

## Q&A Recreational docks, Burrard Inlet

### Recreational docks

#### 1. Why does the port authority manage recreational docks?

- The Vancouver Fraser Port Authority is the federal agency that oversees the stewardship of the Port of Vancouver. Under the *Canada Marine Act*, the port authority is responsible for the administration, management and control of land and water within its jurisdiction. This includes the waters adjacent to residential properties along Burrard Inlet, including Indian Arm and Port Moody Arm.
- Landowners in this area who have waterfront property and have, or want to build, a recreational dock immediately in front of their existing residential property are required to enter into a formal licence agreement with the port authority prior to installing a recreational dock within the port authority's jurisdiction.

#### 2. Why was there a moratorium on recreational dock applications?

- The moratorium was in place while the port authority reviewed our approach to recreational docks to better align with our [land use plan](#) and [Project and Environmental Review Process](#), and developed updated guidelines that will help us more effectively consider and process recreational dock applications.

#### 3. Why is the port authority raising the licence fees for recreational docks?

- As a port authority, we operate pursuant to the *Canada Marine Act* and are mandated to charge fees that align with fair market value, as indicated in our [Letters Patent](#). Prior to 2020, annual fees for a recreational dock licence had not increased since 1993 and therefore did not reflect current market values.
- As part of our work to develop the new guidelines, in 2019, the port authority requested an updated third-party appraisal valuation to determine market pricing for private moorage water lot tenures. The appraisal compared current market values for water lot tenures across Canada and in the US.
- The appraisal considered available market information and private moorage rental approaches in other jurisdictions. Based on this research, four distinct zones of market influence along Burrard Inlet were identified, primarily based on water/land access points. The corresponding revised licence fee is based on the assessed market value of the water lot in each [zone](#). Fee information can be found on the [digital engagement page](#), under the fee section.

#### 4. How are you addressing other issues in the area such as derelict boats dumping wastewater in the harbour?

- Under the *Canada Marine Act*, the port authority may take action to remove derelict boats if they pose navigational or environmental safety risks such as the risk of sinking, risk of leaking fuel or oil pollutants, or anchoring in a shipping lane or an area routinely used for navigation.
- Derelict boats within our navigational jurisdiction are monitored by our operations centre and port authority harbour patrol vessels on the water, who together assess the boat, maintain up-to-date information on the

boat, and try to contact the boat owner for its removal. Should removal be necessary, boat owners are responsible for the associated costs.

- Under the [Canadian Fisheries Act](#), discharging deleterious substances, including wastewater, is prohibited and enforceable by Environment Canada.
- For more information on derelict vessels in the Port of Vancouver, please visit our [website](#).

## 5. How did you determine the environmental impacts of having a recreational dock?

- The port authority considered studies on eelgrass, forage fish habitat, and identified other important marine habitat areas to develop important environmental areas. No new docks will be authorized in important environmental areas to protect these environmental resources.
- Minimizing the effect that recreational docks have on the environment was a key consideration in developing the recreational dock design criteria. Recreational docks have the potential to degrade sensitive intertidal habitat, cause shading that effects marine vegetation, and introduce pollutants.
- The new design criteria will minimize the size and spacing of proposed recreational docks, to help reduce the cumulative impacts of all docks.
- Each new recreational dock application will be reviewed under the [Project and Environmental Review](#) (PER) process to evaluate environmental impacts and consider site specific conditions.

## 6. Why don't the guidelines apply to the Fraser River?

- There are different considerations, including environmental, for the Fraser River from those in Burrard Inlet, and therefore there will be separate guidelines and licences for recreational docks along the Fraser River. This will be addressed in Phase 2 of the residential dock process.

## 7. If I need to remove my dock, do I need to get a permit for removal? Is there a cost?

- Yes. A permit is required for dock removal. The cost of the permit will be dependent on the scope of the in-water works. Please refer to our [project and environmental review page](#) for further information.

## 8. What does the documentation fee cover?

- The one-time documentation fee for licences is a property agreement document fee as set up in the port authority's fee document pursuant to Section 49 of the [Canada Marine Act](#). This fee is subject to change on an annual basis.

## 9. What does the one-time registration fee cover?

- As part of the transition to the new 10-year recreational dock licence agreements, this registration fee covers all necessary costs associated with title searches, releases, registration and transfers at Land Titles Office.

## 10. Are there additional costs related to the Project and Environmental Review (PER) process?

- The port authority administers a Project and Environmental Review (PER) process to ensure all projects and activities within its jurisdiction meet applicable standards and minimize environmental and community

impacts. The level of review required for each project is based on potential project-related impacts, with category A reviews being the least complex and category D reviews being the most complex. For recreational docks, most maintenance, servicing and repair activities fall into category A, while new recreational dock projects fall into category B. Depending on the category of review, the applicant may be required to submit an application fee, documentation deposit, and incur other expenses as part of the PER process. The following is a summary of the application fees for each category of review.

- Cat. A no fee
- Cat. B (if no consultation) \$500 + GST
- Cat. B (if consultation is required) \$2,500 + GST
- Cat. C \$12,500 + GST
- Cat. D \$22,500 + GST

Please see our [Project and Environmental Review Application Guide](#) for more information on fees, project categories, and how to apply.

### **11. Where can I find information specific to my municipality?**

- Please visit the Municipal information PDFs on our digital platform:
  - [Village of Belcarra](#)
  - [District of North Vancouver](#)

### **12. Where can I find information on the new licence fees?**

- Fee information can be found on the [digital engagement page](#), under the fee section.

### **13. Where can I find information on the new guidelines?**

- Please refer to the [Recreational Dock Guidelines – Burrard Inlet](#) for further information on the guidelines.

### **14. I have questions. Who can I ask?**

- For any further questions or clarification, please contact: [recdocks@portvancouver.com](mailto:recdocks@portvancouver.com)