



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

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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.