From: "Levitt, Karen" <karen.levitt@vancouver.ca>
To: "Direct to Mayor and Council - DL"
Date: 8/4/2022 12:37:43 PM
Subject: Rupert and Renfrew Area Plan Update

Dear Mayor and Council,

Please see the attached memo from Theresa O'Donnell that provides an update on the first phase of engagement and flood plain investigations underway as part of the Rupert and Renfrew Station Area Plan. The memo includes the following key information that will inform the next phase of work over the summer and fall:

- Staff engaged with 700 people during the area plan's first phase of engagement
- Engagement events included open houses, pop-up events, on-line workshops, stakeholder meetings, and focused sessions targeting seniors, youth, Indigenous people, and the Chinese community;
- Engagement materials were translated into four languages: Traditional Chinese, Simplified Chinese, Vietnamese, and Tagalog, and interpretation services were offered; and
- One Water is working with DBL to lead the floodplain regulation work around Still Creek, including mapping, conducting technical studies, updating floodplain standards and requirements, and planning for a naturalized creek corridor.

Should you have any questions, please contact Theresa O'Donnell (Theresa.O'Donnell@vancouver.ca)

Thanks,

Karen

Karen Levitt, Deputy City Manager (she/her)
karen.levitt@vancouver.ca telephone
The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm/Musqueam, Sḵwx̱wú7mesh/Squamish and səlilwətaɬ/Tsleil-Waututh nations

CITY OF VANCOUVER

PLANNING, URBAN DESIGN & SUSTAINABILITY
General Manager's Office

MEMORANDUM

August 4, 2022

TO: Mayor and Council

CC: Paul Mochrie, City Manager
Karen Levitt, Deputy City Manager
Armin Amrolia, Deputy City Manager
Katrina Leckovic, City Clerk
Lynda Graves, Administration Services Manager, City Manager's Office
Maria Pontikis, Director, Civic Engagement and Communications
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Jimmy Zammar, Director, Urban Watersheds, Sewers & Drainage
Neil Hrushowy, Assistant Director, Community Planning
Dan Garrison, Assistant Director, Housing Policy and Regulation
Chris Robertson, Assistant Director, City-Wide & Regional Planning

FROM: Theresa O'Donnell
General Manager, Planning, Urban Design and Sustainability

SUBJECT: Rupert and Renfrew Station Area Plan – Phase I Update

RTS #: N/A

Purpose

This memo provides an update on the Rupert and Renfrew Station Area Plan planning process, including: 1) a summary of engagement; 2) draft early directions; 3) update on One Water planning and Still Creek floodplain regulations; and 4) a revised project timeline.

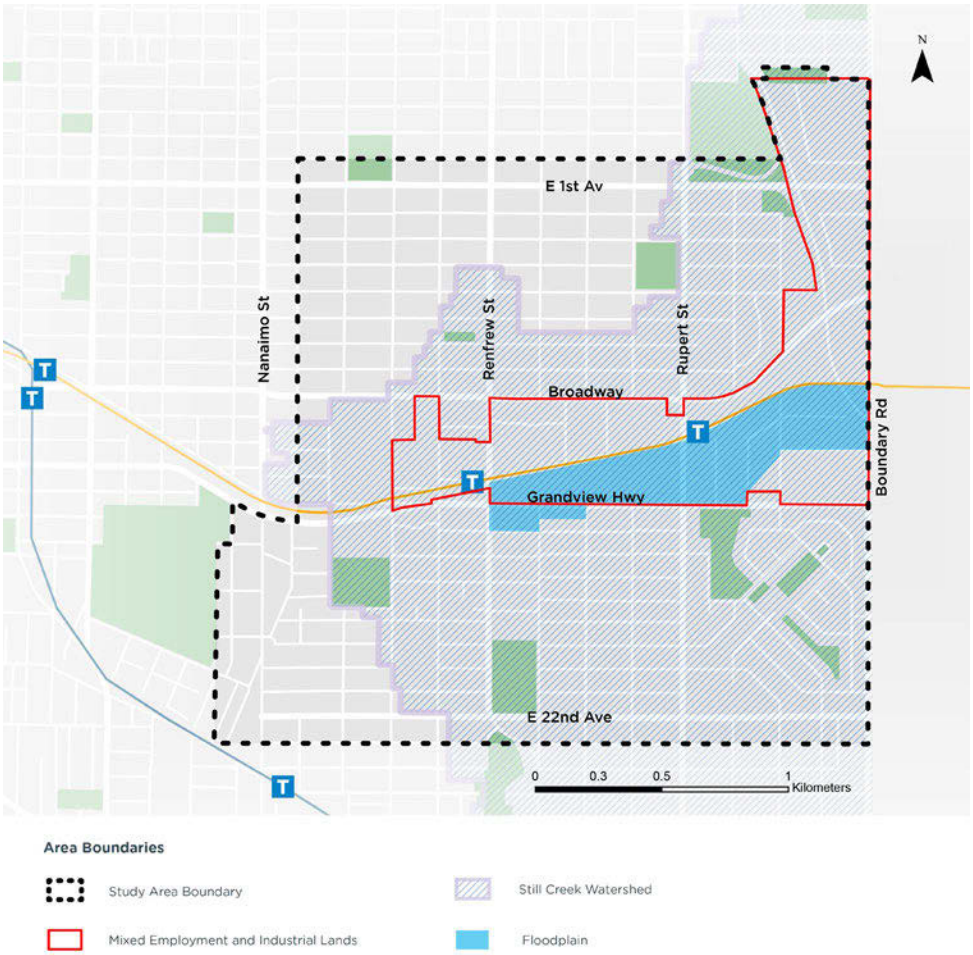
Background

The Rupert and Renfrew Station Area Plan (please see map in Appendix A) was initiated on March 29, 2022, with Council's approval of the Terms of Reference, Interim Rezoning Policy, and Development Contribution Expectations Policy established to limit land speculation. This is the first area plan aligned with the Vancouver Plan.

Phase I Update/Discussion

Current Land Use, Natural Features and Demographics

The study area is the approximately 500 hectares as shown on the map below.



As illustrated on the map and outlined in red, the area around the Rupert and Renfrew SkyTrain stations includes 81 hectares of employment and industrial land, known as the Grandview-Boundary employment lands. This employment base, connected to rail and the regional highway network, is significant to both the local and regional economy. The approved Terms of Reference acknowledge the need to protect and intensify these employment lands for job-oriented uses given the scarcity of industrial and employment land available in the city.

The study area also includes approximately 200 hectares of residentially zoned and developed land in walking distance from the SkyTrain stations. The existing development pattern is similar to other low-density neighbourhoods in east Vancouver, consisting predominantly of single-family homes (76%). Almost all the market rental housing in the area is found in secondary suites with the noted exception of three purpose-built rental buildings. This planning process will explore expanding housing options, with a focus on rental, below-market rental and social housing.

Portions of the Still Creek watershed and floodplain also fall within the study area and are depicted on the map above. The Terms of Reference also highlights the significance of protecting this unique natural asset that provides environmental and social value for the

community and drainage for the watershed. Like all of Vancouver's streams and creeks, the Still Creek Floodplain is impacted by climate change and encroaching development. Various measures will be explored to protect the floodplain and reduce flood risk.

A preliminary demographic review based on 2016 Census data indicates a large proportion of the residents (71%) identify as visible minority. This area also has more households with families with children (43%) and households with seniors (28%) than the city-wide average. Please see Appendix B for more detail on the demographic profile of the study area.

Summary of Engagement

The first phase of engagement was designed to solicit input, build partnerships and raise awareness of the planning program. As part of this process, staff engaged with members of the public, development industry, and government stakeholders with the goals of: 1) testing the level of support for the draft Early Directions; 2) identifying community assets and gaps; and 3) receiving ideas to inform the plan's policies.

Spanning the course of 10 weeks (from May through July 2022), Phase 1 Engagement encompassed a range of methods: online survey, asset mapping, pop-up events, open houses, neighbourhood workshops, and stakeholder meetings with industry representatives, non-profits, and local government agencies. Staff also held many workshops with equity-denied groups who are often left out of governmental engagements, including Indigenous people, youth, seniors, and low-income earners.

Topics included in the survey and discussed at the public events covered housing, natural ecosystems, public spaces, community services, arts and culture, transportation, and the Early Directions.

In total, staff heard from approximately 700 people:

- Survey (300 responses)
- Online asset-mapping activity (100 participants, 825 comments)
- 2 in-person open houses (80 participants in total)
- 3 neighbourhood pop-up events (90 participants)
- 9 in-person workshops with equity-denied groups (80 participants)
- 6 workshops with non-profits and local government agencies (20 participants)

Draft Early Directions

As a starting point for public consultation, staff began with the three Foundational Principles, and three Big Ideas of the Vancouver Plan and explored how each could be applied to future land use of the study area. This work led to the development of the draft Early Directions (please see Appendix D). The survey included the draft Early Directions and sought public input on what might be missing. Responses are summarized below.

What We Heard During Phase 1 Public Engagement

Initial findings are provided below and a complete summary will be available on the project website in September.

Initial findings from the survey included:

- **Early Directions:** General agreement on the draft Early Directions, particularly those related to protecting and adding job space in the Employment Lands, adding more housing options in the surrounding areas and comments supporting making the area more vibrant, walkable, and bikeable.

- **Housing**: Strong support for more housing options, especially for families and moderate-income renters.

- **Natural Ecosystems**: Wide support was noted for restoring natural ecosystems, especially bird and wildlife habitat, particularly for Still Creek and the Renfrew Ravine.

- **Community Services**: Childcare was identified as the most needed service in the community, followed closely by libraries, pools and fitness facilities.

- **Arts & Culture**: Respondents noted the absence of cultural and artistic spaces and events, or a lack of awareness of existing amenities. Strong support was indicated for increasing arts and culture in the area.

- **Transportation**: Strong support for improved cycling and pedestrian infrastructure, especially separated bike lanes, and better sidewalks. There was also wide support for more frequent bus service and traffic calming.

- **Public Spaces**: Strong agreement on the need to enhance parks and green areas to improve enjoyment and accessibility (e.g. adding more benches, trees, picnic tables and outdoor covered areas).

Many people identified the need for more small, independent and local serving retail, including restaurants, pubs, and entertainment. Additional comments conveyed the idea that big box stores alone are not sufficient for meeting daily needs. Some residents commented that the city should consider allowing residential next to transit stations, while others supported retaining and increasing the number of jobs in the area. In general, many participants noted that the areas near the stations are not walkable, bikeable or safe and require improvements.

The on-line workshop with development industry included local representation from economic development, film and TV, commercial brokerages, architectural firms, and developers working actively on commercial and industrial projects. Participants discussed the locational advantage of the Employment Lands, including rail and highway connections, types of businesses that would be attracted to this area, the types of amenities and workforce supports that are needed, and transportation and parking considerations.

Some participants in the meeting encouraged staff to consider residential development in the industrial land. Staff shared the Terms of Reference which states the need to protect and intensify the limited employment land within the city and that residential uses will not be allowed on the Employment Lands[1].

This summer, staff will evaluate the survey input against other priorities in previous planning exercises such as Van Play and Culture|Shift. Future engagement will also include discussions

[1] While the draft version of Metro 2050 includes a new provision allowing mixed use buildings on employment lands in close proximity to SkyTrain stations, each member jurisdiction will need to determine the criteria to consider exercising the new provision.

around trade-offs, choices, and consideration of new amenities in the context of city-wide priorities.

One Water Planning and Floodplain Regulation Update

Since December 2021, Engineering Services has been conducting multiple studies to understand sewer and drainage capacity, creek and watershed health, and flood risk baseline conditions using a One Water approach, an integrated planning that values all types of water resources.

The following technical studies are underway and will inform the Rupert and Renfrew Area Plan:

- Still Creek Enhancement Study (updating the Council endorsed 2002 study)
- Still Creek Sewer and Watershed Baseline Assessment
- Still Creek Floodplain Mapping Review and Additional Floodplain Investigations
- Still Creek Groundwater Mapping Study

As part of this work, Engineering Services staff have completed a review of updated floodplain mapping completed in late 2021 by Metro Vancouver. Engineering Services staff are supporting teams in Development, Building, and Licensing, and Planning, Urban Design, and Sustainability to bring forward updated Flood Plain Standards and Requirements for Council consideration.

Creek daylighting and naturalized channels is a nature-based approach is similar in concept to the ‘room for the river’ program in the Netherlands and ‘floodplains by design’ programs in Washington State. Technical studies demonstrate that daylighting the buried portions of Still Creek and creating a naturalized creek corridor can significantly reduce flood risk, improve water quality and channel stability. Creek daylighting and corridor naturalization can also counteract the increased flood risk created by loss of floodplain storage and alteration of flow paths caused by traditional development approaches.

In addition to the flood risk reduction and natural asset protection benefits, there are social, cultural, and environmental benefits associated with creek daylighting. Mitigating development impacts on Still Creek is an infrastructure management objective given that the creek is a significant local and regional natural drainage asset. On the strength of the above technical studies and context, Engineering Services staff feel that the inclusion of a creek daylighting and corridor naturalization concept in the area plan is key to enabling future growth.

Engineering is working closely with the Planning team to integrate the aforementioned study outcomes into the area planning process. The Engineering work is independent and ongoing and will continue after the area plan has been completed to support implementation.

As per the Terms of Reference, significant changes to land use are only anticipated to be considered within the Still Creek watershed (please see map in Appendix E).

Revised Timeline

The original timeline for this project will be adjusted to reflect the greater complexity of the technical studies. Staff will extend the overall project timeline by six months in order to allow sufficient time to complete technical studies and additional engagement in Q4 of 2022 and Q1 of 2023. It is estimated that Council will now receive the final plan in Q4 of 2023 (instead of Q2 of 2023). See Appendix F for details on the revised timeline.

Next Steps

Over the summer, staff are completing a number of technical studies (e.g. feasibility of various housing options, feasibility of various building forms within the Employment Lands, Sewer and Drainage Baseline Assessment, Groundwater Assessment, opportunities to expand retail, analysis of the tree canopy coverage, etc.). In the fall, staff will host focused engagement on key topics including jobs, housing, and Still Creek. Feedback from the technical work and engagement will be used to develop two land use options to be shared with the public in Q1 2023. In Q2 2023, the draft plan will be presented to Council and by Q4 2023 the final plan will be complete.

Please see the following appendices for additional detailed information.

Appendix A: Context and Study Area Map
Appendix B: Key Demographics of Plan Area
Appendix C: Survey Results
Appendix D: Backgrounder Containing Draft Early Directions
Appendix E: Still Creek Watershed within Plan Area
Appendix F: Revised Timeline Compared to Previous Timeline

Please do not hesitate to contact me or Neil Hrushowy if you have questions or would like additional information.

Thank you,

Theresa O'Donnell
General Manager, Planning, Urban Design and Sustainability

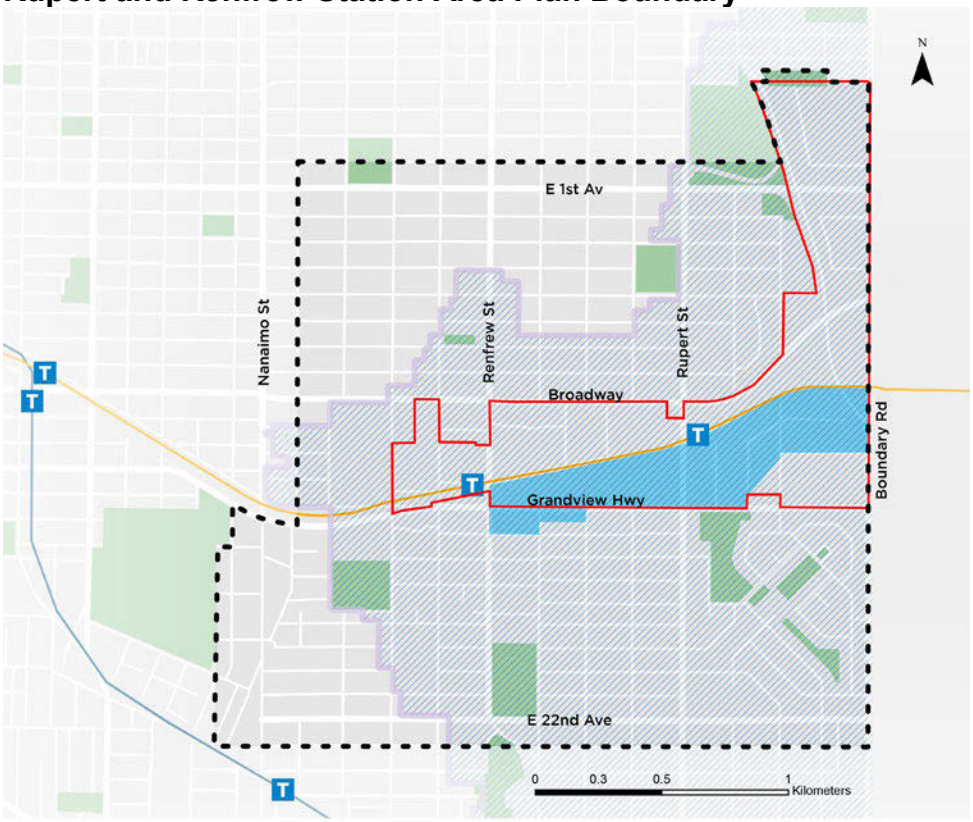
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APPENDIX A: Context and Study Area Map

Context map



Rupert and Renfrew Station Area Plan Boundary



Area Boundaries

Study Area Boundary

Mixed Employment and Industrial Lands

Still Creek Watershed

Floodplain

Appendix B: Key Demographics of Plan Area

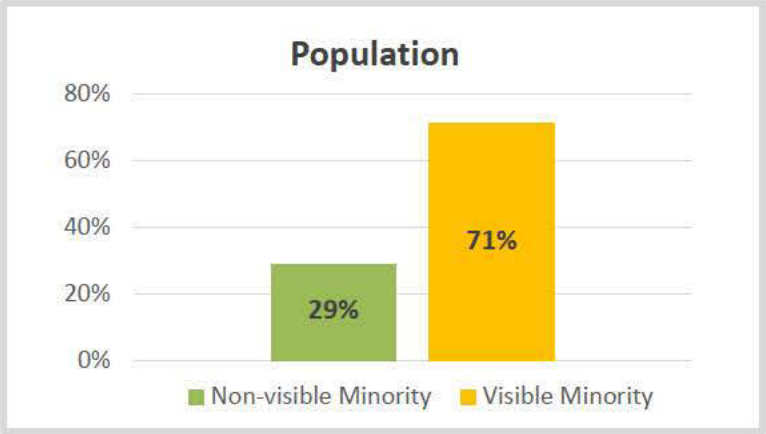
Population Change – plan area vs city-wide

Population	Plan Area	City of Vancouver
2016	24,751	631,486
2021	24,865	662,248
% Change	+0.5%	+4.9%

The Rupert and Renfrew Station Plan Area encompasses a portion of Hastings-Sunrise and Renfrew-Collingwood neighbourhood. The population increased by 0.5% from 2016 to 2021 (versus 4.9% city-wide) to a total of 24,865. Within the area, 71% of the population identify as a visible minority (versus 52% city-wide), and of that population 65% identify as Chinese (versus 27% city-wide). The area also has a higher number of households with families with children (58% versus 47% city-wide) and seniors (20% versus 15% city-wide).

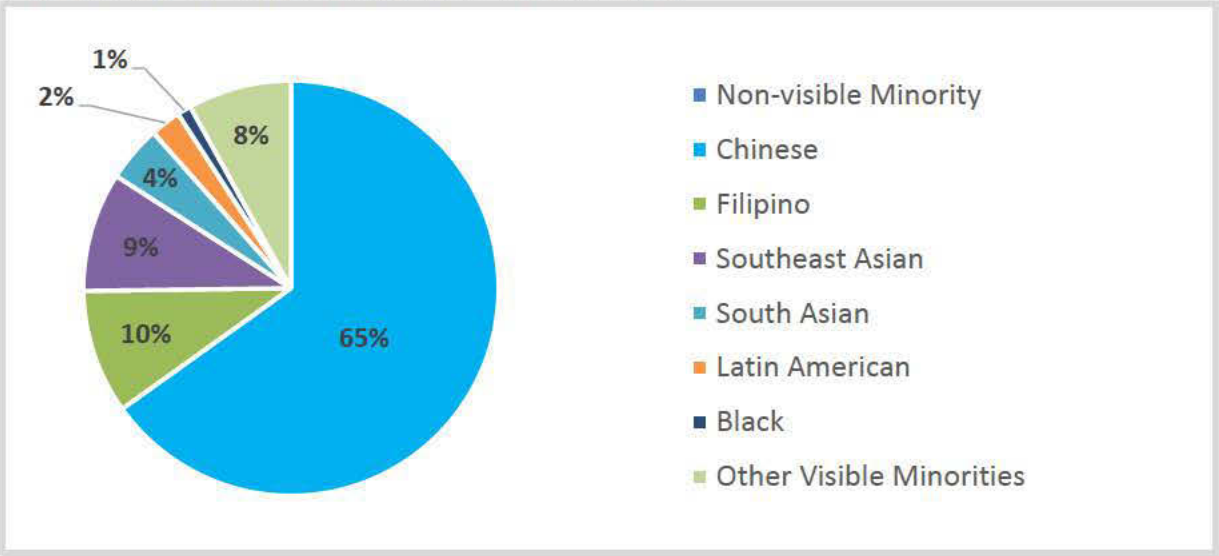
In terms of housing, the majority of the stock is single-detached homes at 75% (versus 25% city-wide). There are very few purpose built market rental units (1% of the overall stock or 3 rental buildings total). The majority of rental housing units in the area are secondary suites within single-detached homes.

Percentage of Population Who Identify as a Visible Minority in Plan Area



According to the 2016 census 71% (or 17,000) people identified as a visible minority (versus 52% city-wide). Chinese-Canadians account for 65% of the visible-minority population. Those who identify as Filipino make up 10% of visible minorities, with the Southeast Asian community making up 9%. A greater number of lower-income persons live in this area; 58% of residents (versus 47% city-wide) make below $30,000 per year.

Percentage of Visible Minorities in Plan Area



RUPERT AND RENFREW STATION AREA PLAN: SURVEY RESULTS

May 2022 – July 2022

Survey Purpose

The City of Vancouver has initiated a planning process for the area around the Rupert and Renfrew SkyTrain stations. As part of the planning process, staff are engaging with a range of stakeholders, industry sectors and members of the public to collect feedback and help inform the plan.

Between May and July 2022, a survey was launched to help identify community assets and gaps, and receive ideas on draft plan directions and priorities. The following document summarizes the results and provides an initial overview of the input gathered through the survey.

Survey at a Glance

The survey was hosted through the City of Vancouver's Shape Your City platform from May 5 to June 24, 2022. As part of the advertisement efforts, the City sent 8,000 postcards to residents via regular mail, created a project's website (5 languages, 2,600 visitors) and promoted the survey via various social media channels. Staff also distributed printed posters at 25 different locations, and e-mailed over 70 community organizations and businesses.

277 completed surveys

1,600 comments

Who We Heard From (n= 277)

Survey respondents tended to be younger than the population of the study area. About half (51%) of respondents were between the ages of 30 and 45. Higher-income households ($150k+) were also over-represented among survey respondents (28%) as compared to the study area (12%). Related to this, survey respondents were more likely to be owners than renters, 63% compared to 29% respectively. There was also an observed over-representation of white respondents (53% vs. 29% for the study area) and an under-representation of Chinese-Canadians (30% vs. 46% for the study area).

Further outreach with equity-denied populations was conducted to get a more representative picture of public views – these efforts are ongoing and a summary of this engagement will available on our website in September.

What We Heard

UNIQUENESS

Q1 **We are looking to better understand the identity of the area and its residents. What's one thing that makes your neighbourhood unique? This could be streets, buildings, open spaces, celebrations, or even something about the people that live in or regularly visit the area.**

Key Themes

- Parks, green spaces, cherry blossoms and natural areas like Still Creek and the Renfrew Ravine.
- Easy access to rapid transit.
- Proximity to shops and grocery stores.
- Quiet, safe and family-friendly neighbourhood.
- Area lacks vibrancy and identity.
- Lots of ethnic and cultural diversity.
- Hilly terrain and great mountain views.
- Nice small-town feel.
- The Central Valley Greenway.

Quotes

"The ravine! It's a little oasis in the middle of a busy urban neighborhood. It offers an intimate connection to nature that cannot be found in other Vancouver neighborhoods."

"The accessibility to the many different stores, services, and leisurely activities. A short 5-minute walk can bring me to Walmart, Superstore, Starbucks, Falaise Park, Renfrew Park, and many more."

"Central Valley Greenway! A well-used and well-built bike corridor that connects Vancouver and Burnaby"

"The beautiful green spaces, the quiet streets, the green canopy of trees over the streets, the diversity of neighbours in age and ethnicity - people who live and work in Vancouver, the gardens in front yards, the increasing number of songbirds."

"The people! I live in a mixed use area with apartments (my street is low rise, but mid rise are only a couple of blocks away) and commercial. I love being in a lively neighbourhood with neighbours and local business!"

"It's not really a neighbourhood! It feels like it's a grey area between Hastings-Sunrise, Grandview Woodland and Renfrew-Collingwood. Some new, interesting and practical destinations like grocers, bakeries, other small businesses, would help."

EARLY DIRECTIONS

Q2 **Based on past public engagement through the Vancouver Plan, we have some Draft 'Early Directions' – these are ideas for how we can address important issues like housing, jobs, transportation, the environment and community services in the area. Are there any key opportunities or issues missing from the draft that you want to share with us?**

Key Themes

- Allow more density and housing options in the area, especially missing middle housing, and higher-density housing around the SkyTrain stations.
- Make the area more walkable and bike friendly, especially along the busy arterial roads.
- Allow for more walkable mixed-use residential and commercial areas,
- More neighbourhood pubs, restaurants, and cafés where people can hang out and socialize.
- Concerns and hesitation about more density and chance, especially around high-rises, and density in single-family zones.
- Increase and enhance green spaces and natural ecosystems.
- More and improved community amenities and services (e.g. childcare centres, community centres, playgrounds, parks, pools, etc.).
- Concerns about the impact of density on parking and traffic volumes.
- Need for more affordable housing (especially for families).

Quotes

"I have been waiting for more density, more community services, and more housing near the stations since the Millennium line opened in 2002. Land use changes are long overdue."

"Generally happy with the directions! More explicit mixed use across entire fabric of the area would be my preference."

"I am all for more housing but I don't think high rises in this area are the answer. Please don't turn our neighborhood into Metrowtown."

"Please make it more walking and biking friendly. I feel like our neighborhood is just a transition zone between the highway and downtown. Renfrew, 1st, Grandview highway are all just terrible for walking along. Only option is to drive everywhere."

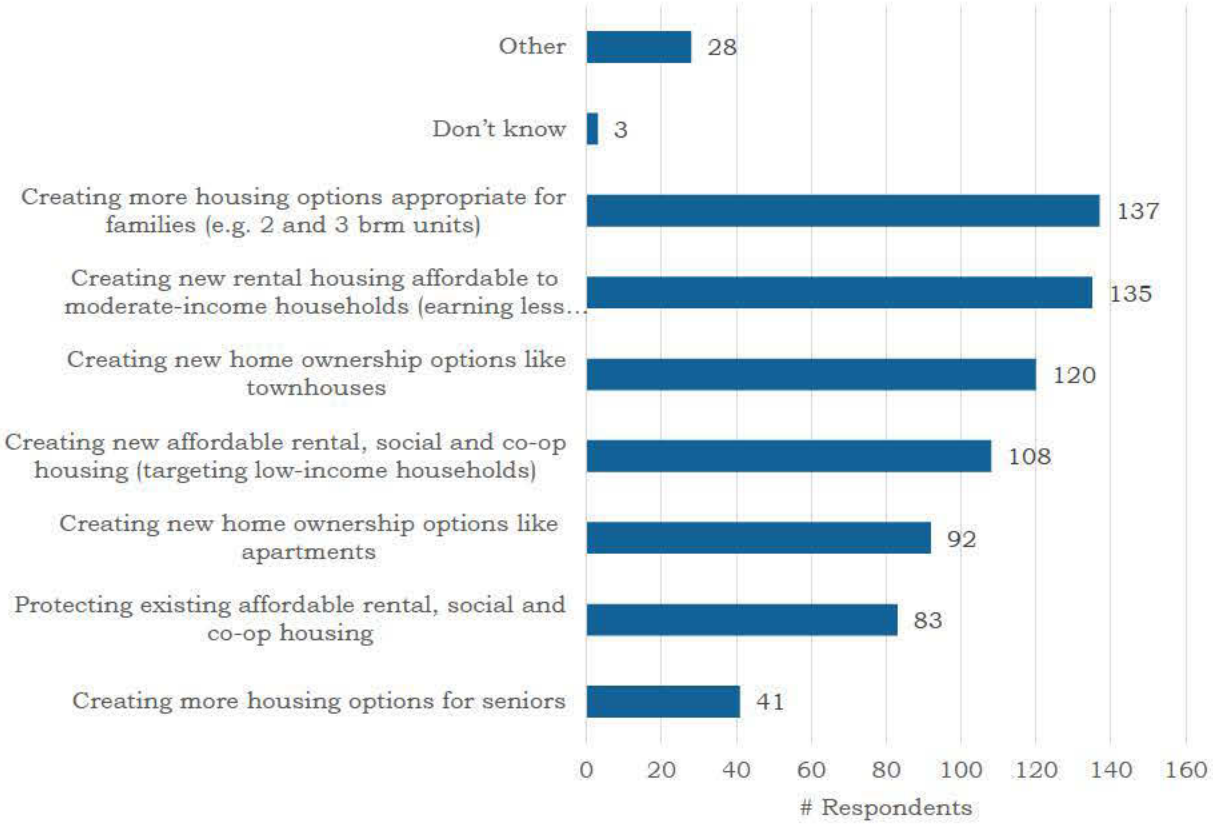
"This all looks great. I would love to see more housing and better cycling infrastructure. I would be excited to see more spaces to get food, coffee, drinks, etc, around the neighborhood; I often find myself leaving the area when I would rather just walk to the local brewery or cafe."

"The biggest factor is to make the area more affordable for families. Too many families are being pushed out of the area."

"Prioritize density around transit, maintain Renfrew ravine and still creek, reduce opportunities for car traffic and instead make it easier/safer to walk/cycle"

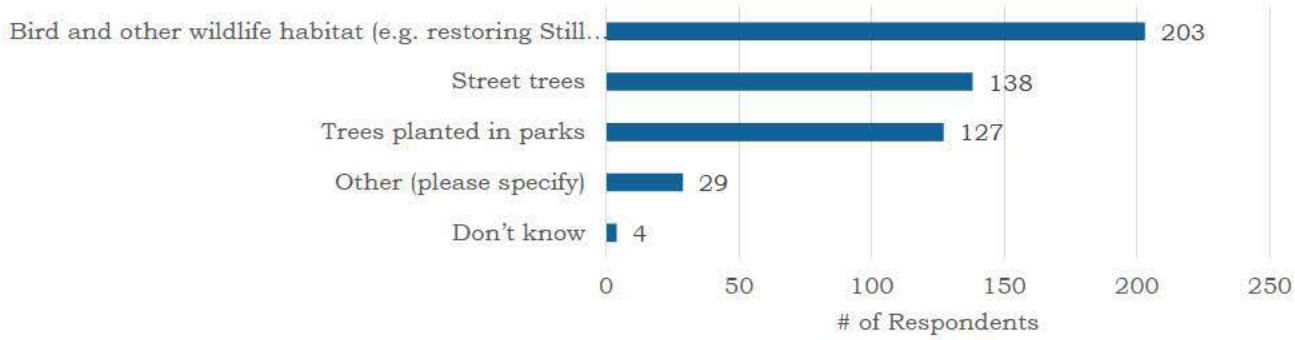
HOUSING

Q3 **We have heard that affordable housing is a big challenge for Vancouver. Thinking about yourself, family, friends, and neighbours, what kinds of housing do we need more of in this area? Please choose up to three (3) priorities.**



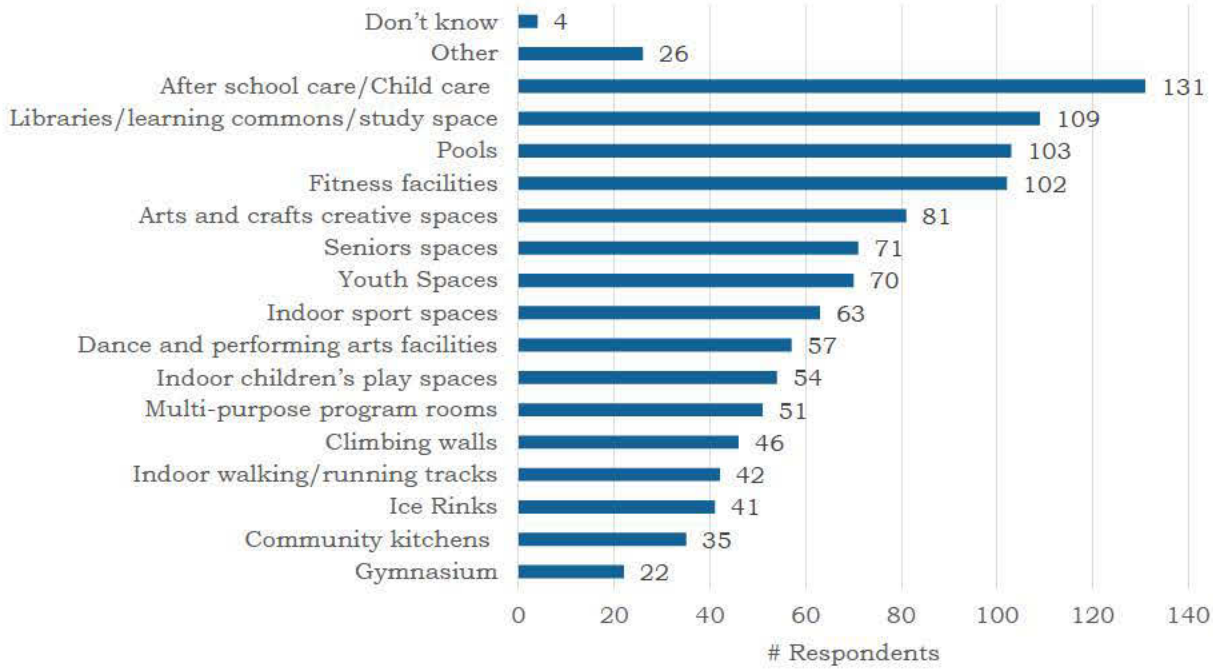
NATURAL ECOSYSTEMS

Q4 **We've heard that restored ecosystems are important to residents. Which of these features would you prioritize for your neighbourhood? Please choose up to two (2) priorities.**



COMMUNITY SERVICES

Q5 **We would like to learn more about the types of spaces that you would like to see more of in your neighbourhood. Some of these spaces may already exist, while others reflect new types of amenities that could be included in local community centres (e.g. Renfrew Community Centre). Please choose up to five (5) priorities.**



ARTS & CULTURE

We would like to learn about cultural practices, artistic practices, or events that happen in this area that we might need to preserve or create space for. This could be ceremonies, festivals, or any kind of cultural activity.

Q6 What cultural or artistic practices or events take place in the area?

Key Themes

- Not many or none at all
- Most events are organized by Still Moon Arts Society (e.g. Renfrew Ravine Moon Festival)
- Live music, night market and festivals at the Italian Cultural Centre
- Cultural celebrations in general (Canada Day, Diwali, Chinese New Year, etc.)

Quotes

"It feels like a cultural lost area. We rely on Grandview Woodland or Hastings Sunrise for any culture. There is no culture in Superstore and Canadian Tire."

"The Still Moon Society puts on a number of excellent cultural events including the Renfrew Ravine Moon Festival. Support for this is crucial."

"Asian Heritage practices and events as we have a large population of Asian Chinese in the area. Celebrate Asian Heritage month and Chinese New Year."

"The Italian Cultural Centre has been a hub for our community. They host many public events (farmers markets, live music, culture) indoors and outdoors every season. I'd like to see them supported more."

Q7 What kinds of spaces are needed for these practices and events?

Key Themes

- Parks and green outdoor spaces for festivals (e.g. grassy areas, open fields, etc.)
- Open spaces like plazas, squares, and stage areas
- Covered outdoor areas with seating
- Community centres

Quotes

"Outdoor meeting stage and benches for dragon dance, performances and celebrations. Undercover areas for community events and bbqs especially in the Renfrew Community Centre area."

"Any open space like Brentwood plaza so can be multipurpose use"

"Green space, open spaces, ability for streets/areas to be blocked off for special events."

TRANSPORTATION

To support greener, healthier, and more affordable communities, the City prioritizes sustainable transportation and making it easier to drive less.

Q8 Are there issues in the area that prevent you from walking, rolling, cycling, or taking transit more often?

Key Themes

- Inadequate cycling infrastructure (e.g. unconnected routes, lack of separated paths, etc.)
- Inadequate walking infrastructure (e.g. lack of sidewalks, uneven sidewalks, lack of crosswalks)
- Poor bus service (infrequent, slow, no service on 1st Ave and Grandview Hwy)
- Hilly terrain
- High and fast vehicle traffic makes walking and cycling unpleasant/unsafe
- Large arterial roads are difficult to cross and very busy

Quotes

"YES! We cycle as our primary form of transportation and safe infrastructure is sorely lacking. We need protected bike lanes on all arterials and major upgrades to traffic calming on side streets to reduce vehicle speed and numbers."

"The Central Valley Greenway is great, but not well connected into the neighbourhood. There are very few crossings for main roads."

"Sidewalks are very bumpy due to tree root damage; hills in winter means slippery sidewalks"

"Cycling to nearby stores is very challenging - e.g. getting to Canadian Tire, Save on Foods safely is impossible. Walking in the area is extremely unpleasant as well - large amount of traffic and spread out industrial area with few other pedestrians."

"Main thoroughfares are very unpleasant due to high traffic - e.g. Nanaimo, Broadway, Grandview, Renfrew, Rupert. Cycling along these streets is a death-defying activity."

"Some streets don't have sidewalks and traffic calming is needed around the neighborhood"

Q9 Do you have ideas for improving transportation in the area?

Key Themes

- Improve bus service (more frequent, better connections to SkyTrain, add service on 1st Ave)
- More separated bike lanes
- More traffic calming measures
- More crosswalks
- Improve pedestrian infrastructure

Quotes

"Better transit to get to the SkyTrain, or improve Hastings transit. I live near 1st and it feels like a no-mans land trying to get anywhere by transit, it's basically 3x longer to transit than drive anywhere which is not good."

"Bus stops closer to/more easily accessible from Walmart - many low-income families shop there and carry lots of bags/shopping carts"

"There are some good multi-purpose pathways connecting east/west, but pretty well nothing going north/south. Speeding on 22 Avenue is out of control - people treat it like a freeway. More traffic calming would be useful."

"Add a bus line along 1 Ave. Add natural barriers around crosswalks, similar to what currently exists on Napier."

"Build sidewalks where they are missing. Complete the north-south cycling greenway. Create real bike routes that are actually safe for families to bike on. Add more protected crossings for main roads."

"More traffic calming on bike routes. Nanaimo Street needs safer pedestrian crossing to access John Hendry Park"

PUBLIC SPACES

The City is working to build communities with public spaces where people can socialize and/or connect with nature, like parks and plazas.

Q10 Are there things in the area that prevent you from socializing in or enjoying public spaces?

Key Themes

- Inadequate park facilities (lack of picnic tables, dirty washrooms, lack of benches/seating, lack of outdoor covered areas)
- Nothing
- Lack of or subpar green spaces (lack of trees, not enough shady areas, not enough parks, not enough natural areas)
- Lack of public spaces in general
- The weather (too rainy in the winter and too hot in the summer)

Quotes

"Lack of amenities for sitting and socializing in all weather and lack of natural parks."

"Lack of public places. Surface parking lots, arterial and major collector streets are barriers."

"Lack of open plaza space with seats and tables and shade."

"More covered outdoor areas. The weather is insanely hot in the summer these days and very wet in the winter. I wish there was more shade and rain cover in parks and playgrounds so they could be frequented no matter the

Q11 Do you have ideas for new or improved public spaces in the area?

Key Themes

- Park upgrades (more covered areas, picnic tables, benches, cleaner public washrooms)
- More and better green spaces (more trees in parks and on streets, enhance Still Creek, more raingardens)
- Enhance and invest in more recreational facilities (pools, spray parks, sports fields, playgrounds, etc.)
- More/better commercial areas (smaller shops, vibrant streets, cafes, etc.)

Quotes

"More outdoor picnic areas with weather protection."

"Would be great to see a courtyard area where people could perform, along with coffee shops and shopping nearby."

"We need a really good swimming pool, with lots of classes for kids. Swim classes are almost impossible to book in our Neighbourhood."

"Preserve and improve the ravine and Still Creek."

"Please add more street trees, the streets can be hot and uncomfortable due to lack of shade."

OTHER

Q17 Is there anything else that you want to tell us about the Rupert and Renfrew area?

Key Themes

- Allow more density and housing options
- More and improved retail and commercial areas, especially small and local businesses
- Enhance and preserve parks and green areas
- This is a great area of the city and we love living here
- Make it more walkable and pedestrian-friendly
- Hesitation and concerns about change and density
- This area has lots of potential for change, new amenities and renewal

Quotes

"There's so much potential here! To both improve amenities and absorb more population."

"Beautiful, quiet, and safe neighbourhoods, but would love more dense housing so more people could enjoy. Preserving affordability in this area is also very important. More walkable places to grab a coffee or a bite, and to shop."

"I love the accessibility of the area, but wish there were more local small businesses and more safe + walkable sidewalks on the busier streets."

"Let's think big about this area. Let's make the Grandview Highway corridor a mixed-use, dense, amenity-rich region and destination for East Van. Let's reclaim Still Creek and make it a lasting amenity for future generations."

"It's a nice area with everything someone needs within a short drive or a walk. The area separately needs more housing of every kind. I've seen people young people moving out of the area because of cost. It's unsustainable."

"It is an absolutely wonderful area to live. We are already seeing densification which is leading to more crowded streets and noise."

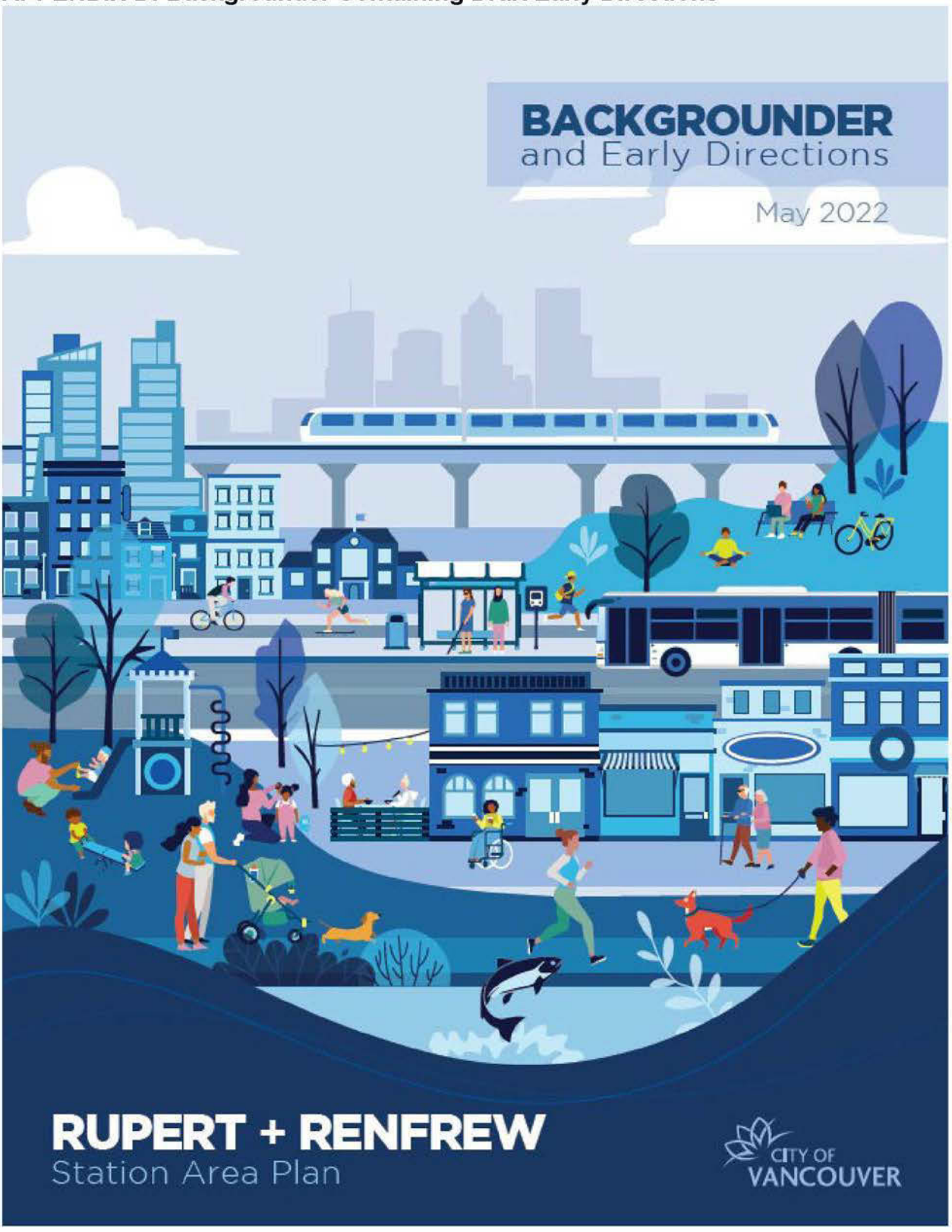
"Please don't gentrify it. No to huge high rises that are unaffordable to rent or to buy. No more shops. Protect what's here."

"It is a beautiful area of the city that has a ton of potential for growth and inclusion of families. I know you'll do your best to make sure it remains inclusive!"

"Really glad that there is finally some attention being paid to this community. There are a lot of challenges - due to the many fast moving roadways and under attended spaces in this community -- There is so much potential!"

"This is a great area, but I do wish it were more walkable and had more shops. I need to drive to the grocery store right now and would love to not have to do that."

APPENDIX D: Backgrounder Containing Draft Early Directions





Draft Early Directions

ECONOMY



» Protect and intensify the Grandview-Boundary Employment Lands by allowing bigger office and industrial buildings

» Provide new small-scale shops and services off of arterial roads, allowing residents and workers to access their daily needs and build social connections

HOUSING



» Identify more opportunities for housing in areas within walking distance from the SkyTrain stations but outside the Grandview-Boundary Employment Lands. This would include identifying areas for:

  » Mid-rise and high-rise buildings, including apartment building with shops on the ground floor, to enable new rental, below-market and social housing opportunities, in areas close to the SkyTrain stations

  » Low-rise apartment buildings and townhouses to provide more rental and home ownership options off of arterials, in areas further from the SkyTrain stations

WATER, ECOLOGY, PARKS AND CLIMATE CHANGE



» Protect and enhance Still Creek to support fish habitat and manage flood risk

» Within the floodplain around Still Creek, ensure new buildings do not increase flood risk

» Create more space to plant trees in areas with low tree coverage to help manage extreme heat resulting from climate change

» Expand and enhance natural areas and neighbourhood parks in underserved areas



Draft Early Directions

RECONCILIATION, EQUITY AND RESILIENCE



» Explore housing and economic opportunities with Musqueam, Squamish and Tsleil-Waututh through redevelopment of the BC Liquor Distribution site on Broadway, and seek their input on how the wider area plan can support reconciliation

» Design buildings to provide protection from outside noise and air pollution, and locate new types of housing and other uses should away from arterial roads, highways and industrial buildings

TRANSPORTATION AND PUBLIC SPACE



» Make arterial roads safer and more comfortable by widening sidewalks, improving safety at rail crossings near the SkyTrain stations, and exploring protected paths for cycling and e-scooters

» Upgrade and expand the greenway network, including upgrades to the existing Central Valley Greenway and new routes including the north-south Eastside Crosscut

» Create a network of public spaces by coordinating parks, Still Creek, greenways, and new traffic calming measures

» As large sites redevelop, add new pathways to make it easier to walk or cycle through the area

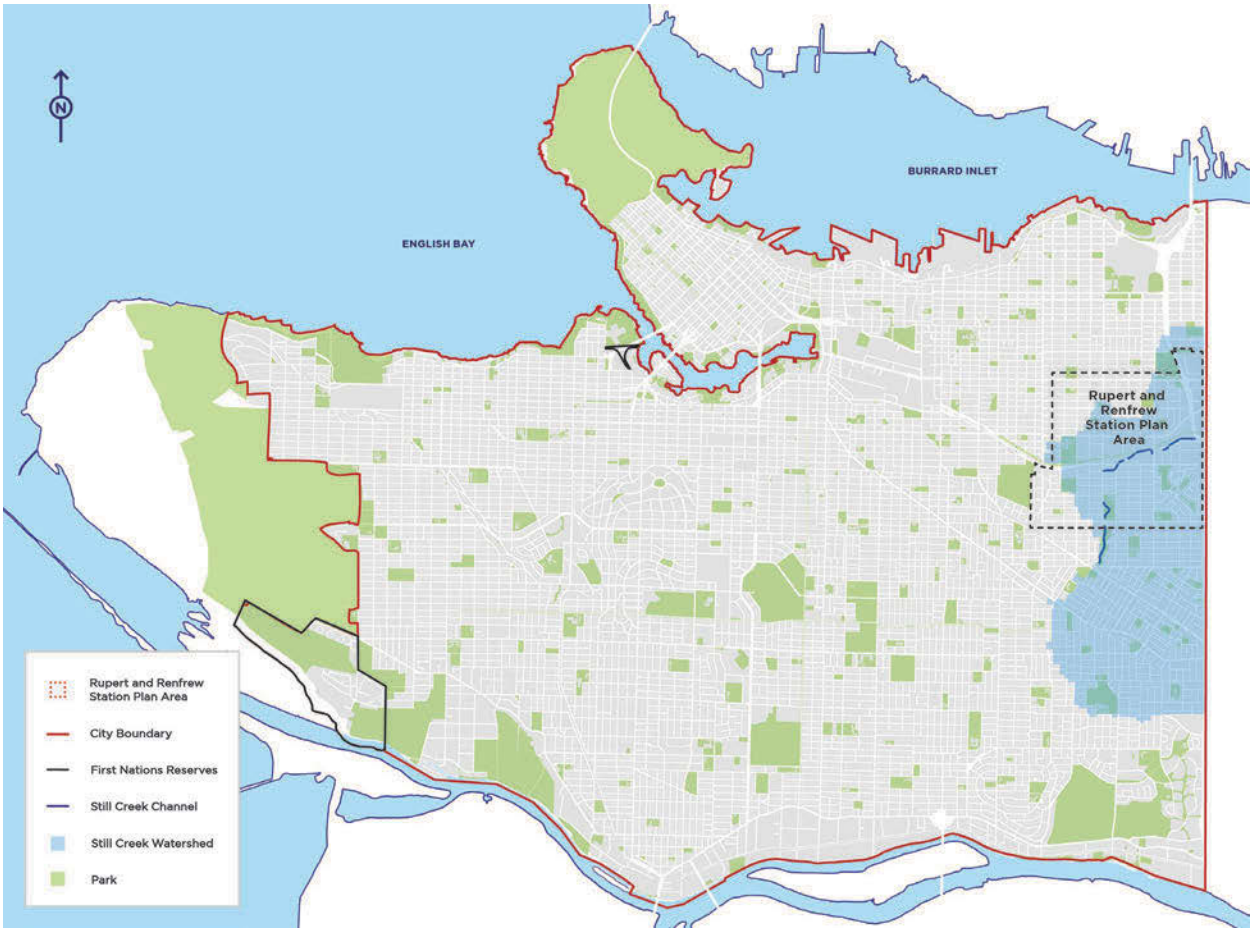
ARTS, CULTURE, AND COMMUNITY SERVICES



» In the Grandview-Boundary Employment Lands, remove regulatory barriers to new arts and culture spaces and explore potential for new childcare

» Expand community-serving spaces, such as community centres and Frog Hollow Neighbourhood House, to meet population growth and the needs of equity-denied communities

APPENDIX E: Still Creek Watershed within Plan Area



APPENDIX F: Revised Timeline Compared to Previous Timeline



Note: The 6 month extension lengthens the Early Directions and Technical Work phase and includes additional time for public engagement.