

DRAFT PLAN

ENGAGEMENT REPORT

NOVEMBER 2024



RUPERT + RENFREW
Station Area Plan



LAND ACKNOWLEDGEMENT

We acknowledge that we are on the unceded territories of the xʷməθkʷə́əm (Musqueam), Sḵwx̱kwú7mesh (Squamish) and səliwətaʔ (Tsleil-Waututh) Nations.

The term “unceded” acknowledges the dispossession of land and the inherent rights that the three Host Nations hold to this land. Musqueam, Squamish, and Tsleil-Waututh Peoples have called this area home since time immemorial, and each Host Nation has their own unique relationships with the area.

Historically, the area within the Rupert and Renfrew Station Plan Area was a location for fishing, harvesting, and hunting; pre-contact, there was a thriving economy and culture in this place. Working within the context of policies previously approved by City Council, including the Vancouver Plan and the City’s UNDRIP Action Plan, the Rupert and Renfrew Station Area Draft Plan strives to recognize that history by including key directions related to advancing reconciliation.

One key move in the Plan is working with Musqueam, Squamish, and Tsleil-Waututh Nations to support their development project at 3200 E Broadway, the former Liquor Distribution Centre located in the heart of the Plan Area. This development provides an opportunity to continue the Nations’ legacy as the original city-builders in this area by creating a mixed-use site with new public spaces, stores, employment, homes, and amenities.

As the planning process for the Rupert and Renfrew Station Area Plan progresses, the City of Vancouver looks forward to continuing to work with the three Host Nations as well as urban Indigenous communities to integrate Indigenous perspectives within the Plan.

In addition, here are a number of resources available to learn more about the historic and current relationships that the Nations have with the land that is referred to as the Rupert and Renfrew Station Plan Area:

Musqueam Place Names Map:

musqueam.bc.ca/our-story/our-territory/place-names-map

Squamish Atlas:

squamishatlas.com

Tsleil-Waututh Nation (Treaty, Lands & Resources):

<https://twnation.ca/our-departments/treaty-lands-resources/>

Vancouver’s Designation as a City of Reconciliation:

vancouver.ca/people-programs/city-of-reconciliation.aspx

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EXECUTIVE SUMMARY

In 2022, the City of Vancouver initiated a planning process for the area around Rupert and Renfrew SkyTrain stations to guide change and development over the next 30 years.

Since then, the City has engaged the public on all phases of the planning process. Most recently, over the summer of 2024 the City asked for feedback on the Draft Plan, which builds on public input from engagement in 2022 and 2023.

This report provides an overview of Draft Plan engagement opportunities and findings, covering proposed land use changes and policies related to housing, the Employment Lands and Still Creek.

Results from this phase of engagement will be used in combination with further technical and economic analysis to inform the Final Plan.

ENGAGEMENT NUMBERS AT A GLANCE



SUMMARY OF WHAT WE HEARD

Survey respondents were asked 17 questions that sought to identify their level of agreement or disagreement with the key policy directions for the Plan Area. For the majority of questions, over 75% of respondents selected either “Agree” or “Strongly Agree.”

Support for the proposed direction in the Draft Plan was particularly strong (over 90% “Agree” or “Strongly Agree”) in two areas: enhancements to Still Creek and increasing shops and services throughout the Plan Area.

Other written comments suggest general support for increasing residential density in the Station

Areas and expanding the Villages, as well as making it safer to walk and cycle. There were mixed opinions about big box stores and some concerns over whether existing infrastructure can support higher residential density.

One question showed a more even response. When asked about incentivizing below-market rental housing in the Villages, 47% selected “Agree” or “Strongly Agree,” compared to 40% that selected “Disagree” or “Strongly Disagree.” Written comments for that question suggest that many people agree with providing below-market rental, but believe that the proposed approach will not yield a sufficient number of housing units.



BACKGROUND

In March 2022, the City of Vancouver initiated a planning process for the Rupert and Renfrew SkyTrain Stations in East Vancouver with the intent of creating a plan to guide change and development in the area over the next 30 years.

This planning process has taken place over three key phases (see project timeline below). To date, City staff have conducted three rounds of public engagement (including the one outlined in this document) seeking input through online surveys, open house events, and targeted workshops.

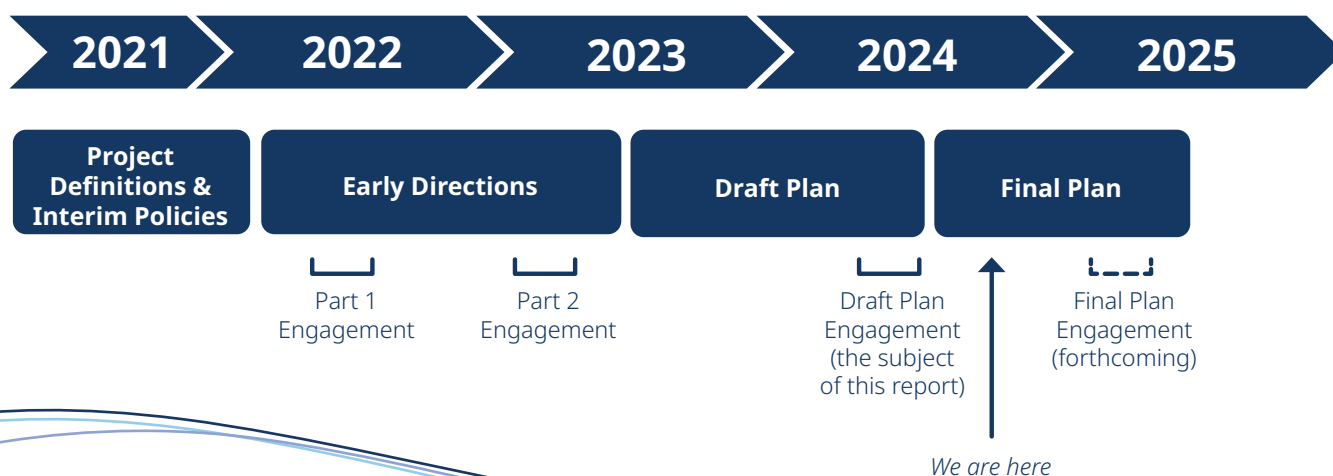
After each round of public engagement, feedback was analyzed and used by staff to inform key decisions, draft policies, and next steps.

From June to August 2024, City staff conducted engagement on the Draft Area Plan and its key directions.

This report summarizes the feedback received. For more information on the Draft Plan context, including the boards that were used as part of the engagement process and survey, please see our [Shape Your City webpage](#).

Feedback in this report will be used to finalize the Rupert and Renfrew Station Area Plan, which will be presented to City Council for consideration in Spring 2025.

PROJECT TIMELINE AS OF NOVEMBER 2024





HOW WE ENGAGED

The City used a variety of tools to engage members of the public on the Draft Plan, including in-person open house events, targeted engagement sessions, and an online engagement website.

Written feedback was collected through an official survey, short-form comment cards, and email.

OUTREACH

12,927

postcards sent in the mail

55,571

accounts reached on social media



Opportunities to provide feedback on the Draft Plan were announced through multiple channels, including physical mail, email, and social media.

A postcard was mailed to every address in and around the Plan Area, as well as property owners whose mailing addresses were elsewhere. Cards contained information about the Draft Plan and the open house events.

City staff also distributed promotional handouts at Rupert and Renfrew SkyTrain stations as well as at the local community centres.

Email notifications were sent to individuals and organizations who subscribed to the project's email list. Engagement activities were also advertised on the City of Vancouver's social media channels.

EVENTS

4

in-person open
house events

19

targeted
engagement sessions



In addition to the 4 open house events and 19 targeted engagement sessions, the City also hosted 6 in-person pop-up events. For a full list of events, please see the Appendix.

In-person open house events provided the public with an opportunity to learn more, speak to City staff, and provide feedback. 1,165 people attended the four open house events, including 615 attendees at our initial Launch Event.

Additionally, City staff hosted 19 targeted engagement meetings with equity-denied groups, local organizations, and intergovernmental partners. These targeted sessions helped us reach a broader range of people.

Language Accessibility

In recognition of the diverse profile of the local population, the planning team ensured that language accessibility was built in throughout the engagement process in accordance with City policy. Language accessibility measures included:

- Open house boards, the survey and key advertising materials were translated into Traditional Chinese, Simplified Chinese, Vietnamese and Tagalog
- Cantonese and Mandarin speaking staff were present at all open house events
- Interpretation services in other languages were available upon request

FEEDBACK

760

completed
survey responses

86

submitted
comment cards

Among the 760 completed survey responses were 56 responses in languages other than English: 48 in Traditional Chinese, 7 in Simplified Chinese, and 1 in Vietnamese.

A survey was used to assess the levels of support/non-support for different policy directions of the Draft Plan. The survey was available online from June 25 to July 31, 2024. Paper surveys were available at in-person events.

The public also had the opportunity to provide feedback through shorter comment cards at events, or by contacting the planning team via email.

WHAT WE HEARD: SURVEY FINDINGS

The survey consisted of 17 questions about the Draft Plan, including a mix of Likert scale (support/non-support) multiple choice and open-ended questions, as well as a series of questions about demographics.

SUMMARY OF SURVEY FINDINGS

HOUSING AND LAND USE

- Support for increasing **housing options**, below-market housing, missing middle housing types, and high-rise buildings, especially near transit hubs.
- Support for development incentives and zoning strategies to optimize land use, with a preference for **moderate increases in building heights**, to balance density and neighbourhood character.
- Support for **preserving Employment Lands** and allowing more flexible uses in them.

ENVIRONMENT AND OPEN SPACES

- Support for **restoring and daylighting Still Creek** and creating natural areas with improved access to green space, including support for creating a **walking and biking trail** along the creek, with a preference for natural dirt paths over paving.
- Support for expanding **ecological corridors** to preserve natural spaces and enhance wildlife habitats, with effective long-term maintenance.
- Support for more **places for gathering**

COMMUNITY, SHOPS AND SERVICES

- Support for **expanding Villages** to enhance connectivity with surrounding neighborhoods, with an emphasis on creating vibrant, walkable communities with mixed-use buildings that combine residential and commercial spaces.
- Support for increasing **shops and services**, offering a variety of retail options and services throughout the Plan Area to enhance neighborhood vibrancy, and favouring small, local businesses over large chains.
- Mixed opinions about **big box stores**: while valuing their convenience and lower prices, there are concerns about large parking areas taking up valuable land.
- Support for expanding **affordable childcare options** to support families in the station areas.

TRANSPORTATION AND INFRASTRUCTURE

- Support for enhancing **safe walking and cycling infrastructure**, expanding greenways, and prioritizing public transit over vehicle use.
- Concern about whether **existing infrastructure** and services can support higher density, with calls for improvements in transportation, parking, utilities, and community services.

WHO WE HEARD FROM

Vancouver residents and visitors come from many different backgrounds. We asked respondents to complete demographic questions at the end of the survey in order to better understand the composition of survey respondents, and to compare how respondents reflect the general population.

For two questions, respondents could select more than one response, so the totals exceed 100%.

Key Highlights

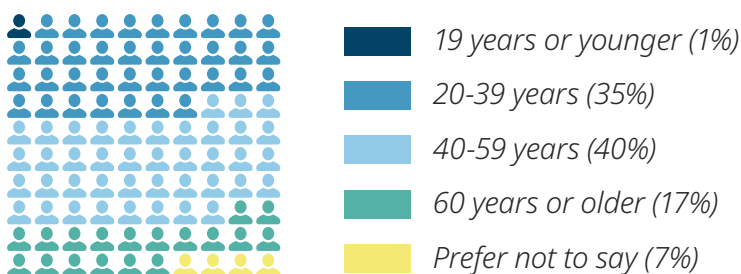
- 67% of respondents who provided a postal code reported living in the Plan Area
- 75% of respondents were aged 20 to 59, and 17% were 60 years or older
- Visible minorities, households with lower incomes, renters, and children were underrepresented in the sample compared to census data for this area

AGE DISTRIBUTION

n = 742

Only 1% of respondents were 19 years old or younger.

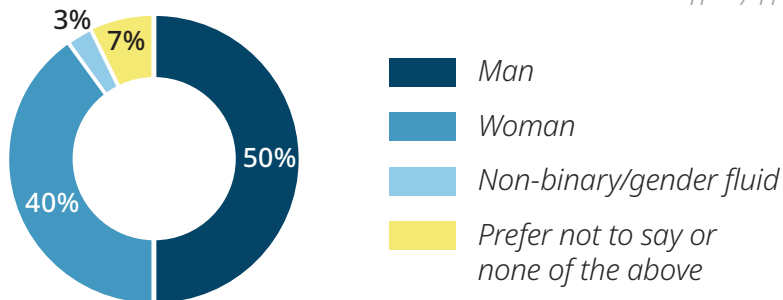
A significant majority (75%) were between 20 and 59 years old.



GENDER IDENTITY

n = 741

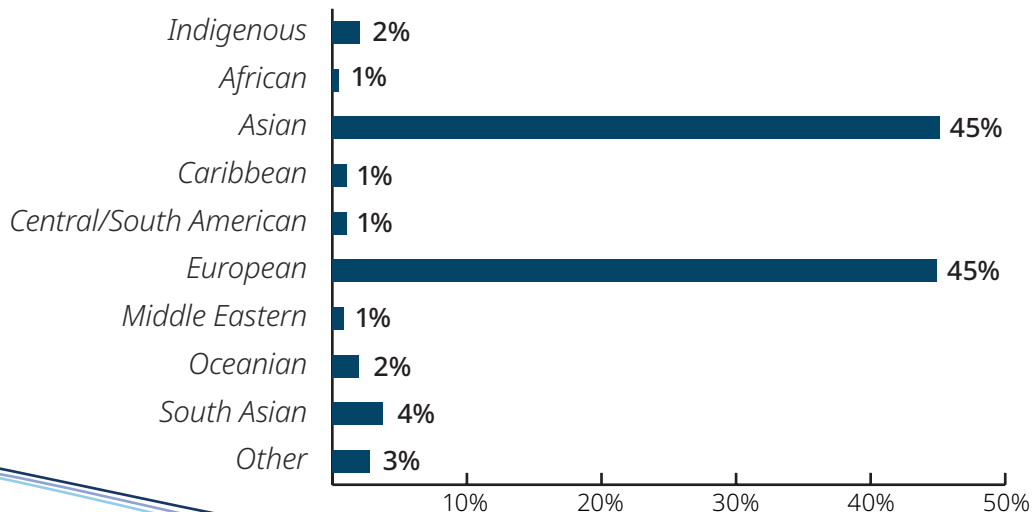
50% of respondents identified as men and 40% identified as women. 3% of respondents identified as non-binary or gender fluid.



ETHNIC ORIGIN

n = 741

Most respondents identified as having either Asian or European ethnic origin. Since respondents could select all that apply, the figures here include respondents with multi-ethnic backgrounds. 6% of respondents identified as having more than one ethnic origin.

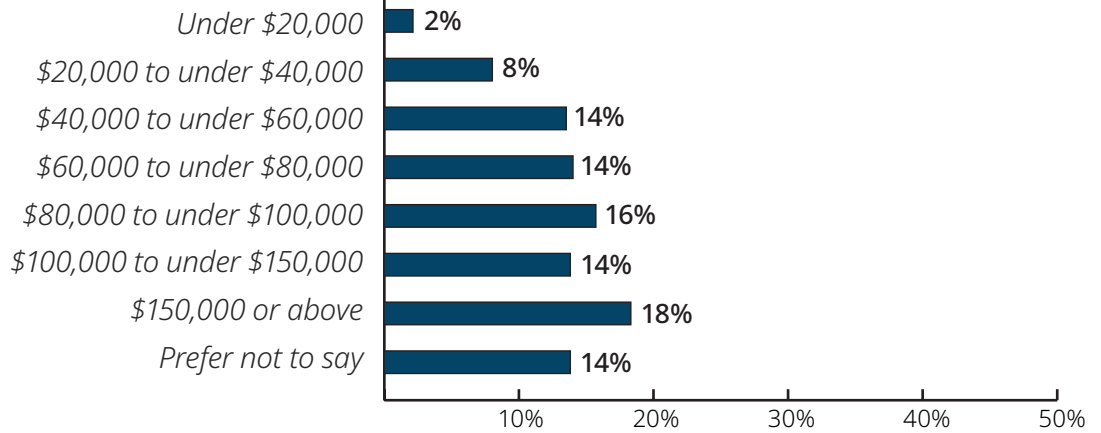


INCOME

n = 740

A majority of respondents reported earning between \$40,000 and \$150,000 a year.

10% of respondents reported earning less than \$40,000 and 18% reported earning more than \$150,000.

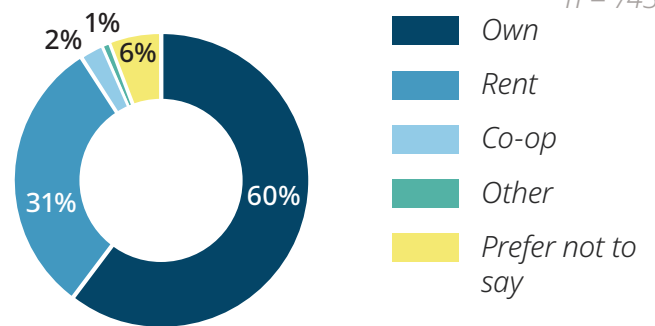


HOUSING TENURE

n = 743

Over half of survey respondents (60%) indicated that they own their own home.

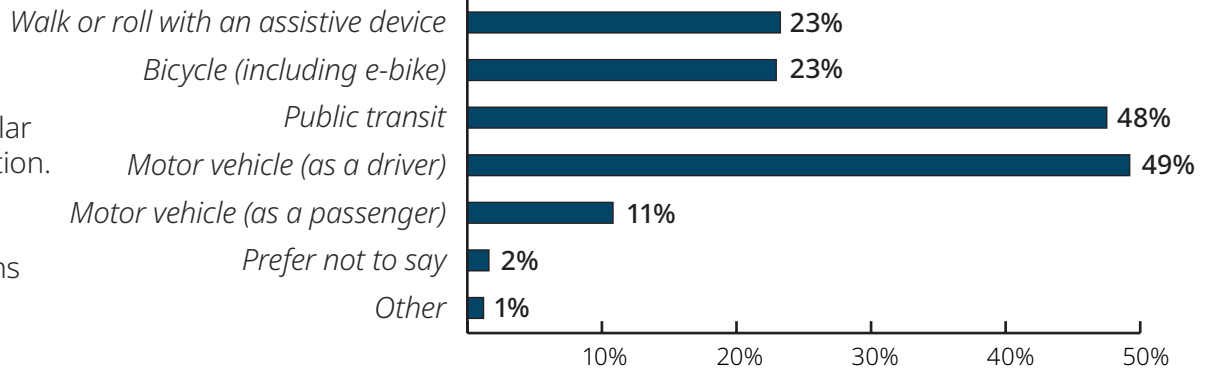
Just under one third (31%) of respondents said that they rent their home, and 2% of survey respondents reported living in co-op housing.



TRANSPORTATION

n = 742

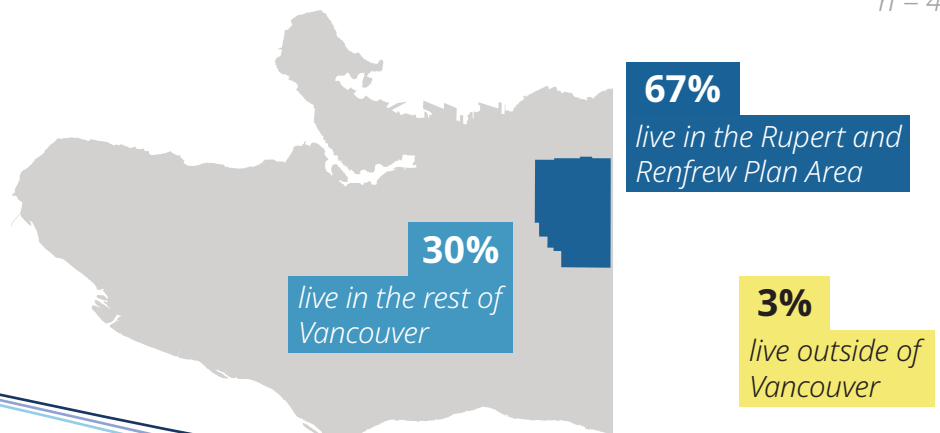
Motor vehicle (as a driver) and public transit were the two most popular forms of transportation. 61% of survey respondents selected two options and 39% selected one option only.



LOCATION

n = 472

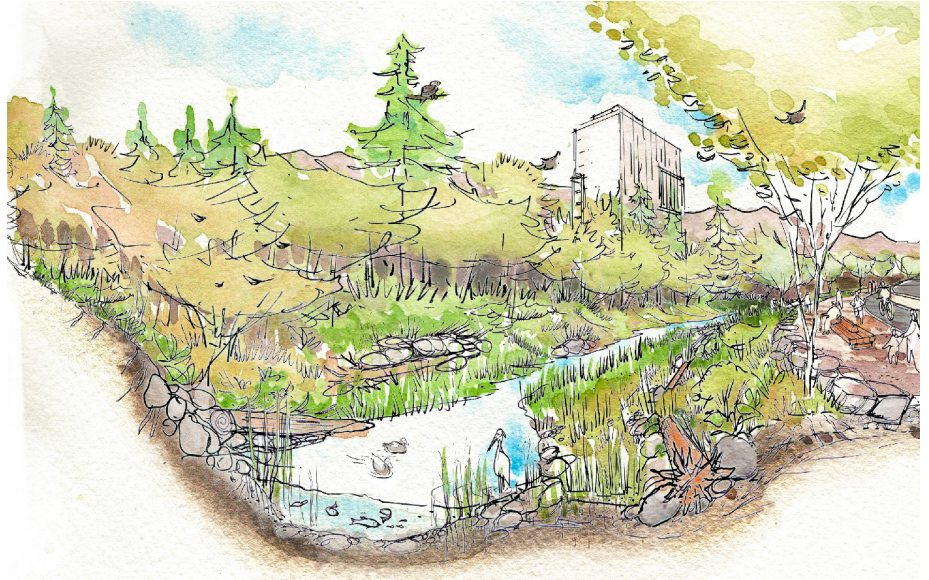
About 62% of survey respondents provided a postal code, and 67% of those individuals reported living within the Rupert and Renfrew Plan Area.



WHAT WE HEARD: STILL CREEK

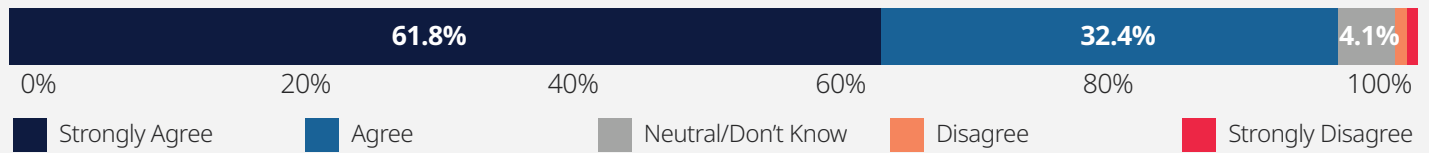
During previous engagement opportunities, residents expressed support for expanding and daylighting Still Creek.

The planning team responded to feedback by developing an approach to enhancing Still Creek that includes daylighting, expanding the creek to create salmon habitat and manage water runoff, and developing a new path along the corridor edge. In the survey, respondents were asked for their thoughts on these proposed enhancements for Still Creek.



Do you agree or disagree with the proposed approach to enhancing Still Creek?

n = 589



Likes

- Support for daylighting Still Creek and restoring the creek's original ecology and nature
- Support for creating natural areas and paths, improving access to green space for people and wildlife, with interest in additional tree planting

Concerns

- Concerns about water management, reducing flood risk, maintenance of planted areas, and garbage accumulation

“

“The Still Creek ravine is a gem. I'm in favour of all measures that increase daylighting and enhance Still Creek.”

“Still Creek is an important ecological corridor in the area ... the plan would open up the creek to nature and local residents to use.”

“Provide more and better access to the creek area. I don't think there is any walking trail along the creek area.”

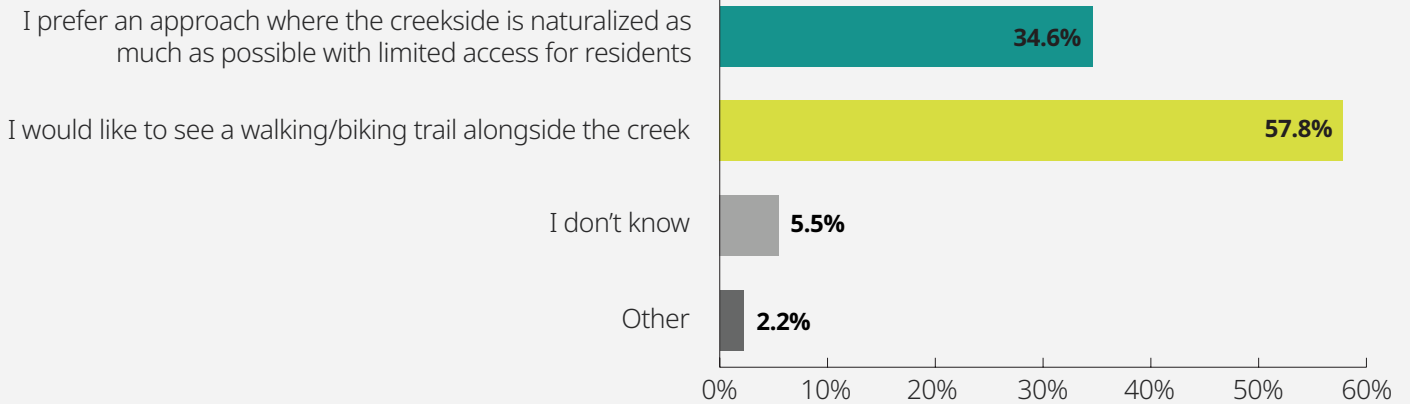
“Do not daylight it. It is too costly. The City parks also cannot afford to take care of the green spaces now; the array of needles, garbage, and invasive species are proof of that.”

”

STILL CREEK: CREEKSIDE OPPORTUNITIES

Which of the following statements best reflects your opinion on the creek-side opportunities?

n = 587



Likes

- Support for creating a walking and biking trail at the edge of the creek to manage access, with a preference for natural dirt paths
- Advocacy for a balanced approach that allows for naturalization alongside the development of walking and biking trails
- Support for preserving and restoring the creekside as a natural environment, with a focus on enhancing biodiversity, planting native species, and limiting urban development

Concerns

- Concerns about the negative impacts of increased public access, such as littering, habitat damage, and the introduction of invasive species



“Still Creek needs as much help as possible for ecological restoration.”

“I would rather reallocate street space for that purpose than destroy more nature.”

“But I also want the creek side as naturalized as possible.”

“I think it’s possible to have a path while balancing ecological benefits. We live in an urban area, there needs to be a balance of urban use and natural use.”

“It is safer to limit changes to the stream to avoid damage.”

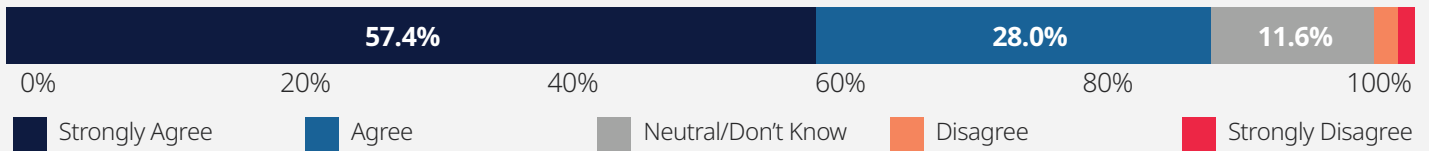
“Give incentives to developers for CACs aimed at improving overall landscape and accessibility along the Creek.”



STILL CREEK: ECOLOGICAL CORRIDORS

Do you agree or disagree with this approach to building ecological corridors that prioritizes connections to Still Creek along Nootka and Skeena Streets?

n = 585



Likes

- Support for creating and expanding ecological corridors to preserve natural spaces, with emphasis on the environmental benefits, and supporting wildlife habitats
- Suggestions to enhance ecological corridors by planting more trees, creating nature areas, and implementing pollution prevention measures

Concerns

- Concern about the feasibility of creating realistic natural habitats in urban settings and potential conflicts with development
- Questions about long-term maintenance and effective implementation of the corridors

“

“Transforming roadways into naturalized areas to create ecological corridors is a great initiative.”

“Allow native plantings/trees along the corridors, and spaces for birds and pollinators.”

“The city should be re-allocating space away from cars and towards more people-oriented places at every opportunity.”

“These ecological corridors must allow for view-points so that residents can see the habitats and wildlife.”

“This project should be funded from general revenues, not development cost levies or other fees.”

“Good in theory, not sure how realistic it is to have natural habitats beside a city highway. Would this impede development?”

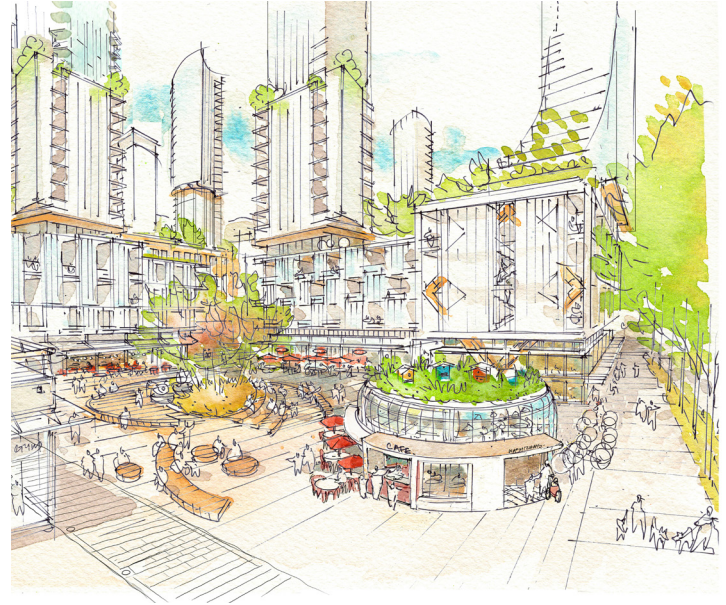
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WHAT WE HEARD: EMPLOYMENT LANDS

The Draft Plan envisions intensifying the Employment Lands given its city-wide importance as a significant industrial and employment area.

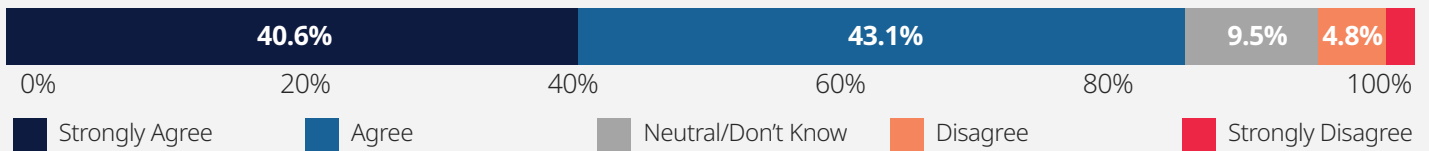
Key moves include allowing larger and taller buildings in the Employment Lands in order to support more local jobs, retaining big box stores along Grandview Highway, improving pedestrian infrastructure (while still supporting vehicle access), and creating new public spaces.

In order to preserve job opportunities, the Plan will not allow housing in this area, with one exception at 3200 E Broadway, a MST (Musqueam, Squamish and Tsleil-Watuth) development project which is being advanced to support the City's commitment to Reconciliation.



Looking at the big moves and the future of the Employment Lands, do you agree that we are heading in the right direction?

n = 562



Likes

- Support for preserving Employment Lands, including increasing flexibility and density
- Support for enhancing walking, cycling infrastructure in this area, expanding greenways, and prioritizing public transit over vehicle use
- Suggestions for integrating housing within mixed-use areas, particularly in industrial zones

Note: There were many survey responses that indicated interest in allowing residential uses in the Employment Lands. However, this is contrary to regional and City policies and has the potential to increase the value of surrounding employment lands, thus pricing out local businesses and leading to the further loss of employment lands.

“

“It’s important to preserve employment lands and this plan does a good job of that. I think we should increase allowable densities for employment land.”

“Pleasant walking/cycling routes through the employment area connecting residential areas north and south of Grandview Highway to each other and the stations is important.”

“Allowing more density for employment and industrial uses is good, but it may make sense to include housing in some mixed-use developments so long as there is a net increase in employment space.”

”



EMPLOYMENT LANDS: SHOPS AND SERVICES

Do you agree or disagree with the proposed approach to big box grocery stores?

n = 558



Likes

- Support for big box stores due to their convenience, proximity, and lower prices
- Suggestions for integrating big box stores into high-rise residential buildings to make better use of space

Concerns

- Discomfort with big box stores due to perceived lack of community feel and concerns about large parking areas wasting valuable land
- Preference for supporting small, independent, and local businesses

“

「大型百貨...可提供廉價並且品質好的食品及用品。」
Translation: "Large-format retail ... can provide low-cost and high-quality food products and usable goods."

"Large stores (i.e., Superstore) are important parts of the neighbourhood with many shoppers."

"It would be better to redevelop them with big-box stores maintained at ground level with residential above."

"It would be nice to improve walking and cycling connections to big box stores on Grandview Hwy. Move parking lots behind the buildings and create a more attractive human-scaled facade."

”

WHAT WE HEARD: STATION AREAS

The Draft Plan proposes more housing in the areas around Rupert and Renfrew SkyTrain Stations, including buildings up to 40 storeys closest to the stations and buildings of lower heights further out. This density takes advantage of proximity to transit, and will also help fund and deliver childcare and below-market rental, both of which were identified as desirable outcomes during previous rounds of engagement.

Apart from new housing types and tenures, the Draft Plan also proposes requirements for ground-floor shops and services, requirements for underground structures (including parkades) to protect groundwater flow to Still Creek, improved pedestrian and bike connections to the SkyTrain stations, and more.



Looking at the big moves and the future of the Station Areas, do you agree that we are heading in the right direction?

n = 717



Likes

- Support for increasing housing density across the area, especially near transit stations, to address housing shortages

Concerns

- Concerns about negative impacts on neighbourhood character and increased traffic, with suggestions for more green spaces
- Concerns about whether current infrastructure and services can support higher density, with calls for improvements in transportation, parking, and utilities

“

“Density around transit hubs makes sense. We need to reduce vehicle dependency and its related costs (financial & environmental).”

“Increasing housing density around station areas make sense. Our city needs to change to meet today’s needs as well as the future’s.”

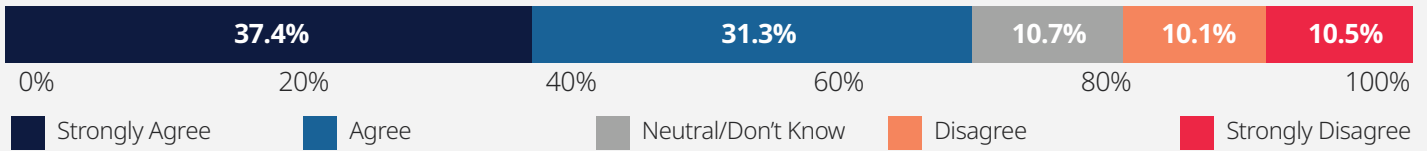
“The plan encroaches too far into established neighborhoods. The apartments should be on the main streets only, not the side streets.”

”

STATION AREAS: HOUSING

Do you agree or disagree that we should provide incentives for market rental, below-market rental, and social housing units in the Station Areas?

n = 712



Likes

- Support for increasing affordable housing and diversifying housing types
- Support for changes to increase housing options, with an emphasis on flexible zoning
- Support for development incentives, provided they meet the needs of the community, and include conditions for affordable housing

Concerns

- Rising housing costs and fears that new developments may not be genuinely affordable

“

“More below-market, affordable housing is needed.”

“I agree in principle, but will these units really be affordable? Or just slightly less unaffordable?”

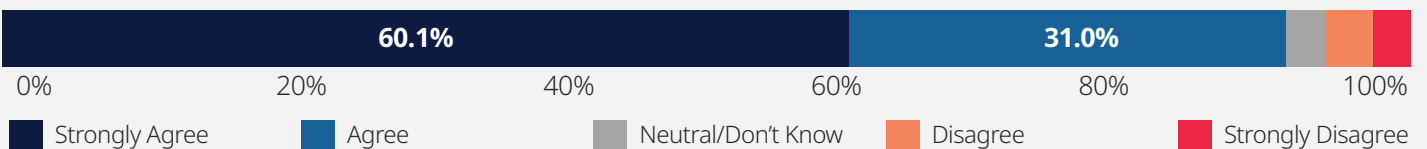
“I really don't believe the below-market idea is an effective way to provide affordable housing.”

”

STATION AREAS: SHOPS AND SERVICES

Do you agree or disagree with allowing more shops and services in the Station Areas?

n = 707



Likes

- More shops and services, with a desire for thoughtful location and design of retail spaces
- Support for both big box stores and small businesses, though some prefer small businesses over large chains

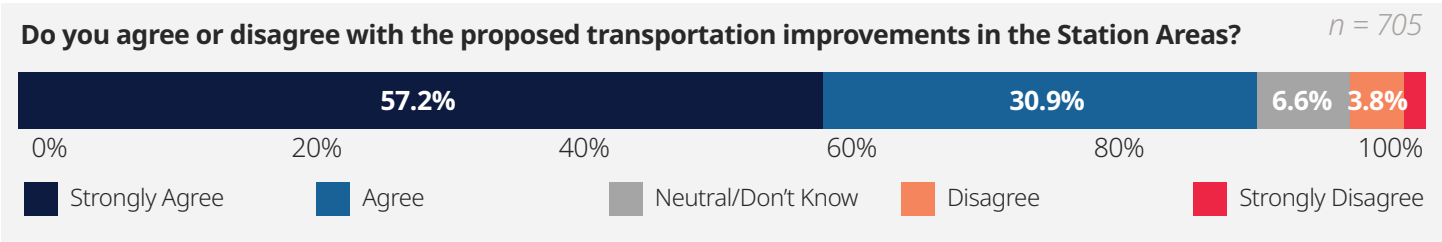
“

“I am very much in favour of allowing more shops and services in station areas, especially if the built form is catered to walking/transit/biking, and less car oriented like it is now.”

「設立更多大型商店和百貨公司」
Translation: “Set up more large format retail and department stores.”

”

STATION AREAS: TRANSPORTATION



Likes

- Support for integrating comprehensive active transportation systems, and developing safe, well-connected, and accessible walking and biking paths

Concerns

- Concerns about impact of new developments on traffic flow, particularly in high-traffic areas, and the desire to maintain car access and adequate parking near shops and services

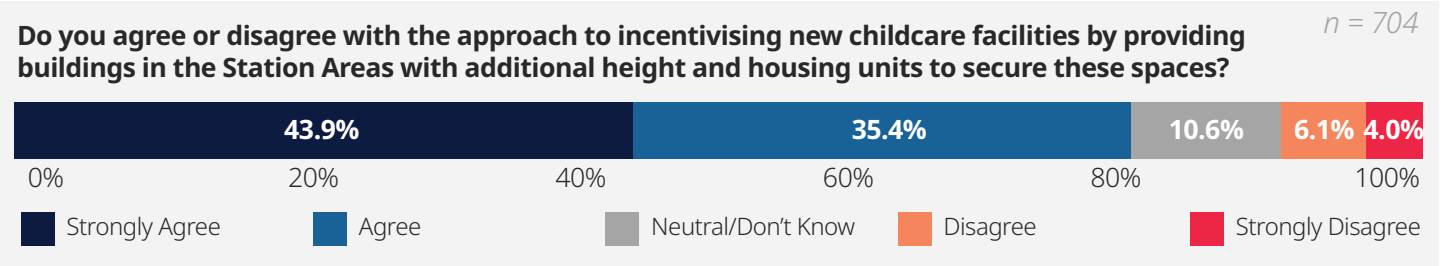
“

“Make sure you also provide parking. Not everyone can be ‘car-free.’”

“Ensure pedestrian walk paths are separated from cyclists’ paths. Pedestrians and cyclists are often at odds as these are shared paths.”

”

STATION AREAS: CHILDCARE



Likes

- Support for expanding childcare to families and working parents
- Desire to ensure childcare is affordable

“

“More childcare options will make it easier for families to stay here. This is desperately needed.”

“I think more is needed to encourage/require childcare.”

“The number of daycare spaces is grossly deficient compared to the number of homes proposed.”

”

Note: There were many survey responses that indicated a desire for affordable childcare. The Rupert and Renfrew Station Area Plan is focused on public and non-profit childcare, in alignment with [Making Strides: Vancouver’s Childcare Strategy](#) and senior government directions.

WHAT WE HEARD: VILLAGES

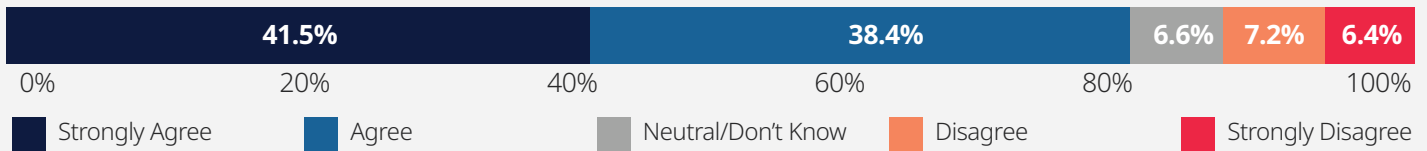
The Draft Plan includes three Villages and parts of two others. These are proposed to be complete neighbourhoods with shops and services, missing-middle housing (including apartments up to 6 storeys), and community amenities.

Proposed changes include improved streets, more retail, and improved public spaces, all of which residents have previously expressed support for.



Looking at the big moves and the future of the Villages, do you agree or disagree that we are heading in the right direction?

n = 670



Likes

- Support for increasing affordable and social housing options
- Support for villages that connect and integrate with surrounding neighborhoods, with an emphasis on walkability
- Support for increasing middle missing building types and building heights to 6 storeys

Concerns

- Questions about the adequacy of infrastructure to support increased density, with calls for more parks, schools, and healthcare facilities
- Concerns about negative impacts of increased densities and heights on neighbourhood character and increasing traffic

“

“Really support the allowance of mixed-used buildings up to 6 storeys. This is the ‘missing middle’ that Vancouver desperately needs.”

“Below market rentals: there is an extremely serious housing crisis. 20% is not enough and ‘below market’ is not low enough considering how high market rents are now. We need more social housing.”

“More density requires more community resources. Like another community centre with a swim pool or a bigger one. Schools and urgent care centres. More stores.”

“Keep the pool for the kids. There are so few pools left and they are much better than the splash pads.”

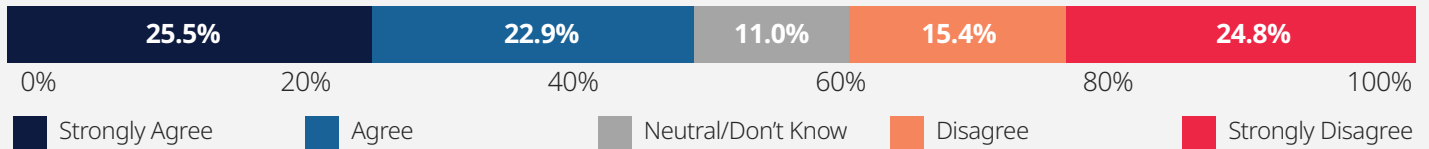
“Need more housing units per building to bring down housing prices. This area is too expensive.”

”

VILLAGES: HOUSING

Do you agree or disagree with the proposed approach to incentivizing below-market rental units in the Villages?

n = 664



Likes

- Support for increasing below-market housing options, and increased height buildings, with suggestions to increase the percentage of rental units in the new developments

Concerns

- Concerns about the viability and overall feasibility of below-market housing with the proposed height restrictions

“

“More than 20% [below-market rental] is needed.”

“Inclusionary zoning is a failed policy. Just allow the density by default — requiring developers to build it just results in less housing.”

”

Note: In this question, some survey respondents raised questions about the viability of below-market low-rise housing. As part of the technical work of developing the Draft Plan, the City undertook economic viability testing on all housing options contained therein.

VILLAGES: TRANSPORTATION

Do you agree or disagree with the proposed transportation changes in Villages?

n = 662



Key Themes

- Support for greenways to provide safer, more connected routes for walking and cycling
- Support for enhancing pedestrian safety through traffic calming and better crossings
- Overall support for protected bike lanes on smaller and main streets, though some concerns were expressed

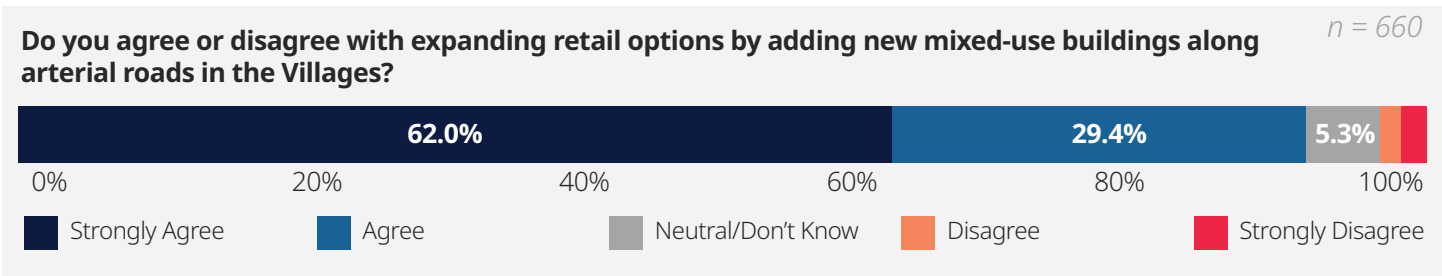
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“Yes please, less cars, more walking, more bikes, more e-scooters.”

“Bike lane needs to be separated. It’s way too dangerous to ride alongside Renfrew without a way to prevent cars from crossing into it.”

”

VILLAGES: SHOPS AND SERVICES



Key Themes

- Support for more shops and services on arterial roads and other locations (e.g., side streets), with a preference for supporting small, local, and independent retail options that cater to community needs, over large chain stores
- Support for mixed-use buildings that combine residential and commercial spaces, with suggestions for increased density and flexibility in ownership models
- Support for allowing shops and services not only on main streets but also on side streets



“This is exactly what these neighbourhoods need. Complete neighbourhoods are the future!”

“I would love to see more corner stores!”

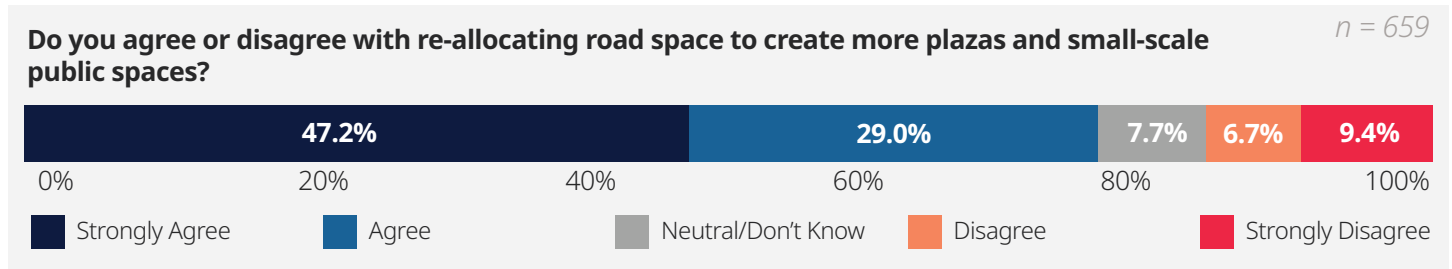
“Don't limit it to arterial roads; walking to shops on side streets is more pleasant.”

“We really don't need more grocery stores in the area, but more shops would be great. There are a bunch of dead shops at E 1st that could use revitalization. “

“I like some of the shops at E 1st and Renfrew; hopefully there will be some way to protect them from getting gentrified into something else.”



VILLAGES: PUBLIC SPACE



WHAT WE HEARD: MISSING MIDDLE AND MULTIPLEX

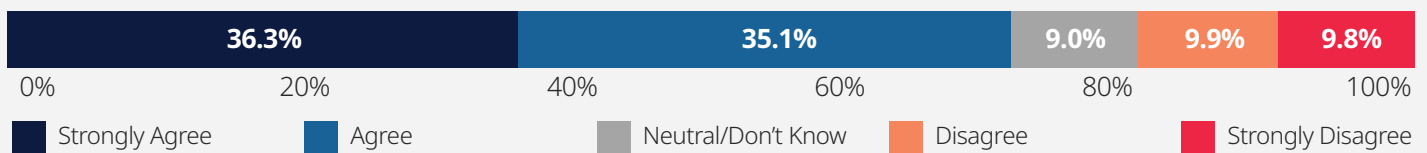
During previous engagement, the planning team heard strong support for missing-middle housing to be located throughout the Plan Area.

The Draft Plan proposes expanding missing-middle housing in sites within walking distance to local amenities.



Looking at the missing middle areas do you agree or disagree with the proposal to allow missing middle options like low-rise apartments and townhouses in these areas?

n = 738



Likes

- Support for increasing housing options, particularly in areas well-served by infrastructure or transit
- Support for missing middle housing types like townhomes, duplexes, and low-rise apartments to provide more affordable and diverse options

Concerns

- Concerns about the impacts of increased density, such as congestion and strain on infrastructure and green spaces, and changes to neighbourhood character and community cohesion
- Desire to ensure an adequate supply of larger units suitable for families

“

“Missing middle is absolutely needed in Vancouver to a significantly greater degree.”

“Happy to see the increased density to 6 storeys throughout.”

“I agree, however, I am skeptical that the price range for missing middle housing will be affordable for middle class people.”

“Have the buildings be bigger. There [is no SkyTrain] so ... people need the shops nearby [and] cannot just go somewhere else.”

“I worry that higher buildings will impact view corridors. I would prefer to see a cap on height of 3 stories.”

”



WHAT WE HEARD: ADDITIONAL FEEDBACK

Likes

- General support for the plan's vision, highlighting its potential to enhance livability, walkability, and affordability
- Emphasis on the importance of public spaces (including green spaces, plazas, parks and gathering areas), community spaces, and cultural spaces to support an expanding population and enrich community life

Concerns

- Questions and concerns about different options, zoning, and density across neighbourhoods
- Requests for greater community engagement to increase public awareness, including specifics on density, building forms, and demographic data

“

“There is a strong chance that I will be evicted due to this plan. But I think the resulting density is very important and my only shot at staying in this area long term.”

“The area is currently very light on cultural amenity spaces and community centres. Please plan for new community centre(s) with pool [and] other fitness and cultural/gathering spaces.”

“There needs to be amenities that aren't tied to development contributions, i.e., food assets, green space, Renfrew Park Community Centre, and Frog Hollow ... we should not be overlooked because we're in East Vancouver.”

“Please be thoughtful about [plan] implementation. Existing affordable communities are in this area, and any path forward needs to preserve and grow them.”

”

WHAT WE HEARD: OPEN HOUSES

At each open house event, City staff set up a series of boards that laid out different parts of the Draft Plan for people to peruse at their own pace. People who attended were encouraged to fill out the survey.

Attendees also had the opportunity to fill out short comment cards with general comments. Below is a summary of comment card feedback organized by theme, as well as a few select quotes.

COMMENT CARDS

Housing Options and Heights

- Support for increased housing options and higher buildings in Station Areas, with various specific suggestions and support for increasing density in targeted areas

Transportation and Mobility

- Concerns about increased traffic and reduced parking from increasing density, and suggestions for infrastructure improvements, such as pedestrian overpasses and traffic calming measures

Stores and Services

- Support for more neighbourhood stores and improving/expanding Renfrew Community Centre
- Concerns about the adequacy of infrastructure to support increased density, with calls for more community amenities

Green Space and Environment

- Support for expanding green spaces, wildlife habitats, and ecological corridors, and preservation of the creek
- Concerns about the environmental impact of development, including the loss of wildlife and natural spaces, the use of synthetic turf, displacement of groundwater, and light pollution

“

“One thing I would like to see if more area set aside for wildlife and park use. Currently the lawns and yard vegetation support a lot of bird life. If the whole area is occupied by 6+ storey buildings, much of that space will disappear.”

“We need to incorporate food forests into the plans in multiple areas to encourage stewardship, have accessible and healthy local native food plants ... and increase points of human-nature connection.”

“Support the additional density. Please add more community services like community centre spaces, pools, parks, covered cooling areas.”

”





NEXT STEPS

Now that the Draft Plan stage of this project is complete, the project team will be working on finalizing the Rupert and Renfrew Station Area Plan.

Throughout the remainder of 2024, the project team will look at what aspects of the Draft Plan may need to be changed or clarified in response to the public feedback outlined in this report. Furthermore, there will also be additional technical and environmental analyses in a number of areas, including but not limited to soil conditions, high groundwater, and the economic viability of proposed building heights and densities.

Content that was shared with the public during our Draft Plan engagement over the summer is subject to change as staff review proposed land uses,

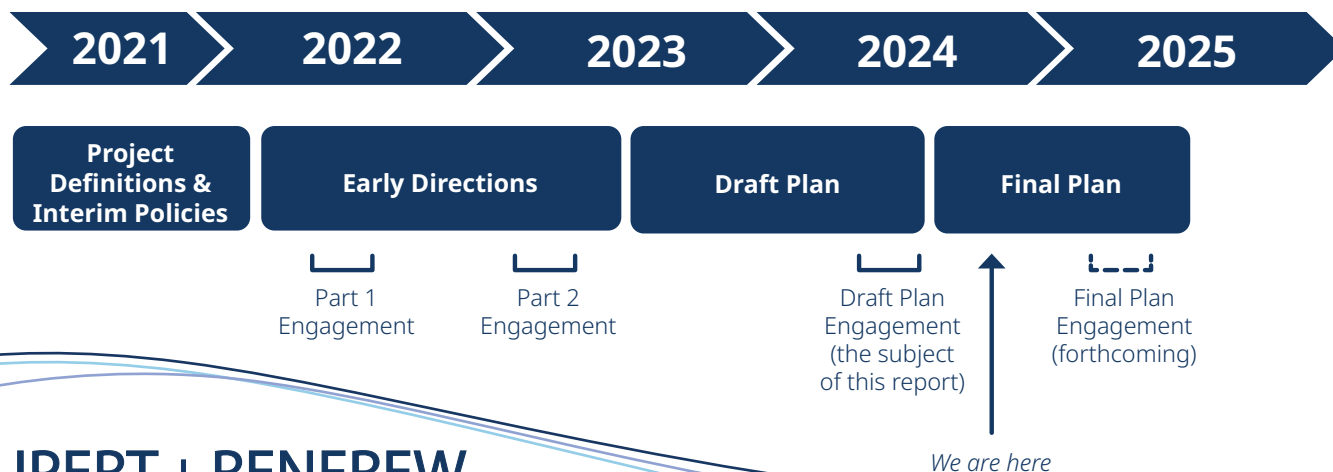
building heights and densities, and/or conditions or requirements that must be met in order for development to occur.

The Final Plan will be completed and presented to Council for consideration in early 2025. It will be shared with the public prior to being presented to Council.

Thank you to everyone who participated in our Draft Plan engagement, whether by attending an event, filling out the survey, and/or reading through our materials.

If you have any questions in the meantime, please contact the project team at RupertAndRenfrewPlan@vancouver.ca or visit our website at www.shapeyourcity.ca/rupert-renfrew-station-area-plan.

PROJECT TIMELINE AS OF NOVEMBER 2024



APPENDIX

List of Engagement Events and Activities

DATE	TIME	NAME OF EVENT	LOCATION	ATTENDEES
Open House Events				
June 29	11:00 AM to 3:00 PM	Community Launch Event	Renfrew Park	615
July 3	6:00 PM to 8:00 PM	Open House	Thunderbird Community Centre	215
July 4	6:00 PM to 8:00 PM	Open House	Renfrew Park Community Centre	230
July 9	6:00 PM to 8:00 PM	Open House	Thunderbird Community Centre	105
Community Events and Pop-ups				
June 27	7:30 AM to 9:30 AM	SkyTrain Pop-Up	Renfrew and Rupert SkyTrain Stations	120
June 28	12:30 PM to 1:30 PM	Renfrew Park Community Centre	Renfrew Park Community Centre	30
July 5	3:30 PM to 5:00 PM	Renfrew Park Community Centre	Renfrew Park Community Centre	20
July 8	10:30 AM to 12:00 PM	Sunrise Family Fun Program	Sunset Park	10
July 11	5:30 PM to 7:30 PM	Music in the Park	Renfrew Park Community Centre	15
July 24	4:30 PM to 6:00 PM	SkyTrain Pop-Up	Rupert SkyTrain Station	150
Other Events				
June 28	2:00 PM to 3:30 PM	Chinese Social Group (Cantonese)	Renfrew Park Community Centre	75

In addition to public events, staff also organized targeted engagement meetings, including with the Urban Development Institute (UDI) and various businesses and non-profits in the Plan Area.

Staff also convened meetings with intergovernmental partners, including within the City of Vancouver (Vancouver Fire Response Services, Real Estate and Facilities Management, and the Transportation Advisory Committee) as well as outside of the City of Vancouver (TransLink, BC Hydro, and the Vancouver School Board).

