

UPDATED DRAFT PLAN

Rupert and Renfrew Station Area Plan



February 2025

This is not a Council-approved document and is
subject to change



Land Acknowledgement

The City of Vancouver is located on the unceded, ancestral, and traditional homelands of the xʷməθkʷə́yəm (Musqueam Indian Band), Skwxwú7mesh (Squamish Nation) and səlilwətaʔ (Tsleil-Waututh Nation).

The local Nations have a spiritual, cultural, and economic connection to the land since time immemorial. The term unceded acknowledges the dispossession of the land and the inherent rights that the local Nations hold to the territory. The term serves as a reminder that the xʷməθkʷə́yəm (Musqueam Indian Band), Skwxwú7mesh (Squamish Nation), and səlilwətaʔ (Tsleil-Waututh Nation) have never left their territories and will always retain their jurisdiction and relationships with the territory.



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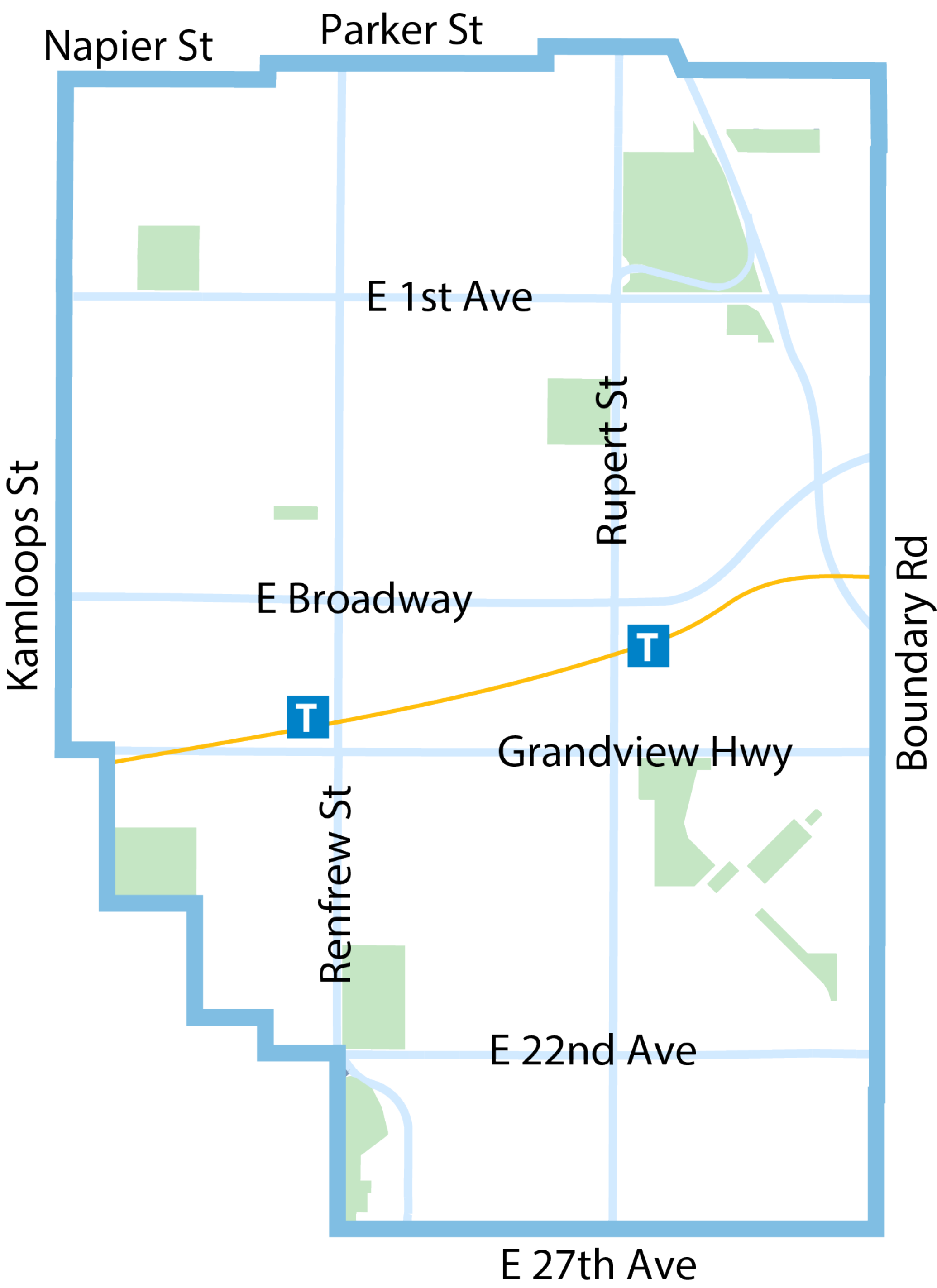


Overview

The Rupert and Renfrew Station Area Plan is a vision for how the neighbourhood will grow and change over the next 25 years. The Draft Plan is built on city-wide directions contained in the *Vancouver Plan* (2022) and other key City policies, community input, and new provincial regulations.

The Plan combines a Land Use Plan and Key Policies to create:

- An array of new **housing opportunities**, including new market rental, below market rental, and social housing.
- New **job space** and **economic opportunities** on the Employment Lands.
- More complete neighbourhoods – with new **shops and services**, **transportation** improvements, **public spaces**, **childcare** and other **amenities** – in Station Areas and Villages.
- A healthy and vibrant **Still Creek** that **reduces flood risk** and contributes to improved ecological connectivity across the watershed.



Project Timeline

✓

Phase 1 - Terms of Reference
Winter 2021 - Spring 2022

✓

Phase 2 - Early Directions
Spring 2022 - Summer 2023

✓

Phase 3 - Initial Draft Plan
Fall 2023 - Summer 2024

★

Phase 4 - Final Draft Plan
Fall 2024 - Summer 2025

WE ARE HERE

This last phase of the project focuses on:

- **Final Draft Plan** - updates to land use, opportunities for new shops and services and public spaces.
- **Unique Sites Policies** - site-specific planning for large or special sites.
- **Key Policies** - different themes and areas within the neighbourhood.
- **Implementing the Plan**

Attend an Open House Event

Wednesday, February 5, 2025, 6:30 - 8:30 pm

Thunderbird Community Centre (2nd Floor Room w/ Elevator Access)

Saturday, February 8, 2025, 1:00 - 4:00 pm

Sunrise Community Association Hall - 1950 Windermere Street

Tuesday, February 11, 2025, 5:30 - 7:30pm

Italian Cultural Centre (Trattoria Room) - 3075 Slocan Street

Thursday, February 13, 5:30 - 7:30pm

Italian Cultural Centre (Trattoria Room) - 3075 Slocan Street

Share Your Feedback

Complete the survey before
February 18, 2025

For more information visit the project website:
<https://www.shapeyourcity.ca/Rupert-renfrew-station-area-plan>

RUPERT + RENFREW
Station Area Plan

CITY OF
VANCOUVER

Background and Context

The Rupert and Renfrew Plan is built on city-wide directions contained in the *Vancouver Plan* (2022) and other key City policies, community input, and new provincial regulations. At the heart of Vancouver Plan are **3 Foundational Principles** and **3 Big Ideas** that help guide the **Land Use Strategy** for specific areas of the City.

3 Foundational Principles

RECONCILIATION

EQUITY

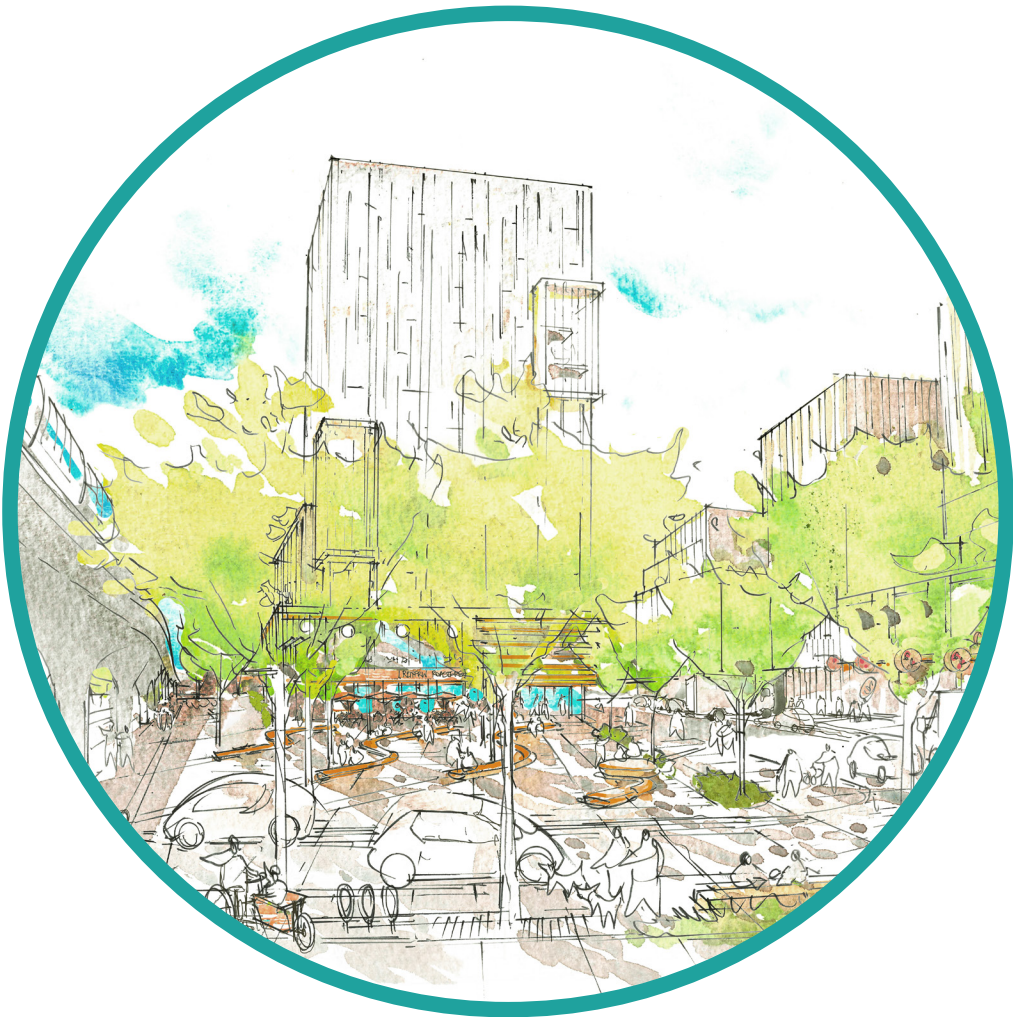
RESILIENCE

3 Big Ideas



1 Equitable Housing & Complete Neighbourhoods

- **Create Complete Communities:** Adding new shops, services, and social and cultural amenities to Station Areas and Villages.
- **Deliver Affordable Housing:** Providing incentives to create much-needed childcare facilities, below market rental and social housing close to rapid transit.
- **Enhance the Public Realm:** Protecting and enhancing parks and filling in gaps in the active transportation and public space network.



2 An Economy that Works for All

- **Preserve existing job space near transit:** Protecting the Employment Lands and locating housing outside of this area.
- **New shops and services:** Providing new opportunities for small commercial nodes within residential areas.
- **Create space for arts and culture:** Incentivizing non-profit spaces and artist studios in the Employment Lands.



3 Climate Protection & Restored Ecosystems

- **Enhance Still Creek:** Daylighting and expanding the creek corridor to improve local green space and habitat, reduce flood risk, and support growth.
- **Protect Groundwater:** Limiting underground structures to keep groundwater flowing and recharging Still Creek.
- **Restore ecological connectivity:** Enhancing natural areas and green space through park restoration to increase tree canopy and explore opportunities to advance the ecological corridor network.
- **Improve active transportation options:** Creating and expanding greenways, micromobility options and pedestrian connections to reduce car dependency.

Land Use Strategy

The final land use map (Board 5) shows the future land use opportunities for the area. For more information on specific areas within the land use map see:

- Employment Lands (Board 5)
- Station Areas (Board 6)
- Villages and Multiplex Areas (Board 7)

A total of **15** unique sites were identified throughout the Plan area that will play a key role in achieving the overall objectives of Vancouver Plan (Board 8).

What We've Heard

Draft Plan Engagement at a Glance (Summer 2024)

12,927
postcards
sent in the
mail

55,571
accounts
reached on
social media

4
in-person
open house
events

19
targeted
engagement
sessions

760
completed
survey
responses

86
submitted
comment
cards



Public Engagement Feedback

Below are some key takeaways from the Draft Plan engagement that has informed the Final Draft Plan.

Housing & Land Use

- **Support for increasing housing choice**, below-market housing options, and missing middle housing types, especially near transit hubs.
- **Support for incentives and 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 increasing flexibility and density in them.

Environment & Green Spaces

- **Support for restoring and daylighting Still Creek**, preserving its original ecology, and creating natural areas with improved access to green space.
- **Support for creating a walking and biking trail along the creek**, integrating it into the park system, 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.

Community, Shops & 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 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 & 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.

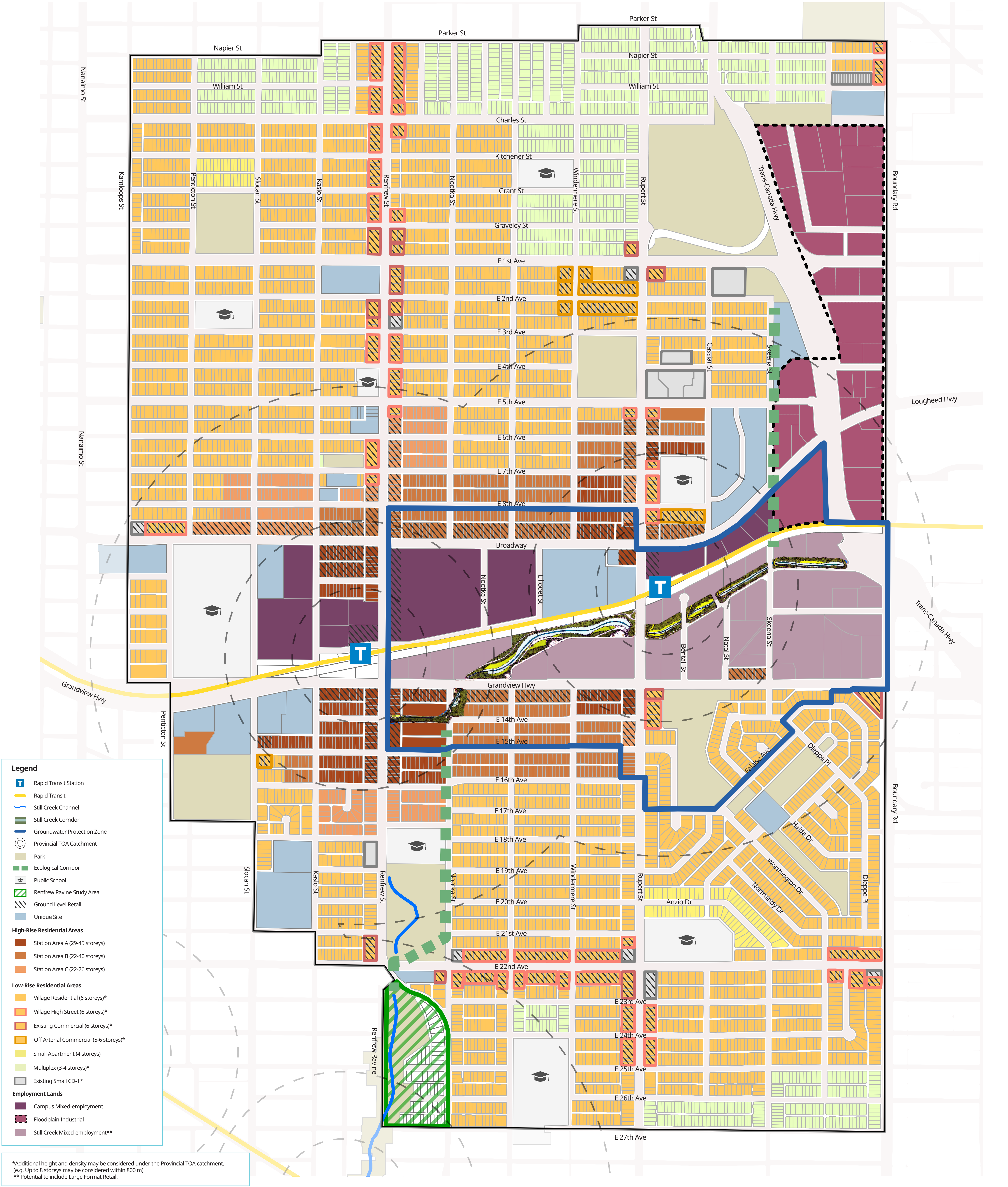
How Feedback Has Informed the Updated Draft Plan

Since the last round of engagement, a few key changes were made to the Plan to incorporate public feedback and to adapt to economic conditions and add more technical information. Updates to the Land Use Policies and Map include:

- More areas allowing housing up to 6 storeys.
- Additional locations for shops and services on major streets and in residential areas.
- Additional increases in height in the Station Areas to add more housing and improve viability.
- Specifying allowable building height density by housing tenure (i.e. below market rental, rental, strata).
- Limits to the number of towers at the outer edge of Station Areas.
- Refined policies for area-specific topics (e.g. housing, transportation, community amenities).
- Specific policies created for unique sites (e.g. Frog Hollow Neighbourhood House, Italian Cultural Centre, 3200 East Broadway).
- More detailed development requirements near Still Creek to protect groundwater.
- A Public Realm Strategy, including opportunities to repurpose road space to create community-serving amenities.

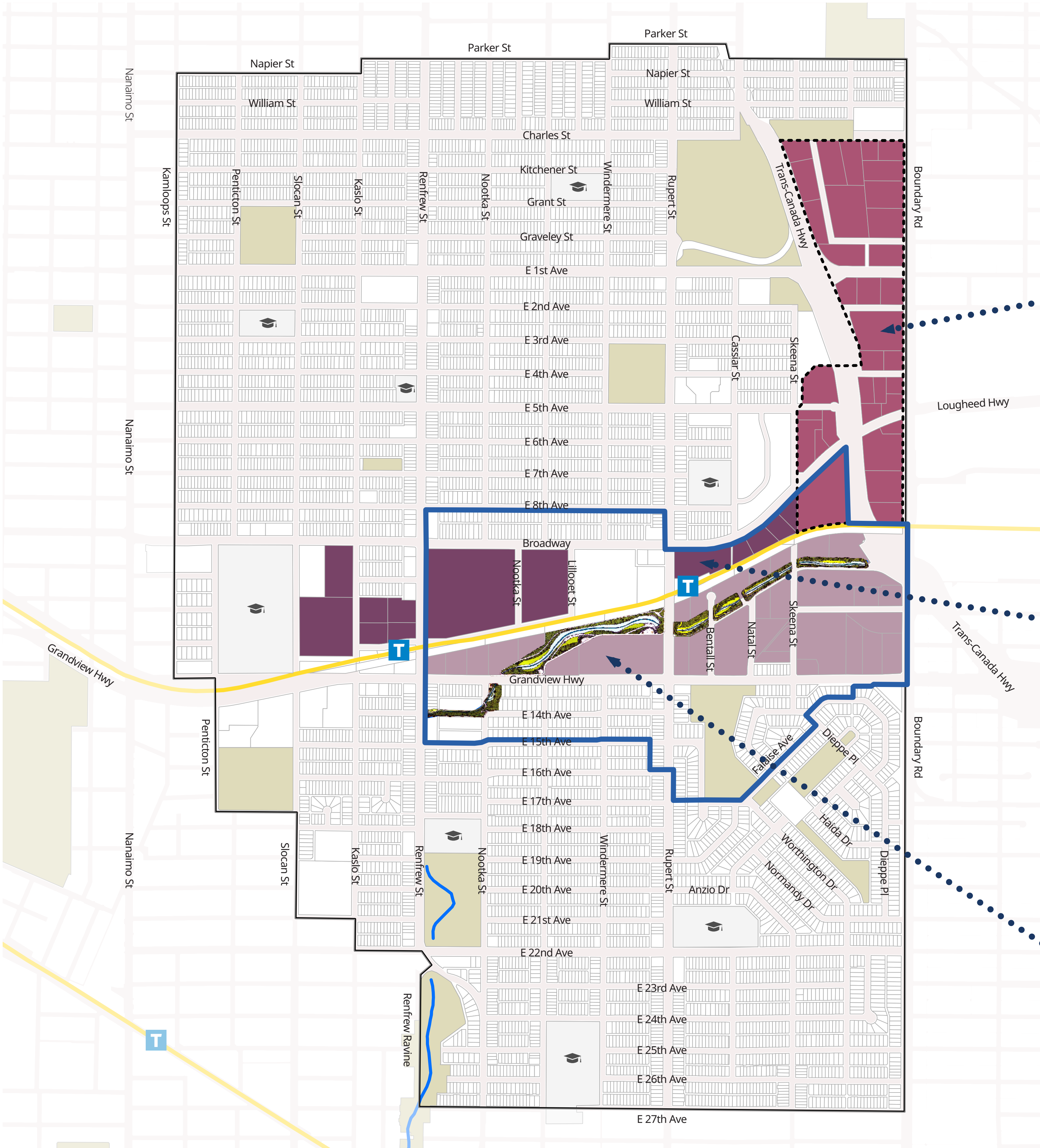
Final Draft Land Use Map

Note: this Land Use Map is not Council-approved and is subject to change



Intent

The Employment Lands are intended for light industrial and other commercial activities, including office, retail/service, hotel, cultural and institutional uses. As part of the Plan, these job-centric areas will be intensified, expanded, and enhanced to support a thriving local economy. The Draft Plan sets out direction for 3 different sub-areas within the Employment Lands.



Legend

Park

Public School

Still Creek Channel

Still Creek Corridor

Groundwater Protection Zone

Employment Lands

Campus Mixed-employment

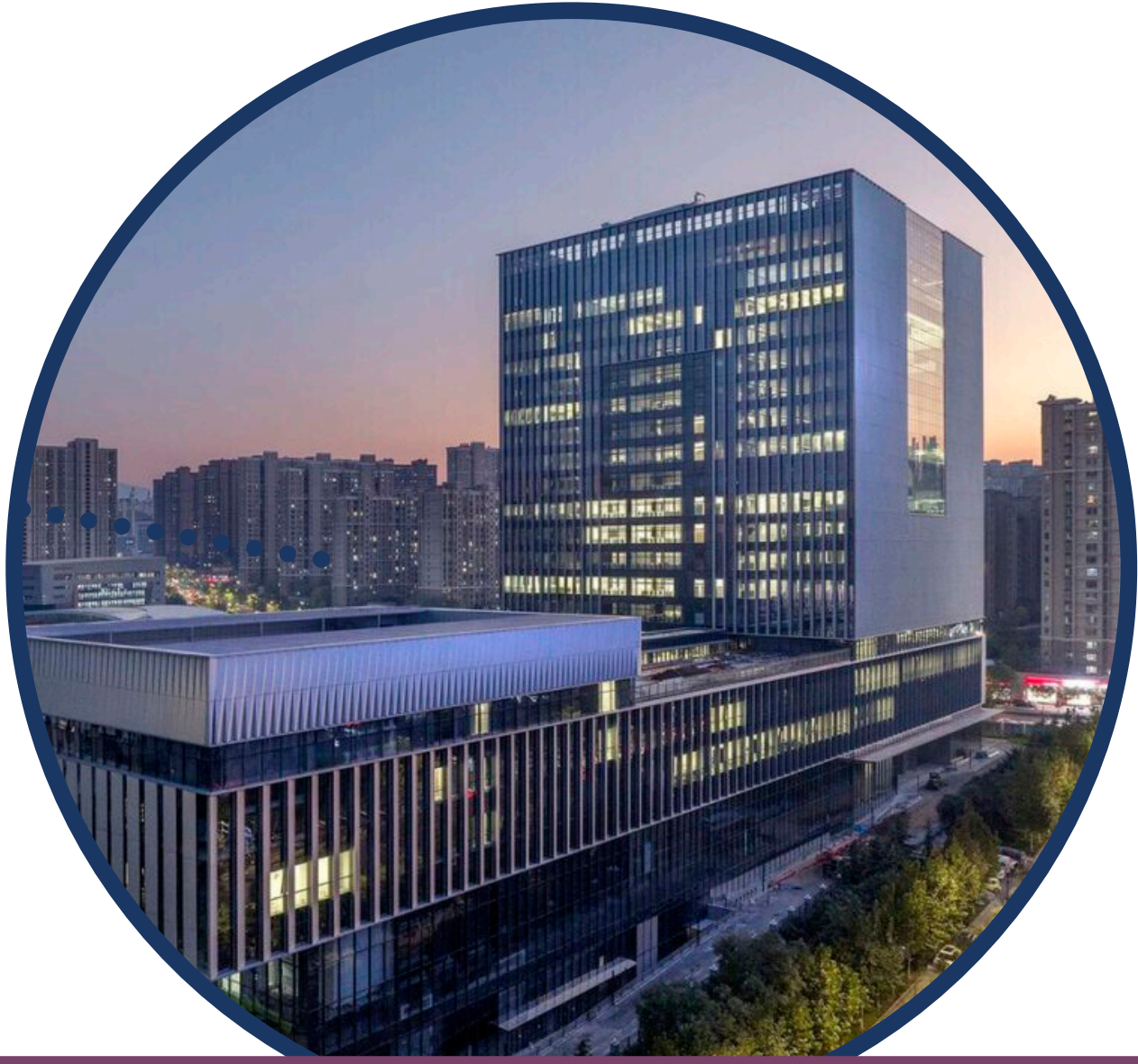
Floodplain Industrial

Still Creek Mixed-employment
(Potential to include Large Format Retail)



Example building type
(Source: Oxford Properties)

Floodplain Industrial Area



Campus Mixed-Employment Area



Example building types
(Source: Archdaily)

Still Creek Mixed-Employment Area

Sub-area	Campus Mixed-Employment	Floodplain Industrial	Still Creek Mixed-Employment
Uses	Industrial, institutional, office, cultural, retail/service, recreational (fitness centres only)	Industrial, office, retail/service, cultural	Industrial, office, cultural, retail/service, recreational (fitness centres only)
Max. Density	Sites under 10,000 sq. m: Up to 5.5 FSR Sites 10,000 sq. m or larger: Up to 4.0 FSR	Up to 3.0 FSR	Up to 3.5 FSR
General Height	Sites under 10,000 sq. m: Up to 30 storeys or 130 m (426 ft.) Sites 10,000 sq. m or larger: Up to 18 storeys or 80m (229 ft.)	Up to 30.5 m (100 ft.) plus difference between FCL and grade	Up to 12 storeys or 50 m (164 ft.)

Intent

Station Areas are generally within a 10-minute walk of a rapid transit stations and provides significant employment, housing, and amenities. In the Rupert and Renfrew Plan area, the presence of existing Employment Lands closest to the stations means that new housing opportunities will be located a little further away from the stations than typical Station Areas. Low-rise buildings (up to 6 storeys) will be enabled as an infill option throughout the Station Areas (see Board 7 for examples). There are 3 sub-areas to the Station Areas, which include different heights, densities, and uses.



Legend

- Park
- Public School
- Still Creek Channel
- Still Creek Corridor
- Groundwater Protection Zone

High-Rise Residential Areas

- Station Area A (29-45 storeys)
- Station Area B (22-40 storeys)
- Station Area C (22-26 storeys)
- Ground Level Retail

Sub-area	Station Area A			
Uses	Residential with Choice of Use, Mixed use (retail, service, office, healthcare office, etc.)			
Tenure	Market Rental w/ BMR*	Market Rental w/ childcare	Market Rental	Strata
Max. Density	Up to 10.5 FSR	Up to 8.5 FSR	Up to 7.5 FSR	Up to 7.0 FSR
Max. Height	Up to 45 storeys	Up to 35 storeys	Up to 31 storeys	Up to 29 storeys

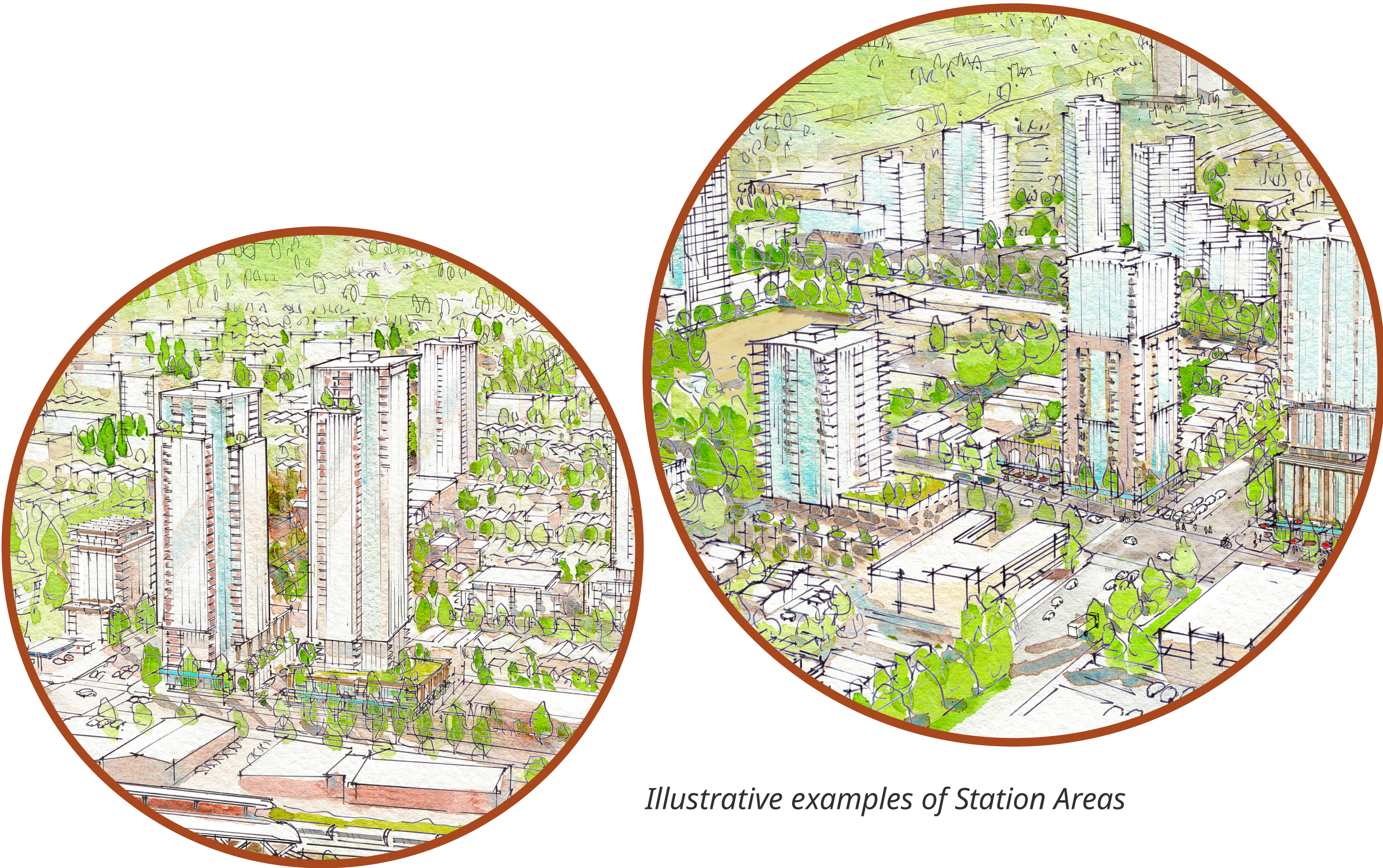
*BMR: below-market rental
Note: Social Housing up to 10.5 FSR and up to 45 storeys

Sub-area	Station Area B			
Uses	Residential with Choice of Use, Mixed use (retail, service, office, healthcare office, etc.)			
Tenure	Market Rental w/ BMR*	Market Rental w/ childcare	Market Rental	Strata
Max. Density	Up to 9.5 FSR	Up to 8.0 FSR	Up to 7.5 FSR	Up to 5.5 FSR
Max. Height	Up to 40 storeys	Up to 33 storeys	Up to 31 storeys	Up to 22 storeys

*BMR: below-market rental
Note: Social Housing up to 10.5 FSR and up to 45 storeys

Sub-area	Station Area C	
Uses	Residential with Choice of Use, Mixed use (retail, service, office, healthcare office, etc.)	
Tenure	Market Rental	Strata
Max. Density	Up to 6.5 FSR	Up to 5.5 FSR
Max. Height	Up to 26 storeys	Up to 22 storeys

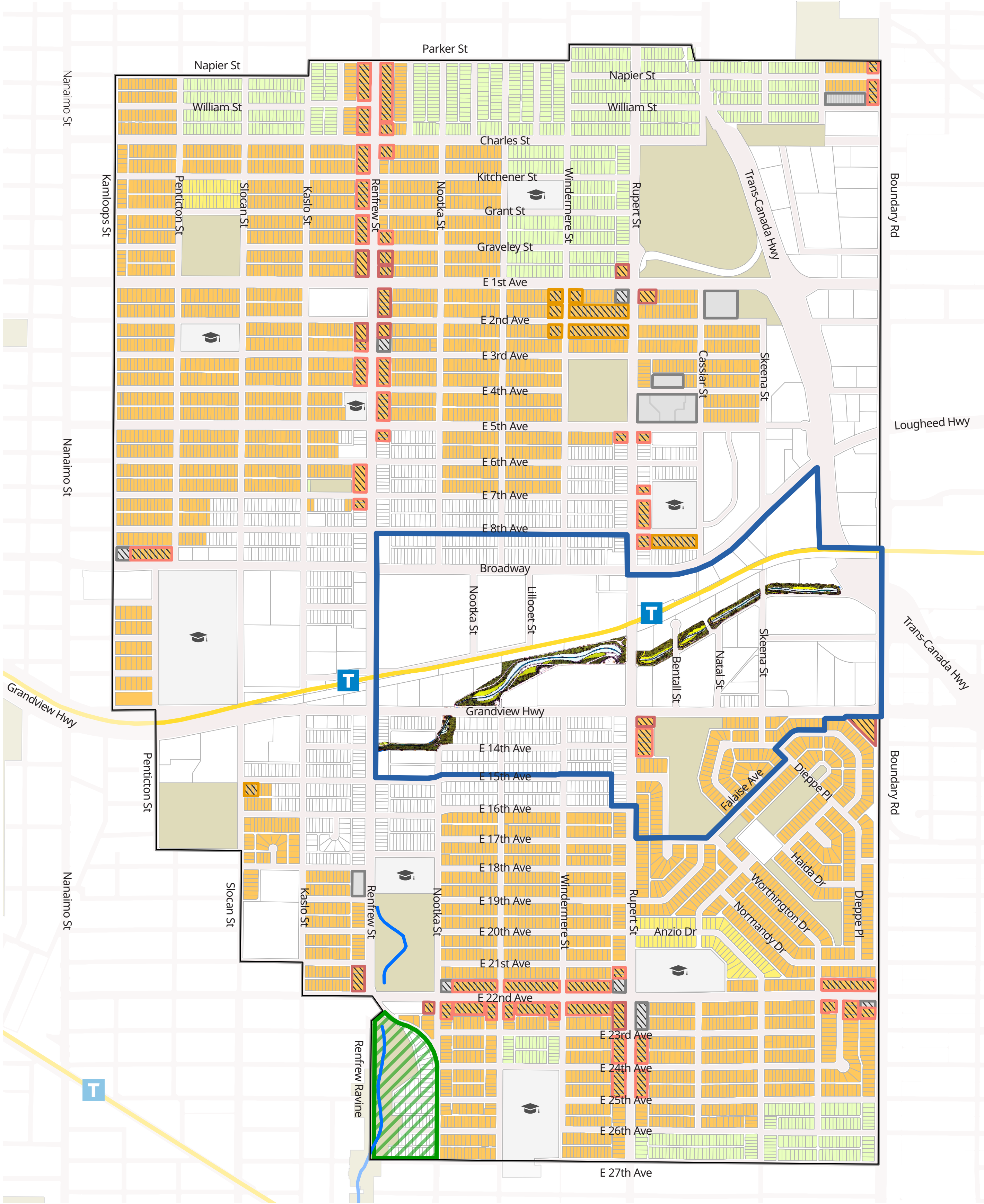
Note: Social Housing up to 9.5 FSR and up to 40 storeys



Illustrative examples of Station Areas

Intent

Villages are oriented around a smaller collection of commercial and neighbourhood uses that provide local jobs, daily needs, and opportunities for social connection. Adjacent residential areas are intended to be primarily low-rise housing. Multiplexes and townhouses will continue to support the delivery of ground-oriented housing.



Legend

- Park
- Public School
- Still Creek Channel
- Still Creek Corridor
- Groundwater Protection Zone
- Renfrew Ravine Study Area
- Village Residential (6 storeys)*
- Village High Street (6 storeys)*
- Existing Commercial (6 storeys)*
- Off Arterial Commercial (5-6 storeys)*
- Small Apartment (4 storeys)
- Multiplex (3-4 storeys)*
- Existing Small CD-1*
- Ground Level Retail

*Additional height and density may be considered under the Provincial TOA catchment. (e.g. Up to 8 storeys may be considered within 800 m)

Sub-area	Village Residential			
Uses	Residential with Choice of Use ¹			
Option ²	Low-Rise		Townhouse	
Tenure	Social Housing	Market Rental	Strata	Strata or Market Rental
Max. Density ³	2.7-3.0 FSR	2.4-2.7 FSR	1.45-2.0 FSR	Up to 1.2 FSR
Max. Height	Up to 6 storeys		Up to 4 storeys	Up to 3 storeys

Sub-area	Village High Street		
Uses	Required mixed-use (retail, service, healthcare office) Residential		
Tenure	Social Housing or Market Rental w/ BMR ⁵	Commercial Including Hotel	Strata or Market Rental
Max. Density ³	3.5-3.7 FSR		Up to 2.5 FSR
Max. Height	Up to 6 storeys		Up to 4 storeys

Sub-area	Existing Commercial Areas	
Uses	Required mixed-use (retail, service, healthcare office) Residential	
Tenure	Commercial Including Hotel	Strata or Market Rental
Max. Density ³	3.5-3.7 FSR	
Max. Height	Up to 6 storeys	

Sub-area	Off Arterial Commercial Areas
Uses	Required mixed-use (retail, service, healthcare office) Residential
Tenure	Strata or Market Rental
Max. Density ³	3.5-3.7 FSR
Max. Height	Up to 5-6 storeys

Sub-area	Small Apartment
Uses	Residential with Choice of Use ^{1 2}
Tenure	Strata or Market Rental
Max. Density	Up to 1.75 FSR, with additional 0.10 FSR for Choice of Use
Max. Height	Up to 4 storeys

Sub-area	Multiplex	Corner Store
Uses	Residential	Required mixed-use
Tenure	Strata or Market Rental	Strata or Market Rental
Max. Density	Up to 1.0 FSR	TBD ⁴
Max. Height	Up to 3 storeys	TBD ⁴

¹ Choice of use means the option for cultural, recreational, institutional, office, retail, or service uses on the ground floor.

² Multiplexes will continue to be enabled in these areas.

³ Maximum densities vary depending on site size and location on a block (i.e. highest densities apply to corner sites).

⁴ Additional height and density is being explored to support the addition of small-scale commercial uses such as corner stores.

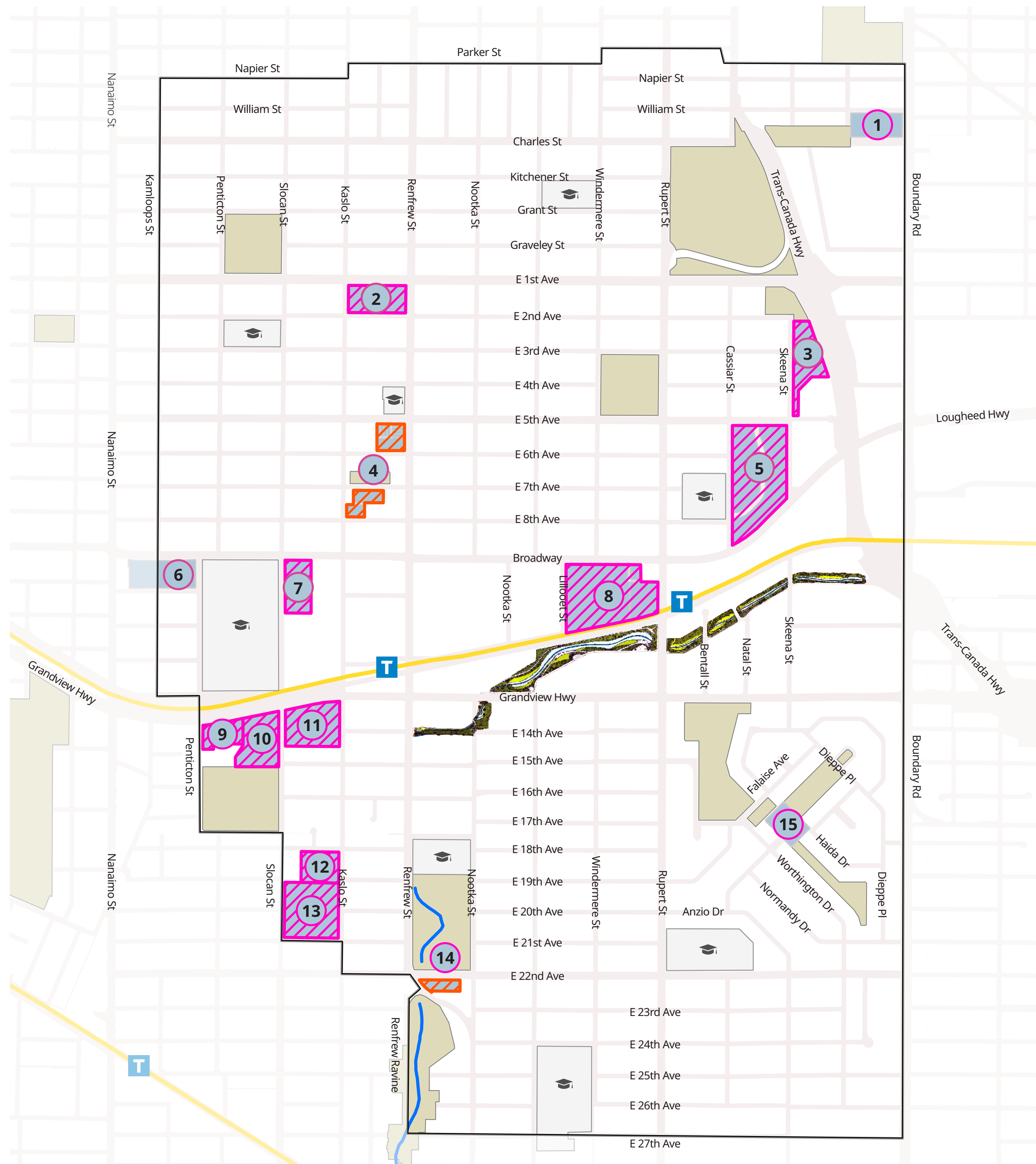
⁵ BMR: Below Market Rental

Unique Sites

Intent

Across the Rupert and Renfrew Plan there are several sites outside of the Employment Lands whose size or function are distinct and require more focused policy. There are 2 categories of Unique Sites:

- **Large Sites** have a total site area greater than 8,000 sq. m. and are suitable for a mix of uses including housing, office, retail, institutional uses, and community-serving amenities.
- **Special Sites** are less than 8,000 sq. m but contain specialized land uses or community functions (e.g. community serving space, care facility).



Legend

	Park		Still Creek Channel		Large Sites
	Public School		Still Creek Corridor		Other Large Sites
					Special Sites

- | | |
|---|--|
| 1 Parkside Village | 8 3200 East Broadway |
| 2 1st Avenue Marketplace | 9 Casa Serena |
| 3 Akali Singh Sikh Society Gurudwara | 10 Italian Cultural Centre (Il Centro) |
| 4 Frog Hollow Neighbourhood House, Access Co-op Housing and George Whitten Place | 11 Still Creek & Kaslo Gardens Co-op Housing |
| 5 Skeena Terrace (NOTE: rezoning application approved. General Unique Site policies do not apply) | 12 Children's Foundation/Developmental Disabilities Association Site |
| 6 Gardenia Villa | 13 BC Children's Hospital Foundation |
| 7 Broadway Church | 14 Three Links Care Centre |
| | 15 Vancouver Christian School |

Note: Large sites in the Employment Lands are subject to separate policy requirements.

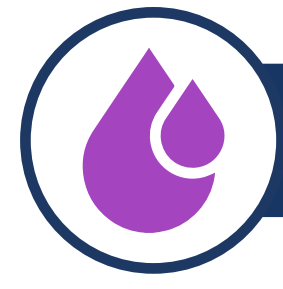
General Unique Site Policies

The following policies will apply to all unique sites identified on the map, as well as future unique sites (8,000 sq. m or greater) created through land assembly or other processes.

- Where existing on-site amenities exist (e.g. public space, community infrastructure, non-profit childcare, etc.), retain and enhance this infrastructure.
- Where existing residential tenants, create a development phasing plan, where feasible, that minimizes disruption to existing tenants.
- Public or non-profit licensed group childcare will be considered where viable through funding partnerships with senior levels of government and community sector partners.
- Sites should aim to provide 20% of total site area for public open space.
- Development should retain and enhance existing green space on site to the extent possible.
- Maximize the amount of contiguous open space intended for public use, dedicated parks or designated privately-owned public spaces (POPS). On-site open space should be located to retain existing trees and/or to provide space in the ground for new trees.
- Located public open space where it is highly visible and accessible, can receive the most amount of direct sunlight and maximizes sky views.
- Rezoning applications must include additional information on a) groundwater management, as set out in the *Groundwater Management Bulletin*, and b) potable water manage and zero waste management.
- For existing unique sites, unless otherwise specified, the residential component of the site can include market, rental, social, supportive housing, seniors housing, and below market housing. Additional requirements for non-residential uses (e.g. retail, service, office, institutional) may apply.
- For future unique sites, the residential component of the site must include rental and Below-Market Rental housing. A minimum of 30% of the total residential floor space must be delivered as rental housing, including 20% of the rental units secured as Below-Market Rental. Additional in-kind public benefits are expected. Proposals are subject to proforma analysis to ascertain public benefit opportunities/CAC contributions.

Land Use Limitations & Interpretation

The Rupert and Renfrew Plan land use policies will provide a clear and robust framework to guide future development in the Plan area. To respond to the complex conditions in this area, new developments will need to consider additional measures.



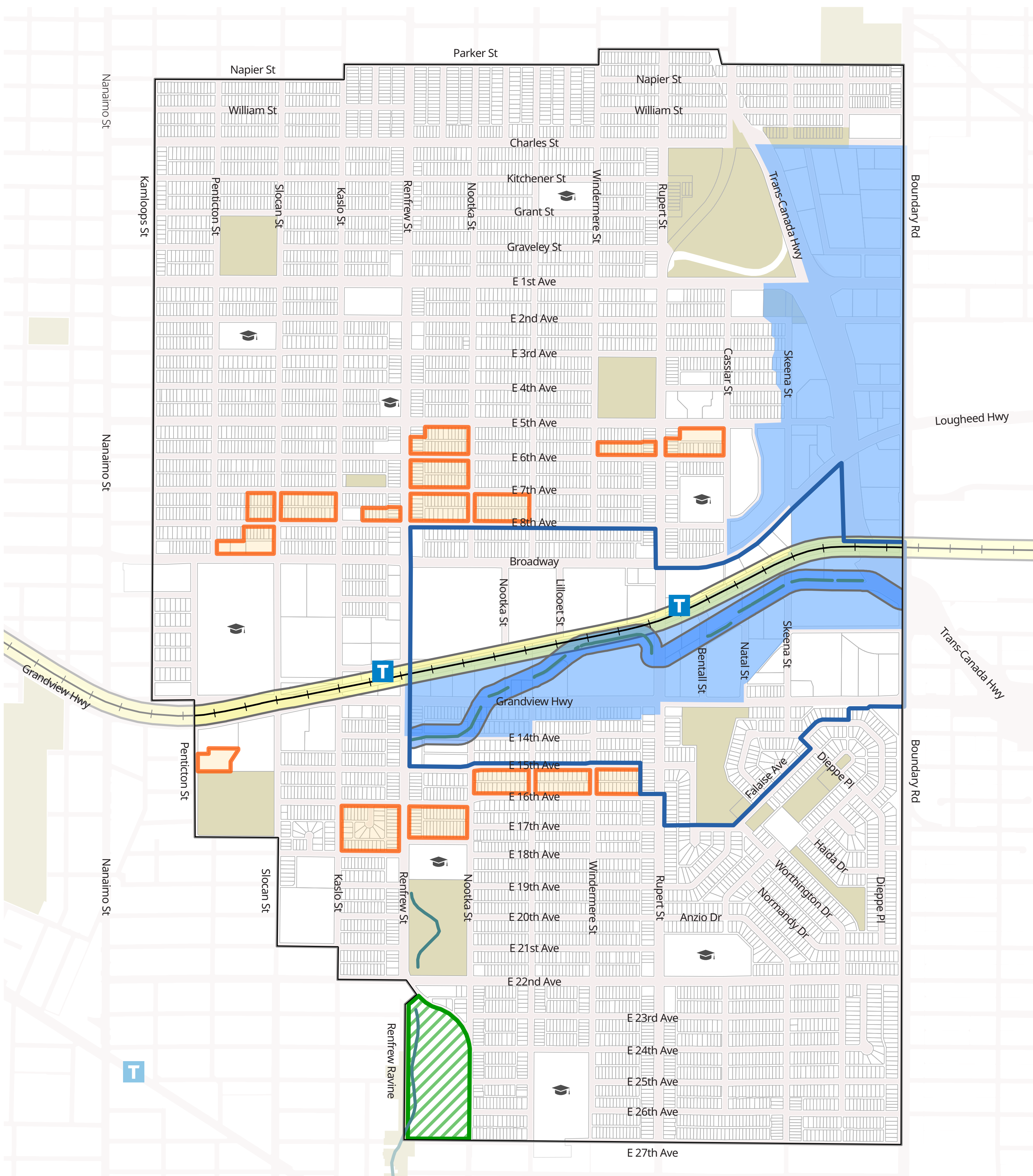
Groundwater Flows to Still Creek

To ensure groundwater can continue flowing to recharge Still Creek, the following measures will be introduced in the Plan:

- **Within 30 metres of Still Creek**, underground structures (e.g. parkades, basements) will not be allowed.
- **Beyond 30 metres from Still Creek**, within the Groundwater Protection Zone, no groundwater will be permitted to drain into the City's sewer system. Underground structures may be allowed under the following circumstances:
 - Total depth must not exceed 8 m (2 storeys); and
 - Foundations drain to an on-site groundwater management system or must be waterproofed (i.e. tanked).
- Residential sites, including those with ground-level retail may include a maximum of 2 levels of above-grade parking.
- Sites outside the Groundwater Protection Zone can develop as usual.

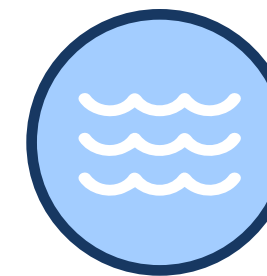


Chum Salmon return to Still Creek 2024



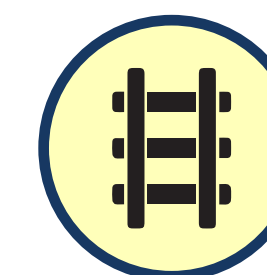
Legend

- | | | |
|---|--|---------------------------|
| Tower Limit Policy (2 Towers Per Block) | Rail Setback (30 m) | Renfrew Ravine Study Area |
| Groundwater Protection Zone | Still Creek Underground Setback (30 m) | Park |
| Designated Floodplain | Rail Line | Still Creek Channel |



Still Creek Floodplain

The Still Creek Room for Resilient Growth Concept will create more space to absorb water and make the area more resilient to flooding and climate change. Developments within the floodplain will be required to follow the City's Flood Plain Standards and Requirements.



Rail Proximity

Sites adjacent to the heavy rail corridor should consider federal guidelines for developments in proximity to railways. This includes safety requirements for development within 30 metres of the rail line.



Tower Limits

To ensure the highest density residential buildings remains closest to the SkyTrain stations there will be limits on the number of towers (buildings 7+ storeys) on the outer edges of the Station Areas.



Renfrew Ravine

No additional density beyond current zoning is enabled through the Area Plan at this time. Once additional slope study is completed, this Plan will be updated with specific recommendations to limit the risk of injury or property damage for future development around Renfrew Ravine.

Still Creek is a unique feature in the Area Plan. Daylighting the creek (bringing the creek to the surface) has had long-standing support among the public. To enable growth and development, the Still Creek corridor within the floodplain will be expanded, and buried sections of the creek brought to the surface through the Still Creek Room for Resilient Growth Nature-based Flood Mitigation project. In addition to managing flooding, the project will provide multiple benefits, including access to nature, improved connectivity, and increased biodiversity.



Still Creek Policy Highlights

- Create a wider creek and riparian corridor that reduces flood risk to the area.
- Remove culverts to daylight buried creek sections and create new habitat.
- Enhance creek design to manage stormwater, improve water quality, increase salmon habitat, and reduce flooding.
- Enhance ecological connectivity between Renfrew Ravine, Still Creek, and Thunderbird Park by integrating new ecological corridors, Green Rainwater Infrastructure, and active transportation routes along Nootka and Skeena Streets.
- Provide new opportunities for public amenities such as a multi-use path and connections to the Eastside Crosscut Greenway.
- Continued support for Stewardship groups.

What is Green Rainwater Infrastructure?

Green Rainwater Infrastructure will also be implemented throughout the watershed to improve water quality reaching Still Creek. Blue Green Systems and ecological corridors will align with transportation routes and improve ecological connectivity throughout the watershed.



Example of a Green Rainwater Infrastructure project, the Alberta St Blue Green System

Definitions:

Blue Green Systems are networks of park-like corridors that manage water, contribute to the urban forest, and enhance active transportation routes.
Culverts are tunnels carrying a stream or open drain under a roadway or paved area.
Riparian areas are the transition from the aquatic area to the upland area.

Key Area Plan Policies

Note: the following Key policies have been summarized for public engagement purposes. Detailed policies will be available when the full Plan is presented to Council.

Housing



New Housing Opportunities

- Allow high-rise apartment buildings in the Station Areas with the highest density incentivizing below-market rental and social housing.
- In Villages, allow for a mix of low-rise apartment buildings and missing-middle building forms that include townhouses and multiplexes.
- Provide incentives to enable existing and newly-acquired non-market housing sites, to renew and expand the number of non-market units.
- Encourage the renewal and expansion of existing and development of new public or non-profit-owned community care and assisted living uses.

Tenant Stability & Protections

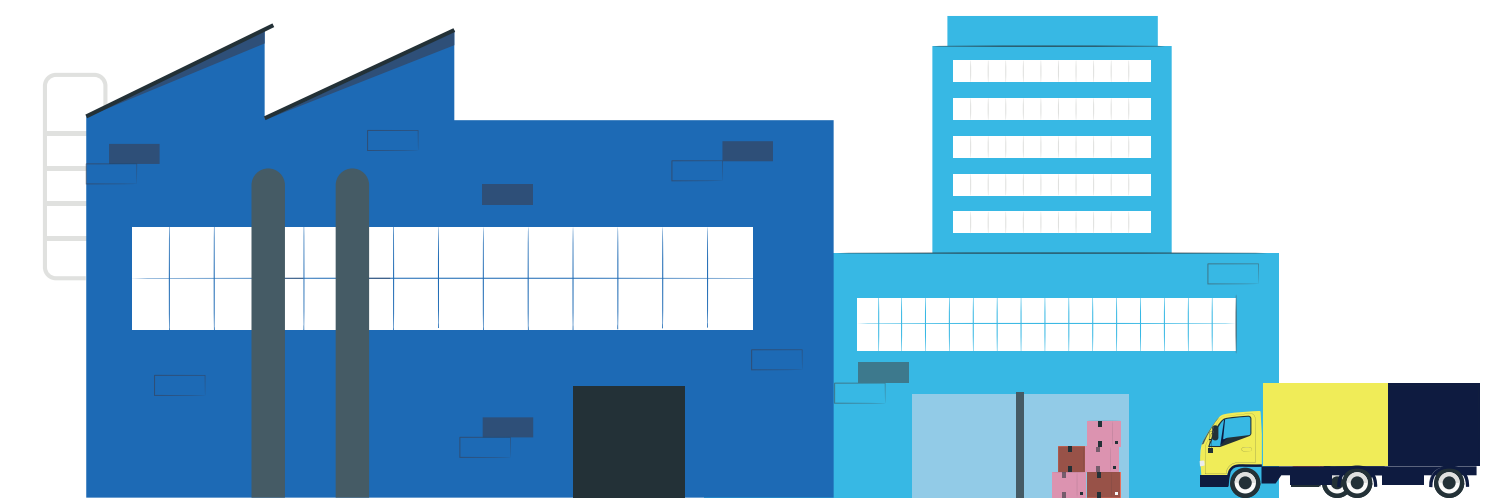
- Provide enhanced tenant protections for residents at risk of displacement and continue to require tenant relocation plans where applicable under the City's existing Tenant Relocation and Protection Policy (TRPP).

Economy

Employment Lands

- Maintain restrictions on residential uses in the Employment Lands to protect the viability of the area for industrial and other employment uses.*
- Increase the supply of employment spaces by encouraging multi-storey industrial buildings and provide more flexibility to the mix of employment.

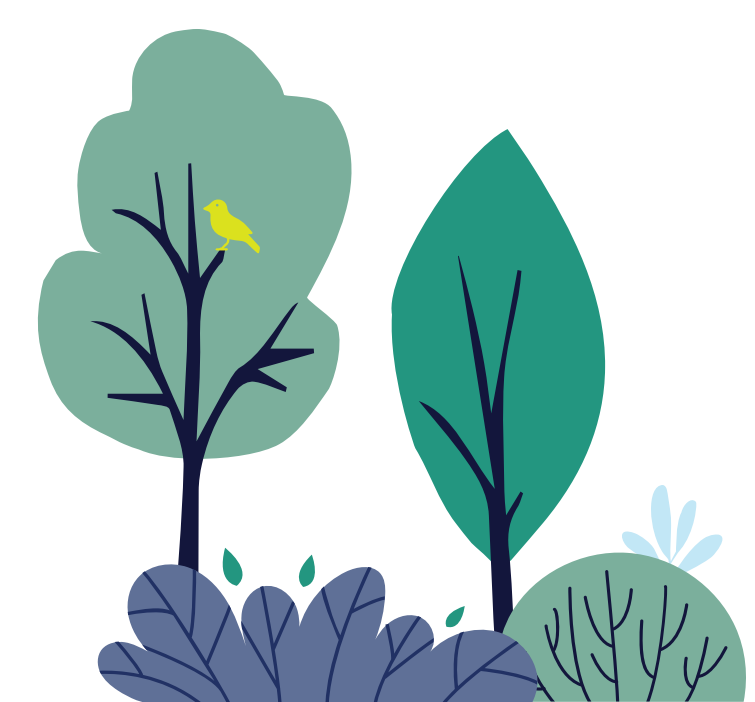
**with exception to the project led by the Musqueam, Squamish and Tsleil-Waututh Nations at 3200 East Broadway.*



Local-Serving Shops and Services

- Expand the amount of local-serving retail and commercial spaces across the Plan area, such as small grocers, cafes, small restaurants and other commercial uses.
- In Multiplex areas, consider opportunities for corner stores to support an array of local-serving retail and service uses.

Ecology



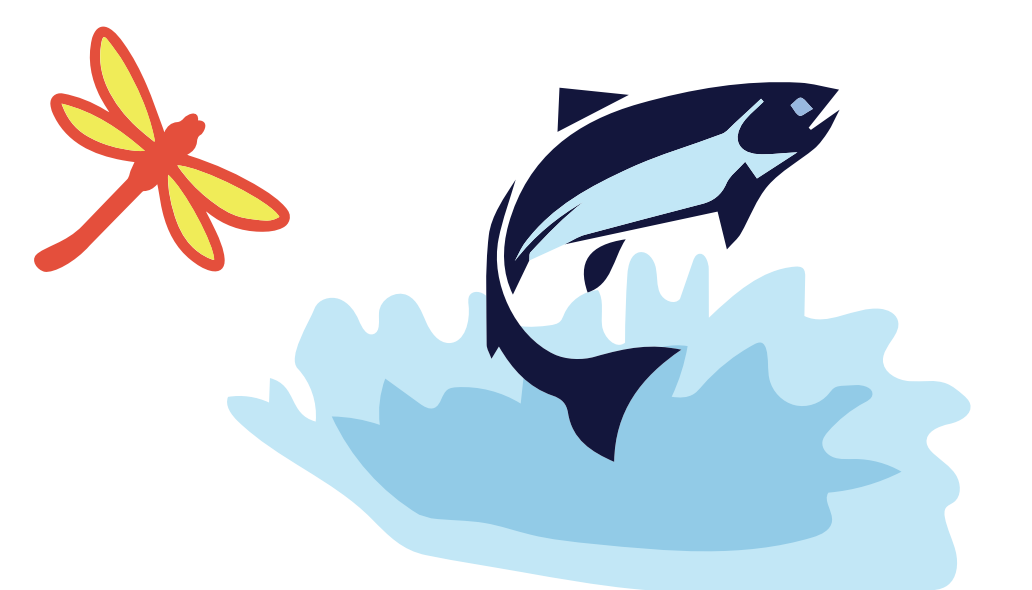
Protect Ecosystems

- Conserve and enhance Still Creek and Renfrew Ravine environmentally sensitive natural areas.
- Create more natural areas that support biodiversity.
- Integrate ecological considerations into the redevelopment of properties near Still Creek and Renfrew Ravine.

Connect Ecological Systems

- Explore the opportunity to provide ecological corridors within the street right-of-way, along Nootka St and Skeena St, connecting existing natural areas and supporting biodiversity and ecological health in the Still Creek Watershed.
- Allocate resources to plant new street trees for shade, urban cooling and biodiversity.

Watershed and Water Resources



Still Creek Watershed

- Conserve and enhance Still Creek by securing land for the creek design and pursuing private-public partnerships and grants.
- Through regulation, establish a "Groundwater Protection Zone" for the protection of Still Creek.

Water Resources

- Upgrade wastewater and stormwater infrastructure (e.g. sewers, pump stations, etc.) to service proposed land uses.
- Implement green rainwater infrastructure and blue green systems into the public realm.

Key Area Plan Policies

Note: the following Key policies have been summarized for public engagement purposes. Detailed policies will be available when the full Plan is presented to Council.

Transportation



People-First Streets

- Convert major arterials into "complete streets" by including features such as protected active lanes, public transit facilities and wider sidewalks.
- Install new traffic control signals to reduce the distance between crossings and improve access and safety on major streets.
- Expand the cycling network and provide other facilities to support active transportation at major destinations and along key routes (e.g. upgraded racks, secure lockers for bikes, shared micromobility stations and e-stations).
- Prioritize and construct missing sidewalks (i.e. sections of Kaslo, Nootka, Renfrew, Rupert, and Windermere Streets).

Transit and Goods Movement

- Advocate to TransLink for improved transit frequency and service, and work with TransLink to support monitoring of needed upgrades at Rupert and Renfrew stations.
- Ensure the road network and street design accommodates existing truck routes and future growth of industrial uses in the Employment Lands.

Community Infrastructure

Community-Serving Spaces

- Support the renewal and expansion of the Frog Hollow Neighbourhood House and related program space, offices and gathering areas.
- Renew the Renfrew Park Community Centre.
- For sites with existing community-serving spaces undergoing redevelopment, seek no net loss, or provide an increase in floor area for community-serving spaces.



Childcare

- Co-locate childcare facilities with housing by enabling additional height and density, in the Station Areas, for market rental projects that include in-kind public and/or non-profit childcare facilities.
- Assess all development proposals for public and non-profit childcare feasibility. If the site is found to be suitable, the developer may be asked to secure space for public and non-profit childcare within the development, with a floor space ratio ("FSR") exemption for the childcare space. Staff will seek to leverage senior government funding for these types of projects.

Food Systems

- Incentivize retention, replacement, expansion and development of community economic development (e.g. employment training and trades skills building) and food systems infrastructure (e.g. non-profit food recovery and manufacturing spaces) within the Employment Lands through additional density and height.
- Create and support opportunities for food infrastructure on large sites and in the Employment Lands.

Arts, Culture, and Heritage

Heritage Resources

- Work with community partners, property owners and stakeholders in the Rupert and Renfrew Plan area to identify places with heritage value for future addition to the Vancouver Heritage Register.



Arts and Cultural Spaces

- Ensure no net loss of existing arts, cultural, music and film spaces, and support opportunities for new cultural spaces across the Plan area. Within the Employment Lands, prioritize opportunities for new arts and cultural spaces through future redevelopments.
- Prioritize opportunities for non-profit local-serving arts and culture organizations such as Still Moon Art Society.
- Explore arts and culture districts to preserve and enhance existing clusters of arts, cultural and film production spaces (e.g. film production hub).
- Collaborate with local artists and cultural organizations in the Plan area to create and promote public artworks and related programs.

Key Area Plan Policies

Note: the following Key policies have been summarized for public engagement purposes. Detailed policies will be available when the full Plan is presented to Council.

Public Space

Enhance Existing Parks

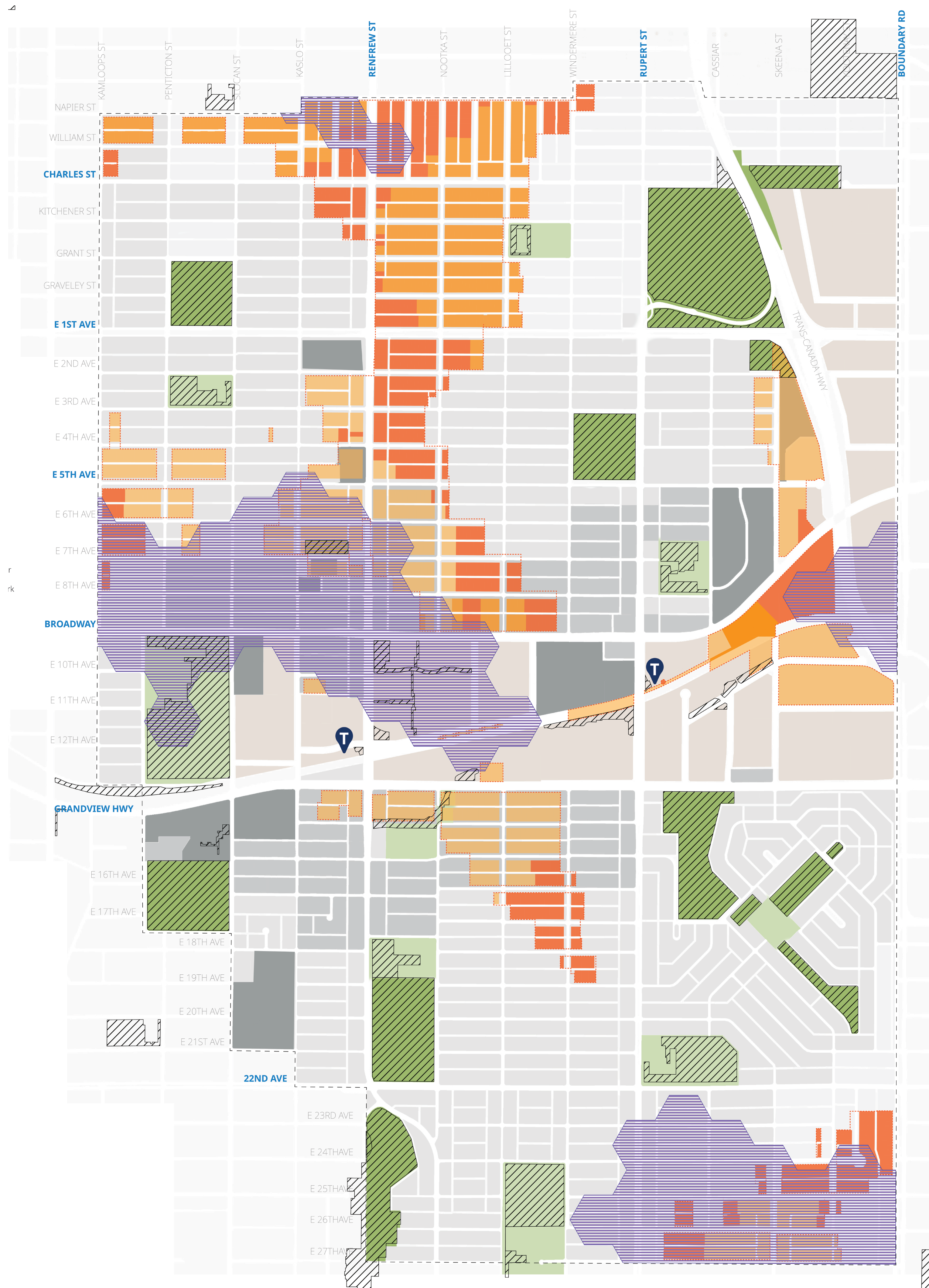
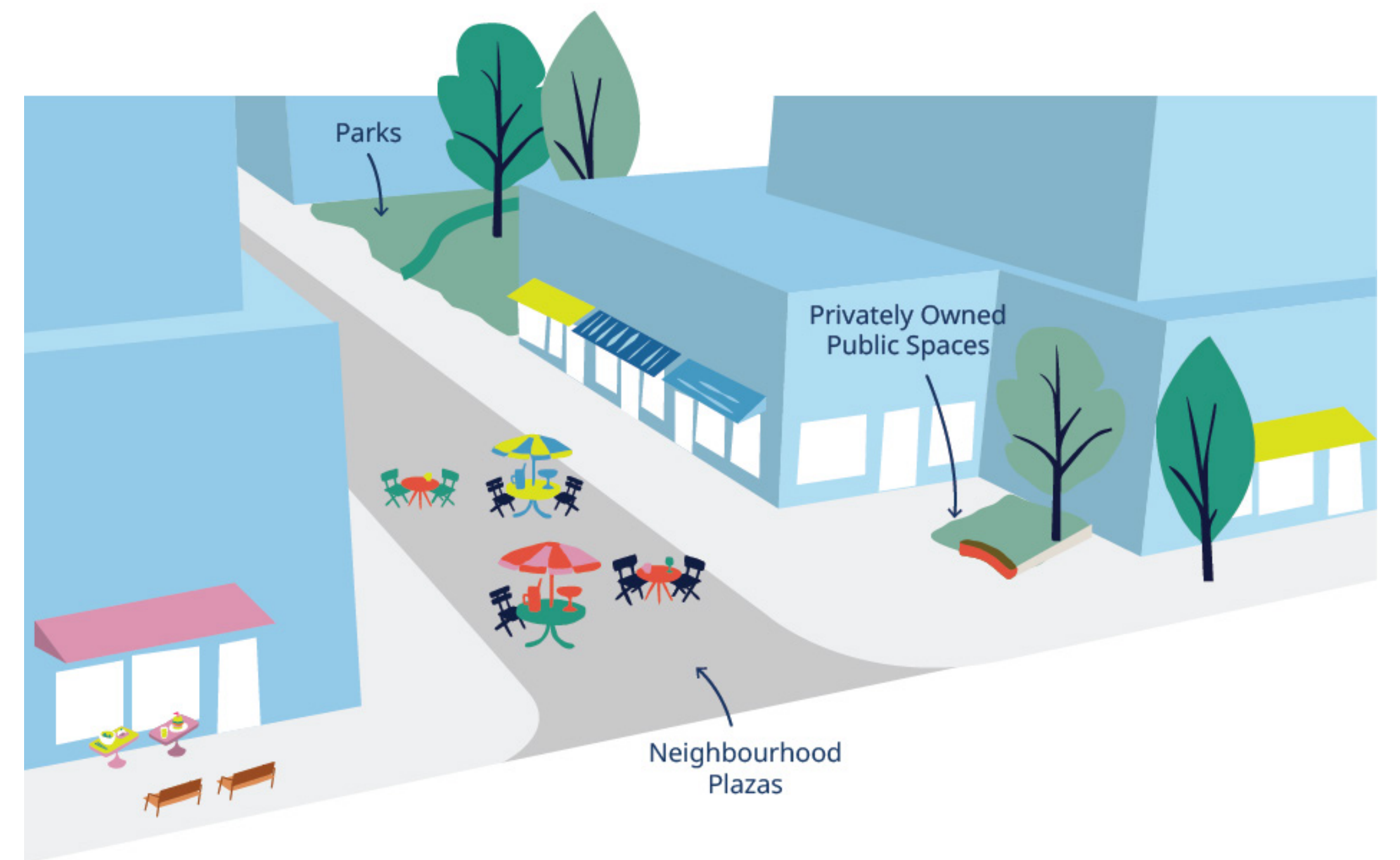
- Upgrade the sport field facilities at Beaconsfield Park.
- Convert Renfrew Community Park's wading pool to a new spray park.

Create New Public Spaces

- Collaborate with community partners to identify a location for at least one neighborhood plaza in each of the three Villages (Renfrew and East 1st Avenue; Renfrew and East 22nd Avenue; Rupert and East 22nd Avenue).
- Develop new parks and public spaces on unique sites and acquire parkland in areas with less access (see map below).

Deliver New Public Realm Features

- Provide at least two free-standing universally accessible public washrooms.
- Provide seating areas along retail streets, greenways, Blue-Green Systems and pedestrian connections.



Park & Public Space Priority Areas Map

This map identifies areas with the least amount of public space available. These gaps will be addressed by creating new public spaces and parks on unique sites when they redevelop, acquiring parkland in areas with less access, or through road reallocation (e.g. creating plazas).

General Legend

- multiplex
- low-rise residential areas
- high-rise residential areas
- employment lands
- unique sites
- schools
- parks
- Existing Public Space
- Rapid Transit Station

Public Space Priority Area
areas with the least amount of public space available within a 5-minute walk

Park Priority Area
areas with low park provision or access (less than 0.28 park ha/1,000 people) and/or no park access within a 10-minute walk

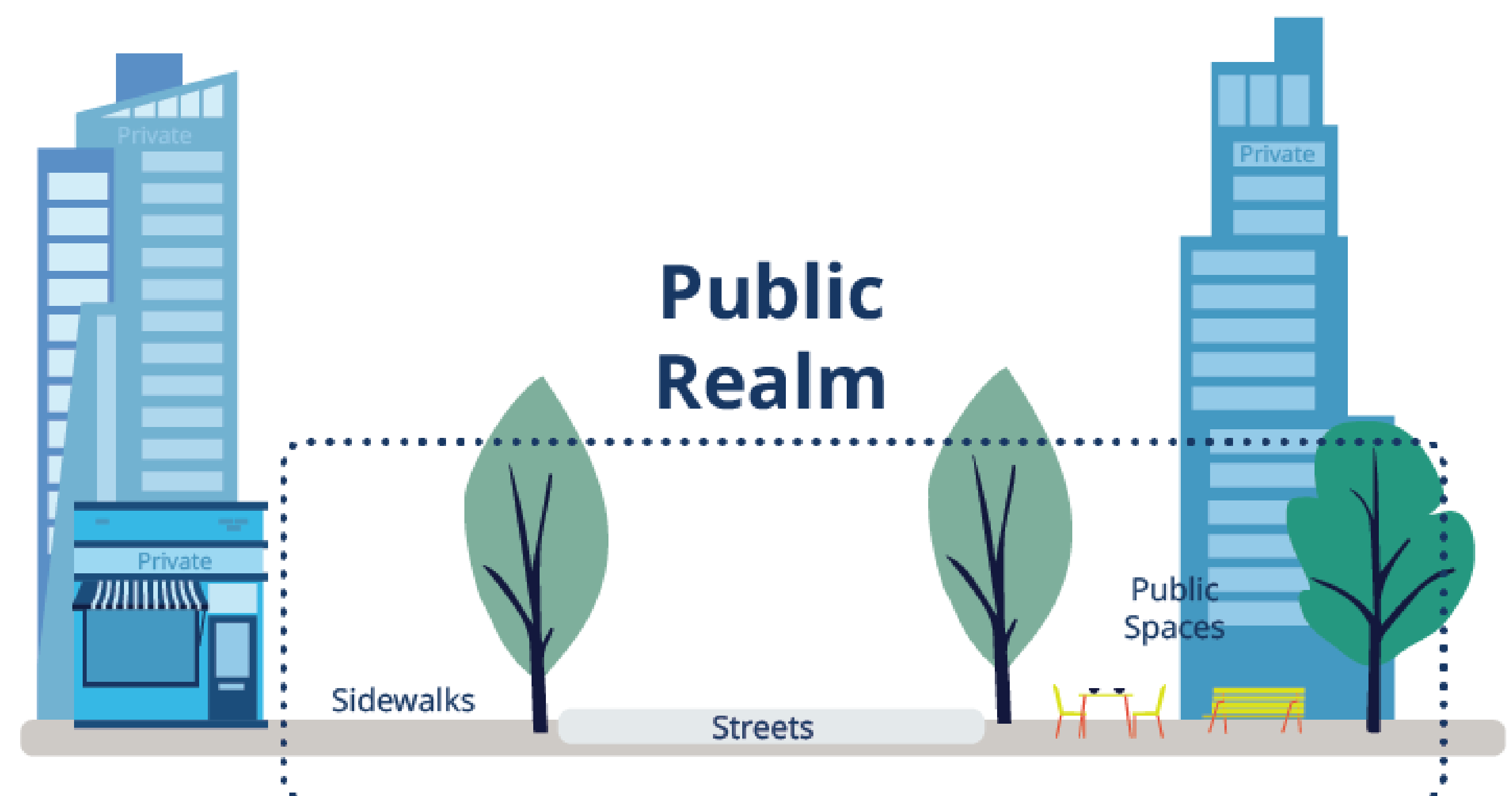
Note:

Map represents a 5-minute walk and areas of existing low park provision or access (less than 0.28 park ha/1,000 people) and/or no park access within a 10-minute walk.

Public Realm Strategy | Key Moves

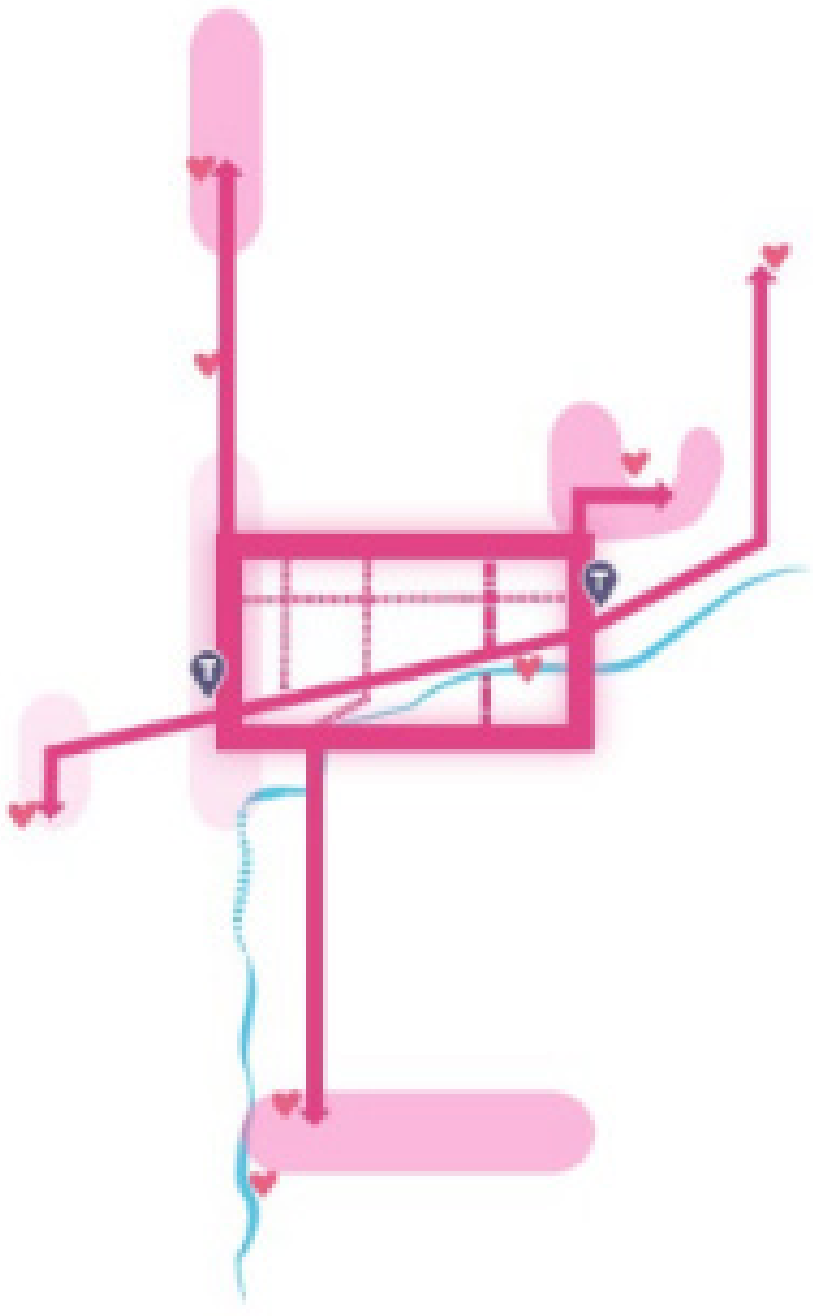
What is the public realm?

The public realm is generally everything that is experienced from the street. It refers to all public spaces (including parks and plazas), streets and sidewalks outside and between buildings. It includes storefronts, patios, public art, lighting and planting that shape the experience of these environments.



Key Moves

The Rupert and Renfrew Public Realm Strategy will be guided by 3 Key Moves that will help support future growth and improve the public realm.



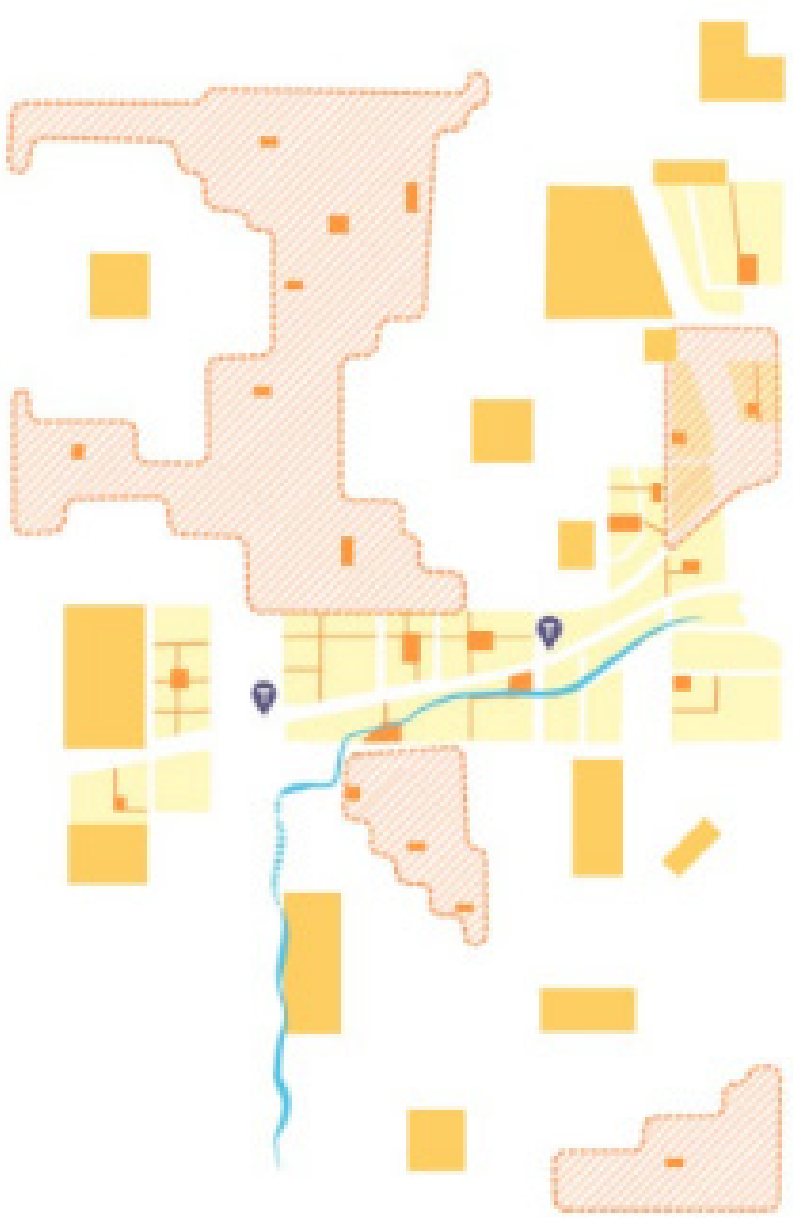
Connected Core

Through the planning process we heard there are important destinations in the Employment Lands that people access daily: SkyTrain stations, Still Creek, Central Valley Greenway, affordable stores and food assets. There are also a number of barriers: the rail corridor, the highway, large industrial blocks and arterial roads with few signalized crossings. Currently, it is difficult to travel within the Plan area without a vehicle. To allow the community to grow the Public Realm Strategy will make it more comfortable for pedestrians and cyclists to travel – particularly to daily destinations. This includes improving deficiencies and gaps in the network, strengthening connections within the employment core, and improving pathways to and from neighbourhood hearts.



Stitch Still Creek

The Still Creek Watershed and Renfrew Ravine are central ecological features in this area that will continue to be improved and expanded over time. The Public Realm Strategy will overtime create opportunities to stretch the reach of these ecological benefits by repairing larger ecological connections north and south of the Employment Lands where the creek runs. This includes seeking opportunities to advance the ecological corridor network, prioritizing tree canopy in key locations, providing urban habitat and biodiversity planting, considering climate impact and indigenizing ecological expression.



Fine Grain Fabric

The Rupert and Renfrew Plan area is partially distinguished by its large-scale features: large parks, large roadways, large sites and buildings. Introducing a “finer grain” network of public spaces and connections will help ensure that locations are available within easy walking and rolling distance and without encountering major barriers to access. At an area-wide level this means filling in gaps between large parks with local and neighbourhood-serving spaces. In the Employment Lands and other large sites it means carving out more open spaces and pedestrian connections.

Public Realm Strategy | Public Realm Concept Map

General Legend

LAND USE CONTEXT*

- multiplex
- low-rise residential areas
- high-rise residential areas
- employment lands
- unique sites
- schools
- parks
- rail lines
- existing community heart (community identified)
- existing public space (street ROW or POPS)
- Rapid Transit Station

PRIORITY AREAS + ANALYSIS

- Public Space Priority Area**
Areas with access to the lowest quantity of public space within a 5 minute walk
- Park Priority Area**
Areas with less than 0.28 ha of park space per 1000 people and/or no park access within a 10-minute walk (current density)
- Street Segments with Favourable Conditions for Public Space****
good solar access, short blocks, slopes <3%, greenway or village area

PUBLIC REALM

- Potential Retail Frontage - Village Area**
- Potential Retail Frontages**
ground level commercial future upgrades
- Existing Greenway**
- Proposed Complete Street**
with protected active lanes and public transit facilities and enhanced public realm
- Future Greenway*****
signage, signalized crossings or alignment
- Future Greenway or Multi-use Path**
on-site, requires redevelopment
- Blue Green System (BGS)**
district serving infiltration opportunities
- BGS and Greenway**
- Green Rainwater Infrastructure Opportunity**
- Existing Signal**
with pedestrian crossing
- Proposed Signal**
capital project or redevelopment
- Existing Rail Crossing**
- Proposed Rail Crossing**
for active modes
- Existing Midblock Connection**
- Future Midblock Connection**
- Road Realignment**
12th Ave relocated to the north
- Ecological Corridor**
ROW only, approximate alignment
- Still Creek Enhancement Corridor**
- Existing Creek**
- Buried Streams**
- Rail Corridor**
- Potential Public Space**
redevelopment required
- Potential Park Dedication**
redevelopment required
- Neighbourhood Plaza Potential Location**
at least 1 per village, site TBD with community partners
- Potential Site for Low Barrier Vending**

*land use for reference only, refer to land use maps

**Based on feasibility criteria workshoped with staff - accessible grades, short blocks, off arterial roads. Other locations may still be suitable.

***protected active lanes may be required along any greenway on a case-by-case basis and will be determined through traffic impact analysis, especially for redevelopment sites.

NOTE: Public realm improvements in the Concept Map represent potential opportunities and not a commitment to deliver. Actual locations for implementation will be confirmed over time through additional analysis and engagement.

Public Realm Strategy | Road Space Reallocation Map

During previous engagement phases, City staff heard strong support for transportation improvements across the Plan area and the repurposing of road space in the Village areas. In response, City staff identified more opportunities to repurpose road space across the Plan area.

The Road Space Reallocation Opportunities Map below builds on this work to show how and where road space could be repurposed. Local streets that align with greenways, blue green systems, and/or ecological corridors may gradually become car free where possible.

Careful consideration will preserve access to homes, destinations, and for emergency services. This transition would start with low-cost traffic calming measures and evolve over time to support safe walking, rolling, and biking, better rainwater management, and more green and public spaces.

What is road space reallocation?

Road space reallocation is the repurposing of road space towards non-car uses such as walking and rolling, cycling, transit and public space. Reallocated road space may be repurposed for:

- Plazas
- Parks & park-like spaces
- Greenways & active transportation
- Ecological corridors
- Widened and improved sidewalks
- Blue green systems
- Urban tree canopy and planting
- Patios
- Shared micromobility (bicycles and scooters) stations
- Public transit priority spaces
- Traffic-calming treatments
- Seating areas
- other non-car spaces



Examples of road space reallocation. Top: Woodland Drive Bioswale. Bottom: Plaza and shared micromobility station

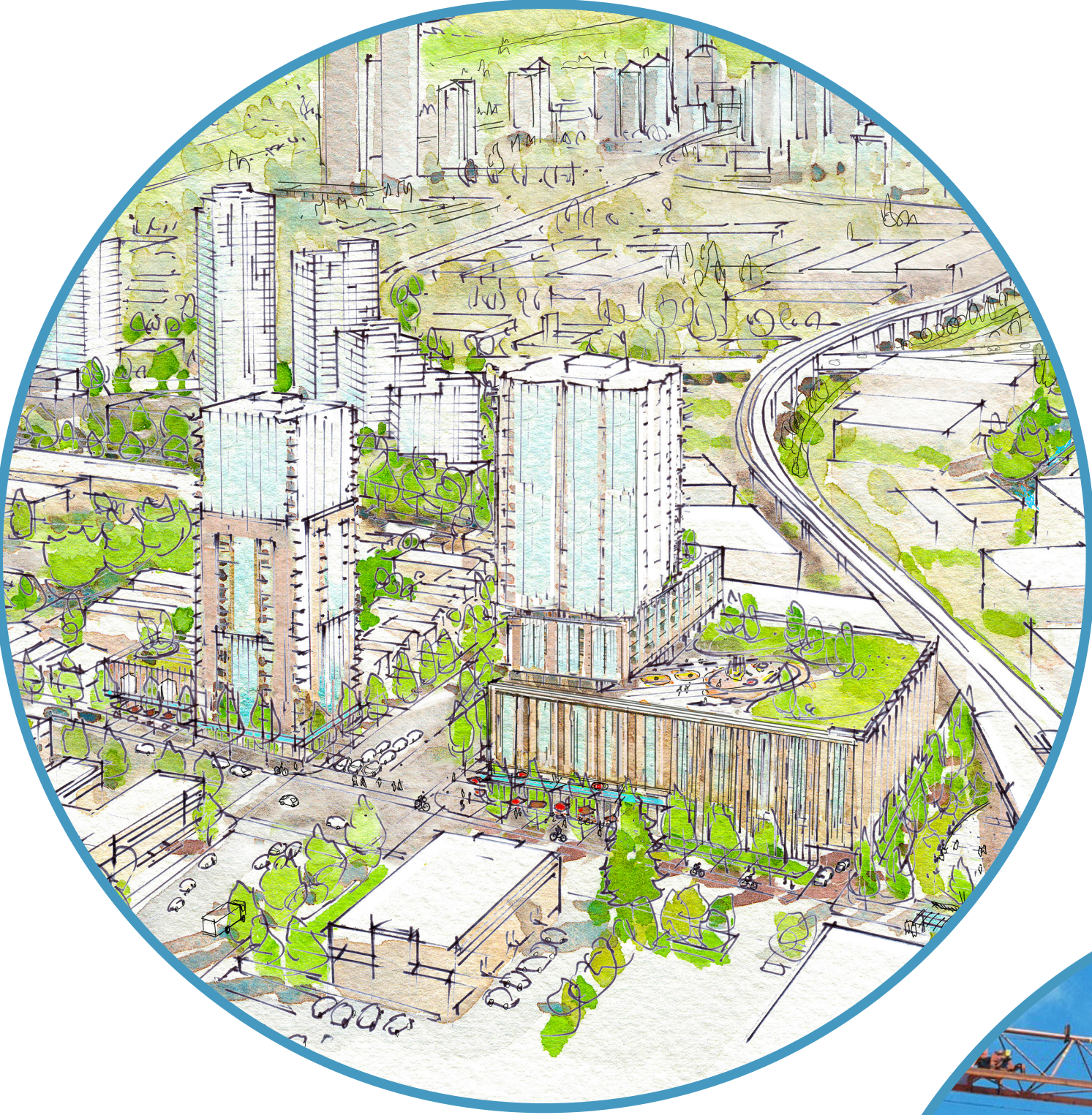


*Up to half of the complete streets are anticipated to be delivered during this 25-year plan.

Implementing The Plan

The Rupert and Renfrew Plan policies identify opportunities for growth and change, and include directions for providing new amenities, as well as renewing or expanding existing public facilities. The policy directions in the Plan will be realized through a variety of approaches, initiatives, and tools. These include:

- City-initiated amendments to zoning and updated design guidelines.
- Privately-initiated development.
- Public amenity and infrastructure priorities.
- Further implementation planning and monitoring work.



Redevelopment

Implementation of the Area Plan will primarily occur through city-initiated area wide rezonings and privately-initiated site-specific rezonings.

City-Initiated Rezoning

City-initiated area-wide rezonings (or prezone) is where the City rezones an area to enable new or expanded land use. After this change if a property owner wishes to redevelop the property, they can submit a development permit application. The City is looking for opportunities to prezone as many areas as possible, in order to simplify the application process. At the moment, the priority is to initiate prezone in the low-rise areas. In some low-rise areas, this will happen immediately following area plan adoption. In other areas, where there are utility constraints, prezone will happen after funding is available and construction is complete.

It is anticipated that the area plan will be updated on a regular basis every few years, in order to ensure policies reflect the changing neighbourhood and to improve the implementation process. New areas for prezone and other regulatory updates will also be added at that time.

Privately-Initiated Rezoning

Privately-initiated site-specific rezonings occur when a private landowner or developer submits an applications to the City to redevelop a site, generally based on the provision of one or more rezoning policies.

Unique Sites

Unique sites will be expected to undertake an “enhanced rezoning process” involving a more comprehensive development review and consultation process given their larger scale and complexity.

Transit-Oriented Areas (TOA)

Under the *Transit-Oriented Areas (“TOA”) Rezoning Policy (2024)*, some parcels between 400m and 800m from the Rupert, Renfrew and 29th Avenue SkyTrain Stations are eligible to rezone to heights and densities that exceed the Rupert and Renfrew land use policies.

Applications to rezone under the TOA Rezoning Policy (2024) will be reviewed for alignment with the Rupert and Renfrew Plan and other city-wide policies and the Vancouver Building By-law, specifically sites within the Still Creek Floodplain, sites located in the Renfrew Ravine Study Area, and sites impacted by the Solar Access Guidelines for Areas Outside of Downtown (2024).