



CITY OF VANCOUVER

P2

POLICY REPORT URBAN STRUCTURE

Date: May 1, 2006
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Meeting Date: May 16, 2006

TO: Vancouver City Council

FROM: Director of City Plans

SUBJECT: Non-Industrial Conditional Uses in the I-2 and M-2 Industrial Zones -
Proposed Policy and Zoning By-law Amendments

RECOMMENDATIONS

- A. THAT the Director of City Plans be instructed to make application to amend the Zoning and Development By-law No. 3575 by deleting and amending non-industrial uses in the I-2 and M-2 Industrial District Schedules and by amending Section 2, generally in accordance with Appendix A , and that the application be referred to a Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-laws, generally in accordance with Appendix A, for consideration at the Public Hearing;

- B. THAT, following referral of the application to Public Hearing and prior to its approval, the Director of Development Services and the Director of Current Planning be instructed to report to Council any development applications for sites in the I-2 and M-2 Industrial District Schedules which are not in accordance with the proposed amended I-2 or M-2 schedules, for possible withholding pursuant to Section 570 of the Vancouver Charter.

- C. THAT, subject to approval of the by-law to amend the I-2 and M-2 Industrial District Schedules following Public Hearing, the by-law be accompanied at the time of enactment by:
- (1) amendments to “Bingo Hall Guidelines”, “Casino - Class 1 Guidelines”, and “Church Guidelines” containing revised policies for Bingo Halls, Casinos - Class 1, and Churches, generally in accordance with Appendix B;
 - (2) new “Policies and Guidelines for Non-Industrial Conditional Uses (I-2 and M-2)” to allow for:
 - Consideration of rezoning applications to regularize or redevelop existing non-industrial conditional uses made legally non-conforming under the Zoning By-law amendments proposed for the I-2 and M-2 zoning schedules in Appendix A and generally in accordance with Appendix C; and
 - Consideration of rezoning applications to permit certain non-industrial uses in designated areas in the city, generally in accordance with Appendix C.
 - (3) amendments to “Grandview Boundary Industrial Area Plan” and “Grandview Boundary Industrial Area Rezoning and Development Policies and Guidelines”, to revise the policies and guidelines for the Grandview Boundary Industrial Area, to be amended by resolution of Council, generally in accordance with Appendix D.
- D. THAT, subject to approval of the by-law to amend the I-2 and M-2 Industrial District Schedules following Public Hearing; and
- FURTHERMORE, subject to Council’s decision on the policies which allow large format retail uses in the Marine Drive Industrial Area, the by-law be accompanied at the time of enactment by:
- (4) repealing the “I-2 Conditional Institutional, Cultural and Recreational Uses Policies and Guidelines: Marine Drive Industrial Area”; and
 - (5) amendments to the Highway Oriented Retail (HOR) Rezoning Policies and Guidelines: Marine Drive Industrial Area to change the area’s name from Highway Oriented Retail (HOR) to Large Format Area (LFA) and to incorporate policies and guidelines for the institutional, cultural and recreational uses, generally in accordance with Appendix E.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services recommends approval of Recommendations A, B, C, and D.

COUNCIL POLICY

In March 1995, Council adopted:

- The *Industrial Lands Strategy* to guide future decisions on the use of industrial land, and
- The *Industrial Lands Policies* to help retain a supply of industrial land for industry and service uses to meet the needs of port and river-related industry, as well as local businesses and residents.

In June 1995, Council adopted *CityPlan* which provides for the development and reinforcement of neighbourhood centres, a diverse economy, and jobs close to home. One way to achieve this is to maintain industrial areas for port uses and industries that employ City residents or serve City businesses. *CityPlan* recommends that policies in the *Industrial Lands Strategy* be implemented in order to retain industrial land in the City.

In November 1996, Council approved a new *I-2 District Schedule* as an implementation measure for the *Industrial Lands Strategy* to better accommodate the needs of contemporary industry (e.g., “new economy” and high technology uses) and to ensure compatibility of industrial areas with adjoining residential areas (through revisions to building height and bulk limits).

In July 1999, Council approved a new *I-3 Industrial District Schedule* to permit high-technology industry and businesses with significant research and development activity located close to rapid transit stations.

In July 1999, Council adopted the Highway Oriented Retail (HOR) Interim Rezoning Policies and Guidelines: Grandview/Boundary Industrial Area and the I-2/I-3 Educational, Institutional, Cultural and Recreational Uses Interim Rezoning Policies and Guidelines which were consolidated into the *Grandview Boundary Industrial Area Plan* and the *Grandview Boundary Industrial Area Rezoning and Development Policies and Guidelines* and allow for large scale retail uses and limited non-industrial conditional uses along Grandview Highway.

In May 2001, Council adopted:

- The *Highway-Oriented Retail (HOR) Rezoning Policies and Guidelines: Marine Drive Industrial Area* to consider site-specific rezoning for large scale retail uses, and
- The *I-2 Conditional Institutional, Cultural and Recreational Uses Policies and Guidelines: Marine Drive Industrial Area* to assess applications for such uses in the Marine Drive Industrial Area.

PURPOSE and SUMMARY

The purpose of this report is to:

- Review the types of Non-Industrial Conditional Uses (NICU) that are currently permitted in the I-2 and M-2 Industrial District zones;
- Recommend policy and zoning amendments to reinforce the industrial intent of the I-2 and M-2 zones; and
- Provide for the retention of NICU that currently exist in these zones through a site-specific rezoning process.

The review of NICU is an outstanding implementation action approved in the Industrial Lands Policies (March 1995). Objective 1.1(c) of the Policies indicates that a review of the zoning schedules will be undertaken to achieve:

- “(c) revised provisions for conditional uses (i.e. cultural, recreation, education) to determine which uses can locate in industrial areas and which uses should be excluded.”

The review is timely in light of ever-increasing development pressure to accommodate non-industrial uses in the City’s industrial areas. To reinforce the industrial and service use intent of the I-2 and M-2 Industrial District schedules and to meet the objectives of the Industrial Lands Policies, staff propose to:

- Remove some NICU from the list of permitted non-industrial conditional approval uses in the I-2 and M-2 zones;
- Introduce new policies and guidelines to allow for consideration of rezoning to CD-1 along Grandview Highway and Marine Drive for certain institutional, cultural and recreational uses; and
- Introduce a policy that allows existing NICU that would become legally non-conforming as a result of the proposed zoning amendments, to apply for site-specific rezoning to regularize or redevelop their use.

This review was limited to the I-2 and M-2 zones as they are the most widespread industrial zones in the City and are intended to serve the long-term industrial needs of the City. Staff recommends that Council revise the I-2 and M-2 zones as proposed. To do so requires Council to refer the by-laws to public hearing.

BACKGROUND

Industrial Trends

Industry in Vancouver is now generally comprised of service industries, manufacturing, and wholesale and distribution, with some heavy industry located along Burrard Inlet and the Fraser River.

Over the past few decades, the City’s industrial land supply has been affected by two major land use and economic shifts:

- Some of the City’s historical industrial areas have been “let go” and subsequently redeveloped for other uses, primarily to create new residential neighbourhoods (most notably around False Creek and Coal Harbour); and
- Some industrial uses have moved out of Vancouver to suburban locations. This is generally due to economic forces encouraging the decentralization of certain industrial activities, including greater availability of industrial land, large flat sites and lower land prices outside of Vancouver.

However, demand for land for industrial and service uses in Vancouver is expected to remain strong from businesses seeking to relocate (from downtown, “let go”, and commercial areas), industries and service businesses wanting to expand, and new service uses needed to support a growing population and office-commercial employment base. Consistently low industrial vacancy rates (1.5%) show that there is continued industrial demand for land in the City.

The nature and role of industry in Vancouver has also changed over time. Since the 1960s, traditional, primary industries, such as manufacturing, export-serving transportation services and bulk wholesaling, have declined. These uses have been replaced by growth in small-scale secondary manufacturing, wholesaling, city-serving goods movement, and non-traditional, contemporary light industrial uses (e.g., high technology, biotechnology, etc.).

Furthermore, there is ever increasing demand to use industrial land for non-industrial purposes, largely due to relatively attractive land prices and availability of larger tracts of land. An increase in such uses will inevitably have an adverse effect on the future stability and function of industrial areas as property values rise, availability of land is reduced, and industrial uses are impacted by new uses (i.e. more car traffic and on-street parking).

Non-Industrial Conditional Uses (NICU)

The City has a total of approximately 688 ha (1,700 acres) of industrial-zoned land (see Appendix F), of which 295 ha (725 acres) are zoned I-2 and 220 ha (540 acres) are zoned M-2. The remaining 175 ha (432 acres) have other zoning designations (e.g. I-1, M-1, etc.). Non-industrial uses currently occupy less than 15% of the I-2 and M-2 zones.

In the I-2 and M-2 zones, there are 43 Non-Industrial Conditional Uses (NICU) which include cultural, recreational, institutional, retail and service uses. Conditional approval uses may be approved with conditions after staff consider the intent of the schedule and all applicable policies and guidelines, submissions from advisory groups, property owners and tenants in addition to the relevant provisions of the district schedule. Development Services staff frequently receives enquiries and proposals for restaurants, drive-through services, schools, churches, halls, clubs, fitness centres and stand-alone retail uses in the I-2 and M-2 zones. These zones also permit, as conditional uses, large format uses such as entertainment and sports facilities. Compatible uses such as vehicle dealers are generally approved. For some other uses (e.g., schools), time-limited development permits have been granted, provided the uses meet the intent of the zoning schedules and all applicable guidelines or policies adopted by Council. However, most non-industrial proposals have not been supported in order to preserve the zones for industrial and service uses. These NICU have been directed to the City’s established commercial areas or, by Council Policy, to HOR areas along Marine Drive and Grandview Highway.

A remaining work item that was approved in the Industrial Lands Policies is the review of NICU to determine which are appropriate and under what conditions in the I-2 and M-2 zones, and which uses should be excluded. The current work focuses on determining which NICU pose little threat to the ongoing viability of industrial areas and could be retained, and which uses should be eliminated because they can bid up the price of industrial land or adversely impact industrial operations.

Grandview Boundary and Marine Drive Policies and Guidelines

Between 1999 and 2002, Council adopted interim and final policies to allow for Highway-Oriented Retail (HOR) uses in limited areas along Grandview Highway and Marine Drive. Although the term “Highway-Oriented Retail” was developed for these areas, the intent was to allow for a wider range of non-industrial uses that benefit from arterial locations and are not suitable in neighbourhood centres. Such uses include large-format retail (which requires rezoning to CD-1 for retail uses over 929 m²) as well as non-industrial uses such as schools, churches and fitness centres (currently approved through Development Permit). A more appropriate term would be “Large Format Area” to reflect the broader range of uses which may locate in the area.

A companion report “The Implications of Repealing the Highway Oriented Retail (HOR) Policies and Guidelines: Marine Drive Industrial Area” responds to a Council motion passed on June 30, 2005, following refusal of two rezoning applications for HOR uses (Wal-Mart and Canadian Tire) on two sites in the Marine Drive Industrial Area.

DISCUSSION

NICU Review

Staff undertook a thorough review of the NICU that are currently located in I-2 and M-2 zones. In particular, the review considered their location and impacts on industrial operations and land values and availability.

The work involved the review of business licenses, development permit information and land value data, and extensive field work. A traffic study was also commissioned to assess traffic impacts.

Impact of NICU Traffic on Industrial Operations

A traffic study, prepared by Bunt & Associates, confirmed that many of the NICU are incompatible in typical industrial areas. For example, uses that are not suitable are those which:

- Generate high traffic in areas where trucking operations are important, as automobile and truck traffic are generally incompatible;
- Rely on a high proportion of pass-by trip attraction, normally found only on arterial roads;
- Rely on on-street parking, as parking can be in short supply in industrial areas and street parking can interfere with truck turning manoeuvres;
- Have passenger pick-up/drop off or queuing activity which can spill over onto adjacent roadways; and
- Are adversely affected by noise from nearby trucking or industrial operations.

NICU can particularly affect goods movement. The scale of industrial activity an area can accommodate is affected by traffic capacity and ease of movement throughout the area and onto major transportation corridors. NICU, such as retail stores, schools, and fitness centres, may generate more car-oriented traffic than industrial operations. Depending on the hours of operation, increased traffic congestion can cause delays and conflicts for trucks and

commercial vehicles in industrial areas. Without ease of movement, business costs increase which may result in industrial businesses choosing to locate in other municipalities with adequate transportation infrastructure to take advantage of lower transportation costs.

However, the traffic study noted that some NICU which are not compatible generally throughout industrial areas might be acceptable under certain circumstances and may not interfere with industrial operations. While industrial uses need efficient access to major trucking routes, they do not necessarily need to be located on arterials. Therefore, those NICU which rely on arterial exposure or have high vehicle trip rates, parking rates or queuing activity might be acceptable if, for example, they were appropriately located on arterial streets and their impacts mitigated through traffic management measures designed to reduce traffic and parking on in-bound streets and to manage traffic on arterials. Staff proposes that if such uses are to be supported in Vancouver they are best located along major arterial roads.

Effect of NICU on Land Values

Staff conclude from their analysis that competition for industrial land from NICU adversely affects the price and availability of land for industrial and service uses. The City's industrial areas are particularly vulnerable to pressure for conversion to residential and commercial uses which typically yield a higher rate of return than industrial use. Permitting higher value, non-industrial uses in industrial zones increases redevelopment pressure throughout the area, driving up land prices which can become prohibitive for industrial users.

Effect of NICU on Availability of Industrial Land

NICU can also affect the availability of land, particularly when the uses are scattered throughout an industrial area. Uncontrolled mixing of land uses creates problems of compatibility and can lead to difficulties for site assembly. Remaining lands may become less marketable for industry.

Continuing to permit the existing range of NICU throughout industrial areas could result in more industry leaving the city. This is inconsistent with the CityPlan objectives to maintain a diverse economy and balance employment opportunities with residential development and reduce the need for commuting.

Proposed Zoning and Policy Amendments

Zoning and policy changes in the I-2 and M-2 zones are intended to stabilize the industrial base, provide greater certainty for property owners, tenants and developers as well as the City, and ensure that industrial land is retained for industrial and service purposes. The three sections below discuss proposed amendments to the I-2 and M-2 District Schedules, rezoning policies and guidelines for large format non-industrial uses, and policies and guidelines for NICU in I-2 and M-2 zones.

1. *I-2 and M-2 zoning district schedule amendments*

Uses Proposed To Be Removed

Staff are recommending amendments to the I-2 and M-2 District Schedules to reinforce the industrial intent of these zones by removing NICU which are deemed unsuitable in industrial areas. Compatible conditional uses would be retained. The table in Appendix G summarizes the NICU proposed to be removed from or retained in the I-2 and M-2 zoning district schedules. Appendix A contains the draft Zoning and Development Bylaw amendments.

The NICU considered unsuitable in industrial areas fall into several categories:

- Small-scale uses that are appropriate in neighbourhood centres and do not need to locate in industrial zones (e.g., barber shop, beauty salon, liquor store);
- Large-scale uses that may require larger sites and could drive up the value of industrial land and/or are major car traffic/parking generators (e.g., churches, theatres, fitness centres);
- Uses that are not a good fit in industrial areas (e.g., elementary schools); and
- Uses that currently do not exist in and have no need to be permitted in industrial zones (e.g., billiard halls, neighbourhood pubs).

Suitability of Removed Uses for Neighbourhood Centres - The uses proposed for removal represent a range of service, retail, recreational, cultural and institutional uses. Most would fit into neighbourhood commercial centres as they are small-scale, benefit from proximity to area residents and transit, and generate synergy with other local commercial services. All of the uses proposed for removal are already either outright or conditional approval uses in the commercial zoning that typically applies to Neighbourhood Centres.

However, several of the NICU (e.g., clubs, fitness centres, halls, churches, schools, rinks, swimming pools, theatres, bingo hall, and bowling alley) may have difficulty locating in neighbourhood centres due to the need for larger sites. If Council wants to maintain opportunities for these uses in the city, then staff recommend that they be considered for approval through rezoning applications in two limited areas along Grandview Highway and Marine Drive to provide more alternative locations. This option is detailed later in this report.

Uses To Be Retained

The NICU proposed to be retained in the I-2 and M-2 zones consist of the following:

- Uses that are deemed as compatible with industrial uses (e.g. vehicle dealer);
- Uses that have a functional or economic link to industrial uses or area employees (e.g., print shops, child care facilities);
- Uses that are inappropriate to locate in neighbourhood shopping areas as they do not enhance street life or pedestrian interest (e.g. auction hall in the I-2 zone only);
- Uses that already exist in industrial areas and have minimal impacts on land values or industrial operations (e.g., repair shop); and

- Uses that are public or civic uses which are permitted in most other zones (e.g., community centre or neighbourhood house, park or playground, ambulance station and public authority use).

All NICU that remain in the I-2 and M-2 zones will continue as conditional uses where approval is granted via issuance of Development Permits, subject to:

- meeting relevant provisions and regulations in the Zoning and Development By-law, and
- meeting the intent of the schedules and applicable Council policies and guidelines, noting that a use may or may not be permitted, depending on the circumstances of the site location or the specifics of the proposal.

Additional Conditions for Specific Uses

Retail Uses - Limited retail use (including Accessory retail) would continue to be permitted in the I-2 and M-2 zones, with the maximum floor area limited to 1 000 m² (10,764 sq.ft.) per site. Stand-alone retail would be restricted to rentals (e.g. tools, party ware) and limited service food establishments with less than 17 seats and in the I-2 zone, furniture or appliance stores (see Appendix G). Any retail use greater than 1 000 m² would require rezoning, limited to the two HOR areas, in order to obtain public input and assess impacts (see 2 below).

Convenience stores developed in conjunction with a gasoline station are further limited in size to not more than 200 m².

In the policies and guidelines for the Grandview Boundary and Marine Drive Industrial areas, the minimum retail store size, via rezoning, is 929 m² (10,000 sq.ft.) while the I-2 and M-2 schedules currently specify a maximum of 1 000 m².

Restaurants - It is appropriate to retain "Restaurant - Class 1" use to serve pass-by traffic and area employees. However, they should be limited to a maximum gross floor area of 300 m² to discourage large "destination" restaurants which draw non-local clientele.

Withholding of Applications

Section 570 of the Vancouver Charter allows the withholding of any permits, for a period of 30 to 60 days, for applications that may be inconsistent with proposed zoning amendments. If the proposed amendments to the I-2 and M-2 zones are referred to Public Hearing, staff recommend that, during the time before the amendments are adopted, any submitted applications that are contrary to the proposed amendments be reported to Council for possible withholding .

2. *Rezoning policies for large format non-industrial uses*

As noted earlier, some of the NICU proposed to be removed from the I-2 and M-2 zones may be re-directed to other zones where they are already permitted outright or as conditional approval uses. However, some larger-scale or more intensive non-industrial uses may not fit because they require larger sites that are difficult to assemble in Neighbourhood Centres. As they may also generate significant traffic and parking impacts, policies are proposed for considering these uses through a rezoning process, which would allow Council to consider each rezoning application on a case by case basis.

Proposed Policies

Location - Staff recommend that some of the non-industrial uses that are proposed for removal from the I-2 and M-2 zones be considered on a case-by-case basis, via rezoning, in two areas:

- Sites that front along the south side of Marine Drive, between Yukon and Main Streets; and
- Sites that front along the north side of Grandview Highway, between Kaslo Street and Boundary Road.

The selected portions of Marine Drive and Grandview Highway already have large format, non-industrial uses (mostly retail) and could accommodate a range of uses in addition to industrial uses. These areas are also characterized by convenient vehicle access, and proximity to public transit and rapid transit.

Process - The rezoning process is appropriate for larger-scale NICU which could potentially generate significant impacts on surrounding industrial and residential areas and would achieve the following benefits:

- Enable a high level of public participation and input into the application;
- Evaluate location, siting, size and operational issues, including traffic impacts on nearby industries and residential areas;
- Enable consideration of on-site and off-site physical improvements and private and public amenities; and
- Leave the final decision to Council, rather than staff, through a legally required public hearing process.

Uses Proposed to be Considered for Rezoning

The proposed policy (Appendix C) would allow staff to consider rezoning for the following uses along limited portions of Marine Drive and Grandview Highway:

- Institutional and Service uses, including all types of schools. This is consistent with existing Council policy to allow institutional uses that directly support high technology and are part of high technology developments, such as Business School and University or College, in the Grandview Boundary area near rapid transit. This will also apply to the Marine Drive area once the Canada Line station at Cambie Street and S.W. Marine Drive is built.;

- Cultural and assembly-type uses, including Club, Church, Hall and Theatre; and
- Recreational uses, including Bingo Hall, Bowling Alley, Casino - Class 1, Hall, Rink, and Swimming Pool. This is consistent with existing Council policy to allow Bingo Halls and Casinos to locate along Marine Drive and Grandview Highway.

Amendments to existing City policies pertaining to Bingo Halls, Casinos and Churches are contained in Appendix B to reflect the proposed changes.

Locational Criteria

In order to consider rezoning for non-industrial uses along Grandview Highway and Marine Drive, the following locational criteria would apply:

- Potential sites must have frontage along Marine Drive or along Grandview Highway in order to minimize potential conflicts with industrial traffic on internal roads;
- Vehicle access to sites must not conflict with industrial traffic or bike routes/greenways; and
- Shared access to sites should be implemented where possible.

Rezoning Criteria

The review of rezoning applications along Grandview Highway and Marine Drive would include, but not be limited to, the following:

- Building design, seeking high quality building expression;
- Traffic, parking and access with mitigation measures, if necessary;
- Linkages to public transit and rapid transit;
- Public realm improvements (e.g. sidewalks, landscaping and street trees, lighting);
- Connections between open space, greenways and bikeways;
- Environmental considerations, including sustainable features;
- On and off-site improvements (e.g. roads, utilities, etc.); and
- Community Amenity Contributions or other public benefits (e.g. heritage retention).

Proposed Revised Grandview Highway Policies

Appendix D contains the revised Grandview Boundary Industrial Area Plan and the revised policies for the area that clarify the locational policies and rezoning criteria for non-industrial uses that are proposed for consideration in the area.

Marine Drive Policy Options

Staff was directed by Council on June 30, 2005 to report back on the implications of repealing the Marine Drive Highway-Oriented Retail (HOR) area. This review is the subject of a companion report and Council's decision on this report will influence the proposed amendments for accommodating non-industrial uses. Staff recommend that, subject to Council's decision on the large format retail policies, the policies and

guidelines which currently apply to highway oriented retail uses along Marine Drive be amended to include provisions for other non-industrial uses that are proposed for consideration in the area and to change the name of the area to Large Format Area, to better reflect the type of uses that may locate in the area. The "I-2 Conditional Institutional, Cultural and Recreational Uses Policies and Guidelines: Marine Drive Industrial Area" would become redundant once they are incorporated into the revised Marine Drive policies and should be repealed.

Terminal Avenue - False Creek Flats Planning Study

In addition to areas along Grandview Highway and Marine Drive, some parts of the False Creek Flats, along Terminal Avenue, have also been identified as potential sites to accommodate some of the cultural and recreational or excluded uses that may be displaced from the I-2 zone. A separate planning process is currently underway to develop a land use plan and overall development policies for the False Creek Flats Area. Once completed (anticipated to be in 2007), the Plan may make specific provisions to allow a limited range of non-industrial uses in selected areas of the False Creek Flats.

3. *New policies and guidelines for existing NICU in the I-2 and M-2 zones*

If some NICU are removed from the I-2 and M-2 zones, some existing businesses will become non-conforming. Based on the proposed by-law amendments (see Section 1), staff recommends that Council adopt policies and guidelines (generally in accordance with Appendix C) to provide guidance to the public and staff for considering the retention of existing NICU in the I-2 and M-2 zones. The policies and guidelines provide for the following:

- Existing businesses whose land uses are proposed to be removed from the list of NICU in the I-2 and M-2 zones may continue to operate as legal non-conforming uses until they cease to operate for a period of 90 days (at which time the uses shall no longer be permitted);
- Existing businesses that become non-conforming as a result of the proposed zoning amendments (approximately 30 businesses) may apply for site-specific, owner-initiated rezonings to CD-1 to regularize these non-industrial uses and/or allow for redevelopment, subject to mitigation of traffic, parking and other impacts on adjacent properties and nearby industrial operations; and
- Existing businesses whose land uses are not proposed to be removed from the list of NICU in the I-2 and M-2 zones may continue to operate and potentially expand. New NICU may be considered under the Development Permit process subject to applicable regulations and provisions in city bylaws.

Integration with City-Wide Policies

The proposed amendments to the I-2 and M-2 zones outlined above are consistent with City-wide policies such as CityPlan, Community Visions, City Transportation Plan, etc. The removal of NICU from the two industrial zones supports the City-wide Plans in the following ways:

- Re-directs smaller scale non-industrial uses to neighbourhood commercial centres where they are closer and more accessible to neighbourhood residents;

- Reinforces neighbourhood centres;
- Preserves industrial-zoned lands for industry; and
- Reduces industrial/non-industrial traffic and parking conflicts.

Appendix H presents a more detailed summary of how the proposed amendments integrate with City-wide policies.

PUBLIC CONSULTATION

In December 2004, Staff sent an information package and survey to all property owners, building tenants with valid business licenses, and business improvement area community groups in and near the I-2 and M-2 zones. Approximately 2,700 copies of the package were distributed to obtain written input on:

- whether respondents support the overall changes to the I-2 and M-2 zoning schedules, and
- whether respondents support the proposed restrictions on retail store type and size of restaurant.

Survey Response Rate

A total of 313 completed surveys were returned, representing 153 property owners, 99 business owners, 56 respondents who identified themselves as both property owners and business owners, and 5 respondents who did not indicate their ownership status. This represents a 12% response rate. Approximately 50 phone calls and 16 letters were also received.

For analysis purposes, respondents were asked to identify the location of their property or business. The industrial areas were divided into several specific areas (identified in Appendix F): False Creek Flats and Clark Drive; Marine Drive and Barnard Street; Port and Powell Street; Grandview/Boundary; and South of Kent Avenue. For all surveys returned, the highest response rates were from the False Creek Flats/Clark Drive and Marine Drive/Barnard Street areas at 29% and 28% respectively. The response rates for the latter three areas were 18%, 13% and 10% respectively.

Survey Findings

Respondents were generally equally split between supporting and not supporting implementation of the proposed zoning changes. The survey findings are summarized as follows:

| Topic | Support | Against | Neutral | No Response |
|--|---------|---------|---------|-------------|
| 1. Proposed changes to the I-2 and M-2 zones | 39% | 42% | 17% | 2% |
| 2. Proposed changes to retail store type and restaurant size | 37% | 39% | 20% | 4% |

While the actual number of property owners and business owners who supported the changes was about the same, approximately double the actual number of property owners were against the changes, as shown in the table below. This suggests that owners are more concerned about the proposed changes which restrict the range of land uses.

| Against | Property Owners | Business Owners | Both Property & Business Owner | Unknown |
|--|-----------------|-----------------|--------------------------------|---------|
| 1. Proposed changes to the I-2 and M-2 zones | 60% | 18% | 20% | 2% |
| 2. Proposed changes to retail store type and restaurant size | 61% | 12% | 24% | 3% |

From a geographic perspective, the areas that were most supportive of the proposed changes were False Creek Flats/Clark Drive and South of Kent Avenue. The overwhelming response from the Grandview/Boundary area was against the zoning amendments, while both Marine Drive/Barnard Street and Port/Powell were generally evenly split between supporting and not supporting the proposed changes.

Appendix I provides a summary of suggestions, issues, observations and concerns raised by respondents in the survey questionnaires, by letter and by phone. Responses are noted in the following categories:

- Purpose of the current study, and timing of survey distribution (before Christmas);
- Suggestions with respect to specific NICU's;
- Concerns about continued operation of respondent's businesses and legal non-conforming status;
- Restrictions on uses affecting flexibility and diversity of businesses in the area;
- Suggestions to change or broaden the industrial land base;
- Commentary about past and ongoing changes to types of industry and the land base, as well as the industrial economy, jobs, need for viability and stability, and business in general;
- Concerns about increases in taxes and decreases in property values;
- Issues about traffic and access, as well as industrial impacts and noise; and
- Observations about neighbourhoods, the community and environment, and ideas for future planning work.

In December 2005, several property owners and business operators in the Marine Drive/Barnard Street area redistributed the City's survey. The response rate was 82% and the results indicated strong opposition (80-95%) to the City's proposals. The results are not consistent with the results from staff's survey.

The public input and survey responses from the staff survey indicate mixed reaction and a generally even split between support and non-support for the proposed zoning amendments. However, based on concern about the impacts of non-industrial conditional uses on industrial operations, and the objectives of protecting industrial areas for industrial use and encouraging small scale uses to locate in neighbourhood centres, staff recommend that the proposed amendments be brought forward for Council consideration and referral to a Public Hearing.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the proposals in this report.

CONCLUSION

This report recommends amendments to the I-2 and M-2 District Schedules to reinforce the industrial intent of those zones by removing various non-industrial conditional uses. To ensure that limited opportunities are retained for the removed NICU, policies and guidelines are proposed to allow for rezoning for selected non-industrial uses along portions of Grandview Highway and Marine Drive and to consider rezoning applications which would enable existing NICU to remain in the I-2 and M-2 Districts.

* * * *

DRAFT ZONING AND DEVELOPMENT BYLAW AMENDMENTS

Note: An amending bylaw will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Proposed Amendments to Section 2

1. Add the following definition to Section 2 under "Retail Uses":

Limited Service Food Establishment means the use of premises for the primary purpose of selling, or selling and serving, prepared food to the public during all hours of operation, where the premises include not more than 16 indoor or outdoor seats for customers consuming food purchased on the premises, but where customers may also purchase food for take-out, and where live entertainment is not available.

Proposed Amendments to the I-2 Industrial District Zoning Schedule

1. Delete the following uses from Section 3.2.C:

- Billiard Hall.
- Bingo Hall.
- Bowling Alley.
- Casino - Class 1.
- Club.
- Fitness Centre.
- Hall.
- Rink.
- Swimming Pool.
- Theatre.

2. Delete the following uses from Section 3.2.I:

- Church.
- School - Elementary or Secondary.
- School - University or College.

3. Delete the following uses from Section 3.2.R:

- Liquor Store.

4. Replace "Retail Store" in Section 3.2.R with the following:

- Retail Store limited to:
 - rental retail store with at least 50% of the floor area devoted to the storage of inventory
 - Limited Service Food Establishment
 - convenience store, in conjunction with a Gasoline Station - Full Serve or Gasoline Station - Split Island
 - accessory retail.

5. Delete the following uses from Sections 3.2.S:
 - Barber Shop or Beauty Salon.
 - Drive-through Service.
 - Neighbourhood Public House.
 - Restaurant - Drive-in.
 - School - Arts or Self-Improvement.
 - School - Business.
6. Add the following to Section 4.7.1:
 - (f) the floor area in convenience store in conjunction with a Gasoline Station - Full Serve or Gasoline Station - Split Island use shall not exceed 200 m² per site; and
 - (g) the floor area in Restaurant - Class 1 use shall not exceed 300m².

Proposed Amendments to the M-2 Industrial District Zoning Schedule

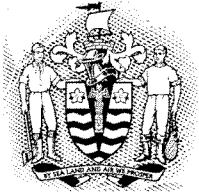
1. Delete the following uses from Section 3.2.C:
 - Club.
 - Fitness Centre.
 - Hall.
 - Rink.
2. Delete the following uses from Section 3.2.I:
 - Child Day Care Facility.
 - Church.
 - School - Elementary or Secondary.
 - School - University or College.
3. Delete the following uses from Section 3.2.R:
 - Furniture or Appliance Store.
 - Liquor Store.
4. Replace "Retail Store" and "Vehicle Dealer" in Section 3.2.R with the following:
 - Retail Store limited to:
 - rental retail store with at least 50% of the floor area devoted to the storage of inventory
 - Limited Service Food Establishment
 - convenience store, in conjunction with a Gasoline Station - Full Serve or Gasoline Station - Split Island
 - accessory retail.
 - Vehicle Dealer, in conjunction with Motor Vehicle Repair Shop.

5. Delete the following uses from Section 3.2.S:

- Auction Hall.
- Barber Shop or Beauty Salon.
- Drive-through Service.
- Funeral Home.
- Neighbourhood Public House.
- Restaurant - Drive-in.

6. Add the following to Section 4.7.1:

- (d) the floor area in convenience store in conjunction with a Gasoline Station - Full Serve or Gasoline Station - Split Island use shall not exceed 200 m² per site;
and
- (e) the floor area in Restaurant - Class 1 use shall not exceed 300m².



NOTE: ~~Strike-outs~~ indicate deletions
Italics indicate additions

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APPENDIX B

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

Community Services, 453 W. 12th Ave Vancouver, BC V5Y 1V4 ☎ 873.7344 fax 873.7060

planning@vancouver.ca

BINGO HALL GUIDELINES

Adopted by City Council February 23, 1999

Amended _____, 2006

These guidelines are to be used in conjunction with the C-3A, FC-1, IC-3, I-2, HA-1 or HA-1A District Schedules of the Zoning and Development By-law, the Downtown Official Development Plan, or CD-1 By-laws 21*, 349 and 358 for development applications for a Bingo Hall.

Location Restrictions – ~~I-2~~ and *Within the FC-1 Districts, Grandview Highway and Marine Drive*

In the FC-1 District, development applications should only be considered on Terminal Avenue between Quebec Street and Glen Drive (excluding Thornton Park). *Rezoning Development* applications should only be considered on the north side of Grandview Highway between ~~Renfrew~~ *Kalzo Street and Boundary Road*, and the south side of Marine Drive between ~~Laurel and Chester Streets~~ *Yukon and Main Streets in accordance with applicable Council-approved policies and guidelines for the Grandview Boundary and Marine Drive Industrial Areas.*

Spacing Restrictions

A Bingo Hall should not be located within a 1 000 m radius of an existing Bingo Hall or an existing Casino - Class 1. Greater spacing may be required depending on the size of the proposed facility and hours of operation; and its proximity to residential areas, and liquor establishments.

*CD-1 (21) is an old CD-1 By-law which does not contain any regulations or permitted uses. At the time of enactment of the Casino - Class 1 regulations and adoption of these guidelines, a casino existed on the site. It is intended that these guidelines apply if a bingo hall is proposed to replace the casino.

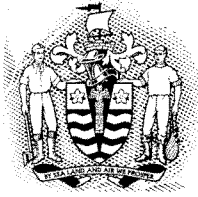
BINGO HALL PRE-SITE CLEARANCE APPLICATION PROCEDURE

1. Applicants are required to provide a letter from the Provincial Gaming Commission which indicates that the Commission has carried out a preliminary review and that the Commission is prepared to consider a bingo hall at that site. The letter must be provided at the time the pre-site clearance application is filed.
2. The pre-site clearance application form is available from the Permits & Licenses Department. The fee for the application is \$1,550. (This fee includes payment for a Business License but does not include payment for a Development Application).
3. The City Clerk's Department arranges notification of the application to surrounding residents and businesses:
 - a) if the site is in the downtown area west of Main Street and north of False Creek, notification is within a 305 m (1,000 ft.) radius of the site
 - b) if it is outside of the downtown area, notification is within a 610 m (2,000 ft.) radius of the site

The notification invites written comments and attendance at a meeting of Council's Planning and Environment Committee held to consider the application. Notification will be carried out utilizing Canada Post Ad Mail Services or door-to-door delivery by temporary City staff. Costs of notification are included in the application fee.

4. Permits and Licenses and Planning staff will prepare a report to Council's Planning and Environment Committee following a review of the proposed location including the following information:
 - map of the area
 - size of the proposed bingo hall and hours of operation
 - proximity of the proposed location to residential areas, schools, parks, churches, liquor establishments, casinos, and other bingo halls
 - recent liquor license, casino, and bingo hall applications in the area, and/or previous referenda
 - comments from other City departments including Police, Housing and Properties, Environmental Health, Social Planning, and Engineering
5. Council will consider the staff report, written submissions and delegations and advise the Director of Planning that Council:
 1. Does not endorse the application, or
 2. Endorses the application, or
 3. Endorses the application subject to the results of a neighbourhood referendum.
6. If required, the referendum will be conducted by the City Clerk's office in accordance with the existing City Guidelines for the Conduct of Referenda used for the consideration of liquor license applications. The results are forwarded to Council. (The Director of Planning will take the results of the referendum and any advice that Council may provide into account when considering a Development Application for the site.)

All costs of the referendum are the responsibility of the applicant. The time frame for the conduct of a referendum is on average five or six months.



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Italics indicate additions

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CASINO - CLASS 1 GUIDELINES

Adopted by City Council October 7, 1997

Amended February 16, 1999 and _____, 2006

These guidelines are to be used in conjunction with the C-3A, FC-1, IC-3, I-2, HA-1 or HA-1A District Schedules of the Zoning and Development By-law, the Downtown Official Development Plan, or CD-1 By-laws 21*, 349 and 358 for development applications for a Casino - Class 1.

Number

The number of Casino - Class 1 establishments in the city should not exceed five.

Location Restrictions – *Within the FC-1 Districts, Grandview Highway and Marine Drive*

*In the FC-1 District, development applications should only be considered on Terminal Avenue between Quebec Street and Glen Drive (excluding Thornton Park). Rezoning applications should only be considered on the north side of Grandview Highway between ~~Renfrew~~ *Kalso* Street and Boundary Road, and the south side of Marine Drive between ~~Laurel and Chester~~ *Yukon and Main* Streets in accordance with applicable Council-approved policies and guidelines for the Grandview Boundary and Marine Drive Industrial Areas.*

Size

The gross floor area, including accessory uses, should not exceed 1 500 m² (16,150 sq. ft.). The gaming area should be shown on submitted plans.

Amendment

On February 16, 1999, Council resolved that:

“Until the Provincial Government enacts new gaming legislation, and City Council has been advised by staff of the impacts of the legislation on gaming in the City, no expansion in size or relocation of the existing casinos should be permitted.”

*CD-1 (21) is an old CD-1 By-law which does not contain any regulations or permitted uses. At the time of enactment of the Casino - Class 1 regulations and adoption of these guidelines, a casino existed on the site. It is intended that these guidelines apply to any changes to the casino that would require a development application

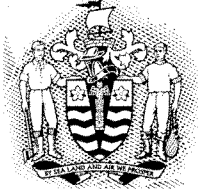
CASINO - CLASS 1 PRE-SITE CLEARANCE APPLICATION PROCEDURE

1. Applicants are required to provide a letter from the Provincial Gaming Commission which indicates that the Commission has carried out a preliminary review and that the Commission is prepared to consider a casino at that site. The letter must be provided at the time the pre-site clearance application is filed.
2. The pre-site clearance application form is available from the Permits & Licenses Department. The fee for the application is \$1,550. (This fee includes payment for a Business License but does not include payment for a Development Application).
3. The City Clerk's Department arranges notification of the application to surrounding residents and businesses:
 - (a) if the site is in the downtown area west of Main Street and north of False Creek, notification is within a 305 m (1,000 ft.) radius of the site
 - (b) if it is outside of the downtown area, notification is within a 610 m (2,000 ft.) radius of the site

The notification invites written comments and attendance at a meeting of Council's Planning and Environment Committee held to consider the application. Notification will be carried out utilizing Canada Post Ad Mail Services or door-to-door delivery by temporary City staff. Costs of notification are included in the application fee.

4. Permits and Licenses and Planning staff will prepare a report to Council's Planning and Environment Committee following a review of the proposed location including the following information:
 - map of the area
 - size of the proposed casino and hours of operation
 - proximity of the proposed location to residential, schools, parks, churches, liquor establishments and other casinos
 - recent liquor license or casino applications in the area, and/or previous referenda
 - omments from other City departments including Police, Housing and Properties, Environmental Health, Social Planning, and Engineering
5. Council will consider the staff report, written submissions and delegations and advise the Director of Planning that Council:
 1. Does not endorse the application, or
 2. Endorses the application, or
 3. Endorses the application subject to the results of a neighbourhood referendum.
6. If required, the referendum will be conducted by the City Clerk's office in accordance with the existing City Guidelines for the Conduct of Referenda used for the consideration of liquor license applications. The results are forwarded to Council. (The Director of Planning will take the results of the referendum and any advice that Council may provide into account when considering a Development Application for the site.)

All costs of the referendum are the responsibility of the applicant. The time frame for the conduct of a referendum is on average five or six months.



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APPENDIX B

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CHURCH GUIDELINES

Adopted by City Council March 5, 1992

Amended _____, 2006

1 Application and Intent

These guidelines are to be used in conjunction with a district schedule of the Zoning and Development By-law, an official development plan for conditionally-approvable development applications for church use or expansion of existing churches. These guidelines will also be used in assessing rezoning applications which involve churches, *including rezoning applications for this use, in accordance with applicable Council-approved policies and guidelines for the Grandview Boundary and Marine Drive Industrial Areas.*

The objective of these guidelines is to provide location and design criteria that will ensure a reasonable compatibility with adjacent and nearby land uses and will enhance the quality of the development.

2 Locational Considerations

Regional churches should be limited to arterial streets, and corner sites are preferred. Regional churches are generally those capable of accommodating an assembly of 400 or more people. Local churches would also minimize impacts on residential districts by locating on arterials, but it may be possible to demonstrate that non-arterial locations (usually on corners) would be acceptable, where unique site characteristics assist in reducing impacts. In any case, buildings should be sited to limit visual and noise impacts and intrusion on existing adjacent (particularly residential) uses.

Churches in pedestrian-oriented commercial areas should be limited to upper floors or possibly basement levels, reserving the ground floor for retail use.

Church sites should be dispersed from others by several blocks if adjacent to residential uses, unless an applicant demonstrates that there would be an advantage to the neighbourhood resulting from greater proximity.

3 Height

In districts where the Director of Planning may allow an increase in the height of a church, the design must warrant extra height by minimizing negative impacts on views, proportion, intrusion and shadowing.

4 Circulation and Access

Circulation within the site should relate clearly to use. For example, access to ancillary uses, such as a daycare facility if provided, should lead directly to that use.

Access to the parking area should be from a street rather than from a lane, except in pedestrian-oriented commercial areas.

Sites should have a minimum depth of 120 feet (36.5 m), although preferably greater, to provide for adequate access and circulation.

5 Parking

Parking requirements should be established on a case by case basis until the Engineering Department reports to Council recommending new parking standards for churches.

Landscaping should be used to buffer negative impacts of parking lots and soften access points.

6 Acoustics

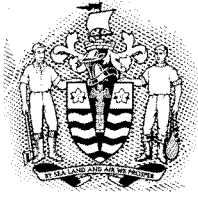
- 6.1 Churches require soundproofing to ensure minimum impacts on adjacent uses. The applicant should provide a report from an acoustical consultant indicating the soundproofing measures that will be taken to ensure that noise does not emanate from the premises.

The building should be air conditioned so that it is not necessary to open exit doors or windows during assemblies, thus negating the soundproofing.

- 6.2 Sites located in commercial or industrial zones are affected by more traffic and noise than those located in residential zones. It is the applicant's responsibility to ensure, through the design of the church development, that noise and traffic impacts associated with existing and permitted industry or commercial uses would not have a detrimental impact on the church use.

7 Religious Symbols

Any proposed symbols, sculptures or monuments of a religious nature should be in keeping with the scale of the principal building and its neighbouring structures. In, or adjacent to residential districts, such features should be located in a fashion which respects the ambiance of any surrounding residential district.



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NON-INDUSTRIAL USES (I-2 AND M-2): POLICIES AND GUIDELINES

Adopted by City Council _____, 2006

1. Existing Uses

- a. All existing non-industrial conditional uses (NICU) that are removed from the I-2 and M-2 zoning schedules as of (*date of adoption of zoning amendments*) may continue to operate as legal non-conforming uses. Should the use cease to operate for a period of at least 90 days, the use shall no longer be permitted except that the Board of Variance may extend the period to a maximum of 180 days.
- b. All existing NICU that are not removed from the I-2 and M-2 zoning schedules may continue to operate. New NICU may be considered and approved via a Development Permit, provided they comply with all regulations and provisions in the bylaw. They will also be considered in terms of:
 - The intent of the bylaws;
 - Any plans, policies or guidelines approved by Council for the area;
 - The recommendations of any advisory groups for the area;
 - The responses of adjacent property owners and residents who may have been notified.

2. Rezoning Policy and Guidelines for Non-Conforming NICU

- a. Property owners with existing NICU that become legal non-conforming uses under 1.a. above may apply to rezone their properties to CD-1, for City Council's consideration, to legitimize or redevelop the property to accommodate the existing NICU, subject to the guidelines outlined below.
- b. Guidelines
 - i. The rezoning application shall be subject to full rezoning review in the following instances:
 - The property is being completely or extensively redeveloped to accommodate an existing NICU; or
 - The existing building containing an NICU is being expanded by at least 10% of the existing gross floor area. Expansion may include the addition of decks.

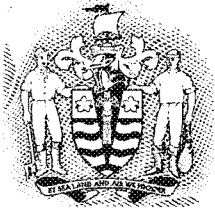
- ii. Full rezoning review includes, but is not limited, to the following:
- Assess and mitigate impacts on traffic and parking;
 - Identify appropriate frontage improvements (e.g., sidewalks, boulevards, street trees, utilities, etc.);
 - Consider the need for dedications or rights-of-way for roads, parks, utilities, pedestrian walkways, bicycle paths, etc.;
 - Consider the need for off-site improvements; and
 - Community Amenity Contributions, as per City policy.

3. Rezoning Policy and Guidelines for Non-Industrial Uses along Grandview Highway

- a. The following uses may be considered for rezoning to CD-1 along Grandview Highway between Kaslo Street and Boundary Road:
- Retail stores of a minimum size of 1 000 m²; and
 - Institutional, cultural and recreational uses limited to schools- elementary or secondary, schools – university or college, schools-business, schools - arts or self-improvement, churches, clubs, halls, billiard halls, bingo halls, bowling alleys, casinos, fitness centres, rinks, swimming pools and theatres.
- b. Any Council-approved policies and guidelines for the Grandview Boundary Industrial Area shall apply to rezoning and development applications in this area.
- c. The review of the rezoning applications would include, but not be limited to, the following:
- Assess and mitigate impacts on traffic and parking;
 - Identify appropriate frontage improvements (e.g. sidewalks, boulevards, street trees, utilities, etc.);
 - Consider the need for dedications or rights-of-way for roads, parks, utilities, pedestrian pathways, bicycle paths/greenways, etc.;
 - Consider the need for off-site improvements; and
 - Community Amenity Contributions, as per City policy.

4. Rezoning Policy and Guidelines for Non-Industrial Uses along Marine Drive

- a. All of the uses listed in 3.a. above may be considered for rezoning to CD-1 along Marine Drive between Yukon Street and Main Street.
- b. Any Council-approved policies and guidelines for the Marine Drive Industrial Area shall apply to rezoning and development applications in this area.
- c. The review of the rezoning applications would include, but not be limited to, the following:
- Demonstrate linkages to public transit and rapid transit;
 - Assess and mitigate impacts on traffic and parking;
 - Identify appropriate frontage improvements (e.g. sidewalks, boulevards, street trees, utilities, etc.);
 - Consider the need for dedications or rights-of-way for roads, parks, utilities, pedestrian pathways, bicycle paths/greenways, etc.;
 - Consider the need for off-site improvements; and
 - Community Amenity Contributions, as per City policy.



Note: ~~Strike-outs~~ indicate deletions
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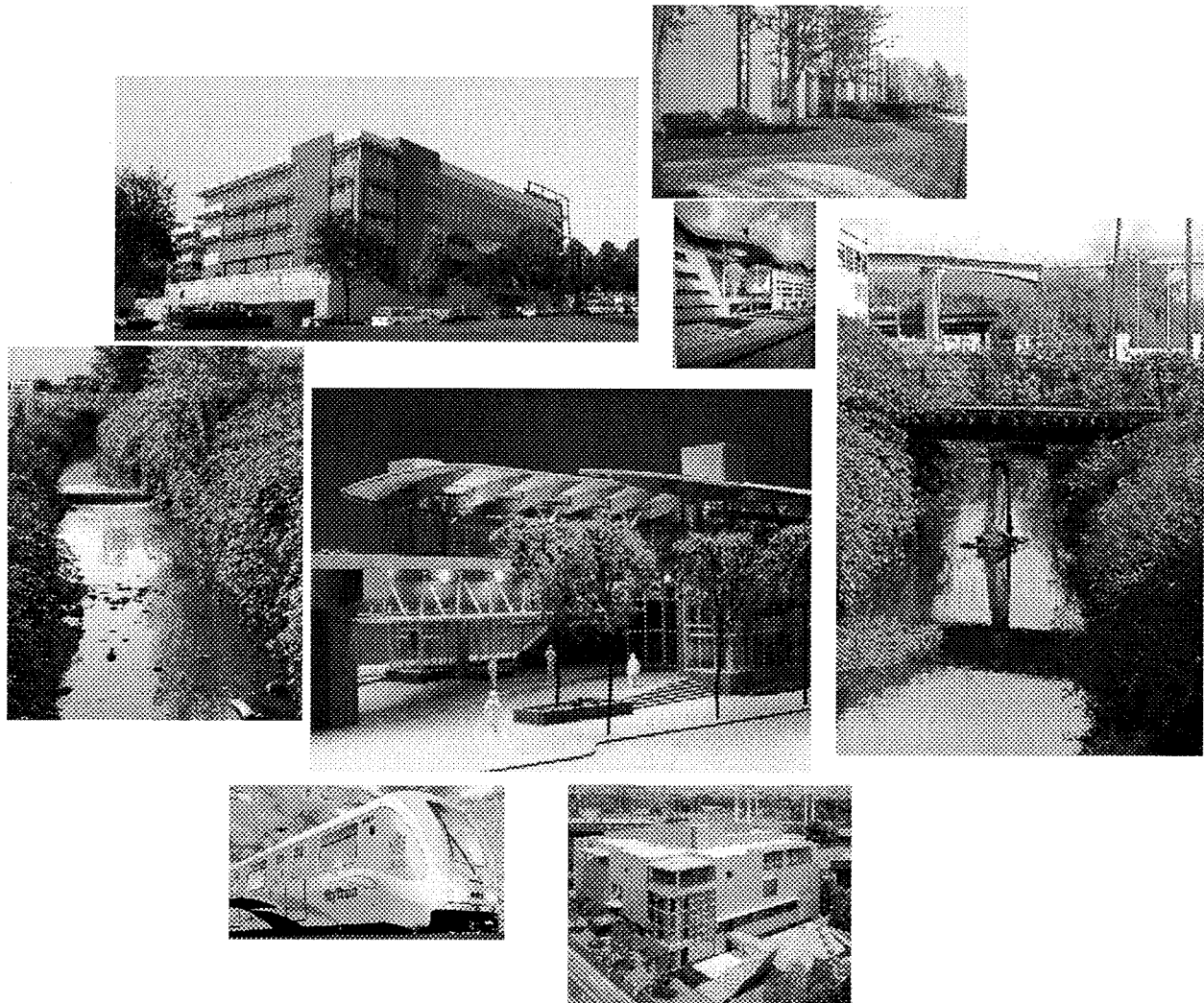
City of Vancouver *Land Use and Development Policies and Guidelines*

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GRANDVIEW BOUNDARY INDUSTRIAL AREA REZONING & DEVELOPMENT POLICIES AND GUIDELINES

[Incorporating Guidelines for Still Creek CD-1 (By-law No. 6654)]

Adopted by City Council by July 25, 2002



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NOTE: The guidelines in this report are organized under standardized headings. As a consequence, there are gaps in the numbering sequence where no guidelines apply.

1 Application and Intent

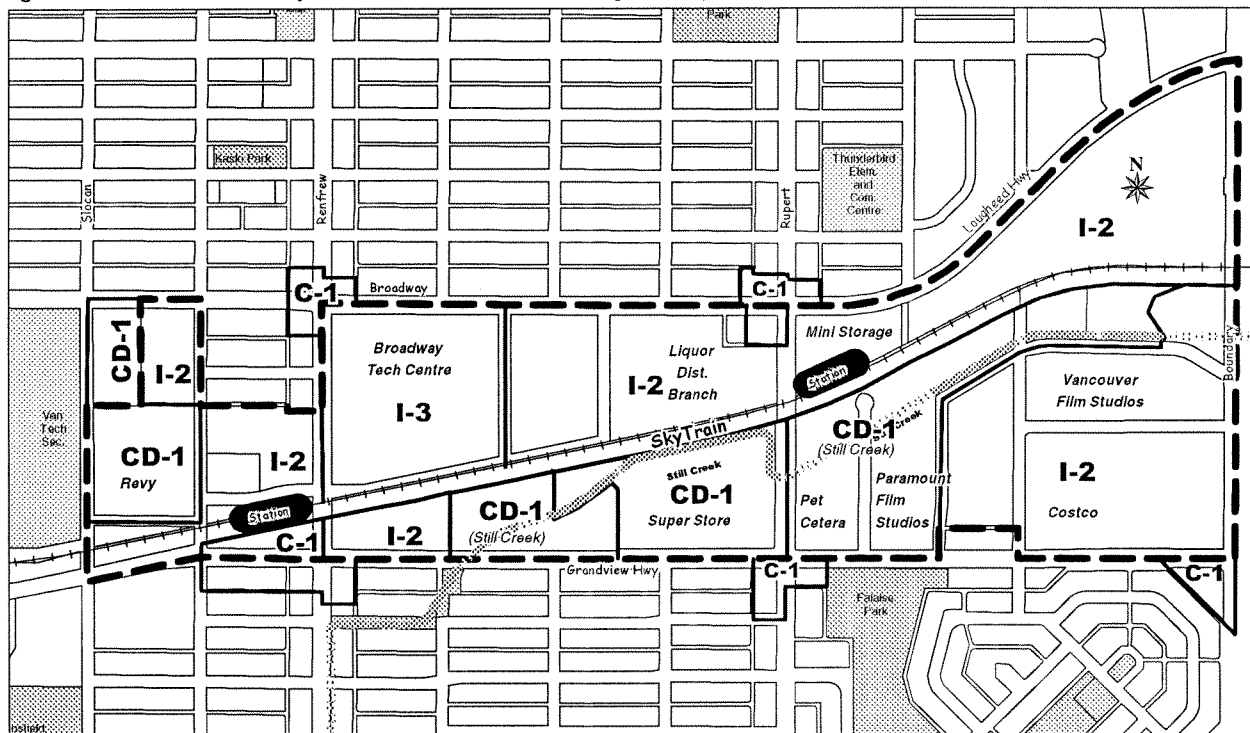
These policies and guidelines are to be used in conjunction with the Grandview Boundary Industrial Area Plan and with the I-2, I-3, and Still Creek CD-1 District Schedules of the Zoning and Development By-law. The Still Creek CD-1 Guidelines (By-law No. 6654) have been rescinded and revised guidelines for properties adjacent to Still Creek are included here. The guidelines respecting Still Creek are highlighted as described below.

These Guidelines should be consulted in seeking approval for all rezonings, including rezonings to I-3 (High Technology Industrial District), to CD-1 adjacent the SkyTrain stations, ~~or~~ *and* to CD-1 for ~~Highway Oriented Retail (HOR) development~~ *retail, institutional, cultural and recreational uses in the Large Format Area (LFA)*; and approvals for conditional uses within I-2, I-3 or Still Creek CD-1 Districts. As well as assisting the applicant, these guidelines will be used by staff and Council in the evaluation of projects.

The majority of guidelines apply to all applications. Some guidelines are only relevant to specific types of uses or locations in the area. These use or location specific guidelines are shaded and flagged with the following margin tags.

- LFA HOR-** *Large format non-industrial uses (retail, institutional, cultural and recreational)*
Highway oriented retail uses on Grandview Highway
- I-2/I-3** - High technology uses under the I-2 or I-3 schedules
- Stat.** - Station area uses on sites adjacent to Renfrew and Rupert SkyTrain Stations.
- Still** - Sites which are zoned Still Creek CD-1 and/or border on Still Creek

Figure 1. Grandview Boundary Industrial Area, Current Zoning and Major Uses



The intent of the guidelines is two-fold:

- (a) To guide the anticipated change to the built environment by:
Assisting in converting the Grandview Boundary Industrial Area (GBIA) to an attractive and vibrant mixed use industrial employment centre; and

Ensuring new development around the SkyTrain Stations contributes to creating safe, active and interesting pedestrian oriented environments.

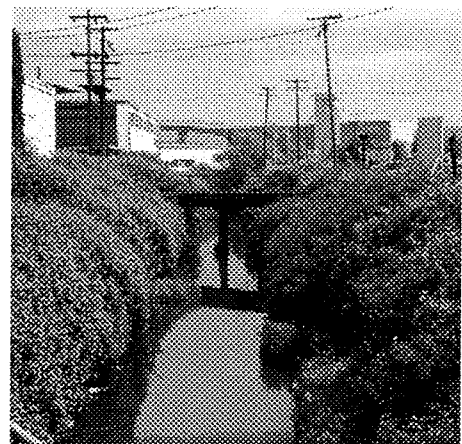
- (b) To recognize Still Creek as a valuable community resource by:

Ensuring that Still Creek is enhanced as an open water course, that a public walking path is provided adjacent to the Creek as redevelopment occurs, and that new development contributes to enhancing the Creek for recreation and returning the Creek to a more natural condition.

Ensuring that new development does not increase the likelihood of future flooding in Grandview Boundary or downstream areas and is constructed to minimize flood damage in the event of flooding.



Still Creek at Danier Leather site



Still Creek North of Cornett Road

2 General Design Considerations

2.1 Area Character

The area has a traditional industrial character with few visual or pedestrian amenities and lacks a coherent identity or image. Tilt up concrete warehouse buildings surrounded by parking dominate the landscape. With the exception of Still Creek and landscaped setbacks along Grandview Highway, green space is generally lacking. To assist the emergence of a mixed-use and high-technology employment centre, and to help create a distinct area image, streetscape improvements, Still Creek enhancements and redeveloped SkyTrain station areas will occur over time. Private developments will need to assist the transition through careful site planning, high-quality architectural building expression, public and private landscaping, and appropriate vehicular and pedestrian circulation, as set out in these policies and guidelines.

2.2 Street Character

With the arrival of Skytrain and I-3 high-tech uses, film studios and other non-traditional industry, a more active, interesting and attractive pedestrian-oriented street character and enhanced public realm are a priority. Except where landscaped setbacks are required, as described in Figure 8, new

buildings should locate close to the street rather than setback behind surface parking, in order to create a more urban street feeling. Windows at grade are essential to enhance the pedestrian experience and provide transparency for casual surveillance. Small public open spaces linked to area Greenways and bikeways should be created at strategic points on large development sites to allow meeting and resting places for employees and pedestrians. Street trees should be planted extensively throughout the area in keeping with the Tree Plan outlined in Section 8. Trees will serve to create a more pleasant pedestrian environment, but also introduce a unifying theme through coordination of tree species and placement. Together with the SkyTrain Station area improvements, the associated streets - Rupert and Renfrew will be the focus of changes that will see these streets as the gateways into the area.



2.3 Station Area Built-Form and Character

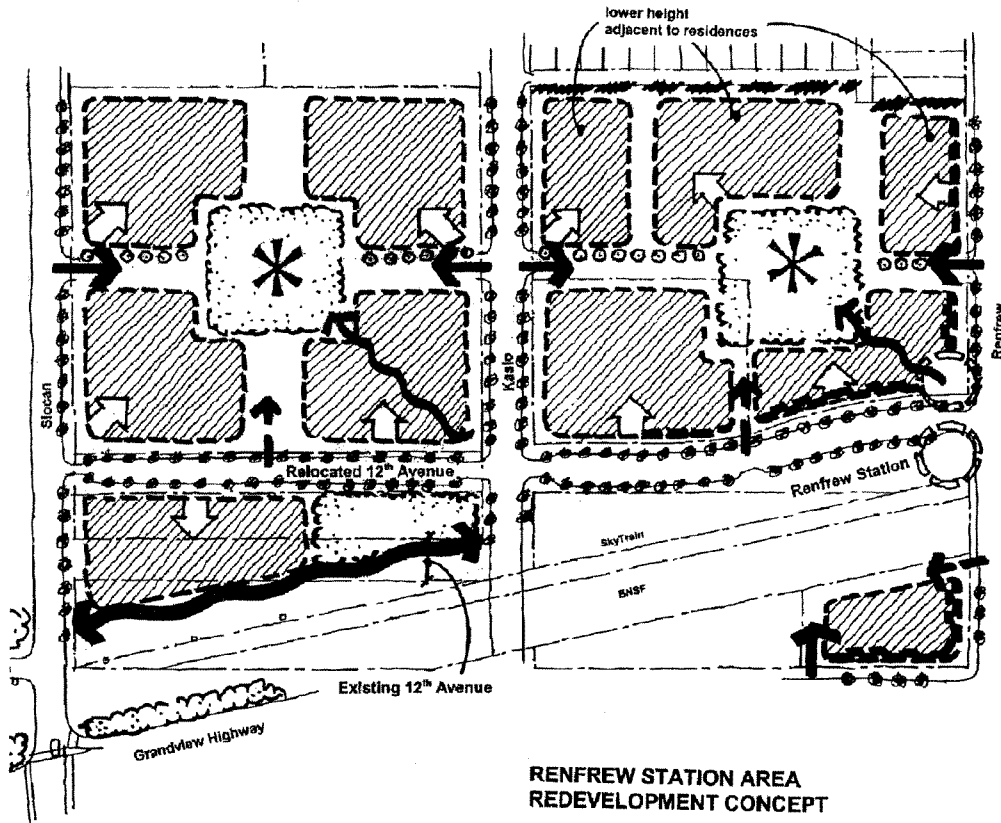
Station area development should focus on creating safe, convenient and pleasant pedestrian spaces and routes between the stations and adjacent employment destinations and residential areas. These areas should be the most densely developed and intensely used areas in the GBIA. New buildings should have an urban form with underground parking and a significant street wall to define and create the pedestrian space.

2.3.1 Renfrew Station Precinct Redevelopment Concept

Figures 2 and 3 illustrate the basic elements of the future development of critical sites in this station precinct which these policies and guidelines seek to foster. They include:

- (a) Relocating 12th Avenue between Slocan and Kaslo Streets for both improved orientation and circulation, and to create a development site and public space adjacent to the SkyTrain guideway.
- (b) Street-wall built form defining tree-lined streets and sidewalks with pedestrian lighting.
- (c) “Green” contemporary architectural expression, including green roofs and natural ventilation.
- (d) Pedestrian-oriented retail and services located at grade near the Renfrew Station.
- (e) Major open space in the central area of development sites, with water as a preferred design feature.
- (f) Primary east-west vehicular access to development sites, with parking below grade.
- (g) A transition in scale of buildings in recognition of adjacent single family residential area between Renfrew and Kaslo Streets.

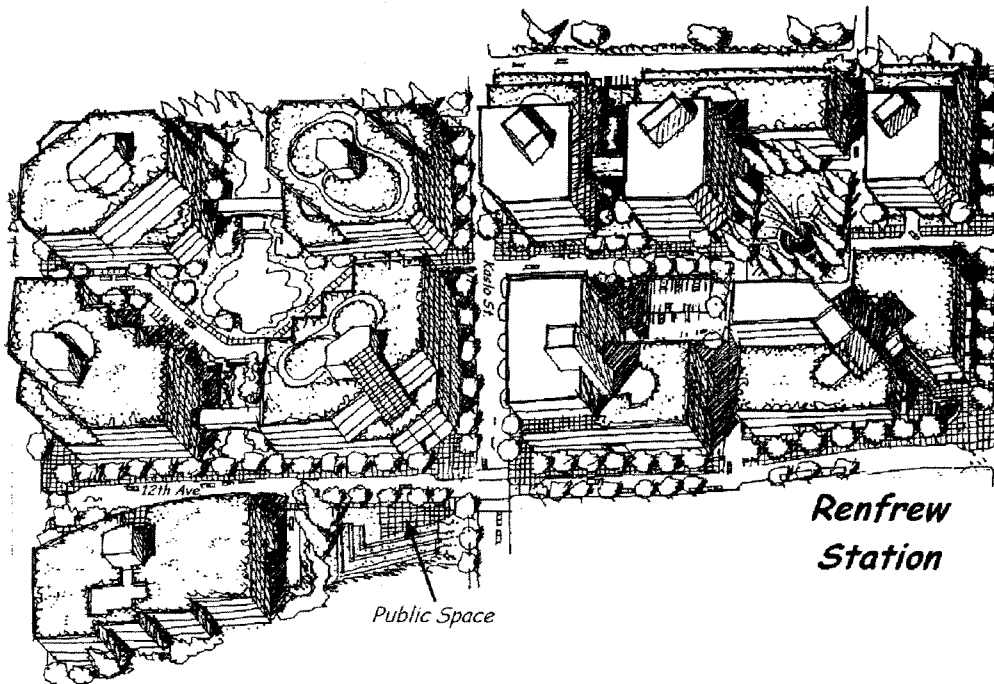
Figure 2. Renfrew Station Area - Redevelopment Plan View



**RENFREW STATION AREA
REDEVELOPMENT CONCEPT**

| | | | | | |
|------------------------------------|--|---|--|--------------------------------------|--|
| Building site & main entrance | | Public gathering space or plaza | | Sidewalk and street trees required | |
| Refill/service frontage required | | Amenity and/or feature (e.g. water element, public art, etc.) | | Sidewalk and street trees encouraged | |
| Refill/service frontage encouraged | | Main vehicular access | | Pedestrian access encouraged | |
| Open space opportunity | | Secondary vehicular access | | Landscaped buffer | |

Figure 3. Renfrew Station Area - Redevelopment Concept

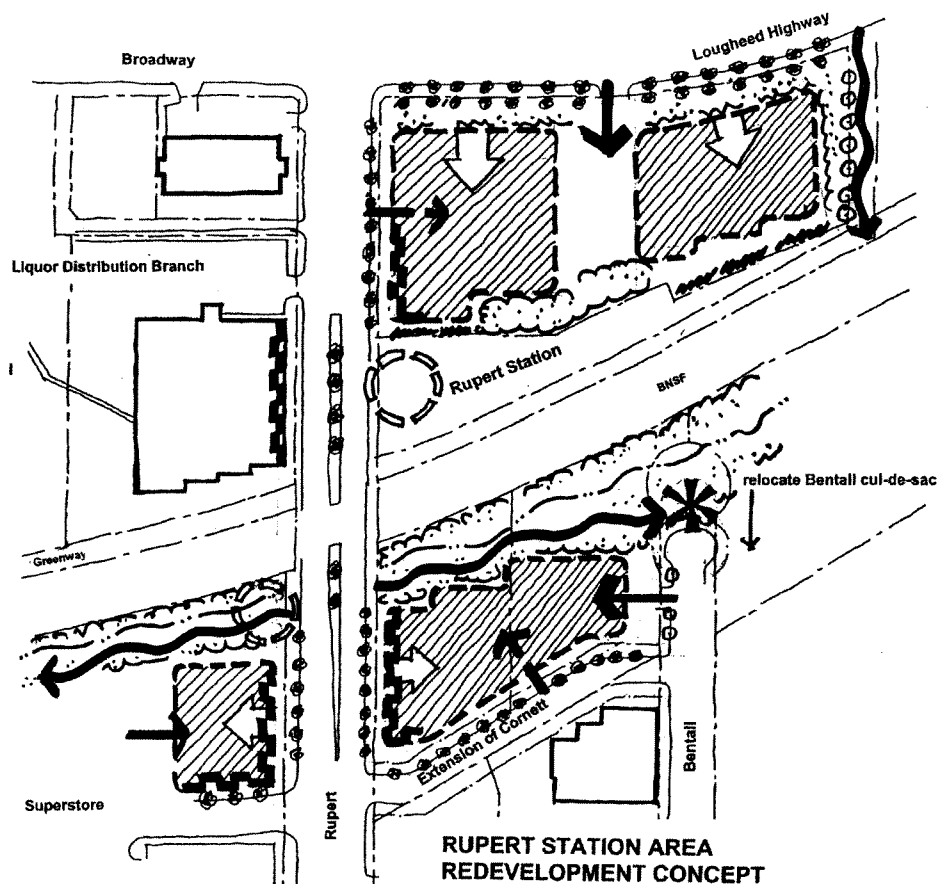


2.3.2 Rupert Station Precinct Redevelopment Concept

Figures 4 and 5 illustrate the basic elements of the future development of critical sites in this station precinct, which these policies and guidelines seek to foster. They include:

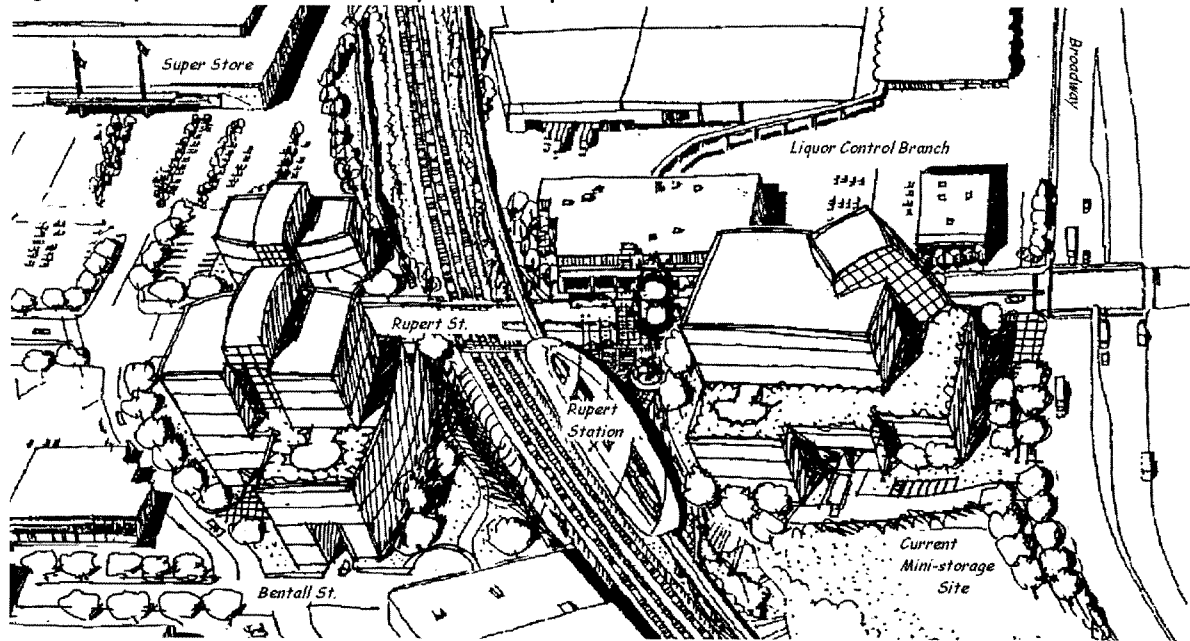
- (a) A realigned and meandering Still Creek adjacent to the south side of the BNSF railway, with a continuous pedestrian path.
- (b) Street-wall built form defining tree-lined streets and sidewalks.
- (c) "Green" contemporary architectural expression, including landscaped roofs and natural ventilation.
- (d) Pedestrian-oriented retail/services located at grade near the Rupert Station on Rupert Street.
- (e) A recreational feature such as a small stormwater retention pond located along the Creek alignment at the north end of Bentall Street.

Figure 4. Rupert Station Area - Redevelopment Plan View



| | | | |
|--|--|--------------------------------------|--|
| Building site & main entrance | | Main vehicular access | |
| Retail/service frontage required | | Secondary vehicular access | |
| Retail/service frontage encouraged | | Sidewalk and street trees required | |
| Open space opportunity | | Sidewalk and street trees encouraged | |
| Public gathering space or plaza | | Pedestrian access encouraged | |
| Amenity and/or feature (e.g., water element, public art, etc.) | | Landscaped buffer | |
| | | Still Creek (realigned) | |

Figure 5. Rupert Station Area - Redevelopment Concept



2.7 Weather Protection

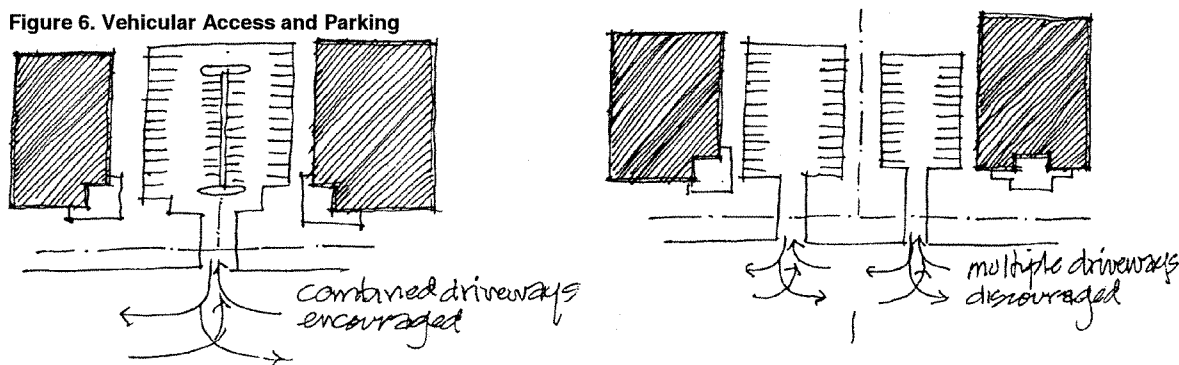
- (a) Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- (b) All commercial frontages along Rupert and Renfrew, including the transit stations, as well as commercially zoned intersections along Grandview Highway, should provide full weather protection on street frontages.
- (c) Canopy and/or awning systems detailing should consider integrated signage, lighting and display systems.
- (d) Canopy and awning systems depth should be maximized to provide greater weather protection.
- (e) Weather protection elements on overhangs may be considered in required yards and landscaped setbacks.

2.11 Access and Circulation

2.11.1 Vehicular Access

- (a) A traffic and parking analysis will be required for rezonings and major developments to forecast traffic impacts. The City may require safety improvements for vehicular traffic as well as enhanced vehicle, pedestrian, and bicycle facilities. In addition, for non-LFA uses, information on proposed Transportation Demand Management (TDM) measures should be provided.
- (b) Direct access onto Grandview and Broadway should be minimized.
- (c) Shared driveways to abutting properties should be provided where possible as illustrated below to maximize safety, minimize impervious surfaces, and increase the landscaped buffer bordering the properties. The city standard crossing width should not be increased.

Figure 6. Vehicular Access and Parking



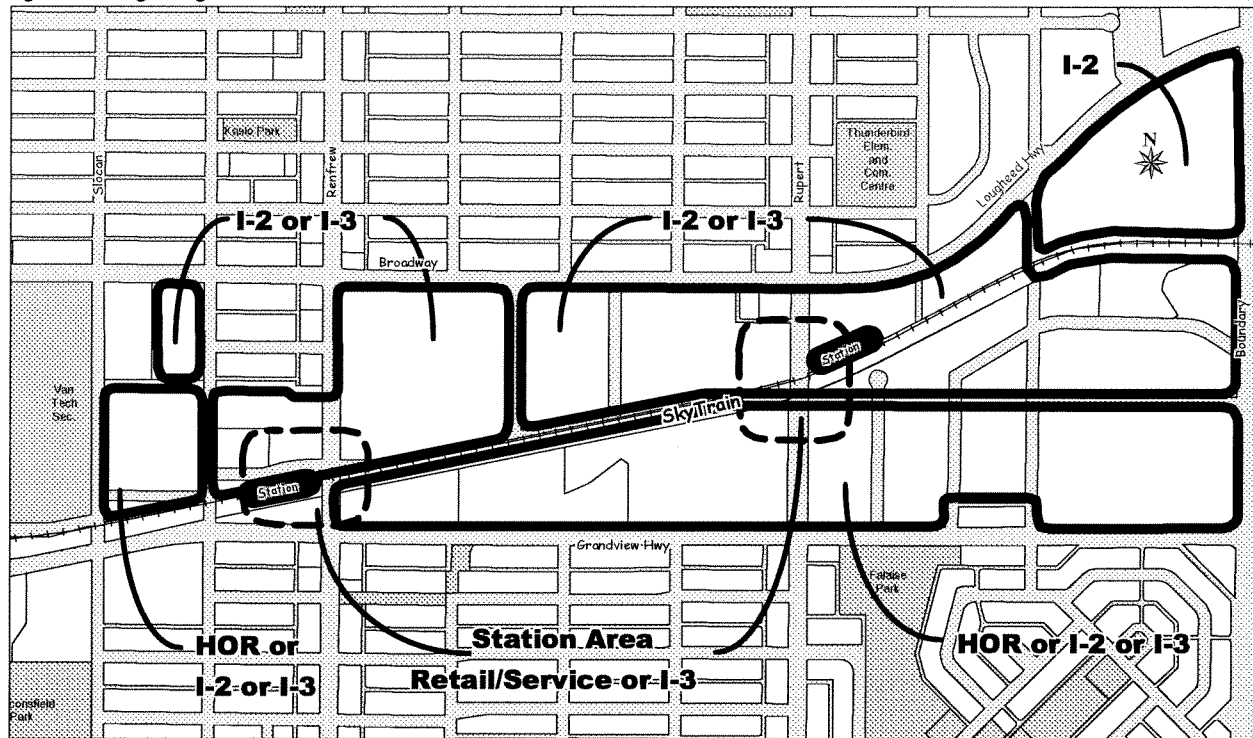
2.11.2 Pedestrian Access

- (a) Ground-oriented pedestrian “streets” through large footprint buildings are encouraged to create connections to on-site circulation routes and amenities, consistent with a campus-like high tech environment. Such circulation through buildings should be clearly identified and designed for use by the general public.
- (b) Larger sites that are developed with more than one building should provide weather protected pedestrian linkages to connect building entries within the site, and public rights-of-way should be integrated into development sites for convenient public access to adjacent properties, SkyTrain stations and City Greenway and Bikeway networks.
- (c) Bridge/walkway systems with weather protection are encouraged for upper-floor connections between buildings on the same parcel.

3 General Land Use Policies

The GBIA Plan supports a variety of future uses and activities including a continuation of traditional industrial uses, high-tech industrial uses including film studios and bio-tech, large format uses and retail/service uses near SkyTrain Stations. Implementation will occur through redevelopment or reuse of buildings under the existing I-2 and Still Creek CD-1 zones and through rezonings to I-3 and CD-1 for large format uses (including retail, institutional, cultural and recreational uses) ~~HOR uses~~ on Grandview Highway or for retail/service uses in the station areas. Figure 7 shows the preferred long-range land use plan.

Figure 7. Long-Range Preferred Land Use Plan



3.1 Rezoning Policies

3.1.1 Large Format Area Rezoning

LFA

HOR Council will consider applications for site specific rezoning to CD-1 (Comprehensive District), for the purpose of large format retail, institutional, cultural and recreational scale retail uses. The minimum size of a retail store is 929 m² (10,000 sq. ft.). Some smaller sites may not be able to achieve the minimum size within the floor space ratio (FSR) limits. In these circumstances, the Director of Planning may allow a smaller store providing the FSR limit is achieved. Rezoning will require Council approval of a specific form of development at a Public Hearing.

3.1.2 Large Format HOR-Retail Uses and Impact on Neighbourhood Centres

LFA Retail Uses

HOR The type of retail uses suited to the Large Format Area HOR area are those not normally found or appropriate in a neighbourhood centre. Neighbourhood centres, usually developed from existing shopping areas, are the “heart” of a neighbourhood. It is here that people find shops, jobs, neighbourhood-based services, public places that are safe and inviting, and a place to meet neighbours and join in community life. Examples of types of retail that would be better accommodated in the LFA HOR area include:

- (i) retail which requires large sites by nature of the product (e.g., large display areas needed for bulky items such as furniture, home improvement, etc.);
- (ii) retail that generally requires the use of a car;
- (iii) retail that serves a wide catchment area; and
- (iv) retail that does not sell goods that are or can be conveniently available in neighbourhood centres or other commercial areas.

The proposed use should not undermine the role of nearby neighbourhood centres by drawing customers away from local stores. Food and clothing retail often form the basis of local shopping areas and it is probable that large scale retailers selling these products will find themselves at odds with City policy and may not be successful.

The type of retail use is not limited. However, retail uses including food and clothing will require a retail impact analysis to be paid for by the applicant. Staff will set the terms of reference and hire an independent consultant. The extent of the trade area to be examined will depend on the proposed use. The study should demonstrate how the proposed development will affect retail competition in the determined trade area. Projects are preferred which are likely to permanently increase the number and variety of competing retail businesses in the area. Applications which reduce competition or which could lead to store closures in the trade area are discouraged.

Institutional, Cultural and Recreational Uses

While many of these uses could be accommodated in Neighbourhood Centres and would benefit from proximity to neighbourhood residents, some may be more appropriate for the Large Format Areas because they:

- (i) require large sites which are difficult to find or assemble in and near Neighbourhood Centres;*
- (ii) serve a large area and therefore would benefit from better access from arterial roads and access to public transit and rapid transit; and*
- (iii) are unsuitable for Neighbourhood Centres (e.g. casinos, bingo halls, etc.).*

To preserve the balance of land for industrial and local serving uses, institutional, cultural and recreational uses are prohibited in the I-2 areas and discouraged in the I-3 areas, except as described below:

Institutional Uses:

Institutional uses such as schools (elementary, secondary, university, college, business, arts or self-improvement) and churches could be considered. These uses will be considered in the Large Format Areas or in the I-3 area when they relate directly to high-tech industrial development and require safe and direct access to SkyTrain Stations.

Cultural and Recreational Uses:

Cultural and recreational uses such as billiard halls, bingo halls, bowling alleys, casinos, clubs, halls, fitness centres, rinks and swimming pools could be considered. Generally, cultural and recreational uses will be considered in the Large Format Areas only and require rezoning to CD-1. Cultural and recreational uses may be considered as part of mixed-use development with other permitted industrial uses. Fitness centres and similar recreational uses that serve area workers will be considered on arterials in existing buildings.

3.1.3 Station Area Retail/Service Uses

Stat Small-scale uses which help make a station environment more vibrant and also feel safer, and which do not tend to either generate destination vehicular traffic or require large off-street loading facilities are encouraged in Station areas. These include:

- (i) Convenience stores and services (eg. news stands, local grocery store);
- (ii) Small cafes;
- (iii) Professional/community services and offices;
- (iv) Light manufacturing;

- (v) Artist studio (excluding associated residential component).

Station Area retail uses should be located at grade, either within a station, on a station site, under the guideway or on Rupert, Renfrew, Hebb Avenue or East 12 th Avenue, directly adjacent to or across from a station. Development could either be in a stand alone single storey or a mixed use multi-storey form with local serving office uses or high-tech industrial offices above grade. Rezoning to CD-1 would be required.

3.1.4 High-Tech Development - Location and Access to Transit

- I-2/I-3** Some forms of high technology industry, such as information technology, can achieve high worker density and are best located in close proximity to rapid transit. Developments should coordinate with TransLink to improve access to transit, provide stops and, where needed, provide comfortable, safe bus shelters. All proposals for high-tech development or uses with high worker density require safe and direct access to SkyTrain stations (5-10 minute walk).

4 Guidelines Pertaining to the Regulations of the Zoning and Development By-Law (and Parking By-Law)

4.1 Topography: Adjustments to Grade

- 4.1.1 The grade of new development in the Still Creek flood plain should be set in consultation with the City Engineer. The City's Flood proofing Policies should be consulted for general information on Flood proofing.
- 4.1.2 Any significant alterations of existing grade should support convenient pedestrian access, reflect the natural slope of the land and help visually integrate the building massing into the landscape.

4.3 Height

I-2/I-3

- (a) For I-2 and I-3 developments the allowable height is 18.3 m (60 ft.). The Director of Planning may consider height up to 30.5 m (100 ft.) where view impact studies demonstrate minimal impact on nearby residential properties and Still Creek, and where increased height also assists in providing usable public open space at grade.

LFAHØR

- (b) For large format ~~Highway Oriented Retail~~ stand-alone retail developments and institutional, cultural and recreational uses, a maximum height of 12.2 m (40 ft.) is recommended.

Stat

- (c) Height should not exceed 9.2 m (30 ft.) where station area retail is a stand-alone use.
- (d) The Director of Planning may consider heights up to 18.3 m (60 ft.) for other stand-alone conditional uses or for mixed use projects, where view impact studies demonstrate minimal impact to nearby residential properties and Still Creek, and where increased height also assists in providing usable public open space at grade.
- (e) Lower forms are encouraged near residential areas and higher forms near transit stations and other lower lying areas.
- (f) Height should not exceed 9.2 m (30 ft.) to a depth of 9.2 m (30 ft) from the required landscape setback for sites bordering Grandview Highway, Broadway and Boundary Road.

4.4 Street and Greenway Setbacks

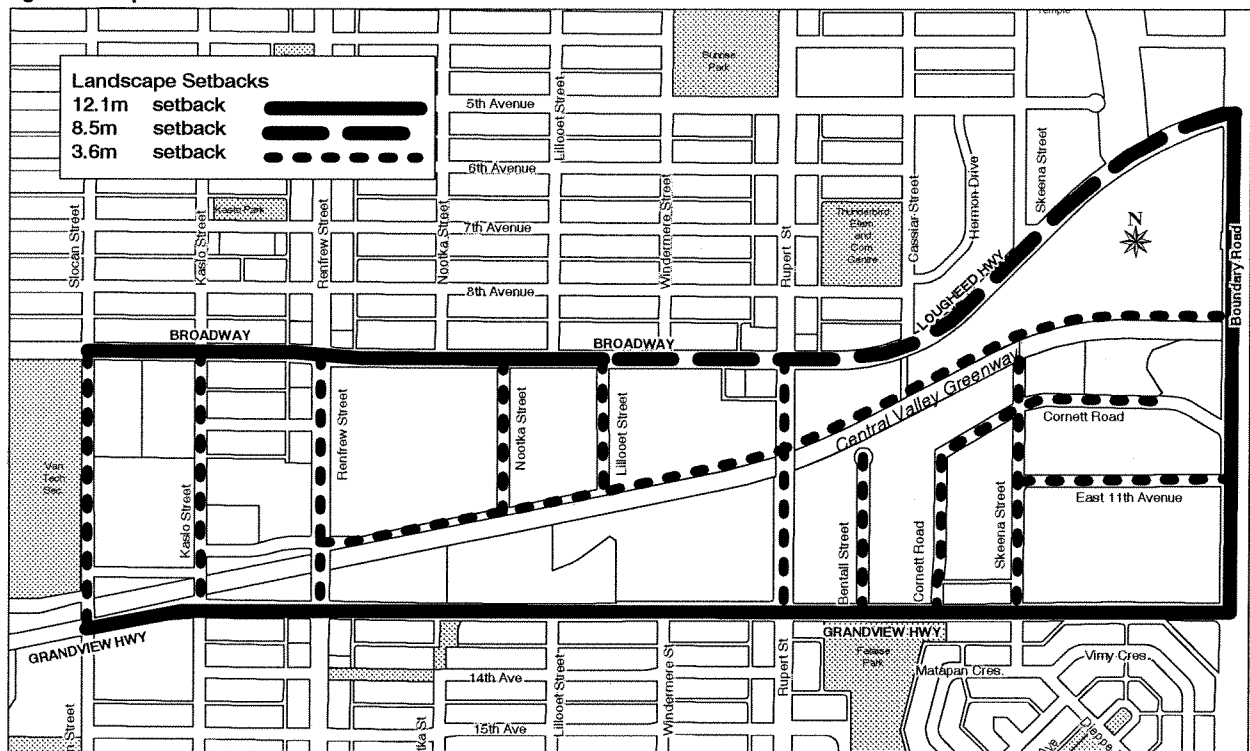
- (a) Landscape setbacks should be provided as shown in Figure 8, unless otherwise specified. These setbacks will create a necessary green buffer to nearby residential and other uses, and contribute to the street character described in Section 2.2. They provide a suitable gateway to the city, and should be free of parking and manoeuvring areas, signs, fences and product display.
- (b) Requirements may be relaxed for retail uses at grade in the Station Areas.

4.4.2 Building Setbacks

Still The health of Still Creek is influenced directly by the amount of natural vegetation between the water and the built areas. This natural vegetation serves to protect the stream bank from erosion, slow storm water run-off, filter contaminants from water draining into the Creek, add to the Creek's natural beauty, and provide recreational opportunities.

- (a) Buildings and impermeable surfaces should be set back at least 5.0 m (16.4 feet) from the edge of the GVSDD Easement.
- (b) The setback should be landscaped with native vegetation. Areas for seating and viewing Still Creek are appropriate in the setback but should be small in scale and designed to blend with the natural setting and have minimal impacts on the Creek.
- (c) Design solutions should accommodate the objective and intent to achieve a minimum 2.0m publicly accessible greenway along the Creek. Where possible and desirable, the Greenway should be outside of the 5.0m setback.

Figure 8. Required or Recommended Setbacks



4.7 Floor Space Ratio

LFAHOR

- (a) The FSR for *large format HOR* retail uses should not exceed 0.6. The minimum retail floor area is 929 m² (10,000 sq. ft.). When incorporated in a mixed-use building, a total FSR of 3.0 is allowable subject to the same considerations as for I-2/I-3 development outlined in (b) below.

The FSR for institutional, cultural and recreational uses should not exceed 1.0.

I-2/I-3

- (b) Whether I-2 and I-3 projects developed for high-tech uses will be able to achieve the maximum 3.0 FSR is dependent on a number of factors. These include:
 - (i) Site size and configuration, achieving landscape and open space guidelines, and overall quality of site and architectural development.
 - (ii) Contributions to enhancing Still Creek and maximizing on-site stormwater retention.
 - (iii) Adequate internal vehicular circulation and underground parking.
 - (iv) Achieving a sensitive relationship to adjacent residential areas.

4.9 Off-Street Parking and Loading

4.9.1 Off-Street Parking Requirements

- (a) Section 10.1 should be consulted prior to design and construction of all parking areas.
- (b) Excessive parking is discouraged and parking standards provided should recognize and encourage transit use. In general, parking standards should not exceed 2 spaces per 1000 sq-ft.

LFA HOR

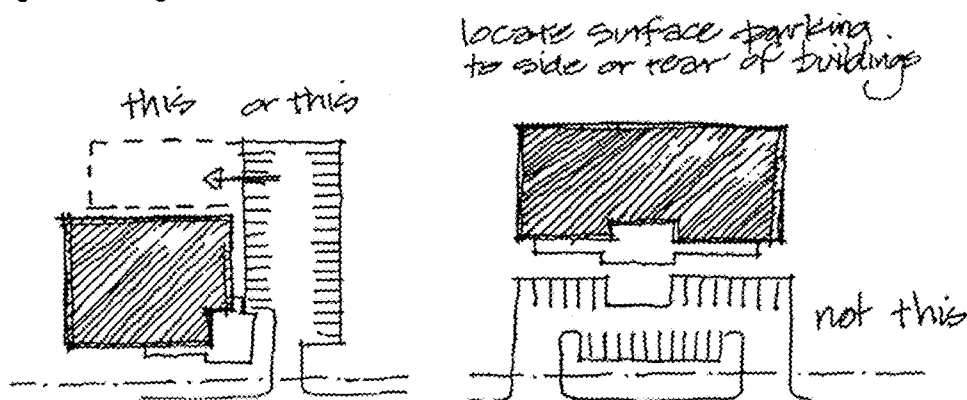
- (c) Parking requirements *for retail uses* should be consistent with the Parking By-law requirement for Grocery Stores. Where the retail use is for furniture, or similar type of retail, which in the opinion of the Director of Planning in consultation with the City Engineer, requires less parking, the parking standard for office and retail uses may apply.

The parking requirements for Institutional Uses, or Cultural and Recreational Uses should be consistent with the Parking By-law for these uses.

Stat

- (d) No off-street parking is required for stand-alone small-scale (less than 250m²) uses in the station areas, which do not tend to either generate destination automobile traffic or require off-street loading facilities.
- (e) Surface parking facilities should be located to the rear or beside buildings as shown in Figure 9.
- (f) No parking or manoeuvring should be permitted in landscaped setback areas.
- (g) Parking lots are a major source of harmful run-off to Still Creek. In addition to the environmental considerations outlined in Section 10, careful design of parking, loading and drive aisles should occur to strictly minimize hard surfacing on the site.

Figure 9. Parking Location



4.9.2 Landscaping and Screening of Parking Facilities

- (a) A layered landscape treatment should be provided to screen parking and loading areas while providing strategic visual access to entries and access areas.
- (b) Safety and security are important factors in the layout, size and characteristics of plant material and earth-berming that affect visual access throughout the site.
- (c) Security fences should be limited to black vinyl covered chain link fence that is accompanied by appropriate plant material that minimizes its visual impact and takes into account Crime Prevention Through Environmental Design (CEPTD) principles.

4.9.3 Loading and Outdoor Storage Areas

- (a) Loading areas should be located to the rear of the property, and not be visible from major streets.
- (b) Loading areas should be screened from view from all Greenways and Still Creek.

4.16 Building Massing

- (a) Neither the width nor depth of an individual building should exceed 61.0 m (200 ft).
- (b) Additional width or depth may be considered where the proposal demonstrates exceptional design merit.
- (c) Where the need for longer, wider buildings can be demonstrated, consideration should be given to facade articulations, and connections by transparent bridges and walkways on the upper floors.

Still

- (d) For sites adjacent Still Creek, building massing should respect the importance of sunlight on the Creek and building location, height, roof treatments and overall design should all be considered to minimize shading of the Creek. To help achieve this objective, the Director of Planning will consider relaxations to regulations controlling massing and building location.

4.17 External Design

- (a) Generic “big box” building designs that exhibit little facade interest and transparency to the street should be avoided.

Stat

- (b) Storefronts should be transparent at grade and contain no blank wall exceeding 1.0 m in length.

I-2/I-3

- (c) High clearance warehouse-type spaces should have windows at the upper storey of the facade.

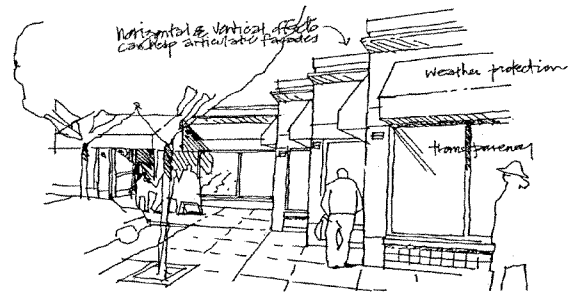
Still

- (d) New buildings near Still Creek should take advantage of the Creek views and sounds of flowing water by providing orientation to the Creek through location of windows which open, employee meeting areas and access to outdoor patios.

Transparency and Fenestration:
High Clearance warehouse-type Spaces should have windows at the Upper storey of the Facade



Comfort and Interest at Grade Level



5 Architectural Components

5.2 Windows

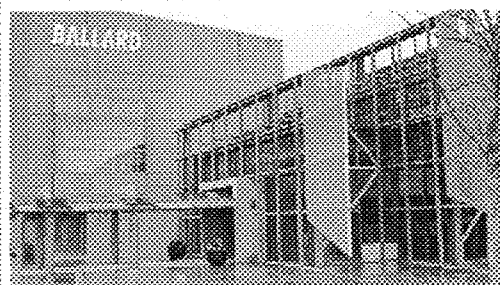
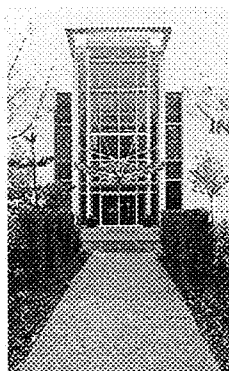
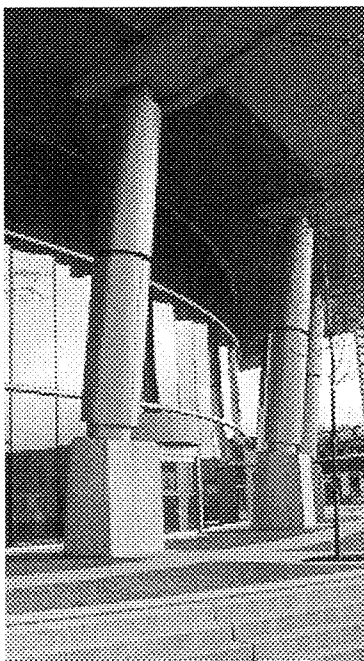
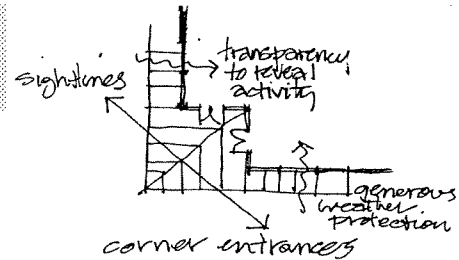
Views into building activities should be provided, especially at grade levels; accordingly, use of mirrored or highly reflective glass is discouraged.

5.3 Main Entries to Street

- (a) Main building entries should be clearly identifiable, visible, transparent and accessible from the street.
- (b) Pedestrian interest and comfort at entries should be provided through specifically designed seating, signage, lighting and features that signal the building's use.

LFA HOR

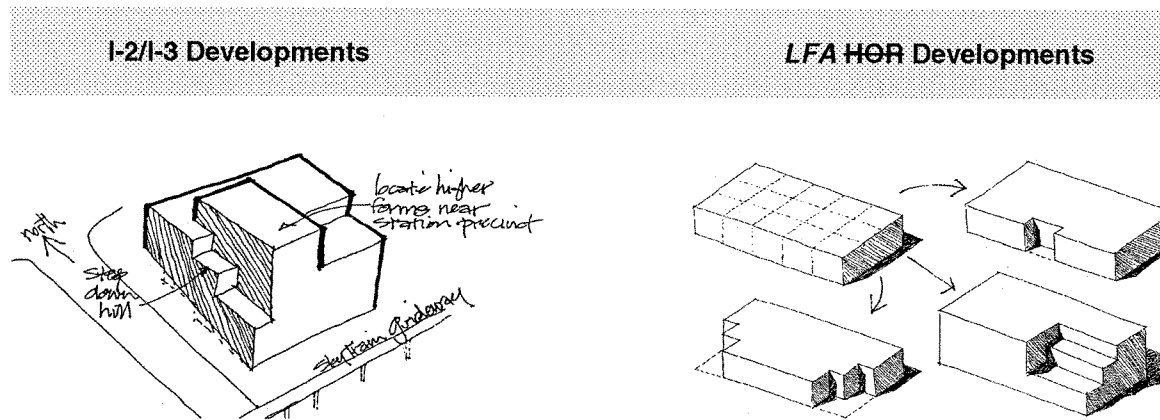
- (c) Non-retail uses should have separate and distinct entries.
- (d) Corner entries that can provide access from both the street and parking facilities are encouraged.



Architectural Characteristics: Entrances

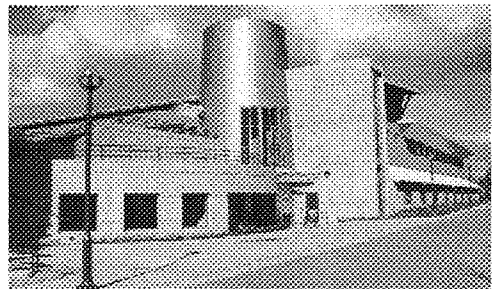
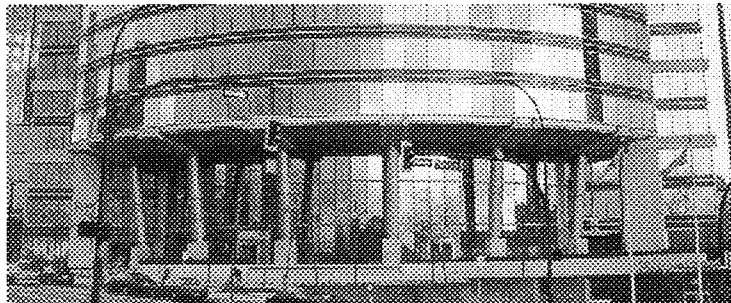
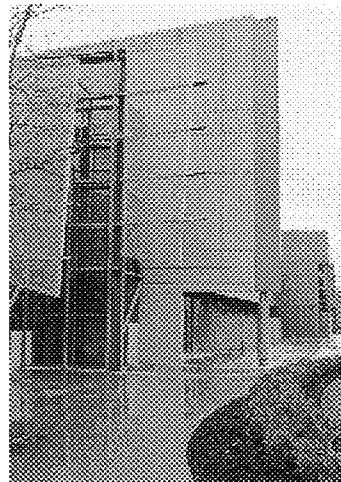
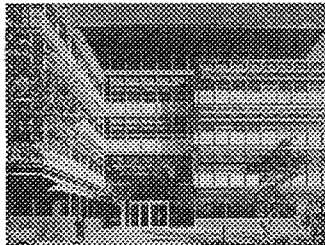
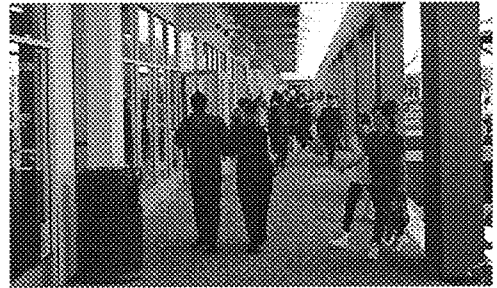
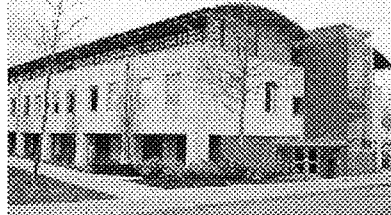
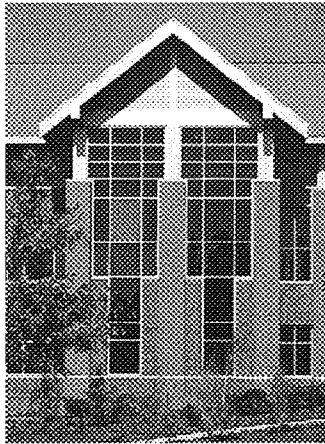
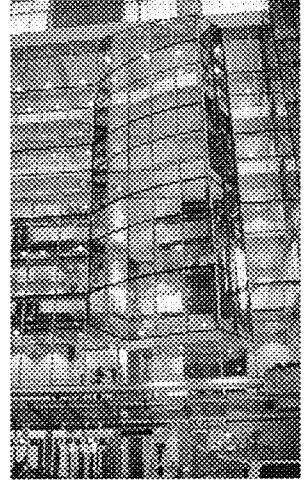
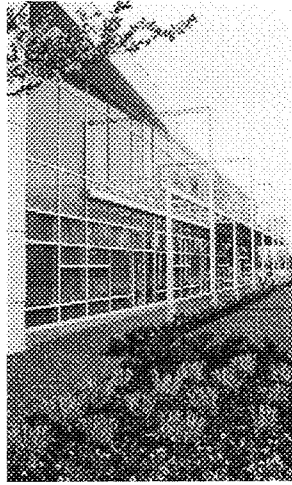
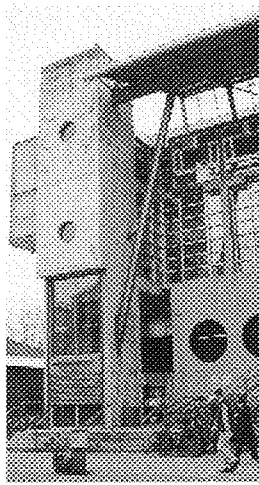
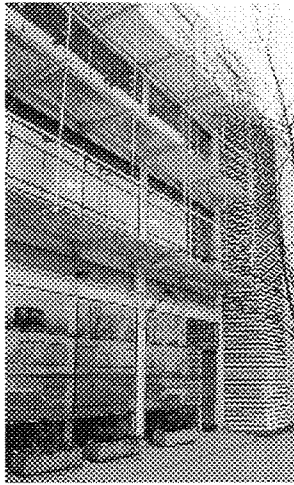
5.4 Building Articulation

- (a) Building articulation can be achieved utilizing glazing, canopy and shading systems, as well as exposed structural components.
- (b) Feature banding to break up perceived wall height may be used to assist in achieving horizontal articulation.
- (c) Highly visible circulation and building systems are encouraged.
- (d) Vertical service elements, such as stair and elevator shafts, that are located to the perimeter of the building, may be used to assist in articulation, as well as express their function.
- (e) Rooftop mechanical systems, elevator penthouses and other appurtenances should be integrated into the form of the building and screened from view.



5.5 Exterior Walls and Finishing

- (a) Exterior building design should reflect the industrial character of the precinct by utilizing appropriate, durable materials.
- (b) Exterior materials that are encouraged include:
 - (i) contemporary metal cladding systems;
 - (ii) heavy timber structural elements;
 - (iii) glass and steel;
 - (iv) architectural concrete or brick;
- (c) Stucco, vinyl and corrugated metal are discouraged as primary exterior materials.
- (d) Roofs visible from the SkyTrain should be architecturally treated and/or landscaped as “green roofs” see 10.1 (f).
- (e) Exterior colours should enhance the building form and corporate colours should be clearly subordinate, providing accent colours only.



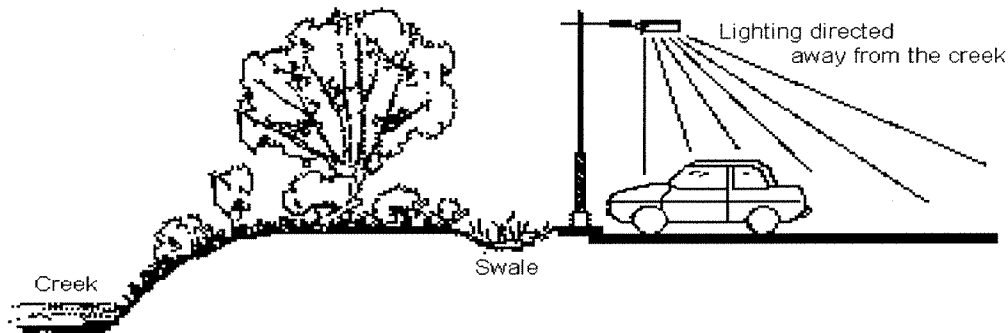
Architectural Characteristics

5.7 Lighting

- (a) Street, building, entry path and parking area lighting should be integrated into the site design.
- (b) For exterior lighting, incandescent and other white light sources are encouraged, while sodium vapour light sources are discouraged.
- (c) Exterior lights should be oriented away from adjacent residential properties, with cut-off shields to minimize light.

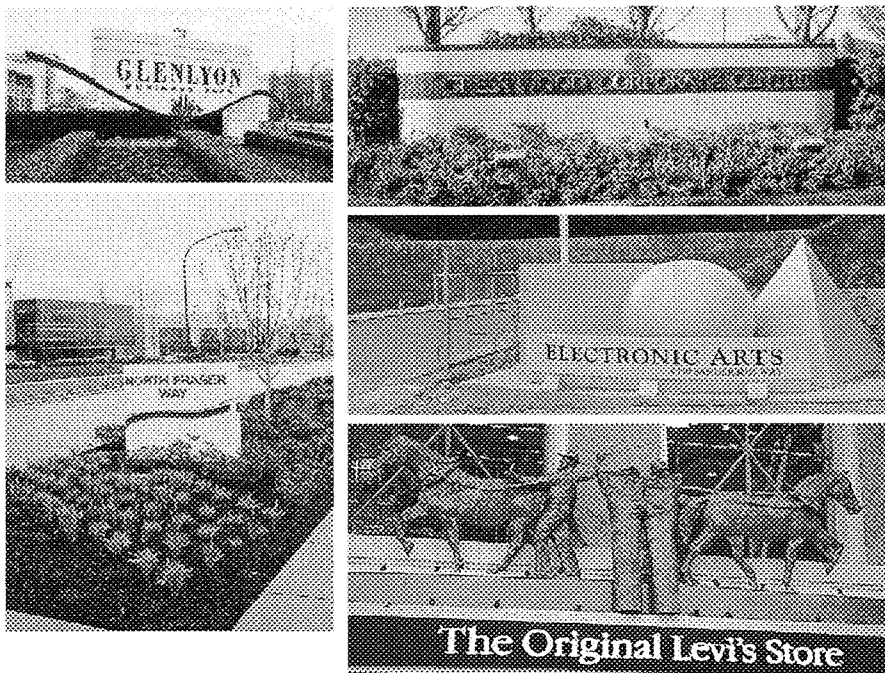
Still

- (d) Site lighting used for security reasons should not detract from the amenity value of the Creek and minimize light pollution and glare on the Creek channel.



5.8 Signs

- (a) Corporate signage should be subordinate to the design of the building and architecturally integrated with the development.
- (b) Billboard signs and mobile signs should not be located on the site.
- (c) Internally illuminated or back light sign boxes are discouraged.



Signage

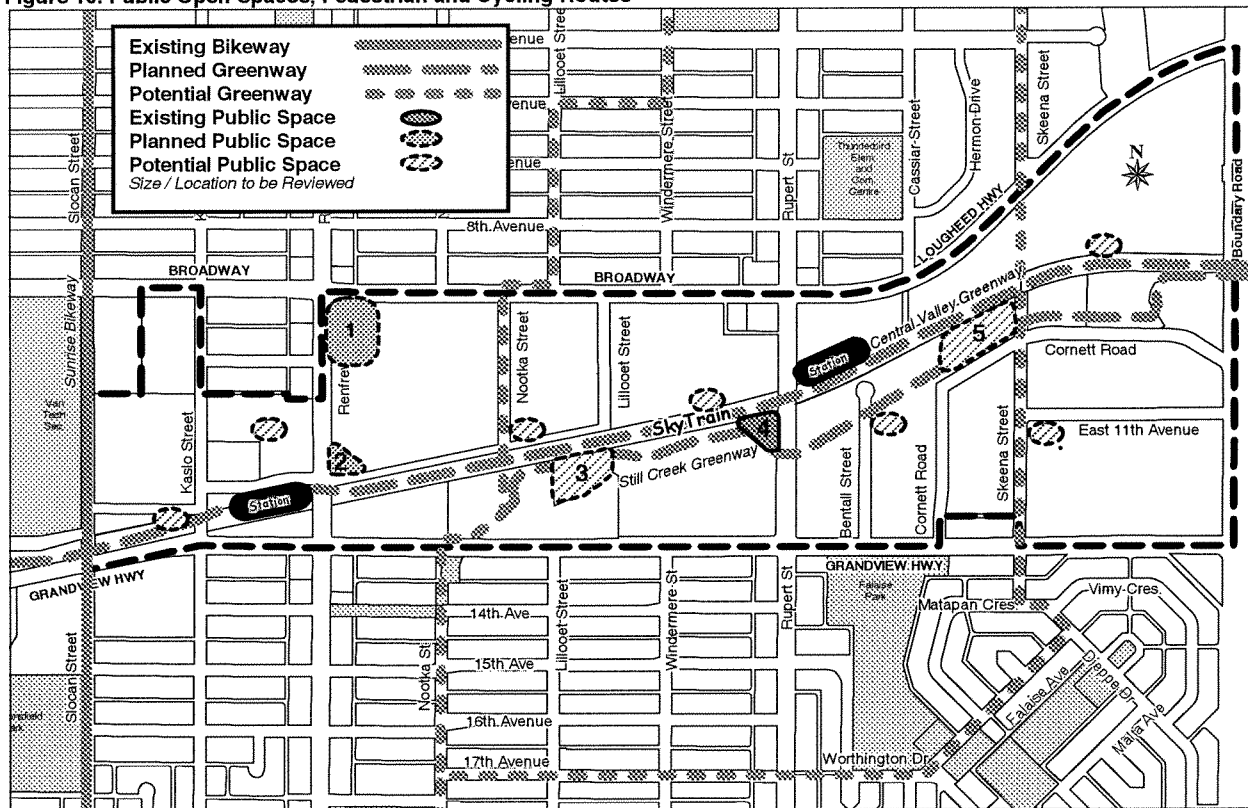
7 Open Space and Greenways

7.1 Public Open Space

The GBIA currently has no dedicated parks, few existing public spaces and lacks new open space opportunities. To provide for outdoor recreation for workers and the public, an enhanced Still Creek will be the major open space element and small public plazas and green spaces will be incorporated into redevelopments along Greenways or into the street edge of major sites such as planned for the northwest and southwest corners of the Broadway Tech Centre (Figure 10, #1 and #2). Opportunities for these spaces on other larger parcels are shown in Figure 10 as “Potential Public Space.”

In addition, proposed Still Creek retention ponds shown as #3 and #5, will offer opportunities for public recreation. These features are part of the long-term 10-50 year vision for Creek enhancement and they will be investigated further as part of an Integrated Stormwater Management Plan. Their size and location may change as a result of this work.

Figure 10. Public Open Spaces, Pedestrian and Cycling Routes



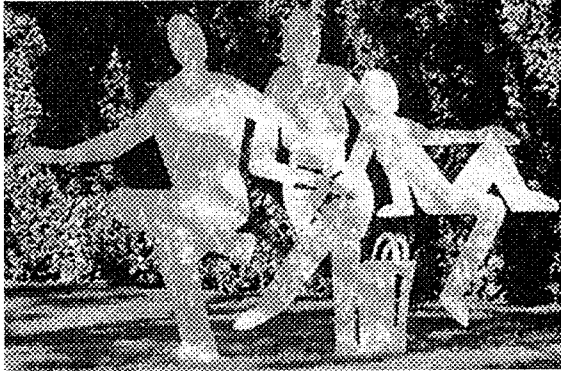
The following should guide design and location of public spaces and Greenways:

- Given the large amount of hard surfacing in the GBIA, new public space should minimize further hard surfacing and maximize “soft” and green landscaping.
- Landscaping elements and public art which reflect the industrial history of the area or enhance or celebrate Still Creek are encouraged.
- Large sites indicated in Figure 10, as providing “Potential Public Space” should incorporate green spaces for employees and the public as part of site landscape design.
- Public space should connect to future Greenways and other public routes to create a network of linked green spaces.

- (e) Where practical the Still Creek and Central Valley Greenways will be constructed on City owned land or City R.O.W. In some circumstances, an additional R.O.W. may be requested from adjacent development to provide a more useable trail width.

7.2 Semi-Private Open Space

Social semi-private open space is desirable for employees and should be provided wherever possible. It could be located at grade or on the rooftop as part of a landscaped rooftop garden and should maximize sun exposure.



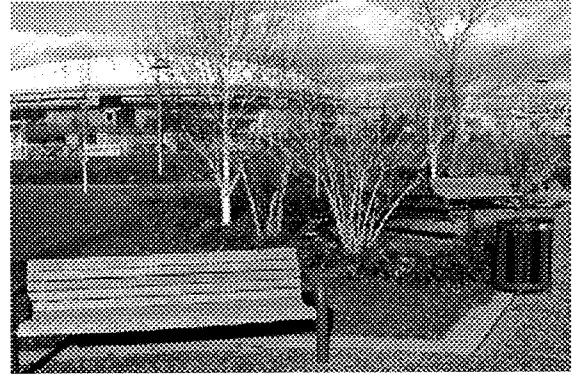
Public Art in Open Space



Public Art reflecting Industrial History



Semi-private Open Space



Public Open Spaces connected by Greenways

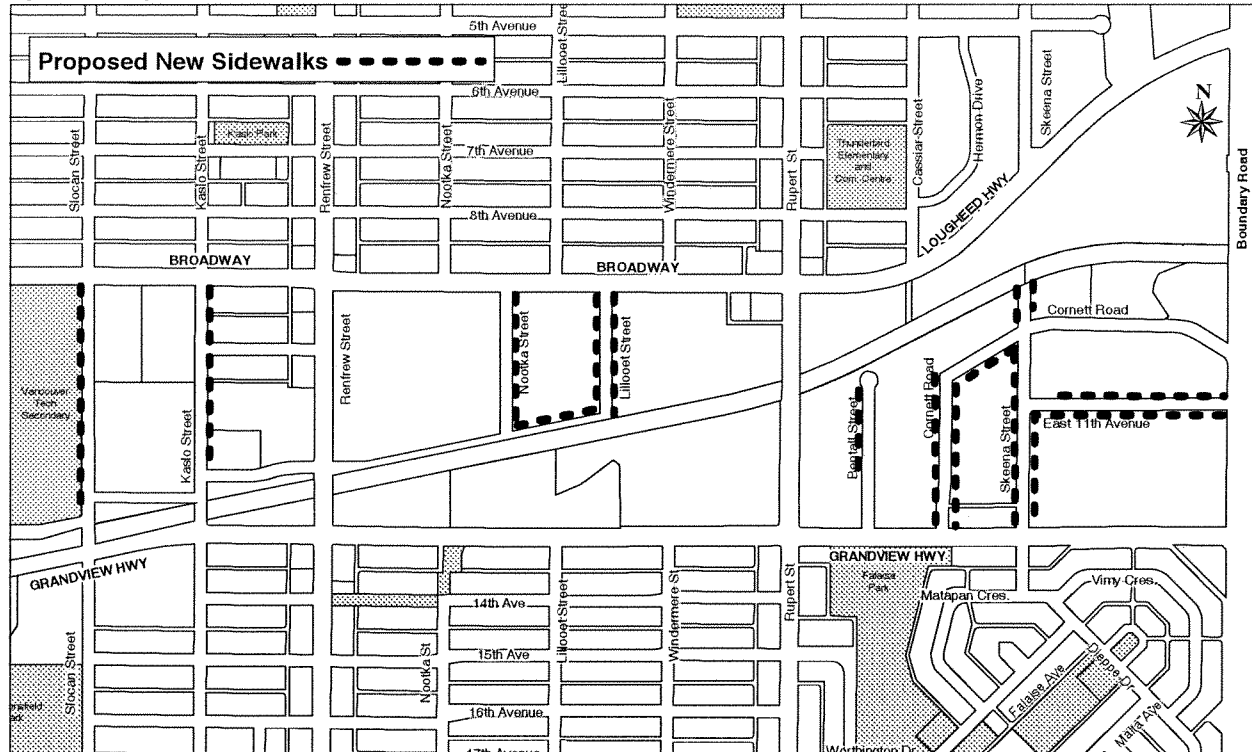
8 Public Realm Landscaping and Streetscape

8.1 General Provisions

- (a) Continuous sidewalks should be provided for the site's full frontage to encourage pedestrian use. Figure 11 indicates where sidewalks are currently absent.
- (b) Landscape design should provide for views into buildings for pedestrian interest, as well as special features such as opportunities to sit, view or take part in walking or active recreation.
- (c) Bus stop and transit station landscaping treatment of sites adjoining SkyTrain stations should be coordinated with TransLink.
- (d) The required landscaped setbacks on Grandview Highway, Broadway/Lougheed, Boundary Road and the Central Valley Greenway provide good opportunities for public art and historical references.

- (e) Crime Prevention Through Environmental Design (CPTED) principles should be followed.
 - (i) Maximize opportunities for natural surveillance;
 - (ii) Provide unobstructed and transparent sightlines to exits and destinations;
 - (iii) Foster territoriality and a sense of ownership;
 - (iv) No hiding places; and
 - (v) Lighting of public places.

Figure 11. Proposed New Sidewalks



8.2 Public Realm Landscaping and Street Trees

8.2.1 Street Tree Plan

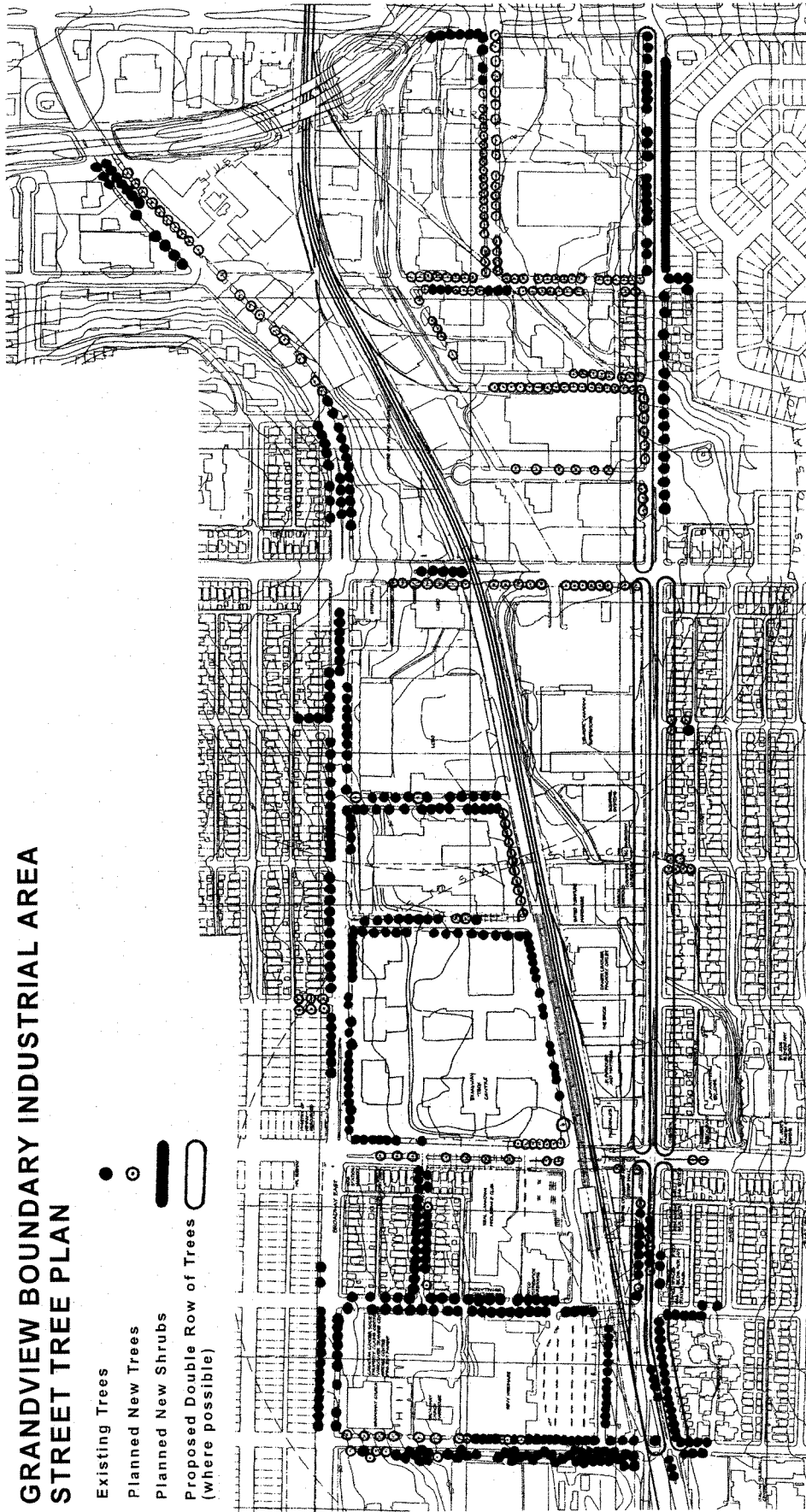
The existing street trees in the GBIA vary in size, species, age and form. On most streets there are either no street trees or there are major gaps. The street tree plan objectives are to:

- (i) Be a major element in developing visual continuity along streets and an attractive urban environment.
- (ii) Increase the awareness of the presence of nature in the urban environment.
- (iii) Provide a “natural” or ecological link to neighbourhood open spaces such as Falaise Park, Still Creek, the Greenways and public open spaces.

Figure 12. Street Tree Plan

GRANDVIEW BOUNDARY INDUSTRIAL AREA STREET TREE PLAN

- Existing Trees
- Planned New Trees
- ▬ Planned New Shrubs
- ▭ Proposed Double Row of Trees (where possible)



NOTE: In certain areas, space limitations will not permit new trees. However, future road work or adjacent redevelopment may create space for new trees. In areas not identified with existing, planned or proposed trees, they will be considered upon future street works and/or development.

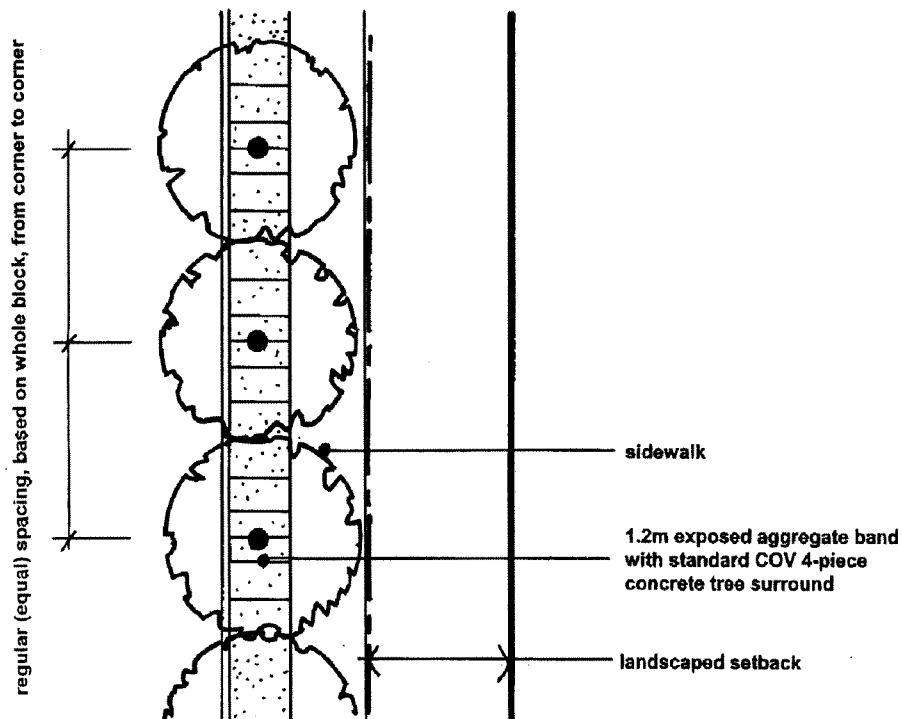
8.2.2 Tree Selection and Spacing Criteria

The following criteria have been established to assist in determining appropriate tree species, variety and spacing for the GBIA. The street trees shall:

- (a) have reasonable root containment habits;
- (b) have a maximum mature size appropriate for its site, given the constraints of overhead wires, boulevard width, views and other visibility concerns;
- (c) have a long leaf life and predominately green leaf colour but provide seasonal colour change, and variable leaf size to create diversity in texture and canopy widths where possible;
- (d) be capable, with pruning, of maintaining a 2 m (7ft) minimum clearance from sidewalk level to the underside of branches; and
- (e) have longevity, be a species less prone to disease, as well as being clean and generally easy to maintain;
- (f) be spaced as close as physically possible (ideally 7-9m [23-30ft], subject to meeting all relevant technical criteria. Spacing will vary depending on whether the planting zone is hard-surfaced or grass.

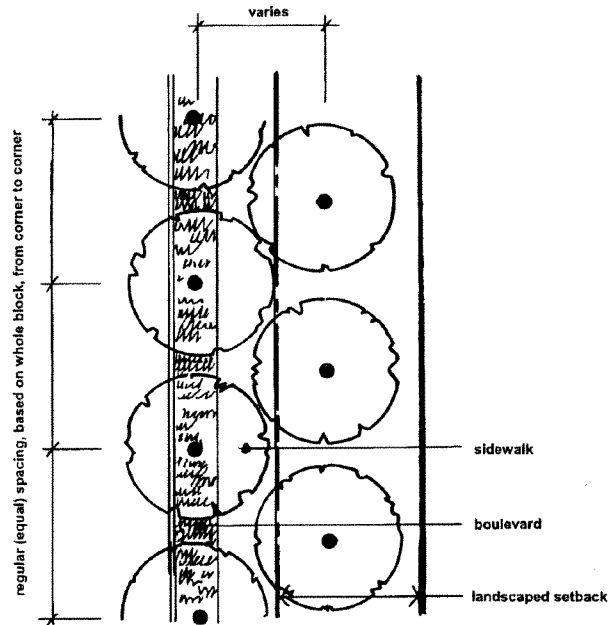
Some of the plan will be carried out through the Park Board Street Tree Infill Program and the remainder will occur as part of the redevelopment of adjacent sites. Engineering Services should be contacted for further information on tree location and the Board of Parks and Recreation, Arboriculture for the approval of tree species. Applicants should also refer to the Streetscape Design Standards for more detailed street tree requirements.

See illustrations below for general streetscape characteristics and locations:

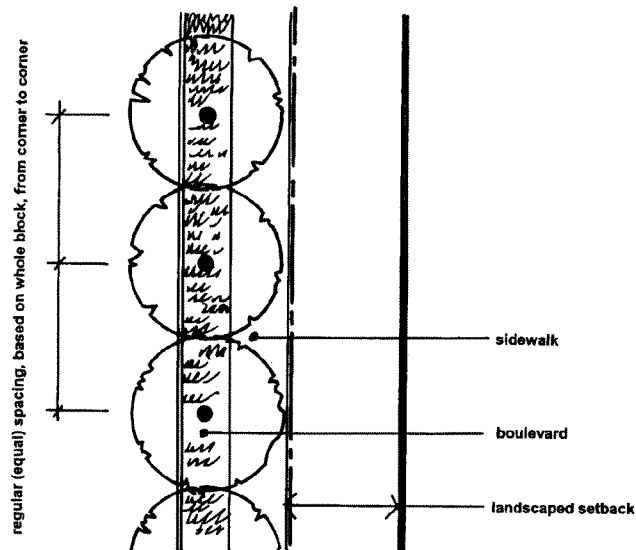


Rupert and Renfrew Streets

Major Streets



Secondary Streets



8.2.3 Still Creek Landscaping

Still

- (a) A landscape plan is required for all developments adjacent Still Creek. The plan should be prepared by a certified landscape architect or a professional landscape designer who has prior experience with landscape design and remediation near water courses. The plan should show existing and proposed plant materials, and all other landscape elements.
- (b) Existing Still Creek landscape character should be preserved and incorporated into new development by using plants native to Still Creek in areas adjacent the Creek. Native plants should be incorporated throughout sites adjacent Still Creek in order that the use of fertilizers, herbicides and pesticides can be avoided.



Introduction of Stream Complexity

- (c) Existing mature trees provide shade, stabilize stream banks and add significantly to the natural beauty of the Creek and their preservation is of primary importance.
- (d) Landscape design and planting adjacent the Creek should discourage direct contact with the Creek due to health and safety concerns and impacts to the creek.
- (e) Only non-toxic materials should be used for Creek area development. For example, hogfuel, commonly used for path surfaces, could leach toxic chemicals into the Creek.

8.2.4 Grandview Highway, Broadway/Lougheed Highway and Boundary Road

- (a) Where a landscape setback is required, lower understory shrubs and other accent plantings should be used to enhance the green border and highlight entries and features on the site. Pedestrian level lighting should be incorporated. The treatment of the landscape setback should form part of the landscape plan.
- (b) Street trees on these streets should be planted in double rows to provide a parkway experience suitable for a major gateway to Vancouver. One row of trees may be in the public space in the outside boulevard where there is one, and the other row in the landscape setback. The Park Board and Engineering Department should be consulted for advice on tree species and location.
- (c) Pedestrian oriented intersections should be provided at all Grandview Highway and Broadway/Lougheed intersections between Boundary Road and Slocan Street.

8.2.5 Renfrew and Rupert Streets

- (a) Properties fronting on Renfrew and Rupert Streets are recommended to provide a 3.6 m (12 ft.) landscape setback. Lower understory shrubs and other accent plantings should be used to enhance the green border and highlight entries and features on the site. Pedestrian level lighting should be incorporated. The treatment of the landscape setback should form part of the landscape plan.

8.6 Central Valley Greenway

- (a) Properties bordering the Central Valley Greenway will be required to provide a 3.6m (12ft) landscape setback. The landscape design within the setback should employ Crime Prevention Through Environmental Design (CPTED) principles.

8.7 Outdoor Storage and Display Areas

- (a) Outdoor storage areas should be limited to the rear yard areas, screened from main entrances, streets, Still Creek, and City Greenways.
- (b) Screening should include fencing, planting and earth berms that filter undesirable views.

9 Public Services

9.1 Water and Sewer Services

Current water and sanitary sewer services are at capacity and will require upgrading to accommodate additional development. Please refer to the Grandview Boundary Area Plan for further information.

9.2 Storm Water and Flood Risks

Still Creek conveys stormwater for the GBIA and surrounding area. With increased development and associated impervious surfaces in the Still Creek water basin, the volume of stormwater during rain events has continued to increase with attendant increases in flooding risk and impacts to the ecology of the Creek itself.

- (a) New development in GBIA should reduce the amount of stormwater that is channelled directly into the stormwater system and Still Creek by applying the methods outlined in Section 10.1.1.
- (b) For the portions of the GBIA identified on flood plain maps to be within the 200 year flood area, the grade of new development must be raised to mitigate flooding risks in consultation with the City Engineer. The City's Floodproofing Policies should be consulted for general information on flood proofing.

9.2.2 GVSDD Requirements

The Greater Vancouver Sewer and Drainage District (GVSDD) has authority over stormwater in Still Creek.

Still

- (a) The GVSDD requires property owners to maintain all landscape elements in the easement area. The GVSDD undertakes brush cutting as required within the hydraulic channel as part of its maintenance program.
- (b) Bridges, crossings and any proposals having potential impact on the hydraulic requirements, require approval of the GVSDD prior to submission of a Development Permit Application. Bridges should span the Creek without support columns being located in the channel. The design of these structures is subject to the approval of the Director of Planning.
- (c) Physical access to the Creek must be provided on at least one side of the channel for GVSDD maintenance. These areas could be used as viewing or seating areas where appropriate.

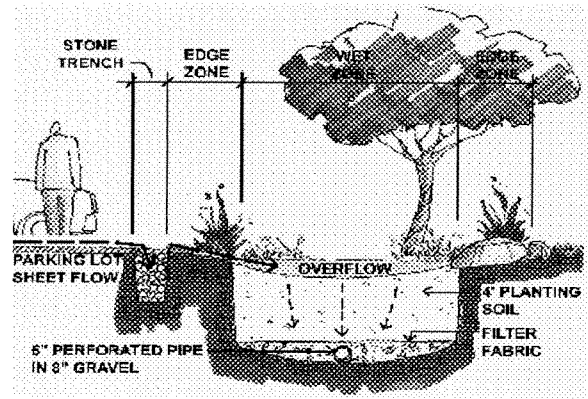
10 Environmental Considerations

10.1 Still Creek Watershed: Protection and Enhancement

Still Creek was once an important natural feature and remains a visible reminder of the environmental systems upon which urban life is based. Through urbanization large sections are now buried and above ground sections have been straightened and channelized in order to better convey stormwater. Still Creek suffers from extremes of high and low flows, flooding potential for adjacent properties and poor water quality from direct hard-surface run-off which carries vehicle pollutants and other contaminants into the Creek. Contribution to enhancing Still Creek will be a key criteria in assessing proposed developments throughout the GBIA, and particularly for those sites adjacent the Creek.



Example of Permeable Parking Surface



Typical Parking Area Swale Cross-Section

10.1.1 Creek Sensitive Development Practises

The objective for all new development should be first to maximize the infiltration of stormwater and secondly, to delay its release into the stormwater system and Still Creek. To achieve these objectives the following guidelines should be incorporated as far as practical into all new GBIA development:

- (a) Permeable surfaces should be maximized to reduce stormwater runoff and recharge groundwater. Soil preparation and introduction of appropriate soil type layering is critical to effective functioning of all permeable surfaces, and should be an integral part of design and construction.
- (b) On-site stormwater storage and treatment should be provided through under pavement storage, ponds, wetlands, landscaping or similar features that have dual functions of slowing rainwater release to Still Creek and providing a visual or recreational amenity for employees.
- (c) Ditches or swales should be created adjacent to hard surfaces, to carry, filter and reduce surface runoff as well as minimize the need for underground pipes. Parking areas adjacent the Creek should incorporate swales as standard practise.
- (d) Oil interceptors should be used in all parking lot catch basins and other drainage structures and cleaned out regularly according to manufacturers instructions.
- (e) New development should maximize the number of trees planted.
- (f) For new buildings green roofs should be investigated and employed to store and evapo-transpirate storage and to provide a recreational amenity for employees. Alternatively, roofs should be designed to store rainwater for delayed release into the stormwater system;
- (g) Consideration should be given to recycling grey water on site, if possible, for irrigation purposes to reduce water use, waste water and runoff.
- (h) Any changes to the Creek alignment should introduce more natural conditions such as gentle meanders. Except for efforts to daylight the Creek, further straightening and channelization is not supported.

On-going study is occurring to determine the most effective of these approaches to reducing stormwater run-off in the Still Creek Basin and elsewhere. Applicants should request this information from the GVRD and the City as it becomes available to develop an approach that strives for a significant reduction in the runoff compared to that which would normally occur using standard practises.

10.1.2 Still Creek Enhancement Study

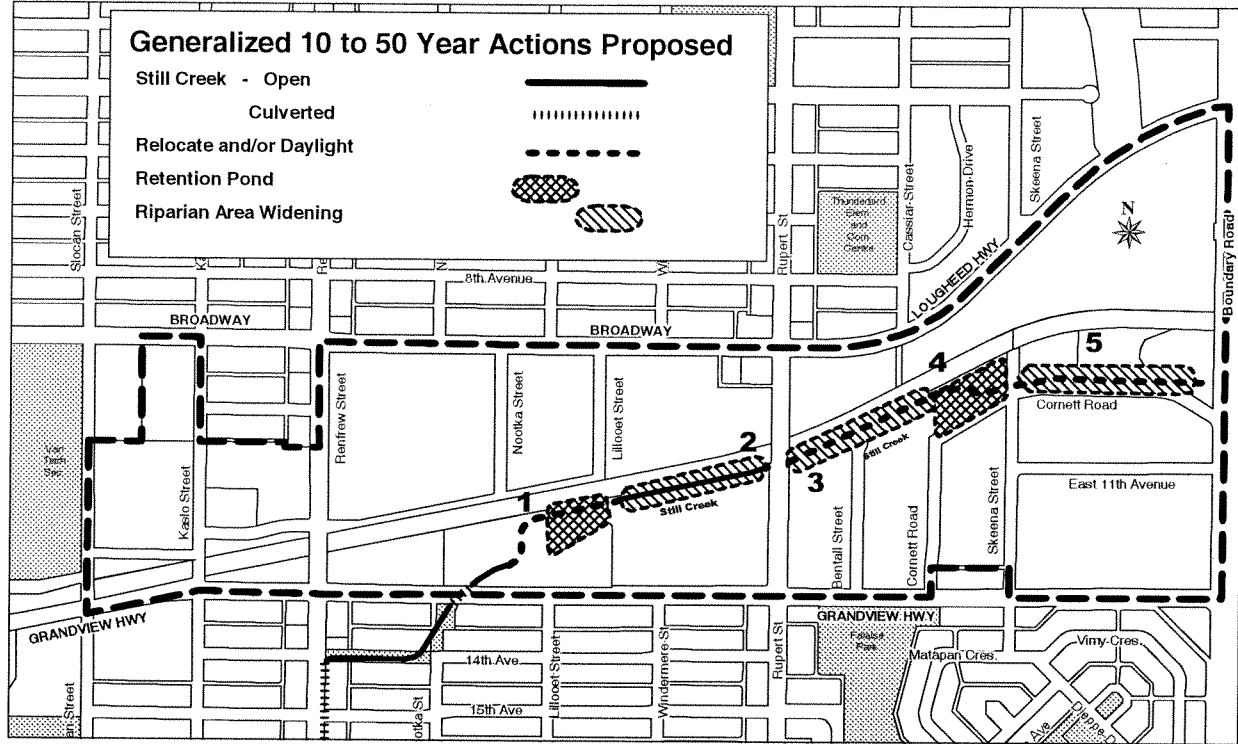
The Still Creek Enhancement Study was undertaken to review enhancement options and recommend measures to protect the remaining portions of the Creek. The goals were to improve stormwater management and water quality, create recreational opportunities for area workers, provide educational experience of natural systems and recover the Creek's natural and aesthetic appeal through day lighting and other means. The Study advances a series of Creek enhancement projects that could occur in the short and long-term toward achieving these goals. The more immediate actions are illustrated in Figure 13. These actions would lay the ground work for the more extensive longer-term improvements. These more complex stream enhancements are shown as proposed in the study and will be reviewed in more detail as part of an Integrated Stormwater Management Plan for Still Creek.

Figure 13. Still Creek 10 Year Action Plan



- Area 1** - using the green triangle on the Danier Leather site, widen the creek, enhance riparian area and install public art;
- Area 2** - enhance the stream side vegetation and add riffle weirs, boulders etc. to increase stream complexity.
- install public art and educational kiosk in the existing park space at the northeast corner of the Superstore parking lot;
- Area 3** - represent the underground portion of Still Creek through painting the Creek alignment, mosaics or other public art;
- Area 4** - remove on-street parking from the north side of Cornett Road and expand the stream side area to add meanders and riffle weirs;
- Area 5** - replant the stream side areas with native plants.

Figure 14. Proposed 10 to 50 Year Actions



- Area 1**
 - when the United Furniture site redevelops, relocate and daylight the Creek on the south side of the BNSF tracks and extend the Greenway;
 - acquire the parking area in the northwest corner of the Superstore site and construct a passive recreation area, stormwater retention pond and wetland;
- Area 2**
 - acquire additional land to expand the stream side area, add stream meanders, pedestrian view points;
- Area 3**
 - relocate and daylight the Creek on the south side of the BNSF rail corridor and extend the Greenway;
- Area 4**
 - acquire 3445 Cornett Road and 2525 Skeena Street and construct a passive recreational area, stormwater retention pond and wetland;
- Area 5**
 - widen stream side areas to add meanders, seating areas and other pedestrian amenities either in current location or after relocation to the south side of the BNSF line and extend the Greenway.

10.2 Trees and Vegetation: Retention, Relocation and Replacement

- (a) Existing trees and vegetation should be retained and incorporated into site planning. New trees should be added wherever possible.
- (b) Groups of trees should be retained to protect against potential isolated tree hazard situations and preserve the associated understorey vegetation for minimum disturbance of existing conditions.
- (c) If tree retention is not possible, the trees should be relocated to other parts of the site, and if relocation is not possible, trees should be replaced with appropriate species.

- (d) A variety of native trees and vegetation should be provided to minimize maintenance, water use and integrate the planting design into the traditional landscape character. Trees and vegetation planted near Still Creek should be native species appropriate to the riparian zone.
- (e) Existing planting patterns and connections to adjoining properties should be extended and reinforced.

10.3 Soils: Retention, Cleansing and Replacement

- (a) Topsoil should be retained and soil quality improved where necessary by remediation on site or addition of new soil to provide a rich basis for site planting and landscape development.
- (b) Contaminated soils should be replaced with quality soils to enhance plant growth and ground water quality.

10.4 Air Quality and Transportation: Proximity and Land Use

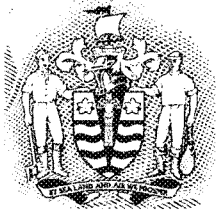
- (a) Walking and bicycling should be encouraged by providing secure bike storage areas and employee change facilities with showers.
- (b) Convenient, safe and accessible pedestrian and bicycle connections should be provided to major bus routes and SkyTrain Stations.

10.5 Energy: Conservation and Efficiency

- (a) Buildings should be oriented to maximize solar orientation, taking into consideration building placement and planting design.
- (b) Building materials, systems and construction methods should be used to conserve energy and reduce long-term operating costs.

10.6 Solid Waste: Reuse and Recycle

- (a) A solid waste disposal and recycling area should be designated for each building. This area should be of sufficient size to meet the needs of the proposed development and should be at ground level to facilitate container emptying.
- (b) A comprehensive waste management plan is encouraged among land owners to provide recycling and reuse in close proximity by different industrial, retail or high technology uses.



Note: ~~Strike-outs~~ indicate deletions
Italics indicate additions

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

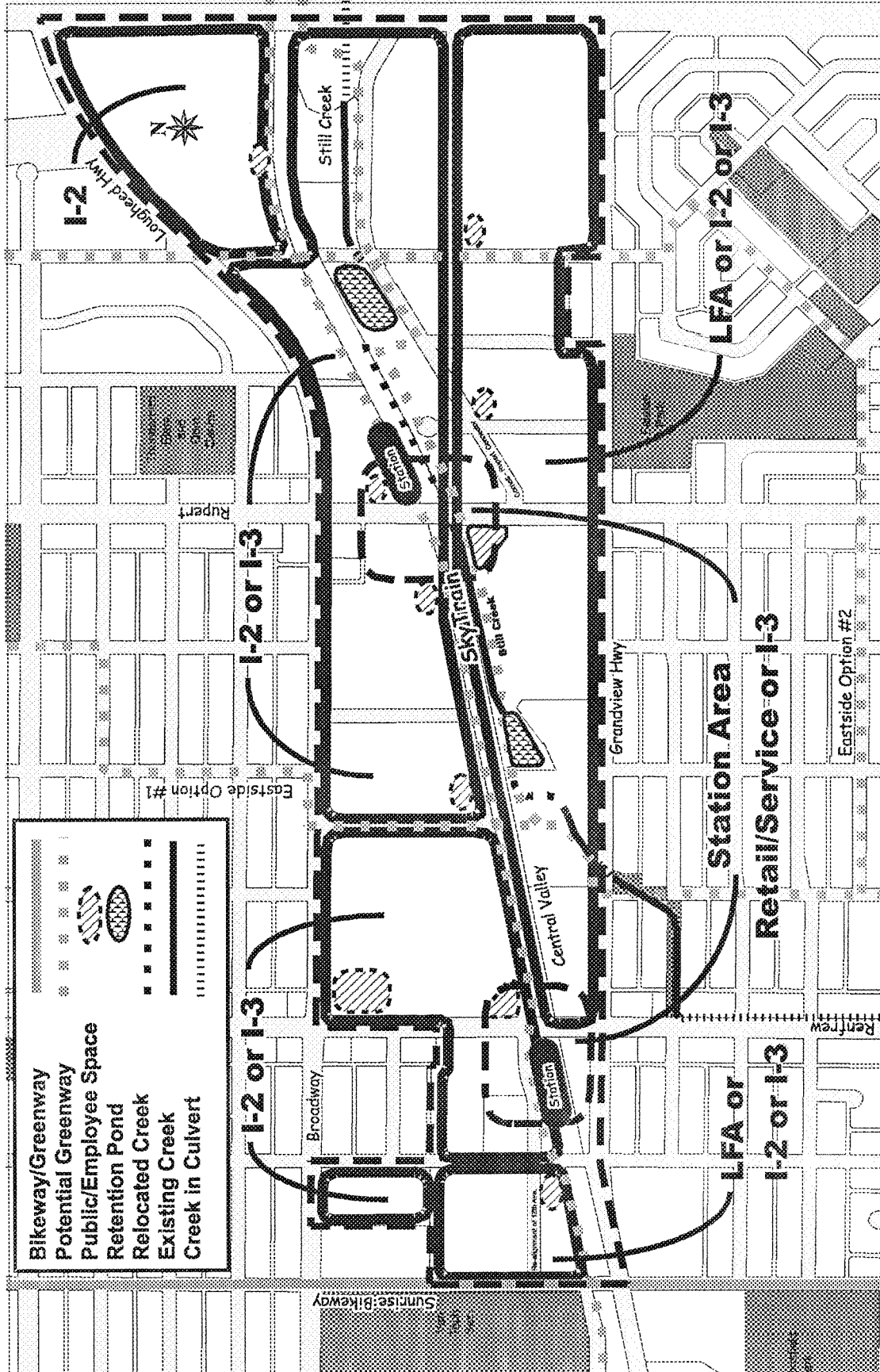
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planning@city.vancouver.bc.ca

GRANDVIEW BOUNDARY INDUSTRIAL AREA PLAN

Adopted by City Council by July 25, 2002
Amended _____, 2006



GRANDVIEW BOUNDARY INDUSTRIAL AREA - FUTURE VISION



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1 Future Vision

The GBIA will remain primarily an industrial area but one that accommodates a variety of uses and activities. These will include *Large Format Uses* ~~Highway-Oriented Retail (HOR) uses~~ on Grandview Highway (*including large format retail, institutional, cultural and recreational uses*) and a gradual transition to new industrial uses such as film studios and high-tech industrial office buildings like the Broadway Tech Center, concentrated near the SkyTrain stations. These new industries are much more worker intensive than current uses, and worker population will increase from 4,000 workers today, up to 14,000 depending on the extent to which new industrial uses enter the area. The new SkyTrain stations will become centers of neighbourhood pedestrian activity with small shops and other services for transit users and area workers. Area infrastructure and amenities will be improved to accommodate the increased worker demands on roads, water, sewer services and park space. As the only natural amenity in the area, Still Creek will be enhanced to provide expanded natural areas and recreational space for workers, a continuous pedestrian pathway and improvements to the Creek ecology. To support these Creek improvements, new approaches to handling storm water will be introduced for new development. The transition may take 20 or more years and the change will be gradual, allowing area owners and operators time to consider and adapt their role in the area's future.

1.1 Area History

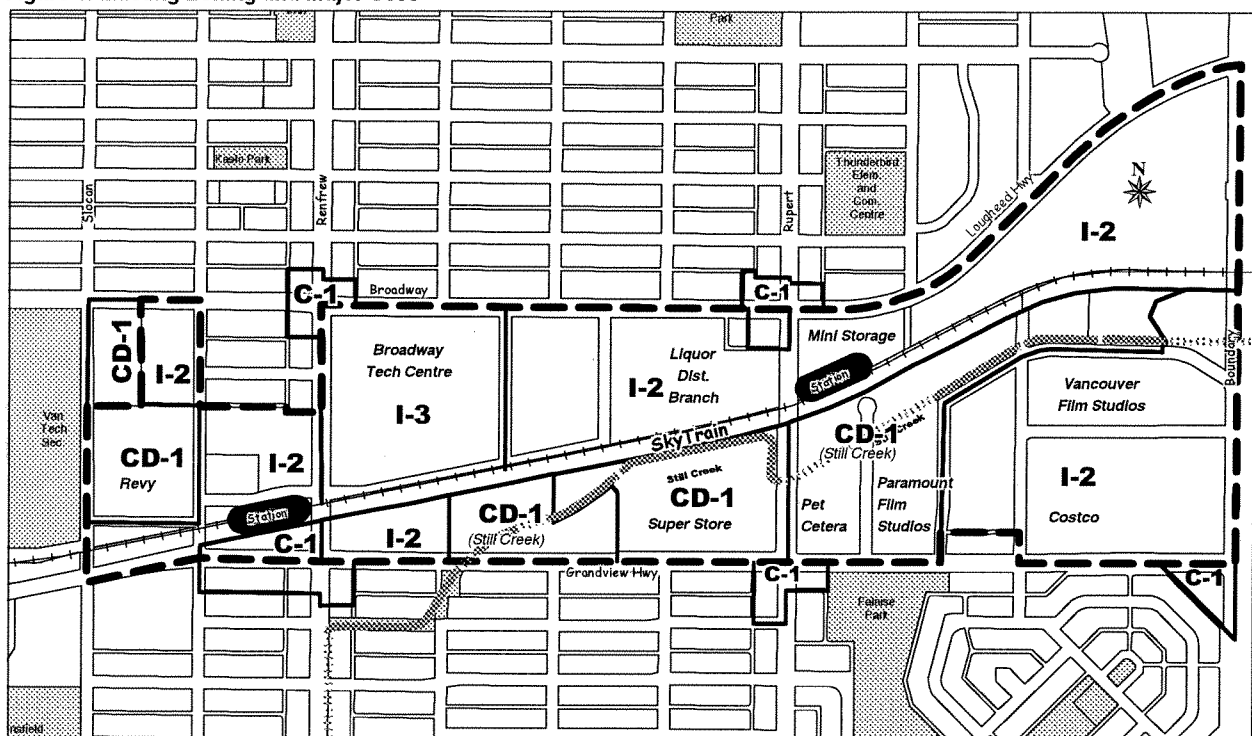
GBIA developed in the 1950s as an industrial park with rail service and convenient access to Highway 1 and surrounding arterial streets. Beginning in the 1980s, large manufacturing and warehouse uses such as Wire Rope Industries, Molson's and Simmons Mattresses vacated the area making way for new uses such as Superstore, Paramount Studios and Costco Wholesale Club. In 1995 the Industrial Land Strategy led to new I-2 zoning in the area to encourage industrial, service and high-technology uses and identified Grandview Highway as a location for large format non-industrial uses. After the Province announced the new SkyTrain line in 1998, the GBIA and the False Creek Flats were identified by the City as suitable for high-tech industry. Council rezoned the 6.9 hectare (17 acre) former Eaton's warehouse site to I-3 High-Tech, and approved interim guidelines for privately initiated rezonings for high-tech, and for large format uses on Grandview Highway.

1.2 Existing Zoning and Uses

GBIA zoning and land use consists of:

- (a) **I-2 light Industrial and Still Creek CD-1 zones** - permit a range of manufacturing, including software, service, transportation and storage uses as outright approvals, and other institutional and service uses as conditional approvals. Existing uses include Vancouver Film Studios, Paramount Studios as well as warehousing, wholesaling and distribution.
- (b) **HOR LFA CD-1 zones** - these are custom zoning schedules written to fit existing buildings and uses including Revy, Superstore and Petcetera.
- (c) **I-3 High-Tech Industrial zone** - permits outright uses including information technology office and software manufacturing, and conditional uses such as manufacturing and other traditional light industry. The Broadway High Tech Centre is the area's only I-3 site.
- (d) **C-1 Commercial zone** - permits local serving retail and service uses with potential for residential above.

Figure 1. Existing Zoning and Major Uses



1.3 Implementation

Implementation will occur through redevelopment or reuse of buildings under the I-2 and Still Creek CD-1 zonings (similar to I-2 with additional guidelines for Still Creek) and owner initiated site specific rezonings. While current zoning supports many future directions for the area, rezoning will be required for high-tech industrial offices, new large format uses on Grandview Highway and retail/service uses near SkyTrain stations.

To facilitate new development, the Plan calls for improvements to area streets and infrastructure, enhancement of Still Creek and the public realm, and the extension of Greenways through the GBIA. An area-specific DCL By-law will be adopted to help pay for these improvements. In addition, the City-wide DCL will continue to be collected and used for services that benefit a wider area. DCLs will not be sufficient to pay for all required services. Additional funding from the Still Creek Greenway Enhancement Fund and other City sources will augment provision of area services and amenities as detailed later in this Plan.

2.0 Land Use Directions

Land use policies provide for choice of use in GBIA as described below and shown in Figure 2.

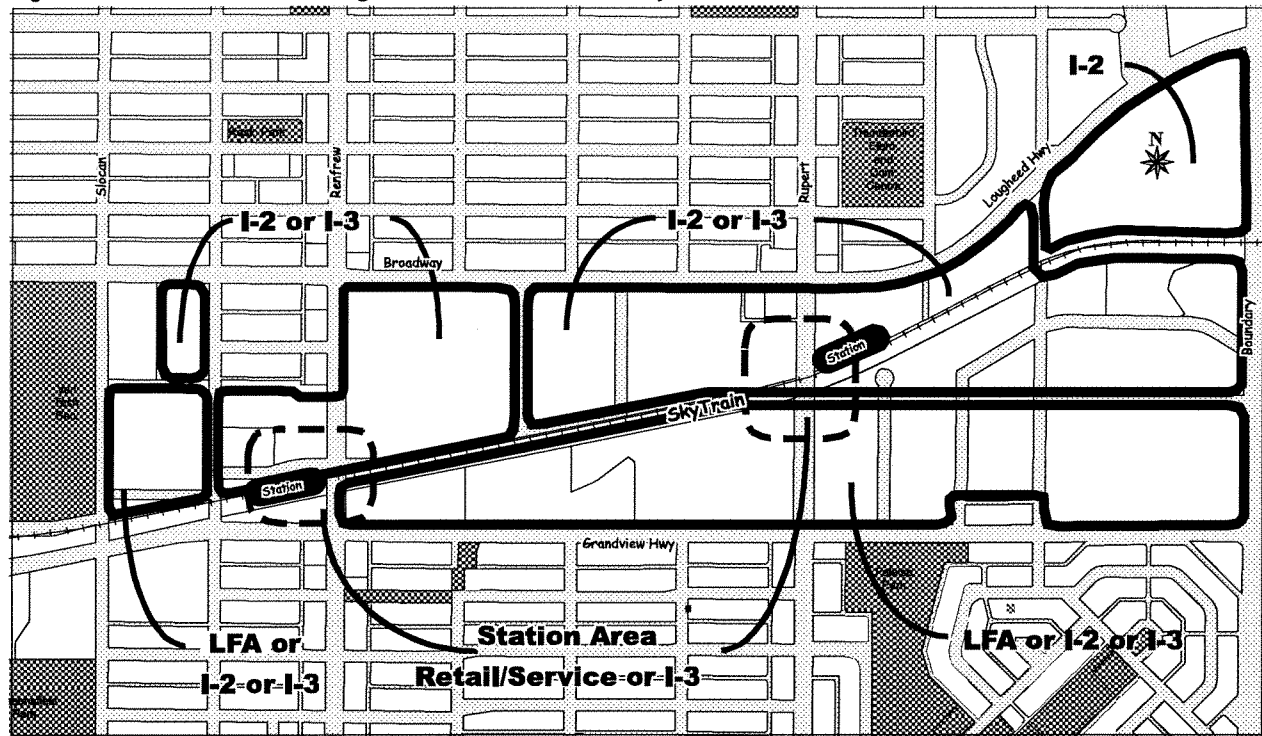
High Tech (I-3) Industry - software manufacturing and information technology is more worker intensive than traditional industry and is preferred closer to the SkyTrain Stations. Rezoning applications for high-tech elsewhere in GBIA will be considered where safe and convenient walking (5-10 minutes) to SkyTrain Stations is possible.

Traditional (I-2) Industry - warehousing, wholesaling and storage uses can locate anywhere in the area, but are preferred in locations more distant from the station areas to reserve station areas for uses that generate more transit riders and pedestrian activity. Film studios and other more worker intensive uses are encouraged near stations.

Highway Oriented Retail (HOR) Large Format Non-Industrial Uses (LFA) - rezoning applications for stand alone, large format retail, institutional, cultural and recreational uses will be considered only on sites fronting Grandview Highway as shown in Figure 2. Institutional, cultural and recreational uses such as schools (elementary, secondary, university, college, business, arts or self-improvement), churches, billiard halls, bingo halls, bowling alleys, casinos, clubs, halls, fitness centres, rinks and swimming pools could be considered. Rezoning to allow educational facilities outside the LFA may be considered when they relate directly to high-tech industrial development. Please refer to the GBIA Rezoning and Development Policies and Guidelines for more details.

Station Areas - Retail/Service - station oriented uses such as convenience stores, green grocers, insurance agents and drycleaners are encouraged adjacent to the SkyTrain Stations.

Figure 2. Future Land Use and Large Format Area HQR Boundary



3.0 Circulation and Parking

GBIA is bordered by three regional arterials - Grandview Highway, Boundary Road and Broadway/Lougheed. As a typical 1950s industrial area, the road pattern was developed for vehicular access and circulation. Sidewalks are generally absent on internal streets and direct pedestrian connections to key area destinations are missing.

The Rupert and Renfrew SkyTrain stations will greatly enhance accessibility for workers and nearby residents. With the potential for workers to rely less on vehicle travel, there is an opportunity to focus on alternatives to the single occupant vehicle. This will require creation of safe, convenient routes for pedestrians and cyclists, appropriate parking standards and promotion of alternative commuting modes by area employers.

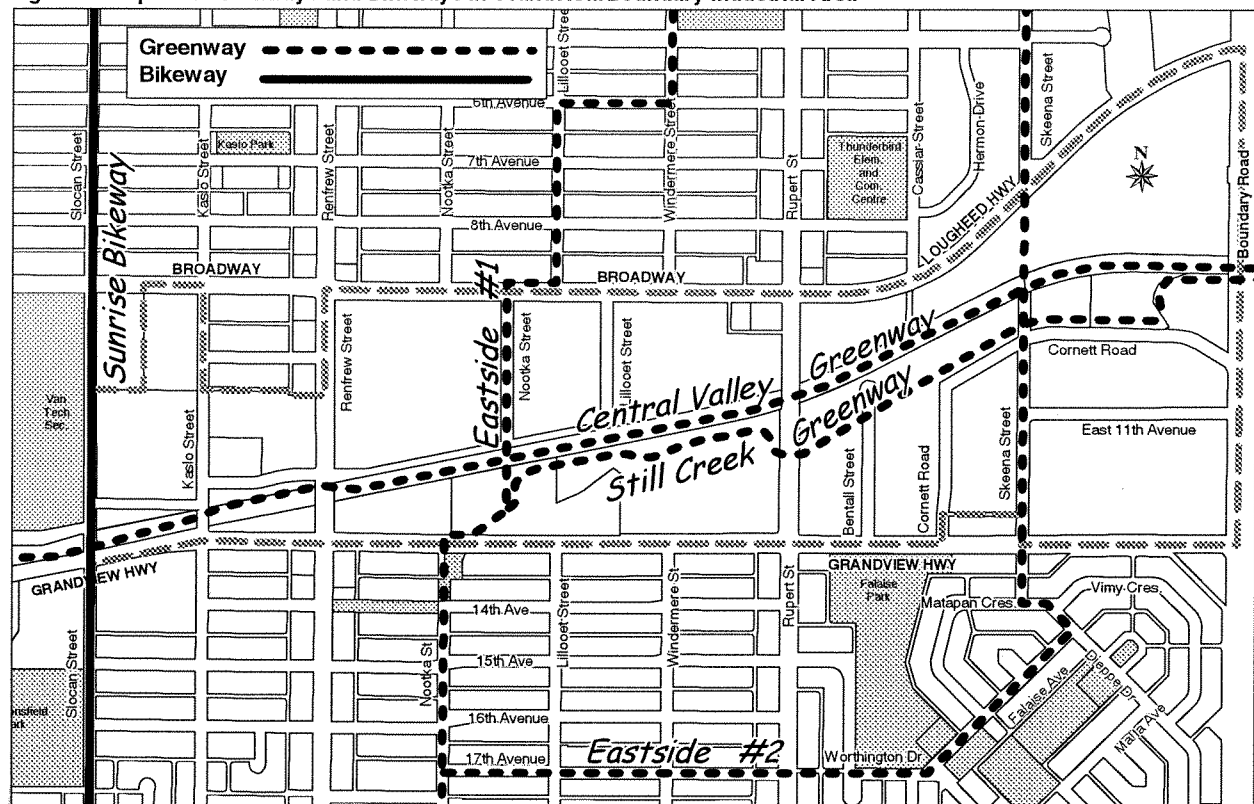
3.1 Vehicular Traffic

The area traffic study concludes that improved vehicular and pedestrian routes are required to accommodate new high-tech industrial development. Currently, intersections along Grandview Highway, Broadway and Boundary Road are operating at or near capacity in the afternoon rush hour. Circulation within the south-east portion (east of Rupert and south of the Skytrain line) of the GBIA is poor, where links to surrounding arterials are discontinuous. In order to encourage alternative travel modes, recommended road changes will focus on enhancing area safety and accessibility, rather than adding road capacity.

3.2 Pedestrians and Bicycles

As employee population increases, there will be increasing need for pedestrian routes linking key area destinations. Several greenways (specific enhanced streets and pathways for pedestrians and recreational cyclists) and bikeways (designated routes on city streets for commuter cyclists) are planned to bisect the GBIA, improving accessibility and making non-vehicular travel more attractive.

Figure 3. Proposed Greenways and Bikeways in Grandview/Boundary Industrial Area

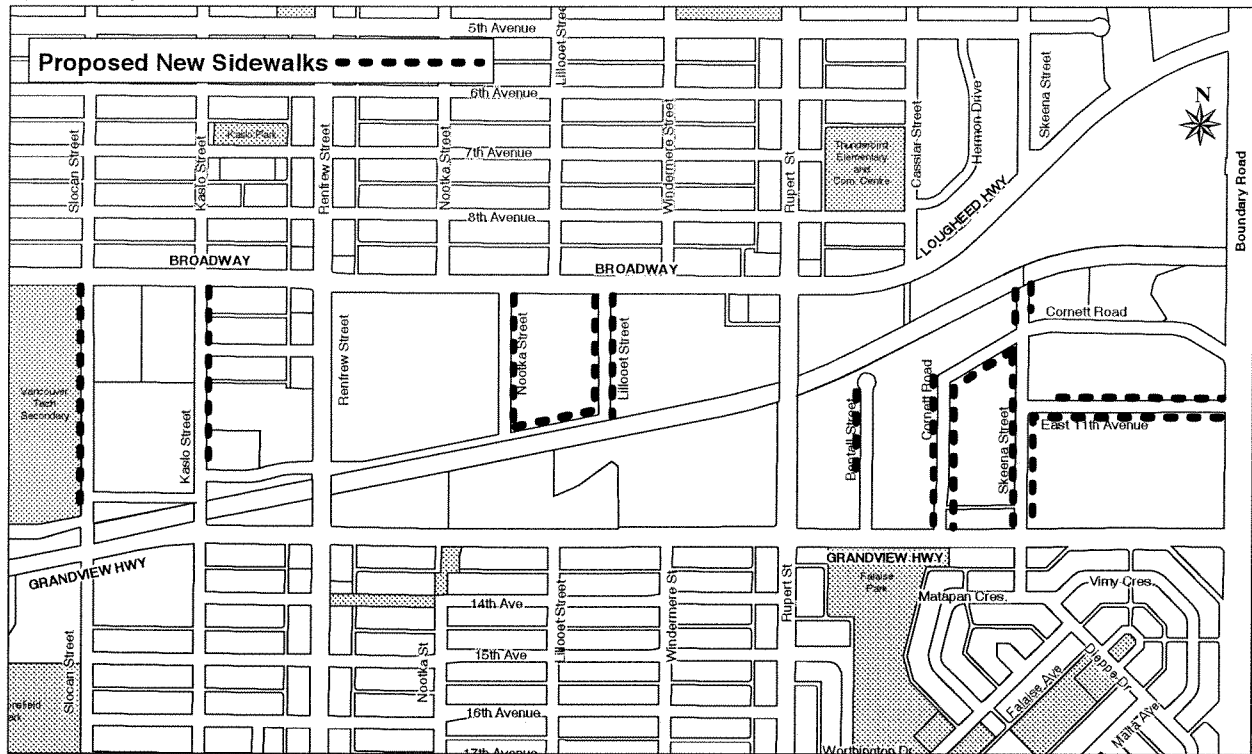


The routes planned for the area, shown in Figure 3, are:

- (a) **Central Valley Greenway** - this planned route generally follows the Millennium Line SkyTrain alignment in the GBIA and will eventually connect False Creek to Burnaby.
- (b) **Sunrise Bikeway** - this route runs along Slocan Street and is the major north-south bike route in the easternmost part of Vancouver.
- (c) **Still Creek Greenway** - this route will parallel Still Creek and eventually link to the residential area to the south at the Nootka Street alignment.
- (d) **Eastside Crosscut Greenway** - this planned greenway is one of 14 routes endorsed by Council and will eventually link Burrard Inlet to the Fraser River. It will connect with the Central Valley Greenway and other important destinations within the area. There are currently 4 potential routes—two routes through the GBIA on Nootka or Skeena Streets are shown in Figure 3. Both would require a new crossing of the BNSF tracks, either at grade or via an underpass. In the short-term, existing crossings of the BNSF at one of two alternate route locations along Slocan or Kaslo Streets may be required. Additionally, the Skeena route may be required for a vehicular connection in the long term to improve north/south access for the area. Actual route alignment would be determined after public consultation and technical review.

Many internal roads currently have no sidewalks. To accommodate increased pedestrian traffic and enhance safety, new developments will be required to provide them as required. In order to ensure timely completion of the pedestrian network in the area, other funding sources such as local improvement initiatives may be used where redevelopment is unlikely to occur for some time. The map below illustrates areas where sidewalks are missing.

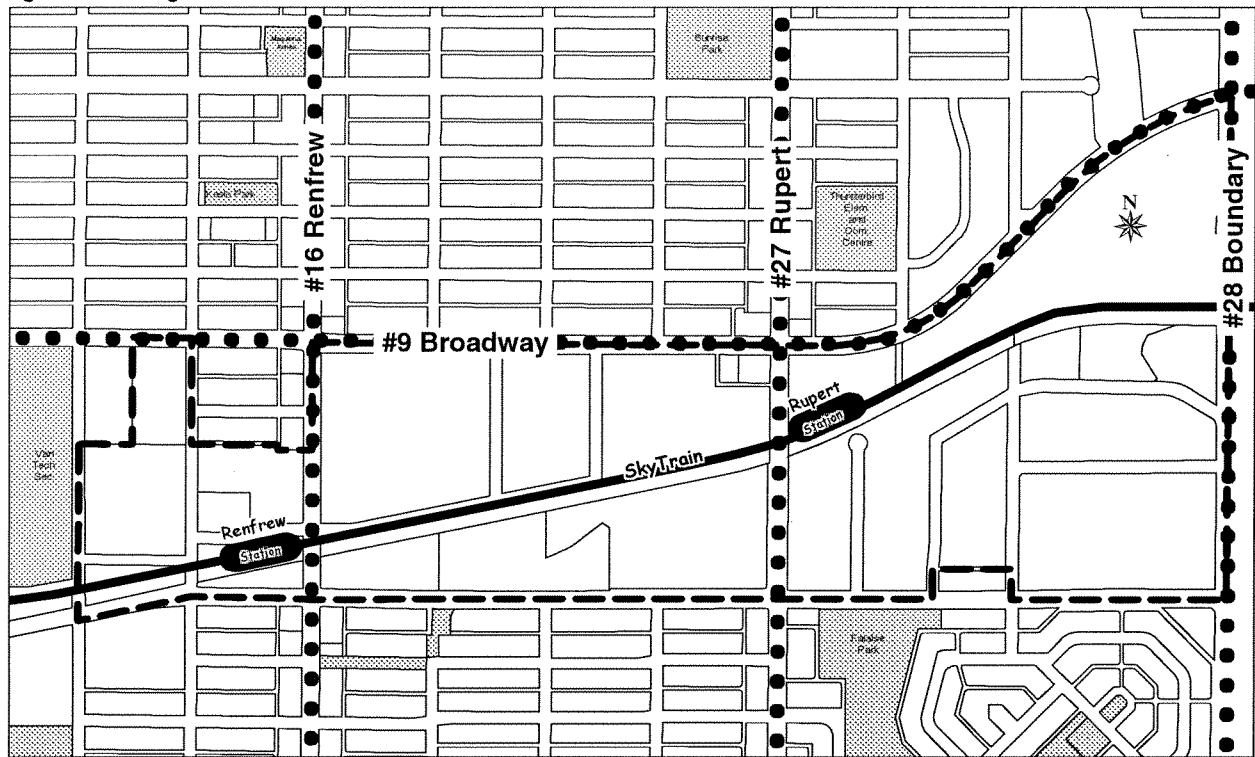
Figure 4. Proposed New Sidewalks



3.3 Transit

The GBIA is well served by transit and service will improve with the introduction of the Millennium Line SkyTrain service in 2002. The 99B bus currently operating on Broadway, will be discontinued in this area when SkyTrain begins with regular and frequent service. Existing bus service is shown in Figure 5.

Figure 5. Existing Transit Service



3.4 Parking

A balanced parking strategy is required that supports alternate modes but also accommodates the needs of employees and visitors. For new I-3 development, the GBIA guidelines require a traffic and parking analysis and transportation demand management measures. *Large Format Area HOR* sites are similar to other retail *uses sites* and will have parking requirements which reflect those demands. New developments are also responsible for providing bicycle parking.

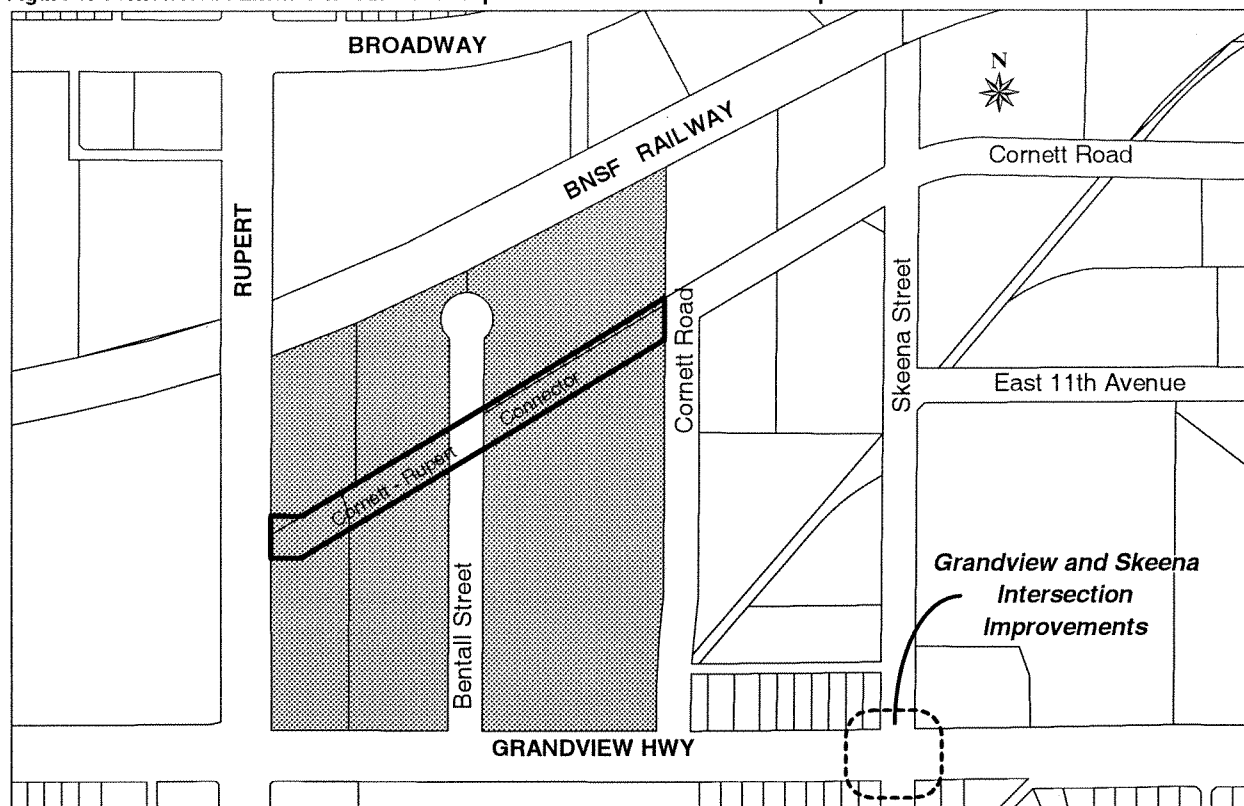
On-street parking on local streets is generally unrestricted. There is currently good availability of on-street parking in most of the area. With increased development and a shift toward more worker-intensive uses, on-street demand will increase. Adjustments to off-street parking standards and on-street parking regulations will be required to provide sufficient short-term parking. SkyTrain Station precincts, in particular, should enjoy reduced parking standards

3.5 Recommended Road Modifications

Rupert - Cornett Connection

The absence of direct access to Rupert Street and the SkyTrain Station from the south-east portion of the area impacts internal circulation and focuses additional traffic at various Grandview Highway intersections. The proposed extension of Cornett to Rupert Street is shown in Figure 6 below. Property for the required right-of-way would be acquired from adjacent property owners as their sites redevelop or as other opportunities emerge.

Figure 6. Cornett Road Extension - Affected Properties and Grandview/Skeena Improvements



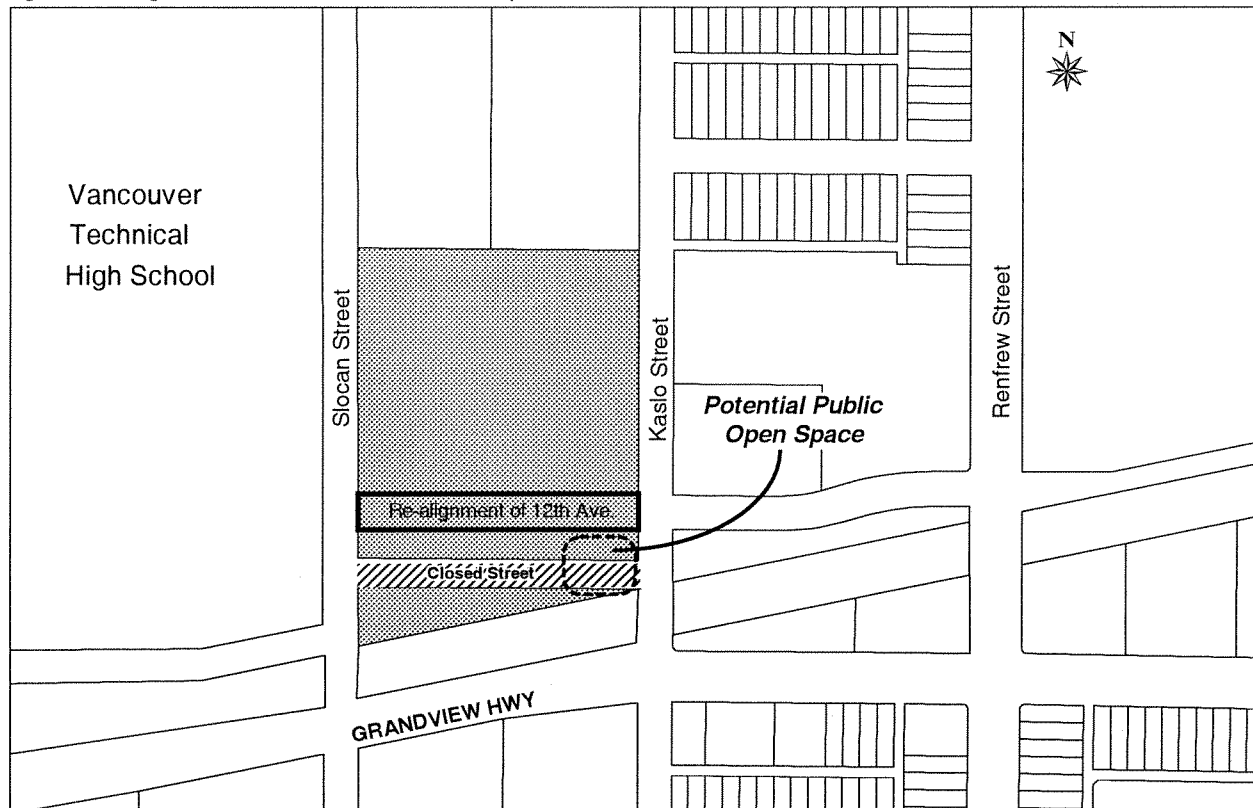
Grandview Highway and Skeena Intersection

The opening of Costco and the Vancouver Film Studio in the past ten years has increased traffic significantly and a potential safety issue has emerged at the Grandview Highway and Skeena intersection, particularly for eastbound and southbound traffic turning left (see Figure 6). Intersection improvements have been initiated which will see left turn bays, signals, enhanced lighting and improved crosswalks provided and the road lowered to correct a sight-line problem. Construction is anticipated in 2002.

12th Avenue Realignment

When the Revy site redevelops, the revised road alignment shown in Figure 7 is recommended to assist traffic circulation and rationalize the road network. The existing 12th Avenue alignment could be closed and consolidated with adjacent parcels to create an amended development site and a small public space illustrated in Figure 7.

Figure 7. Realignment of 12th Ave and Affected Properties



Other Road Modifications

The traffic study recommended other smaller changes to area roads. The construction of a landscaped centre median along Grandview Highway was recommended to limit access from properties on Grandview Highway to right-in and right-out movements only. This would be a longer-term project that would occur as part of a major reconstruction of Grandview Highway at some future date. Construction of various right-turn only lanes and left-turn bays were recommended where they are absent on arterials in and around the area. These improvements will be considered with other similar traffic needs on a city-wide basis.

4.0 Character and Image

The streets have few street trees or other visual amenities and are not pedestrian-friendly. Unlike newer industrial parks, the GBIA lacks a coherent character or unifying theme to give it a sense of identity in the City. The landscaped setbacks on portions of Grandview Highway and Broadway, and the portions of Still Creek that are still uncovered provide the area's only visual relief.

To assist the area's transition to more intensive industrial uses, attractive public spaces and a higher level of streetscape quality are required. A tree plan is part of the Guidelines to help meet these objectives. Public realm improvements will be focussed initially on the SkyTrain Stations and Rupert and Renfrew Streets, the primary access and entryways to the stations. As the station areas transform into safe and attractive environments, they will become catalysts for the area's transition.



Still Creek on Super Store Site



Existing Section of Still Creek Greenway



Typical Warehouse



Internal Street with No Sidewalks

4.1 General Built Form and Character

The urban design challenge in the GBIA is to create a cohesive physical identity given the different uses and building types. Public realm improvements need to be complemented through higher standards of building design, incorporating greater building articulation, transparency, and quality materials, such as glass, steel and concrete. The Grandview Boundary Industrial Area Policies and Guidelines provide detailed guidance to better achieve these objectives.

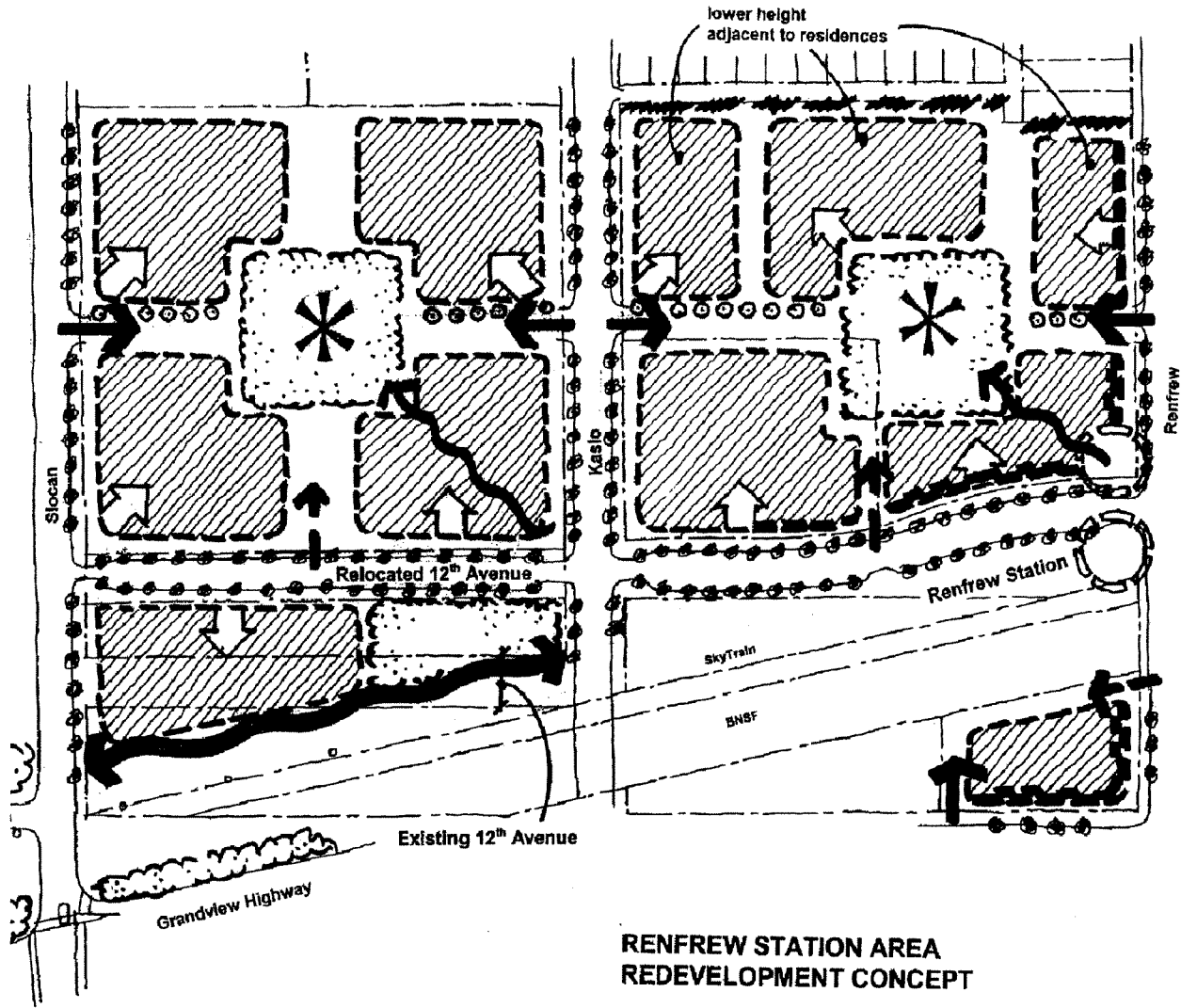
4.2 Development in Station Areas

In February, 2000 Council adopted Station Area Precinct Plans to ensure that the stations were integrated into the surrounding community with safe and accessible pedestrian links. Many of the improvements including bus stops, sidewalks, lighting, crosswalks and signals will soon be in place. The GBIA Plan calls for station areas to be intensely developed, concentrating future high-tech uses and pedestrian oriented activity. Urban form should reflect this vision with heights up to a maximum 100 ft., street wall buildings, underground parking and pedestrian amenities. There are key private sites near each station where building design, uses and new road and pedestrian connections will be important to achieve the Plan objectives. Generalized plans and illustrative drawings for these key sites are shown in Figures 9 through 12.

Renfrew Station Precinct - Key Sites

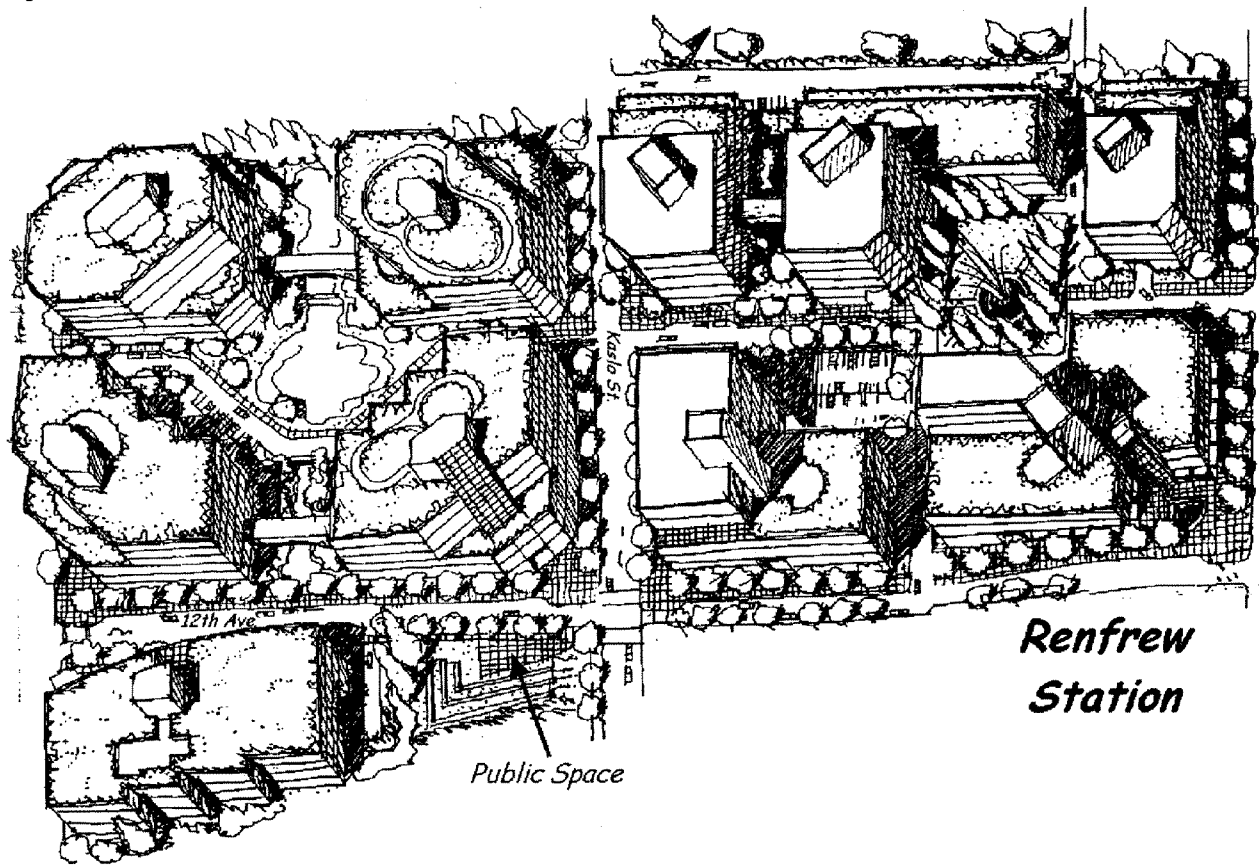
The Renfrew Station area concept shows potential redevelopment of the current Revy site and the Real Canadian Wholesale Club and adjacent site to the west. The realigned 12th Avenue and small public space created through the road relocation are good opportunities for creating an active pedestrian environment. Transit-serving uses such as fast food outlets, small grocers, insurance agents and other local retail and service uses are encouraged at grade along 12th Avenue near the station. The south-facing orientation of these site adds to their appeal for outdoor restaurant seating and display of goods.

Figure 9. Redevelopment Concept Plan for Renfrew Station Precinct



| | | | | | |
|------------------------------------|--|--|--|--------------------------------------|--|
| Building site & main entrance | | Public gathering space or plaza | | Sidewalk and street trees required | |
| Retail/service frontage required | | Amenity and/or feature (e.g., water element, public art, etc.) | | Sidewalk and street trees encouraged | |
| Retail/service frontage encouraged | | Main vehicular access | | Pedestrian access encouraged | |
| Open space opportunity | | Secondary vehicular access | | Landscaped buffer | |

Figure 10. Illustrative Sketch of the Renfrew Station Precinct - looking north



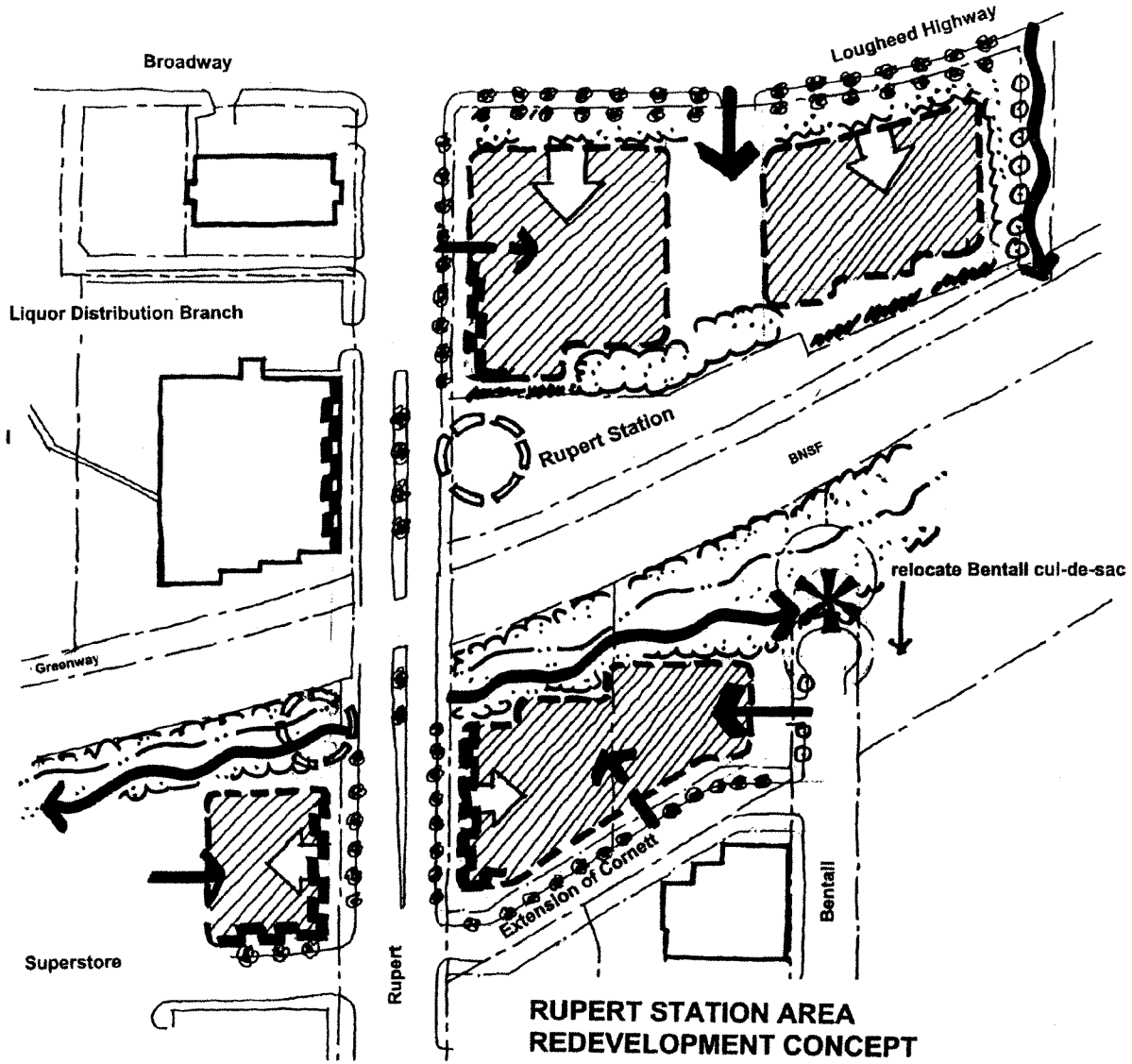
Rupert Station Precinct - Key Sites

Creating a pedestrian focus is also the objective for redevelopment in the Rupert Station area. The concept shows redevelopment of the mini storage site facing Broadway, and Rupert Square just south of the station. The Central Valley Greenway and the proposed extension of Cornett along the Still Creek alignment will provide pedestrian and vehicular connections between Rupert Station and the film studio precinct to the east. A future relocation and day lighting of Still Creek along the southern boundary of the rail line is also contemplated.

Superstore Site

Additional commercial activity, set back from Still Creek in an underused portion of Great Canadian Superstore site, could further enhance the pedestrian environment and increase pedestrian activity.

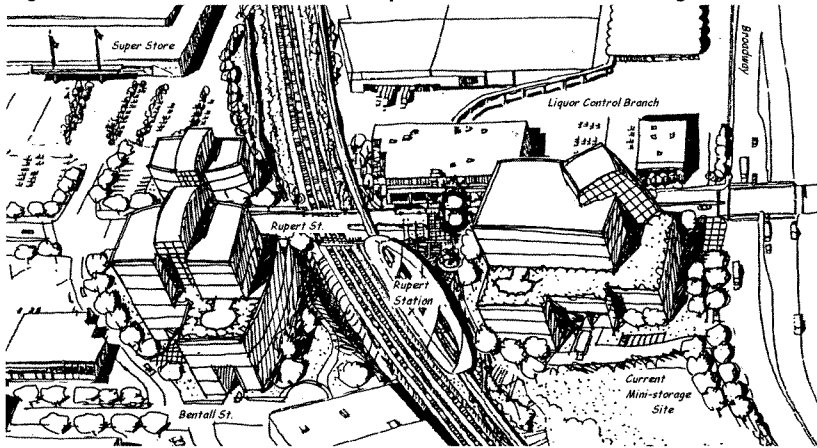
Figure 11. Redevelopment Concept Plan for Rupert Station Precinct



**RUPERT STATION AREA
REDEVELOPMENT CONCEPT**

| | | | |
|--|--|--------------------------------------|--|
| Building site & main entrance | | Main vehicular access | |
| Retail/service frontage required | | Secondary vehicular access | |
| Retail/service frontage encouraged | | Sidewalk and street trees required | |
| Open space opportunity | | Sidewalk and street trees encouraged | |
| Public gathering space or plaza | | Pedestrian access encouraged | |
| Amenity and/or feature (e.g., water element, public art, etc.) | | Landscaped buffer | |
| | | Still Creek (realigned) | |

Figure 12. Illustrative Sketch of the Rupert Station Precinct - looking west

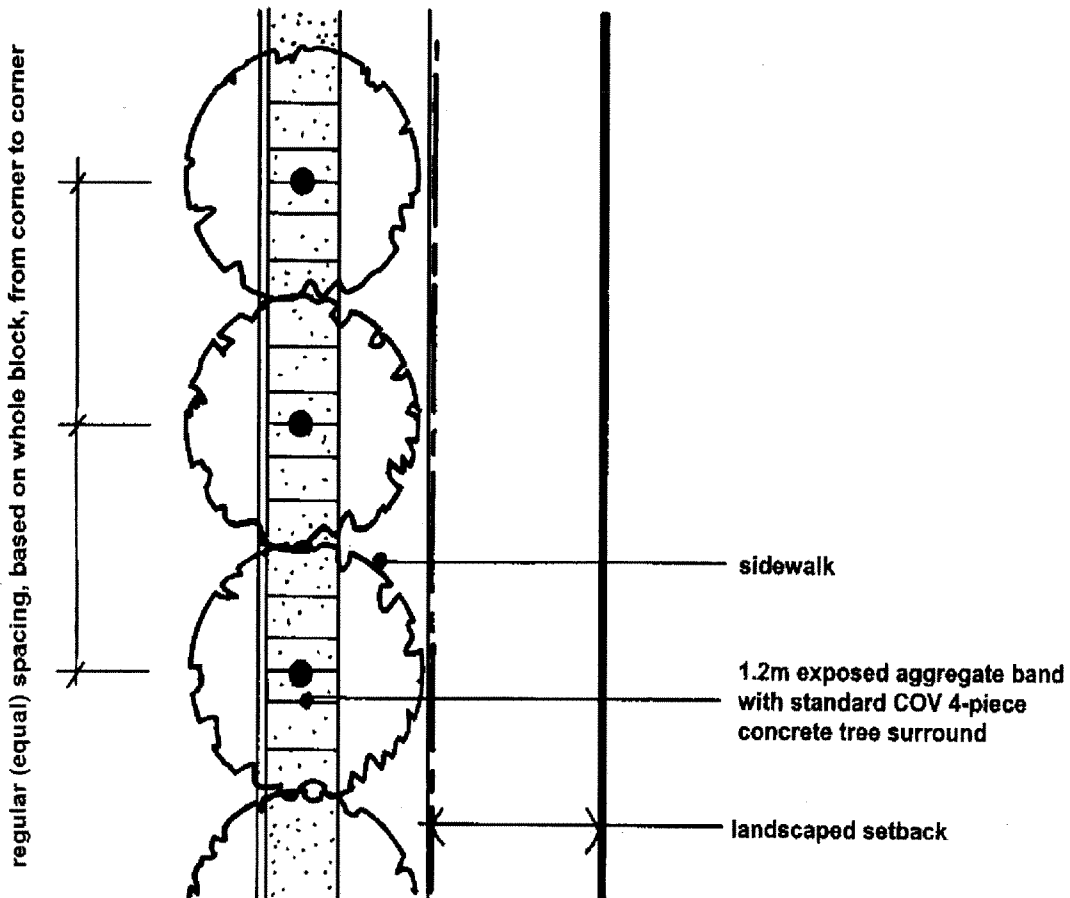


4.3 Public Realm Improvements

Streetscape

There is an opportunity to increase green space and provide a more unified appearance to the public realm through an area specific streetscape design and tree plan. In particular, Rupert and Renfrew Streets are key entry points to the SkyTrain stations and their treatment will be important in defining a new character for the area (see Figure 13). A street tree plan is part of the GBIA Guidelines to improve the physical environment and to introduce a unifying theme. The Guidelines should be referenced for building setbacks and overall design of the public realm throughout the area.

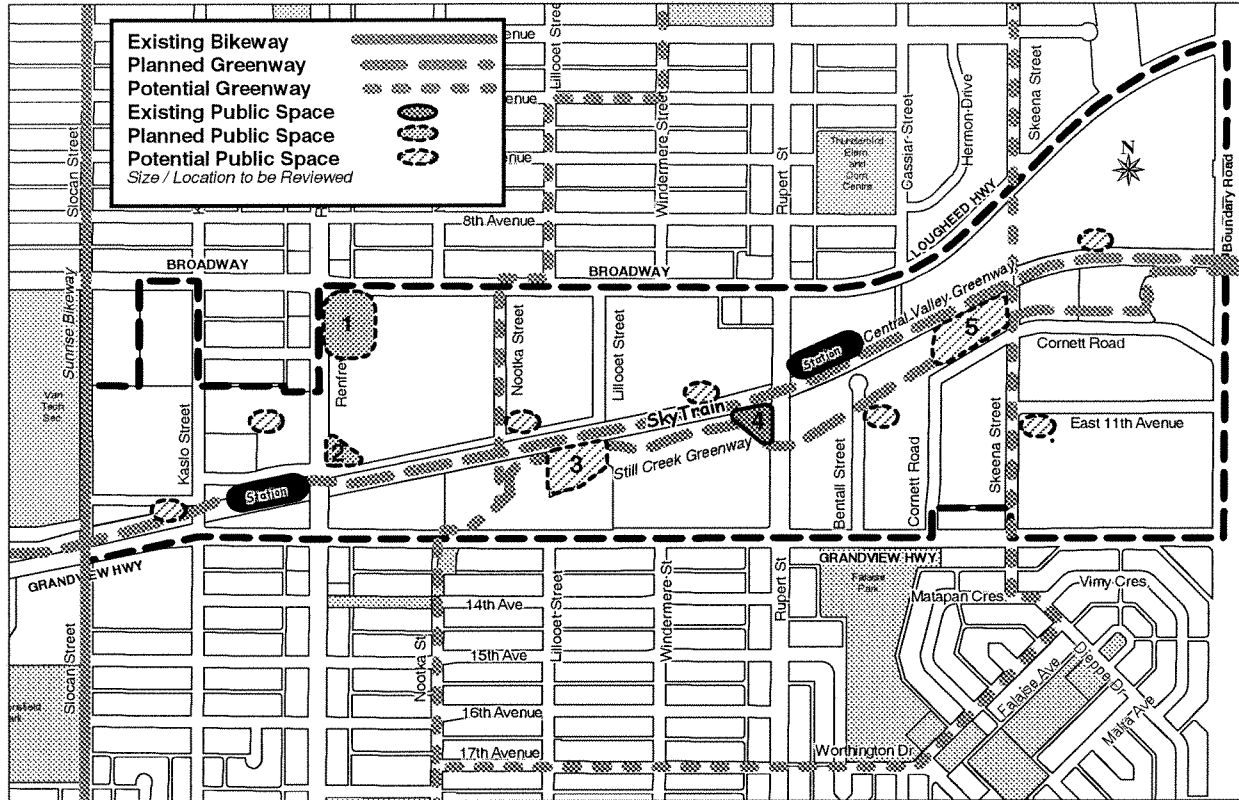
Figure 13. Schematics of Rupert and Renfrew Street scapes



Public Open Space

Grandview Boundary is fully built out with little opportunity to acquire large park space as part of subdivision or major redevelopment. Given this, new development on large sites will be requested to provide plazas and green space linked to pedestrian routes that would serve as amenity space for employees and the public. In addition, landscaping along local streets and Greenways will enhance the area's visual amenity. Figure 14 shows existing planned and potential public spaces. The spaces that are not numbered are potential places on major sites where small public spaces should be created when sites redevelop. These spaces will serve to provide passive recreational space for employees and Greenway users and visually augment the limited space available for the Greenway in this location.

Figure 14. Existing and Proposed Public Space and Greenways/Bikeways



1. **Broadway Tech Centre Northwest Plaza** - planned public green space in the Broadway Tech Centre.
2. **Broadway Tech Centre Southwest Plaza** - planned plaza at the corner of the in the Broadway Tech Centre facing the SkyTrain station.
3. **Stormwater Retention Pond** - part of the Still Creek Enhancement Study, this site is identified as a potential passive recreational area and stormwater retention pond.
4. **Superstore Public Open Space** - as part of a future redevelopment of Superstore the existing green area would be expanded and redeveloped to be a more significant and usable public space.
5. **Stormwater Retention Pond** - This site is recommended in the Still Creek Enhancement Study, as a potential passive recreational area and stormwater retention pond.

Still Creek Improvements

Still Creek is part of the Brunette Basin which stretches across portions of 5 municipalities, emptying into Burnaby Lake and ultimately into the Fraser River. While the Creek is part of the region's stormwater system, it is also one of Vancouver's last remaining urban streams and a key opportunity to gain public amenity and recreation space and enhance the only natural feature in the GBIA.

A consultant study has identified actions that could be carried out incrementally over the next 10 years and in the longer term to help enhance Still Creek. The actions would provide public amenities and recreation space, help address stormwater issues, and improve the Creek ecology. The ten year actions focus on improvements to the riparian area (the green areas bordering the creek), the creek bed, and on using interpretive signage and public art to raise awareness and educate the public on the importance of preserving and enhancing the Creek. Most of this work could occur using money from the Still Creek Enhancement Fund.

The longer term actions build on the ten year plan and recommend specific sites where redevelopment would provide opportunities for creek widening, stream relocation and day lighting, completion of the Greenway and construction of stormwater retention ponds/wetlands and recreational areas. These projects would require land acquisition and significant capital investment. A more detailed examination of their costs and benefits, size and location will occur as part of an Integrated Stormwater Management Plan for the Creek. Figures 15 and 16 summarize actions proposed for Still Creek by sub-area.

Figure 15. 10 Year Action Plan



- Area 1 -** using the green triangle on the Danier Leather site, widen the creek, enhance riparian area and install public art;
- Area 2 -** enhance the streamside vegetation and add riffle weirs, boulders etc. to increase stream complexity;
 - install public art and educational kiosk in the existing park space at the northeast corner of the Superstore parking lot;
- Area 3 -** represent the underground portion of Still Creek through painting the Creek alignment, mosaics and various forms of public art;
- Area 4 -** remove on-street parking from the north side of Cornett Road and expand the streamside area to add meanders and riffle weirs;
- Area 5 -** replant the streamside areas with native plants.

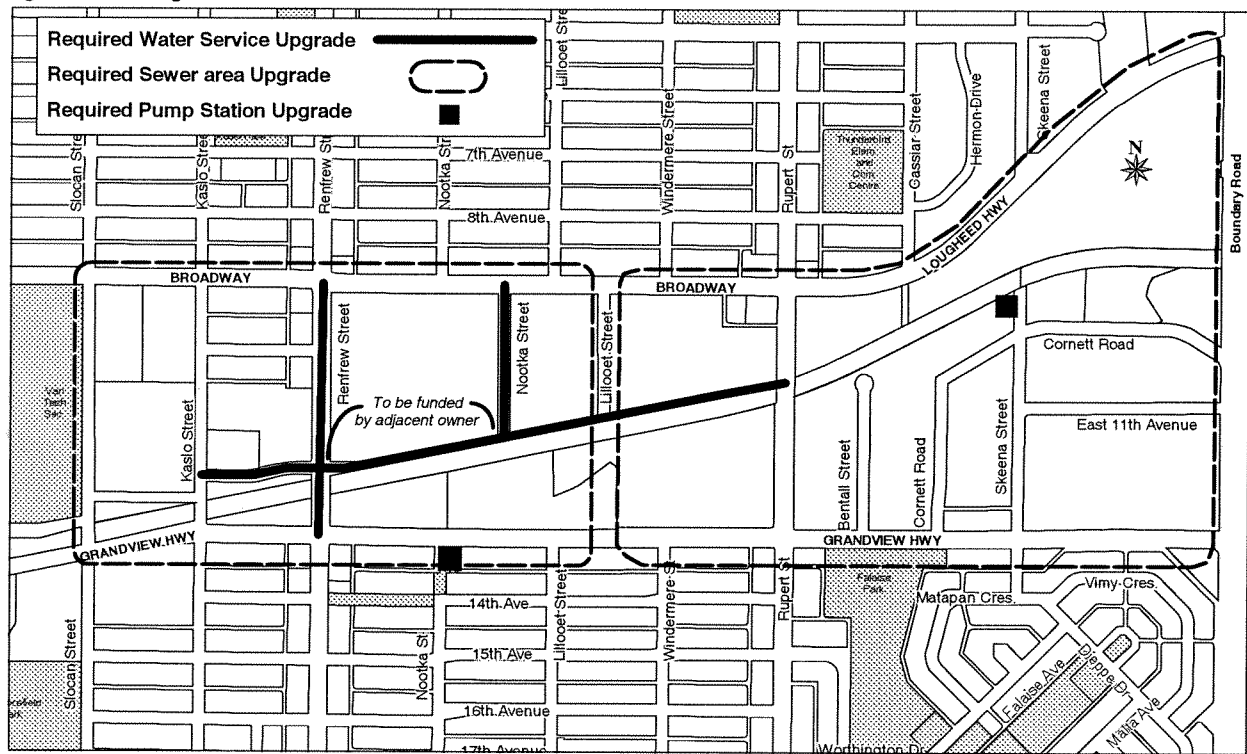
5.0 Public Benefits and Services

It is estimated that the GBIA will add approximately 2.0 million square feet of development and 10,000 additional employees over the next 30 years. This Plan identifies public amenities and service improvements that will be required to accommodate the increased worker population, traffic and new buildings. Road improvements, new pedestrian routes, Still Creek enhancements and public space have already been discussed. There will also be a need for upgrades to underground utilities and intersection lighting and crosswalks will be upgraded as shown in Figure 18.

5.1 Underground Utilities - Sewer and Water

Underground services in the area are currently at capacity for existing worker populations and land uses. Improvements to water service will be needed to maintain firefighting capability for any new significant developments. Improvements to sanitary sewer service including a new pump station are also required. These upgrades are shown below in Figure 17. As noted previously, storm sewer retention ponds and wetlands are proposed along Still Creek as part of the Still Creek enhancement to help provide storage capacity and provide passive recreational space for workers.

Figure 17. Underground Utilities - Sewer and Water



5.2 Childcare Requirements

Increasing area employment creates the need for childcare spaces. The demand projected in the GBIA at build-out is equivalent to a 60 space childcare centre. However, given that total DCL recoveries are anticipated at only about \$2.5 million, a 10% allocation would provide in the order of \$250,000 of the nearly \$2.5 million required to construct and start-up a 60 space daycare. Given the lack of any other funding sources for a childcare centre in the area that could make up the difference, and the projected 20 year plus time-frame before internal demand would justify a centre, no childcare centre is planned at this time.

5.3 Total Public Benefit Demands

The list of area improvements is summarized below with cost estimates in 2001 dollars.

| | | |
|---|--------------------|---------------------|
| 1. Underground Infrastructure | | |
| Water - | \$1,200,000 | |
| Sanitary Sewer - | \$2,275,000 | |
| Storm Sewer ¹ - | \$1,250,000 | |
| Total | \$4,725,000 | \$ 4,725,000 |
| 2. Roads and Pedestrian Routes² | | |
| Cornett-Rupert Connector - | \$2,125,000 | |
| 12 th Avenue Relocation - | \$300,000 | |
| Sidewalk construction | \$150,000 | |
| Intersection Lighting | \$80,000 | |
| Total | \$2,655,000 | \$ 2,655,000 |
| 3. Daycare | | \$ 2,470,000 |
| 4. Parks | | |
| Still Creek Greenway ³ - | | \$ 300,000 |
| Revy Site Pocket Park Construction - | | \$ 150,000 |
| | GRAND TOTAL | \$10,300,000 |

¹ Storm water retention ponds benefit the GBIA and the larger Still Creek watershed. The ponds also will provide passive recreation space for area workers and environmental benefits. Two ponds are planned and the demand attributed to the GBIA is calculated at 25%.

² A Street Tree Plan is part of the GBIA Guidelines. Implementation of this Plan will require boulevard enhancement and tree planting. New development will be required to provide missing street trees. In addition, the Street Tree Infill Program managed by the Park Board will be used to provide trees where new development is not anticipated for some time.

³ A large portion of the Still Creek Greenway will be constructed as part of the stream enhancement work and construction of the storm water retention ponds.

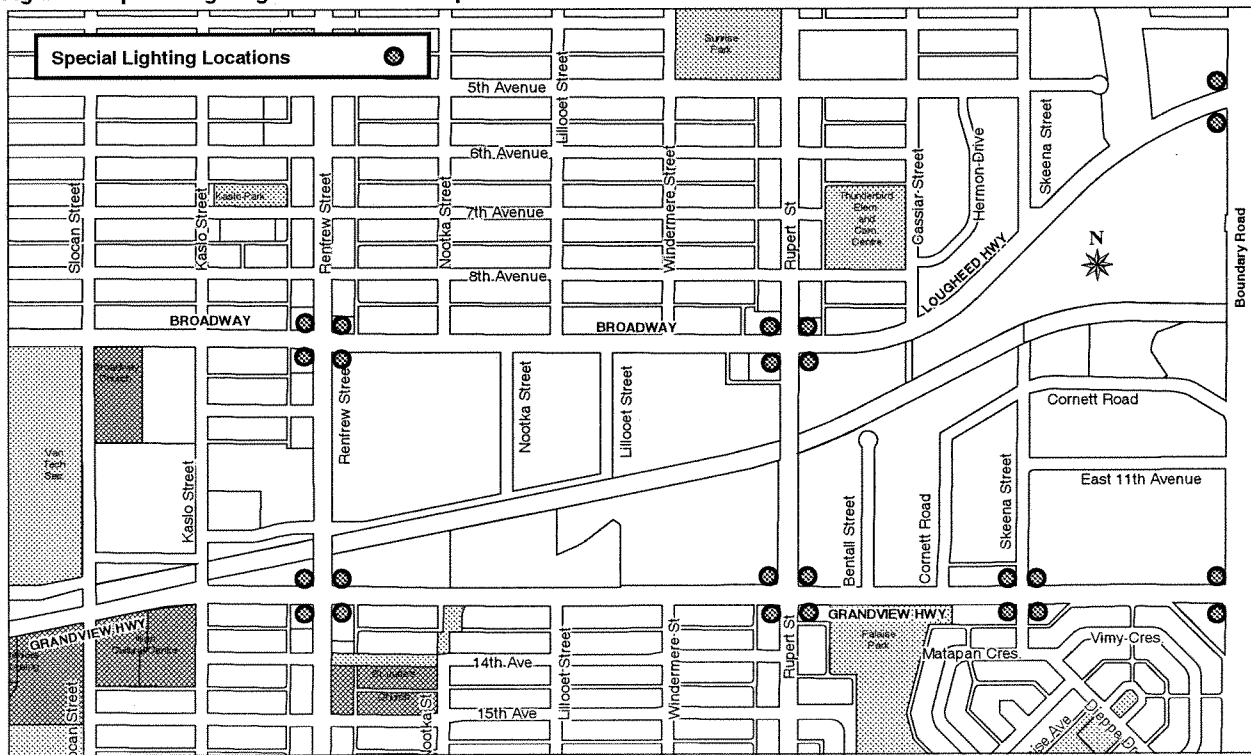
5.4 Public Benefits and Service Funding

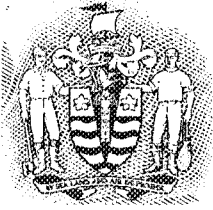
Service upgrades and public benefit improvements will occur incrementally over time as demand warrants and as funding becomes available through Development Cost Levies (DCLs) and other sources. A significant portion of the GBIA funding will come from DCLs charged to new development on a per square foot basis. A GBIA DCL By-law will be approved by Council as part of the adoption of this Plan. The By-law and accompanying Council report will recommend a DCL rate, a boundary, and an overall funding approach for public benefits to be funded. In addition to the area specific DCL, funding from the city-wide DCL, already approved by Council, could be used to pay for a portion of the service improvements judged to have a city-wide benefit.

Since DCLs cannot fund the entire portion of any of the improvements, other funding sources will be required. Enhancements to Still Creek will be paid for in part from the Still Creek Enhancement Fund. This Fund was established by Council in 2000 as part of the lease of a portion of Cornett Road to the Vancouver Film Studios.

Other infrastructure improvements that are required to service a specific development will be paid entirely or partly by the developer of the project, as has been City policy. Funding from future Capital Plans will also be required to pay for a portion of the costs of growth that cannot be paid for through DCLs and do not relate specifically to a single development. This funding will be requested as required through the normal City capital planning process to accommodate the major projects associated with growth.

Figure 18. Special Lighting and Pedestrian Improvements





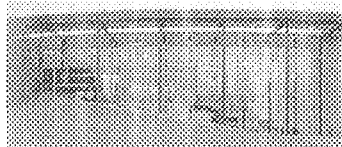
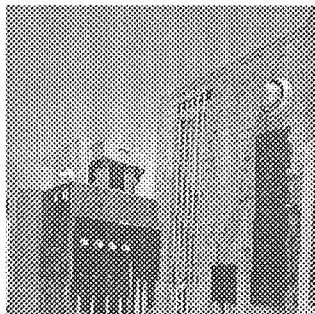
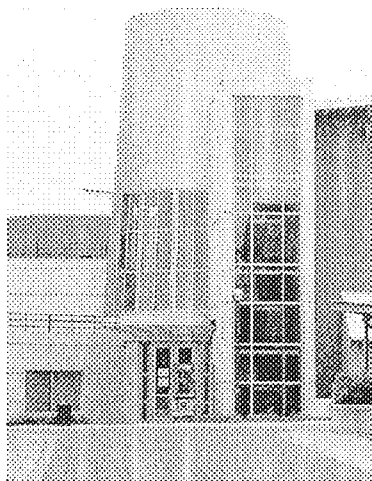
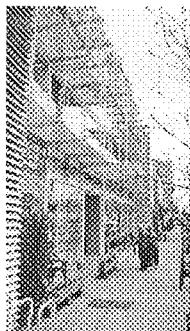
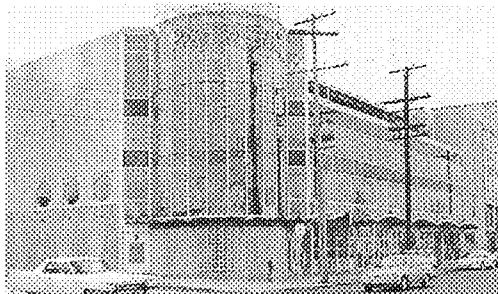
Note: ~~Strike-outs~~ indicate deletions
Italics indicate additions

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

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planning@city.vancouver.bc.ca

LARGE FORMAT AREA (LFA) HIGHWAY ORIENTED RETAIL (HOR) REZONING POLICIES AND GUIDELINES: MARINE DRIVE INDUSTRIAL AREA

*Adopted by City Council May 10, 2001
Amended July 30, 2002 and _____, 2006*



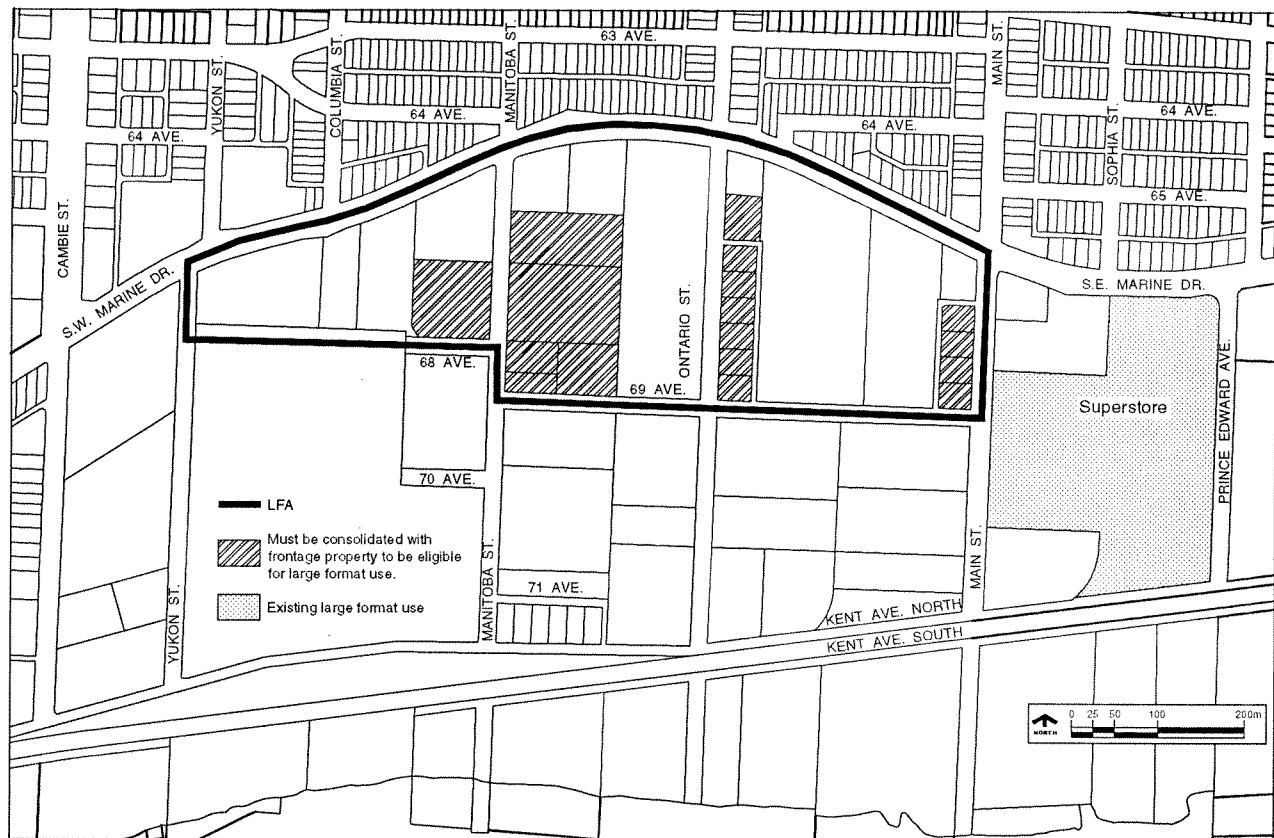
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| Note: These policies and guidelines should be used by applicants in order to prepare their applications, and will be used by City of Vancouver staff in evaluating CD-1 rezoning applications for <i>large format retail, institutional, cultural and recreational uses</i> highway-oriented retail in the subject area. | |

Application and Intent

The following rezoning policies and guidelines apply to a portion of the Marine Drive Industrial Area, between Yukon Street and Main Street, as shown in the map below. The guidelines are also to be used in conjunction with the I-2 District Schedule of the Zoning and Development bylaw. The hatched areas on the map west of Main Street may be developed for *large format non-industrial uses (retail, institutional, cultural and recreational uses)* ~~HOR~~ if they are consolidated with frontage properties. The shaded areas east of Main Street are already developed as *large format HOR type retail*.

Figure 1. Large Format Area Area



The policies and guidelines are to assist applicants in preparing, and staff and Council in assessing site specific rezoning applications for *large format uses* ~~highway oriented retail use~~. The guidelines reflect City Council's desire to establish a high level of design quality in both the public realm and architectural design of developments in this visible location. Particular emphasis is to be placed on the amenity of publicly accessible open space and the quality of landscape and building materials and detailing to meet this objective, noting that the form of development must receive Council approval.

Council will consider applications for site specific rezoning to CD-1 (Comprehensive Development District), for the purpose of *large format retail, institutional, cultural and recreational uses* ~~large scale retail uses~~. *These uses* ~~HOR~~ will be permitted ~~use~~ in addition to those currently allowed in the I-2 district schedule. The minimum size of retail store will be 929 m² (10,000 sq. ft.).

It is anticipated that some ~~rezoning development~~ applications will include the conversion of existing buildings to retail or mixed *LFA* ~~HOR~~/I-2 use. Since existing buildings may not be located at the landscaped setback/build to line, or may exceed the desired maximum building width or depth, there may be a need to retain a flexible approach to the application of relevant guidelines.

1 Rezoning Criteria

The following criteria will be applied in assessing rezoning applications to rezone sites to CD-1 (Comprehensive Development) for *large format highway-oriented retail uses, institutional, cultural and recreational uses*.

1.1 Retail Uses and Impact on Neighbourhood Centres

The type of retail uses suited to the *Large Format Area* are those not normally found or appropriate in a neighbourhood centre. Neighbourhood centres, usually developed from existing shopping areas, are the “heart” of a neighbourhood. It is here that people find shops, jobs, neighbourhood-based services, public places that are safe and inviting, and a place to meet neighbours and join in community life. Examples of types of retail that would be better accommodated in the *LFA* area include:

- retail which requires large sites by nature of the product (e.g., large display areas needed, bulky items such as furniture retail, home improvement stores);
- retail that generally requires the use of a car;
- retail that serves a wide catchment area; and
- retail that does not sell goods that are or can be conveniently available in neighbourhood centres or other commercial areas.

The proposed use should not undermine the role of nearby neighbourhood centres by drawing customers away from local stores. Food and clothing retail often form the basis of local shopping areas and it is probable that large scale retailers selling these products will find themselves at odds with City policy. Therefore food retailing is no longer considered as a potential use and clothing retail may not be successful.

All types of retail use, except the sale of food (i.e. grocery store), will be considered. However, retail uses including food and clothing will require a retail impact analysis to be paid for by the applicant. Staff will set the terms of reference and hire an independent consultant. The extent of the trade area to be examined will depend on the proposed use. The study should demonstrate how the proposed development will affect retail competition in the determined trade area. Projects are preferred which are likely to permanently increase the number and variety of competing retail businesses in the area. Applications which reduce competition or which could lead to store closures in the trade area are discouraged.

1.2 Institutional, Cultural and Recreational Uses

Institutional, cultural and recreational uses may also be considered, via rezoning to CD-1, in the portion of the Marine Drive Industrial Area that is designated for LFA to take advantage of the arterial access and preserve the balance on non-LFA lands either for industrial or local-serving uses.

Institutional, cultural and recreational uses such as schools (elementary, secondary, university, college, business, arts or self-improvement), churches, theatres, billiard halls, bingo halls, bowling alleys, casinos, clubs, halls, fitness centres, rinks and swimming pools could be considered.

While many of these uses could be accommodated in Neighbourhood Centres and would benefit from proximity to neighbourhood residents, some may be more appropriate for the LFAs because they:

- *require large sites which are difficult to find or assemble in and near Neighbourhood Centres;*
- *serve a large area and therefore would benefit from better access from arterial roads; and*
- *are unsuitable for Neighbourhood Centres (e.g. casinos, bingo halls, theatres, etc.).*

The institutional, cultural and recreational uses may also be considered as part of a rezoning application for a mixed-use development.

1.3 ~~1.2~~ Floor Space Ratio

The FSR for retail uses should not exceed 0.6 with a minimum retail floor area of 929 m² (10,000 sq. ft.) for a single-tenant store. For mixed use buildings an FSR of 3.0 is achievable (i.e., retail space up to 0.6 FSR and additional uses permitted in the I-2 district schedule up to 2.4 FSR).

Institutional, cultural, and recreational uses shall have a maximum FSR of 1.0.

1.4 ~~1.3~~ Height

The maximum height should be 12.2 m (40 ft.), relaxable to 18.3 m (60 ft.) for mixed use developments (e.g., retail at grade and I-2 permitted uses above *or institutional, cultural and recreational developments*). Massing criteria as presented in the design guidelines should be respected by new development.

1.5 ~~1.4~~ Marine Drive Frontage

All LFA HØR sites must have frontage to Marine Drive. Panhandle sites are generally not supported for rezoning.

1.6 ~~1.5~~ Setbacks and Side Yards

A 12.1 m (40 ft.) landscape setback currently exists for I-2 zoned properties fronting on Marine Drive between Cambie and Crompton Streets. The same setback requirement should be maintained for the LFA HØR area, net of any property requirements for road improvements. The setback should be free of parking and manoeuvring areas, signs and product display. Vehicular and pedestrian access will be permitted on the setback.

In order to ensure pedestrian interest and orientation to Marine Drive, buildings should be located at the landscaped setback line for a minimum of 50 percent of the Marine Drive dimension of the lot.

An exterior side yard setback of 1.0 m (3 ft.) should be observed for all sites adjacent to a street.

1.7 ~~1.6~~ Impact on 69th Avenue

LFA HØR activities and uses extending to 69th Avenue should compliment the adjacent industrial uses (e.g., loading, storage, warehousing).

1.8 ~~1.7~~ Traffic, Parking and Access

Marine Drive is an important corridor for transportation, goods movement and other traffic. To protect it and improve safety, a traffic and parking analysis will be required (paid for by the applicant), indicating likely traffic impacts. The study should examine the potential impacts on the adjacent street system and identify traffic management measures to be taken.

Access directly onto Marine Drive should be minimized where possible through the use of shared accesses and enhanced internal circulation as well as access from side streets. The City may require the applicant to provide safety improvements for vehicular traffic such as left turn bays or traffic signals as well as enhanced pedestrian and bicycle circulation and the creation of safe links between residential areas to the north and recreational paths along the water.

Parking requirements *for retail uses* should be consistent with the Parking By-law requirements for Grocery Stores. Where the retail use is for furniture, or similar type of retail, the City Engineer may determine a lower parking standard will apply. *Parking requirements for Institutional Uses, or Cultural and Recreational Uses, should be consistent with Parking By-law requirements for each of these uses.*

1.9 ~~1.8~~ Landscape

The treatment of the landscape setback should form part of the landscape plan, which must accompany the rezoning application.

1.10 ~~1.9~~ Design Guidelines

Developments should improve and enhance the quality of the public realm through high quality architectural building expression, careful site planning, public and private landscaping and appropriate vehicular and pedestrian circulation.

The rezoning application should demonstrate that, based on the design guidelines, the proposed rezoning enhances the physical environment, by furthering the intent of the following design guidelines.

2 Site Considerations

2.1 Topography: Adjustments to Grade

Any significant alterations of existing grade should support convenient pedestrian access to property, reflect the natural slope of the land and help visually integrate building massing into the landscape.

3 Vehicular Access, Off-Street Parking, and Loading Areas

(refer to Parking By-law)

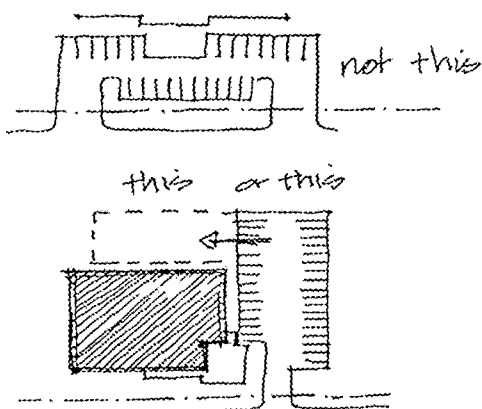
3.1 Parking Facilities

- (a) No parking or manoeuvring will be permitted in the landscaped setback.
- (b) Surface parking facilities should be located to the rear or beside buildings.

3.2 Shared Driveways to Reduce Curb Cuts and Impervious Surfaces

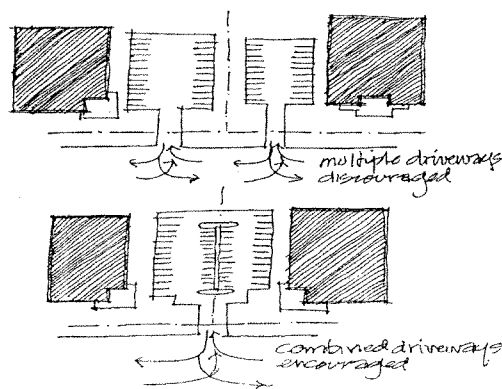
Shared driveways to abutting properties should be provided where possible to maximize safety and orientation, minimize impervious surfaces, and increase the landscaped buffer bordering the properties.

Figure 2. Vehicular Access and Parking



Parking Location:

Surface parking facilities should be located to the rear and/or beside buildings, rather than in front, toward the street.



Vehicular Access & Parking:

Shared driveways and parking facilities can reduce impervious surfaces and simplify turning movements from busy streets.

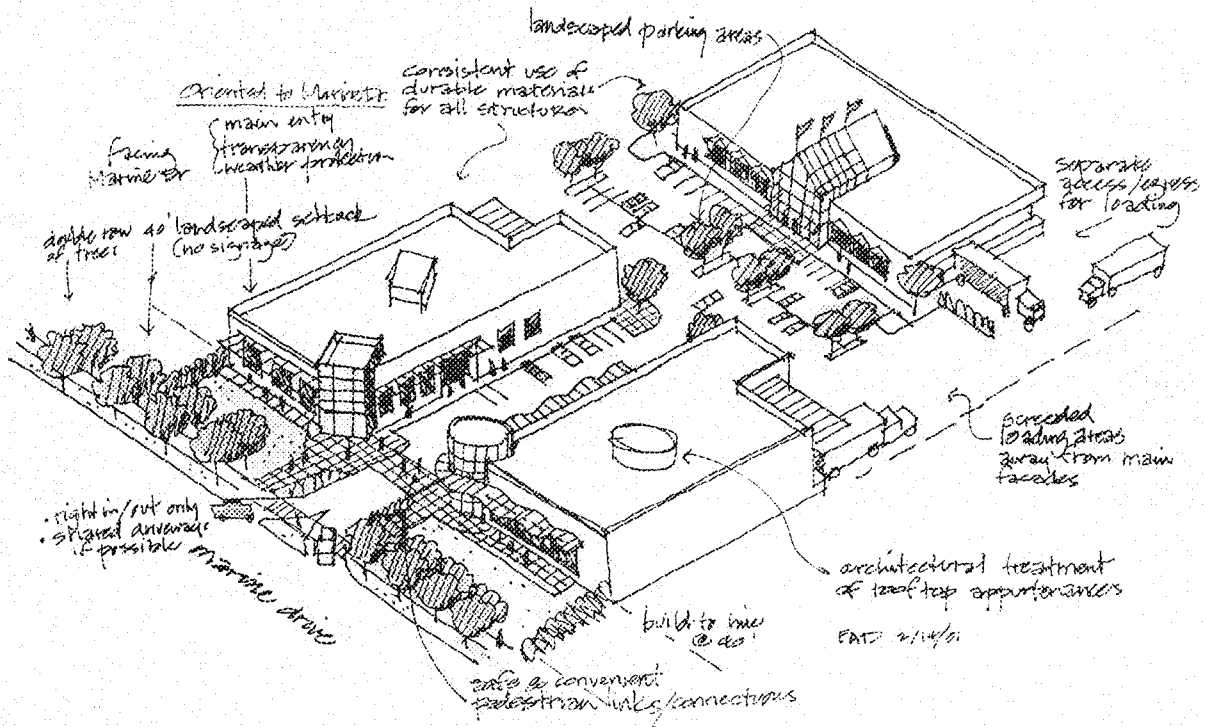
3.3 Landscaping and Screening of Parking and Loading Facilities

- (a) A layered landscape treatment should be provided to screen parking and loading areas while providing strategic visual access to signs, entries and access areas.
- (b) Safety and security are important factors in the layout, size and characteristics of plant material and earth-berming that affect visual access throughout the site.
- (c) Security fences should be limited to green covered chain link fence that is accompanied by appropriate hedging or other plant material that minimizes its visual impact and takes into account Crime Prevention Through Environmental Design (CPTED) principles.

3.4 Loading Areas

- (a) Loading areas should not be visible from Marine Drive.
- (b) Loading area access should be from side streets, streets abutting the south end of deeper properties, or lanes wherever possible.

Figure 3. Landscaping and Screening



4 Public Realm and Streetscape

4.1 General Provisions

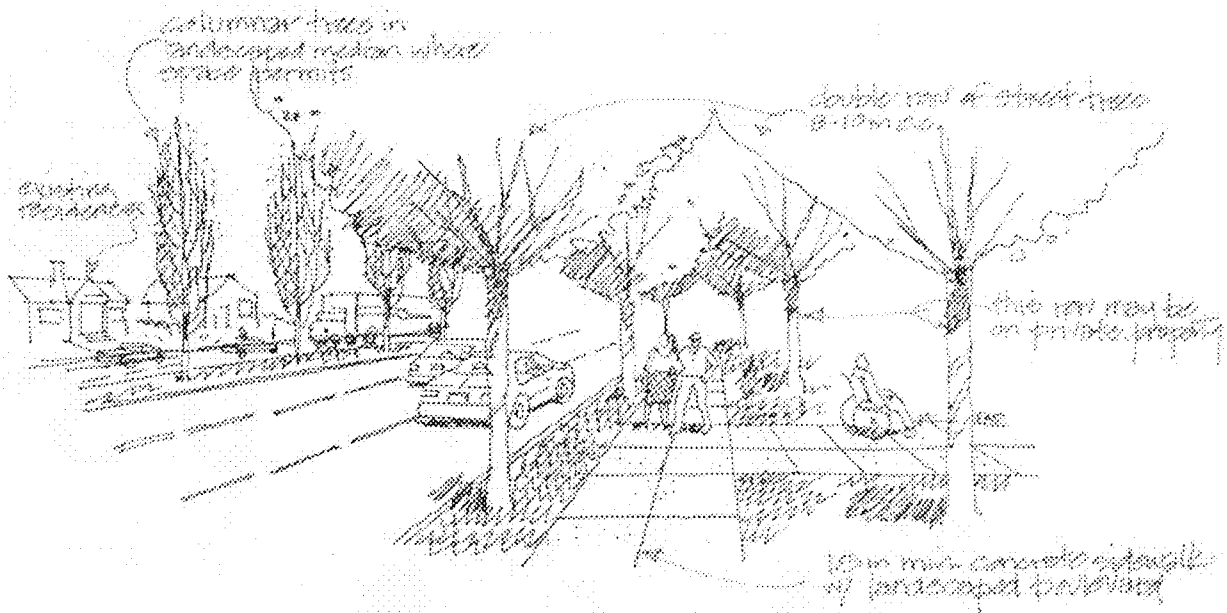
- (a) Continuous sidewalks should be provided for the site's full street frontages to encourage pedestrian use.
- (b) Street lighting should be provided to Engineering standards.
- (c) Opportunities for public art and historical references are encouraged.
- (d) Crime Prevention Through Environmental Design (CPTED) principles should be followed.
- (e) Landscape design should provide for views into buildings, as well as special features.
- (f) Opportunities for pedestrian interest along the site's frontage should be provided.
- (g) Landscape design should provide opportunities to sit, view or take part in walking or active recreation.
- (h) Appropriate secondary direct and indirect landscape lighting and building lighting should be provided and not spill over onto adjacent sites or generate glare.

4.2 Public Realm and Streetscape on Marine Drive

- (a) A landscaped boulevard and sidewalk with a double row of street trees is considered suitable for this major thoroughfare.
- (b) One row of street trees should be located in the boulevard, and the second row located behind the sidewalk.
- (c) Preferred spacing of trees is 8 to 10 m (26 to 33 ft.), taking into consideration building entries and driveways.
- (d) Space limitations may result in the second row of trees to be located within the landscaped setback.

- (e) Landscape treatment of corner sites should contribute to the pedestrian amenity of these intersections by providing feature landscaping, seating areas and, where possible, public art.

Figure 4. Public Realm



4.3 Public Realm and Streetscape on North-South Streets

A variety of conditions exist on the north-south streets in the LFA (Yukon, Manitoba, Ontario, Main and Prince Edward). Some have sidewalks, others do not. While some properties have existing street trees, they are not necessarily located the same distance from the curb. Accordingly, the guidelines should be applied in a fashion that encourages both continuity of treatment and retention of existing street trees. The introduction of a continuous sidewalk should also accommodate existing street tree locations, with adequate pervious surface area at the base of trees.

- (a) A minimum 1.0 m (3 ft.) landscaped boulevard is encouraged, with spacing of street trees from 8 to 10 m (26 to 33 ft.) apart.
- (b) A standard 1.5 m (5 ft.) concrete sidewalk is required.
- (c) A second row of street trees is encouraged, in a staggered pattern with the boulevard trees, and with similar spacing.
- (d) Low feature plant material should be located in the required landscape setback.
- (e) Surface parking lots should be set back a minimum of 1.2 m (4 ft.) from the property line and screened with either a hedge or low wall at a minimum height of 1.0 m (3 ft.).

Figure 5. Public Realm on North-South Streets

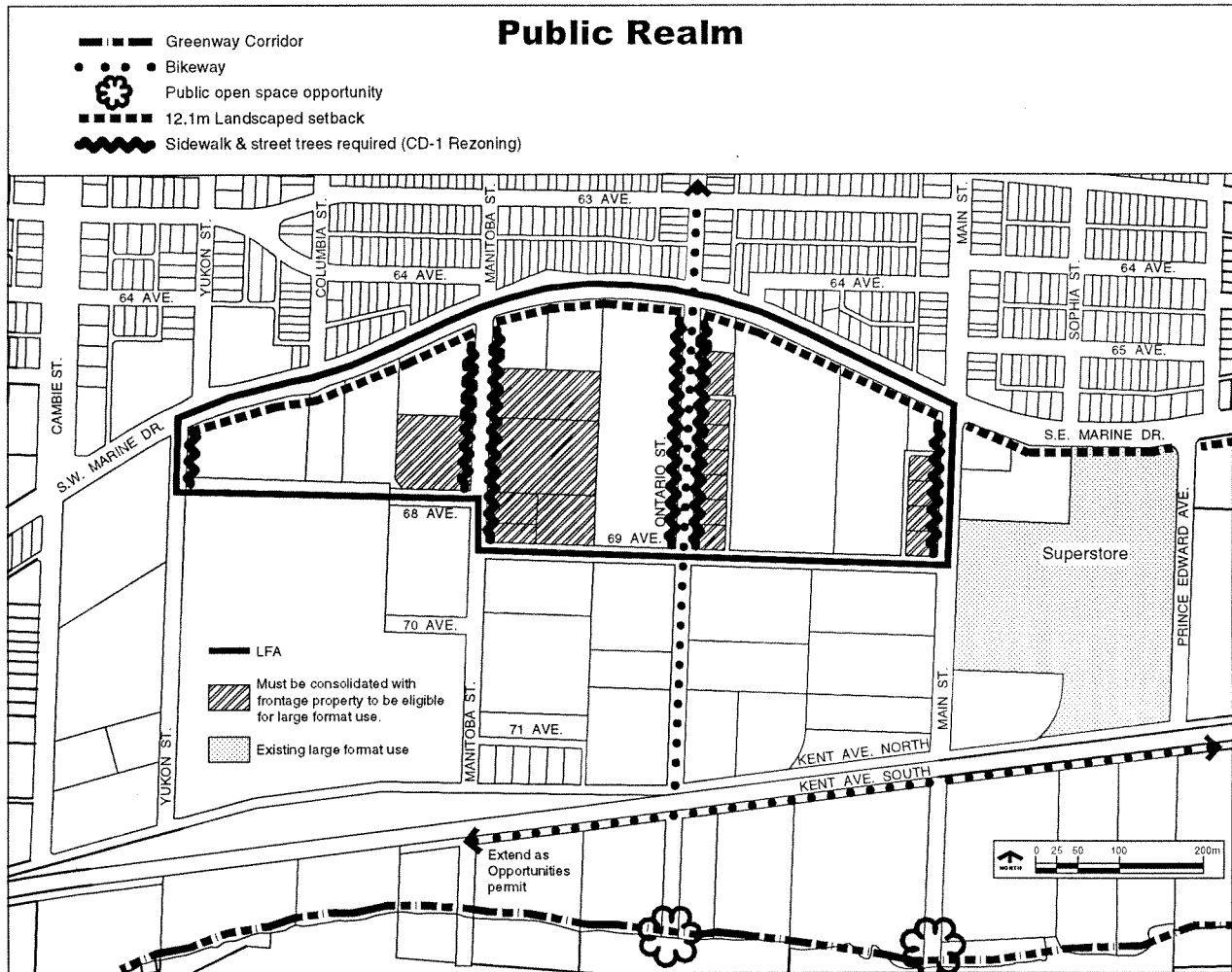
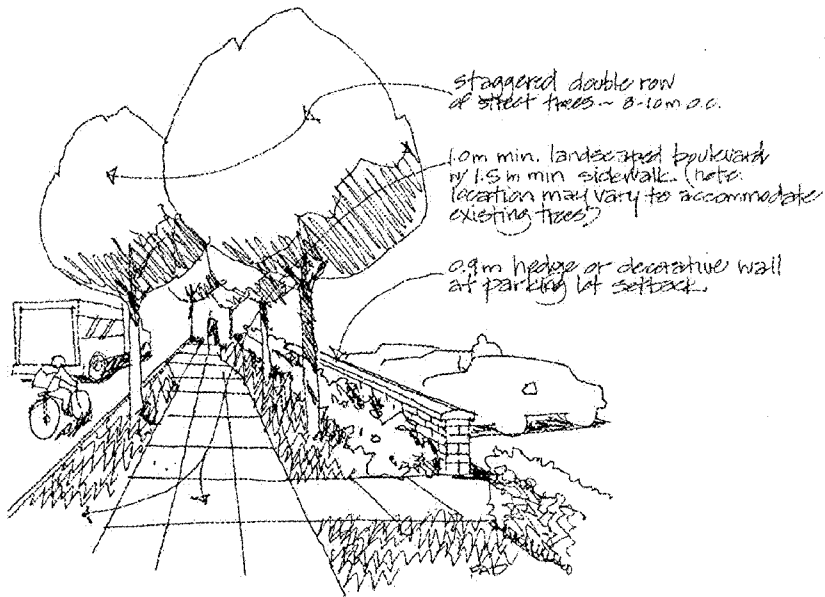
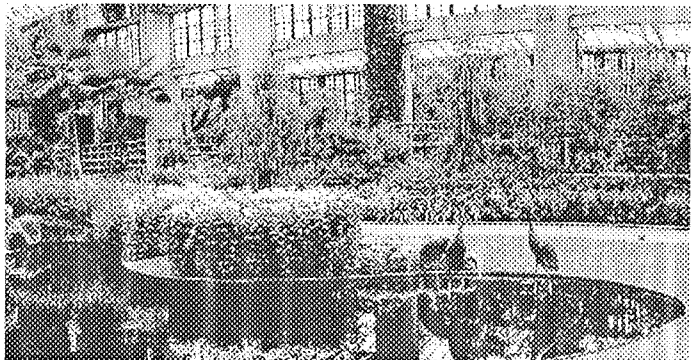
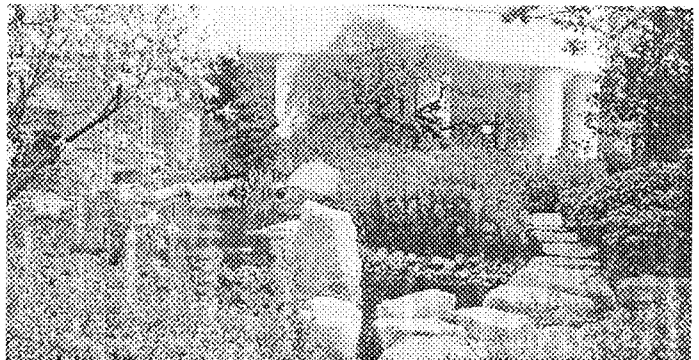
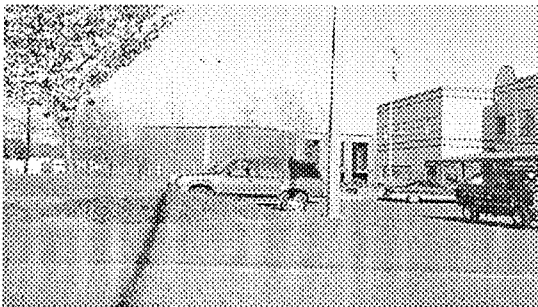
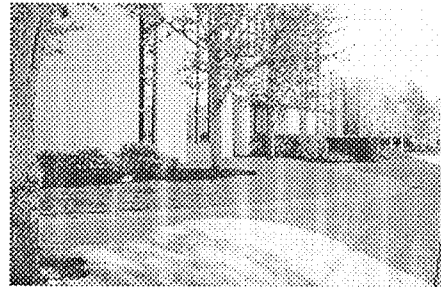
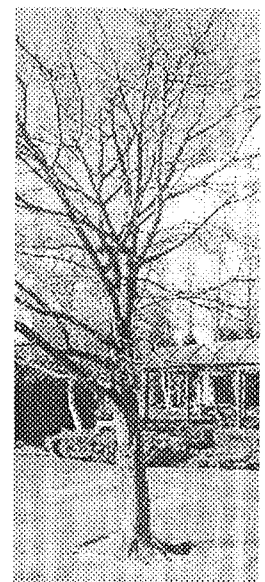
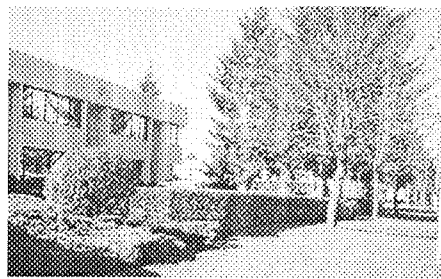
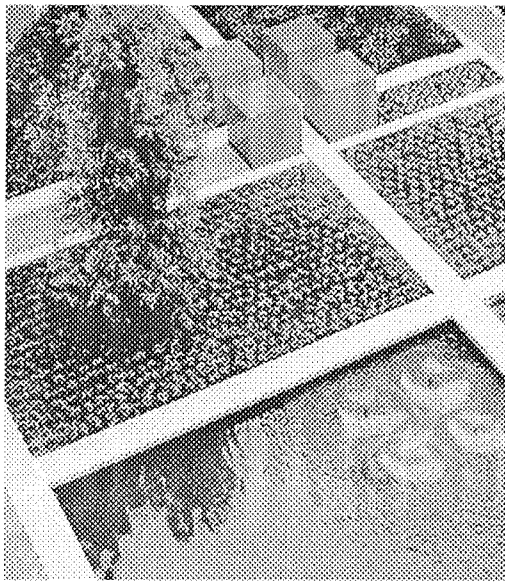


Figure 6. Public Realm Marine Drive LFA



Public Realm and Streetscape

5 Architectural Characteristics

5.1 Height

- (a) For *large format retail* ~~Highway Oriented Retail~~ stand-alone developments, a height of 12.2 m (40 ft.) is recommended.
- (b) For mixed use *or stand-alone institutional, cultural and recreational* projects height of up to 18.3 m (60 ft.) may be considered where view impact studies demonstrate reduced impact to nearby residential properties and where increased height also assists in providing usable open space at grade.
- (c) Notwithstanding section 5.1(a), a building's height should not exceed 9.2 m (30 ft.) to a depth of 9.2 m (30 ft.) from the required landscaped setback for sites bordering Marine Drive.

5.2 Building Width and Depth

- (a) Neither the width nor depth of an individual building should exceed 61.0 m (200 ft.).
- (b) Additional width or depth may be considered where the proposal demonstrates visual interest.
- (c) Where the need for longer, wider buildings can be demonstrated, consideration should be given to facade articulations, and connections by transparent bridges and walkways on the upper floors.

5.3 Massing and Form

- (a) Larger sites and larger buildings can accommodate a variety of building forms and massing options.
- (b) Generic building designs that exhibit little facade interest and transparency to the street should be avoided.

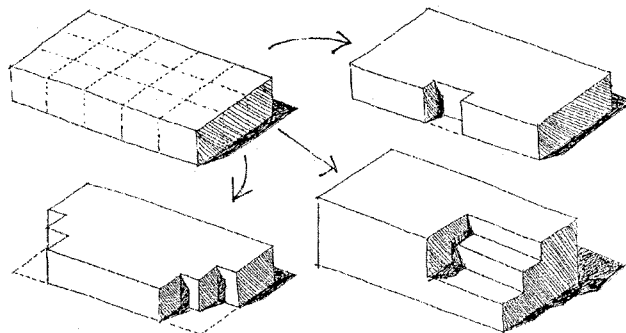
5.4 Main Entries to Street

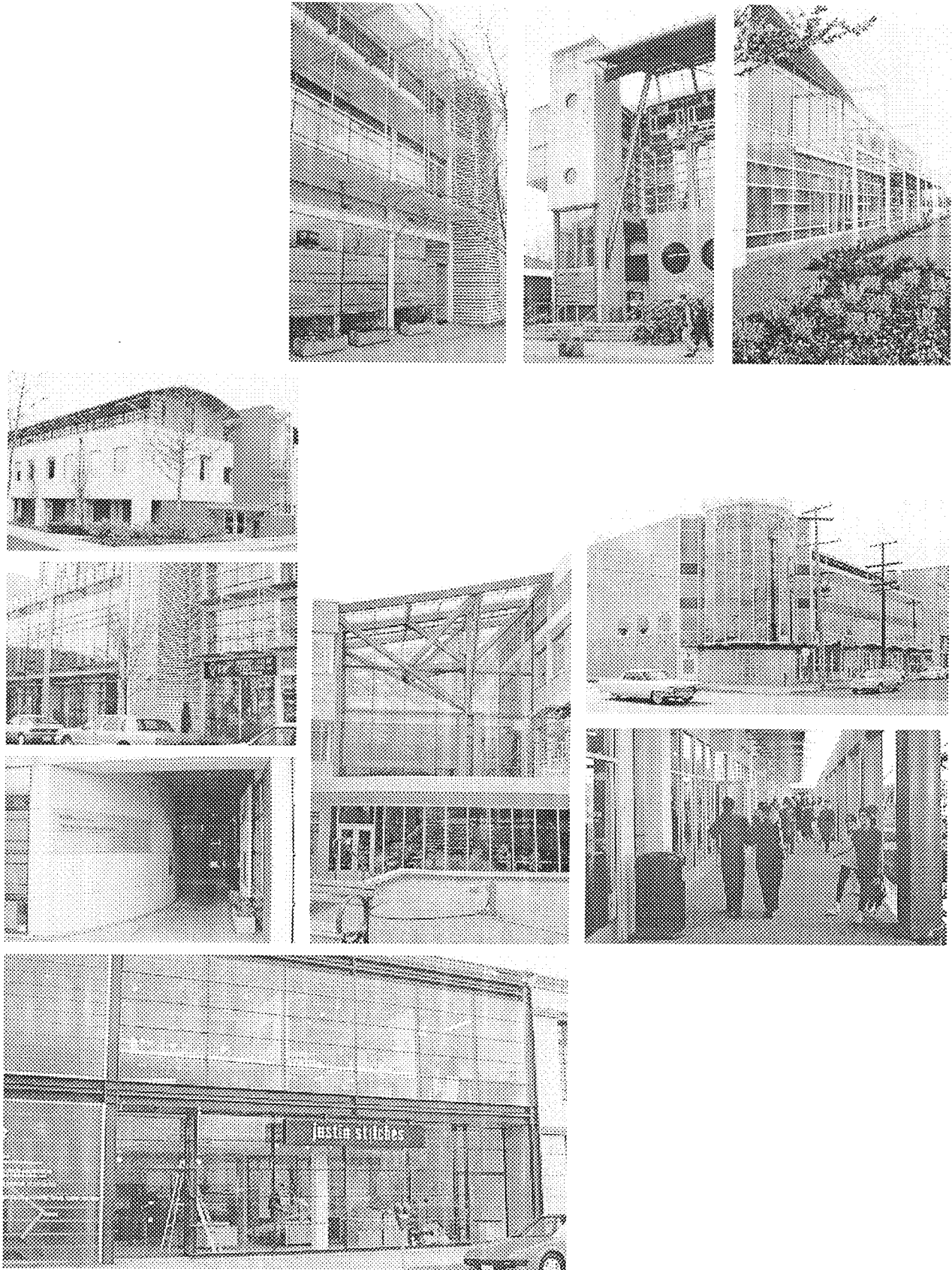
- (a) Multiple building entries are encouraged, in order to provide convenient access from Marine Drive, flanking streets and parking facilities. At least one main building entry is required to be oriented to and directly accessible from Marine Drive.
- (b) Pedestrian interest and comfort at entries should be provided through specifically designed seating, signage, lighting and features that signal the building's use.
- (c) Separate entrances for non-retail uses are encouraged.

5.5 Building Articulation

- (a) Building articulation can be achieved utilizing vertical or horizontal offsets, glazing, canopy and shading systems, as well as exposed structural components.
- (b) Highly visible circulation and building systems are encouraged.
- (c) Vertical service elements, such as stair and elevator shafts, that are located to the perimeter of the building, may be used to assist in articulation, as well as express their function.

Figure 7. Building Articulation





Architectural Characteristics

5.6 Weather Protection

- (a) Main building entries should provide generous weather protection that is designed to be an integral feature of the building's architectural character.
- (b) All commercial frontages along Marine Drive should provide full weather protection.
- (c) Canopy and/or awning systems detailing should consider integrated signage, lighting and display systems.
- (d) Canopy and awning systems depth should be maximized to provide greater weather protection, as well as reduce the scale impact of larger buildings.
- (e) Weather protection elements on overhangs may be considered in required yards and landscaped setbacks.
- (f) *Larger sites that are developed with more than one building should provide a weather protected walkway system to connect building entries within the site, and coordinated with adjacent sites where possible.*
- (g) *Bridge/walkway systems with weather protection are encouraged for upper-floor connections between buildings on the same parcel.*
- (h) Storm water runoff from building roofs and parking lots should be managed on site as much as possible to reduce impacts on area infrastructure and address environmental factors.

5.7 Transparency

Views into building activities should be provided, especially at grade levels from perimeter streets; accordingly, use of non-transparent, mirrored or highly reflective glass is discouraged.

Figure 8. Transparency and Fenestration.

High clearance warehouse-type spaces should have windows at the upper storey of the facade.

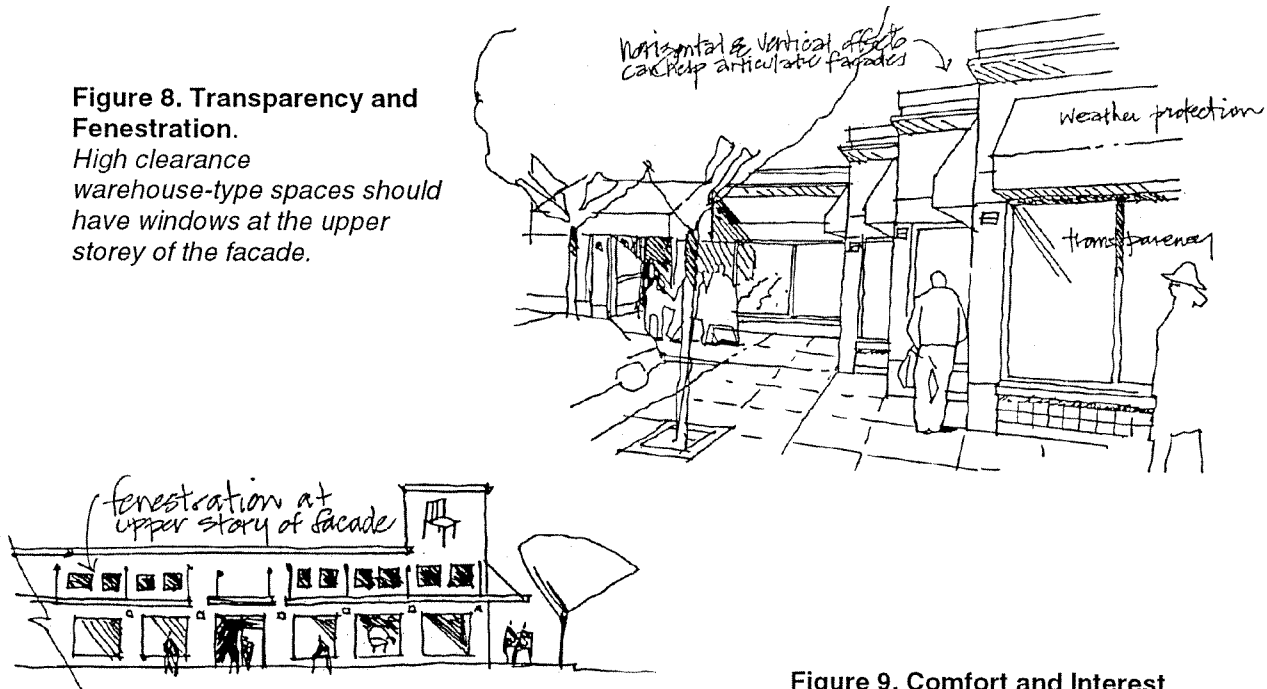


Figure 9. Comfort and Interest at Grade Level

5.8 Exterior Materials

- (a) Exterior building design should reflect the industrial character of the precinct by utilizing appropriate, durable materials.
- (b) Exterior materials that are encouraged include:
 - contemporary metal cladding systems;
 - heavy timber structural elements;
 - glass and steel;
 - brick; and
 - architectural concrete.

- (c) Roofs visible from residences on the north side of Marine Drive and adjacent areas should be architecturally treated and/or landscaped. Rooftop mechanical equipment should be screened and architecturally integrated into the overall building design.

6 Open Space, City Greenway and Bikeway

- (a) Direct public connections through sites should be provided where appropriate taking into account CPTED.
- (b) Neighbourhood Greenways connections should be incorporated where appropriate.
- (c) The Ontario Street bike route designation should be reflected in the streetscape design, where applicable.

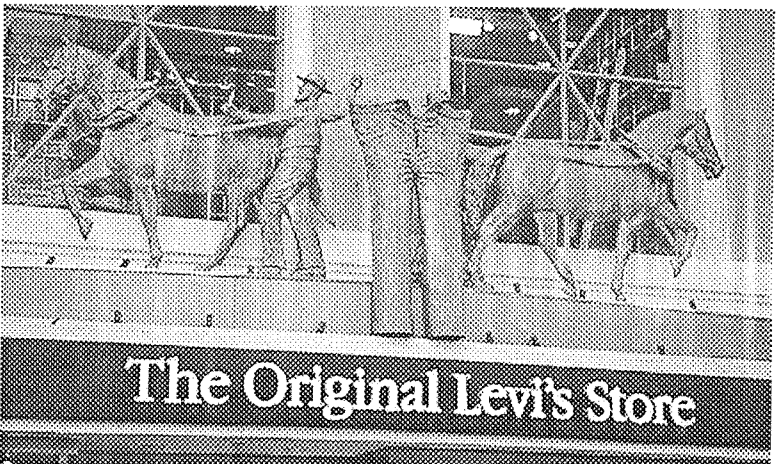
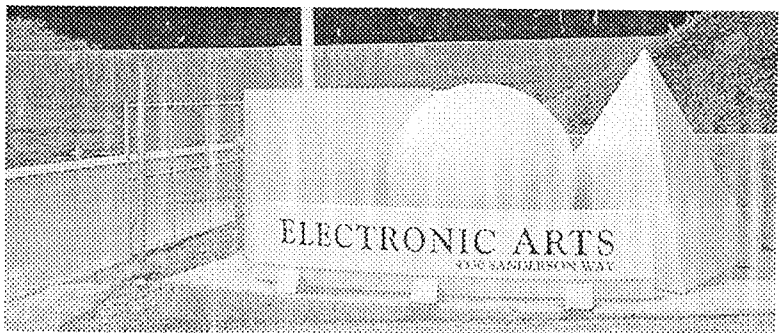
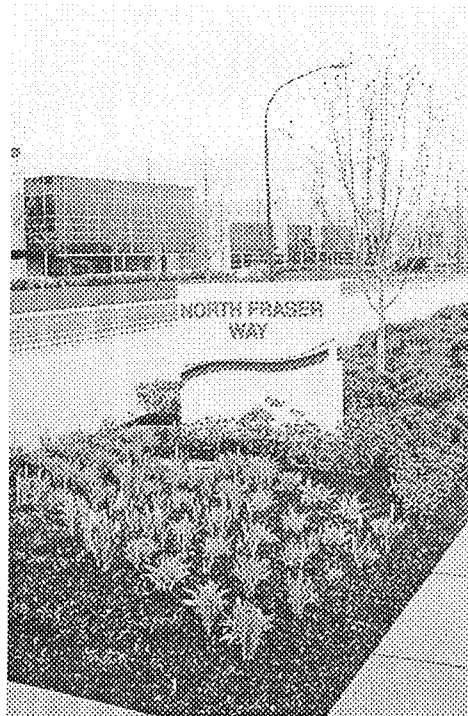
7 Outdoor Storage and Display Areas

- (a) Outdoor storage areas should be limited to the rear yard areas, screened from streets and main entrances.
- (b) Screening should include fencing, plantings and earth berms that filter undesirable views.

8 Signage and Lighting

Signage and lighting size, placement and character should take into consideration both the overlook potential from residential areas north of Marine Drive as well as the intended parkway character of Marine Drive itself. Marine Drive *LFA* ~~HOV~~ CD-1s will be assigned the C-1 district sign provisions. In addition:

- (a) No signs will be permitted in the Marine Drive landscaped setback area.
- (b) Billboard signs and mobile signs should not be located on a site.
- (c) Internally, illuminated backlit sign boxes are discouraged.
- (d) Corporate and multi-tenant signs should be subordinate to and architecturally integrated with the development.
- (e) Street and entry path lighting should be integrated into site design.
- (f) Building and landscape lighting should be included with landscape features.
- (g) Pole mounted lighting should include cut-off shields to minimize impact on nearby residential properties.



Signage

9 Environmental Considerations

9.1 Trees and Vegetation: Retention, Relocation and Replacement

- (a) Existing trees and vegetation should be retained where possible and incorporated into site planning.
- (b) Groups of trees should be retained to protect against potential isolated tree hazard situations and preserve the associated understorey vegetation for minimum disturbance of existing conditions.
- (c) If tree retention is not possible, as a second alternative, the trees should be relocated to other parts of the site.
- (d) As a third alternative, tree replacement with the appropriate tree species and location in keeping with the site's development, should be considered.
- (e) A variety of native trees and vegetation should be provided to minimize maintenance, water use and integrate the planting design into the traditional landscape character as much as possible.
- (f) Existing planting patterns and connections to adjoining properties should be extended and reinforced where possible.

9.2 Water: Surface and Groundwater Protection

- (a) Permeable surfaces should be maximized to reduce stormwater runoff and recharge groundwater in the following priority order: first grass, then gravel on sand and, third, paving stone on sand.
- (b) Consider providing on-site stormwater storage by incorporating ponds or similar recreational/amenity features that have dual functions.
- (c) Oil interceptors and/or other treatment works should be installed to treat (filter and reduce) surface runoff from parking lots.
- (d) Grey water should be recycled on site, if possible, for irrigation purposes to reduce water use, waste water and runoff.

9.3 Soils: Retention, Cleansing and Replacement

- (a) Topsoil ~~disturbed during construction~~ should be retained, where possible, to provide a rich basis for site planting and landscape development.
- (b) Soil quality should be improved where necessary by remediation on site or relocate soil where appropriate.
- (c) Contaminated soils should be ~~reconditioned or~~ replaced with quality soils to enhance plant growth and water quality.
- (d) Sites and development proposals shall meet Provincial requirements where existing soils are polluted or otherwise toxic.

9.4 Air Quality and Transportation: Proximity and Land Use

- (a) Walking and bicycling should be encouraged by linking development to adjacent bikeways, greenways and other pathways.
- (b) Convenient, safe and accessible pedestrian and bicycle connections should be provided to major bus routes.

9.5 Energy: Conservation and Efficiency

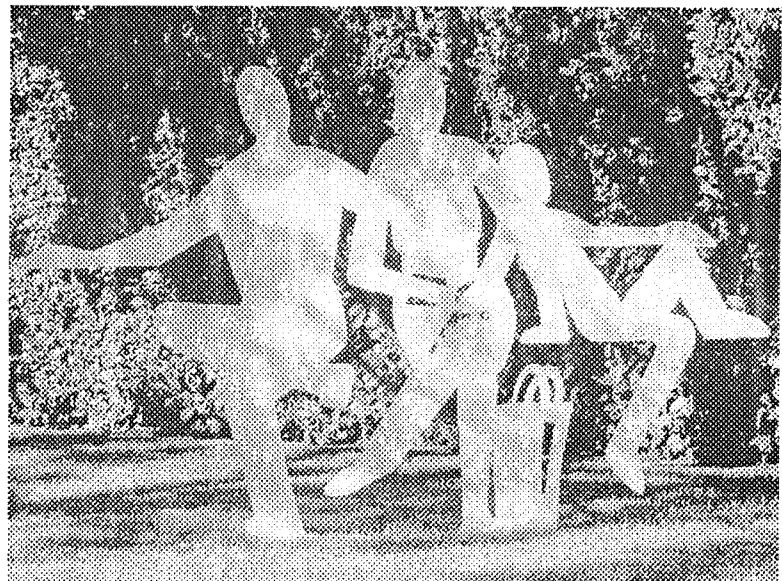
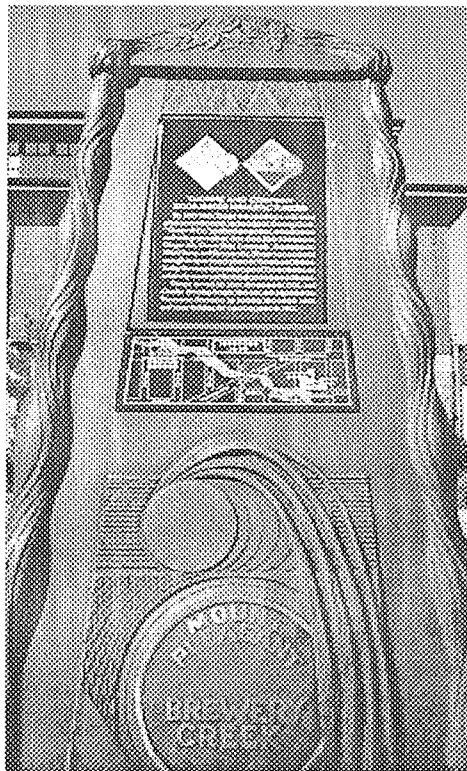
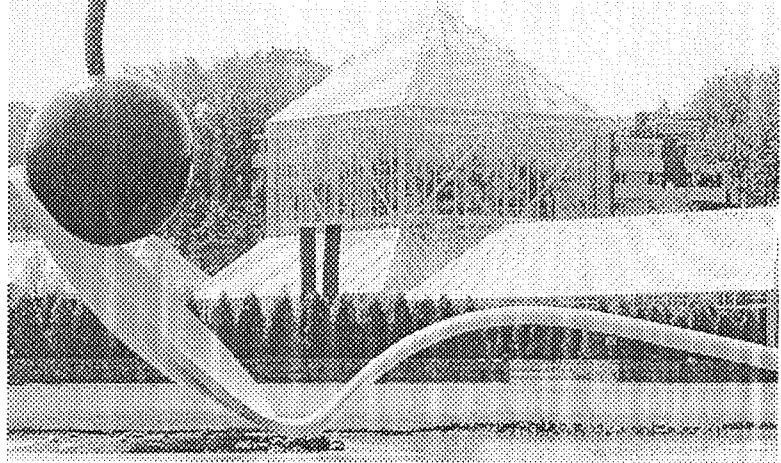
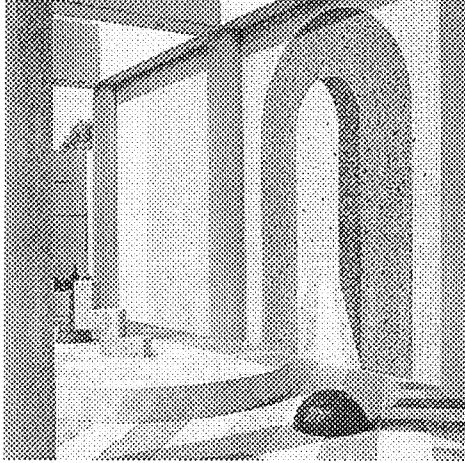
- (a) Buildings should be oriented to maximize solar orientation, taking into consideration building placement and planting design.
- (b) Building materials, systems and construction methods should be used to conserve energy and reduce long-term operating costs.

9.6 Solid Waste: Reuse and Recycle

A comprehensive waste management plan is encouraged among land owners that can provide recycling and reuse in close proximity by different industrial or retail uses.

10 Public Benefits and Infrastructure

- (a) Service and amenity contributions such as road, traffic management, roadway upgrading, utility upgrading, and the provision of open space will be negotiated on a site-by-site basis.
- (b) The City-wide DCL Policy will apply to new development and additions to existing development in the Marine Drive LFA ~~HOR~~ area. *In some rezoning applications, the Community Amenity Contributions - Through Rezoning policy, will apply.* The money will be used for infrastructure and public amenities throughout the city once Council approves spending criteria.



Public Art

I-2 AND M-2 INDUSTRIAL AREAS

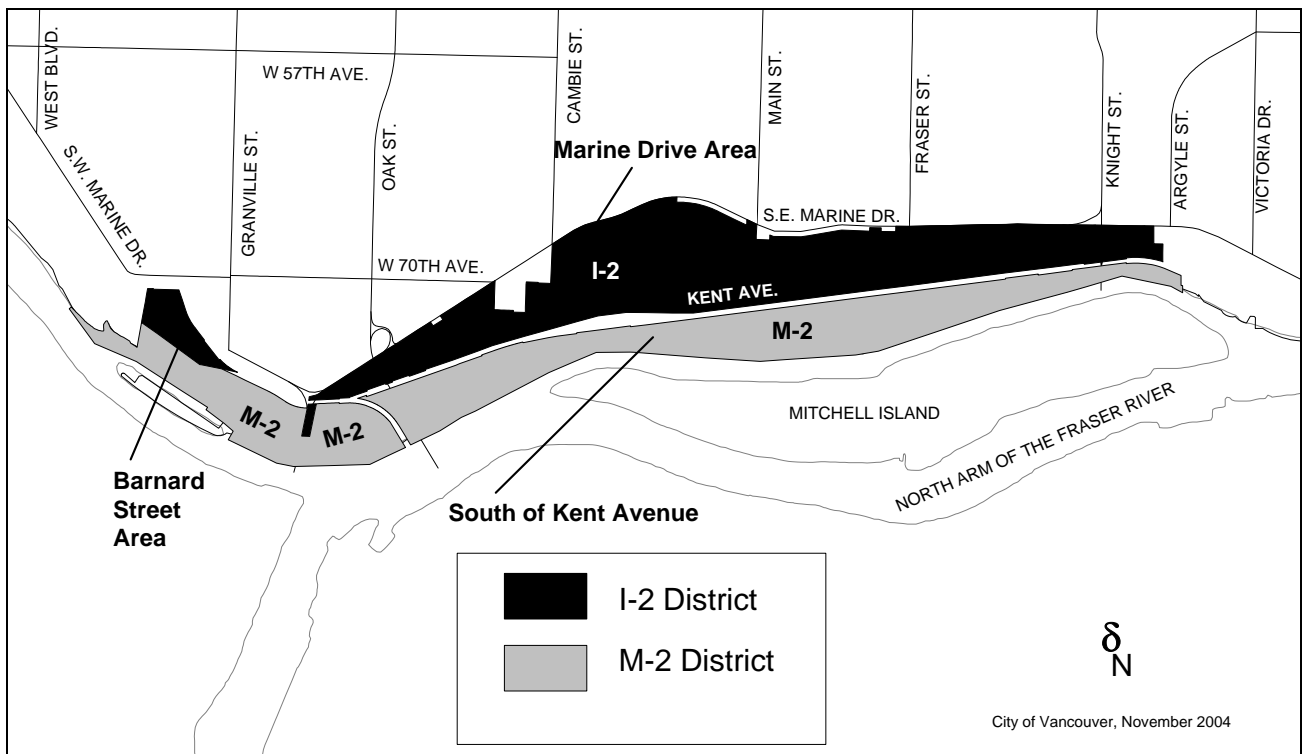
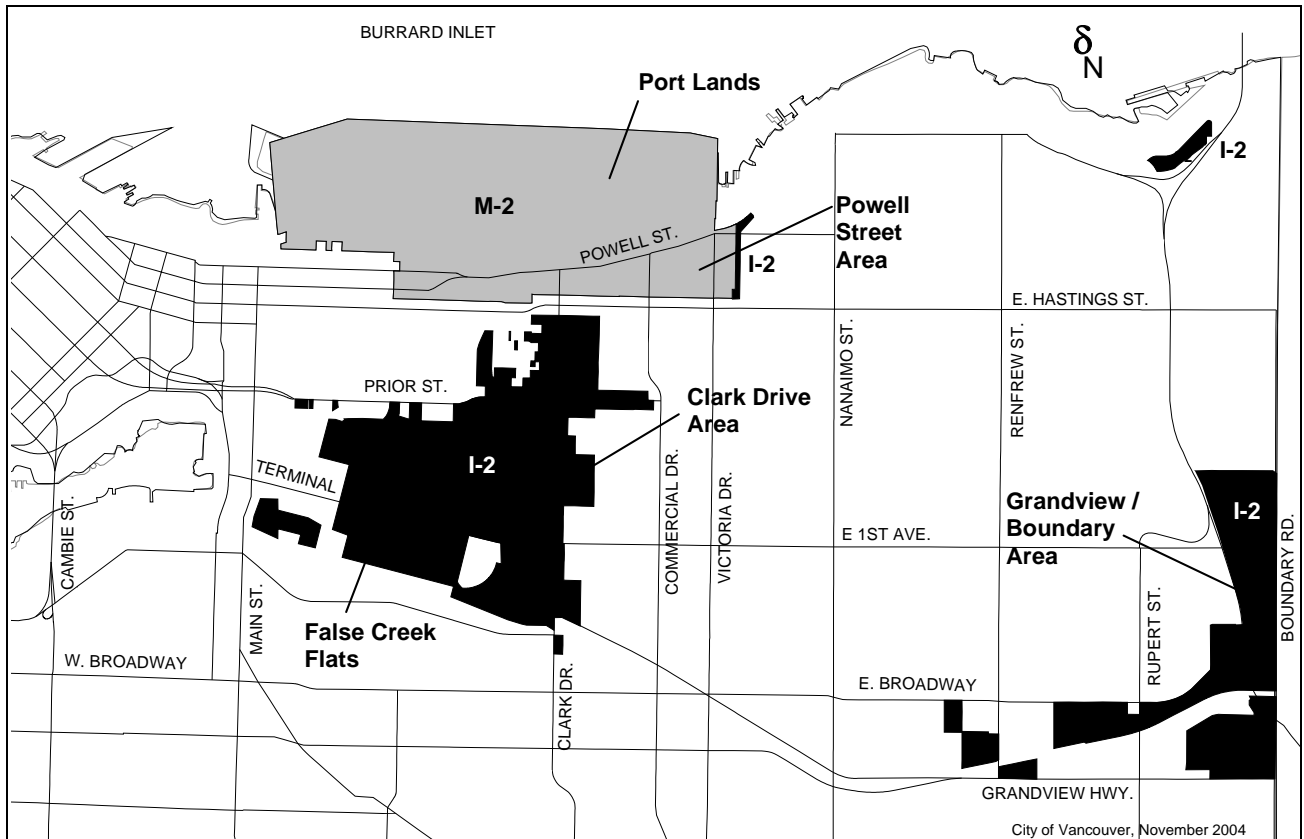


TABLE OF NON-INDUSTRIAL CONDITIONAL USES – PROPOSED REVISED I-2 and M-2 ZONING SCHEDULES

April, 2005

~~Use~~ = Use to be Removed from Zoning Schedule

Bold italics = Changes or Restrictions

Use is Conditional unless noted as Outright (O)

| REVISED M-2 | REVISED I-2 |
|---|---|
| CULTURAL AND RECREATIONAL | |
| Artist Studio B | Artist Studio B |
| | Billiard Hall |
| | Dingo Hall |
| | Bowling Alley |
| | Casino – Class 1 |
| Club | Club |
| | Community Centre or Neighbourhood House |
| Fitness Centre | Fitness Centre |
| Hall | Hall |
| Marina | Marina |
| Park or Playground | Park or Playground |
| Rink | Rink |
| | Swimming Pool |
| | Theatre |
| INSTITUTIONAL | |
| Ambulance Station | Ambulance Station |
| Child Day Care Facility | Child Day Care Facility |
| Church | Church |
| Public Authority Use | Public Authority Use |
| School – Elementary or Secondary | School – Elementary or Secondary |
| School – University or College | School – University or College |
| Social Service Centre | Social Service Centre |

Uses proposed to be removed from the I-2 and M-2 zones are permitted in other zones. City policy would allow for some of these as large-format uses to be considered along Grandview Highway and Marine Drive via rezoning. Location, size and operational issues (including traffic impacts) of these uses on industrial operations would be reviewed via site-specific rezoning applications.

| REVISED M-2 | REVISED I-2 |
|---|---|
| RETAIL | |
| Furniture or Appliance Store | Furniture or Appliance Store |
| Gasoline Station – Split Island | Gasoline Station - Split Island |
| Liquor Store | Liquor Store |
| Retail Store, not exceeding 1 000 m ² per site, limited to: | Retail Store, not exceeding 1 000 m ² per site, limited to: |
| <ul style="list-style-type: none"> • <i>Rentals</i> • <i>Limited service food establishments</i> • <i>Convenience store, maximum 200 m² in conjunction with gasoline station</i> • <i>Accessory retail</i> | <ul style="list-style-type: none"> • <i>Rentals</i> • <i>Limited service food establishments</i> • <i>Convenience store, maximum 200 m² in conjunction with gasoline station</i> • <i>Accessory retail</i> |
| Vehicle Dealer | Vehicle Dealer |
| <i>In conjunction with Auto Repairs</i> | |
| SERVICE | |
| Auction Hall | Auction Hall |
| Barber Shop or Beauty Salon | Barber Shop or Beauty Salon |
| Drive-through Service | Drive-through Service |
| Funeral Home | Funeral Home |
| Laboratory | Laboratory (O) |
| | Laundromat or Drycleaning Establishment |
| Motor Vehicle Wash | Motor Vehicle Wash(O) |
| Neighbourhood Public House | Neighbourhood Public House |
| Photofinishing or Photo Laboratory | Photofinishing or Photo Laboratory (O) |
| Photofinishing or Photo Studio | Photofinishing or Photo Studio |
| Print Shop | Print Shop |
| Repair Shop – Class B | Repair Shop – Class B |
| Restaurant – Class 1 | Restaurant - Class 1 |
| • <i>maximum size 300 m²</i> | • <i>maximum size 300 m²</i> |
| Restaurant – Drive in | Restaurant – Drive in |
| | School – Arts or Self Improvement |
| | School – Business |
| Sign Painting Shop | Sign Painting Shop (O) |

INTEGRATION OF PROPOSED AMENDMENTS WITH CITY POLICIES

The proposed approach to remove selected NICU from the I-2 and M-2 zoning schedules and direct some of these uses to fronting sites along Marine Drive and Grandview Highway is consistent with and supports overall City-wide policies as described below:

CityPlan

CityPlan, which was adopted in 1995, outlines a broad vision for the City upon which to base local decision-making. Two of its directions are to:

- Protect industrial land for industrial uses to help create a vibrant and diverse local economy; and
- Reinforce neighbourhood centres as places to live, work and play.

The removal of many NICU from the I-2 and M-2 zoning schedules supports the direction of CityPlan as these NICU will be redirected to other zones and areas in the City which are closer to local neighbourhoods. This action will help preserve the industrial areas for industrial use.

Community Visions

After adoption of CityPlan, the City embarked on the Community Visions Program to bring CityPlan's city-wide directions to the community level and reach all communities within several years. "Community Vision" documents have been adopted for 8 neighbourhood areas.

Themes common to all the Visions include:

- Strengthening neighbourhood shopping areas so that residents do not have to travel far for goods and services; and
- Having recreational and cultural services and facilities close to growing neighbourhood populations.

The removal of NICU from the I-2 and M-2 zones will help encourage some of these uses to locate in neighbourhood commercial areas that are closer and more accessible to neighbourhood residents. NSAs will also benefit if there are opportunities elsewhere for larger uses. The LFAs provide this opportunity. This approach supports the directions outlined in the Visions.

City Transportation Plan

The City's Transportation Plan, which was adopted in 1997, outlines a vision to improve access throughout the City and promote alternate forms of transportation (e.g., transit, cycling, walking). A key component of the Transportation Plan is to improve truck access through industrial areas and through the City to facilitate efficient goods movement.

The reduction of NICU within the I-2 and M-2 zones may reduce the amount of non-industrial traffic in industrial areas. This will, in turn, reduce industrial/non-industrial traffic conflicts and provide better access and goods movement for industrial traffic.

Furthermore, the location of NICU in neighbourhood centres may help them become more accessible to patrons by alternative forms of transportation (walking, cycling, transit). The proposed rezoning policy for large format non-industrial uses would also consider the transportation issues related to these uses, require a traffic impact analysis and appropriate mitigation measures. Some institutional, cultural and recreational uses can also be encouraged to rely more heavily on transit and other alternative means of transportation.

Industrial Lands Strategy

The Industrial Lands Strategy, which was adopted in 1995, outlines a policy for managing industrial lands. As early as 1990, some industrial lands along Marine Drive were deemed as unsuitable for industrial use (much of it was already developed with retail use, some legally, some through Board of Variance appeals and some illegally) and was subsequently “let go” from the industrial inventory. The Marine Drive frontage area and a section of the Grandview Boundary Area were subsequently designated as Highway-Oriented Retail (HOR) areas in which Council could consider rezoning applications for large-scale retail uses.

The Industrial Lands Strategy’s overall objective is to “Retain most of the City’s existing industrial land base for industry and service businesses to meet the needs of port/river related industry, and city-serving and city-oriented industries.” Several action items were identified to be undertaken, including:

- Updating the definitions of industry to better accommodate service businesses;
- Revising the height and bulk limits to ensure compatibility with nearby residential areas; and
- Revising the provisions for conditional uses (i.e., culture, recreation, education) to determine which uses can locate in industrial areas and which uses should be excluded.

The removal of some NICU from the I-2 and M-2 zones supports the Strategy’s direction to retain existing industrial lands for industrial use and supporting services. The re-direction of NICU to areas along Marine Drive and Grandview Highway is also consistent with the Strategy which recognizes that these areas are suitable for a range of non-industrial uses that may not easily fit into traditional neighbourhood commercial areas.

Clouds of Change/Community Climate Change Action Plan (CCCAP)

The report of the Task Force on Atmospheric Change, entitled “Clouds of Change”, was adopted in 1990. It outlines a number of recommendations aimed at improving air quality and reducing emissions. The CCCAP establishes strategies and actions to reduce greenhouse gas emissions.

Several of the recommendations focused on creating energy-efficient land use policies to reduce the need for transportation. Strategies to achieve this include integrating work, residence and shopping in mixed use development, decentralizing commercial and community services to create self-contained communities and reduce travel distances, and ensuring that major public facilities have provision for walking and cycling access to transit.

The re-direction of some NICU out of industrial areas into neighbourhood centres supports the policies of “Clouds of Change” and the CCCAP because it places them closer to the resident population that will likely use them. The location of some NICU along Marine Drive and

Grandview Highway, rather than dispersed throughout remote industrial areas, places them in areas that are/will be more accessible by public transit and rapid transit as well as by automobile.

ADDITIONAL COMMENTS SUBMITTED WITH SURVEYS

This appendix provides a summary of suggestions, issues, observations and concerns raised by survey respondents:

Purpose of the current study, and timing of survey distribution

- Commentary was focussed on the scope and timing of the study (i.e., before Christmas);
- Suggestions were made to widen the distribution of the survey (e.g., to nearby residents in the Marpole area);
- It was suggested that analysis of industrial land demand should be undertaken;
- Additional time should be given to owners and nearby residents to review the proposal;
- Meetings should be set up as part of the process to allow for discussion of the proposal;
- Some concern was expressed by owners and representatives in the Marpole area regarding the effect of the proposed changes to the pending planning process for that area;
- Some respondents thanked staff for soliciting input, indicating their full support for the proposed changes; and
- Other respondents were strongly opposed to the initiative and wanted to see the zoning schedules remain unchanged.

Suggestions with respect to specific NICU's

- Several individual comments were received in this category, ranging from full support of the proposal (e.g., keep the areas industrial, definitely remove schools, daycares and playgrounds) to questioning the removal or restriction of one particular use (e.g., fitness centre, restaurant, hall and club) or retention of a particular use (e.g., artist studio, social service centre);
- Some respondents felt that particular uses should be retained (e.g., barber shop, churches, neighbourhood pubs, schools) or even encouraged (e.g., live/work, big box retail);
- In some instances, owners suggested uses which may be more suitable for certain lots (e.g., small parcels on arterial roads, including small commercial or office type uses which need arterial frontage and visibility);
- Many Grandview/Boundary respondents felt that more retail and larger restaurants should be allowed to serve business people in the area; and
- Only one restaurant operator was opposed to the proposed size restriction of restaurant, but would support an increase in the maximum size to 500 m² as long drive-through service was retained as a permitted ancillary use. It was felt that this size would enable existing restaurants to handle the existing customers in the area but still discourage large, destination restaurants.

Concerns about continued operation of respondent's businesses and legal non-conforming status

- Some respondents were specifically concerned about the viability of the proposed changes on their own properties or businesses, given unique site circumstances, context of area, history of tenants, etc.;

- Some felt that their long-standing existing businesses or tenants (e.g., restaurants, schools, and clubs) should be allowed to be retained as permitted uses;
- Some concern was expressed regarding proposed changes which could negatively impact existing businesses or force them out of their current locations;
- Suggestions were given to retain multi-storey buildings which are becoming functionally obsolete in the changed industrial landscape (e.g., retaining industrial at grade such as wholesale distribution with expanded smaller commercial/office/industrial uses, allowed on upper storeys which generally have poor access for loading, low ceiling heights, narrow column spacing, and high operating costs);
- Many respondents queried the legislation which allows for lawful non-conforming uses to continue operation, and felt that 90 days was not adequate to enable owners to fill a tenancy; and
- Others felt that previously approved uses should not have to incur the cost and time in applying to rezone to regularize their uses if they become lawfully non-conforming due to the proposed zoning changes.

Restrictions on uses affecting flexibility and diversity of businesses in the area

- Many respondents indicated concurrence with the City's desire to retain as much industrially-zoned land as possible and recognized the increasing demand to use the land for "higher" uses, but queried restrictions on certain uses in particular areas, such as Marine Drive. In this area, for example, it was felt that restricting uses will not improve those factors which may serve to encourage more industry to locate in the area;
- Some owners had indicated that they already experience difficulty in leasing their properties under the current regulations, and concern was expressed that the proposed restrictions will further reduce owners' and landlords' options to find tenants, creating greater hardship for owners;
- Many respondents felt that the existing zoning was too restrictive already, and that more flexibility would be preferred to enable potential business development in the areas and keep the areas vibrant and viable; and
- Some respondents felt that the areas should be allowed to develop "naturally", without City "interference".

Suggestions to change or broaden the industrial land base

- Some respondents discussed important factors in the location of industry (e.g., low rental rates, proximity to customers, ease of access for customers, employees and trucks, parking availability for staff and customers, excess land for future expansion and reasonable property tax rates);
- Some felt that the current industrial standards should be retained but analysis needs to consider marketplace considerations (e.g., actual demand for industrial property);
- Recognition should be given to existing uses currently in place (e.g., semi-commercial uses along Marine Drive) and permit more of the same;
- Some industrial land parcels are not suitable for industrial use per se and should be removed from industrial zoning, including some waterfront being used for non-marine based industry, and some buildings which are no longer practical industrial buildings, which would be better suited to mixed-use;
- One respondent noted the desire for a less restrictive industrial park;

- One respondent indicated that the proposed changes do not provide for new and emerging uses which are complementary to and compatible with “traditional” industrial uses and would provide greater job creation and economic possibilities for the community;
- The City needs to adapt to changing times; zoning should be updated to accommodate current and future uses and opportunities to reflect the future direction of industry and commerce;
- Some suburban municipalities are implementing changes to deal with the changing industrial landscape, and many companies have relocated from an “unfriendly” Vancouver to more welcoming suburban locations.

Commentary about past and ongoing changes to types of industry and the land base, as well as the industrial economy, jobs, need for viability and stability, and business in general

- Several respondents indicated that industrial zoning should be retained;
- A respondent supported the view that an industrial base in the city is vital but has more recently questioned whether this is indeed the case;
- Some respondents noted that industrial uses have decreased in the areas over the past several years and will continue to do so, with industry today less associated with traditional manufacturing;
- Some indicated that industrial zoning should be phased out of the city as many industrial users cannot locate or stay in the city due to high taxes and high cost of housing for employees, and are moving to more affordable locations;
- For owners of existing buildings, concern was expressed that their space, which is less functional or cost-effective for today’s industrial tenants, cannot compete with modern, single storey buildings that have high ceiling heights;
- A respondent felt that an “unchallenged presumption” is that heavy industrial zoned land is necessary for the City’s economic health;
- A respondent indicated that survey or analysis to establish that there is an economic demand for industrial land in the City, or in particular areas, needs to be done to determine feasibility of retaining industrial land;
- A few respondents noted that much industrial land has been converted to other uses in the City in recent years;
- Much industrial land in the City is undeveloped and has remained so for some period of time, and the City should be more business-oriented or business-friendly;
- Respondents in the Grandview/Boundary area tended to feel that the area is ready for change;
- The proposed changes will result in longer vacancies while buildings remain empty “awaiting interest” from prospective tenants who conform to the more restrictive zoning;
- One respondent felt that removing the “peripheral” non-industrial uses will not stimulate the revitalization of the industrial land base without some future catalyst;
- Some respondents were comforted by the proposed changes to protect the City’s industrial land base, noting that that the proposed changes would be important in keeping the remaining industrial land in the City as it plays a vital part in the diversity of business to ensure affordable land and building use for small manufacturing and industrial companies, hopefully ensuring long term stability and employment opportunity; and
- One respondent indicated a lack of small industrial properties to purchase and feel they are being pushed out of the City by regulations and larger companies, and have received offers from other cities to relocate.

Concerns about increases in taxes and decreases in property values

- Concerns were expressed about potential increases in property taxes and decrease in property values due to the proposed changes. Many noted that the current mill rate for industrial properties is too high for business tenants to pay, and that is a key reason for industrial users to leave the City and relocate to other municipalities; and
- Restricting uses would reduce the value of the properties and reduce lease income.

Issues to do with traffic and access, as well as industrial impacts and noise

- A range of comments were received about transportation issues, ranging from where industrial traffic should be restricted, parking problems for employees and of particular uses (e.g., funeral home, auction halls) or on particular streets (Powell Street), to concerns about maintaining or improving traffic flow and access by road to serve industrial businesses and keep cartage costs down;
- One respondent indicated that the volume of heavy traffic in industrial areas is incompatible with pedestrian and passenger vehicle traffic;
- Some uses (e.g., social service centre) would attract and increase pressure for on-street parking;
- Respondents in Grandview/Boundary noted how far workers have to drive for services and restaurants;
- One respondent noted that traffic generated by a school use is best located in industrial areas, away from residential areas; and
- A few comments were noted about industrial impacts on adjacent communities, including odour, noise, safety, and traffic.

Observations about neighbourhoods, the community and environment, and future planning work.

- Some respondents noted the changes which are being contemplated in various areas (e.g., Marine Drive) and the impact large projects may have on adjacent properties for industrial users;
- One respondent wants to protect his community from a highly industrialized atmosphere and does not support the changes;
- Representatives from Marpole requested a study and review of the viability of the proposed zoning changes in that area and along the waterfront, urging the City to undertake an updated planning process for this area given pending redevelopment of the Eburne lands for industrial purposes;
- Others hoped that the proposed changes would clean up “eyesore” areas and remove crime, prostitution, and the drug trade in some industrial areas;
- Some were concerned that the proposed restrictions will cause a lot of businesses to “give up”, leading to further deterioration with more empty buildings;
- Some mentioned the need for Vancouver to have a better image along the Grandview corridor as a gateway to the City, and that some existing uses in certain areas (e.g., Barnard Street) are appropriate as a gateway to the adjacent residential area; and
- Others felt that more diverse uses were needed to liven industrial neighbourhoods at night (e.g., by including a live/work component in developments).