a record of verbatim questions and comments, further clarification and information and to address questions that were not answered due to time constraints.

The Question and Response documents for both webinars were also made available on the port authority website.

The webinar Question and Response documents are provided as Appendix 7.

Project Email and Phone Line

To assist participants not comfortable with online engagement or unable to attend the webinars, a dedicated phone line and email was available for participants to provide comments, ask questions or request follow up from the project team. Contact information was provided on the project web page, postcard notification, notification emails, project overview document, in newspaper advertisements and promoted during online webinars.

3 Participation

The Application Review public comment period provided a variety of methods for participation and input as outlined in the table below.

Engagement Method	Description
Webinar – 16 June 2020	<ul style="list-style-type: none"> • 71 people attended (81 registered) • 26 attendees submitted questions or comments during the webinar • A total of 121 questions and comments were submitted
Webinar – 24 June 2020	<ul style="list-style-type: none"> • 91 people attended (115 registered) • 7 people submitted questions and comments in advance of the webinar <ul style="list-style-type: none"> ○ 5 submitted by the posted deadline were included in the webinar presentation ○ 2 submitted after the posted deadline so were not reflected in the webinar presentation but are included in the Question and Response document • 38 people submitted questions and comments during the webinar • A total of 140 questions and comments were submitted
Feedback form	<ul style="list-style-type: none"> • 1,732 people completed the feedback form online • 2 people submitted PDF feedback forms
Project phone line	<ul style="list-style-type: none"> • Four people submitted questions or comments via phone
Written correspondence	<ul style="list-style-type: none"> • 28 pieces of written correspondence were received via email by the RVYC or the port authority <ul style="list-style-type: none"> ○ 14 pieces of correspondence were received directly by RVYC ○ 10 pieces of correspondence were received directly by the port authority and forwarded on to RVYC ○ 4 pieces of correspondence were letters forwarded by the Coal Harbour Preservation Group to both the RVYC and the port authority. <p><i>Note: one piece of written correspondence was submitted to the Coal Harbour Preservation Group outside of the engagement period (31 July 2019) but will be considered as part of the public comment period feedback.</i></p>
Project web page	<ul style="list-style-type: none"> • 2,920 views to the project main web page were recorded during the public comment period • A total of 43 documents from the web page were accessed by users during this time

Engagement Method	Description
Project materials downloaded from website	<ul style="list-style-type: none"> • The top 10 documents accessed from the website by users for a total of 582 views are as follows: <ul style="list-style-type: none"> ○ Project Overview (85 views) ○ Appendix F Marine Seismic Refraction Bathymetry and Sub Bottom Acoustic Profiling Survey Report (73 views) ○ Appendix A Coal Harbour Marina Expansion Master Plan (64 views) ○ Executive Summary (62 views) ○ Project Feedback Form (51 views) ○ Appendix H Rowing Technical Memo (51 views) ○ 16 June Webinar Question and Responses (50 views) ○ Appendix B Coal Harbour Navigation Channel Design Study (49 views) ○ Appendix I Emergency Response Plan (49 views) ○ Webinar Presentation (48 views)
Facebook posts	<ul style="list-style-type: none"> • 2 June 2020 – reach 1,200 people with 179 engagements • 12 June 2020 – reach 6,015 people with 565 engagements • 15 June 2020 – reach 681 people with 26 engagements • 23 June 2020 – reach 7,822 people with 980 engagements • 7 July – reach 465 people with 34 engagements <p><i>Note: “reach” indicates the number of people who received impressions of a page post a minimum of once and “engagement” indicates the number of people who engaged with the post by liking, reacting, commenting, clicking on or sharing the page post.</i></p>
Instagram posts	<ul style="list-style-type: none"> • 2 June 2020 – 613 impressions, 40 likes and 3 comments • 12 June 2020 – 581 impressions, 45 likes and 0 comments • 16 June 2020 – 500 impressions, 28 likes and 0 comments • 24 June 2020 – 492 impressions, 30 likes and 0 comments <p><i>*Note: impressions represent the total number of times the post was seen.</i></p>

In addition to questions about the technical studies, plans and the level of support for the project, the feedback form included questions to help the project team better understand how participants interacted with the engagement methods, interests and geographic location of participants. Questions in the

feedback form were not mandatory; survey respondents had the option to skip questions or partially answer questions, so the total number of respondents varies between questions.

Respondents were asked to indicate how they learned about the public comment period:

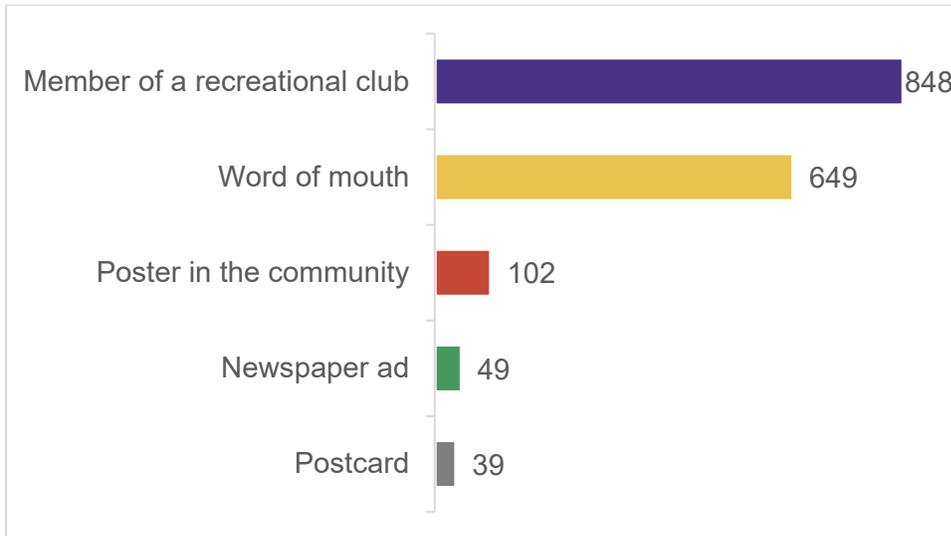


Figure 1: How respondents heard about the public comment period (n=1,687)

Survey respondents also provided information about whether they live or work in Vancouver:

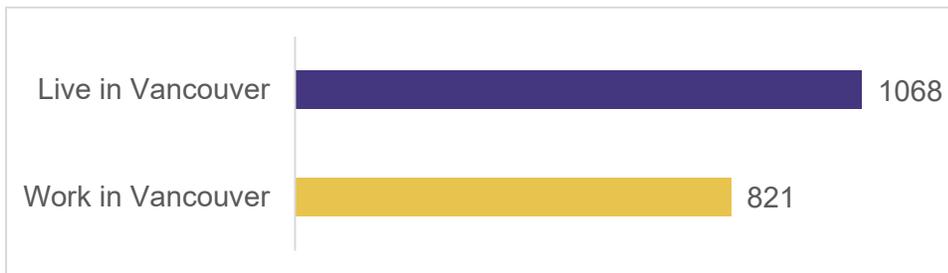


Figure 2: Live or work in Vancouver

A majority of respondents live in Vancouver, but some respondents indicated, through providing their postal code, that they live outside of the City:

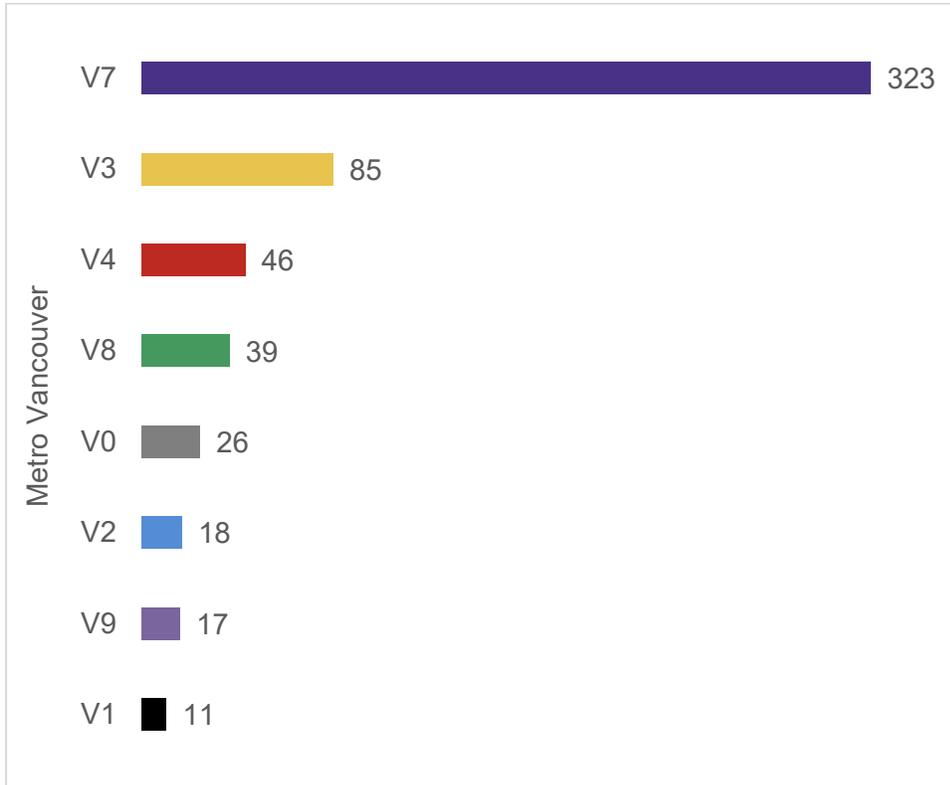


Figure 3: Postal codes for respondents that live outside of Vancouver

Survey respondents also provided information about interests and the watersports they participate in:

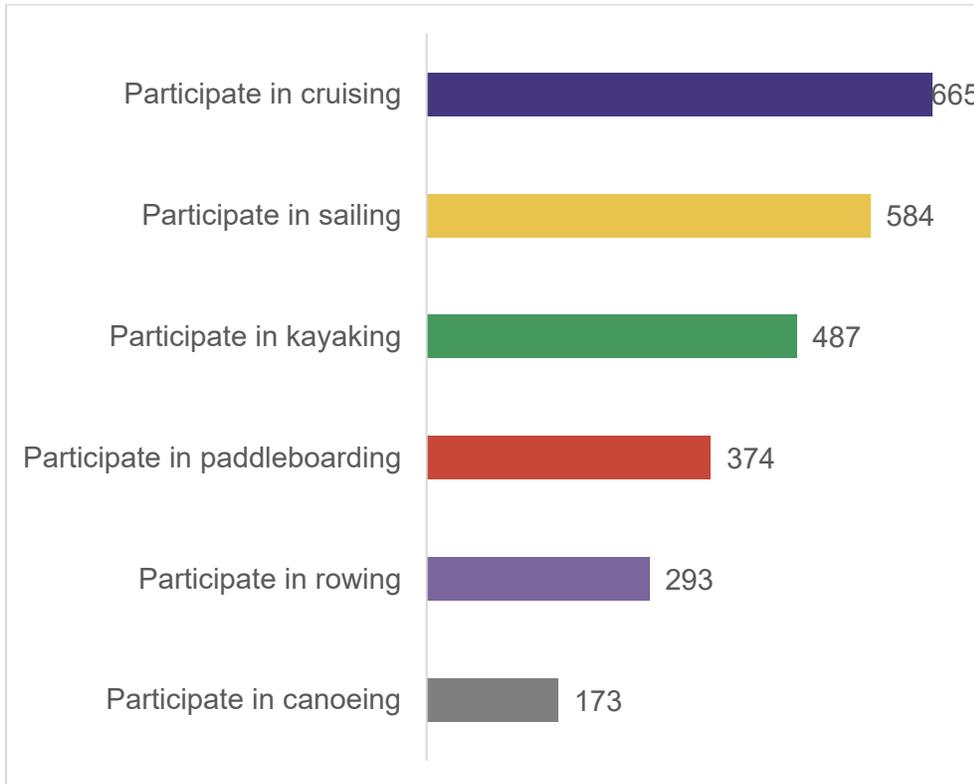


Figure 4: Participation in watersports

985 responses were received about membership in the following recreational clubs

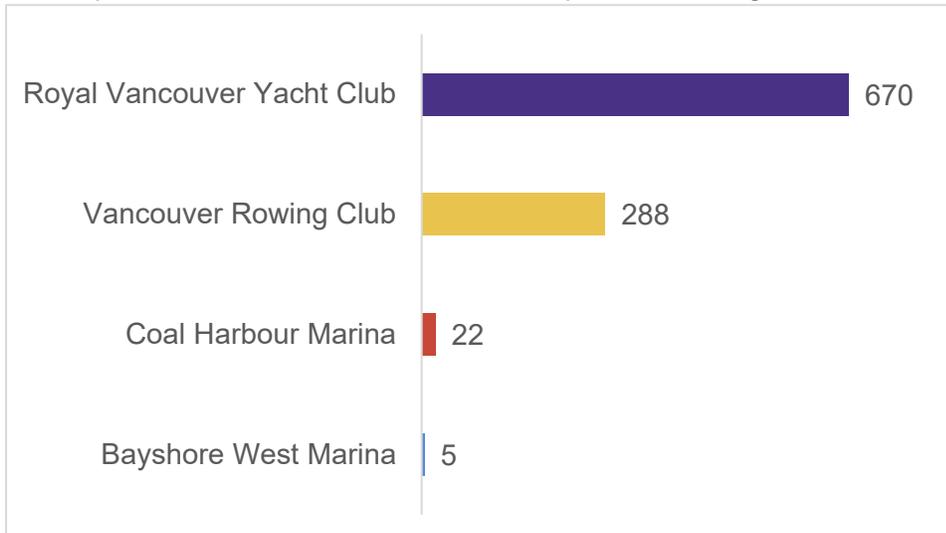


Figure 5: Participation in watersports

Survey respondents were asked if they would be interested in participating in the development of a future Education and Awareness Campaign and Rowing Traffic Scheme for Coal Harbour marine users:

- Yes - 158 respondents
- No - 1,335 respondents

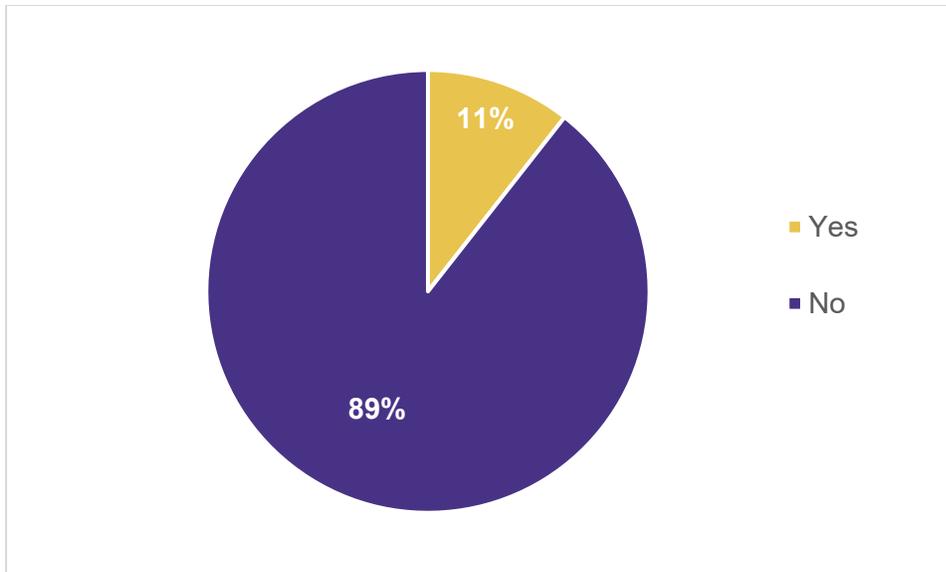


Figure 6: Interest in participating in development of Education and Awareness Campaign and Rowing Traffic Scheme (n=1,493)

4 Summary of Input

4.1 Summary of feedback forms

A 16-question feedback form was provided in an online survey format and as a downloadable PDF.

A total of **1,734 people completed the feedback form**:

- 1,732 online feedback forms
- Two PDF feedback forms submitted by email

The feedback form asked respondents to rate their support for the project and level of satisfaction with key technical studies and plans.

4.1.1 Project Support

Respondents were asked to rate their level of support for the project:

- **52%** of respondents **strongly support or somewhat support** the project
- **47%** of respondents **strongly oppose or somewhat oppose** the project
- **1%** of respondents **neither support nor oppose** the project

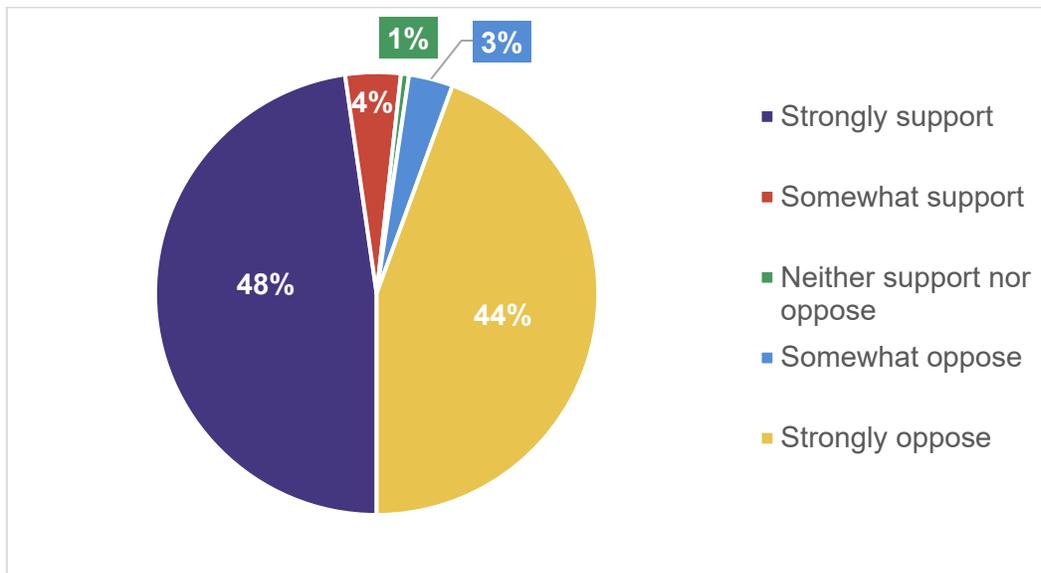


Figure 7: Level of support for the proposed project (n=1,708)

Respondents were asked to provide a reason for their level of support:

- 517 respondents provided a reason (34%)
- 1,151 respondents did not provide a reason (66%)

Of the 517 respondents who provided a reason for their support, key themes include:

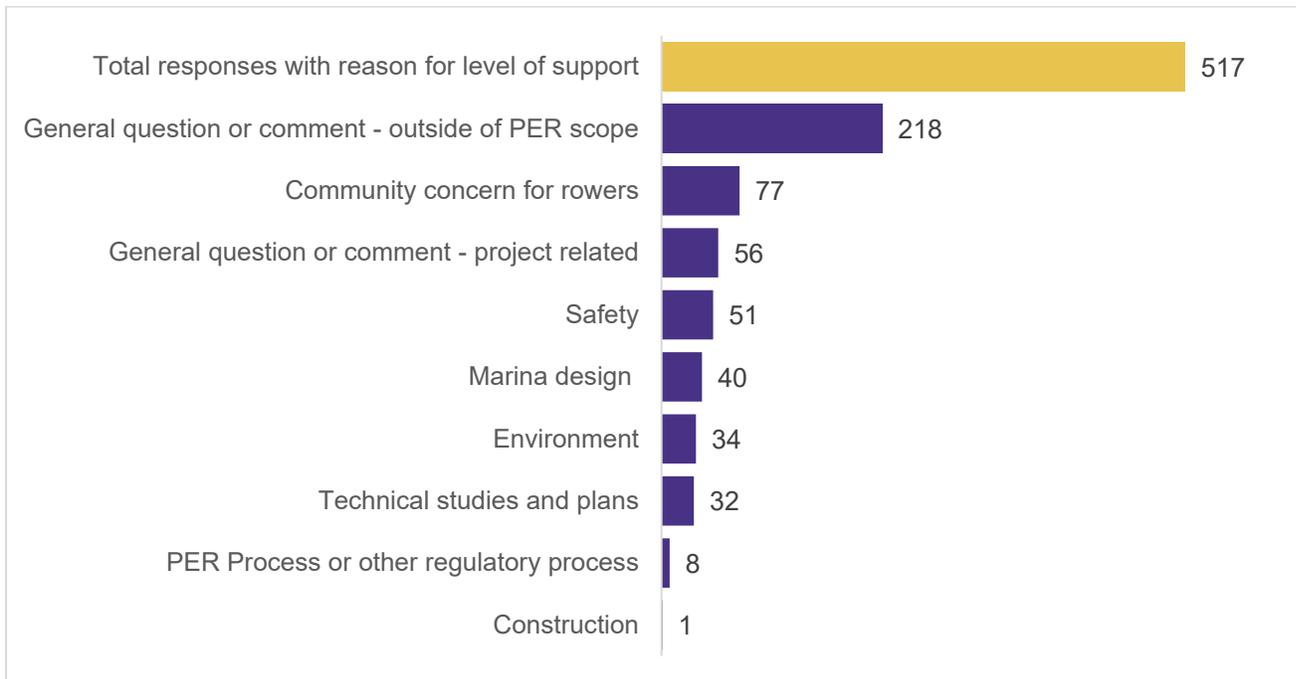


Figure 8: Key themes for level of support (n = 517)

The following table provides a summary of key themes for respondents who indicated **strongly support** or **somewhat support** the project:

Key theme (number of respondents who strongly support or somewhat support)	What we heard
General question or comment – outside of the PER scope (35)	<ul style="list-style-type: none"> RVYC is a responsible organization, supports the community and maintains its marina, they are good neighbours Vancouver Rowing Club is a private club using public waters and also have marina slips leased for larger boats Rowing club expanded their marina so RVYC should be allowed to as well Concerns about misleading Facebook ads from Vancouver Rowing Club

Key theme (<i>number of respondents who strongly support or somewhat support</i>)	What we heard
Technical studies and plans (26)	<ul style="list-style-type: none"> • Enhancements will improve visual appeal of the marina • Minimal impacts on neighbours • Reduced lighting levels and LED replacements will be an improvement • Thorough review and technical studies, satisfaction with work done • This plan is a responsible way to meet the need to do upgrades and maintenance
General question or comment – project related (26)	<ul style="list-style-type: none"> • Overall a well-planned project to upgrade aging infrastructure and do much needed maintenance • Supports members and visitors, creates greater access to water for boaters • Believe there is space for all users • There is a shortage of moorage and this project will free up public marinas • General improvement to Coal Harbour • Will result in a cleaner, safer more controlled marina
Safety (17)	<ul style="list-style-type: none"> • Will improve safety in Coal Harbour for all marine users with better access to and from marina • Potential to improve traffic management in Coal Harbour
Marina design (16)	<ul style="list-style-type: none"> • General improvement to marina layout, much better use of space • Well-designed and well-researched project • Support project but preference would be for more smaller slips
Environment (14)	<ul style="list-style-type: none"> • Project will improve environmental protection by bringing marina up to today's standards • Project has been well planned in terms of impact to the environment • Support proposed removal of creosote pilings and styrofoam floats • Project will improve area for marine animals

Key theme (<i>number of respondents who strongly support or somewhat support</i>)	What we heard
PER Process (3)	<ul style="list-style-type: none"> • Much study and consultation with stakeholders have been completed • Impressed with due diligence on project
Construction (1)	<ul style="list-style-type: none"> • Supports the local area and the marine community, optimizes the space
Community concerns for rowers (1)	<ul style="list-style-type: none"> • Coal Harbour is a busy harbour

The following table provides a summary of key themes for respondents who indicated **strongly oppose** or **somewhat oppose** the project:

Key theme (<i>number of respondents who strongly oppose or somewhat oppose</i>)	What we heard
General question or comment – outside of the PER scope (178)	<ul style="list-style-type: none"> • Concerns about narrowing of navigation channel • Concerns about private use of public waterway • Concerns about financing of project and operations of RVYC • Preserving park space and nature should be a priority • Coal Harbour should not have more boats • Private clubs should not be allowed to expand in the waters around Stanley Park
Community concerns for rowers (75)	<ul style="list-style-type: none"> • Expansion will affect rowing in the channel because of increased traffic and less space for rowers • Expansion will threaten Vancouver Rowing Club's ability to run training programs for novice rowers • Expansion will impact important historic organization in Coal Harbour • Questions about compromise proposed by Vancouver Rowing Club
Safety (34)	<ul style="list-style-type: none"> • Expansion will increase risk of collisions between rowers and other marine users because of narrower channel • Channel is already busy for rowers; increased boat traffic will put more risk on rowers

Key theme (<i>number of respondents who strongly oppose or somewhat oppose</i>)	What we heard
General question or comment – project related (31)	<ul style="list-style-type: none"> • Project will only benefit a small number of users • Do not support expansion but support upgrades to current marina
Marina design (23)	<ul style="list-style-type: none"> • Marina is already an eyesore and this project enlarges it • Boat sheds are not attractive • Opposed to expansion but support redesign of existing marina
Environment (20)	<ul style="list-style-type: none"> • More boats will cause more pollution and noise and harm marine life • Effects of construction on environment • Increased footprint and effect on environment
Technical studies and plans (6)	<ul style="list-style-type: none"> • Boat sheds impact views • Increased noise and light are a concern for some local residents • Concern that wind, tide and debris and marine environment was not taken into account for technical studies
PER Process or other regulatory processes (4)	<ul style="list-style-type: none"> • Concern that First Nations have not been consulted • Concern about level of consultation with the Vancouver Rowing Club • Suggestion to consult with strata councils in Coal Harbour area • Suggestion that City of Vancouver should conduct a planning process for Coal Harbour

The following table provides a summary of key themes for respondents who indicated **neither support nor oppose** the project:

Key theme (<i>number of respondents who neither support nor oppose</i>)	What we heard
General question or comment – not project related (1)	<ul style="list-style-type: none"> Concern from RVYC member about cost of project
PER Process or other regulatory processes (1)	<ul style="list-style-type: none"> Question about how First Nations have been consulted

4.1.2 Technical studies and plans

Respondents were asked to rate their level of satisfaction with the plans and the results of the technical studies and assessments completed as part of the PER application process.

Marina Design

Level of satisfaction with Marina Design:

- **52%** of respondents are **very satisfied or somewhat satisfied**
- **47%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **4%** of respondents are **neither satisfied nor dissatisfied**
- **2%** **did not review** the documents

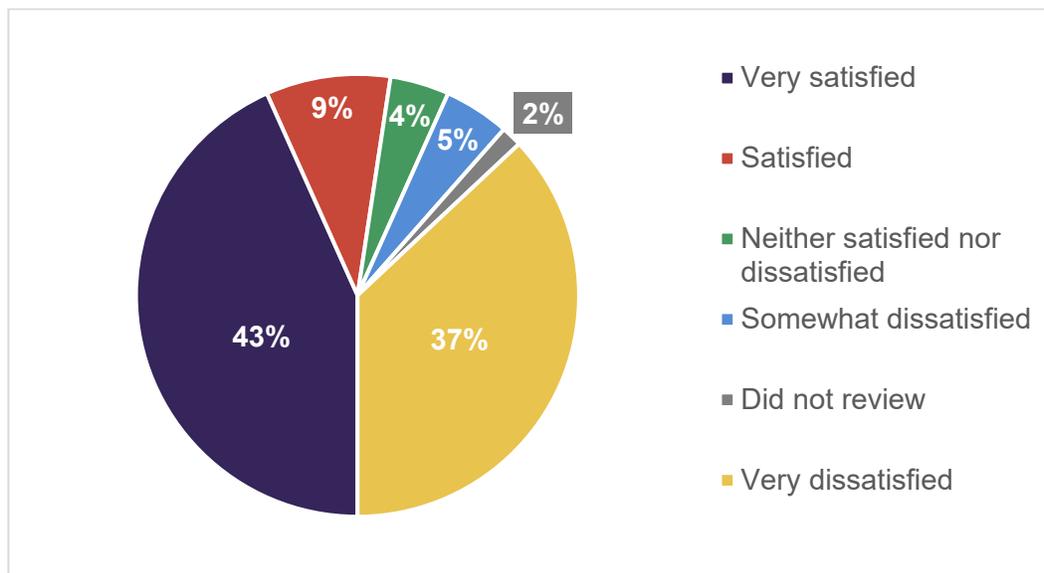


Figure 9: Level of satisfaction with Marina Design (n=1,714)

612 respondents provided reasons for their level of satisfaction with Marina design:

- 257 comments are related to Marina Design
- 355 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided a reason for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (77) or somewhat satisfied (9)</p>	<ul style="list-style-type: none"> • No boats backing out into channel means increased safety for marine users • Improvement over current layout • More useable slips and good design • Increased moorage means economic benefits to region, room for visitors and better service • Design considers environment and improved safety • Improved boat shed design with more available light and no net increase in sheds is good • Satisfies technical requirements • Retains the scale of a low-profile smaller scale recreational boat harbour • Support for use of more eco-friendly materials • Marina is in need of upgrades and this plan satisfies that need
<p>Very dissatisfied (135) or somewhat dissatisfied (33)</p>	<ul style="list-style-type: none"> • Concern about narrowing navigation channel • Increased blind spots and site lines affecting safety • Construction noise especially pile driving • Large boats maneuvering in crowded fairway will cause congestion and safety concerns • Possible harm to the environment from materials used • Appearance of boat sheds will not integrate into natural environment • Impact to neighbouring marinas

Level of satisfaction (<i>number of respondents</i>)	What we heard
Neither satisfied nor dissatisfied (3)	<ul style="list-style-type: none"> • More slips and increased congestion • Safety concerns in Coal Harbour
Outside of the PER scope (355)	<ul style="list-style-type: none"> • Private use of public waterway • Cost of project and use of RVYC funds • RVYC operations and slip leasing • Congestion in channel and restriction of waterway • Question about need for increased moorage in Coal Harbour

View and Shade Study

Level of satisfaction with View and Shade Study:

- **53%** of respondents are **very satisfied or somewhat satisfied**
- **32%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **12%** of respondents are **neither satisfied nor dissatisfied**
- **3%** **did not review** the documents

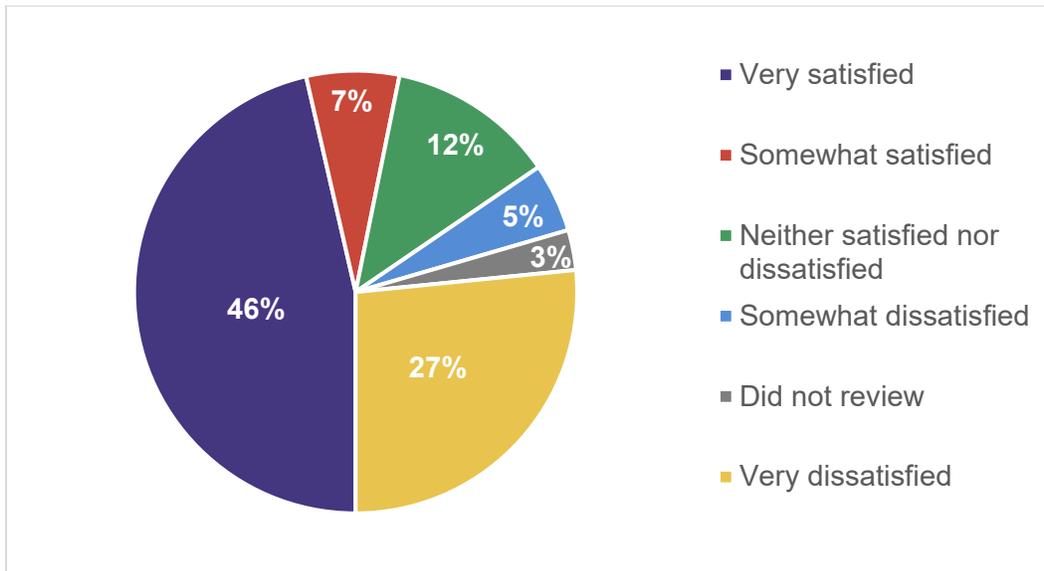


Figure 10: Level of satisfaction with View and Shade Study (n=1,711)

357 respondents provided reasons for their level of satisfaction with the View and Shade Study:

- 184 comments are related to the View and Shade Study
- 173 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided reasons for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (63) or somewhat satisfied (8)</p>	<ul style="list-style-type: none"> • Boat sheds should remain as they have been a feature in Coal Harbour for decades and provide protection to historic and classic vessels • RVYC has designed an aesthetically pleasing and practical marina • No increase in height of sheds is positive • Minimal change to current views is positive • Marina fits well with surroundings • Study considered shade and view effects effectively and happy to see minimal impacts • Shading from project will benefit environment and species that prefer partially shaded waters • Boat shed design that allows more light to penetrate is a positive improvement • Variety of colours for boat sheds might add visual interest • Positioning of boat sheds to avoid backing up into the channel is an improvement • More consideration should be given to how sheds fit into surrounding environment including surrounding nature and architecture
<p>Very dissatisfied (86) or somewhat dissatisfied (18)</p>	<ul style="list-style-type: none"> • Current boat sheds are unsightly, aesthetically undesirable and lack character • Viewpoints chosen for study not represented West End view • Remove all boat sheds • Concern about shadows from boat sheds on marine environment • Question about consultation with Indigenous groups • Visual look of boat sheds is acceptable but there are too many sheds • View of open water will be crowded • Number of boat sheds seems to be increasing • Blind spots will be created for rowers • Increase of slips will mean more views of more boats

Level of satisfaction (<i>number of respondents</i>)	What we heard
Neither satisfied nor dissatisfied (9)	<ul style="list-style-type: none"> • Modelling for renewal is acceptable but expansion is not acceptable • Replacement of sheds is acceptable • Very little change from existing views and shade • No interest in this study
Outside of the PER scope (173)	<ul style="list-style-type: none"> • Modelling doesn't take into account boater safety • Prefer project to stay in existing footprint • Project will impact to channel • Increased marine traffic is a concern • Many boats never leave the marina

Lighting Plan

Level of satisfaction with the Lighting Plan:

- **56%** of respondents are **very satisfied or somewhat satisfied**
- **24%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **15%** of respondents are **neither satisfied nor dissatisfied**
- **5%** **did not review** the documents

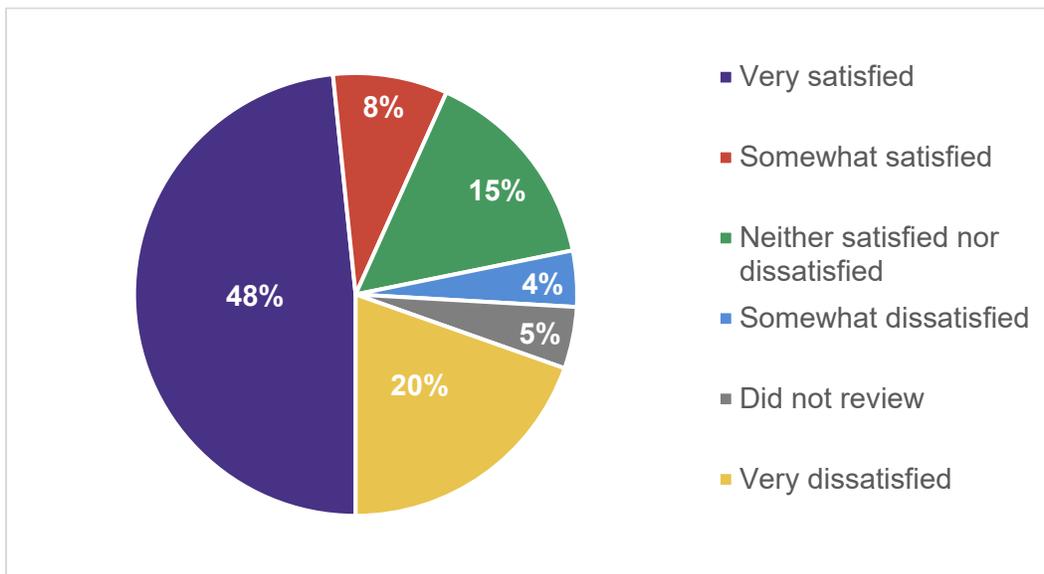


Figure 11: Level of satisfaction for Lighting Plan (n=1,710)

268 respondents provided reasons for their level of satisfaction with the Lighting Plan:

- 147 comments are related to the Lighting Plan
- 121 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided reasons for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (65) or somewhat satisfied (15)</p>	<ul style="list-style-type: none"> • Project has improved energy conservation and benefits the environment • Reduced light spill sets a good example and will benefit the community • Satisfied that light spill effects on community and safety have both been considered • Reduced light spill will benefit birds • More modern visual impression will be an improvement • Best practices appear to be followed for energy conservation and environmental impact • Planned LED lighting is an improvement • Lighting should consider motion detectors to reduce theft and vandalism
<p>Very dissatisfied (48) or somewhat dissatisfied (12)</p>	<ul style="list-style-type: none"> • Replace existing lighting with LED • No objection to new lights as long as they are dimmer and cause less spill, object to white or blue LED with more spill • Increased lighting may impact wildlife, fish and fish habitat • Question about how adding lighting will reduce light spill because more lights will result in more light pollution • Increased pollution will negate any environmental benefits • Additional light pollution in Coal Harbour is a concern • Energy would be conserved by not expanding • Question about using solar energy
<p>Neither satisfied nor dissatisfied (7)</p>	<ul style="list-style-type: none"> • Plan and upgrades are acceptable as long as project stays within existing footprint • Not interested in this issue

Level of satisfaction (<i>number of respondents</i>)	What we heard
Outside of the PER scope (121)	<ul style="list-style-type: none"> • Narrower navigation channel will increase risk of collision • Use of public space and impact to rowers is a concern • Environment is not an issue; public safety on the water is key issue

Biophysical Survey of Sub-tidal Habitat

Level of satisfaction with the Biophysical Survey of Sub-tidal Habitat and Assessment:

- **55%** of respondents are **very satisfied or somewhat satisfied**
- **31%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **10%** of respondents are **neither satisfied nor dissatisfied**
- **4%** **did not review** the documents

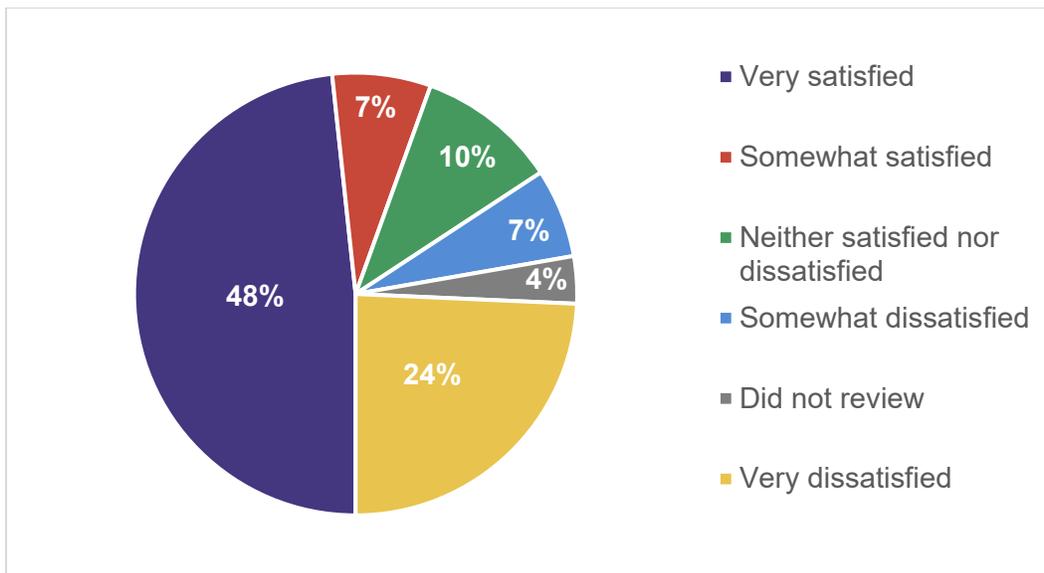


Figure 12: Level of satisfaction for Biophysical Survey of Sub-tidal Habitat and Assessment (n=1,708)

331 respondents provided reasons for their level of satisfaction with the Biophysical Survey of Sub-tidal Habitat and Assessment:

- 235 comments are related to the Biophysical Survey of Sub-tidal Habitat and Assessment
- 96 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided reasons for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (71) or somewhat satisfied (8)</p>	<ul style="list-style-type: none"> • Risks have been limited and marina will continue to support the beauty of the park • Satisfied that there are no sensitive habitat areas or endangered species • Facilities like RVYC have been going above and beyond to protect the environment and habitat and this project reflects that • Best practices appear to be followed • RVYC take the idea of clean seas seriously • Removing treated wood and creosote pilings is a major improvement to the marine habitat • The project will help reverse results of a century of economic activity and improve the Coal Harbour environment • Trust in the process to protect humans and animals • Question about dredging and proper disposal • Not carrying out construction in summer adds time and cost to projects • Increase in boats may contribute to disruption of ecosystem • Thorough review, satisfied to see adherence to DFO requirements • Marinas create diversity in ecology with docks and pilings as you can see from marine life there

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very dissatisfied (106) or somewhat dissatisfied (39)</p>	<ul style="list-style-type: none"> • Only support replacement of old piles, floats and fingers as expansion into navigational channel will impact all species • Additional boats will result in more pollution and more impacts on the environment • Shading effects on marine environment • Water quality impacts • Questions and concerns about minimizing disturbance to marine mammals by increased traffic • Wastewater discharge and illegal disposal of human waste is a concern • Question about continued monitoring in the area • Pile driving could disturb layers of past industrial sediments and release contaminants • Relatively small impacts to environment • Scope of assessment for Centerm and Convention Centre including seasonal variations, but this assessment did not • Questions about whether herring spawning on piles was studied • Question about effects on non-endangered species including Great Blue Heron, cormorants, otters and seals • Question about consultation with Indigenous groups • Remediation of habitat should be included • Construction impacts are a concern • Blocking passage into Harbour near seawall could preventing mother seals from entering and raising young seals in harbour
<p>Neither satisfied nor dissatisfied (9) or did not review (2)</p>	<ul style="list-style-type: none"> • Environment has already been damaged • Trust consultants have done their work • Increased boat traffic will have an impact regardless of whether there is sensitive habitat or not • Remaining in current footprint will minimize impacts as expansion could impact habitat

Level of satisfaction (<i>number of respondents</i>)	What we heard
Outside of the PER scope (96)	<ul style="list-style-type: none"> • Harbour is cleaner now than it has been in years all tenants, especially RVYC, work hard to achieve this • Wildlife in the area has been increasing; the area works well for both humans and animals • RVYC is a leader in clean marinas and surface skimmer has improved area • Painting and sanding of boats affects the environment and should be considered • Existing infrastructure restricts wildlife • Project will have an effect on rowers • Review should include navigation channel • Project could have effects on Stanley Park and is commercialization of the park

Noise Assessment

Level of satisfaction with the Noise Assessment:

- **54%** of respondents are **very satisfied or somewhat satisfied**
- **32%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **11%** of respondents are **neither satisfied nor dissatisfied**
- **3%** **did not review** the documents

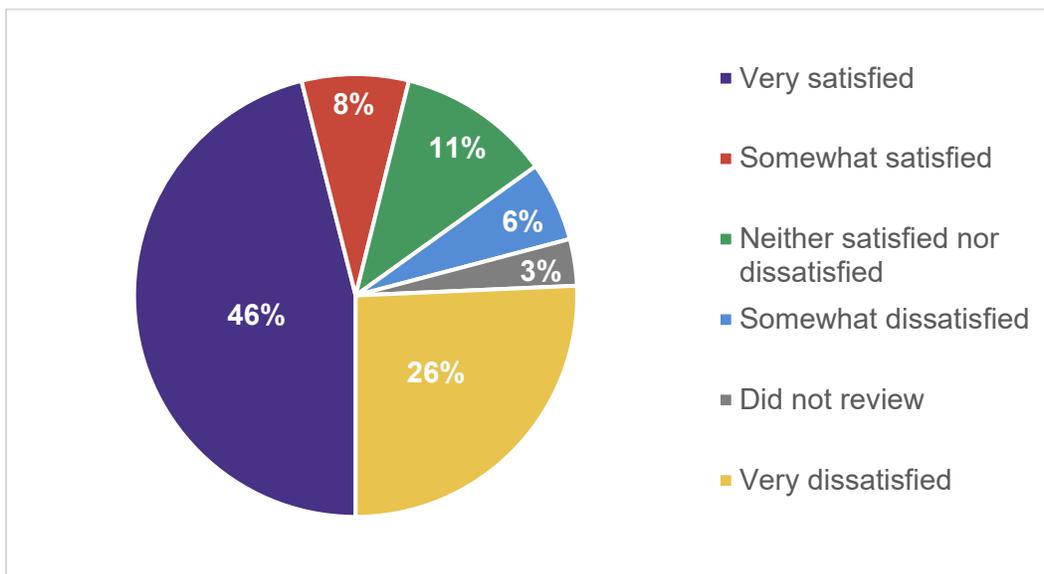


Figure 13: Level of satisfaction for Noise Assessment (n=1,704)

297 respondents provided reasons for their level of satisfaction with the Noise Assessment:

- 212 comments are related to the Noise Assessment
- 85 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided reasons for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (48) or somewhat satisfied (13)</p>	<ul style="list-style-type: none"> • Pile driving is periodically a factor in working harbours and efforts to minimize impacts seem to be the best available options • Construction is taking place in the centre of the city with many residents nearby, but the marina expansion does not appear to have significant effects • Project has considered and minimized the impacts to neighbours • Work being done in low season for visitors and during daylight hours minimizes effects to community • Daytime noise levels are already high so anticipate effects will be minimal • Not many pilings, vibrating drivers are quieter than pounding ones and short-term effects will be worth the environmental benefits • Construction noise will be temporary and should be less than other recent construction projects in Burrard Inlet • Noise during operations should be minimal and consistent with current levels • This project is small in relation to other developments in the area including road works and high-rise construction in the area • Increased marine traffic could mean more noise • Effects of noise on wildlife • If driving piles with noisier method will result in greater energy conservation, this should be considered

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very dissatisfied (105) or somewhat dissatisfied (30)</p>	<ul style="list-style-type: none"> • Noise will be disruptive, and considerations have not been made for Coal Harbour residents • Increased marine traffic for residents and marine animals in the vicinity of the project and beyond Coal Harbour • Pile driving early in the morning would be a concern • Noise effects on park users • Increased marine traffic and noise effects on marine wildlife • Question why only construction noise was studied • Question about consultation with Indigenous groups • Support upgrade but not expansion
<p>Neither satisfied nor dissatisfied (16)</p>	<ul style="list-style-type: none"> • Noise effects on hotels nearby • Coal Harbour area is very vibrant and there is already significant noise, including sea planes, so this project is not likely to add significant noise levels • Noise levels seem to be minimal but hope that effects on marine animals has been considered • Some construction may be disruptive
<p>Outside of the PER scope (85)</p>	<ul style="list-style-type: none"> • Effects on rowers and their ability to use the navigational channel • Private use of public waterway • A lot of construction in the area in recent years

Construction Staging

Level of satisfaction with the Detailed Construction Staging Memo:

- **52%** of respondents are **very satisfied or somewhat satisfied**
- **37%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **8%** of respondents are **neither satisfied nor dissatisfied**
- **3%** **did not review** the documents

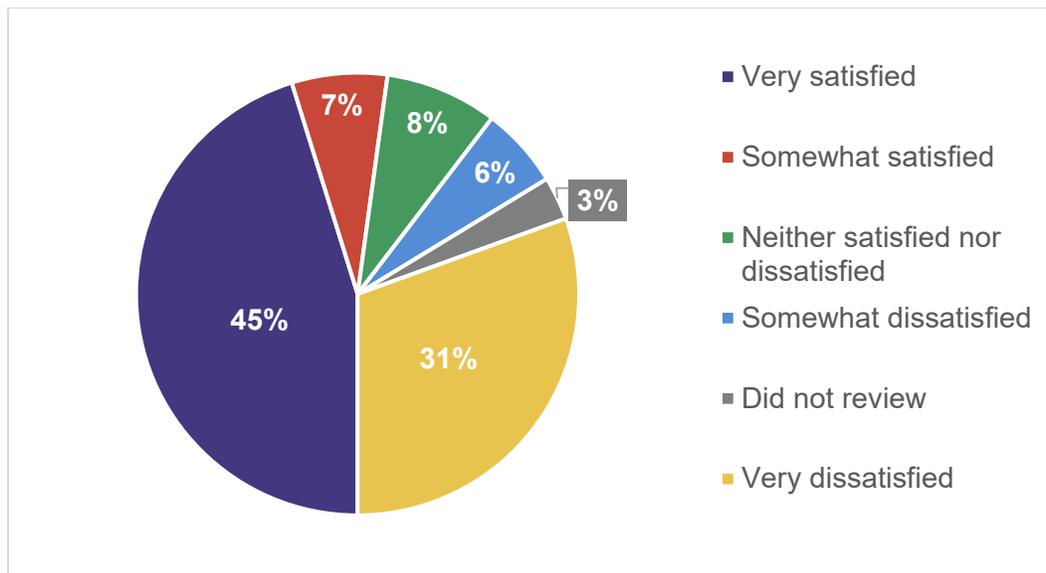


Figure 14: Level of satisfaction for Detailed Construction Staging Memo (n=1,706)

332 respondents provided reasons for their level of satisfaction with the Detailed Construction Staging Memo:

- 122 comments are related to the Detailed Construction Staging Memo
- 210 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided reasons for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (32) or somewhat satisfied (5)</p>	<ul style="list-style-type: none"> • Addresses concerns about navigational impact during construction • Considered neighbours, workers and park users during construction, staggered staging is appropriate • K-float as first stage is well planned and will contain following stages and associated activities • Best practices appear to be considered • Replacement of creosote piles is very important for environmental protection • Expansion is good for Vancouver jobs and economy • Environmental considerations are positive including, staging construction to minimize effects on fish and fish habitat • Minimal disruptions to neighbouring businesses • Construction schedule is longer than desired but considers impacts during construction • Support this plan provided that pile driving only happens during daylight hours • Confident that construction team will act responsibly because they are also end user
<p>Very dissatisfied (69) or somewhat dissatisfied (11)</p>	<ul style="list-style-type: none"> • Pile driving noise effects • Access to Coal Harbour during phase 1 and disruption to users of the waterway • Boating public should not be impeded by construction • Question about commitments in CEMP to mitigate and reduce noise from pile driving • Effects of construction, including pile driving, on the environment and marine life • Do not agree that first phase should include K-float as it increases impact on marine users including rowers • Question about consultation with Indigenous groups • Construction may impact nearby businesses

Level of satisfaction (<i>number of respondents</i>)	What we heard
Neither satisfied nor dissatisfied (5)	<ul style="list-style-type: none"> • Construction plan and schedule are satisfactory and could be minimized if project was limited to existing footprint • Construction usually takes longer than expected, but if the schedule remains as Monday through Friday, 9 am to 5 pm, it will be satisfactory • Appreciate the effort to have work done offsite • Question about use of term “reconfigured”
Outside of the PER scope (210)	<ul style="list-style-type: none"> • Construction not a concern but how do we decide that more boats are positive • Proposed lease area puts rowers and other non-motorized users at risk • Private use of public land • Narrowing of navigation channel • Cost and financing of project • Already enough construction in the area • Already enough marinas in the area, doesn’t benefit the greater community

Marine Traffic and Safety Plan

Level of satisfaction with the Marine Traffic Safety Plan:

- **54%** of respondents are **very satisfied or somewhat satisfied**
- **41%** of respondents are **very dissatisfied or somewhat dissatisfied**
- **4%** of respondents are **neither satisfied nor dissatisfied**
- **1%** **did not review** the documents

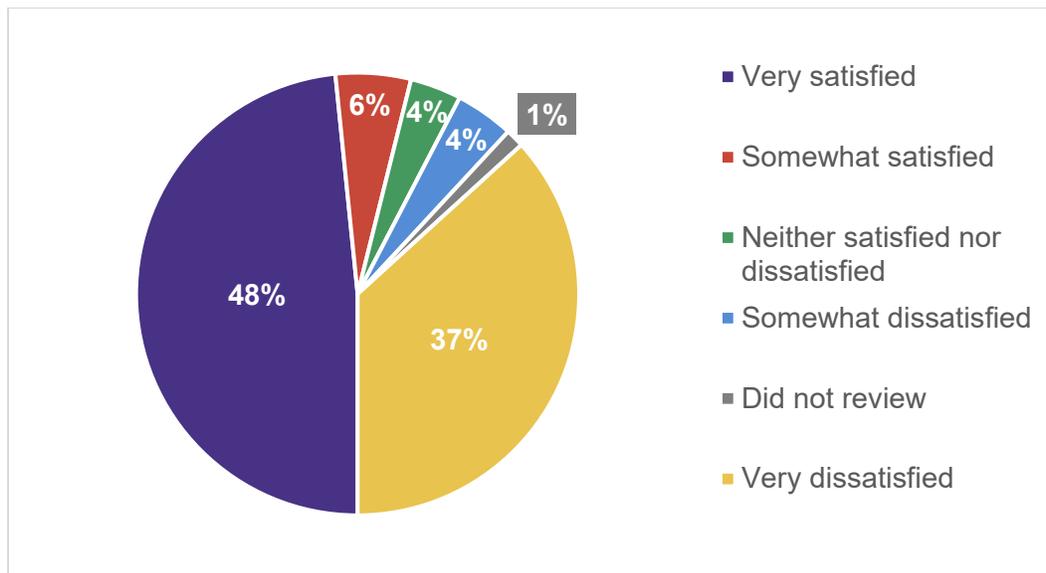


Figure 15: Level of satisfaction for Marine Traffic Safety Plan (n=1,711)

452 respondents provided reasons for their level of satisfaction with the Marine Traffic Safety Plan:

- 147 comments are related to the Marine Traffic Safety Plan
- 305 are outside of the PER scope

The following table provides a summary of key themes identified by respondents who provided reasons for their level of satisfaction.

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very satisfied (65) or somewhat satisfied (4)</p>	<ul style="list-style-type: none"> • Having only two access points to the marina and eliminating vessels backing out of marina is an improvement to safety • Will result in better use of the marina for all, new design is much safer despite the loss of a portion of the channel • Improves safety for all Coal Harbour users with better access and maneuvering • Update Fire and Life Safety Plan is a benefit to all Coal Harbour users • Improves traffic management • Increases visibility for all users in Coal Harbour • Cooperation and education between all users is important • Suggest notification system for boats leaving west side of K-float • Believe that rowers concern about safety have been addressed, rowers will benefit from this new plan • Marine traffic plan is very important for the safety of all users • This provides more safety in a training area and respects all users • This plan doesn't address the narrow pass-by for large boats or unpredictable steering of other boats • An increase of 40 boats doesn't seem like a huge increase from what is already in Coal Harbour • Safety features are good but concerned about size of the expansion

Level of satisfaction (<i>number of respondents</i>)	What we heard
<p>Very dissatisfied (15) or somewhat dissatisfied (61)</p>	<ul style="list-style-type: none"> • Concerns about increased likelihood of collisions and risk of injury or death to rowers • Concern that additional boat sheds and K-float will result in blind spots and restricted sight lines • More docks and slips will increase traffic and congestion and will limit space for small watercraft • Area is already very busy and seems unsafe • Entry and exit points are good but encroachment into channel doesn't support other users • Entry and exit points will not be safer and will provide less visibility, K-float vessels will need to maneuver in at angles within the navigation channel • FISA guidelines used for safety plan are not applicable in this case because they pertain to a racing environment • Concern about level of engagement in early stages of proposal
<p>Neither satisfied nor dissatisfied (2)</p>	<ul style="list-style-type: none"> • Concern that there is still not enough room to safely enter and exit • More marine traffic may result in more accidents and fuel spills, fumes and fires
<p>Outside of the PER scope (305)</p>	<ul style="list-style-type: none"> • Contradiction that some members of the rowing club feel that they have more rights to a common channel than people who dock their boats at the RVYC • Hope that marinas on the south side of the Harbour have similar safety plans in place • There are boats on all sides of the channel, and they all support the marine industry in Vancouver • Rowers are going backwards in the harbour and need to take responsibility for themselves, having lanes would be a good idea • Human powered craft require much wider area to make allowances for potential errors • Private use of public waterway • Concern about the impact on rowers of a narrower navigation channel

4.2 Summary of webinars

The project team hosted two information sessions, using the GoToWebinar online platform:

- Webinar #1, 16 June 2020 – 71 people attended (81 registered)
- Webinar #2, 24 June 2020 – 91 people attended (115 registered)

4.2.1 Webinar #1

Of the 71 people who attended the webinar, **26 attendees submitted 121 questions and comments** covering the following key themes:

- General question or comment – outside of the PER scope (64 questions)
 - Comment about adding motorized vehicles when city is encouraging walking and biking over car traffic
 - Question about how Vancouver Rowing Club monitors their training boats
 - Question whether Coal Harbour traffic been compared to False Creek Traffic
 - Question about potential of changing channel design
 - Channel provides ample space for all users
 - Comment that the Channel is already very busy should not be narrowed
 - Comment that FISA guidelines are not applicable to this channel
 - Question about whether port authority has assessed actual number of rowers using Coal Harbour
 - Questions about RVYC operations, funding and cost of project
- PER Process (27 questions)
 - Question about whether RVYC have a requirement to prove rowing is still safe
 - Suggestion that the webinar process only provides RVYC voice
 - Questions about requirements of public engagement and webinar format
 - Questions and comments about webinar format
 - Question about whether the City of Vancouver's *Water Strategy: Vancouver's non-motorized watercraft Strategy* has been considered
 - Question about consultation with Indigenous groups
 - Question about which stakeholders have been consulted
 - Question about whether official rowing bodies have been consulted
 - Question about whether port authority is aware municipal and provincial government representatives support or opposition to the project
 - Question about consultation with City of Vancouver
 - Comment that Transport Canada will review application under the *Canadian Navigable Waters Act*

- Community concerns for rowers (14 questions)
 - Comment about the impact on Vancouver Rowing Club
 - Comment about safety of rowers
 - Comment about consultation and alternative proposal from Vancouver Rowing Club
- Technical studies and plans (9 questions)
 - Comment that project benefits could be realized without expansion
 - Questions about water lease lines
 - Questions about references for multi-use waterways and safety needs for rowers
- Marina design (5 questions)
 - Comment about marina best practices
 - Question about how blind spots have been addressed in design
 - Comment about moving K-float
 - Question about maximum size of boat on K-float and whether illustration includes the beam (width of boat)
- Construction (1 question)
 - Question about impact to channel during construction
- Environment (1 question)
 - Question about enhancements as part of the project

4.2.2 Webinar #2

Of the 91 people who attended the webinar, **45 attendees submitted 140 questions and comments** covering the following key themes:

- General question or comment – outside of the PER scope (54 questions)
 - Questions about alternate proposal from Vancouver Rowing Club
 - Question about why Vancouver Rowing Club is only non-motorized vessels allowed in Coal Harbour
 - Question about whether Vancouver Rowing Club concerns have been addressed
 - Questions about water lot leases
 - Comment that Vancouver Rowing Club is also a private club using public waters
 - Comment that RVYC will lease and pay for the extra water lot and has applied to do so
 - Questions about navigation channel, width and references
 - Question about how many rowers use the channel
 - Question about consultation for lease issuance

- Questions about RVYC operations, funding for project and membership
- Question about rowers and monitoring speed and ability to see where they are going
- Question about access to Coal Harbour for non-motorized recreational water users including canoes, kayaks, paddle boards and rowers
- PER Process or other regulatory processes (37 questions questions)
 - Question about RVYC plans if project is not approved
 - Question about application submissions
 - Question about *Navigable Waters Act*
 - Questions about consultation with City of Vancouver
 - Question about notification process
 - Question if there are RVYC members who are employed at the port authority, on the board of directors or reviewing this project
 - Question about port authority mandate to consider community interests
 - Question about application completeness review
 - Question about how the port authority considers feedback and makes decisions
 - Question about whether there is an appeal process after a decision has been made
 - Question about Vancouver Rowing Club expansion project and process for approval of new boat slips
 - Question about consultation with Squamish First Nation
 - Question about consultation with rowing governing bodies
 - Question about stakeholders that have been consulted
 - Question about MLA for Vancouver West End and City of Vancouver opposition to project
- Technical studies and plans (27 questions)
 - Questions about example of other rowing jurisdictions
 - Questions about lease boundary
 - Question about references for guidelines for rowing lanes and safety
 - Question about consideration of alternate plan proposed by Vancouver Rowing Club
 - Question about economic benefits and studies conducted to assess this
- Marina design (10 questions)
 - Comment of concern about expansion, suggest building in existing footprint
 - Question about number of new slips that could be gained through reconfiguration
 - Comments expressing concerns about entry and exits from K-float

- Questions about manoeuvring space for K-float
 - Question about expansion and width of channel
 - Question about size of boats on K-float
- Community concerns for rowers (5 questions)
 - Comment that rowers require wider channel at speed
 - Comment that Vancouver Rowing Club was established before the RVYC
 - Comment that there are more than 50 rowing shells at the Vancouver Rowing Club
 - Comment that rowers leave a minimal wake compared to large boats
- Environment (3 questions)
 - Question about increase in vessels and environmental protection
 - Question about environmentally friendly design
 - Question about how energy conservation was considered as part of the project
- Safety (3 questions)
 - Questions about ensuring visitors understand safety concerns and protocols
 - Question about education program
- Construction (1 question)
 - Question about impacts to channel during construction and why hours are shorter than regular port authority construction hours

4.3 Written submissions and phone calls

During the Application Review public comment period **28 pieces of written correspondence were received via email** by the RVYC or the port authority:

- 14 pieces of correspondence were received directly by RVYC
- 10 pieces of correspondence were received directly by the port authority and forwarded to RVYC
- Four pieces of correspondence were letters forward by the Coal Harbour Preservation Group to both the RVYC and the port authority *Note: one piece of written correspondence was submitted to the Coal Harbour Preservation Group outside of the engagement period (31 July 2019) but will be considered as part of the public comment period feedback.*

The following table provides a summary of key themes identified by people who submitted a written response with comments or questions.

Level of support (<i>number of respondents</i>)	What we heard
Support the project (3)	<ul style="list-style-type: none"> • Rowers should be responsible for safety for example they could use rear view mirrors • This project will not end rowing in Coal Harbour • Thousands of members of the RVYC will benefit from this project and there are less than 100 active rowers • Webinar provided good information and much work has gone into this project • Webinar was very organized, and the presenters were well prepared
Oppose the project (21)	<ul style="list-style-type: none"> • Impact of project on rowing operations and safety for rowers • Detailed account of the experience of learning to row • City of Vancouver non-motorized watercraft strategy should be considered when assessing the project • More vessels will cause more pollution • Restrictions for open houses, concern about webinar format and request to delay decision • Boat sheds are an eyesore • Project should facilitate the needs of rowers • RVYC facilities should be accessible to the general public • Waterway is already crowded; congestion causes safety concerns and detracts from views

Level of support (<i>number of respondents</i>)	What we heard
	<ul style="list-style-type: none"> • Concerns about safety, equity and education and awareness of marine users • Question about why project cannot be completed within the existing footprint as the size of marina is already sufficient • Boats do not appear to be used very often and the marina is just a parking lot for boats • Channel should not be narrowed
Did not identify support or opposition (4)	<ul style="list-style-type: none"> • What is the economic value of the project to the community? • What is the expected life span of the new metal pillions compared to wood (creosote) and concrete? • How can you access recordings of the webinars? • Can you provide more information about the project and what you are proposing?

4.4 Phone calls to project line

During the Application Review public comment period **four people submitted questions or comments via phone:**

- Three callers expressed support
- One caller expressed opposition

Comments and questions submitted include:

- RVYC member expressed support of project enquired about how to provide feedback
- RVYC member noted the CKNW advertisement paid for by Vancouver Rowing Club and expressed concern about misinformation
- RVYC member requested copies of plans, unable to download from website and noted that all materials available on the website were well thought out
- Resident of Coal Harbour expressed opposition to expansion because it will add congestion to the waterway, the view will be a large parking lot of boats and rowers will be impacted

5 Summary

The feedback form was the primary tool for collecting individual feedback.

Most online feedback form respondents (98%) indicated their level of support for the project. Of these:

- **52%** of respondents **strongly or somewhat strongly support** the project
- **47%** of respondents **strongly or somewhat strongly oppose** the project
- **1%** of respondents **neither support nor oppose** the project

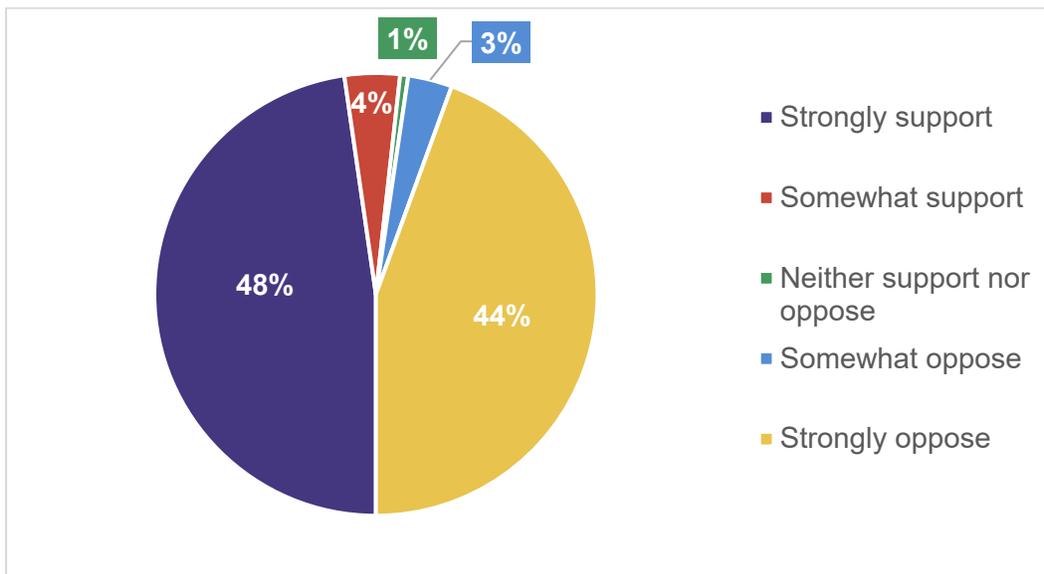


Figure 16: Level of support for the proposed project (n=1,708)

517 respondents (34%), provided a reason, on their feedback form, for their level of support. Key themes include:

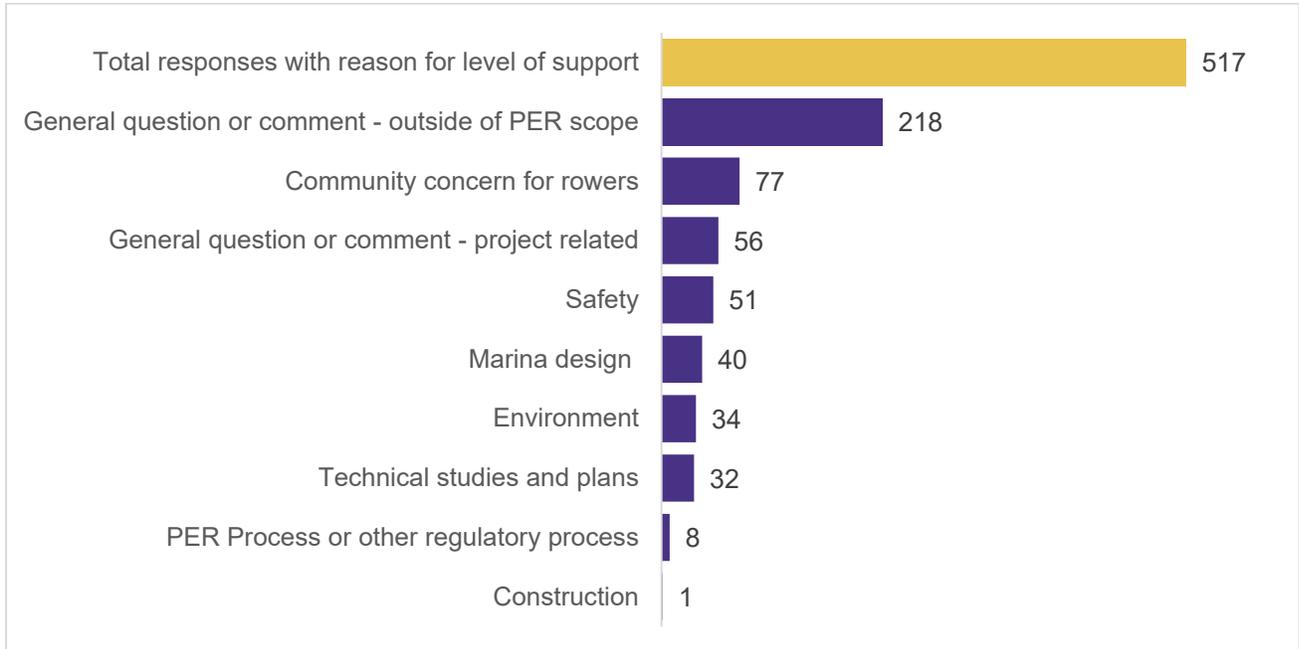


Figure 17: Key themes for level of support (n = 517)

More than half of all feedback form respondents were **very satisfied or satisfied with the technical studies and plans** prepared as part of the PER application:

- Marina Design 52%
- View and Shade Study 53%
- Lighting Plan 56%
- Biophysical Survey of Sub-tidal Habitat 55%
- Noise Assessment 54%
- Detailed Construction Staging Memo 52%
- Marine Traffic and Safety Plan 54%



6 Next Steps

The project team will prepare an Input Consideration Report outlining how the feedback and questions received during the PER process public comment period have been considered. The report will be posted to the [project web page](#) and to the [port authority website](#) following acceptance of the report by the port authority.