

Hildebrandt, Tina

From: Mayor and Council Correspondence
Sent: Friday, April 07, 2017 9:03 AM
To: Public Hearing
Subject: FW: RTS 11641: Proposed Revisions to Railtown - Zoning and Development By-law Amendments for I-4 (Historic Industrial) District

From: Brian Roche s. 22(1) Personal and Confidential
Sent: Thursday, April 06, 2017 8:41 PM
To: Mayor and Council Correspondence
Subject: RTS 11641: Proposed Revisions to Railtown - Zoning and Development By-law Amendments for I-4 (Historic Industrial) District)

Dear Mayor Robertson and Members of Council:

I **oppose** the proposed Zoning and Development By-law Amendments I-4 (Historic Industrial) District including the revisions of March 27, 2017. I commend staff for their work to date, especially with the revisions to the original policy presented to Mayor and Council on January 26, 2017. While the proposed amendment is a step in the right direction towards recognizing the current business climate, it continues to fall short in its true potential for expanding Railtown and Vancouver to accommodate emerging, cutting edge businesses and incubators that have been operating in Railtown for over 20 years.

I would strongly recommend the following additional revisions to be adopted by the Mayor and Council at the April 11 Public Hearing to bring this matter to a close without further consultations:

1. Office Use - Office uses including Digital Entertainment and Communication Information Technology be permitted as a Conditional Approved Use up to 50 percent of the gross floor area of all principal and accessory uses combined. For existing buildings, Office use up to 50% of the gross floor area of all principal and accessory uses combined be an Outright Use.
2. Wholesaling Class B - remove the limit of 500 m²
3. Allow restaurants to be 200 m² to better suit the required use and demand for Railtown.

The rationale for each item above is as follows:

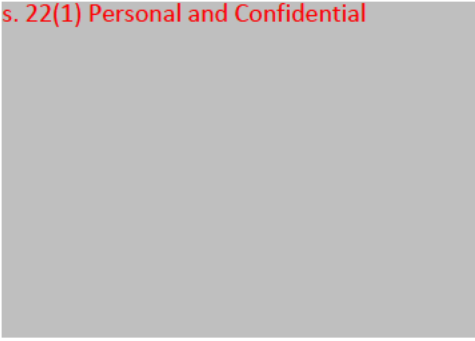
1. According to Business License Data and local canvassing Railtown currently houses 81 tenants that are classified in the DECIT under the new definition. That is 41% of the total Tenants in Railtown. When you add in the Tenants that are classified as Office use, that total goes up to approximately 64%. This does not allow for any future growth in this sector for Railtown and will force current Tenants out of Railtown against their wishes. Increasing the Office use, including DECIT to 50% will allow existing tenants to stay and grow in Railtown.
2. Wholesale Class B without limits will allow more businesses like Bloom Furniture and InForm Interiors to move into Railtown and increase the Industrial Land Base that the City of Vancouver is trying to implement.
3. The demand on restaurants far exceeds what is currently allowed. A modest increase to 200 m² would allow more restaurants like Belgrade Kitchen and Ask for Luigi to enter the market and not be confined to take-out only with limited seating of 16 or less. If you spend any time down in Railtown during lunch you will experience the extremely long waits at Railtown Cafe or J.J. Bean, which are the only lunchtime offers in the immediate area. This will still preclude the larger format "chain" restaurants from entering Railtown as 200 m² is too small to suit their needs.

I urge Mayor and Council to include these additional revisions to the proposed I-4 Zoning Bylaw on April 11 to benefit Railtown and its growth for the future.

Thanks,

Brian Roche

s. 22(1) Personal and Confidential



Hildebrandt, Tina

From: Mayor and Council Correspondence
Sent: Friday, April 07, 2017 9:08 AM
To: Public Hearing
Subject: FW: RTS 11641: Proposed Revisions to Railtown - Zoning and Development By-law Amendments I-4
Attachments: Ltr to City re. Railtown I-4 Zoning Proposal.pdf

From: Cy Naumenko [REDACTED] s. 22(1) Personal and Confidential
Sent: Friday, April 07, 2017 8:30 AM
To: Mayor and Council Correspondence
Cc: Kelley, Gil
Subject: RTS 11641: Proposed Revisions to Railtown - Zoning and Development By-law Amendments I-4

Please find attached my written submission regarding the RTS 11641: Proposed Revisions to Railtown - Zoning and Development By-law Amendments I-4.

I would also like to speak at the public hearing on this matter on April 11, 2017. So please enter me on the list of speakers, or let me know if there is another location for me to submit my intention to speak.

Thanks and best regards,

Cy Naumenko [REDACTED]

s. 22(1) Personal and Confidential



April 6, 2017

Mayor and Council
City of Vancouver
Vancouver, BC

By: Email to: mayorandcouncil@vancouver.ca
CC: gil.kelley@vancouver.ca

Re: RTS 11641: Proposed Revisions to Railtown - Zoning and Development By-law Amendments I-4 (Historic Industrial) District

Dear Mayor and Council,

Summary

I OPPOSE the proposed amendments outlined in the March 27, 2017 Memorandum to Mayor and Council from Gil Kelley, General Manager, Planning, Urban Design & Sustainability.

However, I would support the proposal with the following amendment:

- Allow that Office Uses, including Digital Entertainment and Communication Information Technology (DECIT) be permitted as a Conditional Approved Use of up to 50% of the gross floor area of all principal and accessory uses combined.
- For existing buildings, permit Office Use up to 50% of the gross floor area of all principal and accessory uses combined as an Outright Use.

I also recommend the following amendment:

- Wholesaling Class B- remove the limit of 500 m².

Explanation and Justification

I want to first start by thanking staff for their work to date and recognize that their March 27, 2017 proposal has made some significant improvements on the earlier recommendations. I particularly endorse the City's embrace of the Creative Products Manufacturing (CPM) use in Railtown. Adding this use is a recognition of the reality of the businesses that are already in this area and is a move in the right direction towards aligning the zoning regulations with the reality on the ground. However, this move does not go nearly far enough.



The reality of the businesses that actually exist today in Railtown are that something approaching 90% of the 1,000+ people employed in the area are actually working in front of computers, on the phone, and in conference rooms – that is, doing offices-type work (see the number section below for details). The CPM definition will cover some of these. And other approved uses in the proposed I-4 definition will cover others. But without increasing the allowable Office Use this will still leave many, if not most, of the businesses in the area as not complying.

I do recognize that the City has a commitment to maintain industrial lands in accordance with Metro Vancouver's Regional Context Statement, which classifies Railtown as industrial lands. And while the character has substantially moved on from what was here even a few decades ago, ideally the new zoning would still embrace this historic character, albeit with new technologies. I believe the proposal on the table does just this. By adding the CPM definition you embrace the reality of industrial manufacturing and recognize that most of this type of work is now done on computers, with only a small part of the value chain being the production of a physical asset. And this physical manufacturing is often partially or wholly completed by other firms, and often in other countries. So keeping 50% for this and other "industrial" uses keeps the City's commitment to industrial lands.

I submit, however, the reality of the areas is that most of the firms here are doing office-type work. So by embracing my suggestion to allow up to 50% of office uses (such as DECIT), this reflects the reality of what is here right now and working really well. But it also allows the majority use (at least 50%) to still tick the "industrial" box.

Why Does This Matter?

Over the past decade and a half that my firm has been here in Railtown we have seen remarkable and exciting changes in the area. It has become a unique hub of technology and design for Vancouver. There are strong synergies between businesses, and much interaction between staff of the firms that reside here. This technology hub has grown organically by interesting and dynamic people wanting to work in a less refined and corporate environment in an "edgier" part of town. And it's worked out great.

However, the zoning changes you have proposed, if actually enforced, would force out some of the most dynamic and creative firms, or prevent them from growing and expanding. The proposed zoning changes would slightly increase the amount of office use permitted in the area, but it would still be limited to something like 20-30% of each building. But in reality 75% of businesses in the area, and maybe 90% of the people, are actually doing office work. So trying to shoehorn the 75% of businesses that do predominantly office work into 20-30% of the space, could destroy the character of the area.

Of course firms like Hootsuite come to mind in this discussion. This firm started just up the street from us, grew and thrived in the area, and eventually moved to a bigger and better space. But a success story like that would not actually have been allowed according to the new zoning proposal since they are a cloud services firm and would have been entirely defined as office use.

You acknowledge in the March 27th document that many businesses do not have business licenses. And you rightly note the desirability of bringing businesses into compliance. But this proposal will not do

that. Essentially all of the businesses that are not currently compliant will not be compliant under the new proposal. And I should note that many of those that are now theoretically compliant are not really so, having been, shall we say, a bit creative in the wording of their applications.

Of course many businesses could simply ignore the amendments, or continue to get creative with their business license filings. But wouldn't it be better to embrace such a good thing as has happened here and endorse it. Let's not risk the destruction of such a vibrant community?

Errors in the Memorandum

I do feel it's important to point out a number of factual errors in the March 27, 2017 Memorandum to Mayor and Council from Gil Kelley. I don't believe they were provided maliciously. It's just that since I work down here in Railtown I have a lot better information than may be available to the City planning department.

1. Question 4: What is the rationale for the proposed percentage of manufacturing uses in Railtown? ... The majority (51%) of current businesses with Business Licenses are manufacturing and warehousing uses.
 - a. This 51% ratio does not remotely represent the reality of Railtown. This may be what it says on the business license applications. But it does not reflect reality.
 - b. The reality of the businesses are as follows (see the numbers section below) ...
 - i. 75% are engaged in primarily office use
 - ii. 8% are engaged in manufacturing
 - iii. 7% are engaged in warehouse (which in reality are almost all showrooms)
2. Question 3: What happens to a business that used to fit the definition of Software Manufacturing? ... For businesses that already have a Development Permit and Business License as Software Manufacturing, the use is "grandfathered" and may continue in the space where it is permitted.
 - a. While factually correct, this statement is quite misleading when the real facts are considered.
 - b. About 1/3 of the businesses in the area do not currently have valid business licenses for the area. Naturally these are disproportionately represented in the office use businesses since the City isn't issuing licenses to them.
 - c. So the grandfathering will not help a significant portion of businesses.
3. Question 8: What public consultation has been done? ... Targeted consultation ... one-on-one meetings ... a public open house ... 237 postcards ... 450 emails sent
 - a. While not questioning the facts of this representation, I do question its effectiveness.
 - b. I don't know a single business owner that was aware of this proposed zoning change before the January 2017 public hearing (I myself heard about it by accident only on the day of that hearing). Most are only hearing about it for the first time in the last few weeks.

4. Question 8: What public consultation has been done? ... Extensive six month engagement was completed with the Vancouver Economic Commission and the “tech” industry, including BC Tech.
 - a. Having met with representatives from both VEC and BC Tech, I can tell you that they don’t think they have been extensively consulted about Railtown – perhaps about other areas, but not about Railtown
 - b. Indeed, there is substantial concern from both of these bodies about the current process.

The Spot Solutions Story

I am the founder and president of Spot Solutions Ltd. and I live in Vancouver. We write custom software to improve business productivity of businesses, governments and other enterprises.

We moved in to the Railtown area in 2001 (from out of our basement at Knight and 31st where we started the company). At the time it was more of the stereotype people have of the downtown east side, with drug deals and more in the back alleys. But over the years the community became more dynamic with all sorts of interesting tech and design firms popping up. We now employ 15 people with an ambition to continue our growth, both within BC, as well as in other provinces and into the US.

I really like the area. It’s close to downtown, but not downtown. It’s a perfect ½ hour bike to and from work for me, and some of my staff. I make a slight detour on the way with my kids (aged 7, 11, 12 & 14) as we all regularly bike to their schools. My wife also works part time in our business.

Over the years we have done business with or had other significant business associations with maybe a dozen other companies in Railtown, and made friends with many more. It’s a neat little community and a great place to find new partnerships.

The Numbers

I’ve made some striking claims throughout this letter about the nature of the businesses that are actually here in Railtown. So here is where I back up those numbers.

At Spot Solutions we regularly help organize the Railtown street party that the community likes to put together here every summer. So I worked with the street party organizing committee to figure out exactly what the businesses are like here.

To this end the Railtown street party organizing committee performed an inventory. They looked at the business license list that the City provides, but also their own street party contact list, did some Google searching, looked at the building directories in each building in the area, got tenant lists from the landlords, and talked to other businesses in the area to get names of other companies. We wouldn’t say the list is exhaustive, but it’s probably the most representative list available.



Here are the numbers ...

- We identify by name 147 unique businesses, of which:
 - 95 (65%) have business licenses
 - 110 (75%) are primarily engaged in office use (though some may be able to wiggle to other definitions)
 - 12 (8%) are doing something that could be considered manufacturing
 - 10 (7%) may be considered warehousing, although most are showrooms
 - 15 (10%) other (community centers, restaurants, a radio station, a printer, SFU, etc.)

I should note that this list is just of businesses. We ignored artists and live/work studios in this list, as well as residents.

Now here are some additional assumptions we made. These numbers are less certain, but seem reasonable.

- What percentage of the people in Railtown do office-type work?
 - Manufacturing & warehousing businesses typically have a majority of their people working at computers - essentially office work. This is because these days most of the value chain is in design, marketing, project management, etc. To be conservative, let's say 50% of the people that work in the Manufacturing, Warehousing and Other categories actually do office work.
 - So 75% of the businesses are doing entirely office work, and we say 50% of the other 25% are actually office work of one kind or another as well, so we calculate that probably something like 90% of the people in Railtown actually do office work.
- How many people work in Railtown?
 - We know there are 147 businesses in the area.
 - The firms range in size from 1 to about 100. There are certainly a greater number of smaller firms than larger ones, so let's estimate an average size of 5-10 people or so.
 - So multiply this out and there are probably something like 750 to 1,500 people working in Railtown. Let's take about 1,000 as a good estimate.

Thank for considering this submission. I look forward to speaking at the public hearing on April 11, 2017.

Sincerely,

A handwritten signature in black ink, appearing to read "Cy Naumenko".

Cy Naumenko, P.Eng.
President, Spot Solutions Ltd.

Hildebrandt, Tina

From: Mayor and Council Correspondence
Sent: Thursday, April 06, 2017 10:02 AM
To: Public Hearing
Subject: FW: Railway I-4 zoning letter 05APR17 (003)
Attachments: Railway I-4 zoning letter 05APR17 (003).pdf

From: Bill Tucker s. 22(1) Personal and Confidential
Sent: Wednesday, April 05, 2017 4:41 PM
To: Mayor and Council Correspondence
Subject: Railway I-4 zoning letter 05APR17 (003)

We are providing the attached information in advance of the April 11, 2017 Public Hearing Meeting – Re: Railtown.

I would also like to be added as a speaker for the Public Hearing.

Thanks so much.

Bill Tucker, B.A.Sc., P.Eng., MBA
CEO
OMICRON

s. 22(1) Personal and Confidential



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April 5, 2017

To : Mayor and Council

Re: **RTS 11641: Proposed Revisions to Railtown – Zoning and
Development By-law Amendments for I-4 (Historic Industrial) District**

I write to Mayor and Council as a resident of the City of Vancouver s. 22(1) Personal and Confidential
 Principal and CEO of Omicron (a Vancouver based 150-person integrated Design, Construction and Development Company) and a property owner in the Railtown area.

We **oppose** the proposed Zoning and Development By-law Amendments I-4 (Historic Industrial) District including the revisions of March 27, 2017.

We recommend the following revision:

"Office Use - for Office uses including Digital Entertainment and Communication Information Technology be permitted as a Conditional Approved Use up to **50** percent of the gross floor area of all principal and accessory uses combined. For existing buildings, Office use up to **50%** of the gross floor area of all principal and accessory uses combined shall be an Outright Use."

We note that staff was directed by Council as part of the implementation of the Downtown Eastside Plan to address the following:

- Affirm and update Railtown's role as a historic warehouse district with a mix of local, regional, national, and global serving industrial and office uses."
- Explore changes to industrial zoning classification of Railtown, or a portion thereof, to support additional office use which aligns with the evolving cluster of technology-related small businesses while maintaining a minimum requirement of 50% industrial use, consistent with industrial land policies.

Councillor Reimer has inquired at the March 28, 2017 council meeting, how staff recommendations align with the Downtown Eastside Plan and Council policies. We have reviewed the relevant Council policies contained in the November 29, 2016 staff

report and have found that the recommendations do not entirely align with polices. We have provided excerpts of the policies with our review of the policies in the Attachment below. Highlighted are the pertinent information related to Railtown.

City Policies have mandated the retention of industrial lands since 1995 but also recognize that they need to be adjusted to reflect contemporary industries (Industrial Land Policy) and introduction of compatible office use (Metropolitan Core Jobs and Economy Land use Plan 2007 and Regional Context Statement 2013). Policies also recognize that neighbourhoods are important building blocks for the City and must be strengthened (City Plan 1995). City policies recognize the importance of technology and innovation to our economy (Vancouver Economic Action Strategy 2011). In 2016, Council directed staff to review the zoning in Railtown to allow technology growth with uses similar to Mt. Pleasant (Innovation Economy Roundtable 2016).

Based on polices adopted by the City of Vancouver, the proposed Amendment does not achieve these goals.

In the last two decades, Railtown has become a tech industry hotbed. Currently 43 per cent of the businesses in Railtown are tech and in the next 5 years, that number will grow to 50 per cent. Railtown has the right mix of heritage buildings and street life, a natural extension of Gastown to attract creative, entrepreneurial people who want to innovate. Instead of supporting the vibrant tech hub that is Railtown with less restrictive zoning, the proposed Amendment seems determined to turn back the clock and try to create an obsolete industrial zone contrary to what is happening in the neighbourhood.

We commend Council for the direction to allow more tech in Mt. Pleasant to help this exciting and growing industry. We note that Council's direction to provide similar mix to Mt. Pleasant has not been achieved. The I-1 zoning in Mt. Pleasant allows up to 2.0 FSR for Office use including Digital Entertainment and Communication Information Technology (DECIT). The current recommendations by staff maintains DECIT in Railtown at 1.0 FSR for new buildings however this is well short of the 2.0 FSR allowed in Mt. Pleasant. We strongly recommend that Railtown be allowed the full 2.0 FSR for DECIT uses.

Sincerely,



Bill Tucker, P.Eng., MBA
CEO
Omicron

Encl. Appendix A: Review of Previous City Policies

Appendix A: Review of Previous City Policies

We have reviewed City Policies and provide the following synopsis and comments. City Policies are shown in the blue boxes.

Industrial Lands Policies (1995)

This policy mandated the retention of industrial land but recognizes the need to adjust zoning to “reflect the needs of contemporary industry and service businesses”.

We note that contemporary industries in Railtown are heavily weighted towards technology with design and prototyping on site, manufacturing offsite and much of it offshore and just in time delivery from anywhere in the world.

Excerpts from the policy are as follows:

Retain most of the City's existing industrial land base for industry and service businesses (with the exceptions noted below) to meet the needs of port/river related industry, and city-serving and city-oriented industries.


Implementation Action: With the changing nature of industry, the zoning schedules need to be adjusted to reflect the needs of contemporary industry and service businesses. A review of the zoning schedules will be undertaken to achieve the following:

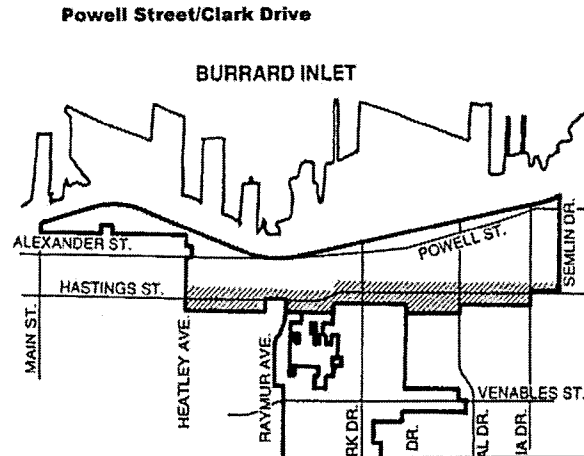
- (a) updated definitions of industry to better accommodate service businesses;
- (b) revised outright height and bulk limits to ensure compatibility with nearby residential areas; and
- (c) revised provisions for conditional uses (i.e. culture, recreation, education) to determine which uses can locate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

2.2 Powell Street/Clark Drive

Retain all industrial lands in the Powell Street/Clark Drive area for industrial use (excluding Hastings Street frontage).

- Retain for industry, except Hastings Street frontage.

 area designated as "Let Go" in 1990



City Plan (1995)

CityPlan provides direction to maintain industrial area but also to "strengthen and stabilize ... neighbourhoods".

Railtown has a unique neighbourhood spirit built on innovation, creativity and entrepreneurialism of the design and tech community. This right balance of businesses currently in Railtown is important to the community. Currently 43 per cent of the businesses in Railtown are tech companies.

Excerpts from the policy are as follows:

CityPlan Directions are described in four sections:

City of Neighbourhoods:

CityPlan participants said they want to strengthen and stabilize their neighbourhoods, and they also want more jobs close to home and housing and services to meet changing needs. Key initiatives in CityPlan include:

- ~ Neighbourhood centres to create a village heart in each neighbourhood with more choice of shops, services, and amenities.
- ~ Increased housing variety--such as townhouses, rowhouses, apartments--as part of neighbourhood centres, to give people the opportunity to stay in their neighbourhood as their needs change.
- ~ Resident input about how neighbourhoods look.

Sense of Community:

CityPlan participants said they want to make services and amenities more accessible, diverse, and tailored to neighbourhoods. Key initiatives in CityPlan include:

- ~ Community policing and integrated services teams to bring City services closer to people who use them.
- ~ Greenways and new and more diverse public places.

Healthy Economy - Healthy Environment:

CityPlan participants said they want job diversity, alternatives to the car, and clean air and water.

Key initiatives in CityPlan include:

- ~ Industrial areas maintained for city-serving jobs and new jobs in neighbourhood centres.
- ~ More transit, walking, and biking, as ways to make moving people, not cars, the priority.

Metropolitan Core Jobs and Economy Land use Plan (2007)

This plan confirms the need to maintain industrial areas but also recognizes "introduction of some modest amount of office and service use may help to intensify employment and meet the job space demands of the Metro Core".

Railtown currently has 1270 jobs of which 80% are in the tech sector. Tech jobs are expected to continue to grow.

Excerpts from the policy are as follows:

- 10. Confirm the role of industrially zoned areas in the Metro Core as areas for production, distribution and repair (PDR) activities. Encourage the development of services and appropriate office use to intensify employment without displacing PDR functions. Restrict housing. The PDR areas include: The False Creek Flats; Powell Street and Clark Drive Industrial; Mt Pleasant Industrial; and Burrard Slopes Industrial.**

POWELL STREET/CLARK DRIVE PDR

Area Role and Directions

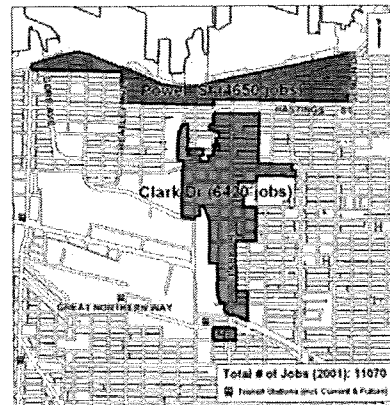
Metropolitan Core Jobs & Economy Land Use Plan

The Powell Street/Clark Drive Production, Distribution and Repair (PDR) Area is located in the Eastern Core. The southern portion of the area is zoned for general industrial uses. The northern portion adjacent to the Port is zoned for heavier industry. In addition, the Powell St. Area provides a land use transition between the Port and the residential neighbourhoods to the south.

This area provides diverse space and relatively lower rent compared to areas that permit extensive retail, office and residential uses. These characteristics attract key production, service and repair businesses that support the Metro Core economy. Some examples of these businesses in the Powell/Clark PDR Area include: clothing manufacturing, food manufacturing, auto repair, digital printing, and wholesaling.

Opportunities and Challenges

- There is continuing pressure to introduce market residential and retail uses in the area. These pressures could increase land speculation and lease rates, and affect existing industrial uses.
- The local Business Improvement Associations have expressed concerns around safety and security. There is an opportunity to increase investment in job space and the public realm through Council-approved revitalization strategies.
- The Powell/Clark Industrial Area provides diverse building typologies and lower lease rates than can be provided in other residential or mixed-use residential/commercial areas of the Metro Core.
- The restriction on market residential in the area provides a location for businesses that may be incompatible with residential use due to noise, odour or operational disruptions (e.g. early or late deliveries), particularly for the heavy industrial areas adjacent to the Port.
- The introduction of some modest amounts of office and service use may help to intensify employment and meet the job space demands of the Metro Core.
- While the smaller premises encourage new businesses, the aging building stock and limited re-investment present a challenge for those businesses to expand without having to relocate.



Future Desired Role

The Powell/Clark Industrial Area will continue to play a key production, service and repair role for the Metro Core economy. This role will be protected and enhanced by restricting market residential uses, and increasing job density through modest amounts of office and service uses, without displacing industrial functions. This role is consistent with the Council-approved Downtown Eastside Economic Revitalization Strategy.

Policy Directions to Explore

- The Metro Core Study Team will collaborate with the Downtown Eastside planning program to identify and consider policy options that maintain or increase PDR job space, and meet the objectives of Council-approved approaches to revitalization.

Regional Context Statement (2013)

The Regional Context Statement reaffirms the need to retain industrial lands. It does permit office use but discourages "stand alone offices" by limiting office use to a percentage of the existing building or lower than the maximum density for industrial uses.

In the Railtown context, it is noted that existing buildings are not suited for the industrial uses specified the proposed Amendment due to low headroom in buildings, lack of lanes for loading, parking, and turning radiuses but perfectly suited for technology space.

Excerpts from the policy are as follows:

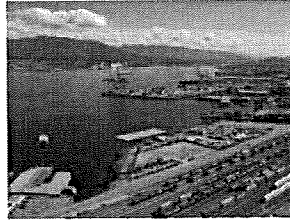
STRATEGY 2.2 Protect the supply of industrial land

Role of Municipalities

2.2.4 Adopt Regional Context Statements which:

- a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);

The Industrial areas are identified on Map 1 (page 10).



b) include policies for Industrial areas which:

- i) support and protect industrial uses;

• CityPlan (1995)

The CityPlan direction is to: increase the number and choice of jobs in the City; and concentrate major job growth in the downtown, maintain industrial areas, and focus other job growth in neighbourhood centres.

To achieve this, Vancouver will:

- Use existing industrial land for port uses and industries that employ city residents or serve city businesses.

• Industrial Lands Policies (1995)

The Industrial Lands Policies guide future decisions on the use of industrial land. The overall objective of the policies 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. Rezoning of industrial lands will only be considered when based upon CityPlan or other city-initiated planning process.

The Industrial areas are currently all zoned for industrial use.

ii) support appropriate accessory uses, including commercial space and caretaker units;

Zoning and Development By-law

The industrial zoning supports appropriate accessory uses in the following ways:

- Accessory uses, that are customarily ancillary to the principal use, are permitted. Accessory uses include retail and office uses.
- Floor area for accessory uses is limited to a percentage of the principal use floor area.
- Local serving restaurant use is permitted. The allowable floor area is limited.
- A dwelling unit for a caretaker is permitted.

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

Zoning and Development By-law

The industrial zoning generally excludes uses which are inconsistent with the intent of industrial areas. However, some flexibility is allowed:

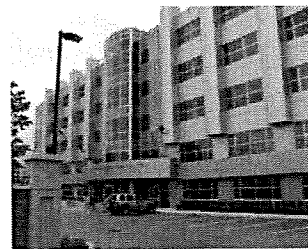
- Permitted retail activities include farmers' market, furniture store, gasoline station, convenience store, rental, and vehicle dealer. The floor area is limited, and medium and large format retail uses are not permitted.
- A residential unit associated with an artist studio is permitted. However, the floor area is limited, and new construction and strata-titling are not permitted.
- Office uses are permitted. To discourage stand alone offices, the allowable area is limited to a percentage of the existing building area, or is lower than the maximum density for industrial uses.

iv) encourage better utilization and intensification of industrial areas for industrial activities;

Zoning and Development By-law

The industrial zoning encourages better utilization and intensification of industrial areas in the following ways:

- Permits a wide range of industrial uses (from light to heavy industrial) and associated accessory uses.
- Permits high densities that encourage a mix of industrial uses.
- Permits multi-storey building heights.
- Requires no building set backs, other than to ensure the provision of lane access.



Vancouver Economic Action Strategy (2011)

One of the goals of this strategy is to protect, enhance, increase and densify employment spaces by working with “planners ... to refine employment space strategies that meet future growth needs and align with local neighbourhoods” and also to “identify and target sectors that require unique spaces and locations to prosper and work with partners to produce them”. The strategy also recognizes the above-average entrepreneurialism of our community and in particular small businesses as well as the resilience to change in the economy of large businesses resulting in a more robust economy.

Railtown has always been a leader in entrepreneurialism and in particular technology. Companies like Hootsuite and Invoke Media all began in Railtown. The goal should be to maintain this spirit.

Excerpts from the policy are as follows:

GLOBAL INFLUENCES AND LOCAL OPPORTUNITIES

Canada and the Vancouver region have been somewhat protected from current global tensions by a stable banking system, and a steady economy with enough trade diversity to maintain buoyancy. Vancouver in particular continues to experience development growth despite challenges in world markets. A series of major new building announcements in 2011 (described in Assets and Attributes section) led by local partners like Bentall Kennedy and Telus will see more than two billion in new commercial high rise investments in the City's downtown core over the next two years. New investments in telecommunications infrastructure will create city-wide super WiFi networks, and the City's commitment to affordability and liveability infrastructure is unprecedented.

Nevertheless, understanding global pressures and influences on the city will be key as Vancouver pursues the objectives of its economic action strategy to enhance the local business climate and support prosperity. The following global trends and local conditions are particularly important to the outcomes of this plan:

1. Economic growth is driven by city-regions.

The economic health and prosperity of countries is more than ever dependent on the performance of their city-regions. Senior governments set many monetary, tax, incentive and regulatory policies that influence business decisions, competitiveness and success. But local government policies—taxation, business climate, regional collaboration, services, sustainability and liveability—are of increasing importance when it comes to influencing the local economy.

Vancouver is the largest city in the Metro Vancouver region and is the economic centre of the area. Metro Vancouver's transportation, business and geographic assets are fairly-well distributed throughout the 22 municipalities of the lower mainland, creating strong synergies and opportunities that all municipal partners in the city-region can leverage in a global marketplace.

2. The world economy is becoming larger, more integrated and internationally competitive, and the share of the global economy accounted for by developed nations is shrinking.

The economies of countries such as China, India and Brazil are dramatically outperforming the traditionally dominant economies of North America, Europe and Japan. These rapidly growing regions provide a ready but competitive market for Canadian resources and business.

As Canada takes strong measures to maintain competitiveness, Vancouver businesses can lever their share of global trade and investment by capturing opportunities in new and emerging markets such as Asia and South America.

3. Environmental issues are inseparable from economic issues.

Environmental responsibility makes good sense. Conserving energy and water, and reducing waste is good for business and good for the planet. From the business perspective, reducing energy consumption provides some protection against potential future shortages and price volatility, especially for small enterprise, while the ongoing development of renewables supports the economy and the environment.

Green products and services make up one of the fastest growing emerging sectors of the global economy. Vancouver has significant momentum in this area and is leveraging this as a strategic advantage to promote economic development objectives that will complement important mature industries.

4. Economic success is increasingly dependent on skilled and talented human capital, while talented individuals are increasingly mobile.

The future of innovation in the global economy will rely on talented human capital, and competition for talent will increase as the global economy improves and population growth slows further. Vancouver relies on immigration for its population growth, and is well positioned to retain and attract talent. It has strong appeal as a livable, safe community with access to high quality education, health care and other social services, a stable and effective local government, and a diverse well-integrated population that supports a vibrant cultural sector—it is the most Asian city outside of Asia.

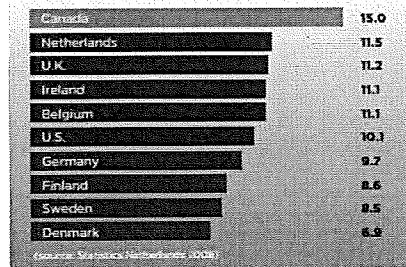
The small business economy must continue to grow however, for the city to maintain its position as an attractive destination for talent. Companies and industries must offer a greater range of opportunities for employment in appealing and innovative environments. Vancouver's efforts to provide support for businesses in all stages of growth will aid this significantly, and proactive efforts to address affordability and protect liveability will help meet the changing needs of workers and their families into the next decade.

5. The regional economy consists mainly of small and very small businesses, operating in a diverse array of sectors.

This in part reflects the above-average entrepreneurialism of the community, which is higher than the national average. While an economy of smaller businesses can be more nimble, larger companies are more resilient to changes in the economy, provide greater opportunity for the attraction and retention of innovative human capital, and support stronger trade and productivity.

Understanding how Vancouver can support the growth of smaller businesses and increase opportunity for larger enterprise, will boost the performance and resilience of the local economy and support important productivity gains, as well as improvements in individual income that will continue to attract investment and talent.

Number of entrepreneurs working as percentage of the population



6. In order to attract and retain talent, it is increasingly important for business to be located in great neighbourhoods, where there is access to amenities and high connectivity.

City and regional cores are where international business, finance, technology and cultural connections are made. Their vitality is a measure of the region's business and investment potential, and they are the areas most attractive to internationally mobile talent. Successful downtowns combine a dense mixture of activities and people, a vibrant walkable and bikable public realm, and high levels of investment in digital connectivity and high tech services. They are also environments where companies have appropriate spaces to grow into, and where start-up companies are supported through all stages of growth from ideation to globalization.

Cities like Vancouver which have vibrant, mixed-use neighbourhoods with modest commuting requirements that include a range of safe transportation options, are highly attractive to both businesses and talented employees. More investment into these assets will continue to improve the region's competitiveness.

7. Investing in efforts to enhance the business environment will increase the community's success at supporting a stable, high performing economy.

A strong economic development platform, supported by local government and community partners, is central to economic prosperity and good business health. Prosperous city-regions around the world have invested in foundations that provide supporting tools for entrepreneurs and innovators, including things like business incubators and accelerators that guide innovators through key stages of growth, while providing access to the capital and expertise required to make sound business decisions. Vancouver has good programs that offer these support services and amenities on an ad hoc or micro-scale, many of them associated with small private incubators, industry associations, or the region's dynamic universities.

Vancouver has a significant opportunity to fill a major gap. By establishing a central technology hub, or centre of innovation that can offer a complete package of support to entrepreneurs in the early and mid-stages of growth, the community will substantially improve business success and retention—helping enterprises grow into successful companies, and global offices, that create employment and prosperity.

TARGET 1B: Protect, enhance, increase and densify employment spaces.

TACTICS	OUTCOMES	MEASURES
<p>i. Work with local planners, business leaders, community organizations and citizens to refine employment space strategies that meet future growth needs, and align with local neighbourhoods.</p> <p>ii. Identify and target sectors that require unique spaces and locations to prosper, and work with partners to produce them.</p> <p>iii. Research and apply best practices that densify urban employment, especially in relation to local neighbourhoods.</p> <p>iv. Work with key economic stakeholders that drive the economy and partners like Port Metro Vancouver, to support Vancouver's role as the shipping gateway between North America and Asia.</p>	<ul style="list-style-type: none"> • stronger business and job growth in key commercial zones • reduced business and employment leakage to other jurisdictions • better spaces that support new investment, and growing companies and their employees • more people who work in the neighbourhoods in which they live • higher and better use of employment space • less dependency on automobiles • increased employment density in key commercial neighbourhoods and along transportation routes • protection of employment and investment in key growth industries 	<ul style="list-style-type: none"> • businesses engaged • % of increased density • Planning/zoning changes • Realtors and developers engaged • Pilot projects • Share of office space in region • Changes in commercial assessment

Downtown Eastside Plan (2014)

The DTES Plan specifically notes Railtown “as a special area, with emphasis on the growing cluster of small high-tech, creative and design sectors”. The policy directs staff to “explore changes to the industrial zoning classification of Railtown... to support additional office use which aligns with the evolving cluster of technology related small businesses while maintaining a minimum requirement of 50% industrial use”.

The proposed recommendations by staff does not change the amount of office use in Railtown from the existing M-2 zoning for new buildings. It remains unchanged at 25% of the gross floor area of all principal and accessory uses combined.

Excerpts from the policy are as follows:

Industrial Areas

6.8 Railtown

Railtown is a small industrial area of the DTES, defined by its unique built form and street configuration. Centred primarily around Railway Avenue and Alexander Street, from Princess Avenue to Main Street, Railtown is an informal sub-area of the larger industrial area supporting the rail and port. In the western portion of the Railtown area, there are a large number of heritage warehouse buildings that have been converted to office use. Community interest has developed around identifying and marketing Railtown as a special area, with emphasis on the growing cluster of small, high-tech, creative, and design sectors, noting there are successful industrial uses and businesses are also located in the area.

Policies

6.8.1 Affirm and update Railtown’s role as a historic warehouse district with a mix of local, regional, national, and global-serving industrial and office uses.

- Explore changes to industrial zoning classification of Railtown, or a portion thereof, to support additional office use which aligns with the evolving cluster of technology related small businesses while maintaining a minimum requirement of 50 per cent industrial use, consistent with industrial lands policies.
- Improve and expand pedestrian and cycling connectivity to adjacent neighbourhoods.

10.2.2 Review industrial land policies to ensure they remain attractive to business investment.

- Investigate ways to improve infrastructure and ensure an environment within which industry can remain competitive and sustainable in partnership with the BIAs, VEC and the industrial sector.
- Maximize opportunities in industrial lands for existing and new enterprise to support the Port and the regional economy.
- Investigate allowing limited new office uses for local needs in a portion of Railtown while respecting the integrity of the predominantly industrial zoned area (See 7.0 Built Form).

Innovation Economy Roundtable (2016)

The Innovation Economy Roundtable identifies Railtown as one of Vancouver's Innovation Districts. "Council approved local area plan and directed staff to review zoning to accommodate the growing tech without displacing the industrial" and "emerging policy is to consider a mix similar to the Mt. Pleasant Industrial Area with creative manufacturing uses".

We note that the I-1 zoning in Mt. Pleasant allows up to 2.0 FSR for Office use including Digital Entertainment and Communication Information Technology (DECIT). The recommendations by staff maintains DECIT in Railtown to 1.0 FSR for new buildings and hence is not a similar mix to Mt. Pleasant.

Excerpts from the policy are as follows:

B.3

MOTION ON NOTICE

3. Enabling the Innovation Economy

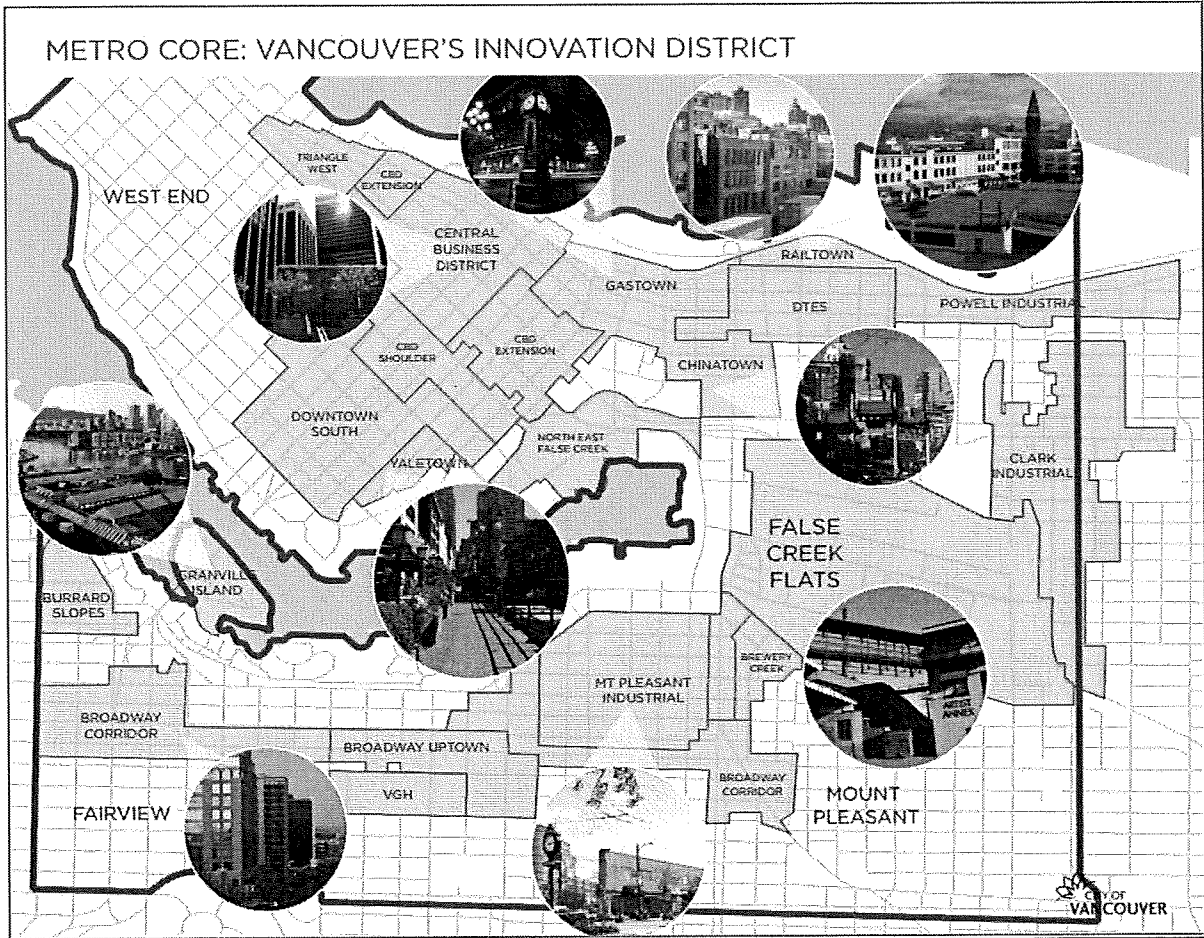
MOVER: Councillor Reimer
SECONDER: Mayor Robertson

WHEREAS

1. Vancouver's economy has undergone a significant transformation in the last decade with tens of thousands of new jobs created in digital, clean tech and other green industries, social entrepreneurs in the non-profit sector, creative industries, and a growing local maker movement;
2. Growth in these sectors of the "innovation economy" create a more resilient economy overall and have led to Vancouver having the strongest economy in Canada in 2016;
3. There is global competition for workers in these emerging economy sectors, leading cities worldwide to rethink the role of cities in integrating economic planning into urban planning;
4. The nature of work in these emerging economic sectors can also lead to more precarious income and benefits which has led to City initiatives to explore how to better support a changing workforce, such as the living wage initiative;
5. Although modern policy initiatives such as the Digital Strategy, Health City, and Downtown Eastside Local Area Plan support growth in these sectors, fundamental City structures were created at a time when Vancouver's economy was quite different;
6. There are a number of separate City initiatives ongoing or planned for the near future that are intended to create policy and update planning in areas and geographies that are integrally connected to the emerging economic sectors, ranging from Digital Strategy 2.0 to planning in False Creek Flats

THEREFORE BE IT RESOLVED THAT staff be directed to establish an Innovation Economy Roundtable with representatives of emerging economy sectors for the purpose of providing ongoing advice on how the City can better enable the Innovation Economy through urban planning, social policy, modernizing regulations and other areas identified by staff and the roundtable;

BE IT FURTHER RESOLVED THAT as part of this process, staff identify immediate quick starts the City can take to better enable the Innovation Economy.



		<p>INNOVATION PLANNING UNDERWAY</p> <p>RAILTOWN Tech & Industrial Area</p> <p>AREA SIZE 15 ACRES</p> <p>ZONING M-2 HEAVY INDUSTRIAL</p> <p>CHALLENGES</p> <ul style="list-style-type: none"> • Accommodate the growing tech cluster • Retain important industrial space immediately adjacent to the Port • Older heritage buildings in the area <p>SOLUTIONS</p> <ul style="list-style-type: none"> • Council approved local area plan and directed staff to review zoning to accommodate the growing tech without displacing the industrial • Emerging policy is to consider a mix similar to the Mt. Pleasant Industrial Area with creative manufacturing uses
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Hildebrandt, Tina

From: Tuerlings, Leslie
Sent: Monday, April 03, 2017 2:28 PM
To: Public Hearing
Subject: FW: Save Railtown

-----Original Message-----

From: Terry Anderson s. 22(1) Personal and Confidential
Sent: Monday, March 27, 2017 8:51 AM
To: Vancouver City Planning Commission
Subject: Save Railtown

I am not sure how the shortsighted decision was made, but Railtown has 'industry' now. Tech firms. The people who work in that area use the areas amenities: cafes, restaurants, pathways, bikeways, transit. Isn't that what we need? A vibrant community??? Yes. The land use designation needs to be broader than 'historical industrial'. The tech firms and people who work in the area, the galleries, all are part of the Now history. Continue to have people who pay taxes, can try to afford to live here a chance. We pour millions into the DES where people have made the CHOICE to take drugs and endanger their lives. Let us try to value the people who ARE contributing to society in many ways. Thank you, Kathy Anderson