

ITEM 9
MANAGER'S REPORT NO. 10
COUNCIL MEETING 92/02/10

TO : MUNICIPAL MANAGER 1992 FEBRUARY 06
FROM : DIRECTOR RECREATION & CULTURAL SERVICES
RE : CANADIAN INTERNATIONAL OUTBOARD GRAND PRIX - BARNET MARINE PARK
PURPOSE : To respond to Council's request regarding the feasibility of hosting the Canadian International Outboard Grand Prix at Barnet Marine Park.

RECOMMENDATION:

1. THAT the recommendations of the 1992 January 30 report from the Director Planning and Building be approved as amended by the Parks and Recreation Commission.

REPORT

At its meeting of 1992 February 05 the Parks & Recreation Commission received the attached report from the Director Planning and Building.

Arising from discussion, the following recommendation was added to the report:

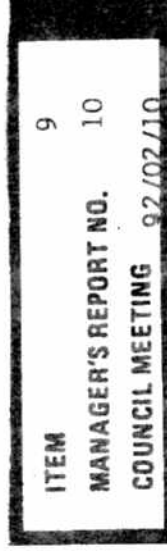
THAT the Parks & Recreation Department explore with the organizers of Canadian International Outboard Grand Prix a fee for the use of the site.

The recommendations of the report were then adopted as amended.

H. Monroze / For D.G.
DENNIS GAUNT
DIRECTOR RECREATION &
CULTURAL SERVICES

PAL:tc
Attach.

cc: Director Planning & Building
Director Finance
Municipal Solicitor



TO: DIRECTOR RECREATION AND CULTURAL SERVICES 1992 JANUARY 30

FROM: DIRECTOR PLANNING AND BUILDING

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SUBJECT: CANADIAN INTERNATIONAL OUTBOARD GRAND PRIX (CIOGP)

PURPOSE: To report on the feasibility of Burnaby hosting the Canadian International Outboard Grand Prix at Barnet Marine Park.

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RECOMMENDATIONS:

THAT the Parks and Recreation Commission recommend to the Municipal Council the following:

1. THAT Council approve in principle Burnaby hosting the 1993 International Outboard Grand Prix at Barnet Marine Park on 1993 July 2, 3 and 4 subject to:

- a) approval of the Port of Vancouver
 - b) confirmation that noise levels will meet Burnaby bylaw requirements
 - c) reimbursing the Municipality for expenses incurred by the RCMP and the Fire, Engineering and Parks and Recreation Departments.
 - d) restitution of the Park following the event to the satisfaction of the Parks Department
 - e) confirmation of implementation of a comprehensive traffic management plan acceptable to B.C. Transit, Ministry of Transportation and Highways, and the Municipality
 - f) providing adequate safeguards to ensure no public access to the rail right-of-way acceptable to C.P. Rail and Transport Canada
 - g) providing additional crowd and traffic control at the rail crossing
 - h) filing of a satisfactory overall site security plan
 - i) deposit of a performance bond to cover estimated costs for park restitution and costs incurred by the RCMP and Fire, Engineering and Parks Departments
 - j) including the Corporation of the District of Burnaby as an additional insured party in a liability insurance policy in the amount of \$5,000,000
 - k) submission and approval of a gasoline spill contingency plan
 - l) confirmation from Environment Canada that aquatic resources would not be negatively affected
 - m) meeting necessary health, business and liquor regulations.
2. THAT all subject clauses be satisfactorily addressed at least three months prior to the proposed 1993 event.

3. THAT the Parks Department continue to explore with the organizers of the Canadian Outboard Grand Prix appropriate legacy feature(s) for the Park.
4. THAT a copy of this report be forwarded to Captain R. Oliphant, Harbour Master, Port of Vancouver; Mr. J. Eisler, Regional Director Surface, Transport Canada; Mr. J. Fortin, Superintendent, CP Rail; Mr. D. Clark, Canadian International Outboard Grand Prix; and to those correspondents who have written to Council on the subject.

1.0 BACKGROUND

At its meeting on 1991 November 12, Council received a presentation from representatives of the Canadian International Outboard Grand Prix requesting permission to conduct races in Burnaby at Barnet Marine Park on 1992 July 3, 4 and 5. In response to the presentation, Council requested staff to report on the feasibility of Burnaby hosting the event. This report responds to Council's request.

2.0 REVIEW

Staff have reviewed the proposal, had preliminary discussions with other affected jurisdictions and obtained additional information about the event from the organizers of the event. In the course of these discussions it has become apparent that the organizers would require additional time to more thoroughly plan and promote the event. As such they have formally requested Burnaby's approval to host the event on 1993 July 2, 3 and 4 rather than 1992.

Notwithstanding the proposed deferment, the organizers are requesting consideration of their proposal at this time in order for them to finalize agreements and address issues appropriately. The organizers have stated that this lead time will allow them to "ensure a more professional and thoroughly planned inaugural event". The following outlines the major aspects and issues pertaining to the event:

2.1 What is the International Outboard Grand Prix (IOGP)?

The IOGP is considered to be North America's leading professional outboard racing circuit. Other cities on the circuit include Augusta, Georgia; Pittsburgh, Pennsylvania; St. Louis, Missouri; Winnipeg, Manitoba; Portland, Oregon; and Fort Lauderdale, Florida. IOGP features three classes of outboard racing - Formula I, SST-140 and MOD-VP. They range in size from a minimum length of 15 feet for a Formula I boat to 17' 8" for a MOD-VP and are capable of speeds in excess of 100 miles per hour.

The race finals have a maximum duration of 30 minutes while the heats range in time from 10 to 15 minutes.

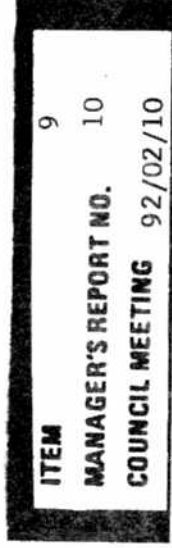
2.2 Where is the proposed site?

Proposal:

The race course is 1 km in length in each direction and proposed to be off shore of Barnet Marine Park (See Figure 1). The turning radii are very sharp resulting in a "cigar" shape course.

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R E P O R T



Comment:

The race course would be in waters under the jurisdiction of the Port of Vancouver. The Harbour Master has advised that he is not prepared to completely close this portion of the inlet to accommodate the races. He has however, advised that he is prepared to consider a partial closure of the inlet if the organizers can obtain the approval of the commercial users of this portion of the inlet. The northern portion of the inlet would remain open for boat traffic throughout the three day event. This arrangement is acceptable to the organizers. They are presently seeking these approvals.

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2.3 How will the park be used and what environmental affects are anticipated?

Proposal:

The park plays a vital role in hosting the event. The area of the park fronting the course will be snow-fenced as only paid entry will be permitted within the area. The organizers have proposed that all the existing upland parking areas be used for boat servicing and crew, staff and officials parking. A special grandstand area to accommodate 3,000 people is proposed. The remainder of the spectators would view the race from various vantage points in the park. A stage, display area, beer garden, food services and washrooms would be provided in the area of general admission.

To accommodate the boats, a temporary 280 foot floating dock is proposed as well as some minor grading at the location of the existing sail boat launch area.

The organizers have indicated approximately five days would be required before and three days after the event for set up and clean up. The park would be open to the public during that period.

Comment:

Parks staff have discussed the site plan with the organizers. Because the park facilities are already in place with only a minimal amount of site work proposed, (minor grading of the boat launch area) there are very few environmental concerns for the park site itself. The plan as presented reflects discussions between the Parks Department and the organizers. A prime consideration of the Parks staff is to ensure that the event does not have any long term affect on the grassed areas of the park. As such, the high intensity uses have been located in areas where impacts are more likely to be minimized.

Given the above and the organizers stated commitment to restore/repair park property/lands after the event, the Parks Department believes that the proposed event can be satisfactorily accommodated at the park. More specific environmental considerations are as follows:

1. Wave action/erosion of the foreshore

Erosion of the foreshore is not considered a problem. The hull design of the boats and the speed of the boats are such that they virtually ride on top of the water and thus create very little wave action. Certainly the wake of passing commercial traffic is much greater than that anticipated by the race craft. In addition, most of the land has been lined with concrete riprap to withstand heavy wave action.

2. Vegetation

Very little impact on existing vegetation would occur. The site is largely a modified landscape with sand areas, pathways and open grass designed to accommodate heavy pedestrian use. As previously outlined turf wear will be repaired. Any sensitive wooded areas subject to possible damage will be fenced off.

3. Wildlife

Because of the modified landscape with high use by park patrons, there is unlikely to be any native wildlife that would be adversely affected by the event.

4. Aquatic Resources

It is unlikely that the boats or the number of spectators will have detrimental affect on the aquatic resources of the area. However, it is recommended that Environment Canada confirm this view.

5. Oil/Fuel Spill

The amount of fuel on site is relatively minor (see section 2.6). At the present time, an oil spill contingency plan has not yet been developed. A clear and detailed plan to handle gasoline spills in the pit area must be developed. With the use of the parking area for boat servicing, provision must also be made to have the catch basins covered as a preventative measure.

6. Residential

The organizers have submitted theoretical noise levels generated from a typical event at this time. If this information is borne out by information that is forthcoming from the engine manufacturers and noise levels taken at races preceding a race at Burnaby, the noise levels would be well within our bylaw and would not be a problem to adjacent areas. The CIOGP races in Winnipeg are held on the Red River. The city of Winnipeg has advised that the nearest residents are about 400 metres from the race area and that no noise complaints have been received in the two years that the race has been held in Winnipeg. The nearest Burnaby residents would be in the Inlet Drive area about 1.5 km away while the nearest residents to the race would be those at Belcarra about 0.75 km away.

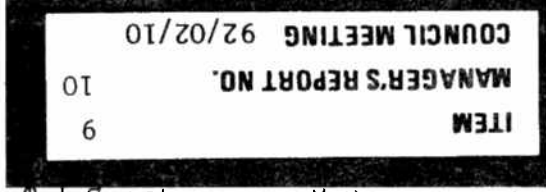
2.4 How many people are expected to attend?

Proposal:

The organizers have revised their attendance estimates for the three day event to between 35,000 and 55,000.

Comment:

During the summer, the estimated maximum attendance at the park is 8,000 persons. The site could accommodate the estimated 25,000 persons estimated for the finals. The designated entry to the park crosses two main line tracks and is equipped with an automatic system of flashing lights, bell and gates. Transport Canada has advised that the public should not have access to the rail right-of-way and that it may be necessary to supplement the safety at the crossing with crowd control features and traffic controllers. This is acceptable to the organizers and traffic indicated that they will provide the necessary control and personnel on site.



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2.5 What traffic arrangements are proposed

Proposal:

All event publicity will be explicit in stating that there is no parking in the park or in adjacent areas. The organizers are proposing the following traffic management plan:

- Bus fares will be pre-paid with the purchase of a race ticket
- To bus spectators from SFU and the PNE. The organizers have advised that both SFU and the PNE will make their parking grounds available
- A special shuttle bus service from a designated Skytrain station
- Barnet Marine Park is on a designated bus route (#160). As such B.C. Transit will, as a matter of policy, run as many busses as are necessary to meet the demand.

The organizers are proposing some entertainment on site. A major purpose of this entertainment is to encourage the public to arrive and depart within a wider time "window" resulting in a more even transit load.

Comment:

With the use of the existing parking lots for "official" purposes, there will be no public parking within the park. With the proposal to now hold the event in 1993 the Barnet Highway improvements should be completed. There would be no parking permitted along the shoulders of the Highway. In the event the highway is still under improvement at the time of the event, the Ministry has advised that access would still be made available to the park.

It is the view of staff that while the traffic management plan is workable, some implications of no on-site parking will require more specific consideration with the various authorities.

2.6 What fueling arrangements are proposed?

Proposal:

The normal consumption of fuel during the three day event is about 20 to 30 gallons per team. With 35 teams anticipated, about 1,000 gallons of fuel would be required. Each boat has a fuel cell with a maximum capacity of 20 US gallons. In the event of a crash and the cell comes loose from the craft, it has an automatic shut off valve. The type of fuel used is aviation fuel. Each team carries at least 3 long neck plastic 5 US gallon jugs for dispensing fuel into the race crafts at the team pits. Additional fuel is obtained as needed from a central site where fuel for the day is dispensed.

Comment:

The IOGP has very specific guidelines with respect to fire protection and fueling. The Fire Department has reviewed these procedures and consider them satisfactory. However, as previously discussed, provision should be made for a clear and detailed procedure to handle gasoline spills in the pit area.

2.8 Public Safety

The RCMP would assign personnel (land and water) as required to ensure that public safety is maintained. The Fire Department would provide the required Class A pumper and crew as part of the fire protection plan. The organizers have agreed to reimburse the Municipality fully for expenses incurred by the RCMP and the Fire Department.

In addition, the organizers are proposing to use professional and volunteer personnel to assist in crowd control. Both the RCMP and the Fire Department are satisfied that public safety can be effectively managed.

It is likely that staff from the Traffic Division of the Engineering Department and the Parks Department will also be assigned to the event to ensure its smooth operation. Staff time from these departments directly associated with the site operations during the set-up, the event and take-down, should also be reimbursed by the organizers.

2.9 Economic Impact

An event of this kind would provide economic benefits to Burnaby and the region. Provided that all of the logistical and environmental concerns can be satisfied, holding the outboard Grand Prix in Burnaby is also consistent with the objectives of the Economic Development Strategy. In this regard, two of the major economic development initiatives included in the strategy are listed as follows:

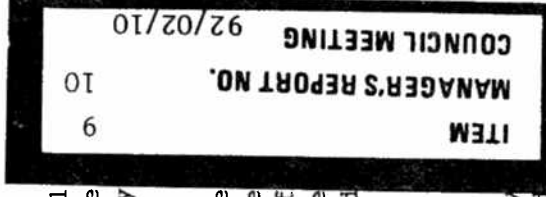
- Expand the tourism sector by improving Burnaby's ability to attract visitors.
- Use Burnaby's sports, recreation, and open space resources as opportunities for economic development.

If this event proves to be a success, becomes an annual event, and is given the national and international exposure through the cable television networks as suggested by the organizers, Burnaby's tourism profile would be enhanced. An increase in visitor volumes to Burnaby and the region would be expected along with a corresponding increase in tourist generated revenue. A recent tourism economic impact study of the 1990 Molson Indy concluded that over 35,000 tourists and 2,000 out-of-town staffers attended the three day event spending an estimated \$12.4 million in the Greater Vancouver area on accommodation, restaurant meals, groceries, beverages, public and private transportation, tours, entertainment, attractions, and recreation.

Although we cannot assume that the proposed Outboard Grand Prix will be as successful as the Molson Indy in terms of visitor volumes and revenue, it is reasonable to expect a significant increase in visitors to Burnaby (from within as well as outside of the region) and corresponding tourist dollars to be generated. The economic impact of the CIOGP in Winnipeg has been estimated by the organizers to be between \$2 to \$4 million dollars. Such increases in revenue would provide many immediate economic benefits to the community and if sustained over a period of time could lead to substantial longer term business opportunities. The organizers have indicated that they would designate a Burnaby hotel as the race headquarters for the event.

2.10 Insurance and Performance Bond

The Municipality would require a performance bond to cover such items as RCMP and Fire, Engineering and Parks Department expenses and park restitution. The organizers have indicated that they will carry a \$5,000,000 per occurrence public liability insurance policy. The policy must include the Corporation of the District of Burnaby as an additional insured party, and contain a cross liability clause. Thirty day notice for cancellation will also be required.



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2.11 Other Regulatory Approvals

The organizers will be required to apply for and meet business, liquor, food service and health regulations. Burnaby's Parks Department would continue to operate its concession facilities at the park during the event.

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2.12 Legacy Features

Proposal:

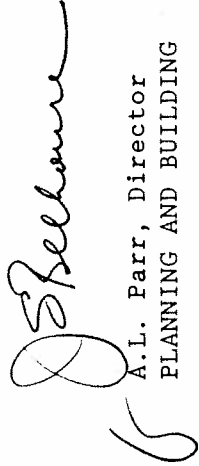
The organizers had proposed that legacy features in the form of the wharf and boat launching ramp remain with Burnaby following the event.

Comment:

Parks staff have reviewed the proposal and are of the view that the suggested legacy features are not suitable. The proposed wharf is a floating type which is of limited value while the boat launch ramp is in a location that is not compatible with the proposed marina site. It is not suitable to the organizers to construct a boat launch ramp at the proposed marina site. The organizers have however indicated that they would wish to work towards other legacy features for the park.

3.0 CONCLUSION

It is the view of staff that Burnaby should support in principle the holding of the 1993 Canadian Outboard Grand Prix in Burnaby. The event is consistent with the adopted Economic Development Strategy. Burnaby Marine Park can host the event subject to resolution of the environmental and logistical issues identified. The lead time will allow the organizers and the Municipality to address these outstanding issues in a detailed and comprehensive manner. A further report will be submitted to the Commission and Council on resolution of the issues identified. The organizers have requested that approval be given to host the event for two consecutive years. However, it is the view of staff that any commitment for future events should be contingent upon a review of the 1993 event.

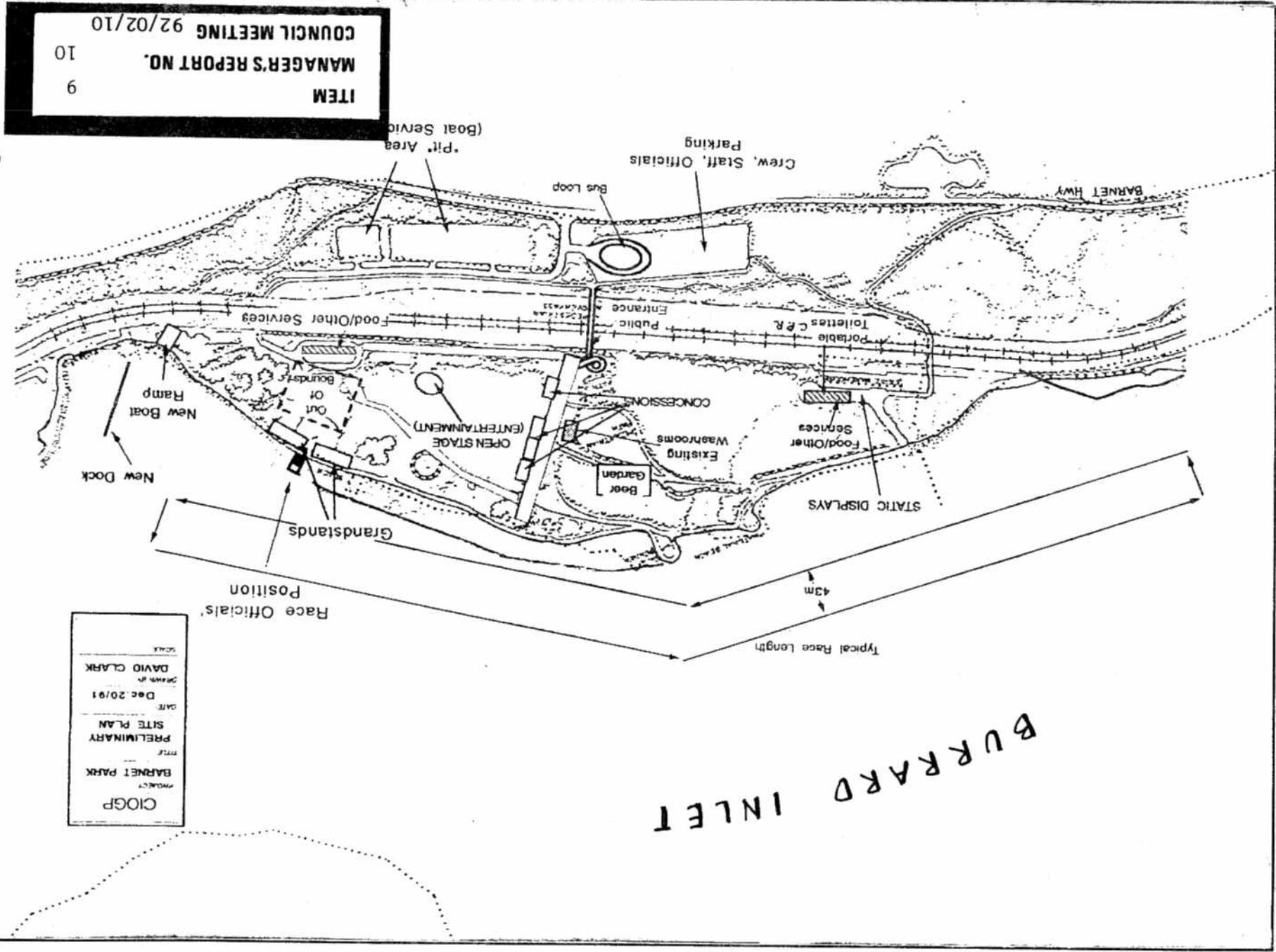

A.L. Parr, Director
PLANNING AND BUILDING

BLS/jp

- cc: Director Engineering
- Director Finance
- Director Administrative and Community Services
- Acting Chief Public Health Inspector
- Fire Chief
- Officer-in-Charge, Operations, RCMP
- Municipal Solicitor

ITEM 09
 DIRECTOR'S REPORT NO. 03
 COMMISSION MEETING 92/02/05

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 MANAGER'S REPORT NO. 10
 COUNCIL MEETING 92/02/10



PROJECT: BARNET PARK
 TITLE: PRELIMINARY SITE PLAN
 DATE: Dec 20/91
 DRAWN BY: DAVID CLARK
 SCALE:

BURNABY
 THE CORPORATION OF
 Planning & Building Inspection Department

SITE PLAN
 (PREPARED BY C.I.O.G.P.)

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Date:	1992 JAN.
Scale:	± 1:4000
Drawn By:	



