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

Adopted by City Council on September 12, 2006

1. Existing Uses

(a) All existing non-industrial conditional uses (NICU) that are removed from the I-2 and M-2 zoning schedules as of September 12, 2006 may continue to operate as legal non-conforming uses. Should the use cease to operate for a period of at least 90 days, the use shall no longer be permitted except that the Board of Variance may extend the period to a maximum of 180 days.

(b) All existing NICU that are not removed from the I-2 and M-2 zoning schedules may continue to operate. New NICU may be considered and approved via a Development Permit, provided they comply with all regulations and provisions in the bylaw. They will also be considered in terms of:
- The intent of the bylaws;
- Any plans, policies or guidelines approved by Council for the area;
- The recommendations of any advisory groups for the area;
- The responses of adjacent property owners and residents who may have been notified.

2. Rezoning Policy and Guidelines for Non-Conforming NICU

(a) Property owners with existing NICU that become legal non-conforming uses under 1.a. above may apply to rezone their properties to CD-1, for City Council’s consideration, to legitimize or redevelop the property to accommodate the existing NICU, subject to the guidelines outlined below.

(b) Guidelines

(i) The rezoning application shall be subject to full rezoning review in the following instances:
- The property is being completely or extensively redeveloped to accommodate an existing NICU; or
- The existing building containing an NICU is being expanded by at least 10% of the existing gross floor area. Expansion may include the addition of decks.
(ii) Full rezoning review includes, but is not limited, to the following:
- Assess and mitigate impacts on traffic and parking;
- Identify appropriate frontage improvements (e.g., sidewalks, boulevards, street trees, utilities, etc.);
- Consider the need for dedications or rights-of-way for roads, parks, utilities, pedestrian walkways, bicycle paths, etc.;
- Consider the need for off-site improvements; and
- Community Amenity Contributions, as per City policy.

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

(a) The following uses may be considered for rezoning to CD-1 along Grandview Highway between Kaslo Street and Boundary Road:
- Retail stores of a minimum size of 1 000 m²; and
- Institutional, cultural and recreational uses limited to schools- elementary or secondary, schools – university or college, schools - business, schools - arts or self-improvement, churches, clubs, halls, billiard halls, bingo halls, bowling alleys, casinos, fitness centres, rinks, swimming pools and theatres.

(b) Any Council-approved policies and guidelines for the Grandview Boundary Industrial Area shall apply to rezoning and development applications in this area.

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

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

(a) All of the uses listed in 3.a. above may be considered for rezoning to CD-1 along Marine Drive between Yukon Street and Main Street.

(b) Any Council-approved policies and guidelines for the Marine Drive Industrial Area shall apply to rezoning and development applications in this area.

(c) The review of the rezoning applications would include, but not be limited to, the following:
- Demonstrate linkages to public transit and rapid transit;
- Assess and mitigate impacts on traffic and parking;
- Identify appropriate frontage improvements (e.g. sidewalks, boulevards, street trees, utilities, etc.);
- Consider the need for dedications or rights-of-way for roads, parks, utilities, pedestrian pathways, bicycle paths/greenways, etc.;
- Consider the need for off-site improvements; and
- Community Amenity Contributions, as per City policy.