

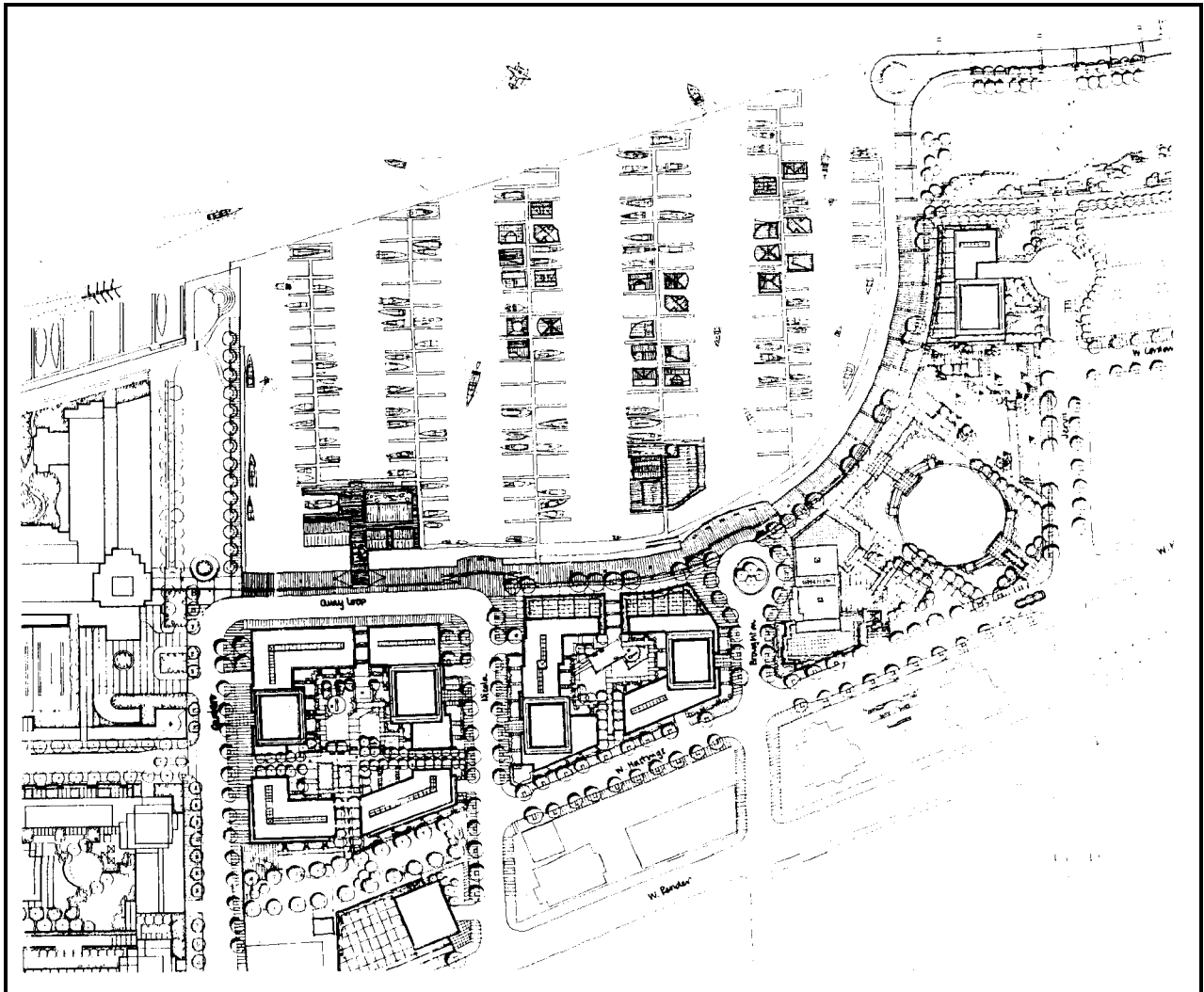


City of Vancouver *Land Use and Development Policies and Guidelines*

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MARINA NEIGHBOURHOOD CD-1 GUIDELINES FOR MARINA DEVELOPMENT (300 CARDERO STREET) (BY-LAW NO. 7200) (CD-1 NO. 312)

Adopted by City Council October 19, 1993



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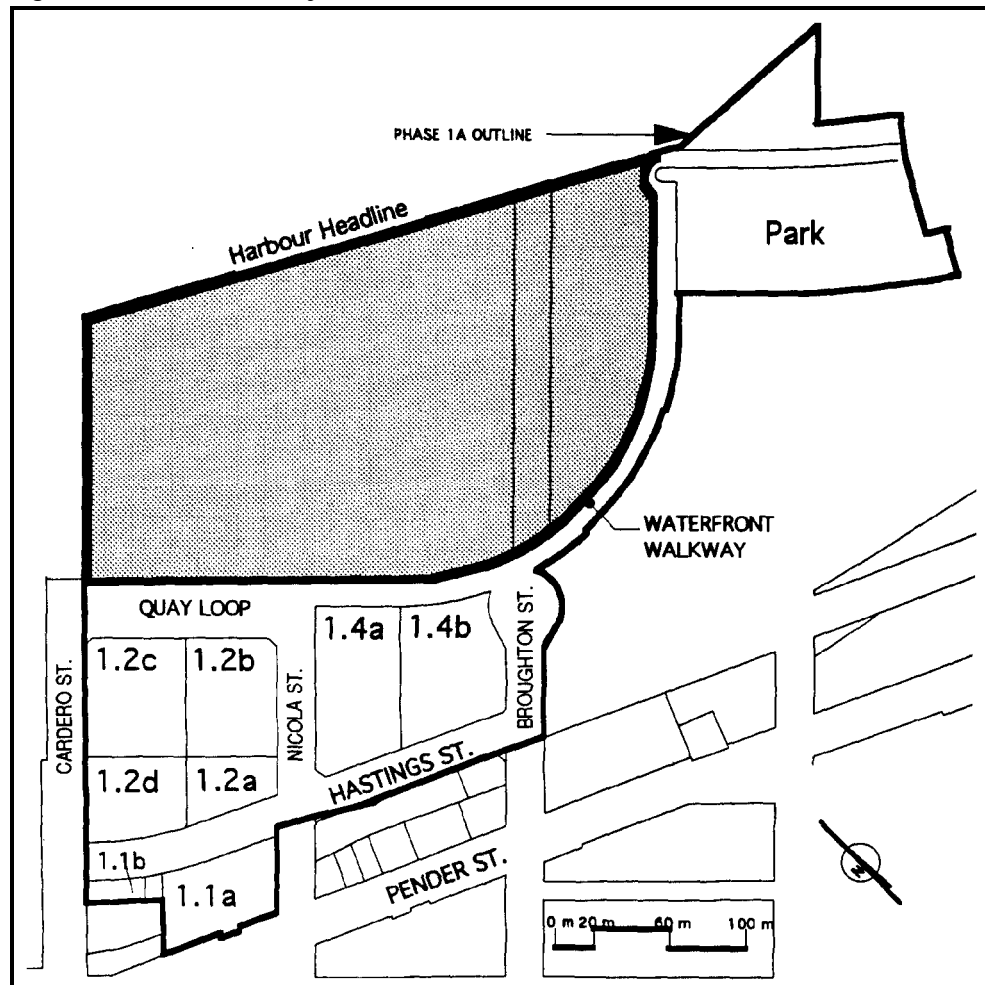
1 Application and Intent

These guidelines should be used in conjunction with the **Marina Neighbourhood CD-1 Guidelines for Land Development**, the Marina Neighbourhood CD-1 By-laws and the City's shoreline treatment and pedestrian/bicycle system concepts (approved by Council, October 1991), to guide the development of this section of Coal Harbour (Figure 1). As well as assisting the development permit applicant, the guidelines will be used by City staff in the evaluation of proposed developments.

The guidelines will ensure that the design of individual development on the water is compatible with the overall design concept for the Marina Neighbourhood site and development on adjacent lands.

The site comprises approximately 5 ha of water. It is bounded by the Cardero Street-end park to the west, the harbour headline to the north and the reconfigured Coal Harbour shoreline to the east and south. The site includes a dedicated street right-of-way extending out to the harbour headline at the foot of Broughton Street.

Figure 1. Marina Boundary



2 Organizing Principles

2.1 Key organizing principles guiding the pattern of development include:

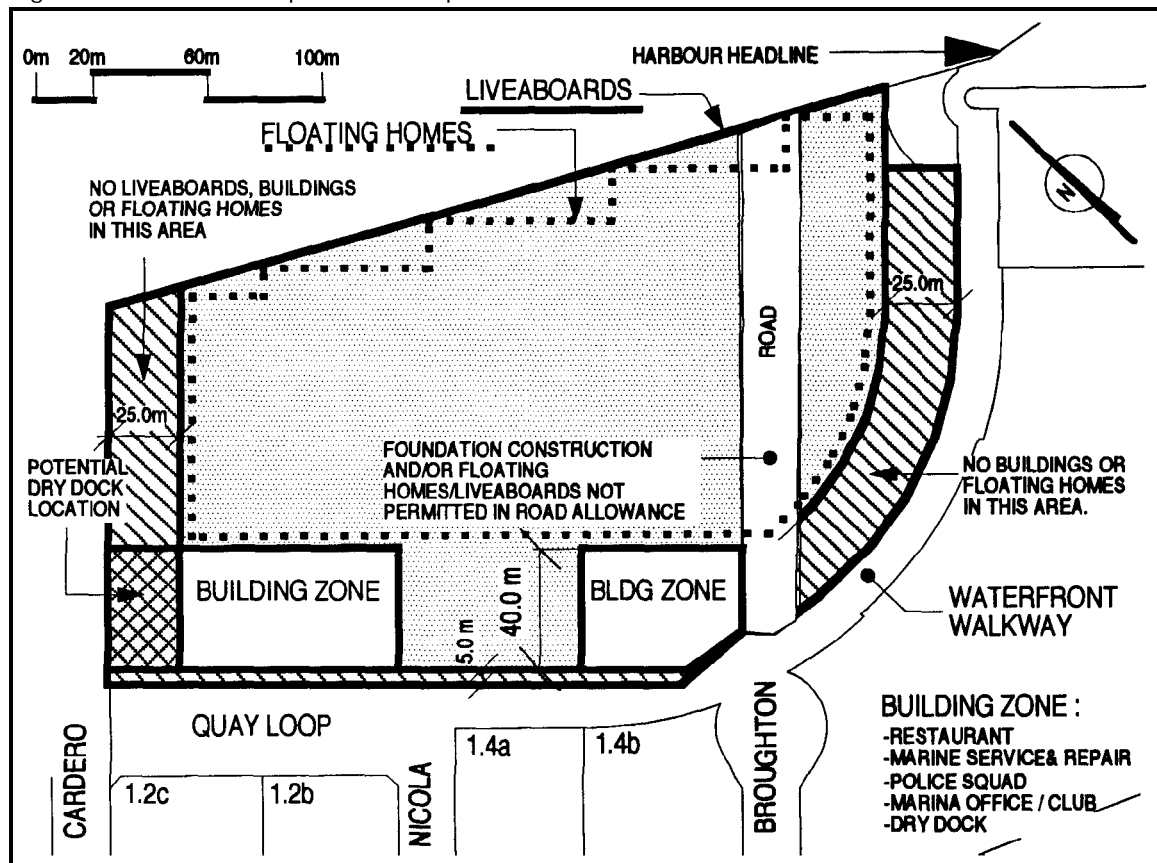
- maintaining the sense of a diverse urban waterfront, with 'working' marine uses and retail at grade along the marina edge;
- accommodating limited numbers of floating homes and live-aboards, located to minimize public views impacts and meet privacy concerns;
- locating vessel berths within the marina so as to preserve open water at street-end view corridors;

- (d) providing for some uses ancillary to marinas, such as repair facilities, at unobtrusive locations;
- (e) locating services such as parking and loading, to be functional and convenient for marina users;
- (f) not allowing boatsheds (except those required for temporary use by marine repair businesses, or which are considered essential for Vancouver Police Marine Squad operation); and
- (g) accommodating required Police Department (Marine Squad) facilities to serve the Coal Harbour waterfront.

3 Overall Guidelines

- 3.1** This precinct comprises a commercial marina operation including boat moorage, ancillary offices, meeting spaces and service facilities, commercial and light industrial activity associated with a working marina, restaurants and a police marine squad office and boat storage facility. Live-aboard boats and floating homes may also be included.
- 3.2** Structures in this precinct should generally occur within the bounds of the building envelopes outlined in Figure 2 below. Generally, the disposition of facilities shall be determined at the time of development permit application for this portion of the neighbourhood. The disposition of floating homes should be flexible according to leasing or sale patterns, subject to the following guidelines.
- 3.3** Floating and fixed structures within the marina should have a marine and/or industrial character, exemplified by the following guidelines:
- (a) industrial wall and roof materials such as corrugated and sheet metal, exposed metal structure, etc.;
 - (b) nautical detailing such as rounded openings and polished metal trim; and
 - (c) building and roof forms reminiscent of the working waterfront, i.e., generally simple forms and shapes.

Figure 2. Marina Development Envelopes



- 3.4** Roof structures in the marina, excluding floating homes, should either be of sloped metal construction or, where flat, should be treated as a roof deck, whether accessible or not.

- 3.5** All marina berths for live-aboards and floating homes shall have sewage pump-out connections and meet all other City servicing and health requirements. Any other regulation by an authority having jurisdiction which affects the design, condition or use of the marina docks, floats, buildings or vessels shall also be adhered to.
- 3.6** Floating homes that do not fully comply with these regulations, other than health and safety requirements, that existed on the site prior to **December 11, 1991**, will be permitted to remain in the new development subject to siting considerations and such other improvements to meet Zoning and Building By-law requirements as may be determined by the City.
- 3.7** A minimum of 2 percent of the boat berths within the marina should be available for visitors.
- 3.8** Controlled public access to limited parts of the marina piers and floats adjacent to the shoreline walkway between the Quay Loop and Broughton Street should be possible. This public access area should also provide opportunities for boat launching by hand adjacent to the Broughton Street-end, i.e. canoes and kayaks.
- 3.9** Marina floats, floating buildings and vessels should be located so that the Nicola right-of-way and Broughton street-end align with open water passages between boat slips.
- 3.10** Permitted floating buildings, other than floating homes, should generally be located west of the Broughton street-end, except that in the event of the development of a separate marina east of the Broughton street-end, a single-storey common float building may be permitted in this area.
- 3.11** Marina security gates and ramps should be located and designed so that public and emergency access to the water is maximized and view blockage from the shore is minimized. Ramp locations should be in close proximity to marina parking and should be satisfactory to the City Engineer.
- 3.12** The service facilities, restaurant, boatsheds and marine police squad facility should each have glazing opening onto the main public walkway portion of the pier, sufficient to enable passersby to overview activities occurring within.
- 3.13** Common area floats and pilings are for access only and should not be used for personal property storage, although this should not discourage the provision of the storage facilities noted in 4.3.2 nor the provision of properly designed and designated storage areas for items such as dinghies, kayaks and canoes.
- 3.14** Each floating home and vessel should have direct access to an unobstructed marina float.

4 Specific Guidelines

4.1 Fixed Commercial Pier

- 4.1.1 The restaurant may be fully glazed on its north, west and east sides, consistent with building code restrictions. The building should appear as an industrial clad structure.
- 4.1.2 The upper floor plate of the restaurant may be developed as an outdoor terrace at the upper mezzanine level, opening to the north, consistent with building code restrictions.
- 4.1.3 The marine service and restaurant area could be connected to the waterfront walkway by a pier wide enough to accommodate emergency, garbage and commercial loading activities. The pier should be at least 5.0 m long to create visible water between the structures and the walkway at mean tide conditions.
- 4.1.4 Garbage storage on the marine service piers should be located inside properly ventilated buildings or attractively screened outdoor enclosures, directly accessible to garbage truck access routes.
- 4.1.5 Commercial loading on the marine service pier may be directly at the receiving areas of facilities on the pier, where accessible to commercial vehicles.

4.2 Floating Homes

- 4.2.1 Floating homes should be located within the area so noted on Figure 2 and according to the following principles:
- (a) floating homes may be organized into groupings of no more than four. The flotation structure or exterior walls of floating homes should be no less than 2.0 m apart within the grouping and no less than 4.0 m apart between groupings;
 - (b) floating homes should be located at least 25.0 m away from the waterfront walkway; and
 - (c) the maximum number of floating homes located on any one pier should not exceed 12.
- 4.2.2 All floating homes should have direct access to open water of at least 6.0 m in width in case of emergency.
- 4.2.3 Access should be provided to at least two adjoining sides of the floating home by walkways, either via the marina floats or via the floating home structure itself. Access provided on the structure should be a minimum of 0.9 m in width.
- 4.2.4 The main living area within the floating home should overlook an unobstructed area having a width 4.5 m measured horizontally at right angles to the exterior wall of the room and a breadth equal to the full length of the exterior wall of the room.
- 4.2.5 Floating homes should be limited in height to the lesser of two storeys or 6.0 m in height measured from the surface of the common float, including nonhabitable sloped roof areas.
- 4.2.6 Floating homes should be limited in floor area to a maximum of 110 m² exclusive of nonhabitable spaces, and should not exceed a maximum width of 8.0 m and a length of 12.0 m.
- 4.2.7 Construction projections and overhangs such as canopies, eaves, bay windows, drainage systems and chimneys should not extend beyond the perimeter of the float structure.
- 4.2.8 Each floating home should have a suitably-located 'rub-rail' on all sides of the structure with a minimum width dimension of 100 mm, located within the maximum permitted floating home dimensions.
- 4.2.9 The address of each floating home should be located on the floating home or within the home-site perimeter, and should be easily visible from the common float.
- 4.2.10 The floating home community should be made up of high-quality, unique designs, which appear efficient and complimentary to the marine environment.
- 4.2.11 Each floating home should be located with particular regard to its orientation, privacy, views, setbacks and consideration for neighbours and passersby.
- 4.2.12 The design of the access and entry-ways to individual floating homes should provide a transition from common float to private residence. Where possible the entry should be protected from rain.
- 4.2.13 The massing and scale of each floating home structure should portray a sense of balance originating from centre of gravity considerations.
- 4.2.14 Colours should be marine derivative with emphasis on bold bright colours, using painted or stained surfaces.
- 4.2.15 Materials should be weathertight, marine-orientated and durable, and should be selected from only those materials and finishes as noted below:
- (a) Walls:
 - cedar finished with preservative, paint, stain or varnish;
 - prefinished metal, porcelain enamel;
 - fibreglass panels;
 - painted wood sections; and
 - glass.
 - (b) Roofs:
 - fibreglass;

- prefinished materials with corrosion-resistant undercoats;
 - membrane roofs;
 - cedar shingles or shakes;
 - built-up sections with decking over; and
 - glass.
- (c) Doors/Windows:
- varnished or painted wood;
 - brass or bronze (portholes, etc.); and
 - metal with baked enamel corrosion-resistant finish.
- (d) Decks:
- concrete;
 - wood;
 - rubber tile; and
 - fibreglass;
- (e) Trim:
- stainless steel, enameled steel, brass or bronze;
 - varnished or painted wood;
- (f) Canopies:
- glass, canvas, painted metal, wood.

4.3 Live-aboards

- 4.3.1 Live-aboards should be generally located within the area so noted on Figure 2.
- 4.3.2 Areas proposed for occupation by live-aboards should include properly planned and designed storage facilities for each live-aboard slip of at least 1.5 m³, located adjacent to each boat slip, or as part of the floating office/common use structure serving the marina.

4.4 Other Floating Structures

- 4.4.1 The only boatsheds permissible in the marina are those designed for the police marine squad facilities and the marine service repair pier. These boatsheds should either be without sidewalls, or where sidewalls are provided, they should be substantially glazed.
- 4.4.2 If a separate marina is developed east of the Broughton street-end, the common float building should be located at least 25.0 m away from the waterfront walkway. The building height measured from the surface of the common float should not exceed 4.0 m, and the maximum horizontal dimension should not exceed 12.0 m.