DRAFT PLAN

# ENGAGEMENT REPORT: SUMMARY

APRIL 2025



**RUPERT + RENFREW**
Station Area Plan

CITY OF VANCOUVER



# BACKGROUND

In 2022, the City of Vancouver launched a planning process for the area surrounding the Rupert and Renfrew SkyTrain stations to help shape growth and development over the next 30 years.

Since then, the City has engaged the public throughout all phases of the planning process. Most recently, from January to February 2025, feedback was gathered on the final Draft Plan, building on public input collected between 2022 and 2024.

This document provides a summary of key findings from the final Draft Plan engagement.

Insights from this phase, along with further technical and economic analysis, will help refine and finalize the plan.

## ENGAGEMENT NUMBERS AT A GLANCE

**12,000** postcards sent in the mail

**55,571** accounts reached on social media

**4** in-person open house events

**19** targeted engagement sessions

**487** completed survey responses

# SUMMARY OF WHAT WE HEARD

Survey participants were asked to indicate their level of agreement with key policy directions for the Plan Area. For most questions, about 80% of respondents expressed support, selecting either "Agree" or "Strongly Agree."

Two areas received particularly strong support, with almost 90% of respondents in agreement: enhancing Still Creek and supporting an economy that works for all across the Plan Area.

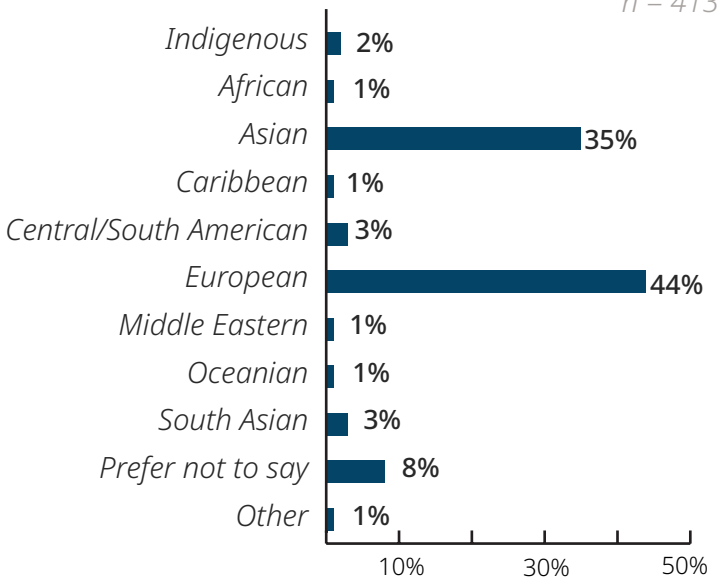
Written feedback showed strong support for more housing near transit stations, growing the Villages, and improving walking and cycling safety. However, opinions on tower limits in some blocks were mixed.

Some suggested that these limits be increased or removed, while others expressed concerns about potential impacts of increased density on neighbourhood character and green space. Also many called for additional infrastructure like schools, healthcare, and community centers to support increased density.

# WHO WE HEARD FROM

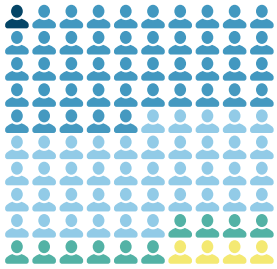
## ETHNIC ORIGIN

n = 413




## AGE DISTRIBUTION

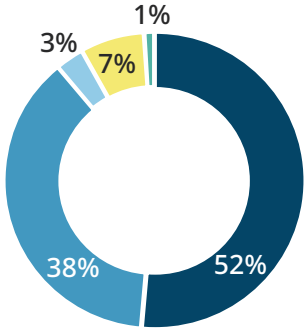
n =386



- 19 years or younger (1%)
- 20-39 years (44%)
- 40-59 years (41%)
- 60 years or older (10%)
- Prefer not to say (4%)

## GENDER IDENTITY

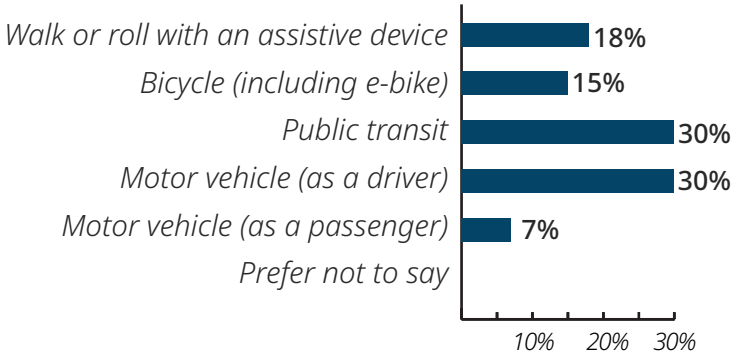
n = 386




- Man
- Woman
- Non-binary or gender fluid
- Prefer not to say or none of the above

## TRANSPORTATION

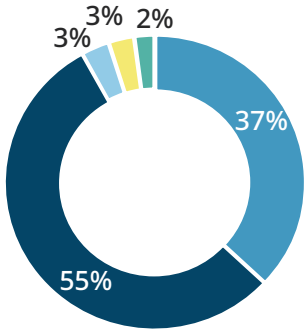
*n = 629




*Participants could choose multiple options for this question

## HOUSING TENURE

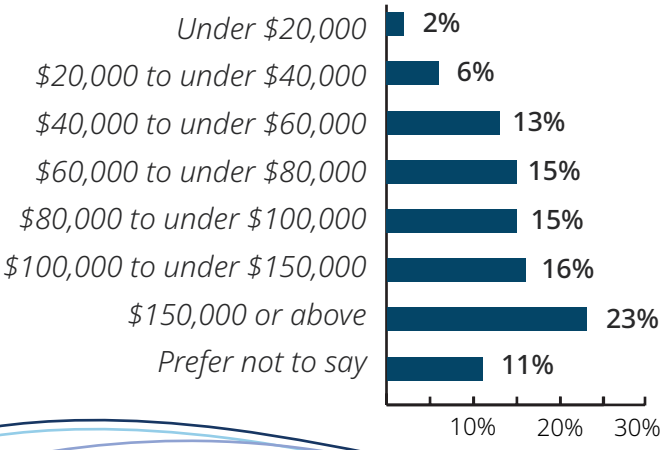
n = 386




- Own
- Rent
- Co-op
- Other
- Prefer not to say

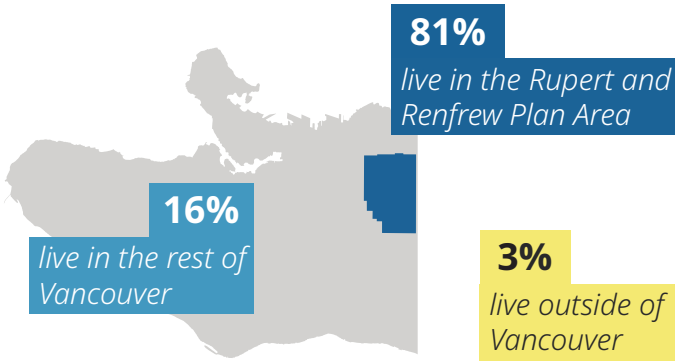
## HOUSEHOLD INCOME

n = 386




## LOCATION

n = 251

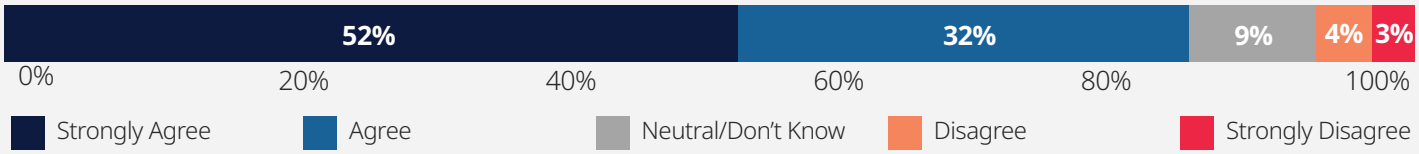


# WHAT WE HEARD

## CLIMATE PROTECTION & RESTORED ECOSYSTEMS

**Do you agree or disagree with the overall approach to support climate protection and restored ecosystems in Rupert and Renfrew?**

*n = 386*




There was strong support for restoring and daylighting Still Creek, preserving its ecology, and enhancing it with natural areas and trails connected to the broader public space network. Many participants called for more green spaces and parks to serve a growing population. At the same time, concerns were raised about potential environmental impacts from development, including the loss of green space and wildlife habitats.



### Likes

- Strong support for restoring and daylighting Still Creek, preserving its ecology, and creating natural areas.
- Support for creating walking and biking trails along the creek, integrated into the park system.
- Calls for more green spaces and parks to support an expanding population.

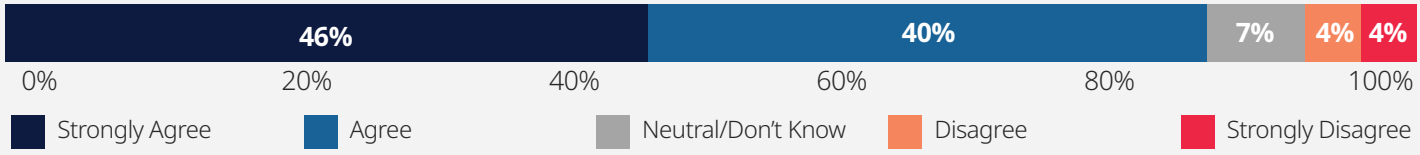
### Concerns

- Some concerns over the environmental impact of development, including loss of green space and wildlife habitats.
- Some concerns over the negative impacts of increased public access to the creek, such as littering and habitat damage.
- Suggestion as to the need to ensure long-term maintenance of ecological corridors.

# ECONOMY THAT WORKS FOR ALL

**Do you agree or disagree with the overall approach to support an economy that works for all in Rupert and Renfrew?**

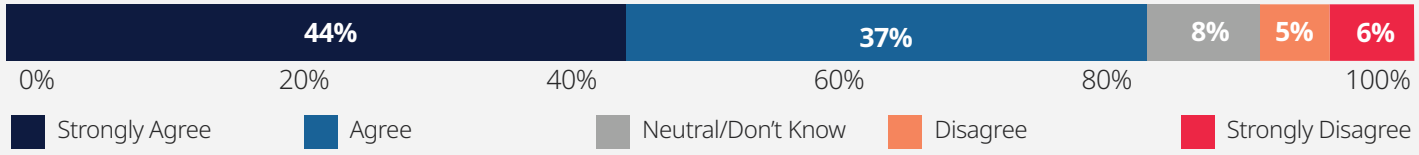
*n = 386*




# SHOPS AND SERVICES

**Do you agree or disagree with the new ground-level retail options proposed?**

*n = 390*




### Likes

- Strong support for increasing shops and services in Villages and Station Areas.
- Support for mixed-use buildings combining residential and commercial spaces.
- Support for hotels and commercial spaces in Villages to promote economic growth and tourism.

### Concerns

- Desire to ensure local businesses are not priced out by redevelopment.
- Questions as to why retail is prioritized on some streets but not others.

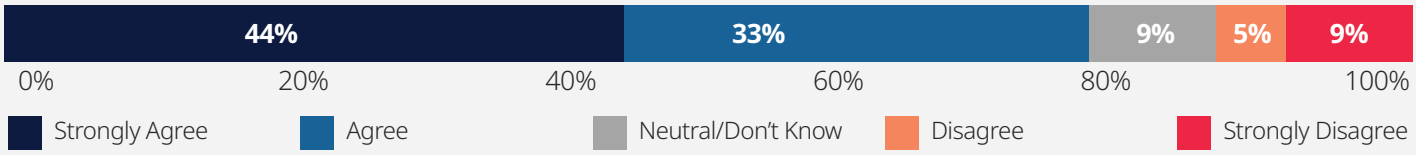
Participants strongly supported more shops, services, and mixed-use buildings in Villages and Station Areas. Many also called for additional infrastructure and services like schools, healthcare, and community centers to support increased density, as well as improvement of existing facilities such as the Renfrew Park Community Centre.



# EQUITABLE HOUSING & COMPLETE NEIGHBOURHOODS

**Do you agree or disagree with the overall approach to delivering equitable housing and complete neighbourhoods in Rupert and Renfrew?**

*n = 386*




### Likes

- Strong support for increasing affordable housing options, including below-market rental and social housing.
- Support for diversifying housing types, such as missing middle options, and preference for family-centered housing and larger unit sizes.
- Strong support for increasing housing density across the area, particularly near transit hubs.
- Commentary that increased density needs to be supported by amenities, such as childcares, schools, medical clinics and recreational spaces.

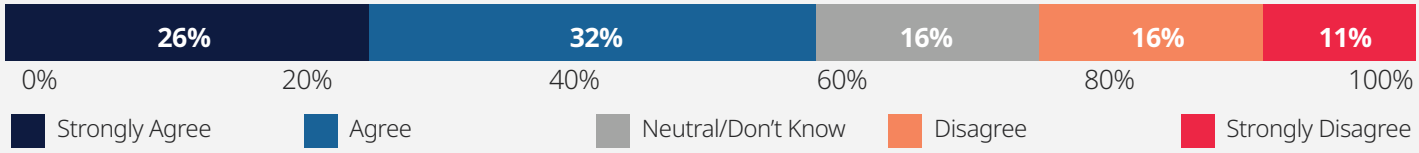
### Concerns

- Questions about the level of affordability in new below market rentals, and concerns about potential displacement of long-term renters.
- Concerns about potential displacement of families due to a lack of 3-4 bedroom units in new developments, limiting options for larger households.
- Concerns about loss of neighbourhood character and green space with increased density and height.
- Questions about shadowing from 6-storey buildings in areas away from arterial roads.

# TOWER LIMITATIONS

**Do you agree or disagree with the proposal for a tower limit on certain blocks?**

*n = 386*



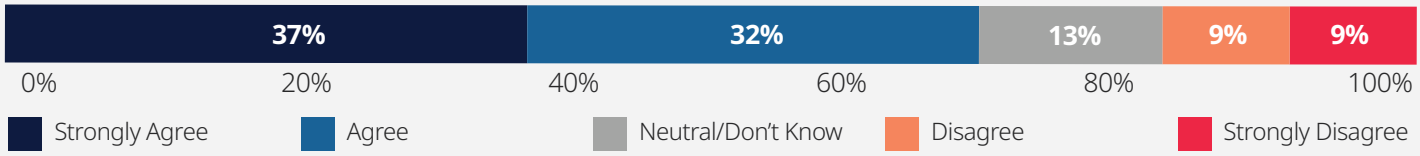

### Concerns

- Concerns about the tower limits, suggesting that increasing or completely removing them could help address the housing shortage in the city.



# PUBLIC SPACE & ROAD SPACE ALLOCATION

**Do you agree or disagree with the proposed road space reallocation locations?** *n = 386*




While there was positive feedback and general support received from the participants for enhancing walking, cycling, and public transit infrastructure, some participants were concerned about the long timeline (25 years) for implementation of the community plan (e.g., road reallocation, complete streets). The final Plan will include an approximate budget for the first 10 years of the area plan.



**Likes**

- Strong support for enhancing safe walking and cycling infrastructure, expanding greenways, and prioritizing public transit.
- Support for car-free greenways and reducing car dependency.
- Support for reallocating road space to prioritize pedestrians and cyclists.
- Desire for pedestrian crossings over train tracks.

**Concerns**

- Questions as to whether existing infrastructure (transportation, parking) can support higher density.
- Concerns about increased traffic and congestion and safety issues.
- Related concerns over potential lack of public transit options, and low bus frequencies to adequately service the area.
- Some concerns were raised about car-free zones, particularly for families and seniors who need car access. There was an expressed need to consider options for car users despite increased density.


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