THE TOWN OF Springdale

Marina Assessment

TRACT

April 30 2025

Town of Springdale – Marina Assessment

Scope of Work: (as per CAS - CBDC)

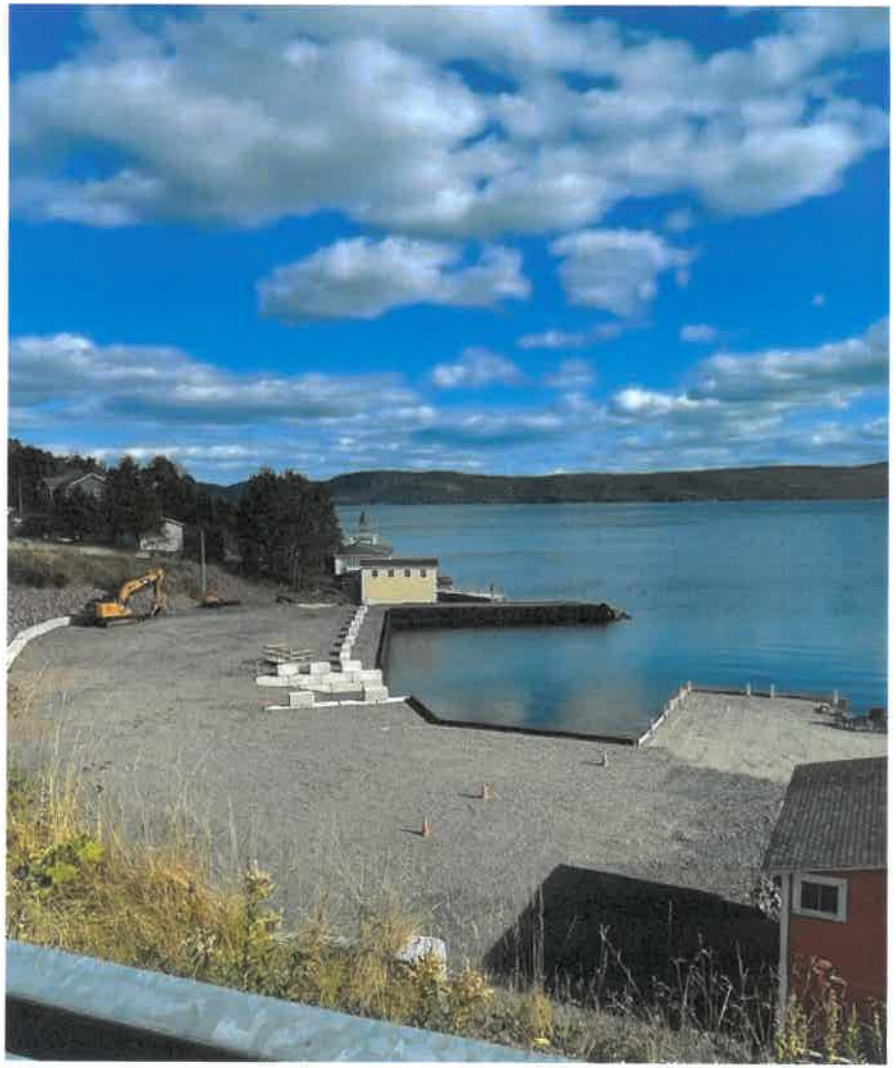
1. Confirm spatial capacity of the site to accommodate floating docks for boats < 23 ft.

2. Provides a conceptual layout for the overall site including floating docks and other amenities

3. Incorporation boat launch into the concept layout.

4. Estimates revenue generation potential to be partially informed by a community survey to confirm interest and assess varied revenue generating opportunities that the site presents.

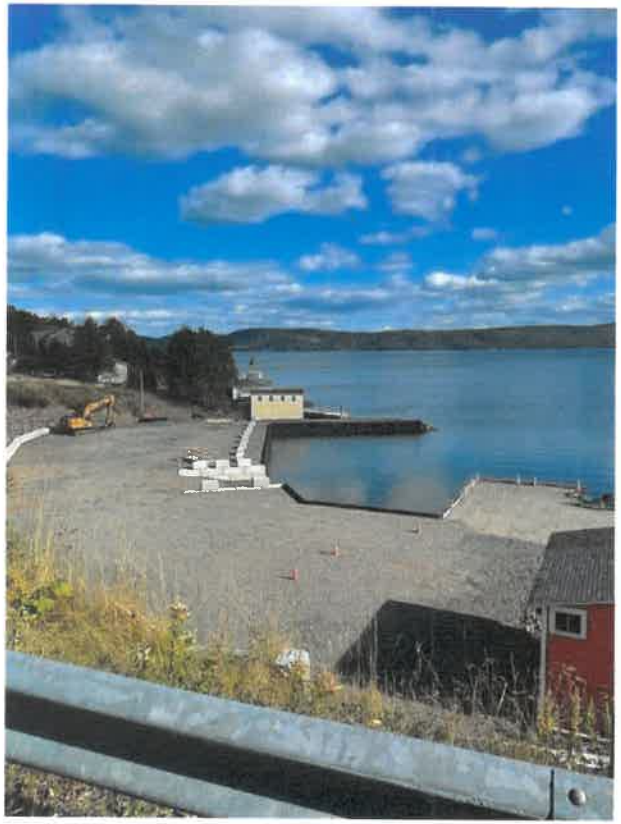
   (Note: Given the limited capacity at the Marina it was decided not to proceed with the community survey)

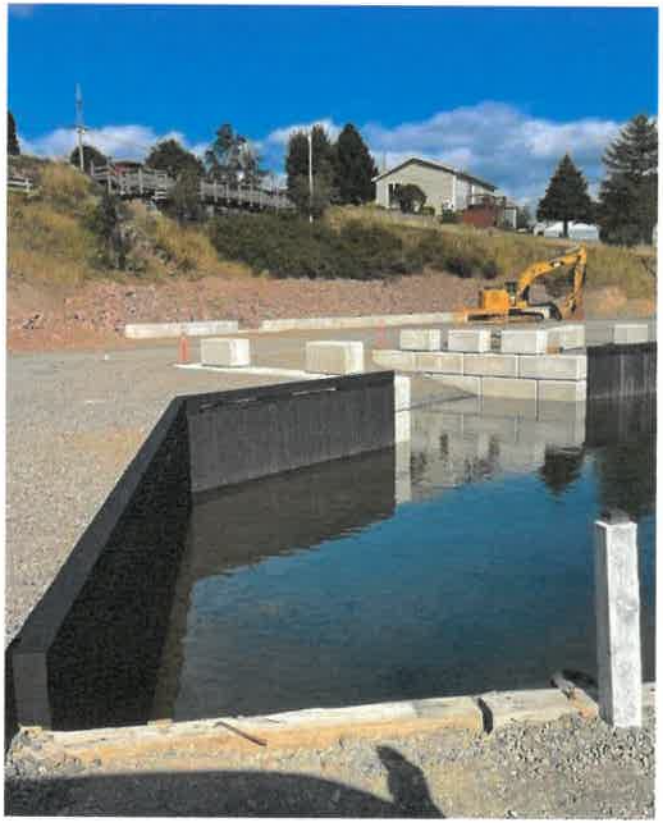


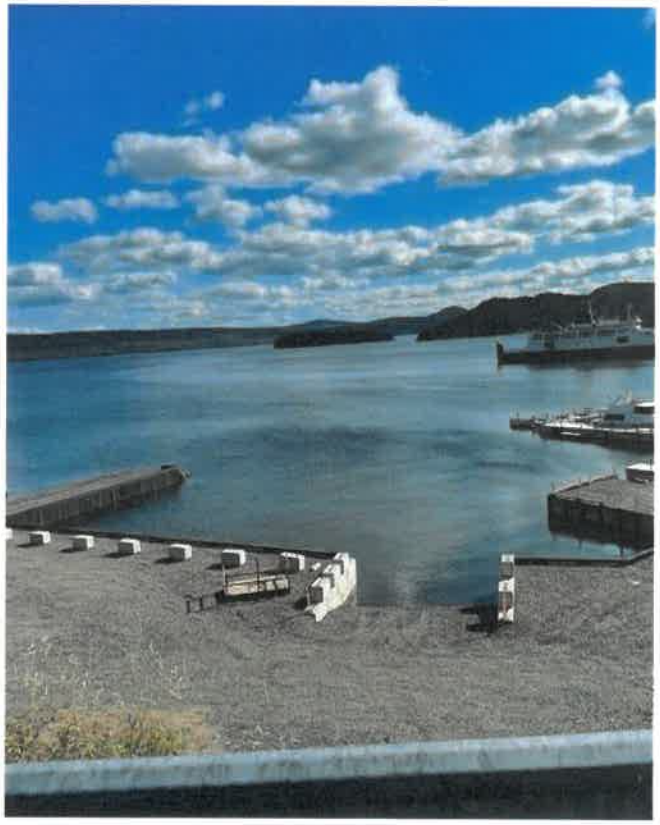
Section A: Marina Site Development Plan

Site Capacity - Pre-development

Site Capacity - Post -development







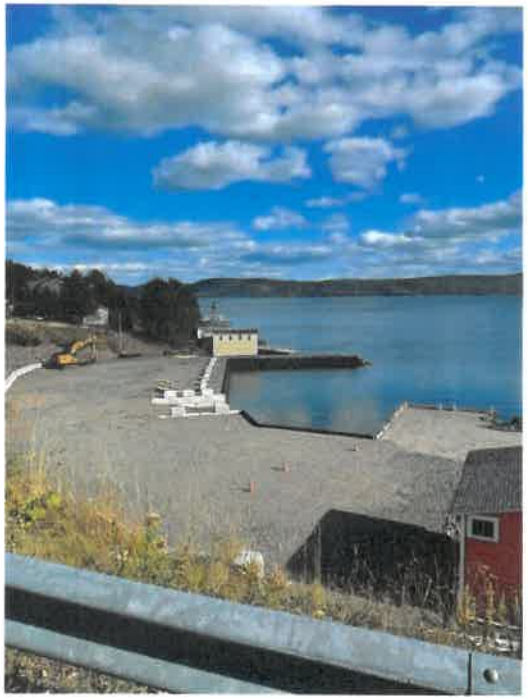
Site Capacity – limitations breastworks docking

Marine @ Low Tide

- Construction fill is exposed at low tide.
- No as-built construction drawings available to confirm depth of crib.

- To meet needed berthing depth of 5 ft of material to be removed.
- Without depth adjustment direct tie-up to breast work not possible.

Site Capacity – access + parking



Parking and Laydown:

- Limited room for trucks with boat trailers.
- Additional offsite trailer parking needed.
- Minimal spaces for seasonal winter storage.

Access Road:

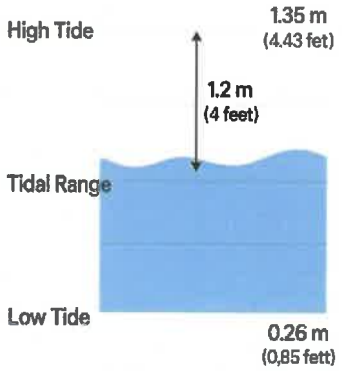
- Current access 17ft (5.1m).
- Existing driveway is not adequate to accommodate 2-way traffic.
- Bdlg needs to be relocated.

Main Entry:

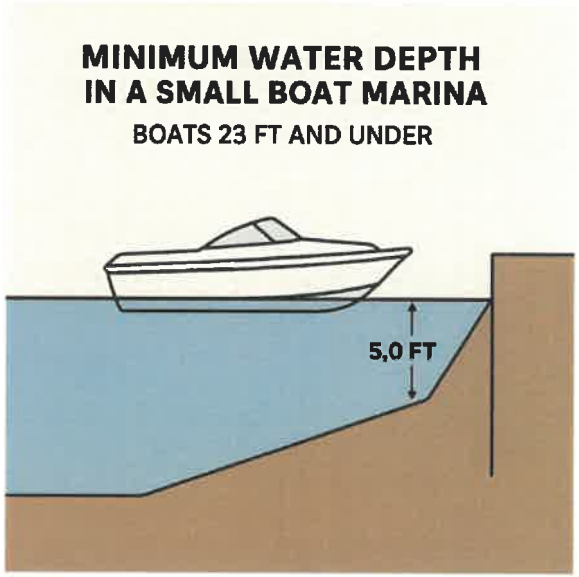
- Left turn entering and right turn exiting unsafe especially with truck and boat trailer.
- New entry required with appropriate road geometry and site lines.

Site Capacity – water depth, need 5ft @ low tide

Typical Boat Marina to Accommodate:
Coastal Vokey: 23'-6" x 9'-4".

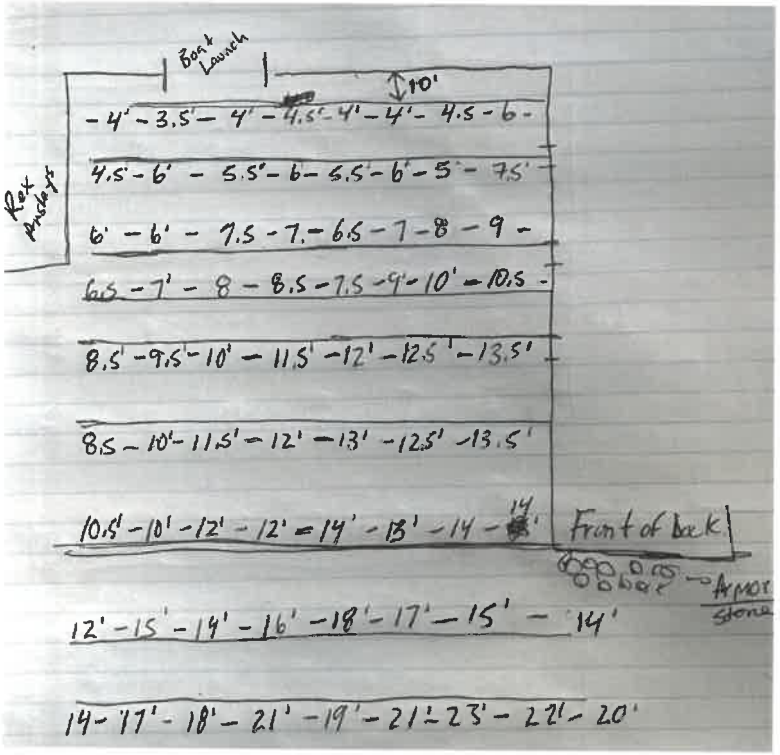


Springdale Tides



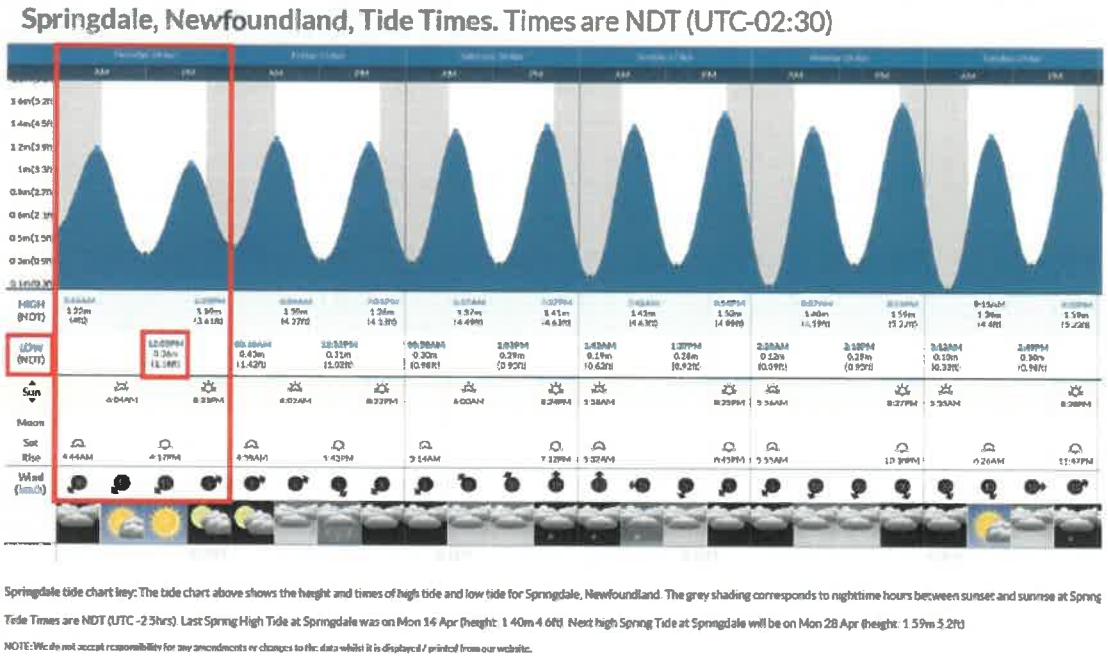
Water depth required for docking 5 ft.

Site Capacity – soundings at low tide



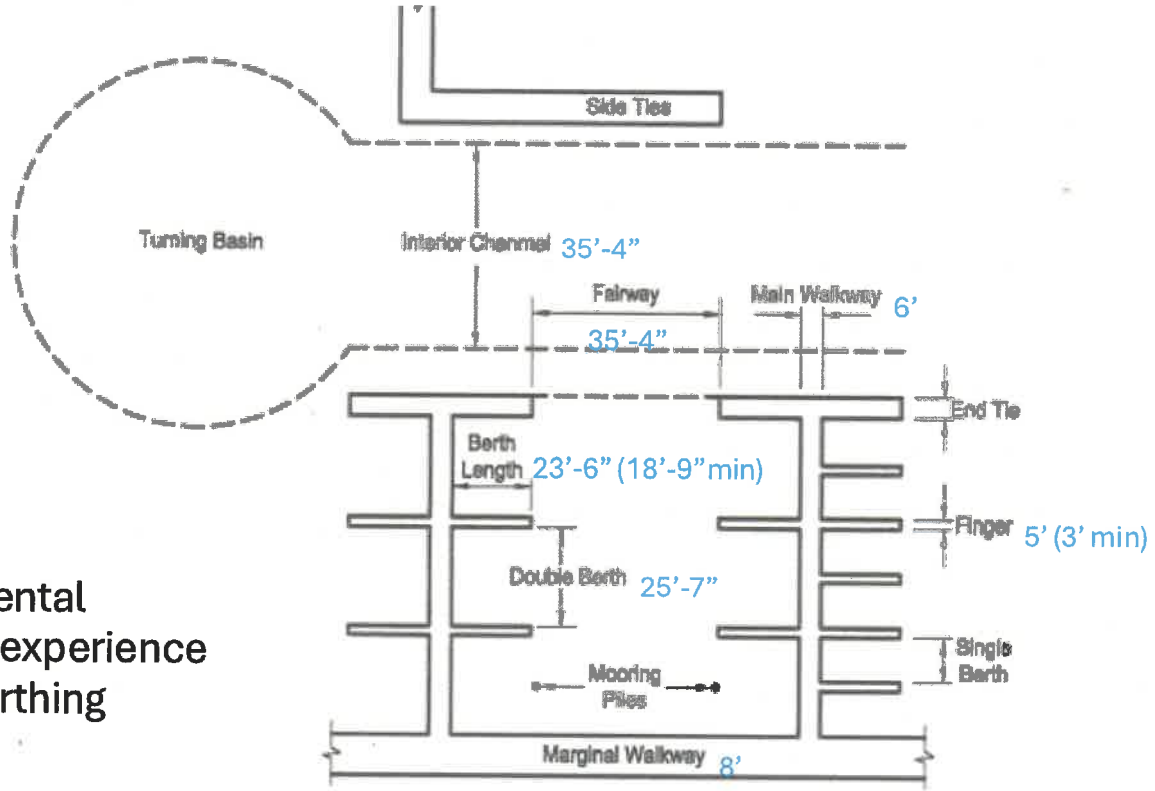
Informal Depth Chart

(provided by owner)



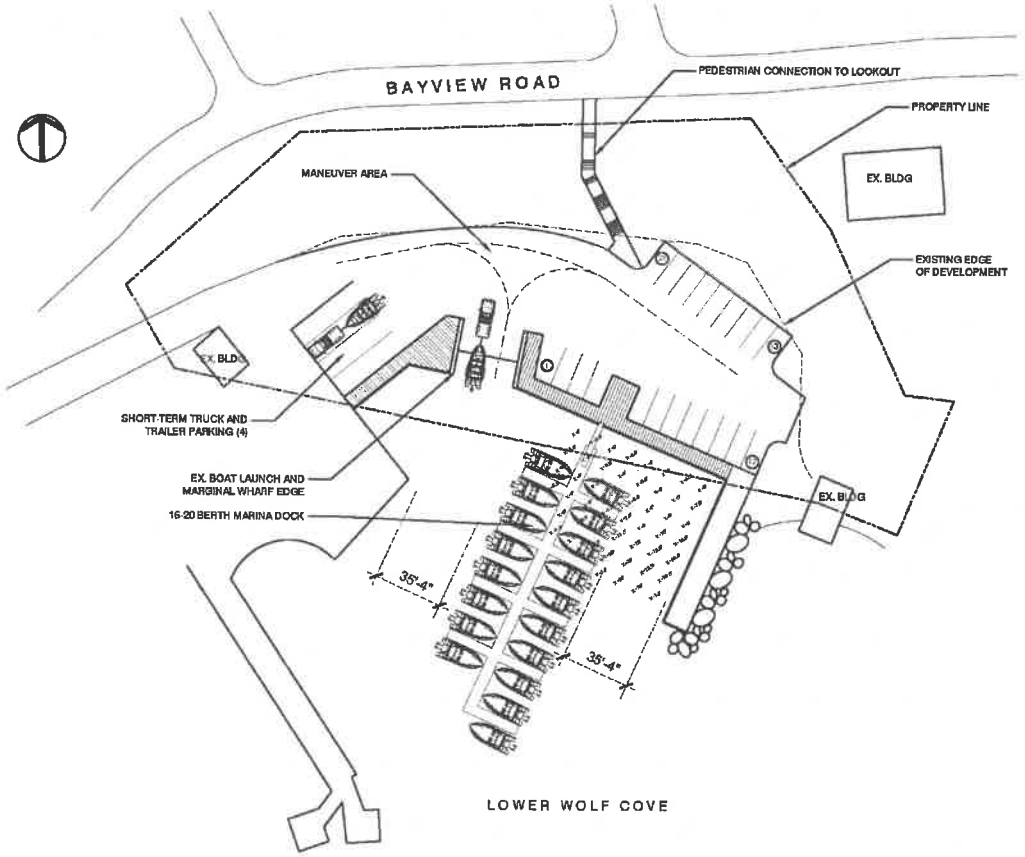
Measurements Taken @
Maximum Low Tide

Marina Conceptual Layout – Marina Dimension Standards



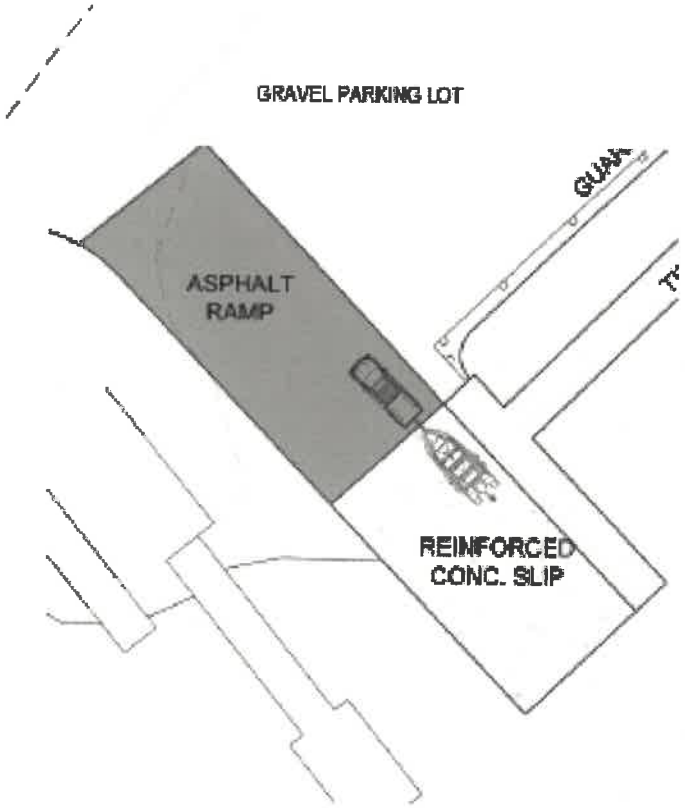
Note that environmental conditions and user experience can affect typical berthing arrangements.

Marina Conceptual Layout



The Marina concept layout with 16-20 berths responds to the current site conditions, marina layout standards, and an estimate of water depth at low tide based on depth information provided by the Owner.

Marina Slipway Layout



SLIPWAY

Reinforced Concrete Slipway

- 16' (approximately)
- 30'–35' into water
- 6"–8" thick
- Light rebar grid or welded wire mesh
- 6"–8" crushed stone (properly compacted)

Cost: approx. $30,000

Asphalt Ramp

- ~500–700 sq ft (~45–65 m^2).
- ~2"–3" hot mix asphalt over compacted subbase.

Cost: Approx $7500

Construction Cost

Floating Docks+ Slipway		
(1.) Main Marina Walkway – 130ft (40m) x 6' (1.8m) + Floating Docks 9 @ 24' (7m) x 5ft (1.5m)		$ 160,000
(2) Gangway Ramp to Floating Docks		$ 12,000
(3) Mooring Materials		$ 17,500
(4) Delivery (from ProDock Spaniards Bay)		$ 5,000
(5) Installation (@ $199/hour)		$ 5,000
(6) Reinforced Concrete Ramp Slipway		$ 30,000
(7) Asphalt Ramp @ Slipway		$ 7,500
(8) Walkway @ Wharf 750 sq. ft. (75 sq.m) @$ 35 /sq ft ($375/sq.m.)		$ 26,250
Entry		
Assess Control Gate (off the shelf lifting gate)		$ 5,000
	Total	$ 263,250 plus HST

Note: Items 1-5 preliminary estimate from ProDock Marine. This estimate does not account for the water, electrical services, or lighting. Assumes regular seasonal upkeep to be provided by the Town: placement and removal of floating docks, garbage disposal, general upkeep and minor repairs. We assume the Town will access funding for 2 summer student to manage the site and collect user fee. They will require support and supervision from municipal public works employees.
Note: Estimate does not include a boarding float that may be required, and the proposed stairs from Bayview Road.

Revenue Potential

Berths (12 seasonal rental + 4 daily rentals)

12 @ $1200 / season = $14,400 / season

4 @ $20 / day x total 60 days = $ 1,200

Total: $15,600

Total Estimated Revenue = $ 27,850

Boat Launch

(Note: Recreation Fishery 39 days - 4 windy days = 35 days)

Resident:

Daily launch passes $10/day x 50 fishers per day x 35 days = $17,500 per local season

Visitors:

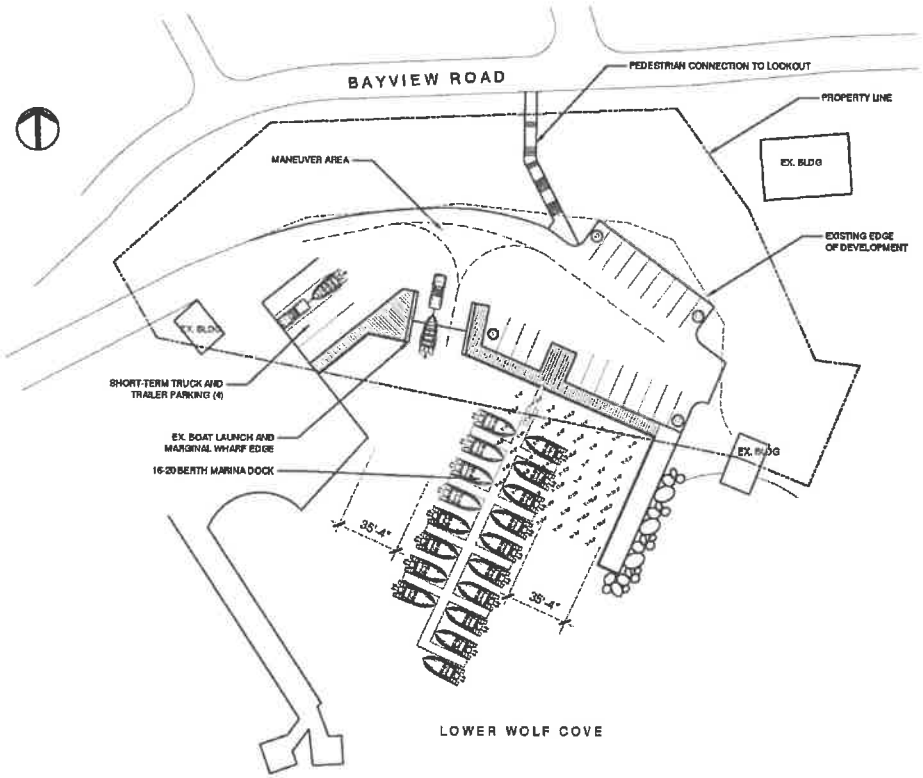
Daily launch passes x $20/day x 5 fishers per day x 35 days = $3500 per season.

Total: $12,250

Note: The estimated number of users is based on the Town population of just under 3000 people and an estimated 200 recreation fishers and assumes an average of 50 users per day while recreation fishery is open.
The low rates account for limited services with no washroom, no shore power and no running water. We also assume off site parking for boat trailers can be found by users as the layout presented can accommodate only 4 vehicles with trailers.

Section B: Town Purchase/Development of Marina

Opportunities & Challenges



Opportunities

1. Strategic Asset Acquisition

- Buying the facility gives the Town control over a prime waterfront site.
- Ownership ensures that the marina aligns with community recreation goals and economic development plans, rather than relying on private interests.

2. Revenue Generation Potential

- Seasonal berth rentals (12 seasonal + 4 short-term rentals) could generate about $15,600 annually.
- Boat launch fees from resident and visitor recreation fishers could add about $12,250 annually, totaling approximately $27,850/year.
- Even with minimal services (no washrooms, no shore power) this represents a consistent seasonal revenue stream.

Note: These estimates assume that residents/visitors will use the facility, be agreeable to paying a modest fee and that limited opportunities to launch exist in the community.

Opportunities

3. Tourism and Economic Spin-offs

A municipally managed marina could stimulate:

- Visitor traffic (recreation fishers, day-trippers, small boat tourists).
- Local business growth (bait shops, restaurants, gas stations).
- Special events like small fishing tournaments or marine festivals.

4. Moderate Initial Capital Requirements

Immediate capital cost to operationalize the marina is estimated at $263,250 + HST, which covers:

- Floating docks
- Concrete slipway construction
- Asphalt ramp
- Access control gate
- Main Walkway

Opportunities

5. Potential Funding Opportunities
Potential eligibility for grants from:
- Atlantic Canada Opportunities Agency (ACOA) – maximum 20% of capital cost
- CBDC
- Provincial recreation or tourism funding programs.
- Also, possibility to secure summer students' funding for site management .

6. Community Enhancement
- Strengthens Springdale's reputation as a hub for recreational boating and outdoor recreation.
- Provides residents with improved recreational infrastructure and supports quality of life.

Challenges

1. Physical Site Constraints
Limited Parking and Access Issues:
- Only 4 trailer parking spaces directly on site.
- Additional offsite trailer parking must be found.
- Access road width (17 ft) is too narrow for safe two-way traffic, especially for vehicles towing boats; road relocation or widening needed .
- Unsafe turning movements at the main entrance (left in, right out) require a new entry road geometry.

2. Water Depth and Docking Limitations
Dredging/Excavation Needed:
- Limited boat capacity and no opportunity for expansion
- At low tide, the existing fill and crib structure is exposed.
- Material needs to be removed at breastwork to achieve the required 5 ft docking depth and to expand docking opportunities.
- No as-built drawings available for the existing structure, adding uncertainty and potential hidden costs during construction.

Challenges

3. Environmental and Regulatory Risks

Any work near the water (e.g., dredging, slipway construction) will likely trigger:

- Approvals from NL Department of Fisheries and Oceans (DFO).
- Possible additional environmental assessments or mitigation measures.
- Regulatory approvals could delay development or increase costs unexpectedly.

4. Capital Cost

- The purchase price of $450,000 plus upgrades of $263,250 would result in a total capital cost of $713,250 plus sales tax (less Town rebate).
- While the Town would be eligible for Government Funding Programs there is an history of reluctance to provide more than 50% for Marinas which would leave an approximate $356,625 capital cost to the Town budget.

Challenges

5. Financial Sustainability Risk
Estimated gross annual revenue of ~$27,850 is good, but this funding would most likely be fully required for ongoing annual operating costs, annual maintenance and periodic repairs.

It is unlikely that this small marina would generate any significant funding to offset its portion of the base capital cost (percentage of $713,250).

Moving Forward

The Town has three options for Moving Forward:

1. Purchase and Develop the Marina
   - Recognize that the operating cost could likely be recovered by revenue but that the net capital cost would have to be absorbed by the Town.

2. Provide Incentives to Facilitate ongoing Private Development/Operation
   - A private operator would have much more flexibility than the Town in the capital development and operation of the Marina. Town support might result in provision of marina service for resident boaters without major capital exposure.

3. Allow Private Development to Proceed Independently
   - Maintains status quo and limits Towns influence over access, pricing and long-term site development.

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