

# *Vernon Yacht Club*

## **LONG TERM PLAN 2020**

Revised September 24, 2019

**INTRODUCTION.** The purpose of the Long Term Plan ( "the Plan") is to provide guidance and direction for the Executive and general Membership of the Vernon Yacht Club ( "VYC"). It will address community relationships, Membership development, moorage, clubhouse improvements & repairs, grounds improvements & maintenance, security, continuity, and a summary of capital improvements completed in the past 12 months.

Each year, the Planning Committee will hold a meeting for all Members to attend. At that meeting discussion will take place about any changes required to the Plan. Then, after updating the Plan, it will be distributed to the Members at the AGM and voted on for continuation in its new revised format.

It is hoped that the Plan will provide for input from the general Membership on the future of VYC and will provide for a common goal that all Members are aware of and look forward to in future years as well as for future generations in order to achieve the spirit of our Mission Statement.

The Executive is encouraged to refer to this document frequently in their ongoing management of the VYC's activities and affairs.

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**1. COMMUNITY RELATIONSHIPS:** The VYC has a responsibility as a member of the North Okanagan Community to be both a leader and spokesperson for the advancement of boating on Okanagan Lake and to provide facilities for our Members both present and future. We consider ourselves to be the main group within the greater Community that promotes boating safety, knowledge and skills. Some areas the VYC can help to promote this are:

- a. to foster its relationship with:
  - i) Vernon City Council
  - ii) Coldstream Council
  - iii) North Okanagan Regional District
  - iv) Environment Canada
  - v) Transport Canada
  - vi) Vernon Service Clubs
  - vii) Greater Vernon Parks and Recreation
  - viii) Vernon Parks and Recreation
  - ix) Canadian Power and Sail Squadron
  - x) Vernon Search and Rescue
  - xi) North Okanagan Sailing Association
  - xii) Vernon Sea Cadets
  - xiii) Okanagan Quality Life Society (Heaven Can Wait)
  - xiv) Okanagan Landing and District Community Association (Paddlewheel Park)
- b. to promote and maintain the mooring buoys located in the northern portion of Okanagan Lake for use by our Members and that of the general public.
- c. to promote use of the VYC sewer pump-out, including by the general public
- d. to maintain good relationships with private marinas, other Yacht Clubs, and other boaters on Okanagan Lake.
- e. to continue to promote and sponsor the Vernon Boat Show.
- f. to continue to promote the Christmas Light Parade and the Summer Parade of Lights.
- h. to continue supporting marine service providers in the North Okanagan.
- i. to continue our promotion of a good relationship with our immediate neighbours and members in general of the North Okanagan Community.
- j. to continue supplying moorage for one vessel to each of the Okanagan Quality Life Society and the Vernon Search and Rescue, without charge.

**2. MEMBERSHIP DEVELOPMENT:** As a Society we are not a commercial venture we are a volunteer driven, non-profit organization. To that end we will continue to develop programs to encourage communication and participation amongst our Members, both present and future.

It is the responsibility of all VYC Members to work cooperatively for the benefit of the VYC and that of its Members. All new member applicants shall continue to be interviewed by the Membership Committee to ensure they meet the VYC residency requirements and that their personal expectations and those of the Club coincide before confirmation of acceptance is given.

It is the responsibility of the VYC Executive to develop and promote activities which lead to greater cohesion within the Club.

All Members of the VYC shall continue to always abide by the "**The Mission Statement**" of the VYC, which is:

*"To promote the enhancement of boating as a recreational and pleasurable pastime, to encourage interclub and intercommunity nautical activities and to provide facilities for any of the foregoing"*

**3. MOORAGE:** The following is a synopsis of our current status:

**a. Dock Replacement:** It was recorded in the 2013 Long Term Plan that we need to replace C dock sometime in the following 5 years as the wood structure, built in 1988, continues to deteriorate and requires substantial repairs each year. Subsequently, the Club purchased and installed 8 new concrete fingers at the deep end of C dock and 4 more were budgeted to be added in 2017. The overall cost to complete the upgrade of C dock to new concrete mains and fingers was previously estimated to be between \$500,000.00 and \$550,000.00. It was suggested and discussed at the 2018 Long Term Planning meeting held September 25, 2017 that completion of the upgrade to C dock should be allocated and included as part of the breakwater replacement and marina expansion project (the "Project") underway since 2014. At an Extraordinary General Meeting ("ExGM") held June 29th 2017 it was approved to include as part of the Project, replacement of the original concrete portion of A dock, which was not designed to allow for the addition of fingers nor services to its west side, with new trenched mains and use the old A dock concrete mains to replace C dock, and its remaining wooden fingers with concrete, in its entirety. This, including a plan to add fingers to the west side of A dock and the extension of B and C docks, is now known as Phase III of the Project contemplated in our original submission to the Ministry in March 2016. Burton Marine provided a construction budget for this entire Phase III in April 2017 at a cost of \$475,000, not including services (water; electrical; etc.).

**b. Breakwaters:** A conceptual fixed-wall pile driven angled breakwater for the Project, comprised of steel "H" piles and concrete panels, proposed to replace the existing 14-foot wide floating concrete breakwater received approval from the Membership at an ExGM held April 25, 2016 the budget for which, including the cost for Phase III, was \$2,000,000.00 (Two Million dollars). Three test piles were driven late spring 2016, the results from which concluded the angled fixed wall concept was not feasible due to the extremely soft lakebed conditions leaving a floating breakwater design as our only option. In September 2016 the fixed-wall concept was abandoned and design of a new angled 30-foot wide floating concrete structure concept began. At an ExGM held June 29, 2017 it was approved to apply to the Ministry for approval of the Project with a 30-foot wide floating concrete breakwater and reconfiguring the existing floating concrete breakwater ( now Phase II); adding slips to and extending A, B and C docks, replacing C dock ( now Phase III) and moving W dock 30-feet north (now Phase I), the total construction budget for which was \$3,000,000 (Three Million). In August 2017 it was decided to split the Project application into the three Phases indicated in brackets above, with the hope of speeding up the approval process. In late September 2017 analysis of the

proposed 30-foot wide floating concrete breakwater was completed by Waters Edge Engineering, which was submitted in conjunction with a revised application to the Ministry for Phases I and II. Phase I received approval early spring 2018 and these works were completed late spring of that year at just slightly over budgeted costs of \$396,542. Phase II has proven considerably more difficult to gain approval due to the Ministry requiring the quantification of the effects to navigation and shoreline processes from wave reflection. Waters Edge Engineering was of the opinion these effects would be relatively insignificant overall but after much time, effort and costs it proved impossible to quantify the effects given the complexities involved. In the spring of 2019 the angled breakwater concept was abandoned for a new “stepped” concept which is proposed to be constructed of steel. Although this stepped concept does not maximize our lease area to the extent the angled concept would have, the three sections comprising it are to lie on exactly the same angle to the weather as our existing floating concrete breakwater, which is expected to remove any concerns over effects to navigation and sediment processes. On August 22, 2019 a revised analysis of the new stepped breakwater concept for Phase II (see Appendix 1), prepared by Waters Edge, was submitted to the Ministry, approval of which we are anticipating.

**c. Additional Slips:** We currently have a waiting list for moorage. In addition, growth in the Okanagan region is expected to continue, which we anticipate will result in increasing demand for moorage space on Okanagan Lake. To honour the VYC Mission Statement, it is incumbent on us to maintain and, where reasonably possible, expand our facilities to accommodate this anticipated demand from other like-minded individuals residing within a 100 km radius of the City of Vernon. While working on the Project in 2016, a conceptual plan was developed for an expanded marina, including the addition of a fuel dock (see Appendix 3). Whether applying to increase the number of slips within our existing lease boundary or, for an increase in the size of the lease boundary itself, both require a full public review as part of the application process. Rather than submitting an application for Phase III alone, we will submit an application to the Ministry, as soon as possible after approval of Phase II has been obtained, for approval of:

- an increased lease area by moving our north lease boundary roughly 250 feet further north and our east boundary a distance to the east just enough to capture the long bundled breakwater on that side;
- a conceptual plan, similar to Appendix 3, to extend the Phase II west breakwater north and relocate our north breakwater for an expanded marina within the increased lease boundaries to add as many slips as reasonably possibly in phases, as demand warrants, beginning with Phase III within the proposed Phase II configuration (more or less as shown in Appendix 2); and
- a fuel dock

**d. Fuel Dock:** The addition of a fuel dock was included in the 2016 conceptual plan. Research done at the time and revisited lately indicates the cost to add a fuel dock in the order of \$200,000 (Two Hundred Thousand). The proposal is for a 20,000 liter above ground, double-walled, split tank with a capacity of 15,000 liters of premium gasoline and 5,000 liters of diesel fuel with two pumps. A recent proforma based on conservative estimates indicates a repayment period of less than 3 ½ years.

#### 4. THE CLUBHOUSE:

Our clubhouse has undergone a number of improvements which have taken place over the past number of years. The most recent of these upgrades/repairs are listed in the Summary of Capital Improvements. The following are outstanding suggestions for Clubhouse improvements.

##### **Capital Improvements:**

###### **Short Term Plan:**

- Facilitate review to determine long term planning building contingency fund
- Upgrade Point of Sale at Bar
- Complete Phase II of the Project
- Move to acquire from the City Lake Access #28 that divides our property
- Establish Clubhouse & Grounds Planning Committee to develop vision to expand Clubhouse and other on-shore facilities including acquiring other lands - initial budget of \$10,000.00
- Create Mooring Buoy Committee to explore adding mooring buoys to Lake
- Add key card readers to Office, bunker and deck doors - budget of \$5,000.00

###### **Long Term Plan Budget:**

<b><u>Club House</u></b>	Minisplit A/C for office/boardroom	\$8,000.00
<b><u>Building &amp; Yard</u></b>	Turn Grass Area Into Parking	\$20,000.00
	Add speed bumps to driveway	\$1,500.00
	Relocate fire pit and BBQ area	\$10,000.00
	Roof Over Deck Extension	\$50,000.00
	Front Entrance - stamped concrete	\$4,000.00
	Curb garden area at building front	\$3,500.00
	Paint HVAC units to match roof	\$3,000.00
<b><u>Wharf</u></b>	Phase III of Project	\$500,000.00
	Fuel dock	\$200,000.00
	Replace retaining wall at boat launch	\$50,000.00
	Floating washrooms on docks	\$75,000.00
<b><u>Mooring buoy</u></b>		
<b><u>Maintenance</u></b>	Replace remaining orange buoys	\$6,000.00
	Add to buoy locations (Hurlburt, etc)	\$10,000.00

**5. GROUNDS:** The present grounds are in relatively good condition. There was a suggestion that the west lot be converted into parking space and the BBQ area relocated to B-Deck area. The B deck area would be converted to the new BBQ area with liquor licensing. Therefore the future plans for the grounds should include:

- Ideas to be developed in the vision to be created by new Clubhouse and Grounds Planning Committee

**6. SECURITY:** As community issues change and the Club grows, more attention needs to be given to the security of the Club and its Members. The issues are both the protection of property and personal safety:

**Short Term Plan:**

- a. Continue to use the services of the Club Members Security team.
- b. Continue with video surveillance

**7. CONTINUITY:** In order to maintain continuation in the long-term plan, we recommend the following:

A Long Term Planning Committee needs to be maintained with the following responsibilities to be assumed by the respective Executive Member:

- Chair: Vice Commodore
- Clubhouse Improvements & Grounds: Rear Commodore
- Marina Improvements & Moorage: Fleet Captain
- Membership Demographics & Development: Membership Director
- Community Relations: Publicity Director
- Security: Vice Commodore
- Financial Advisor: Treasurer

The Members who fill these Executive positions are encouraged to be active in reaching out for feedback from the Membership on an ongoing basis and convening no less than one town hall meeting annually to provide an opportunity for Members to express their thoughts and views about the future direction of the VYC

- a. Items on the budget should be grouped to coincide with each of the categories where possible.
- b. Each Executive Member should be given access to a copy of the current revised edition of the Long Term Plan at the beginning of each year to be referred to, as decisions are made during the year and for budgeting purposes the following year.
- c. Each new approved Member of the VYC shall receive a current copy of the Long Term Plan as part of their new Member package.
- d. An update report on the status of each of the categories of interest should be available in the newsletter to keep Members abreast of the progress or decisions.
- e. The revised Long Term Plan needs to be prepared each year before the AGM, at which the expenditures for the upcoming year need to be approved by the Membership.

**8. SUMMARY of VYC Completed Capital Improvements for 2019**

- a. Installed floating and moveable boat launch dock;
- b. Added extra security fencing at dock entrance;
- c. Installed new exterior entrance and deck doors on main level and to lower level;
- d. Installed new member water station at bar;

- e. Installed new and centralized beverage display cooler at bar;
- f. Installed new walk-in cooler and freezer in kitchen;
- g. Installed new cook and hold oven in kitchen;
- h. Completed contouring and landscaping of east slope parking;
- i. Replaced all mooring buoys in Otter Bay and South Bay at Ellison Park and 4 others at other locations with updated and correct style mooring buoys.

**VYC Long Term Planning Meeting held: Thursday September 24, 2019**

**Chair: Vice Commodore Craig Williams,**

**Members Present:**

Dwayne Blaeser & Amanda Wilms

Doug Fairweather

Gene Sarmaga

Bob Anand & Sarah Kennedy

Ken Hodgson & Doris Attard Hodgson

Bill & Raosemarie McKeage

Donna & Laird Hibbitt

Martin & Dagmar Mrazek

Vic Romaszewski

Rob Senger

Colleen & Bruce MacTavish

Lonnie & Dorrit LaPlante

Susan & Rob Matthews

Mike Nolan

Walter Higgins

Scott Chapman

Dale Rintoul

Chris Brandle

Elain Schmidt & Alexander Klein

Doug Schwerin

Roger Worth

Ron McLean

Terry Rudersdorfer

Don & Carol Craske

Keith Sangster

Peter Hirschmiller

MJ Watson

Jerry Spelchan

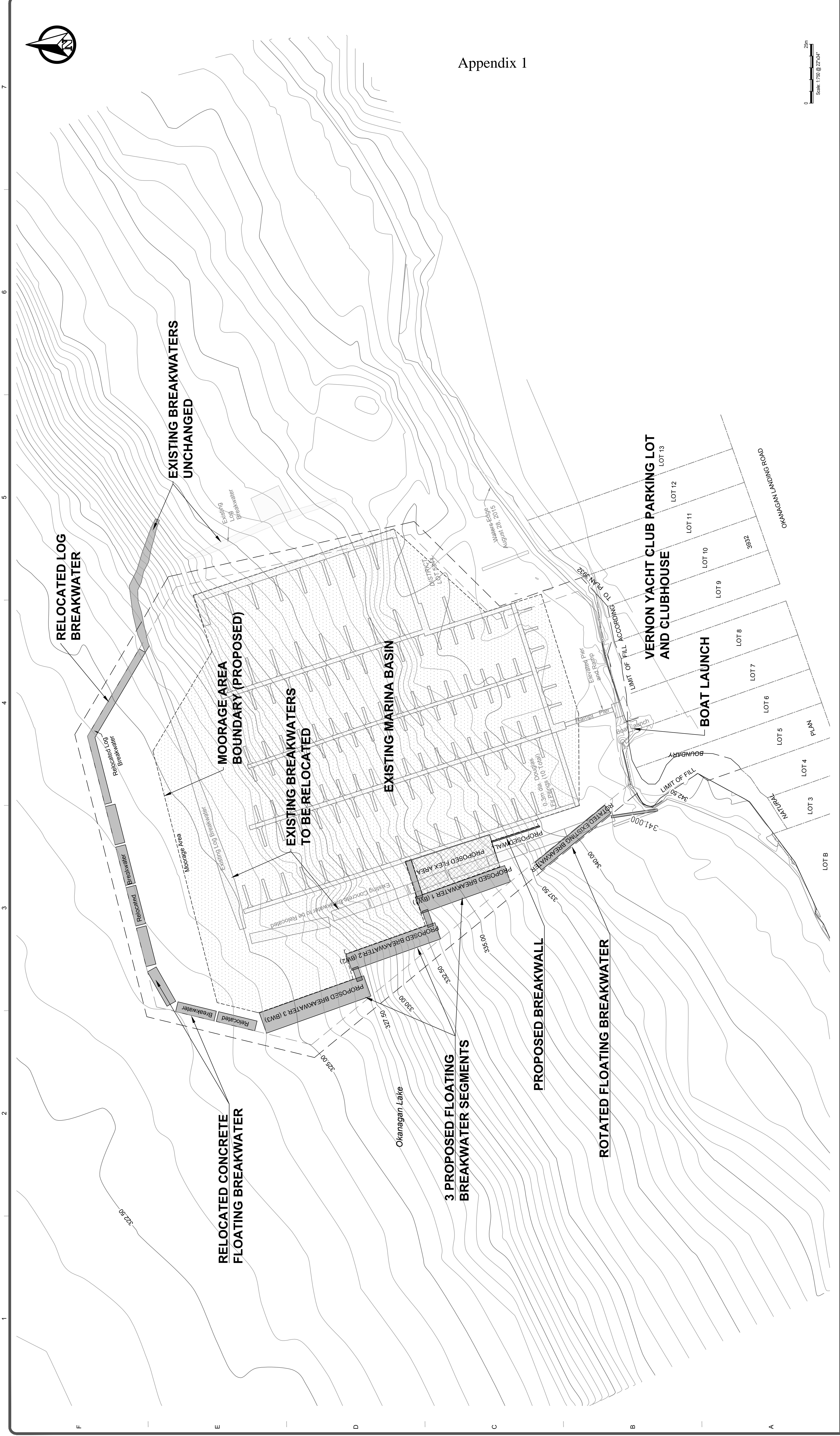
Patt Lett

Ken Smith


**Meeting called to order at 7:10 pm**

**Meeting adjourned at 9:30 pm**





Appendix 1

NOTES:	<div>WATERS EDGE ENGINEERING LTD.</div> <div>"Quality • Value • Innovation"</div> <div>www.watersedgeltd.ca</div> <div>Kelowna, BC</div> <div>(778) 760-3833</div>	<div>VERNON YACHT CLUB</div> <div></div>	CLIENT:	REV.	DATE	DESCRIPTION	BY	PROJECT:	VERNON YACHT CLUB		Project No.:	1522
								LOCATION:	MARINA WEST BREAKWATER		Designed By:	
								TITLE:	LOCATION		Drawn By:	
											Checked By:	
											Revision:	
										Date:		
										Drawing Number:		
										Sheet		
										of		
										Bar Measures	25 mm	



Moorage Area

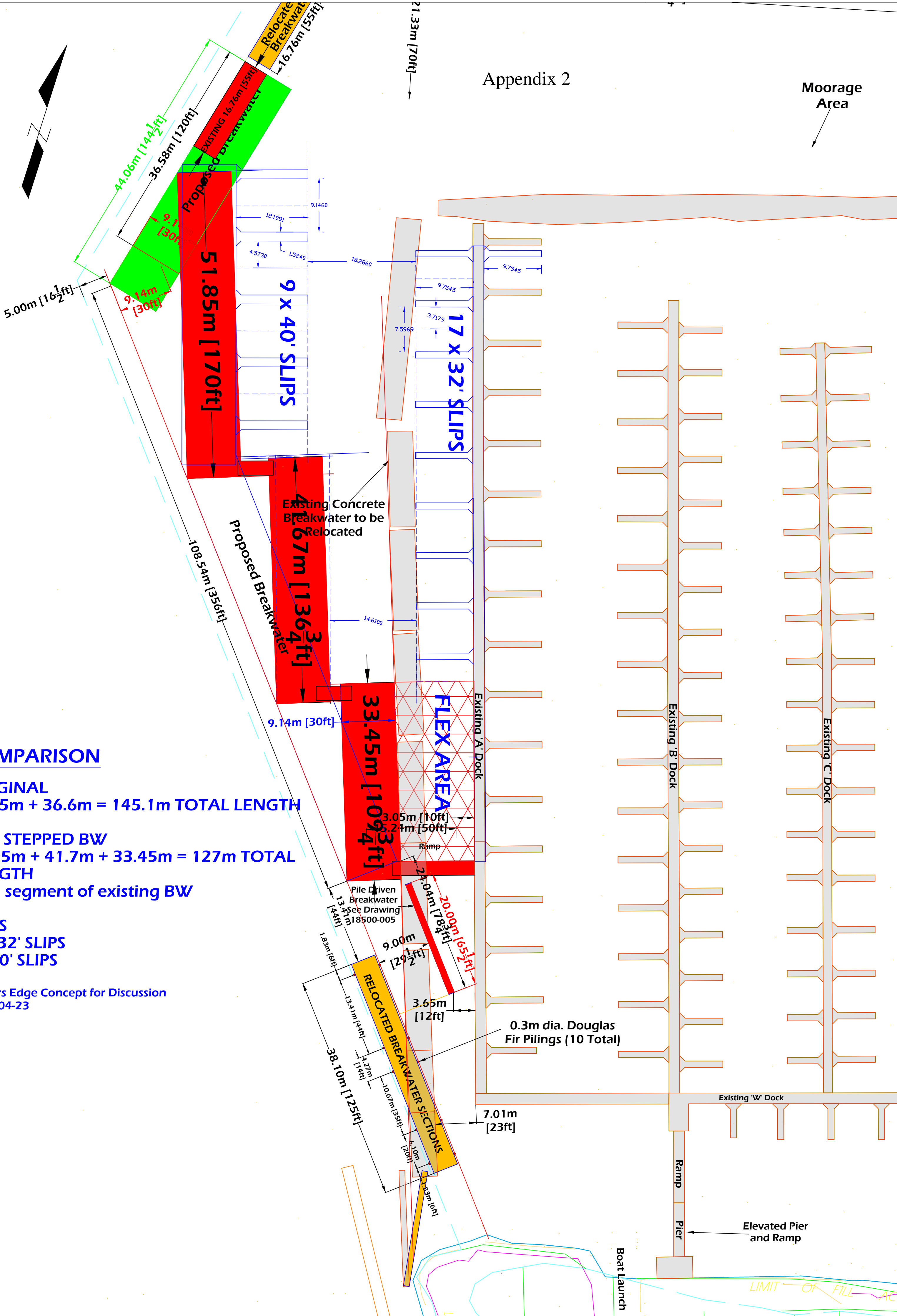
COMPARISON

ORIGINAL  
108.5m + 36.6m = 145.1m TOTAL LENGTH

RED STEPPED BW  
51.85m + 41.7m + 33.45m = 127m TOTAL LENGTH  
+ 1 segment of existing BW

SLIPS  
17 - 32' SLIPS  
9 - 40' SLIPS

Waters Edge Concept for Discussion  
2019-04-23





FUTURE EXPANSION  
INCREASED LEASE TENURE  
APPLICATION



**Legend**

- Current Existing Marina Footprint
- Proposed Structures
- Removed Structures
- Relocated Structures

**Vernon Yacht Club Marina**

**Drawing Information**

Figure 3: Proposed Marina Expansion - Phase 2  
Project No.: 15-1461  
Prepared for: Vernon Yacht Club  
Date: March 23, 2016

