

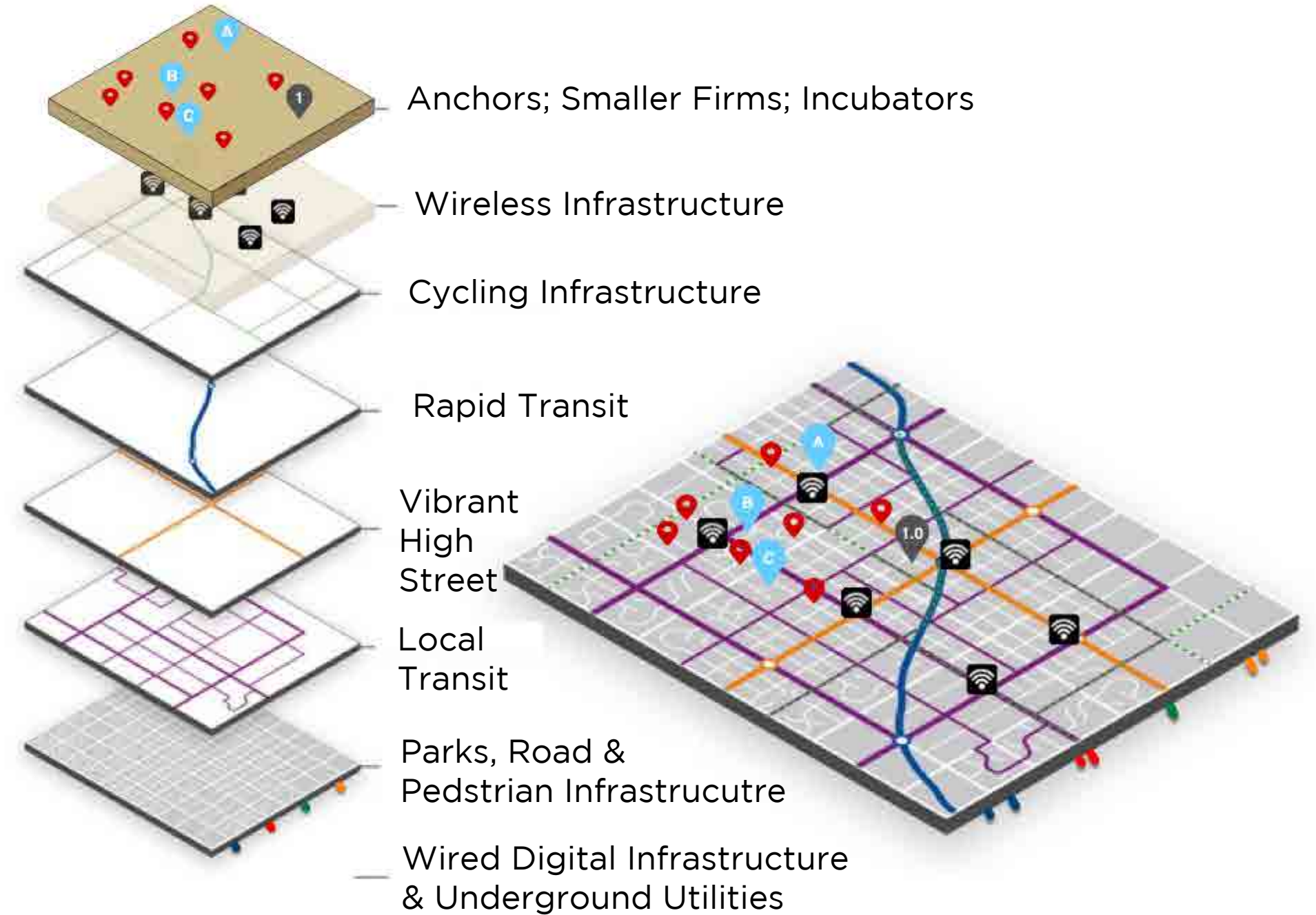
What is an “Innovation Economy”?

The innovation economy is a bit different in every city. Vancouver has its own unique mix of diverse economies which include:

- highly specialised manufacturing and technology prototyping
- creative manufacturing industries, such as industrial design and fabrication
- technology driven industries, such as digital enterprise and media production

Vancouver is home to many innovation economy employment clusters anchoring several areas of the city. These range from the head offices of large multi-national technology firms to small-size local industrial start-ups.

INNOVATION DISTRICT: THE PHYSICAL INGREDIENTS



Mount Pleasant is centrally-located and connected to transit, has a mix of land uses, and is close to housing and amenities like cafes, parks, and shops. These factors are attracting an increasing number of digital and creative businesses, making Mount Pleasant a major cluster in Vancouver's growing innovation economy.

Innovation Economy Employment Clusters



Zoning changes proposed for the eastern edge of the Mount Pleasant Industrial Area

The City of Vancouver is proposing zoning changes in a limited area to allow for larger buildings, increase job space and support the innovation economy.

Updating the definition of “Information Technology”

The City of Vancouver is also updating the definition of “Information Technology” in the Zoning and Development Bylaw.

Current definition: Information technology

means the development or production of computer software, and the design or research of computer, electrical, electronic or communications equipment, and similar products;

Proposed definition: Digital Entertainment and Information Communication Technology

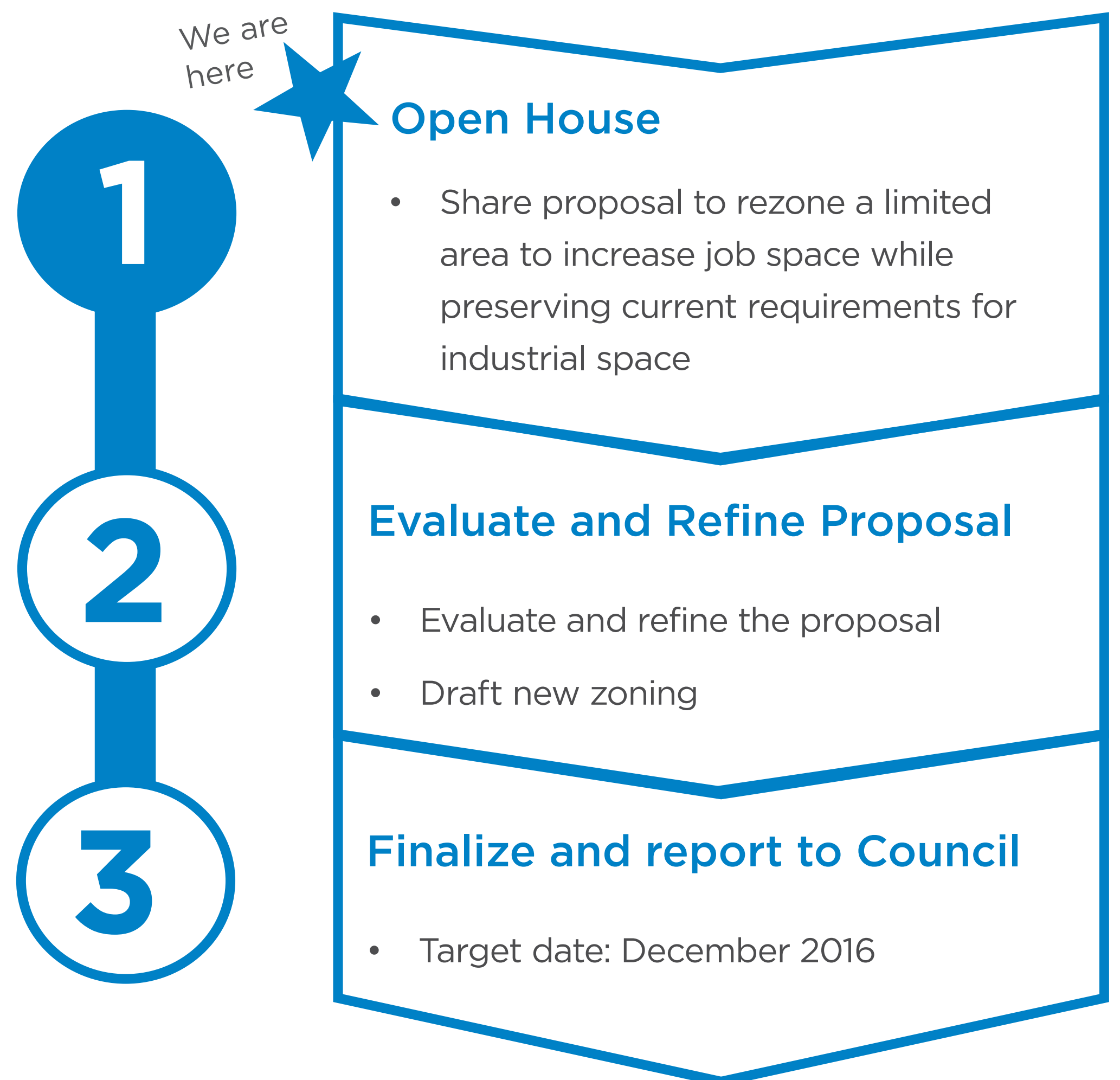
means the use, design or development of technology to process digital information and/or deliver a broad range of digital products and services, including but not limited to business applications, data security, data storage, management and processing, entertainment and gaming, interactive educational, communications, e-commerce, social media, software and mobile applications, and may include the use of information technology and telecommunications infrastructure, for hosting, storing and processing digital media, information and applications.

Background

- 2010 - Mount Pleasant Community Plan approved by City Council
- 2013 - Changes to I-1 zone allowing more general office use triggers more digital interest in the area
- June 2016 - Council Presentation on Vancouver’s Innovation Economy including planning actions

Planning Process

Step



Stay involved!

Want to make sure you stay informed about upcoming events and planning updates?

Sign up for our email list on our website at vancouver.ca/mt-pleasant-quebec

Information:

- vancouver.ca/mt-pleasant-quebec
- mpindustrial@vancouver.ca
- 3-1-1

Provide your input!

- Talk to City staff
- Fill out a comment sheet today and drop it off at the sign-in table or mail it back to us (address on the form)
- Share your thoughts later by completing an online comment form beginning at noon on Monday, October 17 on our website at vancouver.ca/mt-pleasant-quebec
- Email us at: mpindustrial@vancouver.ca
- Join our email list by signing in at the front table to be notified of the next public event

Your comments will be used to refine the zoning changes that will be considered by City Council.

Past

The Mount Pleasant Industrial Area is a centrally located dynamic area. Initially developed as a single-family neighbourhood in the late 1890s, the area was transformed for industrial uses beginning in the 1940s. For several decades, Mount Pleasant has provided affordable production, distribution, and repair space.

Present

Mount Pleasant is designated as industrial in the Regional Growth Strategy. To protect the base industrial uses and add job growth, changes to the I-1 zoning were made in 2013 to provide increased flexibility for conditional uses. Office space was increased to 2.0 FSR if industrial space is provided.

Conditional Uses

Pre-2013
3.0 FSR

1.0 General Office

2.0 Industrial

Limited Office
Restricted types of office

2013
3.0 FSR

2.0 General Office

1.0 Industrial

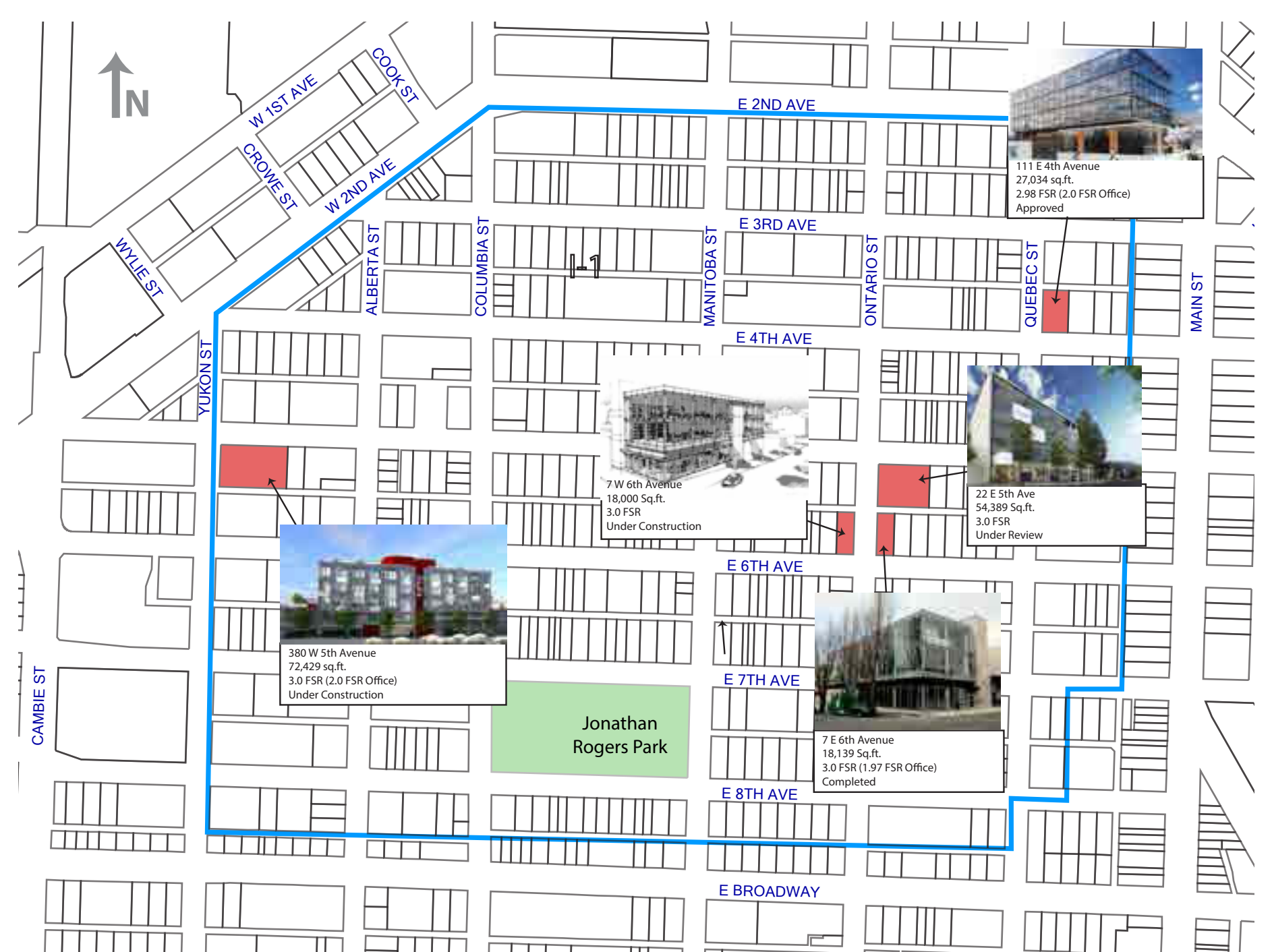
1.0 bonus office
Loosened restrictions
Encourage mixed use buildings
No displacement of industrial

More recently, new uses have come to Mount Pleasant including digital interactive and entertainment uses and breweries, all adding to the interest and energy of the area.



Circa 1910 : View of Mount Pleasant from 7th Avenue looking North.

Recent Developments



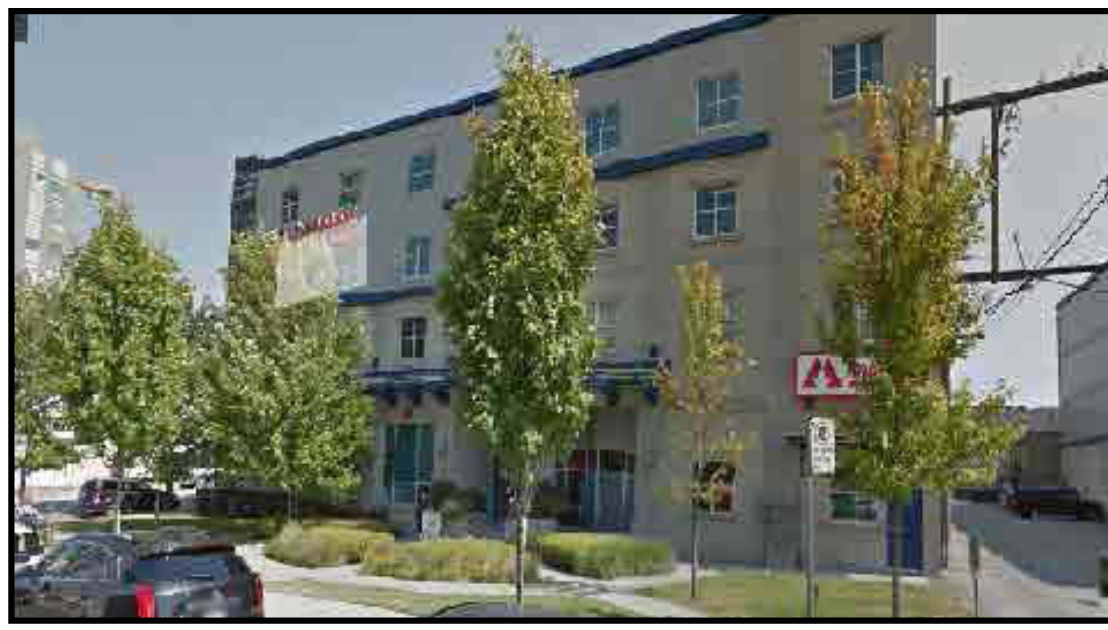
Future - Why here, why now?

The City has been monitoring business and development activities in Mount Pleasant. The blocks east of Quebec Street to the lane west of Main Street have been identified as a limited area to consider changes to:

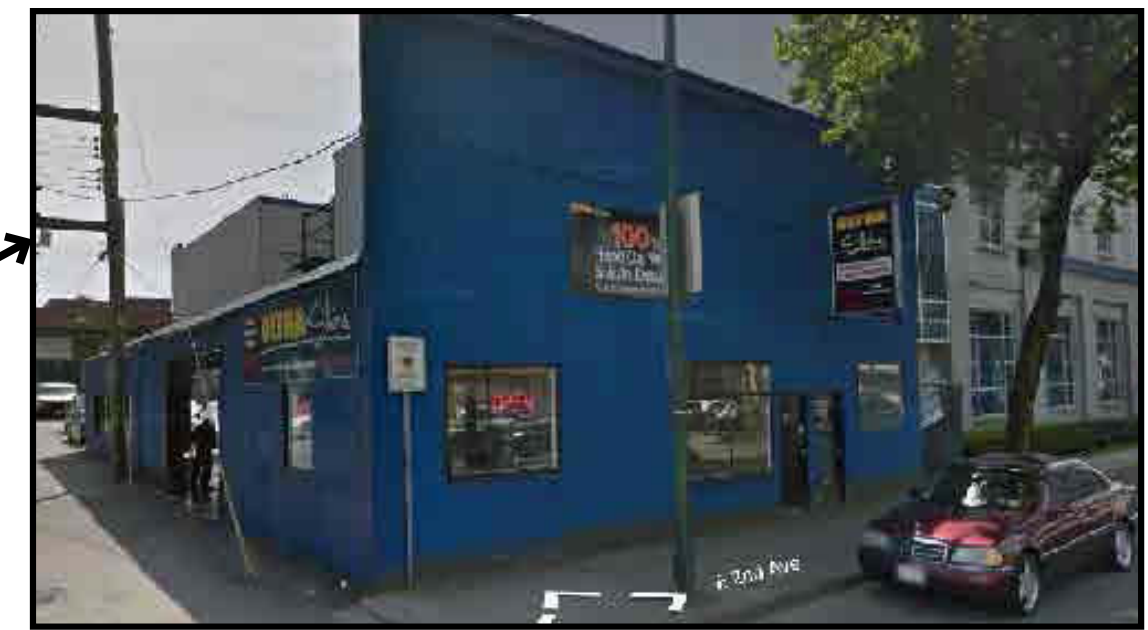
- add more job space in a highly suitable location near transit, shops, and housing
- support and grow the innovation economy in the area by allowing larger buildings in a focused area
- encourage the retention and growth of digital companies in Mount Pleasant

Mount Pleasant Industrial Area of Proposed Change





1818 Quebec Street
Built 2008
Height: 58 ft.
2.9 FSR



160 E 2nd Avenue
Built 1911



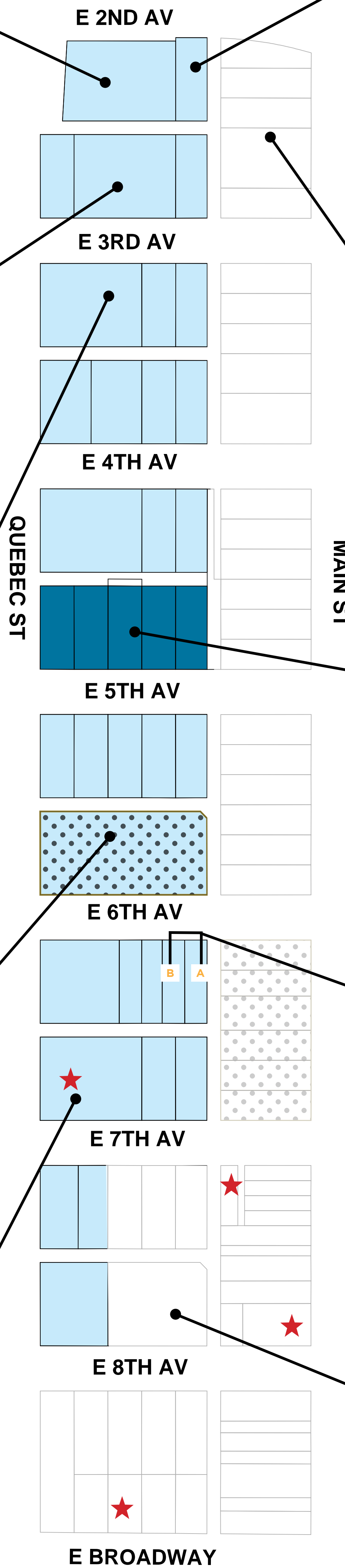
111 E 3rd Avenue
Built 2008
3.0 FSR



180 E 2nd Avenue, 1837-1847 Main Street
Approved 2015
Height: 116 ft.
5.5 FSR



E 3rd Avenue (South Side)
Built 1960-70's



111 E 5th Avenue
Built 1977
Height: 60 ft.



123 E 6th Avenue (City-Owned)
Simon Fraser Annex
Built 1929



(A) 148 E 6th Avenue
Apartments (17 units)
Built 1912

(B) 144 E 6th Avenue
"James Lindsay Residence"
SRO, 7 units, Built 1902



101 E 7th Avenue
Heritage A
Built 1911



133 E 8th Avenue
Built 2013
80 ft.
3.0 FSR

★ Heritage Site	City-Owned Site
I-1 Zone	M-1 Zone

1A

Adding Job Space (Quebec St. to laneway from E 2nd Ave. to E 6th Ave.)

Zoning changes to increase the maximum FSR to 5.0 and maximum height to 110 ft. will increase job space east of Quebec Street, from E 2nd Avenue, to E 6th Avenue.

See Board 7 for more details.

1B

Simon Fraser Annex Block (Quebec St. to laneway from E 5th Ave. to E 6th Ave.)

The City is exploring the retention of the Simon Fraser Annex on the City-owned site at 123 E 6th Avenue. Additional height is proposed as a way to redistribute floor area and make retention feasible.

See Boards 8 and 9 for more details.

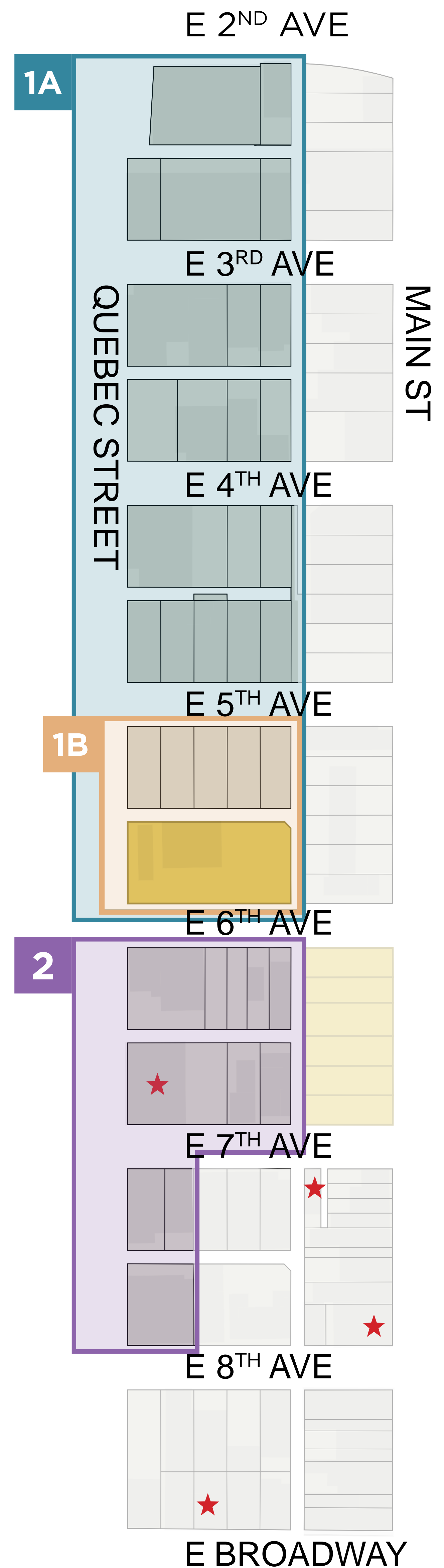
2

Future consideration as part of the Broadway Corridor planning

The City is proposing to review land use in this area as part of the future Broadway Corridor planning.

This change will allow for:

- Better integration with existing C-3A zoning and proposed uses near the intersection of Broadway, Kingsway, and Main Street
- More appropriate uses and building types in relation to existing heritage buildings and residential uses
- Greater consideration of the area's close proximity to rapid transit in land use designations



★ Heritage Site City-Owned Site



133 E 8th Avenue
"Collection 45"



101 E 7th Avenue
Quebec Manor Co-op



Intersection of Main Street and Kingsway

E 2nd Avenue to E 6th Avenue

- Maintain the current requirement for 1 FSR of industrial use on each site
- Maintain the current use provisions for the I-1 zone, except that mini-storage is not permitted
- Allow for increased density and height for additional job space.
- Introduce a childcare amenity charge for floor area above 3 FSR. The amenity charge will be used to help fund new childcare facilities in Mount Pleasant.
- Introduce a 10 ft. building setback from the lane west of Main Street to enhance the pedestrian experience along the lane – an objective identified in the Mount Pleasant Community Plan (see below for details)
- Introduce building setbacks above 60 ft. to ensure that taller buildings are sculpted to relate to lower buildings to the east and west.
- Introduce building setbacks along the east-west avenues and Quebec Street to provide wider sidewalks and street trees.

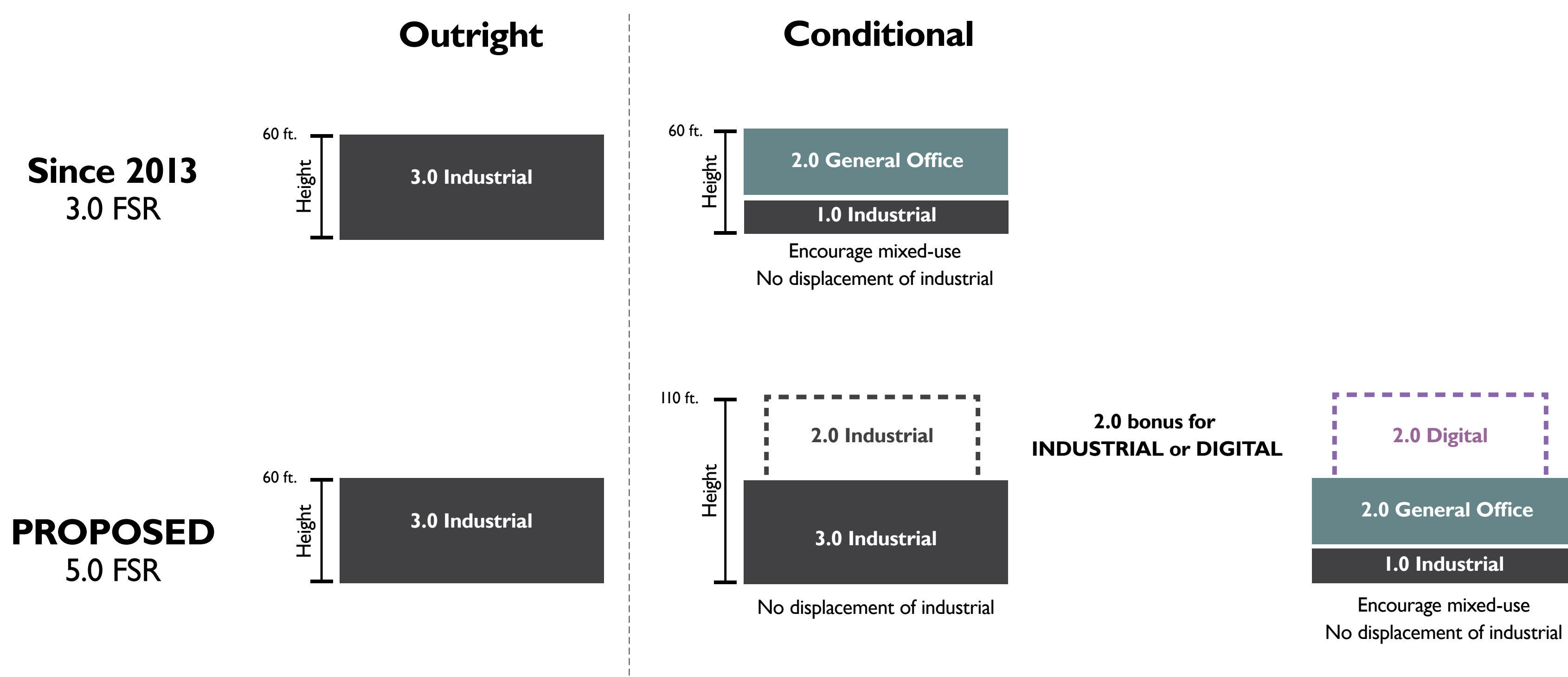


Example of setbacks along a laneway

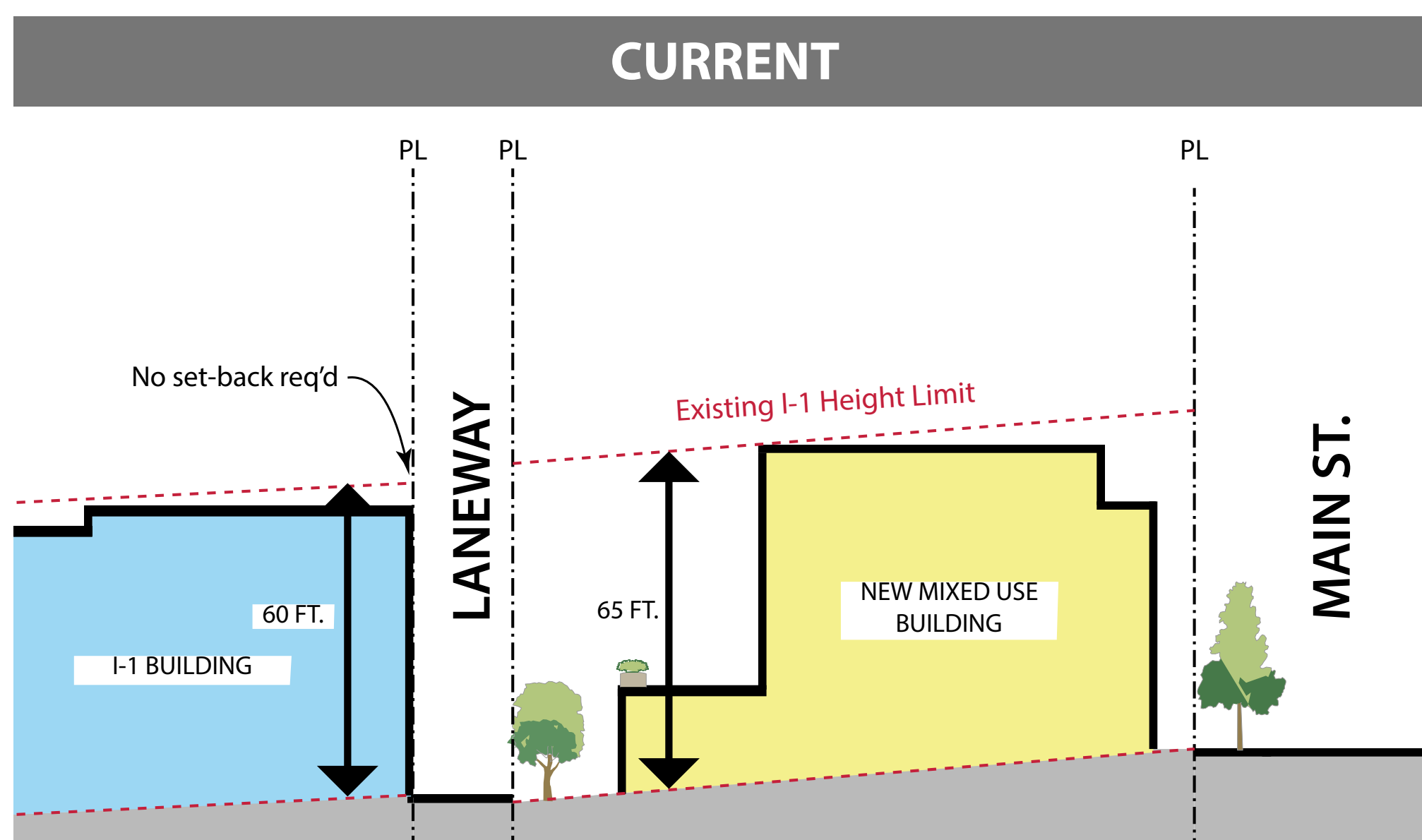


Example of wider sidewalks and street trees

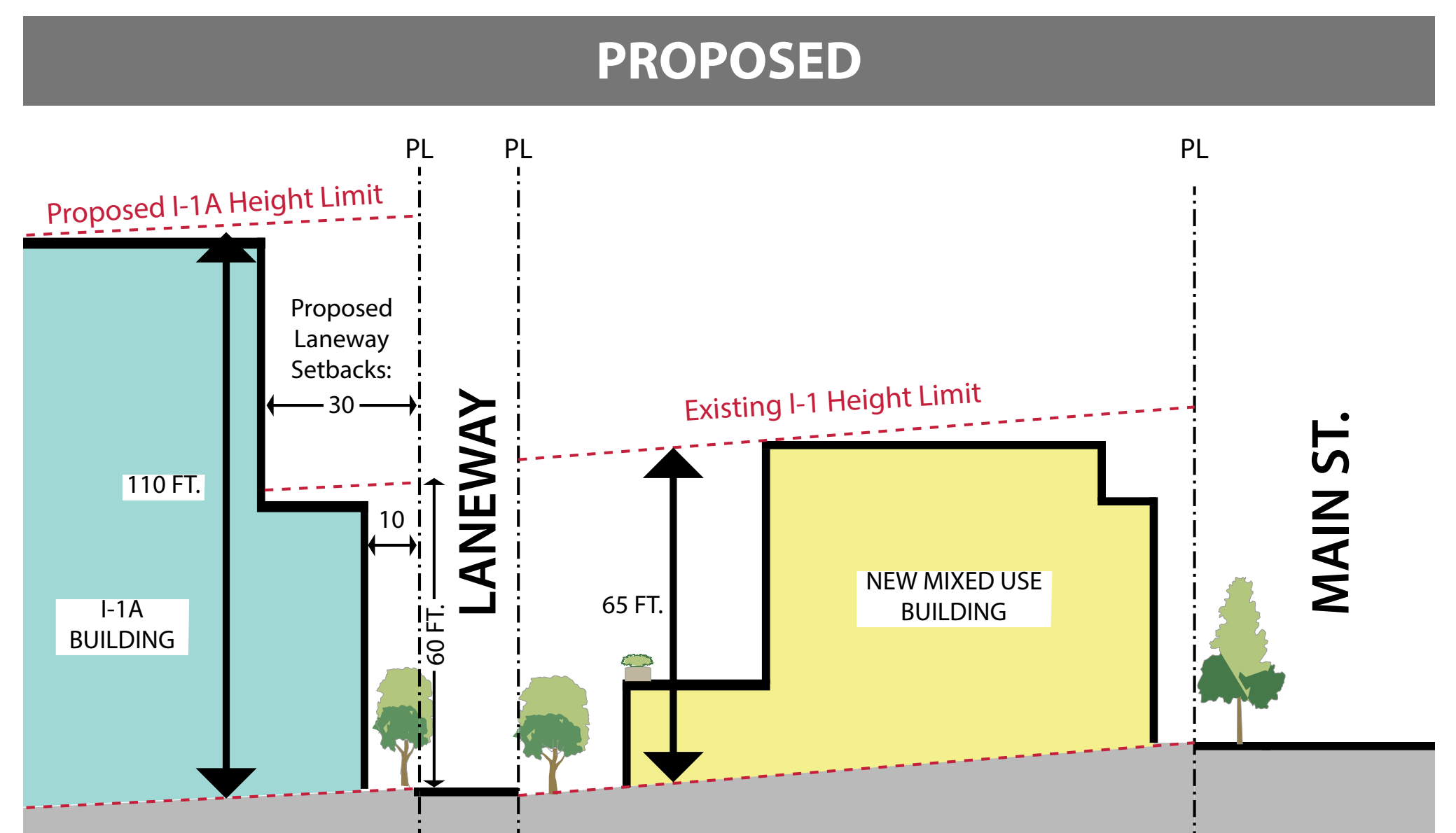
Current I-1 and Proposed I-1A Regulations



Building heights and setbacks

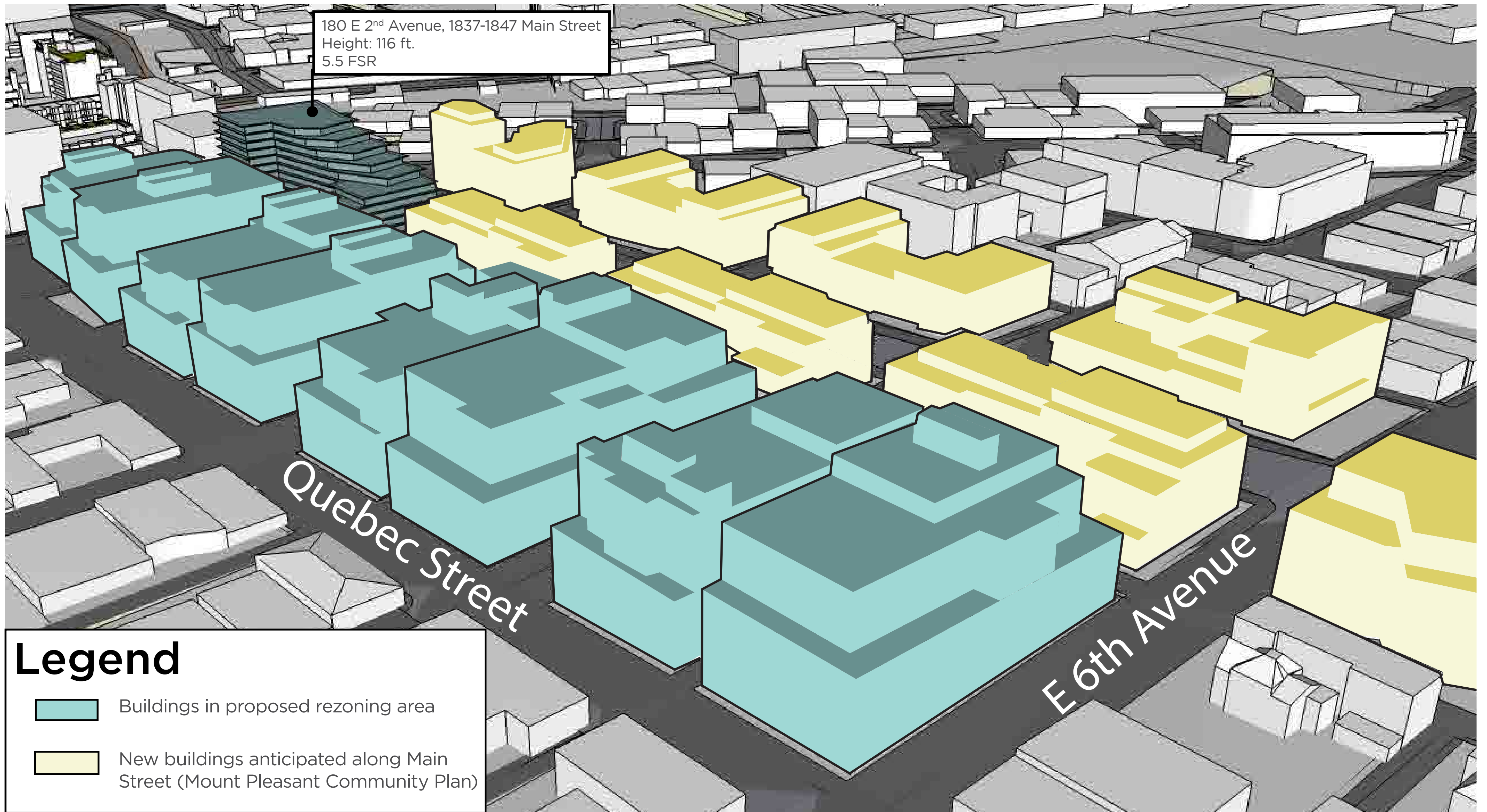


- No setbacks from the property line

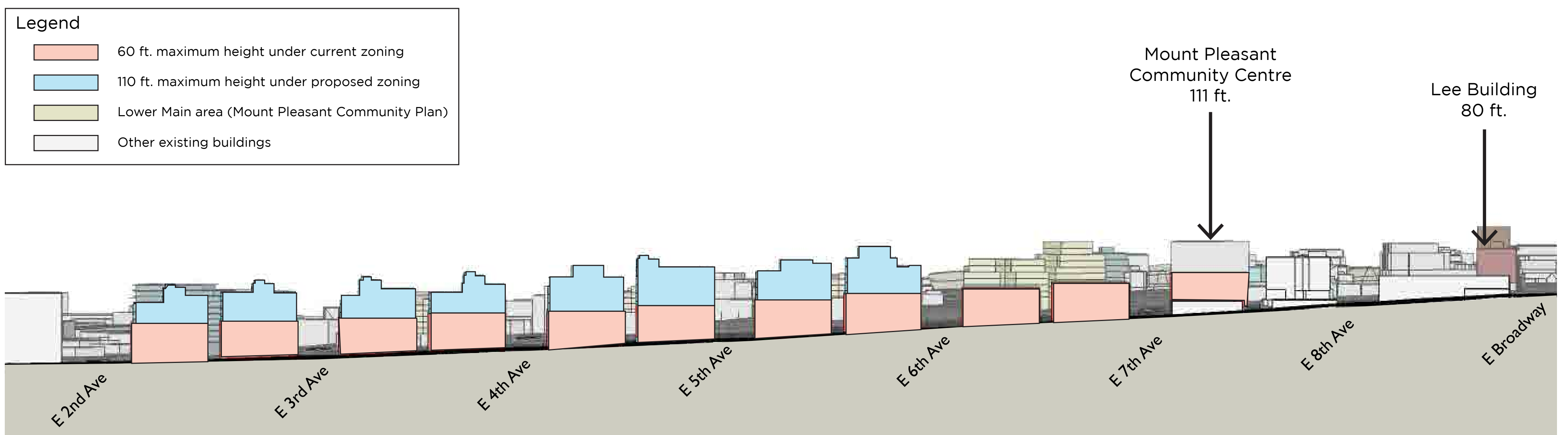


- New 10 ft. setback from lane
- New building setback above 60 ft.

Illustrations of all blocks built out at 5 FSR and 110 ft.



Section looking east from Quebec Street



Building examples



Fifth (Under construction)
 380 E 5th Ave
 3.0 FSR



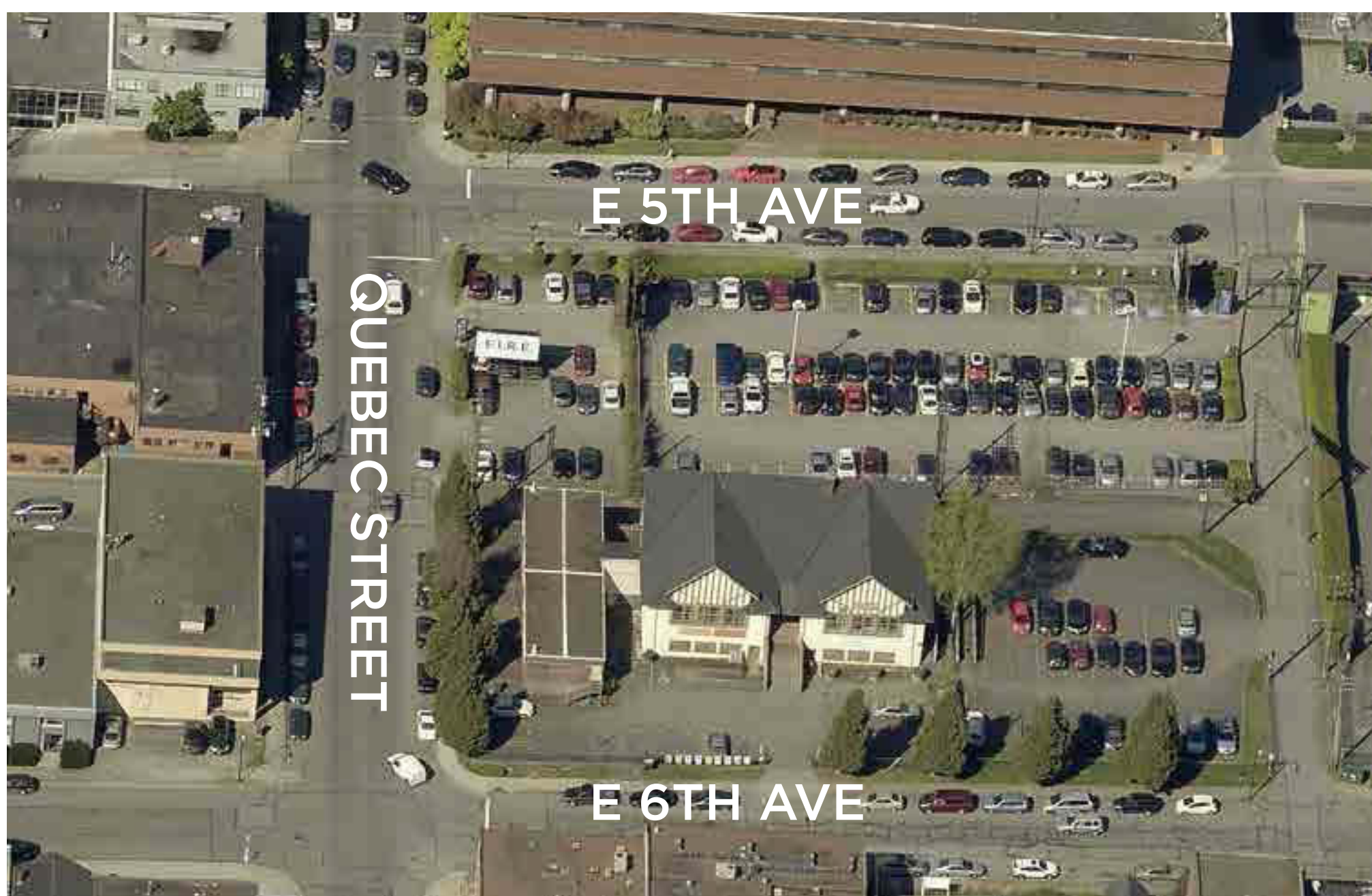
Broadway Central (Broadway & Cambie)
 550 W Broadway
 5.0 FSR



564 Beaty Street
 6.5 FSR

Block between E 5th Ave to E 6th Ave

- The City of Vancouver owns the site at 123 E 6th Avenue (see map below)
- The existing building on the site was constructed in 1929 and was used as an annex for the Simon Fraser School (since demolished)
- A Statement of Significance has been completed to assess the heritage value of the building and determined that the building could be added to the Vancouver Heritage Register



Aerial photo of 123 E 6th Avenue

Given the heritage value of the former Simon Fraser Annex and **Council's Heritage Action Plan** which encourages the conservation and continued use of heritage buildings, the City is exploring conservation opportunities and uses for a rehabilitated building.

The City is looking creatively at ways to improve the feasibility of retention by reducing the costs to the City (and tax payers). The approach will need to consider:

- The relocation of the annex within the site to maximize the space for a new building to the east
- Ways to limit the development impacts of retention
- Ways to recover rehabilitation costs

As one of Vancouver's oldest communities, Mount Pleasant is rich in history and has many heritage resources. The Mount Pleasant Community Plan recognizes the need to preserve a range of heritage resources, including buildings. The Plan identifies tools to help achieve heritage conservation.

Statement of Significance



Simon Fraser Annex, April 2, 1930
Source: City of Vancouver Archives 99-3785

Address: 123 East 6th Avenue, Vancouver

Historic Name: Simon Fraser Elementary School Annex

Current Name: Light and Love Home

Date of Construction: 1929

Architect: Harry Walter Postle

Description of Historic Place:

Simon Fraser Elementary School Annex is a two-storey, Arts and Crafts style schoolhouse located along East 6th Avenue in the Mount Pleasant neighbourhood of Vancouver. The building, constructed in 1929, is characterized by its prominent roofline with paired gabled wall dormers and central entryway set significantly above grade.

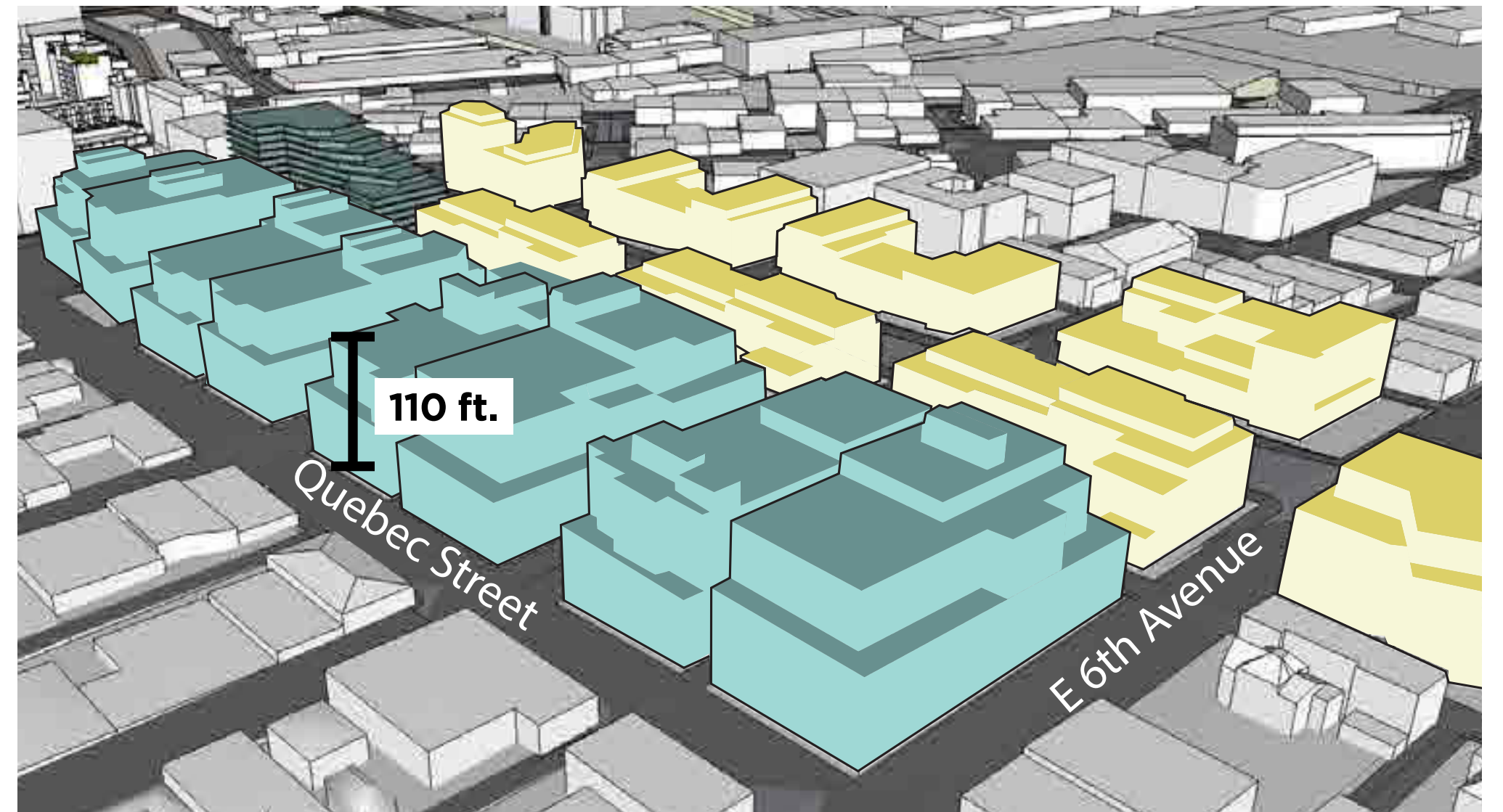
Heritage Value of the Historic Place:

Simon Fraser Elementary School Annex is significant for its association with the interwar growth and development of the Mount Pleasant neighbourhood. The building is also associated with the expansion of Vancouver's school infrastructure, and Vancouver School Board architect Harry Walter Postle, who designed the building.

1. Demolition

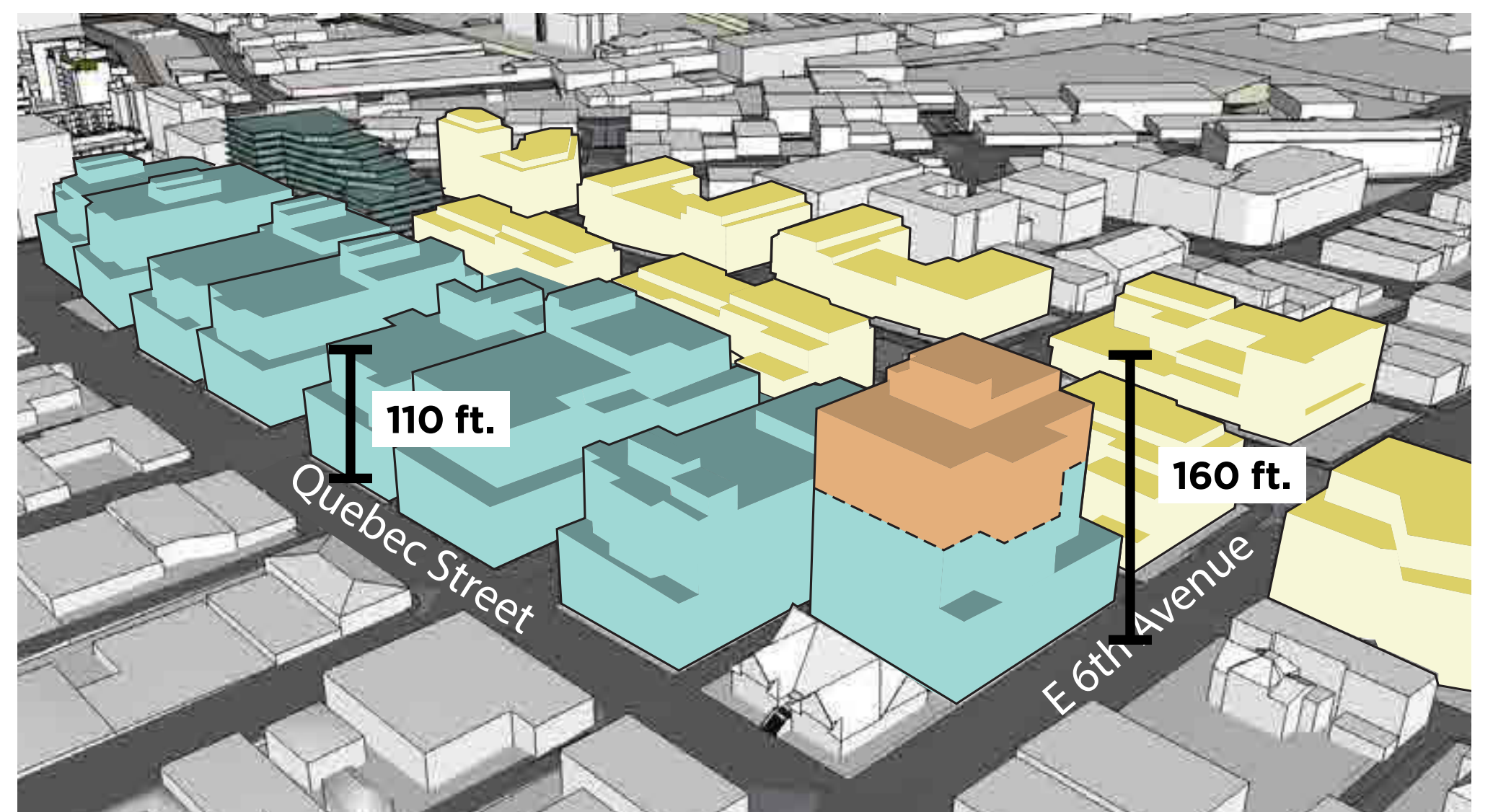
In this option the annex is demolished to allow the site to be fully development under the new zoning (5 FSR and 110 ft.).

Note: This is the base case against which other options are compared.



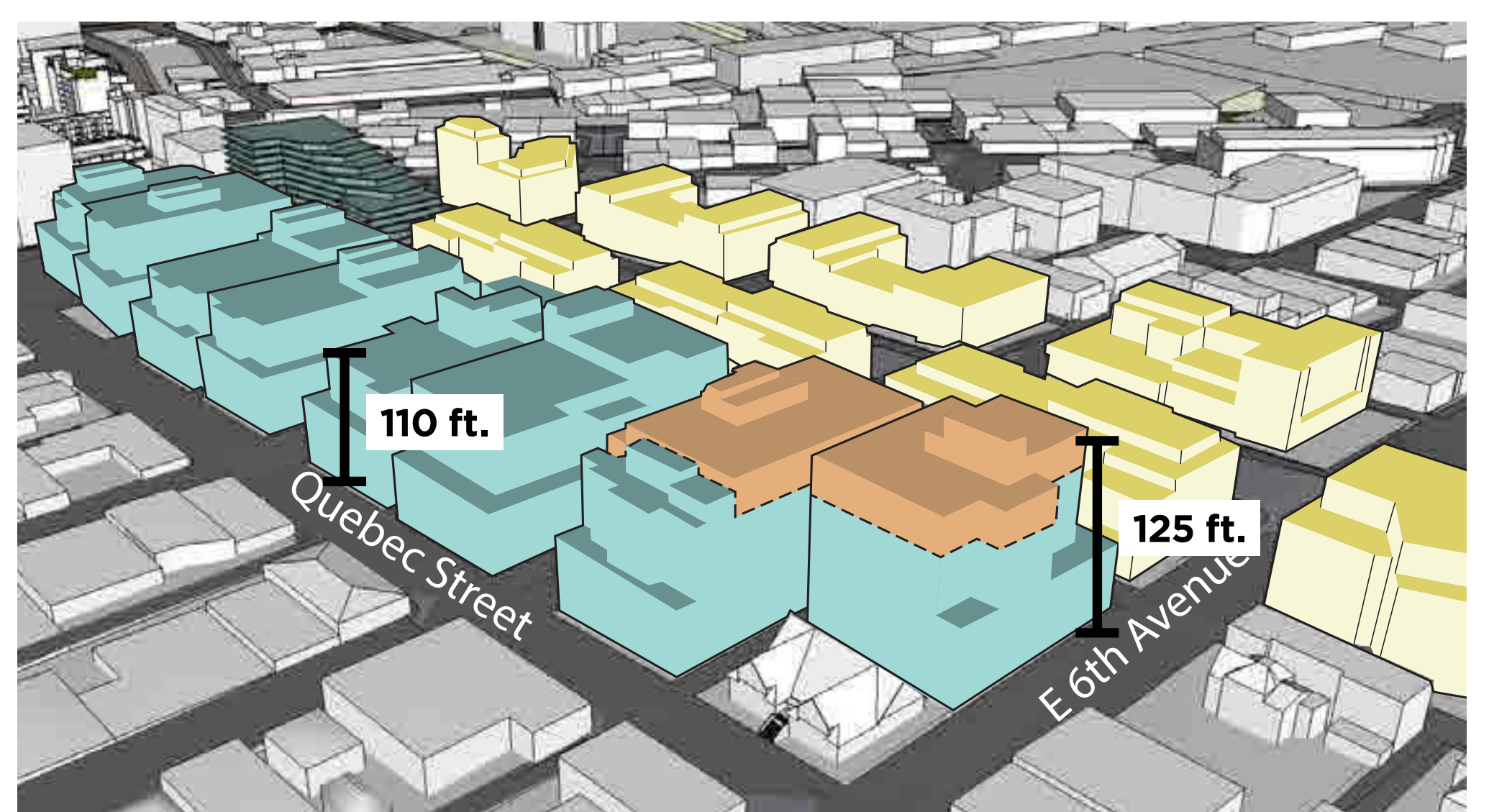
2. Retention: Redistribute floor area on the CoV site

If the annex is retained and height is restricted to 110 ft., the floor area achievable in a new building on the remainder of the site is less than what could be built if the annex was not retained. This option proposes additional building height up to 160ft. on the CoV site to make up the floor area shortfall and achieve 5 FSR on the site.



3. Retention: Redistribute floor area over the block

In this option the reduced floor area resulting from retention of the annex is redistributed over the whole block to limit the height to 125 ft.



In addition to the redistribution of floor area (described in options 2 and 3 above) the City is exploring ways to further improve the feasibility of retention and rehabilitation of the annex including the use of community amenity contributions (CACs) from nearby rezoning applications.

Transportation 2040 is a long-term strategic vision that guides Vancouver's transportation and land use decisions, and public investments.

The plan sets long-term targets to increase sustainable mode share and improve safety, and includes both high-level policies and specific actions.

Modifications to the street network affecting the Mount Pleasant Industrial Area will follow the policies identified in the Transportation 2040 Plan:



Walking

- Make walking safe, convenient and delightful
- Ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness

Cycling

- Make cycling feel safe, convenient, and comfortable for people of all ages and abilities
- Prioritize connections to important destinations like schools, community centres, transit stations, and shopping areas

Goods Movement and Loading

- Support the efficient movement and delivery of goods and services including loading and unloading

Motor Vehicles and Parking

- Manage the road network efficiently to improve safety, neighbourhood liveability, and support a gradual reduction in the need for parking

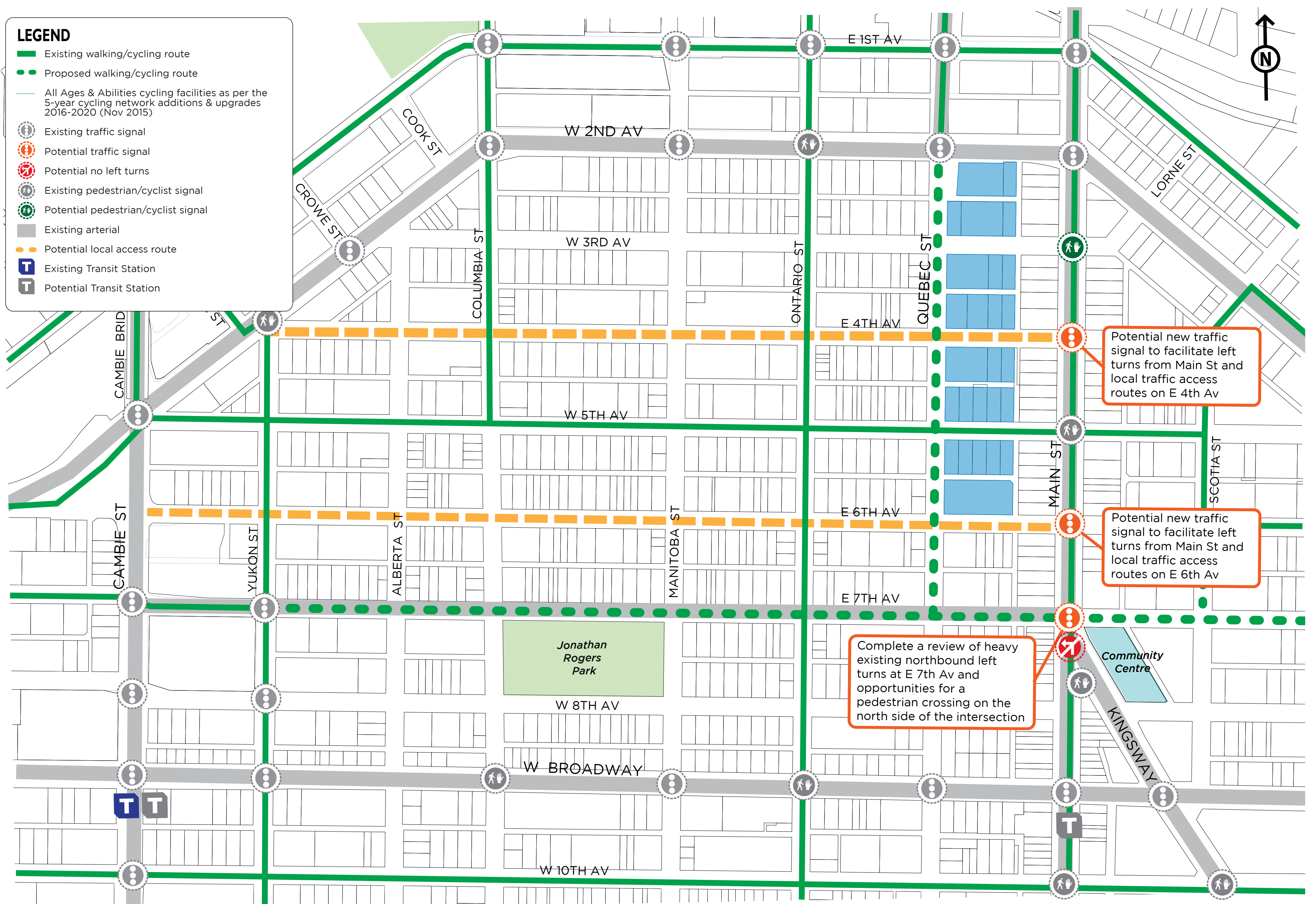


The street network changes for the Mount Pleasant Industrial Area could include:

- Installing two new signals at the intersections of Main and E 4th Avenue and Main Street and E 6th Avenue to facilitate access for vehicles, particularly for those making northbound left turns, and providing additional safe crossing points for pedestrians and cyclists
- Preserving E 5th and 7th Avenues as east-west walking and cycling routes which could include adding more greenery to the streets
- No longer permitting northbound left turns from Kingsway onto E 7th Avenue to create a safer and more pleasant walking and cycling environment on E 7th Avenue and to add a pedestrian crossing on the north side of the intersection



Looking north at the intersection of Main Street and E 7th Avenue



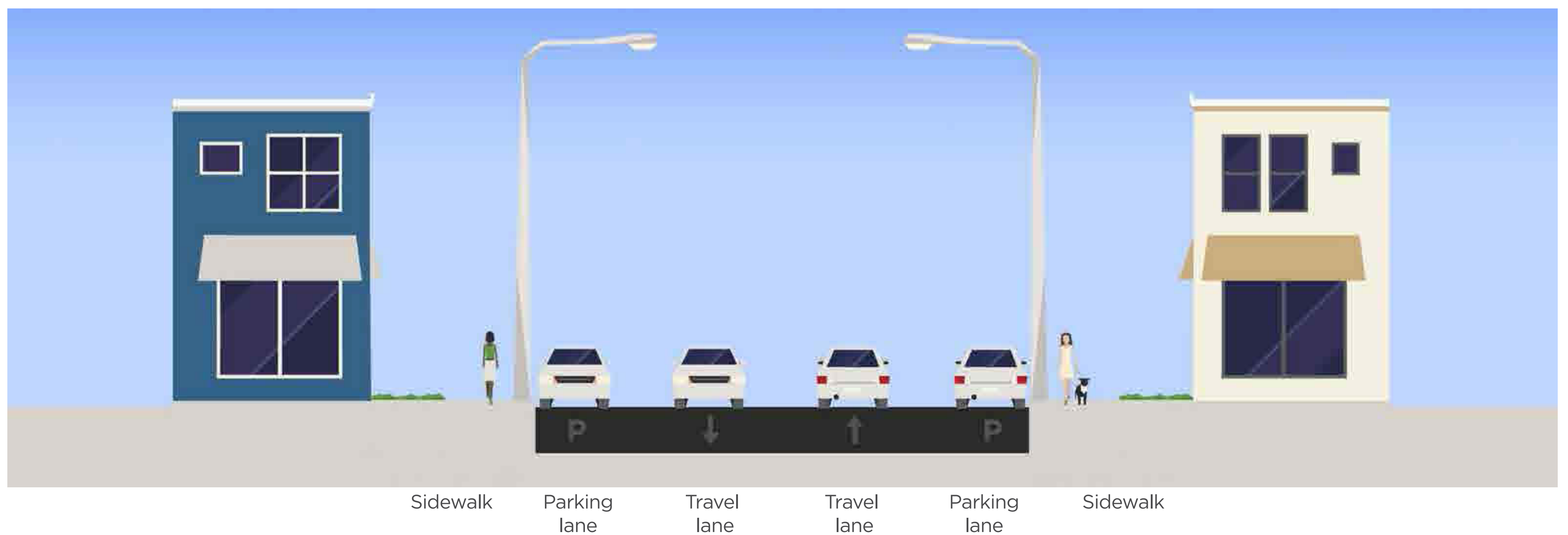
An updated new long-term strategic vision for Quebec Street includes enhancements to the walking and cycling network that makes it easier to navigate and more accessible for people of all ages and abilities. Changes to Quebec Street may include:

- Improved public realm for people walking and cycling
- Protected cycling facilities on Quebec Street by reallocating one lane of parking on Quebec Street
- Intersection improvements on Quebec Street from E 2nd Avenue to E 7th Avenue to improve the safety and comfort of people walking and cycling and accommodate local traffic



Looking south on Quebec Street from E 2nd Avenue

Existing Street Cross-Section



Future Street Cross-Section

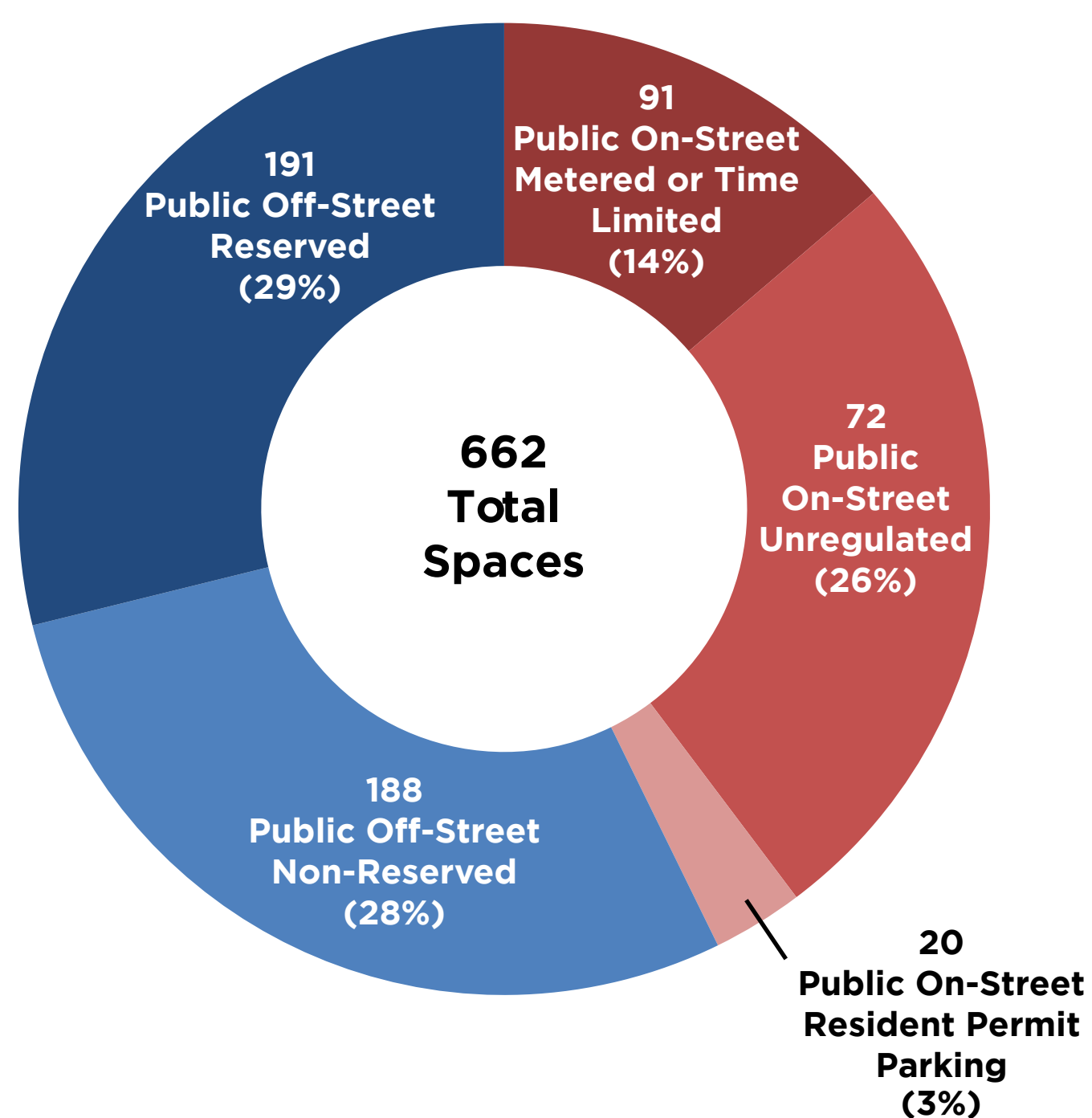


Current Number of Parking Spaces

A total of 662 parking spaces are available within the immediate vicinity of the proposed rezoning area:

- 283 spaces on-street*
- 379 spaces off-street

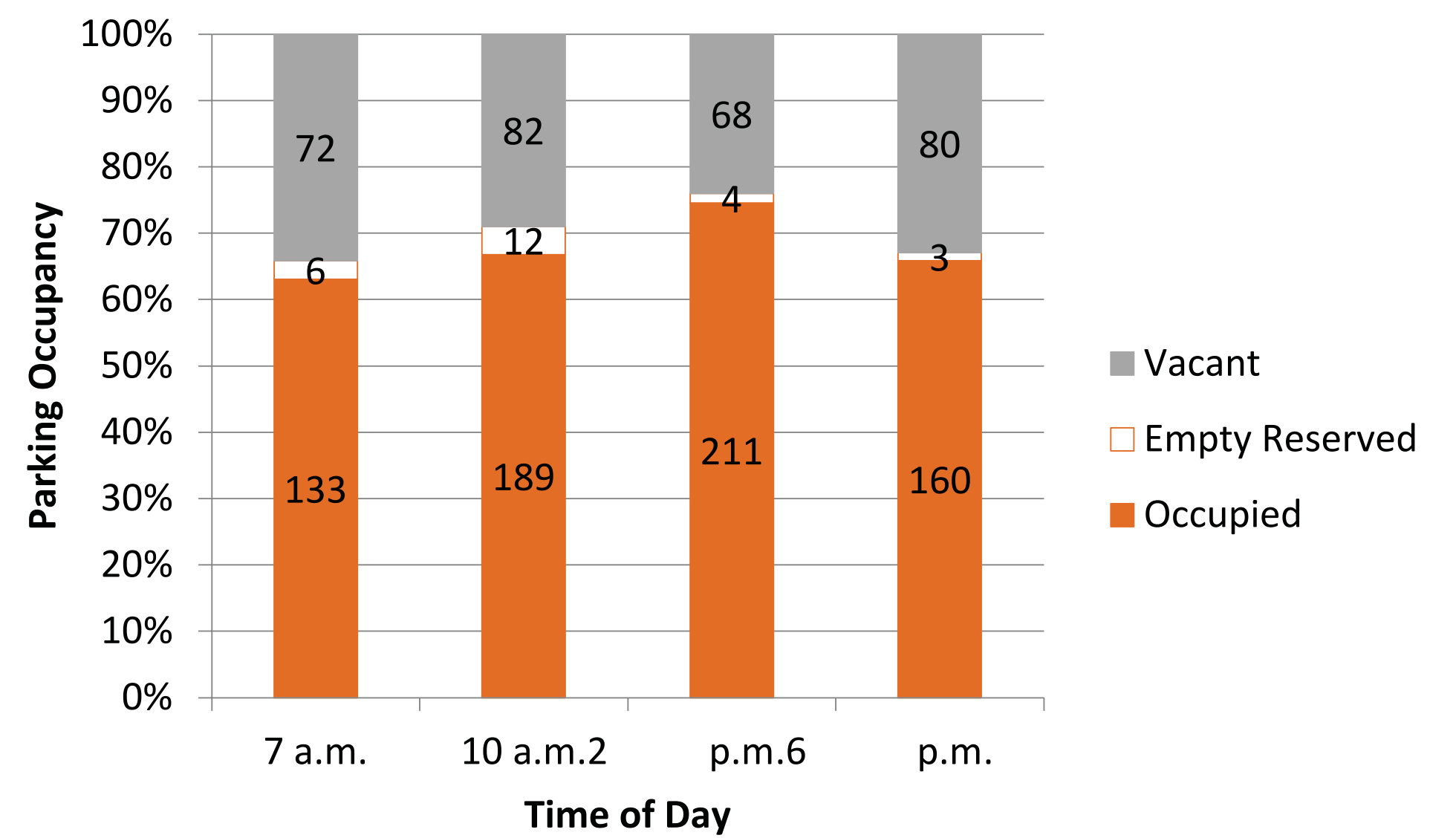
*on-street parking subject to rush hour regulations (approximately 70 fewer spaces in the AM peak and 40 fewer spaces in the PM peak)



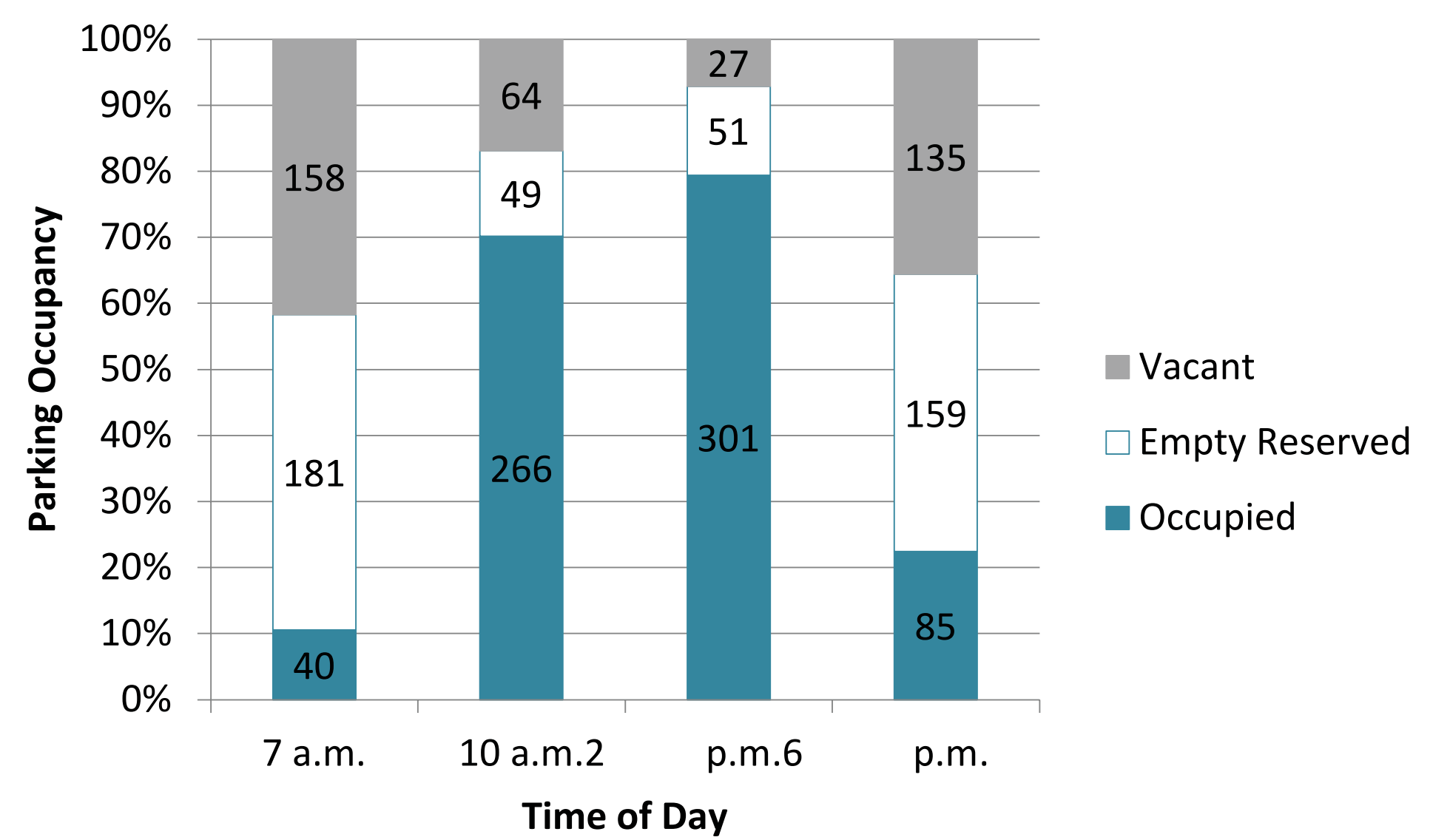
Current Parking Occupancy

Recent survey indicates that on-street parking demand is steady throughout the day and off-street parking demand is highest in the early afternoon around 2pm

On-Street Parking Occupancy



Off-Street Parking Occupancy



Proposed Changes

On-street loading and passenger pick-up/drop off are important street functions; however, some on-street parking would be removed from Quebec Street (approximately 40 spaces) when the complete street is implemented

Redevelopment sites are required to provide sufficient on-site parking to meet the Parking By-Law and anticipated needs for employees and business patrons/visitors.

Renewable Energy in Mount Pleasant

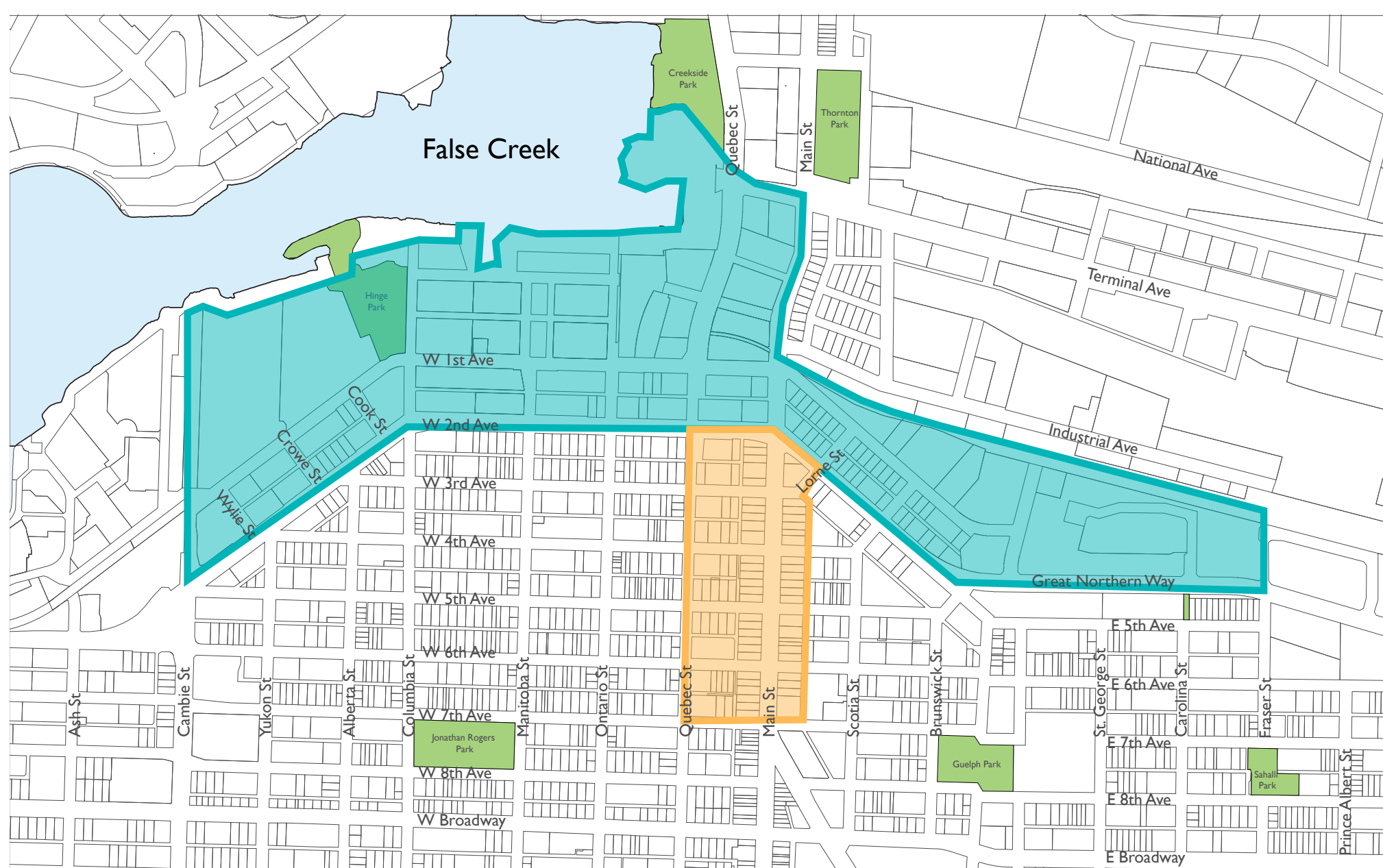
The Mount Pleasant Community Plan Implementation Strategy also supports the expansion of the South East False Creek Neighbourhood Energy Utility (NEU) in the Lower Main Street neighbourhood.

Energy used by buildings generates 55% of Vancouver's total greenhouse gas pollution. A priority of the Renewable City Strategy is to provide neighbourhood energy in high-density mixed-use parts of the City. The NEU moves heat through a dedicated pipe network to buildings within a service area and provides renewable energy that would not be available or affordable for individual buildings. Established in 2010, the NEU uses waste heat recycled from sewage as its primary energy source, eliminating more than 50% of the greenhouse gas pollution associated with the heating of buildings. The NEU is operated as a stand-alone utility by the City, recovering all of its costs from customer rates that are cost competitive with conventional heating systems.

Opportunity to Expand the Southeast False Creek Neighbourhood Energy Utility

The Lower Main area is adjacent to the Southeast False Creek NEU service area. City staff are currently exploring the viability of expanding the NEU to provide renewable energy service to the Lower Main area. To find out more about the SEFC NEU, please visit our webpage:

www.vancouver.ca/neu



Southeast False Creek NEU Stats:

