	THE CORPORATION OF THE TOWN OF COBOURG	
	MARINA MASTER PLAN ORGANIZED USER GROUPS MEETING AGENDA	
	Date: APRIL 21, 2015	Meeting Location: CITIZENS' FORUM
	MINUTES	

STEERING COMMITTEE:

BILL WATSON
TERESA BEHAN
GINA BROUWER
THERESA RICKERBY
ROB FRANKLIN,
PAUL GAUTHIER

GUESTS:

JEREMY FOWLIE	(CDBCC)
SIOBHAN KENNY	(SURVIVOR THRIVERS)
RICHARD POPE	(WILLOW BEACH)
RICK MacNAULL	(COAST GUARD)
DREW STEWART	(DBIA)
JERRY VANDERSANDEN	(BOATER)
ROB MACLEOD	(CYC)
AUDIENCE GUESTS	

CALL TO ORDER – Welcome and call to order by Councilor Rickerby at 10:03am.

INTRODUCTIONS – Round table introductions took place at the beginning of the meeting including representatives from the Steering Team, Cobourg Dragon Boat & Canoe Club, Survivor Thrivers, Willow Beach Field Naturalists, Canadian Coast Guard, Cobourg Downtown Business Improvement Association, Non-CYC Boaters and the Cobourg Yacht Club.

BRIEF PRESENTATION – Bill Watson, Director of Public Works gave a presentation of the Final Draft Marina Expansion Plan to date, referring to the Parks Master Plan (PMP) with the direction to conform to the PMP within the Marina Expansion initiative. Phase I of the plan has been completed, the final Phase to include proposed slips (fewer than originally proposed) a Travel Lift system and off-site storage. He stated that a compromise has been made from the original draft plan to accommodate the needs of the User Groups submitted at the July 9, 2014 Stakeholder Meeting.

PRESENTATIONS

CDBCC, 3 TOPICS SUBMITTED:

1. Study Approach – consultation with the public and review of operating needs of the CYC and CDBCC
2. Existing harbour user and support facilities
3. Conflict between docks and existing CDBCC Paddling Areas

Jeremy Fowlie, Head Coach, spoke on behalf of the Cobourg Dragon Boat and Canoe Club. Jeremy inquired as to whether the Minutes of this meeting would be public which was confirmed. Jeremy asked if Shoreplan had a representative present which was not the case. Jeremy requested information on the Steering Committee to which Bill Watson explained that the group was typical of such processes. Jeremy suggested that the User Groups should be represented in an expansion of the Steering Committee.

Jeremy expresses that the Cobourg Council has always been supportive of the CDBCC and that they work well with the Cobourg Yacht Club.

Speaking points: (Please review 3 attachments, revised map of area required etc)

- Page 3 of the Plan, 90% spoke against the expansion at the Public Meeting, what happened to the process of public consultation.
- Where are the concerns of the public reflected in this plan.
- CDBCC want more storage space with better access.
- Operating needs, we were not called and background information was not reviewed.
- There is not sufficient information on storage/storage needs.
- Concerned with the makeup of the Steering Team.
- Concerned primarily with the 2013 188 slip increase in 2014 to 220, what was/is the number of transient vs seasonal and how many transient users are there on a daily basis.
- Storage on page 5, the CYC and CDBCC share an 1800m² enclosure but the CYC takes up 1623m² and we have approximately 180m², we pay \$4000 (plus) and the CYC only pays \$800 (plus) how is that fair and equitable.
- Shoreplan did not seek further input from us as far as our needs in the harbour for paddling. Turning radius is not accurate as the boats would have to come to a complete stop.
- What are other options besides the slip expansion provided.
- Shoreplan are not experts and have a lack of knowledge of the needs of the CDBCC, we need room to race.
- If there is a dock expansion it will be the death of the United Way Dragon Boat Festival.
- Any expansion will cause the CDBCC to fold.
- The Marina is not a self sufficient model in this plan.
- CDBCC started a petition with 500 resident signatures.
- If you take out the existing user groups it will have an adverse affect on the Downtown, currently parents drop off students and then go Downtown to shop, they will not go Downtown if the slips are expanded.
- All dock replacement/capital expenditures should come from the tax base.

- **SURVIVOR THRIVERS, 3 TOPICS SUBMITTED:**

1. The Plan isn't feasible for Dragon Boat Paddling
2. Forcing the Survivor Thrivers out of the Harbour is short-sighted
3. Governance

Siobhon Kenny spoke on behalf of the Survivor Thrivers, Breast Cancer Survivor Paddlers. Siobhon read from a letter to the Mayor dated June 30th, 2014 which described a short history and needs of the Survivor Thrivers club and their position against the expansion of slips in the west harbour of the Cobourg waterfront.

Speaking Points:

- Survivor Thrivers were not contacted by Shoreplan for comments.
- Survivor Thrivers were the first paddlers starting in 1998, vessel named Noble Lady.
- They are not affiliated with the CDBCC.
- If there is an expansion they will have little room to practice, the plan does not support the Survivor Thrivers and their quality of life.
- West arm of the west harbour is shallow.
- The letter of June 30th, 2014 was not taken into consideration.
- Need 3 metres or a bare minimum of 2.5 metres to paddle in a straight line, dragging the steerman's paddle could throw him/her from the boat or tip it.
- The expansion is forcing them out.
- The Survivor Thrivers donate to the NHH, Candle Light Walk, etc.
- There is no funding for this floating support group.
- This Survivor Thrivers team is the second fastest in the Country and sixth in the World.
- If the Marina is currently self supporting and needs more to maintain then use the money from the campground and the dredge to fund.
- Parks and Recreation salaries increased 65% from 2013 to 3.5 million dollars.
- Suggesting no more slips, need Governance with financial options.
- When Council vote on this, the Mayor said it is not a done deal.
- These are Planning issues and should be dealt with as such.
- Strategic Plan 4.2 completed, concerned over the objective.

- **WILLOW BEACH, 3 TOPICS SUBMITTED:**

1. The Docks
2. The West Headland and proposed access dock
3. Parking and Storage

Richard Pope spoke on behalf of the Willow Beach Field Naturalists who hold value in the natural flora and fauna of the west headland. Richard gave a brief statement of the 200 plus different species that seek shelter within the Cobourg Harbour. This harbour is the only sheltered harbour between Oshawa and Presqu'ile. Cobourg is the best spot in Ontario for Birders and boasts 15 species of Gulls.

Speaking Points:

- Objects to the “Unaffiliated Boater” being present as the public are users.
- Dredging and additional docks adversely affect the natural aspects of the west headland.
- Submitted a 52 page report to Shoreplan with no mention or assessment and no attempt at compromise.
- Speak reluctantly of the deeply flawed RFP.
- No Stakeholders input, kept plan a secret.
- Quoted Stan Frost and there is a need for a Harbour Development Study including an Environmental Assessment.
- Need for a more inclusive Steering Committee.
- Report states on page 8 that The Town wishes to expand, where/who is this.
- Expansion Plan ignores and contravenes the Parks Master Plan.
- Council against the Expansion: Forest Rowden, John Henderson, Brian Darling.
- People want something better, something greener.
- Noted, the Council/Mayor are not driving this plan, where is it coming from.
- Has lost faith in this plan, shelf the plan, no more futile projects.
- No more money spent on Shoreplan or this document on the expansion.
- Will submit 2 pages of positive suggestions.

- CANADIAN COAST GUARD, 3 TOPICS SUBMITTED:

1. Safe and adequate access to the launch ramp
2. Adequate space to maneuver inside the harbour entrance
3. Proper access to the fuel dock

Rick MacNaull, an officer with the Canadian Coast Guard spoke on behalf of the Cobourg Station. Rick states that the needs of the station are affected minimally with the idea of expanding the slips as their only requirements are the safe navigation and ease of access when responding to or towing in a vessel in distress.

Speaking Points:

- Water depth at the mouth of the entrance to the harbour is important and kept adequate by dredging.
- Access to the fuel dock is very important as many vessels they rescue are out of fuel and they have to deliver them to the dock by side-by-side tow.
- There is an existing pinch point that could be removed for easier two-way traffic flow and towing that could be rectified by removing four or five slips from the end of B-Dock.
- Any configuration for expansion of slips would not adversely affect the Coast Guard operations.

- **DOWNTOWN BUSINESS IMPROVEMENT AREA, 3 TOPICS SUBMITTED:**

1. The DBIA Board's position (not representing the DBIA merchants overall)
 - Taking a responsible approach.
2. The need for more numbers - A better breakdown of costs is required moving forward.
3. Taking User Groups into consideration -User Groups' needs must be met

Drew Stewart spoke on behalf of the Downtown Business Improvement Association, although the entire DBIA membership has reviewed the expansion documents Andrew is only speaking on behalf of the DBIA Board.

Speaking Points:

- Support a responsible expansion.
- Interested in more people staying at the harbour that walk up to shop.
- Support taking user group needs into account.
- More investigation is needed into the expansion.
- Public access should be retained.

- **NON-CYC BOATERS, 3 TOPICS SUBMITTED:**

1. Fair and equitable solution for all
2. Washroom and parking facilities
3. Boat handling and storage facilities

Jerry Vandersanden spoke on behalf of boaters that pay seasonal fees but are not members of any other user groups such as CYC Membership. Jerry explained the misconception that all boaters are members of the Cobourg Yacht Club which is not the case, many boaters that hold Seasonal Slip Contracts pay user fees for their slip, haul out and lift in as well as storage fees. Jerry further explained that he was invited to the User Group Meeting at the advice of the Council Representative.

Speaking Points:

- After surveying his user group they support a fair and equitable solution for everyone.
- Cobourg has done a wonderful job in its past planning of the harbour.
- Jerry was a B-Dock Transient every weekend while he was on the waiting list to become Seasonal as many other boaters.
- Town embarked on a Self Sustaining Business Profile and to date has required no tax dollars and that the boaters pay for many things on the waterfront that are not realized such as the boardwalk cleaning, garbage pickup and beach area.
- Fair fee structure would be boat length divided by operating costs for all boats including some users with multiple boats in a slip.
- Towards Richard, to maintain the Natural West Headland, birds should not be being hand fed, that is not natural.
- From the small survey, it was recognized that the washrooms that are open to the public are solely paid for by the boaters and as such they should not have the public washing their feet in the sinks that users brush their teeth in.

- With the contract fees a parking permit is given however when there are practices or events there is no guarantee of a space. There should be dedicated parking for users paying.
- There needs to be succession planning for Ed Pursey, how long can we depend on the boats being moved to the pier for lift in and lift out with a crane.
- When the crane is being used to lift boats there should be no access to the pier as the procedure can be dangerous.
- There is currently a mad rush to lift, weather dependant, if there were a travel lift it could be scheduled and safe.
- The power requirements on the older docks are not being met and need to be upgraded to stay within the industry standard.

- **COBOURG YACHT CLUB, 3 TOPICS SUBMITTED: (Please see attachment presented)**

1. Partial Endorsement of Layout Option 1 for Marina Support Facilities
2. Boat Handling and Winter Storage
3. Endorsement of expanded boat slip availability

Rob MacLeod spoke on behalf of the Cobourg Yacht Club. Rob started a slid presentation with his background and credentials, CYC Executive Officer, Sail Canada Certified sailing instructor, Teacher of Small Boat and Marina Technology Humber College, founding Publisher of Boating Industry Canada and Senior Writer Canadian Yacting, teach project management for one of the provinces professional planning organizations.

Background information was presented on the Cobourg Yacht Club and its facilities including the CYC is celebrating 50 years, received its official charter in 1965, erected the first clubhouse in 1976, present clubhouse built in 1985 funded by members and ownership was transferred to the Town of Cobourg. The CYC pays taxes to the town on both the CYC Clubhouse and the compound area and pay 100% of the maintenance and repair fees and a nominal fee for the clubhouse.

Speaking Points:

- CYC partially endorses the Draft Expansion Layout Option 1.
- Retention of the CYC storage compound is essential to the needs of the CYC.
- Winter storage, does not agree with the transport of boats away from the immediate harbour area. (increased cost and traffic disruption)
- Visual concern storing boats between the harbour and condominiums.
- Endorse implementation of a Marine Travel Lift and trailer for boat handling.
- Endorse expanding slip availability, more information such as statement of requirements, risk assessment, business case, feasibility report and investment analysis.
- Ian Davey, Town Treasurer indicates that not only is the Marina self sustaining but over the past five years has generated a surplus of between \$49k and \$99k per year used to complete upgrades to the waterfront.

- 7 recommendations: Operate in a manner to generate \$70K per year for the next 10 to 15 years. Amend the transient to seasonal ratio to reduce the waiting list and ensure predictable cash flow. Update the Marina database system to allow boats marked away are rented out to transients. Institute a reservation system for 50% of the available slips. Immediate improvement to water and electrical on the west side of the centre pier. Except for the changes aforementioned, place a moratorium on changes to the use of the harbour without input from user groups and advisory committee. Fair and equitable fee structure: marina uses 40% of the harbour, the users of the outer harbour are Coast Guard, Boaters, CYC Sailing School, Survivor Thrivers, Cobourg Dragon Boat and Canoe Club, Willow Beach Field Naturalists. Six user groups plus general public.
- Boaters pay 99% of entire harbour costs but use less than 40% of the harbour, other user groups who pay less in user fees maintain they require use of the entire west harbour a much greater area.
- Coast Guard is exempt from fees as per agreement.
- Survivor Thrivers are exempt from paying user fees as they are a charitable organization.
- CYC sailing school is commercial not-for-profit and pays property taxes on the club house and compound, and pays full slip fees for their boat.
- CDBCC is commercial enterprise with not-for-profit status and pays no property tax, a nominal fee to the marina for a slip that holds multiple boats, especially considering the area of the harbour they are asking for which as their slid indicates is the entire harbour west of the centre pier.
- Willow Beach in a not-for-profit organization acting like an environmental lobby group paying no property taxes, no marina fees, no user fees and raise no money for charity, to remain at the table they should share in maintaining the harbour.
- Where is the budget for remediation of the east pier.
- CYC supports a well documented planned marina expansion.
- Does not support the current layout.
- 7 recommendations attached submitted.
- Waiting list does exist, staff at the marina very open and accommodating.
- New boats are good for the CYC and everyone is welcome to spend money in town.

4. ROUND TABLE DISCUSSION POINTS OF CLARIFICATION:

- **(BW)** 2002 Small Craft Harbour agreement declares that the Town of Cobourg maintains the harbour from the Federal Government.
- **(BW)** Conflicting views need to be identified and communicated.
- **(BW)** Harbour is not a natural environmental space, it was a floodplain, both birds and boats seek refuge.
- **(BW)** Agencies contacted do not see a conflict between the birds and expanded docks.
- **(BW)** Each user group struck deals independently; Council needs to clean-up the agreements with each group to create a fairer robust fee system.
- **(BW)** Conflicting information, the intention is not to limit the user but to create an equitable shared facility with shared agreements and shared costs.

- **(BW)** Declining services have been identified; improved facilities, bathrooms, boat handling and storage are required.
- **(RM)** All financial numbers have been available and should be open to public.
- **(RM)** CDBCC receive 25 parking permits free for Saturdays.
- **(JF)** Clarified, permits are for all week.
- **(JV)** Parking is not about fees but about availability.
- **(SK)** Drawing from June indicates water depths required that are not feasible in the crescent of the west arm.
- **(PG)** Clarification, water level has been misinterpreted, using Chart-Datum the water levels required are available, feels that the Survivor Thrivers didn't understand that the measurements are in meters not cm which provides them the depth required to boat safely and successfully.
- **(SK)** Would like to know why this initiative was begun.
- **(BW)** Clarifies that Council requested an alternative to using Tax Dollars to upgrade and maintain the current waterfront and therefore one of the suggestions was to expand the slips bringing in more revenue. The 2011 Strategic Plan identified the expansion as a means to relieve the tax base and maintain the current self-sustaining business model.
- **(SK)** This is a Planning issue/project and Planning should have been involved.
- **(PG)** Planning has been involved, Rob Franklin Manager of Planning Services has been on the Steering Team since its inception.
- **(TR)** The Marina and the area that it looks after from the west headland to the east beach is Self-Sustaining from Marina user fees.
- **(JF)** Clarification of a "Berm" and will it fill in the area that is west of the launch. (the area that the CDBCC use to launch)
- **(PG)** Berm is also known as a "Groyne" which guides silt and sediment away from an area used that required a depth maintained.
- **(JF)** Berm will fill in the area the CDBCC uses.
- **(BW)** We currently dredge in that area for the launch ramp and would continue to do so it will be much less sediment and less time, we can maintain the west area of the berm.
- **(JF)** Will the CDBCC be expected to pay user fees for the Accessible Dock system.
- **(BW)** All users should pay a fair and equitable portion of the installation of an Accessible Dock, it should not be on the backs of the boaters that don't use it.
- **(JV)** More information about the Groyne and Dredging.
- **(BW)** We currently pump yearly with licenses from the Ministry to maintain the harbour entrance and west area, we can maintain the crescent area if needed, the silting is a natural occurrence that cannot be controlled.
- **(RP)** This meeting is being conducted in a vacuum, 1.5% of the Town. 98% of the Town of Cobourg is against this expansion. The pulse of town is not at this meeting. This project should go to a Referendum.
- **(JV)** To Richard, where are you getting this number 98%, do you think the tax payers want to start paying increases to their taxes to maintain the waterfront that currently is paid by boaters. Indicates that the advantages to the DBIA and the Town in general for more slips would be financially beneficial without tax dollars.
- **(JF)** Would there be a walkway to the Accessible Dock, walkway confirmed by staff.
- **(BW)** This is a process, a democracy, it will go before Council.

- **(TR)** There will be a public meeting with space for 400 to 500 people and could go to Referendum.
- **(JF)** Just because there are more doesn't mean they are shopping. If the expansion is completed parents that currently drop their children off for lessons and then leave to go downtown shopping will go somewhere else.
- **(BW)** Not constructive, this is not an "All or Nothing" proposal, it should be one that everyone benefits from.

5. **NEXT STEPS:** Explanation of the timetable and next steps were discussed, a Steering Committee meeting will take place to review the Minutes/Issues/Questions/Feedback from the Organized User Group Meeting. The Minutes from the Organized User Group Meeting will be posted on the Town of Cobourg Website for review. A Public Meeting will be held for further discussion and input from the public. The Expansion Plan in final form will go before Council.

6. **POST MEETING SUBMISSION HANDOUT:**

- Please see attached handout from Willow Beach Field Naturalist Richard Pope as an Addendum to the Meeting Minutes due to the constraints of time allotted to speakers, submitted after the meeting concluded.

7. **ADJOURNMENT: 12:52 pm**

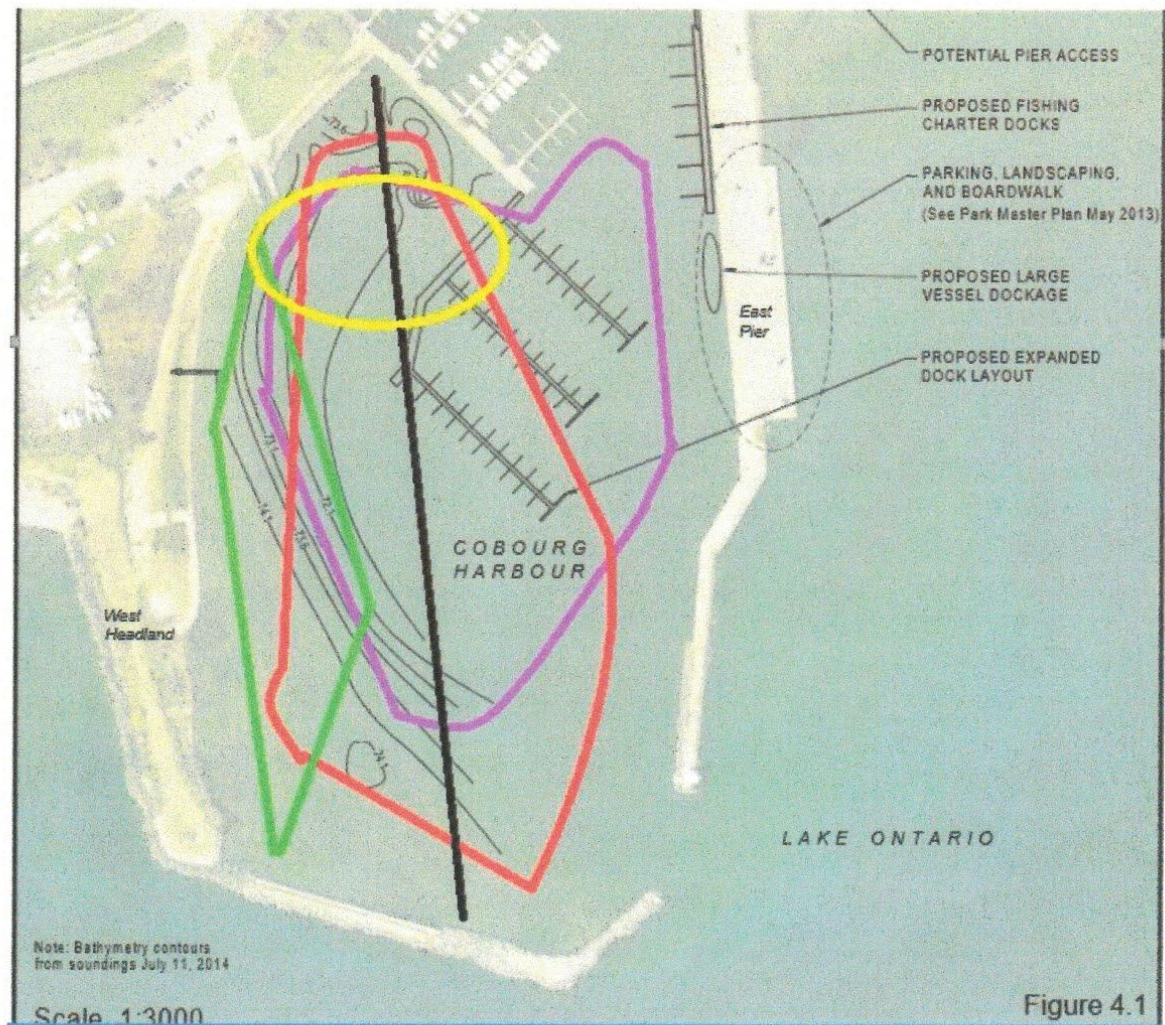
Present Harbour Photo

Black Area – proposed Groyne

Red Area – proposed accessible dock



From CDBCC - Berm (groin)



Proposed Docks Option 1A

Red Area – Sprint 1km+ practice Route

Purple Area – Dragon Boat practice loop

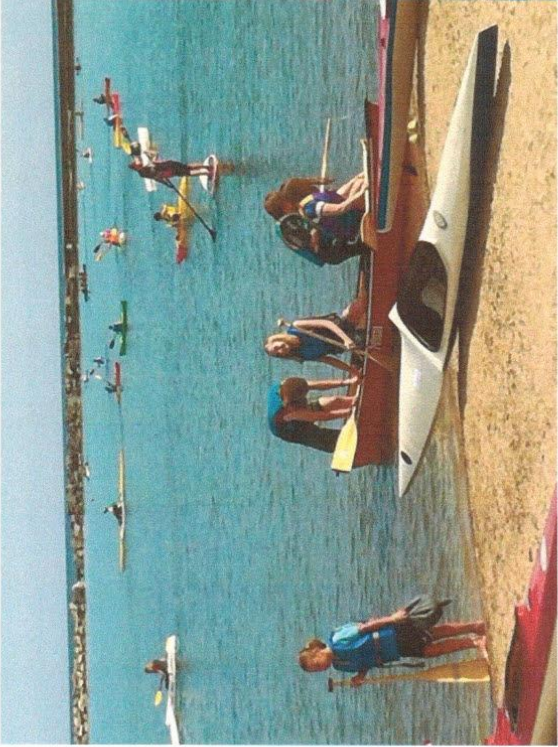
Green Area – Camp paddling area

Yellow Area – Windy / Rollers practice area

Black Line – Time Control Area (350m)

FROM CORCC- New Requested Area

From CDBoe - Pictures of boating formation



**Final Draft of the Cobourg Marina Expansion -
Operations and Facilities Study
Stakeholder Meeting
April 21, 10:00am Victoria Hall**

Cobourg Yacht Club: A bit of history and background

Good morning my name is Rob MacLeod. I am a Senior member of the Cobourg Yacht Club. I keep my sailboat the Cobourg Marina.

My volunteer position at the CYC is Executive Officer responsible for the Learn to Sail program. I am a Sail Canada Certified sailing instructor and have taught sailing since 1975 – working across Canada, the United States, the Bahamas and the Caribbean. My wife and I chose to move to Cobourg in 2010, partly because it has one finest boating facilities I have taught sailing in and the marina that is one of most boater and neighbourhood friendly that I have encountered.

The rest of my bio:

- In the mid 1980's I taught Small Boat and Marina Technology at Humber College –including Yacht Club and Marina design and management
- Founding publisher of Boating Industry Canada magazine
- Currently a Senior Writer with Canadian Yachting magazine
- I manage projects for a living and teach project management for one of the provinces professional planning organizations.

All that is to say, "I understand and appreciate the effort it takes to consider a proposal such as the one we are talking about today and what is required to take on a project of this scope.."

As many of you are aware, The Cobourg Yacht Club is celebrating its fiftieth anniversary this year. CYC received its official charter on September 17, 1965. We consider ourselves, along with the Cobourg Marina, to be the 'Southern Gateway to the town of Cobourg'.

CYC's first clubhouse, erected in 1976, is now our *Learn to Sail* Clubhouse and centreboard compound. In 1985 we built our present day clubhouse. Once constructed, ownership of the yacht club member-funded facility was transferred to the town and we rent our clubhouse back from the town for a nominal annual fee. In addition to paying property tax on both the new clubhouse and the compound area, Cobourg Yacht Club is responsible for 100% of the maintenance and repairs on both facilities.

We employ seasonal part-time staff in the kitchen & bar areas and we employ Sail Canada certified sailing instructors in both our Junior and Adult learn to sail programs.

FROM CYC

The Cobourg Yacht Club is a self-help club. That means it is through the hard work and support of our volunteer members that we run club activities, including weekly race nights for both keelboat and centre boards, cruises to neighbouring yacht clubs on the lake and a wide range of social events. We host winter seminars, boat safety courses – including the Canadian Sail and Power Squadron and invite guest speakers throughout the year.

I would like to take a moment and differentiate the Cobourg Yacht Club from the Cobourg Marina. The marina is owned by the town and operates all of the facilities in the marina – the slips, boat storage and marina office and washrooms.

The Cobourg Yacht Club owns no slips and the yacht club members with boats rent slips and storage from the marina. We are tenants of the marina.

Under both Canada Revenue Agency rules and our own charter, CYC is a private, not-for profit club. That means we can only offer our licensed dining room and bar services to members and registered guests. We extend temporary associate member privileges as part of our Adult and Junior Learn to Sail programs. Membership is open to **anyone**, with or without a boat. The various types of membership are on our website.

Under Transport Canada regulations, our learn to sail programs are considered commercial enterprises. It also requires that all of our boats that operate under power – our two coach boats and the schools new 24-foot auxiliary sailboat – must be Transport Canada, Recreational Boating School compliant, along with anyone who uses these boats. We will be fully compliant by the time our programs commence.

Our not-for-profit status requires that any surpluses be re-invested in the club and facilities. This year alone, we have invested over \$20,000 of that surplus in new boats and equipment for the Learn to Sail programs – programs that are also open to **anyone** who wishes to learn to sail – whether they are members or not.

Submission

The CYC was asked to provide this meeting with three (3) of our main items for discussion to assist the Town in developing the meeting agenda. They are as follows:

1. Partial Endorsement of Layout Option 1 for Marina Support Facilities
2. Boat Handling and Winter Storage
3. Endorsement of expanded boat slip availability

1. Partial Endorsement of Layout Option 1 for Marina Support Facilities

The retention of CYC's Storage Compound in area, configuration and proximity to the harbour launch ramp as detailed in Option 1 (Figure 3.8) is essential to the needs of CYC and is endorsed.

CYC has a number of comments relative to the proposed provisions for winter storage facilities.

1. CYC does not agree with the proposal to establish winter storage facilities and transport boats away from the immediate harbour area. This proposal specifically mentions the West Works Yard. Boat cradles used for supporting boats over the winter are not designed for road transport and present a potential safety concern while in transit. In addition moving boats along
2. King Street to any offsite storage will cause major disruptions in traffic
3. Moving the boats along King Street will also substantially increase the cost of boat handling and storage

Although CYC endorses the establishment of expanded winter storage facilities in close proximity to the harbour, the proposed use of the parking lot between the club and the compound, presents a major concern with respect to the provision of adequate temporary fencing and security systems as well as water and electrical supply required for boat servicing.

From an overall community perspective, having the winter boat storage located between the harbour and the condominium development will present a significant visual concern not only to condominium residents but will negatively impact the enjoyment that many Cobourg residents have in visiting the inner harbour over the winter months.

From CYC's perspective, provided verified environmental concerns can be thoroughly investigated and addressed, expansion of the existing winter storage compound north-westerly into the area noted as proposed for "optional west beach parking" (Figure 3.8) is the most reasonable option for the provision of additional winter boat storage to accommodate the marina requirements and should be implemented. Since this area will be cleared of boats in the spring, the property will be available for parking for the busy tourist and festival season.

2. Boat Handling and Winter Storage

CYC endorses the implementation of a self-propelled Marine Travel Lift and hydraulic trailer for boat handling. For those not familiar with this type of equipment, this short video illustrates a boat being lifted. The self propelled travel lift places the boat on it's storage cradle and then a hydraulic trailer moves the boat and cradle to the storage area. Currently we use a stationary crane and a hydraulic trailer combination.

A positive result of using a travel lift – rather than the current mobile crane – will mean boat lift out can be scheduled more effectively, removing the need to block off the East Pier twice each year.

If a Travel Lift is used without a hydraulic trailer, launching, hauling and storing boats cannot be as tightly packed when stored – requiring even more storage area. Use of a travel lift / hydraulic trailer will result in less overall storage space being required. Provisions to accommodate mast stepping and un-stepping are not mentioned in the Report and need to be further detailed.

Introducing the use of a Travel Lift for marina operations will take away significant revenue from the Yacht Club. Our members currently handle the lift-in/lift-out process on behalf of the marina and retain the lifting fees collected from the boaters. Out of that, the Yacht Club pays for both the crane and the boat moving services. The marina retains the storage fees for boats stored on marina / town property.

The Yacht Club feels we can find other sources of income to replace the approximately 15% of our operating budget the lift in and out revenue represents.

3. Endorsement of expanded boat slip availability

As expressed by the other users at this table, the CYC is concerned about the lack solid financial information offered with this proposal:

- Statement of Requirements
- Feasibility Report
- Investment Analysis Report
- Business Case
- Risk Assessment

We have attempted to do our due diligence before expressing our opinion. Having reviewed the financial documents available to the public, we found the following.

According to Ian Davey, Cobourg's Town Treasurer, the marina has not only been self-sustaining financially but over the past five years has generated a surplus of between \$49K and \$99K each year. It was through these surpluses the move of F dock and the addition of G dock was possible.

Some of the club's members with a strong financial background reviewed the available financial numbers and extrapolated them out over the next 10 to 15 years.

- CYC supports well documented, properly planned and executed marina expansion
- CYC does not the slip layout presented in this proposal
- In addition CYC has 7 recommendations to improve the current operation of the marina and future viability of Cobourg Harbour

"The Cobourg Yacht Club believes the goals of the proposal can be met within the existing footprint of the current marina operation." That means we **are not** recommending expansion beyond the center pier at this time and have the following recommendations.

1. Town Council, through the marina management, budget and operate in a manner that will continue to generate a surplus of at least \$70,000 per year for the next 10 – 15 years.
2. Town Council amend the visiting boater / transient ratio to 10% of available slips to reduce the waiting list and to ensure a predictable flow of revenue to the marina operation and reduce the vagaries of relying on weather-dependant and economic-constrained transient docking to generate the needed cash flow.

For those not familiar with the term transient – it is simply a visiting boater. Just as a traveller to Cobourg might book a hotel room for overnight accommodation, a transient – or visiting boater – books a vacant slip in the marina to tie up for the night, or in some cases – for a week or two. The visiting boater rate for the slip is significantly higher than the season rate charged for the same slip on a per day basis. The break even point on a transient slip versus a seasonal boater's fee is approximately 35 days.

3. Town Council direct and approve an updated marina management system that would ensure that 'away boats' (seasonal boats that are away cruising) be registered with the marina office so that their slips can be rented out to visiting boaters – this is standard practice in marina operations
4. Town Council direct the marina manager to institute a reservation system for up to 50% of the available slips (including away boats) so that slower travelling boats are assured of a proper slip before setting out from Whitby and points west and south. Most sailboat and trawlers travel at 5 – 7 knots or 10 – 13 kmh.

Cobourg is strategically located as the only safe and viable harbour between Whitby and Brighton. The smaller harbours of Bowmanville, Newcastle and Port Hope are

not suitable for many boats and Cobourg is the best harbour of refuge in the area – distance of 60 NM or 110 km.

5. Town Council direct and approve immediate improvement to water and electrical hook-up on the west side of the centre pier to ensure the comfort of visiting boaters using this pier – the use of the pier is a current practice and one that is necessary to ensure that no boat is turned away from this harbour.

6. Our sixth recommendation is that, with the exception of the changes noted in this submission, the town place a moratorium on any changes to the use of the harbour without full consultation with the user groups – a user advisory committee.

We ask that this moratorium to be backdated to January 1, 2015 to reverse any changes that were made to the marina land use, including council's recent decision to move the overflow and festival parking from the area west of the current storage compound to the green space North of the marina parking lot. As a result of this decision, this green space will be turned into a campground for the vendors during the Canada celebrations.

This will be a major visual distraction for the Condominium owners, will destroy the grass beside the yacht club and marina and would facilitate the unintended over use of the marina's washroom and shower facilities.

7. The Cobourg Yacht Club asks Town Council to introduce **Fair and Equitable** fee structure for the harbour use.

Currently, marina operations occupy approximately 40% of the harbour including the launch ramp and the storage compound. We agree that the marina operation must be fully funded by the boaters who use the marina. The balance of the harbour expense – dredging, pier maintenance and re-construction, etc - should be funded by the people who use the balance of the harbour. The users of the outer harbour include:

- The Coast Guard
 - The boaters – who use the outer harbour for entrance and egress
 - The CYC sailing school – who use the outer harbour for lessons
 - The Survivor Thrivers who use the outer harbour for practice
 - The Cobourg Dragon Boat & Canoe club, who use the outer harbour for lessons, practice and competition
 - The Willow Beach Field Naturalists who use the outer harbour for naturalist activities
-

So that is six groups (seven if you include the general public) using the harbour. We see the user's contribution to the cost of the marina as follows.

- The Coast Guard is exempt by virtue of the agreement that saw the harbour be transferred from the federal government to the town as a Small Craft Harbour
- The boaters already pay for their share in their fees. And for the record, those fees currently cover 99% of the entire harbour costs - including trash pickup on the east beach and, under the current operating model, the much needed repairs to the east pier - something that should have been undertaken when the pier was transferred to the town and the Federal Government transferred the funds to affect those repairs.
- The Survivor Thrivers is a charitable organization. The Survivor Thrivers is a charitable organization. Because of the incredible fundraising and charitable work they, we feel they should remain exempt from paying for the upkeep of the outer harbour
- CYC sailing school under Transport Canada and the CRA is a commercial enterprise with a not-for-profit status. The sailing school pays property taxes on the junior club house and compound and pays fees for the slip used by the learn to sail program's keelboat
- The Cobourg Dragon Boat & Canoe Club is also a commercial enterprise with a not-for-profit status with the CRA; it pays no property taxes on its storage compound but does pay a nominal fee to the marina. The dragon boats that are not part of the Survivor Thrivers and are part of this commercial enterprise pay nothing for the slips they occupy in the marina. We would like to see this corrected.

Especially considering that as recently as last week the Cobourg Dragon Boat & Canoe Club indicated that this (slide) is how much of the harbour they required for their various activities, and it is the opinion of the Cobourg Yacht Club that the limitations and requirements quoted by the club in their communications and submissions are for international level competitions, none of which have been can be run in Cobourg Harbour, because the harbour is completely unsuitable for international events.

It would be like our sailing school asking for an Olympic length racecourse within Cobourg harbour confines to teach a learn to sail course. It could not physically be done.

Finally The Willow Beach Field Naturalists is a not-for-profit organization and is acting like an environmental lobby group petitioning councilors and requesting changes to marina land use without input from the other users.

This group is the architect of moving the overflow parking for an entirely suitable and environmentally acceptable area west of the current storage compound into and area normally used for overflow parking. The naturalists pay no property taxes or marina fees and raise no money for charitable groups. We feel they should pay their share of maintaining the harbour if they want to remain at the table.

Summary

Everyone in this room has valid concerns about the use of this our harbour, and those concerns can only be resolved by sitting down at the table as we are now. In fact, with the increased use of the harbour by many diverse groups, we feel a more formal user's group should be formed.

One of the duties of this new group would be to resolve conflicts in the use of the harbour, such as scheduling of events to ensure maximize enjoyment of our harbour and minimize scheduling conflicts.

This group would also ensure that the information about harbour use and policies was accurate and verifiable. Again, something that has seemed to be lacking in the lead up to this meeting.

The Cobourg Yacht Club, largely silent on this subject up to now, will be a more active partner in guiding the future of Cobourg Harbour.

We feel our request to stop the current conversation on Marina Expansion will allow the town's staff, council and the user advisory group to gather and communicate the facts (something that has been in short supply) and that will result in informed decisions based on what is right for the town and the people who pay for the services provided - both tax payers and the users of the harbour.

In summary, the Cobourg Yacht Club:

- Supports well documented, properly planned and executed marina expansion
- Does not the slip layout presented in this proposal
- Offers 7 recommendations to improve the current operation of the marina and future viability of Cobourg Harbour

We have been here since the beginning. We will be here and supportive of the Cobourg Marina for decades to come.

Thank you.

Addendum – Handout from Richard Pope (2 pages)

Appendix to the document prepared by the Advisory Committee on Natural Spaces of the Willow Beach Field Naturalists for the April 21, 2015 Meeting.

Instead of the expansion of the Marina into the waters west of the Centre Pier, we should be discussing:

- A. How to improve the East Pier.
- B. How to improve the Marina **in its existing footprint**.
- C. How to improve the West Headland.

Topic A. How to Improve the East Pier.

As naturalists we have relatively little to offer here. Suffice it to say the east pier is in sad disrepair and we would support most attempts to improve it.

How to finance these improvements: it seems obvious that the Marina should not have to foot the whole bill for this, since both piers are widely used by the public. A tax levy? A fund-raising campaign? Help from the Town? Such an outlay would sit more easily with tax payers than loans to build new boats slips.

Topic B. Expansion within the footprint.

1. Could we get more slips in by turning ABCDE north and south?
2. could we get more slips in by lengthening the Centre Pier (as suggested in the 1994-5 West Harbour Development Plan) and running slips to the east as proposed in Option 3, dock H?
3. could we get more slips in by lengthening the Centre Pier as in Option 3 but running the slips north to south.
4. Could any boat slips be added anywhere to the east pier?
5. Re financing Centre Pier improvements, as with the East Pier other users should share some of the costs.
6. If the marine travel lift, which is a terrible eyesore, is to be stored in the storage area except when the boats are put in in the Spring and taken out in the fall, it sounds like a good idea and a safer option.
7. Could seasonal mooring options be considered rather than permanent slips? They require very little infrastructure and are not intrusive in the off-season for boaters. Mooring is popular in other harbours with historical and natural significance (like Newport RI, Boston Mass., Lunenburg, and in the UK; photos available).
8. "The parking area can also be designated for boat storage during the winter months" (p. 19, 3.3). This unacceptable suggestion will not be necessary if the big expansion does not take place.

Topic C. How to improve the West Headland.

1. Walking path (crushed limestone) to south tip of the West Headland (not boardwalk with maintenance) as in Tremaine ; cf. Lucas Point
2. Lookout on the West Headland; A small pavilion/overlook at the south end of the west Headland (as suggested in the Parks Master Plan) seems a good idea.
3. We would like to see some form of environmental protection for the harbour west of the centre pier, the West Headland (including its sand beach), and the West Beach. The environmental constraint designation in the Town's Official Plan appears to be routinely ignored and has not been enough to offer the area any real protection. We would very much like to see some kind of official designation for the area. It is incredible to have such a rich area in the heart of our town. It must not be compromised and degraded. The natural and educational potential is enormous. (July 23, 2014 memo to Shoreplan). (see also the WBFN memo of September 16, 2013 to Councillor Larry Sherwin and the Parks and Recreation Committee on the status of the headland.)
4. Accessible dock and its position (Section 3.5, pp. 19-20);

Why on the West Headland?

Why not have a boat launch for the disabled east of the existing boat launch where it would be easily accessible by vehicle? Perhaps beside the new lifting well?

If it must be on the beach as drawn, we would hope for a much less intrusive and perhaps seasonal dock.

The plan suggests 2 ramps each at least 9 metres, plus a landing in between, plus ramp foundation, plus the actual dock – ca 25 metres or 82', plus the beach access ramp across sand beach where everyone walks (\$90,000 does not include access or dock!). This is hardly compatible with keeping the West Headland green.

A SUGGESTED PLAN FOR THE WEST HEADLAND:

Some habitat restoration/creation/enhancement on the southeast shore and main body of the West Headland would be wonderful. Hiding the ugly broken cement dumped in 2014 at the end would be desirable. Superior topsoil could be added on top of the glass-filled sludge dumped and spread last year.

Native plants and shrubs could be planted as repeatedly suggested by WBFN earlier to the Parks Committee. The lawn and turf mixture planted last summer is unimaginative and inappropriate. WBFN has repeatedly offered information on desirable shrubs and flowers. We would even help plant together with interested high school students.

Could we not enhance this popular area as a natural showpiece with lovely trees, shrubs and wildflowers of the sort popular with birds, butterflies and lover of wild flowers? We visualize something like a mini-Leslie Street Spit: a quiet urban retreat like no other in the heart of a town. Seating areas as illustrated on p. 56 of the PMP would greatly enhance quiet viewing and serve as resting areas for walkers.

Because of the headland's small size, we feel an eco-centre, nature boardwalk, and bird blinds on the headland are unnecessary and ill-advised. One is already almost on top of the birds. Perhaps some interpretative panels would be in order.

Could the boat-storage area be moved a bit north and even expanded north? This would mean we could flatten the present artificial berm on the south side of the storage yard and make an area for benches and paths and wild flower gardens. The area could also serve as a seasonal entry to the beach for the canoe and kayak club.

Would it not be a good idea to ask for a Landscape Master Plan and seek the advice of landscape architects like the ones that came up with such a good plan for the Tremaine property? WBFN would be pleased to work with them again.

If we slay the dragon of expansion west of the Centre Pier, we can start looking at real costs and fixing things that have been agreed upon in an orderly pecking order. The sooner the better.