
CITY OF VANCOUVER
DEVELOPMENT, BUILDINGS, & LICENSING

DEVELOPMENT PERMIT STAFF COMMITTEE
MEETING
March 16, 2022

FOR THE DEVELOPMENT PERMIT BOARD
April 4, 2022

1661 Granville Street (COMPLETE APPLICATION)
DP-2021-00786 – BCPED

HS/KY/GS/ETT

DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS

Present:

J. Greer, Development Services (Chair)
J. Olinek, Urban Design & Development Planning
D. Lee, Engineering Services

Also Present:

H. Shayan, Urban Design & Development Planning
K. Yamashita, Parks & Recreation
G. Sneddon, Development Services
E. Tsang-Trinaistich, Development Services

APPLICANT:

TyPlan
1461 loco Road
Port Moody, BC
V3H 2X3

PROPERTY OWNER:

False Creek Yacht Club
1661 Granville Street
Vancouver, BC
V6Z 1N3

EXECUTIVE SUMMARY

• **Proposal:**

Alterations to the existing marina located at False Creek Yacht Club (FCYC) under the Granville Street Bridge, including the installation of an additional 6 new finger floats, relocation and expansion of the washroom structure within the City of Vancouver's lease area, and revision of surface parking stalls.

See Appendix A Standard Conditions
 Appendix B Standard Notes and Conditions of Development Permit
 Appendix C Building Review Branch Comments
 Appendix D Plans and Elevations
 Appendix E FCYC Project Description and Rationale
 Appendix F Shape Your City Report
 Appendix G FCYC Consultation Summary

• **Issues:**

1. Seawall pedestrian connection

• **Urban Design Panel:** The Urban Design panel has not reviewed this application.

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE

THAT the Board APPROVE Development Application No. DP-2021-00786 submitted, the plans and information forming a part thereof, thereby permitting alterations to the existing marina located at False Creek Yacht Club (FCYC) under the Granville Street Bridge, including the installation of an additional 6 new finger floats, relocation and expansion of the washroom structure within the City of Vancouver's lease area, and revision of surface parking stalls, subject to the following conditions:

1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating;

- 1.1 design and construction of a public seawall walkway connection through the site within the SRW area to the satisfaction of Director of Planning and the General Manager of Engineering Services;

Note to Applicant: refer to all applicable policies and plans, waterfront connection should be considered as part of any developments in this area. Coordination with Engineering will also be required for the review and approval of the design of the public seawall walkway.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• Technical Analysis

Zoning	Required	Existing	Proposed (BCPED)
Use		<u>Non-Residential Uses:</u> Marina	<u>Non-Residential Uses:</u> Marina
<u>Floor Area¹ – Water Lot Total</u>		2,122.47 m ² (22,846.08 ft ²)	2,263.5 m ² (24,364.1 ft ²)
Lot 143		654.48 m ² (7,044.76 ft ²)	631.16 m ² (6793.75 ft ²)
Lot 161		354.55 m ² (3,816.3 ft ²)	518.9 m ² (5585.4 ft ²)
Lot 267		1,113.44 m ² (11,985 ft ²)	1,113.44 m ² (11,985 ft ²)
Berths ²		102	114
Parking ³	57	51	53+1
Accessible	2	2	1
Class B Loading	1		0
Class A Loading	0		1

NOTES

- Note on Floor Area:** Floor area is based on the numbers provided by the applicant for all water lots. Floor area for Lot 161 in Technical table refers only to the water portion of this lot. Refer to Development Review Branch Condition A.1.5 that seeks provision of detailed data summary tables that include this information.
- Note on Berths:** Number of berths provided by applicant and should be labeled on the drawings in data summary table. Refer to Development Review Branch Condition A.1.5 for improved data summary table.
- Note on Parking:** This is the parking review for the marina docks only, and does not include any parking for the buildings on land (False Creek Yacht Club and Restaurant). It is not part of this scope of work, so it may be challenging to get this information. Staff cannot confirm the parking for Restaurant and 'other uses.' Refer to Development Review Branch Condition A.1.4 that seeks improved drawings to verify compliance with parking, loading and maneuvering aisle lengths and widths per the Parking By-law.

• **Legal Description**

Lot: 143, 161 & 167
 Block: N/A
 District Lot: FC
 Plan: VAP20319, VAP21640, & VAP20639 Exc. PT in LMP43720

• **History of Application:**

November 8, 2021 Complete DP submitted
 March 2, 2022 DP Staff Committee

- **Site:** The site is located in False Creek directly across from Granville Island on either side and under the Granville Street Bridge.

The site, which currently includes FCYC and 45 boat fingers, is comprised of four lots with a frontage of approximately 1075 ft. along False Creek. They include:

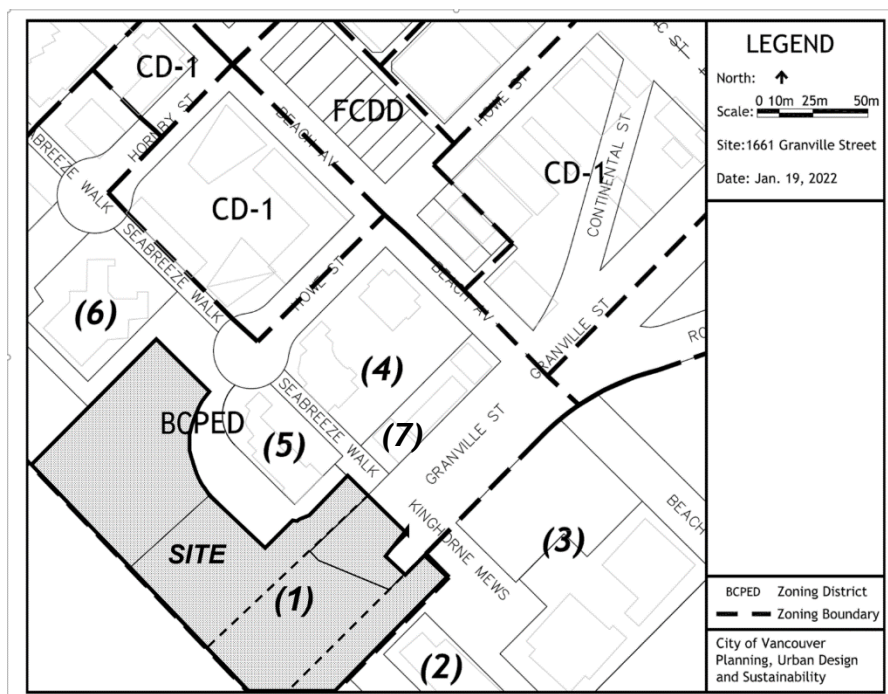
- A provincial (water lot) lease described as lot 143 Plan 20319; and
- Crown/City of Vancouver (water lot) lease lot 161 Plan 21640; and
- One West Holdings Ltd. (water lot) lease lot 267 Plan 43682; and
- Crown/City of Vancouver lease lot 167 Plan VAP 20639.

The Provincial water lot lease is managed by the Ministry of Forests Lands Natural Resources and Rural Development (FLNRD).

- **Context:** Significant adjacent development includes:

- | | |
|----------------------------|---|
| 1. Granville Street Bridge | |
| 2. 628 Kinghorne Mews | 10-storey residential |
| 3. 638 Kinghorne Mews | 10-storey residential |
| 4. 1500 Howe Street | 23-storey mixed use, residential/retail |
| 5. 1600 Howe Street | 9-storey residential/retail |
| 6. 1600 Hornby Street | 10-storey residential |
| 7. 1515 Granville Street | 8-storey residential |

Figure 1: Site at 1661 Granville Street and significant adjacent development



• **Background:**

The False Creek Yacht Club (FCYC) was established on July 23, 1981 when a group of interested local boaters applied to the BC Government under the Society Act to create the FCYC. FCYC is sited in False Creek directly across from Granville Island on either side and under the Granville Street Bridge.

The Development Permit for 1661 Granville Street, DE206010, was approved on March 31, 1988, and permitted the construction of a 3-storey restaurant and club building (FCYC) with an accessory garage (20 cars) and surface parking (67 cars) for a total of 87 parking spaces.

This development permit application was submitted on November 8, 2021 for the development of the subject site under BC Place/ Expo District (BCPED) zone. The proposal includes the renewal and retrofit of the marina to optimize site utilization while improving/ replacing dilapidated fingers and docks and replacing them with sound environmentally friendly ones. As part of renewal/ retrofit the existing piles, floats and docks have been assessed in regard to their condition, the majority of which are being replaced.

It is noted the renewal/ retrofit will replace the existing main docks and fingers that has been designed with conduits to house all service lines, which currently reside on site and are connected to the City of Vancouver services.

The site is located under Granville Street Bridge and connected to waterfront walkway and bike paths in downtown. The surrounding area is already enhanced by several parks, open spaces, and activities which contribute to the residents' quality of life. Staff have determined that this application responds to the character of this vibrant location by maintaining the open space and providing expanded views to the marina and Granville Island.

Due to the scope of work, the Director of Planning determined that this application does not need to be presented at the Urban Design Panel.

• **Applicable By-laws and Guidelines:**

- Southeast Granville Slopes Official Development Plan (1984, amended 2002)
- False Creek Policy Broadsheet (1988)
- Blueways Policies and Guidelines (1998)

• **Response to Applicable By-laws and Guidelines:**

Southeast Granville Slopes Official Development Plan (1984, amended 2002)

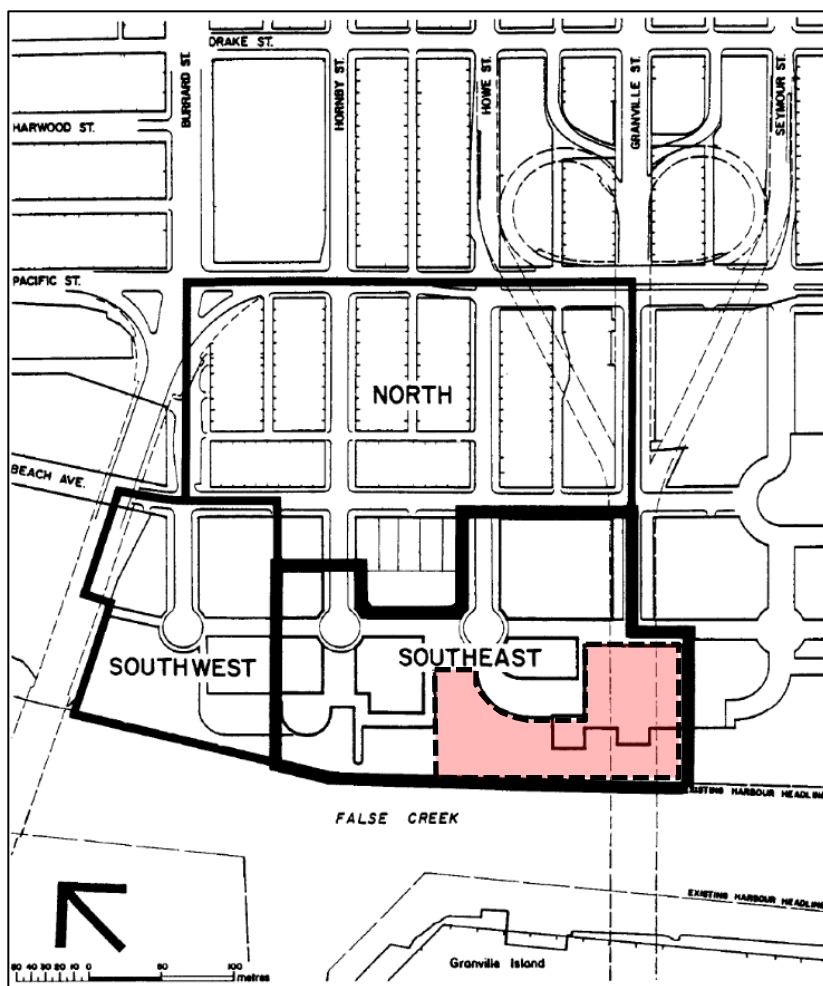
Southeast Granville Slopes neighbourhood forms the western most area of the B.C. Place development site, and is located between the Burrard and Granville Street Bridges between Beach Avenue on the northeast and the Harbour Headline on the southwest.

The main character and design objectives of this plan include:

- Maintaining the compatible residential character, an attractive pedestrian and open space system, including the waterfront walkway, will provide the basis for a pedestrian-oriented neighbourhood.
- Water transportation connections to Granville Island and other destinations in False Creek and English Bay will enhance the character of the Southeast Granville Slopes Neighbourhood and should be encouraged.

- The waterfront development projects and public facilities in the Southeast Granville Slopes Neighbourhood should provide a number of viewpoints and opportunities to access the water's edge.
- Dedicated public open space should be connected to the waterfront and provide an attractive local park space for residents, workers and visitors to the neighbourhood.
- The area under the Granville Street Bridge should feature a marine-oriented active use, such as a working boatyard, should provide opportunities for public observation of this activity, and should be compatible with bridge maintenance activities.
- Waterfront development should be clustered along the seawall edge at a number of levels affording opportunities for pedestrians to walk or sit and watch waterfront activities.

Figure 2: Subject site located at Southeast Granville Slopes



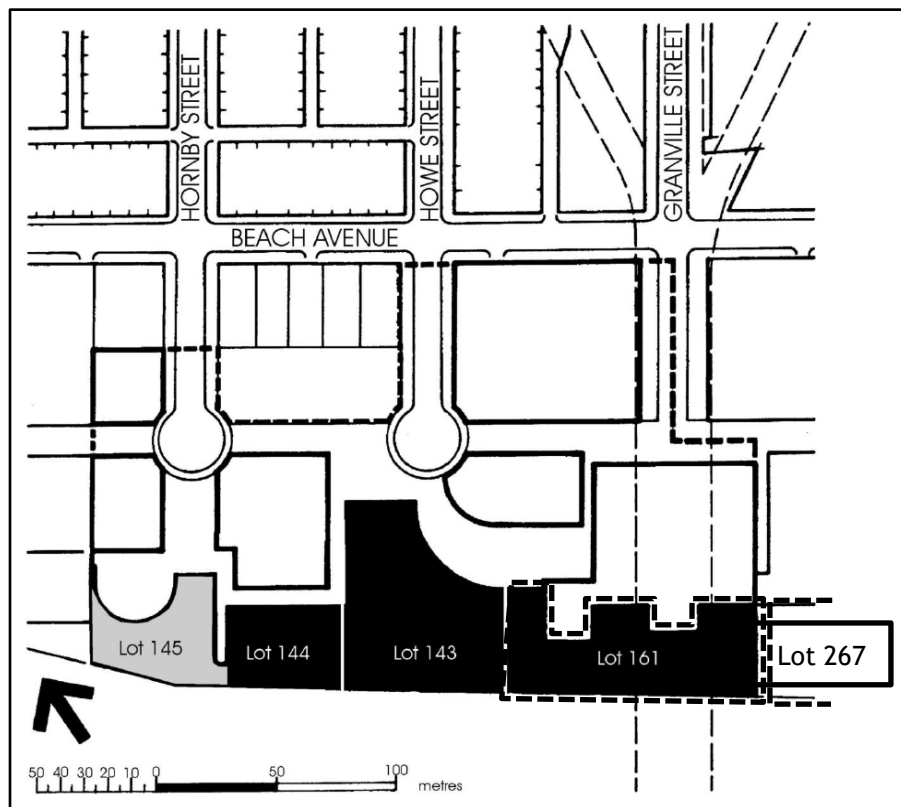
According to the plan and amendment dated 2002, marinas shall be permitted within areas 1 (Lot 161), 2 (Lot 144) and 3 (Lot 143), except that marinas may be permitted on a temporary basis in area 4 (Lot 145) as shown on Figure 3.

The FCYC facilities are situated on a number of lots as shown in Figure 3. Water lots 143 and 161, and the lands forming part of 161, are leased to FCYC by the Province. Lot 167, is subleased to FCYC by the

Province, which in turn holds a long-term lease from the City. The building accommodating the FCYC, which includes two restaurants that overlook the water, is located at Lot 167.

This proposal generally includes installation of additional permanent moorages at the east side of the marina and no other structure has been proposed above grade. Staff have determined that this proposal support the intent of this plan and complies with character and design objectives in terms of maintaining the residential character of the neighbourhood, providing viewpoints, and opportunities for pedestrians to walk or sit and watch waterfront activities.

Figure 3: Marina Facilities



False Creek Policy Broadsheet (1988)

These policy broadsheets portray current City policies for False Creek as a great amenity of the city, as well as giving background on the issues, facts and past policies which influences the present policies. The policies are intended to be used by the City and developers to guide future development in the False Creek area. The proposed development can be influenced by the policy particularly on the following areas:

Waterfront Walkway

- A continuous public waterfront walkway should be provided along False Creek. Consistency of treatments is desirable for the walkway for reasons of maintenance, visual continuity, and reinforcement of the public domain.
- While commercial uses could be located along the walkway to add interest, it should not break its continuity or limit waterfront access

Marinas

- Marinas should not disrupt pedestrian continuity.
- Services such as parking and loading should be located to be functional and convenient to marina users.
- Opportunities for public boat launching should be achieved.
- Regulations and enforcement procedures and jurisdictions for boating traffic and storage in the Creek should be reviewed and adjusted to reflect increasing boating activities.

Moorage

- Increase permanent moorage capacity in False Creek, ensuring that any initiatives are consistent with the False Creek Official and Area Development Plan, the False Creek North Official Development Plan and other relevant policies.
- Provide short term daytime moorage and overnight moorage in False Creek (hourly, daily, weekly).

Staff believe that this proposal increases the opportunities for facilitating a growing demand of water activities by adding more moorages. However, in regards to comply with this policy, Condition 1.1. is seeking further design development to extend the seawall connection within the FCYC site.

Blueways Policies and Guidelines (1998)

The Blueways policies and guidelines are intended to direct future decisions and development affecting Vancouver's waterfront environments, namely Burrard Inlet, English Bay, False Creek and Fraser River. These policies and guidelines were developed through a public consultation process which culminated in the publication of a draft Blueways document in October 1997.

The relevant goals and objectives of these policies are summarized as below:

- Encourage and support a diversity of waterfront uses, activities and structures that recognize a variety of users.
- Assess, protect and enhance waterfront habitat.
- Protect water-based industry.
- Increase public access to and along the water.
- Plan access points and water based transportation routes to minimize negative impacts on natural habitat.
- Encourage marine-related commercial/retail activity along the waterfront in appropriate nodes of development where it is supported by community interests and market demand.
- Increase moorage in suitable locations around the City by identifying opportunities for new marinas or increasing capacity of existing marinas.
- Encourage recreational and cultural activities such as fishing, swimming, boating, paddle sports, and water-based festivals.
- Create a more welcoming city for boaters in order to capture the economic benefits of increased tourism.
- Provide and encourage appropriate levels of public amenity along the waterfront.
- Protect and improve the environmental health of shorelines and water bodies.
- Work towards reducing contaminant discharges into the waterways, particularly in areas where public health/safety and environmental issues are primary concerns.

Staff concluded that this proposal is generally compliant with the intent of the policy by increasing capacity of existing marinas. Staff, aligned with applicable policies which governed this proposal, added Condition 1.1. to extend the waterfront walkway in order to ensure that the quality of public amenities will be maintained in the future process.

• **Conclusion:**

The proposal for 1661 Granville Street represents an environmentally friendly renewal/retrofit to the marina, consistent with the objectives envisioned under *Southeast Granville Slopes Official Development Plan* and the relevant polices, by-laws, plans, and guidelines. Further Urban Design and Engineering Conditions listed in this report seek to help the application meet the waterfront walkway requirements to respond to all applicable bylaws, policies and guidelines.

Furthermore, this proposal is pursuing its initiative to secure its status under Clean Marine BC (CMBC). CMBC is an innovative eco-certification program that recognizes marinas, boatyards, and other boating facilities for their implementation of environmental best practices.

In conclusion, City Staff support the project, and subject to the conditional improvements, the proposed moorages will contribute positively to the area's character and residents' future needs.

URBAN DESIGN PANEL

This proposal was not reviewed by the Urban Design Panel (UDP) because the project scope of work does not include any physical structure which require commentary from an urban design point of view.

For this reason, Staff's opinion is that the Conditions for Approval, subject to the Director of Planning's Approval, will be sufficient, in lieu of an UDP Review.

ENGINEERING SERVICES

In 2002, a RZ application was approved for 500 Pacific Street & the False Creek North ODP for a marina expansion immediately east of FCYC (<https://council.vancouver.ca/020919/P1.htm>). As part of that approval, the City had included Conditions of Approval which, among other items required the provision of a pedestrian walkway connection through Lots 161 and 167 (FCYC) "...in a location and of a wid. [sic] as well as on terms and conditions to the satisfaction of the City Engineer and the Director of Current Planning."

The marina expansion has not since materialized but an SRW has been registered on the FCYC site which cuts through a number of existing parking spaces. The seawall connection would be seen as a significant improvement to the public realm in this area by physically linking the existing seawall on the east and west sides of the FCYC site, and given it directly impacts the FCYC site under this conditional application, staff feel it is appropriate to seek the delivery of this connection as it supports Objective 2.1.1. of the Southeast Granville Slopes ODP which states "...An attractive pedestrian and open space system, including the waterfront walkway, will provide the basis for a pedestrian-oriented neighbourhood."

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

BUILDING REVIEW BRANCH

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Building Review Branch staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law

requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

Further comments regarding Building By-law requirements are contained in Appendix C attached to this report.

ARCHAEOLOGICAL

The property, including the water lot, is not within a Provincially regulated archaeological site, nor within a buffer area near an archaeological site. Typically a property located along the waterfront (including a water lot) would be a trigger for further archaeological consideration, however the shoreline of False Creek is so modified that the property's location along the waterfront does not warrant further consideration at this time.

However, with ground disturbance such as replacement of piles, there is always a possibility of previously unknown archaeological materials to be present. In the interest of increased awareness, please be advised of comments within Section B.2 Conditions of Development Permit.

NOTIFICATION

On January 25, 2022, 2244 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website. Two site signs were installed, one along the Seawall at the entry gate of the FCYC and the other along Granville Street at the driveway entry directly under the Granville Street Bridge.

Summary of Public Comments

Throughout the notification period, the City received 0 survey comments for the proposal and 84 total visits to the city's website. Refer to Appendix F: Shape Your City Report.

DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:

The Staff Committee has considered the approval sought by this application and concluded that, with respect to the Zoning and Development By-law and the Southeast Granville Slopes Official Development Plan (1984, amended 2002), it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

The Staff Committee supports the proposal subject to the conditions contained in this report.



J. Greer
Chair, Development Permit Staff Committee



H. Shayan
Development Planner



G. Sneddon
Project Coordinator

Project Facilitator: Erica Tsang-Trinaistich

DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

A.1 Standard Conditions

Urban Design Conditions

- A.1.1 design development to locate, integrate and fully screen any emergency generator, exhaust or intake ventilation, electrical substation and gas meters in a manner that minimizes their visual and acoustic impacts on the building's open space and the Public Realm;
- A.1.2 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;
- A.1.3 written confirmation shall be submitted by the applicant that:
 - i. the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
 - ii. adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
 - iii. mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;

Development Review Branch Conditions

- A.1.4 provision of improved parking plan containing dimensions for parking, loading and maneuvering aisles demonstrating compliance Section 4 and 5 of the Parking By-law;

Note to Applicant: Parking plans to include dimensions and labels to verify compliance. Refer to Standard Engineering Condition A.2.2.

- A.1.5 provision of detailed data summary table that includes the following:
 - i. existing floor area totals for Water Lots 143, 161, 267;
 - ii. proposed floor area totals for Water Lots 143, 161, 267; and
 - iii. total number of berths for Water Lots 143, 161, 267;
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A.2 Standard Engineering Conditions

A.2.1 provision of an updated landscape and site plan to reflect the public realm changes including all of the off-site improvements sought for this development permit, and shall include the following items and notes:

- i. public seawall walkway connection and SRW through the site shown and noted; and
- ii. inclusion of a note stating that “final design of the public seawall walkway will be coordinated with Engineering and to the satisfaction of the GMES”.

A.2.2 provision of parking, accessible parking and loading space widths and lengths to comply with the Parking Bylaw and the Parking and Loading Design Supplement.

Note to Applicant: All existing and proposed parking and loading spaces to be clearly numbered, labelled and dimensioned on the drawings. All new parking to be clearly identified on the drawings.

A.2.3 provision of the following information as part of the drawing submission to facilitate a complete Transportation review and may result in additional conditions.

- i. a complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and end-of-trip facilities, passenger loading and the number of spaces being provided; and,
- ii. label all small parking spaces on the drawings.

A.2.4 provision of a signed and sealed memo attesting that the removal and installation of new piers/floats will not negatively impact the structural integrity of the bridge or the nearby seawall structures.

Note to Applicant: The City is available to suggest a list of pre-qualified structural consultants, if needed, who are familiar with the City’s structures.

A.2.5 provision of additional information on how this work is proposed to be done (including elevations/sections). Proposed construction activity not to damage any of the existing bridge components. Consideration should be given to a monitoring plan.

B.1 Standard Notes to Applicant

- B.1.1 The applicant is advised to note the comments of the Building Review Branch, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated March 16, 2022. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the “prior-to” response.
- B.1.2 It should be noted that if Conditions 1.0 and 2.0 have not been addressed on or before **(October 4, 2022)**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.

B.2 Conditions of Development Permit:

- B.2.1 If archaeological materials are encountered during proposed or future work on the property all work must stop immediately, and the applicant must contact the BC Archaeological Branch, advise the City and apply for necessary *BC Heritage Conservation Act* permits and applicable First Nations permits; and
 - B.2.2 All archaeological sites, whether on Provincial Crown or private land, including land under water, that are known, unknown or suspected to predate AD 1846, are automatically protected under the *Heritage Conservation Act* and must not be altered in any way without the appropriate authorizations.
 - B.2.3 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.4 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
 - B.2.5 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
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- B.2.6 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12th floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
- B.2.7 The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation & construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that substantial lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.
- B.2.8 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.**
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BUILDING REVIEW BRANCH COMMENTS

This is a preliminary review in order to identify issues which do not comply with the Vancouver Building Bylaw #12511 as amended (VBBL), and includes a review of Subsection 3.2.5. "Provisions for Fire Fighting".

Exterior alteration to the marina walkway and finger floats on Lot 143 and an addition of 6 finger floats and a washroom structure on Lot 161.

1. Alteration shall not increase the non-conformity of the existing building or create non-conformity with respect to VBBL 2019. All new work shall conform to VBBL 2019.
2. This project requires the services of a registered professional consultant, Schedule B and sealed drawings should be submitted for this marina project.
3. Geotechnical consultant is required including the pile design for this proposed project.
4. At the BP stage, the application must comply with the upgrade triggers as per VBBL Part 11, Section 11.2.1.11.
5. All new and existing works must comply with Part 12, sections 12.2.1.1. and 12.2.2.1. in particular to the following, but not limited to:
 - a. 12.2.2.1.(1) A marina walkway shall be protected against fire spread and collapse in accordance with NFPA 303, "Fire Protection Standard for Marinas and Boatyards". (See Note A-12.2.2.1.(1).)
 - b. 12.2.2.1.(3) In addition to this Part, the requirements of Parts 3 to 9 shall apply to the design and construction of any structure or installation forming part of a marina.
 - c. 12.2.2.2. Potable Water Supply for Marinas.
 - d. 12.2.2.3. Sewer Discharge for Float and Marinas.
 - e. 12.2.2.5. Marina walkways.
 - f. 12.2.2.6. Washroom Facilities for Marinas and etc.
6. The washroom structure will need to meet Article 10.2.1.2. for Energy Efficiency.
7. VCH review is required at the BP application stage.

Further review is required at building permit application stage.

* Items marked with an asterisk have been identified as serious non-conforming Building By-law issues.

Written confirmation that the applicant has read and has understood the implications of the above noted comments is required and shall be submitted as part of the "prior to" response.

The applicant may wish to retain the services of a qualified Building Code consultant in case of difficulty in comprehending the comments and their potential impact on the proposal. Failure to address these issues may jeopardize the ability to obtain a Building Permit or delay the issuance of a Building Permit for the proposal
