

Information Sheet



What are the benefits to the community?

MORE MOORAGE SPACE FOR RESIDENTS:

When the North Harbour marina was constructed in 1977 it was designed to harbour 400 boats with an average length of 21 feet. In 2000 the harbour accommodated 290 boats with an average length of 27 feet. There has been an increasing demand for larger berths and there is now a large waiting list of boat owners wishing to moor at the North Harbour, the majority of them larger than 28 feet. Currently, the North Harbour can hold 278 boats, 100 boats that are 24 feet or under and 178 boats that are 25 feet and over.

Under the new reconfiguration the harbour would be able to hold 315 boats, (98 boats that are 24 feet and under and 217 boats that are 25 feet and over). The new configuration of the North Harbour will address the growing demand for larger berths, with a maximum of 9,500 feet of moorage space available. The harbour currently has 7,943 feet of chargeable moorage space. This will be an increase of 19% in available moorage space.

CRITICAL STRUCTURAL REPAIRS AND UPGRADES:

In 1998, Westmar Consultants Inc. were hired by the City to assess the expected life span of the existing harbour infrastructure. These were their findings:

- Decking: 2 – 5 years left;
- Floatation: 10 years left;
- Mooring piles: 8 – 10 years left.
- During the winters of 2002/2003 and 2006/2007 large storm events damaged several floats and a number of piles failed. These events verified that the expected life spans predicted by Westmar were accurate.

The planned structural work will include:

- Installation of new, owner-supplied marina float infrastructure, including steel pile moorings.
- Better safety and sanitation, including new potable and firefighting water infrastructure, sanitary pump out, hydro and security services.

- Structural improvement and repair through realignment and armouring of the east harbour perimeter, including placement of armour along the existing sheet pile wall, as well as minor repairs to the existing break-water.

ECONOMIC BENEFITS:

New services such as a pub/restaurant, shopping outlets and commercial marine repair services will result in increased activity and revenue to our area. Public seating and landscaping will make the whole harbour area more attractive for residents and tourists alike.

How much will the project cost and how is it being funded?

The total cost is budgeted at \$6.5 million: \$6 million will be borrowed; \$500,000 will come from the North Harbour Reserve Fund.

MOORAGE RATES:

Once the project is completed, moorage rates for the North Harbour will be significantly higher than they are today, but will be comparable to other communities.

Of the seventeen municipal and private marinas polled, fifteen charge rates in a range of \$4.58 to \$10.10 per foot per month, two of the marinas charge less than \$4.58 per foot per month.

Net revenue from moorage fees will be transferred into the North Harbour Reserve for future repairs.

BUDGET OVERVIEW:

<i>Principal interest payment on new debt</i>	(\$367,980)
<i>(30 Year amortization)</i>	
<i>Operational Costs</i>	(\$163,638)
<i>Total Costs</i>	(\$531,618)

<i>Fee received per month**</i>	\$48,450
<i>Fee received for 12 months</i>	\$581,400
<i>Potential net funds to go towards Reserve Fund</i>	\$49,782

***Based on 9,500 feet of total Chargeable Moorage and a minimum Moorage rate of \$5.10 per foot per month.*

Continued on back...

How will this project affect my taxes?

It is the intention of the City that the borrowing for the North Harbour will not affect your taxes, but rather, the users of the marina will pay moorage fees that are sufficient to cover the annual debt payments and annual operating costs of the North Harbour Marina.

What are the environmental impacts?

The seabed will be dredged to provide minimum under keel clearances and the resulting material will be disposed of at sea in accordance with federal regulations, including a detailed review process and an opportunity for public comment. For more information on disposal at sea procedures and regulations see:

www.ec.gc.ca/seadisposal/regs/index_e.htm

The nearby eel grass bed will be protected in accordance with the guidelines of the Federal Fisheries Act by:

- minimizing the area of shoreline disturbed by construction activities. Upland erosion and construction activities can increase sedimentation flow down freshwater streams, which can smother eelgrass plants and destroy the homes and feeding grounds of migratory birds, salmon and shellfish.
- protecting trees, shrubs and grasses near the shoreline. Physical alteration of the shoreline to protect or support coastal properties can increase wave energy and alter substrate type creating nearshore areas less able to support eelgrass beds.
- Leaving the site as natural as possible to prevent interruption of ocean currents and reduce the potential for beach erosion.



- Protecting a wide shoreline buffer of vegetation to filter pollutants, such as fertilizers and surface water flowing from pavements. Buffers also protect soil from eroding and mitigate the effects of flooding. Herbicides and pesticides used excessively on lawns and garden plants can kill or damage eelgrass beds and the animals that live in them.
- using mooring floats to tie up boats.

For more on eel grass management, see:

www.stewardshipcentre.bc.ca/static/eelgrass/eelgrassrestoration.html

For more on oceans and fish habitat, see:

www.dfo-mpo.gc.ca/oceans-habitat/habitat/faq/index_e.asp

What are the timelines and next steps?

JULY 2007

Hay & Company Consultants were commissioned to prepare a detailed harbour design. The design is for a 50 year life service.

NOVEMBER 15, 2008

Powell River residents voted in favour of adopting the North Harbour Marina Improvements Loan Authorization Bylaw 2214, 2008, to authorize the borrowing of a sum not to exceed \$6 million over a maximum term of 30 years, for the purpose of carrying out infrastructure upgrades in the North Harbour including the reconfiguration and reconstruction of floats.

CURRENT STATUS:

- Application for Disposal at Sea has been submitted. This is a critical step in the dredging and demolition process.
- Preparation of the Call for Proposals for float work has begun.
- The tender package for the demolition of piles and floats is being prepared.

FALL 2010

Target date for commencement of work.