



POLICY REPORT URBAN STRUCTURE

Report Date: December 20, 2012
Contact: Kevin McNaney
Contact No.: 604.871.6851
RTS No.: 9189
VanRIMS No.: 08-2000-20
Meeting Date: January 15, 2013

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services, in consultation with the General Manager of Engineering Services

SUBJECT: Mount Pleasant Light Industrial Areas (I-1) - Implementation of Policy Directions to Increase Job Space Potential

RECOMMENDATION

- A. THAT the Director of Planning be instructed to make application to amend the I-1 (Industrial) District Schedule of the Zoning and Development By-Law, generally as set out in Appendix B, in order to implement Council policy directions for the two Mount Pleasant Light Industrial Areas (zoned I-1), which are outlined in bold on the maps attached as Figure 1 and Figure 2 in Appendix A (the "Mount Pleasant Light Industrial Areas" or collectively the "Areas" or individually the "Area"), and that the application be referred to public hearing; and

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law generally in accordance with Appendix B for consideration at the public hearing.

- B. THAT Council direct staff to report back on the following transportation issues, ensuring alignment with the 2040 Transportation Plan:
- i. a Transportation and Parking Strategy for the Mount Pleasant area, as outlined in Appendix C, in order to support the ability to add jobs in the area and anticipate future enhancements to rapid transit in the area, as outlined in the Transportation 2040 Plan;
 - ii. on potential access improvements to the Main Street, Kingsway, and 7th Avenue intersection to facilitate east/west pedestrian and cyclist movements and simplify vehicular movements in the Mount Pleasant area.

REPORT SUMMARY

This report recommends changes to the I-1 District Schedule as directed by Council through the Metropolitan Core Jobs and Economy Land Use Plan. The I-1 (Industrial) District Schedule of the Zoning and Development By-law applies only to the Mt. Pleasant Light Industrial Areas. The primary goal of these proposed changes is to enhance the Areas as job centres, which is consistent with the City's objectives of the recently adopted Vancouver Economic Action Strategy (2011). The Director of Planning recommends that the amendments set out in Appendix B be referred to Public Hearing. Further work and reports back are recommended on items also directed by Council through the Metropolitan Core Jobs and Economy Plan, specifically proposals for an area Transportation/Parking Strategy, and access improvements at the Main/Kingsway and 7th Avenue intersection.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

The Mount Pleasant Production, Distribution, and Repair Area (see Figure 1) was examined in the Metro Core Jobs and Economy Land Use Plan and directions were given by Council to increase job intensity through modest changes in the I-1 (Industrial) District Schedule, provided that such changes continue to restrict residential uses and do not displace important industrial functions. Directions were also given to explore parking strategies that support sustainable transportation modes and business/visitor access needs. This report recommends zoning changes to be referred to public hearing, as well as parking and transportation changes to be examined further that may help strengthen the Area role as a job centre.

The Council approval of the Mount Pleasant Community Plan also supports the intensification of jobs in Mount Pleasant industrial areas. Although the Mount Pleasant Light Industrial Areas were not within the specific boundaries of the community plan, the plan supports the retention and expansion of local job opportunities. This direction therefore applies to another portion of I-1 zoned land near Vancouver Community College (see Figure 2) which together with the Mount Pleasant PDR area, comprise the Mount Pleasant Light Industrial Areas.

In addition, Council's endorsement of the Metro Vancouver Regional Growth Strategy supports the retention of Mount Pleasant industrial areas and the intensification of job opportunities in industrial lands.

Finally, Council's adoption of the Vancouver Economic Action Strategy (VEAS) seeks to create a growing and prosperous business climate in the city through changes to policies and practises such as those outlined in this report. The VEAS identifies this and other areas as locations where companies requiring 'unique spaces', such as studio space for the creative sector (film production, gaming, etc.), can be accommodated in close proximity to downtown. This report represents the first follow up on Council directions and decisions, with other areas such as the Burrard Slopes Industrial Area to be the subject of upcoming reports to Council, where similar adjustments to zoning will be proposed.

Applicable Council Policy

Transportation 2040 (2012)
Vancouver Economic Action Strategy (2011)
Metro Vancouver Regional Growth Strategy (2011)
Greenest City Action Plan (2011)
Mount Pleasant Community Plan (2010)
Metro Core Jobs and Economy Land Use Plan (2009)
Guiding Principles: Economic Development in the City of Vancouver (2006)
Vancouver Transportation Plan (1997)
Industrial Lands Policies (1995)

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The General Manager of Planning and Development recommends APPROVAL of the foregoing.

REPORT

Background/Context

The Metropolitan Core Jobs and Economy Land Use Plan was undertaken between 2005 and 2009 with the intent of reviewing land use in the inner city for the purpose of maintaining a strong and vibrant economic base. Significant public outreach was involved and policies for Downtown were adopted by Council through a series of reports in 2009.

There are two MPLI Areas:

- *The Mount Pleasant Light Industrial Area between Main and Yukon (previously referred to as the Mount Pleasant PDR Area) was one of a number of sub-areas in the plan, and it was identified as an area South of False Creek to be examined in more detail as a follow up to the Downtown portion of the plan.*
- *The smaller Mount Pleasant Light Industrial Area (I-1 zoning) near Vancouver Community College has been included in the proposed changes to the I-1 District Schedule, as it is a good area for job intensification, given its proximity to VCC and the nearby VCC Millennium Line Station. It also allows the zoning districts to remain the same under I-1 zoning, since both MPLI Areas will be dealt with identically.*

Figure 1 - Mount Pleasant I-1 District

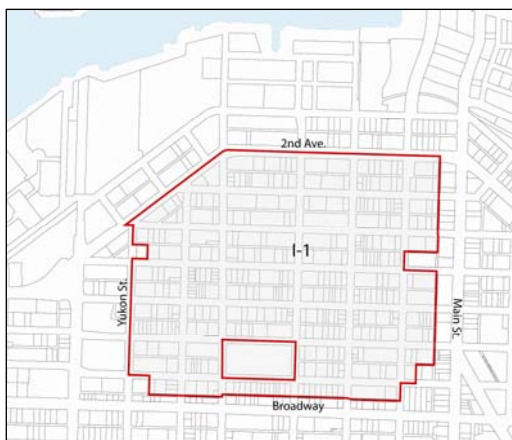


Figure 2 - Mount Pleasant I-1 District

The primary intent of the I-1 (Industrial) District Schedule (which only applies to the Mount Pleasant Light Industrial Areas), is to permit light industrial uses that are generally compatible with one another and with adjoining residential or commercial districts.



The two Mount Pleasant Light Industrial Areas are home to approximately 7200 jobs, and this total amounts to about 4% of the total number of jobs in the Metro Core (which extends roughly from 12th Avenue north to the water, Burrard Street in the west to Clark Drive in the East). Of significance, that number amounts to about 23% of all jobs in industrial areas in the Metro Core and this geographic area is the largest single supplier of jobs in the Metro Core industrial areas. Approximately half of the 7200 jobs are industrial in nature, with the remaining half distributed between office and service uses (40%) and retail uses (10%). The Areas provide a service role to support the Metro Core economy, and its proximity to Downtown benefits businesses in both Areas.

The jobs/hectare in the Mt Pleasant Light Industrial Areas is about average for the entire Metro Core and the building types are typically two storey buildings with parking and loading on site. A minority of buildings approach the 3.0 FSR density and 60' height maximums for the area, with most newer buildings in this category. There is an opportunity to support additional jobs in the Areas through some minor changes in zoning, focussing on office and service uses that can easily combine with the existing industrial uses in the area or even in the same building.

The Metro Core Jobs and Economy Land Use Plan was fundamentally about ensuring that zoning in the various areas was sufficient to accommodate job and economic growth, and that land use regulations are not an impediment to economic development. Council therefore directed staff in 2009 to continue on with further work in the Mount Pleasant Light Industrial Areas which would enhance the job centre role that these Areas play.

As part of the Metro Core Study discussion, opportunities and challenges in the Mount Pleasant Light Industrial Areas were identified. Specifically:

- pressure for residential and retail in the Areas continues, and if allowed to proceed would increase land values and lease rates, displacing existing industrial uses
- the lower lease rates and diverse building types provide opportunities for industrial and service uses that are not easily provided elsewhere
- it is beneficial to have these residentially-incompatible uses in these Areas close to the downtown to service the downtown
- the introduction of some modest amounts of office and service uses may help to intensify employment and meet job space demands now and in the future
- the Areas are close to existing and future transit service, and adding jobs in the Areas will help decrease the overall need for commuting by single occupancy vehicles.

In light of these opportunities and challenges, Council adopted a future desired role for the Areas through the Metro Core Study, as follows:

“Strengthen and enhance the Mount Pleasant Production, Distribution and Repair Area’s role of providing centrally located, affordable production, distribution, and repair space by providing opportunities to increase job intensity through modest amounts of office and service uses, without displacing light industrial functions”.

At the same time, Council approved the following policy directions to explore:

- strengthening the primarily production, distribution, and repair (light industrial) function of the Areas
- continuing to prohibit residential uses other than renovations to existing units as currently allowed in the zoning
- increasing the range of permitted service and office uses
- increasing the permitted service and office densities
- maintaining the current restrictions on retail uses
- collaborating with the Mount Pleasant Community planning program on reviewing land use in the IC-2 zoning between 2nd and 7th Avenues along the west side of Main Street
- exploring parking strategies and standards that support sustainable transportation modes, visitor and business/customer needs, and re-use of industrial buildings.

Council has also directed staff to examine the ability for Artist Studio - Class A to be allowed in all industrial areas of the City and that is being referred to Council in a companion report.

Strategic Analysis

In addition to implementing Council’s direction in the Metro Core Study to increase job space capacity, the proposed changes also provide significant support to the Vancouver Economic Action Strategy (2011), as outlined below. Staff at the Vancouver Economic Commission have been consulted regarding this report and are in agreement with its alignment with the Strategy.

Three key targets of the Vancouver Economic Action Strategy are to:

- protect, enhance, increase and densify employment spaces;
- find opportunities for the green and creative economies; and
- improve employment expansion and business performance.

The proposed policy changes in this report support industrial areas as a critical and necessary component of a resilient and adaptive economy, which contributes to the overall health and sustainability of the city. These changes provide increased flexibility in uses, particularly for general office and service uses that encapsulate a large range of “new economy” jobs and result in a higher intensity of jobs in the Area, while ensuring to protect the ability to locate true industrial uses in the Area. Moreover, the changes provide better access to the transportation networks that are key to trade.

Importantly, the proposed changes are explicitly designed to not displace the diverse and successful businesses that are already thriving in the Areas. The range of uses in the Mount Pleasant Light Industrial Areas is varied and the uses in these Areas support other sectors within the city, such as retail and hospitality, and they provide day to day services such as

repair and construction. The Areas provide critical workspace for a number of non-traditional industrial users, which includes a cluster of companies in film and television production, as well as digital media (examples include City TV, Deluxe, and Image Engine). Locating industrial uses within close proximity to suppliers, customers, and workers contributes to sustainability in several ways, including reducing traffic congestion and greenhouse gas emissions.

According to a recent study on Industrial Land Intensification commission by Metro Vancouver (2011), Vancouver has the highest density industrial development in the region, with the Mount Pleasant and Burrard Slopes industrial areas as leading examples of intensification. To put industrial land intensification in context, the Mount Pleasant Light Industrial Areas have experienced recent development ranging between 2.0 FSR to 3.0 FSR while in most other parts of the region the norm is 0.3 FSR and rarely exceeding 0.5 FSR. Mount Pleasant's higher densities are achievable because the Areas permit a higher allowance of non-industrial uses (particularly general office space) compared with most other areas in the region.

Industrial lands provide important space for jobs, including green jobs. The Mount Pleasant Light Industrial Areas already have a small cluster of green job employers within their boundaries (firms in environmental consulting, architecture, recycling, power management). By increasing the opportunities for more office space, there is an opportunity to increase the number of green employers who, as we have learned from research into the Greenest City Action Plan (2011), tend to cluster in office space.

The following proposed amendments to the Mount Pleasant I-1 Zoning District Schedule are in keeping with the goals of the Vancouver Economic Action Strategy including:

- stronger business and job growth in key commercial zones
- better spaces that support new investment
- higher and better use of employment space
- an increased mode share for transit use versus automobiles
- increased employment density in key commercial neighbourhoods and along transportation routes
- protection of employment and investment in key growth industries

The VEAS notes that the regional economy consists mainly of small businesses in a diversity of sectors and the proposed amendments will assist and strengthen this type of economic activity.

In addition and also noted in the VEAS, it is increasingly important for businesses to be located in great neighbourhoods, and Mount Pleasant and its surrounding area provides this type of opportunity.

Proposed Amendments to Implement Council's Direction in the Mt Pleasant Light Industrial Areas

1) Proposed Zoning Amendments

Recommendation A asks Council refer to public hearing amendments to the I-1 District Schedule.

To meet the direction of enhancing the job potential in the Areas, staff analyzed all of the service and office uses to determine what negative effects could be experienced by changing the existing floor area limits or allowing the use at all, versus whether there would potentially be a significant job increase as a result of any proposed change. Factors such as limiting increases to property values or lease rates, not causing significant increases in automobile commuting or trips, and not putting pressure on existing industrial uses to relocate due to their operational requirements, were all considered.

It is important to outline some important things that are not being proposed for changes.

- The overall zoning maximum of 3.0 FSR and the maximum height of 18.3m (60') will remain the same.
- As per Council direction, residential and retail limitations will remain in place. Residential use is limited to caretaker units, dwellings in use continuously since Oct 25, 1988, and Artist "Live/Work" Studio-Class B existing as of September 10, 1996.
- Floor area in allowed retail uses will remain limited to 1000 m².

A companion report to this report will seek direction on allowing Artist "work-only" Studio-Class A, in order to facilitate the use of all industrial areas of the City for the "lighter use" artist category of Class A, which was previously not allowed in the I-1 District and most other industrial areas.

The full description of service and office uses currently permitted in the I-1 District and the proposed changes are illustrated in Appendix D. The existing zoning for office and service uses in the I-1 District can be summarized as either:

- allow the use up to 3.0 FSR,
- allow the use up to 1.0 FSR, or
- allow uses not in the categories above, to be combined up to 1.0 FSR. (An exception is Restaurant Class 1 which is limited to 65 m².)

a) Summary of Proposed Changes

- A variety of service uses have been proposed for increase in allowable density, while still remaining within the overall 3.0 FSR density limit.
- Several service uses that were previously not permitted are proposed to be allowed as conditional uses.
- A greater variety of office uses are proposed to be permitted. In the existing zoning, several categories of General Office use are not allowed. In the proposed zoning, all of the categories of General Office use will be allowed.
- The office use category is also proposed for greater flexibility when combined with other uses, in order to allow for greater ability to construct mixed-use buildings.

As an example of the goals in regard to office space, in order to maximize allowable floorspace under the existing zoning, a development would need to typically build 2.0 FSR of industrial space with only 1.0 FSR of office/service space. Under the proposed zoning, a development could typically be comprised of 1.0 FSR of industrial space, 1.0 FSR of service space, and 1.0 FSR of office space.

There is also a bonus proposed in the circumstances where a development contains certain light industrial and/or service uses (key production, distribution, and repair uses which are noted in 4.7.1(a) of Appendix B) on the ground floor, an equal amount of office space can be built as a bonus in addition to the 1.0 FSR of office allowed. This means a mixed use building could be comprised of 1.0 FSR of the identified light industrial/service space on the ground floor and 2.0 FSR of General Office space above. Details are outlined in Appendices B and D.

As a result of these proposed changes, it will become easier to build or renovate a building comprised of multiple uses and therefore create additional jobs in the Area. It is expected that this would result in some purpose built buildings up to the 3.0 FSR zoning limit and 18.3 m height limit. These buildings would provide parking as per the Parking By-law and would not cause additional parking impacts in the Area. However, some sites are too small to efficiently provide underground parking, and/or integrate existing loading requirements thus limiting the ability to redevelop. There will be an opportunity with a potential Parking Payment-in-lieu District in the area (refer to Appendix C) for the developer to partner with new developments in the same area in order to provide additional parking over and above specific site requirements. This issue and the projected impact of development on existing surface parking lots will be addressed in the Transportation/Parking Strategy that is proposed to be undertaken. .

As noted above, this report is being referred to Council at the same time as a report outlining zoning changes to all industrial areas of the City that will allow Artist Studio-Class A as a conditional use in all of the industrial zoning districts. Currently Artist Studio-Class A is not allowed in the I-1 District and this will be changed accordingly, if Council decides through Public Hearing to make the changes recommended in the Artist Studio-Class A report.

b) Entertainment Uses

Discussion with members of the public also centred around different types of entertainment uses. It was generally felt that allowing Cabaret use would potentially result in large blank or shuttered walls during the daytime and also run the risk of late night impacts on the scattered existing housing in the Areas.

On the other hand, there was a desire to allow some entertainment uses to provide more all-day and evening use of the Areas and slightly increase the potential supply of such uses in an area that will eventually be surrounded by other areas with residential uses. There are several food primary restaurants in the surrounding mixed-use areas that have pub-type environments. Increasing the supply of restaurant uses can help service the anticipated growth in the number of jobs in the Areas. There is an opportunity for a limited number of this kind of restaurant use in the Mount Pleasant Light Industrial Areas, with minimal impact on the Areas and surrounding areas.

Staff are proposing to allow Restaurant - Class 1 to increase in size from the currently allowable 65 m², up to a maximum of 150 m². This type of restaurant typically does not produce significant impacts, as they are the smaller neighbourhood restaurants that are prevalent in neighbourhoods throughout the City. By allowing them to increase to 150 m² in size, a typical ground floor of a building on a lot with 25' frontage could be fully utilized if combined with 25% of the floor area being food, beverage, dairy products, or bakery products manufacturing.

Staff are also proposing to allow Restaurant - Class 2 to a maximum of 300 m², if not within 200m of an existing Restaurant - Class 2 use. This would mean that at the most, 2 or 3 of this category of restaurants could locate in the Areas, without likely causing property value or lease rate escalation in the Mount Pleasant Light Industrial Areas.

Neighbourhood Public House use is being proposed to a maximum of 500 m², but in combination with a 25% Manufacturing (Brewing or Distilling) component, so that it would result in a Brew Pub use. This would guarantee some industrial floor area while providing a full-day use, with interest on the street and the potential for a neighbourhood-serving attraction. This use would be limited by not being allowed within 300m of an existing neighbourhood pub, meaning that only 1 or 2 businesses of this type of use could locate in the Areas.

c) "Housekeeping" Items

A number of items have been pointed out during staff and public discussions in regard to the zoning that should also be considered for amendment at public hearing. For historical reasons, Booming Ground, Marine Terminal or Berth, and Railway Station or Rail Yard are approvable uses in the I-1 District Schedule. The I-1 zoning currently only applies to the Mount Pleasant Light Industrial Areas. These uses are no longer possible or compatible and therefore should be considered for deletion from the I-1 District Schedule.

Section 3.2S refers to "Restaurant - Class 1, provided that the total floor area does not exceed 65 m²". It is proposed to more simply state, "Restaurant - Class 1" in this section and amend section 4.7.1 as follows; "(g) the floor area in Restaurant - Class 1 use shall not exceed 150 m²;" . In this manner, section 3.2S would just deal with allowable uses and section 4.7.1 would deal with size of uses, also noting the size is proposed to increase somewhat.

2) Transportation/Parking Strategy

Recommendation B asks Council to direct staff to report back on a Transportation/Parking Strategy to enhance the employment potential of the Mount Pleasant area that is bounded by Main, 2nd, Cambie, and Broadway, as outlined in Appendix C. This strategy will apply the directions from Transportation 2040 to this local area to improve walking and cycling conditions and provide adequate parking in the context of planned transit improvements. It will also explore ways to improve truck access and provide adequate loading and servicing to support businesses.

The parking standards in this area have recently been updated (2009) to be more in line with the City's efforts to encourage transit ridership and transportation modes that reduce greenhouse gas emissions. This update resulted in an approximate 10-25% reduction of the parking required for the various uses in the general area, depending upon the specific mix of uses. However, there are still a number of issues in the area in regard to serving the businesses and visitors:

- This area currently has a significant amount of free on-street parking that is well used due to the fact that many of the existing businesses in the area do not have underground parking, or only limited surface parking.
- A significant number of the businesses cannot provide underground parking because of lot dimensions and/or because of the loading and storage requirements.

- Some quite large surface parking lots serve the area, but this supply will dwindle over time as sites redevelop.

In order to encourage the area to reach its potential as a job centre, a Parking Payment-in-lieu District could be considered for this area. The implementation of a Parking Payment-in-lieu District would allow landowners to choose to contribute to the payment-in-lieu fund if they cannot reasonably provide parking on site. Parking then can be built or existing parking improved, using these funds within the area. Staff will report back to Council on the payment-in-lieu rates as part of the Transportation/Parking Strategy.

In addition, the potential for larger underground parkades can be examined in order to address long term demands, as existing surface parking lots redevelop. The City owns two key properties near the Main Street edge of the area that were previously targeted for implementing a Quebec/Kingsway connector. Now that this purpose is no longer being contemplated, these properties can be examined for the potential to incorporate public parking in potential redevelopment scenarios. This work could be done in conjunction with upcoming work on the Main Street corridor between 2nd and 7th Avenues, as part of the Mount Pleasant Community Plan implementation.

This area can also be studied for the potential to implement an on-street parking program that would seek to address the overall availability of curbside parking usage.

Staff can report back on the details of these items in order to develop an overall transportation/parking strategy for this area.

3) Access Improvements

Recommendation B also asks Council to direct staff to report back on a strategy to improve access in the Main Street/Kingsway/E 7th Avenue area to facilitate pedestrian and goods movement.

This area has relatively good access, as it is surrounded by arterial streets and has a complete street and lane grid system. An exception to this is the Main/Kingsway and 7th Avenue intersection. This is a complicated intersection with multiple turning movements and limited pedestrian/cyclist accessibility. Pedestrians are forced to cross both Main Street and Kingsway separately in order to travel east/west. There is an opportunity for significantly improving pedestrian/cyclist access, with possibly a minimal effect on vehicular movement, by redesigning the intersection. By doing so, pedestrian access to the new Mount Pleasant Community Centre will be improved and the ability to cross Main Street with bicycles at 7th Avenue would allow a more direct 7th Avenue bikeway.

Engineering staff have had a preliminary look at the potential for redistributing the left turn vehicular movement from Main and 7th Avenue to other avenues to the north and south. Relocating the left turn function at 7th Avenue could result in simplifying the intersection to the extent that a pedestrian/cyclist crossing could be located on the northern side of the intersection where currently one does not exist. Staff will need to study the intersections in greater detail for both intersection operation and cost considerations. Potential funding for any changes could come from Capital Plan, Development Cost Levies, and/or Community Amenity Contributions from expected redevelopments in this area.

Staff can report back on details for the access improvements, along with the proposed overall parking strategy for this area.

Summary of Public Consultation

These proposed amendments to the zoning, access, and parking in the Mount Pleasant Light Industrial Areas were discussed with the community, property owners and businesses through: 1) A mail-out to all property owners and business owners in the Areas (Appendix D), with contact information for feedback to staff; 2) 2 public open houses attended by approximately 70 people; and 3) a meeting with the Mount Pleasant Community Plan Advisory Group.

In general, although there was not substantial feedback from the consultation process there are a number of issues that were raised:

- General support for the increased flexibility created by the zoning changes
- General support for the continued focus on job space and industrial retention (although a small number of respondents did express a desire for more mixed use and residential use)
- Support for access and parking improvements
- Support and concern for the heritage resources (older houses)

The concerns raised in the consultation process around flexibility in zoning, job creation, and access and parking improvements are being addressed through the recommendations contained in this report.

The desire by a smaller number of participants for additional residential in the Areas is not supported due to the challenges of land values pushing out industrial uses, the reality that the Areas are surrounded by high intensity residential use, and due to the existing residential "grandfathered" in the Areas.

There continues to also be a concern about the heritage resources in the Mount Pleasant Light Industrial Areas. Staff continue to monitor any applications in the Areas to retain these older houses, and have been working with willing landowners to secure reasonable relaxations they require to retain the houses. As directed in the Mount Pleasant Community Plan, additional consideration of these heritage houses will be undertaken as part of the next Heritage Register Update.

Implications/Related Issues/Risk (if applicable)

Financial

There are no financial implications associated with the proposed zoning changes. Financial implications related to the parking strategy and access improvements will be analyzed prior to Council's consideration of these topics.

Environmental

The proposed zoning changes are expected to produce more employment in the Areas, therefore increasing the opportunity for commuting to work by walking from nearby residential areas such as the downtown or south east False Creek, by cycling on routes proposed to be upgraded in the near future to the new all ages and abilities design standard, and via the well-developed transit in the Areas. The increased flexibility within the zoning also allows for the development of "green jobs", which tend to rely on job space that provides flexibility for both office/administration, as well as basic manufacturing and prototyping space. Local production and distribution of goods reduces the amount of long distance trips.

CONCLUSION

The Mount Pleasant Light Industrial Areas (I-1 zoned) are valuable inner city light industrial areas that provide services for the downtown core and the City in general. The recommendations in this report will allow a greater diversity of jobs, a greater potential for additional jobs, and will limit property value speculation and the resulting pressure on existing businesses in the Areas to relocate or redevelop their properties. Further work recommended will enhance the Areas by providing options for an overall transportation/parking strategy and access improvements, to meet the goals of the area and the objectives of the recently approved Vancouver Economic Action Strategy.

* * * * *

Mount Pleasant Light Industrial Areas (I-1)

Figure 1

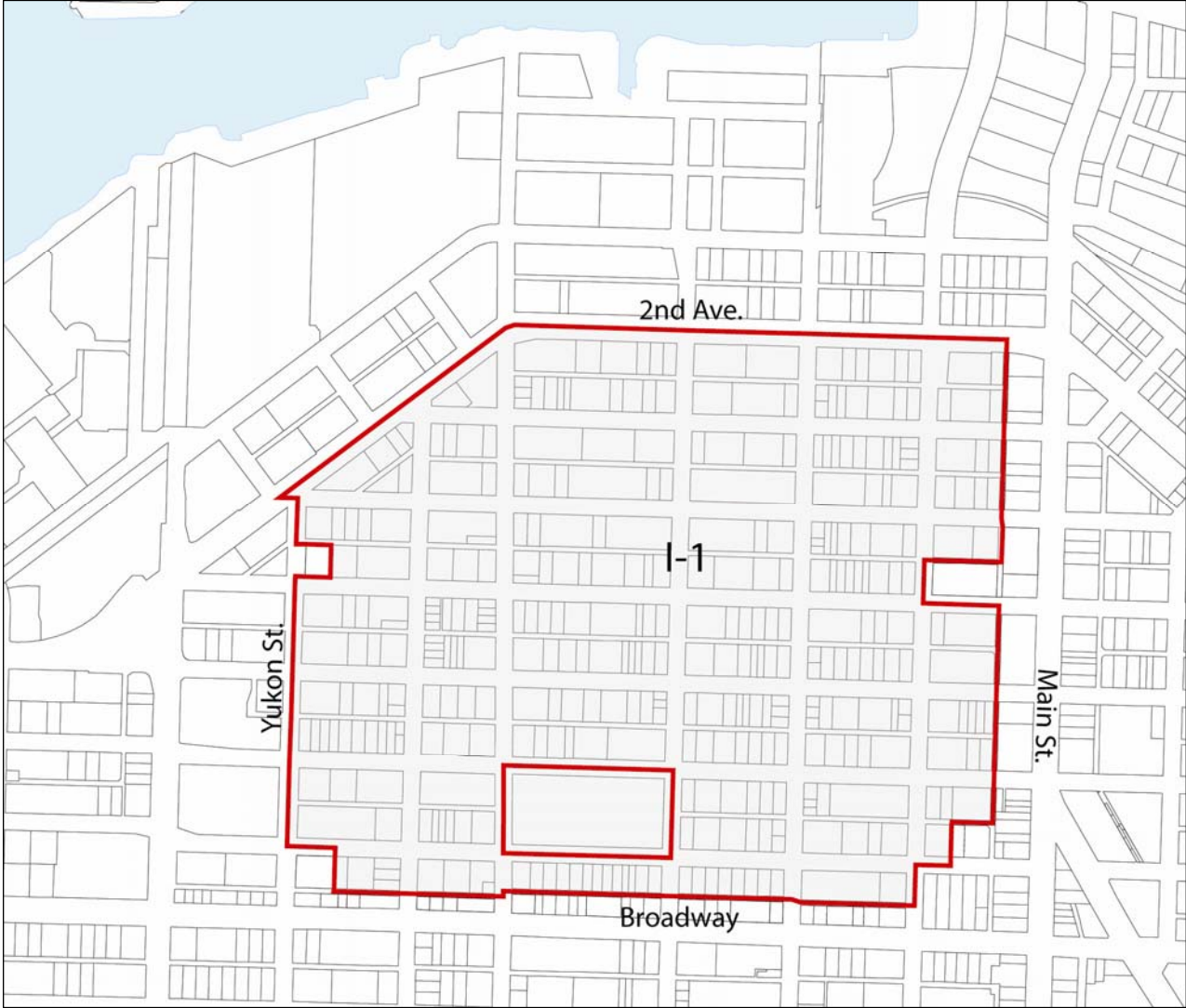


Figure 2



The summarized proposed changes are as follows, with a full description of I-1 Service and Office use changes showing both additions and deletions outlined in Appendix B and as per the existing district schedule format.

a) Service Uses

Service uses that are being proposed to change to 3.0 FSR, from 1.0 FSR are:

- Catering Establishment (remains outright use)
- Motor Vehicle Repair Shop (remains outright use)
- Photofinishing or Photography Lab (remains outright use)
- Sign Painting Shop (remains outright use)

Service uses that are being proposed to change 1.0 FSR, from 1.0 FSR only when combined with other uses are:

- Animal Clinic (remains outright use)
- Auction Hall (remains conditional use)
- Print Shop (remains conditional use)
- School, Arts or Self-improvement (remains conditional use)
- School, Vocational or Trade (remains outright use)

Service uses that are being proposed to change to 1.0 FSR, from not being currently permitted are:

- Barber Shop or Beauty Parlour (as a conditional use)
- Laundromat or Dry Cleaning (as a conditional use)
- Photofinishing or Photography Studio (as a conditional use)
- Repair Shop, Class B (as a conditional use)
- School, Business (as a conditional use)

Other Service use changes from either not being allowed or limited to a smaller area are:

- Neighbourhood Public House changes to 500 m² conditional use (with 25% of the floor area required as Manufacturing - Brewing or Distilling) from not allowed
- Restaurant, Class 1 changes to 150 m² conditional use from 65 m² conditional use
- Restaurant, Class 2 changes to 300 m² conditional use from not allowed

b) Office Uses

- General Office changes to 1.0 FSR conditional use, from 1.0 FSR when combined with other uses (within this category, the offices of accountants, lawyers, notaries, real estate, advertising, insurance, travel and ticket agencies are proposed to be allowed as well). In addition, up to another 1.0 FSR of general office can be provided if an equal amount of 'light industrial' floor area is provided on the ground floor.
- Health Enhancement Centre changes to 1.0 FSR conditional use when combined with other uses, from not being permitted.

EXPLANATORY VERSION OF PROPOSED TEXT AMENDMENTS

I-1 DISTRICT SCHEDULE

(All additions are shown in *bold Italics*. Deletions are shown in ~~strikeout~~)

By-law amendments will be prepared generally in accordance with the provisions listed below and are subject to change and refinement prior to by-law posting.

Amend the I-1 District Schedule (Zoning and Development By-law), as described in this report to:

1. Revise Intent as follows:

~~Service Commercial uses, including certain office and retail uses subject to the limitations in this schedule, which are compatible with and complementing any to light industrial uses, are also permitted. but not office or retail stores.~~

2. Amend section 3.2.O as follows:

- General office, ~~but not including the offices of accountants, lawyers and notary publics, nor the offices of real estate, advertising, insurance, travel and ticket agencies.~~
- *Health Enhancement Centre*

3. Amend section 3.2.S as follows:

- Auction Hall
- *Barber Shop or Beauty Salon*
- *Laundromat or Dry Cleaning Establishment*
- *Neighbourhood Public House*
- *Photofinishing or Photography Studio*
- Print shop
- *Repair Shop - Class B*
- Restaurant - Class 1, ~~provided that the total floor area does not exceed 65 m²~~
- *Restaurant - Class 2*
- School - Arts or Self-Improvement
- *School - Business*

4. Amend section 3.2.T as follows:

- Aircraft Landing Place
- ~~Booming Ground~~
- ~~Marine Terminal or Berth~~
- Mini-storage Warehouse
- ~~Railway Station or Rail Yard~~
- Storage Yard
- Taxicab or Limousine Station
- Truck Terminal or Courier Depot
- Weighing or Inspection Station
- Works Yard

5. Amend section 3.3 as follows:

3.3.5 A Neighbourhood Public House use shall not be located within 300m of an existing Neighbourhood Public House use.

3.3.6 A Restaurant - Class 2 use shall not be located within 200m of an existing Restaurant - Class 2 use.

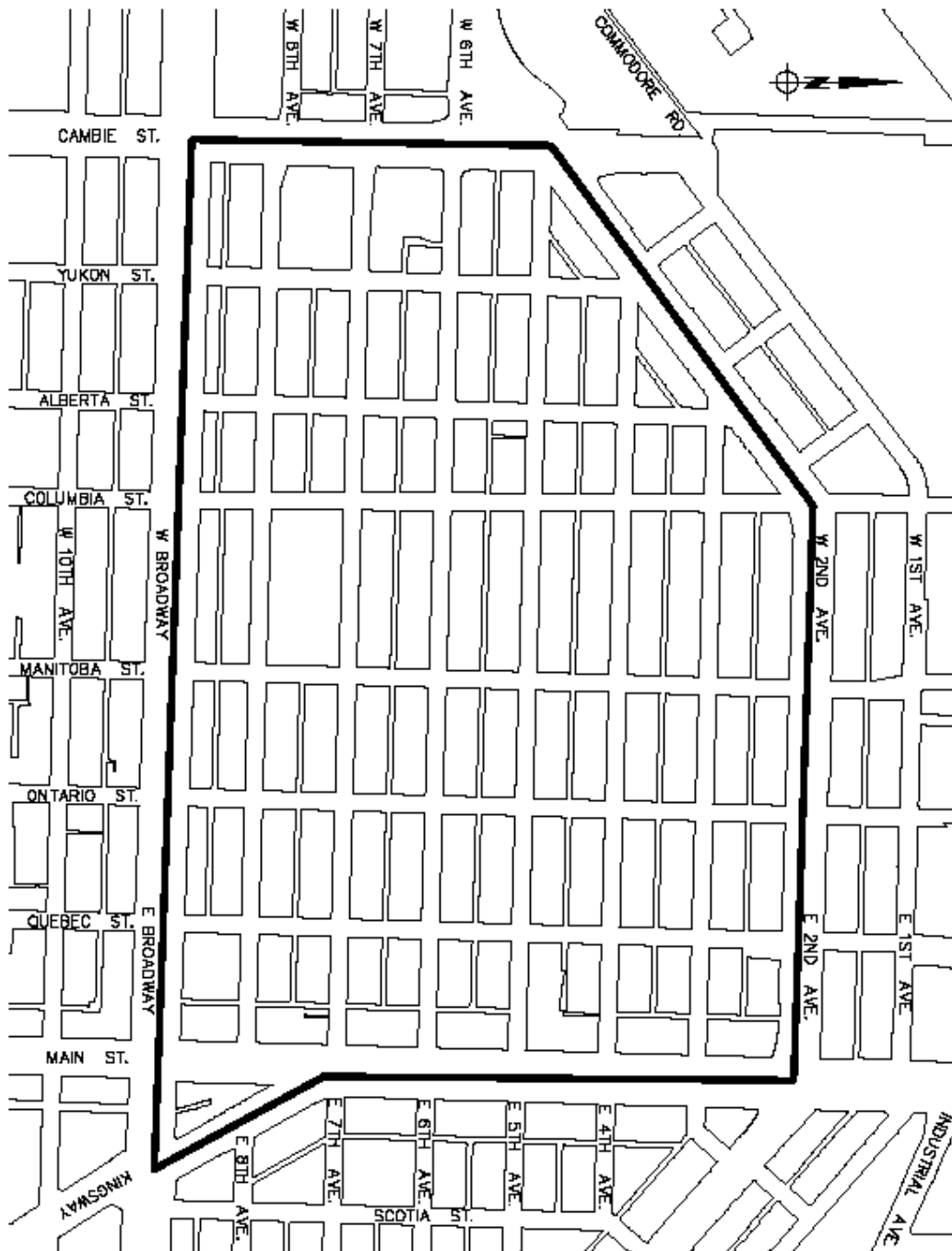
6. Amend section 4.7 as follows:

~~Floor Space Ratio~~ *Floor Area and Density*

7. Amend section 4.7.1 as follows:

- (a) the maximum floor space ratio shall be 3.0 for Manufacturing Uses, Transportation and Storage Uses, Utility and Communication Uses, Wholesale Uses, and the following Service Uses: *Catering Establishment*; Laboratory; Laundry or Cleaning Plant; *Motor Vehicle Repair Shop*; *Photofinishing or Photography Laboratory*; Production or Rehearsal Studio; Repair Shop - Class A; *Sign Painting Shop*; and Work Shop;
- (b) *the maximum floor space ratio shall be 1.0 for the following Office uses: General Office, which may be increased to another 1.0 FSR if an equal amount of floor area from section 4.7.1(a) is provided on the ground floor;*
- (c) the maximum floor space ratio shall be 1.0 for each of the following Service Uses: *Animal Clinic*; *Auction Hall*; *Barber Shop or Beauty Salon*; ~~Catering Establishment~~; *Laundromat or Dry Cleaning Establishment*; ~~Motor Vehicle Repair Shop~~; ~~Photofinishing or Photography Laboratory~~; *Photofinishing or Photography Studio*; *Print Shop*; *Repair Shop - Class B*; *School - Arts or Self Improvement*; *School - Business*; *School - Vocational or Trade*; ~~Sign Painting Shop~~;
- (d) the maximum floor space ratio shall be 1.0 for all other uses combined; and
- (e) the floor area in retail uses, including accessory retail, shall not exceed 1 000 m²;
- (f) *the floor area in Neighbourhood Public House use shall not exceed 500 m² and must have a minimum of 25% of total floor area dedicated to Manufacturing (Brewing or Distilling);*
- (g) *the floor area in Restaurant - Class 1 use shall not exceed 150 m²; and*
- (h) *the floor area in Restaurant - Class 2 use shall not exceed 300 m².*

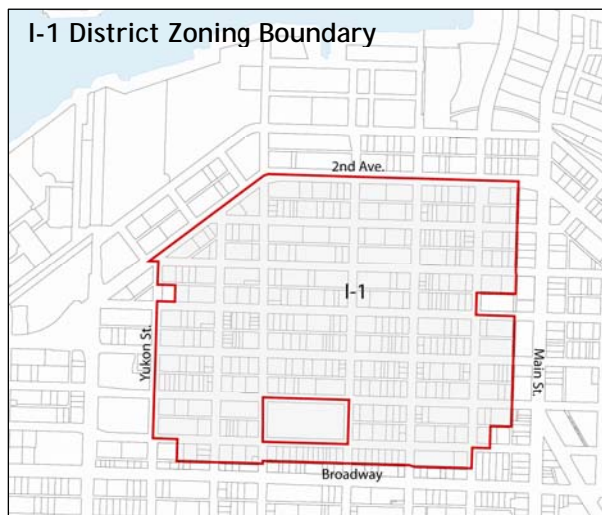
MOUNT PLEASANT TRANSPORTATION/PARKING STRATEGY STUDY AREA



MAILER SENT TO ALL PROPERTY AND BUSINESS OWNERS IN THE MOUNT PLEASANT
PRODUCTION, DISTRIBUTION, REPAIR AREA

Fall 2011

MOUNT PLEASANT PRODUCTION, DISTRIBUTION, REPAIR AREA
Proposed Amendments to the I-1 Zoning District Schedule



The Mount Pleasant PDR industrial area (zoned I-1, see map at left) was examined in the Metropolitan Core Jobs and Economy Land Use Plan (undertaken by the City from 2005-2010 and adopted by Council in 2010). It was determined in this plan that the future desired role of this area was:

“Strengthen and enhance the Mount Pleasant industrial area’s role of providing centrally located, affordable production, distribution, and repair space by providing opportunities to increase job intensity through modest amounts of office and service uses, without displacing light industrial functions.”

This will be accomplished while keeping the overall density maximum at 3.0 FSR and the maximum height at 18.3 m, with the built form guidelines remaining unchanged.

Proposed Policy Directions are:

1. Continue to prohibit new residential uses in the area
2. Provide a parking strategy for the area
3. Maintain the current limitations on retail uses
4. Introduce some modest amounts of office and service uses

Proposed Amendments to the I-1 District Zoning Schedule are:

1. Add to the types of office and service uses permitted (see back for details)
2. Increase the permitted office and service use densities (see back for details)
3. Remove Booming Ground, Marine Terminal/Berth, and Railway Station/Railyard from permitted uses, as they are no longer possible or viable in the area

If you have any comments on the proposed changes please send them to Cory Dobson at cory.dobson@vancouver.ca or contact Richard Johnson at 604-873-7189. It is expected that Council will receive a report in January referring these proposals to a Public Hearing in the early Spring. You will be notified ahead of time for both events.

PROPOSED ZONING CHANGES: MOUNT PLEASANT INDUSTRIAL AREA
 Changes are **shaded** | Bold Strikeouts are **Deletions** | Bold *Italics* are **Additions**

| DISTRICT SCHEDULE USES | OUTRIGHT | CONDITIONAL | NOT ALLOWED |
|---|----------------------|------------------------------------|-------------|
| SERVICE | | | |
| Animal Clinic | 1.0c* 1.0 | | |
| Auction Hall | | 1.0c* 1.0 | |
| Barber Shop or Beauty Parlour | | 1.0 | X |
| Bed and Breakfast Accommodation | | | X |
| Body Rub Parlour | | | X |
| Cabaret | | | X |
| Catering Establishment | 1.0 3.0 | | |
| Drive-through Service | | | X |
| Funeral Home | | | X |
| Hotel | | | X |
| Laboratory | 3.0 | | |
| Laundry or Cleaning Plant | 3.0 | | |
| Laundromat or Dry Cleaning | | 1.0 | X |
| Motor Vehicle Repair Shop | 1.0 3.0 | | |
| Motor Vehicle Wash | 1.0 c* | | |
| Neighbourhood Public House | | 500m ² ** | X |
| Photofinishing or Photography Lab | 1.0 3.0 | | |
| Photofinishing or Photography Studio | | 1.0 | X |
| Print Shop | | 1.0c* 1.0 | |
| Production or Rehearsal Studio | 3.0 | | |
| Repair Shop Class A | 3.0 | | |
| Repair Shop, Class B | | 1.0 | X |
| Restaurant, Class 1 | | 65m ² 150m ² | |
| Restaurant, Class 2 | | 300m ² *** | X |
| Restaurant, Drive-in | | | X |
| School, Arts or Self-Improvement | | 1.0c* 1.0 | |
| School, Business | | 1.0 | X |
| School, Trade or Vocational | 1.0c* 1.0 | | |
| Sign Painting Shop | 1.0 3.0 | | |
| Wedding Chapel | | | X |
| Workshop | 3.0 | | |
| OFFICE | | | |
| Financial Institution | | | X |
| General (but not accountants, lawyers or notaries, real estate, insurance, advertising, travel and ticket agents) | | 1.0c* 1.0 | |
| Health Care | | | X |
| Health Enhancement Centre | | 1.0 c* | X |

**1.0c = combined uses within a total 1.0 FSR cap; ie. Under the existing zoning Auction Hall, Print Shop and General Office can only be combined in a building to a 1.0 FSR total. Under proposed zoning, they could be 1.0 FSR each, up to a 3.0 FSR total.*

*** Must include a minimum 25% of floorspace as Manufacturing (Brewing) and must not be located within 300m of an existing Neighbourhood Public House*

****Must not be located within 200m of and existing Restaurant - Class 2*