

ENGAGEMENT SUMMARY REPORT

Part 1: May-July 2022

November 2022



RUPERT + RENFREW

Station Area Plan



The City of Vancouver is located on the traditional, unceded territories of the x^wməθk^wəy̓əm (Musqueam), Sḵwxkwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations, who have lived in their territories since time immemorial.

As a City of Reconciliation, the City of Vancouver has committed to “form a sustained relationship of mutual respect and understanding with local First Nations and the urban Indigenous community.” This is an ongoing and evolving commitment, and one that is foundational to the long-term success of the Rupert and Renfrew Station Area Plan.

RUPERT+ RENFREW

Station Area Plan

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ACKNOWLEDGEMENTS:

The Rupert + Renfrew Station Area Planning Team thanks the residents, businesses, industry experts, non-profits and government agencies who contributed to Part 1 of the engagement process. We appreciate the time and input contributed to considering the future of your community.

Hastings-Sunrise and Renfrew-Collingwood residents

African Great Lakes Networking Foundation

Disability Alliance BC

BC Non-Profit Housing Association (BCNPHA)

Frog Hollow Neighbourhood House

Immigrant Services Society of BC (ISSofBC)

Lu'ma Native Housing Society

Metro Vancouver

Renfrew Community Centre

Still Moon Arts Society

Thunderbird Community Centre

Translink

Vancouver Economic Commission (VEC)

ViVO Media Arts

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INTRODUCTION

In November 2021, the City of Vancouver initiated a planning process for the area around the Rupert and Renfrew SkyTrain stations. When complete, the Rupert and Renfrew Station Area Plan will guide growth and change in alignment with the Vancouver Plan and other City policies. Following Council’s approval of the project’s Terms of References, staff begin a first phase of public engagement in May 2022.

The following document provides a summary of the engagement process to date for the Rupert and Renfrew Station Area Plan. Building on the goals and vision of the Vancouver Plan, this first phase of engagement was designed to solicit input, build partnerships and promote 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 agreement on the Early Directions, 2) identifying community assets and gaps, and 3) receiving ideas on plan directions and priorities. The Early Directions were informed by the Vancouver Plan’s Three Big Ideas (“Equitable Housing & Complete Neighbourhoods”, “An Economy that Works for All”, and “Climate Protection & Restored Ecosystems”).

Spanning the course of 10 weeks (from May through July 2022), Phase 1 Engagement encompassed a range

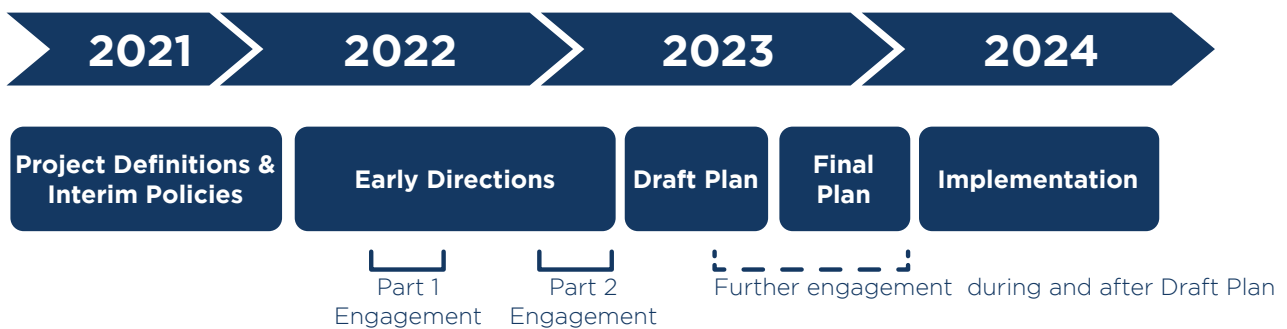
of methods: online survey, neighbourhood mapping, pop-up events, open houses, community workshops, and stakeholder meetings with industry representatives, non-profits, and local government agencies. Staff also held targeted workshops with equity-denied groups, including Indigenous people, youth, seniors, and low-income earners. This approach provided an effective way to reach a broad audience while collecting input from experts and groups historically left out of municipal conversations.

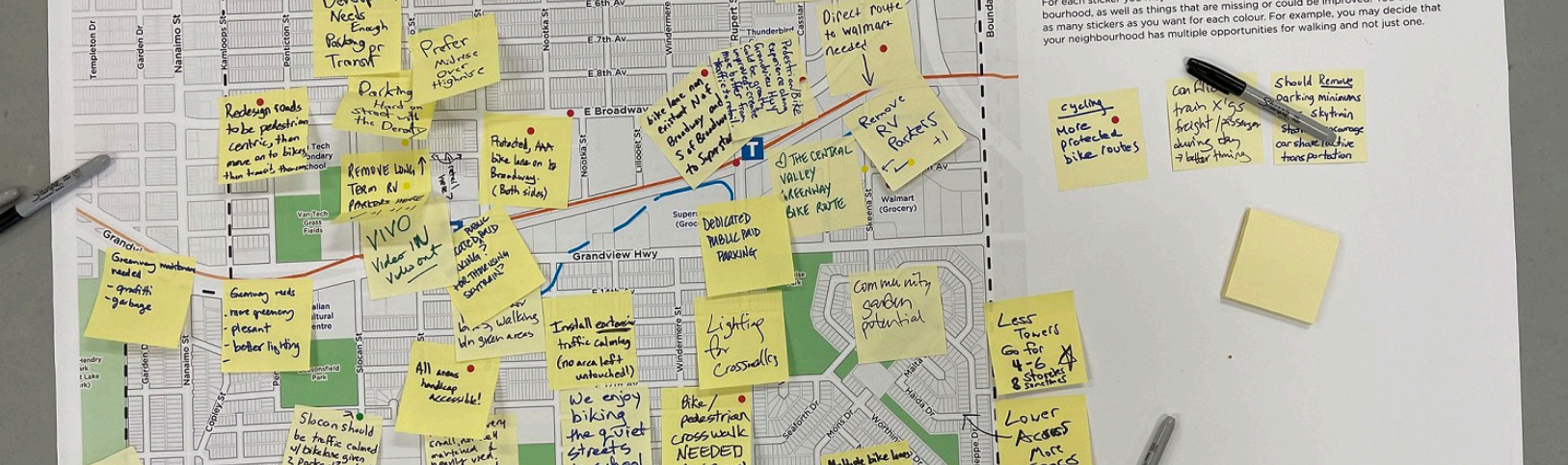
The feedback received was analysed and synthesized to inform draft policies, recommendations, and corresponding technical analysis.

Additional consultation is planned for early 2023 and will include further public engagement and a check-back with industry stakeholders, and equity-denied groups. Feedback from the technical work and engagement will be used to develop a draft plan, including choices between different options for the types, locations, and sizes of new buildings across the area. We will seek input on the draft plan in Q2 2023 and input on a final draft in Q3 2023. We anticipate bringing a final plan to Council for approval in Q1 2024.

PROJECT TIMELINE

AS OF OCTOBER 2022





METHODOLOGY

The overall strategy for Phase 1 Engagement involved a variety of tools. The intent was to capture a large audience through a methodology that was both inclusive and efficient.

Vancouver Plan

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. Unlike previous community plans, the Rupert and Renfrew Station Area planning process is unique in this regard: its high-level vision and strategic directions were established through the multi-year public engagement process conducted under the Vancouver Plan. So the current planning process builds upon an already established set of broad based goals and visions.

Promotion

In the lead up to start of the engagement process, City staff sent postcards via regular mail to households and businesses of the study area, notifying them of the planning process. A dedicated project website was also created to serve as the main vehicle of information for people wanting to learn about the planning process and ways to get involved. The website was hosted on Shape Your City - the City's online engagement platform.

A Backgrounder document that outlined important information including, the draft Early Directions, was published on the website and made available in five different languages (English, Traditional Chinese, Simplified Chinese, Tagalog and Vietnamese). Staff also distributed printed posters at about 30 different locations

including local businesses, community centres, libraries and community bulletin boards. In addition to this, we notified over 70 local community organizations who had expressed interest in staying up to date with the plan's progress. Lastly, public engagement was also advertised through the City's social media channels, generating over 20,000 impressions.

Language Accessibility

Recognizing the diverse profile of the local population, we ensured that language accessibility be built into the engagement process. All public-facing materials - whether digital or printed - complied with City guidelines around language accessibility, including the recommendation to translate key documents into other languages based on certain demographic thresholds. Given the unique profile of the local population in the Rupert and Renfrew area, this meant translating key communication products into Chinese (simplified and traditional), Vietnamese and Tagalog. Interpretation services were also provided upon request and at specific engagement events (e.g. workshops with Chinese seniors).

Open Houses & Pop-up Events

To kick off the planning process, two in-person open houses and three neighbourhood pop-up events were held in each end of the study area, on the north-side at Thunderbird Community Centre and Frog Hollow Neighbourhood House, and on the south-side at Renfrew Community Centre and Falaise Park. These events showcased information on the planning process - including guiding directions, timeline and how to get involved. Those wanting to provide feedback could do so through our asset maps, the survey or by speaking to the planning staff on hand. Approximately 200 people attended the five events.

Survey

We fielded a survey to better understand how high-level directions could best be applied at the neighbourhood scale. We did so by asking questions about “challenges and opportunities” in the study area on such topics as housing, transportation, public spaces, parks, arts and culture, ecology, and community services. The use of a survey proved to be an effective tool in collecting large amounts of data on a variety of topics, allowing us to quickly fill in existing gaps in our knowledge.

The survey was hosted through the City of Vancouver’s Shape Your City platform from May 5 to June 24, 2022 - a total of ten weeks. Paper copies were also distributed at in-person events, complete with pre-paid postage. Surveys were also made available upon request, typically to people who lacked access to Shape Your City or to digital technology like a computer or the internet.

Given the large Cantonese-speaking population in the plan area, digital and printed versions of the survey were also made available in Traditional Chinese. The digital translated version was hosted on Shape Your City, while printed copies were also distributed at in-person events. For those seeking additional translation help, interpretation services in Cantonese, Mandarin, Tagalog and Vietnamese were offered upon request.

Overall, we received 277 completed surveys (submitted digitally in English), 3 surveys in Traditional Chinese and 4 paper surveys. To make the analysis of results possible, non-English and printed surveys were first translated and transcribed as needed. As part of the survey data we also received over 1,600 open-ended comments. These were all coded for themes and entered into an overall coding framework.

Neighbourhood Mapping

Alongside the survey, we also used participatory neighbourhood mapping as a tool for identifying places important to residents and opportunities for improvement. Two interactive maps - one in English and one in Traditional Chinese - were hosted on Shape Your City. Participants were prompted to locate things they liked about the area, and things they felt were missing or in need of improvement. Topic areas included ‘transportation’, ‘community services’, ‘parks and open spaces’, ‘restaurants and food services’, ‘arts and culture places’ and ‘neighbourhood heart’. The digital asset maps stayed opened for the same duration as the survey. A guided-workshop was also created to assist people in need of technological support. In addition to the digital asset maps, we collected input through in-person asset mapping activities at our open houses and pop-up events. Through the digital asset mapping we received 98 contributions and over 800 spatial data points (about 8 data points per contribution on average). Another 300 data points were collected through our open houses and pop-up events.

Workshops (equity-denied groups)

City staff also organized a series of workshops with groups who have historically been left out of public engagement, including Indigenous people, youth, racialized seniors, and low-income residents. To this end, the project team worked in collaboration with community partners to help organize a total of seven workshops. This was done as a way to advance the City’s mandate on equity and reconciliation and also to create a sample that was more fully representative of the area’s diverse population. Workshops were held in person - unless otherwise requested by the community group - and included language interpreters when appropriate. Recognizing some of the populations that were missed during the first phase of engagement, additional workshops with equity-denied groups are being planned for the next round of engagement.

Engaging non-profits, government agencies and industry partners

Various non-profit organizations, government agencies, and industry partners were also consulted on technical matters and strategic priorities.

We met with Metro Vancouver and TransLink to seek early input on transportation considerations for the area and the process for establishing a Frequent Transit Development Area under Metro 2050, the new draft Regional Growth Strategy.

We reached out to the Vancouver School Board to confirm VBS’s school enrollment projections, discuss the plan’s implications for the VanTech site, and ensure alignment between the area plan and school capacity planning.

A workshop was held with industry experts on the future of the employment lands and job space around the Rupert and Renfrew SkyTrain Stations. Participants included representatives from film and TV, commercial brokerages, architectural firms, developers and the Vancouver Economic Commission.

We also met with VIVO Media Arts to learn more about missing cultural spaces in the area, and VIVO’s own organizational challenges.





SUMMARY OF FINDINGS

SURVEY RESULTS

The City ran an online survey from May 5 to June 24, 2022 to gather public input and receive feedback on the Draft Early Directions. The survey was hosted on the City's online engagement hub, Shape Your City, and was translated in Traditional Chinese. Interpretation services in Cantonese, Mandarin, Tagalog and Vietnamese were offered over the phone to those seeking additional language assistance.

Staff also distributed the survey to community members at in-person events such as open houses and neighbourhood pop-up sessions. Residents were asked various questions on key topics including housing, transportation, natural ecosystems, public spaces, community services, and arts and culture. Overall, we received 300 responses and over 1,600 open-ended comments. Key highlights are summarized below.

304
completed
surveys

+1,600
comments

- **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.
- **Nature:** 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 desired service in the community, followed closely by libraries, pools and fitness facilities.
- **Arts and 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).

NEIGHBOURHOOD MAPPING RESULTS, PART I

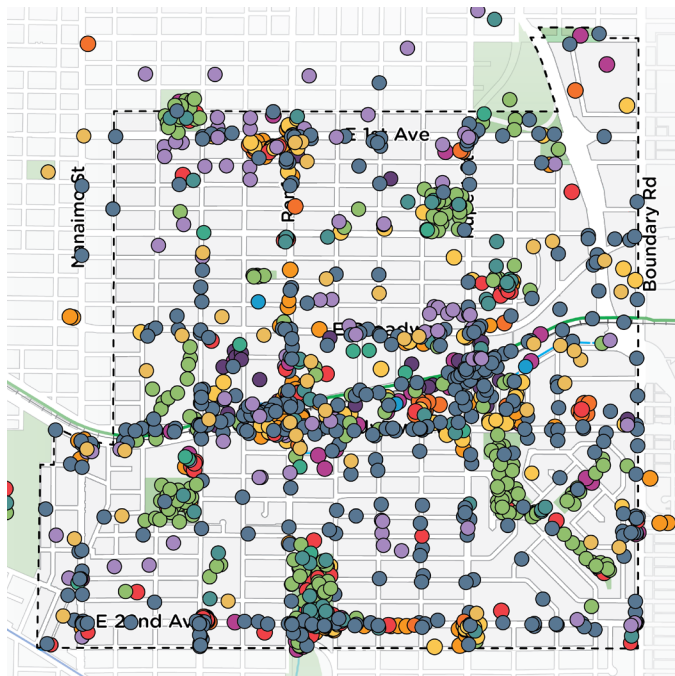
Various mapping activities were conducted between May and July 2022. The public was invited to identify locations in the Rupert-Renfrew area that were important to them and the neighbourhood as well as opportunities for improvement. Input was collected online through the Shape Your City platform as well as through various in-person events, including open houses, community pop-up events, and meetings with groups who have been historically left out of municipal planning such as Chinese seniors, Indigenous people, youth, and low-income people. In total, over 350 people participated in the neighbourhood mapping, providing over 1,500 comments.

350
contributors

1,500
comments

NEIGHBOURHOOD MAPPING

This image shows the breadth of comments collected as part of the asset mapping activities.



- | | |
|-------------------------------------|-------------------------|
| ● Unique | ● Arts & Culture Spaces |
| ● Neighbourhood Heart | ● Community Services |
| ● Groceries | ● Transit |
| ● Restaurants & Other Food Services | ● Walking/Rolling |
| ● Shops & Stores | ● Driving/Parking |
| ● Parks, Plazas & Open Spaces | ● Housing |

WHAT WE HEARD (TOP RESPONSES)

Places people especially love:

- Renfrew Community Centre
- Still Creek & Renfrew Ravine
- Thunderbird Community Centre
- Cherry Blossoms
- Italian Cultural Centre
- Local Parks

What parks and open spaces do people use?

- Falaise Park
- Beaconsfield Park
- Sunrise Park
- Clinton Park
- Renfrew Ravine & Still Creek

Where do people shop?

- Superstore
- Banana Grove Market and Deli
- Walmart
- 1st Avenue Marketplace

What community services are important?

- Renfrew Community Centre & Library
- Thunderbird Community Centre
- Frog Hollow Neighbourhood House

What arts and culture space do people love?

- Lu'ma
- VIVO Media Arts
- Renfrew Ravine Moon Festival

Where do people go for a drink or bite to eat?

- 1st Avenue Marketplace
- Ragazzi Pizza
- Strip mall at Grandview Hwy and Renfrew St

NEIGHBOURHOOD MAPPING RESULTS, PART II

We also heard about areas in need of improvement. The key themes below are organized below according to their connection to the Three Big Ideas presented in the Vancouver Plan. These Big Ideas guide the land use strategy and direction for the development of policies for the Rupert and Renfrew Station Area Plan.

BIG IDEA #1: Equitable Housing & Complete Neighbourhoods

What we heard:

- More affordable housing options across the income spectrum
- More housing options in missing middle forms or beyond 6-storeys
- Opportunities for more density on and off arterials
- Opportunities to integrate housing with other amenities
- More childcare and after-school care spaces needed
- Lack of spaces in which to gather and socialize (plazas, patios, etc.)

BIG IDEA #2: An Economy that Works for All

What we heard:

- Lack of independent, local-serving retail
- Opportunities for more restaurants, pubs and cafes
- Lack of arts/studio spaces
- Need to protect and intensify Employment Lands
- Opportunities for more job space around transit stations
- More local-serving grocery stores

BIG IDEA #3: Climate Protection & Restored Ecosystems

What we heard:

- Enhance Still Creek
- Protect Renfrew Ravine
- Enhance cycling network
- Improve walkability in the jobs lands
- Opportunities for more community gardens
- Plant more trees in public spaces
- Upgrade sidewalk infrastructure
- Need for safer intersections

OTHER THEMES:

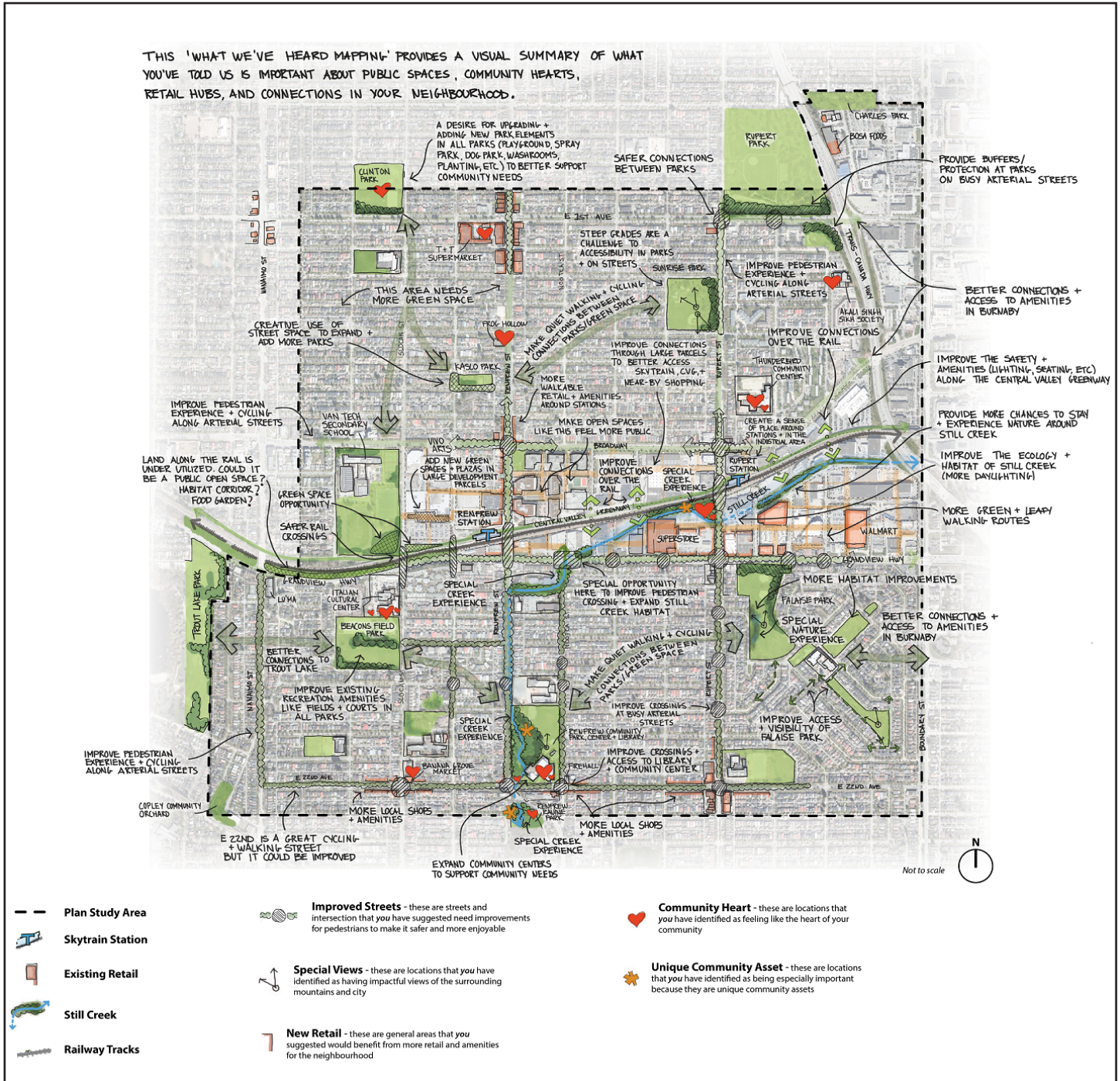
- More traffic calming & noise mitigation
- Lack of off-leash dog parks
- Need to upgrade playgrounds
- Create more shaded areas
- Upgrade public washrooms



NEIGHBOURHOOD MAPPING RESULTS, PART III

'WHAT WE'VE HEARD' MAPPING

This map provides a visual summary of the what you've told us is important about public spaces, community hearts, retail hubs and connections in your neighbourhood. This feedback will help staff understand ways to consider future growth and public realm improvements based on the current conditions while developing the Rupert and Renfrew Station Area Plan.



USING YOUR INPUT

How are we using your input from the neighbourhood mapping activities?

For the Rupert and Renfrew Station Area Plan, we are taking this input and using it to inform and shape the Plan's policies and actions. For instance:

INPUT

We heard about the need to improve cycling infrastructure in the study area. Draft Early Directions include creating a safer, more comfortable, and more fine-grained active transportation network.

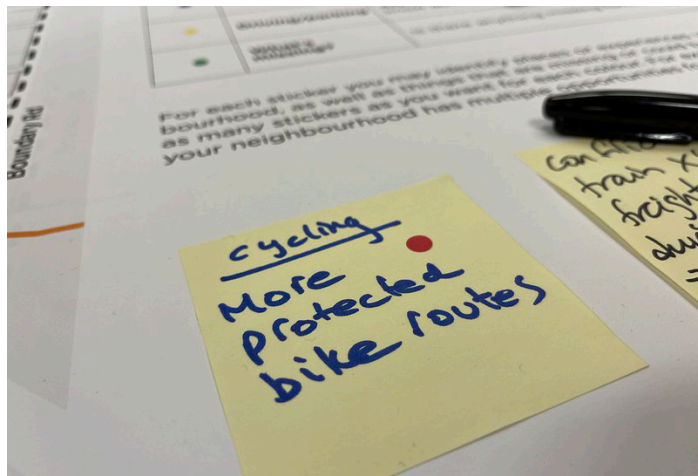
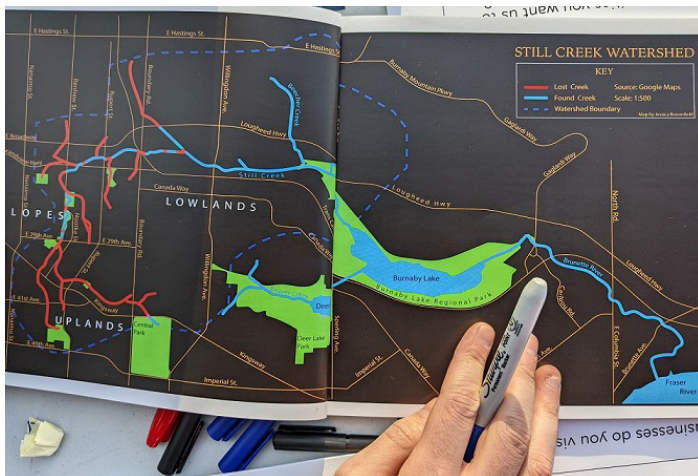


OUTPUT

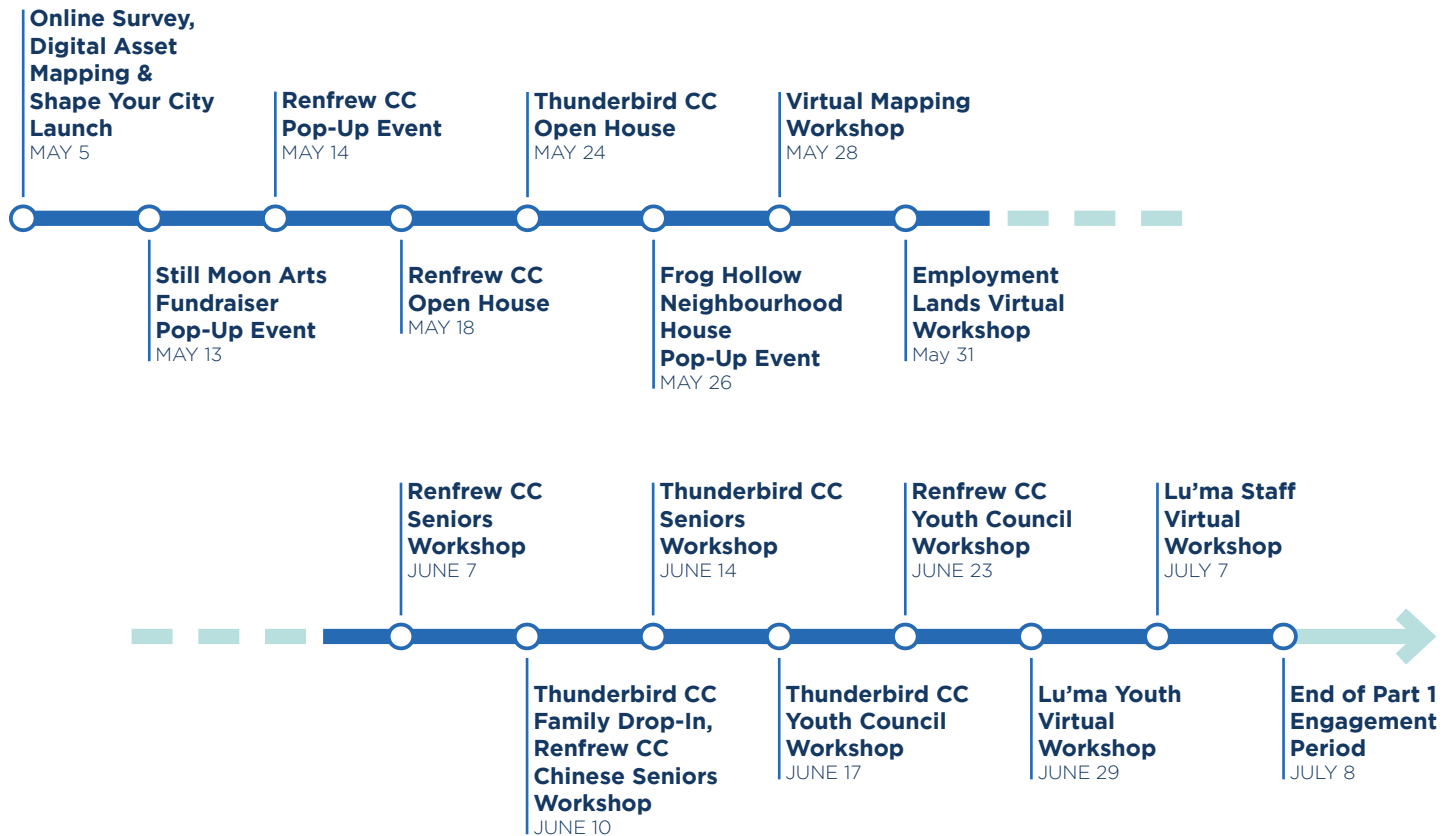
Potential near-terms improvement could include protected mobility lanes on E 22nd Ave, and the creation of the Eastside Crosscut Greenway (identified as a Council priority, with more detailed engagement tentatively scheduled for late 2023).

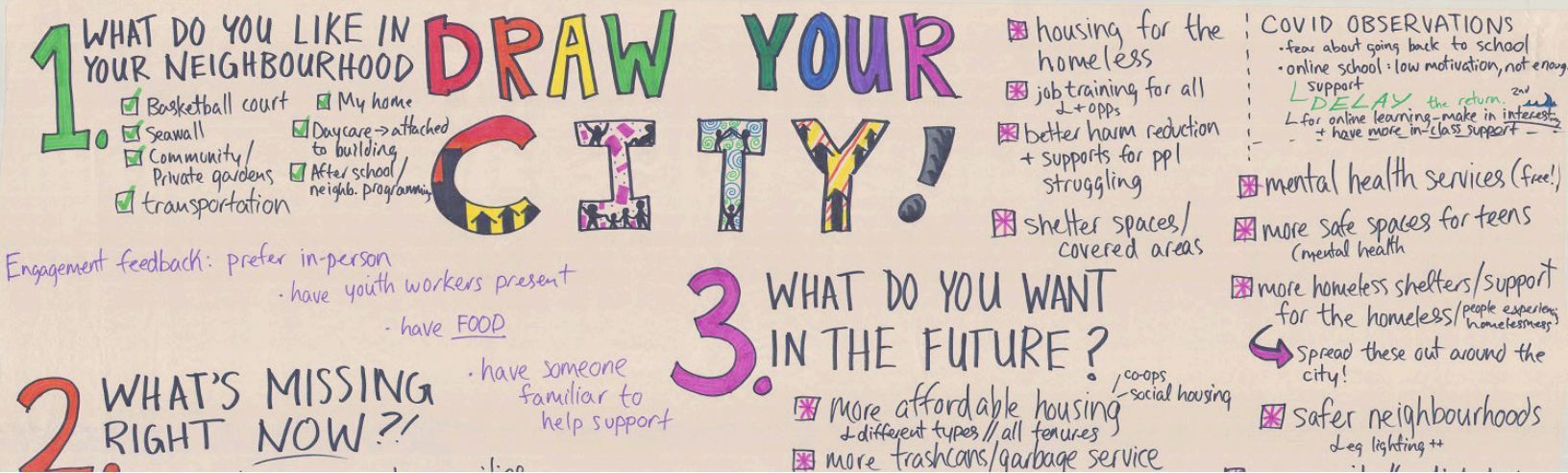
Other examples of how your input is shaping the plan:

1. We heard that large fenced in blocks along major roads restricts walking and cycling connections to opportunities from rapid transit and other locations. Examples of new connections for walking and rolling through large site developments include providing an improved pedestrian connection between Cornett and Rupert Street.
2. We heard strong support to upgrade the Renfrew Community Centre. Renfrew Community Center has been identified in the top three centers with high priority for renewal in the Vancouver Park Board's Community Center Renewal Strategy, and is awaiting capital plan funding.
3. Many have said to open up and expand Still Creek. The City is in the process of updating the 2002 Still Creek Enhancement Study which will help guide updated creek corridor daylighting opportunities.



PART 1 ENGAGEMENT PROCESS





RELATED ENGAGEMENT

There has been substantial engagement in recent years that asked Vancouver residents about the vision for the city and neighbourhoods in which they live. In this section, we present key themes from two engagement programs that solicited feedback from households living in the Rupert/Renfrew study area: the Vancouver Plan and the Skeena Terrace redevelopment project. Findings from the public engagement conducted as part of these two planning programs serve to supplement our understanding of the area as well as to inform draft early directions.

Vancouver Plan

Vancouver Plan was launched in November 2019 and extended through May 2022. Engagement strategies included virtual and in-person workshops, online surveys, neighbourhood Charettes, open houses, pop-up events, stakeholders interviews, community dialogues and youth workshops. Through this consultation, the City engaged with a diverse range of groups, generating over 50,000 engagement touchpoints, and receiving thousands of comments and ideas from residents and businesses.

Skeena Terrace

Between April 2021 and May 2022, extensive public engagement was conducted as part of the redevelopment proposal for Skeena Terrace, a 10.8 acre social-housing development located at 2108 Cassiar Street. This included in-person information sessions with existing tenants, meetings with the Skeena Terrace Tenants Association, pop-up events with the public, targeted sessions with community stakeholders and subject-matter experts, and tenant surveys administered by BC Housing. For a more detailed summary report of the consultation undertaken as part of the Skeena Terrace Planning Program see: <https://shapeyourcity.ca/skeena-terrace>

Key Findings: Skeena Terrace Engagement

1. Need for affordable housing and housing oriented towards families and seniors
2. Support for increased density in order to deliver more affordable housing options
3. Support for a safe, livable and complete community with easy access to goods/services and amenities especially for those with mobility issues
4. Desire for increased transit access and options
5. Support for sustainability and resilience approaches, integration with natural elements, increased biodiversity
6. Need for grocery stores, restaurants, cafes, childcare, medical services, patios and plazas
7. Importance of Thunderbird Community Centre and Thunderbird ʂxʍæxʍaʀəs Elementary School

DETAILED SURVEY RESULTS

The City ran an online survey from May 5 to June 24, 2022. Residents were asked various questions on key topics including housing, transportation, natural ecosystems, public spaces, community services, and arts and culture. Overall, we received 300 responses and over 1,600 open-ended comments. Key highlights are summarized below.

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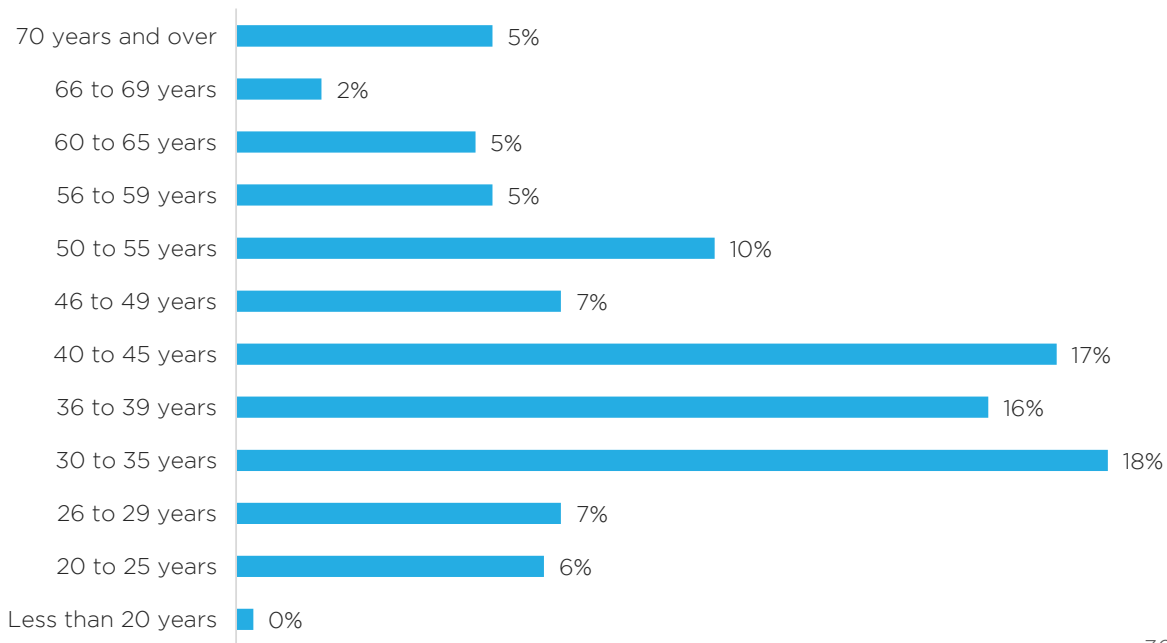
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comments

WHO WE HEARD FROM

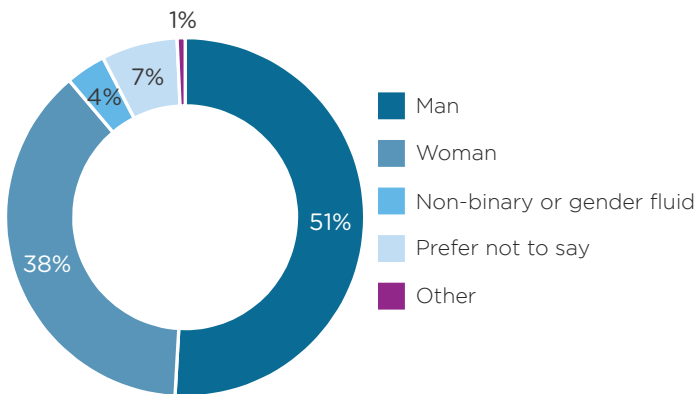
Survey respondents tended to be younger than the population of the study area. About half (51%) of respondents were between the ages of 30 and 45 compared to 20% in the study area. Higher-income households (\$150k+) were also over-represented among survey respondents (28%) as compared to the study area (12%). Related to this, survey respondents were more likely to be owners than renters, 63% compared to 29% in the study area. There was also an observed over-representation of white respondents (53% vs. 29% in the study area) and an under-representation of Chinese-Canadians (30% vs. 46% in 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 is available on page 52 of this report.

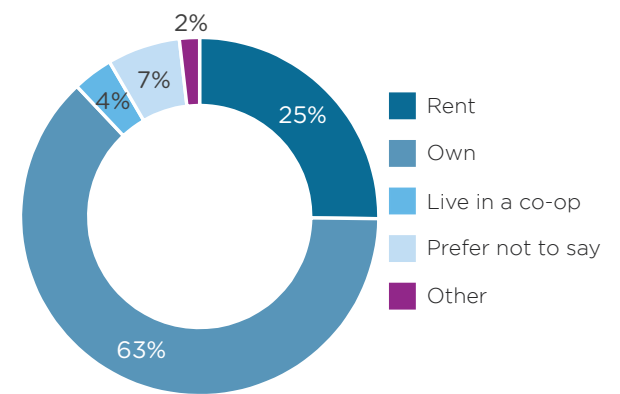
AGE BREAKDOWN BY PERCENTAGE



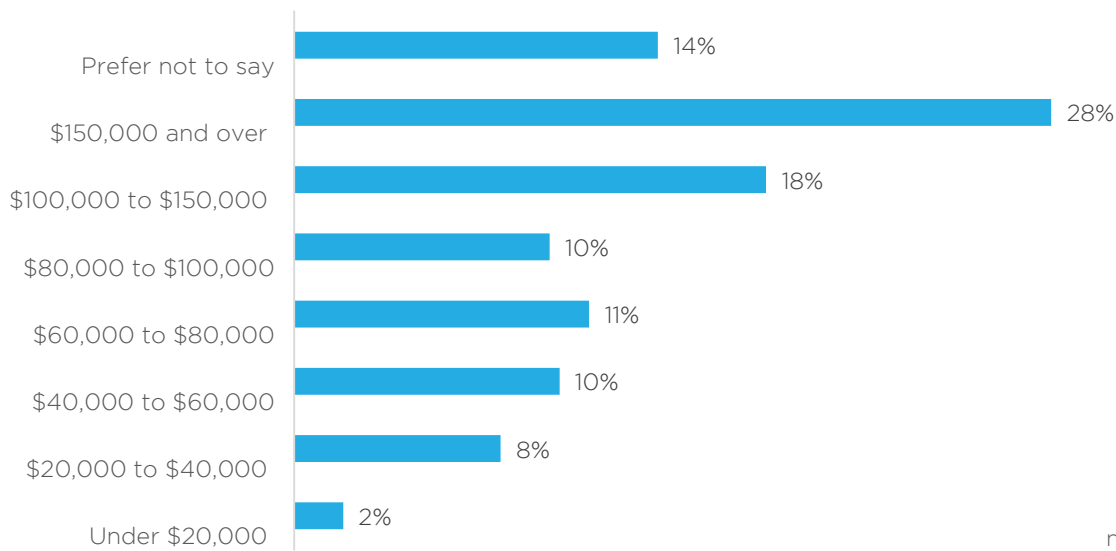
GENDER IDENTITY BY PERCENTAGE



HOUSING TENURE BY PERCENTAGE

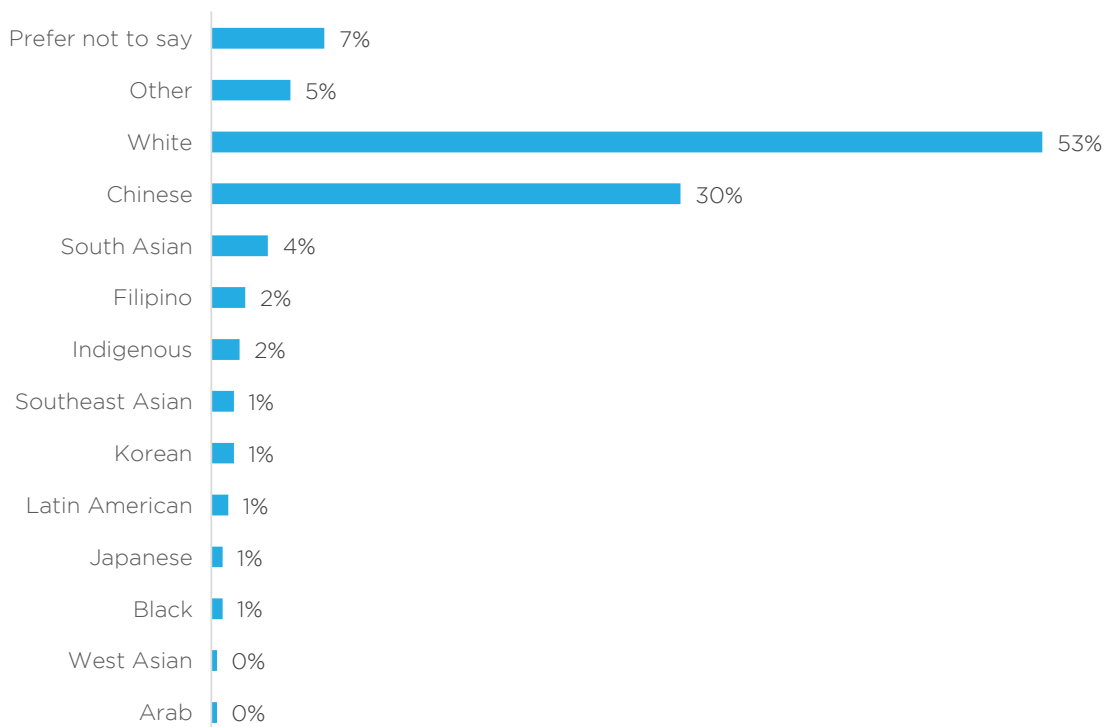


HOUSEHOLD INCOME BREAKDOWN BY PERCENTAGE



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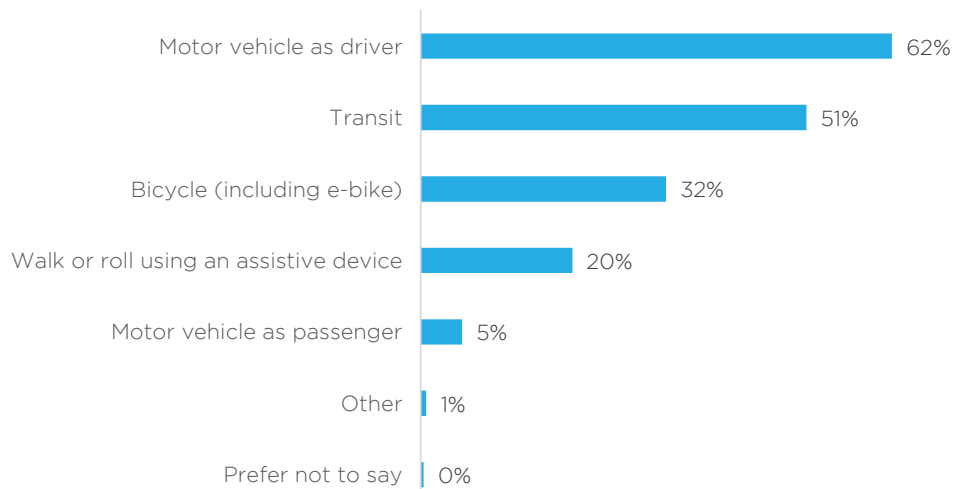
ETHNIC/RACIAL IDENTITY BY PERCENTAGE



n=304

*Note: The total exceeds 100% as respondents could select more than one category

PRIMARY MODE OF TRANSPORTATION BY PERCENTAGE?



n=304

*Note: The total exceeds 100% as respondents could select more than one category

WHAT WE HEARD?

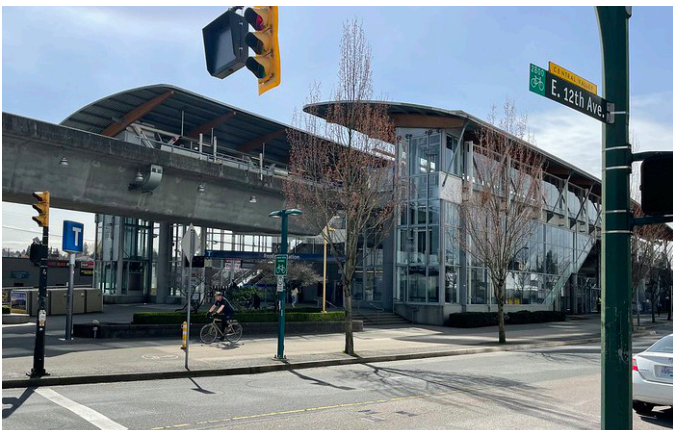
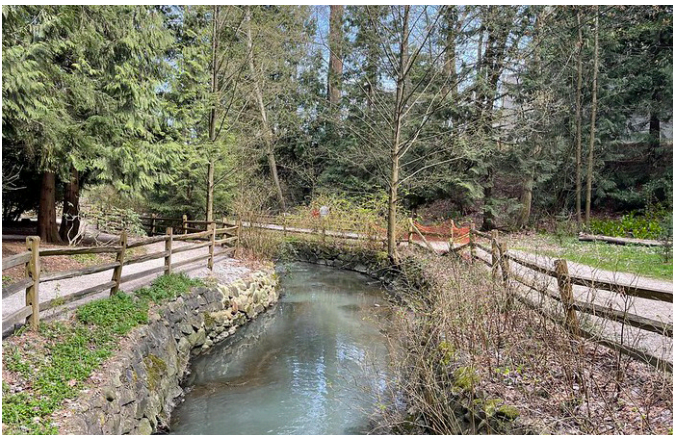
UNIQUENESS

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



“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 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!” 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 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.”

“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 change, 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)



“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.”

“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.”

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

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

“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 Metrotown.”

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

“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.”



HOUSING

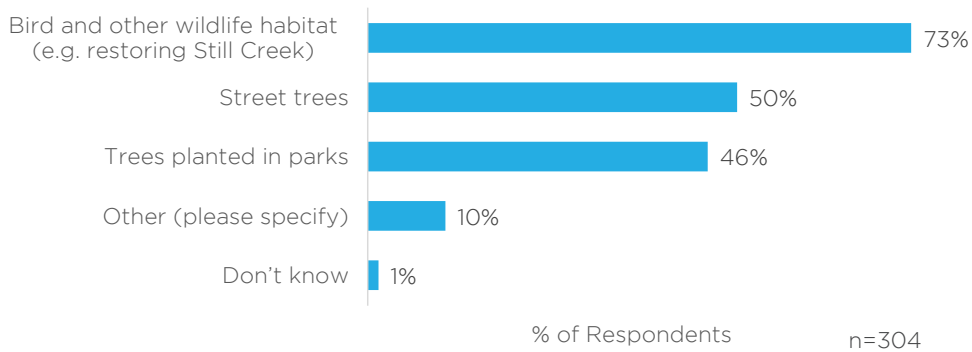
Q3 We have heard that affordable housing is a big challenge for Vancouver. Thinking about yourself, family, friends, and neighbours, what kinds of housing do we need more of in this area? Please choose up to three (3) priorities.



* Note: the % add up to more than 100% because people could pick multiple responses.

NATURE

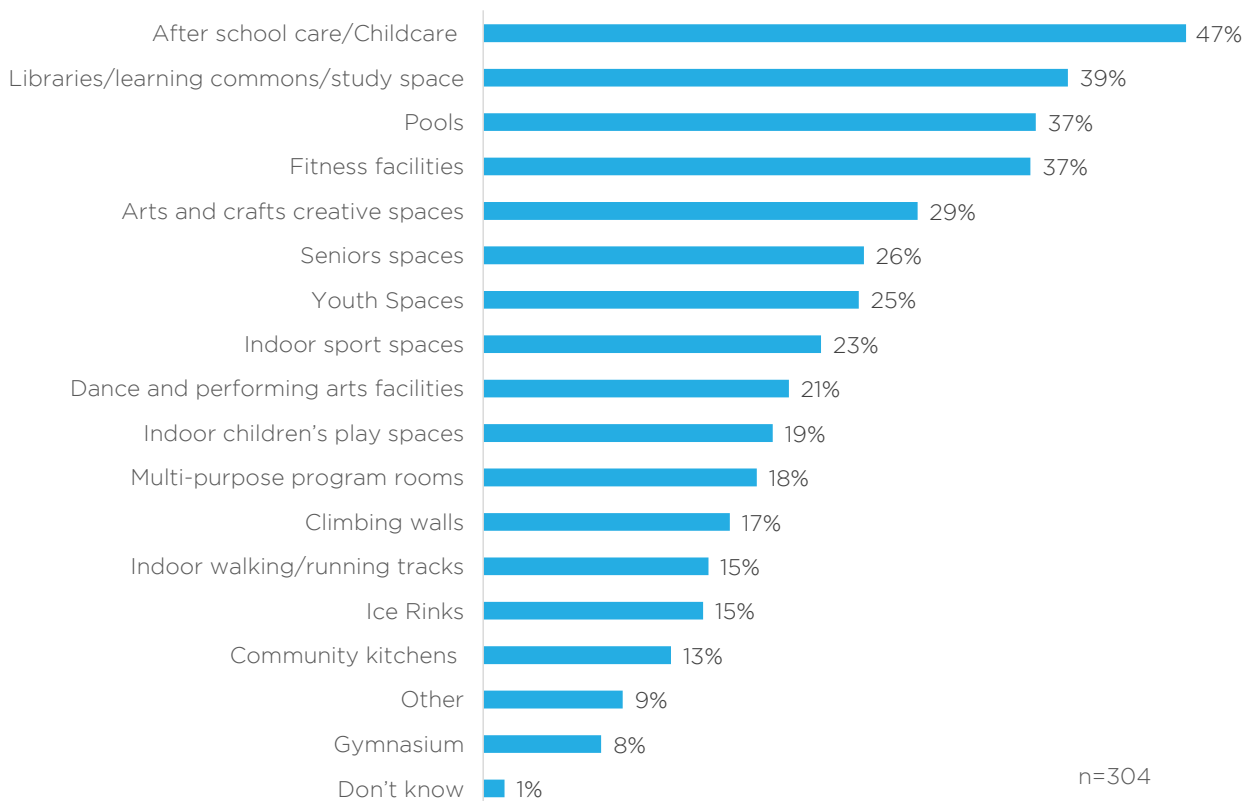
Q4 We've heard that restored ecosystems are important to residents. Which of these features would you prioritize for your neighbourhood? Please choose up to two (2) priorities.



* Note: the % add up to more than 100% because people could pick multiple responses.

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.



* Note: the % add up to more than 100% because people could pick multiple responses.

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.)
- Arts programming, presentation and education at VIVO
- Community events at Frog Hollow Neighbourhood House
- Traditional Chinese dancing and Tai Chi at local parks and community centres
- Events and practices at places of worship



“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.”

“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.”

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

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

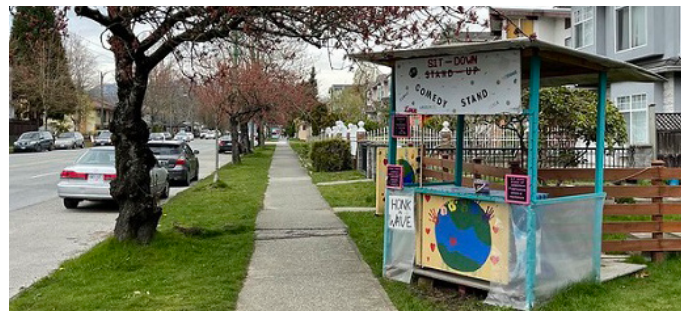
Key Themes



- 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

“Any open space like Brentwood plaza so can be multipurpose use”

“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.”



TRANSPORTATION

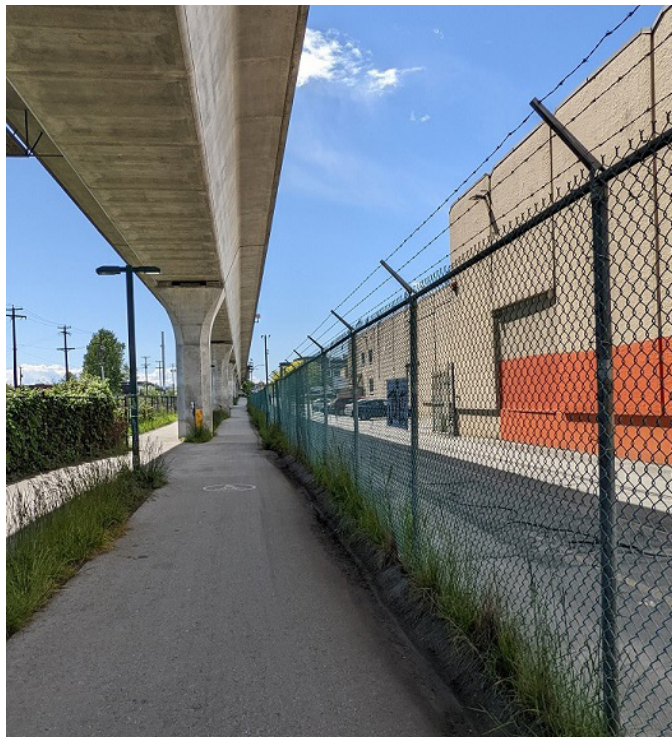
To support greener, healthier, and more affordable communities, the City prioritizes sustainable transportation and making it easier to drive less.

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.)
- Poor bus service (infrequent, slow, no service on 1st Ave and Grandview Hwy)
- Inadequate walking infrastructure (e.g. lack of sidewalks, uneven sidewalks, lack of crosswalks)
- High and fast vehicle traffic makes walking and cycling unpleasant/unsafe
- Hilly terrain
- Cycling is not safe
- Walking in the area is unpleasant



“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.”

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

“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.”

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

“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.”



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

Key Themes



- Improve bus service (more frequent, better connections to the SkyTrain, add service on 1st Ave)
- More separated bike lanes
- Improve pedestrian infrastructure
- More traffic calming measures
- More bike lanes
- More connected streets and paths
- Safer intersections
- More crosswalks
- More compact and complete neighbourhoods



“

“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.”

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

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

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

“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.”

“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.”

”

PARKS & 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)
- No, nothing prevents me from socializing in or enjoying public space
- Lack of public spaces in general
- Busy roads, traffic noise
- The weather (too rainy in the winter and too hot in the summer)
- Lack of or subpar green spaces (lack of trees, not enough shady areas, not enough parks, not enough natural areas)



“Lack of open plaza space with seats and tables and shade.”

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

“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 weather”

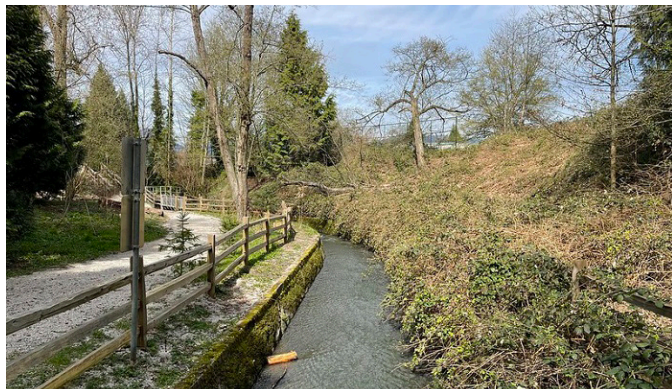
“Lack of public places. Surface parking lots, arterial and major collector streets are barriers.”

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 rain-gardens)
- Enhance and invest in more recreational facilities (pools, spray parks, sports fields, playgrounds, etc.)
- More/better commercial areas (smaller shops, vibrant streets, cafes, etc.)



“More outdoor picnic areas with weather protection.”

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

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

“More parks, plazas, maybe a library, outdoor amphitheatre, splash park, places where farmers markets and pop-up shops can set up. We need more places for people and not cars.”

“Preserve and improve the ravine and Still Creek.”



OTHER

Q12 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



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

"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."

"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."



"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."

"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!"

"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!"

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

"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."

"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."

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



DETAILED NEIGHBOURHOOD-MAPPING RESULTS

NEIGHBOURHOOD HEART & UNIQUENESS

In the online survey, residents voiced a deep appreciation for the area's natural assets: parks, Still Creek and the Renfrew Ravine. A similar sentiment was echoed in data collected through our asset mapping tools. Participants singled out Still Creek and the Renfrew Ravine as unique community assets.

Alongside these two, the Renfrew Community Centre was also identified as a prominent "neighbourhood heart". In terms of parks, Beaconsfield, Clinton Park and Sunrise Park also featured prominently in the responses received. Participants identified a variety of other community hubs and unique assets including, the Italian Cultural Centre and Thunderbird Community Centre.

In addition to these sites, others were identified across the study area as unique features or 'neighbourhood hearts': Frog Hollow Neighbourhood House, the Banana Grove Market & Deli, and the area's cherry blossoms.

The area's unique topography - featuring an elongated low area running between hillsides - creates stunning mountain views from a number of parks, especially Sunrise and Falaise. This was yet another special feature identified by residents in our asset mapping.

Also, worth noting, is the location of the area's 'neighbourhood hearts'. These tended to be scattered throughout the study area, rather than concentrating around the two rapid transit stations. In fact, various residents pointed out that while the transit stations are centrally located, they don't seem to function as community hearts. Linked to this, was the feeling that while the area has a number of 'hubs' and 'gems', there is still a lot of opportunity for enhancement and growth of these community assets.

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“Renfrew Ravine and Still Creek are a vital green space for the neighbourhood, and the setting of the beloved annual Moon Festival celebrations!”

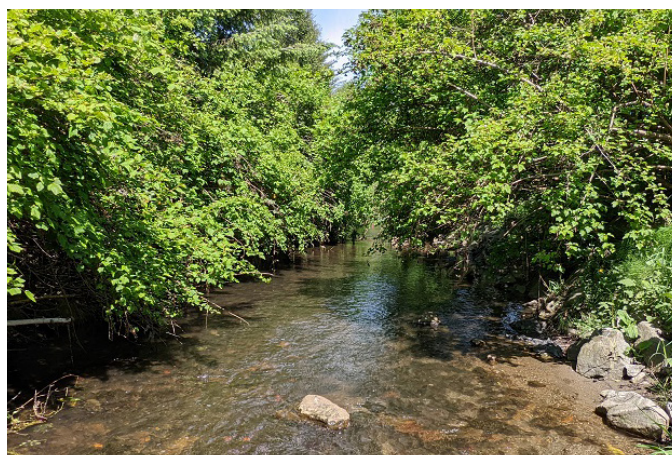
“Renfrew Ravine, park, community centre and library -- are very much the “heart” of the neighbourhood. It's honestly weird how few commercial amenities there are nearby, though.”

“Frog Hollow is an amazing facility with amazing people operating it. This is such an important part of the community that it deserves much more attention and credit for the important services provided here.”

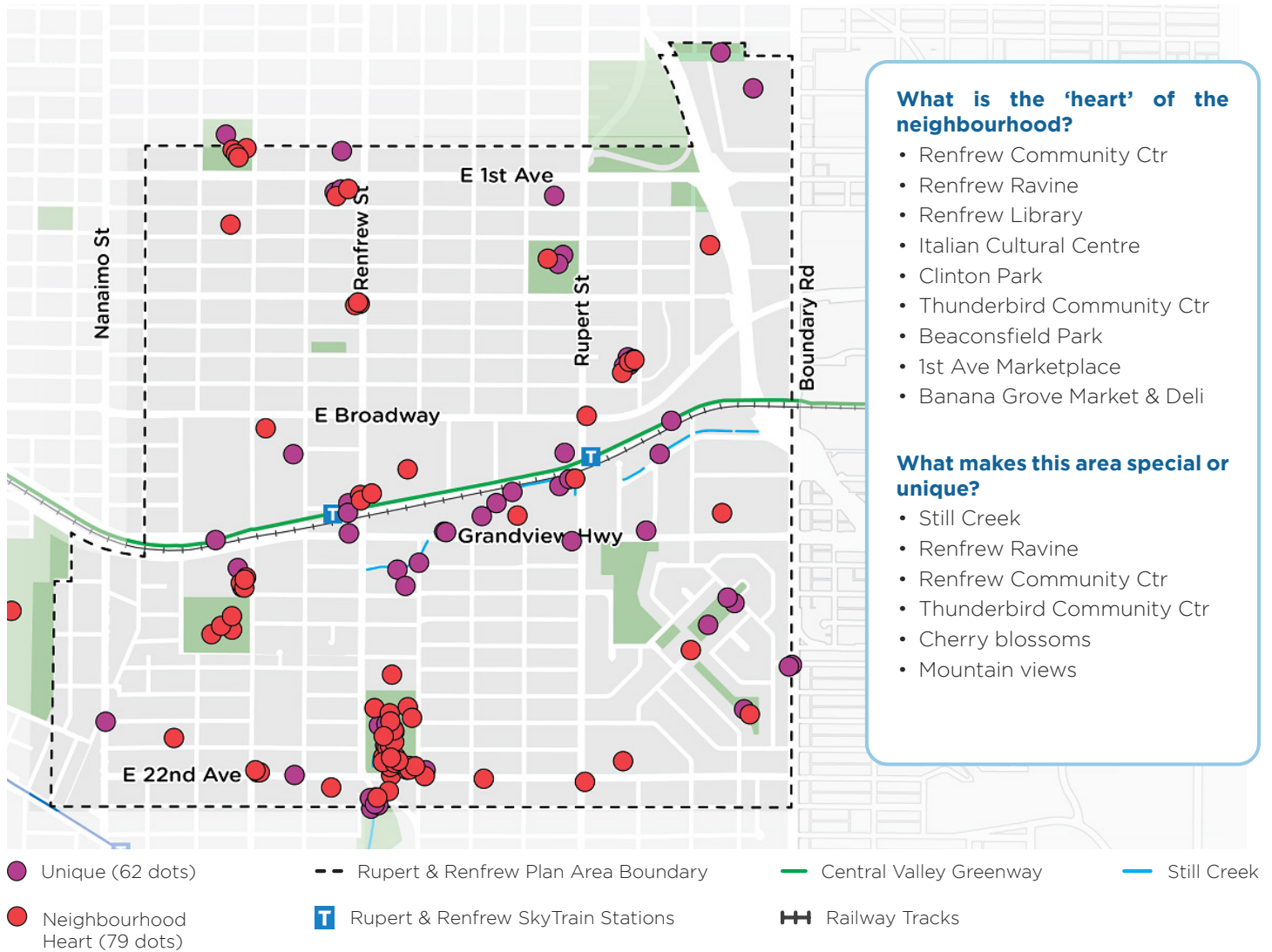
“This park [Falaise] is a bit of a hidden gem. Its views are stunning and it's not usually too busy. It would be nice to have more benches and even picnic tables on it.”

“Lots of families and adults met here at Beaconsfield, or play sports here. The community garden is a real gem to watch it bloom (and educational for kids). The new park is great and the hills are fun for tobogganing in the winter.”

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MAP: NEIGHBOURHOOD HEART & UNIQUENESS ASSETS & OPPORTUNITIES



ECONOMY: EMPLOYMENT LANDS

Some respondents noted the declining supply of industrial lands in the region, and the need to protect or even extend these in the Plan area. Others pointed to the need for more job spaces and opportunities for employment growth, especially around the SkyTrain stations and along Broadway.

Some residents mentioned the recent closing of a bottle depot near Renfrew SkyTrain station, and the value that a proper recycling centre would bring to the area.

We also heard loud and clear from many respondents about the lack of access by walking, biking or rolling especially into the employment lands or to the retail stores along Grandview Highway particularly from the SkyTrain stations. Many participants would like to see more pedestrian- and bike-friendly routes that make it safe navigating an area that also requires 24h truck access and movement

Overall we heard that there is a desire to see the Plan area integrate a greater spectrum of uses and amenities, including restaurants, coffee shops, bars, entertainment and arts and culture spaces, neighborhood grocery stores and services - places people want to socialize and have sense of community. Workers as well as residents also need services and amenities such as childcare and playground as well as safe walking paths or greenways close to where they work.

“

“No pathways across industrial areas. Need pedestrian routes.”

“Protect light industrial areas too.”

“Protect the industrial!! allow it to grow!! Allow it to grow with the community with greenbelts - with industry that can open up to the public and/or create community.”

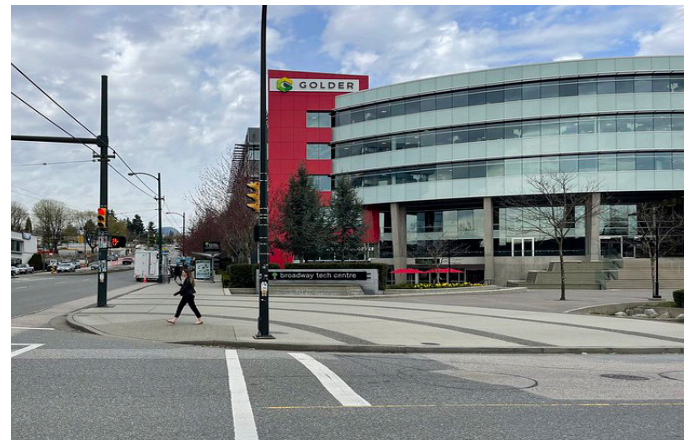
“Keep this industrial for jobs and maybe allow other business opportunities here like gyms, and other recreational activities.”

“Broadway: opportunity for office and jobs.”

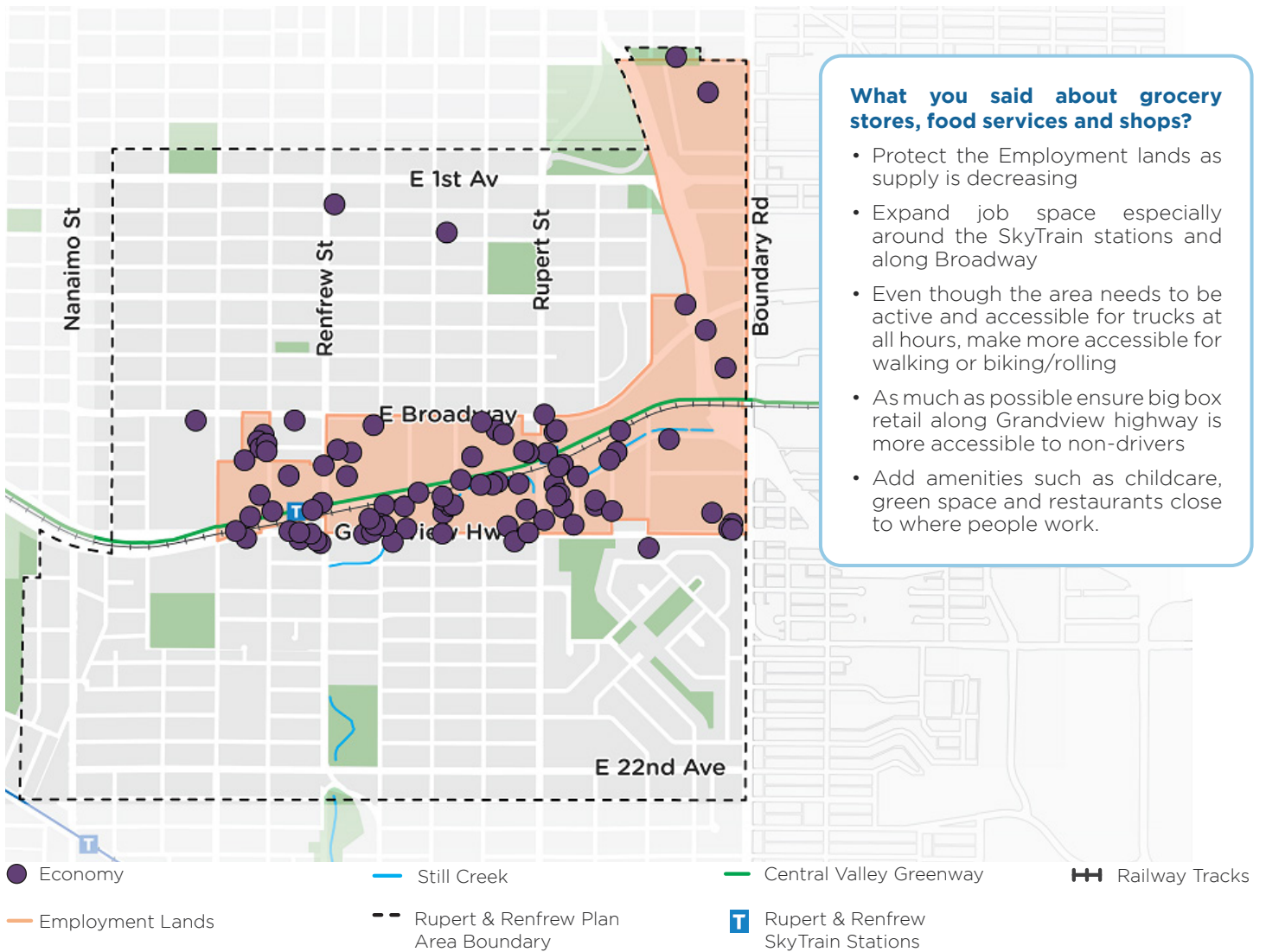
“There’s no safe way to access any of these businesses by bike. Even accessing them as a pedestrian is difficult, unpleasant, and dangerous.”

“The massive parking lots around Rupert between Grandview and Broadway really feel like sacrifice zones. There could be a lot done to repurpose these areas through putting parking underground or removing it, and creating office, industrial, plazas, and ground oriented retail”

”



MAP: EMPLOYMENT LANDS - ASSETS & OPPORTUNITIES



ECONOMY: GROCERS, FOOD SERVICES & SHOPS

Participants identified both small independent and big-box stores as popular places in which to shop. Sperstore and Walmart - located on Grandview Highway - and the Banana Grove Market & Deli - a small neighbourhood grocer located on E 22nd Ave - topped the list. T&T Supermarket - located on 1st Ave - was also singled out as an important food asset in the area, especially for Chinese seniors.

Despite the presence of a various supermarkets along Grandview Hwy, participants noted the lack of good access for walking or biking/rolling to these businesses. Some participants liked having large-format retail nearby, while others called for mixed-use areas with small, neighbourhood shops.

A lack of grocery stores was observed in the North-Eastern part of the area, a situation made worse by the temporary closing of the Chong Lee Market, a small family-owned grocer specializing in Chinese and Vietnamese foods. Some residents noted the availability of similar ethnic-grocers on Victoria Dr., but these are some distance away and outside study area boundaries.

In terms of restaurants, cafés, bars and other food services, two major and one smaller hub stood out in the data. One cluster around the Renfrew SkyTrain station, encompassing a strip mall, and various establishments in and around the Broadway Tech Centre, including a Starbucks and a McDonald's. And a second cluster of predominantly ethno-cultural restaurants and food retailers at 1st Ave Marketplace. A smaller cluster can be found on 22nd Ave and Nootka St.

Many participants also noted a lack of independent neighbourhood coffee shops, restaurants and pubs, especially near high-foot traffic areas like the Renfrew and Thunderbird community centres. People miss patios as

places to gather and socialize.

Likewise, we heard the need for more independent, smaller shops, especially ones that could be readily accessed by walking or biking/rolling. The area does contain various pockets of independent stores, such as the 1st Avenue Marketplace, but respondents noted that these tend to be oriented toward cars, making them less accessible to non-drivers.



“More places for people to gather are needed. It would be great to see a coffee shop, a bakery, or as others noted even a small grocery store included in the new development here [Rupert St & E 22nd Ave].”

“Walmart, the go-to store for everything I need!”

“T&T Supermarket is important to elderly residents in the area.”

“Banana Market is such a great community market. They have everything! Super neighbourhood resource.”

“Ragazzi has the best takeout pizza in the city. Love it! Wish there were more great neighbourhood restaurants in the area.”

“Would really like to see 22nd Street have more mixed use commercial from Renfrew to Rupert.”



MAP: GROCERS, FOOD SERVICES & SHOPS - ASSETS & OPPORTUNITIES

Where do you get your groceries?

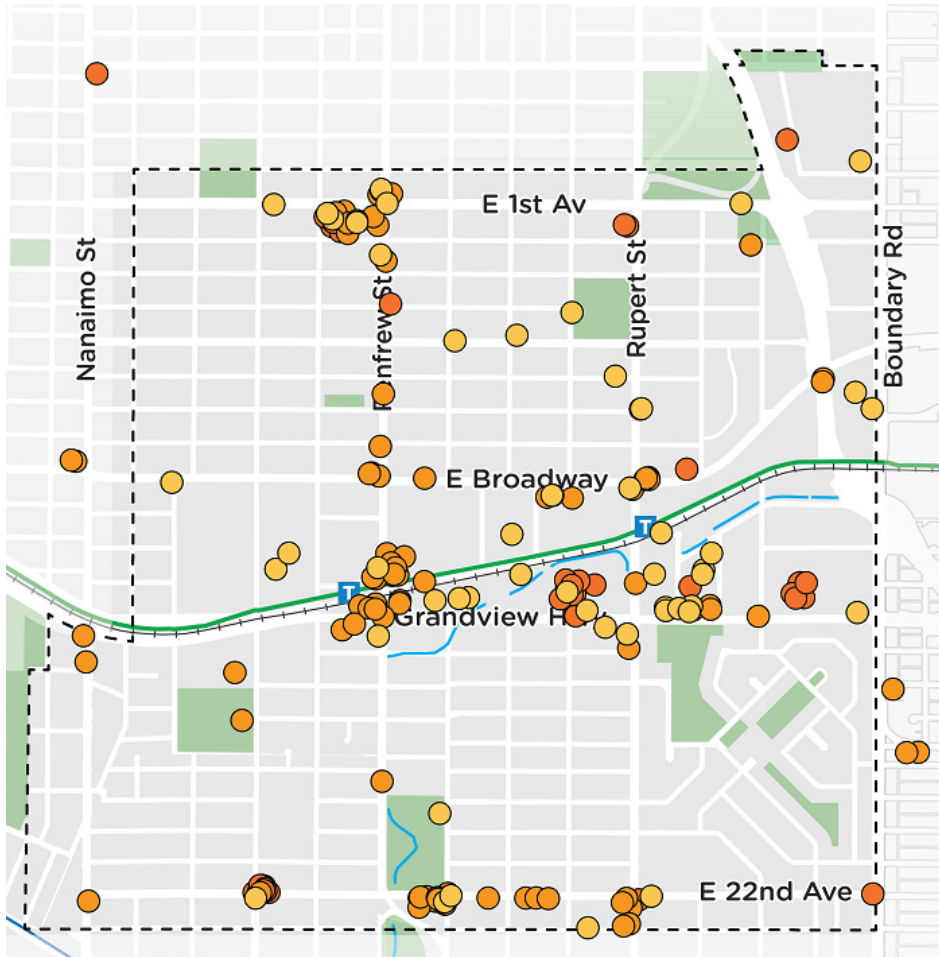
- Superstore
- Banana Grove Market Deli
- Walmart
- 1st Ave Marketplace

Where are your favorite places to eat or get a drink?

- 1st Ave Marketplace
- Ragazzi Pizza
- Stripmall at Grandview Hwy and Renfrew St
- Starbucks

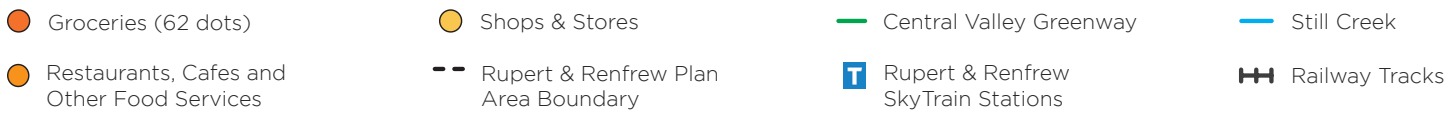
What shops or stores do you visit?

- Canadian Tire
- Lowe's
- BC Liquor Store
- 1st Ave Marketplace



What you said about grocery stores, food services and shops?

- Lack of grocery stores by E 22nd Ave and Rupert St
- More grocery stores needed along arterials, like Nanaimo St, Renfrew St and E Broadway
- Some good supermarkets like Superstore and Walmart, but hard to access on foot or by bike
- Need for smaller, independent retail shops
- Most shops & stores are located in developments built for the car, e.g. stripmalls, big-box stores, etc.
- Lack of neighbourhood-serving coffee shops, pubs and restaurants
- Need more places for people to gather and hang out (patios, quaint coffee shops/bakeries, pubs, etc)
- Lack of small shops and corner stores in residential areas
- People travel outside the study area to drink, eat out and socialize



ARTS & CULTURE

We did not receive many comments on arts and culture through our asset mapping activities. As with the survey, the comments we received pointed to a general lack of arts and cultural spaces in the study area, a fact that may partly explain why we received so few responses. In particular, participants highlighted the lack of studio spaces for artists, and the lack of a hub or centre for creative people living in the area.

Of the handful of assets identified through the neighbourhood mapping, a few stood out in the responses, notably Lu'ma Native Housing Society, Still Moon Arts Society, VIVO Media Arts, and the Italian Cultural Centre.

We heard about the role that Lu'ma plays in hosting artists, and supporting Indigenous heritage and cultural practices. Its head office on Nanaimo St offers a variety of resources, including ceremonial spaces, a sweat lodge, Indigenous healing practices, and a workshops for artists.

Participants also wrote about the work put on by the Still Moon Arts Society to connect community, arts and sustainability. Highlights include creek revitalization and stewardship, arts installations - like the Beaver art-eco project - and the annual Renfrew Ravine Moon Festival.

Similarly, respondents spoke highly of VIVO's contribution to arts and culture in the community, which includes media art programming, artist residencies, production support services and education, and Western Canada's largest collection of media art."

“

“VIVO! Such a cool and unique institution in our city. We need to encourage spaces like this, that add cultural, artistic, and educational opportunities to locals and to everyone in the region. Would be cool to have more art spaces nearby, and nightlife.”

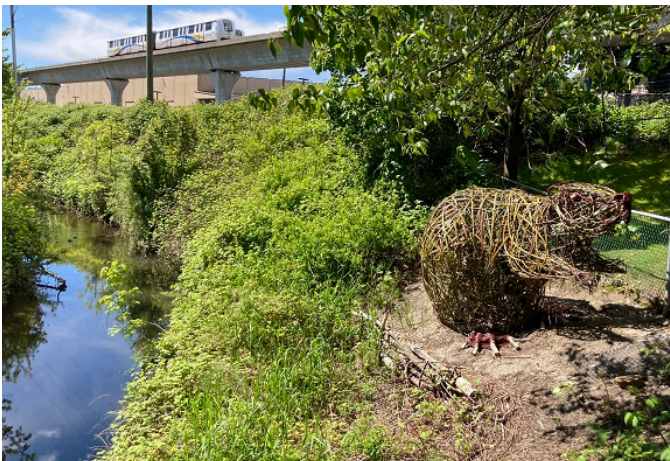
Still Moon Arts do a lot of stewarding work, community building and art around the stream. You should talk to them about ways to work Still Creek into the neighbourhood plan.

“Lu'ma hosts artist spaces and activities + lots of cultural practices, like the Indigenous sweat lodge and healing centre”

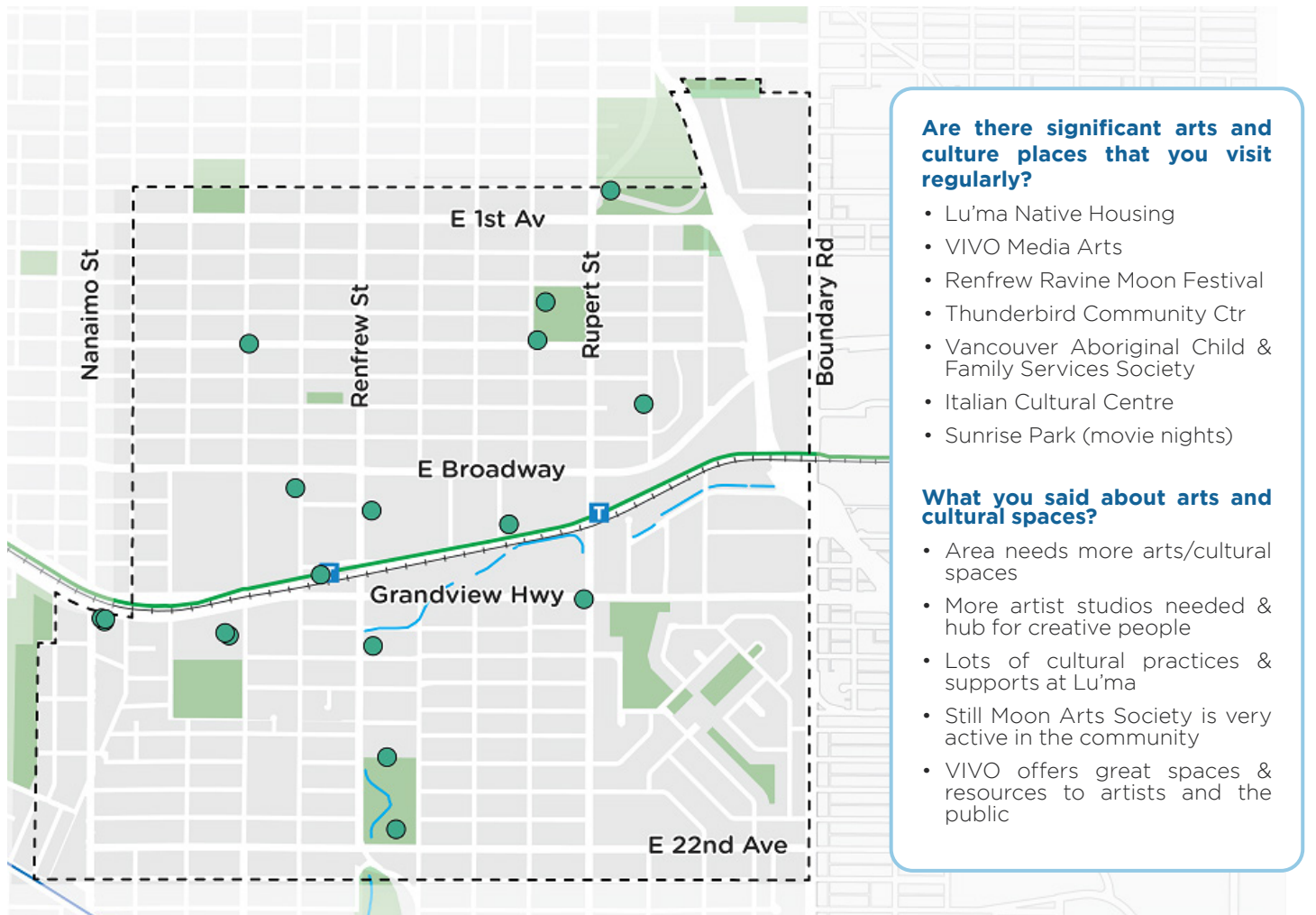
“This area lacks studio spaces. No home or hub for creative people in this neighbourhood”

“Vancouver Aboriginal Child and Family Services Society (VACFSS) has arts and culture events/spaces”

”



MAP: ARTS & CULTURE - ASSETS & OPPORTUNITIES



Are there significant arts and culture places that you visit regularly?

- Lu'ma Native Housing
- VIVO Media Arts
- Renfrew Ravine Moon Festival
- Thunderbird Community Ctr
- Vancouver Aboriginal Child & Family Services Society
- Italian Cultural Centre
- Sunrise Park (movie nights)

What you said about arts and cultural spaces?

- Area needs more arts/cultural spaces
- More artist studios needed & hub for creative people
- Lots of cultural practices & supports at Lu'ma
- Still Moon Arts Society is very active in the community
- VIVO offers great spaces & resources to artists and the public

● Arts & Culture Spaces
 Rupert & Renfrew Plan Area Boundary
 — Central Valley Greenway
 — Still Creek
T Rupert & Renfrew SkyTrain Stations
 Railway Tracks

COMMUNITY SERVICES

In line with past area plans, we heard of a shortfall in childcare services for local families, especially non-profit operators. Participants identified the need for more childcare and after-school care spaces, with opportunities to expand childcare services in the employment lands, schools and community centres. The southern half of the study area is especially ill-served in this regard, as Frog Hollow Neighbourhood House, and the Renfrew Station YMCA Childcare Centre - the two non-profit operators in the area - are both located north of Grandview Hwy.

Participants also identified the Renfrew Community Centre and Thunderbird Community Centre as important community assets, and expressed a desire to see the centres upgraded and expanded. The Renfrew Library and Frog Hollow Neighbourhood House were also singled out as valuable community resources, providing a range of services to the public.

We also heard strong appreciation for the new community garden at Beaconsfield, with respondents calling for more community gardens in local parks.

A lack of health related services was also identified in the study area, as were public washrooms at the transit stations. We also heard the need for more social serving non profits as these are getting displaced by unaffordable rents. Related to these concerns, were comments about the need to increase and improve services as growth and added density are planned for the area.

“

“Frog Hollow Neighbourhood House is such a valuable resource, especially for marginalized groups in this part of town.”

“After school care and childcare spots are very badly needed!”

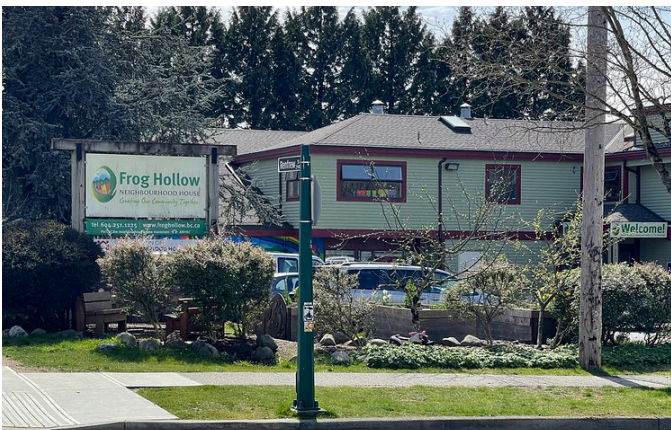
“Public washrooms at transit stations! & parks! Also for homeless people - showers!”

“The community garden is a real improvement to the park. I don’t garden here, but it’s nice to see what my neighbours are growing.”

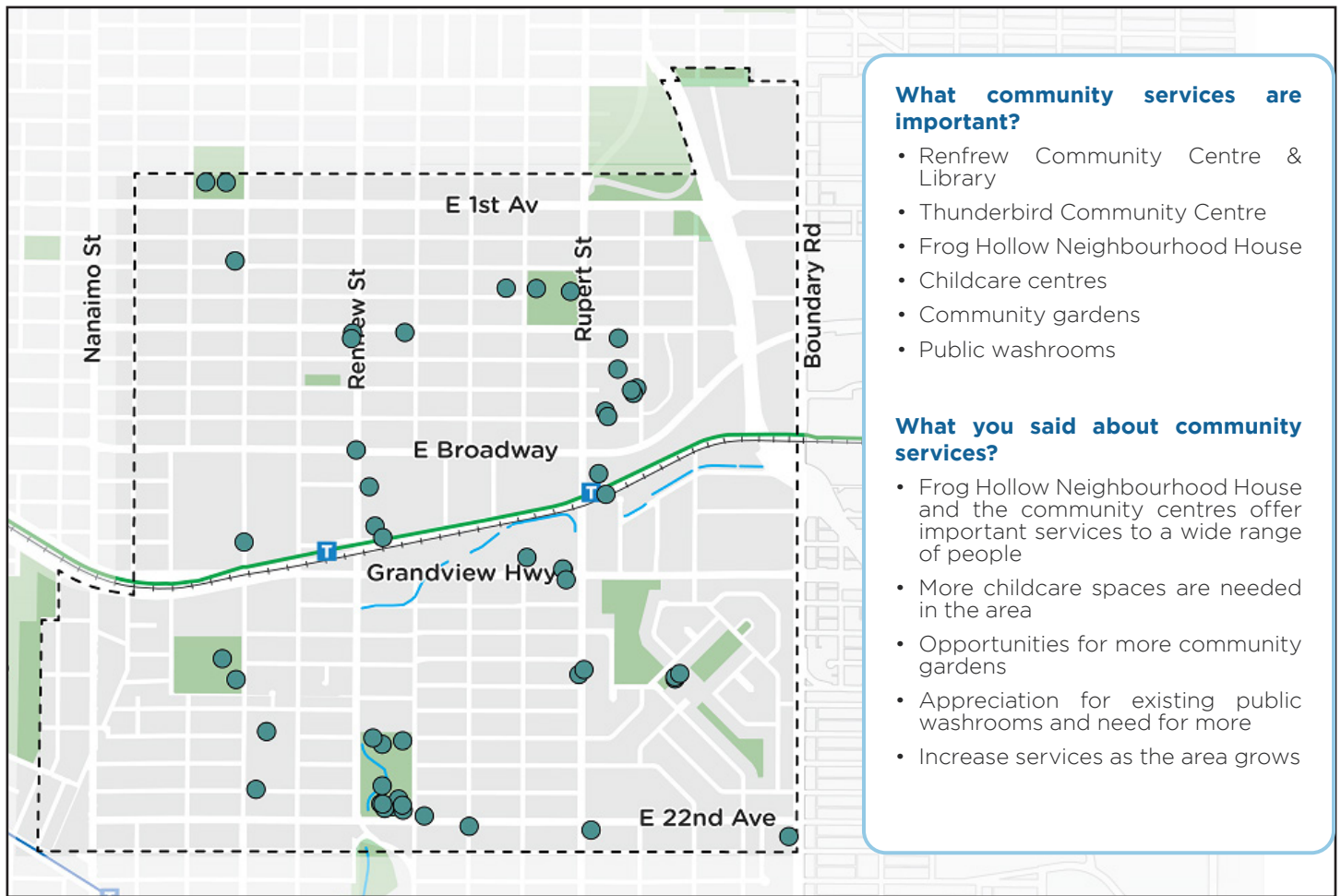
“We’ve heard great things about the Frog Hollow daycare here, but it’s unlikely that we’ll ever be lucky enough to get a spot in it. We need many more spaces for daycares, who struggle greatly with the cost of space. This whole industrial area has lots of space that is poorly used.”

“Renfrew Branch serves all-ages: seniors, families, students needing a free space to gather, sit, use the computers/print/photocopy, study, and meet with other families. It is a place of early literacy and play in a city where this is often not available. It connects patrons to services and other community connections.”

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MAP: COMMUNITY SERVICES - ASSETS & OPPORTUNITIES

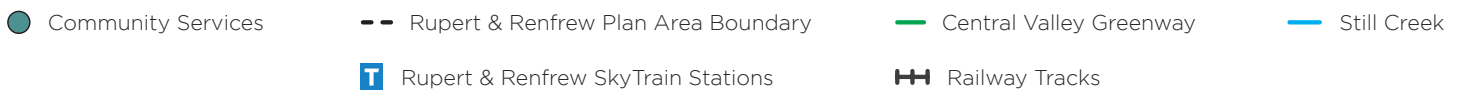


What community services are important?

- Renfrew Community Centre & Library
- Thunderbird Community Centre
- Frog Hollow Neighbourhood House
- Childcare centres
- Community gardens
- Public washrooms

What you said about community services?

- Frog Hollow Neighbourhood House and the community centres offer important services to a wide range of people
- More childcare spaces are needed in the area
- Opportunities for more community gardens
- Appreciation for existing public washrooms and need for more
- Increase services as the area grows



PARKS & GREEN SPACES

Along with transportation, we received disproportionate feedback on local parks and green spaces, a fact partly explained by the area's unique ecological features (such as Still Creek and the Renfrew Ravine) and the sheer number of large parks (Beaconsfield, Renfrew, Falaise, Sunrise, and Clinton).

Playground updates and maintenance emerged as the most dominant themes in the data, with respondents calling for a slew of upgrades to play structures at Falaise Park, Renfrew Park and Sunrise Park notably. A recurring comment was that playgrounds in the area are dated and feel "2nd class" when compared to others in the city.

We also heard about opportunities for greater activation of park areas. For instance, more effective use of the baseball fields at Falaise Park, which a number of participants viewed as under-utilized, and a greater variety of fields and recreational courts (tennis, basketball, volleyball, etc.) throughout the study area. Respondents also highlighted the opportunity for park areas to support arts, cultural, and community programming such as live music, movie nights, and festivals.

In addition, various respondents suggested making the green spaces in Renfrew Heights bordering the Vancouver Christian School more accessible and visible to the public, as these are hidden from view and tend to be mistaken for school grounds.

There was also significant support for enhancing and creating more green spaces, through such initiatives as repurposing under-utilized paved areas, planting more

trees, and creating a north-south greenway. Related to this, many participants identified Still Creek and Renfrew Ravine as unique community assets both in terms of their ecological and recreational value.

Finally, we heard various suggestions on how to make green areas more appealing and accessible to the public, including creating more shaded areas and seating nooks where people can socialize, upgrading washroom facilities, and designating off-leash dog areas.

“

“This park [Falaise] is such a relief among this area of the city! The trees and foliage and grassy areas is like a refuge from the highway traffic and surrounding warehouse-like stores...”

“Kaslo Park is new and wonderful, but will it accommodate a large influx of people? Need walkable park spaces that can absorb more people.”

“Love the rewilding initiative - but could be assisted so that folks don't just think it looks overgrown and ugly. Love the idea of connecting with the lower Falaise waterway somehow. Keep this area wild!”

“[Clinton Park] Playground needs an update and would be great to have a water park too. Increase shaded areas at playground especially for summer time.”

“Love the community gardens here [Beaconsfield Park]!”

“This creek is a special opportunity! Restore more of it, connect it all with safe walking and cycling paths, make it a great place and part of a bigger greenway that connects destinations.”

”



PARKS & GREEN SPACES

Key Themes



Playground upgrades & maintenance

- Replace outdated playground structures
- Playgrounds in the area are of lesser quality than other parts of the city
- More/better splash parks

Sports fields upgrades & maintenance

- Need for greater variety of sports fields and recreational courts (tennis, basketball, volleyball, etc.)

More and better parks and green spaces

- Opportunities for pocket parks along arterials
- Opportunities to connect parks through green/wild-life corridors
- Consider re-purposing under-utilized paved surfaces into green spaces
- Opportunities for more community gardens

Green infrastructure and ecological restoration

- Continue to enhance bird habitat and ecological areas
- Enhance local vegetation to beautify the neighbourhood and improve biodiversity
- Opportunities to expand green rainwater infrastructure through Still Creek

Other

- Protect existing trees and plant new ones
- Enhance and integrate Still Creek with walking and cycling paths
- Activate green spaces by adding benches, seating nooks, and picnic tables
- Better upkeep and maintenance of green spaces and parks facilities (cleaner washrooms, garbage pickup, etc.)
- Opportunities for more shaded/covered areas
- Opportunities for more off-leash dog parks
- Pools and community centres upgrades
- Need for more public washrooms



MAP: PARKS AND GREEN SPACES - ASSETS & OPPORTUNITIES



PUBLIC SPACES

Many of the comments received about public spaces highlighted the need to make the area more comfortable for walking and more inviting for lingering and socializing outside. For instance, participants called for traffic calming measures to make streets and plazas feel safer and less noisy. Some suggested repurposing large surface parking lots and other locations into areas with high-quality public spaces, restaurants, cafes, pubs, and other amenities. Key areas of opportunity included the large format retail along Grandview Hwy and strategic locations along Still Creek.

We received considerable feedback on the value of Still Creek and Renfrew Ravine as unique public space assets, with some respondents asking for restoration of the creek and integration with future active transportation networks.

As with the survey results, data collected through our community mapping tools pointed to a lack of gathering spaces: outdoor seating nooks, plazas, patios, and general spots where people can linger and socialize.

Finally, we also heard of the need to improve the maintenance and safety of the Central Valley Greenway, especially through better lighting and trash collection. Parks and green spaces also figured prominently in



comments about the area's public spaces. Participants suggested adding more trees on streets and parks to reduce noise and heat, and beautify the neighbourhood. Related to this, respondents also called for more benches and seating nooks, as well as more and better public washrooms.

“

“Still Creek is quite special as one of the few open streams in Vancouver but why is its public recreation potential so untapped? Where I am from in Germany you'd have playgrounds, parks, walkways, cafes and beer gardens along here instead of big chain retail outlets..sad to see it like that.”

“General comment - less surface parking please. Prioritize places and spaces for people, and buildings that encourage walking and cycling [Superstore parking lot]”

“Greenway is well used but not maintained well. Lights are often burnt out, organic refuse litters the path for weeks (branches, dirt, gravel. Right now a pile of hay!), always lots of garbage ...”

“Turn this whole Grandview Hwy shopping area into a quaint, village type structure so people will want to shop, eat and live here ... ”

“Mixed use building with high quality local shops and commercial opportunities to service the neighborhood and activate the sidewalks.”

“This sort of big box store with a massive parking lot is really everything that needs to be avoided going forward. Imagine if the parking lot was repurposed as a venue for live bands and food trucks?”

“TREES! More and more and more street trees. Many of these streets are very wide and could accommodate wider boulevards, less parking and more trees.”

“Fresh Roots has a weekly pop up farmer's market here [Italian Cultural Centre] which sometimes includes other vendors and pizza/refreshments served by ICC. Would love to see more community events like this!”

”

PUBLIC SPACES

Key Themes



Repurpose motor vehicle infrastructure

- Reimagine large surface parking lots as areas for public space or other opportunities.
- Reimagine on-street parking for public spaces or sustainable transportation options (transit, walking and cycling).

Improve public spaces around SkyTrain stations

- Increase the vibrancy of areas around SkyTrain stations by providing high-quality public spaces, and adding more restaurants/bars and other amenities.

Improve upkeep and safety of the Central Valley Greenway

- Improve appearance and safety of the Central Valley Greenway by adding lighting and improving maintenance (trash collection and hedge trimming)

Improve green spaces and parks

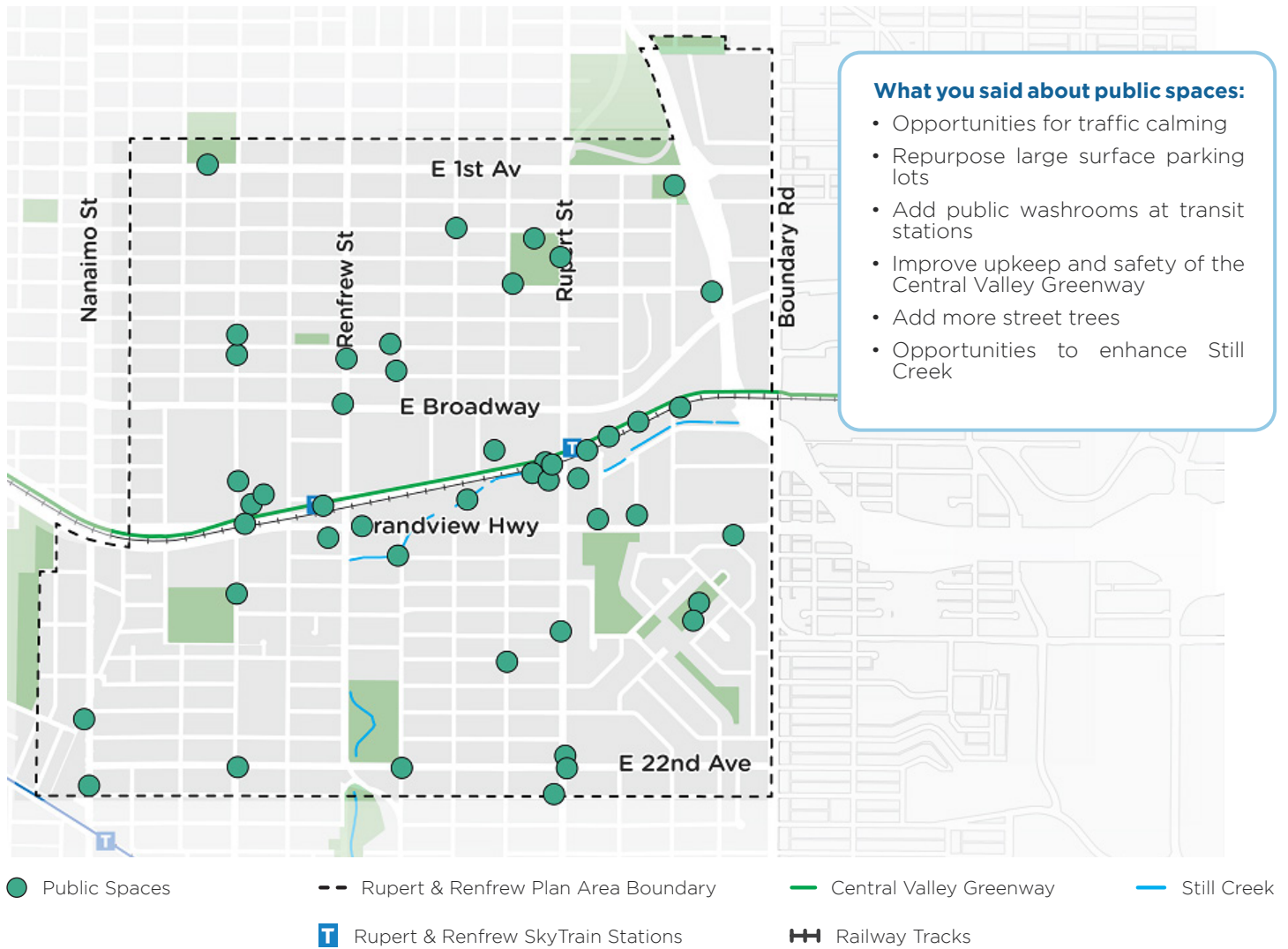
- Add street trees and vegetation to beautify the area, and reduce noise and heat
- Opportunities for more shaded/covered areas
- Opportunities for more off-leash dog parks
- Pools and community centre upgrades

Still Creek rehabilitation

- Restore Still Creek to enable a north-south active transportation network linking quality public spaces, parks and key neighbourhood destinations.



MAP: PUBLIC SPACES - ASSETS & OPPORTUNITIES



STILL CREEK

We heard from a lot of people who identified Still Creek as a unique community asset. People mentioned the pleasure that comes from walking long the creek, and how rare it is to see an open stream in the city.

Many participants called for better maintenance of the waterway and the need to expand it for public use. Various people felt that the creek’s recreation potential is untapped. Others suggested integrating Still Creek with walking and cycling paths with the intent to enhance active transportation corridors while expanding the area’s public space network.

Finally, respondents identified Still Creek as an important ecological asset, noting its important role for bird and fish habitat.

Key Themes



Creek expansion for public use

- Expand Still Creek and improve its use as a public amenity

Blue green systems

- Better integrate Still Creek with walking and biking infrastructure

Creek daylighting

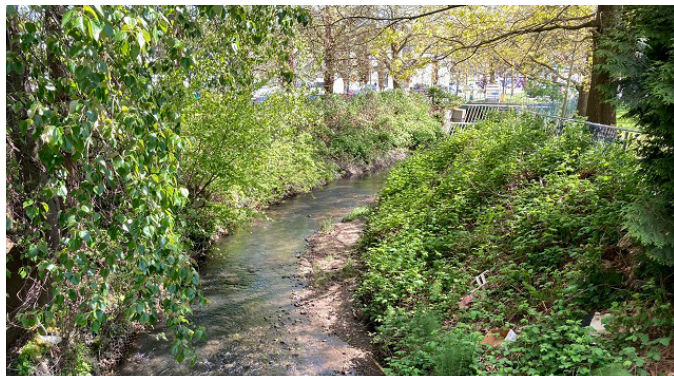
- Open up buried areas of Still Creek

Creek maintenance

- Increase maintenance of Still Creek and the areas surrounding it (weed control, enhance vegetation, etc.)

Still Creek as a unique community asset

- Open streams like Still Creek are very rare in Vancouver.
- The creek is a special community asset



“Still creek is quite special as one of the few open streams in Vancouver but why is its public recreation potential so untapped?”

“This creek is a special opportunity! Restore more of it, connect it all with safe walking and cycling paths, make it a great place and part of a bigger greenway that connects destinations.”

“Open up and expand still creek. With public spaces and walk way.”

“Love this stream/waterway area. Please keep up the maintenance so that the Himalayan Blackberries do not take over.”

“This is a spot I check to witness salmon make their way all along Still Creek, just to spawn, here in the middle of the city. Like the rest of Still Creek, it is precious and has so much potential to be adjusted into a more usable public space”



MAP: STILL CREEK - ASSETS & OPPORTUNITIES



TRANSPORTATION

By far, the most comments we received through our asset mapping tools were comments about transportation, especially active modes of travel.

Participants expressed a keen desire for safer and better connected cycling infrastructure, especially along arterials such as 22nd Ave. We also heard about the need to improve walking infrastructure, notably around Grandview Hwy, where narrow sidewalks and fast moving traffic make it unpleasant - if not unsafe - for pedestrians to access shops and needed services.

Respondents also identified various unsafe crossings and intersections. Slocan St and 22nd Ave was a key hotspot, as were the railway crossings - largely due to a mix of sidewalk crowding, pedestrian blind spots, high vehicle speeds and the presence of bikes on sidewalks.

We also heard about an overall lack of network connectivity in the study plan area. The Employment Lands have large fenced off parcels that create barriers to walking and cycling. Participants also noted a lack of north-south cycling connections to the Central Valley Greenway and major shopping areas, something made worse by the rail tracks and SkyTrain guideway. In regards to public transit, respondents noted the dearth of options along 1st Ave and Grandview Hwy, saying that the lack of local bus routes limits access to retail shopping centres.

Participants also called for traffic calming measures on minor streets - including Slocan St, Kaslo St, Nootka St and Windermere St - and on major roads like E Broadway, Rupert St and 22nd Ave.

Alongside this feedback, we also heard for calls to improve motor vehicle infrastructure, including adding traffic lights on 22nd Ave to improve pedestrian safety, and adding dedicated parking for motorists at SkyTrain stations.

“

“This is the most dangerous section of the Central Valley Greenway and I ride it with my kids every day. Lots of drivers rat running through here and ignoring the 30kph limit. Either close it entirely to cars or replace the roundabouts with true diverters”

“Cycling infrastructure is not great in this neighbourhood. 22nd Ave is marked as a bikeway, but it’s a busy road with fast-moving traffic! ... most people I see on bikes take the side roads instead.”

“Both Windermere and Lillooet have no sidewalks for most of their distance between Grandview and 22nd. Many of the houses also have gardens that spill out onto the public land and block the way, so that people walking have to walk in the street.”

“The bike lane here needs to be protected with physical separation from vehicle traffic. There is no safe north-south bike route this Far East in Vancouver so let’s improve the one we have - protected bike lane all up and down Rupert..”

“It would be extremely useful if bikes and pedestrians from Rupert station had quick, direct access to stores like Mark’s and Canadian tire, instead of needing to go all the way to Grandview Hwy and back along Bentall St.”

”



TRANSPORTATION

Key Themes



Improve cycling infrastructure

- Separated bike lanes are desired on major retail streets like 22nd Ave., 1st Ave, Broadway, Grandview Hwy, Nanaimo St, Rupert St, Renfrew St, Boundary St and Slocan St.
- Existing bike lanes on arterials like Rupert Street and Nanaimo Street are not safe and lack continuity
- Central Valley Greenway on Grandview Hwy N requires separation due to speeding motorists
- Major roads like 22nd Ave. and Nanaimo St are wide enough to accommodate a safer separated bike lane if parking is reallocated.

Improve walking infrastructure

- Major roads like 22nd Ave. and Nanaimo St are wide enough to accommodate a safer separated bike lane if parking is reallocated.
- There are narrow sidewalks and fast vehicles along Grandview Hwy which make accessing groceries and transit uncomfortable and unsafe. There are streets with missing sidewalks such as Windermere St, Lillooet St. and other neighbourhood areas.
- Uneven sidewalks are difficult for persons with mobility devices on 22nd Ave and other roadways.

Limited or unsafe intersection/crosswalk

- There are limited and unsafe crossings along Grandview Hwy, Lougheed Hwy / E Broadway and various mid-block areas which make accessing services and goods unsafe. Others key intersections include:
 - 22nd Ave at Slocan St
 - Nanaimo St at 18th Ave
 - Renfrew St at Virtual Wy/10th Ave
 - Boundary St at Canada Wy/18th Ave
 - Rupert St at 1st Ave
- Intersections at rail tracks, SkyTrain and Central Valley Greenway are unsafe for pedestrians due to sidewalk crowding, presence of bikes on sidewalks, high vehicle speeds and pedestrian blind spots from parked vehicles.

Limited connectivity for active modes

- Large fenced in blocks along major roads restricts walking and cycling connections to opportunities from rapid transit and other locations. Pedestrians have to walk further to legally cross the block between Rupert St. and Cornett St.
- The highway ramp on 1st Avenue is a major barrier to north-south access.

- The rail track and SkyTrain guideway are significant barriers to north-south connectivity for pedestrians and cyclists.
- Better north-south cycling connections to Central Valley Greenway and major shopping areas are desired.
- Create better intercity connections to existing infrastructure in Burnaby along Broadway / Lougheed Hwy.

Improve Transit

- Provide an east-west transit option on E 1st Ave to link the community to Main St-Science World Station.
- Add a local bus route on Grandview Hwy to provide access to retail shopping centres without needing to walk to the SkyTrain.



TRANSPORTATION

Key Themes (cont'd)

Feel unsafe due to fast vehicle traffic

- Traffic calming or diverters are required on minor streets to slow down motorists and improve road safety. Minor streets identified include Slocan St, Kalso St, Nootka St, Lillooet St and Windermere St.
- Traffic calming and/or enforcement is also desired to reduce vehicle speeds on major streets like Broadway, Rupert St, Nanaimo St and 22nd Ave.

Improve automobile infrastructure

- A traffic light is desired at E 22nd Ave at Slocan St to reduce congestion and improve pedestrian safety.
- More parking for motorists are desired at SkyTrain stations and services at Broadway and Rupert St.
- Dedicated left turn phases are desired at Rupert St at 1st Ave (northbound and westbound).

Other

- Add bicycle parking to retail destinations along 22nd Ave.
- The area has many steep hills making it difficult to walk or bike to destinations



“So many near misses for pedestrians at this cross walk [22nd Ave at Slocan St]. It is access to a store, near a bus stop and a travel route to local schools. At a minimum this should be a pedestrian controlled intersection ... “

“Please widen the sidewalks near skytrains, malls, and busy roads (e.g. all along Grandview Hwy especially near centres) for health, efficiency, and safety. Please also consider adding safety fences and pedestrian traffic lights.”

“This neighbourhood really needs permanent traffic calming infrastructure - diverters, etc. like what you see between 1st and Hastings in Grandview-Woodland. Especially during rush hour, lots of rat running commuters driver at high speeds through the side”

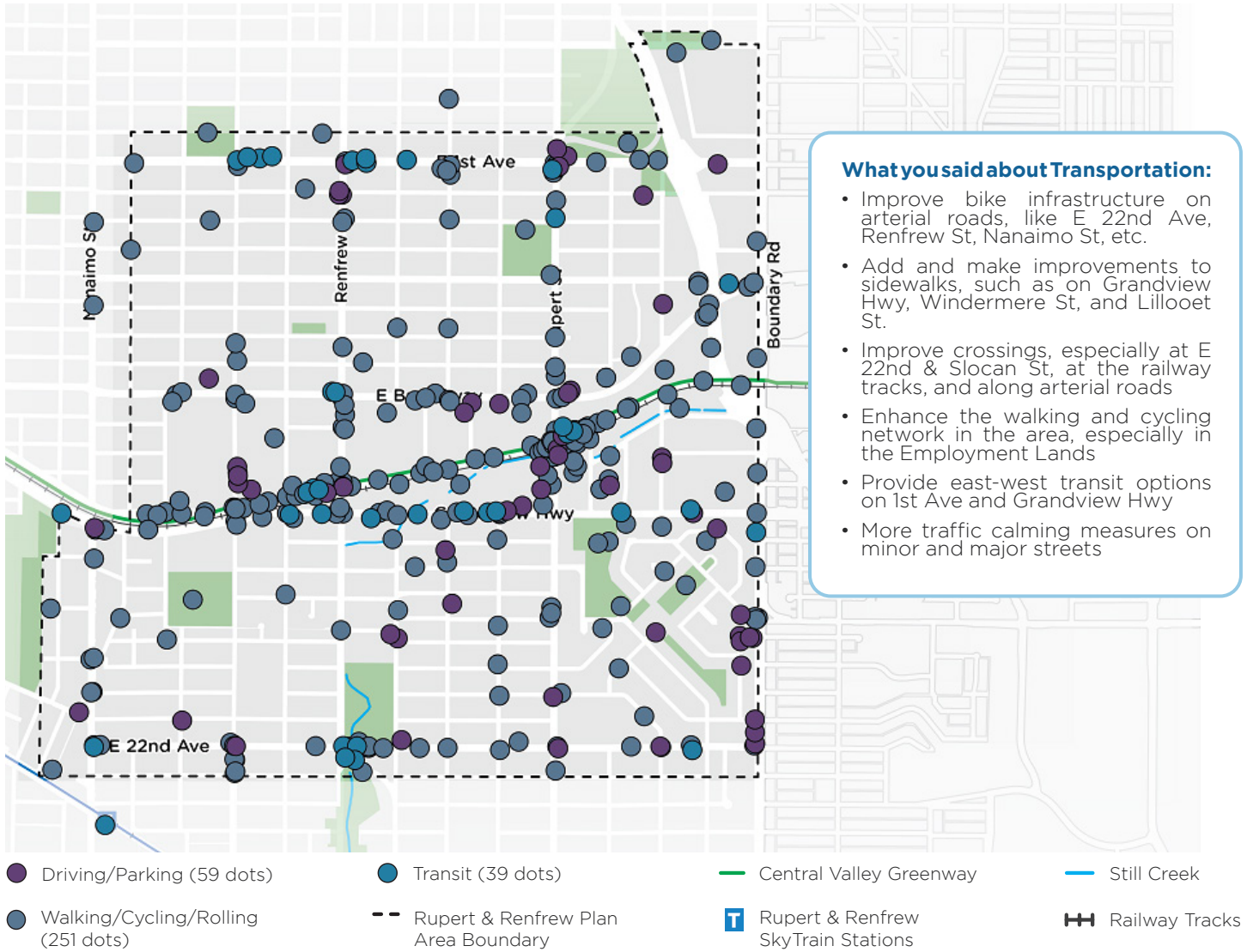
“We need a bus line on 1st. Would be so convenient, linking straight into Main St - Science World.”

“A walkway along Still Creek from Rupert connecting through to Grandview would be amazing, especially with amenities like restaurants and parks. Superstore have made a bit of path which is nice, but it suddenly terminates in a fenced parking lot!”

“Lougheed Hwy has bike lanes in Burnaby, but they end in Vancouver. The CVG is the closest route into Vancouver, there should be a (safe) connection along Boundary.”



MAP: TRANSPORTATION - ASSETS & OPPORTUNITIES



HOUSING

Unsurprisingly, housing was a top issue of discussion among asset-mapping participants. A recurring theme across our data was the need for additional residential density throughout the study area, but especially in RS zones where the bulk of the housing stock is currently located.

We heard strong support for more “missing middle” housing, defined as housing forms such as townhouses, multiplexes, and low-rise apartments up to 6-stories. Respondents noted the need for more density on- and off-arterials, from secured rental apartments to ground-oriented units for families.

Support for added density was often qualified by calls to maintain livability and protect existing greenspaces and vegetation, such as street trees and Still Creek.

Another dominant theme was the need to encourage more mixed-use and complete neighbourhoods, or - if you will - integrating housing with a greater range of uses and amenities: retail, offices, shops, restaurants, etc. Participants were especially keen to see mixed-use developments near the SkyTrain stations and commercial hubs such as 1st Avenue Marketplace.

In addition, we heard a lot of calls for more equitable housing across the study area, notably more affordable housing options - including for households in the lower end of the income spectrum - and more secure rental options.

Participants singled out affordable options for families as yet another gap in the local housing system, noting that the lack of diversity in the area’s housing stock - made up predominantly of single detached houses - curbs the ability of many young families to settle in the area.

“

“Housing for families is sorely needed. This neighbourhood has great amenities for kids -- excellent schools, the ravine, library, community centre. Yet the number of kids has dropped [...] Obviously denser housing is the only thing that’s still affordable to families, so any developments should include townhouses and larger apartments.”

“Agree with other comments. The area badly needs affordable housing options for families, suggest ground oriented and townhouse/co-op housing off the arterial near schools.”

“I would love to see more mid-rise mixed-use housing as this area gets developed, rather than high-rises and single-family homes.”

”



HOUSING

Key Themes

Additional residential densities in RS zones and beyond

- More housing options in missing middle forms or beyond 6-storeys
- Opportunities for more density on and off arterials
- Allow mid-rise and high-rise development, especially near the SkyTrain stations
- Allow more density without sacrificing greenspace

Create mixed-use housing

- More opportunities to integrate housing with other amenities (greenspace, retail, restaurants, etc.)
- Encourage more mixed-use neighbourhoods with greater mix of building forms (low-, mid- and high-rises)

More equitable housing

- More affordable housing options across the income spectrum
- More subsidized housing, including co-ops to create more equitable communities
- Opportunities for higher-density rental housing

Lack of affordable housing for families

- Gentle density in ground-oriented to mid-rise forms to accommodate young families
- More housing options off arterials for families
- Larger unit sizes to accommodate intergenerational households, and families with multiple children



"Affordable housing (rentals) for block behind arterial would welcome a much needed population boost (and customers) for the area."

"This (E Broadway & Rupert St) is where all the retail and residential housing density should be concentrated. Close to the Rupert station, out of industrial area and where most people can access grocery stores and restaurants."

"This entire area should be redeveloped for mixed use including housing, greenspace, and other amenities and made accessible north-south."

"This area [Slocan St & E 6th Ave] has some lovely properties, but it would be cool if individual buildings could be allowed to be 4plexes and 6plexes rather than the single-family homes allowed now."

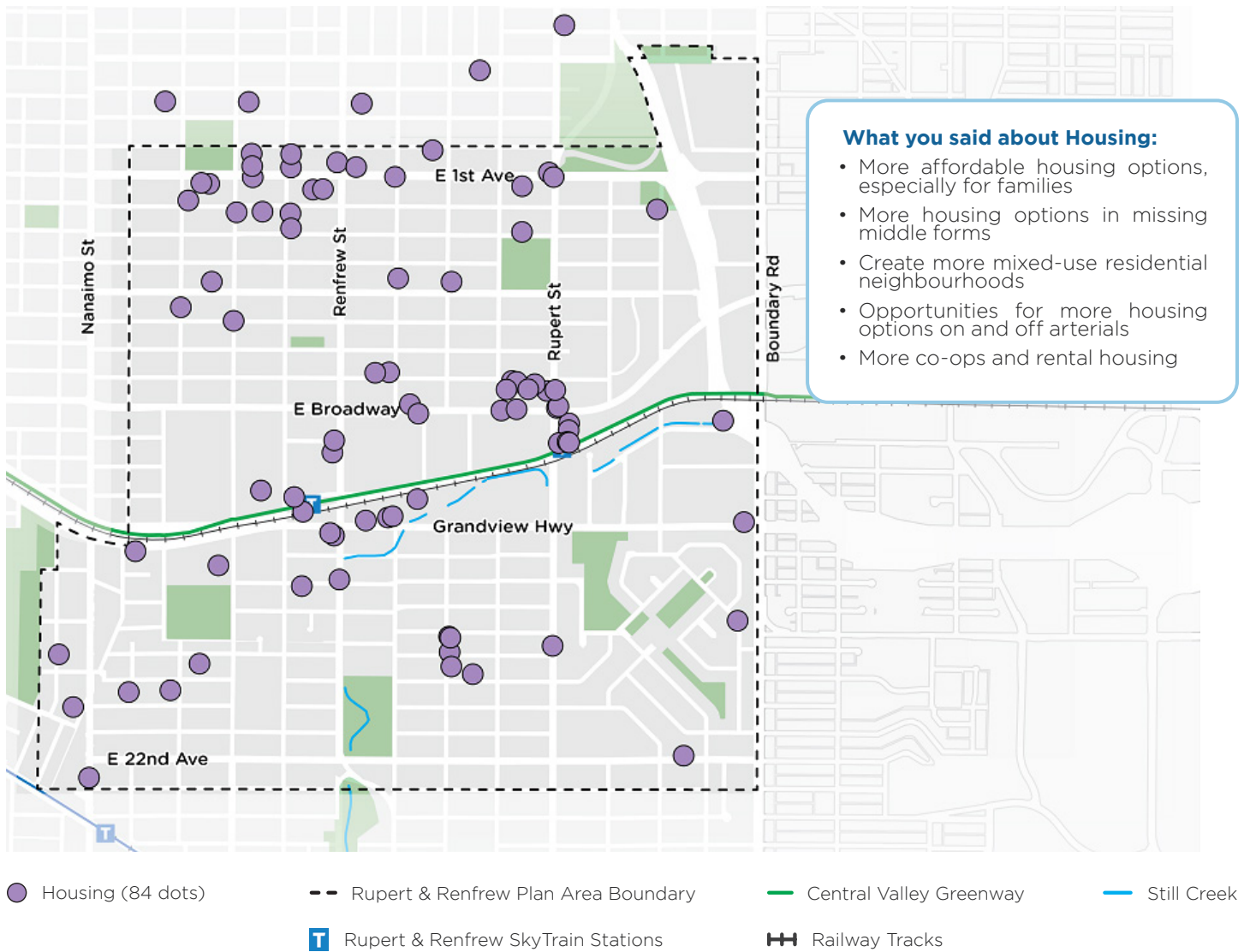
"The city needs to recognize that many kids age out of care. YOUTH HOUSING is extremely important for the future of our city to accommodate youth in need."

"Multi-family housing. There are many, many single family homes and many opportunities for multi-family units with shared outdoor space, wider boulevards and more public trees."

"Do you notice how there's lots of shops, businesses and multifamily housing on the Burnaby side of Boundary, and nothing but million dollar single family homes on the Vancouver side?"



MAP: HOUSING - ASSETS & OPPORTUNITIES



WORKSHOPS: EQUITY-DENIED GROUPS

City staff worked closely with community partners to organize a series of workshops with groups who typically face barriers to participation in public processes. In Part I Engagement we engaged with youth, racialized seniors, Indigenous people, and low-income people. Additional workshops with other equity-denied groups are planned for the next round of engagement. This targeted approach allowed us to amplify the voices of people under-represented in the survey sample, while creating a more inclusive space for dialogue and discussion.

For instance, we heard about the mobility challenges of seniors living in the study area, including how difficult it can be to get around due to the area's steep terrain, and poorly maintained sidewalks. We also heard from seniors about the need to make public spaces more accessible by adding benches, outdoor covered areas and air conditioned venues.

We heard from local youth about the need for more affordable housing options and better recreational facilities. A recurring theme throughout the public engagement was concern that rec centres, parks and sports fields are not as good in the Rupert/Renfrew area as in other parts of the city. Another subtheme to emerge from our conversations with youth was the need to travel outside the study area to socialize with friends. Youth pointed at a lack of social and cultural spaces in which to meet other youth: restaurants, coffee shops, patios, breweries, pubs, music venues, etc.

Talking to Indigenous people - including a local youth group - we heard about the important role that Indigenous non-profits play in the community. For instance, Lu'ma offers services that go well beyond affordable housing, including providing a healing/wellness centre, and spaces that support culturally sensitive ceremonies and practices. Others spoke about the importance of the Vancouver Aboriginal Child & Family Services Society for life skills workshops and cultural celebrations. Some participants spoke about the need to showcase and support Indigenous identity and history, through such things as murals, arts spaces, and cultural venues.

In the workshops we also heard about the value of large-format food retailers, like Superstore and Walmart, in serving lower- and fixed-income households. Big-box stores can help fill an important gap in retail offerings in the neighbourhood. Various participants did point out though that accessing such stores can be challenging due to a lack of bus service along Grandview Highway. We heard from people who said that while the area is well served by the SkyTrain stations, walking the last stretch from the stations to the stores along Grandview Hwy is challenging, and having a bus service with strategically placed bus-stops would go a long way in making those stores more accessible to non-drivers.



"Lots of Indigenous cultural practices at Lu'ma."

"Medical centre (both indigenous and western medical practices) in the Lu'ma building is an important asset which includes physiotherapy, pharmacy, senior centre, healing and wellness centre serving patients from across BC"

"Park near Thunderbird is not very nice, esp. compared to parks on west side."

"Convenient to have Big Box stores in the area."

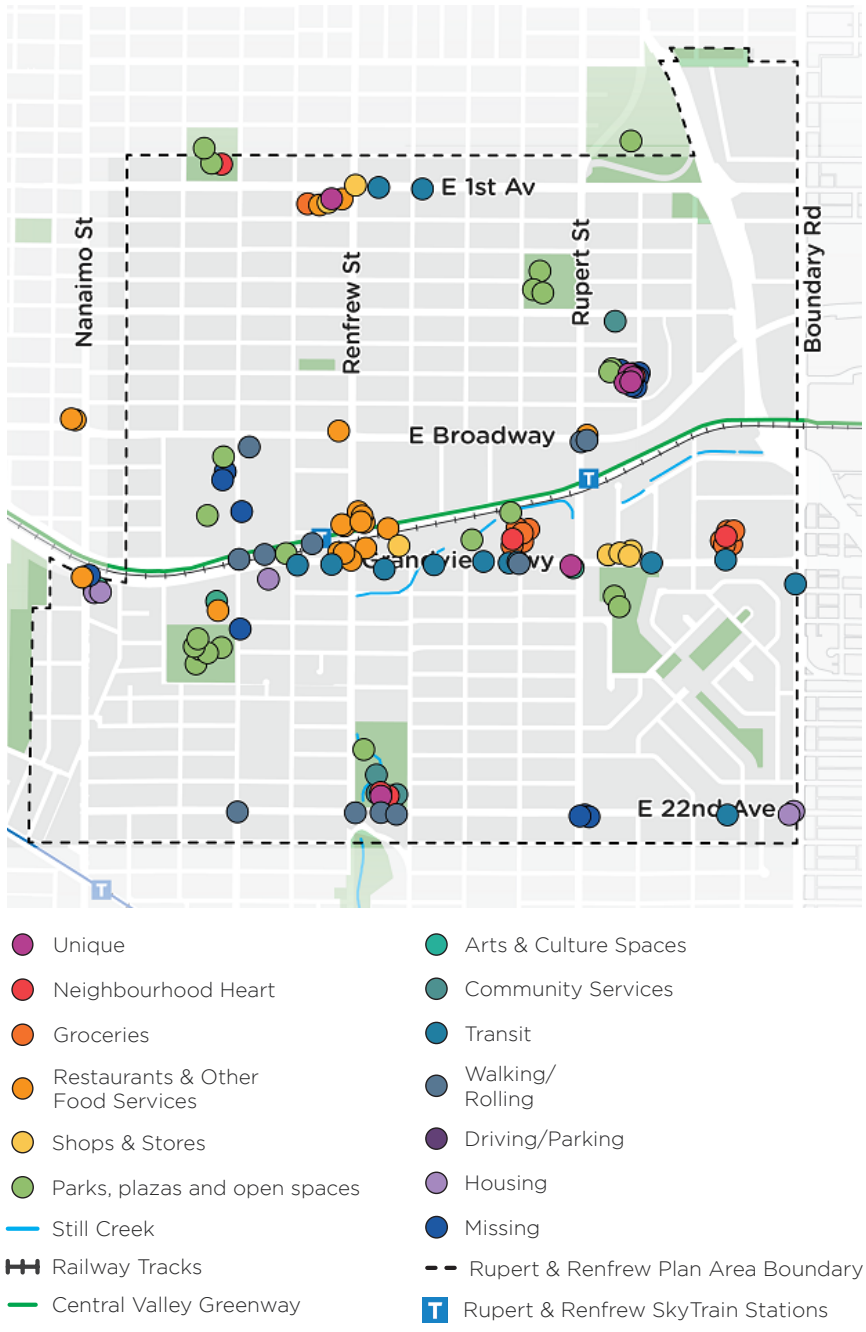
"Wasn't aware that Still Creek passes by Renfrew Community Park."

"Hard to take transit to Superstore ... lack of transit along Grandview makes it difficult to get groceries."



MAP: WORKSHOPS - EQUITY-DENIED GROUPS ASSETS & OPPORTUNITIES

Here are the results of the asset mapping exercises that took place as part of workshops with equity-denied groups.



WHAT WE HEARD (TOP RESPONSES)

Places you especially love:

- Renfrew Community Centre
- Thunderbird Community Centre

What parks and open spaces do people use?

- Beaconsfield Park
- Sunrise Park
- Clinton Park
- Falaise Park

Where do people shop?

- Superstore
- Walmart
- T&T

What community services are important?

- Lu'ma
- Thunderbird Community Centre
- Renfrew Community Centre

What arts and culture space do people love?

- Lu'ma
- Thunderbird Community Centre
- Vancouver Aboriginal Child and Family Services Society

Where do people go for a drink or bite to eat?

- The stripmall at Grandview Hwy and Renfrew St
- 1st Avenue Marketplace
- Tim Hortons
- Bon's Off Broadway
- Starbucks

APPENDIX

APPENDIX A: LIST OF WORKSHOPS, EQUITY-DENIED GROUPS

Event	Date	Location	Total Public Participants	Demographics
RCC Senior's Social	June 7	Renfrew Community Centre	12	12 seniors 12 women
RCC Chinese Seniors	June 10	Renfrew Community Centre	16	16 seniors 9 women & 5 men 14 owners
TCC Senior's Lunch	June 14	Thunderbird Community Centre	30	30 seniors 19 women & 5 men 17 renters & 7 owners 9 White 5 Chinese 4 Filipino 1 East Indian 1 Indigenous 1 Black 1 Arab 1 Latin American 1 Vietnamese
TCC Youth Council	June 17	Thunderbird Community Centre	10	10 Youth (teens) 3 girls & 5 boys 5 Chinese 3 South Asian 1 Black
RCC Youth council	June 23	Renfrew Community Centre	25	25 Youth (teens)
Lu'ma Youth	June 29	Online (Zoom)	12	12 Indigenous youth 7 women & 5 men
Lu'ma Staff	June 30	Online (Zoom)	7	7 Indigenous persons 4 women & 3 men

APPENDIX B

EMPLOYMENT LANDS WORKSHOP

What We Heard:

Rupert and Renfrew Station Area Plan Employment Lands Meeting #1 - May 31st, 2022

Meeting Summary

26 participants in attendance representing economic development, film and TV, commercial brokerage, architectural, and the development sectors in Vancouver.

The meeting was held on Tuesday, May 31st, 2022 from 10am to 12pm. The meeting started with introductory presentations, followed by a brief Q&A from participants to staff. Next, three break-out groups were formed to facilitate discussion. After the discussion, staff from each break-out group provided a brief summary of the discussion highlights to all participants. The meeting was hosted online on the Cisco WebEx Meetings platform.

Introductory Presentations

City of Vancouver and Metro Vancouver provided opening presentations before the break out group discussion. Metro Vancouver presented a regional planing and market perespctive for the Rupert and Renfrew Station Area. City staff presented an update on the status of the project, alignment with the Vancouver Plan and next steps.

Q&A

Why can't we include housing on employment lands??

- There is limited employment and industrial lands in the city and region. Residential is not compatible with many industrial uses. We need to preserve our industrial lands for industrial uses.
- It is important to have employment uses near transit to generate transit ridership and enable sustainable commuting. We are not keeping up with our regional targets for jobs in proximity to transit.
- We have a significant amount of residential land available just outside of the employment lands and in easy walking distance to stations.
- Through the approval of the terms of reference, Council has endorsed the need to preserve the employment lands adjacent to the Skytrain stations in this area for job-oriented uses.

How is the City going to deal with the Still Creek flooding issue? Will rezonings be able to proceed in the flood plain with the provision of additional studies?

- We are building on Metro Vancouver's 2021 flood study with additional analysis. We will be looking to bring a combination of building requirements and flood risk reduction measures that will be incorporated into the plan in order to mitigate and manage flood risk.
- We cannot process a rezoning in the floodplain while the planning process is underway as we need to better understand the potential impacts of buildings to flood hazard and creek health.

What is being done to make industrial zoning more flexible in the area?

- To support implementation of the plan, rezonings, new district schedules, or amendments to existing districts schedules may be used to implement the plan to increase the capacity and accomodate a variety of office and industrial space users.

What We Heard

This section lists the 4 discussion questions and the summary of the discussion from participants.

1 What are the advantages of this area vs. other locations in the region?

- Topography in the area to the north will lend itself well for multi-storey formats with industrial intensification on the ground floor and lighter industrial uses on top.
- The area is also suitable for food production and cold food storage services due to proximity to the urban population.
- The area is a gateway to the City. Consider this area for heavy-duty vehicles coming into the city while managing the environmental impact of transportation infrastructure and traffic.
- Technology firms, information technology, and schools continue to be an important use in the area.
- Ability to create live + work here is tremendous.
- This is a very central area, mixed-use in the entire area is going to be very important.
- Proximity to the highway presents opportunity for intermodal distribution facilities.

2 What types of businesses would be attracted to this area?

What types of businesses are best suited to co-locate together here?

- Logistic space and big warehouses with office on top.
- Broadway tech type of office campus on top of big box / industrial.
- Ironworks development as an example industrial strata or lease with strata or lease office.
- There needs to be a mix and flexibility to accommodate variety of uses.

- Some uses need loading bays that should not be counted as FSR but people should also be ok to load on the street from 6am to 8am (can even add to the animation of the street) and should be acceptable.
- Just about all businesses will be interested in this area as a result of proximity to transit.
- Broadway tech has professional services that could be complemented with light industrial uses that support those services (e.g. light manufacturing or testing).
- Last mile and distribution centres may be suitable in this area.
- There is a need for storage space to support residents and businesses.
- Small bay industrial with mixed-use commercial.
- Uses that would compliment the existing film studio, such as rental equipment and other ancillary uses.
- Provide manufacturing or supply chain uses to grow the existing economy.
- Should be job intensive, low storage needs. Conscious of noise, odour, vibration generating uses.
- Assembly industries may also work, those receiving pieces of an end product to be assembled on site (i.e. heat pumps).
- Opportunity for retail at ground level and medical uses
- The only uses that would not be attracted to this area might be downtown major financial uses.
- Lots of small-bay industrial type facilities, particularly in the strata world – opportunity to buy a small piece of real estate.
- Need more offices in the area, close to transit, has a Vancouver address which is important to larger companies.
- More flexible office use.
- It would be good to build communities of like-minded industries. For example - graphic designers, engineers, all working with film production
- Co-location – need to balance more active commercial uses

What is the future of retail in this area?

- Opportunity for retail at ground level.
- Big box retailers can be done in a more intense fashion with underground parking and office on top.
- In thinking about connectivity and road network in the area, retail opportunities would be limited given the nature of the uses described. Placing retail close to the stations is more appropriate.
- Continue to accommodate big box retail. Need to find ways to allow them to redevelop while retaining their use with some intensification. Otherwise, no change will occur over the short term.
- Would larger big box be interested in integrating other uses (ie. Charging stations for trucks, others)?
- Large format retail may willing to redevelop in order to accommodate change and evolution of areas such as this. The benefit could be to incorporate logistic warehouses or distribution centres to help supply their online market along with the local serving store. Including some office space above.
- Lots of demand for retail because of transportation, very central to our suburban areas.

Could this area become a “hub” for certain types of businesses?

- A logistics hub would be appropriate for this area but it requires changes to accommodate it
- Location is advantageous and supports businesses that utilize trucks.
- Vertical development is required for logistics and office on top to make the economics work.
- There is already a film hub in the area; access is really good so it is why there is tech and back office work as well as schools in the area.
- Many businesses use the area to carry their inventory. Film cluster will continue to expand in the ancillary disciplines but not the main studios.
- Film industry is a great generator of business activity but also needs amenities.

What are some of the most important things to consider when planning for the co-location of multiple commercial / industrial users?

- Need to think about building complete communities in proximity to these areas.
- Existing zoning creates limitation to office to collocate in these locations.
- flexibility on uses is needed to be able to accommodate various types of tenant and evolving technologies.
- Dependence on a single business (tenant) is dangerous as a downturn could result on the entire building going vacant.
- Need to create enough flexible to enable multiple businesses or industries to coexist.
- We need to be thinking at a generational scale here.
- For this area to be multi-storey logistics or stacked development large parcels are beneficial, stratification or subdivision would be detrimental to these type of uses.
- Flexibility to accommodate multiple users is important.
- Large floorplates with horizontal movement as opposed to vertical movement are preferred
- Allow for more use flexibility in the regulations to permit change over time and turn over to other industries.
- Support for limiting residential uses in employment areas to preserve and intensify existing uses.
- Anything with ground floor access is desirable for traditional industries. Upper floor access requires freight elevators and these are more challenging.
- Creative product manufacturing and digital information industries could be accommodated on upper floors.
- Ideas could be more form based in terms of requiring street frontage that provide opportunities for retail, but also don't want to get into the specifics of usage because that negates creativity or flexibility when it is over-prescribed.
- There is a lot of industry that doesn't want to be limited by having to load goods through a freight elevator.

What are some of the most important things to consider when planning for the co-location of multiple commercial / industrial users? *Continued...*

- Encourage flexibility in land use designations
- Should not be so specific with land uses and how they have to fit into a development.
- Important to not be over-prescribed in what can be there.
- Make it easy for people to provide retail and amenity opportunities in the area without being too restrictive on parking.
- If retail amenities are supporting people who live and work in the area, then don't need additional parking necessarily.
- What is more important that public space is the pedestrian connection between Rupert Station and the south side of the tracks where the Canadian Tire and the Walmart is - need some type of pedestrian connection in this area.
- Connection to Burnaby should be considered, and cooperation between municipalities will be critical here.
- How do you activate the street when you also might need to use part of the first level?
- Convert Class C loading bays to two Class B loading bays.
- Space dedicated to the loading and delivery of goods needs to be excluded from FSR (eg. loading bays should be excluded from FSR).
- Need greater densities to consider mixed-use industrial/commercial/office uses.

3 What type of amenities and workforce supports are most important for this area?

Would your business or industry consider including on-site childcare or supporting off-site childcare?

- Broadway tech is a great example of incorporating various amenities and services such as childcare in their campus.
- There is general support from industry for childcare to be collocated with industrial/office uses.
- It is very important but challenge to incorporate childcare into the development, challenging to meet City guidelines and work with other types of activities and industries - the requirements for childcare vs. industry just not complimentary - fitting them into the prescribed form of the development.
- Design Guidelines requirements are their own worst enemies with the daylighting requirements and outdoor requirements to fit childcare into mix used.
- There is opportunity for more built in flexibility and creativity in a urban setting.

What are the barriers, and how could they be addressed? (e.g. space, funding)

- Childcare guidelines and requirements provide some limitations on providing them in combination with industrial uses.
- Providing lighter uses as buffers to help shield childcare spaces from the perceived risks. There is a strong desire from industry.
- Childcare in Richmond close to Ikea is a good precedent.
- If you combine more sensitive space uses (childcare and access to nature) perhaps there's a combined solution.

Is access to natural areas important to workers in the area? (e.g Still Creek)

- Could be great to have an enhanced Still Creek amenity.
- Important that there is public gathering spaces (squares and parks) around the stations (e.g., outdoor living room around the station).
- There is an intersection of the station with the greenways – get heavy bicycle traffic – interesting opportunities there.
- City should also be considering tree canopy in this area – especially with extreme heat incidents increasing.

What types of commercial amenities should we be planning for (e.g. restaurants, entertainment)

- Restaurant and entertainment opportunities are needed to support the work force.
- Electric charging stations.
- To get the tech sector residential needed to support it there has to be a component of residential use close by.
- Need to consider how to animate street activity – an urban design perspective.
- Difficult with film studios- they are massive big buildings with little contribution to street life and amenities.
- Street animation will lead to urbanity and amenity.
- Challenge of not being close to a lot of amenities (e.g., go to the doctor, grab lunch).

4 Are there any particular transportation-related challenges or opportunities you'd like to share, thinking about employees, customers, deliveries, and pick-ups?

How can future development in the employment lands:

a) reduce the total number of parking spaces needed, and/or

- Parking is expensive and there would be an incentive to not to provide it, but the market has an expectation that it will be needed.
- Certain industries such as the film studios work untraditional working hours beyond the standard transit schedules. They will continue to need parking in the area.
- Medium to heavy-duty vehicular access for industries creates a need for transitory parking.
- Rapid charging for transitory vehicles and goods movement should be prioritized over personal vehicles.
- Giving people parking spaces is less of a priority when there is transit nearby.
- Consider shared parking facilities between different uses.
- In mixed use developments there is a lot of internal capture - for example, if there is an office over the restaurant below people from the work space will use the restaurant and won't need extra parking.
- Consider stacked bicycle parking.
- Minimize surface parking.

b) encourage more employees or customers to choose sustainable transportation (e.g. transit, walking, cycling, car-share)?

- Need defined pedestrian walkways.
- A lot of walkability relates to form of architecture and animation on the street.
- Given the proximity to the highway, there may be increased demand for workers to drive in from other parts of Metro Vancouver despite close proximity to transit.
- Most people will take transit.
- There is less transportation demand between sites with more online work.
- The plan should include a residential component – would allow people to live and work in close proximity.