

MOTION ON NOTICE

For consideration at the Regular Board meeting held on February 24, 2025

Support for Sustainable Transportation

Submitted by: Commissioner Bastovanszky

WHEREAS

1. Harbour Green Dock is next to Harbour Green Park at the foot of Bute Street. It's a floating walkway comprised of eight precast concrete floats anchored with steel mooring brackets around steel piles. Access to the floats is by two, 30-metre-long aluminium gangways. The dock was designed for boats shorter than 10.7-metres (35-feet) in length and weighing less than 6,800 kilograms.
2. The Harbour Green Dock was closed in February 2018 due to safety concerns. Boats that were too big and heavy for the dock's design had damaged it since opening to the public in 2003.
3. The dock's closure put an end to the commuter service between Bowen Island and Coal Harbour provided by Bowen Land and Sea Taxi since 2010
4. The original plan for the waterfront neighbourhood always included small commuter ferries, supported by the Coal Harbour Residents Association, as outlined in the 1992 Coal Harbour Official Development Plan (ODP).
5. The [City of Vancouver's Transportation 2040 Plan](#) adopted by Council in 2012 recommends support to increase water-based transit on False Creek, Burrard Inlet and/or the Fraser River.
6. In a [2019 Report from Park Board Staff](#), it was expected that "revenues generated from limited commuter ferry services could be used to subsidize ongoing recreational usage. With regular ferry operations on-site, there is also an opportunity for recreational usage (that) could be regulated without much additional overhead."
7. The [2020 report back](#) recommended that a new dock and amenities would need to be built to accommodate commercial vessels.
8. [The Mayor's Council of BC has been working to](#) reduce congestion across the Metro Vancouver area for many years, exploring ways to get cars off the road with financially sustainable transportation options.
9. [City of Vancouver identified](#) that nearly 40% of carbon pollution in Vancouver comes from burning gas and diesel in our vehicles. Reducing our emissions means:
 - i. Making transit and active transportation the easiest and safest choice
 - ii. Using zero emission vehicles when we do need to drive

10. The [Canadian government](#) will invest up to \$903 million in B.C. for Green Infrastructure funding for community projects that reduce reliance on fossil fuels.
11. A collaborative regional approach is needed to address traffic congestion and transportation resilience in the Sea to Sky region, West Vancouver, North Vancouver, and City of Vancouver.
12. The area surrounding Harbour Green Dock is not ideal for swimming, due to its proximity sandwiched between the marina and the active airport.

THEREFORE BE IT RESOLVED

- A. THAT the Vancouver Park Board direct staff to report back on the next steps for a change of use at the Harbour Green Dock, from the [2019 Motion Harbour Green Dock - Proposed Change of Use](#).
- B. THAT the Vancouver Park Board directs staff to collaborate with regional municipal governments, including the City of Vancouver, the Province, and commercial partners to evaluate potential opportunities for sustainable transportation options that may leverage Park Board assets, that is mutually beneficial to the parks and recreation community.
- C. THAT staff be open to potential partners for funding the required facility upgrades at Harbour Green to facilitate commercial operations.

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