



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

Planning, Urban Design and Sustainability Department

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INDUSTRIAL LANDS POLICIES

Adopted by City Council on March 14, 1995

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The Industrial Lands Strategy provides a policy framework to guide future decisions on the use of industrial land. The policies of the Strategy are divided into three sections: overall objectives; area-specific policies; and policies concerning the rezoning of industrial land. The following map shows the location of industrial areas.

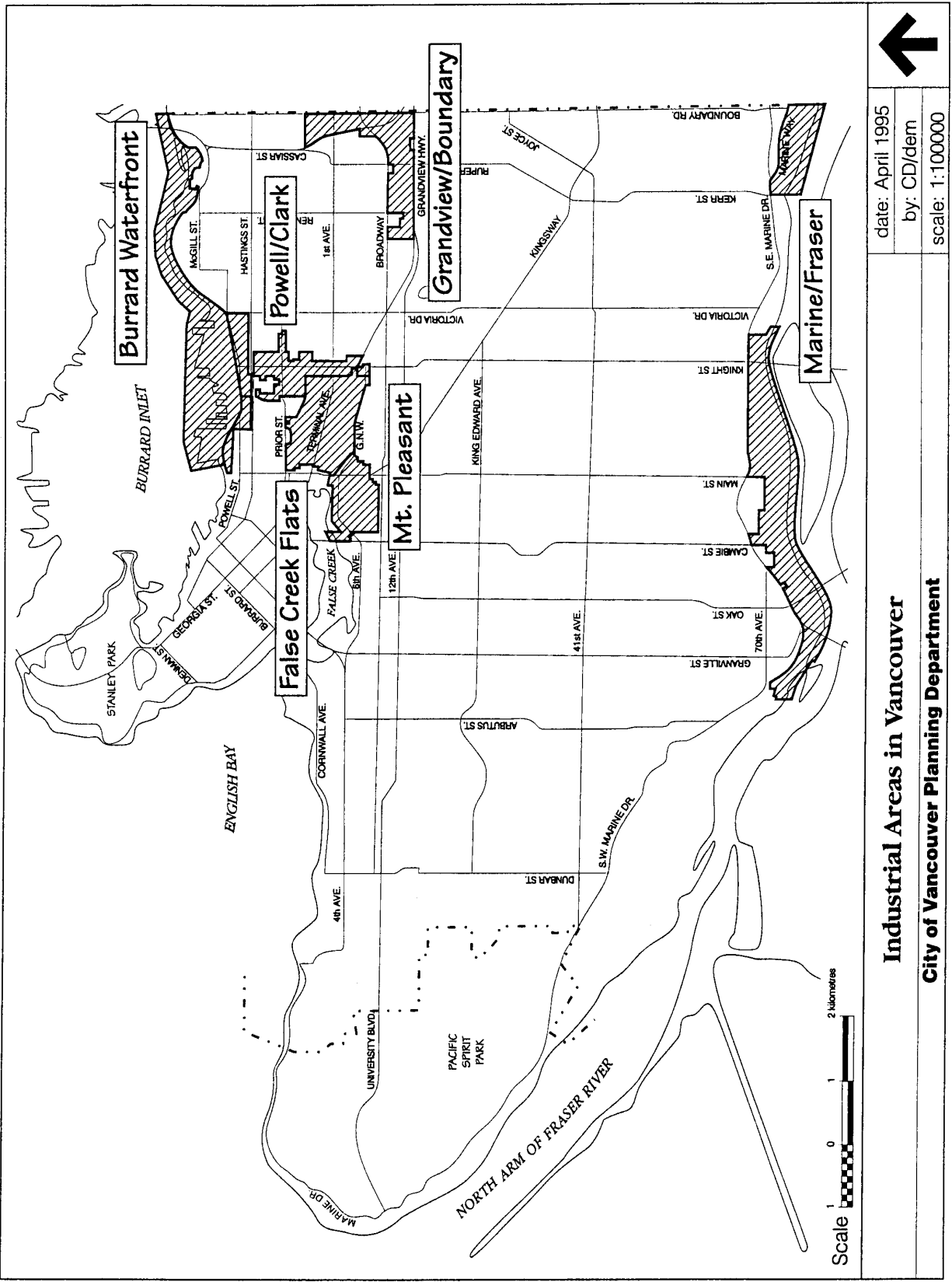
1 Overall Objectives

- 1.1** 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.

- 1.2** The policies contained in the Industrial Lands Strategy remain in effect until such time the Industrial Lands Strategy is reviewed. The Strategy will be reviewed in 10 years or at Council's request.



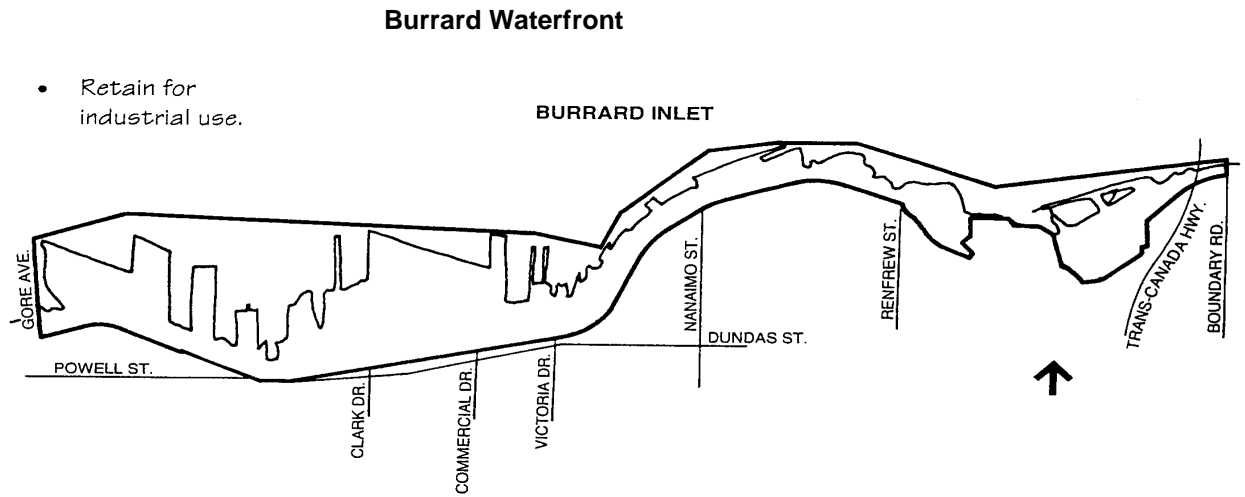
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Industrial Areas in Vancouver
City of Vancouver Planning Department

2 Area-specific Policies

2.1 Burrard Waterfront


Retain all industrial lands on the Burrard waterfront, east of Main Street, for port and port-related industries.



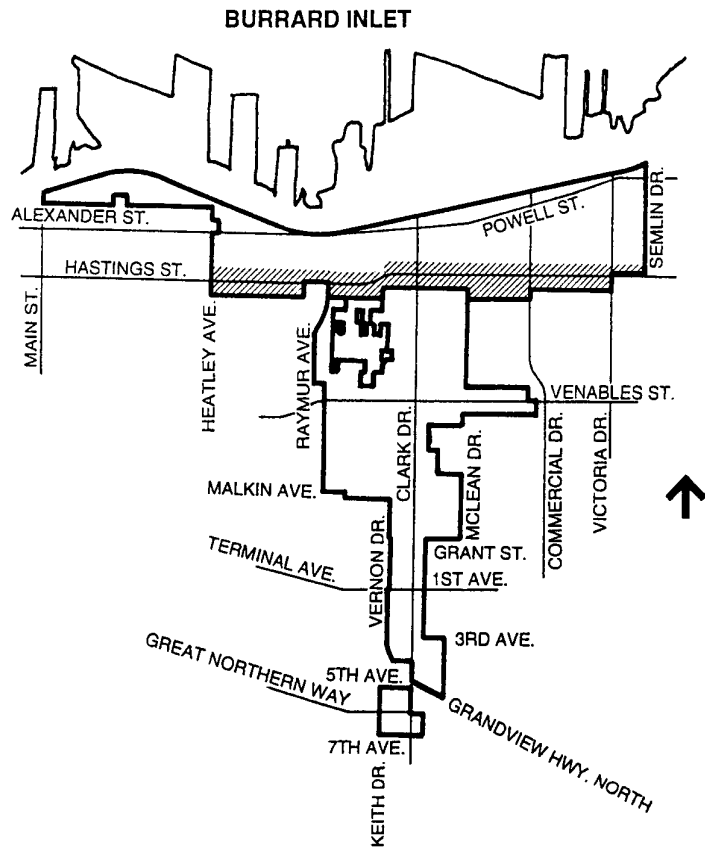
2.2 Powell Street/Clark Drive

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

Powell Street/Clark Drive



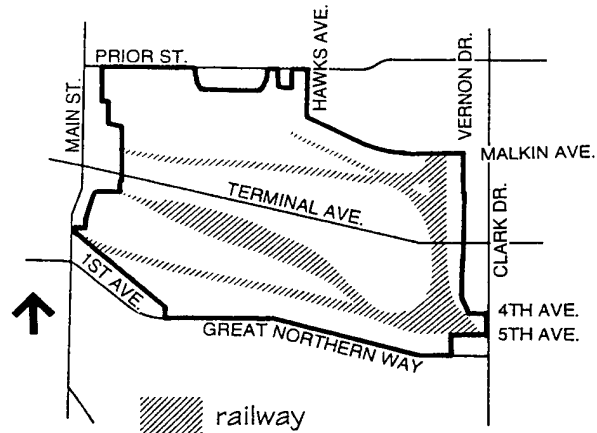
2.3 False Creek Flats

Retain False Creek Flats for mainly city-serving industry, transport, and service uses.

Implementation Action: Establish a Development Strategy including consideration of future uses, broader city transportation and goods movement requirements, subdivision, local roads, and utilities, and compatible interface with adjacent neighbourhoods.

False Creek Flats

- Retain for city-serving industry, transport and service uses.
- Establish a development strategy.



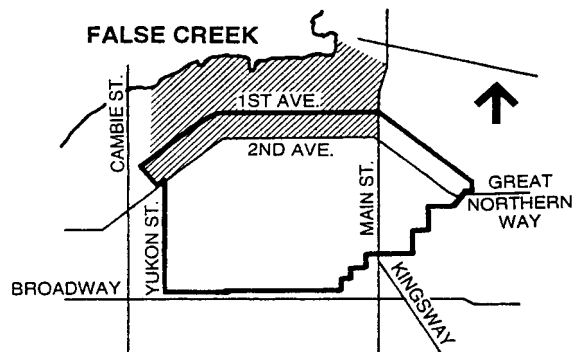
2.4 Mount Pleasant

Retain Mount Pleasant for industrial use, excluding lands north of 2nd Avenue.

(Note: The area north of 1st Avenue was released in 1990 to allow redevelopment of the shores of False Creek, east of Cambie Street. Preliminary investigations show that 2nd Avenue is a more practical boundary than 1st Avenue.)

Mount Pleasant

- Retain for industrial use.
-  area designated as "Let Go".



2.5 Grandview/Boundary

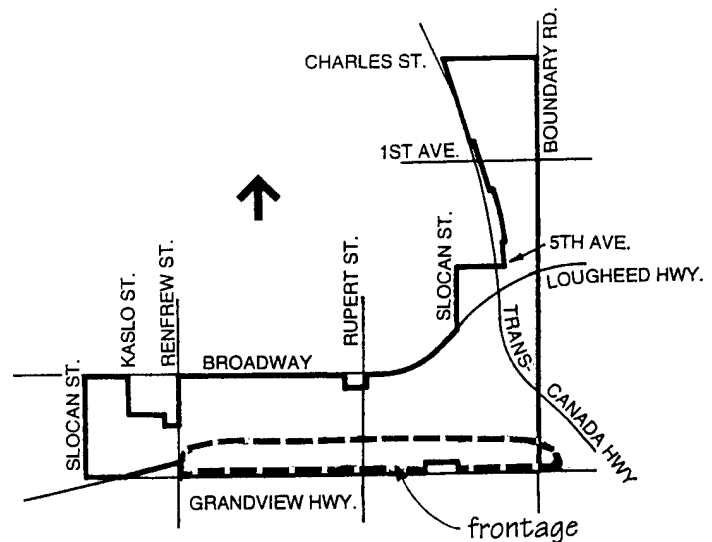
- 2.5.1 Designate that part of the Grandview Highway frontage which has taken on a commercial orientation for highway-oriented retail/industrial uses, including a specified range of retail uses which are not otherwise appropriately located in the downtown or in local shopping districts.

Implementation Action: A Highway-Oriented Retail/Industrial Zone will be established on the Grandview Highway frontage. Consideration will be given to appropriate east/west boundaries, depth of frontage, range of commercial and industrial uses and regulations, development cost levies, and required traffic improvements.

- 2.5.2 Retain industrial zoning for the remainder of the area.

Grandview/Boundary

- Replan frontage for highway-oriented retail/industrial use.
- Retain remainder of area for industrial use.



2.6 Marine Drive/Fraser River

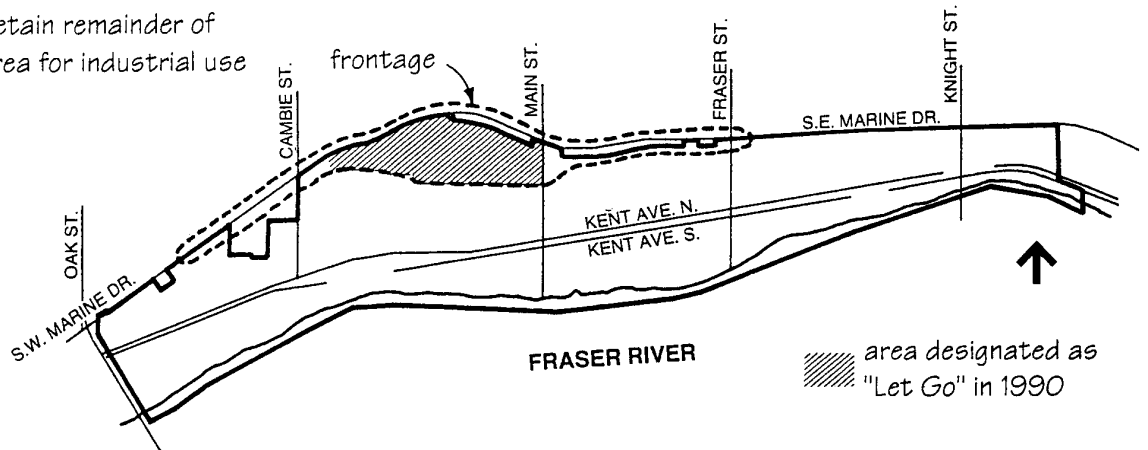
- 2.6.1 Designate that part of the Marine Drive frontage which has taken on a commercial orientation for highway-oriented retail/industrial uses, including a specified range of retail uses which are not otherwise appropriately located in the downtown or in local shopping districts.

Implementation Action: A Highway-Oriented Retail/Industrial Zone will be established along a section of the Marine Drive Highway frontage. Consideration will be given to appropriate east/west boundaries, depth of frontage, range of commercial and industrial uses and regulations, development cost levies, and required traffic improvements.

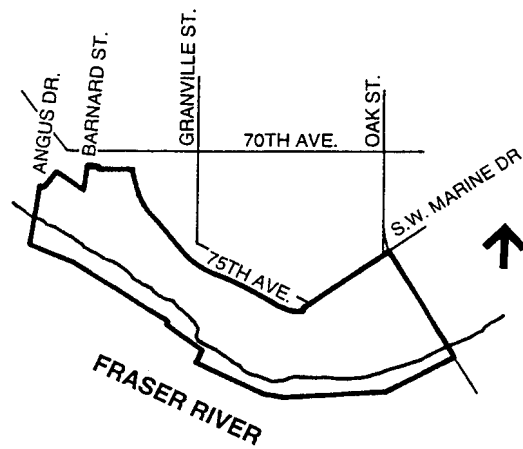
2.6.2 Retain industrial zoning for the remainder of the area.

Marine Drive/Fraser River

- Replan frontage for highway-oriented retail/industrial use
- Retain remainder of area for industrial use

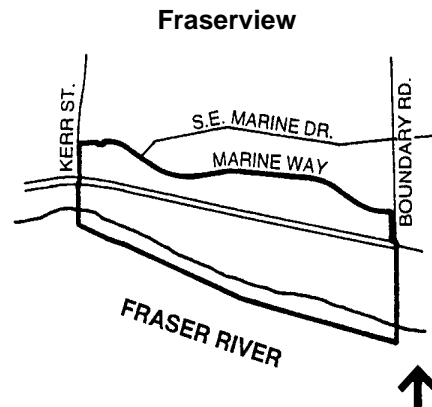


- Retain remainder of area for industrial use.



2.7 Fraserview

The Fraserview industrial lands are located on the east side of the Fraser Lands residential community. The industrial status of these lands will be reviewed if and when MacMillan Bloedel decides to vacate their site.



3 Rezoning of Industrial Land

The overall intent of the Industrial Lands Strategy is to retain industrial land. However, over time circumstances may change and there is a need for flexibility to allow for changes as required. This section identifies circumstances which may warrant the redevelopment of industrial land to other uses.

If an inquiry/rezoning application is submitted, it will be reported to Council with staff's assessment of its merits according to the criteria listed below, resources required to process the application, and a direction for Council consideration.

Rezoning of industrial lands will be considered in the following circumstances:

- (a) Based upon CityPlan or other City-initiated planning process;
- (b) If the site is located in an area "let go" in 1990, including South-east False Creek, Hudson Street Industrial Area, Hastings Street frontage, and Cedar Cottage, new uses will be permitted once appropriate policies for land use and public requirements have been established;
- (c) If the site is located in an area designated as Highway-oriented Retail/Industrial Zones on Grandview Highway and Marine Drive, a specified range of retail uses will be permitted once a new zoning by-law is enacted;

- (d) For land within False Creek Flats, all rezoning decisions will be made within the context of the proposed City-initiated planning study.

Note: In the case of large-scale retail uses, over 1000 square metres, these will continue to be considered under the “Policy for Large Scale Retail Uses In Industrial Areas” and other relevant city policies.

For any rezoning applications, the following conditions will be considered before land is released from industrial uses:

- (a) **Compatibility of Proposed Land Uses with Existing Industrial Activity**

The proposed development should not affect the operations of adjacent existing and potential future industrial activity in the area. The proposed development should not increase land values of surrounding industrial land.

- (b) **Land Use Suitability for Alternate Land Uses**

The proposed development should comply with relevant planning policies such as Central Area Plan, Artist “live/work” Studio Policy, etc.

- (c) **Environmental Impacts**

The proposed development should comply with relevant legislation concerning environmental impacts and mitigation measures.

