

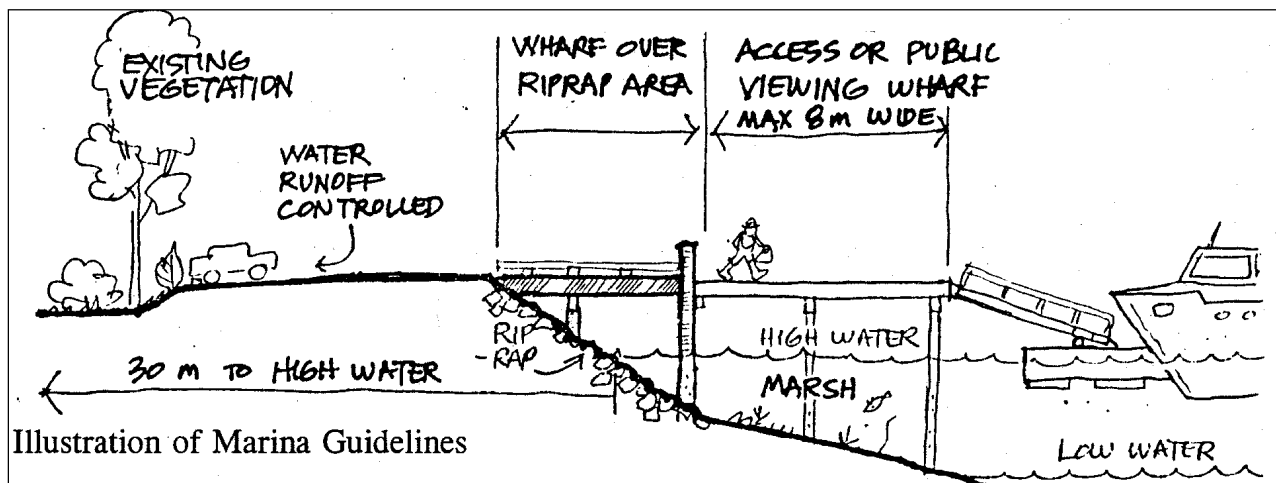


9.8 MARINA GUIDELINES

The following guidelines apply to all marina developments in addition to the General Guidelines for all development permits (Section 9.2) outlined previously in this document.

9.8.1 ENVIRONMENT

- a) No alterations should be made to the shoreline that would adversely affect fish or wildlife habitat. The environmentally acceptable method of development is by using upland areas or by construction of wharves or floating docks rather than by land fill. For the purposes of these marina guidelines, the shoreline is defined as the intertidal areas plus the area within 30m (98.4 ft.) of the high-water mark;
- b) Wharves should not extend over marshes or other productive foreshore areas. Wharves should not, in any case, extend over the water beyond the mean low-water mark (see sketch), except for wharves which are less than 8m (26.2 ft.) wide and are for the purpose of access to floats or for public viewing access;



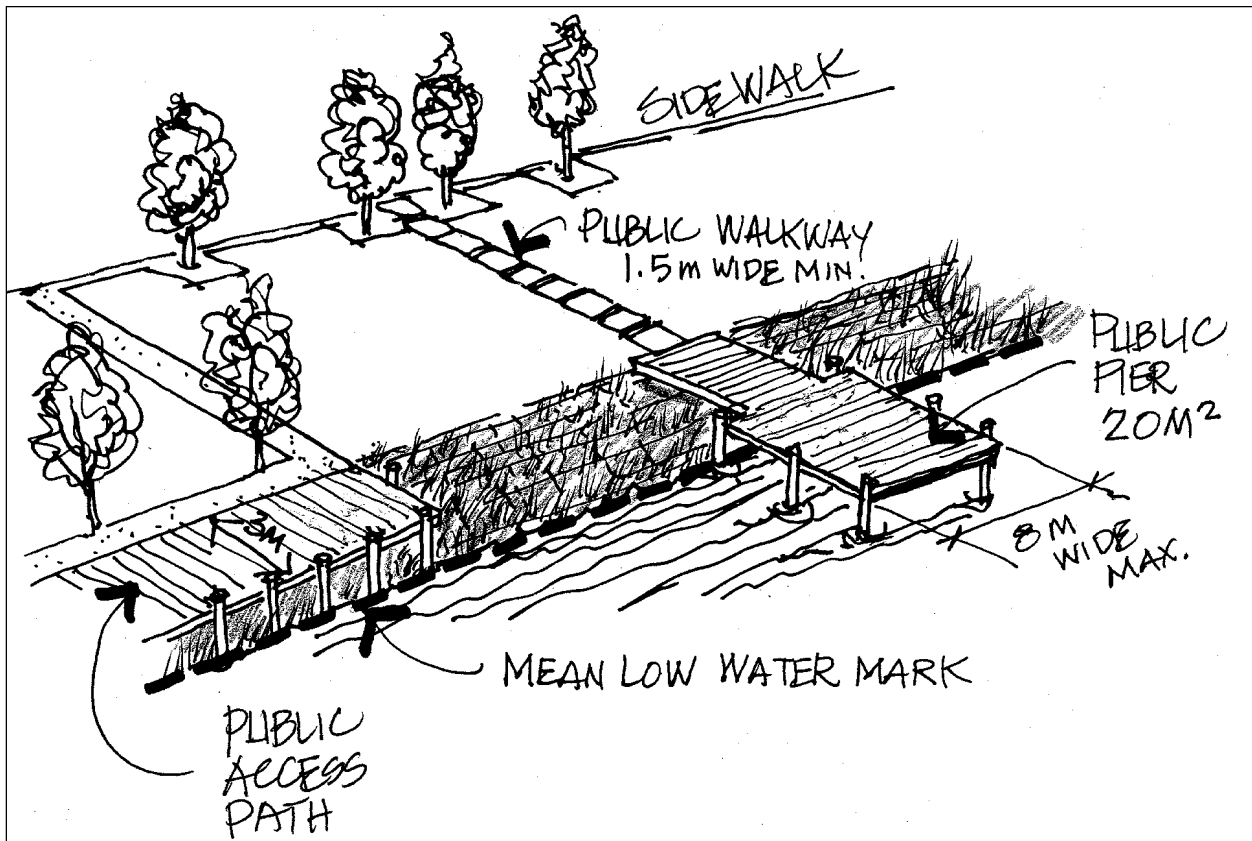
- c) Existing vegetation within 30m (98.4 ft.) of the high-water mark should be retained or enhanced. Areas disturbed during construction or dredging shall be replanted where necessary with native species;
- d) Run-off should not be permitted to adversely affect water quality for fish. Measures taken to control run-off shall be indicated in the Development Permits;



- e) Conformance with these guidelines does not exempt applicants from meeting the requirements of other agencies such as those participating in the Fraser River Estuary Management Program (FREMP).

9.8.2 PUBLIC ACCESS

- a) A continuous 3m (9.8 ft.) public-access pathway should be constructed parallel to and as close to the water's edge as practicable provided it does not impact wildlife habitat areas;



Public access

- b) In existing marinas where it is not possible to provide a continuous 3m (9.8 ft.) public access, then a public pier of minimum 20m² (215 ft²) should be provided at the water's edge. The public pier shall be connected to the City trail or sidewalk via a minimum 1.5m (4.9 ft.) wide public walkway.



9.8.3 LANDSCAPING

- a) All undeveloped portions of the upland shall be landscaped. The marina developer should plant and maintain on the upland one tree for every 15m (49.2 ft.) of waterfrontage, or equivalent. Appropriately sized native species of trees should be used wherever possible;
- b) Trees located on the dyke should be in planters or have root containers (root guards) or restraints to protect the dyke from root damage or blow-down;
- c) Existing trees should be preserved wherever possible, and may fulfil the requirements of this section.

9.8.4 DESIGN

9.8.4.A Views

- a) Buildings, float homes, or boat shelters on the waterfront should not obstruct the waterfront view from public roads, walkways and trails which intersect the shoreline. A view corridor equal to the width of the road should be maintained free of buildings, signs or storage;
- b) Buildings should not unduly obstruct views from public walkways or trails.

9.8.4.B Common Facilities

- a) Shared common facilities should be provided at a minimum of 50m² per ha (218 ft² per ac.) of lot developed for residential moorage. Shared common facilities may include covered mail pickup, bulletin board, storage, shared meeting rooms, play areas, or childcare facilities. Common facilities should include both an outdoor upland play area and an indoor recreation area.

9.8.4.C Float Homes Separation

- a) All float homes and other floating habitable structures should maintain a minimum clear distance of 3m (9.8 ft.) between structures;
- b) Plans should indicate screening and other mitigation measures to reduce the impact of incompatible adjacent uses;
- c) Areas within 10m (32.8 ft.) of bridges should be kept clear of buildings except as approved by the Harbour Commission and the BC Ministry of Transportation and Highways and as specified in the permit;



- d) Walkways, gangways and piers should have pedestrian-scale lighting; however, lighting should be shielded so as not to affect navigation. Light should not exceed two foot-candles at the harbour headline;
- e) Garbage and recycling containers should be located in inconspicuous places and screened from public view. Access for collection vehicles should be provided.

9.8.4.D Parking

- a) The vehicular egress and access to the street should be clearly marked and the street address should be posted in a conspicuous place and lighted;
- b) Parking lots should be designed so that pedestrian access is clearly separated from driveways and parked vehicles. In particular, the main dock entrance, the public street and parking areas should be linked by a walkway;
- c) All parking areas should be provided with adequate curbs in order to retain vehicles within the parking areas and to ensure that sidewalks, landscape areas, and buildings are separated from parked vehicles;
- d) Measurement of parking spaces may allow for 0.6m (2 ft.) overhang, provided that adequate curbs are installed, and provided that adjacent sidewalks have 1m (3.3 ft.) clear width;
- e) Two-way traffic should be provided in parking lots wherever practicable. Visitor parking should be clearly marked as such.

9.8.4.E Access

- a) Direct pedestrian access should be provided from parking and loading areas to the main dock. Pedestrian overpasses to parking located across major roads may be required.

9.8.4.F Dyke Maintenance

- a) Wharves should be designed keeping in mind that public access maybe needed for maintenance of the dyke surface or for repairs to the rip-rap. A continuous 4m (13.1 ft.) wide vehicular access must be provided on top of the dyke, and a continuous 9m (29.5 ft.) two-way emergency vehicular access should be provided either on the dyke or adjacent to the dyke. In some cases, the adjacent (public) road may serve as the two-way access;
- b) Access roads should be designed with minimum impact on existing habitat. Wherever possible, new dykes or dyke reconstruction should only take place more than 30m (98.4 ft.) inside the high-water mark.

