

RUPERT + RENFREW

Station Area Plan

Area Profile - October 2023



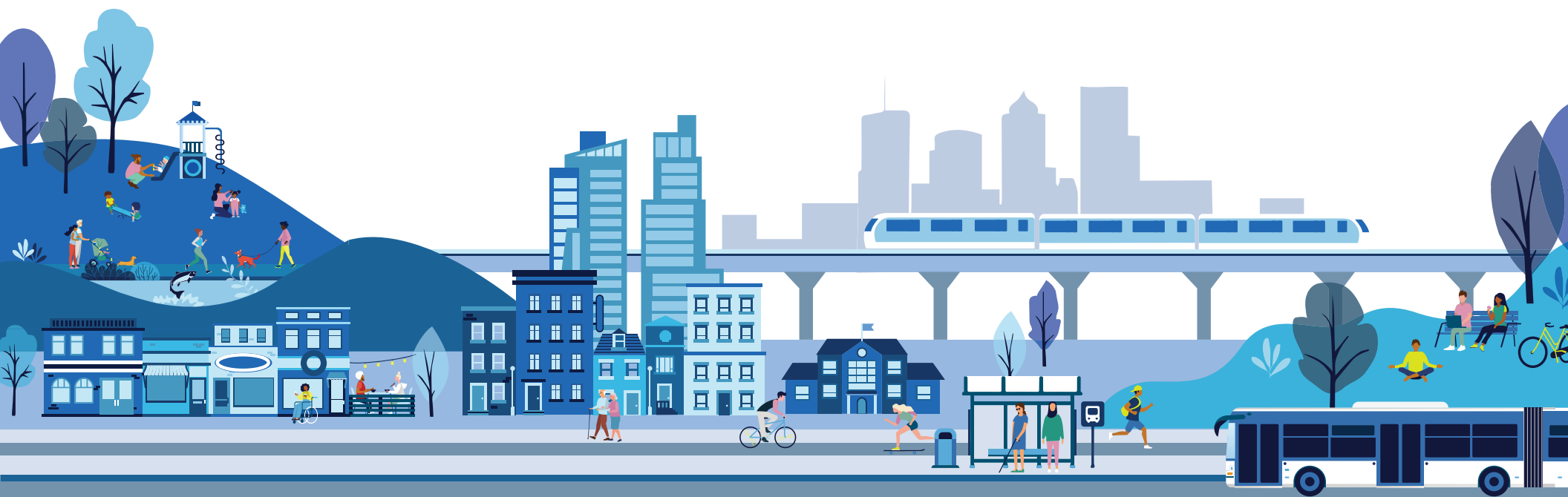


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Looking northwest from Lougheed Highway at Skeena Terrace
(Source: BC Housing)



Still Creek

Source: City of Vancouver

Musqueam, Squamish & Tsleil-Waututh

We would like to acknowledge that we are on the unceded territory of the xʷməθkʷəy̓əm (Musqueam) Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations.

Musqueam, Squamish, and Tsleil-Waututh have called this place home since time immemorial. The area boundary that makes up the Rupert and Renfrew study area historically would have been a location for fishing, harvesting, and hunting. Each Host Nation has their own unique relationships with the area (i.e. place names and various other uses and relationships with and to the land).

In 2013, Vancouver City Council was designated as a City of Reconciliation, and in 2022, City Council adopted the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy. The calls-to-action include four themes of the BC Declaration on the Rights of Indigenous Peoples Act (Declaration Act):

- » Social, cultural, and economic well-being
- » Ending Indigenous-specific racism and discrimination
- » Self-determination and inherent right of self-government
- » Rights and title of Indigenous People

In addition, there 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 study area.

Musqueam Place Names Map:

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

Squamish Atlas:

squamishatlas.com

Vancouver's Designation as a City of Reconciliation:

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



Red Fox Drum, ArtStarts at River Market, 2017 (Source: August Studios)

Introduction

The Rupert and Renfrew Station study area covers approximately 660 hectares on the unceded territories of the Musqueam, Squamish and Tsleil-Waututh First Nations. The Area Plan will be the first to align with the Vancouver Plan. This document provides a demographic snapshot of the study area using 2016 Census data and highlights key characteristics of the area and its residents.

The area around Rupert and Renfrew SkyTrains includes 81 hectares of commercial and industrial land known as the Grandview Boundary Mixed-Employment and Industrial Lands. This employment base, connected to rail and the regional highway network, is significant to both the local and regional economy. The need to protect and intensify these employment lands for job-oriented uses has been identified, given the scarcity of industrial and employment land available in the city.

Outside of the employment lands, the existing development pattern is similar to other low-density neighbourhoods in east Vancouver, consisting predominantly of single-family housing along with secondary suites (approx. 82%). Almost all the market rental housing in the area is found in secondary suites with the noted exception of a few purpose-built rental buildings. The Rupert and Renfrew Station area planning process will explore expanding housing options, with a focus on rental, below-market rental and social housing.

Portions of the Still Creek watershed and floodplain fall within the area. This unique natural asset provides environmental and social value for the community and drainage for the watershed. Like all of Vancouver’s streams and creeks, the Still Creek floodplain is impacted by climate change and new development.



Renfrew Skytrain Station, 2022 (Source: City of Vancouver)

Site Area and History

The majority of the Rupert and Renfrew Station study area lies within the Still Creek watershed. Prior to European settlement, the Still Creek Watershed was a thriving ecosystem of bogs, wetlands and temperate rainforests that supported Musqueam, Squamish, Tsleil-Waututh Peoples.

Through colonization, logging, and the dispossession of land from Musqueam, Squamish and Tsleil-Waututh Peoples onto Federal Reserves; settlers implemented small farms and in the 1910s the area developed into a gridded system of small single-family homes. In the 20th century, the demand for community parks and green spaces increased leading to the creation of many community parks in the area including Falaise Park, Beaconsfield Park and Charles Park.

In 1948, the Canada Mortgage and Housing Corporation (CMHC) built affordable housing for veteran’s returning from World War II in the Falaise area. “The Project” brought six hundred homes to Renfrew Heights. At the time, the area was known as Diaper Hill because so many residents were having babies that many rows of diapers were seen hung on clotheslines from the bottom of the hill.

Significant commercial and industrial development took place in the area beginning in the late 1950s with the construction of Grandview highway and portions of Highway 1 and later in 1999 with the completion of the Millennium Line.

An archeological assessment of the study area will be undertaken as part of the Rupert and Renfrew planning process. Ongoing work during the planning process will help identify tangible and intangible cultural heritage to help inform the outcome of the Area Plan.



Mural Commemorating Diaper Hill (Source: motiongroove.com)

New Study Area Boundary

Vancouver Plan, approved in July 2022, provides a long-term plan for the City. Staff have expanded the study area boundary to include several of the Vancouver Plan ‘villages’ that are partly outside our original study area boundary.

In addition, a portion of the study area in the southwest was identified as having limited sewer capacity and was removed from the planning process.

The Vancouver Plan’s ‘villages’ are envisioned to be oriented around a small collection of commercial and community uses that provide local jobs, daily needs, and community place-making and social connections. New housing options, in the form of multiplexes, townhouses, and low-rise apartments up to 6 storeys, will bring more people of different ages, incomes, and backgrounds into the community.

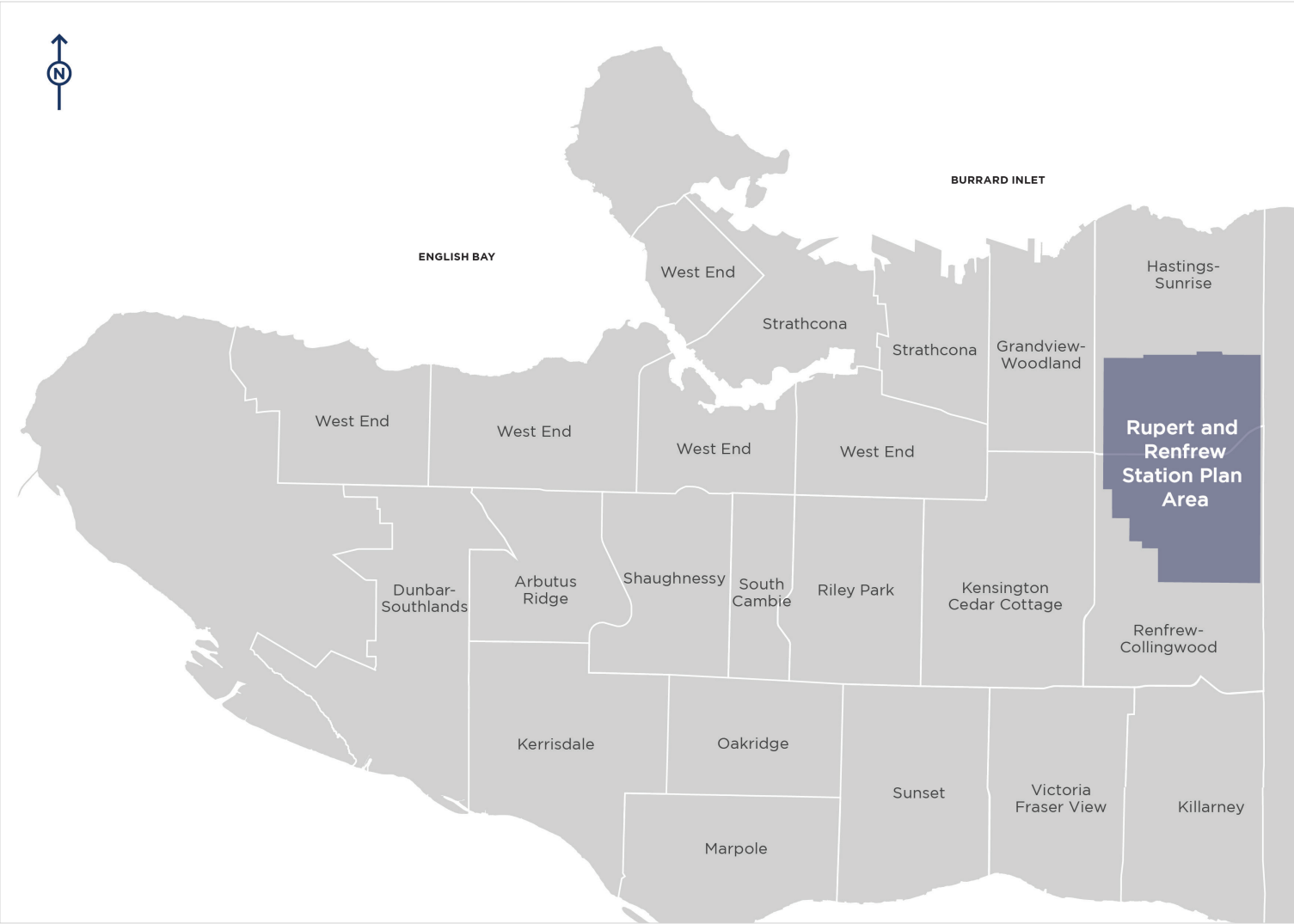


Data Source: City of Vancouver Open Data Portal



Study Area Boundary

Data Source: City of Vancouver Open Data Portal

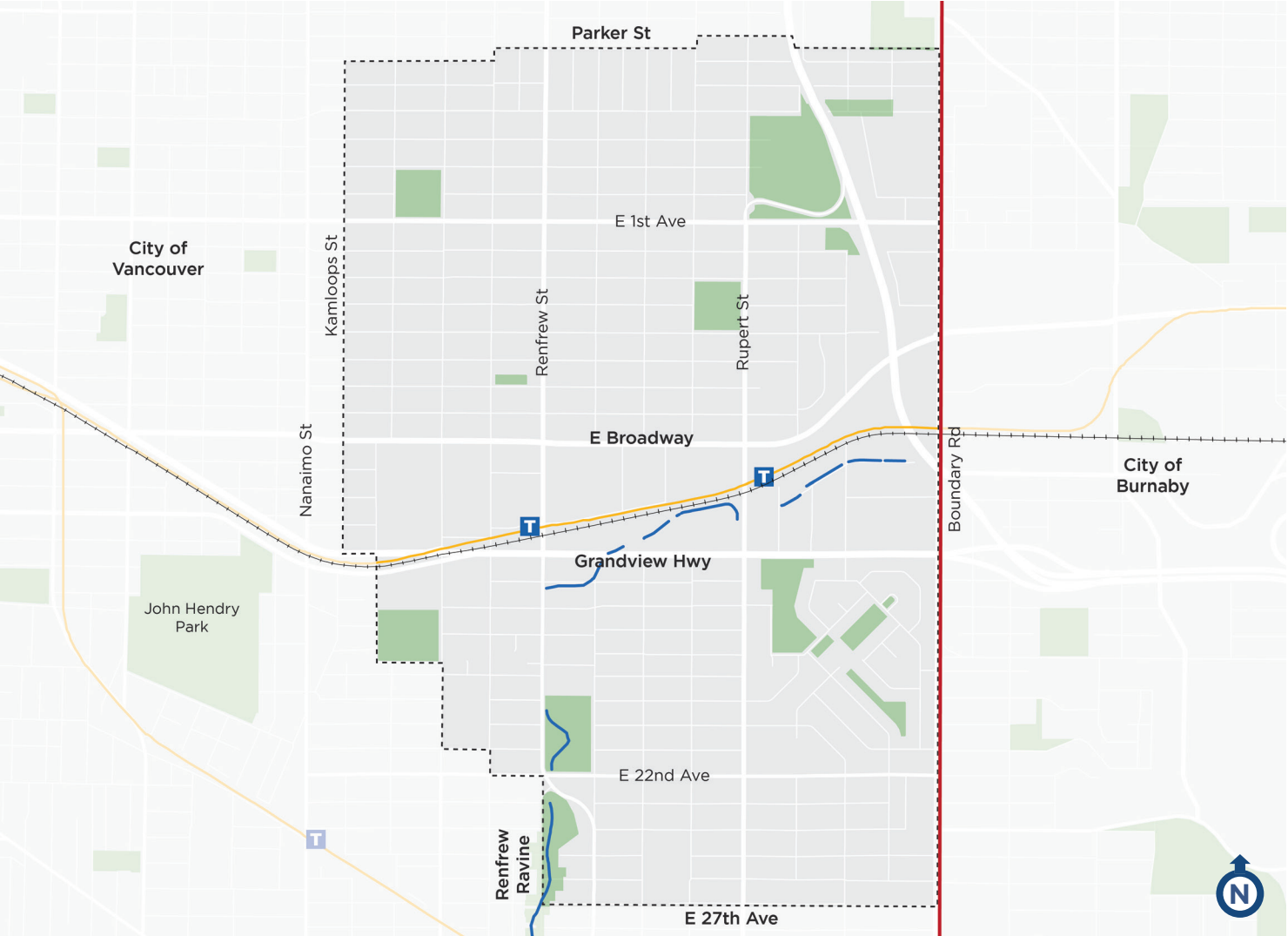


Rupert and Renfrew Study Area Boundary

Comments:

The study area for the Rupert and Renfrew Station Area Plan is located in the northeast of the City. Within the study area boundary are portions of the Hastings-Sunrise and Renfrew-Collingwood neighbourhoods. The area consists of approximately 1,650 acres (660 hectares) of land.

Data Source: City of Vancouver Open Data Portal

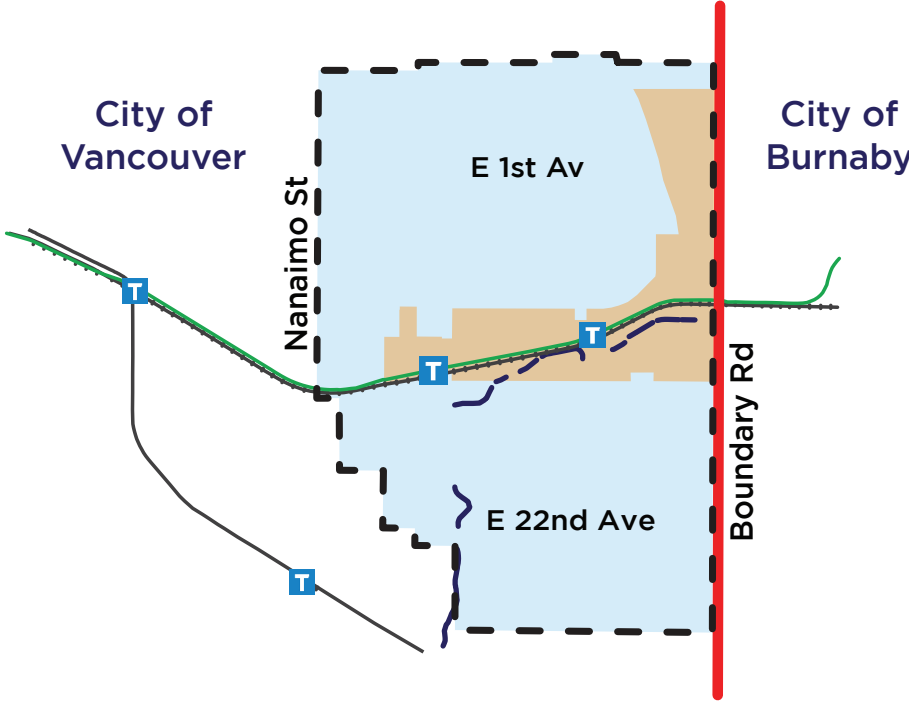


- Rupert and Renfrew Study Area Boundary
- City of Vancouver Boundary
- T Rupert and Renfrew Skytrain Stations
- Central Valley Greenway/ Millennium Line
- Canadian National Railway Tracks
- Still Creek and Renfrew Ravine

Comments:

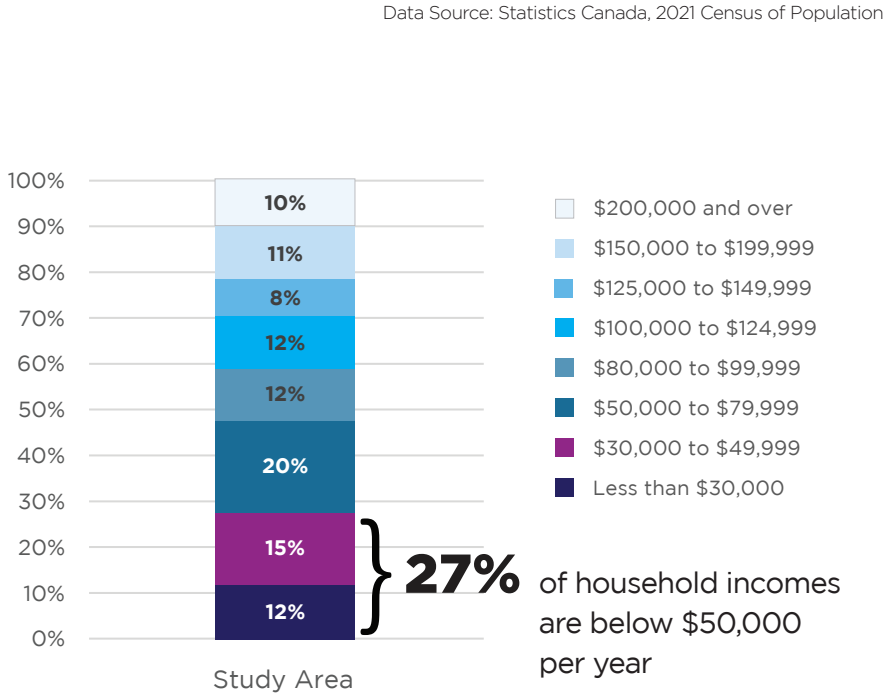
Within the boundary of the study area contains the Renfrew and Rupert Skytrain Stations, the Central Valley Greenway, Canadian National Railway tracks, and the Still Creek and Renfrew Ravine.

Area Profile Snapshot



660+ Hectares of Land

16% of the study area is a part of the Mixed-Employment and Industrial Lands



30,900 Residents

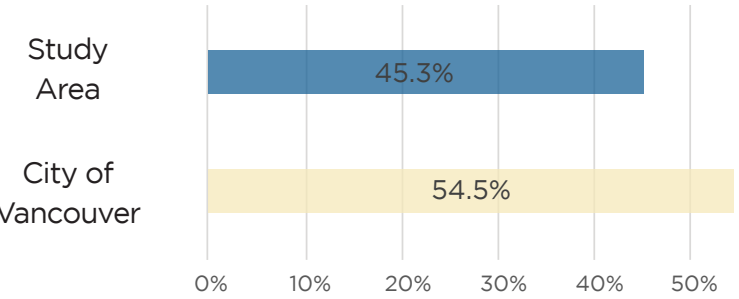
The population increased by 2.0% between 2016-2021 (city-wide increase was 4.9%)



Top 3 Most Common Job Types of Residents

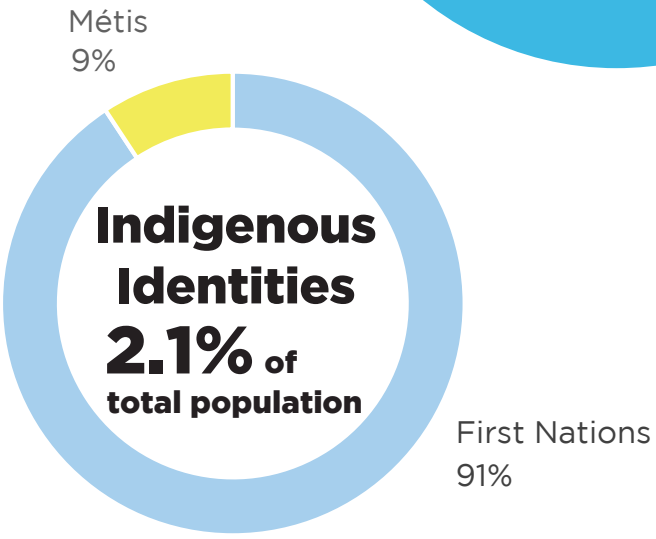
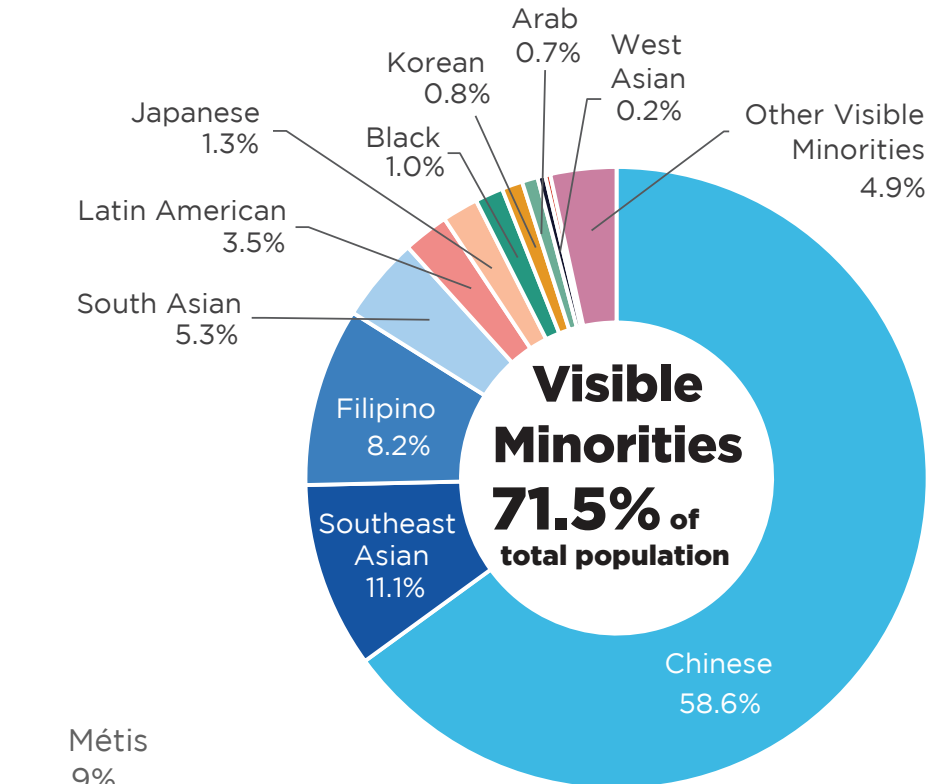
1. Health Care and Social Assistance
2. Retail Trade
3. Accommodation and Food Services

% of Renter Households



Approximately 80% of households live in single detached homes, secondary suites, or laneway houses.

Data Source: Statistics Canada, 2021 Census of Population



Population Characteristics

The Rupert and Renfrew Station study area has not seen significant population change when compared to other neighbourhoods in the city. From 2016 to 2021, the Rupert and Renfrew Station study area increased in population by 2.0%, which amounts to approximately 600 people, while Vancouver’s total population increased by 4.9% over the same time period.

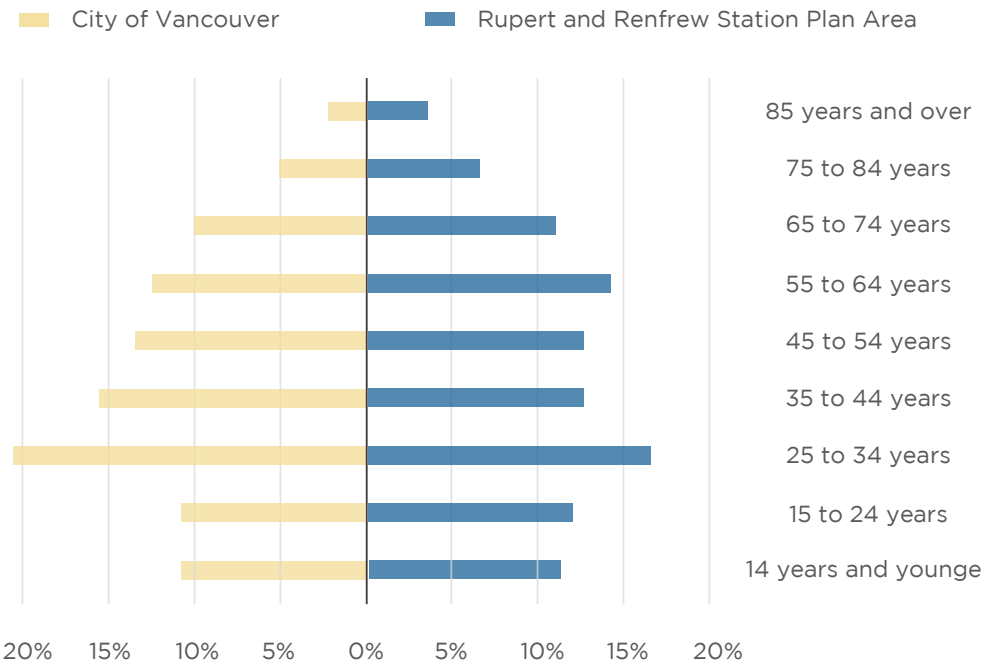
When comparing the age demographics of the study area to the rest of the city, there’s a greater percentage of people in the study area who are aged 65 and older (20% in study area versus 17% city-wide).

There are fewer people aged 25-44 years living within the study area when compared to the city-wide average. Roughly 45% of households in the study area contain families with children, while the city-wide figure is approximately 38%.

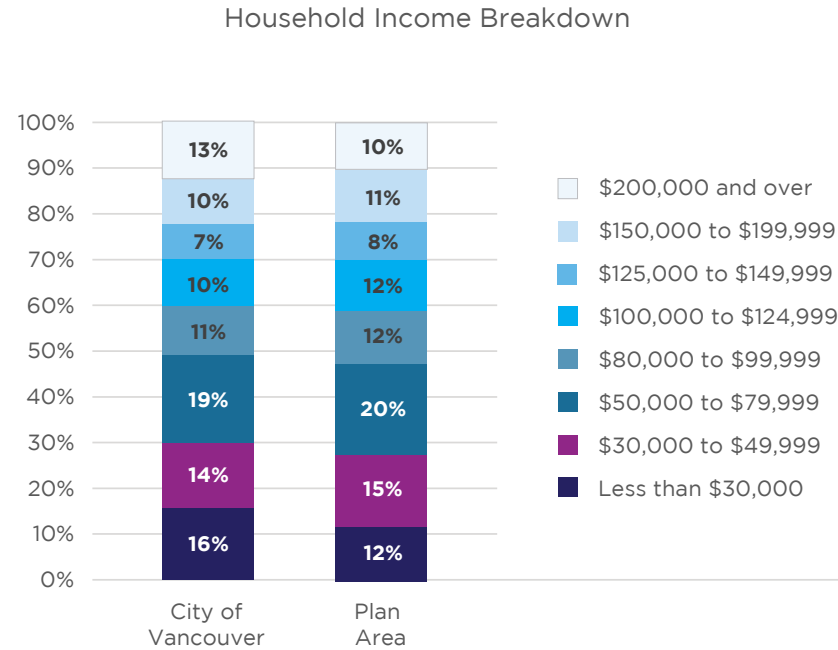
Data Source: Statistics Canada, 2021 Census of Population

	Rupert and Renfrew Station Study Area	City of Vancouver
Population 2016	30,300	631,500
Population 2021	30,900	662,200
Percentage Change	2.0%	4.9%

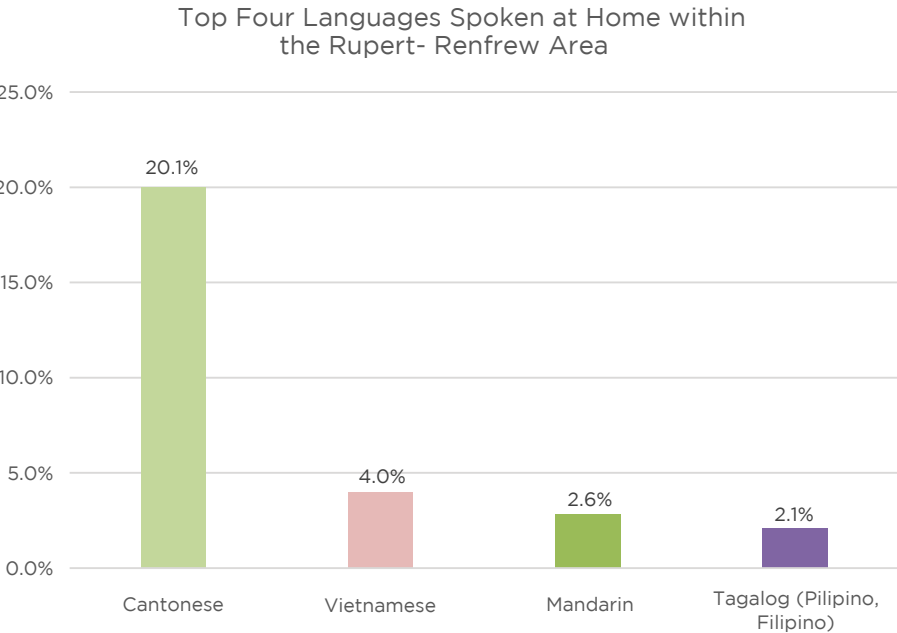
Age Breakdown by Percentage



Household income refers to the combined income of all members of a household and is a metric used to identify the standard of living within a geographical area. For the City of Vancouver, roughly 13% of residents have a household income above \$200,000 per year. Approximately only 10% of household incomes are above this level income within the Rupert and Renfrew study area. Within the study area, 12% of household incomes are below \$30,000 a year compared to the city-wide figure at 16%. There are less households with low incomes within the study area when compared with the city-wide average.

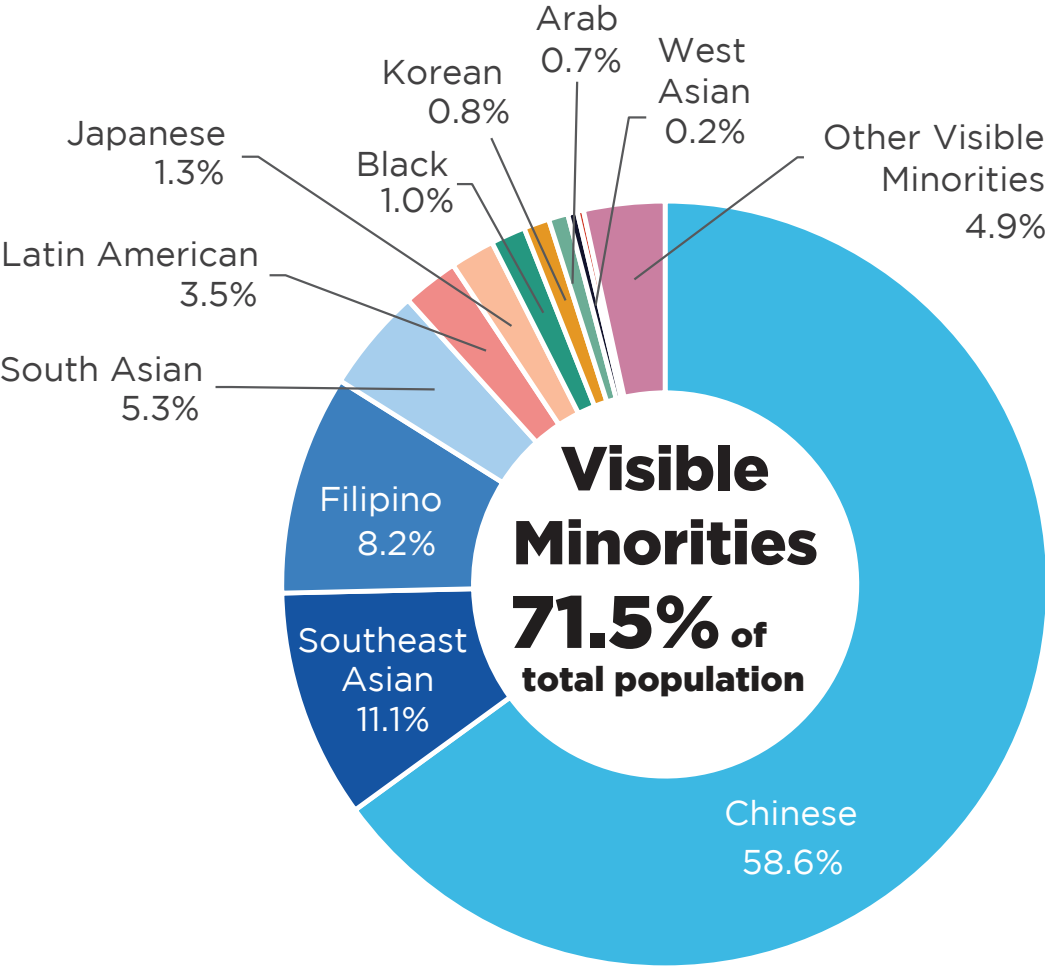


The different languages that individuals speak at home is an indicator of the diversity of a community. Within the study area the following language are spoken: Cantonese (20.1%), Vietnamese (4.0%), Mandarin (2.6%), and Tagalog (2.1%). Knowing this information planning staff can ensure project information is translated and communicated to these groups. Identifying these populations is essential for ongoing project communication and engagement during the Rupert and Renfrew planning process.



Of the approximate 30,900 people that live in the study area, 71.5% identify as a visible minority. The city-wide figure on people who identify as a visible minority is 54.5%. Of the visible minority population, approximately 58.6% identify as Chinese. Southeast Asian identities account for slightly over 11% of visible minorities, while Filipino account for 8.2%. The area has a greater percentage of visible minorities when compared to the city-wide figure.

Statistics Canada defines members of a “visible minority” group as those who are neither Indigenous nor white. Although limited, this indicator is used to understand trends in racialized populations. Aboriginal identity is categorized as First Nations, Métis, and Inuk (Inuit) peoples. Within the study area individuals who identify as First Nations and Métis amount to 2.1% of the total population. The city-wide figure on aboriginal identity consists of approximately 2.3% of the population.



Regional Land Use Designations

Data Source: City of Vancouver Open Data Portal



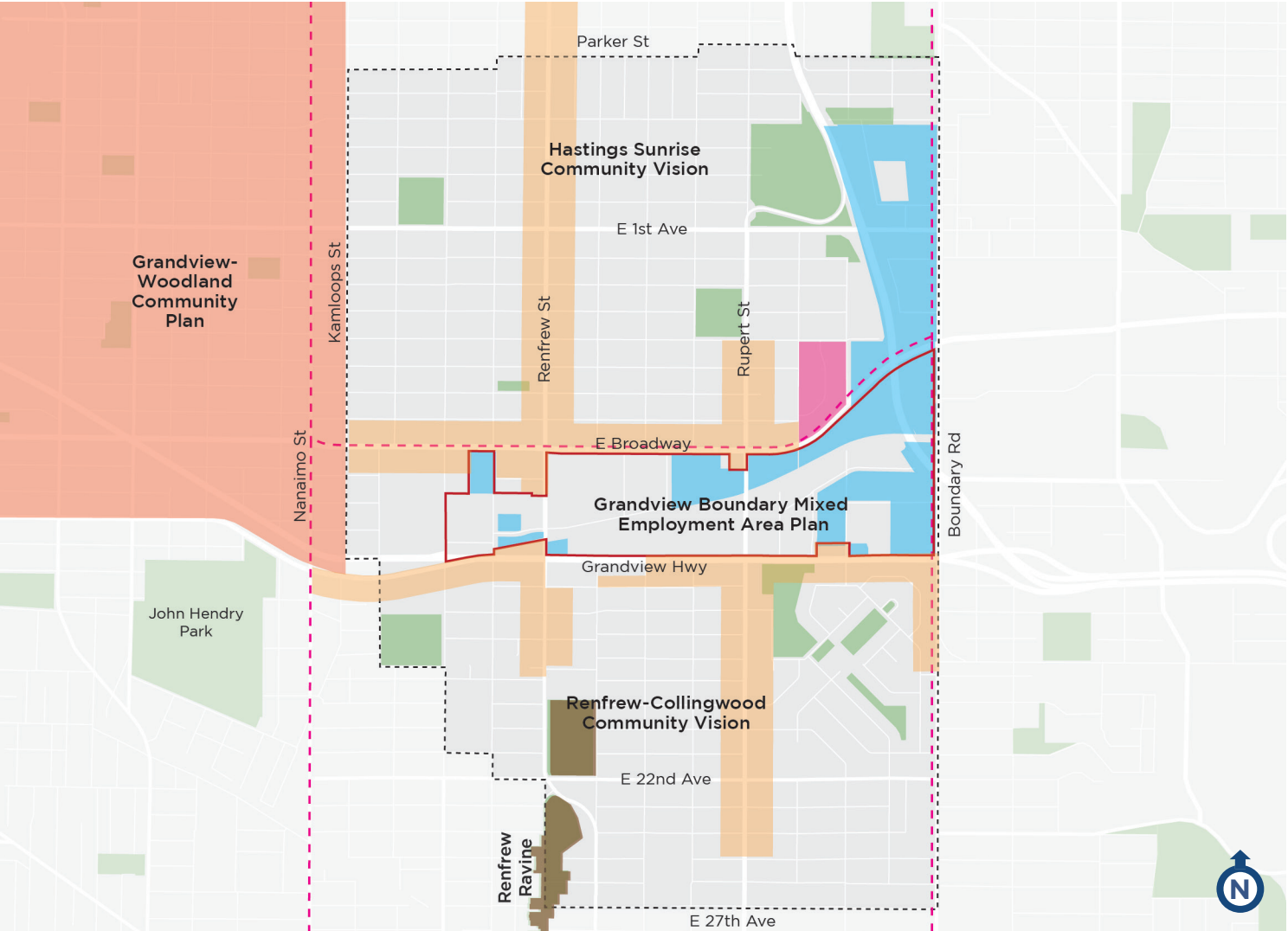
- Rupert and Renfrew Study Area Boundary
- General Urban
- Industrial
- Mixed Employment
- Conservation and Recreation

Comments:

In 2013, the City of Vancouver adopted the Regional Context Statement Official Development Plan (ODP), which outlined a series of land use designations throughout the city. The Rupert and Renfrew Station study area contains General Urban, Industrial, Mixed-Employment, and Conservation and Recreational land uses. Any changes to the land use designations would require amendments to the Official Development Plan.

Existing Plans and Policies

Data Source: City of Vancouver Open Data Portal

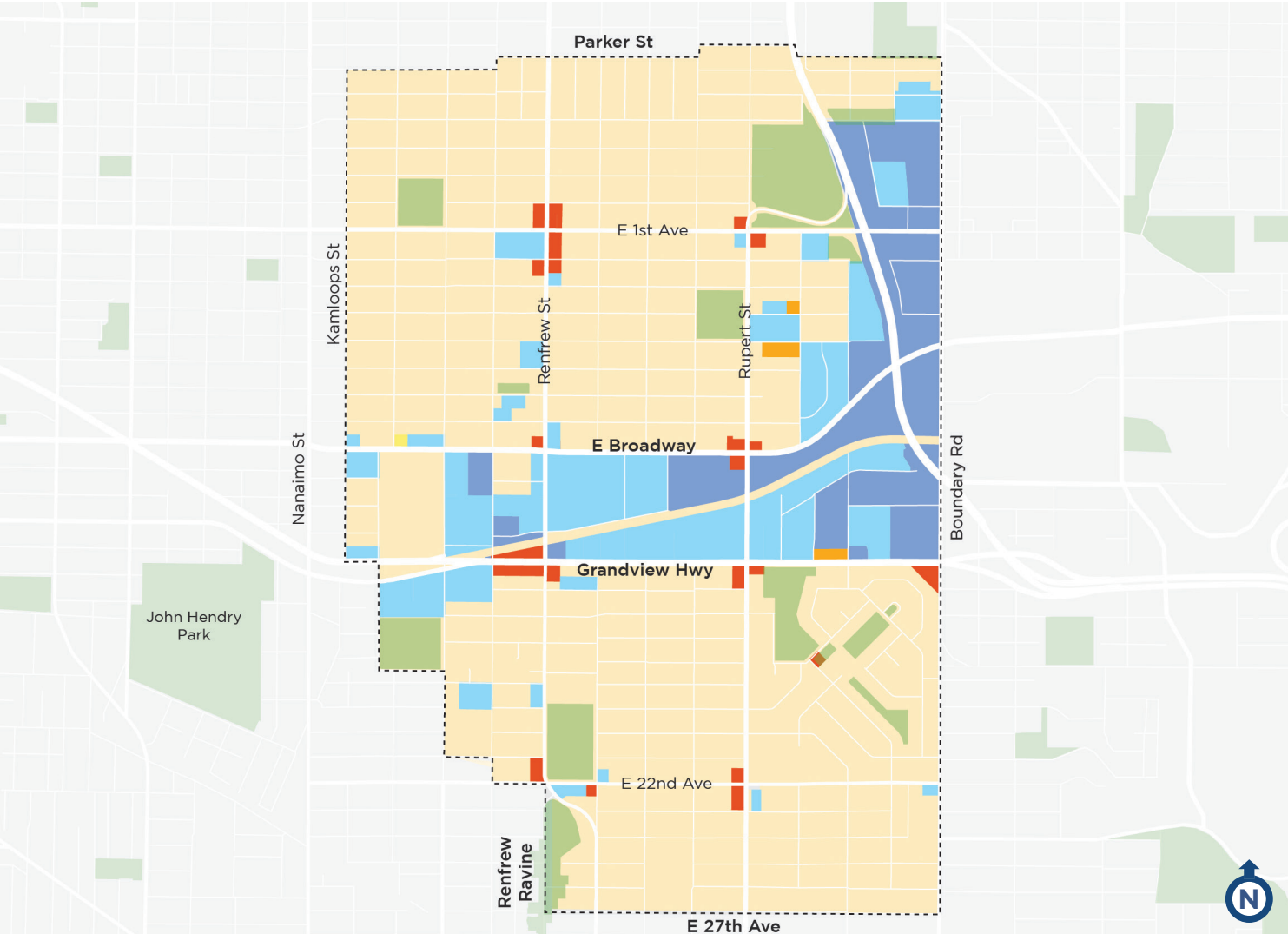


- Rupert and Renfrew Study Area Boundary
- Community Vision Boundaries
- Grandview-Woodland Community Plan
- Grandview Boundary Mixed Employment Area Plan
- Non-Industrial Uses (I-2 and M-2) Policies and Guidelines
- Skeena Terrace Policy Statement
- Secured Rental Policy
- Renfrew Ravine and Renfrew Community Parks Master Plan

Comments:

There are a number of policies that impact the study area. Two notable planning documents are the Hastings-Sunrise and Renfrew-Collingwood Community Visions. In the centre of the study area is the Grandview Boundary Mixed Employment Area, which focuses on enhancing and preserving office and industrial space. In addition, the City's Secured Rental Policy applies to new housing projects adjacent to arterials within the study area.

Zoning Districts



Data Source: City of Vancouver Open Data Portal

- Rupert and Renfrew Plan Area Boundary
- R1-1
- RT-2
- RM-4
- C-1 or C-2C1
- CD-1
- M-1, M-2 or I-2

Comments:

Zoning Districts outline what land uses and densities are permitted on property. The Residential zones (R1-1) make up the largest portion of the study area. Industrial zones (M and I) can be found to the northeast. The Commercial zones (C-1 and C-2C1) are found along various arterials and intersections within the neighbourhood.

Zoning Descriptions

Residential (Inclusive)

R1-1 (Pending Enactment Oct 2023)

The intent is to allow single detached houses, secondary suites, laneway houses, duplexes with secondary suites, multiplexes, and multiple conversion dwellings in conjunction with retention of character houses.

Residential (Duplex)

RT-2

The intent is to permit duplexes and to conditionally permit, in some instances, low density multiple-family housing.

Residential (Multiple Dwelling)

RM-4

The intent is to permit low to medium density residential development, including low-rise apartment buildings, and to secure a higher quality of parking, open space and daylight access through floor area bonus incentives.

RM-3A and RM-4 are intended to encourage development of six storey social housing apartment buildings.

Commercial

C-1

The intent is to provide for small-scale convenience commercial establishments, catering typically to the needs of a local neighbourhood and consisting primarily of retail sales and certain limited service functions, and to provide for dwelling uses designed compatibly with commercial uses.

C-2C1

The intent is to provide for a wide range of goods and services, to maintain commercial activities and personal services that require central locations to serve larger neighbourhoods, districts or communities and to encourage creation of a district shopping area by increasing the residential component and limiting the amount of office use.

In addition, this zoning district encourages mixed-use development containing secure rental housing by including unique provisions for residential rental tenure buildings.

Comprehensive Development Districts

CD-1 (Site Specific)

A unique CD-1 By-law will exist for a certain parcel of land and is tailor-made regarding the site's permitted land uses and its form of development (ex. height and density).

Industrial

M-1

The intent is to permit industrial and other uses that are generally incompatible with residential land use but are beneficial in that they provide industrial employment opportunities or serve a useful or necessary function in the city.

It is not intended to permit uses that are potentially dangerous or environmentally incompatible when situated near residential districts.

M-2

The intent is to permit industrial and other uses that are generally incompatible or potentially dangerous or environmentally incompatible when situated in or near residential districts but that are beneficial in that they provide industrial employment opportunities or serve a useful or necessary function in the city.

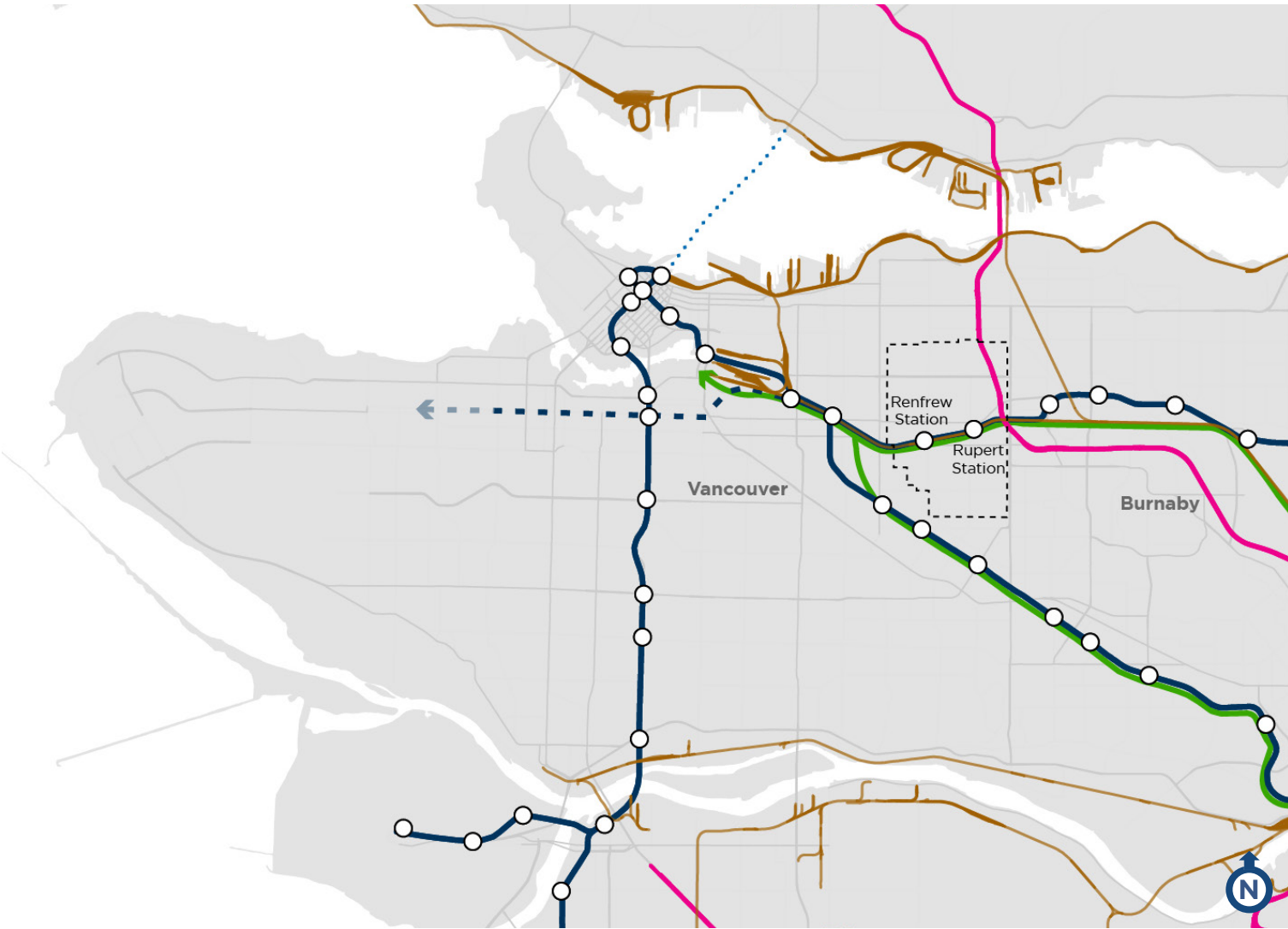
I-2

The intent is to permit industrial and other uses that are generally incompatible with residential land use but are beneficial in that they provide industrial and service employment opportunities or serve a useful or necessary function in the city.

It is not intended to permit uses that are potentially dangerous or environmentally incompatible when situated near residential districts.

Regional Connections

Data Source: City of Vancouver Open Data Portal



- Rupert and Renfrew Study Area Boundary
- SkyTrain Station
- SkyTrain Line
- - Broadway Subway Extension
- . . SeaBus
- Major Greenway
- Controlled Access Highway
- Railway

Comments:

The area is well-connected to regional rapid transit and motor vehicle networks. Two Millennium Line SkyTrain stations are located in the heart of the study area, with an Expo Line station located southwest of the site boundary. Ramps provide direct motor vehicle access to Highway 1. Parallel to the Millennium Line is the Central Valley Greenway, a major greenway and cycling route linking Vancouver, Burnaby and New Westminister. Railway tracks run east-west through the area, which are owned and operated by the Canadian National Railway. These tracks connect to the Pacific Central Station and move people and goods, but can be a barrier to people travelling locally within the area.



CN Railway Tracks

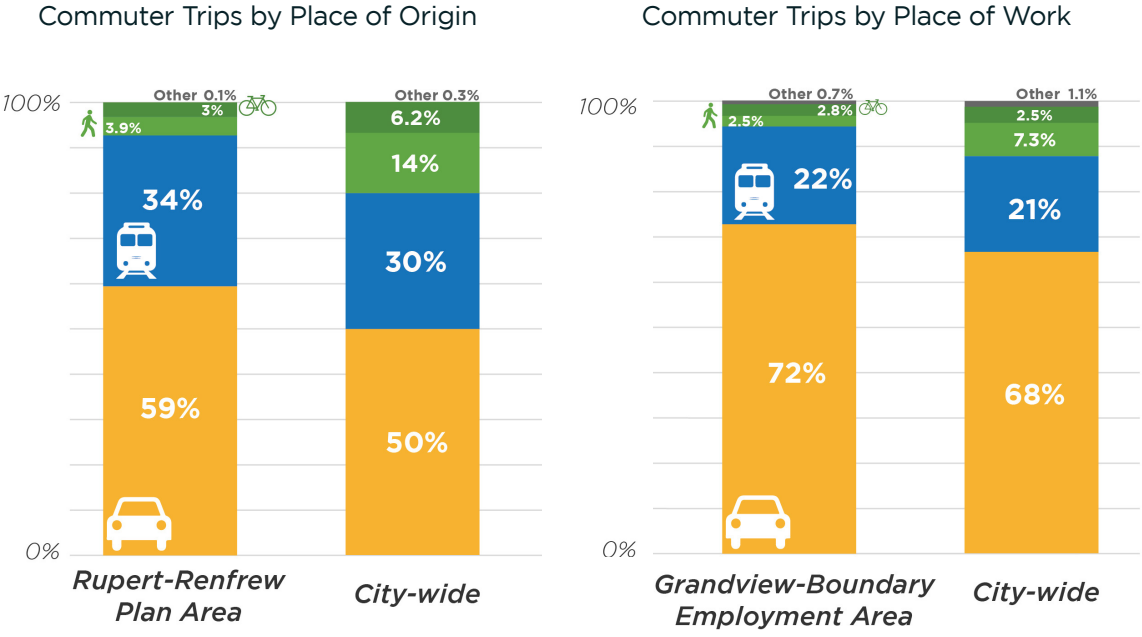
Source: City of Vancouver

Transportation

Approximately 59% of residents in the study area commute to work by car - 9% higher than the rest of the city on average. Proximity to rapid transit is a key feature of the community as 34% of workers residing in the area take transit to work, 4% higher than the city as a whole. While active modes of transportation are significantly lower than other parts of the city, accounting for only 7% of trips by residents.

Sustainable travel options are less desirable for workers in the Grandview Boundary Employment Area as commuters to the area make most of their trips by car (72%). Similar to the city-wide average, 22% take transit while 2.5% of commuters walk to work in the employment area - significantly less than the city average at 7.3%..

Within the study area are a number of significant intersections that have a high volume of traffic collisions. Among the top five locations, Grandview Highway at Boundary Road had the highest number of average annual traffic collisions and the fifth highest city-wide. Without accounting for traffic volume, Grandview Highway and 1st Avenue are the least safe corridors for cyclists, pedestrians and automobiles.



Top 5 Worst Intersections by All Reported Collisions
Five-Year Annual Average (2017-2021)

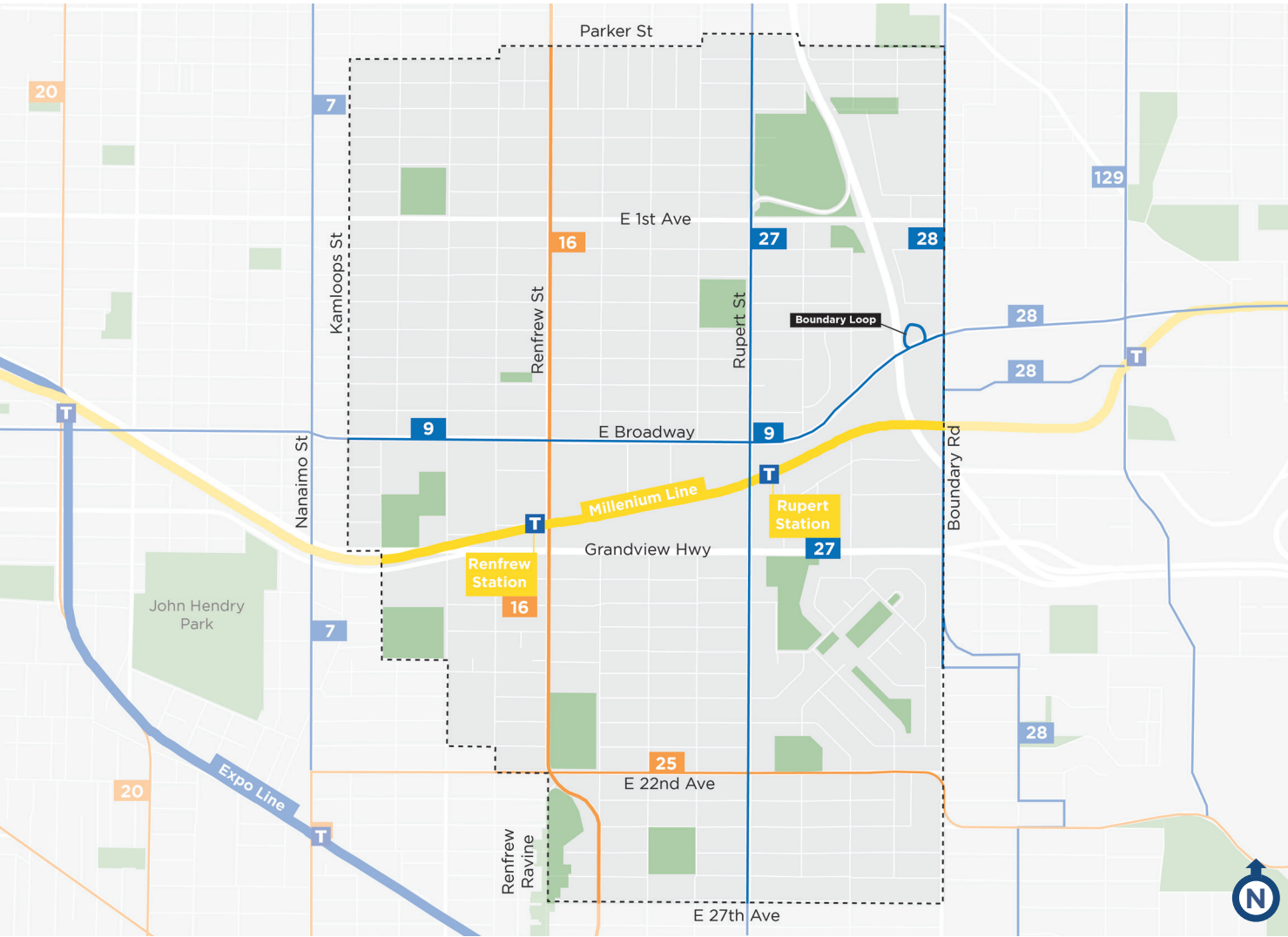
Study Area Rank (out of 288 locations)	City-Wide Rank (out of 5,700 locations)	Name	Average Annual Collision Frequency
#1	#5	Grandview Highway at Boundary Road	196
#2	#18	Grandview Highway at Block 3500	140
#3	#20	Grandview Highway at Rupert Street	138
#4	#46	East 1st Avenue at Renfrew Street	94
#5	#55	Grandview Highway at Block 3237	59



Central Valley Greenway

Public Transit Network

Data Source: City of Vancouver Open Data Portal



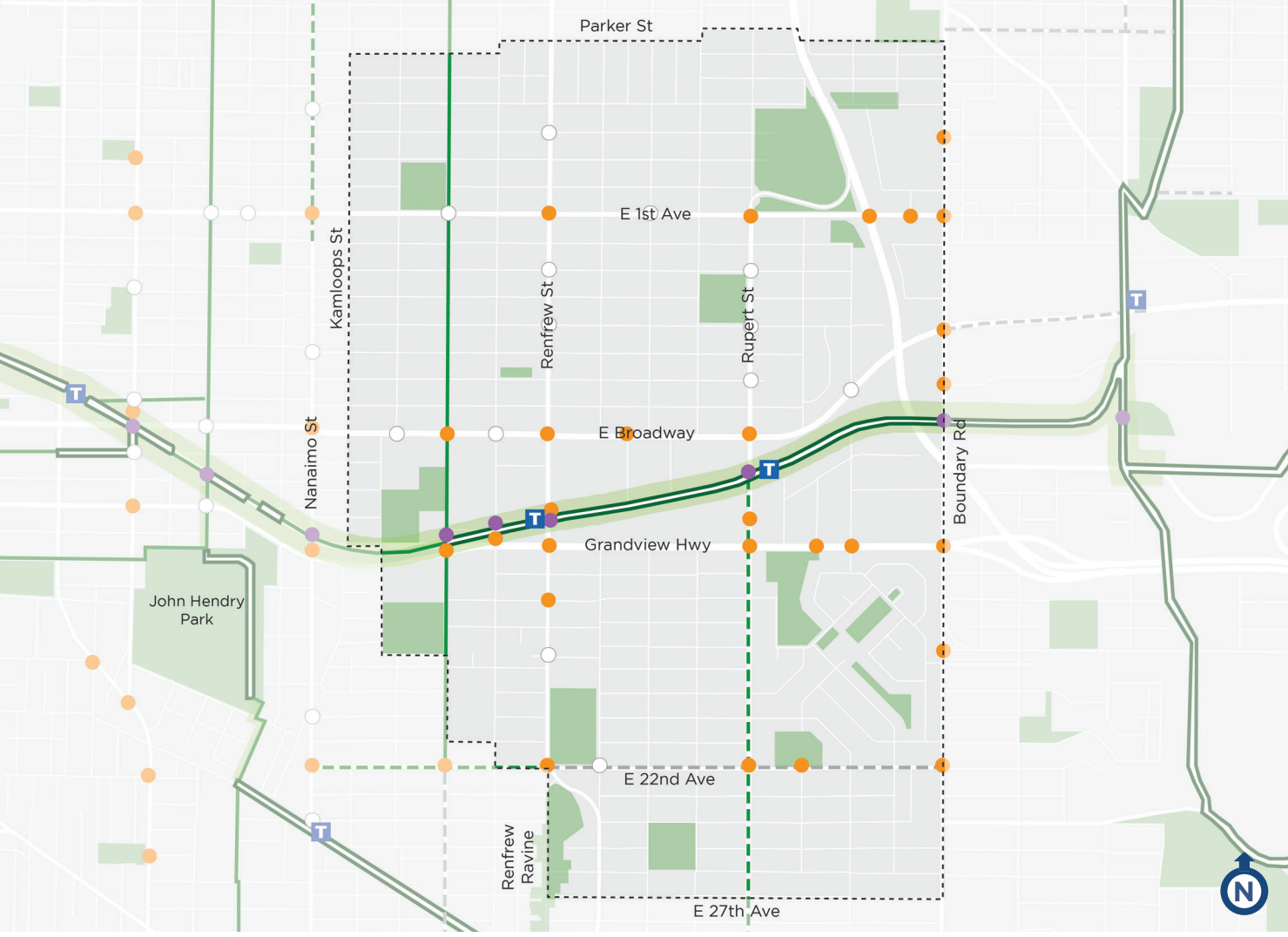
- Rapid Transit Service**
- SkyTrain Station
 - Millennium Line
 - Expo Line
- Bus Service**
- Frequent Transit Network (FTN)
 - Local Bus Route
 - Route Number

Comments:

The Millennium Line provides direct, fast and reliable transit service from Rupert and Renfrew SkyTrain Stations along an elevated guideway - connecting the study area across the Lower Mainland. The Frequent Transit Network (FTN) runs through the site along Renfrew St and 22nd Ave, including SkyTrain service. FTN is defined as transit with all-day arrivals of fifteen minutes or less (routes 16 and 25). Local bus services are available for connections to local destinations.

Pedestrian and Cycling Network

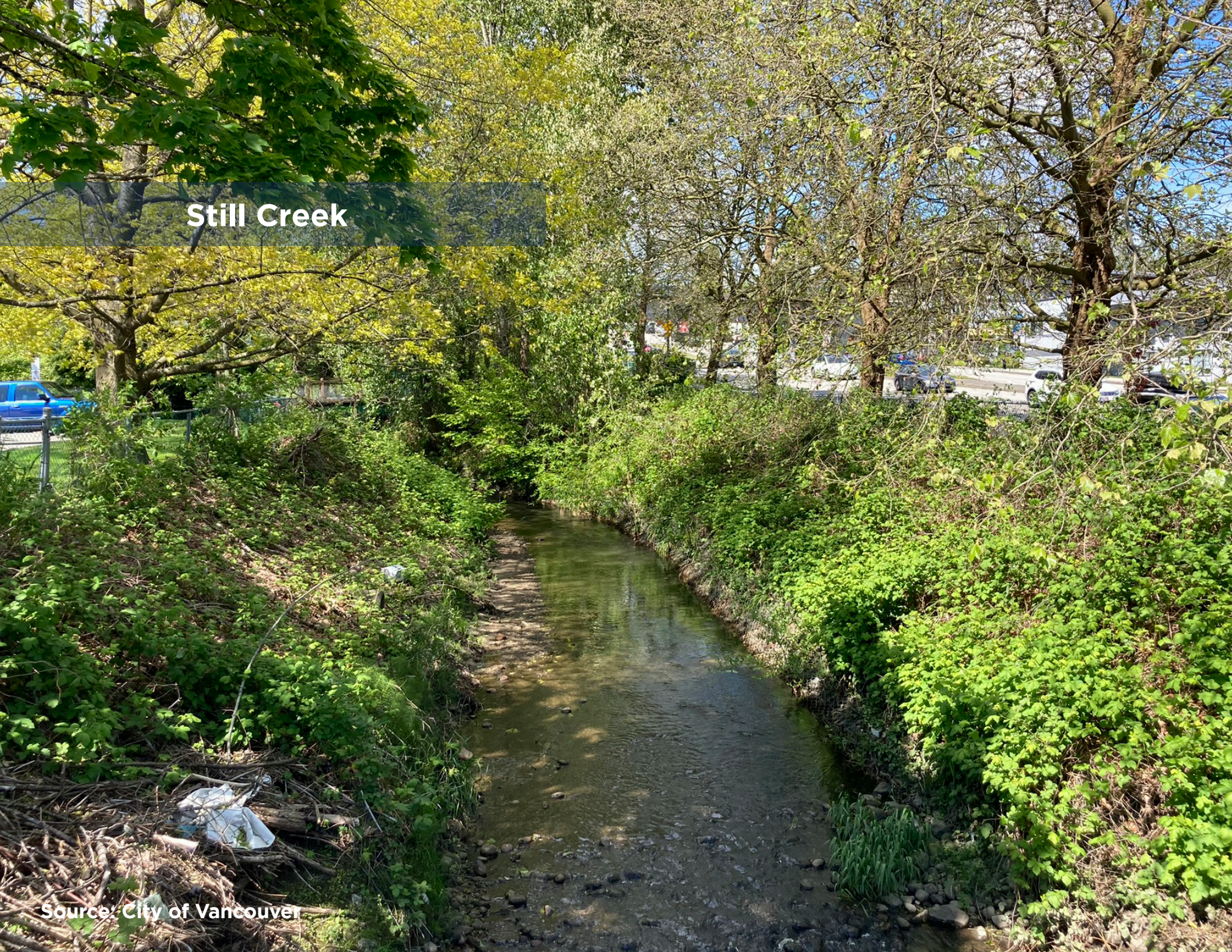
Data Source: City of Vancouver Open Data Portal



- Crossings**
- Traffic Signal
 - Signalized Pedestrian Crossing
 - Rail Crossing
- Cycling Network**
- Protected Bike Lane
 - Local Street Bikeway
 - Painted Bike Lane
 - Shared Use Lane
 - Greenway

Comments:

North-south connections for people walking, rolling and cycling are constrained by rail tracks with limited crossings, gaps in infrastructure and large fenced-off areas. Car-oriented roads like Grandview Highway have limited signalized crossings and many local streets lack sidewalks. The Central Valley Greenway is the only 'all ages and abilities' route in the area and provides an important east-west connection. However, some sections are constrained by fences or forced to squeeze through narrow rights-of-way. Elsewhere, opportunities for safe cycling are limited.

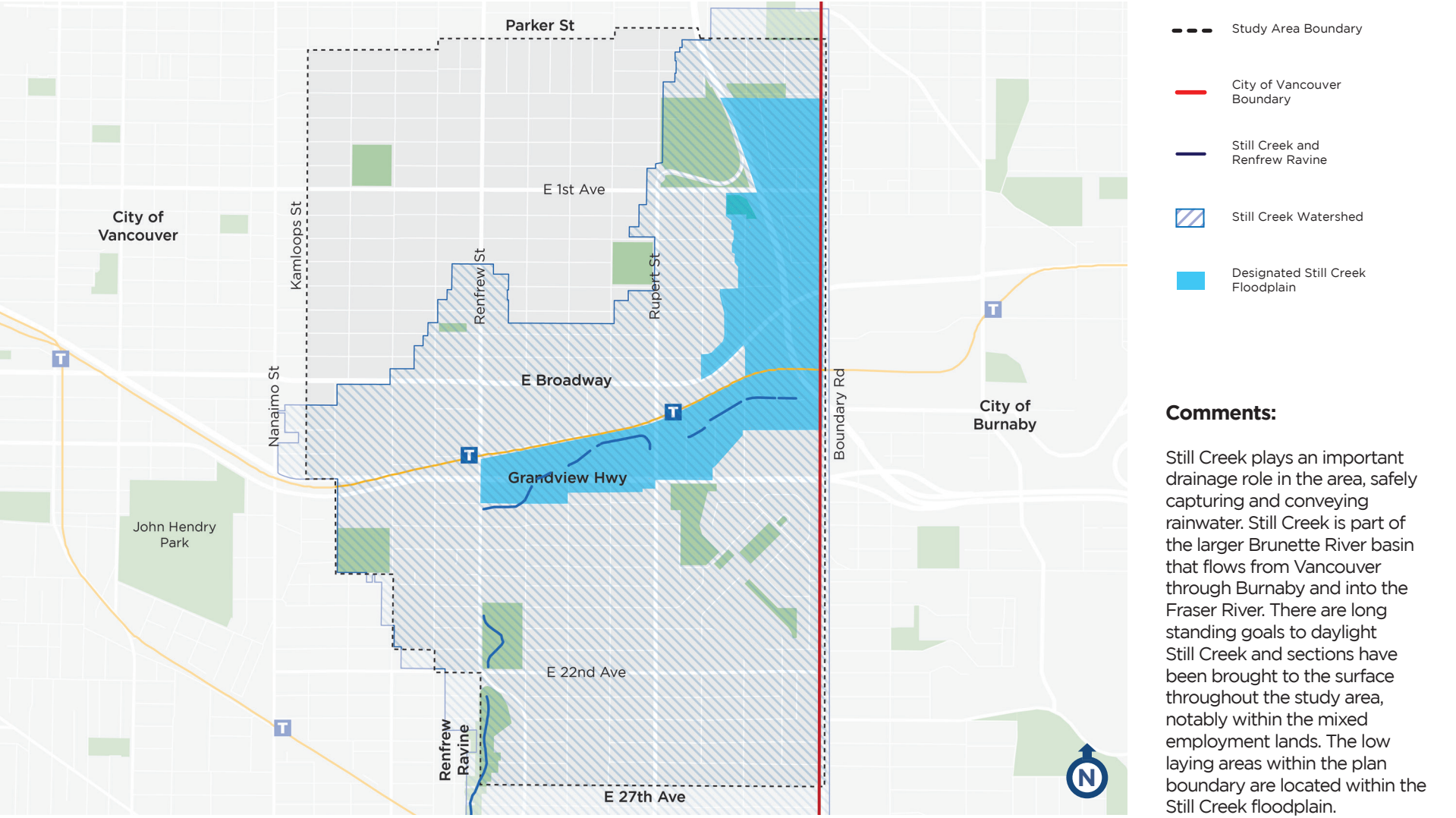


Still Creek

Source: City of Vancouver

Still Creek and Watershed

Data Source: City of Vancouver Open Data Portal



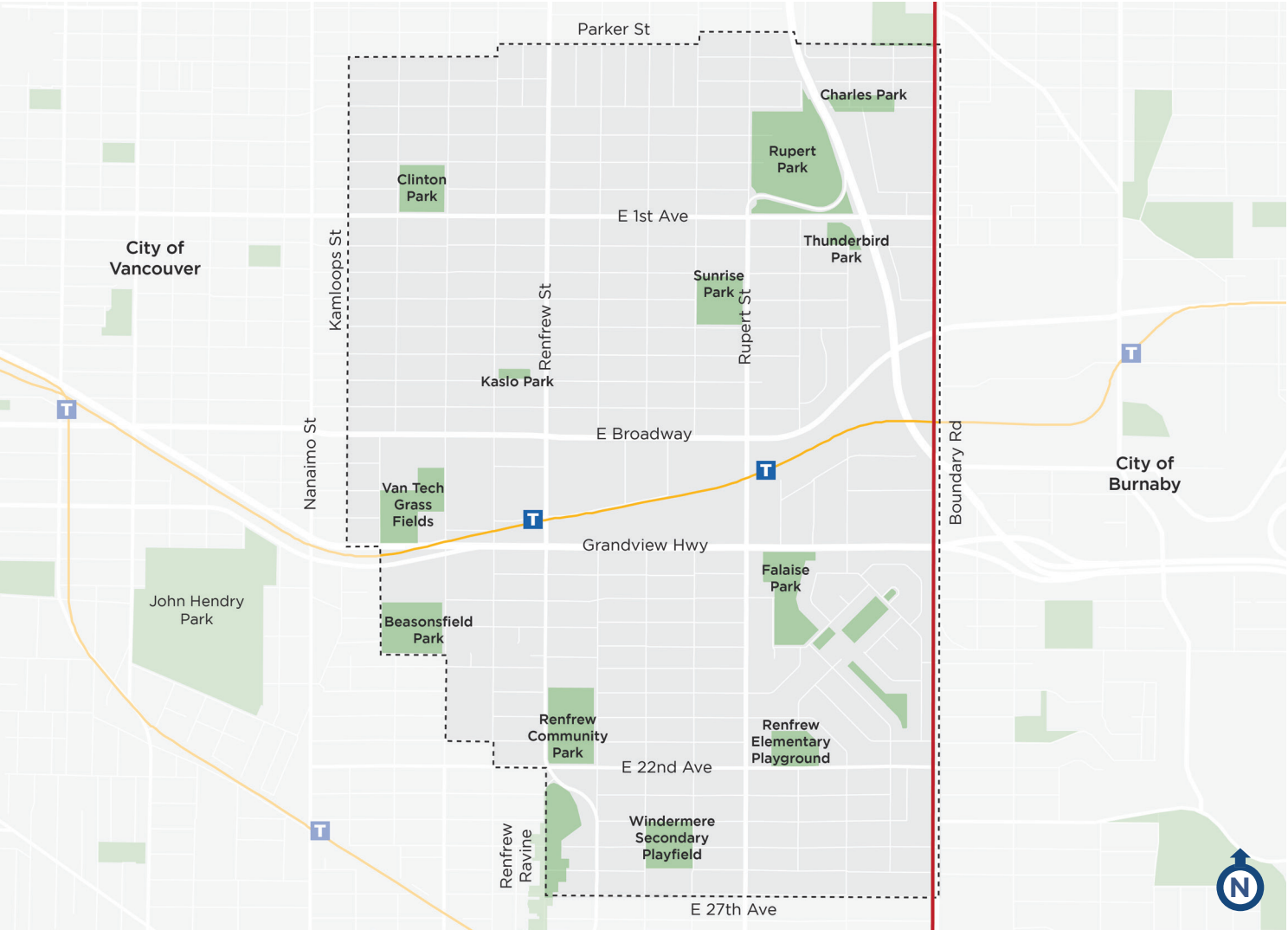


Beaconsfield Playground

Source: City of Vancouver

Parks and Open Spaces

Data Source: City of Vancouver Open Data Portal



- Rupert and Renfrew Study Area Boundary
- City of Vancouver Boundary
- Park or Greenspace

Comments:

There are a number of parks within the study area, of which the most prominent are Renfrew Community Park, Sunrise Park, Falaise Park, and Beaconsfield Park. The parks in the study area amount to approximately 110 acres (45 hectares) of total public park space. A number of these parks service nearby schools and contain playgrounds and sports fields. Many of these parks provide scenic views of the north shore mountains.



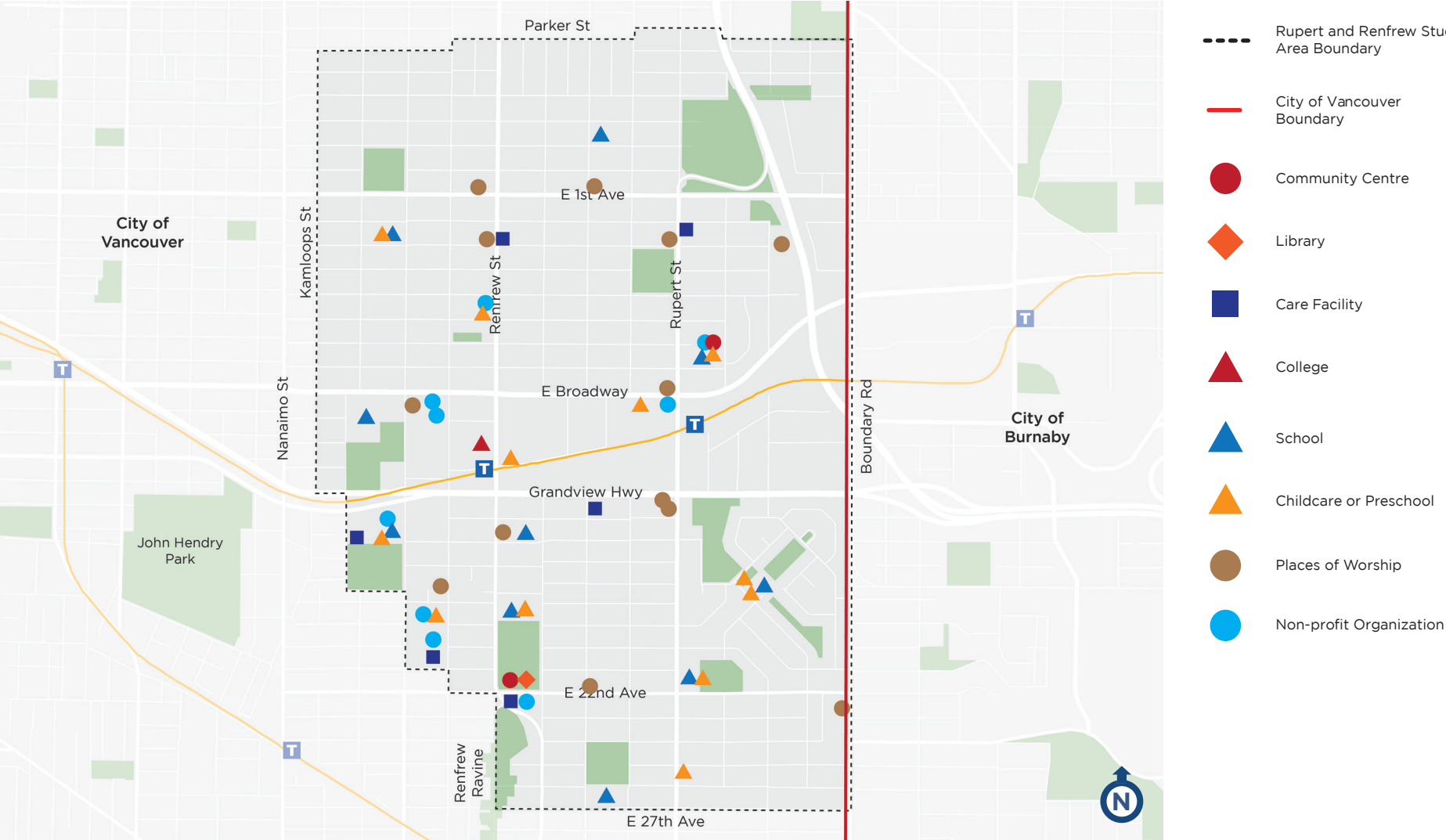
Sunrise Park

Community Infrastructure

Community infrastructure consists of social, cultural and community spaces, programs and networks which provides points of connections, contributes to a stronger and more resilient community, and opportunities for residents to meet their basic needs and health outcomes (i.e. equitable access to healthy food systems; a good start for all children; safe and inclusive neighbourhoods and communities). There are a number of schools, community centres, care facilities, social and cultural spaces, and places of worship that provide a focus for community life for many residents in the area and beyond.

While there is an overall lack of dedicated arts and cultural facilities within the study area, the area is home to a small number of important arts and cultural spaces and organizations who provide a diverse range of arts, cultural and educational festivals, programs and resources.

Within the study area are 11 childcare/preschools. The study area falls within a part of the City known as “Midtown East”, which is an area identified in the City’s childcare strategy. Within Midtown East, around 30% of the need is met for childcare for ages 0-5, with a shortfall of about 2,780 childcare spaces. For school age care (ages 5-12), about 41% of the need is met with a shortfall of approximately 2,500 childcare spaces.



Housing Characteristics

A significant amount of the housing in the Rupert and Renfrew area consists of single-detached housing (31% of the total housing stock). If you combine the amount of single-detached houses with semi-detached, duplexes, and row houses, it consists of 79% of the total housing stock.

Only 1% of the housing stock in the study area is purpose built rental with 42% of this housing stock built before the 1980s. Approximately 9% of the total housing stock consists of social housing, similar to the share of social housing city-wide. There are three co-op housing sites within the study area that offer affordable housing options. Within the study area is the site known as Skeena Terrace, which is anticipated to receive approximately 1,500 units of new rental housing.

Renter households make up 45.3% of the residential tenure within the study area, which is lower than the city-wide figure at 54.5%. The majority of renter households in the areas live in secondary rental in rented single-detached houses and/or basement suites. This gap in renters is a result of the limited number of purpose built rental apartments in the study area.

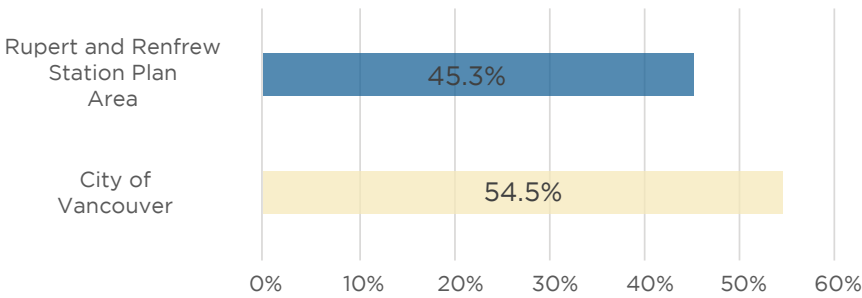
There are six independent care facilities in the study area. These facilities are important assets to the community as they offer supportive housing to seniors, low income individuals, and other equity seeking groups

Data Source: Statistics Canada, 2021 Census of Population

Rupert and Renfrew
Housing Type Breakdown

Types	# of Units	Percentage
Single-detached House	3,550	31%
Semi-detached, Duplex, or Row House	5,495	48%
Apartment (Market Strata)	1,199	10%
Apartment (Purpose Build Rental)	148	1%
Apartment (Social Housing)	1,028	9%
Independent Care Facility	6 Buildings	n/a
Total Dwellings	11,420	100%

% of Renter Households



Single Family Housing



Source: City of Vancouver

Grandview Boundary Employment Lands

Data Source: City of Vancouver, ELER Review, Grandview Boundary

The Rupert and Renfrew Station study area contains a sizable amount of job space known as the Grandview Boundary Employment Lands.

In the 1950s, this part of the city developed as an industrial area with connections to the CN Railway and Grandview Highway. By the 1980s large manufacturing and warehouses vacated the area to make way for larger retailers, as well as media production spaces such as Vancouver Film Studios.

Over time offices and high tech companies have located here. The area has been designated as Industrial and Mixed-Employment Land under the Metro Vancouver Regional Growth Strategy.

The jobs per hectare map demonstrates the concentration of jobs that can be found in this location of the study area. The properties in this area consist of Comprehensive Development sites (CD-1), as well as I-2, M-1, and M-2 (Industrial) Zoning Districts.

Estimated Number of Jobs Per Hectare in Grandview Boundary (2016)

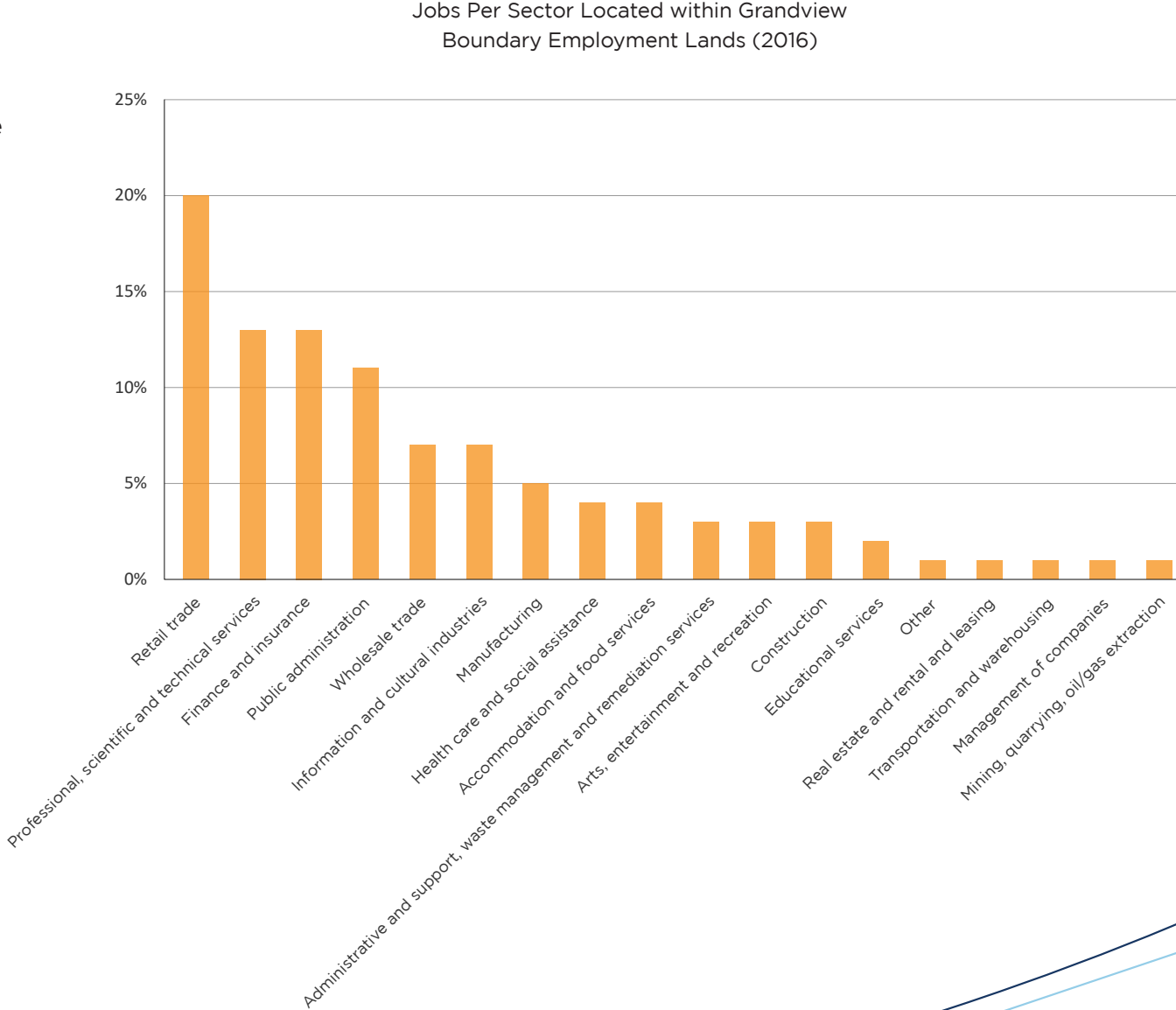


Vancouver Film Studios



In 2016, there were 11,180 jobs located within this Grandview Boundary Employment Lands. This accounts for 77% of all the jobs found within the entire study area. The Grandview Boundary Employment Lands contains roughly 3% of all the jobs in the City. There are approximately 480 Businesses located in the area.

Notably, the largest employment sectors are in retail trade (2,250 jobs), professional, scientific and technical services (1,500 jobs), finance and insurance (1,485 jobs), and public administration (1,210 jobs). Retail trade jobs account for the largest sector at 20%. The number of manufacturing jobs has decreased over the past 15 years with finance and insurance seeing the largest increase.

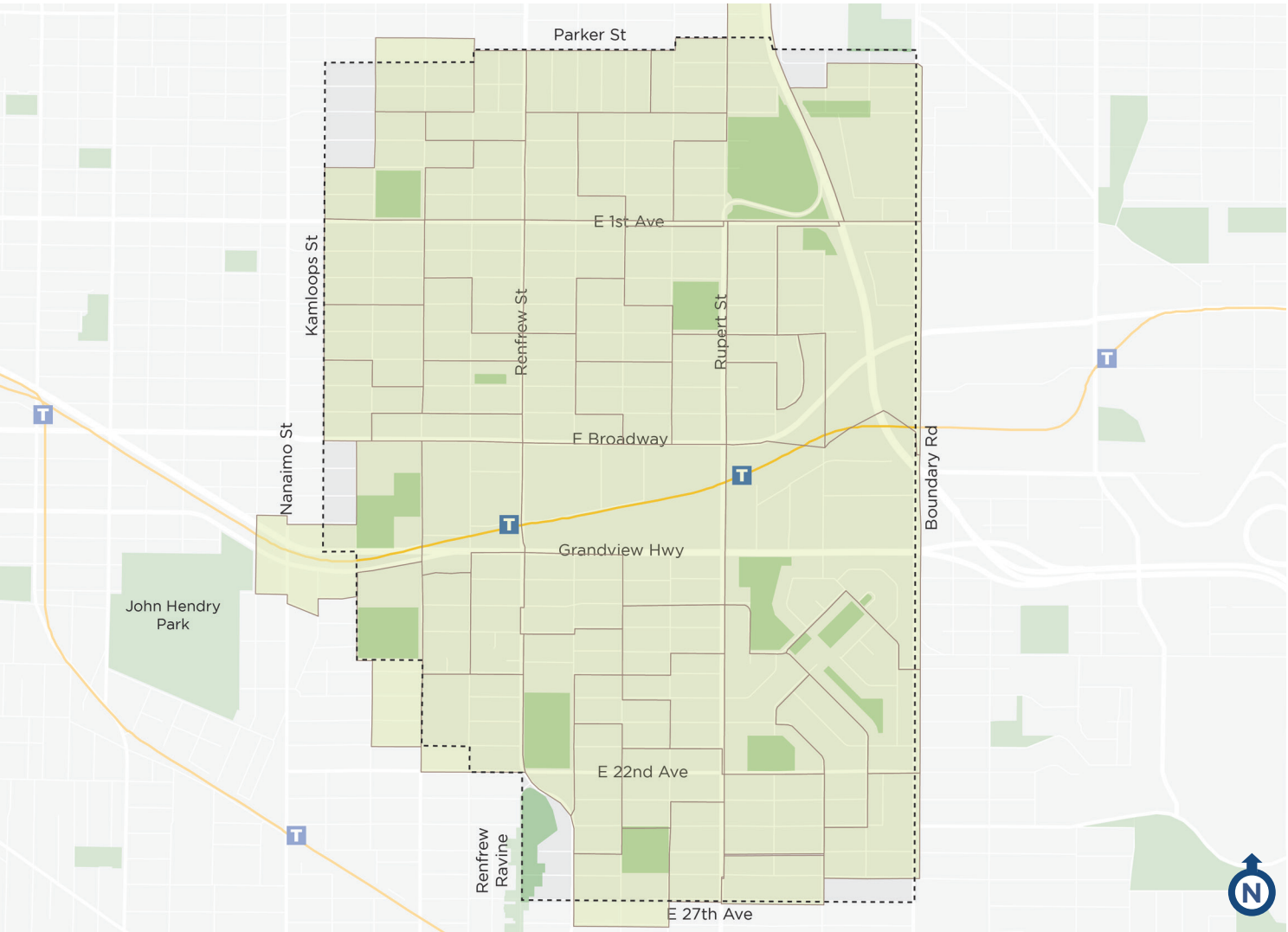


Mixed Employment and Industrial Lands



Appendix A - Census Dissemination Areas

Data Source: Statistics Canada, 2021 Census



- Rupert and Renfre Area Boundary
- Dissemination Areas

Comments:

It's common for census boundaries to not follow planning boundary lines. To get an accurate census representation of the Rupert and Renfrew Station study area, a total of 50 Dissemination Areas were identified and were used for this document. Each Dissemination Area contains population, housing, and economic data, and all together these Dissemination Areas provide a picture of the area and the community that lives within it.

