



## REPORT

Report Date: March 15, 2022  
Contact: Lon LaClaire  
Contact No.: 604.873.7336  
RTS No.: 14949  
VanRIMS No.: 08-2000-20  
Meeting Date: April 13, 2022  
[Submit comments to Council](#)

TO: Standing Committee on Policy and Strategic Priorities  
FROM: General Manager of Engineering Services  
SUBJECT: City Wharf By-law

### **RECOMMENDATIONS**

- A. THAT Council approve, in principle, enactment of a City Wharf By-law, as described in this report and in Appendix A;

FURTHER THAT Council instruct the Director of Legal Services to bring forward a City Wharf By-law for enactment, generally in accordance with the draft by-law attached to this report as Appendix A.

The delegation of Council's authority to the City Engineer under this by-law requires it to be passed by a vote of not less than two-thirds of the Council members, per section 161 of the Vancouver Charter.

- B. THAT, subject to Council's approval of Recommendation A, Council approve, in principle, amendments to the Ticket Offences By-law to add some of the offences under the City Wharf By-law, as described in Appendix B;

FURTHER THAT Council instruct the Director of Legal Services to bring forward for enactment the by-law to amend the Ticket Offences By-law, generally in accordance with the draft amending by-law attached to this report as Appendix B.

**REPORT SUMMARY****COUNCIL AUTHORITY/PREVIOUS DECISIONS**

Under section 301 of the Vancouver Charter, Council has the authority to enact a by-law to permit the public to use wharves owned by the City and to prescribe terms and conditions for that use. Council has not previously exercised this authority. As this by-law will delegate Council's authority to administer the by-law to the City Engineer, section 161 of the Charter requires that it be passed by a vote of not less than two-thirds of the Council members.

**CITY MANAGER'S COMMENTS**

The City Manager recommends approval of the foregoing.

**REPORT*****Background/Context***

There are currently (6) six city-owned wharves in False Creek which accommodate public moorage for motorized and non-motorized boats as well as support the water taxi passenger ferry service. The location of city-owned wharves capable of accommodating public moorage are shown in Appendix A of the proposed by-law and include wharves at the Aquatic Centre, David Lam Park, Stamp's Landing, Spyglass, Village/Creekside and south of Science World in the East Basin of False Creek. Other city-owned wharves such as the ferry wharf at the foot of Hornby Street do not accommodate a public moorage component due to limited size.

While the passenger ferry service is managed under the ferry licence agreements between both ferry companies and the City, there is currently no existing agreement or by-law in place to regulate public moorage, beyond those agreements for long-term moorage at civic marinas. Currently, short-term public moorage opportunities in the City (at both City owned and private facilities) are limited. Because of this, local and visiting boaters compete for limited space, which limits access to the water. In addition, boats moored in unsecure or unsafe locations, including below moving gangways, under piles, or attached to debris barriers, create safety hazards for both boaters and other users and contribute to the City's repair costs. Heather Civic Marina, which is owned by the City and operated by the Park Board, has also reported a number of abandoned boats left at the marina wharves without authorization creating conflicts and concerns for marina users.

The Vancouver Police Department's Marine Unit (VPD) have reported a number of potential fire, damage and repair concerns related to vessels improperly moored to City structures. In several instances along City seawall and shoreline areas, boats have been left on embankments; several boats have been abandoned by their owners or sunk, and become derelict. This creates safety concerns and potentially complex and expensive removals.

Enforcement of existing regulations posted at City wharves has been challenging for VPD without a specific by-law to support existing posted signage. Current signage at each city-owned wharves include a (3) three hour maximum moorage time limit, size limitation of boats of up to (4) four metres or (12 ft.) twelve feet and designated moorage areas which do not conflict with passenger ferry operations or safe operation of the wharf. These regulations assist to provide public access to boaters in addition to the passenger ferry services and reduce damage to the wharves resulting from oversized boats.

Both VPD and staff have also observed several City-owned wharves being subject to dumping of appliances, boating equipment, sunken dinghies, garbage, debris and chemicals with the potential to affect the surrounding marine environment and safety. These concerns have coincided with feedback from ferry operators over encroachment by some boaters into ferry moorage areas and conflicts between ferry and public boaters. In 2022, City sanitation crews have had to remove several damaged and derelict boats moored to City-owned wharves before they caused damage to wharf infrastructure.

Staff also confirmed with Transport Canada and the Canadian Coast Guard that many boats left on City property were abandoned by their owners and end up as derelict vessels requiring expensive and coordinated removal efforts. In 2021, the Canadian Coast Guard informed the City that over 30 new vessel of concern files had been opened in waterways around the City, including False Creek for derelict, wrecked or abandoned boats, which is an increase from the 15 files that the Coast Guard reported opening in 2020. In 2022 during a regular patrol in early March, the VPD marine unit documented 16 unoccupied dinghies left at the six city-owned wharves in False Creek, which they confirmed were moored beyond the posted three-hour time limit, in some cases for weeks at a time prohibiting access for other boaters.

### ***Strategic Analysis***

In light of the above challenges, staff propose bylaw regulation for city-owned wharves and waterfront properties. Staff have reviewed wharf management practices with the VPD marine unit, ferry operators and Park Board staff who operate Heather Civic Marina on behalf of the City.

Due to facility and property constraints, public moorage opportunities at city-owned wharves are limited although some expansion has occurred. In 2020, the wharf adjacent to the Vancouver Aquatic Centre was reconstructed and now includes a public moorage component. In 2010 and 2012, wharves at David Lam Park and Olympic Village were added with limited public moorage however, demand continues to exceed available supply especially during the Covid-19 pandemic. A complete assessment of the overall capacity of city owned wharf facilities relative to the demand for moorage is outside the scope of this project which aims to formalize existing regulations within a by-law to facilitate enforcement.

In order to improve public wharf access for boaters and help facilitate safe moorage for boats without damage to City-owned wharves, the proposed by-law maintains the same three-hour time limit and four metre (12 ft.) maximum boat size. There are also a number of by-law provisions concerning use of City-owned wharves to focus their use on providing moorage opportunities while prohibiting activities such as industrial repair as well as debris and dumping. The Vancouver Park Board also maintains a number of public wharves and the Park Board owns waterfront facilities and many portions of seawall and beach areas in parks. Staff have been sharing information with Park Board staff as well as providing informational updates on the public engagement process. Staff have confirmed with the City's legal department that the Park Board with minor revisions could adopt a similar by-law.

To assist with creation of the by-law staff have conducted interviews with the District of North Vancouver about their wharf by-law as well as the Canadian Coast Guard who provided recommendations on industry marine towing rates. The impounding sections of the by-law parallel the impounding process set out in the City's Impounding By-law, which applies to the impoundment of vehicles and chattels off of City streets, and Staff have also aligned certain fees and charges for the removal and storage of chattels with the fees set out in that by-law. It was

identified that challenges exist with boat registration and so the by-law allows for enforcement of the by-law with both boat owners and operators.

### ***Stakeholder, Industry and Public Agency Input***

As part of external engagement for the proposed by-law, staff provided the public, stakeholders and senior levels of government with information about the current challenges at City-owned wharves in False Creek and the problems that would be mitigated by adopting a new city wharf by-law. To ensure the proposed by-law reflected the realities of wharf and marine users, personalized emails were sent to a targeted group of stakeholders, along with a copy of the draft by-law for review and feedback.

The list of targeted stakeholders was sourced from the On Water: Vancouver's Non-motorized Watercraft Strategy. The engagement report was also used to glean further insights on the recreational users in False Creek and identify how the wharf by-law might impact the groups.

This focused public and stakeholder engagement began in February 11 and ended on March 11, 2022.

The engagement included:

- Signs located at City-owned wharves in False Creek. The signs displayed information about the by-law and the expected benefits, a QR code linking to the dedicated City Wharf By-Law web page with more information, and contact information for feedback.
- A new dedicated web page on [vancouver.ca](http://vancouver.ca) outlining information about the proposed by-law and the expected benefits, and a map of the related wharves.
- Personalized emails to a targeted groups of stakeholders (20) in the marine community requesting feedback. Recipients included senior government and user groups: including Transport Canada, the Canadian Coast Guard along with paddle sport as well as ferry operators: Aquabus and False Creek Ferries. The emails were sent February 14 and open to February 28. Exceptions were made to allow individuals who needed more time to submit their responses after the February 28 deadline.
- A dedicated email inbox to collect responses from the public and stakeholder responses.

Summary of feedback and responses

- Staff received eight responses in total, six from targeted stakeholders who received personalized emails and two responses from the general public.
- The website received over 120 page visits during the engagement period.
- While none of the responses expressed non-support, five included recommendations without an explicit expression of support.
- Common questions and concerns we received revolved around issues outside the scope of the proposed by-law, including: federally regulated anchoring, "live aboards" in False Creek, and the enforcement of rules on wharves not operated or owned by the City.

- Other recommendations included suggestions for language in the by-law, for example expanding the definition of emergency service vessel to include environmental response vessels, which are used by the Coast Guard.
- Amendments: most of the suggestions related to terminology and language were incorporated and updated in the by-law. Feedback pertaining to issues outside the scope of the by-law were responded to by staff, but not captured in the by-law itself.

The feedback received throughout this processes highlighted the need to examine the unique realities of some wharf users including those who live aboard their boats, those who maybe housing insecure, and those who may benefit from improved connections to social and health services. While this by-law should not disproportionately affect these groups, or any other wharf users, as it exists to improve enforcement of existing regulations for all users, staff recommend the City consider working with partners on a comprehensive assessment of these communities from a strategic planning lens, both within and outside of False Creek.

### ***Financial Implications***

As the City does not have the capability or the expertise needed to tow boats, an external marine towing contractor will be required should other enforcement actions be unsuccessful. The towing rates and fees provided were recommended industry rates based on feedback from the Canadian Coast Guard. Impounding fees, costs, and expenses may be recovered if an owner wishes to retrieve their property after it has been towed or removed and impounded, or if the property is sold or otherwise disposed of and any proceeds are generated. However, there may be shortfalls that will not cover the City's expenses and therefore a portion of Engineering's Blueways operating budget is proposed to be allocated on an annual basis to cover the City's expenses needed to enforce the by-law. An initial amount of \$50,000.00 per year is recommended which staff would review as the wharf by-law is implemented and updated through future capital and operating budget requests as needed.

### ***Human Resources/Labour Relations***

Staff have confirmed that both VPD officers as well as Parking Enforcement Officers will have the ability to enforce the by-law within existing resources. This will include enforcement on a complaints basis and during routine patrols. This also includes coordination with an external towing contractor similar to vehicle towing on City streets. Blueways staff would also undertake a procurement process to select an appropriate towing contractor(s).

### ***Legal***

Section 304 of the Vancouver Charter provides Council with the authority to enact a by-law to permit the public to use wharves owned by the City, and to prescribe terms and conditions for that use.

### ***CONCLUSION***

Based on feedback received, and in order to better manage challenges with moorage at existing facilities and properties, staff recommend adoption of the proposed wharf by-law to regulate public moorage and wharf activities as a way to formalize existing rules and provide improved enforcement.

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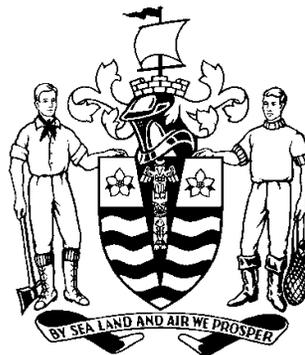
**APPENDIX A – Draft By-law**

*Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

**BY-LAW NO. \_\_\_\_\_**

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**CITY OF VANCOUVER  
BRITISH COLUMBIA**



**CITY WHARF BY-LAW NO. \_\_\_\_\_**

**This By-law is printed under and  
by authority of the Council of  
the City of Vancouver**

\_\_\_\_\_, 2022

*Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

**A By-law to regulate public use of City wharves**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts the following:

**SECTION 1**  
**INTERPRETATION**

**Name of by-law**

1.1 The name of this By-law, for citation, is the “City Wharf By-law”.

**Definitions**

1.2 In this By-law:

“authorized City vessel” means a vessel used by City employees or contractors to carry out City business;

“chattel” means any object or thing other than a vessel;

“City Engineer” means the individual appointed by Council as City Engineer for the City, and includes any officer, official, or employee acting on behalf of or in place of the City Engineer;

“emergency service vessel” means a police, fire, search and rescue, ambulance, or Canadian Coast Guard environmental enforcement vessel;

“ferry service company” means a company operating a ferry service that uses the City’s wharves under the terms of a licence agreement with the City;

“length” means the distance measured from the forward end of the foremost outside surface of the hull shell to the after end of the aftermost outside surface of the hull shell;

“moor” means to secure a vessel by means of lines or cables;

“owner” includes the person in control or master of a vessel;

“raft” means the mooring of one vessel alongside another;

“vessel” means a boat, ship or craft designed, used or capable of being used solely or partly for navigation in, on, through, or immediately above water, without any regard to method or lack of propulsion; and

“City wharf” means a fixed or floating platform designed for the mooring of vessels that is owned by the City and identified on the maps in Schedule A, and includes any ramps providing access to the wharf, but does not include any log or debris booms that may be located alongside or attached to the wharf.

### **Application**

- 1.3 The provisions of this by-law do not apply to:
- (a) authorized City vessels;
  - (b) emergency service vessels;
  - (c) vessels moored at City marinas under the terms of a moorage agreement or other agreement;
  - (d) vessels moored at a City wharf under the terms of an agreement with the City; or
  - (e) a ferry service company.

### **Headings**

- 1.4 The section headings in this by-law are for convenient reference only.

### **Schedules**

- 1.5 Schedules to this by-law form part of the by-law.

### **Severability**

- 1.6 A decision by a court that any part of this by-law is illegal, void, or unenforceable severs that part from this by-law, and is not to affect the balance of this by-law.

## **SECTION 2** **AUTHORITY OF THE CITY ENGINEER**

### **Authority of the City Engineer**

- 2.1 The City Engineer is authorized to administer this by-law.

### **Authority of the City Engineer**

- 2.2 The City Engineer is authorized to:
- (a) order a vessel to leave a City wharf or to move or alter its position at a City wharf;

- (b) order a person who contravenes the by-law to comply with the by-law within a specified time;
- (c) issue verbal orders or directions to a person acting in contravention of this by-law; and
- (d) issue such written notices and orders under this by-law as may be necessary to notify a person of a contravention of this by-law, in the manner set out in this by-law.

**Service of orders**

2.3 A written notice or order issued under this by-law is sufficiently served if:

- (a) the notice or order is delivered by hand, by ordinary prepaid mail or by registered mail, to the address of the owner; or
- (b) in the case of a corporation, the notice or order is delivered by hand, by ordinary prepaid mail, or by registered mail, to the registered and records office of the corporation; or
- (c) in any case, the notice or order is delivered by electronic mail to the electronic mail address of the person or corporation; or
- (d) the notice or order is posted on the affected vessel.

**Deemed receipt of orders**

2.4 Written notices and orders issued in accordance with this by-law are deemed to have been received:

- (a) four days after mailing, if sent by ordinary prepaid mail to the mailing address of the owner;
- (b) on the date of delivery as noted in the Canada Post tracking system, if sent by registered mail;
- (c) 24 hours after sending, if sent by electronic mail to the electronic mail address of the person or corporation to whom the order is directed; and
- (d) immediately upon receipt, if handed to the person to whom the order is directed or a representative of that person, hand delivered to the registered and records office of a corporation, or posted on the affected vessel.

**SECTION 3**  
**GENERAL REGULATIONS**

### **Vessels moored to City wharf**

3.1 An owner of a vessel must not cause, permit or allow that vessel to be moored to any City owned land or structure other than a City wharf.

### **Mooring locations at City wharves**

3.2 An owner of a vessel must not cause, permit or allow that vessel to be moored at any location at a City wharf other than the locations identified on the maps in Schedule A.

### **Vessels left on City land**

3.3 An owner of a vessel must not cause, permit or allow that vessel to be grounded, placed or left on any City owned land or structure.

### **Time limit**

3.4 An owner of a vessel must not cause, permit or allow that vessel to remain moored at a City wharf for a period in excess of 3 hours.

### **Size limit**

3.5 An owner of a vessel must not cause, permit or allow that vessel to be moored at a City wharf if it is greater than 4 metres in length.

### **Rafting**

3.6 An owner of a vessel must not cause, permit or allow that vessel to be rafted to another vessel that is moored at a City wharf.

### **Orders**

3.7 A person must not contravene an order of the City Engineer.

### **Public conduct**

3.8 A person must not:

- (a) hinder, oppose, molest or obstruct the City Engineer in the discharge of the City Engineer's duties under this by-law;
- (b) obstruct or interfere with any person or vessel lawfully using a City wharf;
- (c) behave in a disorderly, dangerous or offensive manner on a City wharf;
- (d) bring a live animal onto a City wharf unless the animal is:

- (i) on a leash, and
  - (ii) being conveyed to or from a vessel while under the control of the owner or user of the vessel;
- (e) engage in any fishing or crabbing at or from any City wharf; or
- (f) jump off of a City wharf.

### **Noise**

3.9 A person must not make any amplified sound or operate any equipment which disturbs or tends to disturb the quiet, peace, enjoyment and comfort of other persons while on a City wharf or on a vessel moored at a City wharf.

### **Liquor**

3.10 A person must not possess an open container of liquor on a City wharf.

### **Smoking**

3.11 A person must not smoke while on a City wharf or on a vessel moored at a City wharf.

### **Posting signs**

3.12 A person must not place, post or erect a sign on a City wharf, except the City Engineer.

### **Damage**

3.13 A person must not:

- (a) remove, destroy or damage any City wharf, or structure or sign attached to a City wharf;
- (b) remove, destroy or damage any notices, rules or regulations posted on a City wharf by or under the authority of the City; or
- (c) deposit or leave any garbage, refuse, empty or broken bottles, cans, paper, animal excrement or other waste material on a City wharf.

### **Storage**

3.14 A person must not store or leave any property or material of any kind, including a vessel, on a City wharf.

### **Commercial services on a City wharf**

3.15 A person must not sell, expose or display for sale any goods, including refreshments, or conduct any business on a City wharf, except that this subsection does not prohibit the use of a

City wharf to transport goods to or from a vessel moored at a City wharf.

**Vessel used for commercial services**

3.16 An owner of a vessel must not cause, permit or allow that vessel to be moored at a City wharf if it is being used for business or commercial services.

**Construction**

3.17 A person must not build upon or place any structure on a City wharf except as authorized by the City Engineer.

**Vessel carrying dangerous goods**

3.18 An owner of a vessel must not cause, permit or allow that vessel to be moored at a City wharf if it is carrying dangerous goods or explosives.

**Passenger loading**

3.19 An owner of a seaplane, commercial vessel or charter boat must not cause, permit or allow the loading or unloading of passengers to or from that seaplane, commercial vessel or charter boat at a City wharf.

**Loading without mooring**

3.20 An owner of a vessel must not cause, permit or allow the loading or unloading of passengers or the transport of goods to or from that vessel at a City wharf unless the vessel is moored to the wharf.

**Other restrictions on activities**

3.21 A person must not:

- (a) do any repair or maintenance work for a vessel or for any other purpose on a City wharf;
- (b) use paints, solvents or other materials toxic to fish, marine life or humans on a City wharf; or
- (c) do any other thing in such a manner as to impede the use of a City wharf for moorage and access.

**Other restrictions while moored**

3.22 An owner of a vessel must not cause, permit or allow that vessel to be:

- (a) moored at a City wharf in such a manner as to unduly obstruct the movement of other vessels;

- (b) fastened to a City wharf by the use of lines or cables tied across the wharf; or
- (c) fastened to a City wharf by lines or cables tied to anything other than a cleat or bull rail provided for the purpose of mooring a vessel to the wharf.

### **Discharge of holding tanks**

3.23 An owner of a vessel must not cause, permit or allow holding tanks or bilges to be discharged while moored at a City wharf.

### **Direction by City Engineer**

3.24 A person must comply with a lawful order or direction of the City Engineer acting in the performance of the City Engineer's duties.

## **SECTION 4** **IMPOUNDING OF VESSELS OR OTHER CHATTELS**

### **Authority to impound**

4.1 The City Engineer may impound or cause to be impounded any vessel or other chattel that is unlawfully moored, placed, left, or kept at or on a City wharf, or any vessel unlawfully moored, placed, left, or kept on any other City owned land or structure, and may enforce the provisions of this by-law with regard to the impounding of vessels and other chattels.

### **Storage facilities**

4.2 The City Engineer may designate premises for the storage of impounded vessels or other chattels, including the designation of locations for the moorage of impounded vessels.

### **Authority to sell or dispose of impounded vessels or other chattels**

4.3 The City Engineer is authorized to sell or otherwise dispose of impounded vessels or other chattels, in accordance with the provisions of this by-law.

### **Vessel or other chattel unlawfully moored or left at or on a City wharf**

4.4 A vessel or other chattel unlawfully moored, placed, left, or kept at or on a City wharf, or a vessel unlawfully moored, placed, left, or kept on any other City owned land or structure, may be impounded.

### **Record of impoundment**

4.5 Subject to section 4.7, the City Engineer must keep a record, or cause a record to be kept, of every vessel or other chattel impounded in accordance with this by-law, and the record must include the following information:

- (a) a description of the vessel or other chattel;
- (b) the time, date and place where the vessel or other chattel was impounded;
- (c) impounding fees calculated to the date that the vessel or other chattel is retrieved by the owner or sold or disposed of pursuant to this by-law; and
- (d) the date that the vessel or other chattel is retrieved, sold or otherwise disposed of.

#### **Notice to owner**

4.6 Subject to section 4.7, the City Engineer must make reasonable efforts to ascertain the identity of the owner of an impounded vessel or other chattel, and must give notice in writing to the owner of the chattel if it is possible to do so, which notice must contain the following information:

- (a) a description of the vessel or other chattel;
- (b) the applicable impounding fees;
- (c) the address where the vessel or other chattel is held or contact information to obtain the address where the vessel or other chattel is held; and
- (d) the date after which the vessel or other chattel will be sold or otherwise disposed of, which date must be at least 30 days after the vessel or other chattel was impounded.

#### **Immediate disposal of certain vessels or chattels**

4.7 Despite the provisions of this section 4, the City Engineer is authorized to dispose of vessels or other chattels immediately and without complying with sections 4.5 or 4.6 if, in the opinion of the City Engineer, the vessel is derelict, the chattel consists of garbage, waste materials or perishable items, or the vessel or other chattel poses an environmental or health and safety risk.

#### **Recovery by owner**

4.8 Subject to the provisions of this by-law, the owner of an impounded vessel or other chattel, or a lawful claimant thereto, may recover the vessel or chattel if:

- (a) the owner provides proof of ownership, or the lawful claimant provides evidence of entitlement, to the satisfaction of the City Engineer; and
- (b) the owner or the lawful claimant pays all applicable impounding expenses set out in Schedule B of this by-law.

#### **Waiver of fees**

4.9 Despite the provisions of this by-law, the City Engineer may waive all or any part of the impounding fees for an impounded vessel or other chattel if, in the opinion of the City Engineer, payment of such fees would cause the owner or lawful claimant of the impounded vessel or chattel undue hardship and, in determining whether there is undue hardship, the City Engineer must consider the value of the vessel or chattel, the cost to the city of the impounding, the financial circumstances of the owner or lawful claimant, and all applicable Council policies and guidelines.

#### **Sale or disposal of unclaimed vessels or other chattels**

4.10 A vessel or other chattel that is unclaimed after the later of 30 days from the date of impoundment or the date stipulated in a notice of impoundment may be sold or otherwise disposed of by the City Engineer in the following manner:

- (a) by sale at public auction if, in the opinion of the City Engineer, the vessel or other chattel is saleable; or
- (b) by disposal as scrap or another method of disposal if, in the opinion of the City Engineer, the vessel or other chattel is not saleable.

#### **Proceeds of sale or disposal**

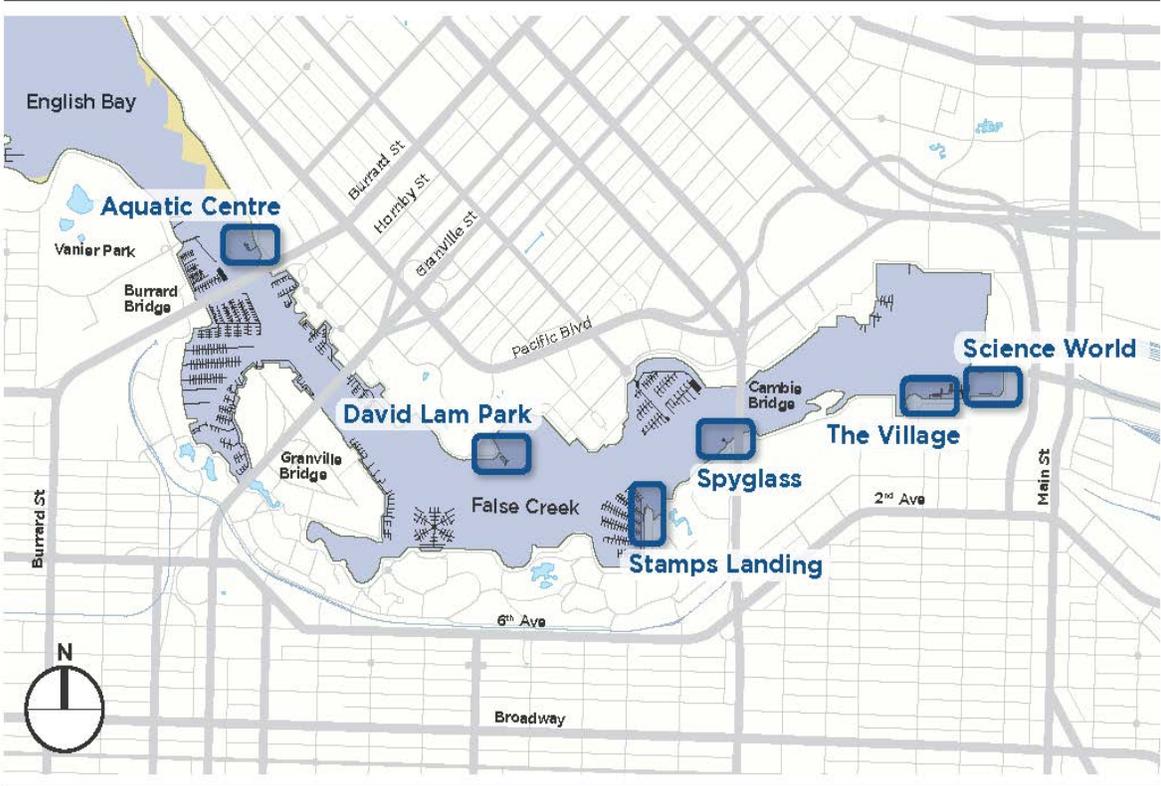
4.11 If a vessel or other chattel is sold at public auction or otherwise disposed of in a manner that generates any proceeds, the proceeds must be applied as follows:

- (a) if sold at public auction, all expenses associated with the conduct of the public auction must be deducted from the proceeds;
- (b) if otherwise disposed of, all expenses associated with the disposal must be deducted from the proceeds;
- (c) all outstanding impounding fees must be deducted from the proceeds; and
- (d) if a balance remains after the proceeds are applied to the expenses recoverable under this section, the City Engineer must:
  - (i) pay the balance of proceeds to the former owner of the vessel or other chattel or to any lawful claimant thereto if the former owner or a lawful claimant has been identified, or
  - (ii) if the former owner of the vessel or other chattel or a lawful claimant thereto has not been identified, hold the balance of proceeds in accordance with the BC *Unclaimed Property Act*, as may be amended or replaced from time to time.



Schedule A  
City Owned Wharves

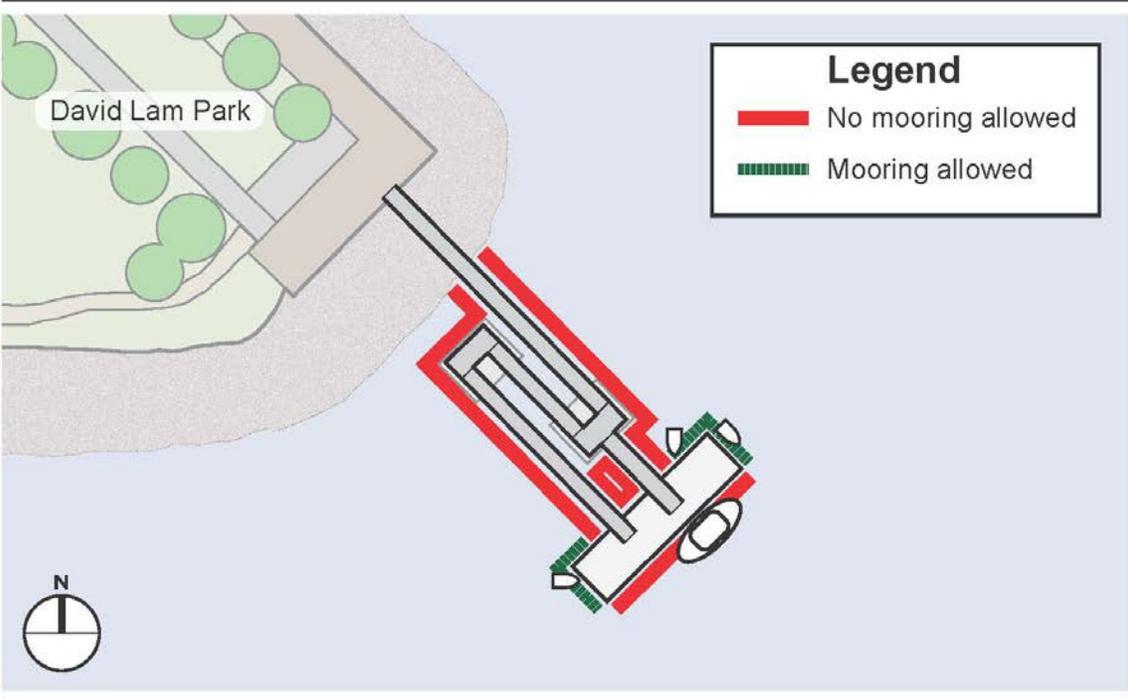
Location Plan



Schedule A - City Owned Wharves

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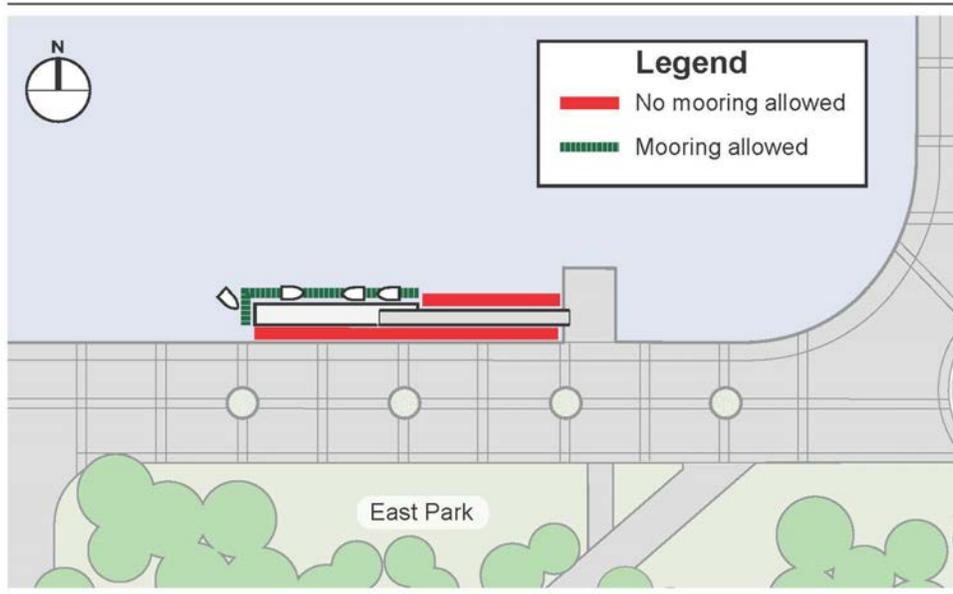
# David Lam Park (Beach Crescent)



Schedule A - City Owned Wharves

T:\113-1400-22\TDE - Blueways (0000196)\Dock ByLaw Maps\Dock ByLaw Graphic

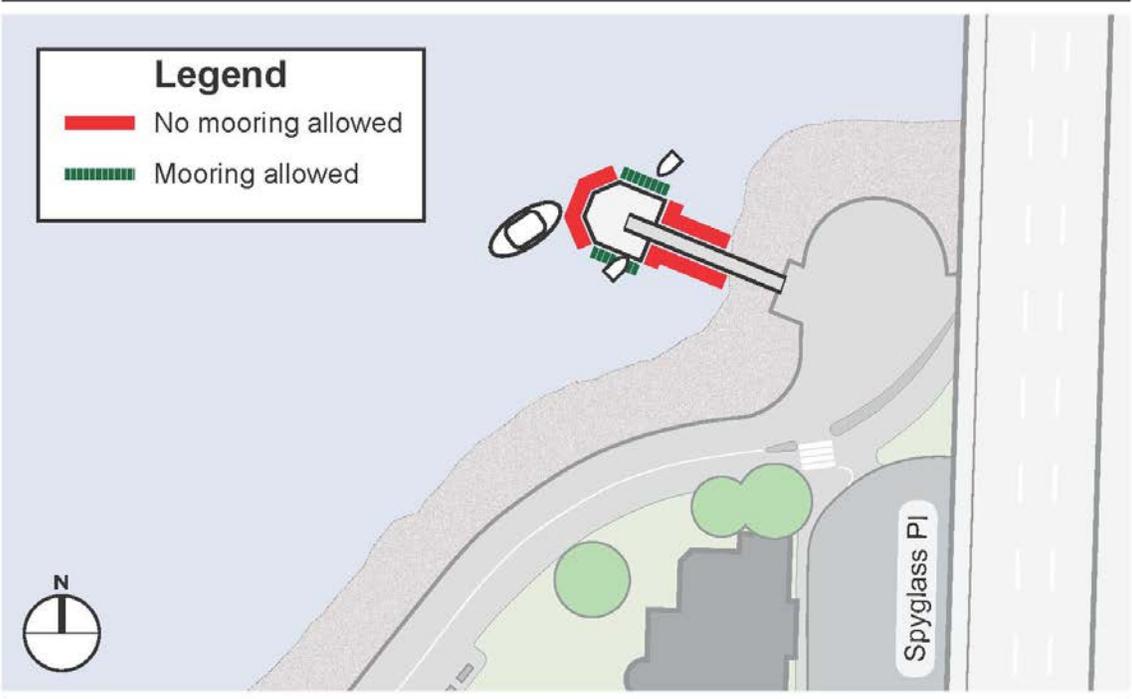
# Science World



## Schedule A - City Owned Wharves

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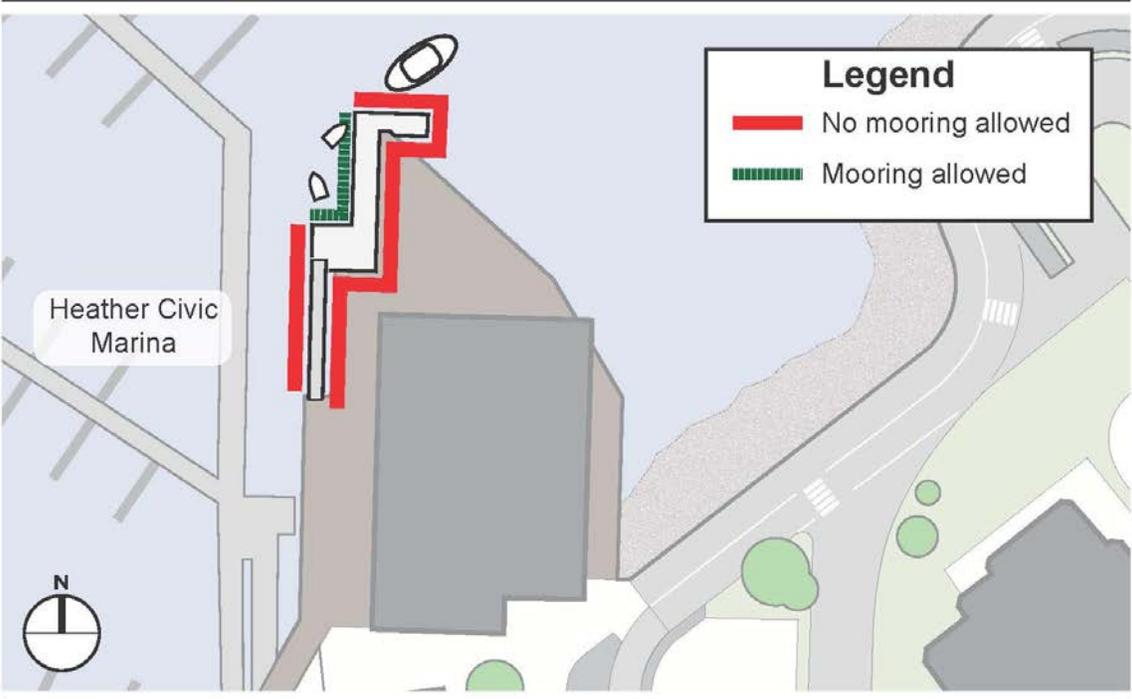
# Spyglass



Schedule A - City Owned Wharves

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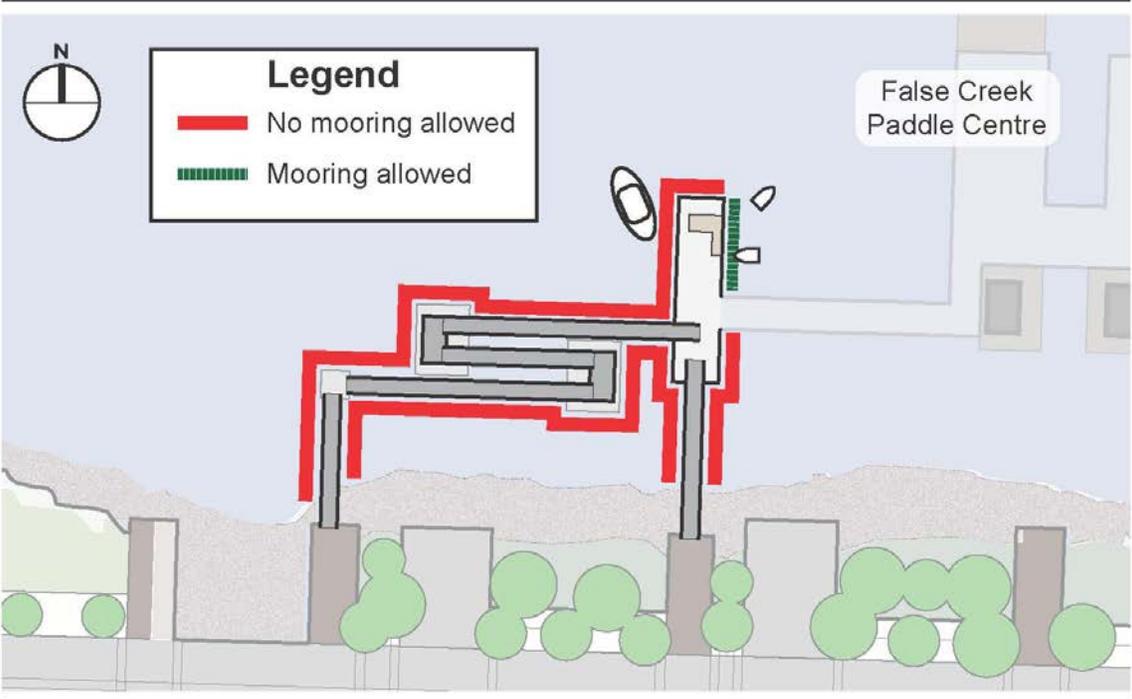
# Stamps Landing



Schedule A - City Owned Wharves

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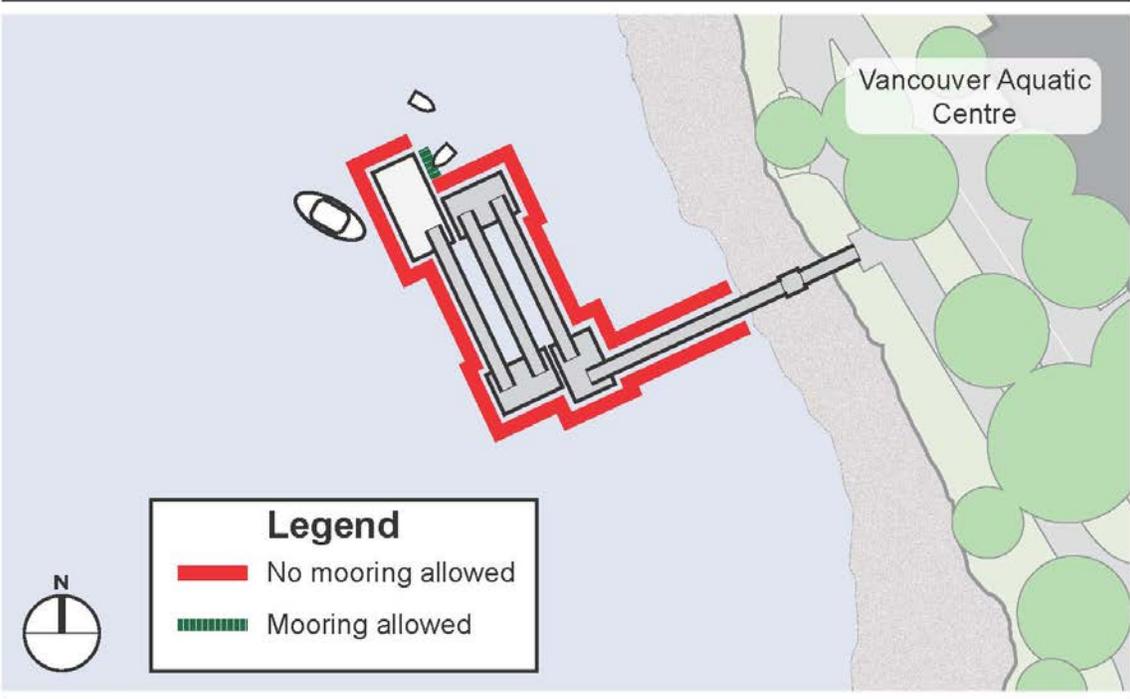
# The Village on False Creek



Schedule A - City Owned Wharves

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# Aquatic Centre



Schedule A - City Owned Wharves

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**Schedule B  
Impounding Fees**

The following fees must be paid by the owner of a vessel or other chattel impounded pursuant to section 4 of this by-law:

1. For vessels:
  - (a) On site impoundment fee: \$155.00 per day
  - (b) Towing fee for towing or removal to storage location:  
\$250.00 per hour  
\$125.00 per ½ hour  
\$62.50 per ¼ hour
  - (c) Hauling out fee: \$250.00 per hour or portion
  - (d) Removal from trailer/placing on blocks and removal from blocks/placing on trailer: \$250.00 per hour
  - (e) Moorage rates for vessel storage: \$60.00 per day
  - (f) Storage costs for vessel: \$60.00 per day
  - (g) Salvage costs for vessel: \$350.00 per hour
  - (h) Dive service: \$250.00 per hour
2. For chattels:
  - (a) Removal fees:
    - (i) removal that requires one person and no special equipment \$100.00
    - (ii) removal that requires two people and no special equipment \$200.00
    - (iii) removal that requires more than two people, or special equipment, or both \$300.00
  - (b) Storage costs: \$ 8.00 per day

**APPENDIX B – Draft Update to Ticketing Offences By-law**

*Note: A By-law update will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

**BY-LAW NO. \_\_\_\_\_**

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**A By-law to amend the  
Ticket Offences By-law No. 9360 regarding the Wharf By-law**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of Ticket Offences By-law No. 9360.
2. In section 2.6, Council adds the words “Wharf By-law,” after the words “Mountain View Cemetery By-law,”.
3. Council inserts a new Table 14 as follows:

**“Table 14  
Wharf By-law**

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>
Police Officer	Moored on City land other than City wharf	Section 3.1	\$1,000.00
City Engineer	Moored in wrong location	Section 3.2	\$1,000.00
	Vessel left on City land	Section 3.3	\$1,000.00
	Vessel moored longer than 3 hours	Section 3.4	\$500.00
	Vessel exceeds size limit	Section 3.5	\$1,000.00
	Vessel rafted to another vessel	Section 3.6	\$1,000.00
	Contravention of order	Section 3.7	\$1,000.00
	Hindering City Engineer’s duties	Section 3.8(a)	\$1,000.00

Obstructing person lawfully using wharf	Section 3.8(b)	\$500.00
Disorderly conduct	Section 3.8(c)	\$500.00
Live animal	Section 3.8(d)	\$250.00
Fishing	Section 3.8(e)	\$250.00
Jumping off	Section 3.8(f)	\$250.00
Making noise disturbance	Section 3.9	\$500.00
Possession of open container of liquor	Section 3.10	\$500.00
Smoking	Section 3.11	\$500.00
Posting signs	Section 3.12	\$500.00
Damage to wharf	Section 3.13(a)	\$500.00
Damage to notices posted	Section 3.13(b)	\$500.00
Deposit of garbage	Section 3.13(c)	\$500.00
Storage of property	Section 3.14	\$500.00
Conducting business	Section 3.15	\$500.00
Mooring vessel being used for business	Section 3.16	\$500.00
Build or place structure	Section 3.17	\$500.00
Dangerous goods	Section 3.18	\$500.00
Passenger loading	Section 3.19	\$500.00
Loading without mooring	Section 3.20	\$500.00
Repair or maintenance work	Section 3.21(a)	\$500.00
Use of toxic materials	Section 3.21(b)	\$500.00

