



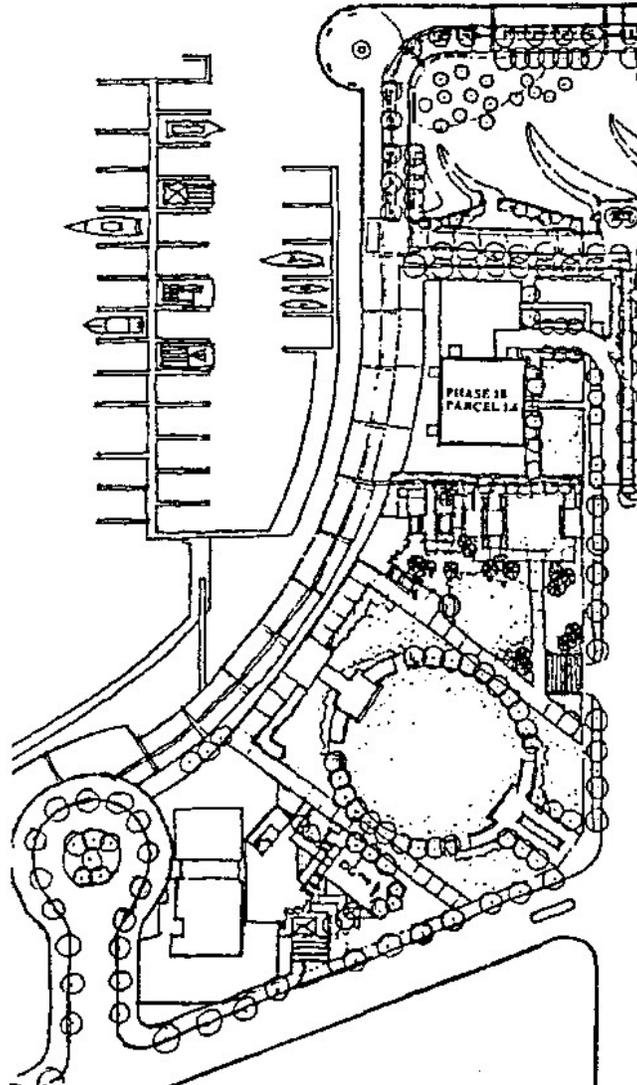
# City of Vancouver *Land Use and Development Policies and Guidelines*

Planning, Urban Design and Sustainability Department

453 West 12th Avenue, Vancouver, BC V5Y 1V4 | tel: 3-1-1, outside Vancouver 604.873.7000 | fax: 604.873.7100  
website: vancouver.ca | email: [planning@vancouver.ca](mailto:planning@vancouver.ca) | app: VanConnect

## **MARINA NEIGHBOURHOOD SUB-AREA 1B CD-1 GUIDELINES (301 JERVIS STREET)**

*Adopted by City Council on November 26, 1996  
Amended February 24, 2000*



# Contents

	Page
<b>1</b>	<b>Application and Intent ..... 1</b>
<b>2</b>	<b>Organizing Principles ..... 2</b>
<b>3</b>	<b>Overall Guidelines ..... 2</b>
3.1	Siting ..... 2
3.3	Views ..... 3
3.4	Massing Controls ..... 4
3.5	Architectural Expression, Details, Materials and Colours ..... 8
3.6	Residential Livability ..... 10
3.7	Public and Private Realm Landscape ..... 10
3.8	Disabled Access ..... 11
3.9	Parking and Loading Access ..... 12
3.10	Public Art ..... 12
3.11	Recycling ..... 12
<b>4</b>	<b>Precinct Guidelines ..... 12</b>
4.1	Precinct 1 - West Hastings between Jervis and Broughton ..... 15
4.2	Precinct 2 - Jervis and Cordova Streets ..... 16
4.3	Precinct 3 - Jervis Park/Community Centre ..... 17

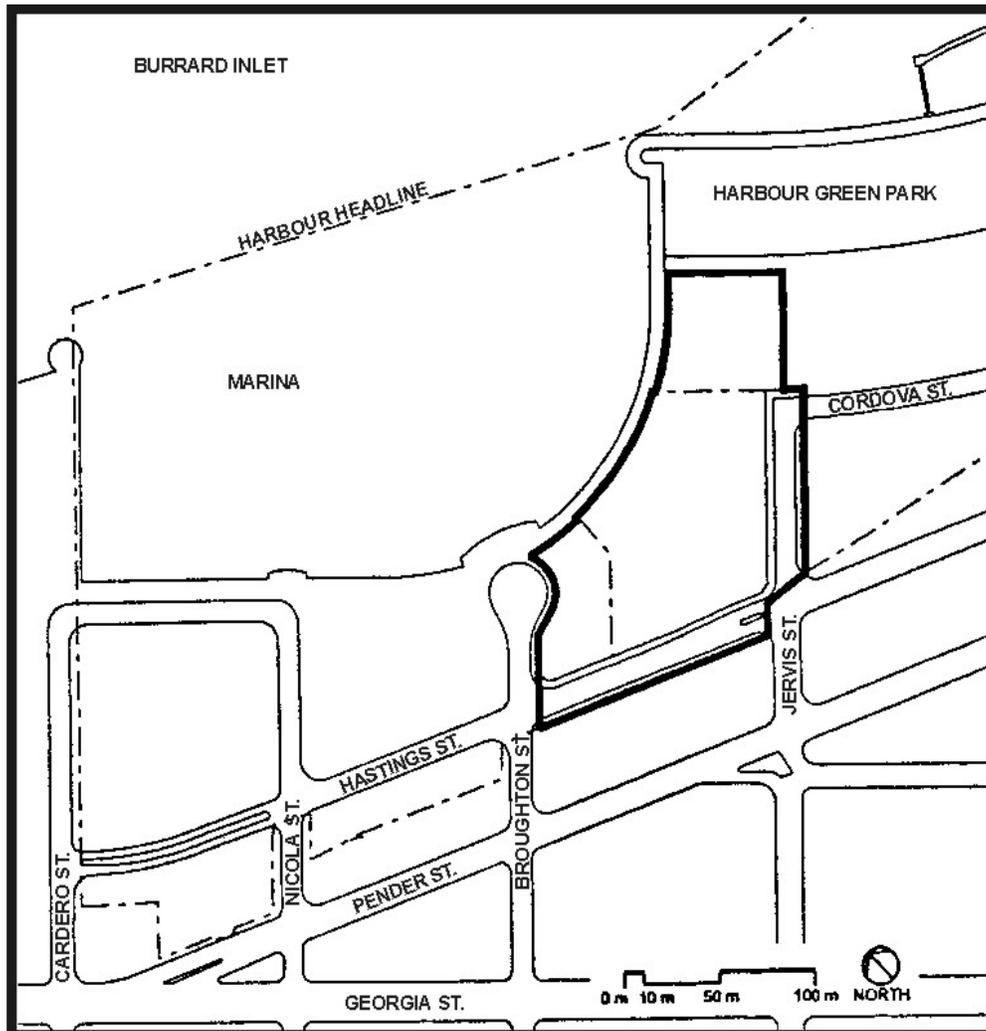
# 1 Application and Intent

These guidelines should be used in conjunction with the Marina Neighbourhood CD-1 by-laws, the Marina Neighbourhood CD-1 Guidelines for Marina Development, the Marina Neighbourhood CD-1 Guidelines for Land Development and the City's pedestrian/bicycle system concepts 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 is compatible with the overall design concept for the Marina Neighbourhood site and development on adjacent lands.

The Phase 1B site comprises approximately 2.2 ha of land area. It is bounded by Broughton Street to the west, Jervis Street to the east, the Harbour Green Park edge to the north and Hastings Street to the south.

Figure 1. Marina Neighbourhood Phase 1B Land Development Boundary



## **2 Organizing Principles**

**2.1** Key organizing principles guiding the pattern of development include:

- (a) maintaining the sense of a diverse urban waterfront, and retail at grade along the marina edge;
- (b) integrating the development with the city, by extending the adjacent downtown street grid and road grades;
- (c) creating a local street system that serves the site but discourages through traffic;
- (d) creating towers that maintain street-end and other public view corridors with heights set to limit shadows on public spaces;
- (e) grouping community facilities into a neighbourhood;
- (f) providing a high degree of livability for all residents, particularly families with children; and
- (g) ensuring that public access to the waterfront and full accessibility to the area is provided for all people, including the young, old and the physically challenged.

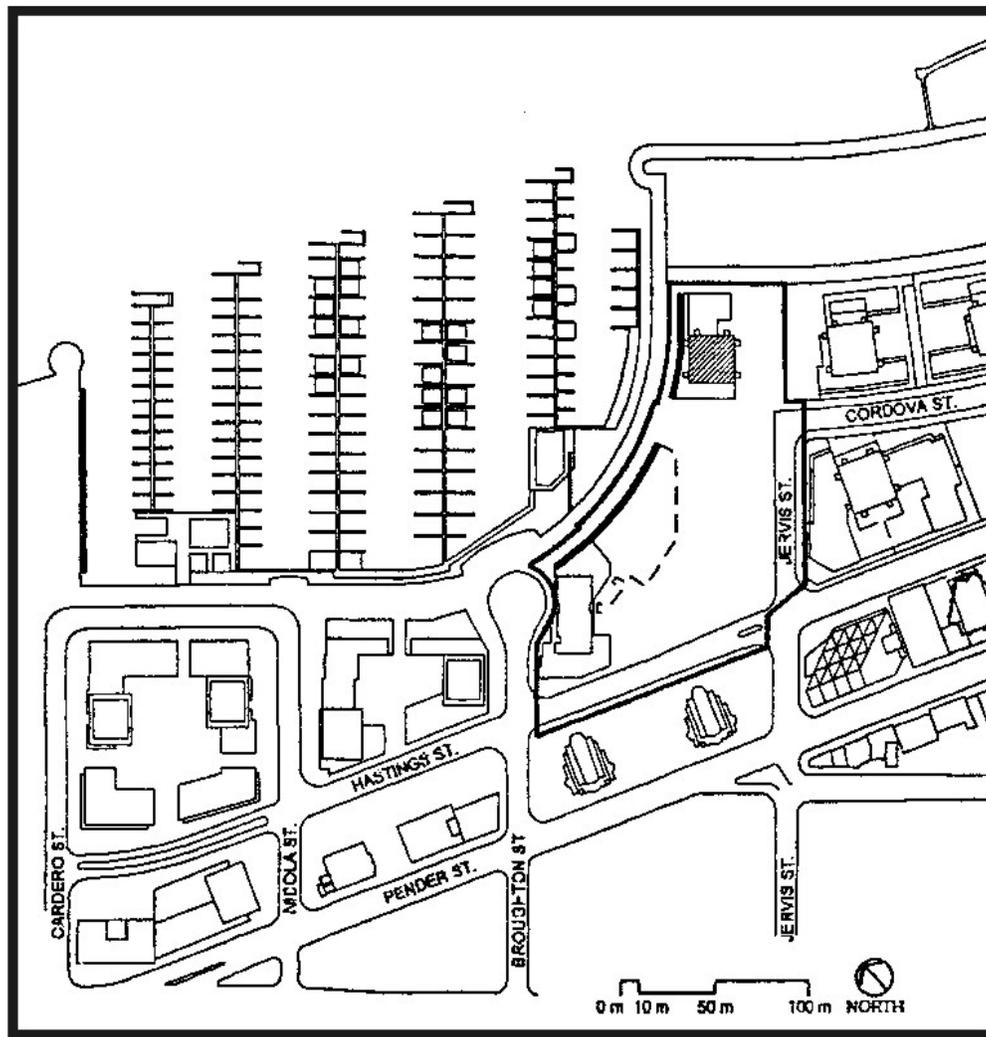
## **3 Overall Guidelines**

### **3.1 Siting**

The location of buildings and open spaces should generally be as illustrated in the form of development approved in principle by Council, and illustrated below in Figure 2. Limited variation in the setback of buildings from streets and parks can be considered where it improves public enjoyment of the spaces and livability of the residential units. Low-rise buildings are organized to define the streets and the walkway (the street base zone), from which rise an articulated tower which reiterates some of the design details, materials and architectural expression common to the street base architecture. The street base forms a continuous, or apparently continuous vertical and horizontal built form edge which helps define the street and waterfront walk.

The location of recommended built form edges and tower location is noted on Figure 2 below. The top of the built form edge is defined by the top of the street base zone.

Figure 2. Built Form Edges and Tower Location



### 3.2 Building Orientation

In orienting the predominant facades of buildings, a variety of criteria should be considered including the Georgia/Alberni/Bayshore grid, the Pender/Hastings grid and the waterfront walkway pattern.

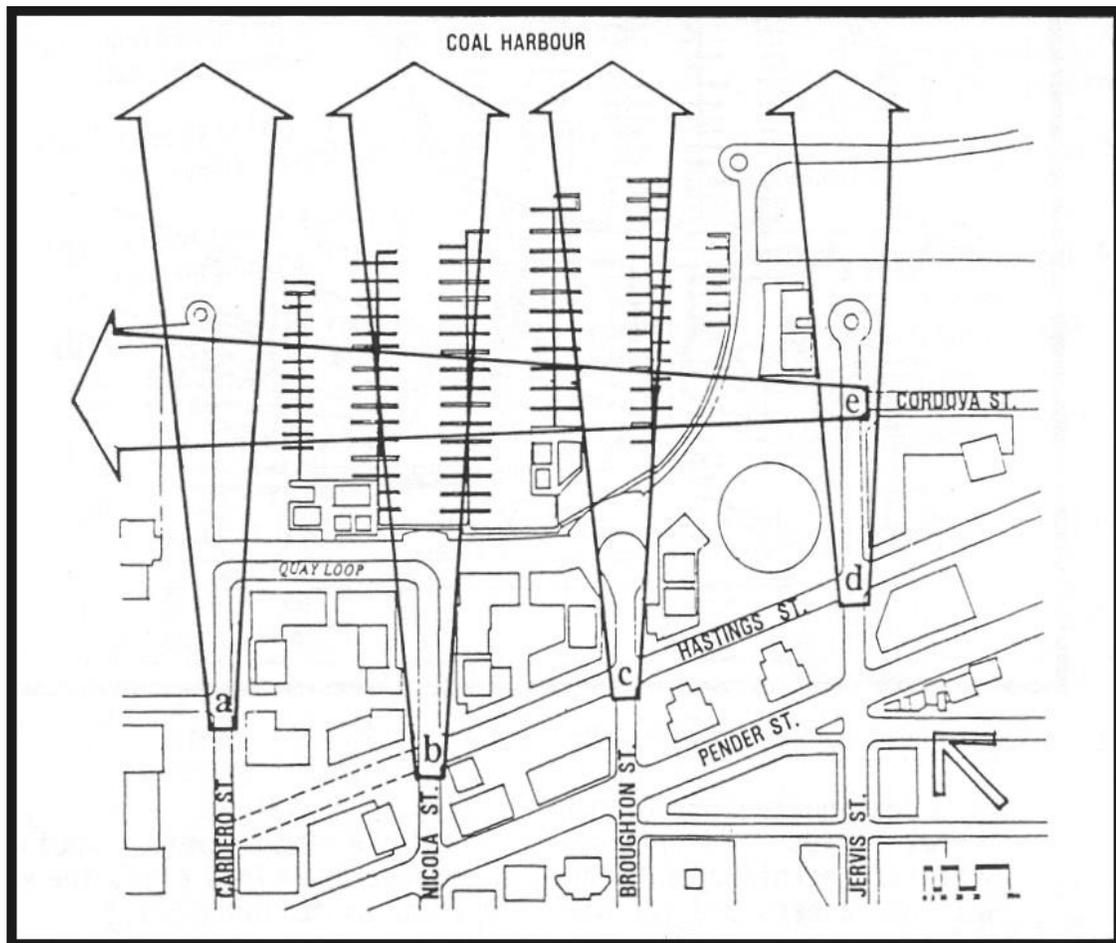
- (a) lower building elements should be parallel to the adjacent waterfront;
- (b) higher building towers should respect the established city street grid extending into the site from the downtown.

### 3.3 Views

Building envelopes have been generally located to respect various public, semi-public and private views. The required five degree street-end view corridors have all been respected. Building envelopes and view determinants are included in Section 4, Precinct Guidelines. Figure 3 illustrates the principal public views to be preserved through the development.

The illustrative plan included in these guidelines is used as the base for parcel guidelines, and illustrates one set of building placements which fit within the above noted building envelopes.

Figure 3. Public View Preservation



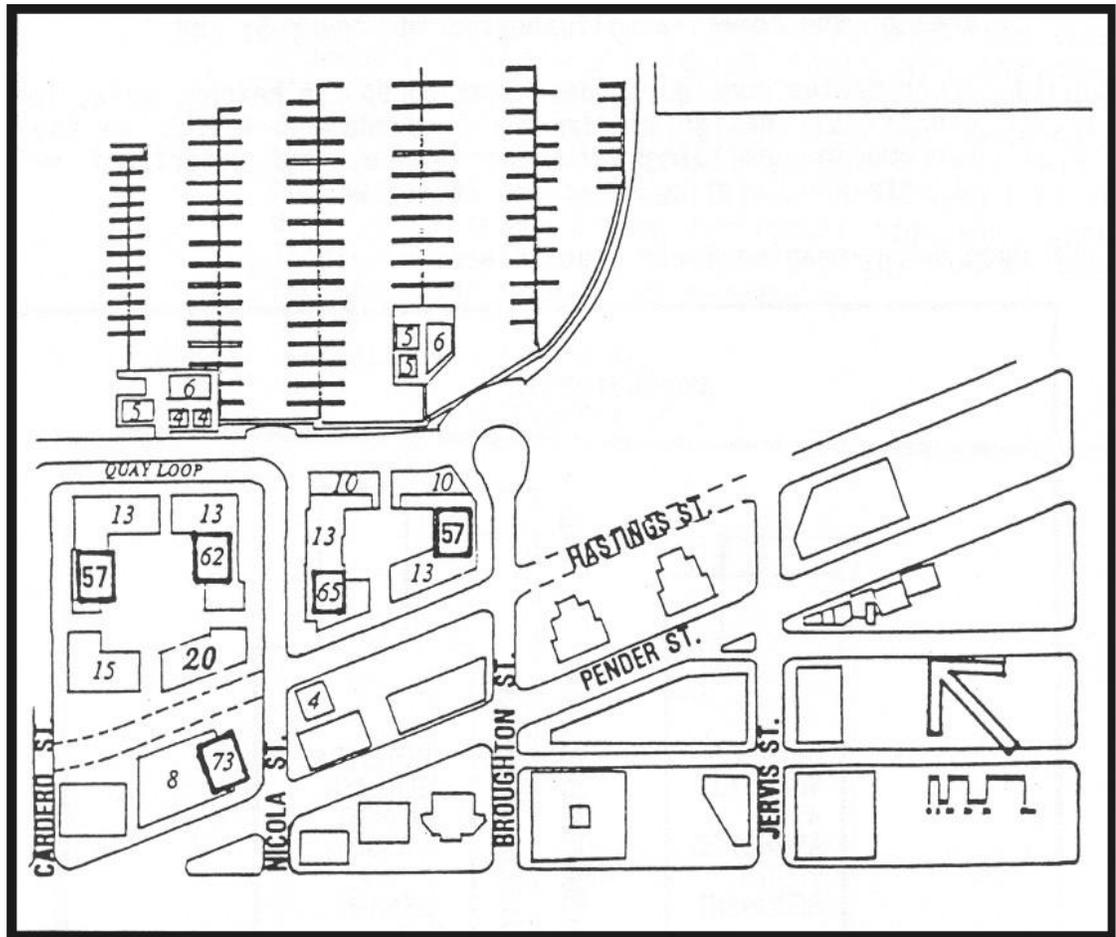
### 3.4 Massing Controls

#### 3.4.1 Height

Maximum building heights have been established in response to several factors, including detailed analyses of the impacts of height and massing on adjacent public and private views, including street-end views, the provision of sunshine to ground-level, and the overall configuration of the neighbourhood skyline as seen against the adjacent downtown.

Maximum building heights are measured from the adjacent street grades: Broughton Street for Precinct 1 and Cordova Street for Precinct 2. The heights exclude sloping, non habitable roofs, mechanical services and architectural appurtenances and should not exceed the maximum heights outlined in Figure 4. Specific parcel guidelines define more accurately the location and extent of the building envelopes.

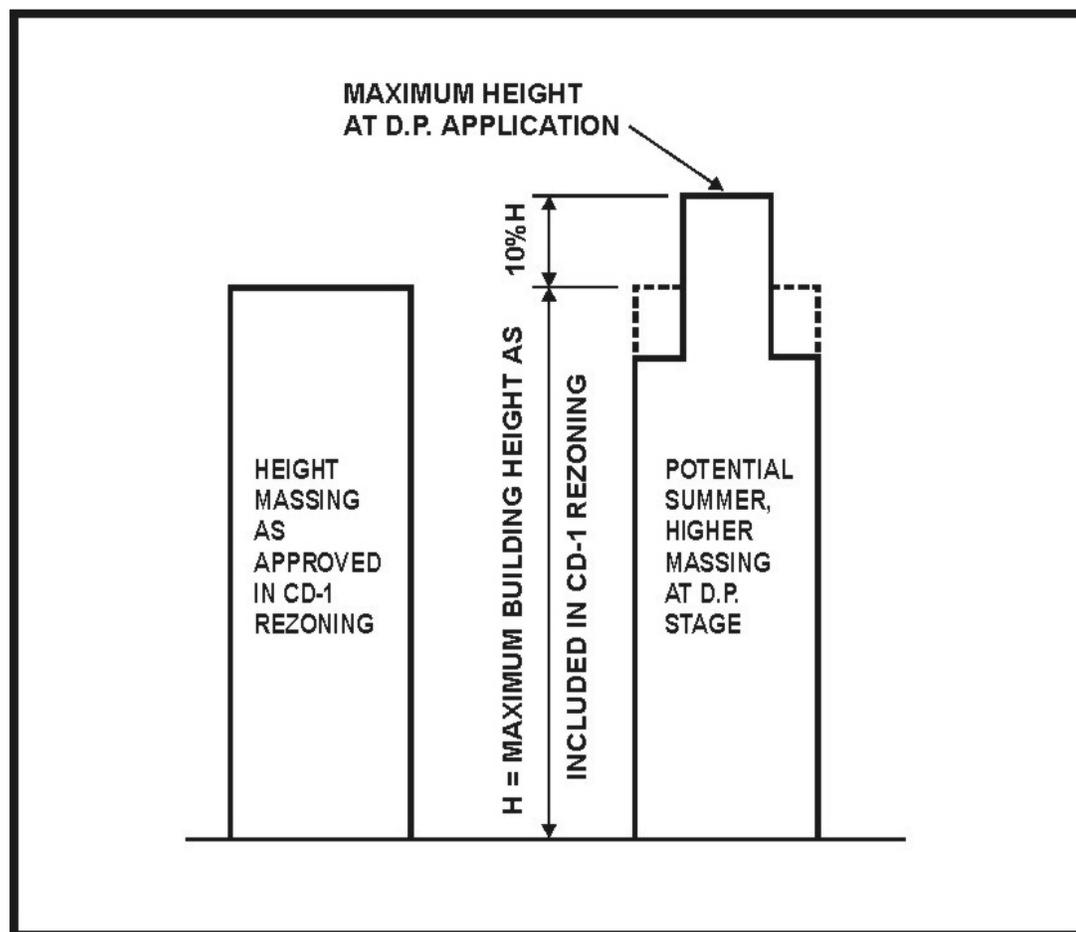
Figure 4. Maximum Building Heights in Metres



At the development application stage, consideration may be given to a height variation of up to +10% of the total height of the tower provided that:

- (a) the tower portion of the development becomes slimmer, with a reduced average floor plate, as illustrated in Figure 5; and
- (b) urban design considerations relating to the height, bulk, location and overall design of the building and its effect on the site, surrounding buildings and open space, the waterfront walkway, streets and existing views are satisfied.

Figure 5. Averaging Tower Floor Plates

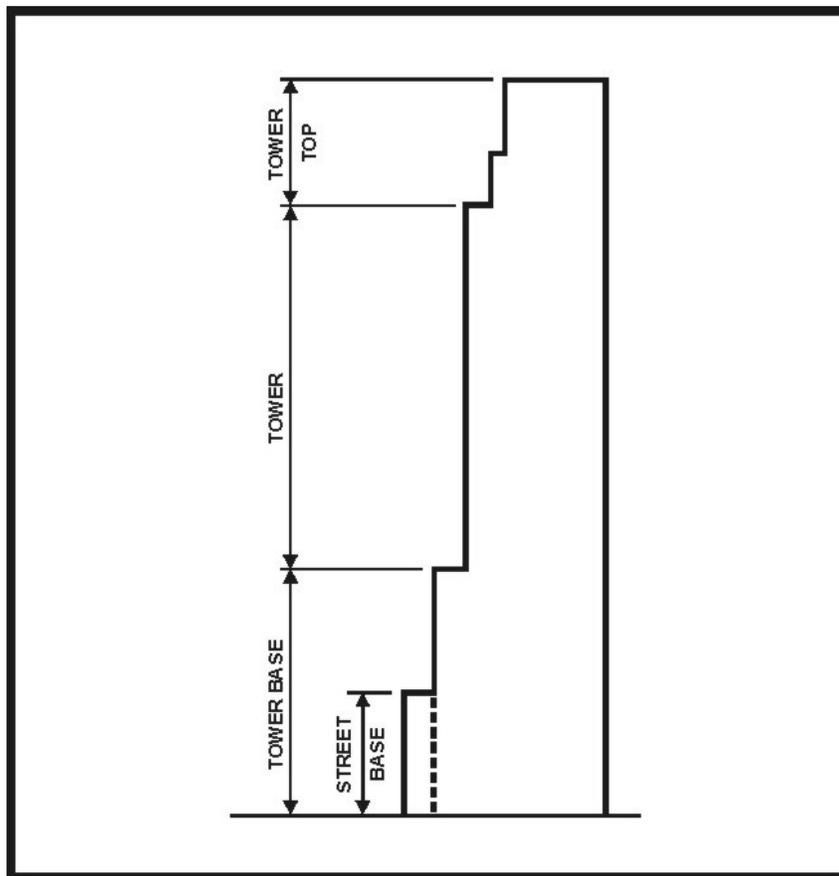


### 3.4.2 Vertical Building Zones

Buildings could be comprised of up to four vertical zones: street base, tower base, tower and tower top, typically characterized as described below and illustrated in Figure 6.

- (a) Street Base Zone
  - (i) The street base should express the small-scale, masonry appearance of the Marina Neighbourhood;
  - (ii) articulation of built form edge, such as described in Section 3.5, Architectural Expression, is encouraged; and
  - (iii) a strong horizontal line at the top of the street base should be expressed, such as a parapet or cornice. This should occur generally at the roofline of the street base element (top of fourth or fifth storey) with the exception of the school site, where it should occur at the top of the second storey. Where guidelines call for buildings to step back as they rise, the first step should be used to create a strong horizontal edge with terraces or landscaped roof areas.

Figure 6. Vertical Building Zones



- (b) Tower Base Zone
- (i) towers should have a well defined base which rises from the street base below;
  - (ii) the tower base may extend to the eighth storey, and the tower base should be generally differentiated from the streetbase by the use of a cornice, setback, or other architectural treatment;
  - (iii) notwithstanding the above, portions of the tower or tower base needed to provide a sense of street identity and address at entry areas, may extend uninterrupted to grade; and
  - (iv) the tower base floorplate should fit within the envelope defined in the individual parcel guidelines.
- (c) Tower Zone
- (i) the tower portion should have a maximum gross floorplate area of 595 sm (not including balconies, but including mechanical and electrical areas, storage, elevator cores and stairs);
  - (ii) the tower floorplate should fit within the envelope defined in the individual parcel guidelines; and
  - (iii) the overall tower width to the outside of all projections in the east-west direction (perpendicular to Jervis/Broughton Street) should not exceed 27.0 m.
- (d) Tower Top Zone
- (i) changes in massing, fenestration size and/or shape and materials may be used to modify the top of each tower. Generally, buildings should step back, however, they could remain flush with the massing below provided that different materials or architectural detailing emphasizes the tower top as a special zone;
  - (ii) tower top forms should complement rather than dominate the architecture; and

- (iii) mechanical elements above habitable levels should be integrated with surrounding tower top construction.

### **3.5 Architectural Expression, Details, Materials and Colours**

#### **3.5.1 General**

Street base facades of buildings should be primarily finished with masonry, stone or concrete articulated to reflect traditional maritime structures occurring on major urban waterfronts. Designs may reference the history of development on the site. In the design of the public realm, consideration should be given to the historical patterns and recollections as public art contributions.

Buildings and structures above the street base may have a different architectural style, but should reiterate some of the design details, materials and architectural expression common to the street base architecture.

The private realm could also use historical patterns and recollections to complement the public realm. For example, the recollection through detailing and design elements of historic waterfront uses such as shipyards and rail activities, e.g., maritime or rail artifacts, forms and shapes, could further enrich and emphasize the particular waterfront setting of this development.

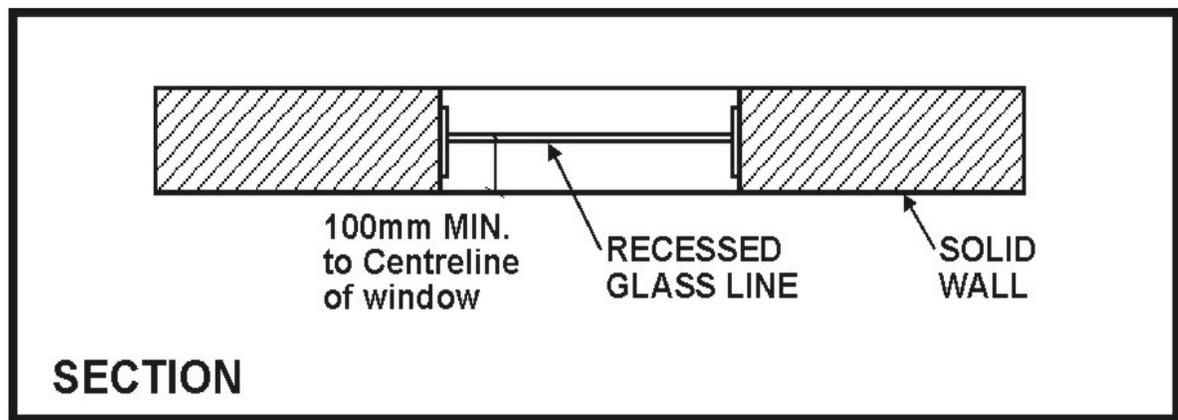
Buildings should be attractive to the pedestrian by avoiding blank, impersonal facades, especially at street-level. Pedestrian interest along all streets is encouraged, by providing display windows along retail frontages, attractive landscaping and screening, colourful and unusual signage, and a variety of high quality materials that are detailed to the human scale.

#### **3.5.2 Materials**

Development should emphasize a consistency of waterfront character of the neighbourhood. At the lower levels, strong brick or stone masonry or concrete frames with fine-grain detailing and articulation at ground level are appropriate. Metal and glass should be considered as appropriate infill materials in association with the frames. Materials and forms should express a transition from street to front door, from public to private space. However, public and private property should be clearly defined for purposes of privacy, security and maintenance.

A consistent palette of materials should be used in each parcel's development and for adjacent parcels. The retail frontage areas should express a more nautical character in their selection of materials, details and colours,. Metal and glass in punched openings should be considered to enhance this character. Full height, typical storefront glazing should be discouraged. The balance of the street base zone should include a predominance of natural materials, natural hues and details establishing a small-scale, masonry appearance with punched fenestration as illustrated in Figure 7. Metal and glass structures may be integrated with the masonry frames provided that the load-bearing character of the street base is retained. Tower base and tower materials may differ from street base materials, however, a compatibility and transition between materials should be required and the rhythm of the lower floors should be respected. Buildings in these zones may have a lighter frame expression with increased glazing as deemed appropriate.

Figure 7. Fenestration at the Street Base



### 3.5.3 Colours

The street base zone should include a predominance of natural hues to enhance the masonry appearance. Tower base and tower colours should complement the street base zone, and the overall colour effect should complement the existing building context.

Flat gravel roofs without the colour, planting or functional relief should be avoided where visible from habitable spaces above.

### 3.5.4 Roofs

Elements such as roof gardens, gazebos, trellises, pergolas, roof decks and occupied pitched roofs should be provided to enhance the visual interest of the buildings and usability of roofs, and should be attractive when viewed from above.

Towers should contribute to the skyline through the sculpting of upper floors of the buildings. Decorative roof “caps” are discouraged.

Vents, mechanical rooms, equipment and elevator penthouses should be integrated with the architectural treatment of the roof or be screened with materials and finishes compatible with the building.

### 3.5.5 Balconies

Balconies should be designed as integral parts of the building rather than being “tacked on.” Balconies recessed in the building face are encouraged.

Balconies may be enclosed subject to the Council-adopted Balcony Enclosure Guidelines.

### 3.5.6 Awnings, Canopies, Entries and Arcades

Weather protection in the form of awnings or canopies should be provided along retail frontages and the community buildings fronting the waterfront walkway. These should have a minimum depth of 1.5 m to permit outdoor displays, as well as to protect the walking space. In addition, weather protection features are encouraged in non-landscaped areas where the public might congregate.

### 3.5.7 Lighting

Particular attention should be given to the lighting of public and private areas, with a hierarchy of fixture types designed according to functional needs reflecting a traditional maritime character.

This hierarchy should include high level, lower level pedestrian lighting and low level lighting in localized areas such as plazas, parks, stairways, seating areas, etc. Selection of lamp types should be done to create a warm spectrum of lighting.

### **3.6 Residential Livability**

- 3.6.1 Dwelling units designed for families with small children should generally be located within the first six storeys of grade. Such units may be located higher where the units have access to an appropriate above grade outdoor play area.
- 3.6.2 Residential livability of each development and each dwelling unit should be assured using these considerations:
- (a) Privacy and Territoriality:
    - (i) each unit should have direct access to a private outdoor space or enclosed balcony having a minimum depth of 2.0 and a minimum area of 4.0 sm.
  - (b) Individuality and Identity:
    - (i) ground floor elements of all buildings should be designed to express individual units within a coherent massing;
    - (ii) where landscaping of units occurs in the private zones of those units, it should permit reasonable customization by residents, e.g., planting bed and soft landscaping variations at grade, opportunities to place planters at balconies, etc.;
  - (c) Choice and Convenience:
    - (i) each residential development should provide on-site amenities such as community meeting rooms, fitness facilities, and outdoor recreational space, etc. suitable for the anticipated population;
  - (d) Safety and Security:
    - (i) each residential development and unit should be designed to be safe and secure yet not fortress-like;
    - (ii) buildings should be designed to afford residents both “eyes on the street” and “doors on the street”;
    - (iii) public, semi-public and semi-private spaces should have some degree of overlook from residents’ homes;
  - (e) Interaction with other people:
    - (i) each residential building should have its main entrance fronting the street;
  - (f) Interaction with the physical environment:
    - (i) habitable rooms, through location and orientation, should have access to daylight and as much as possible to direct sunlight;
    - (ii) units should have one unobstructed view of a minimum length of 25.0 m and should be oriented to longer views where possible; and
    - (iii) semi-private outdoor spaces should be located so as to receive reasonable sunlight during most of the year.

### **3.7 Public and Private Realm Landscape**

#### **3.7.1 Role of Urban Landscape**

The landscape should be a major factor in the creation of a livable, healthy and environmentally responsive community including:

- (a) Extensive use of soft landscape materials, particularly trees;
- (b) The use of permeable materials and natural drainage processes, including channelling, ponding and percolation;
- (c) The incorporation of seasonal and coniferous plants; and
- (d) The avoidance of planting only one species of plant material except in special circumstances.

The landscape should be used to suggest the separation of public, semi-public and private space. In the private realm the scale, type and spacing of materials may be used to distinguish residential areas from public spaces. Trees should be of sufficient calliper and height to create a reasonable impact when planted.

In the public realm, the landscape should be used to integrate the neighbourhood with adjacent city areas and to emphasize Vancouver's image as a 'green' city. The landscape should be used as a unifying element, linking areas of the neighbourhood with adjacent streetscapes.

Trees on private parcels should be of sufficient size at planting (minimum 60 mm calliper for deciduous trees and 3.5 m height for coniferous trees) to provide immediate impact and minimize future replacement and maintenance costs. Signage on private parcels should in itself be of a form and character recalling the area's historical context.

### 3.7.2 Parks and Open Spaces

Public space should reflect its neighbourhood context. Parks and public open space should be designed to:

- (a) Provide for the active and passive recreational needs of residents and visitors;
- (b) Have strongly defined access points, edges and grade changes to clearly distinguish between public and other open spaces;
- (c) Ensure safety and security, through the provision of visual supervision from surrounding areas and the use of appropriate materials and equipment;
- (d) Reference the area's marine history and heritage of rail and waterfront industry, as well as the natural context of habitats, shore processes, etc.
- (e) Use the strong, indigenous forms, topography and edge conditions to relate development to its context;
- (f) Provide a range of opportunities for resident interaction with neighbours and the general public while also allowing choice in the degree of interaction, so as to protect the residents' sense of privacy;
- (g) Provide diverse opportunities for walking and cycling through the area.
- (h) Foster the growth of local community culture, with provisions for public art, gatherings and community events.
- (i) Provide pedestrian circulation within parks which is an extension of the circulation patterns in nearby developments and the street system and these should be barrier free.
- (j) Be durable, having particular regard to the size of plant materials, types of landscape and building materials, and construction details.
- (k) Enable their use and enjoyment during wet weather, e.g., careful positioning of dry pathways, selection of fast draining/drying benches, etc..

### 3.7.3 Streets, Sidewalks and Walkways

Streetscape: The character of streets in the Marina Neighbourhood west of Jervis Street will be different from downtown core streets, in order to emphasize their residential character. Service agreements between the City and the developer will specify the details, types and locations of sidewalk treatments, street trees, street furniture and street lighting. Development on private parcels should coordinate both functionally and aesthetically with approved street designs. Signage on private parcels should in itself be of a form and character recalling the areas's historical context. For example, awning sign and back-lit fluorescent signs are discouraged while hand-carved and painted wooden signs are encouraged.

## 3.8 Disabled Access

The accessibility needs of the physically challenged should be carefully considered in both the public and private realms to facilitate functional, integrated and comfortable linkages throughout the neighbourhood.

### **3.9 Parking and Loading Access**

- (a) Garbage storage and collection as well as commercial and residential loading should be located in service courts and off-street loading bays.
- (b) Indoor residential parking should be clearly separated from visitor and commercial parking by fencing, gates and/or level changes within parking areas, with access locations approved by the City Engineer.
- (c) Parking entrances should be enhanced in their design as points of arrival, with appropriate landscaping and other architectural treatment.

### **3.10 Public Art**

The focus for the Coal Harbour Public Art Program should be on stimulating the spirit, joy and enjoyment of the site and community, recollecting the history of the site uses and users and contributing to environmental awareness. Public Art should include art works in the public parks and walkways, as components of or within accessible parts of the private buildings and as programmed events by the community.

### **3.11 Recycling**

Provisions for recycling and refuse containers, for both residential and commercial developments, should be considered for each development parcel.

## **4 Precinct Guidelines**

Figure 8 illustrates the division of the Marina Neighbourhood Phase 1B into land development precincts. On the pages following, specific precinct guidelines are noted. Figure 9 summarizes the range of development opportunities and urban design considerations which are available throughout Phase 1B of the Marina Neighbourhood. The following diagrams for each precinct illustrate the boundaries of the building envelope and locations for vehicular and pedestrian access. All dimensions are approximate and subject to confirmation by development applicants. The illustrative plan of the Marina Neighbourhood appended to these guidelines illustrates one form of development which conforms to the proposed building envelopes.

Figure 8. Marina Neighbourhood Phase 1B Land Development Precincts

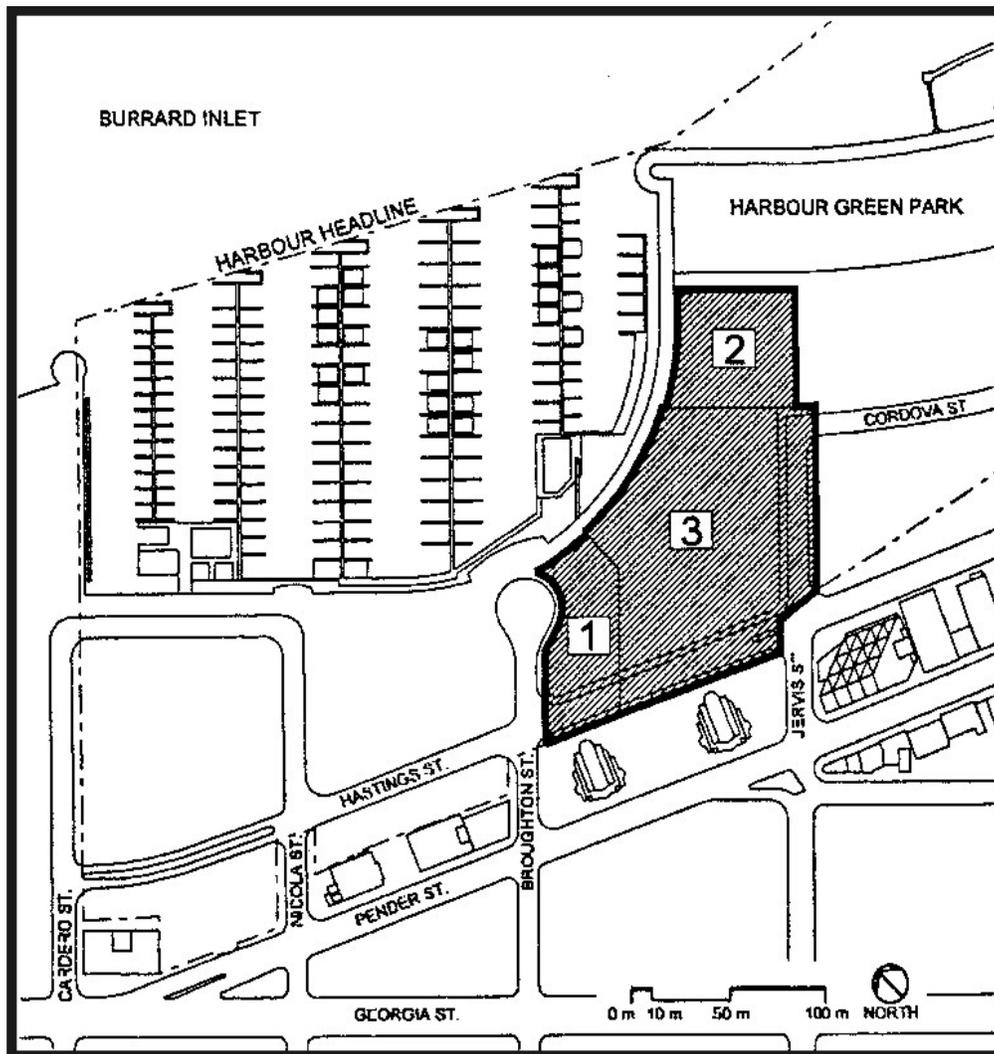
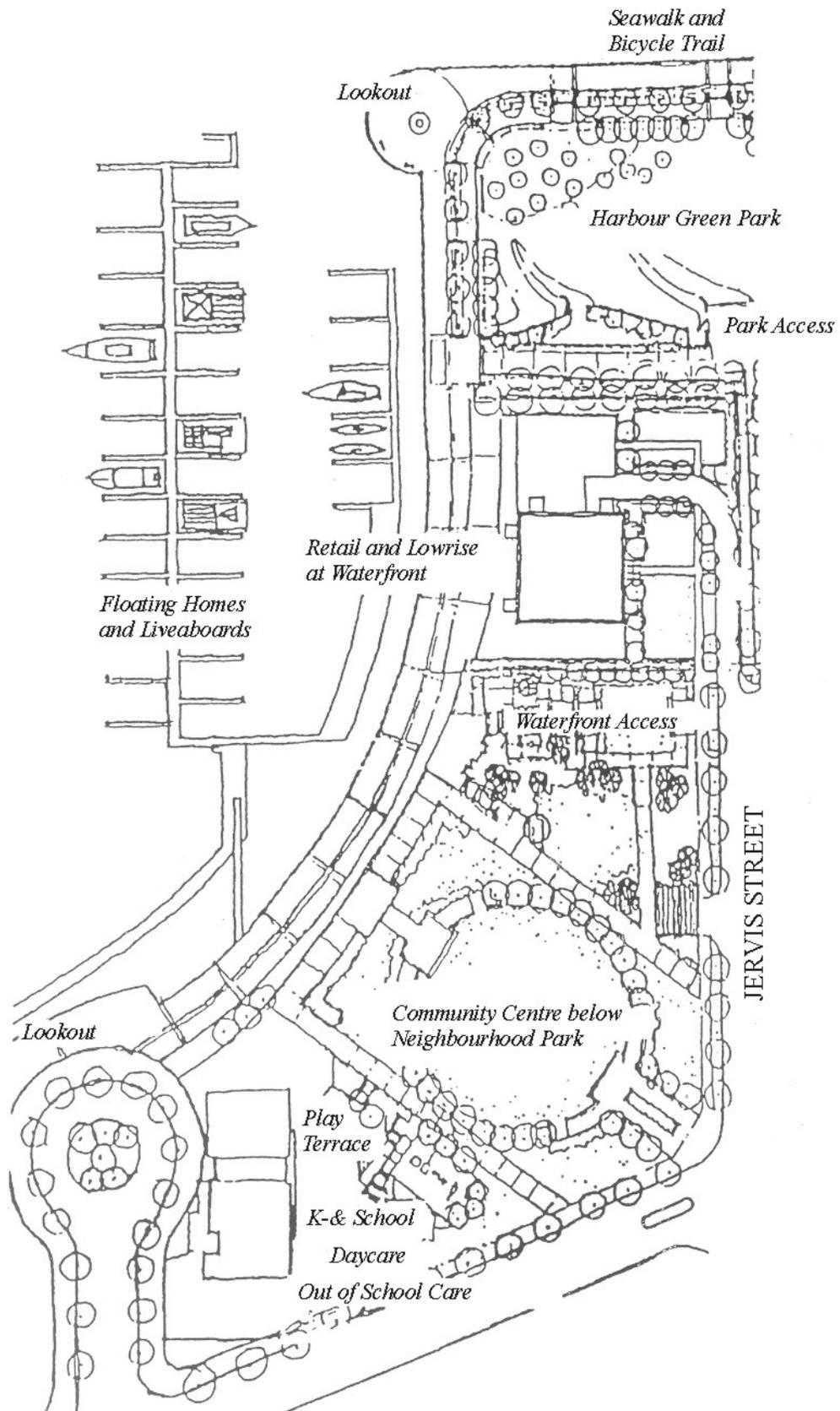


Figure 9. Richness of Place

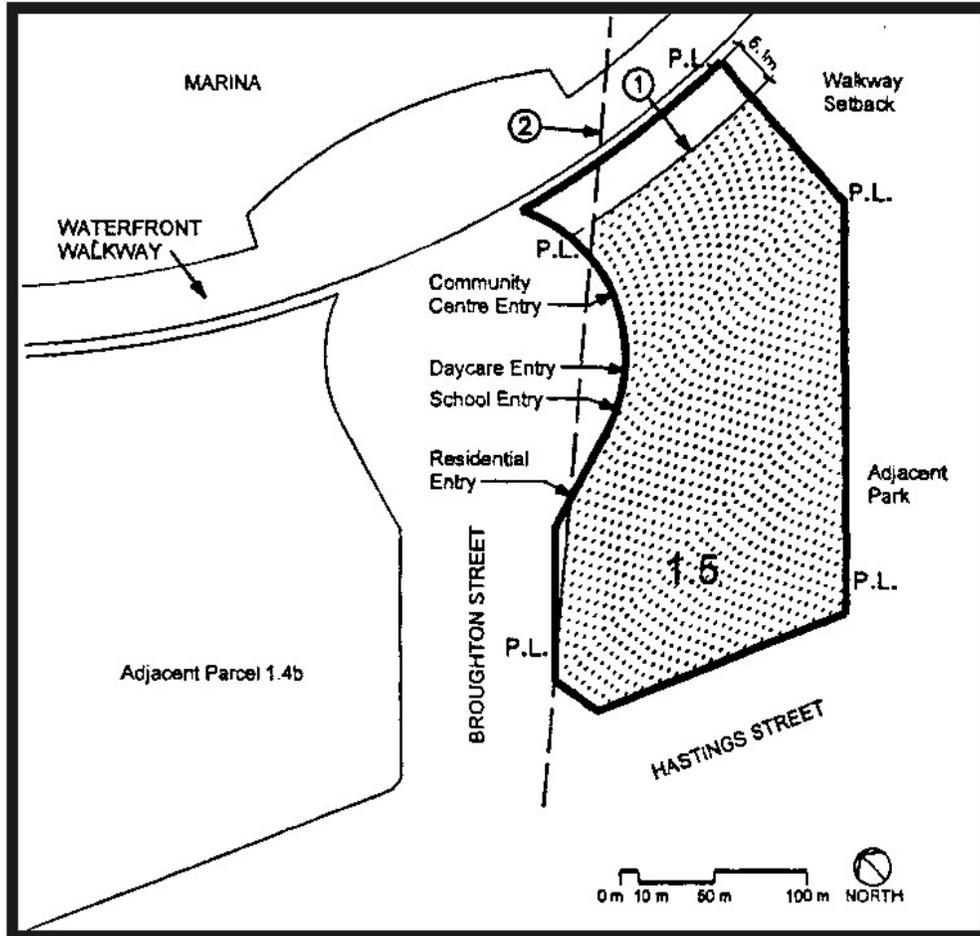


**4.1 Precinct 1 - West Hastings between Jervis and Broughton**

4.1.1 Building Envelope: Development on this precinct should generally occur within the bounds of the building envelope outlined in Figure 10 below.

4.1.2 The family housing on this site should be accessible from reserved underground parking, from a separate entry off the street, and have outdoor access from upper floors into the adjacent park.

**Figure 10. Precinct 1 - Building Envelope**



**Keynotes :**

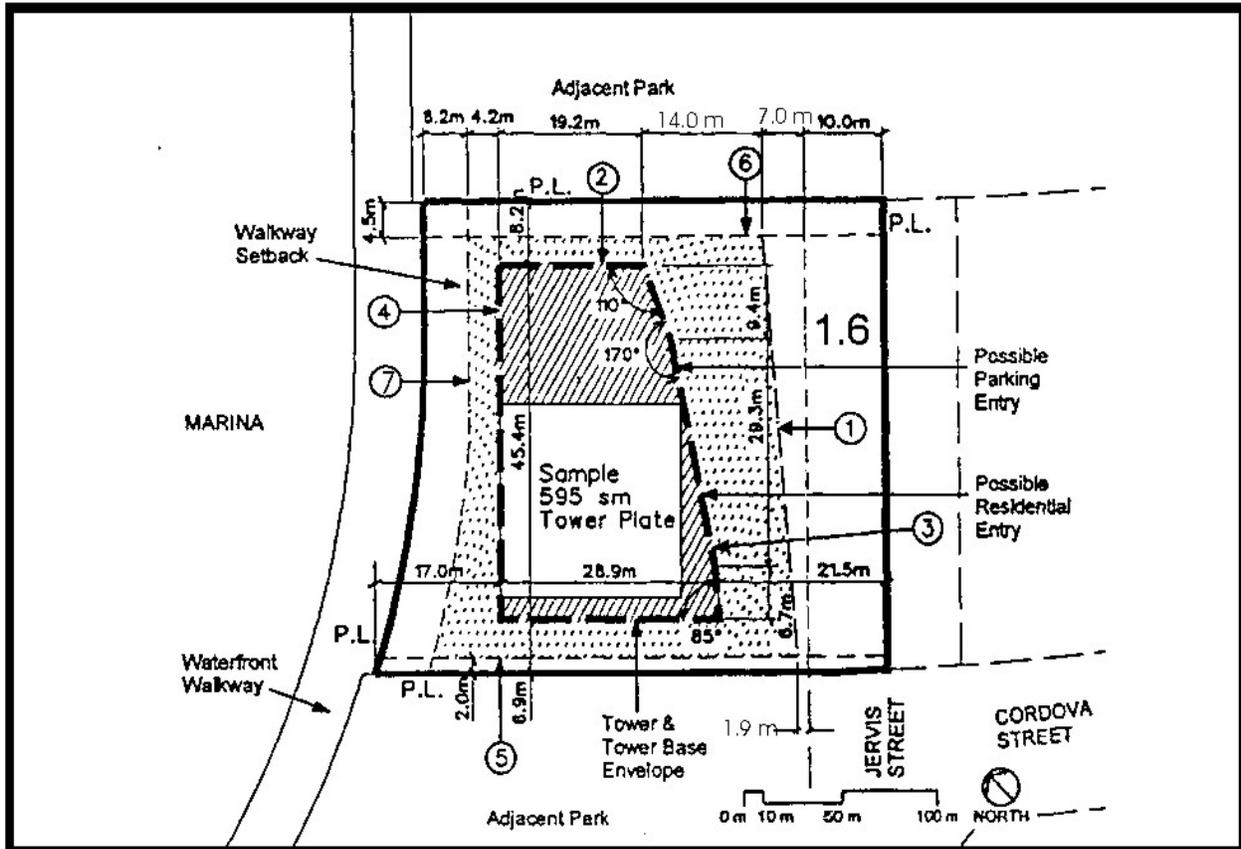
- ① "Build To" lines.
- ② Minimum streetwall setback to preserve 5 degree street-end view, taken from the southeast corner of Hastings and Broughton Streets.

## 4.2 Precinct 2 - Jervis and Cordova Streets

4.2.1 Building Envelope: Development on this precinct should generally occur within the bounds of the building envelope outlined in Figure 11 below.

4.2.2 The building mass on Precinct 2 should respond to its position as the “hinge” between future building massing facing Harbour Green park and Marina Neighbourhood massing to the south and west. The design of this building should also take into consideration that this should be a landmark building.

Figure 11. Precinct 2 Building Envelopes



Keynotes :

- ① Line of secondary Jervis Street end view corridor and “build-to” line.
- ② Minimum tower and tower base setbacks with respect to shadowing of waterfront.
- ③ Minimum tower and tower base setbacks with respect to primary street end view.
- ④ Minimum setback at fifth storey development.
- ⑤ Minimum 2.0 m setback along south property line.
- ⑥ Minimum 4.5 m setback along north property line.
- ⑦ “Build-to” line along waterfront edge.

### **4.3 Precinct 3 - Jervis Park/Community Centre**

- 4.3.1 The community park, school and community centre should be visually and functionally integrated.
- 4.3.2 A hard surface play area should be developed next to the school. An intermediate play area should be developed in proximity to the school and “urban green” as a structured play element for park users.
- 4.3.3 The community park should be enclosed by a perimeter planting of trees. The planting should allow for views into the park from surrounding areas, enabling visual supervision for security. Also, entry to the park should be clearly distinguished through signage and prominent markers.
- 4.3.4 The community park should be physically and visually linked to the waterfront walkway spine.
- 4.3.5 In keeping with the concept of diversity, the park planting should be a rich mix of colours, textures, fragrances and seasonal change. The diversity should be in contrast to the ordering elements of the perimeter tree planting and the “urban green”. The perimeter tree planting should be a uniform use of a particular tree that distinguishes this space among the public spaces of the community.
- 4.3.6 The external elevations of the community centre as viewed from the waterfront walkway should generally conform to the design requirements of the Street Base Zone as noted in Section 3.4.2 (a), except that the cornice or parapet expression should take place at the building edge with the park above.
- 4.3.7 The internal elevations of the community centre (inside the parking garage) should carry through similar material and design treatments as for the exterior. There should be a design continuity from inside to outside.
- 4.3.8 The entrances to the community centre, and from the walkway to the parking behind should be designed as strong features rather than obscure openings, with due attention to security requirements and direct access to the marina ramps.
- 4.3.9 The community facilities should have their main street address and a visible entrance from Broughton Street.
- 4.3.10 The waterfront face of the community centre should follow the build-to line established by the waterfront walkway and adjacent landscape setbacks. Entrances should be framed as openings in that edge.

**Marina Neighbourhood (301 Jervis Street) CD-1 Guidelines**

**History of the Marina Neighbourhood Site**

An important element in determining future development for a site involves effectively searching out its past. Research at the Vancouver Public Library, Vancouver's Archives and the National Archives Map Collection in Ottawa has provided a base of information to build and reflect upon.

The most valuable maps of past development in the Marina Neighbourhood were the fire insurance maps. These documents, updated frequently, indicated the character, height, occupancy and uses of buildings over time. In practice, each change to a site's construction was overlain on the original base until the layers of overlays became so significant as to require a map redraw to maintain legibility. In this way, the history of Coal Harbour has been documented as layers of development upon which future designers will overlay a new a layer of development.

**A Capsule History of the Marina Neighbourhood Site**

The southerly boundary of the site follows a low relief escarpment which demarcates the original high water level. The site has been largely created by filling operations at various times. By 1910 the present area of tracks was largely in place. The rail lines were surrounded by lumber storage areas, both on raised wooden platforms and on fill. During the period 1930 to 1940, the former lumber storage area was extended seaward by filling and developed for a marina and ship building and repair yard. By approximately 1960 these yards were substantially closed, with the old buildings remaining and subsequently adapted for uses such as the Keg Boathouse Restaurant.

A portion of the site just north of the railyard was used as a tank farm for fuel oil storage from approximately 1910 to 1975. A shipping wharf and C.P.R. transfer slip was developed adjacent the farm; the wharf was demolished in 1977 while the C.P.R. wharf and ferry terminal continue to operate.

**Historical Layering Diagrams**

The attached six diagrams summarize the uses and disposition of building mass on the site, over time. Shoreline and rail line configurations for various times are also noted. The information is included as one source of inspiration for designers of subsequent development on the site. Original diagrams are available upon request.

Figure A1. Historical Layering Key Diagram

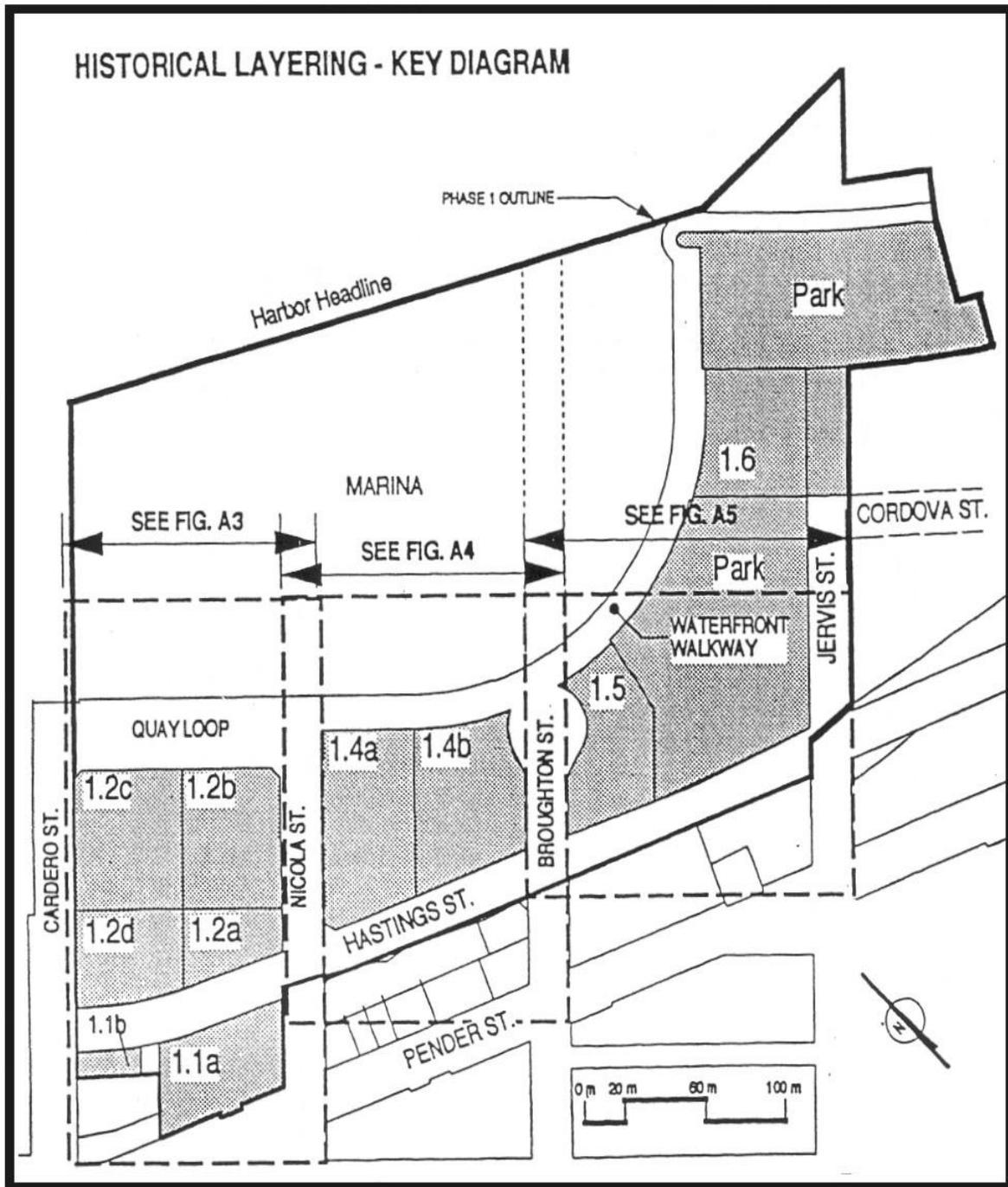


Figure A2. Key

**CIRCA 1897**

A1 Floating Dock  
A2 Boat Building  
A3 Boat NSR

**CIRCA 1912**

B1 Pacific Coast Lumber Co. (1910)/Bidlake Cedar Co. (1919)  
B2 Pacific Coast Lumber Co. Wooden Platform (1910)  
B3 Dilapidated Houses (1919)  
B4 Fuel Oil Unloaders  
B5 Vancouver Dredge (1919)/Pacific Coyle Navigation Co. Ltd. (1925)  
B6 Coal Bunkers  
B7 Fuel Oil Tank (1912)  
B8 Fuel Oil Tank (1912)  
B9 Fuel Oil Tank (19120)

**CIRCA 1925**

C1-C4 Unknown  
C5 Marine Repairs  
C6 Office  
C7 H&B Machine Shop  
C8 Autos  
C9 Watchman  
C10 Winch Ho  
C11 Unknown  
C12 W.R. Menchions & Co.  
C13 Columbia Works  
C14 Unknown  
C17 Floating Dock  
C18 Wright Shipyards  
C19 Grain Door Repair Shop  
C20 Aitken Tug & Barge Co.  
C21 Boat Houses  
C22 Machine Shop  
C23 Diesel Fuel Tank  
C24 Fuel Oil Tank  
C25 Gasoline  
C26 Pump

**CIRCA 1960**

D1 Lady Alexandra Shipyard  
D2 Engine Repairs  
D3 Machine Shop  
D4 Auto  
D5 Office  
D6 W.R. Menchions & Co. Boat Building  
D7 Bel-Aire Shipyards (1930-60)  
D8 Unknown  
D9 Woodward's Marine Store/Storage  
10 Marine Eng.  
D11 Unknown  
D12 Wright Shipyard  
D13 Aitken Shop  
D14 Office  
D15 Machine Shop  
D16 Woodworking

**CIRCA 1991**

E1 Pub  
E2 Boat Building & Repair  
E3 Marine Electric Sales  
E4 Dry Dock  
E5 Boat Moorage  
E6 Keg Restaurant  
E7 Boathouse Marine Supply Store & Offices  
E8 Yacht Sales & Charter  
E9 Transport Truck & Trailer Parking  
E10 Yacht Sales  
E11 Air Dock  
E12 Air Terminal  
E13 Office Barge/Yacht Charter

Figure A3. Historical Layering - Area 1

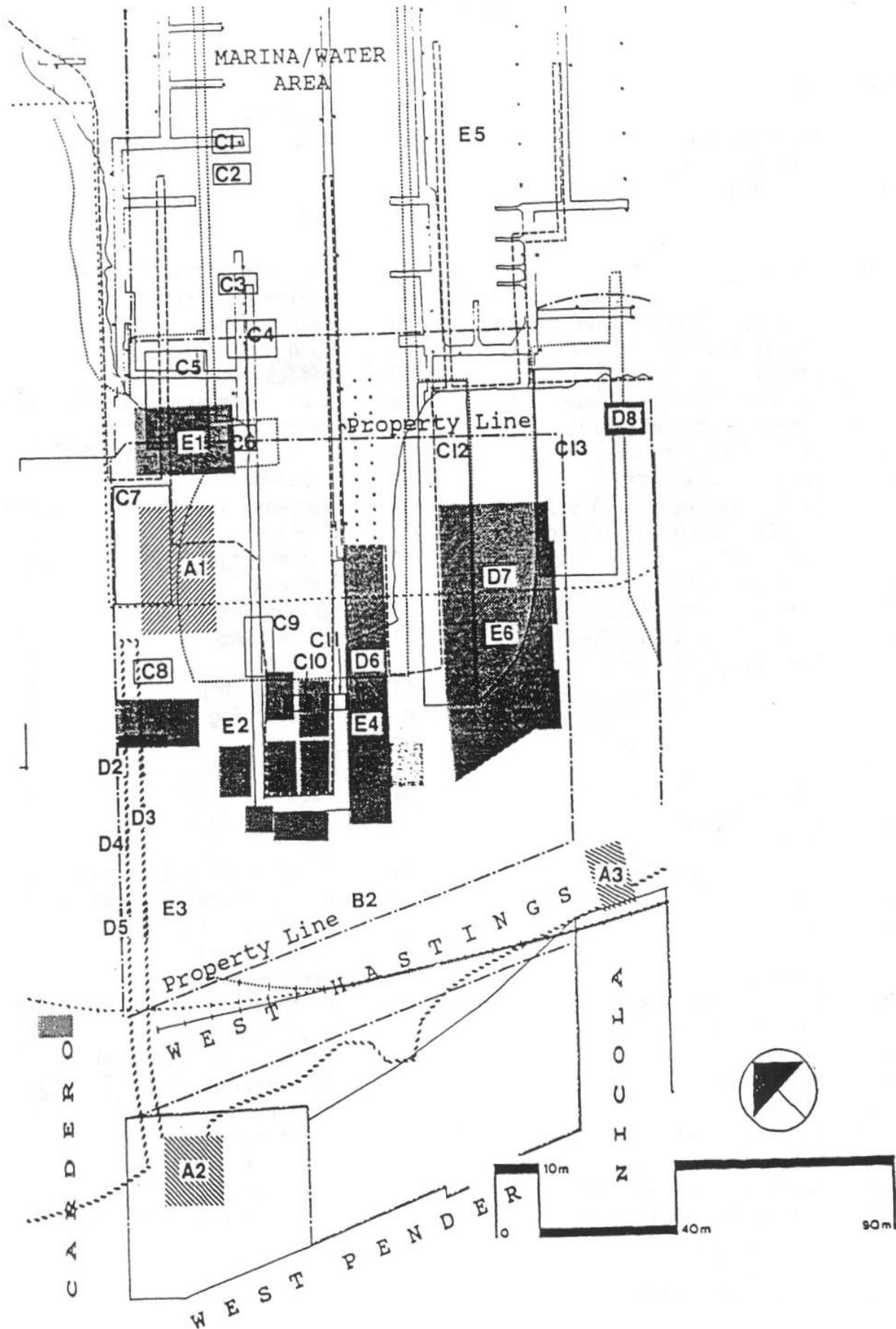


Figure A4. Historical Layering - Area 2

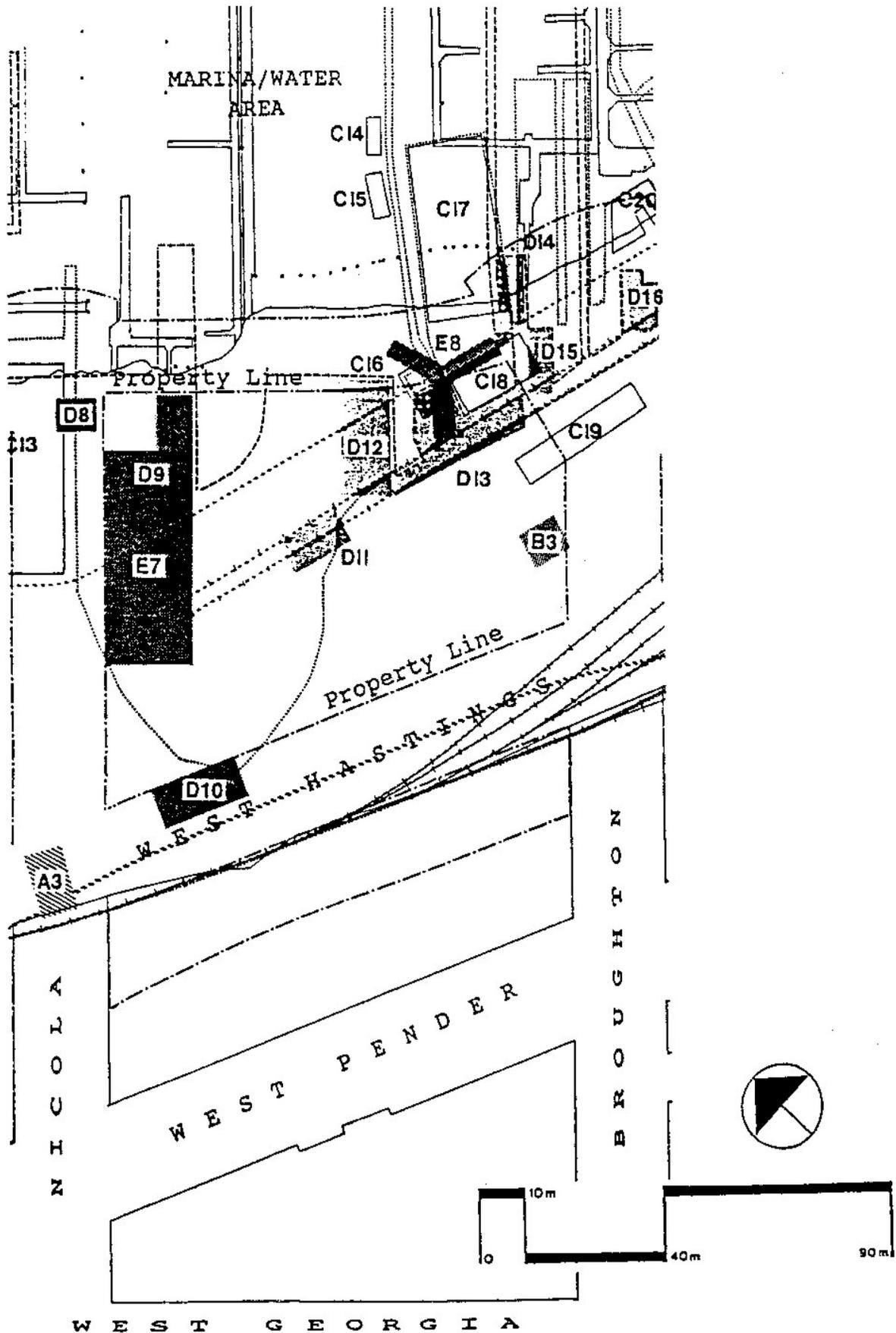
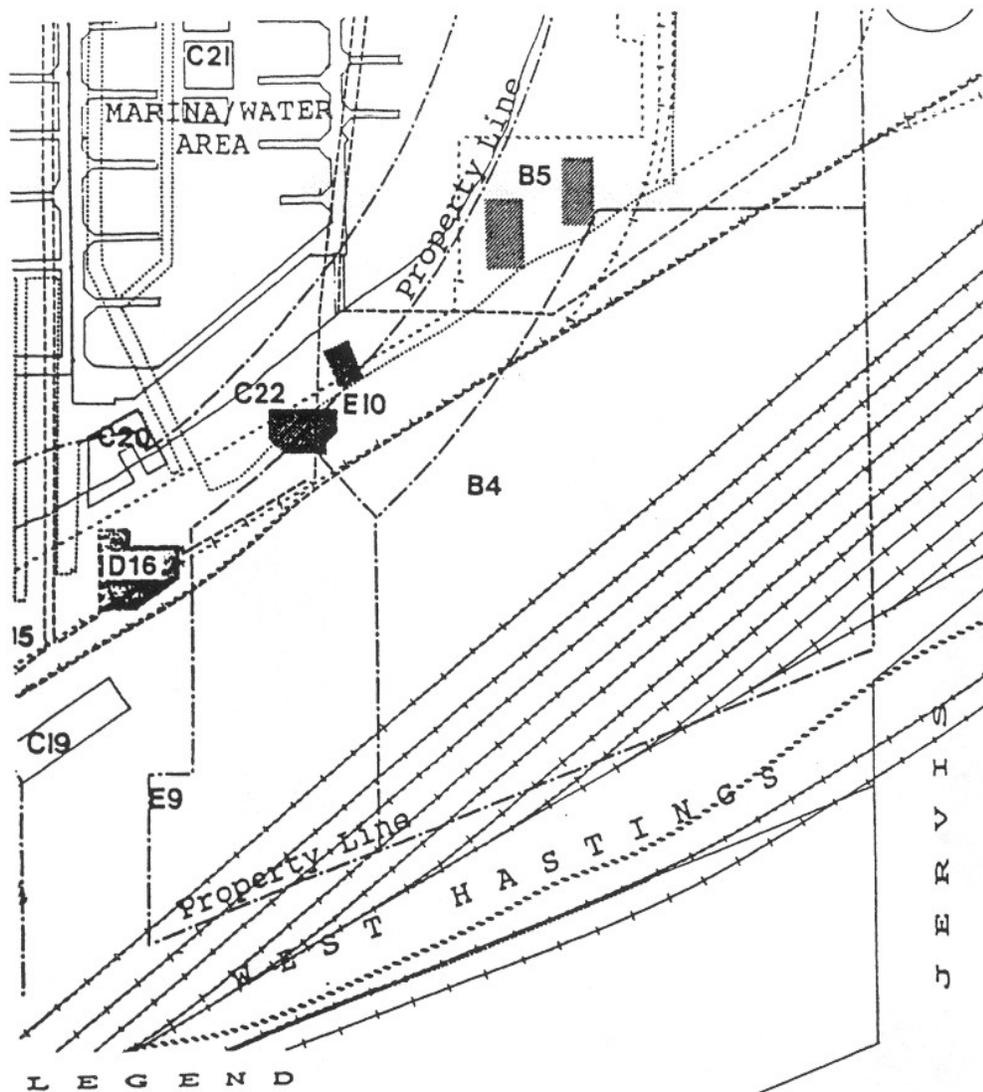


Figure A5. Historical Layering - Area 3



LEGEND

Shoreline & Rail line from 1897 Survey Map	
Shoreline & Rail line from 1912 Survey Map	
Shoreline & Rail line from 1925 Survey Map	
Shoreline & Rail line from 1960 Survey Map	
Shoreline & Rail line from 1991 Survey Map	
Bldgs from 1897 Survey Map	
Bldgs from 1912 Survey Map	
Bldgs from 1925 Survey Map	
Bldgs from 1960 Survey Map	
Bldgs from 1991 Survey Map	

