APPENDIX B



RUPERT + RENFREW

Station Area Plan

July 2025

CITY OF VANCOUVER

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Land Acknowledgement

The Rupert and Renfrew Station Area Plan aims to recognize the living culture and history of the xʷməθkʷəy̓əm (Musqueam Indian Band), Sḵwx̱wú7mesh (Squamish Nation), and səlilwətaɬ (Tsleil-Waututh Nation) Peoples.

The City of Vancouver is on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlilwətaɬ (Tsleil-Waututh) Peoples. Each Nation has distinct histories and distinct traditional territories which fully or partially encompass the City.

City of Vancouver

In 2013, Vancouver City Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and designated Vancouver as a City of Reconciliation. Shortly thereafter, the City established the Reconciliation Framework to strengthen understanding and relationships with First Nations and urban Indigenous peoples. In 2022, Council reaffirmed this Framework and adopted the UNDRIP Strategy for Vancouver. In June 2024, the UNDRIP Action Plan was approved by the Councils of all partners. All City activities including implementation of the Rupert and Renfrew Station Area Plan will align with, and advance, the UNDRIP Strategy's calls-to-action.

There are a number of resources available to learn more about the historical and current relationship that the xʷməθkʷəy̓əm (Musqueam Indian Band), Sḵwx̱wú7mesh (Squamish Nation), and səlilwətaɬ (Tsleil-Waututh Nation) have with the land now known as the city of Vancouver. Their websites contain information about their histories, cultures, governance, and ways of affirming their continuity on these lands.

Musqueam Indian Band: www.musqueam.bc.ca

Squamish Nation: www.squamish.net

Tsleil-Waututh Nation: www.twnation.ca

Please visit the City of Vancouver website to learn more about the designation as a City of Reconciliation, the City of Vancouver's UNDRIP Strategy, the City's UNDRIP Action Plan, and the City of Vancouver's First Peoples: A Guide for Newcomers.

Read the City of Reconciliation webpage here

Read the City of Vancouver's UNDRIP Strategy here

Read the City of Vancouver's UNDRIP Action Plan here

Read First Peoples: A Guide for Newcomers here

1 Introduction and Overview

Introduction

The Rupert and Renfrew Station Area Plan (the "Rupert and Renfrew Plan", or the "Plan") is a 25-year plan that will shape growth and change in the area around the Rupert and Renfrew SkyTrain stations. The Plan builds on the *Vancouver Plan* (2022), a long-term strategy and vision to guide growth and change across the city. The *Vancouver Plan* provides a framework through which area plans, such as this one, will address specific opportunities and challenges at the neighbourhood scale.

As each area of the city has its own unique contexts, there is no "one size fits all" approach to creating policy directions at the local level. In the Rupert and Renfrew Plan area, considerations such as the presence of Still Creek, high ground water levels, and local land economics, have required modification of the *Vancouver Plan* directions to respond to the local context.

Figure 1.1 - Rupert and Renfrew Plan in relation to the City and Region



The Region
Metro Vancouver Regional Growth Strategy

Vancouver Plan
City-wide thematic strategies and other city-wide policies

Area Plan and Policies
Rupert and Renfrew Station Area Plan

Overview

History of Place

The xʷməθkʷəy̓əm (Musqueam Indian Band), Sḵwx̱wú7mesh (Squamish Nation), and səlilwətaɬ (Tsleil-Waututh Nation) [also referred to in this document as local Nations] were the first Peoples to reside in and utilize the Rupert and Renfrew area and beyond. The area encompasses historically significant fishing, hunting and harvesting grounds, and Still Creek and its network of tributaries provided a means of transportation to complement the many land-based trails that crisscrossed the terrain. Indeed, many of the traditional place names surrounding this area denote historic shorelines or waterways.

Today, each local Nation has their own unique relationships with the area, including on-going and vital cultural practices, a legacy of tangible and intangible heritage, practices of stewardship and placekeeping, and a diverse set of relationships with and to the land. Together, the three Nations continue to actively shape the future of this special place.

The Rupert and Renfrew Plan area lies within the Still Creek Watershed, which was a temperate rainforest that supported the local Nations through a complex ecosystem of wildlife, creeks and wetlands. Colonization, including a pre-emption process that encouraged European settlement, led to logging, ecological degradation, and dispossession of land from the local Nations. Over a span of a hundred years, lands were subdivided into district lots, then small farms, and later into a gridded network of streets and residential areas.

In the 19th century, the area was part of the Hastings Townsite, reserved by the colonial government for settlement in 1863. Early colonial place names such as Rosedale and Hyde Park reflected English heritage, while street names acknowledged provincial mining towns, including Cassiar, Lillooet, Rupert and Renfrew. Naming was one manifestation of colonial attitudes in claiming Indigenous space and attempting to overwrite the presence of the local Nations.

The early 20th century saw the early growth of local industry and manufacturing, and the continued development of (mostly) single-detached housing throughout the neighbourhood. By mid-century, larger projects were also being undertaken. In 1948, the Canada Mortgage and Housing Corporation (CMHC) created the Renfrew Heights subdivision for WWII veterans. The suburban-style layout of blocks and streets reflected the planning practices of the day, while the street names commemorated persons and battles in the two world wars. The area earned the nickname "Diaper Hill" due to the influx of young families and the clothesline of diapers that were commonly seen throughout the neighbourhood. In the early 1960s, CMHC also built the sizeable Skeena Terrace development.

As the community grew, parks and amenities were established, including Falaise Park, Beaconsfield Park, Charles Park, Frog Hollow Neighbourhood House, Renfrew Park Community Centre, and Thunderbird Community Centre. In the latter half of the 20th century, the area's demography evolved with increased immigration from non-European countries, particularly Asia, reflecting the repeal of restrictive immigration policies. Finally, the economic transformation that was happening across North America led to commercial and industrial development and expanded highway networks. The Millennium Line, connecting the neighbourhood to the downtown to the west and Burnaby to the east, was completed in 2002.

Today, the area is home to a diverse population, reflected in its specialty food shops, gardens, restaurants, religious institutions, and cultural centers. Traditions like the Renfrew Ravine Moon Festival foster community cohesion, showcasing the area's rich cultural heritage. Each of these facets of the neighbourhood, and many more, are a living testament to the area's rich cultural heritage that continues to thrive today.

Area Profile

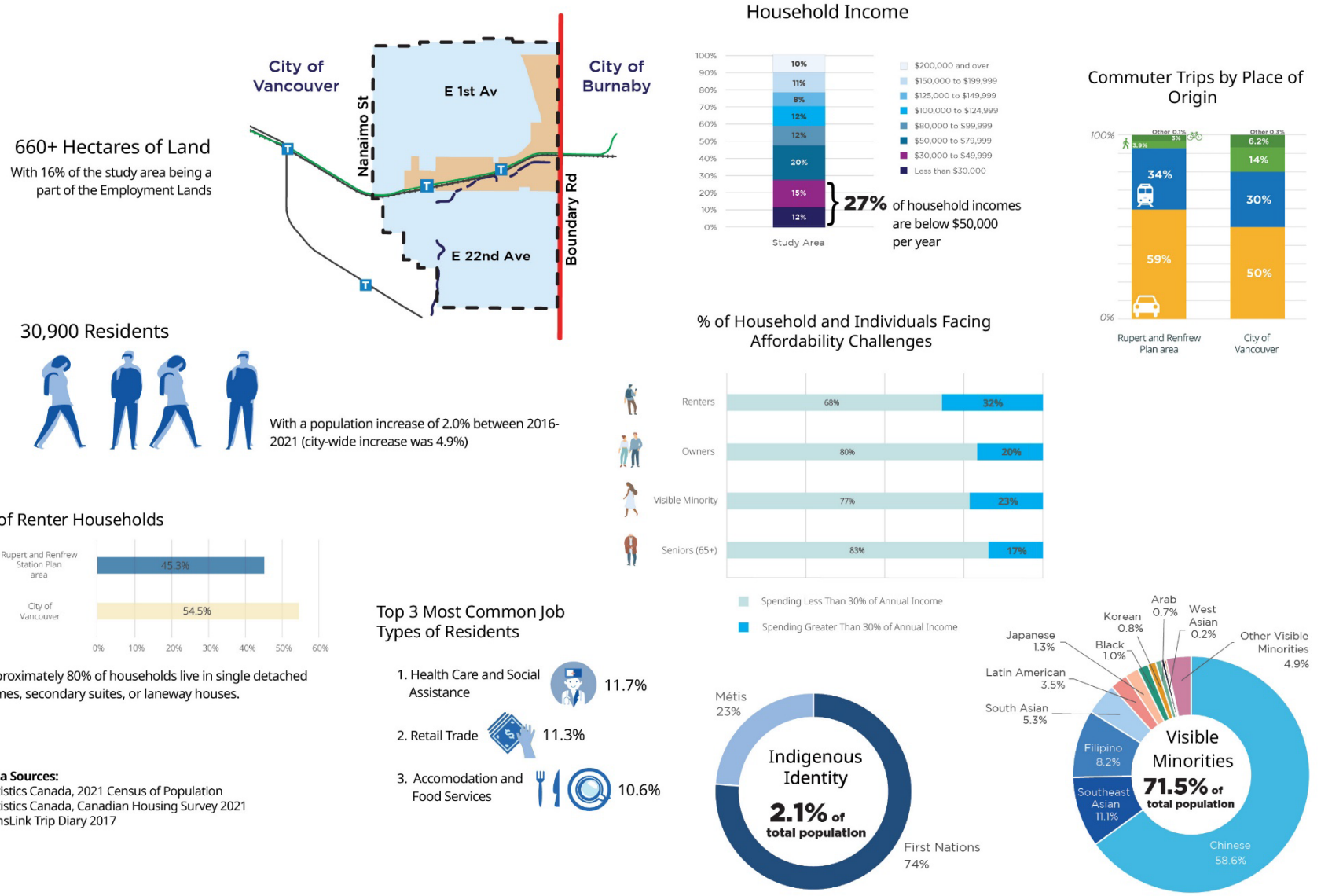
Map 1.1 - Area Plan Boundary Map



The Rupert and Renfrew Plan area is located in the northeast portion of Vancouver, encompassing portions of the Hastings-Sunrise and Renfrew-Collingwood Local Areas. The area is bounded generally by Parker Street to the north, Boundary Road to the east, East 27th Avenue to the south and Kamloops Street to the west. The Rupert and Renfrew Area Profile provides a current snapshot of the Plan using census and City-collected data. It contains demographic information as well as key characteristics of the area that was used to help inform the planning process.[1] Refer to the Area Profile for further information about the Plan area. A summary of key demographics for the planning area is found in Figure 1.2: Rupert and Renfrew Key Demographics Summary.

[1] *Rupert and Renfrew Area Profile*: https://syc.vancouver.ca/projects/rupert-renfrew-engagement/rupert-renfrew-area-profile.pdf

Figure 1.2 - Rupert and Renfrew Key Demographics Summary

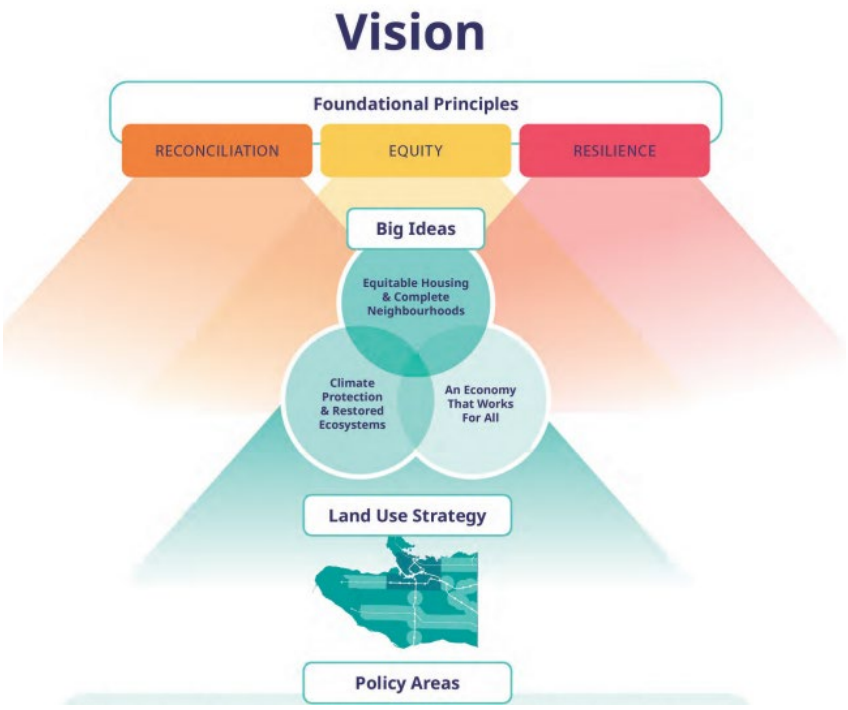


Vision and Guiding Principles

Based on extensive technical studies and over three years of public engagement, the *Vancouver Plan* provides the overarching vision and guiding principles for growth and change across the city over the next 30 years. It charts a course for a city that is liveable, affordable and sustainable. The plan is comprised of a **vision statement**, **Three Foundational Principles** and **Three Big Ideas**, along with a **land-use strategy** and **supporting policies**.

***Vancouver Plan* Vision:** Vancouver is a city that lives in greater balance with our ecological systems while providing more complete, inclusive, and resilient neighbourhoods where people of all ages, incomes, abilities, and backgrounds thrive.

Figure 1.3 - Vancouver Plan Vision



Three Foundational Principles

1. **Reconciliation:** We will continue to form relationships of mutual respect and understanding with the local Nations and urban Indigenous communities, integrating Indigenous perspectives in planning and decision-making processes.

2. **Equity:** We will advance an equitable approach to planning, where the benefits of growth and change are distributed across neighbourhoods, with particular attention to equity-denied groups, so that everyone has the chance to thrive.

3. **Resilience:** We will proactively plan for an uncertain future so we can withstand, adapt, recover, and thrive in the face of shocks like earthquakes and climate change impacts, and reduce stresses like affordability and inequities.

Three Big Ideas

1. **Equitable Housing and Complete Neighbourhoods:** Allowing more housing options and opportunities for everyone to choose a livable neighbourhood that meets their needs. Ensuring all neighbourhoods have the things that matter most.

2. **An Economy that Works for All:** Protecting and expanding areas for business and employment, adding more job space to neighbourhoods, and ensuring a mix of housing, jobs, shops, and services close to rapid transit.

3. **Climate Protection and Restored Ecosystems:** Creating streets for people to move around by walking, rolling, biking, and taking transit. Supporting building methods that reduce energy consumption. Protecting and making space for nature.

The Rupert and Renfrew Plan Approach

The Rupert and Renfrew Plan adapts the guidance from *Vancouver Plan* to the unique environmental, social and economic context of the area.

The Plan's 30-year vision for the area:

> *Anchored around salmon-rich Still Creek, the Rupert and Renfrew Plan area provides an abundant choice of housing to a culturally and economically diverse population. Its thriving Employment Lands, rich array of public spaces, gathering places, amenities, local festivals, shops, and services makes it a desirable place to live, work and visit. It is a community of residents and workers – a place of neighbours and friends.*

Among the ways that the Plan will achieve this vision are as follows:



Equitable Housing and Complete Neighbourhoods

- **Create Complete Neighbourhoods:** Add new shops, social services and amenities to Rupert and Renfrew Rapid Transit Areas, Village areas along Renfrew Street and East 22nd Avenue, and throughout the neighbourhood.

- **Deliver Affordable Housing and Childcare:** Incentivize much-needed below-market rental housing and childcare facilities close to rapid transit and support the renewal of social housing.

- **Enhance the Public Realm:** Protect and enhance parks and fill in gaps in the active transportation and public space network.



An Economy that Works for All

- **Preserve existing job space near transit:** Deliver a Rapid Transit Area that puts a strong focus on enhancing existing Employment Lands, delivering a mix of commercial, industrial and institutional job space adjacent stations.

- **Small-scale shops and services:** Provide new opportunities for small commercial hearts within residential areas.

- **Create space for arts and culture:** Incentivize non-profit spaces and artist studios within the Employment Lands.



Climate Protection and Restored Ecosystems

- **Enhance Still Creek:** Daylight, restore and expand the creek corridor to improve local green space and habitat, reduce flood risk, and support growth.

- **Protect Groundwater:** Limit underground parking near Still Creek to keep groundwater flowing and recharging the waterway throughout the year.

- **Restore local ecology:** Enhance green space and critical connections along the ecological network through strategic park improvements, tree canopy expansion, enhanced greenways, and other opportunities to improve access to nature and strengthen ecosystem services, including urban cooling.

- **Improve active transportation options:** Improve pedestrian connections to key destinations, create and expand greenways on local streets, build complete streets on major arterials, and introduce shared micromobility options to the area to reduce car dependency.

Public Realm Framework – Three Key Moves

Three “Key Moves” will guide how the neighbourhood’s network of streets and public spaces will be improved over the lifecycle of the Plan. Policies to support these Key Moves are integrated throughout the Plan and are summarized in Section 4.3: Public Realm Framework.



Connected Core

The Plan prioritizes making it more enjoyable for people to walk, roll or bike, strengthening connections within the core and between neighbourhood hearts.



Stitch Still Creek

The Plan will strengthen the Still Creek Watershed by reestablishing ecological connections north and south of the Employment Lands.



Fine Grain Fabric

The Plan will introduce a “finer grain” network of public spaces and connections will help ensure that more daily needs are accessible within an easy walking or rolling distance.

Growth and Change

It is anticipated that the Plan's land use policies will increase the population, as well as the number of homes and jobs, by approximately 50 per cent over the next 25 years. The following estimates illustrate the potential changes in the area. Actual growth will be influenced by several variables, such as regional population trends, demand for housing and job space in the area, and other regional and national market trends outside the scope of this plan.

Table 1.1* - Growth Estimates in the Rupert and Renfrew Plan Area

	Population	Dwellings	Jobs
Base year (2021)	30,900	12,300	13,500
Anticipated Growth by 2050	18,700	10,100	8,300
Total	49,600	22,400	21,800
Anticipated Growth (%)	61%	82%	61%

**These growth estimates illustrate net change, accounting for housing and job space that is replaced through redevelopment.*

Planning Process

The Rupert and Renfrew Plan process took a holistic approach to plan development, with the goal of balancing multiple priorities: reconciliation, the integration of ecological systems (such as Still Creek), affordable housing, childcare, livability, climate change, arts and cultural spaces, public space, heritage, and community infrastructure. The planning process began in May 2022, and unfolded in four key phases.

- **Phase One (Winter 2021 – Spring 2022):** Identify important elements to address through the area plan and develop Terms of Reference.

- **Phase Two (Spring 2022 – Summer 2023):** Develop key goals and emerging directions for the area plan.

- **Phase Three (Fall 2023 – Summer 2024):** Recommend draft land use changes and key policies for various topic areas related to housing, economy, water and ecology, transportation, community infrastructure, public space, and arts and culture and heritage.

- **Phase Four (Fall 2024 – Summer 2025):** Finalize the land use changes and key policies and develop an implementation strategy.

Each phase included a combination of capacity analysis, growth projections, gap analysis, built form testing, technical studies and analysis of development economics. A key component of the work involved engagement with the local Nations, key stakeholders, and the broader public.

Figure 1.4 - Planning Process Timeline



Engagement with Musqueam Indian Band, Squamish Nation and Tsleil-Waututh Nation

The planning process prioritized regular engagement with the local Nations. The project team sent referral letters and project updates to the Nations throughout the planning process (see Figure 1.4: Planning Process Timeline) with the intent of working together to identify and advance their key priorities.

Throughout 2023, the City's Engineering department also received feedback from the three Nations on the *Still Creek Watershed Enhancement Opportunities Study* (2023). This feedback supported the implementation of a widened creek corridor, limiting public streamside access, and undertaking restoration projects to support habitat and wildlife. Supporting policies were developed to incorporate this feedback and are reflected in the Plan's policies.

During the policy refinement stage of the Plan in late 2024 and early 2025, City staff met with staff from the three Nations to discuss project status and draft policies pertaining to partnership opportunities. These discussions helped shape the Plan's final policy directions. A draft Plan was then sent to the three Nations in February 2025 for review and feedback.

City staff will continue to partner with the local Nations through implementation of the Plan and ongoing city-wide work to advance the *UNDRIP Strategy*.

Public Engagement

Opportunities for public and stakeholder involvement and input were integrated into each of the four phases of planning.

Phase One: The planning program was introduced to residents and businesses in the area, established stakeholder partnerships, and City staff worked with community to identify assets, issues and priorities.

Phase Two: Staff sought more detailed input into key Plan topics, including jobs and economy, transportation, housing, public views, cultural heritage and Still Creek.

Phase Three: Staff undertook engagement on the Draft Area Plan. Feedback indicated strong support for key policy directions, including enhancing Still Creek, increasing shops and services throughout the Plan Area, increasing residential density, in Station and Village areas, and making it safer to walk and cycle.

Phase Four: The City held a final round of engagement to gather feedback on updates to the draft Plan. High levels of support were registered for all plan directions.

Summaries of all four phases of engagement were prepared and are available on the Rupert and Renfrew Plan area webpage.

Engagement Methods

All phases of engagement utilized a variety of methods to enable diverse participation. This included online surveys, neighbourhood mapping, pop-up events, open houses, community workshops, and stakeholder meetings with local non-profits and service providers, government agencies, and industry representatives. Staff also held focused workshops with equity-denied groups, including youth, seniors, and low-income earners. This approach provided an effective way to reach a broad audience while gathering input from some of the groups who have been historically left out of municipal conversations.

Language Accessibility

In recognition of the diverse profile of the local population in the Rupert and Renfrew Plan area, City staff 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, survey results 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; and,
- Interpretation services in other languages were available upon request.

2 Land Use

2.1 Land Use Overview

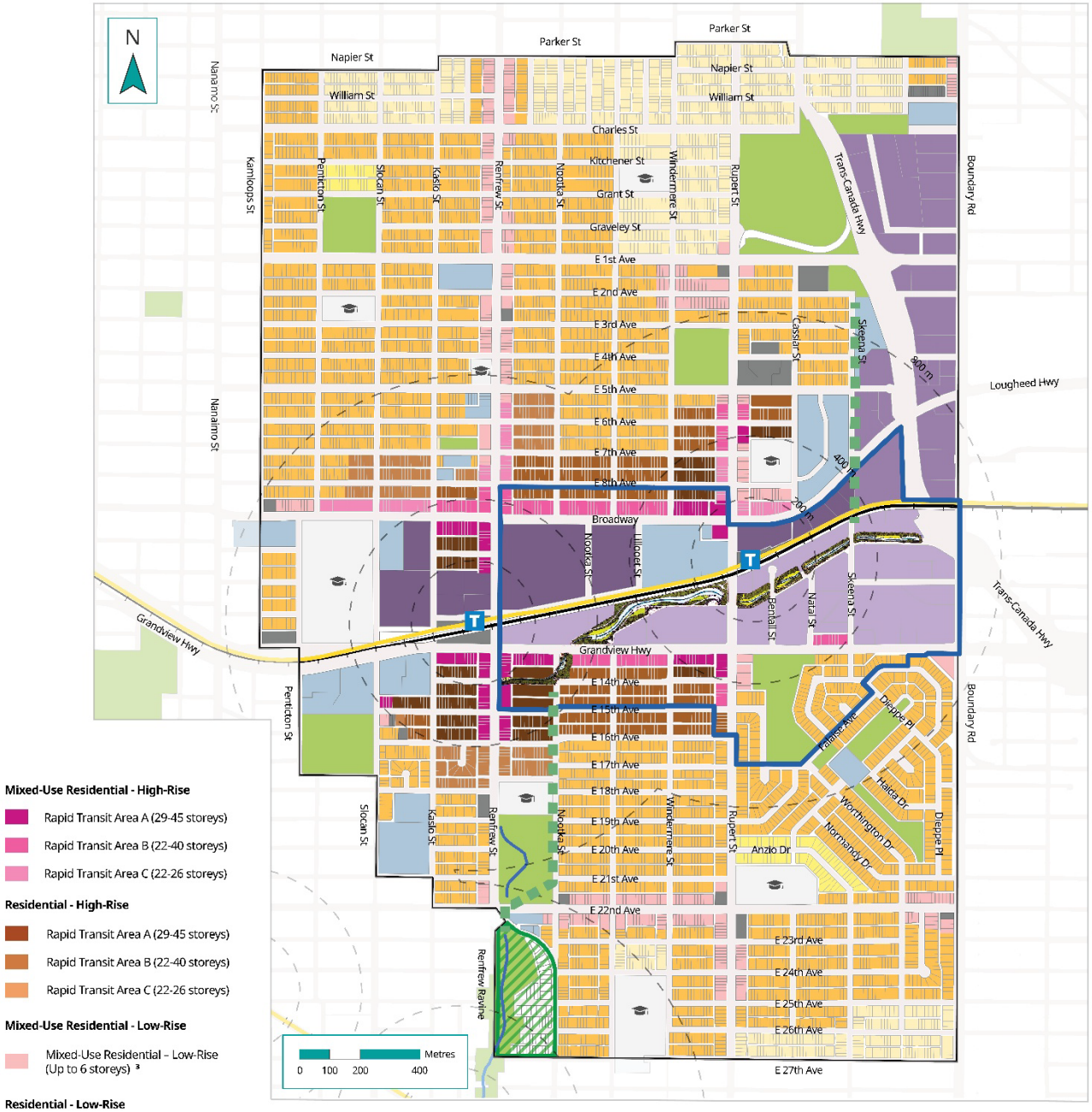
Land use planning refers to the regulation and designation of land for specific uses and building types. The Rupert and Renfrew Plan follows the neighbourhood types identified in *Vancouver Plan's* (2022) Land Use Strategy. It builds on the area's existing character while introducing new housing, shopping, and employment opportunities near transit and retail streets. The Plan includes Unique Sites with specific land use and built form allowances, with redevelopment unfolding over the next 25 years and beyond.

Overall Land Use Concept

Map 2.1 (Rupert and Renfrew Land Use Map) illustrates the overall land use concept for the Rupert and Renfrew Plan area based on four of the neighbourhood types defined in *Vancouver Plan*, along with several Unique Sites. These include:

- **Industrial/Employment ("Employment Lands"):** Intended for light industrial and commercial activities, including office, retail, service, hotel, cultural and recreational, and institutional uses. These areas will be intensified, expanded, and enhanced to support a thriving local economy.
- **Rapid Transit Areas:** Located within a 10-minute walk of a rapid transit station, these areas provide significant employment, housing, and amenities. High-density residential uses will be located further from the stations than typical due to the proximity of existing Employment Lands.
- **Villages and Other Low-Rise Areas:** Villages aim to build complete neighbourhoods by adding shopping areas and missing middle (low-rise apartments, townhouses, and multiplex) housing into these low-rise residential areas.
- **Multiplex Areas:** Multiplexes offer more affordable and sustainable ground-oriented housing options compared to single detached houses.
- **Unique Sites:** Large sites outside of the Employment Lands, or those with unique community functions provide diverse and affordable housing, new and renewed community services, local amenities, and public realm improvements.

Map 2.1 - Rupert and Renfrew Land Use Map



Mixed-Use Residential - High-Rise

- Rapid Transit Area A (29-45 storeys)
- Rapid Transit Area B (22-40 storeys)
- Rapid Transit Area C (22-26 storeys)

Residential - High-Rise

- Rapid Transit Area A (29-45 storeys)
- Rapid Transit Area B (22-40 storeys)
- Rapid Transit Area C (22-26 storeys)

Mixed-Use Residential - Low-Rise

- Mixed-Use Residential – Low-Rise (Up to 6 storeys) [3]

Residential - Low-Rise

- Residential – Low-Rise (Up to 6 storeys)
- Residential – Low-Rise (Up to 4 storeys)

Residential - Multiplex

- Residential - Multiplex (Up to 3 storeys)

Employment Lands

- Campus Mixed-Employment
- Floodplain Industrial
- Still Creek Mixed-Employment [2]

Unique Sites

- Large or Special Site

Variable Sites

- Variable Site [1]

- Ecological Corridor Opportunity
- Still Creek Open Channel
- Still Creek Corridor
- Groundwater Protection Area
- Provincial TOA Catchment
- Rail Line
- Renfrew Ravine Study Area
- Park
- Public School
- Rapid Transit Station
- Rapid Transit

Note:
Mixed-Use Residential and Residential projects at lower heights are enabled in all Rapid Transit Areas.
Height and density in designated Transit-Oriented Areas (TOAs) will be considered in the context of the applicable Provincial TOA regulations and guidelines.

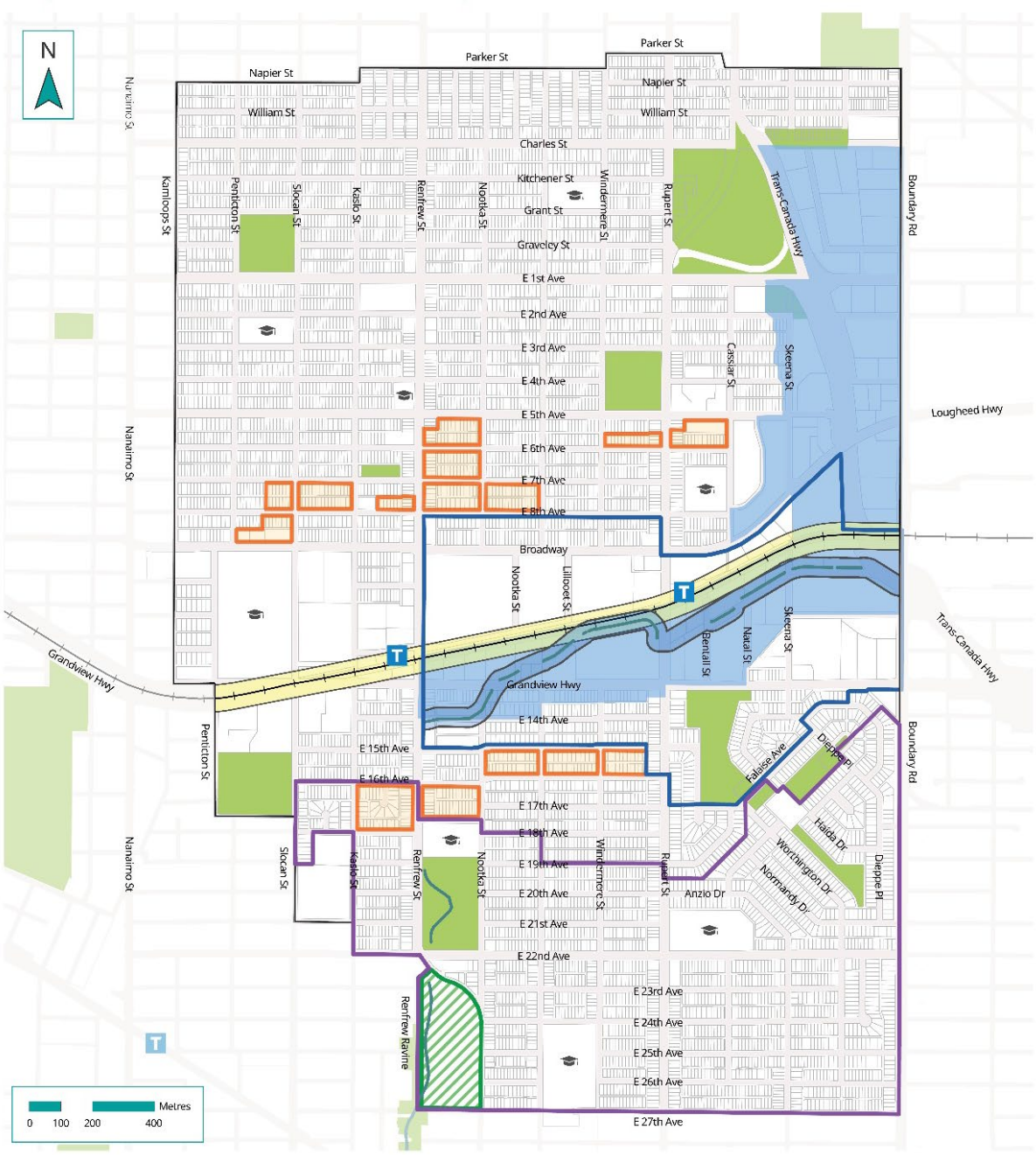
[1] Height or density varies based on existing zoning or other considerations.
[2] Potential to include Large Format Retail.
[3] Mixed-Use Residential – Low-Rise (Up to 6 storeys) includes 3 sub-categories consisting of High Street, Existing Commercial, and Off Arterial Commercial. See Villages and Low-Rise Areas Map for details.

Land Use Limitations and Interpretation

The land use policies below provide clear guidance for future development in the Plan area. As unique opportunities arise, City staff may use their discretion to allow alternative solutions that meet the intent of the Plan and its policies. However, some policies are not meant to be interpreted as flexibly. These policies, generally meant to support environmental protection or public safety, are outlined below and summarized in Map 2.2: Land Use Limitations. In some cases, these policies will be further supported by by-laws.

Where the area plan references other policies, guidelines or by-laws, it is important to note that these documents may be updated from time to time. Prospective applicants should confirm the most up-to-date applicable plans and policies with City staff.

Map 2.2 - Land Use Limitations Map



Still Creek Floodplain

Future development within the Still Creek Floodplain (see Map 3.10: Still Creek Floodplain and Renfrew Ravine Study Area) must meet the Flood Construction Level requirements identified within the City's *Building By-law.* The by-law requirements are supported through additional standards outlined in the City's *Flood Plain Standards and Requirements* (2023).

Groundwater Protection Area

A key development consideration within the Rupert and Renfrew Plan area is the presence of high groundwater (see Map 3.9: Groundwater Protection Area), specifically in the Employment Lands and Rapid Transit Areas. To protect groundwater flows to Still Creek while also enabling opportunities for development, the Groundwater Protection Area identifies parcels in the Plan area where underground structures, such as parkades, are to be limited.

2.1.1.1 Below-grade structures (e.g., parkades and basements) may be prohibited within 30 meters of Still Creek (see Map 2.2: Land Use Limitations Map). The measurement is based on the current natural boundary of the creek, or the nearest inside-wall for culverted sections, at the time a re-development application is made.

2.1.1.2 Beyond 30 metres from Still Creek, below-grade structures (e.g., parkades and basements) within the Groundwater Protection Area boundary (see Map 2.2: Land Use Limitations Map) may include underground parking under the following circumstances:

a. The structure are not to exceed two levels or eight metres below the base surface of the site.
b. Any foundation drainage constructed should not discharge to the City's sewer system.

    - Underground structures should either be designed to withstand continuous hydrostatic pressure (i.e. waterproofed or "tanked") and preserve existing groundwater level; or,
    - Any groundwater collected by foundation drainage should be directed into an on-site Groundwater Management System.

2.1.1.3 Sites located within the Groundwater Protection Area boundary (see Map 2.1: Rupert and Renfrew Land Use Map) may include a maximum of two levels of above-grade parking. Refer to the *Design and Development Guidelines* (2025).

2.1.1.4 The heights and densities set out in the area plan account for a maximum of two levels of above-grade parking. Vehicle and bicycle parking at-grade, and bicycle parking on the second floor, may be excluded from Floor Space Ratio (FSR) calculations.

Requirements may be implemented through the Zoning and Development By-law.

Rail Proximity Policies

A rail corridor runs east-west through the Employment Lands between East Broadway and Grandview Highway (see Map 2.2: Land Use Limitations Map). Applicants should contact City staff and rail authorities as early in the design process as possible, as required mitigating measures and third-party review processes can significantly impact project timeline and viability.

2.1.1.5 Sites within 30 meters of the railway property line (see Map 2.2: Land Use Limitations Map) that are proposing sensitive and/or high occupancy uses should comply with the current FCM/RAC *Guidelines for New Development in Proximity to Railway Operations* for Main Lines. Applications must include additional technical studies with recommended engineered design solutions for mitigating impacts from heavy passenger and freight rail operations—such as noise, vibration, emissions, and derailment risks.

2.1.1.6 Sites within 300 meters of the rail corridor are within the noise influence area as per the FCM/RAC Guidelines and should provide additional technical studies and design strategies to mitigate railway-oriented noise impacts to ensure that the quality of life of a building's occupants and users is not negatively affected.

Renfrew Ravine Study Area

Development around Renfrew Ravine (see Map 2.2: Land Use Limitations Map for boundary), including within Transit-Oriented Areas, may face limitations because of slope stability considerations. No additional density beyond existing zoning is enabled through the Plan area. Once additional analysis is complete, this Plan will be updated with specific recommendations to limit the risk of injury or property damage for future development around Renfrew Ravine (see Policy 3.8.1.2).

Fire Flow Utility Upgrades

The water system in the southern portion of the study area identified in Map 2.2: Land Use Limitations Map cannot currently provide the flows necessary to fight fires under the proposed heights and densities in the Plan. This area requires the City to design and construct new infrastructure to upgrade the system, which is expected to take several years. As a result, the Plan does not support new rezoning applications for buildings beyond what is allowed under existing zoning in this area until the upgrades are completed. Exceptions may only be provided for tower applications located within Rapid Transit Areas.

2.1.1.7 Rezoning applications for buildings beyond what is allowed under existing zoning will not be recommended for approval within the Fire Flow Utility Upgrade Area until upgrades have been completed, except where the rezoning application is for a tower form and located within a Rapid Transit Area designated within the Plan.

Setbacks Along Arterial Roads In and Near the Employment Lands

Streets requiring landscaped setbacks are specified under Schedule C of the Zoning and Development By-law. Within the Plan area, the City may also require a dedication or Statutory Right-of-Way (SRW) within these setbacks to support transportation and public realm improvements. Appendix Map 1: Road Space Reallocation Map, identifies the Schedule C setback areas as well as additional areas which may be subject to the same setback requirements. Setbacks may also be required in other streets that are not identified in the map.

Additional Land Use Considerations

Maximum Height

Building heights are provided in storeys and are intended to represent the general height permitted for each Policy Area (see *Zoning and Development By-law* for the definition of building height). The maximum building height was calibrated to accommodate a range of site sizes, slope conditions and building typologies including tower in open space typologies, sites with Enhanced Open Space Setback (EOSS) and Privately Owned Public Space (POPS), as well as local retail and childcare. Properties in Transit-Oriented Areas will be considered in the context of the TOA regulations. In rare instances, additional building height may be needed to achieve the target density, however, for most projects, the maximum building height is not necessary to meet density goals.

Maximum Density

The overall density for each policy area (and any options/tenures within it), measured in Floor Space Ratio (FSR), should be considered a maximum. Properties in Transit-Oriented Areas will be considered in the context of the TOA regulations. The City's standard FSR exclusions (e.g., balconies, amenity spaces, and in-suite storage) would apply. The FSR(s) in each policy area is based on intended urban design performance. The development potential for a given site may fall at or below the FSR or FSR range identified.

Tower Limit Policies

To transition the Rapid Transit Areas from the highest intensity land use areas to the 6-storey areas, some blocks in Rapid Transit Area B and C sub-areas will have limits on the number of towers per block or block face. For the purposes of this Plan, tower limit policies apply to Rapid Transit Area B and C for developments proposing more than TOA height and density allowances (see Section 4.1.3: Relationship to Transit-Oriented Areas Regulation).

2.1.1.8 There should be a maximum of two towers per block (street-to-street, including any laneways) for sites more than 400m away from the Stations, as per Map 2.1: Rupert and Renfrew Land Use Map. Where tower forms are only enabled on one of the block faces, there should be a maximum of two towers per block face.

2.1.1.9 Where tower limit policies apply, a rezoning application must be submitted and deemed complete by staff to secure a tower allowance. The Director of Planning may establish procedures to further clarify requirements and process expectations in this regard.

2.1.1.10 Tower sites with existing or proposed social, non-market, co-op, and supportive housing are exempt from Policy 2.1.1.8 and 2.1.1.9.

Solar Access

Developments may be required to apply special design strategies to mitigate shadowing of nearby public outdoor areas. Map 2.3: Solar Access Reference Map identifies locations where solar access is protected under the *Solar Access Guidelines for Areas Outside of Downtown* (2024).

View Protection

The western portion of the Rupert and Renfrew Plan area includes the Trout Lake View Cone 27.2. Refer to the design considerations outlined in *Public Views Guidelines* (2024) for more details. In order to protect views between Beauty Peak and the Forefinger Mountain, buildings within this view cone may be subject to restrictions on development which may impact achievable height and density.

During the engagement process, the community identified additional important public views to the North Shore mountains, specifically views from Clinton Park, Renfrew Elementary School, and Windermere Secondary School. Restrictions on development, including limiting heights and densities, should be applied in these three areas.

2.1.1.11 Protect views of the North Shore mountains by imposing development restrictions, including limiting building heights and densities, immediately North of Clinton Park, Renfrew Elementary School and Windemere Secondary School (see Chapter 2: Land Use, Table 2.5 for allowable heights and densities). New development in these areas should refer to the design considerations outlined in *Public Views Guidelines* (2024).

Map 2.3 - Solar Access Reference Map



Note: Sites immediately adjacent (south, east, and west) to public outdoor areas are generally limited to low-rise forms to avoid shadowing the area. Tower sites within 400 feet (south, east, and west) of protected areas will often be limited in height or subject to other development restrictions to preserve solar access, however towers over 22 storeys may encounter limitations further away. The exact distance these limitations extends is dependant on topography, the shape of the protected area, and the surrounding block layout.

2.2 Neighbourhood Land Use Policies

The following section includes land use policies for the four neighbourhood types and their sub-areas. Policies should be considered in conjunction with the subsequent policy area chapters dedicated to specific topics (see Chapter 3: Policy Areas).

2.2.1 Employment Lands



The Grandview-Boundary Employment Lands is a key industrial center connected to the regional transportation network. The goal is to expand and intensify employment spaces while allowing flexibility for buildings to adapt to economic and production changes. Residential uses are restricted to outside the Employment Lands, with an exception for 3200 East Broadway, to facilitate a Unique Site development led by the local Nations to advance reconciliation.

The Employment Lands are divided into three distinct sub-areas (see Map 2.4: Employment Lands Sub-Areas Map), each with its own land use and built form policies.

1. **Campus Mixed-Employment Area:** High-density office employment near the SkyTrain stations, including technology-based businesses, film production, health sciences research and educational institutions. Light industrial spaces should be located on lower levels.

2. **Floodplain Industrial Area:** Light industrial buildings for city- and region-serving businesses, including storage, distribution, manufacturing (including food and beverage), repair, and construction.

3. **Still Creek Mixed-Employment Area:** Industrial spaces with access to region-serving truck routes and creative economy businesses (film production studios). Large format retail, such as grocery stores, is directed to large sites to meet community needs.

The following policies will apply to all sub-areas of the Employment Lands:

Employment Land Area Policies

2.2.1.1 Restrict residential uses to areas outside the Employment Lands, in alignment with *the Regional Growth Strategy*. Exception provided for the project at 3200 East Broadway led by the local Nations.

2.2.1.2 Where compatible with any flood construction requirements, production, distribution or repair uses (e.g., brewery, motor vehicle repair shop, and warehouse) should be located on the ground floor. If located on upper floors, these uses will require access to freight elevators for ease of loading. Refer to the *Industrial Spaces Guidelines* (2023) and *Design and Development Guidelines* for details.

2.2.1.3 Increases in density and height may be considered for rezoning applications that include employment uses and commit to:

a. Renewal, enhancement, expansion, or provision of Artist Studio space (see Policy 3.6.1.8 for more information); or,
b. Renewal, enhancement, expansion or provision of industrial space operated by social enterprises for the purposes of community economic development or food systems (see Policy 3.5.1.8).

The space will be secured to the satisfaction of the City. The potential for additional height and density will be assessed on the basis of the asset in question, proforma analysis, urban design performance (including *Solar Access Guidelines for Areas Outside of Downtown* (2024) and *Public View Guidelines* (2024)) and relevant policies contained in this Plan.

2.2.1.4 The Sustainable Large Developments ("SLD") Policy and Bulletin will apply to privately-initiated rezoning of sites in the Employment Lands that have a total site area greater than 8,000 sq. m, with specific policy directions and exemptions for the following provisions:

a. **Sustainable Site Design**: developments should strive to meet the provisions from the SLD Policy and Bulletin. However, considerations for flexibility may be given for:
    - Sites impacted by Policy 3.8.1.1 (Still Creek daylighting and widening to achieve nature-based flood management); and
    - For sites not impacted by Policy 3.8.1.1 to ensure the viability of proposed industrial uses.
b. **Sustainable Food Systems:** developments should consider the list of food assets in the SLD Policy and Bulletin to determine which three assets can be delivered on site. Where feasible, consider food assets that promote Indigenous food sovereignty, food recovery and community distribution activities.
c. **Groundwater Management:** for sites inside the Groundwater Protection Area, refer to Policy 2.1.1.1 - 2.1.1.4 above. For sites outside the Groundwater Protection Area , refer to the *Groundwater Management Bulletin* for definition and details.
d. **Affordable Housing:** not applicable to the Employment Lands as residential uses are not permitted.

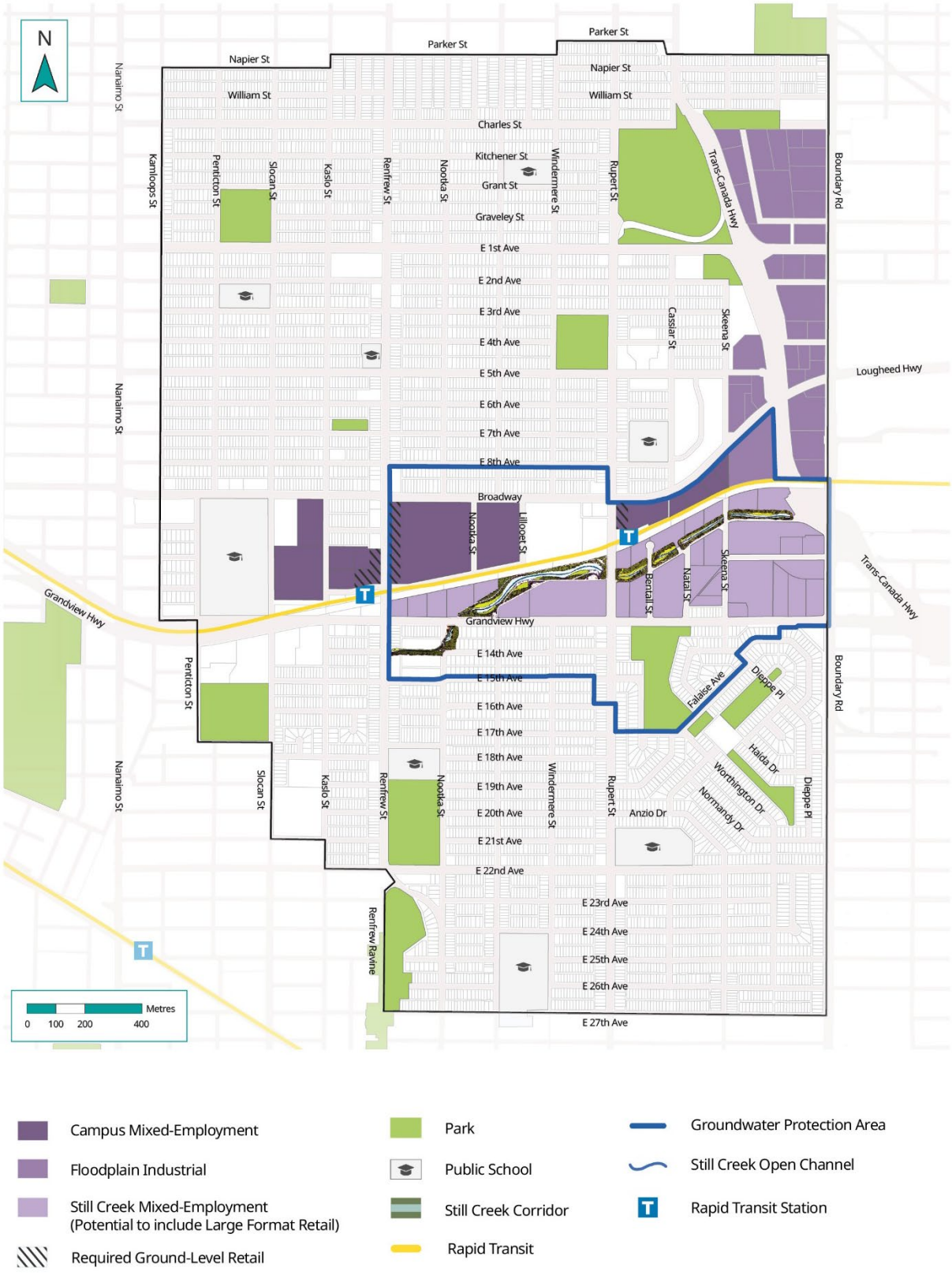
2.2.1.5 **Rainwater Management:** All sites must meet the rainwater management requirements identified in Policy 3.8.1.6 unless a more stringent requirement is specified in site rezoning conditions. No submission requirements are expected as part of rezoning.

2.2.1.6 Projects in the Employment Lands may be required to deliver public realm improvements identified in Section 4.3: Public Realm Framework.

In addition to the above policies, applicants must consult the policies pertaining to land use limitations, interpretation and considerations in Section 2.1: Land Use Overview, that may apply to Employment Land sites, including but not limited to:

- Groundwater Protection Area policies 2.1.1.1 - 2.1.1.4; and,
- Rail Proximity Policies 2.1.1.5 – 2.1.1.6.

Map 2.4 - Employment Lands Sub-Areas Map



Campus Mixed-Employment Area

This sub-area, located north of Rupert and Renfrew Stations and between Slocan Street and Skeena Street, currently includes mixed-employment centres and institutional uses like the Broadway Tech Centre, along with low-density industrial uses (e.g., self-storage facilities). The Plan aims to enhance this area as a mixed-employment hub, focusing on land uses that support high transit ridership, especially office, institutional, and technology-related uses, in a campus-style built form. Portions of this sub-area are located within the Groundwater Protection Area.

Table 2.1 - Campus Mixed-Employment Area Policy Summary Table

Sub-Area	**Campus Mixed-Employment Area**		
Uses	Industrial, institutional, office, cultural and recreational (fitness centres only), retail and service (including hotel)		Industrial, office, retail, service, cultural and recreational, institutional
Option	Mixed-employment or light industrial		Light industrial
Site Size Requirement	Sites under 10,000 sq. m	Sites 10,000 sq. m or greater	N/A
Max. Height	Up to 30 storeys (130 m)	Up to 18 storeys (80 m)	Up to 30.5 m (100 ft.)
Max. Density	Up to 5.5 FSR	Up to 4.0 FSR	Up to 3.0 FSR
Multi-level Industrial Floor Area Requirement	Minimum 1.5 FSR	Minimum 1.0 FSR	N/A
Pathway	Privately-initiated rezoning to CD-1		Under I-2 Zone
Guidelines	*Industrial Spaces Guidelines* and *Design and Development Guidelines*		
Notes	• Refer to Policies 2.2.1.1 – 2.2.1.6 for the policies that apply to all sites in the Employment Lands. • For existing or proposed institutional use refer to Section 2.4: Institutional Site Policies, in conjunction with the Campus Mixed-employment Area Policies. • Maximum FSR includes allowances for above grade parking, freight elevators, and ramps.		

Campus Mixed-Employment Area Policies

2.2.1.7 Commercial retail and service uses at grade are required along portion of Renfrew Street, parcels facing Renfrew Station along East 12th Avenue, and Rupert Street to activate the area and continue the local shopping street (see Map 2.4: Employment Lands Sub-areas Map).

2.2.1.8 Enable a broad range of light industrial and other employment uses, including:

a. Institutional uses, particularly schools (elementary, secondary, university, college, business, arts or self-improvement);
b. Technology or research focused light industrial uses that benefit from co-location or proximity with institutional uses, such as laboratories and creative products manufacturing (CPM). CPM will not be permitted on the ground floor;
c. Office uses; and,
d. Hotel uses.

2.2.1.9 Sites along the south side of East Broadway should provide a minimum front yard setback of 4.0 m (13 ft.). Dedications or Statutory Right-of-Way agreements for transportation improvements may be required (see Appendix B: Street Profiles – Arterial Street Concepts).

2.2.1.10 Encourage re-alignment of 12th Avenue between Slocan and Kaslo Street to enable lot consolidation and improve transportation connectivity. This policy supports Policy 3.4.1.6.

Floodplain Industrial Area

This sub-area, located north of the Millennium Line and primarily to the east of the Trans-Canada Highway, is designated as Industrial under the *Regional Growth Strategy* (RGS) and primarily zoned I-2. Development considerations include flood risks and groundwater issues, requiring adherence to Flood Construction Level (FCL), and Groundwater Protection Area requirements. The intent is to intensify industrial uses through the existing I-2 zoning district to align with the sub-area's regional Industrial designation.

Table 2.2 - Floodplain Industrial Area Policy Summary Table

Sub-Area	Floodplain Industrial Area	
Uses	Industrial, office, retail, service, cultural and recreational, institutional	
Option	Light industrial	
Max. Height	Up to 30.5 m (100 ft.) plus difference between FCL and grade	
Max. Density	Up to 3.0 FSR	
Pathway	Privately-initiated rezoning to I-2	Under I-2 Zone
Guidelines	*Industrial Spaces Guidelines* and *Design and Development Guidelines*	
Notes	• Refer to Policies 2.2.1.1 – 2.2.1.6 for the policies that apply to all sites in the Employment Lands.	

Floodplain Industrial Area Policies

2.2.1.11 Maintain light industrial uses as the primary use in the Floodplain Industrial Area, as outlined in the I-2 District Schedule or existing CD-1s.

2.2.1.12 Sites along Boundary Road should provide a minimum front yard setback of 5.5 m (18 ft.). Dedications or Statutory Right-of-Way agreements for transportation improvements may be required.

2.2.1.13 Sites along the north side of East Broadway and Lougheed Highway should provide a minimum front yard building setback of 4.0 m (13 ft.). Dedications or Statutory Right-of-Way agreements for transportation improvements may be required. (See Appendix B: Street Profiles – Arterial Street Concepts for more information).

Still Creek Mixed-Employment Area

This sub-area, located south of the Millennium Line and north of Grandview Highway between Rupert Street and Boundary Road, includes anchor organizations, such as Vancouver Film Studios, as well as several large format retail stores and light industrial uses. Still Creek runs through the sub-area, which is entirely within the Groundwater Protection Area. Development considerations include creek and rail setbacks, land dedication for creek daylighting and widening, restrictions on underground parking identified in the Groundwater Protection Area policies, as well as Flood Construction Levels (FCLs).

The Plan aims to encourage more multi-level industrial and mixed-employment buildings by allowing greater flexibility in uses and other relaxations. Large format retail uses along Grandview Highway will continue to be allowed as a key food asset for the community. Development will primarily occur through new CD-1s or existing zoning.

Table 2.3 - Still Creek Mixed-Employment Area Policy Summary Table

Sub-Area	**Still Creek Mixed-Employment Area**		
Uses	Industrial, office, cultural and recreational, retail, service (including hotel), institutional		Industrial, office, retail, service, cultural and recreational, institutional
Option	Mixed-employment or light industrial		Light industrial
Site Size Requirement	Sites under 8,000 sq. m	Sites 8,000 sq. m or greater	N/A
Max. Height	Up to 12 storeys or 50 m (164 ft.)	Up to 12 storeys or 50 m (164 ft.)	Up to 30.5 m (100 ft.) plus difference between FCL and grade
Max. Density	Up to 3.5 FSR	Up to 3.5 FSR	Up to 3.0 FSR
Multi-level Industrial Floor Area Requirement	N/A	Minimum 1.0 FSR	N/A
Pathways	Privately-initiated rezoning to CD-1 or I-2		Under I-2 Zone
Guidelines	*Industrial Spaces Guidelines* and *Design and Development Guidelines*		
Notes	• Refer to Policies 2.2.1.1 – 2.2.1.6 for the policies that apply to all sites in the Employment Lands. • For existing or proposed institutional use refer to Section 2.4: Institutional Site Policies. • Maximum FSR includes allowances for above grade parking, freight elevators and ramps.		

Still Creek Mixed-Employment Area Policies

2.2.1.14 Small-scale, ground-level retail and service uses should be located along Renfrew and Rupert Streets, where feasible given Flood Construction Levels, to complete the local shopping street and activate the sub-area.

2.2.1.15 New or re-development of existing large format grocery retail or drug store larger than 4,645 sq. m (50,000 sq. ft.) will be considered:

a. On sites fronting Grandview Highway; and,
b. when these uses are combined with additional job space (e.g., retail at grade with office or light industrial above, or distribution warehouses tucked at the back). A Retail Impact Analysis may be required as part of a development application.

2.2.1.16 Enable a broad range of industrial and other employment uses, including:

a. Creative Products Manufacturing. Creative Products Manufacturing is not permitted on the ground floor;
b. Office uses; and,
c. Hotel uses.

2.2.1.17 Sites along the north side of Grandview Highway should provide a minimum front yard setback of 6.5 m (21 ft.). Dedications or Statutory Right-of-Way agreements for transportation improvements may be required (see Appendix B: Street Profiles – Arterial Street Concepts for more information).

2.2.1.18 Increases in height and density, with choice of employment use, will be considered for sites adjacent to Still Creek to secure land dedications related to creek expansion (see Map 3.8: Still Creek Nature-based Flood Management Project – for more information on approximate locations where dedications may be sought).

2.2.2 Rapid Transit Areas



Rapid Transit Areas refer to areas within a 10-minute walk of a rapid transit station that provide significant employment, housing, and amenities. The goal is to create higher-density transit-oriented neighbourhoods where residents can easily access rapid transit and daily needs.

Typically, the highest-density residential land uses are within 400 metres, as measured by walking distance, from the station. However, at Rupert and Renfrew stations, the higher-density residential uses extend beyond 400 metres to account for the Employment Lands immediately adjacent to both stations.

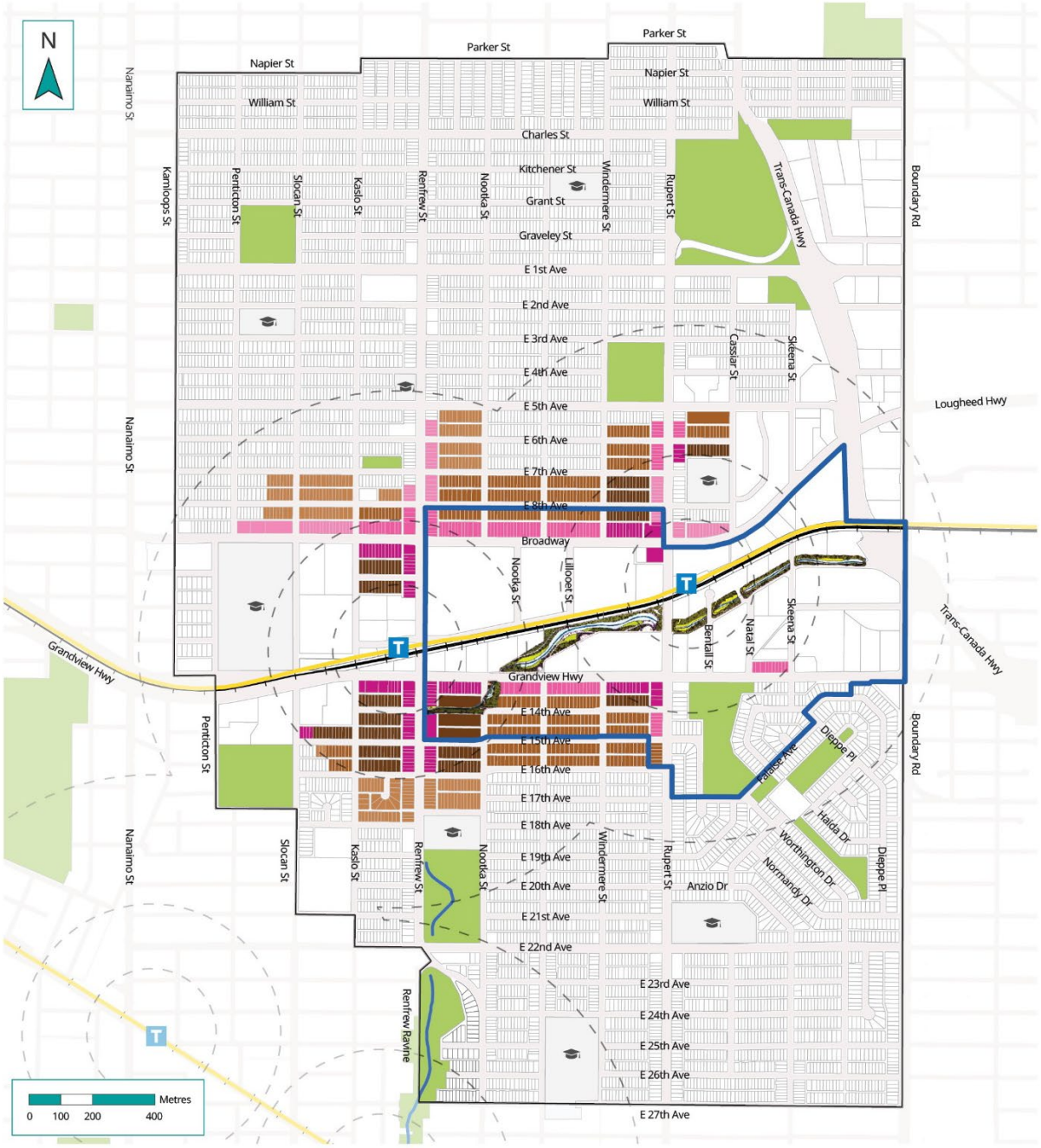
The sub-areas reflect a tiered approach to height and density (see Map 2.5: Rapid Transit Area Map). The highest densities are allocated to projects providing social housing, or securing 20 per cent of residential floor area as below-market rental, or providing public and non-profit childcare facilities. Tower options are available for 100 per cent market rental or condominium at lower densities.

1. **Rapid Transit Area A:** Tallest buildings with the most housing closest to the stations, generally within 450 metres of the Rupert and Renfrew SkyTrain stations. Includes both residential towers and mixed-use towers.

2. **Rapid Transit Areas B:** Tower forms at lower building heights and densities than Area A, generally located between 450 and 650 metres. Includes both residential towers and mixed-use towers.

3. **Rapid Transit Area C:** Tower forms at lower building heights and densities than Areas A or B, generally located between 650 and 800 metres. Includes both residential towers and mixed-use towers.

Map 2.5 - Rapid Transit Area Map



Mixed-Use Residential

- Rapid Transit Area A (29-45 storeys)
- Rapid Transit Area B (22-40 storeys)
- Rapid Transit Area C (22-26 storeys)

Residential

- Rapid Transit Area A (29-45 storeys)
- Rapid Transit Area B (22-40 storeys)
- Rapid Transit Area C (22-26 storeys)

- Park
- Public School
- Still Creek Corridor
- Groundwater Protection Area
- Still Creek Open Channel
- Rapid Transit Station
- Rapid Transit

Mixed-Use Residential and Residential projects at lower heights are enabled in all Rapid Transit Areas.

General Rapid Transit Areas Policies

The following policies apply to Rapid Transit Areas A, B, and C.

2.2.2.1 Continuous non-residential uses are required on the ground-level for sites identified in Map 2.5: Rapid Transit Area Map. See "Uses" in the corresponding table for a full list of the potential options.

2.2.2.2 Choice of use should include the following: service, office, retail or cultural and recreational uses – including, but not limited to: neighbourhood grocery store, general retail, second hand store, small-scale pharmacy, restaurant or café, barber shop or beauty salon, beauty and wellness centre, repair shop – Class B, artist studio, club, community centre or neighbourhood house, fitness centre, library, museum or archives, theatre, arts and culture indoor event use, social service centre.

2.2.2.3 Where choice of use is pursued, a minimum of 1,500 sq. ft. for non-residential floor space should be required for all high-rise buildings in Station Area A, B, and C.

2.2.2.4 Low-rise developments should be enabled throughout the Rapid Transit Areas. For height and density allowances for low-rise developments, see policies in Section 2.2.3: Village and Other Low-Rise Areas.

2.2.2.5 For high-rise buildings in the Rapid Transit Areas, sites with frontages 60.7 m (199 ft.) or greater should provide an at-grade privately-owned public space (POPs) secured through a Statutory Right-of-Way, equal to approximately 20 per cent of the total site area. Other uses may be considered on a case-by-case basis (see the *Development and Design Guidelines* for more information).

2.2.2.6 Sites identified as 'variable sites' will be assessed on a case-by-case basis with consideration for existing uses, surrounding uses, site context, solar access, rail, or other constraints that may influence achievable height or density (see Section 4.1.1: Variable Sites for more information).

2.2.2.7 For strata tenure, public and non-profit childcare will be considered as an in-kind Community Amenity Contribution (CAC), however, it is expected that this option will be enabled within the height and density allowances for strata development outlined in this plan.

2.2.2.8 For 100 per cent or mixed-use hotels with strata residential, the same maximum height and density allowances for strata residential will be considered. Hotel and related commercial uses on the ground floor should count towards the requirement for mixed-use ground level uses for sites identified in Map 2.5: Rapid Transit Area Map.

In addition to the above policies, applicants must consult the policies in Section 2.1: Land Use Limitations and Interpretation for more information that may apply to Rapid Transit Area sites, including but not limited to:

- Groundwater Protection Area policies 2.1.1.1 – 2.1.1.4;
- Rail Proximity Policies 2.1.1.5 – 2.1.1.6; and,
- Tower Limit Policies 2.1.1.8 – 2.1.1.10.

Rapid Transit Area A

Table 2.4 - Rapid Transit Area A Policy Summary Table – High-Rise Options

Sub-Area	**Rapid Transit Area A**				
	Residential Or		**Mixed-Use Residential**		
Uses	Residential with choice of use or mixed-use (hotel and ground-level retail, service, cultural and recreational, institutional, office)				
Option	High-rise				
The following policies apply to both residential and mixed-use residential buildings					
Tenure	Social housing	Market rental with 20% BMR[1]	Market rental with childcare[2]	Market rental	Strata or hotel
Max. Height	Up to 45 storeys	Up to 45 storeys	Up to 35 storeys	Up to 31 storeys	Up to 29 storeys
Max. Density	Up to 10.5 FSR		Up to 8.5 FSR	Up to 7.5 FSR	Up to 7.0 FSR
Min. Frontage	Mid-block: 45.7 m (150 ft.) Corner: 40.2 m (132 ft.)				
Pathway	Privately-initiated rezoning to a Comprehensive Development District (CD-1)				
Guidelines	*Design and Development Guidelines*				
Notes	[1] A minimum of 20% of the residential floor area is required to be secured at below-market rents at 20% discount to city-wide average market rents by unit type (updated annually as new CMHC data is available). [2] Childcare facility is to be owned by the City of Vancouver or a public, non-profit or Indigenous partner and to includes a minimum of 37 spaces.				

Rapid Transit Area A Policies

2.2.2.9 Sites along the south side of East Broadway should provide a minimum front yard setback of 4.0 m (13 ft.). Dedications or Statutory Right-of-Way agreements for transportation improvements may be required (see Appendix A: Road Space Reallocation / Car Free Opportunities for Arterial Street Concept).

Rapid Transit Area B

Table 2.5 - Rapid Transit Area B Policy Summary Table – High-rise Options

Sub-Area	**Rapid Transit Area B**				
	Residential Or Mixed-Use Residential				
Uses	Residential with choice of use or mixed-use (hotel and ground-level retail, service, cultural and recreational, institutional, office)				
Option	High-rise[1]				
The following policies apply to both residential and mixed-use residential buildings					
Tenure	Social housing	Market rental with 20% BMR[2]	Market rental with childcare[3]	Market rental	Strata or hotel
Max. Height	Up to 45 storeys	Up to 40 storeys	Up to 33 Storeys	Up to 31 storeys	Up to 22 storeys
Max. Density	Up to 10.5 FSR	Up to 9.5 FSR	Up to 8.0 FSR	Up to 7.5 FSR	Up to 5.5 FSR
Min. Frontage	Mid-block: 45.7 m (150 ft.) Corner sites: 40.2 m (132 ft.)				
Pathway	Privately-initiated rezoning to a Comprehensive Development District (CD-1)				
Guidelines	*Design and Development Guidelines*				
Notes	[1] Tower limit policies may apply. See Policy 2.1.1.8 and 2.1.1.9 and Map 2.2: Land Use Limitations Map. [2] A minimum of 20% of the residential floor area is required to be secured at below-market rents at 20% discount to city-wide average market rents by unit type (updated annually as new CMHC data is available). [3] Childcare facility is to be owned by the City of Vancouver or a public, non-profit or Indigenous partner and to includes a minimum of 37 spaces.				

Rapid Transit Area B Policies

2.2.2.10 Sites along north side of Grandview Highway, between Natal Street and Skeena Street, should provide a minimum front yard setback of 6.5 m (21 ft.). Dedications or Statutory Right of Way agreements for transportation improvements may be required (see Appendix B: Street Profiles – Arterial Street Concepts for more information).

Rapid Transit Area C

Table 2.6 - Rapid Transit Area C Policy Summary Table – High-rise Options

Sub-area: Rapid Transit Area C			
	Residential Or		**Mixed-Use Residential**
Uses	Residential with choice of use or Mixed-use (hotel and ground-level retail, service, cultural and recreational, institutional, office)		
Option	High-rise[1]		
The following policies apply to both residential and mixed-use residential buildings			
Tenure	Social housing	Market rental	Strata or hotel
Max. Height	Up to 40 storeys	Up to 26 storeys	Up to 22 storeys
Max. Density	Up to 9.5 FSR	Up to 6.5 FSR	Up to 5.5 FSR
Min. Frontage	Mid-block: 45.7 m (150 ft.) Corner sites: 40.2 m (132 ft.)		
Pathway	Privately-initiated rezoning to a Comprehensive Development District (CD-1)		
Guidelines	*Design and Development Guidelines*		
Notes	[1] Tower limit policies may apply. See Policy 2.1.1.8 and 2.1.1.9 and Map 2.2: Land Use Limitations Map.		

2.2.3 Villages and Other Low-Rise Areas



Villages are centered around existing commercial and neighbourhood uses that provide local jobs, daily needs, and social connections. Adjacent residential areas provide opportunities for primarily low-rise and ground-oriented housing, including missing middle housing options, such as multiplexes, townhouses, and low-rise apartments.

In addition to Villages, other low-rise areas offer further opportunities for missing middle housing and/or small-scale commercial nodes ("new villages").

Villages and Other Low-Rise Residential Areas are divided into five sub-areas, each with different building heights and densities based on the building use and tenure:

1. **Residential – Low-Rise – Up to 6 Storeys:** Enables up to 6-storey residential buildings with optional ground floor commercial use.

2. **Residential – Low-Rise – Up to 4 Storeys:** Enables 4-storey apartment buildings, preserving important views of the North Shore mountains.

3. **Mixed-Use Residential – Low-Rise – High Street:** Requires ground floor commercial for mixed-use buildings, allowing up to 6 storeys.

4. **Mixed-Use Residential – Low-Rise – Existing Commercial:** Requires ground floor commercial for mixed-use buildings, allowing up to 6 storeys.

5. **Mixed-Use Residential – Low-Rise – Off Arterial Commercial:** Requires ground floor commercial for mixed-use buildings, allowing up to 6 storeys.

Map 2.6 - Villages and Other Low-Rise Residential Areas Map



Mixed-Use Residential - Low-Rise

Sub-categories:

- High Street (Up to 6 storeys)
- Existing Commercial (Up to 6 storeys)
- Off Arterial Commercial (Up to 6 storeys)

Residential - Low Rise

- Residential – Low-Rise (Up to 6 storeys)
- Residential – Low-Rise (Up to 4 storeys)

Variable Sites

- Variable Site [1]

- Groundwater Protection Area
- Still Creek Open Channel
- Renfrew Ravine Study Area
- Village Area Boundary
- Park
- Public School
- Rapid Transit
- Rapid Transit Station

Note:
Mixed-Use Residential and Residential projects at lower heights are enabled in all Rapid Transit Areas.

Height and density in designated Transit-Oriented Areas (TOAs) will be considered in the context of the applicable Provincial TOA regulations and guidelines.

[1] Height or density varies based on existing zoning or other considerations.

General Villages and Other Low-Rise Residential Areas Policies

The following policies apply to Villages and Other Low-Rise Residential Areas.

2.2.3.1 Sites identified as Variable Sites will be assessed on a case-by-case basis with consideration for existing uses, surrounding uses, site context, solar access, rail, or other constraints that may influence achievable height or density (see Section 4.1.1: Variable Sites for more information).

2.2.3.2 Choice of use includes the following: service, office, retail and cultural and recreational uses – including, but not limited to: neighbourhood grocery store, general retail, second hand store, small-scale pharmacy, restaurant or café, barber shop or beauty salon, beauty and wellness centre, repair shop – Class B, artist studio, club, community centre or neighbourhood house, fitness centre, library, museum or archives, theatre, arts and culture indoor event use, social service centre.

2.2.3.3 Sites in Transit-Oriented Areas will be considered in the context of the applicable Provincial TOA regulations and guidelines.

In addition to the above policies, applicants must consult the policies pertaining to Section 2.1: Land Use Limitations and Interpretation for more information that may apply to Villages and Other Low-Rise Residential Area sites, including but not limited to:

- Groundwater Protection Area policies 2.1.1.1– 2.1.1.4.

Residential – Low-Rise – Up to 6 Storeys

Table 2.7 - Residential – Low-Rise – Up to 6 storeys – Policy Summary Table

Sub-Area	**Residential – Low-Rise – Up to 6 Storeys**[1]					
Uses	Residential with choice of use					
Option	Low-rise				Townhouse	Multiplex
Tenure	Social housing	Market rental		Strata	Strata or market rental	Strata or market rental
Max. Height	Up to 6 storeys			Up to 4 storeys	Up to 3 storeys	Up to 3 storeys
Max Density Corner or Shallow Site	Up to 3.0 FSR	Up to 2.7 FSR	Up to 2.0 FSR	Up to 1.45 FSR	Up to 1.45 FSR	Up to 1.0 FSR
Max Density Mid-block	Up to 2.7 FSR	Up to 2.4 FSR	Up to 1.75 FSR		N/A	N/A
Min. Frontage	Corner: 1,470 sq. m and minimum frontage 40.2 m Shallow Site[2]			N/A	See RM-8A District Schedule	See R1-1 District Schedule
Site Size Minimum	Corner: 1,470 sq. m Mid-block: 920 sq. m	Corner: 1,470 sq. m Mid-block: 920 sq. m	Corner: 1,470 sq. m Mid-block: 613 sq. m	460 sq. m	See RM-8A District Schedule	See R1-1 District Schedule

Pathway	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezoning, for more information). For privately-initiated rezoning, rezoning to an existing District Schedule where feasible. Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.
Guidelines	*Design and Development Guidelines*
Notes	[1] Additional height and density may be achievable within the Transit-Oriented Area (TOA) catchment though the TOA Policy. See Section 4.1.3: Relationship to Transit-Oriented Areas Regulation for more information. [2] Shallow site is a site that does not exceed 33.5 m in depth.

Residential – Low-Rise Areas Policies

2.2.3.4 For sites with existing social, non-market co-op and supportive housing, heights up to 18 storeys may be considered in accordance with Policy 3.1.1.12.

Residential – Low-Rise – Up to 4 Storeys

Table 2.8 – Residential – Low-Rise – Up to 4 Storeys – Policy Summary Table

Sub-Area	**Residential – Low-Rise – Up to 4 Storeys**		
Uses	Residential with choice of use		
Option	Low-rise		
Tenure	Strata – small site (option 1)	Strata (option 2)	Social housing or market rental
Max. Height	Up to 4 storeys		
Max Density Corner or Shallow Site	Up to 1.45 FSR	Up to 2.0 FSR	Up to 2.0 FSR
Max Density Mid-block	Up to 1.45 FSR	Up to 1.75 FSR	Up to 1.75 FSR
Min. Site Area and/or Frontage	460 sq. m	Corner: 1,470 sq. m and minimum frontage 40.2 m Minimum mid-block site area 613 sq. m	
Pathway	Privately-initiated rezoning to a Comprehensive Development District (CD-1)		
Guidelines	*Design and Development Guidelines*		

Mixed-Use Residential – Low-Rise – High Street

Table 2.9 - Mixed-Use Residential – Low-Rise – High Street – Policy Summary Table

Sub-Area	**Mixed-Use Residential – Low-Rise – High Street**[1]		
Uses	Required mixed-use (ground-level retail, service, cultural and recreational, institutional, office, etc.) or hotel[2], residential		
Option	Low-rise		
Tenure	Market rental with 20% BMR[3] or social housing	100% Commercial and institutional uses (including hotel)	Strata or market rental
Max. Height	Up to 6 storeys	Up to 6 storeys	Up to 4 storeys
Max. Density	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR	Up to 2.5 FSR
Pathway	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezonings, for more information). Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.	Privately-initiated rezoning to a Comprehensive Development District (CD-1), with form of development based on C-2 District Schedule.	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezonings, for more information). Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.

Guidelines	C-2 Guidelines
Notes	[1] Additional height and density may be achievable within the Transit-Oriented Area (TOA) catchment though the TOA Policy. See Section 4.1.3: Relationship to Transit-Oriented Areas Regulation for more information. [2] 100%hotel use is also allowed, up to 6 storeys. [3] A minimum of 20% of the residential floor area is required to be secured at below-market rents at 10% discount to city-wide average market rents by unit type (updated annually as new CMHC data is available).

Mixed-Use Residential – High Street Policies

2.2.3.5 Continuous non-residential uses are required on the ground-level. See "Uses" in the corresponding table for a full list of the potential options.

2.2.3.6 Sites currently zoned CD-1 will be assessed on a case-by-case bases with consideration for existing uses, surrounding context, and allowed height and density of adjacent sites on the land use map.

Mixed-Use Residential – Low-Rise – Existing Commercial Areas

Table 2.10 - Mixed-Use Residential – Low-Rise – Existing C-1 District Schedule Summary Table

Sub-Area	Mixed-Use Residential – Low-Rise – Existing C-1 District Schedules[1]		
Uses	Required mixed-use (ground-level retail, service, cultural and recreational, institutional, office, etc.) or hotel[2], residential		
Option	Low-rise		
Tenure	Market rental or social housing	100% Commercial and institutional uses (including hotel)	Strata
Max. Height	Up to 6 storeys	Up to 6 storeys	Up to 4 storeys
Max. Density	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR	Up to 2.5 FSR

Pathway	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezonings, for more information). Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.	Privately-initiated rezoning to a Comprehensive Development District (CD-1) or Development Permit application.	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezonings, for more details). Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.
Guidelines	C-2 Guidelines		
Notes	[1] Additional height and density may be achievable within the Transit-Oriented Area (TOA) catchment though the TOA Policy. See Section 4.1.3: Relationship to Transit-Oriented Areas Regulation for more information. [2] 100% hotel use is also allowed, up to 6 storeys.		

Mixed-Use Residential – Existing Commercial Area Policy

2.2.3.7 For redevelopment of existing C-2 and C-2 C1 sites, see District Schedules.

2.2.3.8 For redevelopment of existing C-2 and C-2 C1 sites to commercial or institutional uses (including hotel) see Table 2.10 for allowances and pathway.

Mixed-Use Residential – Low-Rise – Off-Arterial Commercial Areas

Table 2.11 - Mixed-Use Residential – Low-Rise – Off Arterial Commercial Areas Summary Table

Sub-Area	**Mixed-Use Residential – Low-Rise – Off Arterial Commercial Areas**[1]	
Uses	Required mixed-use[2], residential	
Option	Low-rise	
Tenure	Market rental or social housing	Strata
Max. Height	Up to 6 storeys	Up to 4 storeys
Max. Density	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR	Up to 2.5 FSR
Pathway	Privately-initiated rezoning to C-2 District Schedule.	
Guidelines	C-2 Design Guidelines[3]	
Notes	[1] Additional height and density may be achievable within the Transit-Oriented Area (TOA) catchment though the TOA Policy. See Section 4.1.3: Relationship to Transit-Oriented Areas Regulation for more information. [2] Allowable uses are restricted to the following: Neighbourhood Grocery Store, General Retail, Second Hand Store, Small-Scale Pharmacy, Restaurant or Café, Barber shop or Beauty Salon, Beauty and Wellness Centre, Repair Shop, Artist Studio, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, Museum or Archives, Theatre, Arts and Culture Indoor Event use, Social Service Centre. [3] Variations in building form and set back – but not height, density or tenure-related allowances - may be considered for projects delivering public realm improvements.	

Sub-Area	Mixed-Use Residential – Existing C-1 District Schedules[1]		
Uses	Required mixed-use (ground-level retail, service, office, healthcare office, etc.) or hotel, residential		
Option	Low-rise		
Tenure	Market rental or social housing	Strata	100% Commercial or institutional uses (including hotel)
Max. Height	Up to 6 storeys	Up to 4 storeys	Up to 6 storeys
Max. Density	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR	Up to 2.5 FSR	Corner: Up to 3.7 FSR Mid-block: Up to 3.5 FSR
Pathway	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezoning, for more information). Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.	City-initiated rezoning for sites outside of the Fire Flow Utility Upgrade Area. For sites within the Fire Flow Utility Upgrade Area, note there is presently no redevelopment pathway (see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezonings, for more details). Where sites are in the Groundwater Protection Area, have more complex site conditions or parking requirements, rezoning to CD-1 may be required.	Privately-initiated rezoning to a Comprehensive Development District (CD-1) or development application.
Guidelines	*Design and Development Guidelines*		
Notes	[1] Additional height and density may be achievable within the Transit-Oriented Area (TOA) catchment though the TOA Policy. See Section 4.1.3: Relationship to Transit-Oriented Areas Regulation for more information. [2] 100% hotel use is also allowed, up to 6 storeys.		

2.2.4 Multiplex Areas

Multiplex areas will continue to primarily deliver ground-oriented units in the Plan area. A multiplex is like a small-scale townhouse project on a single lot, allowing more people to live on a single lot. Sharing land costs over more homes and having smaller units makes them more affordable and sustainable compared to single-detached houses or duplexes. These housing forms offer new strata and market rental opportunities with various unit sizes.

In addition to multiplex, corner stores and social housing buildings are also permitted. The integration of corner stores will provide additional opportunities for small-scale shops and services – enabling ground-level commercial uses with residential on ground-level or upper floors. Social housing in the form of low-rise apartments up to six storeys is enabled throughout the area.

Map 2.7 - Multiplex Areas Map



Note: Up to 8 storeys may be possible within the 800m provincial Transit-Oriented Area (TOA) catchment.

Table 2.12 - Multiplex Option Summary Table

Sub-Area	**Multiplex Areas**[1]		
Uses	Residential		Corner store[2] with residential uses
Tenure	Social housing	Market rental or strata	Market rental or strata
Max. Height	Up to 6 storeys	Up to 3 storeys	Up to 3 storeys
Max Density	Corner: Up to 3 FSR Mid-block: Up to 2.7 FSR	See R1-1 District Schedule	See C-1 District Schedule
Min. Frontage	Corner: 1,470 sq. m Mid-block: 920 sq. m	See R1-1 District Schedule	10 m (33 ft.)[3]
Guidelines	*Design and Development Guidelines*	Low Density Housing Options How-To Guide	C-1 Guidelines
Pathway	Privately-initiated rezoning to District Schedule	Development permit under R1-1 District Schedule	Privately-initiated rezoning to CD-1, using C-1 District Schedule for guidance on form of development.
Notes	[1] Additional height and density may be achievable within the Transit-Oriented Area (TOA) catchment though the TOA Policy. See Section 4.1.3: Relationship to Transit-Oriented Areas Regulation for more information. [2] Allowable uses, as set out in the Zoning and Development By-law, may include: Neighbourhood Grocery Store, General Retail, Second Hand Store, Small-Scale Pharmacy, Restaurant or Café, Barber shop or Beauty Salon, Beauty and Wellness Centre, Repair Shop, Artist Studio, Club, Community Centre or Neighbourhood House, Fitness Centre, Library, Museum or Archives, Theatre, Arts and Culture Indoor Event use, Social Service Centre. [3] Max. Frontage: 20 m (66 ft.)		

Multiplex Area Policies

2.2.4.1 Sites currently zoned CD-1, will be assessed on a case-by-case bases with consideration for existing uses, surrounding uses, and site context.

2.2.4.2 Sites in Transit-Oriented Areas will be considered in the context of the applicable Provincial TOA regulations and guidelines.

2.3 Unique Site Policies

Today, across the Rupert and Renfrew Plan area there are 15 Unique Sites (see Map 2.8: Unique Sites (Large and Special Sites) Map) whose size or function are distinct and require more focused policy. Each Unique Site also provides an important opportunity to deliver benefits such as diverse and affordable housing options, new and renewed community services, local amenities, and public realm improvements. In the future, more Unique Sites may become eligible through lot consolidation.

Each Unique Site is covered by existing zoning; however, to be considered for the additional benefits contemplated in this Section, any redevelopment of a Unique Site would require a rezoning process (see Chapter 4: Implementation).

This section provides guidance on two classes of Unique Sites as well as directions for future Unique Sites.

1. **Large Sites in Residential Areas**: include sites with an area greater than 8,000 sq. m (86,111 sq. ft) and are suitable sites for a mix of uses.

2. **Special Sites in Residential Areas**: includes sites with an area less than 8,000 sq. m (86,111 sq. ft) but contain specialized land uses or community functions (e.g., community serving space, and care facility), and for which the renewal and expansion of facilities serves a public interest.

Policies for Rezoning Unique Sites in Residential Areas

Rezoning proposals for Unique Sites are guided by:

- General Unique Sites policies which – are applicable to all existing or future Large or Special Sites in Residential Areas. Guidance on these sites is found in Section 2.3.1; and,

- Site-specific directions covering each of the 15 Unique Sites identified through the planning process. Existing unique sites have received an initial assessment of amenity priorities per the General Unique Sites policies. Guidance on these sites is found in Sections 2.3.2 - 2.3.4.

Exceptions

The Unique Sites policies outlined in this chapter apply to all identified and new large sites in residential areas of the Rupert and Renfrew Plan area, except:

a. **Skeena Terrace** (10.8 acres), 2108-2408 Cassiar Street. For policies related to this site, see the *Skeena Terrace Policy Statement* (2022).

b. **Unique Sites in Employment Lands**. Policies for these sites are outlined in Section 2.2.1: Employment Lands, with the exception of 3200 East Broadway (which is found in Policies 2.3.2.47 - 2.3.2.53).

Projects that are limited in scope may also be excluded from these policies, including:

c. Text amendments to existing CD-1 zoning for minor changes to large developments.

d. Projects that contain less than 4,700 sq. m (50,590 sq ft.) of new development and are not part of a phased redevelopment process.

Rezoning Process Considerations:

All Unique Sites are subject to privately-initiated rezoning applications and will likely result in amending or creating a CD-1 By-law. In addition to standard rezoning requirements (e.g., upgrades to municipal services like water, sewer and transportation), proposals for unique sites will be expected to undertake a more comprehensive development review and consultation process given their larger scale and complexity.

Rezoning processes are also subject to City of Vancouver policies and procedures related to financing growth, including the *Development Cost Levies Bulletin,* and *Community Amenity Contribution Policy for Rezonings*.

For more details see Chapter 4: Implementation, Section 4.1.1: Privately-Initiated Rezonings. For form of development considerations see *Design and Development Guidelines*.

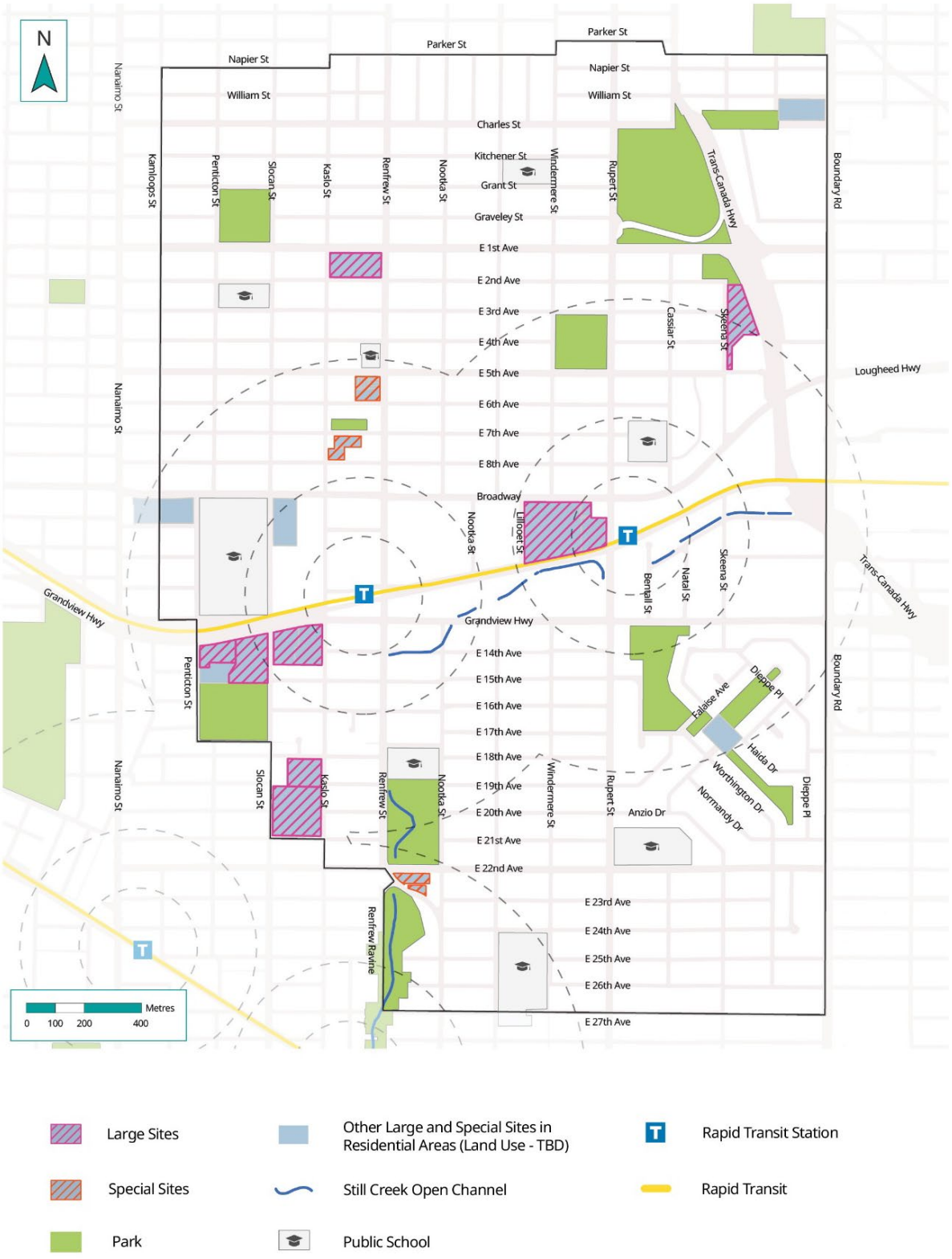
A note about the *Rezoning Policy for Sustainable Large Developments*

Typically, large site rezonings (of 8,000 sq. m or more) are expected to follow the policies set out in the *Rezoning Policy for Sustainable Large Developments ("SLD Policy")* and the related *Sustainable Large Developments Bulletin ("Bulletin")*. Combined, these documents set out directions related to sustainable site design, sustainable food systems, green mobility, potable water management, groundwater management, zero waste planning, and affordable housing.

For the Rupert and Renfrew Plan, most SLD policy requirements are contained *within* the Plan, including this chapter; however, some detailed aspects of the *SLD Policy* (e.g., potable water and zero waste) are not, and will still be applicable as part of any large site rezoning. Where specific *SLD Policy* directions aside from those in this Plan apply, they are identified in the General Unique Sites Policies below.

Where specific provisions from other policy documents exist, such as the *Groundwater Management Bulletin* and the *Groundwater Protection Area,* these are noted.

Map 2.8 - Unique Sites (Large and Special Sites) Map



Note: See Section 2.3.2 - 2.3.4: Unique Site Policies for site-specific policies for each site.

2.3.1 General Unique Site Policies

The following policies will apply to all Unique Sites identified in this section, as well as future Unique Sites (8,000 sq. m or greater) created through land assembly or other processes.

If the site-specific policies in section 2.3.2 - 2.3.4 contradict or duplicate those in 2.3.1, then the site-specific policies will take precedence.

Assemblies, Phased Redevelopment and Partial Redevelopment

2.3.1.1 Where Unique Sites are created or expanded through an assembly process Unique Sites policies and opportunities will apply to the full site.

2.3.1.2 Where sites pursue a partial or phased redevelopment, the Unique Sites policies continue to apply. An assessment of the appropriate timing and application of policies will be undertaken by City staff as part of the rezoning process.

2.3.1.3 Where a site is rezoned in accordance with Unique Sites policies but remains unbuilt, any proposals to amend the zoning, except those noted below, will also need to account for these policies.

Height, Density and Community Amenity Contributions

2.3.1.4 Unique Sites, that are consistent with the surrounding context, will be expected to deliver in-kind public benefits or cash CACs, subject to negotiation based on design performance, economic viability and City policies related to community amenity contributions. Consideration of potential public benefits should be informed by the overall goals and objectives of the Plan, with priority given to those identified in Section 4.2: Public Amenity Priorities.

2.3.1.5 For new unique sites, building height(s) should be generally consistent with land use policies for the underlying parcels and surrounding context - while recognizing unique sites have the opportunity to provide distinct city-building opportunities and therefore have grounds for consideration of additional flexibility in form of development. Site density, commensurate with building height, should also account for the larger site size, and overall urban design performance for comparable large and unique sites in Rupert and Renfrew or adjacent neighbourhoods.

Housing and Other Land Use

2.3.1.6 Unless otherwise specified, the residential component of Unique Sites can include opportunities for strata, rental, social, supportive housing, seniors housing, and below-market housing. In keeping with the *Housing Vancouver Strategy* and Provincial Housing Targets, the Plan encourages the prioritization of rental housing options. Additional requirements for non-residential uses (e.g., retail, service, office, and institutional) may apply, and will be informed by:

a. Site location and context (e.g., adjacency to commercially-zoned areas may necessitate the inclusion of at-grade retail/service space); and,
b. Opportunities to support *Vancouver Plan* objectives related to Equitable Housing and Complete Neighbourhoods or An Economy that Works for All.

2.3.1.7 On sites where there are existing residential tenants, and where feasible, applicants are required to create a development phasing plan that minimizes disruption to existing tenants. The phasing plan will:

a. Outline considerations related to the timing and staging of tenant relocation to other properties on site without ending tenancies; and/or,
b. On sites where there are existing residential tenants, applicants must take efforts to minimize disruption to residents and ensure permanent rehousing options under the *Tenant Relocation and Protection Policy* (See the City of Vancouver *Tenant Relocation and Protection Policy – Process and Requirements Bulletin* for further details).

2.3.1.8 To support the creation of affordable housing, new large sites in residential areas are required to include secured rental and below-market rental housing. A minimum of 30 per cent of the total residential floor space must be delivered as secured rental housing, including 20 per cent of the rental units secured as below-market rental. Below-market rental rents are secured at 20 per cent discount to city-wide average market rents by unit type (updated annually as new CMHC data is available).

- All proposals will be subject to proforma analysis to ascertain public benefit opportunities and/or potential CAC contributions.

2.3.1.9 Projects with significant non-profit or government-owned non-market housing components (or projects with significant non-profit or community accessible assets) may be considered for variations in floor plate, podium height, solar access requirements, public open space targets and new amenity requirements (see Policy 2.3.1.12) to support project viability.

2.3.1.10 Sites in Transit-Oriented Areas will be considered in the context of the applicable Provincial TOA regulations and guidelines.

Existing Amenities

2.3.1.11 Where community serving spaces, non-profit childcare, public space, etc. exist on site, seek to renew (i.e. no net loss) and enhance associated infrastructure and/or uses. For future Unique Sites created through an assembly, assess opportunities to include these amenities in light of project viability and overall project objectives.

Open Space/Public Space

2.3.1.12 Unique Sites should provide 20 per cent of total site area for public open space intended to provide:

a. Space for public use by people, creating opportunities for public life (including gathering, respite, social, recreational and cultural purposes) and pedestrian movement (including pathways and mid-block connections).

b. Space for tree retention, new trees (in terra firma, where possible), green space retention (including naturally managed areas or significant ecological features) and the creation or restoration of ecological systems.

The following open spaces should not be included in the 20 per cent calculation:

a. Areas within established building setbacks (built form policy or regulations).
b. Spaces located on podium or roof levels.
c. Space for vehicle circulation or parking.

2.3.1.13 Maximize the amount of contiguous open space intended for public use. Developments should provide a minimum size of 300 sq. m for any individual park or open space.

a. As part of the redevelopment of new large sites, the City will work with applicants through the rezoning process and in consultation with the Vancouver Board of Parks and Recreation to secure public open space. Park dedication is the preferred mechanism for delivering this space and will generally be required where the site size and context support it.
b. In cases where park dedication is not feasible, alternative mechanisms such as privately-owned public spaces (POPs) may be considered to meet open space objectives.

2.3.1.14 Locate public open space where it is visible and accessible to passersby, can receive the most amount of direct sunlight, and maximizes sky views and tree retention. Consider the use and function of the space to determine the time of day and year when sunlight is most important.[2] Other suitable locations may include:

a. Along the street or at the corner for high visibility, where the grading is shallow enough to provide good accessibility or where they align with greenways, Blue-Green Systems, ecological corridors or car-free streets (see Appendix A: Road Space Reallocation / Car Free Opportunities). Local streets are preferred over arterial streets.
b. On the interior of a site. This should have high visibility from the street, universal accessibility from at least one sidewalk and a publicly accessibly pathway through the site to the space.

[2] For further design guidance for privately owned public spaces (POPS), see *Design and Development Guidelines.*

c. Multiple locations tied together with a strong pedestrian connection may be appropriate depending on site context but should not be prioritized over a single large space.

2.3.1.15 For gathering places and plazas, explore opportunities to develop a stewardship plan that identifies public space management, maintenance and programming opportunities.

Walking/Biking/Active Transportation/Mobility

2.3.1.16 Provide mid-block connections to link the site with adjacent streets, greenways, pedestrian pathways, and to key destinations such as parks, commercial high streets and SkyTrain station entries. Consider how these connections can improve universal accessibility. For further guidance, see Section 4.3: Public Realm Framework and Appendix A: Road Space Reallocation / Car Free Opportunities.

2.3.1.17 Where site conditions and context allow, provide mid-block active transportation (cycling and micromobility) pathways to connect to existing bikeways and greenways, as well as other key destinations. For further guidance, see Section 4.3: Public Realm Framework and Appendix A: Road Space Reallocation / Car Free Opportunities for more information.

2.3.1.18 For all sites 40,470 sq. m (10 acres) and larger, provide one publicly accessible fast charging hub for electric vehicles with at least two chargers, as set out in the *SLD Policy C.3.2*.

Childcare

2.3.1.19 Assess unique and special sites for public and non-profit childcare feasibility and to inform applicants of the potential opportunity for senior government funding for these types of projects.

Social and Cultural Assets

2.3.1.20 Seek opportunities to incorporate social and cultural amenities. These amenities will be secured to the satisfaction of the City. This could include:

a. Non-profit office or social services space;
b. Commercial space for social enterprises or non-profits; and,
c. Artist studios, production space, or presentation space.

2.3.1.21 For Unique Sites 9,290 sq. m (100,000 sq. ft.) or greater, or for projects that are otherwise covered by the City's Public Art Policy, provide onsite artwork or cash-in-lieu to the City's Signature Projects Reserve Fund (or other designated City pooling fund for public art projects). *See Public Art Policy and Procedures for Rezoned Developments* (2014).

Food Assets

2.3.1.22 New Unique Sites, not otherwise accounted for in Section 2.3.2: Large Sites, 2.3.3: Special Sites and 2.3.4: Other Large and Special Sites in Residential Areas, are expected to provide food assets. Explore the opportunity to deliver up to three food assets, to be secured to the satisfaction of the City.

Note: Assets are identified in the *Sustainable Large Developments Bulletin,* Section 2.1: General Information.

Groundwater Management

2.3.1.23 Applications for rezoning within the Rupert and Renfrew Groundwater Protection Area identified in Map 2.2: Land Use Limitations Map should comply with the requirements for the groundwater protection area identified in Policies 2.1.1.1 - 2.1.1.4. Rezoning applications outside of the Groundwater Protection Area must consult the *Groundwater Management Bulletin*.

Rainwater Management

2.3.1.24 All sites must meet the rainwater management requirements identified in Policy 3.8.1.6 unless a more stringent requirement is specified in site rezoning conditions.

Potable Water Management

2.3.1.25 Applications for rezoning must include submission requirements and additional information on potable water management, as set out in the *Rezoning Policy for Sustainable Large Developments* and associated *Bulletin*.

Zero Waste Management

2.3.1.26 Applications for rezoning must include submission requirements and additional information on zero waste management, as set out in the *Rezoning Policy for Sustainable Large Developments* and associated *Bulletin.*

A Note Regarding Floor Area Allowance:

For most sites, a determination of final density calculated as a Floor Space Ratio (FSR) will be made during the rezoning process, and subject to urban design performance and the provision of public amenities. Where FSR is included, the figure is pre-dedication (i.e. gross FSR).

2.3.2 Large Sites

1st Avenue Marketplace

Address:

2800 East 1st Avenue

Site Size:

~3.5 acres (~14,200 sq. m)



Description:

This site serves as an important commercial node with several culturally significant shops and services. A medium-size (2,785 sq. m/30,000 sq. ft.) grocery store currently serves as an anchor tenant, with the overall mix of businesses providing access to daily needs for local and regional customers.

Note: Land use on the site is currently governed by CD-1 (183).

Policy Intent:

- Allow new commercial, residential, office, or institutional uses with a mix of mid-rise and low-rise buildings, aligned with the *Public Views Guidelines*. Emphasis should be placed on maintaining a strong commercial focus, with the site serving as a retail anchor for the Renfrew/East 1st Village.
- Provide a grocery store, opportunities for culturally significant retail businesses and entrepreneurs.
- Provide public spaces and gathering areas to support retail functions, social connection, as well as the interface with the surrounding neighbourhood.

Table 2.13 - Land Use and Built Form Table

Site	1st Avenue Marketplace
Uses	Retail and service, residential, cultural and recreational, institutional, office, and accessory uses.
Max. Height	Up to 12-13 storeys, including podium heights up to 6 storeys, subject to view cone analysis.
Buildable Floor Area	A maximum of 50,000 sq. m* buildable floor area, including: • Commercial (retail/service) use – minimum 9,900 sq. m.
Public Open Space	A minimum of 2,800 sq. m* of on-site publicly-accessible open space.
Design Considerations	Mid-rise towers, with additional low-rise buildings, organized to account for the following considerations: • Place towers away from Renfrew Street to preserve solar access for the village high street. • Locate and design an urban plaza with consideration for solar access, active edges, and key pedestrian circulation routes (see Policy 3.7.1.3 or 3.7.1.4). South facing portions of site (fronting East 2nd Avenue) to provide complimentary interface with greenway.

* The suggested floor area assumes full site redevelopment and is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.1 Consider applications for mixed-use development with low-rise and mid-rise components are encouraged. A mix of commercial uses is required on the ground level. Residential, office, institutional and/or commercial uses should be permitted on upper floors.

a. Ensure no net loss of existing retail space.
b. Retain or expand floor area for grocery retail anchor; allow for flexible integration, including into low-rise or tower formats.

2.3.2.2 Enable the development of new housing, which may include strata, market rental, non-market, and seniors housing. In keeping with the *Vancouver Housing Strategy*, encourage the prioritization of rental housing options.

2.3.2.3 Integrate opportunities for cultural food assets and other cultural businesses into future development.

a. To support this policy, explore opportunities to include emerging food entrepreneurs, micro-businesses, etc. (via the provision of smaller Commercial Retail Units (CRU) or food hall/market/incubator space).
b. Prior to submitting a rezoning application, applicants are encouraged to share the City's Commercial Tenant Assistance Program (CTAP) resource guides with existing commercial tenants to support their relocation decision-making.

2.3.2.4 Incorporate transportation and streetscape improvements:

a. Provide generous covered area (bus shelters and/or building weather protection), seating, and room to queue at the bus stop.
b. Provide space for shared micromobility (bike share and e-scooter) on private property as part of improvements along East 2nd Avenue.
c. Explore design features (including entrances, active store frontages, seating) along East 2nd Avenue to support a future greenway (see Policy 3.4.1.12).

2.3.2.5 Reinforce the cultural significance of the site by integrating building and public realm design features (e.g., detailing, plaques, and art commemorating the site's history).

2.3.2.6 Provide a minimum of 2,800 sq. m on-site public open space. As part of this, strive to incorporate:

a. A plaza fronting East 2nd Avenue at Renfrew.
b. A mid-block pedestrian connection north-south through the center of the site, connecting East 1st and 2nd Avenues.
c. Additional dedications along the southern edge of the site to provide a complementary interface with the future greenway.

Akali Singh Sikh Society Site

Address:

1890 Skeena Street

Site Size:

~3.8 acres (~15,300 sq. m)



Description:

The site serves as a spiritual centre that promotes Sikh culture, values and heritage for the local Sikh community. Currently owned and operated by the Akali Singh Sikh Society, a non-profit organization, it supports a Gurdwara that functions as both a religious hub and community centre. The Sikh faith emphasizes the importance of food security and actively supports the community's needs, including those of the unhoused population and students, regardless of their faith, through the Gurdwara's langar, or communal kitchen. Additionally, the site includes a seniors' centre, library, a community garden, meeting and office space and parking facilities. It is located just south of Thunderbird Park.

Note: Land use on the site is currently governed by CD-1 (125) which also covers a separate commercial facility at 3555 East 5th Avenue.

Policy Intent:

- Retain community serving uses, and renew, enhance or expand community serving spaces and consider additional height and density (mid-rise and high-rise forms) to support the evolving needs of the sangat, or congregation.
- Enable the creation of new housing (which could include non-market, market and seniors housing).

- Facilitate the restoration of ecological systems on site and along the adjacent street right-of-way and improve adjacent active transportation route to enhance site connectivity.

Table 2.14 - Land Use and Built Form Table

Site	Akali Singh Sikh Society
Uses	Residential, institutional, cultural and recreational, office, retail, service, and accessory uses.
Max. Height	• Up to 20 storeys, subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024). • Podium heights up to 4 storeys.
Buildable Floor Area	A maximum of 20,000 sq. m* buildable floor area. Includes renewal of existing community serving spaces.
Public Open Space	A minimum of 3,000 sq. m of on-site publicly-accessible open space.
Design Considerations	Proposed development should not create new shadow impacts on Thunderbird Park. Place towers away from Thunderbird Park to protect solar access. West facing portions of site to provide complementary interface with future greenway.

* The suggested floor area assumes partial redevelopment of the site and excludes the existing Temple building. It is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.7 Consider applications for mixed-use development with mid-rise and high-rise components.

2.3.2.8 Enable the development of new housing, which may include strata, market rental, non-market, and seniors housing. In keeping the with the *Vancouver Housing Strategy*, encourage the prioritization of rental and non-market housing options.

2.3.2.9 Renew or expand existing community serving spaces, seeking no net loss of floor area associated with these uses.

2.3.2.10 Enhance on-site food asset infrastructure to enable community food programming, including langar (a Sikh practice of serving free meals in the community kitchen of a Gurdwara), cultural and community celebrations, and food growing initiatives. Seek no net loss of floor area associated with the gardening spaces and kitchen facilities.

2.3.2.11 Provide a minimum of 3,000 sq. m on-site, publicly-accessible open space, prioritizing the retention, enhancement or creation of naturally managed areas to support the City's ecological network. As part of this consider:

a. A park dedication of approximately 1,500 square metres at the north end of the site (at the interface of Thunderbird Park).
b. Additional dedicated open space along the Western edge of the site to provide a complementary interface with the future greenway and ecological corridor.

2.3.2.12 Reinforce the cultural significance of the site by integrating building and public realm design elements, plaques, art commemorating the site's history. Along with English, Punjabi language should be considered for any future signage or commemoration.

Still Creek & Kaslo Gardens Co-ops

Address:

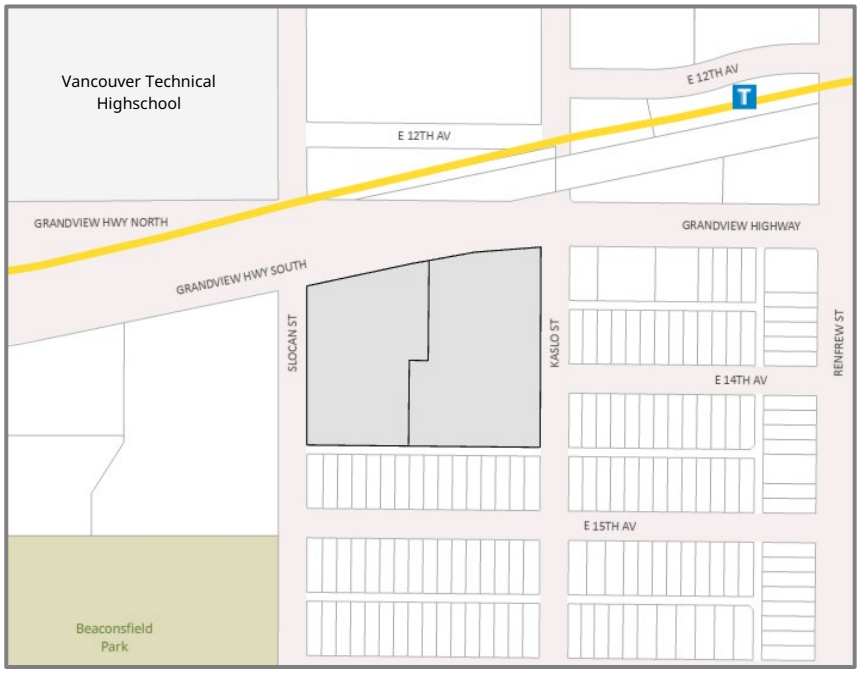
2730 Cooperative Way

Site Size:

~5.0 acres (~20,400 sq. m)

Description:

These two mixed-income housing cooperatives are located side-by-side south of Grandview Highway. The Still Creek Co-op includes 62 units and Kaslo Gardens includes 85 units.



Note: Land use on the site is currently governed by CD-1 (866).

Policy Intent:

- Support the renewal and expansion of existing non-market (social and co-op) housing with new high-density building forms while providing opportunities to achieve new community serving spaces and non-profit childcare spaces.
- Encourage the inclusion of commercial uses at grade along Grandview Highway and/or Slocan Street.

Table 2.15 - Land Use and Built Form Table

Site	Still Creek & Kaslo Gardens Co-ops
Uses	Residential, retail, service, cultural and recreational, institutional, office and accessory uses.
Max. Height	• Up to 40 storeys, including podium heights up to 4 storeys, subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024). • Along Grandview Highway podium heights may be increased up to 6 storeys.
Buildable Floor Area	A target of 85,000 sq. m* buildable floor area, including: • Commercial (retail/service) uses – minimum of 1,500 sq. m along Grandview Highway.
Public Open Space	Seek publicly-accessible open space as per Policy 2.3.2.16.
Design Considerations	• Proposed development should not create new shadow impacts on Vancouver Technical Secondary School site. • Where future mixed-use or commercial uses are suggested at-grade, orient them along Grandview Highway, as the priority, as well as Slocan Street, accounting for other policy objectives such as tree retention (see Policy 2.3.1.12).

* The suggested floor area assumes full site redevelopment and is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.13 Consider applications for residential or mixed-use development with mid-rise and high-rise components.

a. Encourage commercial uses along Grandview Highway.
b. Explore commercial uses along Slocan Street.
c. Coordinate commercial uses along with streetscape improvements to support access.

2.3.2.14 Prioritize the renewal and expansion of existing, aging non-market (social and co-operative) housing to meet current and future needs. Encourage the development of new non-market housing. To support project viability:

a. Allow additional height and density, subject to consideration of other relevant City and Rupert and Renfrew policies (e.g., solar access), and surrounding land use directions.

b. Consider the inclusion of market rental or below-market rental units in redevelopment projects.

2.3.2.15 Incorporate transportation, streetscape and public realm improvements (wider and improved sidewalks, traffic calming to support non-car uses, seating, and street trees) along Slocan Street to support the existing greenway.

2.3.2.16 Subject to the goals of government, landowner, or non-profit housing providers and where feasible based on design and economic testing, explore opportunities to include publicly accessible open space (see Policy 2.3.1.12). This may include:

a. Retention of the greatest amount of high value trees, including consideration for an enhanced setback along Grandview Highway.
b. An east-west mid-block pedestrian connection (generally along Cooperative Way), from Kaslo Street to Slocan Street.
c. A North-South mid-block pedestrian connection, from Grandview Highway to the lane.

2.3.2.17 Subject to the goals of government, land owner, or non-profit housing providers, design and economic performance testing, explore the incorporation of one of the following additional assets as part of future redevelopment:

a. A community serving space.
b. Arts and culture space (e.g., artist live-work or artist social housing with shared artist production space).
c. Food assets such as publicly accessible garden plots, community kitchen, etc.

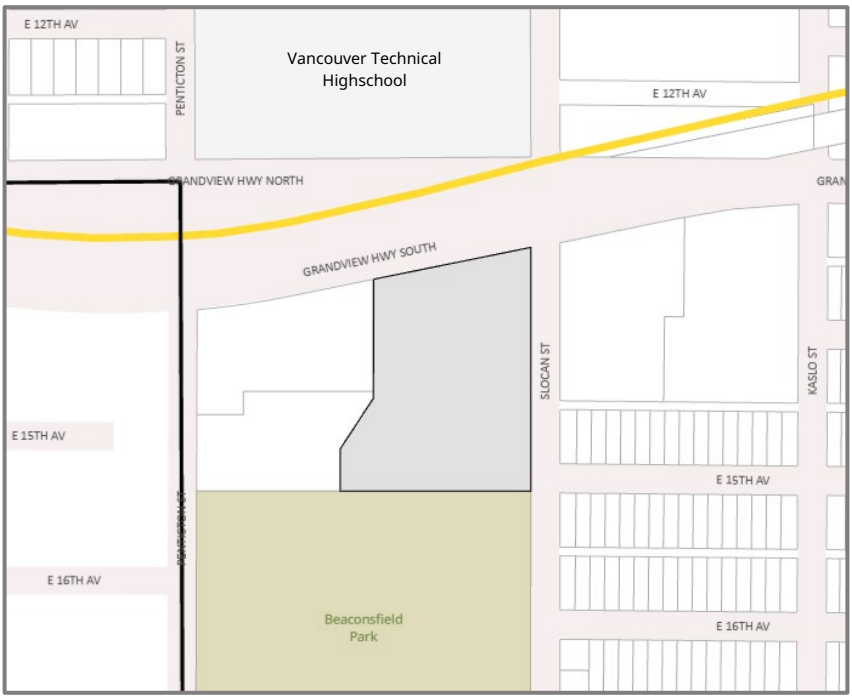
Italian Cultural Centre/Il Centro

Address:

3075 Slocan Street

Site Size:

~4.5 acres (~18,000 sq. m)



Description:

Il Centro is a long-standing cultural facility that promotes and shares Italian culture, values and heritage. The site includes several low-rise buildings incorporating community-serving, meeting and office space, recreation facilities, arts and culture presentation and production space, childcare and retail uses. The site contains a central piazza and pedestrian paths, surface parking, and shares a property line with both Beaconsfield Park and Casa Serena (Seniors Housing).

Note: Land use on the site is currently governed by CD-1 (180).

Policy Intent:

- Enable the expansion of the Italian Cultural Centre, including community-serving and related uses, through redevelopment of existing parking lots (to the north and west of existing buildings). (For the purposes of the Rupert and Renfrew Plan, this is considered “Phase One”). Other future phases of redevelopment, including the redevelopment of existing buildings and open space network, will require a future planning exercise.
- Allow mixed-use high-rise towers, with commercial, institutional, and social/cultural, and office uses at grade and opportunities for residential and non-residential uses above grade.

- Expand and enhance open space and improve adjacent active transportation route to enhance site connectivity, public gathering, infrastructure supporting public realm uses and ecological systems.

Table 2.16 - Land Use and Built Form Table for Phase One

Site	Italian Cultural Centre / Il Centro
Uses	Residential, retail, service, cultural and recreational, institutional, office and accessory uses.
Max. Height	• Up to 25 storeys, subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024). • Podium heights up to 4 storeys. • Podium heights along Grandview Highway may be increased up to 6 storeys.
Buildable Floor Area	A maximum of 28,400 sq. m* buildable floor area. This includes renewal or expansion of existing community servicing spaces and non-profit childcare facility. It also includes future uses: • Commercial (retail/service) uses – minimum 1,100 sq. m.
Public Open Space	A minimum of 3,500 sq. m of on-site publicly-accessible open space.
Design Considerations	• Proposed development must be located on the site's parking lot. • Buildings should not create new shadow impacts on Vancouver Technical Secondary School site. • Mixed-use or commercial uses will be considered in a variety of locations: along Slocan, along Grandview Highway, or interior of the site (to activate the piazza). • Ensure active interface with Casa Serena and Villa Carital sites.

* The suggested floor area is based on partial site redevelopment or parking lot area and is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.18 Consider applications for mixed-use development with low-rise and mid-rise components.

a. As part of future retail development, explore opportunities to include a grocery store as a retail anchor on site.

2.3.2.19 Enable the development of new housing, which may include strata, market rental, non-market, and seniors housing. In keeping with the *Housing Vancouver Strategy* and Provincial Housing Targets, encourage the prioritization of rental housing options.

2.3.2.20 Explore collaborative redevelopment opportunities with Casa Serena and/or Villa Carital, if feasible.

2.3.2.21 Seek opportunities to renew, enhance and expand community serving spaces, and recreational spaces and food assets (e.g., community kitchen facilities). For future phases of development, seek no net loss of floor area associated with these uses.

2.3.2.22 Seek opportunities to expand existing non-profit childcare, with priority for infant and toddler full-day, full-time care. For future phases of development, seek no net loss of childcare spaces.

2.3.2.23 Seek opportunities to expand arts and culture presentation and production space. For future phases of development seek no net loss of floor area.

2.3.2.24 Incorporate transportation and public realm improvements along the interface of Slocan Street to support the existing greenway. As part of this, provide space for shared micromobility on site.

2.3.2.25 Reinforce the cultural significance of the site by integrating building and public realm design elements, plaques, and art commemorating the site's history.

2.3.2.26 Provide a minimum of 3,500 sq. m on-site publicly accessible open space. This should include:

a. A north-south pedestrian connection, linking Beaconsfield Park to Grandview Highway. Ensure that pathway design accounts for policy aspirations around retention of existing naturally managed areas.
b. An east-west pedestrian connection, north of the existing building linking to Casa Serena.

c. A minimum of 2,300 sq. m of park dedication associated with the interface of Beaconsfield Park (final size to be further assessed with applicant as part of rezoning enquiry).
d. Retention of high value trees, retention and/or enhancement of existing naturally managed areas along the shared property line with 3050 Penticton Street to support the City's ecological network.
e. Exploration of opportunities to daylight and/or restore any waterways, including the existing watercourse.
f. Exploration of opportunities to deliver privately-owned public space as part of new retail (i.e. on Grandview Highway or Slocan) - should opportunities for additional open space be possible.
g. Consideration of the longer-term renewal and expansion of the existing network of open spaces and pathways, including Piazza Caboto.
h. Alignment with open space policies associated with Casa Serena and Villa Carital (see Section 2.3: Unique Sites policies).

Casa Serena

Address:

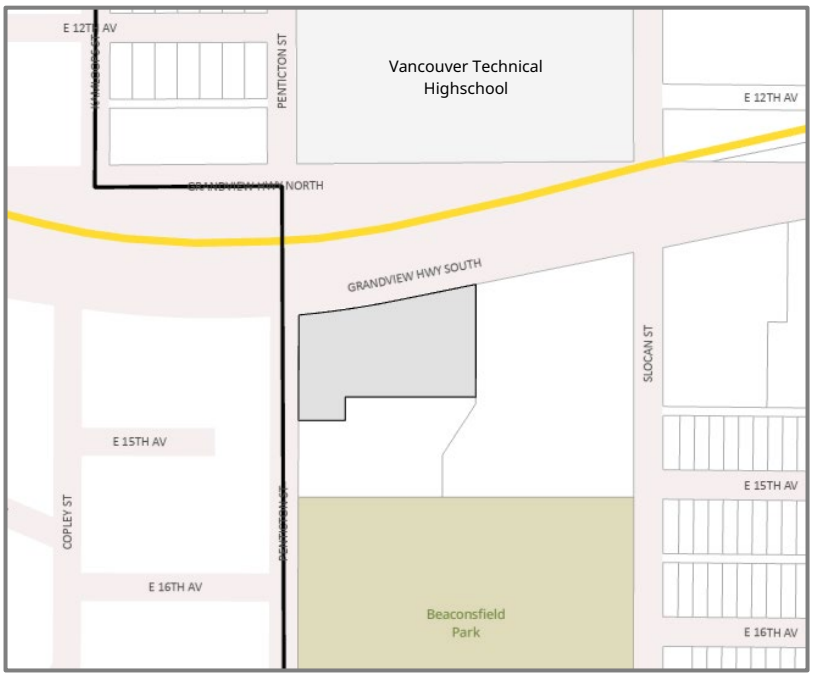
2610 South Grandview Highway

Site Size:

~2.1 acres (~8,400 sq. m)

Description:

A 90-unit social housing building for independent seniors. Located adjacent to the Italian Cultural Centre (Il Centro) and the Villa Carital residential care facility.



Note: Land use on the site is currently governed by CD-1 (181), which covers both Casa Serena and the Villa Carital (see Section 2.3.3: Special Sites below for more information).

Policy Intent:

- Enable renewal and expansion of seniors housing and allow other, broader housing opportunities, including rental and non-market rental (social and co-op) through the use of higher-density building forms.
- Support opportunities to enhance onsite green space and ecological systems.

Table 2.17 - Land Use and Built Form Table

Site	Casa Serena
Uses	Residential, service, retail, cultural and recreational, institutional, office, and accessory uses.
Max. Height	• Up to 30 storeys, subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024). • Podium heights up to 4 storeys. • Podium heights along Grandview Highway may be increased up to 6 storeys.
Buildable Floor Area	A target of 35,000 sq. m* buildable floor area, including: • Commercial (retail/service) uses – minimum 1,000 sq. m
Public Open Space	Seek on-site publicly-accessible open space as per Policy 2.3.2.30.
Design Considerations	• Proposed development should not create new shadow impacts on Vancouver Technical Secondary School site. • Commercial uses should be oriented along Grandview Highway. • Ensure active interface with the Italian Cultural Centre (Il Centro) site and Villa Carital site.

* The suggested floor area assumes full site redevelopment, and is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.27 Consider applications for residential or mixed-use development with low-rise and mid-rise components.

2.3.2.28 Prioritize the renewal and expansion of existing, aging non-market (social and co-operative) housing, including assisted living and supportive housing for seniors[3], to meet current and future needs. To support project viability:

a. Allow additional height and density, subject to consideration of other relevant City and Rupert and Renfrew policies (e.g., solar access), and surrounding land use directions.

[3] Seniors housing refers to social, supportive or co-op housing where occupancy is restricted to older adults 55+, and to Seniors Supportive or Independent Living Housing that is 100% non-profit or government-owned.

b. Consider the inclusion of market rental or below-market rental units in redevelopment projects.
c. Explore opportunities for retail/commercial spaces along Grandview Highway.

2.3.2.29 Assess redevelopment opportunities on-site as part of future updates to the Rupert and Renfrew Plan. Explore opportunities in conjunction with the redevelopment of Villa Carital and/or Italian Cultural Centre, if feasible.

2.3.2.30 Subject to the aspirations of government, land owner, or non-profit housing providers and where feasible based on design and economic testing, explore opportunities to include publicly accessible open space (see Policy 2.3.1.12). This should include:

a. Retention, enhancement, or creation of new naturally managed areas to support the City's ecological network, including landscaping, tree retention and/or planting.
b. Exploration of opportunities to daylight and/or restore any waterways, including the existing watercourse on or near the interface with the Italian Cultural Centre.
c. A north-south mid-block pedestrian connection, along the east edge of the site. Ensure that pathway design accounts for policy aspirations around retention of existing naturally managed areas.
d. An East-West mid-block pedestrian connection, along the south edge of the site.
e. An enhanced setback along Grandview Highway for high value tree retention.
f. Alignment with open space policies associated with the Italian Cultural Centre and Villa Carital (see Section 2.3: Unique Sites Policies for more information).

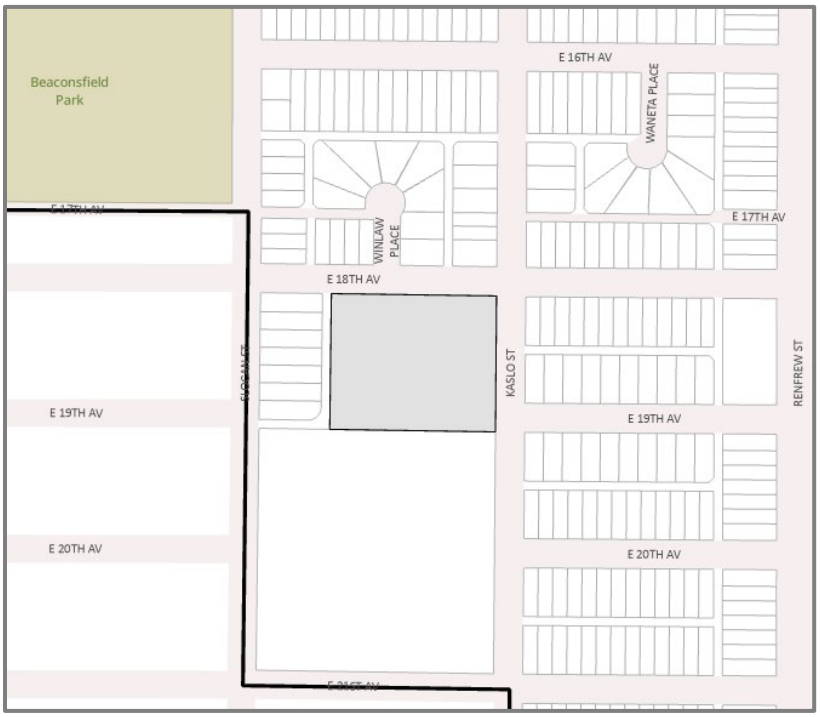
The Children's Foundation Site

Address:

2750 East 18th Avenue

Site Size:

~2.6 acres (~10,600 sq. m)



Description:

The Foundation provides specialized treatment, counselling and attentive care to children, youth, and families with complex challenges. Site includes five low-rise buildings used for delivery of services and office spaces, including a building sub-leased to Developmental Disabilities Association. Shares a property line with BC Children's Hospital Complex Care Transition Facility.

Note: Land use on the site is currently governed by CD-1 (356). Site is City-owned and leased to The Children's Foundation.

Policy Intent:

- Recognize and strengthen this site as a child-centered, family-friendly, and accessible anchor for children and families across Rupert and Renfrew, the City of Vancouver, and the broader region.

- Support the renewal and expansion of community serving spaces to create a hub of services focused on children, youth and families.
- Enable opportunities for family-oriented housing co-located with services focused on children, youth and families.

Table 2.18 - Land Use and Built Form Table

Site	The Children's Foundation Site
Uses	Institutional, office, cultural and recreational, retail, service, residential, and accessory uses.
Max. Height	Up to 20 storeys with podium heights up to 4 storeys.
Buildable Floor Area	• A maximum of 22,000 sq. m* buildable floor area. This includes renewal of existing community serving spaces, office uses, and a new public or non-profit childcare facility with a minimum of 37 spaces.
Public Open Space	A minimum of 2,100 sq. m of on-site publicly-accessible open space.
Design Considerations	Ensure redevelopment foregrounds accessibility as part of future building and landscape design.

* The suggested floor area assumes full site redevelopment and is an estimate based on intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.31 Renew, enhance or expand existing community serving spaces, including childcare and office spaces required for service delivery. Seek no net loss of floor area associated with these uses.

2.3.2.32 Consider applications for residential or mixed-use development with low-rise and mid-rise components. This should include:

- Delivery of a public or non-profit childcare.

2.3.2.33 Enable the development of new housing, which may include market rental, and non-market housing. In keeping with the *Vancouver Housing Strategy*, encourage the prioritization of rental housing options.

- To support the viability of non-market housing see Policy 3.1.1.12.

2.3.2.34 Explore opportunities to collaborate with the adjacent property (3575 Kaslo Street) as part of any proposed redevelopment.

a. Ensure accessible walk/roll connections between the two sites.
b. Where possible, as part of future redevelopment, retain existing open space and trees on site.

Note: Should future opportunities arise for combined redevelopment across *both* sites, City staff will undertake a more comprehensive planning process review opportunities and allowable uses.

2.3.2.35 Integrate transportation and public realm improvements along East 18th Avenue to support a future greenway.

2.3.2.36 Provide a minimum of 2,100 sq. m on-site open space, prioritizing retention of existing green spaces. This should include:

a. A public space that supports the greatest amount of high value tree retention, including consideration for enhanced setback along East 18th Avenue.
b. An east-west mid-block pedestrian connection along the south edge of the site, connecting Kaslo Street and the laneway. An enhanced setback along East 18th Avenue for high value tree retention.

BC Children's Hospital Complex Care Transition Facility

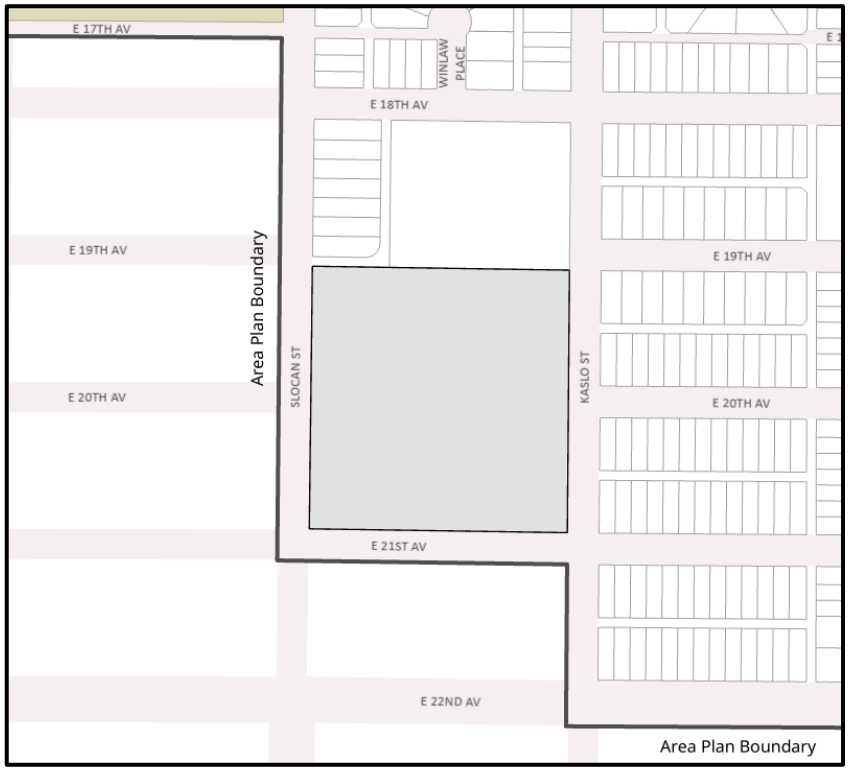
Address:

3575 Kaslo Street

Site Size:

~6.7 acres (~27,100 sq. m)

Description:



This site has been home to health-care services for over 100 years, and supported the heath-care needs of children since the early 1930s. Site includes four buildings and was rezoned in 2023 to enable the redevelopment of a complex care facility for children with chronic health conditions, and the addition of a 74-space non-profit licensed childcare facility. The site also includes three existing structures, including the Hartman Building, an Annex, and the Children's Hearing and Speech Centre of BC. The site shares a property line with The Children's Foundation at 2750 East 18th Avenue.

Note: Land use on the site is currently governed by CD-1 (866).

Policy Intent:

- Support the retention, renewal and expansion of the site's healthcare services and pediatric care facilities and other community serving spaces and non-profit childcare facilities.
- While residential uses are not anticipated in the near-term, allow consideration of opportunities for residential or mixed-use development with mid-rise and high-rise building forms.
- Support health and well-being on-site, through publicly-accessible open space, walk/roll paths, on-site tree retention, community food-related assets.

Table 2.19 - Land Use and Built Form Table

Site	BC Children's Hospital Site
Uses	Cultural and Recreational, Institutional, Office, Retail, Service, and Residential, Utility and Communication, and Accessory Use.
Max. Height	Up to 20 storeys with podium heights up to 4 storeys.
Buildable Floor Area	A maximum of 24,000 sq. m* buildable floor area. This includes retention renewal of existing community serving spaces, office uses, and 74-space non-profit childcare facility.
Public Open Space	A minimum of 5,400 sq. m of on-site publicly-accessible open space.
Design Considerations	Ensure redevelopment foregrounds accessibility as part of future building and landscape design.

* The suggested floor area is an estimate based on partial site redevelopment and intended urban design performance. The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.2.37 Retain existing healthcare services and pediatric care services. Renew, enhance or expand associated facilities, and community serving and healthcare related spaces, ensuring no net loss of floor area associated with these uses.

2.3.2.38 Renew, enhance or expand existing office space/institutional space to enable the delivery of healthcare services.

2.3.2.39 Renew, enhance or expand existing on-site non-profit childcare space, ensuring no net loss of spaces.

2.3.2.40 Consider applications for residential or mixed-use development with low-rise and mid-rise components, which may include market rental, non-market, and seniors housing.

Note: This site currently has a charge registered on title in favour of the City related to the use of the site for the provision of health care to children and young adults and certain ancillary uses. Review of such charge should be considered in conjunction with any redevelopment proposal.

2.3.2.41 Encourage the development of new non-market housing, taking into consideration the note in policy 2.3.2.40 to support project viability:

- Allow additional height and density, subject to consideration of other relevant City and Rupert and Renfrew policies (e.g., solar access), and surrounding land use directions.

2.3.2.42 Explore opportunities to collaborate with the adjacent property (2750 East 18th Avenue) as part of any proposed redevelopment.

a. Ensure accessible walk/roll connections between the two sites.
b. Where possible, as part of future redevelopment, retain existing open space and trees on site.

Note: Future consideration for site redevelopment across both sites, will typically include a more comprehensive planning process review of opportunities and allowable uses.

2.3.2.43 Retain, enhance, or create quality publicly accessible open space, including landscaping, tree retention, and/or planting and restoration or creation of ecological systems.

2.3.2.44 Support onsite food assets and programming:

a. Ensure supportive features and floor area for the community garden and outdoor dining space are retained or expanded.
b. Explore future opportunities for community-oriented food programming that is complementary to community-serving and future uses (e.g., healthcare services), along with the provision of related food infrastructure.

2.3.2.45 Incorporate active transportation and public realm improvements on Slocan Street to support the greenway.

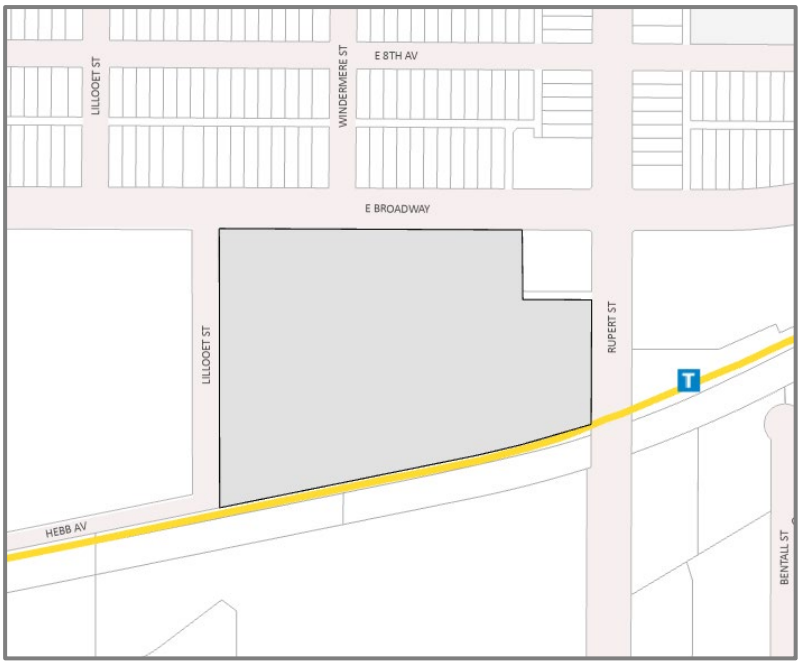
2.3.2.46 Provide a minimum of 5,400 sq. m on-site open space, prioritizing retention of existing green spaces. This should include:

a. A public space that that supports the greatest amount of high value tree retention, within the existing green space at the north-west corner.
b. An east-west mid-block pedestrian connection aligning with East 20th Avenue, connecting Kaslo Street and Slocan Street.
c. An enhanced setback along East 21st Avenue for high value tree retention.

3200 East Broadway

Address:

3200 East Broadway, 3270 East Broadway and 2625 Rupert Street



Site Size:

~11.4 acres (~46,100 sq. m)

Description:

This site is made up of three parcels, collectively known as "3200 East Broadway". It is the former location of the BC Liquor Distribution Facility. Prior to the arrival of European settlers, this area was integral to the livelihoods of the xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, səlilwətaɬ. It held significant importance for traditional practices and was recognized as a prime location for collecting bark from Broadleaf Maple and Cedar trees, as well as for foraging wild blueberries and salmon berries.

The site is designated as Employment under the Regional Growth Strategy. Metro 2050, the latest Regional Growth Strategy, enables consideration of mixed-use developments with housing on the upper floors, and industrial and other commercial uses on the ground floor, for Employment lands within 200m of a rapid transit station, and within an Urban Centre or Frequent Transit Development Area. This site is located next to Rupert Station and will be designated as an FTDA as part of the Vancouver Official Development Plan.

Planning and design of the site is being led by the xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, səlilwətaɬ. As a Unique Site with an application, the site has undertaken an enhanced rezoning process concurrent with the Rupert and Renfrew Plan area.

Policy Intent:

- Support a mixed-use development that reflects the local Nations' cultural elements while providing a range of housing options, shops, services, access to open space, public or non-profit childcare, and employment space in walking distance to the Rupert SkyTrain Station and new open spaces. In line with the Regional Growth Strategy, mid-rise to high-rise towers are considered to provide housing.
- Expand the current employment capacity, which also provides opportunities for economic reconciliation.
- Create a range of affordable housing options and ensuring access to culturally-safe housing that aligns with Indigenous peoples' needs.
- Integrate opportunities for replacement non-profit childcare and support the continuity of childcare operations (e.g., through phasing of development).

Table 2.18 - Land Use and Built Form Table

Site	3200 East Broadway
Uses	Cultural and Recreational, Hotel, Industrial, Institutional, Office, Retail, Service, Residential, Manufacturing and Wholesale, Agricultural, Transportation Utility and Communications, and Accessory Use.
Max. Height	Up to 60 storeys, subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024).
Buildable Floor Area	Accommodate a gross floor area of approximately 299,890 sq. m (3,227,986 sq. ft.)* for all uses, equating to a gross Floor Space Ratio (FSR) of 6.5**.

* The gross floor area includes all above-ground interior floor spaces for all uses and all typical floor area exclusions, such as storage areas, amenity rooms, etc.

** FSR density is calculated over the full site area of 11.4 acres.

xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, səlilwətaɬ Guiding Principles:

Knowledge, stories and input shared by xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, səlilwətaɬ Nations' Community Members have informed the development of the ReconciliAction Spindle Whorl. The Whorl in turn has informed the guiding principles for the site.

- Advancing reconciliation and planning for future generations.
- Respecting the past and embracing the future.
- Starting with the land, water and air.
- Cultivating a sense of place.



Policies:

2.3.2.47 Recognize the site's importance towards reconciliation and reflect the unique Government-to-Government relationship between the local Nations and City in decision-making, and in establishing ownership and operating agreements for the community amenities and infrastructure to be provided on the site.

- Support self-determination for the local Nations in shaping the provision of community amenities on the site.

2.3.2.48 Consider a rezoning application for a mixed-use development with mid-rise and high-rise components.

a. Industrial uses should be concentrated towards the south of the site towards the Central Valley Greenway and along Lillooet Street to take advantage of slope, allowing potential truck access to upper industrial floor with no or minimal need for ramping or freight elevators.
b. Commercial uses should be concentrated along Broadway and to the east of the site across from the Rupert SkyTrain Station.

2.3.2.49 Expand the existing amount of industrial and job space on site, achieving a net increase of existing job spaces through development.

a. Total floor area for employment spaces should be between 1.5 FSR to 2.0 FSR (equating to a plan area target of approximately 1,000,000 sq. ft. of which at least one third should be for industrial uses).
b. In alignment with the Regional Growth Strategy, restrict residential uses on the ground floor with the exception of circulation, lobbies and servicing for residential floors.
c. Encourage the addition of hotel uses.

2.3.2.50 Provide improved walking, rolling and cycling connections and wayfinding, significant public open space, shared micromobility (public bike share, shared e-scooter) stations and services and amenities, such as:

a. Diagonal East Side Crosscut (ESCC) Greenway walking and cycling route through the site at a gentle grade along public streets and paths;
b. Upgraded Central Valley Greenway which separates walking and cycling paths, with an improved crossing at Rupert Street;
c. Fine grain public street grid for permeability, and site access to/from East Broadway and Rupert; and,
d. Consideration of protected bike lanes along arterial frontages, traffic signals for site and transit access and on-site public bike share stations.

2.3.2.51 The housing requirements of the *Rezoning Policy for Sustainable Large Developments*, include a minimum of 30 per cent of total residential floor area set aside for affordable housing (including social housing, market rental and below-market rental).

While this requirement is the standard approach for affordable housing delivery on large development sites, alternative approaches to achieving housing priorities while ensuring project viability can be considered given the unique circumstance of this site, and in supporting the local Nations in developing a range of affordable housing options.

2.3.2.52 Create a diverse and connected network of public open spaces that integrate natural systems, commercial frontages and culture, with consideration for:

a. Opportunities for contiguous, uninterrupted public open space; and,
b. A balance of active, passive, and nature-based spaces.

2.3.2.53 Retain or expand existing on-site non-profit childcare space, ensuring no net loss of spaces.

a. Integrate at least one public or non-profit childcare facility. Facility size and specific location will be assessed through the rezoning process; however, a ground-level facility is most desirable.
b. Include a second public or non-profit childcare facility if viable through funding partnerships with senior levels of government and community sector partners.
c. Develop a phasing plan to avoid the disruption of the existing childcare facility during redevelopment.

Additional Policy Considerations May Include:

Where appropriate and feasible, explore the inclusion of social and cultural spaces and facilities that support opportunities for cultural expression and production, prioritizing dedicated self-determined cultural spaces owned by the local Nations.

- Include a minimum of three food assets that considers urban agriculture and community food systems meeting the requirements laid out in the *Rezoning Policy for Sustainable Large Development*. Food asset proposals that meet the following objectives will receive special consideration:
    - Promote Indigenous food sovereignty (including infrastructure enabling traditional food practices and economic activities defined by the local Nations).
    - Enable food rescue and distribution (including cold storage, food processing, distribution, and circular economy activities.
    - Provide public ream supportive infrastructure to support food vending and gathering, such as food trucks and public dining areas on private property.

2.3.3 Special Sites

Frog Hollow Neighbourhood House, Access Housing Co-op, George Whiten Place

Address:

2131 Renfrew Street, 2875 East 6th Avenue, and 2838 East 7th Avenue



Site Size:

Combined ~2.8 acres (~11,400 sq. m)

Description:

Frog Hollow is part of the Neighbourhood House movement which has a 120+ year history in Vancouver. Programs and services focus on individual and family wellbeing (childcare, settlement services, seniors services and food security programs), advocacy, and capacity building and community development. Frog Hollow Neighbourhood House was established in 1968 through grassroots advocacy.

The combined special site includes the Neighbourhood House, Access Housing Cooperative (52 units across four buildings, one on East 5th Avenue, two on East 7th Avenue, one on East 8th Avenue), and George Whiten Place (a 23-unit building providing non-market housing). The Frog Hollow and Access Co-op sites are City-owned.

Note: Land use across the different sites is governed by CD-1 (151).

Policy Intent:

- Support the renewal and expansion of the Neighbourhood House and related programmatic space, offices and gathering areas.
- Integrate opportunities for expanded non-profit childcare, social and community services, arts and culture space and food related assets.
- Enable the renewal and expansion of existing non-market housing (social and co-

op) through mid-rise and high-rise building forms.
- Enable retail on Renfrew Street.
- Introduce additional open spaces to support public life.

Redevelopment may take place on some or all sites. Policies contained herein are intended to support partial or comprehensive processes.

Table 2.19 - Land Use and Built Form Summary Table

Site	Frog Hollow Neighbourhood House, Access Housing Co-op, George Whiten Place
Uses	Residential, Retail, Service, Cultural and Recreational, Institutional, Office, and Accessory Uses.

Max. Height	• **On Frog Hollow:**
	  • Up to 12 storeys with podium heights up to 4 storeys.
	• **On Access Coop (East 5th Avenue):**
	  • Up to 12 storeys with podium heights up to 4 storeys.
	• **On Access Coop (East 7th Avenue):**
	  • Up to 9 storeys with podium heights up to 4 storeys.
	• **On Access Coop (East 8th Avenue):**
	  • Up to 25 storeys with podium heights up to 4 storeys.
	• **On George Whiten Place:**
	  • Up to 25 storeys with podium heights up to 4 storeys.
	Note:
	• Max. height subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024).

Buildable Floor Area	Frog Hollow: A target of 7,000 sq. m* buildable floor area, including: a. Community space (incl. childcare) - minimum 2,500 sq. m.[4] b. A balance of floor area across other allowable uses. George Whiten Place, Access Coop North, and Access Coop South: to be determined at time of rezoning.
Public Open Space	Seek publicly-accessible open space across the different sites, per Policy 2.3.3.9.
Design Considerations	Proposed development should not create new shadow impacts on Ecole Norval Morriseau and Kaslo Park.

* The suggested floor area is an estimate based on the partial site redevelopment and intended urban design performance. Floor area of Frog Hollow and other sites will require more detailed urban design analysis, to be undertaken at time of rezoning. Development potential for the Frog Hollow site may fall within, below, or above the min/max floor area.

[4] Achievable size dependent on available funding. See 4.2: Public Amenity Priorities for more information.

Policies:

2.3.3.1 Consider applications for mixed-use development on the Frog Hollow site, and mixed-use or residential on Access Co-op and George Whitten Place, with mid-rise and high-rise components.

- Support the opportunity for combined, phased or individual redevelopment of Neighbourhood House, Co-op and Non-market housing sites.

2.3.3.2 On existing non-market housing sites or city-owned properties, prioritize the renewal and expansion of existing, aging non-market (social and co-operative) housing to meet current and future needs. Encourage the development of new non-market housing. To support project viability:

a. Allow additional height and density, subject to consideration of other relevant City and Rupert and Renfrew policies (e.g., solar access), and surrounding land use directions.
b. Consider the inclusion of market rental or below-market rental units in redevelopment projects.

2.3.3.3 Retain existing community serving uses. Renew, enhance or expand the floor area of existing community serving spaces, arts and culture spaces, and food assets and/or food programming space (including a Class 1 kitchen). Seek no net loss of floor area associated with these uses.

2.3.3.4 If space allows, consider co-location of other social service or cultural non-profit organizations with services that support residents, including Indigenous, Black and other cultural redress communities.

2.3.3.5 Consider including an external facing washroom with attendant space as part of future redevelopment.

2.3.3.6 Renew or enhance existing non-profit childcare facilities, and seek opportunities to expand these facilities where feasible.

2.3.3.7 Explore co-location of an express library or kiosk on the ground-floor of the neighbourhood house to meet future needs in the community.

2.3.3.8 Ensure that site design for Frog Hollow and Access Co-op) considers transportation and public realm improvements along East 5th Avenue to support the new greenway and blue green system. As part of this:

- Explore requiring vehicle access to the site from the lane rather than from 5th Avenue to support the greenway.

2.3.3.9 Subject to the aspirations of government, land owner, or non-profit housing providers and where feasible based on design and economic testing, explore opportunities to include publicly accessible open space (see Policy 2.3.1.12). This should include:

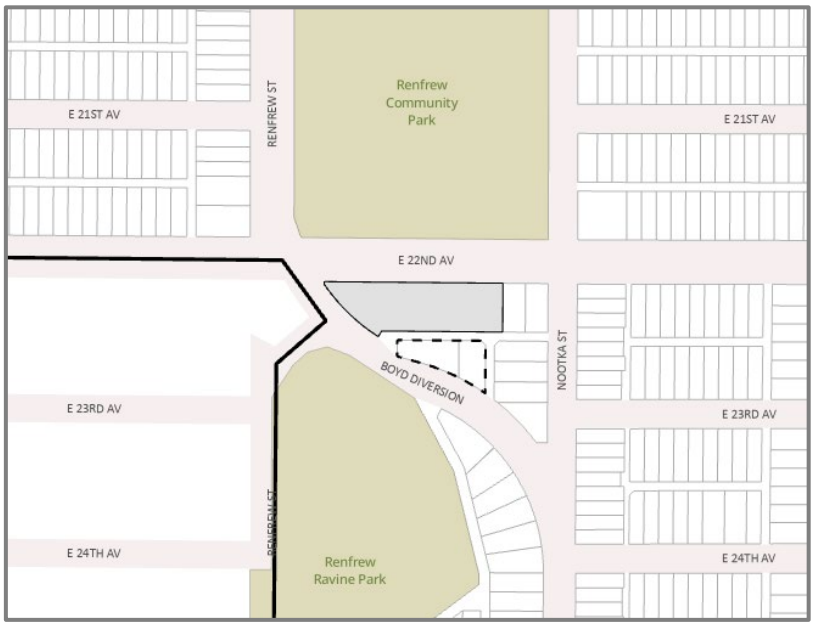
- A small plaza area to be located either on the Frog Hollow site or in the adjacent right-of-way, or a combination of both.

2.3.3.10 Reinforce the cultural significance of the site by integrating building and public realm design elements, plaques, and art commemorating the Frog Hollow site's history.

Three Links Care Centre

Address:

2934 East 22nd Avenue and 3824-3854 Boyd Diversion



Site Size: ~1.2 acres (5,000 sq. m)

Description:

Three Links Care Centre is a residential care and independent living facility for seniors. It is comprised of a 90-bed complex care facility, including a seniors centre, which is operated by the Collingwood Neighbourhood Society that is accessible to residents and the local community. There are two residential properties that are located immediately to the south which are associated with the care facility.

Note: The Three Links Care Centre is governed by CD-1 (90) and the two parcels to the south are zoned R1-1.

Policy Intent:

- Support the renewal, enhancement or expansion of the seniors' residential care facility and senior's centre.
- Enable opportunities for new mixed-use midrise building forms to support these priorities.
- Allow the two residential properties to redevelop separately or in conjunction with the care centre redevelopment, deferring to the needs of the owners. Should the applicant consolidate their two sites, consider additional height and density as part of the renewal of the care facility.
- Seek ground floor commercial to support retail continuity along the East 22nd Avenue Village.

Table 2.20 - Land Use and Built Form Table

Site	Three Links Care Centre
Uses	Cultural and Recreational, Institutional, Office, Retail, Service, Residential, and Accessory Uses.
Max. Height	• Up to 8 storeys subject to the City's *Solar Access Guidelines for Areas Outside of Downtown* (2024). • Podium heights up to 4 storeys.
Buildable Floor Area	• A maximum of 10,000 sq. m* buildable floor area for the northern property along 22nd Avenue. This includes retention of the existing senior's centre. • A maximum of 4,000 sq. m* buildable floor area for the property south of the lane.
Public Open Space	A minimum of 735 sq. m of on-site publicly-accessible open space.
Design Considerations	Proposed development should not create new shadow impacts on Renfrew Community Park.

* The development potential for each site may fall within, below, or above the min/max floor area.

Policies:

2.3.3.11 Consider applications for residential or mixed-use development with low-rise and mid-rise components.

2.3.3.12 Encourage the renewal and expansion of seniors housing and assisted living facilities. Support redevelopment of new housing, which may include market rental, non-market, and seniors housing. To support project viability, allow additional height and density, subject to consideration of other relevant City and Rupert and Renfrew policies (e.g., solar access), and surrounding land use directions.

2.3.3.13 Renew, enhance or expand the existing seniors centre, ensuring no net loss of floor area associated with these uses.

2.3.3.14 Where feasible, aim to include approximately 20 per cent publicly accessible open space (see Policy 2.3.1.12). This could include:

- A plaza or seating area located at the east and/or west end of the site.

2.3.3.15 Retain, enhance, or create new naturally managed areas to support the City's ecological network and improve the ecological connectivity between Renfrew Ravine and Renfrew Community Park. This includes landscaping, tree retention, and/or planting.

2.3.4 Other Large and Special Sites in Residential Areas

Three other sites in the Rupert Renfrew plan area meet the 'Large site" threshold, but are not being considered for any changes in the near future. The policies listed in Section 2.3.1: General Unique Site Policies apply to the sites in this section, in addition to the select policies provided below. If these sites redevelop, additional details such as uses, buildable floor area, public open space, and form of development will be determined either at the time a rezoning application is received or as part of a future area plan update.

Parkside Village

Address:

3645 Charles Street

Site Size:

~2.75 acres (~11,100 sq. m)

Description:

Parkside Village, which was built in the 1990s, is a small rental complex comprised of three-bedroom townhomes. It is owned by the City of Vancouver.



Note: Land use on the site is currently governed by CD-1 (240).

Policy Intent:

- Renewal and expansion of rental housing opportunities.
- Develop small shops and services fronting Boundary Avenue.

Policies:

2.3.4.1 Consider applications for mixed-use development. Heights and densities should generally be aligned with mixed-use opportunities to the north of the site (see Section 2.2.3: Villages and Other Low-Rise Areas for policies regarding village residential and village high streets).

2.3.4.2 Orient opportunities for new commercial uses along Boundary Avenue.

2.3.4.3 Prioritize the renewal and expansion of existing rental housing to meet current and future needs. Where feasible, encourage the development of new non-market housing. To support non-market housing project viability:

- Allow additional height and density, subject to consideration of other relevant City and Rupert and Renfrew policies (e.g., solar access), and surrounding land use directions.

2.3.4.4 Where feasible, seek to include opportunities for publicly-accessible open space – targeting up to 20 per cent of site area.

2.3.4.5 Explore opportunities for the delivery of other social or cultural amenities as part of the rezoning process.

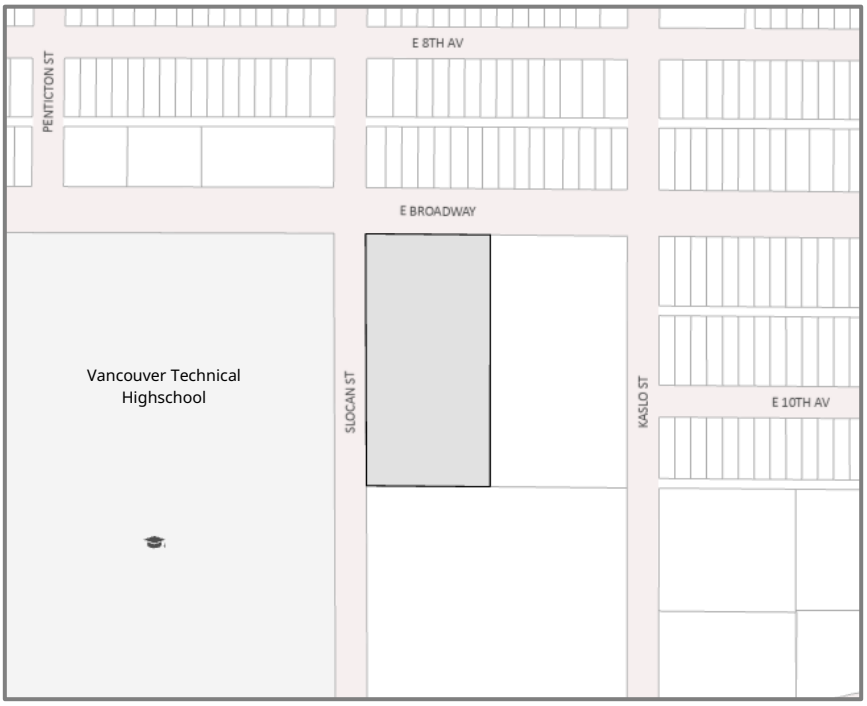
Broadway Church

Address:

2700 East Broadway

Site Size:

~ 3.1 acres (~12,500 sq. m)



Description:

Since 1974, Broadway Church has been situated at its current location, serving as a place of worship for the local Pentecostal Christian community. The church offers on-site private childcare and other social programs. A non-profit organization managed by the Broadway Church provides food security initiatives, including a food bank and various related support services and programs.

Note: Land use on the site is currently governed by CD-1 (280).

Policy Intent:

- Retain existing community serving uses. Renew, enhance or expand community serving spaces and allow additional height and density to support redevelopment of the site.
- Enable the creation of new housing (which could include market, non-market and seniors housing).
- Prioritize the expansion of the existing food related assets and services.
- Support improved active transportation and connectivity to and through the site.
- Explore aspirations to retain and expand various community serving uses spaces.

Note: Policy intent (in particular related to building height) is currently constrained by city-wide solar access policies and the resulting implications on project viability.

Policies:

2.3.4.6 Continue to explore rezoning opportunities with the applicant. Staff will continue working with the applicant to assess the city-wide *Solar Access Guidelines for Areas Outside of Downtown* and related height restrictions against aspirations from the applicant. Should changes to city-wide policies take place, staff may, at a future date, amend the Unique Site policy for this site.

As part of future rezoning discussions, explore the following aspects:

a. Future redevelopment with adjacent City-owned site ("The Link", 2780 East Broadway); and,
b. Expansion of food asset infrastructure, food recovery, and community food distribution activities. Seek no net loss of floor area associated with these uses.

2.3.4.7 Incorporate active transportation and public realm improvements to align with policy directions for East Broadway and Slocan Street.

2.3.4.8 Seek opportunities to achieve publicly-accessible open space on-site, including:

a. An additional east-west pedestrian connection along southern edge of the site (between Slocan Street and Kaslo Street). The connection may also support cycling if feasible; and,
b. A public gathering area at the South-West corner of the site, aligned with the aforementioned pedestrian connection.

Gardenia Villa

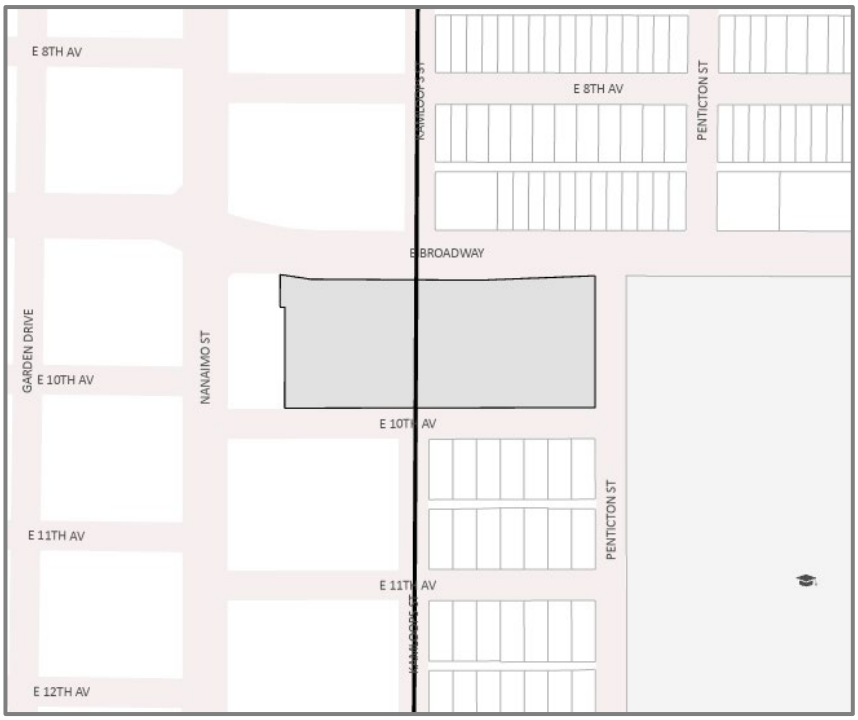
Address:

2433 East 10th Avenue

Site Size:

~4.6 acres (~18,600 sq. m)

Description:



Gardenia Villa is a 250-unit residential development constructed in the 1990s, and comprised of low and mid-rise buildings. The majority the Gardenia Villa site is found within the Rupert and Renfrew planning area. Redevelopment opportunities on this site are guided by the existing CD-1 (167) by-law for the site, as well as the *Public Views Guidelines*, which limit building heights on the site to approximately 8-storeys.

Note: Land use on the site is currently governed by CD-1 (167).

Policy Intent:

- Support no change to the CD-1 as building heights at Gardenia Villa are currently above those set out in the city-wide *Public Views Guidelines*. The City is currently reviewing public views as part of a separate planning process (initiated in 2024). Should changes to view policies take place, staff may, at a future date, amend the Unique Site policy for this site.

Policies:

2.3.4.9 Re-evaluate redevelopment opportunities on-site as part of future updates to the Rupert and Renfrew Plan, and in alignment with any future updates to city-wide view policies.

Vancouver Christian School

Address:

3496 Mons Drive

Site Size:

~2.3 acres (~9,000 sq. m)

Description:

This site is a K-12 school. The current building was redeveloped and expanded in 2018.



Note: The site is currently zoned R1-1.

Policy Intent:

- Retain educational and community-focused uses on site. If existing school uses change, re-evaluate opportunities for the site.

Policies:

2.3.4.10 Re-evaluate redevelopment opportunities on-site as part of future updates to the Rupert and Renfrew Plan. Any future changes to land use should also account for shadowing implications for Falaise Park.

2.3.4.11 Heights and densities should generally be aligned with adjacent opportunities (see Section 2.2.3: Villages and Other Low-Rise Areas regarding village residential).

Villa Carital

Address:

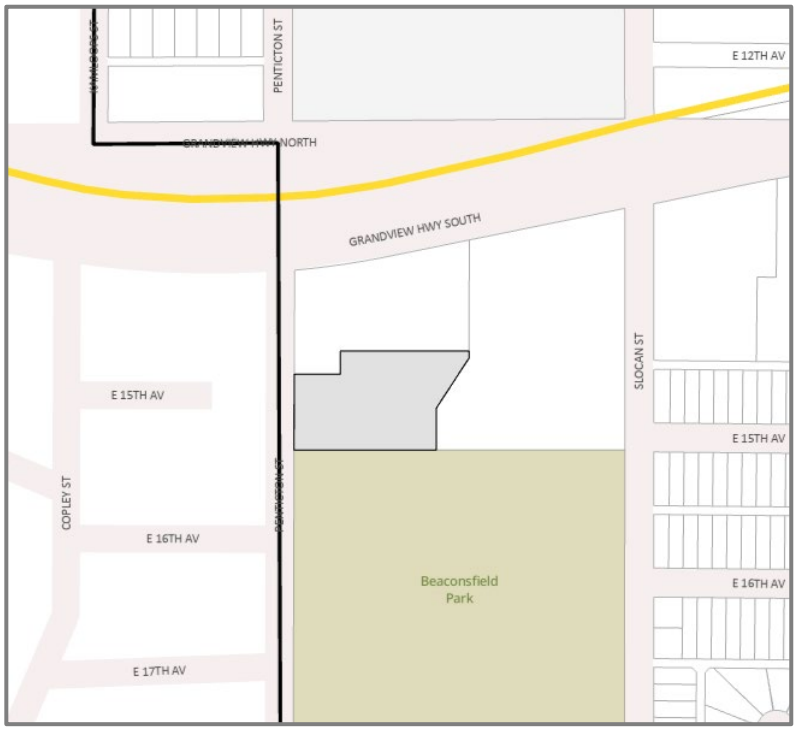
3500 Penticton Street

Site Size:

~1.6 acres (~6,700 sq. m)

Description:

Villa Carital is a 80 bed seniors care residence located adjacent to the Italian Cultural Centre (Il Centro) and the Casa Serena. The facility offers independent living units.



Note: Land use on the site is currently governed by CD-1 (181), which covers both Villa Carital and the Casa Serena. The site is City-owned and leased to the Villa Carital Care Community.

Policy Intent:

- Enable retention and expansion of seniors housing and allow other, broader housing opportunities, including rental and non-market rental (social and co-op) through the use of higher-density building forms.
- Support opportunities to enhance onsite green space and ecological systems. Explore opportunities for redevelopment with nearby sites if feasible.

Policies:

2.3.4.12 Assess redevelopment opportunities on-site as part of future updates to the Rupert and Renfrew Plan. Explore opportunities in conjunction with the redevelopment of Casa Serena and/or Italian Cultural Centre, if feasible.

2.3.4.13 Prioritize the renewal and expansion of existing, aging non-market (social and co-operative), including assisted living, seniors housing to meet current and future needs.

2.3.4.14 Heights and densities should generally be aligned with adjacent sites (see policies for Section 2.3.2: Large Sites, (Italian Cultural Centre and Casa Serena).

2.3.4.15 Seek opportunities to achieve publicly-accessible open space on-site. Ensure that the design of open space aligns with policies in Section 2.3.2: Large Sites (Italian Cultural Centre and Casa Serena) related to:

a. Retention, enhancement, or creation of new naturally managed areas to support the City's ecological network;
b. Exploration of opportunities to daylight and/or restore any waterways;
c. A north-south mid-block pedestrian connection, along the east edge of the site; and,
d. An East-West mid-block pedestrian connection, along the north edge of the site.

2.4 Institutional Site Policies

There are a variety of institutional uses with community serving spaces in the Plan area, including public and non-profit childcare facilities, places of worship, and social service centres.

Many institutional uses are operated by non-profit organizations that deliver essential programs that support social well-being and provide integral community services. To ensure service continuity, it is important to retain these uses and seek opportunities to increase the number of community-serving uses as the community changes and grows.

The following policies apply to any sites in the Plan area that include the following institutional uses:

- Social service centres;
- Places of worship; and,
- Long-term care facilities.

For policies related to public and non-profit childcare or Renfrew Community Centre and Thunderbird Community Centre, see Section 3.5: Community Infrastructure. A number of sites hosting institutional spaces have policies included in Section 2.3: Unique Site Policies.

2.4.1 Institutional Site Policies

2.4.1.1 For sites with existing community-serving spaces undergoing redevelopment through rezoning, the City will seek either:

a. No net loss of floor area associated with these uses; or,
b. An increase in floor area, for community-serving uses in the redevelopment proposal.

2.4.1.2 The City encourages both the replacement of existing public or non-profit-owned community care and assisted living uses, and the development of new public and non-profit facilities and uses.

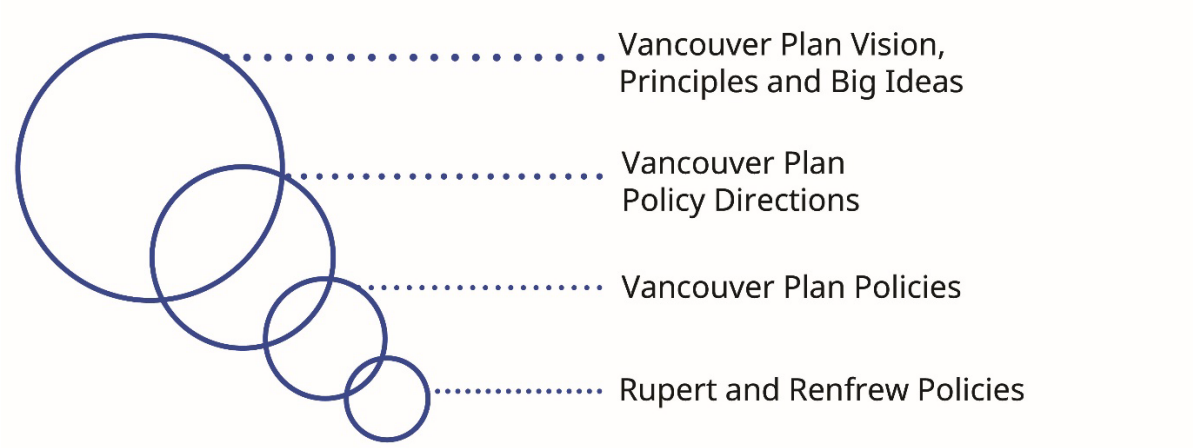
Should an application propose a closure or a reduction in the number of beds within an existing facility (including both public and private beds), the applicant should provide an assessment that states the impact on supply within the area and city-wide. Any impact will be considered in the overall evaluation of the proposal.

3 Policy Areas

Vancouver Plan identifies eleven Policy Areas that underpin the city-wide Land Use Strategy and key city building topics. For the purposes of the Rupert and Renfrew Plan (the "Plan"), the following chapter is condensed into eight key Policy Areas that explore area-specific policies intended to advance *Vancouver Plan's* overall Vision, Foundational Principles and Big Ideas. To address the current and future needs of the Rupert and Renfrew Plan area, policies were informed by feedback from the local Nations, technical studies, public and stakeholder engagement, growth projections, gap analysis and economic testing.

Each policy in this chapter has been categorized by the relevant Policy Directions outlined in *Vancouver Plan*. In cases where an area-specific approach is not required – that is, where the topic is covered by *Vancouver Plan* policies (or other city-wide policies, strategies, frameworks or guidelines) – then the *Vancouver Plan*/city-wide guidance will take precedence (see Figure 3.1: Policy Structure). A list and short description of these city-wide documents are provided at the beginning of each Policy Area section.

Figure 3.1 - Policy Structure



3.1 Housing

Introduction

Most existing homes in the Rupert and Renfrew area are single detached houses or duplexes, resulting in limited options for renters beyond rented houses and basement suites. Of the total dwellings in the area, only one per cent are purpose-built rental apartments. The limited rental options are matched by both a constrained supply of social housing and a lack of higher density homeownership opportunities. As the city and its renter population continues to grow, more housing diversity is needed to create complete neighbourhoods in the Rupert and Renfrew Plan area.

The affordability of housing creates significant pressures. The cost of new market housing has diverged from median incomes, highlighting the need for the inclusion of social and below-market rental housing in new developments. Affordable rental housing will provide options for moderate-income households, while increasing the supply of market rental housing will help improve affordability in the long term.

Social, supportive, and co-op housing provides rent-controlled units that accommodate people who cannot afford market housing. Non-profit co-ops or social housing make up 12 per cent of total dwellings in the area, but there are long waitlists for both, as demand outstrips available supply. Almost all the existing social housing stock was built in the 1970s or 1980s and will require renewal or redevelopment in the next 25 years. Strong partnerships between non-profit and government organizations will be critical to maintain and expand the social housing stock over the life cycle of the Plan.

A core objective of the Plan is to deliver secured market and below-market rental housing around the Rupert and Renfrew SkyTrain stations.[5] Adding more housing choices close to transit can help lower the overall transportation costs for households and support city-wide climate change goals. Village areas will enable rental apartments, and ownership options such as condominiums, townhouses, and multiplexes.

New housing development has minimal risk of displacing tenants, as most residential areas currently have few renters. However, tenant relocation and protection requirements will ensure that renters affected by redevelopment receive compensation and the option to remain in their neighborhoods.

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[5] Below-market rental housing will rent at a percentage discount to city-wide average rents as published by the Canada Mortgage and Housing Corporation (CMHC) with the most recent *Rental Market Report* at the time of occupancy permit issuance.

City-wide policy context

The City must apply new approaches to address the housing crisis. These directions work towards ensuring that people of all incomes and backgrounds can find a home, access daily needs, and contribute to sustainable communities. In addition to *Vancouver Plan*, other city-wide policies that contribute to these desirable outcomes include:

- **Housing Vancouver 10-Year Housing Targets 2024-2033 –** Establishes housing targets, providing a framework for new housing construction to meet housing needs. These targets were developed in tandem with policies to enable the specific type and volume of housing that the City plans to deliver over the next 10 years.

- **Housing Vancouver (2017) –** A 10-year housing strategy to reduce Vancouver's housing affordability gap and to provide a strong foundation for the future of Vancouver. Goals include: maintaining the diversity of incomes across the City by providing a range of affordable housing options, especially for low to moderate income earners; shifting to the "right supply" of housing, which prioritizes social and purpose-built rental including below-market rental; and working with partners to deliver supports and housing for people experiencing homelessness and work towards a more equitable housing system.

- **Climate Emergency Action Plan (2021) –** Establishes key directions to increase trips by active transportation and transit in order to reduce carbon emissions from trips taken by gas and diesel burning vehicles. The Plan targets 90 per cent of people living within an easy walk or roll of their daily needs.

- **Tenant Relocation and Protection Policy (2019) –** Intended to mitigate the impacts of redevelopment on existing tenants. This policy requires that applicants provide tenants with financial compensation, right of first refusal and assistance finding alternate accommodations. It provides financial compensation based on length of tenancy, assistance finding alternate accommodations and additional support for low-income tenants and tenants facing other housing barriers. Non-market tenants and non-profit co-op housing members are covered under these Tenant Relocation and Protection Plan requirements.[6]

[6] Refer *to the City of Vancouver Tenant Relocation and Protection Policy – Process and Requirements Bulletin* for further details.

- **Healthy City Strategy (2014) –** A social development plan for supplying a wide range of affordable homes for everyone, including supportive, social, and purpose-built rental housing to establish complete neighbourhoods and social connections.

Housing Policies

Ensure opportunities for inclusion of very low to moderate-income households and diversify the housing stock across all residential areas

3.1.1.1 Diversify the housing stock by setting the highest heights and densities in each respective sub-area for market, below-market, and social housing to shift new supply towards rental tenure. See Chapter 2: Land Use for maximum allowable height and density.

3.1.1.2 Create ground-oriented multi-unit housing, such as townhouses and multiplexes with larger unit sizes suited for seniors looking to downsize and families with children. See Chapter 2: Land Use for where these building types are enabled.

3.1.1.3 Co-locate public and non-profit childcare facilities with market rental housing by enabling additional height and density. See Chapter 2: Land Use for maximum allowable height and density.

Become a city for renters that provides more secure rental housing options and mitigates displacement

Tenant Relocation and Protection Policy

3.1.1.4 Where tenants will be displaced because of redevelopment, a tenant relocation plan as outlined in the City's *Tenant Relocation and Protection Policy* (2019) will be required at rezoning or development permit under existing zoning.

3.1.1.5 In the Plan area, enhanced tenant relocation and protection provisions will apply for tenants living in privately-owned primary and/or secondary rental housing facing redevelopment to new rental housing.[7] Applicants will be required to provide these tenants with "right of first refusal" and compensation or rent top-ups. These measures aim to preserve affordability in replacement housing and provide existing renters impacted by redevelopment with the choice to move back into their neighbourhoods (see Policies 3.1.1.6 - 3.1.1.10 for details on specific requirements).

Right of first refusal

3.1.1.6 Offer the "right of first refusal" to existing tenants facing redevelopment to new rental housing. These tenants will be eligible to return to a new rental unit at a 20 per cent discount to city-wide average market rents by unit type for the City of Vancouver as published annually by the Canada Mortgage and Housing Corporation ("CMHC") in the most recent *Rental Market Report*, or at the tenant's current rent, whichever is less.

3.1.1.7 Where Plan policies require a portion of the new residential floor area to be below-market rental, units allocated to returning tenants exercising their "right of first refusal" will be counted toward the below-market rental housing requirements.

3.1.1.8 The "right of first refusal" option at a 20 per cent discount to city-wide average market rents may be satisfied in another rental building within or outside the Plan area to enable the option for a single move by the impacted tenant, should the tenant agree to the option.

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[7] Enhanced Tenant Relocation and Protection will apply to existing rental housing where there is a proposal for a new rental projects of five or more units involving the consolidation of two or more lots as follows:

a) the "primary" rental stock, where the purpose of the building is to operate rental housing in the long-term such as purpose-built market rental housing;
b) buildings with rental units above commercial spaces; and multiple conversion dwellings with five or more units; and,
c) "secondary" rental stock (such as rented houses, secondary suites, laneway houses, rented units in strata developments, etc.)

Temporary financial support while in interim housing

3.1.1.9 Tenants facing redevelopment to new rental housing will be offered additional financial support. In lieu of financial compensation based on length of tenancy, tenant may instead choose to receive a temporary rent top-up when they relocate to interim housing to mitigate any rent increases, they may experience while waiting to exercise their right of first refusal.

3.1.1.10 Tenants may choose one of two rent top-up options, paid for by the development applicant:

a. Applicant or their representative finds three interim housing options that best meet the tenant's identified priorities as detailed in the Mandatory Needs Assessment. All options should be in Vancouver, unless otherwise specified by the tenant. The rent top-up will be the difference between the tenant's existing rent and rent in their new unit.
b. Tenant finds their own interim housing and the top-up paid by the applicant will be capped at the difference between the tenant's rent for their original unit and the average rent for new market rental units by unit type for the City of Vancouver as published annually by the Canada Mortgage and Housing Corporation (CMHC) in the in the most recent *Rental Market Report*.

Significantly increase the supply of social and supportive housing and support the growth of the community housing sector

3.1.1.11 Create and renew non-market housing including social, supportive, seniors, or co-op housing projects everywhere, with the goal of preserving and increasing affordability over the long term, recognizing that projects may need to include a market rental housing component to assist with project viability.

3.1.1.12 Enable existing and newly acquired social and supportive housing sites to renew and expand the number units by allowing additional height and density beyond the maximum allowable height and density in each sub-area, subject to urban design performance (including consideration of solar access, view impacts, frontage length, building massing, and setbacks):

a. In the Rapid Transit Areas, allow additional height and density up to the maximum allowable height of the next sub-area closest to stations, capped at 45 storeys (see Chapter 2: Land Use, Table 2.4 - 2.6).
b. In Village Areas, for sites with existing social, non-market co-op and supportive housing, allow up to 18 storeys subject to urban design performance.[8]
c. In Village areas, for new sites, allow up to 6 storeys (see Chapter 2: Land Use, Table 2.7 – 2.11).[8]
d. In Multiplex areas, allow flexibility in height up to 6 storeys (see Table 2.12).[8]

[8] Height and density in designated TOAs will be considered in the context of the applicable Provincial TOA regulations and guidelines.

Related Policies

Related Policy Topic	Chapter	Section Reference
Co-location of public and non-profit childcare with housing projects	Community Infrastructure	3.5.1.3
Co-location of artist housing in social housing and major project sites	Community Infrastructure	3.6.1.8 and 2.3.1.20
Housing on Unique Sites	Land Use – Unique Sites	2.3.1.6 - 2.3.1.10

QUICK-START ACTIONS: HOUSING

- Implement City-initiated Rezoning, for residential and mixed-use sites, in the low-rise areas (see Map 4.2: City-initiated Rezoning Areas Map).

3.2 Economy

Introduction

The Rupert and Renfrew Plan area is a major employment centre in Vancouver and the wider region. The area contains the Grandview Boundary Employment Lands (the "Employment Lands"), a major hub for the logistics and film production sector given its strategic location in the middle of the region and easy access to highways and major trucking routes. Denser mixed-employment forms with offices and institutional uses are concentrated around Renfrew station. In addition, destination large format retailers, such as Walmart and Superstore, are located along Grandview Highway and draw in customers from beyond the Plan area.

In line with the *Vancouver Plan's* strategy of protecting the City's limited industrial/employment areas, the Plan's policies will protect and intensify industrial and employment spaces in the Employment Lands. The Plan will respond to community aspirations by retaining large format retail along Grandview Highway but in a more intensified form with other job spaces. Residential uses will continue to be restricted[9] on the Employment Lands to ensure viability for employment uses and address the livability challenges associated with housing on a floodplain and near to freight rail.

Extending beyond the Employment Lands to the Villages, the Rupert and Renfrew Plan area is home to a wide range of shops, restaurants and services, many of which are smaller, independent businesses that are run by culturally-diverse owners. The Plan will expand and designate new shopping streets to allow residents to meet daily shopping needs and add employment opportunities. The Plan will also enable smaller neighbourhood-serving retail throughout the residential areas to create more walkable, complete neighbourhoods and reduce the need for longer trips.

City-wide policy context

The City of Vancouver and the Metro Vancouver Regional District are committed to ensuring a strong and sustainable economy. As a regional centre for employment and economic activity, the Rupert and Renfrew Plan area has an important role to play in achieving this objective. Supplementary to *Vancouver Plan,* several policy documents articulate the goals related to jobs and the economy at the municipal and regional levels.

[9] With the exception of the 3200 East Broadway site, the only residential uses permitted in the Employment Lands are those that are ancillary to employment uses, such as a caretaker suite.

- **Metro 2050: Regional Growth Strategy (2023) –** Sets the region's long term land use trajectory. Residential uses are prohibited on Industrial/Employment lands, those within 200 m of a rapid transit station and within an Urban Centre or Frequent Transit Development Area (i.e. the Metro 200 m clause). The *Regional Context Statement (RCS)* in the *Vancouver Official Development Plan* demonstrates how the City's plans and policies, including the Rupert and Renfrew Plan, are aligned with the *Regional Growth Strategy*.

- **Industrial Lands Policy (2023)** – Provides a framework to guide future land use in industrial/employment lands. Key aims of the policy include ensuring spaces for physical production, distribution and repair ("PDR") activities within the City, as well as encouraging stacked industrial forms.

- **Industrial Spaces Guidelines (2023)** – Supports the Industrial Lands Policy by identifying built form specifications for industrial buildings to ensure they are functional for current and future needs.

- **Flood Plain Standards and Requirements – Guidelines (2023)** – Sets out the requirement for floodproofing and mitigating buildings located on City-designated floodplains A significant portion of the Employment Lands is located on a designated flood plain. To protect property and life-safety, new development in the floodplain must elevate most uses other than parking above the ground per the City's Flood Construction Level (FCL) requirements.

- **Employment Lands and Economy Review (2020)** – A comprehensive research and engagement process that laid the economic foundations for the *Vancouver Plan*. One of the key actions of the Review was the initiation of an area planning process that encouraged retention and intensification of the Employment Lands.

Economy Policies

Protect and expand industrial/employment areas, business districts, and campus institutions, and the diversity of jobs and activities they support:

3.2.1.1 Maintain existing restrictions on residential uses in regionally-designated Industrial and Employment Lands to protect the viability of and intensify the area for industrial and other employment uses (with exception to the project led by the local Nations at 3200 East Broadway).

3.2.1.2 Increase the supply of employment spaces by encouraging multi-storey industrial buildings that prioritize production, distribution and repair activities at grade, with light industrial, office, hotel and other commercial uses on the upper floors.

3.2.1.3 Respond to the economic opportunities and challenges in the Employment Lands by introducing three sub-areas, each with their own priorities for land use, density, height and built form. See Chapter 2: Land Use for more details.

3.2.1.4 Increase flexibility in the types and mix of allowed employment uses in the Employment Lands, including new uses such as Creative Products Manufacturing, to incentivize multi-storey industrial forms. See Chapter 2: Land Use for more details.

3.2.1.5 Ensure land use regulations continue to support the growth of the media production and logistics sectors by enabling employment spaces with large format areas/floorplates and easy access to truck routes along the Grandview, Lougheed and Trans-Canada Highways.

3.2.1.6 Continue to enable large format retail stores on sites along Grandview Highway but require new developments or redevelopments to include additional employment spaces (e.g., light industrial and office).

3.2.1.7 Require ground floor retail and commercial spaces at the base of industrial and mixed-used employment buildings near the SkyTrain stations and along local shopping streets (Renfrew Street and Rupert Street) to provide groceries, dining, healthcare, recreation (limited to Fitness Centres) and other amenities for local workers, students and residents.

Encourage a diverse and accessible mix of local-serving and small businesses and jobs in every neighbourhood that enable communities and culture to thrive

3.2.1.8 Expand the amount of local-serving retail and commercial spaces across the Plan Area by requiring ground-level commercial uses in key locations in Rapid Transit Areas and Villages to meet the current and future needs of residents (see Map 2.1: Rupert and Renfrew Land Use Map).

3.2.1.9 Where ground-level commercial uses are required, encourage a diversity of storefront widths, unit sizes and ground-level unit configurations to enable a mix of business types including opportunities for retail and non-retail anchors.

3.2.1.10 In portions of the Rapid Transit Areas and Villages where commercial uses are not required, enable small-scale shops and services as a choice of use (e.g., small grocers, cafes, small restaurants and other commercial uses). See Chapter 2: Land Use for requirements.

3.2.1.11 To support easier access to daily needs across the Plan area, introduce smaller commercial nodes with a mix of shops and services, housing, and opportunities for public space improvements. See Chapter 2: Land Use where mixed-use buildings with ground-level retail is required.

3.2.1.12 In Multiplex Areas, consider opportunities for corner stores to support an array of local-serving retail and service uses (see Chapter 2: Land Use).

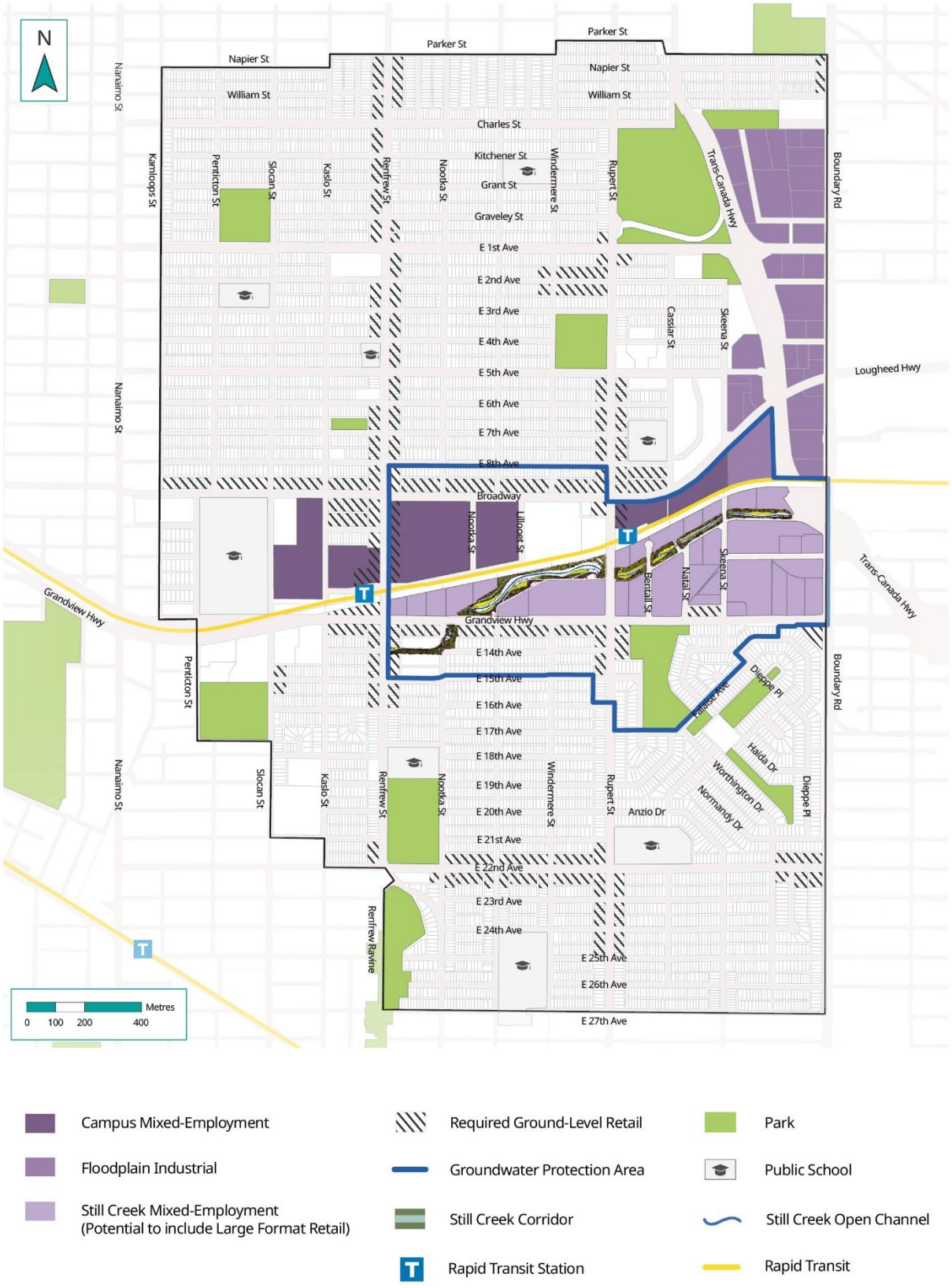
Related Policies

Related Policy Topic	Chapter	Section Reference
Off-street parking availability for employees in the Employment Lands to support job spaces	3.4 Transportation	3.4.1.18
Transit access in the Employment Lands	3.4 Transportation	3.4.1.1
Active transportation network in the Employment Lands	3.4 Transportation	3.4.1.4
Road network and street design for existing truck routes	3.4 Transportation	3.4.1.3
Transportation and streetscape improvements along shopping streets	3.4 Transportation	3.4.1.13
Arts and culture spaces in the Employment Lands	3.6 Arts, Culture and Heritage	3.6.1.4
Public spaces in the Shopping Areas and Employment Lands	3.7 Public Space	3.7.1.3 and 3.7.1.4
Still Creek widening, daylighting and enhancement	3.8 Watershed and Water Resources	3.8.1.1

QUICK-START ACTIONS: ECONOMY

- Amend I-2 District Schedule to allow the Director of Planning or Development Planning Board to relax maximum building heights to accommodate Flood Construction Levels (FCLs).

Map 3.1 - Industrial/Employment Areas with Ground-Level Retail Map



3.3 Ecology

Introduction

The Rupert and Renfrew Plan area is home to significant and unique ecological features: Still Creek, one of the last remaining salmon-bearing streams in Vancouver; and Renfrew Ravine, a unique ravine riparian and upland forest environment. As a result of colonization and urban development, these naturally managed areas are now mostly fragmented and isolated from one another, impacting the long-term health of green spaces, the species they can support, and the ecosystem services they provide. As the area continues to grow and change, protection and restoration of these assets is essential. This work will require continued partnership with the local Nations, the original stewards of these lands and waters, and continued support from the area's well-established environmental stewardship community.

The Rupert and Renfrew Plan presents a critical opportunity to reimagine and enhance ecological connectivity throughout the Plan area by expanding existing natural assets and restoring critical connections between them. The Plan uses an ecological lens to ensure the area's Parks, ravine, creek, streetscapes and other public spaces work together to provide accessible green spaces for a growing community, as well as a wide range of ecosystem services, including cooler temperatures, cleaner water and air, reduced flooding, habitat and species biodiversity, and health and wellness benefits. The Plan's policies aim to protect existing naturally managed areas, the processes that support them, and the provision of these ecosystem services: for example, the integration of a wider and enhanced Still Creek corridor supports flood risk reduction, while providing ecological health and community well-being benefits (see Section 3.8: Watershed and Water Resources).

The Plan integrates the ecological network introduced in *Vancouver Plan*. Over time, the intent is for these spaces to weave through the area, connecting the Still Creek watershed with the Renfrew Ravine to Still Creek expansion and extending north through Rupert Park to Hastings Park and Burrard Inlet. This bold ecological move can offer placemaking potential, improving access to nature and creating opportunities for residents to participate in the stewardship of these restored natural systems. For a comprehensive view of how the Plan's Ecology policies will be integrated with other public realm improvements such as transportation and public space, see Section 4.3: Public Realm Framework).

City-wide policy context

In addition to *Vancouver Plan*, the Rupert and Renfrew Plan's Ecology policies are supported by a number of other city-wide strategies, policies and technical studies.

- **Climate Change Adaptation Strategy (2024) –** Strategy to reduce risk and enhance resilience to climate-related hazards, including extreme heat and rainfall, through stewarding the urban forest and green space to support outdoor cooling, and advancing nature-based rainwater management. Includes a target to install 20-40 new tree pits per year.

- **Still Creek Watershed Enhancement Opportunities Study (2023) –** Identifies Still Creek watershed enhancement opportunities, such as creek widening, riparian corridor improvements, green rainwater infrastructure, and public space projects. In addition to avoiding or mitigating an increase to Still Creek flood hazard, the Study is an important guide for restoring ecological connectivity.

- **Climate Emergency Action Plan (2020) –** Establishes six new targets to guide the City's efforts in response to Council's declaration of a climate emergency, including investing in nature-based solutions for extreme heat and rain, restoration of natural areas, and land use tools that support these natural assets.

- **VanPlay: Parks and Recreation Services Masterplan (2020) –** Guides the work of the Vancouver Board of Parks and Recreation. Objectives include: continuing to enhance, nurture and connect existing natural areas to address impacts of threats like community use, carrying capacity, climate change and invasive species; providing easy walking access to naturally managed areas; enhancing habitat value; and, identifying locations for habitat corridors.

- **Urban Forest Strategy (2018) –** Provides tools for growing and maintaining a healthy, resilient urban forest for future generations. Goals include: retaining existing trees (2018 update in progress) addressing urban heat, and supporting habitat and biodiversity.

- **Biodiversity Strategy (2016) –** Aims to utilize park acquisition, tree planting, and the development planning process to expand and connect parks and build the City's ecological network.

Ecology Policies

Protect ecosystems and manage growth around them

Still Creek and Renfrew Ravine are unique and valued environmentally sensitive areas that provide access to nature and contribute to community well-being. The protection, restoration and enhancement of these natural assets are a cornerstone of the ecology policies in the Plan.

3.3.1.1 Conserve and enhance Still Creek and Renfrew Ravine environmentally sensitive areas (see Map 3.10: Still Creek Floodplain and Renfrew Ravine Study Area), and restore naturally managed areas through parks planning, strategic capital investments, and other efforts.

3.3.1.2 Integrate ecological considerations into:

a. The redevelopment of Unique Sites as identified in Section 2.3: Unique Sites Policies; and,
b. The redevelopment of properties near Still Creek based on the Still Creek Watershed Enhancement Opportunities Study (2023).

3.3.1.3 Assess environmental needs in Still Creek to further identify opportunities to improve current instream conditions, including groundwater contributions and minimum base flow needs.

Identify, rehabilitate, and connect ecological systems in Vancouver

Connecting natural assets is important for improving ecosystem health, strengthening resiliency and contributing to the overall well-being and quality of life of the community. A connected ecological network is also better able to provide a multitude of essential ecosystem services, including urban cooling, stormwater management, air and water purification, and carbon sequestration. Within the Rupert Renfrew plan area, this also means actively contributing to improved water quality in the receiving waters of Still Creek. Strategic investment in tree planting within the ecological network will help to respond to the area's relatively low canopy coverage, particularly in the Employment Lands, with ecological corridors offering opportunity to support larger trees and increased soil volumes for improved urban forest health. Ecological network spaces also offer placemaking potential and improved community access to nature.

3.3.1.4 Leverage public investment in road reallocation and placement of blue green systems, greenways, and public spaces to connect ecosystems and create more naturally managed areas that support biodiversity within the Plan area. Ensure that design and planting of these spaces support biodiversity.

3.3.1.5 Explore the opportunity to provide ecological corridors within the street right-of-way, along Nootka Street and Skeena Street, in coordination with other City services such as stormwater, street trees and canopy cover, and active transportation (see Map 3.2: Ecological Corridor and Restoration Opportunities).

3.3.1.6 Allocate resources to plant new street trees to reduce disparities in street tree canopy cover, focusing on canopy deficient areas (see Map 3.3: Tree Planting Priorities).

3.3.1.7 As part of redevelopment of private property site design should promote tree health and longevity through tree retention where possible, and retention of appropriate on-site soil volumes. See Section 2.3: Unique Site Policies, Employment Lands Policy 2.2.1.6 and the *Design and Development Guidelines* for more information.

Increase and ensure equitable access to nature

The local Nations have been stewarding and protecting the natural areas in the Rupert and Renfrew Plan area since time immemorial through their deep relationship with these unceded lands and waters. Building upon the strategies for increasing access to nature presented in the previous section, the following policies seek to specifically honour this relationship and strengthen our collaborative efforts in continued stewardship of naturally managed areas, with respect for and in recognition of Indigenous knowledge and practices.

3.3.1.8 In partnership with the local Nations, ensure future stewardship opportunities along Still Creek are made available to the local Nations to participate in rehabilitation and re-vegetation works, and/or ecological monitoring opportunities.

3.3.1.9 Support environmental stewardship activities in the community by leveraging public infrastructure, ecological restoration design and public realm design to engage and connect people with nature. Work with the local Nations to ensure that protocols and procedures are followed, where they deem appropriate.

Related Policies

Related Policy Topic	Chapter	Section Reference
Mitigation of Still Creek flood hazards and Renfrew Ravine slope stability	3.8 Watershed and Water Resources	3.8.1.1 and 3.8.1.2
Limitations of underground structures within the Groundwater Protection Area	2.1 Land Use Overview	2.1.1.1 - 2.1.1.4

QUICK-START ACTIONS: ECOLOGY

- Develop a conceptual design of a pilot block along Nootka or Skeena Street for a car-light / car-free greenway and green rainwater infrastructure project that reduces paved areas and supports implementation of an ecological corridor.
- Review existing canopy cover information and prioritize planting of street trees on targeted blocks with few or no existing street trees.
- Explore tools for how redevelopment can support more planting space for trees and native plants, and better connectivity across Still Creek Watershed.
- As part of future work on Renfrew Ravine, identify and evaluate ecological considerations related to the Ravine and assess their feasibility for integration into future land use changes/plan amendments.

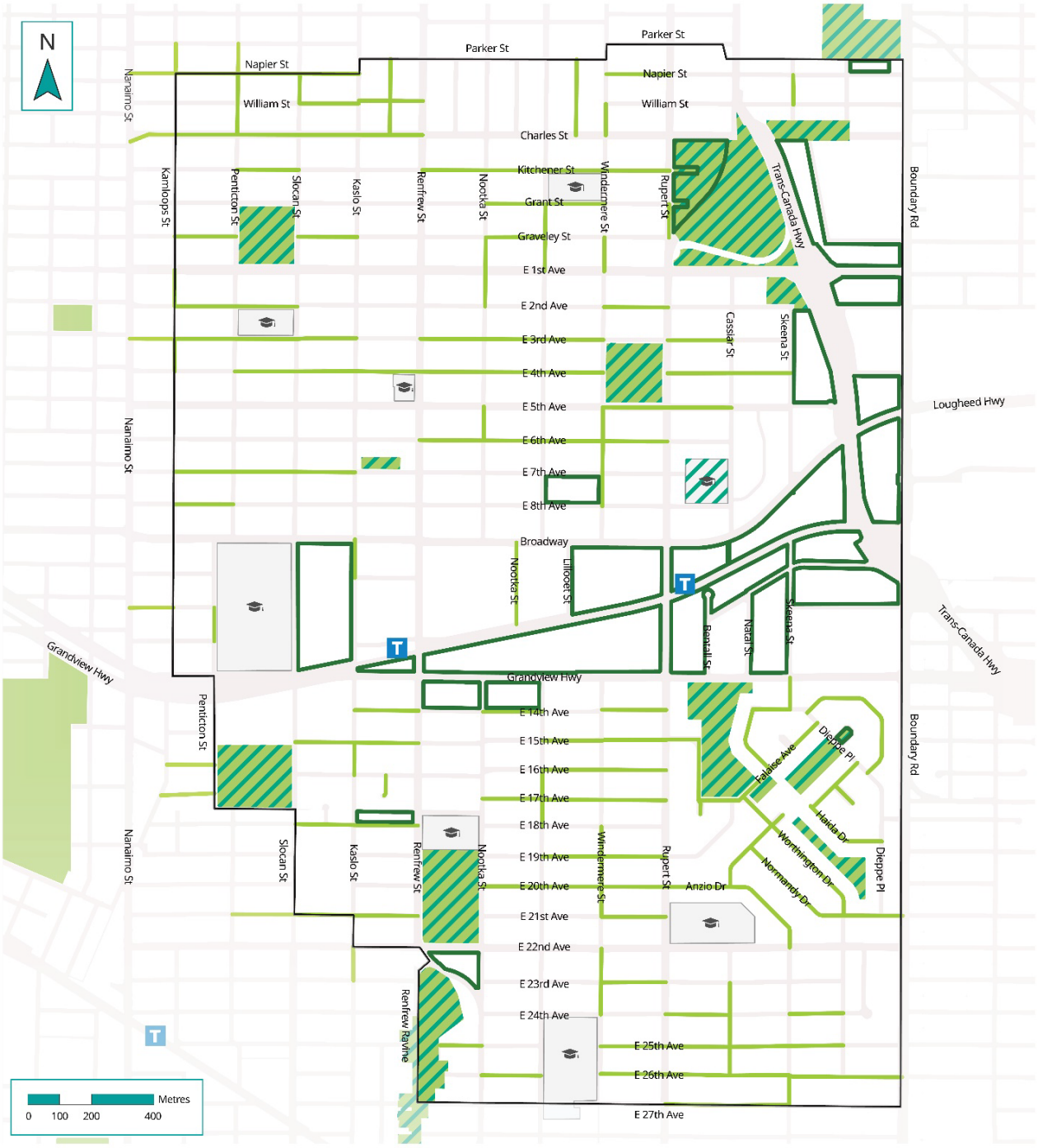
Map 3.2 - Ecological Corridor and Restoration Opportunities



Potential Ecological Restoration Project
Ecological Corridor Opportunity
Park
School
Still Creek Open Channel
Still Creek Corridor
Rapid Transit
Rapid Transit Station

Opportunities to connect ecosystems and create more naturally managed areas within the Plan area will be leveraged through road space reallocation that aligns with greenways, blue green systems and park investments.

Map 3.3 - Tree Planting Priorities



Planting Opportunities For Underutilized Boulevards

Planting Opportunities For Street Tree Deficient Blocks

Planting Opportunities For Public Spaces

Park

School

Rapid Transit Station

3.4 Transportation

Introduction

Transportation plays a vital role in supporting complete neighbourhoods, connecting people and places, improving quality of life, the environment and the economy. In the Rupert and Renfrew Plan area, the existing transportation network encourages auto-oriented travel, with residents in the area commuting to work by car (59 per cent) at a higher rate than the city-wide percentage. Wide arterial roads, large blocks, big box stores and limited transit options, combined with a disconnected active transportation network and limited choices to meet daily needs, contribute to auto-dependency. Despite the presence of two rapid transit stations, accessing the stations can be difficult for people walking, rolling and biking.

There are several other barriers that make this area a less desirable pedestrian environment: poor and limited crossings of the railway tracks, a major highway and arterial roads with few signalized crossings, surface parking lots surrounding existing retail opportunities, and heavy traffic including trucks and other industrial vehicles. In some areas, streets lack sidewalks on one or both sides of the street, creating uncomfortable conditions for people walking and rolling. Further, the existing greenway network is limited and low-quality, consisting of the Central Valley Greenway and Slocan Street, and painted bike lanes on Rupert Street and 22nd Avenue that do not meet current standards.

The Plan's transportation policies seek to prioritize affordable, healthy, and low-carbon ways for residents to move around their neighbourhood and the city. The Central Valley Greenway and Rupert and Renfrew SkyTrain stations create the foundation for future public transit and active travel in the area. Locating people closer to their destinations, improving infrastructure and active transportation connections, and designing buildings oriented towards sustainable travel will make walking and rolling easier and more convenient.

Note: In addition to the transportation policies identified in this section, a comprehensive view of how policies will be integrated with other public realm improvements is outlined in Section 4.3: Public Realm Framework.

City-wide policy context

The Rupert and Renfrew Plan area builds on city-wide directions set by the *Vancouver Plan*. The *Vancouver Plan* focuses on how the City's growth is guided by the relationship between land use and transportation, which ultimately shapes the way people and goods move in Vancouver. *Vancouver Plan* is one of many policies that contribute to a more accessible, safe, efficient, and affordable transportation network, including:

- **Transport 2050 (2022) – TransLink –** The regional transportation strategy for Metro Vancouver. It is a flexible roadmap for the next 30 years, and was developed in collaboration with residents, municipalities, Indigenous Nations, and other partners. The plan's vision is *Access for Everyone*, with strategies to support people walking, biking, rolling, driving, and taking transit, as well as goods movement.

- **Climate Emergency Action Plan (2020) –** Sets targets and actions to reduce Vancouver's carbon pollution in half by 2030. These include having 90 per cent of residents within an easy walk or roll of their daily needs, 2/3 of trips by active travel or transit and 50 per cent of kilometres driven to be in zero emission vehicles.

- **Transportation 2040 (2012) –** The City's long-range transportation plan envisions: a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in a safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy future for its citizens and the planet. The plan sets long-term targets and includes both high-level policies and specific actions to achieve this vision.

Transportation Policies

Accelerate planning for an equitable and sustainable transportation future for people and goods

3.4.1.1 Work with TransLink to improve transit frequency and service, such as:

a. The extension of the #9 bus on East Broadway to Brentwood Town Centre;
b. New bus routes on East 1st Avenue and Grandview Highway;
c. Increased service on existing routes within Rupert Renfrew area, including potential express routes on Renfrew Street and E 22nd Avenue; and,
d. Improved transit service to the Employment Lands, including outside of standard business hours.

3.4.1.2 Improve bus speed and reliability on Renfrew Street, Rupert Street, East Broadway, and East 22nd Ave based on current and future transit network service needs. Implementation of transit priority measures should draw from TransLink's Bus Speed and Reliability report while reflecting land use changes and emergent transit needs.

3.4.1.3 Ensure the road network and street design accommodates the existing truck routes and future growth of industrial uses in the Grandview Boundary Employment Lands.

a. Connect Cornett Road from Bentall Street through to Rupert Street. At a minimum, this should support safe walking and cycling along the future greenway (see Appendix Map 1: Road Space Reallocation Map). Vehicle and truck access to the existing signalized intersection from adjacent sites should be maintained and determined with land owners through redevelopment.

3.4.1.4 Connect the Employment Lands to the active transportation network, and support deliveries by cargo bike through expansion and upgrades to active transportation network.

3.4.1.5 Preserve and encourage the opportunity to grade separate the at-grade rail alignment approaching the Grandview Cut for improved rail and road reliability and safety.

3.4.1.6 Re-align 12th Avenue between Slocan Street and Kaslo Street through redevelopment. This will improve connections for pedestrians and vehicles (see Map 3.6: Active Transportation Network and Appendix Map 1: Road Space Reallocation Opportunities Map).

Enable safe and comfortable walking, biking and transit through land use and urban design

3.4.1.7 Improve pedestrian safety and comfort along Grandview Highway with wider sidewalks, street trees, street furniture, and other public realm improvements. Refer to Appendix B: Street Profiles – Arterial Street Concepts for a conceptual illustration of Grandview Highway.

3.4.1.8 Collaborate with TransLink to assess and improve the Rupert and Renfrew station areas, ensuring it is better integrated with the surrounding community and sustainable transportation network.

3.4.1.9 Improve the safety and capacity of existing railway crossings at Renfrew, Rupert, Slocan and Kaslo for pedestrians and cyclists (see Map 3.6: Active Transportation Network).

3.4.1.10 Advance opportunities for new railway crossings at Nootka Street and Skeena Street to improve connectivity across the rail tracks and access to other key destinations.

3.4.1.11 Create new active transportation connections through redevelopment. See , Section 2.3: Unique Sites and Section 2.2.1: Employment Lands.

Create people-first streets by transforming road space to support population growth and the changing needs of residents and businesses

3.4.1.12 Expand the “All Ages and Abilities” (“AAA”) cycling network to support more local and regional cycling trips (see Map 3.6: Active Transportation Network), including new greenways on Charles Street, East 2nd Avenue, East 5th Avenue, Lillooet and Nootka Streets (i.e. the “Eastside Crosscut”), the Skeena Greenway, and East 17th/18th Avenue. Upgrade the regionally significant Central Valley Greenway by separating walking and cycling facilities and improve the Slocan St Greenway.

3.4.1.13 Convert major arterials, including Rupert Street, Renfrew Street, Lougheed Highway/East Broadway and East 22nd Avenue (see Map 3.5: Complete Streets) into "complete streets" (see Appendix Map 1: Road Space Reallocation Opportunities Map) that support safe and comfortable travel for all users regardless of age, ability, or mode of travel. This includes features such as generous sidewalks, protected bike lanes, transit priority measures, and an improved public realm. For select arterial streets, refer to Appendix B: Street Profiles – Arterial Street Concepts for more information on street concepts.

3.4.1.14 Install new traffic signals to improve walking access and safety on major streets (see Map 3.6: Active Transportation Network). Key areas to improve are Grandview Highway and East Broadway between Rupert Street and Renfrew Street, and other intersections of arterials with greenways like East 17th Avenue and Rupert Street.

3.4.1.15 Coordinate transportation improvements with public space, park development, green rainwater infrastructure, sewer, curbside electrification, and other utility projects (e.g., Still Creek Nature-based Flood Management project enhancement and daylighting, and Rupert Street green rainwater infrastructure project).

3.4.1.16 Provide end-of-trip facilities to support active transportation, including bike racks, higher security parking options in high demand areas, and shared micromobility stations and e-stations.

3.4.1.17 Prioritize and construct missing sidewalks as identified in the *Active Mobility Plan* (e.g., sections of Kaslo, Nootka, Renfrew, Rupert, and Windermere Streets – see *Rupert and Renfrew Area Profile* (2025)) and in multiplex areas. Refer to Appendix Figure 1: Sidewalk Zones By Street Type for preferred sidewalk widths.

3.4.1.18 Manage parking availability in the Employment Lands through all-day on-street pay parking similar to Mount Pleasant Industrial Lands.

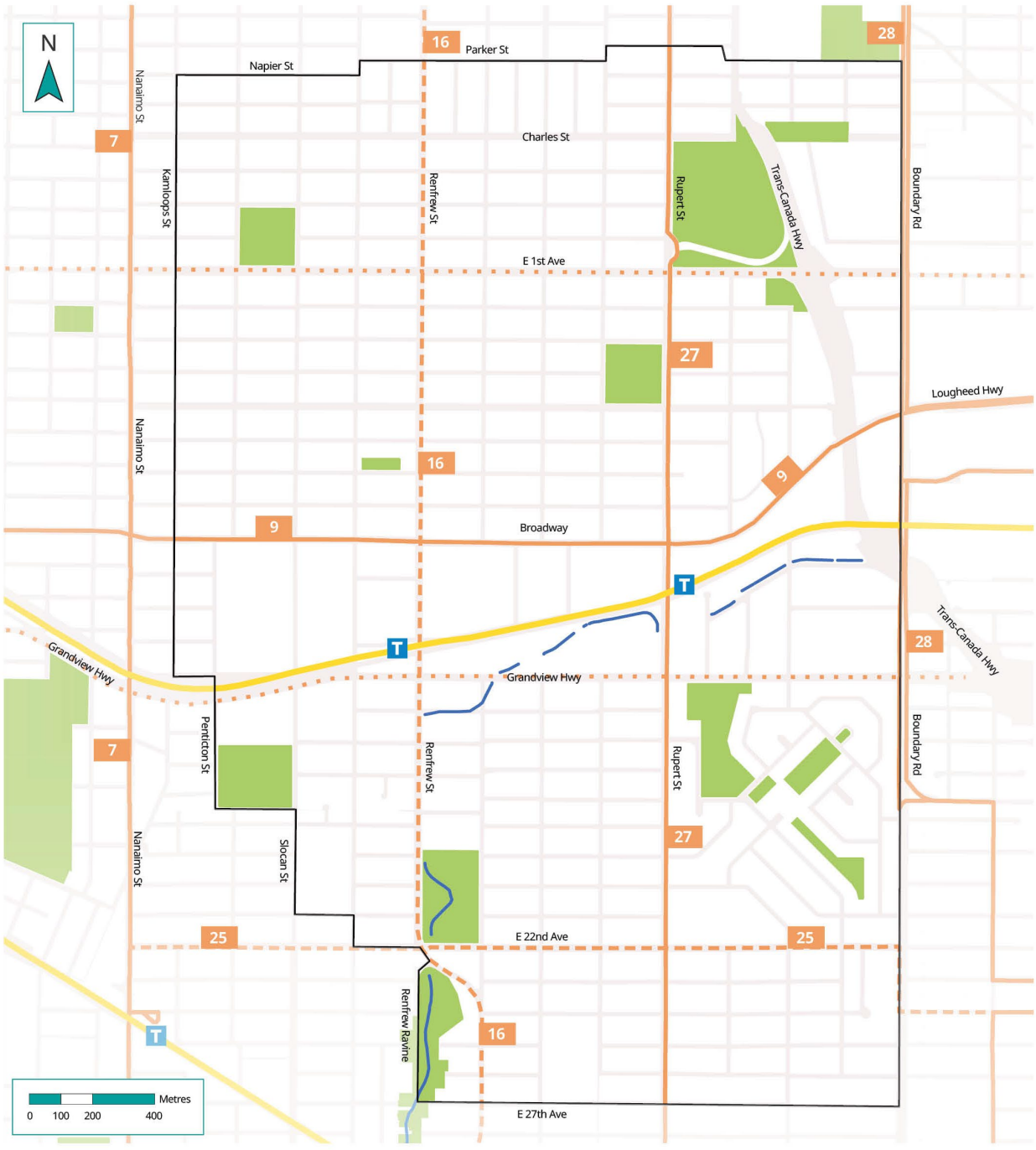
Related Policies

Related Policy Topic	Chapter	Section Reference
Ecological corridors along Nootka Street and Skeena Street	3.3 Ecology	3.3.1.5
Public art opportunities along greenways	3.6 Arts, Culture and Heritage	3.6.1.10

QUICK-START ACTIONS: TRANSPORTATION

- Amend Schedule C of the Zoning and Development By-law to reflect dimensions needed for transportation improvements.
- As part of shift to on-street pay parking in the Employment Lands, review on-street parking utilization.
- Begin constructing the Eastside Crosscut Greenway north of the Central Valley Greenway.
- Develop conceptual design for East 22nd Avenue.

Map 3.4 - Transit Network

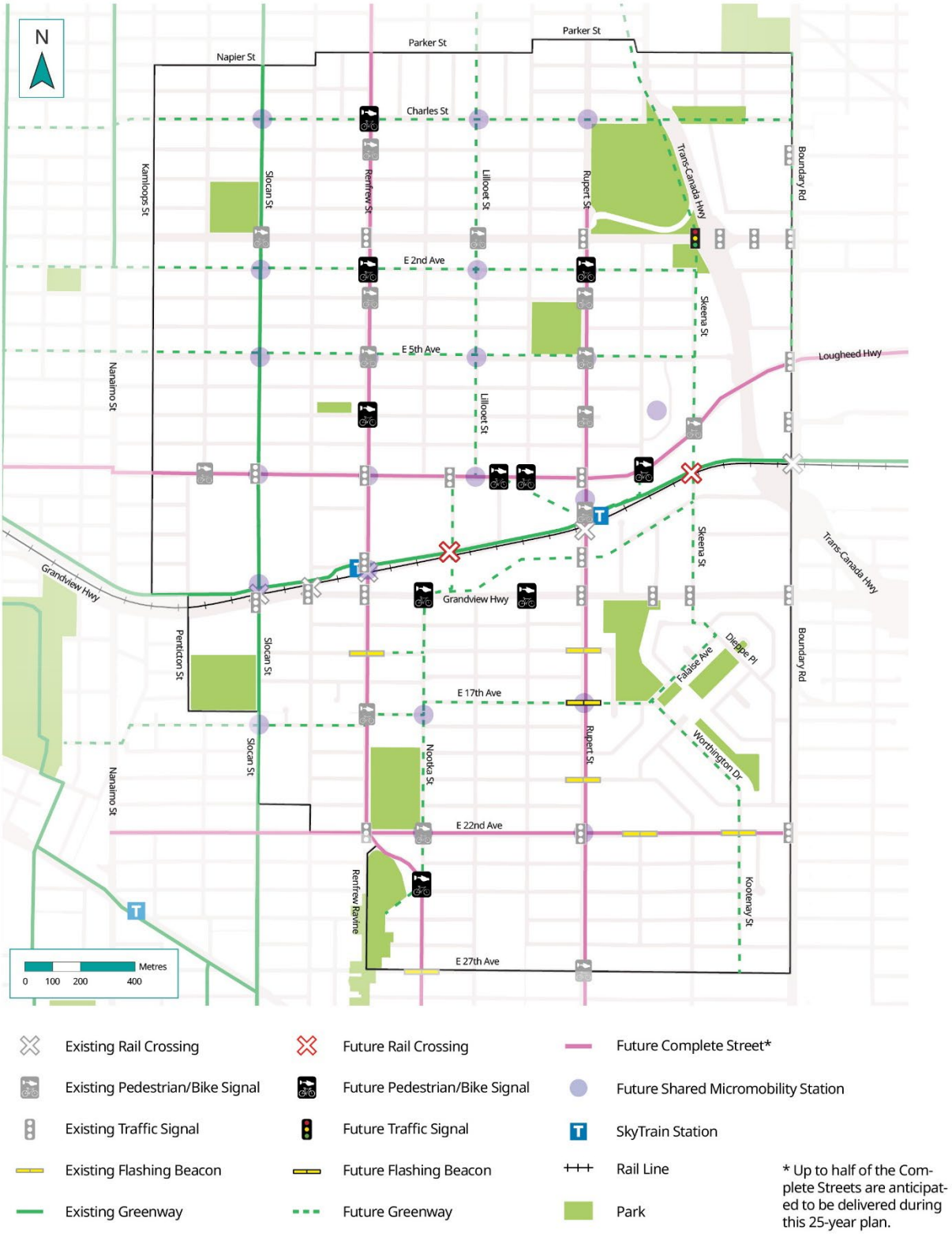


Map 3.5 - Complete Streets



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

Map 3.6 - Active Transportation Network



3.5 Community Infrastructure

Introduction

Community infrastructure refers to community-led social, social-cultural, educational, and healthcare emergency services. It includes facilities and services such as childcare, food systems, and support for newcomers, youth, seniors and people with disabilities. Community infrastructure can provide residents with safe spaces for belonging, connection, learning, wellness and growth.

The Rupert and Renfrew Plan area is home to a large share of Vancouver families with intersecting identities, including 72 per cent who identify as a visible minority and a large number of families residing in secondary rental units. The expansion of community infrastructure in this area is a key approach to advancing equity and other city-wide goals. Plan policies seek to address the shortfall in childcare spaces in the area and secure additional spaces to meet growth needs. Additional policies aim to tackle food insecurity by improving food access in the area, including affordable and culturally-preferred options, to meet the anticipated growth in demand with more residents and workers expected in the area.

The Plan area is home to several local and regional-serving social service facilities which have provided essential services for many decades. Many of these organizations can attribute their existence to community efforts to secure support for a number of different equity-denied communities. Much of the existing social service facilities in the area is at capacity. To meet current demands, funding for new social service spaces to address both present and future needs will need to be provided through collaboration with other levels of government. Financial strategies to address any future funding gaps for social infrastructure will be developed through planned city-wide initiatives.

City-wide policy context

The City leverages key partnerships with Vancouver Park Board, Vancouver Public Library, Vancouver School Board, Vancouver Coastal Health, other levels of government, and non-profit organizations to provide a range of facilities, services and programs across the city. City-wide community infrastructure policies aim to provide a more equitable distribution of services and infrastructure that will continue to meet the needs of underserved and equity-denied communities as the community grows and changes. In addition to *Vancouver Plan*, the City has a number of policy documents covering different aspects of community infrastructure, facilities and services.

- **Accessibility Strategy (2024) –** Strategy to support the full participation of persons with disabilities by establishing and maintaining inclusive services, programs, and infrastructure, and by identifying, removing, and preventing barriers.

- **Community Centre Strategy (2022) –** Guides future investment in community centres and aims to enhance services provided by these highly valued public assets.

- **Making Strides: Vancouver's Childcare Strategy (2022) –** 10-year strategy to support access to a new universal system of early care and learning led by provincial and federal governments. A key focus is the City's role in expanding childcare infrastructure as an essential component of complete neighbourhoods, and working to align the rates of housing and childcare growth.

- **Equity Framework (2021) –** Fills a base knowledge and coordination gap in the City's equity work so the organization can be a better leader as a public service provider.

- **Spaces to Thrive: Vancouver Social Infrastructure Strategy (2021) –** To support social spaces, facilities and services of non-profits and community organizations through the City's various roles as a regulator, partner, investor and advocate.

- **Vancouver Public Library Facilities Master Plan (2018) –** Long-term strategic framework to guide the planning and decision-making for its physical facilities over the next 25 years.

- **Vancouver Food Strategy (2017) –** Overarching strategy guiding action towards the development of a just and sustainable food system.

- **Community Economic Development Strategy (2016) –** Strategy to create broad, inclusive economic opportunities for residents to thrive by putting community assets to work in creative ways and unlocking the potential of partnerships and collaboration at a neighbourhood level.

- **Healthy City Strategy (2014) –** Plan to increase access to community facilities, high-quality programs, and early development opportunities for children — all of which aim to foster a socially sustainable city.

Expand, support, and retain not-for-profit operated childcare spaces alongside planning for housing and jobs, as part of complete neighbourhoods

Childcare is an essential service that supports children, parents and families. It is critical to supporting children's healthy early development, strengthening the economy, and promoting gender equity. In particular, affordable, accessible, and high-quality childcare has long-lasting positive impacts on child development and is important to the success of many working families, particularly for newcomer, single-parent and lower-income families. The City's goal is for the Rupert and Renfrew Plan area to evolve into a place where all children living in the area have access to a childcare space, in alignment with senior government efforts to advance a public and non-profit-led childcare system.

The City estimates that approximately 2,800 new childcare spaces would be required to meet demand for childcare for 0 to 5 year olds within the Plan area by 2050. As identified in Section 4.2: Public Amenity Priorities, meeting demand would require significant partner contributions beyond those currently available.

3.5.1.1 Provide additional density and height, as shown in Table 2.4 and 2.5, for developments providing public and non-profit childcare in Rapid Transit Area A and B.

3.5.1.2 Assess unique and special sites, or sites that generates a fixed-rate or negotiable Community Amenity Contribution (CAC), for public and non-profit childcare feasibility and to inform applicants of the potential opportunity for senior government funding for these types of projects.

3.5.1.3 Co-locate public and non-profit, full-day, licensed group childcare with housing projects (including social, co-ops, and market rental housing), and Employment Lands where viable through municipal growth tools (e.g., Citywide DCL's, Density Bonusing, and Community Amenity Contributions (where applicable)), as well as funding partnerships with senior levels of government and community sector partners.

a. Support childcare in the Campus Mixed-Employment Area and the Still Creek Mixed-Employment Area, west of Rupert Street.
b. Childcare proposed in the Still Creek Mixed-Employment Area east of Rupert Street and the Floodplain Industrial area is discouraged due to health and safety concerns around flooding, air quality and noise.

3.5.1.4 Support and/or partner with local organizations to develop culturally safe and accessible public and non-profit childcare (e.g., Indigenous-led and Black-led childcare).

3.5.1.5 Childcare will be secured to the satisfaction of the City.

Deliver and support community-serving spaces across all neighbourhoods to meet population growth and changing needs, prioritizing underserved communities

3.5.1.6 Incentivize retention, replacement, expansion and development of community economic development (CED) and food systems infrastructure within the Employment Lands through increases in density and height to support spaces for social enterprise and non-profits, secured to the satisfaction of the City.

3.5.1.7 The City will seek no net loss, or an increase in floor area, for some types of community-serving spaces as identified in Section 2.3: Unique Site Policies and 2.4.1: Institutional Site Policies.

Support the development of an equitable and resilient food system

Access to food is a basic human right and, for many of us, a defining element of our day-to-day lives. But food is also so much more — it is part of a system that includes people, infrastructure and processes that are required for production, manufacturing, distribution, sales, and waste management in community and business contexts. This system plays a powerful role in connecting people to each other, to the land and water, and to their cultures, and it can be leveraged by cities to build resilience, support human and economic health outcomes, and reduce environmental impacts.

3.5.1.8 Incentivize or require food infrastructure on large sites and in the Employment Lands (see Section 2.3: Unique Site Policies and Employment Lands policy 2.2.1.3).

Ensure community centres and recreational services continue meeting the needs of all communities

Recreation facilities, such as community centres, pools, and gyms, are essential to the well-being and quality of life of Vancouver residents. In the Rupert Renfrew area, two community centres, Renfrew Park Community Centre and Thunderbird Community Centre, provide crucial services and programming to the neighbourhood.

Both community centres play a vital role in fostering social connections, promoting healthy lifestyles, and offering diverse programs for people of all ages. Their continued renewal and improvement, based on city priorities, will ensure they remain integral to the Rupert Renfrew area.

3.5.1.9 Renew the Renfrew Park Community Centre. After core recreation services, consider partnership co-location opportunities for social and cultural amenities such as artist studios, performance spaces, childcare, community kitchens, expanded access to water and washrooms for equity-denied communities to create an expanded community hub.

Related Policies

Related Policy Topic	Chapter	Section Reference
Public and non-profit, full-day, licensed group childcare in existing and future large sites	2 Land Use – 2.3 Unique Site Policies	2.3.1.19
Seek no net loss for community-serving spaces in redevelopment proposals with institutional uses	2 Land Use	2.4.1
New and expanded community serving spaces through future redevelopment of large and institutional sites	2 Land Use	2.3.1.11
Co-location of public and non-profit childcare facilities in tower developments	3.1 Housing	3.1.1.3
Food infrastructure on Unique Sites	2.3 Unique Site Policies	2.3.1.22

3.6 Arts, Culture and Heritage

Introduction

Recognizing, celebrating, and supporting arts, culture, and heritage in the Rupert and Renfrew Plan area is essential for fostering community connection and resilience. As the traditional and ancestral territories of the local Nations, the area holds significant historical, cultural, social, economic, ecological and spiritual value.

the area's history of immigration, the diverse communities that live and work in the area and the presence of the Still Creek Watershed and related community-led stewardship and eco-arts activities also contribute to this value. Historically, however, few places in the area have been included in the *Vancouver Heritage Register* or recognized as having heritage value. The Plan's policies aim to better reflect the rich diversity of the area and its residents, histories and cultures by formally recognizing places that are important to the community and support cultural redress of systemically excluded ethnocultural groups.

Supporting arts and cultural spaces is another essential direction for this Plan. The limited number of dedicated arts and cultural spaces in the area highlights the need to protect existing spaces and support their growth. Plan policies seek to expand affordable and sustainable cultural spaces to support local artists, cultural workers, and organizations to continue artistic production, deliver services and programs, and contribute to the local economy and community vitality. The Employment Lands will continue to play an important role in supporting and growing Vancouver's arts and culture sector.

The Rupert and Renfrew Plan area has few permanent works of public art and is underserved in relation to many other neighbourhoods. Funds from new development should be utilized to ensure new public art can be focused on key areas of the public realm, including Rapid Transit Areas and public gathering places. The visibility of the local Nations, as well as the cultural communities of the neighbourhood, should be centred in planning for public art.

City-wide policy context

In addition to *Vancouver Plan*, the Rupert and Renfrew Plan's Arts, Culture and Heritage policies are supported by a number of other city-wide strategies and policies, as well as tools and programs to assist in heritage recognition and conservation.

- **Vancouver Heritage Register (VHR) (2024) –** Features properties that are formally recognized by Council for their heritage value. Properties are evaluated using a values-based approach that prioritizes community perspectives and diverse cultural values.

- **Vancouver Heritage Program (VHP) and Heritage Policies (2020) –** Encourages the retention and protection of heritage resources listed on the VHR. Sites listed on the VHR may be eligible for incentives and benefits under the VHP, including development benefits and grants in return for heritage conservation and protection.

- **Culture|Shift: Blanketing the City in Arts and Culture (2019) –** Framework of strategic directions and actions to align and increase support for arts and culture, champion creators, and build on commitments to Reconciliation and equity.

- **Making Space for Arts and Culture (2019) –** Introduces bold moves to advance community-led cultural infrastructure and optimize policies and tools to secure, enhance and develop vibrant, affordable and accessible arts and cultural spaces.

- **Vancouver Music Strategy (2019) –** Strategy to address the current gaps in the music ecosystem by supporting musicians and music industry professionals, with objectives to engage audiences, promote music tourism and education, and remove municipal barriers, all to support and position Vancouver as a thriving hub for music.

- **Employment Lands and Economy Review (2020) –** Identifies affordable non-profit arts and cultural spaces in industrial zones as key policy priorities and contributors to the local economy and job growth.

- **Accessibility Strategy (2024) –** Strategy to support the full participation of persons with disabilities by establishing and maintaining inclusive services, programs, and infrastructure, and by identifying, removing, and preventing barriers. Strategies include ensuring inclusive universal design and accessibility in cultural spaces that supports differently abled artists, cultural workers and audiences.

Support meaningful and respectful stewardship of heritage resources through the implementation of the Vancouver Heritage Program

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

Expand and support spaces to produce, present, and experience arts and culture

Arts and Cultural Spaces

3.6.1.2 Prioritize new self-determined cultural spaces, public art and visibility within the Plan area for the local Nations including through Still Creek restoration and stewardship. Ensure cultural presence opportunities are reserved for the local Nations.

3.6.1.3 Work with urban Indigenous communities and organizations to support their cultural needs through Still Creek restoration and stewardship, and work with the local Nations to ensure that local protocols and procedures are followed, where they deem appropriate.

3.6.1.4 Seek no net loss of existing arts, cultural, music and film spaces and support opportunities for new cultural spaces across the Rupert Renfrew Plan area, to be secured to the satisfaction of the City.

a. For existing cultural spaces seek to retain, renew, or expand these spaces. For new arts and cultural spaces seek to secure affordability and community access. Consideration for increases in height and density to support these outcomes will be assessed on the basis of the asset in question, proforma analysis, urban design performance, relevant policies contained in this area plan, and relevant city-wide policies (i.e. *Solar Access Guidelines for Areas Outside of Downtown* and *Public View Guidelines*).

   Existing sites include but are not limited to 2625 Kaslo Street and Italian Cultural Centre (see Unique Sites policies 2.3.2.23 and 2.3.2.25).

b. Within the Employment Lands, prioritize opportunities for new artist studios through future redevelopments under the I-2 District (see Section 2.2.1: Employment Lands for more information), noting the same provision in the I-2 District may be applied to CD-1 rezonings.

3.6.1.5 Explore arts and culture districts with tools and incentives to preserve and enhance existing clusters of arts, cultural and film production spaces (e.g., film production hub area).

3.6.1.6 Prioritize opportunities to secure cultural spaces for non-profit local-serving arts and culture organizations such as Still Moon Art Society.

3.6.1.7 Integrate dedicated art and cultural spaces[10] and public art opportunities (e.g., makerspace, artist residencies, and programming) into:

a. City-owned community serving spaces, for example as part of future renewal work on community centres such as Renfrew Community Centre.
b. Other non-profit and privately owned spaces, where appropriate (e.g., Frog Hollow Neighbourhood House and Italian Cultural Centre). See Unique Sites Sections 2.3.2 and 2.3.3.

3.6.1.8 Support *Making Space for Arts and Culture* city-wide three per cent target of affordable housing for low-income artists by considering inclusion of additional space for arts production in social housing projects (e.g., additional square footage to support live-work studios, artist social housing units with shared production spaces, and artist co-operatives) where feasible on City sites through partnerships with senior levels of government, non-profit housing providers, and non-profit cultural organizations.

Public Art

3.6.1.9 Prioritize and support the local Nations visibility, voice and cultural practices to determine their public art opportunities in culturally significant locations (e.g., Still Creek and parks), and non-Indigenous public art opportunities within/along transportation nodes and corridors (e.g., Skytrain stations and Central Valley Greenway) and parks. Ensure cultural presence opportunities are reserved for the local Nations.

3.6.1.10 Encourage rezoned developments to pool private-sector funds to create larger public art commissions and programming focused on key areas in the public realm.

[10] Arts and culture spaces include a variety of uses that deliver arts and culture programs and services, including but not limited to artist studios (Class A and B), production or rehearsal studios, or presentation spaces such as theatres, galleries and music spaces.

3.6.1.11 Work alongside existing working artists and arts and cultural organizations within the Rupert and Renfrew Plan area to implement public artworks and related programming activating artworks.

Related Policies

Related Policy Topic	Chapter	Section Reference
Incentives for Artist Studios	2 Land Use- 2.2.1 Employment Lands	2.2.1.3
Supportive land use policy for media production	3.2 Economy	3.2.1.5
Outdoor event infrastructure, arts and cultural placemaking	3.7 Public Space	3.7.1.3 and 3.7.1.13

QUICK-START ACTIONS: ARTS, CULTURE AND HERITAGE

- Engage with the applicant at 3200 East Broadway to support the local Nations public art commissioning and self-determined cultural spaces that work towards advancing reconciliation principles.
- Approach property owners of identified potential heritage sites with a proposal to add properties to the Vancouver Heritage Register.
- Contact property owners of 17 sites which have been identified as having heritage value, to enquire about initiating addition to the Vancouver Heritage Register.
- Identify rezonings over 100,000 sq/ft within the boundaries of the plan and approach the developers of those rezonings to encourage pooling funds for public art projects in public spaces.

3.7 Public Space

Introduction

The Rupert and Renfrew Plan area is home to several parks, school grounds, and shopping streets that provide opportunities for residents and visitors to rest, recreate, gather and connect with their community. The Plan will expand and enhance the local public space network, creating a more varied mix of green spaces, plazas, pathways and gathering areas. These spaces will support the diverse needs of different community members, helping to enable neighbourly connection, recreation, opportunities for walking and biking, and other social, cultural, environmental and economic objectives. The Plan aims to provide equitable access to recreation, nature, and gathering spaces.

Among the key policies in in this chapter are directions to enhance and protect existing parks, address gaps in access, through the targeted expansion of existing parks, and the creation of new parks and plazas on Unique Sites. The Plan also will respond to the lack of smaller, neighbourhood-serving spaces by introducing a “finer grain” network of public spaces and connections to help ensure that all residents have accessible, welcoming spaces to play, rest and connect.

Additional opportunities include integrating privately-owned public spaces, mid-block connections with seating areas on Unique Sites and the Employment Lands, as well as small-scale seating areas along greenways and blue green systems. The Village areas, along Renfrew Street and East 22nd Avenue, will provide new opportunities for ground-level shops and services. Introducing neighbourhood plazas, improved sidewalks and seating areas will support emerging business communities while fostering social connections among residents.

Figure 3.2 - Examples of Different Types of Public Space



Note 1: In addition to the policies provided in this section, a comprehensive view of how policies will be integrated with other public realm improvements is outlined in the Section 4.3: Public Realm Framework.

Note 2: Although “public space” can be widely understood as encompassing both indoor and outdoor spaces, the focus of this chapter is on outdoor spaces such as parks and plazas. For policies pertaining to indoor public spaces, such as community centres, see Section 3.5: Community Infrastructure.

City-wide policy context

Protection, improvement and expansion of parks and other public spaces in the Rupert and Renfrew Plan area will be informed by the Public Realm Framework (see Section 4.3: Public Realm Framework) and several other city-wide policies and strategies.

- **Solar Access Guidelines for Areas Outside of Downtown (2024) –** Regulates solar access to parks, public parks, school sites and village high streets in areas outside of Downtown.
- **Sport Field Strategy (2024) –** 10-year strategy to guide the City's approach to sport fields.
- **Plaza Stewardship Strategy (2022) –** A framework for the City and community partners on the management, maintenance and programming of public plazas across the city.
- **VanPlay Parks and Recreation Masterplan (2020) –** Guides the work of the Vancouver Park Board as the parks and recreation services master plan.
- **VanSplash Aquatics Strategy (2019) –** Strategic approach to planning future pools and other aquatic amenities and innovations.
- **Transportation 2040 (2012) –** To guide transportation and land use decisions and public investments as the city grows, including direction for public spaces.

Public Space Policies

Support the Nations in shaping public spaces

3.7.1.1 In partnership with the local Nations, ensure future design of the Still Creek Nature-based Flood Management project includes the following:

a. Space for cultural practices; and,
b. Viewing spaces along the creek that incorporate cultural recognition.

Grow and protect the public space network, to provide ample, high-quality public spaces and robust connections across all neighbourhoods

Plazas and Privately Owned Public Space (POPs)

3.7.1.2 Provide POPs in accordance with Policy 2.2.2.5.

3.7.1.3 Collaborate with community partners to deliver at least one Neighborhood Plaza in the Renfrew and East 1st Village area and one East 22nd Avenue (near either the East 22nd and Rupert Village or the East 22nd and Renfrew Village).

a. Design plazas to accommodate a variety of community uses such as street vending, cultural placemaking, community food markets, and special events by providing seating areas, flexible space and electrical access.
b. Seek additional opportunities for Neighbourhood Plazas in all village areas and smaller commercial areas, where feasible.

Streets as Places

3.7.1.4 Ensure streets are designed to support active transportation, accessibility, social connection, recreation and access to nature. As part of this, provide seating areas with amenities such as pedestrian-scale lighting, drinking fountains and bike parking. Provide particular attention to:

a. Greenways, blue green systems, ecological corridors and pedestrian connections;
b. Still Creek corridor, in accordance with Policy 3.3.1.9 and with consideration for ecology and biodiversity;
c. Commercial High Streets as well as side-streets and adjacent areas less impacted by traffic noise and pollution; and,
d. Employment Lands, particularly where delivery can be co-located with commercial frontages and key pedestrian connections to Rupert and Renfrew Stations.

3.7.1.5 Transition Renfrew Street and East 22nd Ave within Villages and adjacent mixed-use streets into Commercial High Streets supporting vibrant public life. Ensure street design enables more intensive use by both community members and local businesses and can accommodate a wider array of uses and features – including patios and merchandise displays, amenities such as those outlined in 3.7.1.4, and the retention of mature trees, where possible.

3.7.1.6 Through a combination of roadspace re-allocation (see Appendix A: Road Space Reallocation / Car Free Opportunities) and re-development, improve the streetscape adjacent to Rupert Station and Renfrew Station with expanded bus stop shelters and queuing spaces, and ample respite seating.

Parks

While parks are a *type* of public space, they hold a unique designation in the City of Vancouver, and are managed separately from other types of public spaces. Within the Plan area, there are 10 parks totaling approximately 44 hectares. These parks vary in size and function, from smaller neighbourhood parks such as Kaslo Park to larger ones like Sunrise Park. Key parks include Clinton Park, Renfrew Community Park, Renfrew Ravine Park, and Rupert Park, which collectively offer a range of amenities, including playgrounds, sport fields, and naturally managed areas. Just beyond the Plan area, John Hendry Park – one of the city's largest community parks – further enhances green space access for residents.

3.7.1.7 Enhance existing parks to keep pace with growth and allow for higher intensity of use:

a. Upgrade the sport field facilities at Beaconsfield Park, following guidance from the *Vancouver Sports Field Strategy* and include stormwater storage beneath;
b. Convert Renfrew Community Park's wading pool to a new spray park as per *Renfrew Ravine Community Park Master Plan* and *VanSplash*; and,
c. Apply principles of universal access, climate resilience and prioritize engagement with equity-denied communities in the design of parks.

3.7.1.8 Acquire parkland with a focus on:

a. Areas of existing low park provision or access, as in areas with less than 0.28 park hectares per 1,000 people and/or no park access within a 10-minute walk (see Map 3.7: Parks and Public Space Priority Areas Map).
b. Maximizing the ecological benefits of assets such as Renfrew Ravine Park and Still Creek.

3.7.1.9 As part of the redevelopment of Unique Sites (see Section 2.3: Unique Site Policies), seek new parks in large development sites and explore opportunities to locate publicly-accessible green spaces through re-development.

3.7.1.10 Protect existing park spaces from loss or encroachment by new utilities, structures and buildings:

a. Ensure the preservation of soils to support biodiversity and maintain trees and stormwater features within parks, minimizing impacts from infrastructure and adjacent development including hydrological changes; and,
b. Protect solar access in new and existing parks and publicly accessible green spaces in alignment with the city-wide policy (See *Solar Access Guidelines for Areas Outside of Downtown*).

Create universally accessible and safe public spaces that are dignified and comfortably accommodate all people, throughout the day and across all seasons

3.7.1.11 Through City-led projects, provide at least two free-standing universally accessible washrooms in key locations, such as:

a. Near Rupert Station and Renfrew Station;
b. Village High Street Areas near a greenway or neighbourhood plaza; and/or,
c. Along Still Creek near a publicly accessible terrace and multiuse path.

3.7.1.12 Provide context-appropriate lighting along the Still Creek multiuse path and publicly accessible terraces to ensure safety for people. Use designs that minimize light pollution impacts to fish and wildlife.

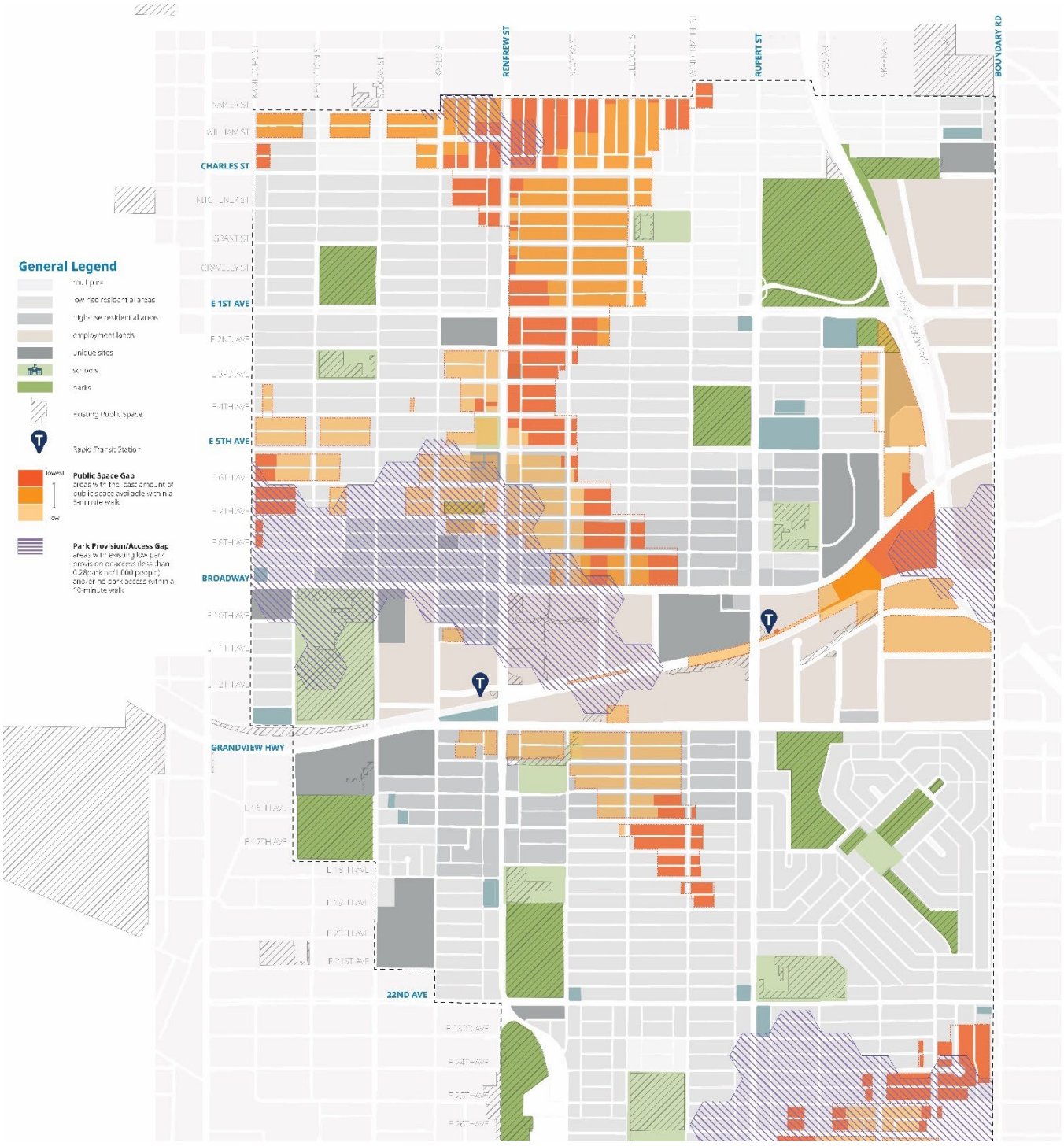
Build and invest in community partnerships, fostering broader participation and social connection, and promoting resilient, community-led stewardship of public spaces

3.7.1.13 Form community partnerships to support cultural placemaking or public space stewardship opportunities near Rupert and Renfrew stations, Commercial High Street, areas with strong community activity (e.g., Community Centres and Neighbourhood Houses) and any other locations identified by the partners**.**

Related Policies

Related Policy Topic	**Chapter**	**Section Reference**
New parks and privately-owned public spaces (POPS) on Unique Sites	2 Land Use – 2.3 Unique Site Policies	2.3.1.13
Active transportation connections through Employment Lands	3.4 Transportation	3.4.1.1 - 3.4.1.4

Map 3.7 - Parks and Public Space Priority Areas Map



3.8 Watershed and Water Resources

Introduction

The Rupert and Renfrew Plan spans three urban watersheds: Grandview-Woodlands, Hastings-Sunrise, and Still Creek. Each watershed has its own unique characteristics and drainage that were considered in the development of the Plan. Most of the Plan area is within the Still Creek Watershed which drains via Still Creek into the larger Still Creek - Brunette River Drainage Area, travelling through Burnaby, Coquitlam, and New Westminster before joining the Fraser River. The Still Creek Watershed is a critical ecological feature of the Plan, with Vancouver's only remaining ravine and one of the few salmon-bearing creeks. The creek is also an important part of the area's drainage network[11] while providing multiple ecosystem services including buffering the area from flooding, providing habitat for local wildlife, and providing access to nature for the community.

Still Creek was once an extensive ecosystem stewarded by the local Nations. As development expanded, tributaries and parts of Still Creek were buried and replaced with sewers. In 2012, after regional restoration efforts, chum salmon returned to Still Creek, nearly 80 years after their disappearance. Salmon continue to return to Still Creek and were observed in the Vancouver portion of Still Creek as recently as October 2024. Still Creek protection and enhancement, including creek widening and daylighting, are key policies within this Chapter as well as throughout the plan.

The Still Creek floodplain is located roughly in the centre of Plan area through the Employment Lands. Managing flood risk to avoid increased flood levels and/or impacts downstream is a critical consideration to enable growth. The proposed *Still Creek Nature-based Flood Management Project* will daylight and widen the creek corridor through the Employment Lands to manage flood risk while enhancing the creek and achieving many community benefits. This project cost-effectively enables development while providing a unique community amenity and protecting salmon habitat for future generations. Enhancement and restoration of Still Creek is central to the Rupert and Renfrew Plan and will rely on continued partnership with the local Nations, as well as existing environmental stewardship groups, such as the Still Moon Arts Society. The *Still Creek Watershed Enhancement Opportunities Study* (2023) will help guide this work, including the

[11] The creek channel serves the same drainage function as large drainage pipes worth hundreds of millions of dollars in other urban watersheds while providing ecological and social co-benefits that conventional 'grey' infrastructure (pipes) would not.

daylighting and widening concept and identification of large-scale green rainwater infrastructure projects in the area.

The Still Creek Watershed is unique in the City, as the only watershed where the pipes are fully separated for wastewater and stormwater. However, the same system is not in place in the Hastings-Sunrise and Grandview-Woodland Watersheds (see Map 3.11: Large-Scale Green Rainwater Infrastructure Opportunities Map). In these areas, the sewer system is combined with rainwater and sewage conveyed in the same pipes. Therefore, pipe separation and upgrades are necessary, as detailed in the *Rupert and Renfrew Integrated Water Management Strategy* (2025). To support growth, green rainwater infrastructure will be utilized heavily throughout the area to mitigate sewer renewal costs.

Many parcels in the Plan area are located within a high groundwater zone, meaning groundwater is close to the surface. Traditional development approaches pose ecological and structural concerns, such as groundwater discharge, reductions in creek baseflow, impact on habitat and fish productivity, changes in water quality, and flooding in underground facilities. The Rupert and Renfrew Plan seeks to confront these concerns proactively to ensure re-development does not impact groundwater flows to Still Creek.

Another unique feature in the Plan area is Renfrew Ravine. This geological formation is distinguished by its steep slopes and the presence of an upstream segment of Still Creek, both of which can be influenced by hydrological changes over time. Ravines, such as Renfrew, are vulnerable to natural hazards like landslides and erosion, risks that are increasingly exacerbated by climate change.

City-wide policy context

City-wide policies and documents related to water resources and the Plan area primarily address the impact of climate change, natural hazards, and rapid development on existing infrastructure. The servicing approaches involve the separation of combined sewers, wide-spread implementation of green rainwater infrastructure, and enhancement of riparian corridors. While these approaches tackle distinct issues, they collectively aim to improve naturally managed areas for people and wildlife.

- **Healthy Waters Plan - Phase Two Key Directions (2025) –** Identifies approaches to address sewer overflows, growing needs in sewer capacity due to development, improving water quality, climate change impacts on the water system, and aging infrastructure.
- **Climate Change Adaptation Strategy (2024) –** Projects changes in climate and living conditions, such as extreme heat, poorer air quality, drought, extreme rainfall, and sea level rise.
- **Blue Green Systems Typology Study (2024) –** Explores blue green systems designed to manage more frequent and extreme storm events due to climate change, while also achieving shared goals such as water management, urban livability, and active transportation.
- **Flood Plain Standards and Requirements (2023) –** Provides guidance on meeting the City's designated flood plain standards as described in the Vancouver Building By-law.
- **Still Creek Watershed Enhancement Opportunities Study (2023) –** A technical study that guides enhancement opportunities within the Still Creek Watershed, such as creek widening, riparian corridor improvements, green rainwater infrastructure, and public space projects.
- **Rain City Strategy (2019) –** Identifies actions to remove pollutants from water and air, increase managed impermeable areas, reduce volume of rainwater entering the pipe system, reuse water, mitigate urban heat island effect, and increase vegetation.
- **Groundwater Strategy (Forthcoming) –** Identifies key actions needed to understand and address groundwater conditions and the related risks and opportunities. The strategy will address a variety of associated themes including supporting ecosystems that depend on groundwater like Still Creek.

The policies below are supported by the *Rupert and Renfrew Integrated Water Management Strategy* (2025).

Take a holistic approach to managing all water resources and improving the health of the aquatic environment

3.8.1.1 Avoid or mitigate an increase to Still Creek flood hazard and risk, in Vancouver and downstream, by implementing the *Room for Resilient Growth Still Creek Nature-based Flood Management Project*, ahead of or in pace with development in the floodplain (see Map 3.8: Still Creek Nature-based Flood Management Project).[12] This will require a combination of:

a. Securing land for the project through a combination of land acquisition, rezoning and development permit conditions;
b. Pursuing private-public partnerships, grants and innovative delivery opportunities for the project; and,
c. Engaging with the local Nations throughout the implementation of the project.

3.8.1.2 Ensure potential land use changes do not increase the risk of injury or property damage for any future development around Renfrew Ravine. Review technical analysis to identify appropriate land uses in Map 3.10: Still Creek Floodplain and Renfrew Ravine Study Area.

[12] Refer to the *Still Creek Watershed Enhancement Opportunities Study* (2023) for more details.

3.8.1.3 Establish, by possible future regulation, a “Groundwater Protection Area” for the protection of Still Creek consistent with the intent of Policies 2.1.1.1 - 2.1.1.4 (see Map 3.9: Groundwater Protection Area).

3.8.1.4 Upgrade wastewater and stormwater infrastructure (e.g., sewers, and pump stations) to service land uses proposed in the Plan.

3.8.1.5 To reduce the need for stormwater infrastructure upgrades, new large (greater than 1000 m^2 site area and/or greater than 1.0 proposed FSR) buildings will be required to meet updated stormwater release rates.

- Unless otherwise specified in rezoning conditions or an applicable by-law, the post-development 10-year flow rate discharged from a development site is to be controlled to a maximum of 25 L/s/ha and the first 15 mm of rainfall over the site area also is to be controlled to a maximum of 5 L/s/ha or retained on-site.

Manage water on public property to address climate change risks and achieve associated co-benefits

3.8.1.6 Implement green rainwater infrastructure in the public realm (see Map 3.11: Large-Scale Green Rainwater Infrastructure Opportunities Map) to help offset sewer upgrades and meet or exceed *Rain City Strategy* (2019) target of 48 mm in 24 hours. Use a best-fit approach including:

a. Distributed green rainwater infrastructure practices;
b. District-scale projects; and,
c. Blue green systems.

Refer to the *Still Creek Watershed Enhancement Opportunities Study* (2023) and the *Blue Green Systems Typology Study* (2024) for more details.

Related Policies

Related Policy Topic	Chapter	Section Reference
Groundwater Protection Area policies	2 Land Use	2.1.1.1 - 2.1.1.4
Flexibility for developments adjacent to Still Creek	2 Land Use	2.3.1.25
Conserve and enhance Still Creek and Renfrew Ravine natural areas, restore ecological connectivity in Still Creek Watershed, and support environmental stewardship	3.3 Ecology	3.3.1.1 - 3.3.1.2
Park land acquisition	3.7 Public Space	3.7.1.8
Public space design along Still Creek	3.7 Public Space	3.7.1.1

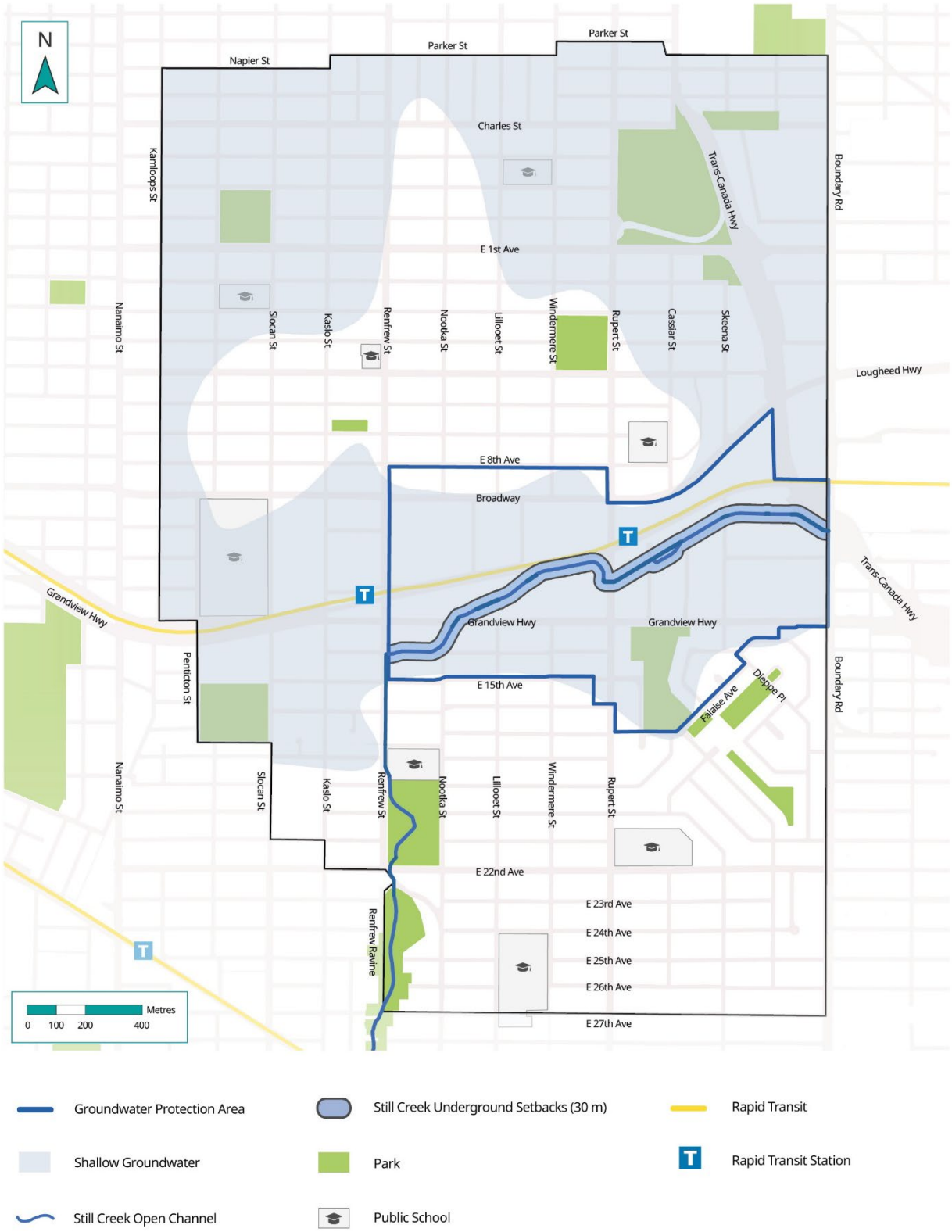
QUICK-START ACTIONS: WATERSHED AND WATER RESOURCES

- Update Still Creek flood construction level in the *Vancouver Building Bylaw* (Completed March 2023).
- Complete green rainwater infrastructure projects in local parks including Beaconsfield, Charles, and Falaise to restore plants and soils, improve the quality of aquatic habitat, expand riparian buffer, provide shade, and capture runoff and rainwater.
- Develop a by-law to establish an official Groundwater Protection Area applicable within the Plan area.

Map 3.8 - Still Creek Nature-based Flood Management Project



Map 3.9 - Groundwater Protection Area

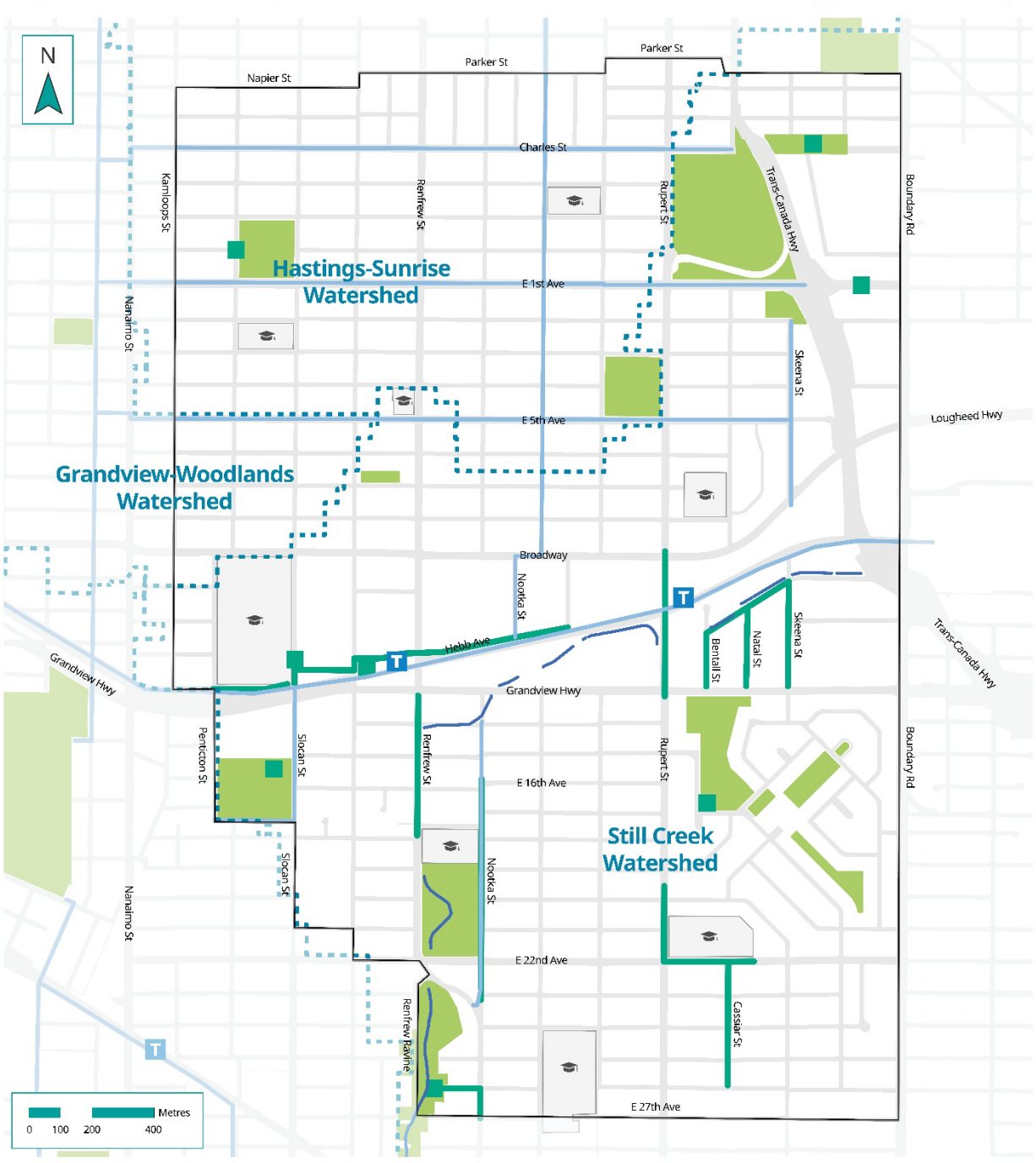


Map 3.10 - Still Creek Floodplain and Renfrew Ravine Study Area



This represents only the portion of the Renfrew Ravine Study Area located within the Plan boundary.

Map 3.11 - Large-Scale Green Rainwater Infrastructure Opportunities Map



* As outlined in the *Still Creek Watershed Enhancement Opportunities Study (2023).*

4 Implementation

Implementation of the Rupert and Renfrew Plan cannot be accomplished by the City alone and will require continued partnerships with the local Nations, community-based groups, service agencies, residents, businesses, and senior levels of government. The participation and capacity of these groups is essential in realizing the goals of the Plan. As with the Plan-making process, implementation activities will include diverse opportunities for those living and working in the area to be involved in shaping the future of the neighbourhood.

The Plan policies identify opportunities for growth and change, and includes direction 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:

- Privately-initiated development;
- City-initiated amendments to zoning with accompanying design guidelines;
- Community and partner-led placemaking and public space stewardship;
- Public amenity and infrastructure priorities; and,
- Further implementation planning and monitoring work.

The overall policy context, including city-wide initiatives, will continue to evolve as the Rupert and Renfrew Plan is implemented. As such, new policies and priorities may inform and guide the Plan's implementation.

4.1 Redevelopment Pathways

The Rupert and Renfrew Plan land use policies provide clarity on the appropriate scale and uses in the Plan area. Implementation of these policies will occur through both privately-initiated site-specific rezonings and City-initiated area-wide rezonings. The implementation pathways for each neighbourhood sub-area or Unique Site are identified in Chapter 2: Land Use and based on proposed land uses, tenures and building forms.

4.1.1 Privately-Initiated Rezonings

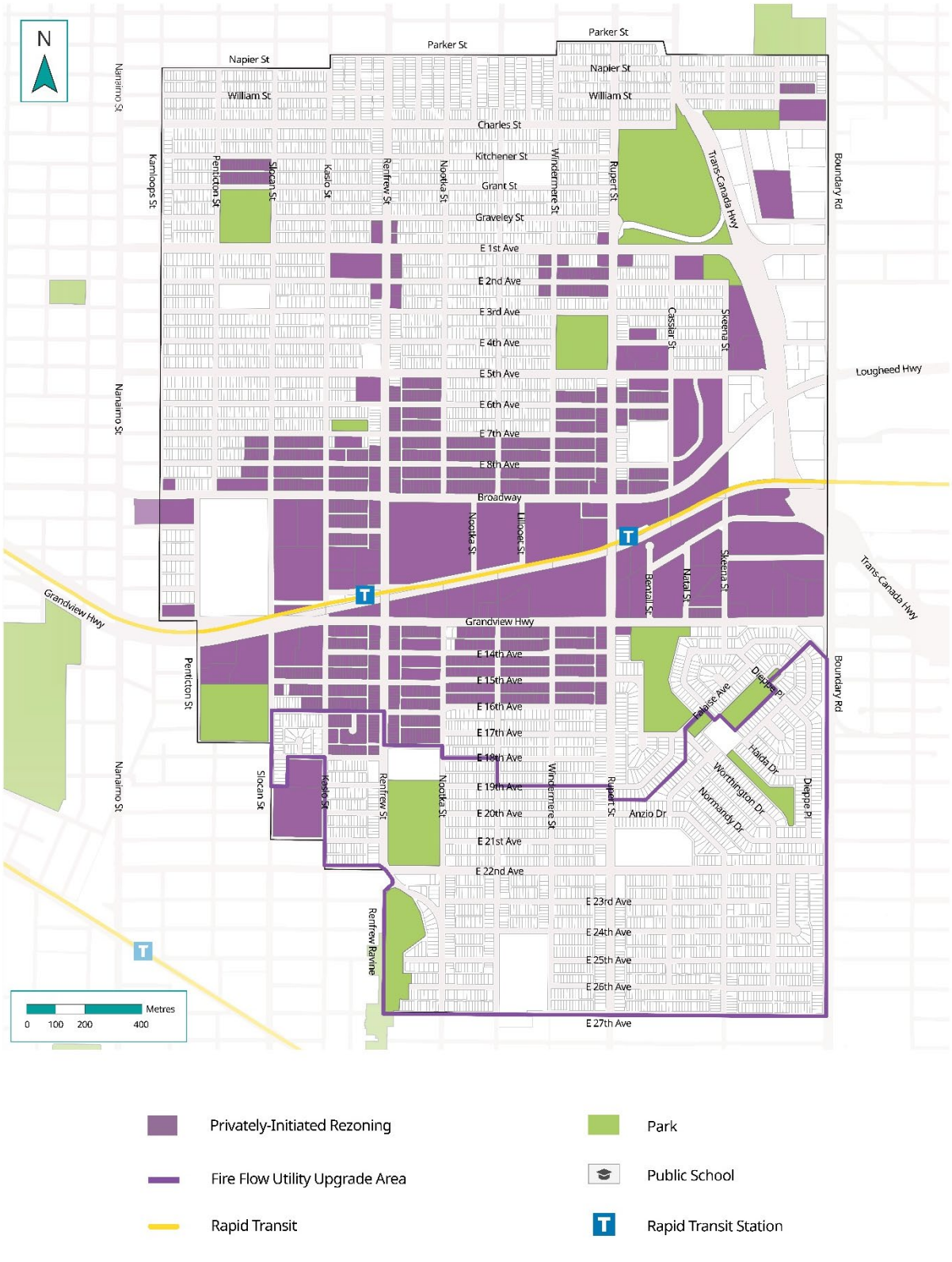
Privately-initiated rezonings in the Rupert and Renfrew Plan area include pathways to rezone to a District Schedule or a Comprehensive Development District (CD-1). Land Use limitations described in Chapter 2: Land Use and illustrated on Map 2.2: Land Use Limitations Map will need to be considered.

For rezonings to a District Schedule, applications are expected to comply with the applicable District Schedule. For certain rezonings to CD-1 (e.g., low-rise residential districts), relevant District Schedule(s) may be used to inform and guide the rezoning application.

Community Amenity Contribution

Per the City's *CAC Policy for Rezonings* (2024) strata applications within Rapid Transit Areas will be subject to a Community Amenity Contributions (CAC) Target. Rental applications in the Rapid Transit Areas and low-rise areas will be exempt from CACs. Unique Sites (see Section 2.3: Unique Site Policies) will be subject to a negotiated CAC process.

Map 4.1 - Privately-Initiated Rezoning Areas Map



Fire Flow Utility Upgrade Area

Once the City designs and constructs new infrastructure to upgrade the Fire Flow Utility Area (see Map 2.6: Villages and Other Low-Rise Residential Areas Map), the City intends to initiate rezonings for the following areas:

a. High-Street (up to 6 storeys);
b. Residential Low-Rise (up to 6 storeys); and,
c. Existing Commercial (C-1) sites (up to 6 storeys).

Note: The area bounded by Kaslo Street, Renfrew Street, East 16th Avenue and East 18th Avenue within the Fire Flow Utility Upgrade Area (i.e. purple area within the fire flow boundary on Map 4.1: Privately-Initiated Rezoning Areas Map) may be eligible for rezoning to CD-1 as long as the proposed building forms are mid-rise or high-rise buildings, noting that upgrades to the water system to support the application would be applied as a condition of approval (see Section 3.1: Housing Policies).

Variable Sites

Variable sites are sites that have limitations that may impact development potential. There are three types:

a. CD-1 sites outside of the Employment Lands: redevelopment pathways are to develop under a low-rise residential District Schedule or rezone to a CD-1 (see Map 2.3: Solar Access Reference Map).
b. Sites affected by solar access limitations east of Beaconsfield Park: redevelopment pathways are to develop under a low-rise residential District Schedule or to rezone to CD-1 for higher height, subject to solar access limitations (see Map 2.1: Rupert and Renfrew Land Use Map and Map 2.3: Solar Access Reference Map).
c. Rail adjacent sites: redevelopment pathway is to rezone to a CD-1. Refer to Map 2.2: Land Use Limitations Map and Map 2.3: Solar Access Reference Map, as well as Rail Proximity Policies 2.1.1.5 - 2.1.1.6 for additional considerations.

Unique Sites

In addition to standard process requirements for any privately-initiated rezoning, Unique Sites will be expected to undertake an enhanced application process involving a more comprehensive development review and consultation process given their larger scale and complexity. This additional review process may be required for consultation, policy development or development options in conjunction with, or in advance of, a rezoning application. Policy guidance for Unique Sites is provided in Section 2.3: Unique Site Policies.

4.1.2 City-Initiated Rezonings

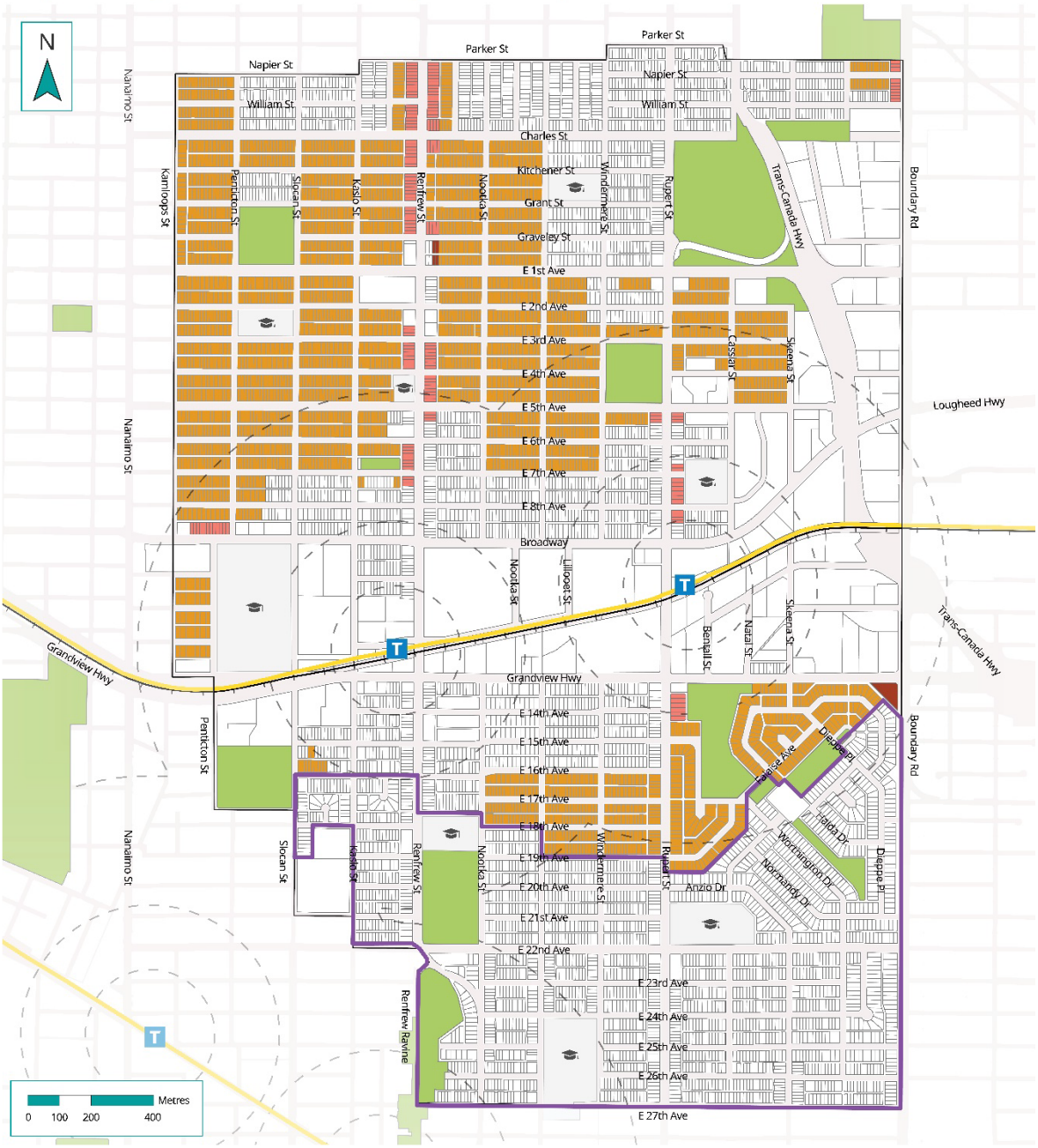
Area-wide rezoning initiated by the City is an important tool to help achieve Plan objectives, streamlining the development process and facilitating the delivery of housing and amenities. Within the Rupert and Renfrew Plan area, low-rise areas intended to deliver missing middle housing and Villages are anticipated to be rezoned through a City-initiated process in accordance with relevant Plan policies. Within the envisioned low-rise and multiplex areas, the City will initiate rezoning for:

1. Low-rise residential district with choice of use; and,
2. Low-rise commercial district with below-market rental (see Map 4.2: City-Initiated Rezoning Areas Map).

Upon enactment of these regulations, applicants seeking to redevelop to these new entitlements may proceed through the development permit process.

Areas identified as having limited fire flow capacity per Map 2.2: Land Use Limitations Map and policy 2.2.1.8 are not being considered for city-initiated rezoning at this time.

Map 4.2 - City-Initiated Rezoning Areas Map



City-initiated Rezoning Options

- Low-Rise Commercial District with Market Residential Use Above
- Low-Rise Commercial District with Below Market Rental Uses Above
- Low-Rise Residential District with Choice of Use
- Fire Flow Utility Upgrade Area
- Park
- Public School
- Rapid Transit Station
- Rapid Transit

4.1.3 Relationship to Transit-Oriented Areas Regulation

The *Vancouver Transit-Oriented Areas Regulation* identifies minimum allowable densities for parcels zoned to permit residential uses within 800 metres of transit stations. The SkyTrain Stations at Rupert, Renfrew and 29th Avenue are all transit stations within the meaning of the *Vancouver Transit-Oriented Areas Regulation.*

In most cases the Plan enables densities at or greater than what is identified under the Provincial regulation. However, there are cases where the minimum allowable density identified in the *Vancouver Transit-Orientated Areas Regulation* conflicts with other municipal policies and objectives. In these cases, the area plan identifies densities or heights lower than what is identified in the Provincial regulation. The following issues and policy objectives may have the effect of limiting achievable heights and densities to less than what is identified in the Provincial regulation:

- Sites within the designated floodplain, that are required for the purpose of constructing Still Creek flood management infrastructure.
- Sites that may be affected by solar access guidelines - see *Solar Access Guidelines for Areas Outside of Downtown (*2024) for more information.
- Sites that may be affected by view protection policies guidelines – see *Public Views Guidelines* (2024) for more information.
- Portions of sites within 30 metres of heavy rail – see Rail Proximity Policies 2.1.1.5 - 2.1.1.7 and the *Rail Proximity Bulletin*.
- Sites located in the Renfrew Ravine Study Area identified inMap 3.10: Still Creek Floodplain and Renfrew Ravine Study Area. Any rezoning application will need to evaluate the potential hazard area and associated land use requirements, as may be defined through further study.

4.2 Public Amenity Priorities

As a community or area of the city develops and grows, public infrastructure and amenities will need to evolve to help meet service needs and support a liveable, healthy, and sustainable community. Examples include potable water and wastewater infrastructure, transportation, public safety (e.g., fire halls), affordable housing, outdoor community amenities (e.g., parks and public spaces) and indoor community amenities (e.g., public and non-profit childcare, libraries, recreation, and social-cultural facilities).

Renewal of existing infrastructure and amenities (e.g., renewing a neighbourhood park or replacing a sewer pipe) is typically funded from property taxes and utility fees ("City contributions"). Provision of new or expanded infrastructure and amenities is typically funded from "Development contributions", which are collected from new construction. These contributions are augmented by financial and/or in-kind contributions from other governments and non-profit partners ("Partner contributions"), particularly on affordable housing, public and non-profit childcare and climate-related infrastructure.

The City is in the process of implementing Bill 46 (Housing Statutes (Development Financing) Amendment Act – 2023), which will transform how development contributions will be set and collected to support growth. Included in that work is the development of a 10-year Public Infrastructure Investment Framework informed by level-of-service by major infrastructure types at a city-wide level. Capital projects in the area will be integrated into the City's capital planning and budgeting processes for prioritization and funding consideration on a city-wide basis.

The market's shift to rental housing, combined with rising construction costs in the residential sector, will result in proportionately less development contributions to deliver infrastructure and other amenities. While the above-mentioned provincial legislation presents an opportunity for the City to modernize and optimize its Financing Growth framework and tools, the available tools for municipalities to support growth are limited and outdated. As a result of these factors, Council will need to make difficult decisions regarding allocation of limited development contributions to ensure core municipal infrastructure and community amenity needs are prioritized. The City will also continue to pursue advocacy through the Federation of Canadian Municipalities on modernization of the municipal growth framework to address the funding challenges associated with renewing and expanding infrastructure and amenities to support growth and build complete communities.

Table 4.1 summarizes a 25-year list of potential capital projects for the area, as well as a list of 10-year priorities. These projects would be considered in future city-wide capital prioritization. The table estimates that the 10-year capital priorities could cost approximately $1.2 billion (in 2024 dollars). The priorities include a strong focus on water/sewer infrastructure, Still Creek as a unique ecological feature in Vancouver, and affordable housing. Investments will also be made in transportation, fire hall, public and non-profit childcare, recreation, and social-cultural facilities.

Table 4.1 - 25-Year Potential Projects and 10-Year Priorities for Consideration in City-wide Capital Planning - Estimated Costs and Funding Sources

Category	25-year Potential Projects	10-year Priorities							
		Details	Cost estimate			Funding sources (estimate)		
	Details		Renewal of existing infrastructure	New or expanded infrastructure	TOTAL	City contributions	Development contributions	Partner contributions
AFFORDABLE HOUSING								
Social housing - Skeena Terrace (BC Housing)	- Renew 230 units - 1,698 new units	- Renew 230 units	$147M	-	**$147M**	-	-	$147M
Social housing - City-enabled projects	- Renew 160 units on City land - 717 new units	- Renew 52 units on City land - 530 new units	$33M	$338M	**$371M**	-	-	$371M
Market & below-market rental housing	- 4,395 new units, of which 200 are expected to be 'below market rent'	- 2,145 new units, of which 120 are expected to be 'below market rent'	-	-	**-**	-	-	-
WATER, SEWER & DRAINAGE								
Potable water	- Pipe renewal (60.7 km) - New/expanded pipes (6 km) - 1 new pressure valve station	- Pipe renewal (29.2 km) - New/expanded pipes (6 km) - 1 new pressure valve station	$62M	$18M	**$80M**	$62M	$18M	-
Wastewater (sewer)	- Pipe renewal (34.6 km) - Upgrades to existing pipes (10.8 km) - Renew & expand 2 pump stations	- Pipe renewal (19.4 km) - Upgrades to existing pipes (3.8 km) - Renew & expand 1 pump station	$218M	$39M	**$257M**	$218M	$39M	-

Category	25-year Potential Projects	10-year Priorities						
	Details	Details	Cost estimate			Funding sources (estimate)		
	Details		Renewal of existing infrastructure	New or expanded infrastructure	TOTAL	City contributions	Development contributions	Partner contributions
Rainwater (drainage)	- Pipe renewal - drainage outfall (0.3 km) - Upgrades to existing pipes (16.1 km) - New Green Infrastructure projects that manage rainwater from 5.5 hectares of land	- Pipe renewal - drainage outfall (0.3 km) - Upgrades to existing pipes (1.2 km) - New Green Infrastructure projects that manage rainwater from 5.5 hectares of land	$7M	$33M	**$40M**	$7M	$32M	$1M[13]
Still Creek nature-based flood management	- Acquisition of land parcels adjacent to Still Creek (~0.75 hectares) - Flood management-related stream enhancements (~0.75 km)	- Acquisition of land parcels adjacent to Still Creek (~0.5 hectares) - Flood management-related stream enhancements (~0.5 km)	-	$52M	**$52M**	$10M	$36M	$5M[13]
TRANSPORTATION								
Vehicles	- Arterial street and Major Road Network repaving (24 km) - Local road repaving (69 km)	- Arterial street and Major Road Network repaving (12 km) - Local road repaving (34 km)	$28M	-	**$28M**	$19M	-	$10M

[13] The City will be pursuing senior government funding for the Still Creek nature-based flood management project and green rainwater infrastructure projects, up to and beyond what is indicated in the table. If successful, this funding will help the City achieve or expand the proposed scope of work contemplated.

Category	25-year Potential Projects	10-year Priorities						
	Details	Details	Cost estimate			Funding sources (estimate)		
	Details		Renewal of existing infrastructure	New or expanded infrastructure	TOTAL	City contributions	Development contributions	Partner contributions
Active transportation	- Sidewalk reconstruction (65 km) - New greenways (13.8 km) - 5.6 km of new 'complete street' on various arterial roads - New traffic signals (7 signals) - Improvements to Rupert St and Renfrew St railway crossings - New pedestrian-bicycle underpasses/overpasses (2)	- Sidewalk reconstruction (32 km) - New greenways (12.7 km) - New 'complete street' on Broadway-Lougheed (1.3 km) - New traffic signals (7 signals) - Improvements to Rupert St and Renfrew St railway crossings - New pedestrian-bicycle underpasses/overpasses (2)	$13M	$34M	**$47M**	$13M	$17M	$17M
PUBLIC SAFETY								
Fire	- Renew & expand fire hall #20 @ Victoria & 38th Ave. and fire hall #14 @ Kaslo & Venables	- Renew & expand fire hall #20 @ Victoria & 38th Ave.	$12M	$27M	**$39M**	$12M	$27M	-
PARKS & PUBLIC OPEN SPACES								
Parks	- Convert wading pool to water spray park at Renfrew Park - New synthetic turf playfield at Beaconsfield Park - New amenities to be added to existing parks (various locations) - New park land to be added to Renfrew Ravine and Kaslo Parks (1.3 hectares)	- Convert wading pool to water spray park at Renfrew Park - New synthetic turf playfield at Beaconsfield Park - New amenities to be added to existing parks (various locations) - New park land to be added to Renfrew Ravine and Kaslo Parks (0.3 hectares)	$1M	$23M	**$24M**	$1M	$23M	-

Category	25-year Potential Projects	10-year Priorities						
	Details	Details	Cost estimate			Funding sources (estimate)		
			Renewal of existing infrastructure	New or expanded infrastructure	TOTAL	City contributions	Development contributions	Partner contributions
Public open spaces	- 2 new street plazas - 1 public washroom - 1 food truck & events pedestal	- 1 new street plaza - 1 public washroom - 1 food truck & events pedestal	-	$4M	**$4M**	-	$4M	-
CHILDCARE								
Childcare for children aged 0-4 years old	- 550 new spaces[14]	- 220 new spaces	-	$54M	**$54M**	-	$49M	$5M
COMMUNITY FACILITIES								
Recreation facilities	- Renew & expand Renfrew Community Centre & Pool	- Planning/design for the renewal & expansion of Renfrew Community Centre & Pool	$12M	$7M	**$19M**	$12M	$7M	-
Social facilities	- Frog Hollow Neighbourhood House renewal (12,000 sf) & expansion (10,000 sf)	- Frog Hollow Neighbourhood House renewal (12,000 sf) & expansion (10,000 sf)	$17M	$14M	**$30M**	$3M	$3M	$24M[15]
Libraries	- 1 new 'express library' or 'library kiosk'	- no proposal for the next 10 year period as area is served by Renfrew Branch Library	-	-	**-**	-	-	-

[14] Estimated childcare demand based on population growth by 2050: 2,774 new spaces for children 0-4 years old. Meeting demand would require significant partner contributions beyond those assumed in the 25 year goals and 10 year priorities above.

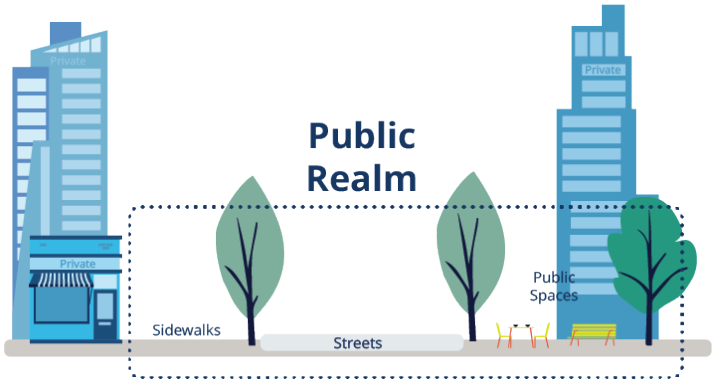
[15] It is assumed that Frog Hollow Neighbourhood House is responsible for securing the majority of the funding required to renew and expand their facility.

Category	25-year Potential Projects	10-year Priorities						
	Details	Details	Cost estimate			Funding sources (estimate)		
	Details		Renewal of existing infrastructure	New or expanded infrastructure	TOTAL	City contributions	Development contributions	Partner contributions
ARTS & CULTURE								
Cultural facilities	- New artist studios (7,000 sf) - New artist studio/work space (5,000 sf) (to accompany 50 units of live/work artist social housing)	- New artist studios (7,000 sf) - New artist studio/work space (1,500 sf) (to accompany 15 units of live/work artist social housing)	-	$7M	**$7M**	-	$7M	-
Public art	- Renew 1 art installation - Add 11 art installations	- Renew 1 art installation - Add 4 art installations	$0.1M	$2M	**$2M**	$0.1M	$2M	-
TOTAL:			**$550M**	**$651M**	**$1.2B**	**$358M**	**$263M**	**$581M**

* Numbers may not always add up due to rounding.

4.3 Public Realm Framework

The term “public realm” has a broader meaning than “public space”. It includes everything in the built environment — building façades, patios, trees, benches, and more — that affects public life and shapes how people experience public spaces. Policies that touch on public realm are found in multiple sections throughout the Rupert and Renfrew Plan area. These include land use directions (including Unique Sites) and several topic-specific policy areas, including Ecology; Transportation; Arts, Culture and Heritage; Watershed and Water Resources; and Public Space.



The Public Realm Framework uses the findings from analysis used to identify the spatial transformations (Key Moves) and related policies that would best support the existing need and the future growth in the Plan area.

The Public Realm Concept Map (see Appendix Map 1: Road Space Reallocation Map) illustrates the overall vision for where public realm improvements identified in policy are intended to occur and how these improvements relate to each other. It is not a commitment to deliver but rather a reference for staff and applicants to guide implementation over the life of the Plan.

4.3.1 Public Realm Analysis – Findings

An analysis of existing public realm conditions was conducted for the Rupert and Renfrew Plan area. There were four important findings:

1. There are gaps in the public space network — in both supply and distribution.
2. Naturalized areas are a defining feature in the neighbourhood (Still Creek, Renfrew Ravine), but ecology is still fragmented.
3. Large scale sites, wide streets and steep slopes make it difficult for people to get around without a vehicle.
4. Community hearts — places people love most — are disconnected from important destinations in the employment core.

These findings were used to inform the development of the Key Moves. For more details on the analysis of existing conditions and the findings, refer to the *Rupert and Renfrew Area Profile* (2025).

4.3.2 Key Moves

Based on the above findings, the following Key Moves identify the critical public realm spatial transformations and related policies to support an improved public life.

Key Move 1 - Connected Core



The Employment Lands contain a number of important destinations that people access daily however this area is difficult to access without a vehicle and needs to become more accessible for pedestrians and cyclists. Improving connections and the pedestrian experience within the core and to the core from existing and emerging community hearts is essential. For more details on the transformation of key streets, refer to Appendix A: Road Space Reallocation / Car Free Opportunities. The following table highlights policies that support Key Move 1 - Connected Core:

Table 4.2 - Policies supporting Key Move 1 - Connected Core

Related Policy Topic	Chapter	Section Reference
Employment Lands front yard setback Re-alignment of 12th Avenue	2 Land Use	2.2.1.11; 2.2.1.14, 2.2.1.15 2.2.1.12
Mid-block connections on Unique Sites Mid-block active transportation pathways on Unique Sites	2 Land Use	2.3.1.16 2.3.1.17
Connect Cornett Road Active transportation network expansion in Employment Lands Re-alignment of 12th Avenue Improved pedestrian experience on major streets Improve railway crossings	3 Policy Areas	3.4.1.3 3.4.1.4 3.4.1.6 3.4.1.7 3.4.1.9

New railway crossings On-site active transportation connections in Employment Lands Complete streets New traffic signals on major streets Map 3.5: Complete Streets Map 3.6: Active Transportation Network		3.4.1.10 3.4.1.11 3.4.1.13 3.4.1.14
Pedestrian amenities on key streets Commercial high streets and public life	3 Policy Areas	3.7.1.4 3.7.1.5

Key Move 2 - Stitch Still Creek



Still Creek and Renfrew Ravine are central ecological features in the Plan area. Public realm improvements can expand ecological benefits north and south of Still Creek repairing fragmentation and elevating the presence of these character defining features. This includes improving ecological corridors, increasing tree canopy, providing habitat and biodiversity planting and indigenizing ecological expression. The following table highlights policies that support Key Move 2 - Stitch Still Creek:

Table 4.3 - Policies supporting Key Move 2 – Stitch Still Creek

Related Policy Topic	Chapter	Section Reference
Retention and/or creation of green space (including trees and naturally managed areas) on Unique Sites	2 Land Use	2.3.1.12
Conservation and enhancement of Still Creek and Renfrew Ravine Road space reallocation and naturally managed areas Ecological corridors Planting street trees Local Nations and Still Creek stewardship Map 3.2: Ecological Corridor and Restoration Opportunities Map 3.3: Tree Planting Priorities	3 Policy Areas	3.3.1.1 3.3.1.4 3.3.1.5 3.3.1.6 3.3.1.8
3.7.1.1 Local Nations priorities and design of Still Creek Nature-based Flood Management project 3.7.1.8 Parkland acquisition and maximizing ecological benefits	3 Policy Areas	3.7 Public Space

Key Move 3 - Fine Grain Fabric



The Rupert and Renfrew Plan area faces many barriers to providing access to public space including wide roadways, steep slopes and large private sites. Introducing a finer grain network of public spaces and connections will ensure that public spaces are within easy walking and rolling distance. This includes filling in gaps between large parks with smaller public spaces and connections, especially on larger sites. The following table highlights policies that support Key Move 3 – Fine Grain Fabric:

Table 4.4 - Policies supporting Key Move 3 – Fine Grain Fabric

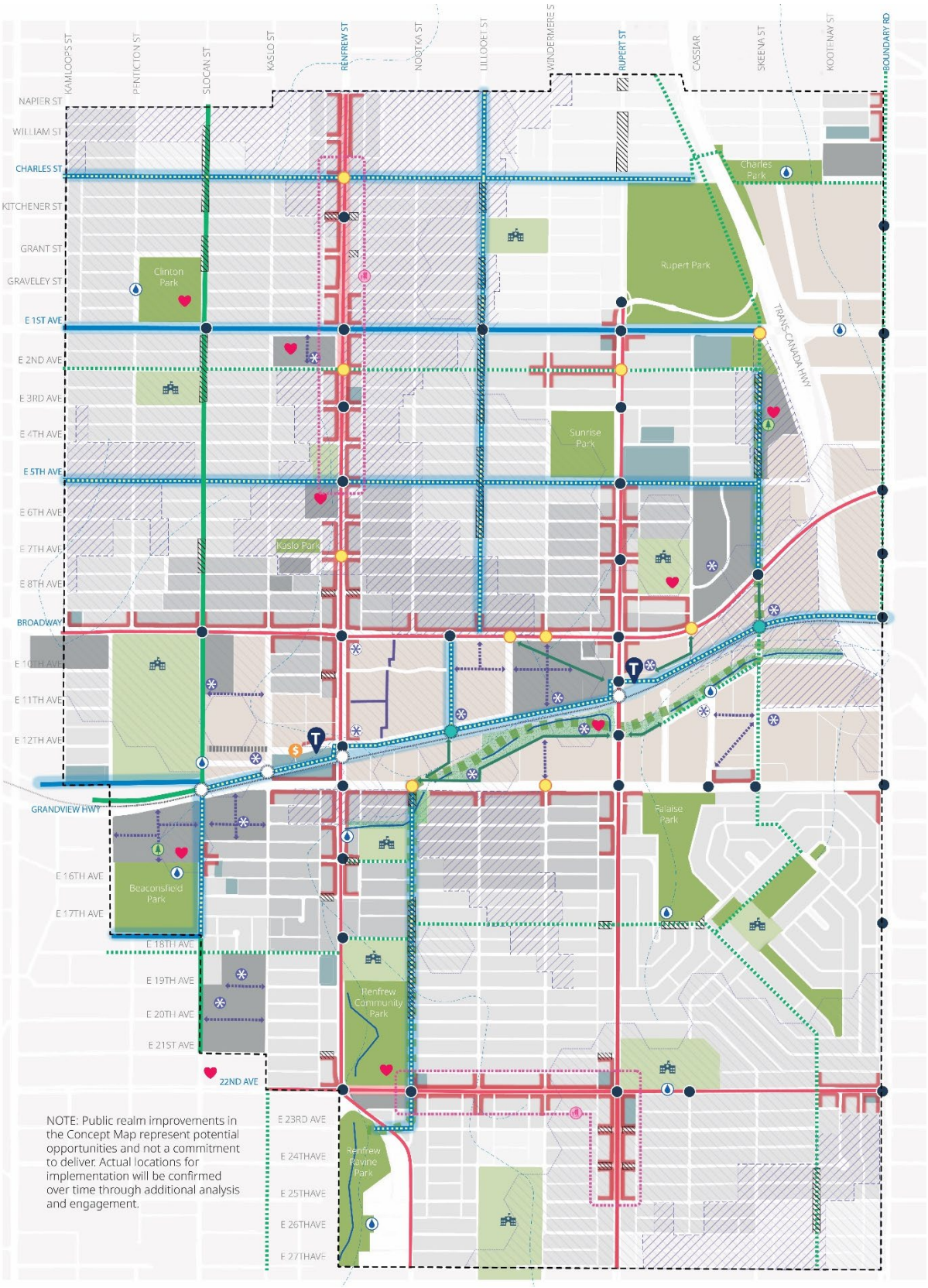
Relevant Policies	Chapter	Section Reference
POPS on larger mixed-use tower sites	2 Land Use	2.2.2.6
Provision of public open space on Unique Sites Locating public open space on Unique Sites	2 Land Use	2.3.1.12 2.3.1.14
Active transportation connections on Unique Sites Construct missing sidewalks	3 Policy Areas	3.4.1.11 3.4.1.17
POPS on larger mixed-use tower sites New Neighbourhood Plazas in Village Areas Parkland acquisition in low park provision areas Parks on large development sites Map 3.7: Parks and Public Space Priority Areas	3 Policy Areas	3.7.1.2 3.7.1.3 3.7.1.8 3.7.1.9

Implementing the Key Moves

As outlined in Section 4.2: Public Amenity Priorities, projects may be delivered through development contributions, partner contributions or City capital projects.

Additional information on road space re-allocation, sidewalk dimensions and left turn bay implementation is included in Appendix A: Road Space Reallocation / Car Free Opportunities.

Map 4.3 - Public Realm Concept Map



Public Realm Concept Map Legend

LAND USE CONTEXT*

- Multiplex
- Low-rise residential areas
- High-rise residential areas
- Unique sites
- Variable Sites
- Employment lands
- Schools
- Parks
- Rail corridor
- Buried Streams
- Existing community heart (community identified)
- Existing public space (street ROW or POPS)
- Potential Retail Frontage - Village Area
- Potential Retail Frontages ground level commercial
- Rapid Transit Station

PUBLIC REALM

- **Existing Greenway** future upgrades
- **Proposed Complete Street** with protected active lanes, 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**

PUBLIC REALM (cont'd)

- **Existing Rail Crossing**
- **Proposed Rail Crossing** for active transportation modes
- **Existing Midblock Connection**
- **Future Midblock Connection**
- **Road Realignment** 12th Ave relocated to the north
- **Ecological Corridor Opportunity** ROW only, approximate alignment
- **Still Creek Enhancement Corridor**
- **Existing Creek**
- **Potential Privately Owned Public Space** redevelopment required
- **Potential Park Dedication** redevelopment required
- **Neighbourhood Plaza (ROW plaza)** 1 per village on local side street. Locations TBD with community partners and redevelopment sites.
- **Potential Site for Low Barrier Vending**

PRIORITY AREAS

- **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)

ROAD SPACE REALLOCATION OPPORTUNITIES

- **Street Segments with Favourable Conditions for Public Space**** good solar access, short blocks, slopes <3%, greenway or village area

NOTES

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

**Based on feasibility criteria workshopped 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.

4.4 Monitoring and Evaluation

As Vancouver and the Rupert and Renfrew Plan area continue to grow and evolve over the next 25 years, new environmental, social or economic challenges and opportunities may arise which necessitate reconsideration of these policies over time. Over the life of the Plan, new best practices or alternative approaches may be identified for sites which could better deliver policy and overall Plan goals. Staff will work towards streamlining rezonings and report back on permit process improvements.

Through ongoing monitoring and evaluation of the Plan, City staff will be able to assess whether the Rupert and Renfrew Plan is achieving the overall policy intent of the Plan, including the continued delivery of housing and job space, and propose any changes to the Rupert and Renfrew Plan for City Council consideration. Monitoring will include review and reporting of key metrics related to land use, jobs, housing, Still Creek enhancement, public space and active transportation infrastructure. The metrics used may change over time and will be made available through occasional reports to City Council, and through the City's official website.

Acknowledgements

The Rupert and Renfrew Plan is the product of the tremendous dedication, hard work, and input from local Nations, community and stakeholder organizations, elected officials, experts, private sector leaders and nearly all City departments. This Plan would not have been possible without the help of the thousands of residents who provided invaluable input, insights, and ideas about the Rupert and Renfrew Plan area at open houses, workshops and meetings, feedback forms, surveys, and through the many emails we received.

A specific thank you to the following:

Rupert and Renfrew Community

Thank you to the Rupert and Renfrew community for attending consultation activities, events, and providing a broad range of input for this Plan.

Community Groups, Stakeholders and Other Organizations

- Affordable Housing Services
- Akali Singh Sikh Society
- BC Children's Hospital Complex Care Transition Facility
- BC Non-Profit Housing Association
- Brightside Community Homes Foundation
- Broadway Church
- Casa Serena
- Chinese Social Group in Cantonese
- CityReach Care Society
- Disability Alliance BC
- First Avenue Marketplace
- Frog Hollow Neighbourhood House
- Italian Cultural Centre Society
- Naomi Place
- PHS Community Services Society
- Provincial Health Services Authority
- Still Moon Arts Society

- The Children's Foundation
- Three Links Care Centre
- Urban Development Institute

City-wide Groups, Stakeholders and Other Organizations

- BC Assessment
- BC Housing
- BC Hydro
- City of Burnaby
- Metro Vancouver
- Renfrew Community Centre
- Thunderbird Community Centre
- TransLink
- Vancouver Board of Parks and Recreation
- Vancouver Fire Rescue Services
- Vancouver Public Library
- Vancouver School Board

City Advisory Agencies and Committees

- Transportation Advisory Committee
- Urban Design Panel
- Urban Indigenous Peoples' Advisory Committee
- Vancouver City Planning Commission

Glossary

The following glossary provides definitions for terminology used in the Rupert and Renfrew Plan and not otherwise covered by other City of Vancouver documents.

Term	Definition
Arts and Cultural Spaces	Include a variety of uses that deliver arts and culture programs and services, including but not limited to artist studios (Class A and B), production or rehearsal studios, or presentation spaces such as theatres, galleries and music spaces.
Community Economic Development (CED)	Includes spaces, facilities and equipment that provide people experiencing barriers to employment with access to appropriate skill training and employment opportunities. While the physical infrastructure may be the same as other businesses, the operating model is what distinguishes them from private enterprise. Examples may include warehouse (forklift training, packing), furniture manufacturing/carpentry (craftsmen/trades skills building).
Complete Streets	Complete streets are designed to be safe and comfortable for all users regardless of age, ability, or mode of travel. They deliver an appropriate balance of function, and may include wider sidewalks, AAA cycling facilities, transit priority measures, and motor vehicle travel. Additional opportunities may exist to integrate green infrastructure, street furniture, and public realm improvements in the street design.
Cultural spaces	Cultural spaces are defined as spaces open and accessible to the public at affordable rates and operated by a non-profit organization. The intent of the space is to support people and communities to express themselves through art and culture.

Food infrastructure	Non-profit operated spaces and facilities that support a just and sustainable food system. Examples may include spaces for food manufacturing and processing (commissary kitchens), food recovery distribution (cold storage, warehousing) and food access (ancillary market/retail space).
Heritage value	The historical, cultural, aesthetic, scientific or educational worth or usefulness of property or an area, as defined in the *Vancouver Charter* [SBC 1953].
High-occupancy Uses	Uses in which a high density of people live, work, sleep or conduct other activities at any time of day, including, but not limited to buildings containing: multiple dwelling, cultural and recreational, office, high density manufacturing and institutional uses, as well as retail and service uses with high occupancies such as hotels and restaurants.
Sensitive Uses	Uses where routine or normal activities occurring at reasonably expected times would experience adverse effects from the externalities generated from the operation of a railway including, but not limited to uses containing sleeping accommodations, recreation and cultural uses, and institutional uses, as defined in the Zoning and Development By-law.
Single-room occupancy (SRO) Replacement	Refers to new low-income homes for singles — specifically, studio and one-bedroom units in new social housing that are being built across the city and which are affordable and accessible to low-income tenants who may otherwise be living in SROs.
Social development agencies	Organizations approved by the City that provide meaningful employment and training services to ensure job readiness and provide on-going support to those experiencing employment barriers by delivering education, training, counselling, support and financial services designed to help members overcome such barriers to success and self-sufficiency.

Social enterprise	For-profit or non-profit entity that is directly involved in the production and/or selling of goods and services with a clear mission for achieving social, cultural and/or environmental objectives that provide direct benefits for residents and businesses.

Appendix A: Road Space Reallocation / Car Free Opportunities

What is road space reallocation?

What is road space reallocation?

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

- Greenways and active transportation
- Widened and improved sidewalks
- Plazas
- Patios
- Parks and park-like spaces
- Blue green systems
- Urban tree canopy
- Ecological corridors
- Shared micromobility stations
- Public transit priority (eg. bus lanes)
- Traffic-calming treatments
- Other non-car spaces

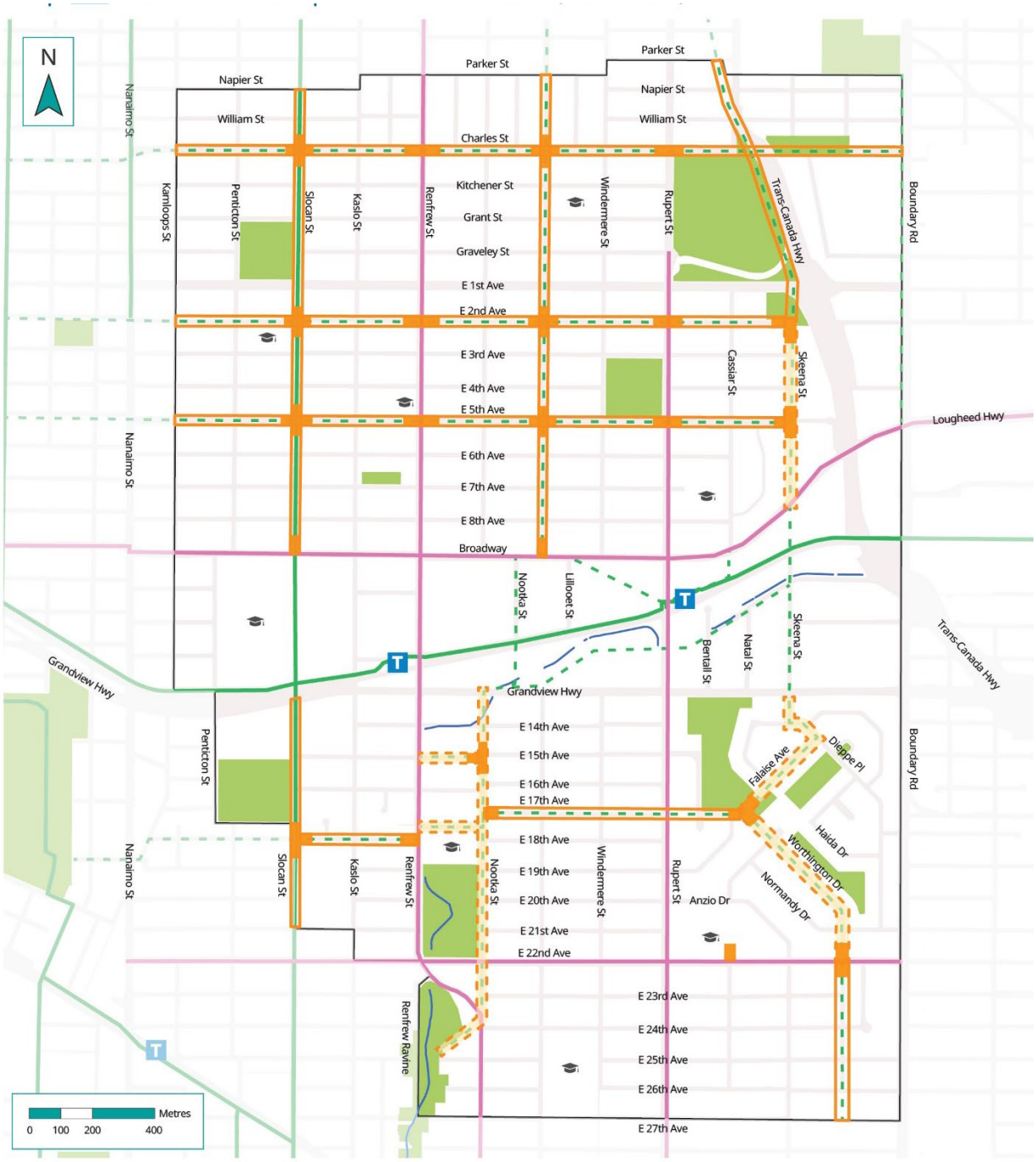
The Rupert and Renfrew Plan area includes over 20 km of greenways and over 10 km of complete streets. These streets help meet City-wide targets for road space reallocation while supporting active transportation and the addition of new public and green spaces.

Local streets that align with greenways, blue green systems, and/or ecological corridors will gradually become car free where possible. This transition may start with low-cost traffic calming measures in the near term and evolve over time to a more permanent design, or be delivered more quickly through redevelopment or capital projects.

Up to half of arterial streets will transform into complete streets by repurposing road space from the curb lane. This additional space may support wider sidewalks, street trees and boulevards, transit priority measures, and protected bike lanes. Careful consideration will preserve access to homes, destinations, and for emergency services. Public engagement will be undertaken as projects are considered.

Opportunities will be explored as development occurs and funding becomes available, or through capital projects. Opportunities for future car-light greenways, car-free greenways and complete streets have been identified in identified in Appendix Map 1: Road Space Reallocation Opportunities Map.

Appendix Map 1 - Road Space Reallocation Opportunities Map



Note: Opportunities to connect ecosystems and create more naturally managed areas within the Plan area will be leveraged through road space reallocation that aligns with greenways and blue green systems.

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

Street Types and Sidewalk Zones

Streets in the Rupert and Renfrew Plan area are classified by type based on their function and land use context. Street types inform the future design of the streets, and particularly the area between the existing curb and property line, so they can respond to the changing needs of the transportation network and surrounding neighbourhoods.

There are five street types in the Rupert and Renfrew Plan area:

- **Commercial High Streets** play a key role in the local and regional movement of people, providing essential access to transit and businesses. They should be designed for high levels of pedestrian activity, business-supportive uses, trees and street furniture.
- **Residential Arterials** support high volumes of people movement, often serving as corridors for transit. Sidewalks should be wide enough for accessibility and for social walking as well as for large trees.
- **Mixed-Use Arterial/Local** streets support moderate to high volumes of people movement depending on the location and building type. These streets should have wide sidewalks, space for business-supportive uses, trees and street furniture.
- **Industrial-Employment Local** streets offer access to industrial and commercial buildings. They should be designed to encourage public life for people working and visiting the area.
- **Residential Local** streets are low-traffic streets that provide access to homes and key destinations. Sidewalks and wide planted boulevards create safe and inviting places.

Each street has a Sidewalk Zone that includes the following components with specified widths based on their type:

- **Back Boulevard:** Space between the sidewalk and the building. This is where people access buildings. In commercial and industrial/employment areas, this is where uses like patios, merchandise displays, and sandwich boards should typically be located.

- **Sidewalk:** This space is meant to be clear and accessible for all people walking and using mobility aids. Some or all of the sidewalks could be located on street right-of-way.
- **Front Boulevard:** This may be soft or hardscape as identified in the Engineering Design Manual. This is where street furniture, street trees, green infrastructure and utilities like street lighting, signage, and parking meters are located. This space may be impacted by overlays for which width and use vary depending on the function of the street. Overlays are other functions that may need to be considered when designing a street such as greenways or blue green systems.

Appendix Figure 1: Sidewalk Zones By Street Type, summarizes the desired widths of each sidewalk zone, noting that there may be some variation depending on the context. Appendix Figure 1 highlights streets in the Rupert and Renfrew Plan area based on their street types and sidewalk zones. The sidewalk zones for new development sites should meet or surpass the desired widths outlined.

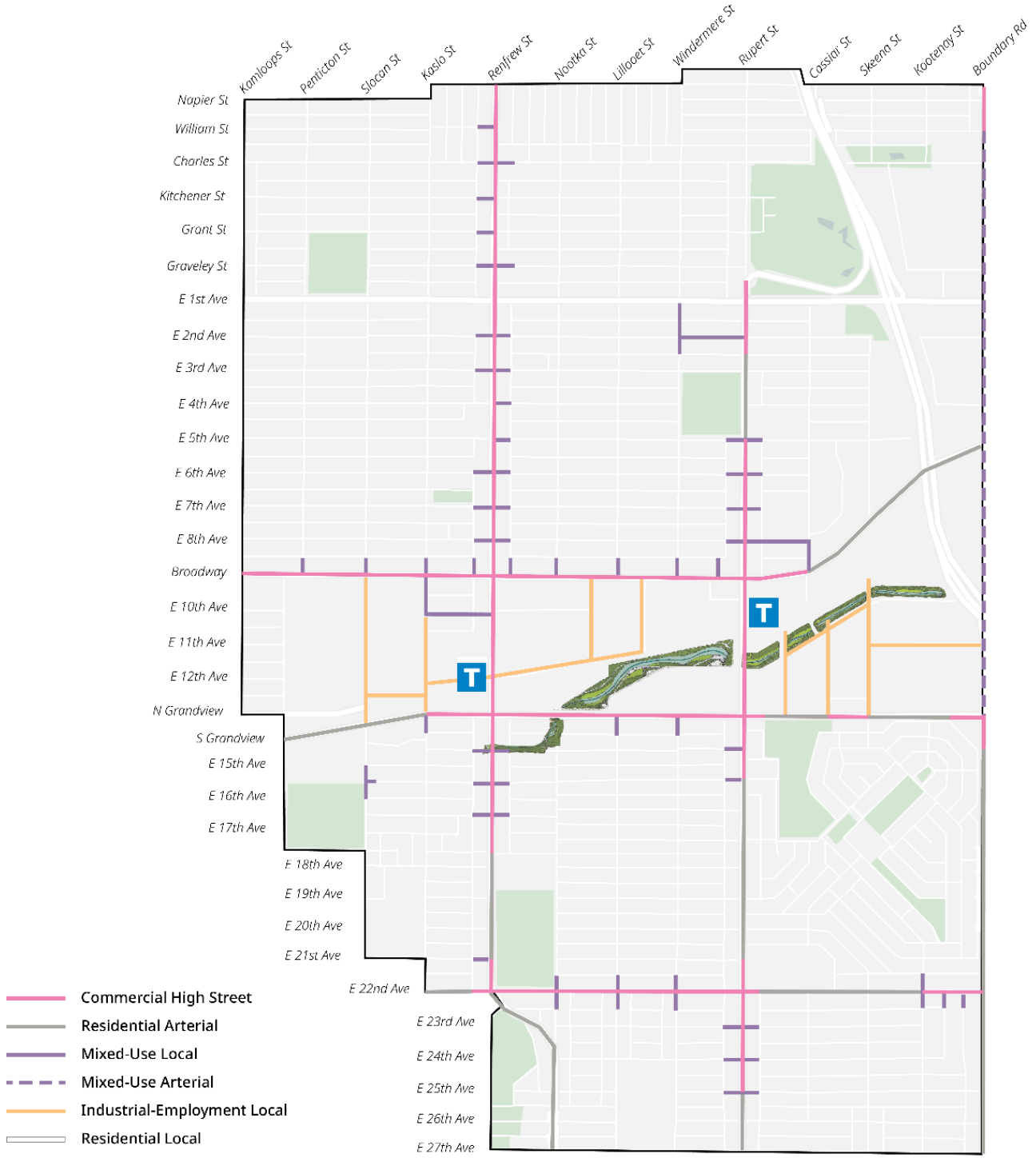
Typically, the difference between the existing sidewalk zone dimension (curb to property line) and the widths identified in the table above would be achieved as a condition of development through property dedications to the City or alternatively, if dedications are not feasible, statutory right-of-way agreements. When seeking property dedications or statutory rights-of-way, the City will consider impacts on development viability.

Appendix Figure 1 - Sidewalk Zones by Street Type



Street Type	Back Boulevard	Clear Sidewalk	Front Boulevard	Preferred Minimum Sidewalk Zone (Existing Curb Retained)
Commercial High Street	1.0 m	3.0 m	1.5 m	5.5 m
Residential Arterial	0.3-0.6 m	2.4 m	1.8-2.0 m	4.5-5.0 m
Mixed-Use Arterial/ Local	1.0 m	3.0 m	1.5 m	5.5 m
Industrial-Employment Local	0.3 m	2.4 m	1.8-2.0 m	4.5-4.7 m

Appendix Map 2 - Street Types



Left Turn Bays

Left turn bays facilitate safer turns for motor vehicles off arterial streets to access neighbourhoods and other arterial streets. As land uses change and density increases in the Rupert and Renfrew Plan area, new left turn facilities may be required. While the locations of these new facilities are to be determined, a high-level set of principles should guide their implementation. These include:

a. Implementing left turn bays at arterial-arterial intersections to support higher traffic volumes;
b. Providing access to at least one local street between arterials to support neighbourhood circulation;
c. Servicing large and Unique Sites like Skeena Terrance and 3200 East Broadway;
d. Avoiding turns on to greenways where possible, and in some cases restricting them; and,
e. Considering traffic volumes, collision history and safety needs.

Any new left turn bays or lanes should fit within existing City right-of-way. They will be achieved through the reallocation of existing road space and redesigning the street, without seeking additional land dedications from adjacent developments and property owners.

Appendix Map 3 - Map showing Setbacks on Employment Lands and Additional Portions of Broadway



Setbacks measured from the property line.
Schedule C of the Zoning and Development Bylaw specifies setbacks for I and CD-1 zones.
The setbacks in Schedule C will require Council approval before they can be aligned with the proposed setbacks identified in the Plan. Applicants may be required to provide a dedication or SRW for transportation improvements within the specified setbacks.

Appendix B: Street Profiles – Arterial Street Concepts

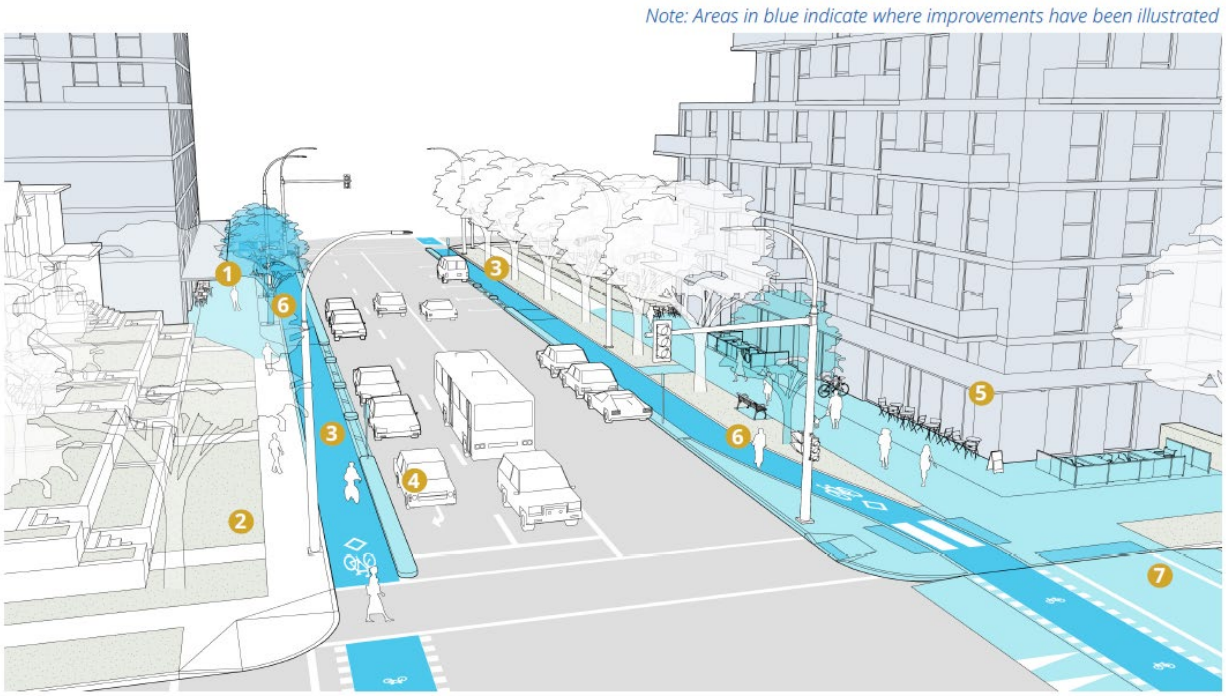
The following streets are expected to undergo the largest transformations as redevelopment occurs. The concepts provide a preliminary vision for how these streets might evolve over time and act as a starting point for more detailed design in the future, which will be developed on a case-by-case basis through both redevelopment projects and capital investment.

Rupert and Renfrew Streets

Today: Rupert and Renfrew streets are north-south arterial streets with transit service and are part of the truck network. They are primarily lined with single detached homes except through the employment lands. Both streets connect key destinations including parks, community centres and SkyTrain stations. The sidewalk conditions vary considerably along the length of Rupert and Renfrew, from areas with mature trees and large planted front or back boulevards to areas with little to no planting. The grades are steep in some locations, including steep sidewalks and properties with retaining walls and stairs within the street right-of-way which provide access to buildings. Rupert Street has painted bike lanes south of the rail corridor.

Tomorrow: As redevelopment occurs, the land use along Rupert and Renfrew streets will shift towards higher density mixed-use areas, retail villages and low-rise residential uses. Protected bike lanes will be introduced or upgraded along the corridor by reallocating road space. Streetscape improvements will generally happen as redevelopment occurs and will focus on supporting the new land uses and increased density. Front boulevard trees will be retained where feasible while sidewalks will be widened to create a more comfortable pedestrian experience and support business uses. Green rainwater infrastructure (GRI) opportunities will be explored and integrated where feasible.

Appendix Figure 2 - Aerial View, Rupert and Renfrew Mixed-Use Tower



1. <u>Mixed-use tower development site with back boulevard trees (or no trees retained):</u> In this situation, existing back boulevard trees would be removed for the redevelopment. Frontage upgrades to the preferred design would typically include a relocated curb and raised protected bike lane, as well as tree replacement in a hardscaped front boulevard, which provides a buffer to a widened sidewalk that supports pedestrians and space for retail displays or patios. Green rainwater infrastructure (GRI) would be integrated where feasible and designed to meet drainage needs.

2. <u>No redevelopment (or multiplex redevelopment):</u> A location where single detached houses remain; this image illustrates a back boulevard tree condition (behind the sidewalk). The existing condition illustrated includes large grade changes from the sidewalk to the elevation of the house often with stairs and retaining walls falling into the street right-of-way.

3. <u>Protected bike lanes:</u> Protected bike lanes will be provided through road space reallocation of the curb lanes. An interim condition may be constructed with extruded curb and painted lines in priority areas to provide continuous connections.

4. Curbside uses: Curbside uses including pick-up/drop-off, bus stops, and turn bays will be provided where possible. These uses may be removed in peak hours to accommodate traffic volumes and transit.

6. Mixed-use tower development site, trees retained: Where existing mature street trees and softscape boulevards are being retained, frontage improvements may include a widened sidewalk, GRI and raised protected bike lane. Intermittent paving through planted boulevards support accessibility by providing access for curbside uses and space for street furniture such as benches. A large building setback may be provided to support street tree retention, GRI opportunities and provide additional space for retail displays or patios.

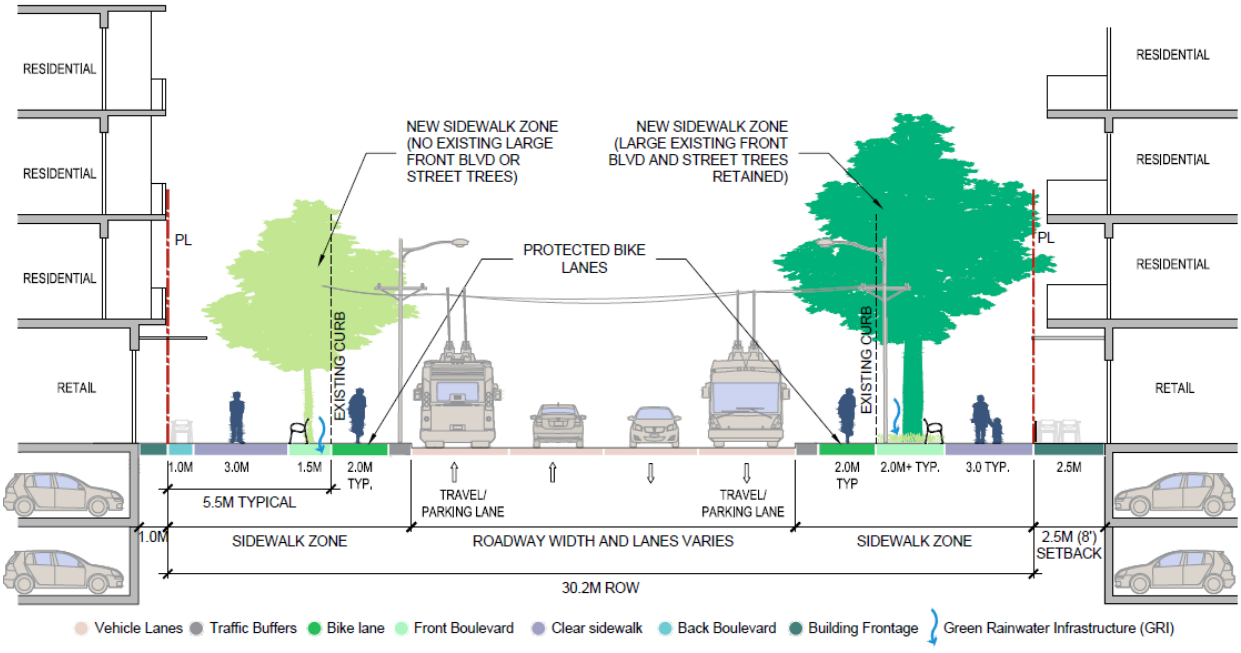
7. Green rainwater infrastructure (GRI): GRI opportunities in the front boulevard, such as bio-swales or rainwater tree trenches, will be integrated where feasible and designed to meet drainage needs.

7. Raised crossings: Elevated pedestrian crosswalk and bike lanes across minor streets would improve pedestrian visibility, reduce motor vehicle speeds, and support accessibility.

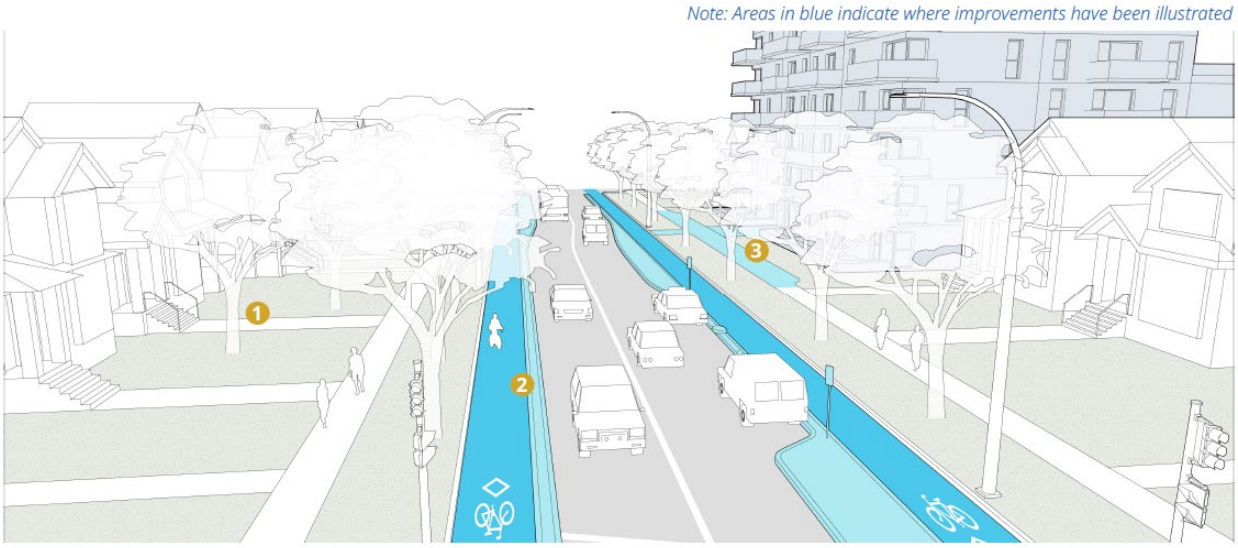
Appendix Figure 3 - Sidewalk View, Rupert and Renfrew Mixed-Use Tower



Appendix Figure 4 - Typical Cross Section, Rupert and Renfrew Mixed-Use Tower



Appendix Figure 5 - Aerial View, Rupert and Renfrew Residential

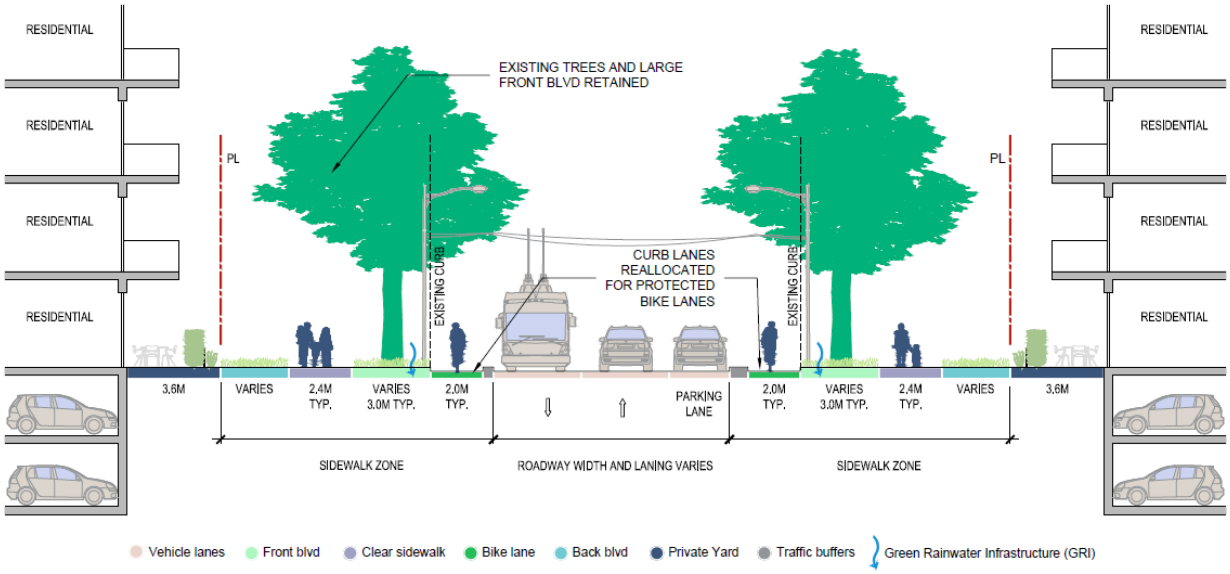


1. <u>No redevelopment (or multiplex):</u> Where existing single detached houses remain, frontage improvements are not typically expected.
2. <u>Protected bike lanes and curbside uses:</u> Protected bike lanes will generally be delivered by reallocating parking lanes.
3. <u>Low-rise residential development site:</u> Frontage improvements will bring the condition up to the current standard which may include sidewalk widening, access pads through softscape front boulevards for accessibility, green rainwater infrastructure (GRI) and tree planting up to existing curb.

Appendix Figure 6 - Sidewalk View, Rupert and Renfrew Residential

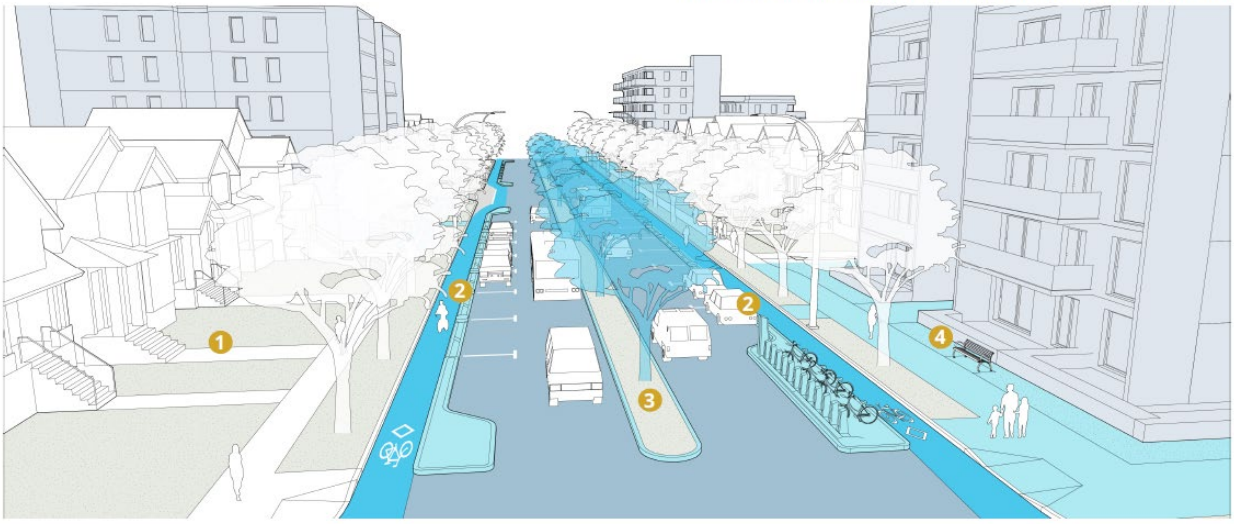


Appendix Figure 7 - Typical Cross Section, Rupert and Renfrew Residential



Appendix Figure 8 - Aerial View, Rupert and Renfrew Residential (existing median)

Note: Areas in blue indicate where improvements have been illustrated

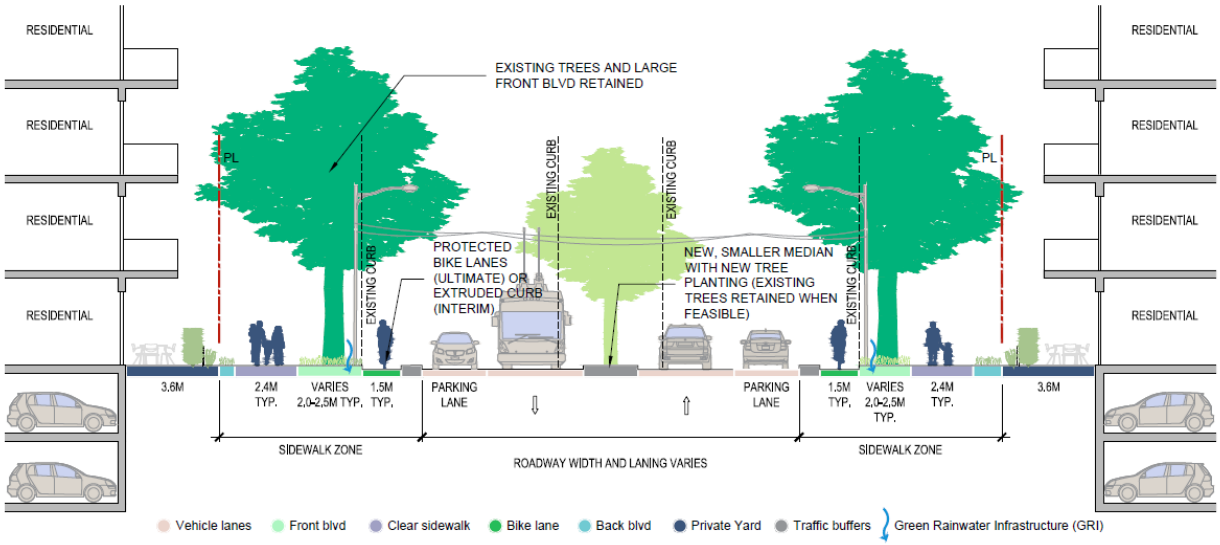


1. <u>No redevelopment (or multiplex):</u> Where existing single detached houses remain, frontage improvements are not typically expected.
2. <u>Protected bike lanes and curbside uses:</u> Locations with existing painted bike lanes will be upgraded to parking-protected bike lanes.
3. <u>Centre median:</u> Existing centre median would be reduced to accommodate new street design with tree planting where possible while being mindful to reduce maintenance needs and retain existing trees when feasible.
4. <u>Low-rise residential development site:</u> Frontage improvements will bring the condition up to the current standard which may include sidewalk widening, access pads through softscape front boulevards for accessibility, green rainwater infrastructure (GRI) and tree planting up to existing curb.

Appendix Figure 9 - Sidewalk View, Rupert and Renfrew Residential (existing median)



Appendix Figure 10 - Typical Cross Section, Rupert and Renfrew Residential (existing median)

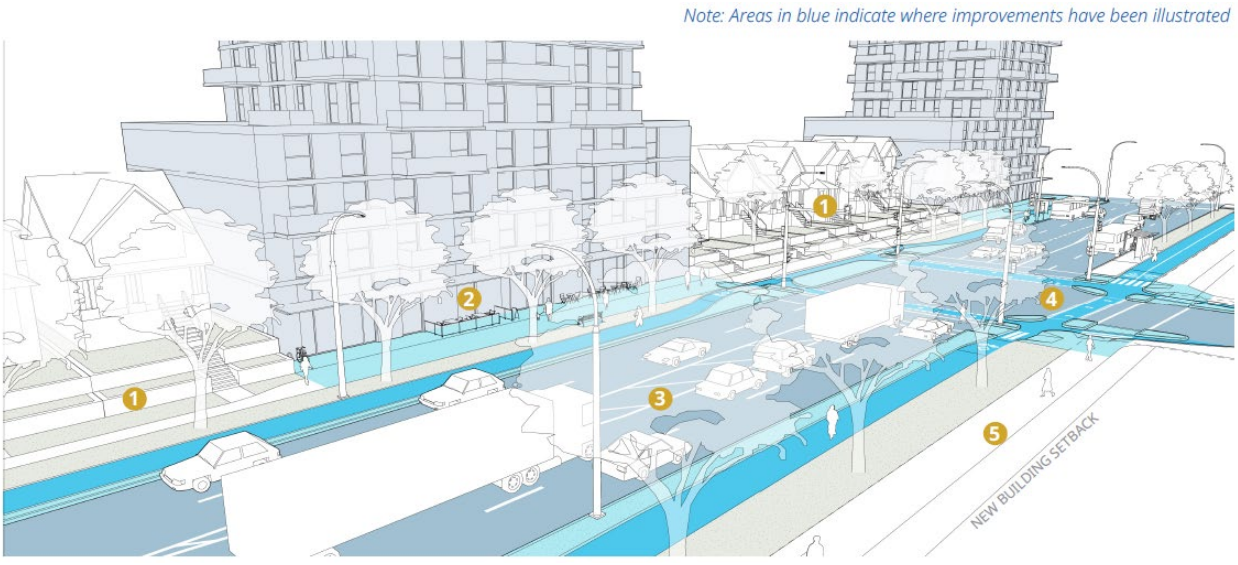


Broadway/Lougheed

Today: Broadway/Lougheed is an east-west arterial street along the north edge of the employment lands with transit service and is part of the truck network. It is primarily lined with large format industrial and institutional buildings with wide landscaped setbacks to the south and single detached homes to the north. The existing sidewalks are narrow with varying boulevards conditions, from wide planted boulevards with street trees to areas with little to no planting. The grades are steep in some locations requiring retaining walls and stairs in the street right-of-way for access to buildings.

Tomorrow: As redevelopment occurs, the land use along the north side of Broadway/Lougheed will shift towards higher density residential with commercial uses at grade. The south side will remain industrial-employment use, with less generous landscape setbacks. Streetscape improvements will focus on supporting the new land uses and increased density, retaining and expanding a large front boulevard with mature trees and wider sidewalks, facilitating a more comfortable pedestrian experience. Transportation modes will include the introduction of protected bike lanes with the long-term intent to connect to Burnaby and the Eastside Crosscut Greenway, accomplished in part through reallocating road space.

Appendix Figure 11 - Aerial View, Broadway/Lougheed Mixed-Use Tower

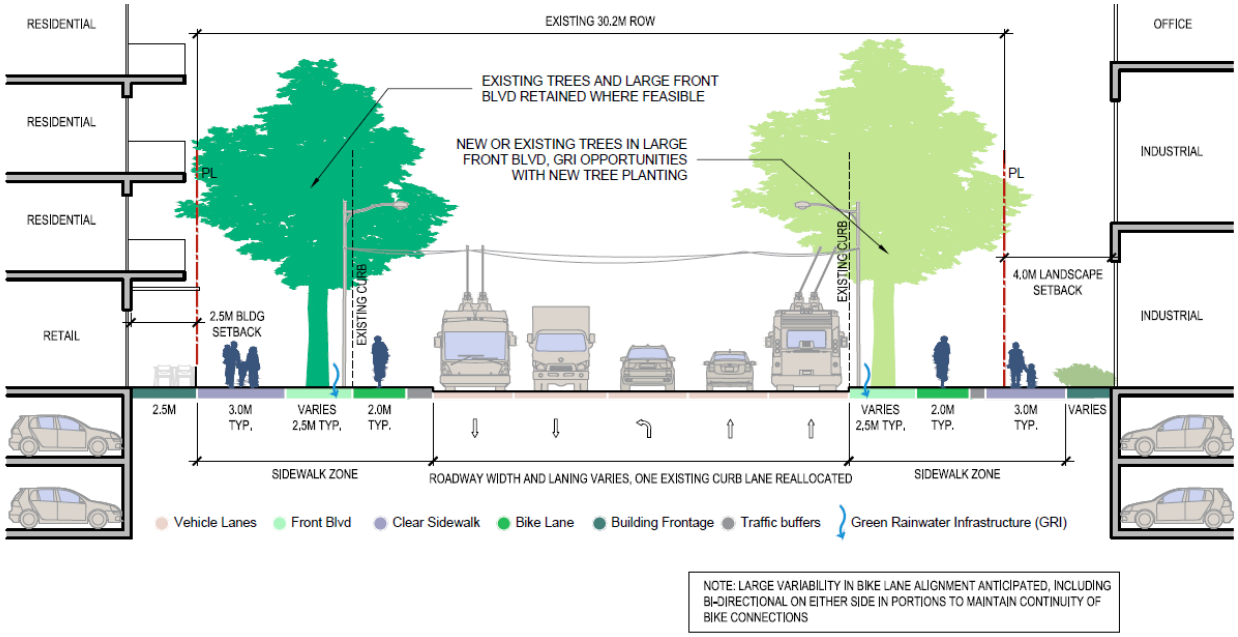


1. No redevelopment: Where single detached houses remain with front boulevard trees, protected bike lane infrastructure and green rainwater infrastructure (GRI) may need to be delivered as a potential capital project.
2. Mixed-use tower development site: Frontage improvements will seek to retain the existing trees in the front boulevard and include sidewalk widening to support pedestrians and space for retail displays or patios, GRI as well as protected bike lanes that are delivered through road space reallocation.
3. Roadway: The road will be transformed into a complete street with two travel lanes in each direction and left turn bays where needed through road space reallocation. Curbside uses such as parking or loading will generally not be accommodated.
4. Intersection: Upgrade intersection to support protected bike lanes by minimizing conflicts between all modes and increasing visibility of all users.
5. Employment lands redevelopment site: Protected bike lanes and sidewalk improvements may encroach into the landscape setback established through these sites that have increased building setbacks.

Appendix Figure 12 - Sidewalk View, Broadway/Lougheed Mixed-Use Tower



Appendix Figure 13 - Typical Cross Section, Broadway/Lougheed Mixed-Use Tower



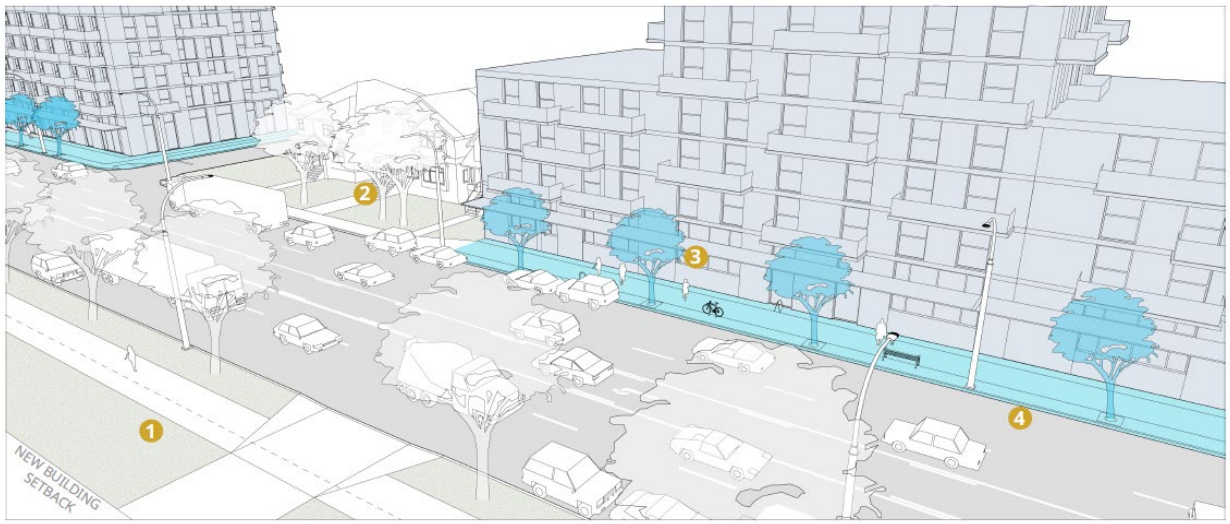
Grandview Highway

Today: Grandview Highway is an east-west arterial street along the south edge of the employment lands and is a major connection to the Trans-Canada Highway. There is no existing transit service, and pedestrians must navigate infrequent crossings, narrow sidewalks that are occasionally lined with retaining walls, and narrow boulevards that typically lack street trees. Grandview Highway is primarily lined with large format retail and industrial buildings to the north and single detached residential uses, often with challenging grade changes, to the south.

Tomorrow: As redevelopment occurs, the land use along the south side of Grandview Highway will shift towards higher density residential with commercial at grade. The north side will retain industrial and employment uses but with less generous landscape setbacks. All buildings within the Still Creek floodplain will meet necessary Flood Construction Levels (FCL), which may create challenging public realm interfaces between the sidewalk and interior building grades. Wider sidewalks, street trees, and other improvements will buffer pedestrians and adjacent homes from motor vehicle traffic while mitigating FCL grade changes between the sidewalk and building entries.

Appendix Figure 14 - Aerial View, Grandview Highway Mixed-Use Tower

Note: Areas in blue indicate where improvements have been illustrated



1. Employment lands redevelopment site: Building setbacks are established with the landscape setback. Wider sidewalks, green rainwater infrastructure (GRI) and multi-use paths may encroach into the landscape setback. Generous front boulevards with trees will be provided where possible. The landscape setback may be used to mitigate grade changes for Flood Construction Levels (FCL) and provide on-site planting.
2. No redevelopment (or multiplex): Where existing houses will remain, sidewalk zone improvements will not typically be made.
3. Mixed-use tower development site: Frontage improvements will include new treed front boulevard, GRI and wider sidewalks to support pedestrians and space for retail displays or patios. In some segments of Grandview Highway, Flood Construction Levels impact the ability to deliver an active frontage where there are challenging grade changes expected from sidewalk to the interior floor level.
4. Curbside uses: Curbside uses on both sides of the street (parking and right turn bays) will generally be retained.

Appendix Figure 15 - Sidewalk View, Grandview Highway Mixed-Use Tower



Appendix Figure 16 - Typical Cross Section, Grandview Highway Mixed-Use Tower

