Policy

Mount Pleasant Employment-Intensive Light Industrial Rezoning Policy and Guidelines (I-1C)

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CITY OF VANCOUVER

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BACKGROUND AND CONTEXT

This area is located along the south side of 2nd Avenue between Yukon and Quebec Streets in the Mount Pleasant Industrial Area. It is bounded by Southeast False Creek (SEFC) to the north, Central Broadway (C-3A) to the west, and the Mount Pleasant Industrial Area (I-1, I-1A, I-1B) to the south and east. The Broadway planning process and the Employment Lands and Economy Review (ELER) identified this location as a key opportunity to deliver new, intensified industrial and office job space in close proximity to two rapid transit stations: Olympic Village Station on the Canada Line, and the Broadway-City Hall Station on both the Canada and Millennium Lines. Rezonings in this area provide the opportunity to:

- balance the streetscape and create a better transition between the taller residential towers of SEFC to the north and the one and two storey industrial forms to the south;
- improve urban design and walkability to establish 2nd Avenue as a Great Street; and,
- deliver thousands of new jobs close to transit, services and amenities to help create a more complete community.

Figure 1: Mount Pleasant employment-intensive light industrial district (I-1C)

INTENT

These policies and guidelines are to permit and inform consideration of rezoning applications for sites to change their Zoning District from I-1 to I-1C, within the sub-area of the Mount Pleasant Industrial Area as shown in Map A on page 6. The policies and guidelines should be consulted in seeking approval for conditional approval uses or discretionary variations in regulations. As well as assisting the applicant, these policies and guidelines will be used by staff to evaluate conditional or discretionary relaxations.

Principles:

- Intensify industrial and compatible office employment opportunities:
  Encourage employment-intensive light industrial uses, concentrated primarily at lower levels, with a significant amount of compatible office and service uses above. There is increasingly an opportunity to stack many industrial/production businesses in the same building with the goal of increasing employment and the productive output of the area.

- Encourage buildings that better reflect the form and character of Southeast False Creek:
  Design buildings to provide a transition between adjoining residential, commercial and light industrial districts. Locate retail uses at select locations to activate the southern street frontages along 2nd Avenue, and at corners.

- Create a vibrant public realm:
  High quality public realm treatments and significant trees should be used to create welcoming and comfortable public spaces. Prioritize access to sunlight in the design of buildings, with particular attention given to limiting shadowing on the sidewalk and businesses of the north side of 2nd Avenue.

- Develop healthy and productive workspaces:
  Provide healthy work environments by maximizing access to natural light and fresh air for building occupants. High quality shared amenity spaces for building occupants should be a priority, including at-grade plazas, rooftop open spaces, childcare facilities and other shared spaces for relaxation and recreation.

- Showcase functional workspaces in the public realm:
  Create visual and physical links between the public realm and industrial functions of buildings to showcase the industrial character of Mount Pleasant.

- Create buildings and neighbourhoods that respond to sea level rise and climate change:
  Low topographic elevations and anticipated sea level rise presents a major challenge for development in some areas of Mount Pleasant. Provide adaptive, flood resilient building design solutions.

DEFINITIONS

For the purpose of this document:

“Heritage Building” means a building listed on the Vancouver Heritage Register, or could qualify for listing on the Vancouver Heritage Register.

“Light industrial” means Artist Studio – Class B, Institutional Uses, Manufacturing Uses, Transportation and Storage Uses, Utility and Communication Uses, Wholesale Uses and all outright approval Service Uses listed in section 2.1 of the I-1C District Schedule.

“Public Benefits” means the purposes towards which Community Amenity Contributions (CACs) and Development Cost Levies (DCLs) are collected and allocated, as specified in the City’s Community Amenity Contributions Policy for Rezonings (i.e. Affordable Housing and Childcare in the Metro Core area), the Development Cost Levy By-Law and the *Utilities Development Cost Levy By-Law*.

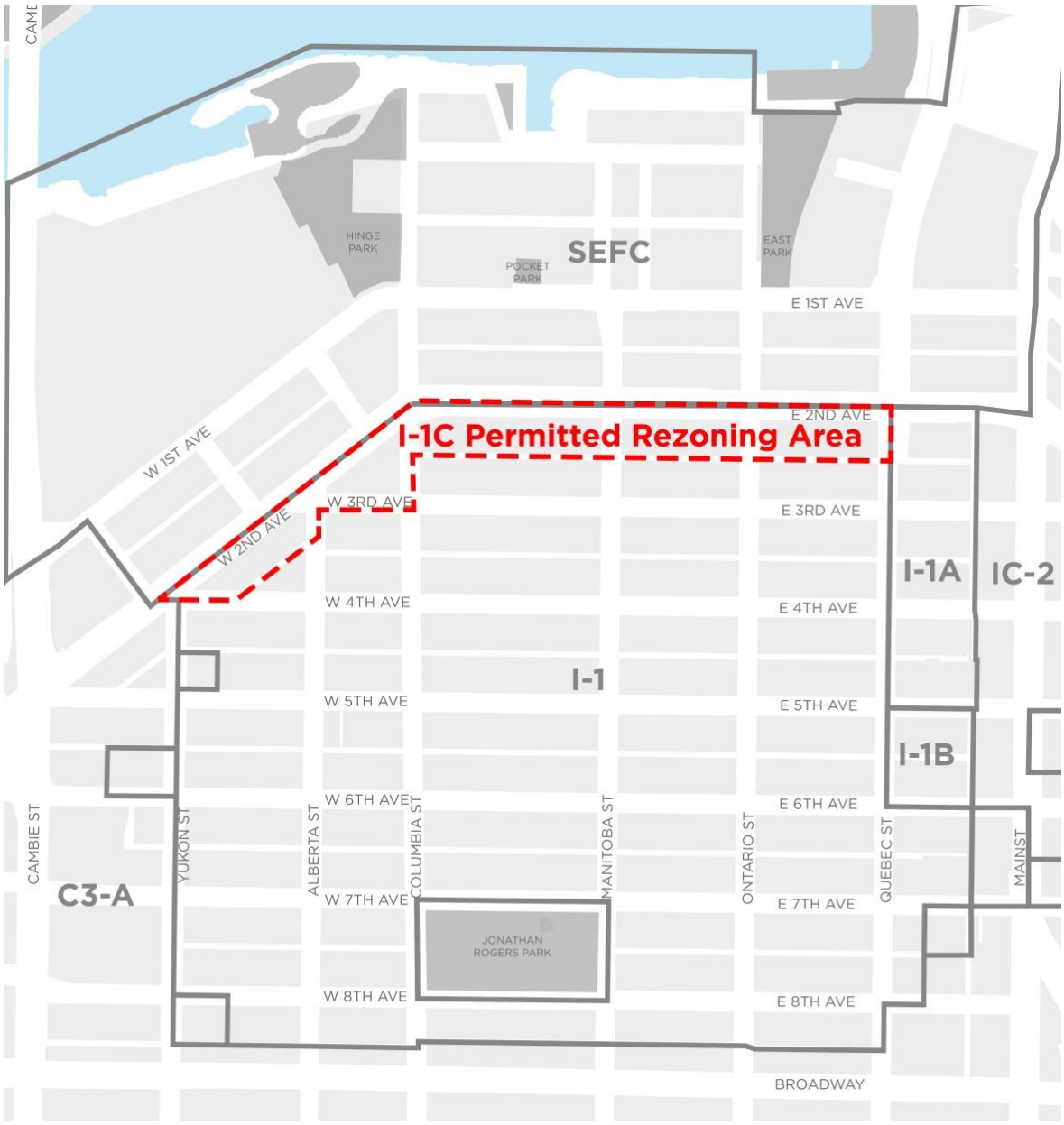
“Site” or “Development Site” means a contiguous, developable piece of land.

REZONING POLICY

1 LOCATION

In the area identified in Map A below, rezoning applications to change the Zoning District from I-1 to I-1C will be considered.

Map A: Mount Pleasant I-1C Permitted Rezoning Area



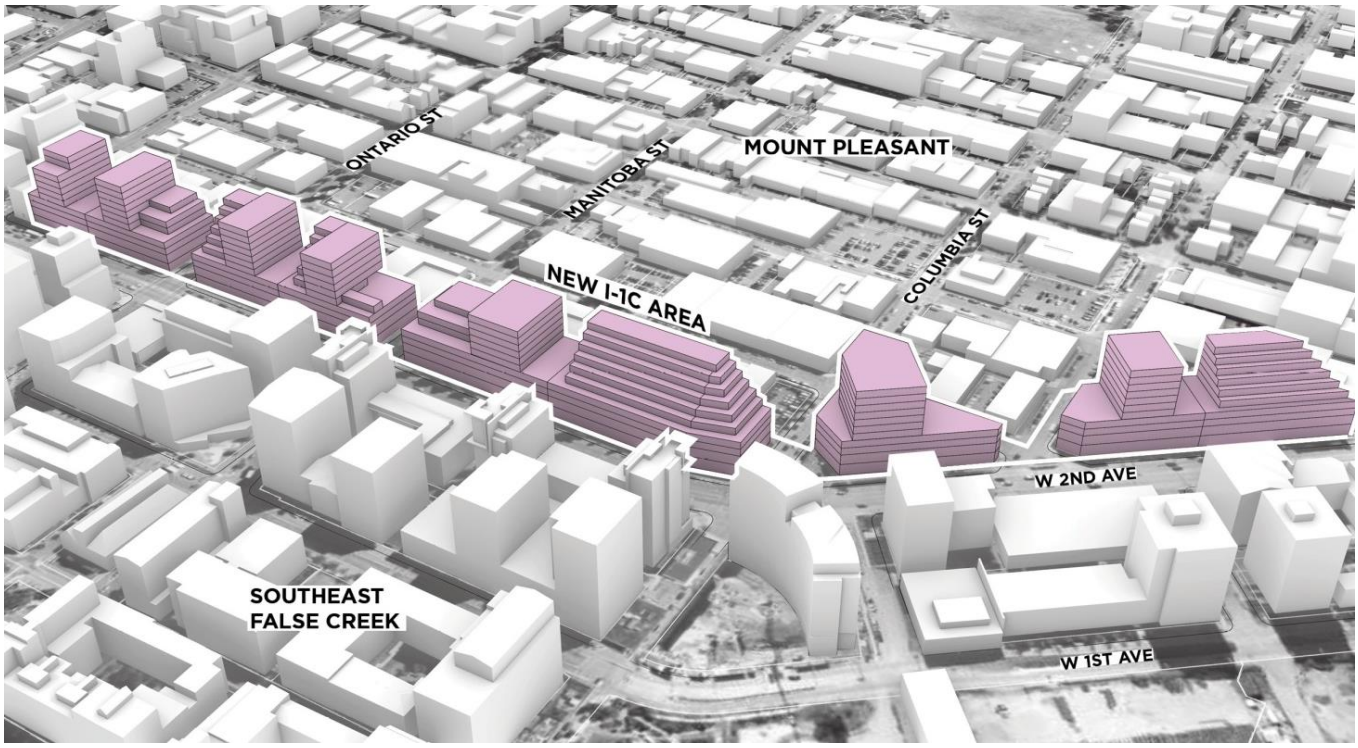
2 USES AND DENSITY

Rezonings to I-1C will provide employment-intensive light industrial uses generally concentrated at lower levels with compatible office and service uses above. Retail uses at grade may be introduced at select locations to activate the 2nd Avenue frontage and at corners, and reflect the public realm of Southeast False Creek.

Rezonings for residential development (market or non-market) will not be considered in this area, with the exception of a Dwelling Unit for a caretaker, watchman or other person or persons similarly employed, if such dwelling unit is considered to be essential to the operation of the business or establishment.

In recognition of Mount Pleasant as a key light industrial area, applications must demonstrate that light industrial uses comprise a minimum of one-third of the net floor area, including all other uses combined. The maximum Floor Space Ratio must not exceed 6.0, with certain exclusions outlined in Section 4 Childcare and Amenity Spaces Floor Space Exclusion.

Figure 2: Conceptual mixed-use industrial and office developments along W 2nd Avenue



2.1 Vertical Stacking of Uses

To achieve the increased industrial and office density permitted by under the I-1C zoning, vertical stacking of industrial spaces will be required. Objectives for mezzanines and accessory uses include:

(a) continuity with the adjacent primary use or space;

(b) locate mezzanines away from front or flanking facades;

(c) a minimum floor to floor height for mezzanines of 3.1 m (10 ft.); and

(d) convenient access to loading, garbage and elevators for all floors and mezzanines.

2.2 Uses at Grade

Provide active and engaging Industrial uses at grade. Emphasize attractive, well-functioning and welcoming frontages that showcase workspace. Strategies including visually permeable frontages, operable window walls, setbacks and weather protection to accommodate outdoor workspaces are encouraged.

Other than entrances, lobbies, and circulation, Office uses should be located above the ground floor level. Accessory retail or service uses should be designed to function in concert with the primary lower-floor industrial uses and have their own entrances and street presence.

Creative products manufacturing (CPM) is not permitted on the first storey as per the I-1C district schedule. CPM uses should be located in upper level industrial spaces to reserve at-grade spaces for light industrial uses that require proximity to loading for efficient goods movement.

3 HERITAGE BUILDING ON THE SITE OF A PROPOSED REZONING

Heritage buildings in Mount Pleasant, contribute to the area's character and architectural diversity. The Vancouver Heritage Register should be consulted when evaluating existing structures. Provide options that demonstrate a significant retention strategy when re-developing a site with a heritage building. Other older character buildings, although not listed in the Register, should also be considered for retention. In general, reuse of existing structures can contribute to sustainable solutions that are enriched by the historic narrative of a site. Review of developments with potential heritage resources with City staff is encouraged early in pre-application meetings.

For site assemblies which include a heritage building, the potential floor space of the parcel on which the heritage building exists may be transferred to the remainder of the site, provided that the heritage building is protected to the satisfaction of the City staff. This is only anticipated in one location with the I-1C Permitted Rezoning Area, at the southwest corner of Quebec Street and East 2nd Avenue.

4 CHILDCARE AND AMENITY SPACES FLOOR SPACE EXCLUSION

Public and privately operated childcare facilities, and shared accessory amenity or recreational spaces for building occupants are key elements of sustainable developments in a liveable city. As a result, up to 10% of the total floor area of a rezoning application may be excluded for these uses, at the discretion of the Director of Planning.

A condition will be placed on the development permit, noting that the amenity areas excluded from floor space ratio shall not be put to any other use, except as described in the approved application for exclusion. Access and availability of the use of all amenity facilities located in the project shall be made to all occupants and/or commercial tenants of the building.

5 SUSTAINABLE CONSTRUCTION AND GREEN BUILDING POLICY

Rezoning applications must demonstrate a high degree of sustainability in design and construction through the use of mass timber, Passive House or other methods to meet and exceed the Green Buildings Policy for Rezonings.

6 FRONTAGE AND ASSEMBLY

Rezoning applications to change the Zoning District from I-1 to I-1C will be considered for sites with a minimum frontage of 45.7 m (150 ft.). This may be relaxed for the preservation of a heritage building, if necessary.

Applications should not preclude future opportunities for rezoning by isolating lots that cannot reasonably be assembled for rezoning and development, as determined by City staff.

7 ANTICIPATED DEDICATION FOR PUBLIC SPACE

Applicants should anticipate the following public space to be secured as a condition of rezoning:

- a 1.5 m dedication along 2nd Avenue;
- a 3.2 m (along 4th Avenue) x 2.5 m (along 2nd Avenue) corner cut dedication at the northeast corner of 2nd Avenue and Yukon Street; and
- a 2 m x 2 m corner cut dedication on northwest corner of Quebec Street and 3rd Avenue

Public space in addition to that noted above may be required depending on adjacent at grade use.

8 NEIGHBOURHOOD ENERGY

The City-owned and operated False Creek Neighbourhood Energy Utility (NEU) provides a low carbon thermal energy service to the adjacent False Creek area. City staff will be evaluating future expansion of the NEU service area to include the I-1C Zoning District. Applicants for projects rezoning to the I-1C District Schedule are strongly encouraged to work closely with City staff to connect to the NEU for the supply of thermal energy for heating and hot water needs. If there is waste heat generated on site due to internal processes (e.g. data centre, building cooling, etc.), the Applicant is further encouraged to work with staff to explore opportunities to supply waste heat to the NEU thermal network.

For further information, please refer to the Neighbourhood Energy Connectivity Guidelines & Requirements.

9 PARKING, GROUNDWATER AND FLOODING

The high groundwater table and overland flooding during storm events has been identified as a significant challenge which will be need to be addressed through design and construction of new buildings in the I-1C District Schedule area. Off-site utilities improvements will likely be required through rezoning conditions.

The groundwater table is anticipated to be approximately 3 m (10 ft.) deep in this area. Any floors, parking or foundations below this level will need to employ tanking techniques. Applicants will be required to work closely with City Engineering staff to determine solutions to mitigate these challenges.

10 BLUE-GREEN SYSTEMS

The creation of a blue-green systems network utilizing streets across the city and within the Broadway planning area is an important strategy and innovative way to:

- reduce overland water flow and mitigate flooding during storm events;
- improve water quality eventually discharged to False Creek through implementation of natural and engineered systems which help absorb and filter out pollutants in urban rainwater runoff;
- reduce demand on existing and aging sewer and drainage infrastructure;
- use natural soils and vegetation to beautify the streetscape, enhance biodiversity, improve habitat connectivity and reduce the urban heat island effect; and
- better integrate water, vegetation and transportation systems together to create new connections between Mount Pleasant parks and plazas to False Creek.

Future alignments for new blue-green systems are anticipated to include Yukon and Columbia Streets which intersect the I-1C district. Applicants are expected to work with staff to accommodate and enhance these alignments in the design of buildings underground structures and open spaces (see Figure 3: Views and enhanced public space locations).

Developments with frontages along the Blue-Green network should be designed to support the implementation of significant tree plantings and green infrastructure through setbacks to underground parking structures and above grade massing, and be designed to activate and acknowledge the network through ground level design and active uses.

Where delivery of the Blue-Green network is not possible adjacent to new development, payment in lieu options may be explored.

11 PUBLIC BENEFITS THROUGH REZONING

For rezoning applications proposing leasehold developments in the I-1C area, City staff will apply the commercial linkage target set out in the City's Community Amenity Contributions Policy for Rezonings to value contributions towards public benefits. Community Amenity Contributions (CACs) will be allocated towards affordable housing and childcare in the Metro Core area. Applicants will be required to sign a Section 219 – Non-Stratification Covenant. For further information, please refer to the Community Amenity Contributions Policy for Rezonings.

For rezoning applications proposing stratified developments or for rezonings not willing to sign a non-stratification covenant, a negotiated approach will be required to estimate the additional value that Council's enactment of a rezoning would generate above the current land value. Applicants will be required to work closely with City staff to review project pro formas and finances to determine an appropriate contribution towards public benefits, and should anticipate additional processing time for this scenario.

As with most new development city-wide, Development Cost Levies will be required on a square footage basis. For further information, please refer to the Development Cost Levies Bulletin.

12 PUBLIC ART

The City's Public Art Policy is applicable to all rezonings over 100,000 sq.ft. and strives to identify art opportunities at the earliest possible stages of development. It oversees commissions of site-specific artworks through an objective and professional selection process involving the developer and design and visual art professionals. Applicants should work with Public Art Program staff to discuss Public Art Policy options to explore the most advantageous options and opportunities and to ensure the best possible public art outcome for each rezoning development.

For further information, please refer to the Public Art Policy and Procedures for Rezoned Developments.

DESIGN GUIDELINES AND ADDITIONAL CONSIDERATIONS

Development should provide opportunities for flexible and diverse building typologies and light industrial uses, predominantly at lower levels. Buildings are encouraged to provide active and engaging ground floors that showcase functional workspace, with retail uses in select locations.

Proposals will be evaluated by staff based on urban design performance objectives including setbacks, massing, building articulation, access to daylight and views, provision of on-site public open space, relationship to surrounding communities, and animated streetscapes. Proposals should create a more comfortable pedestrian experience by greening the streets with tree planting, wide, continuous, unobstructed sidewalks and by encouraging active street frontages for businesses. Site layout and building design should reinforce the urban industrial scale and street network.

1 UNIQUE SPACES AND PLACES

Located between the predominantly tower-and-podium form of the Southeast False Creek neighbourhood to the north, and the lower building forms of the Mount Pleasant Industrial Area to the south, I-1C provides an opportunity to more formally transition between the two communities, and strengthen the overall character of a central part of the city. Interaction between public realm, light industrial functions and select retail use is expected to be encouraged by all developments through building design and programming, particularly at the locations identified in Figure 3: Views and enhanced public space locations.

2 VIEWS

While all developments should be considerate of existing distant views, it is anticipated that all such views cannot be preserved as development progresses. Figure 3: Views and enhanced public space locations identifies select views that should be treated with particular attention. All building designs should achieve the following to compensate for impacts to existing distant views:

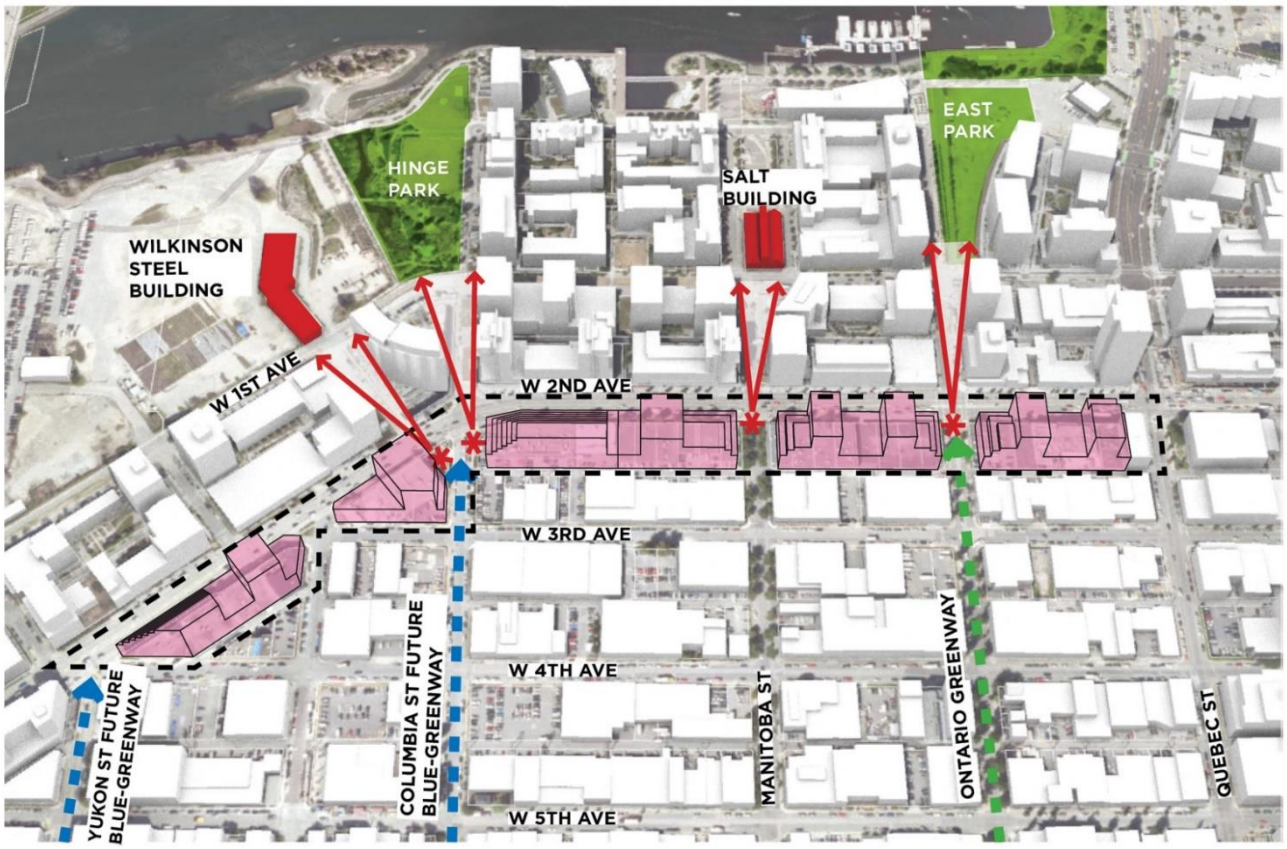
(a) Provide an attractive near view. This can include a finer grained urban fabric and building modules, high-quality materials and detailing, visually permeable facades, programming for active outdoor uses and landscape elements;

(b) Visually linking new open space to existing open space. This can serve to expand the depth of views and may be achieved with building separations and setbacks;

(c) The form and shape of taller building elements should be informed by view studies, and;

(d) Site buildings to frame views towards nearby historic or iconic industrial structures and places of interest.

Figure 3: Views and enhanced public space locations



3 TOPOGRAPHY: FLOODPLAIN

The area has low topographic elevations at risk of flooding during storms events. The Flood Plain Standards and Requirements as adopted by Vancouver City Council sets the designated flood plain at 4.6m from GVRD datum. As a consequence, existing grades including street right of ways, are often one to two meters below the anticipated ground floor elevations. A plan to raise street elevations may be considered in the future. Therefore, new development should be designed to be adaptive when incorporating flood resilient construction methods and to accommodate public realm objectives for both the current and future at grade conditions. Solutions should be accommodated within the property, be visually interesting, and relate to the pedestrian scale. Examples include increased building setbacks, internalized stairs and ramping as well as adaptable entries, loading and parking.

4 LIGHT AND VENTILATION

Control of natural light and ventilation in work environments can improve energy usage, and promote the health, satisfaction, and productivity of building occupants. Considerations to provide for enhanced access and control of natural light and ventilation include:

(a) solar shading devices, light shelves and glazing performance;

(b) building orientation and massing;

(c) increased floor and ceiling heights; and

(d) provision of operable windows.

5 WEATHER

In all cases, weather protection should be provided at common building entries and individual entries. Continuous weather protection should be provided along all street frontages, except that it may not be provided continuously where it can be shown the provision would interfere with well-functioning industrial uses. Explore opportunities for weather protection that can encourage use as functional outdoor workspace.

6 SAFETY AND SECURITY

New development must provide a secure environment at all hours. The principles of “crime prevention through environmental design” (CPTED) should be incorporated in all new development. Strategies include but are not limited to:

(a) Maximize opportunities for natural surveillance;

(b) Provide unobstructed and transparent sightlines to exits and destinations;

(c) Foster territoriality and a sense of ownership;

(d) No hiding places;

(e) Lighting of public spaces;

(f) Lobbies visible from the street and main entrances to buildings fronting the street; and

(g) Personal safety and security should be integral to the design of parking facilities and comply with the Parking By-law.

7 ACCESS AND CIRCULATION

7.1 Pedestrian Access and Functional Circulation

(a) Primary pedestrian access to all uses should be from the street at street level;

(b) Corridors and elevators should be adequately sized for their intended use such as transporting goods or moving furniture and should not be overly long (no more than 23.0 m in any one direction) or circuitous; and

(c) Light industrial spaces should be designed with direct access to loading bays. Interior circulation strategies that require the moving of goods through semi-public spaces, such as office lobbies and amenity spaces, or through the public realm should be avoided.

7.2 Bicycle Access

(a) Design buildings to accommodate and encourage cycling. Strategies include easy access to secure bicycle storage, access separate from vehicles, wider aisles, automatic door openers, weather protected exterior bicycle racks, maintenance stations, and enhanced end-of-trip facilities.

7.3 Vehicular Access

To ensure a safe and active pedestrian environment, vehicular and service functions should not conflict with street frontage and pedestrian activity. Vehicular access, loading and service areas should be provided from the lane rather than the street.

8 FORM OF DEVELOPMENT

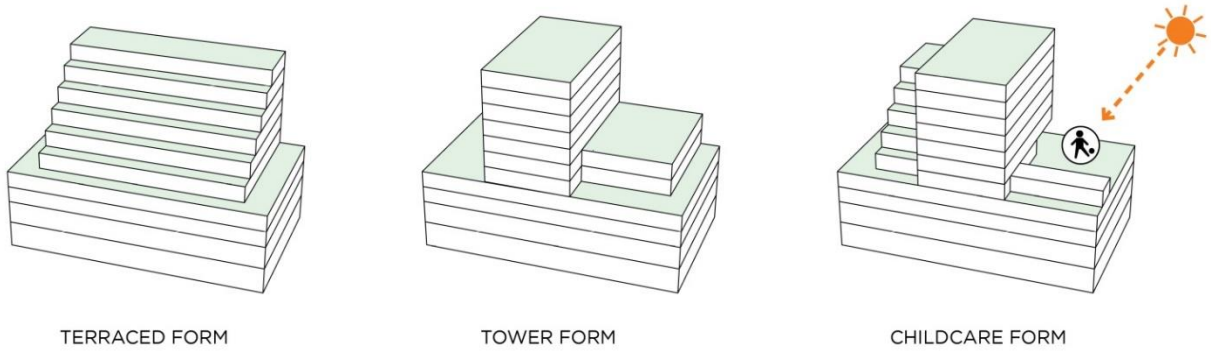
Intensified employment objectives, modernization of industrial development through stacked forms, and creation of well-functioning workspaces are anticipated to result in forms of development with greater densities, building heights, and floor plates than are currently found in the Mount Pleasant Industrial Area. Form and massing should therefore be carefully considered with respect to the other objectives within these policies and guidelines. This includes designing for daylight on the public realm, engaging public spaces, building articulation, attractive near views and finer-grained urban settings.

8.1 Massing

Building height, bulk and massing should be considered with respect to access to daylight and views on the adjacent public realm and developments. All proposals are required to include sun shading diagrams and context analysis demonstrating the shadow impacts of proposed built forms on existing and anticipated public spaces, for evaluation of these objectives by staff.

The I-1C District Schedule and these Guidelines have been prepared with additional building height and volume in the massing than is necessary to achieve the maximum density of 6.0 FSR. The intent is to provide room for design flexibility for different forms, such as the terraced form, tower form and childcare forms illustrated in Figure 4: Flexibility for Design Options.

Figure 4: Flexibility for Design Options



8.2 Building Width, Depth and Articulation

The anticipated nature of redevelopment within the I-1C area may result in site frontages that are broader than is typical in other districts. Where long frontages are proposed, the following architectural design strategies will be required to contribute to a desirable streetscape:

(a) significant building articulation in the form of measurable vertical and horizontal setbacks;

(b) creative and intrinsically high-quality material palettes;

(c) thoughtful application of solid and transparent wall planes; and

(d) provision of architecturally integral sustainable design features, such as louvers or shades, that provide for texture in the façade.

Visible structural systems, particularly mass timber, are encouraged as a means to provide for architectural expressions that are true to their primarily industrial-style functions while presenting a visually appealing interface with the street.

8.3 Tower Elements

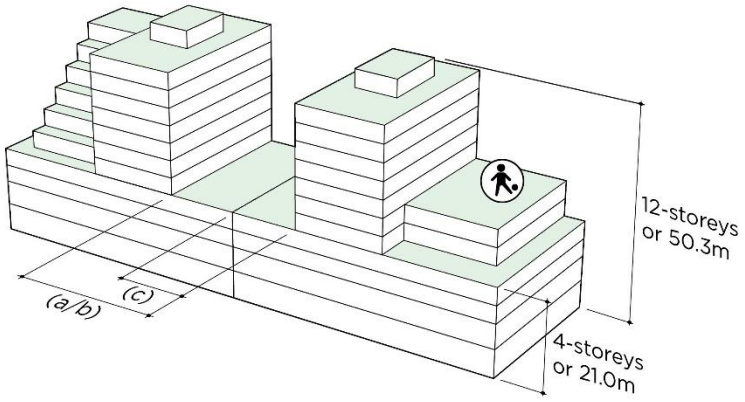
Tower elements, considered to be any portion of a building over 4 storeys or 21.0 m (69 ft.) should:

(a) be separated from other commercial tower elements by 15.2 m (50 ft.);

(b) be separated from residential tower elements by 24.0 m (80 ft.);

(c) be separated from adjacent sites by 7.6 m (25 ft.), measured from the property line.

Figure 5: Tower separation and building height



8.4 Additional Penthouse Storey

A building height increase of one additional storey may be considered, up to a maximum of 12-storeys or 50.3 m, whichever is lesser. The top floors should be a partial storey (i.e. smaller than the standard floor plate of the lower floors and "sculpted" or terraced in on some or all sides), as appropriate to provide roof top access and amenity space. No intrusion into a view corridor will be considered. Applications will be evaluated against the following performance-based design criteria.

The size, shape and expression of the additional building height and floor space must:

(a) provide very high quality architectural design;

(b) contribute to an interesting and engaging roofscape;

(c) integrate well with the overall massing and expression of the rest of the building;

(d) provide roofdecks in a useable shape and size;

(e) employ a light and transparent material expression (e.g. glass); and

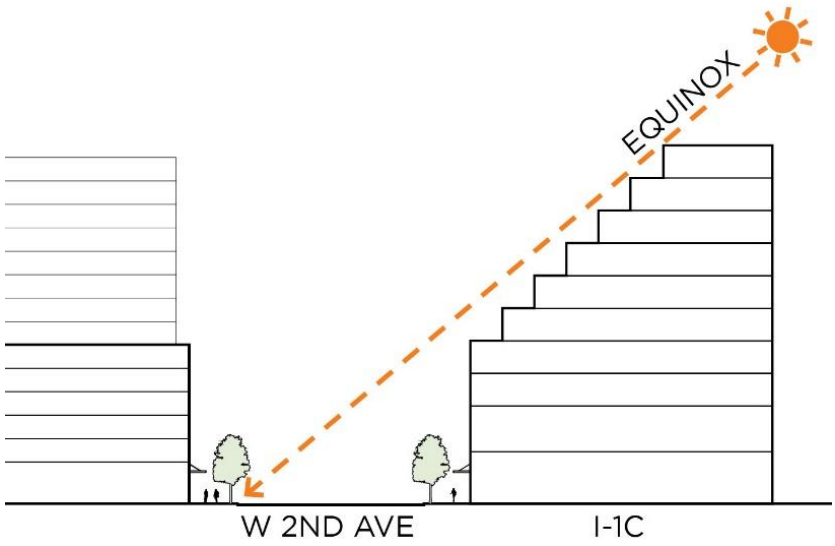
(f) complement adjacent development.

8.5 Sunlight Access on Public Space

Development should respect the importance of sunlight during the hours of 10:00 a.m. and 2:00 p.m. between the spring (March) and fall (September) equinoxes on the northern sidewalk of 2nd Avenue. Some additional flexibility regarding sunlight performance may be considered for sites west of Colombia Street due to the orientation of 2nd Avenue in this location.

Tower forms which cast shadows on the northern sidewalk during this time must be limited to a maximum of one-third of the frontage of the development, and should consider shadow impacts on street intersections and potential or existing corner plazas. Detailed shadows studies will be a required as a part of Rezoning Application package to demonstrate that shadow impacts have been minimized to the satisfaction of City staff.

Figure 6: Solar access on north sidewalk



8.6 Street Wall

New development should provide a consistent 4-storey expression reflecting the building heights of developments on the north side of 2nd Avenue.

8.7 Roofs

The profile and silhouette of roofs should be considered as part of the skyline. Screening of elevator penthouses, mechanical rooms, equipment, vents and other appurtenances should be designed as an integral part of the overall architectural expression.

9 ARCHITECTURAL COMPONENTS

In recognition of Mount Pleasant's unique industrial character, architectural components and materials should meet the following objectives:

(a) Reinforce the near view and emphasize proportions at the scale of the pedestrian with intrinsically high-quality materials, detailing, showcased outdoor workspaces, and clear visual access from exterior to interior spaces.

(b) Express a finer grain urban fabric by articulating smaller structural bays and modules.

(c) Generic “big box” building designs that exhibit little façade-interest and transparency to the street should be avoided.

(d) Reference the industrial context with details and expression.

Figure 7: Conceptual 2nd Avenue streetscape looking East

9.1 Rooftops

(a) Encourage working rooftops to expand economic functions to the roofs of buildings.

(b) Roof tops should be designed to be attractive where seen from above through use of landscaping, green roof technologies, choice of materials and colour.

(c) Elements such as gazebos and trellises may be considered, building height and floor area permitting.

9.2 Windows

Windows at grade are important to enhance pedestrian interest, particularly where retail uses are not required at grade.

(a) For retail, service or office uses:

(i) maximize transparency through use of high transom, low sill window designs, as well as openable windows where appropriate. For service and office uses, design should allow for adaptation to retail use in the future.

(b) For industrial uses:

(ii) provide windows for viewing to industrial processes where possible; and

(iii) where windows cannot be used, use other means to add visual interest such as expressed vertical elements, vines, murals, and detailing. Long extents of unarticulated walls must be avoided, particularly at grade where such walls may be susceptible to intentional damage.

(c) Uses and functions which do not lend themselves to enhancing pedestrian interest should be located away from ground floor windows.

(d) Use of mirrored or highly reflective glazing, window decals or other vision obscured treatments are, generally not supported, especially at grade.

9.3 Entrances

(a) Main building entries should be clearly identifiable, transparent and accessible from the street.

(b) Secondary entrances and individual small tenant entries should be located with frequency along adjoining sidewalks to reinforce physical permeability. Separate uses or accessory retail spaces should have separate and distinct entries.

(c) Visually and physically reinforce the connection of interior spaces to the public realm. Strategies, such as operable folding storefronts and roll-up doors, are encouraged to introduce opportunities for outdoor workspace.

(d) Provide pedestrian interest and comfort at entries through specifically designed seating, signage, lighting, weather protection, and other such features.

9.4 Exterior Walls and Finishing

(a) Architectural design approaches, including cladding systems and finishing, should reflect the industrial character and functionality of the Mount Pleasant Industrial Area.

(b) Encouraged material palettes include:

(i) contemporary metal cladding systems;

(ii) heavy timber structural elements;

(iii) glass and steel;

(iv) masonry;

(v) weather-treated, unpainted architectural concrete; and

(vi) other durable and visually-appealing materials such as terracotta.

(c) Stucco and vinyl are not supported as primary exterior materials and may not be permitted by the Building By-law. Fibre cement cladding systems are generally discouraged.

(d) Refer to Bird Friendly Strategy Design Guidelines for suggestions on reducing uninterrupted, reflective surfaces that contribute to increased bird collisions.

9.5 Awnings and Canopies

(a) Pedestrian weather protection should be provided along 2nd Avenue and along the north-south streets;

(b) Architecturally integral awnings and canopies are to be designed to effectively protect pedestrians from inclement weather, with a recommended minimum depth to height ratio of approximately 7:10. Canopies should be back sloped to provide for positive drainage, and should include integrated gutters and rainwater leaders.

(c) Uniform awnings or canopies may be inconsistent with the diverse range of uses anticipated in the I-1C area, and the design of these elements should reflect the nature of their related interior program.

(d) Transparent or translucent glazed canopies that permit the passage of light are encouraged.

(e) Section 5 describes where weather protection should be provided.

9.6 Lighting

(a) Building, site, and landscape designs must include lighting strategies intended to provide for visual interest, security, and utility at all hours.

(b) For exterior lighting, incandescent and other white light sources are encouraged, while sodium vapour light sources are generally not supported. Better performing, more efficient light sources such as LED's are highly encouraged.

(c) Exterior lights should be oriented away from adjacent residential properties, with cut-off shields to minimize light pollution.

(d) Review opportunities to utilize lighting design standards and guidelines that reduce negative impacts to birds and other wildlife.

9.7 Signs

(a) All signage will be required to comply with the Vancouver Sign By-law.

(b) Corporate signage should be subordinate to the design of the building and architecturally integrated with the development.

(c) Internally illuminated or backlit sign boxes are generally not supported.

(d) Signage that compliments the industrial urban fabric and character established in Mount Pleasant is encouraged. Examples include neon, murals of signs in conjunction with a mural, signs with individual letters placed directly on the building or signs incorporating materials that reinforce the character specific sub-areas such as steel, glass and heavy timber.

(e) At grade uses are encouraged to have clear, pedestrian oriented signage located at premises entries.

10 OPEN SPACE

10.1 Semi-Private Open Space

Social semi-private open space is desirable for employees and visitors, and should be provided to accommodate the intended users. It could be located at grade or on the rooftop as part of a landscaped rooftop garden and should maximize sun exposure.

10.2 On-Site Public Open Space

Creating unique, vibrant, attractive, interesting and amenity rich environments is essential for unlocking the potential of this new employment-intensive industrial area. The following should guide design and location of open spaces on private land.

(a) Consider opportunities to compliment public open space design including:

(i) Create inviting and comfortable places for people;

(ii) Reintroduce water and natural systems;

(iii) Encourage lively building edges and more welcoming street experience;

(iv) Respect existing public views and explore creating new views of prominent features such significant landmarks;

(v) Support the display of local art, craft or industry;

(vi) Explore opportunities for unconventional open spaces;

(vii) Improve wayfinding and legibility;

(viii) Encourage 24/7 activity and public life; and

(ix) Consider ways to ensure safe, clean, clutter free environments.

(b) Open space on privately owned land should be considered with the same objectives to reinforce the network of public spaces. Enhanced front and side yard setbacks can provide opportunities that help link open spaces.

(c) Where practical the public open space and greenways will be constructed on City-owned land or statutory rights of way (SRWs). In some circumstances, an additional setback and/or SRW may be requested from adjacent development to provide more useable public space.

(d) Landscaping elements and public art, including temporary projects, are encouraged.

(e) Reflect the industrial history of the area as well as contemporary life, innovation and experimentation.

(f) Setbacks for additional public open space secured through SRWs will be sought where applications contemplate retail or restaurants at grade.

11 LANDSCAPING

11.1 Blue Green Network

Future alignments for new blue-green systems may include Yukon and Columbia Streets which intersect the I-1C district. Applicants are strongly encouraged to work with staff to consider these alignments in the design of buildings and open spaces.

Developments with frontages along the Blue-Green network should be designed to support the implementation of significant tree plantings and green infrastructure through setbacks to underground parking structures and above grade massing, and be designed to activate and acknowledge the network through ground level design and active uses.

11.2 Streetscape

Objectives for streetscapes include:

(a) High quality public realm with street trees, landscaping, lighting, street furniture, signage and wayfinding, and green infrastructure where possible.

(b) Wide continuous sidewalks and weather protection for the site's full frontage to encourage pedestrian use.

(c) Landscape design providing views into buildings for pedestrian interest, as well as special features such as opportunities to sit, view or take part in walking or active recreation.

(d) Integrated rain water management.

11.3 Site Landscape

(a) Existing trees and significant landscape features should be evaluated for retention where possible;

(b) Landscaping should be used to help mitigate impacts between residential and industrial uses as well as rail;

(c) Landscape design on other parts of the site should relate to anticipated activities;

(d) A layered landscape treatment should be provided to screen surface parking and loading areas while providing strategic visual access to entries and access areas;

(e) Strengthen urban forest connectivity;

(f) Consider planted roof tops;

(g) Enhance habitat for birds, pollinators and other flora and fauna and following the Bird Friendly Design Guidelines; and

(h) Limit extent of underground parking layout and design to accommodate retention of existing trees and for the provision of new ones.