

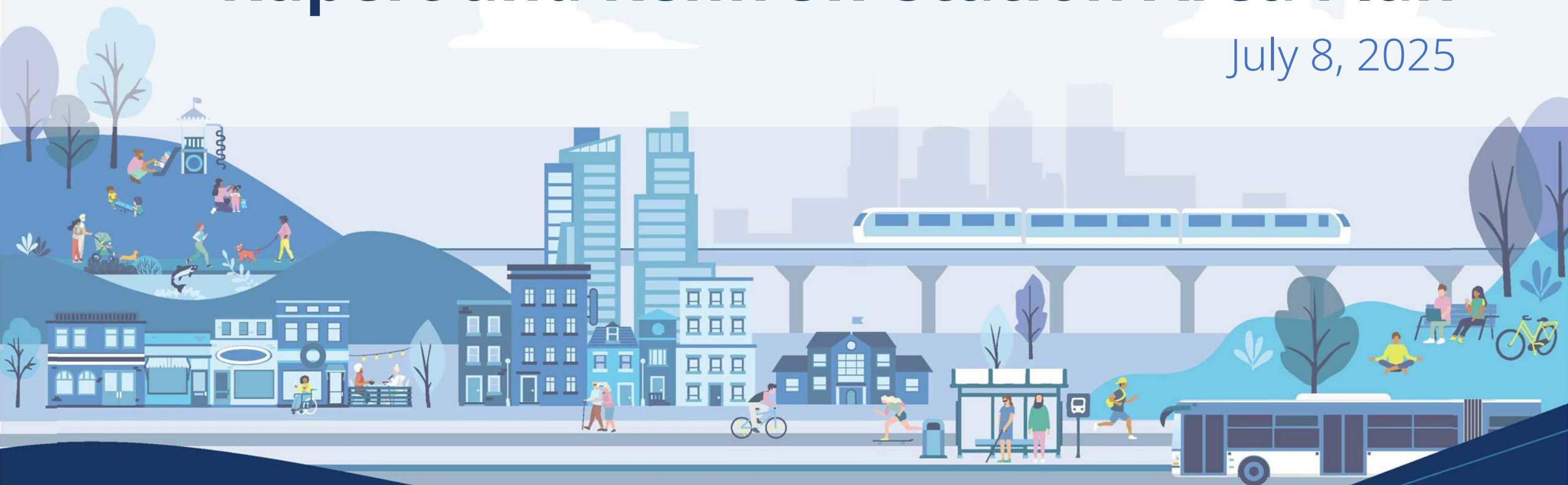
VANCOUVER PLAN Implementation **2050**

Moving Forward Together



Rupert and Renfrew Station Area Plan

July 8, 2025

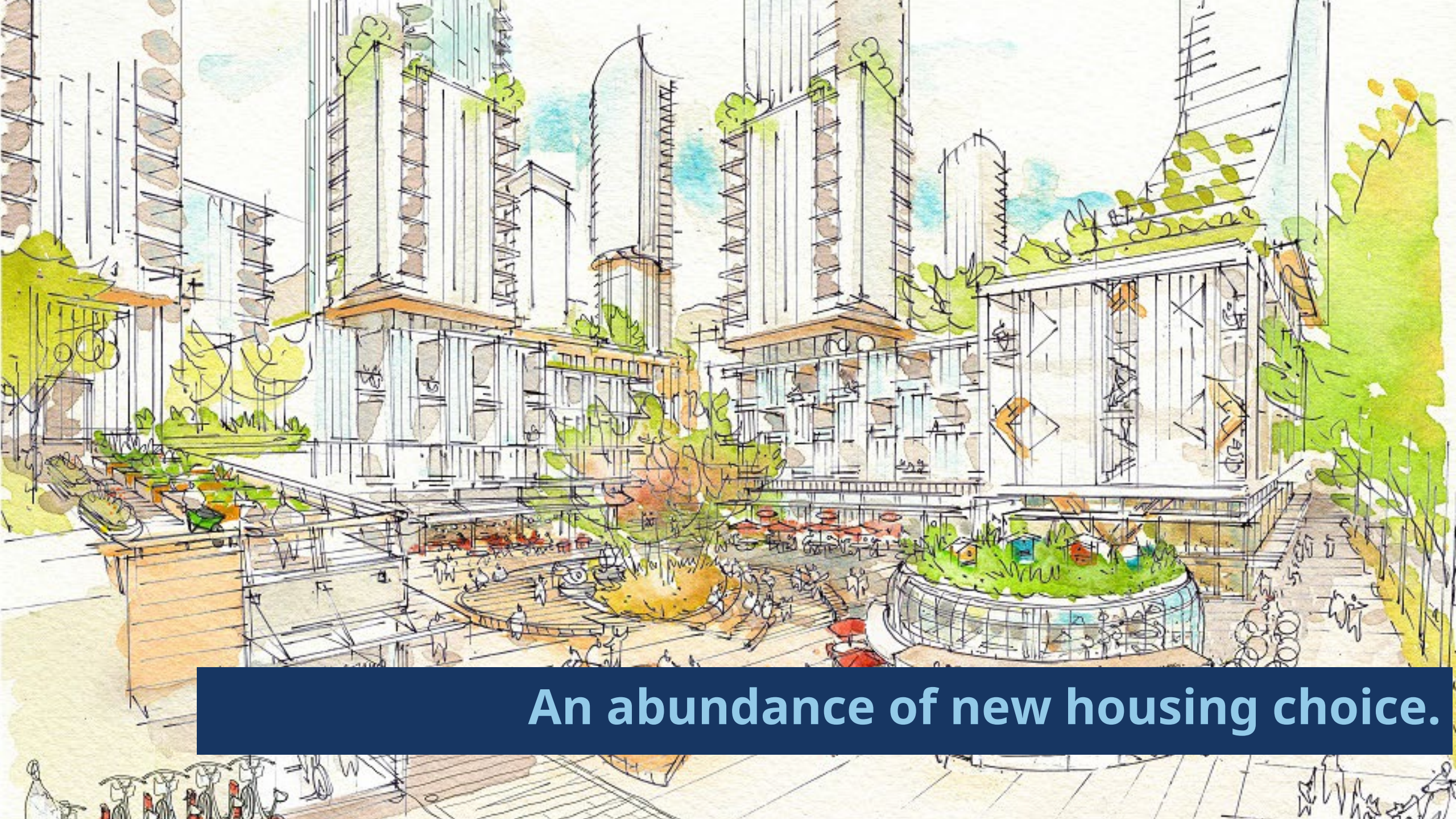


RUPERT + RENFREW
Station Area Plan

 CITY OF
VANCOUVER



The Rupert & Renfrew Plan: a vision for balanced growth and change



An abundance of new housing choice.



Complete and connected neighbourhoods.



More jobs. More places to work.



Restored ecosystems.

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

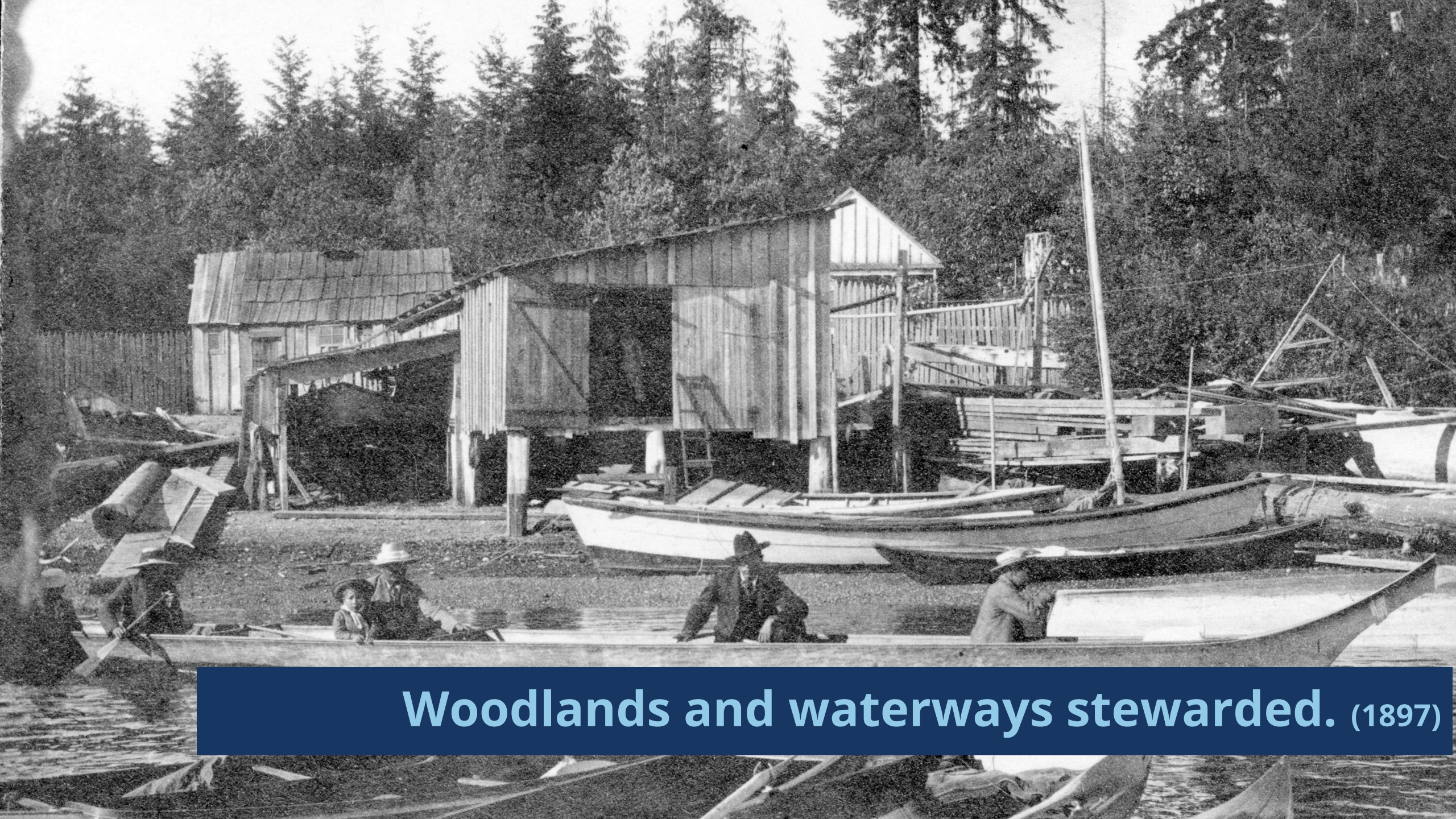
A long-term vision for Rupert and Renfrew...



Understanding Rupert & Renfrew



Since Time Out of Mind...



Woodlands and waterways stewarded. (1897)



A landscape changed. Loggers near Still Creek. (ca 1900)



Emerging industry: a place for working. (ca 1935)



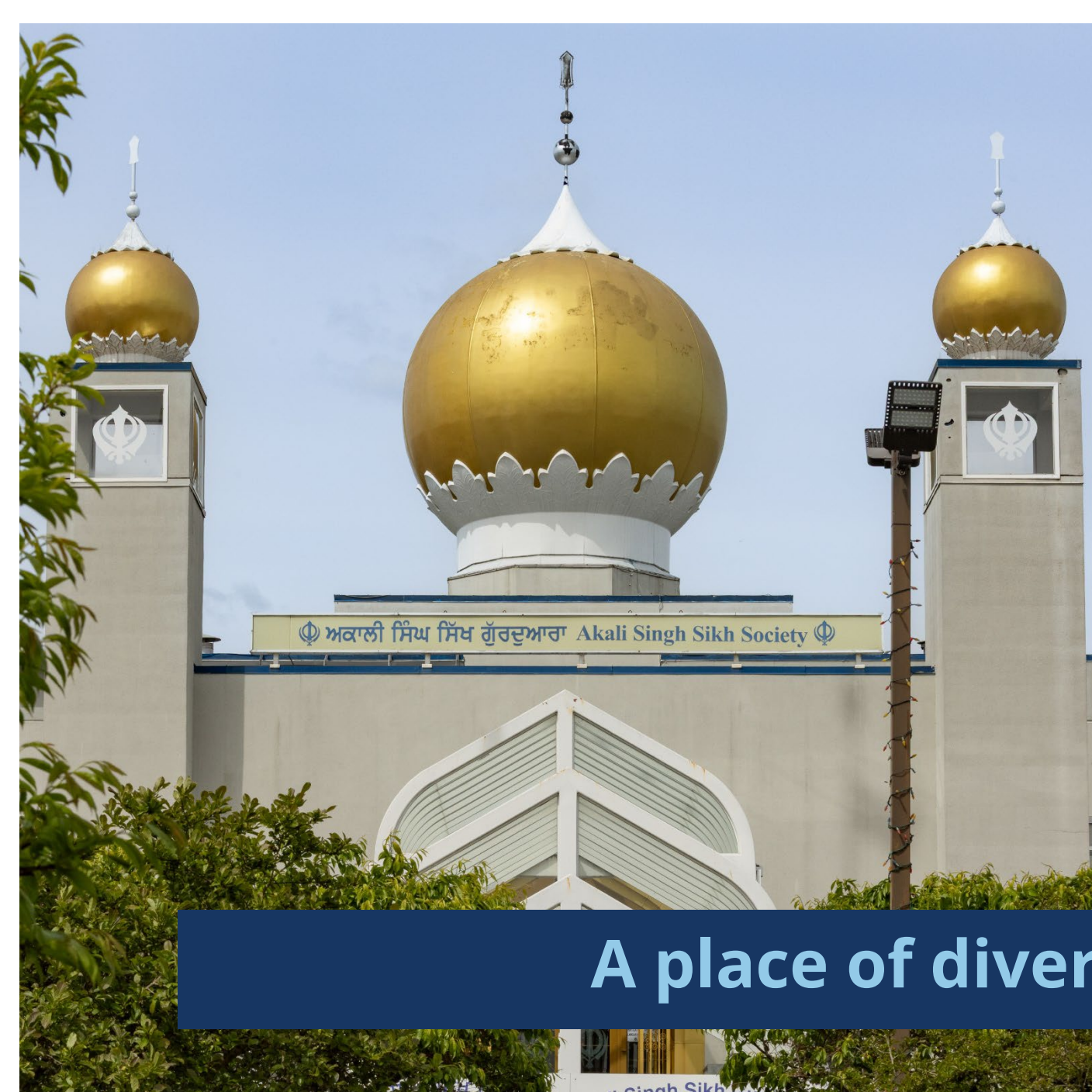
Renfrew Heights
1948



Post-war Growth: Renfrew Heights. (1948)



Frog Hollow Neighbourhood House. (1977)

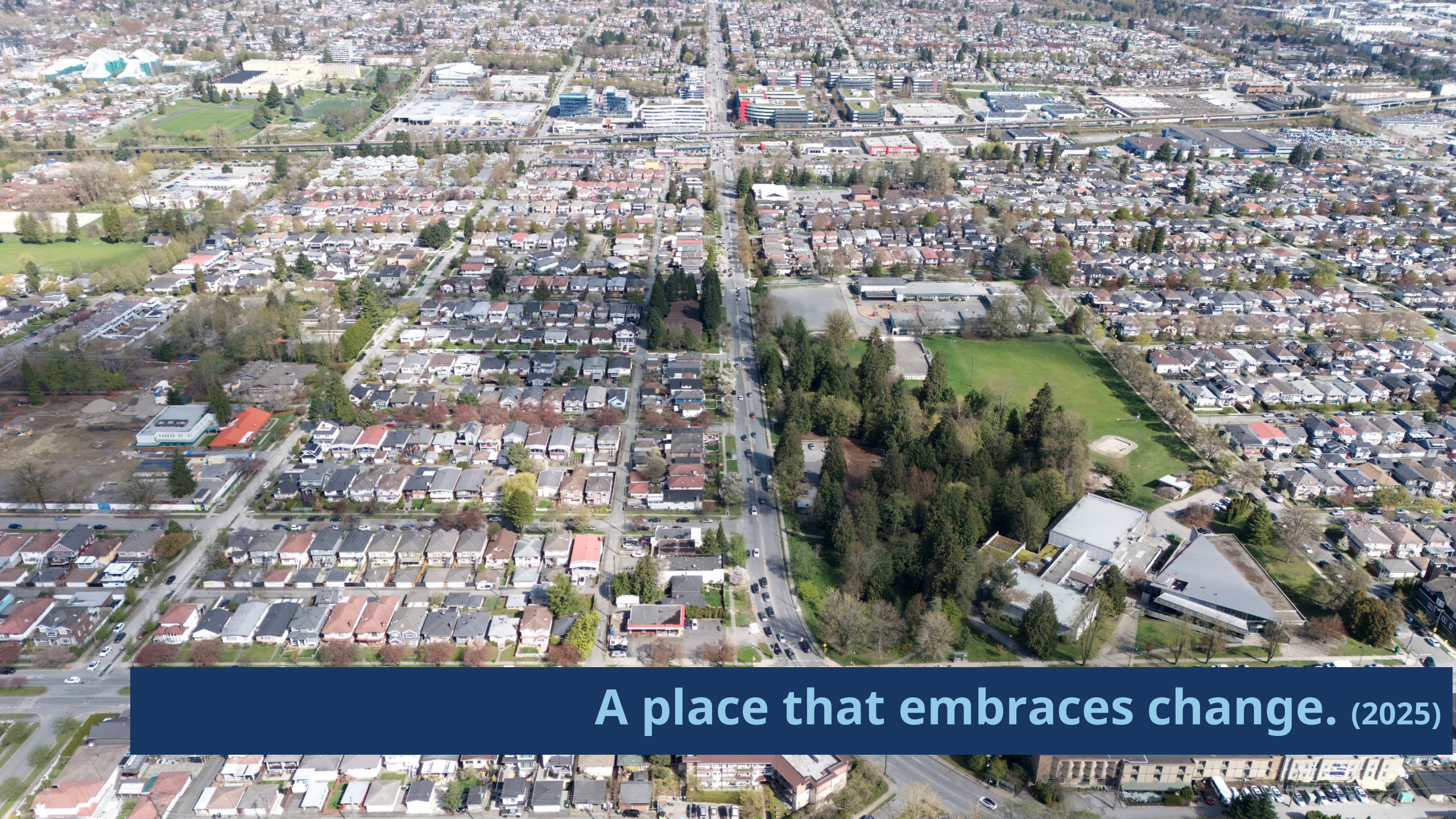


A place of diverse cultures and traditions.



A place of delight. Still Moon Arts Society. (2004)

Photo by Zhaozhong-Zheng



A place that embraces change. (2025)

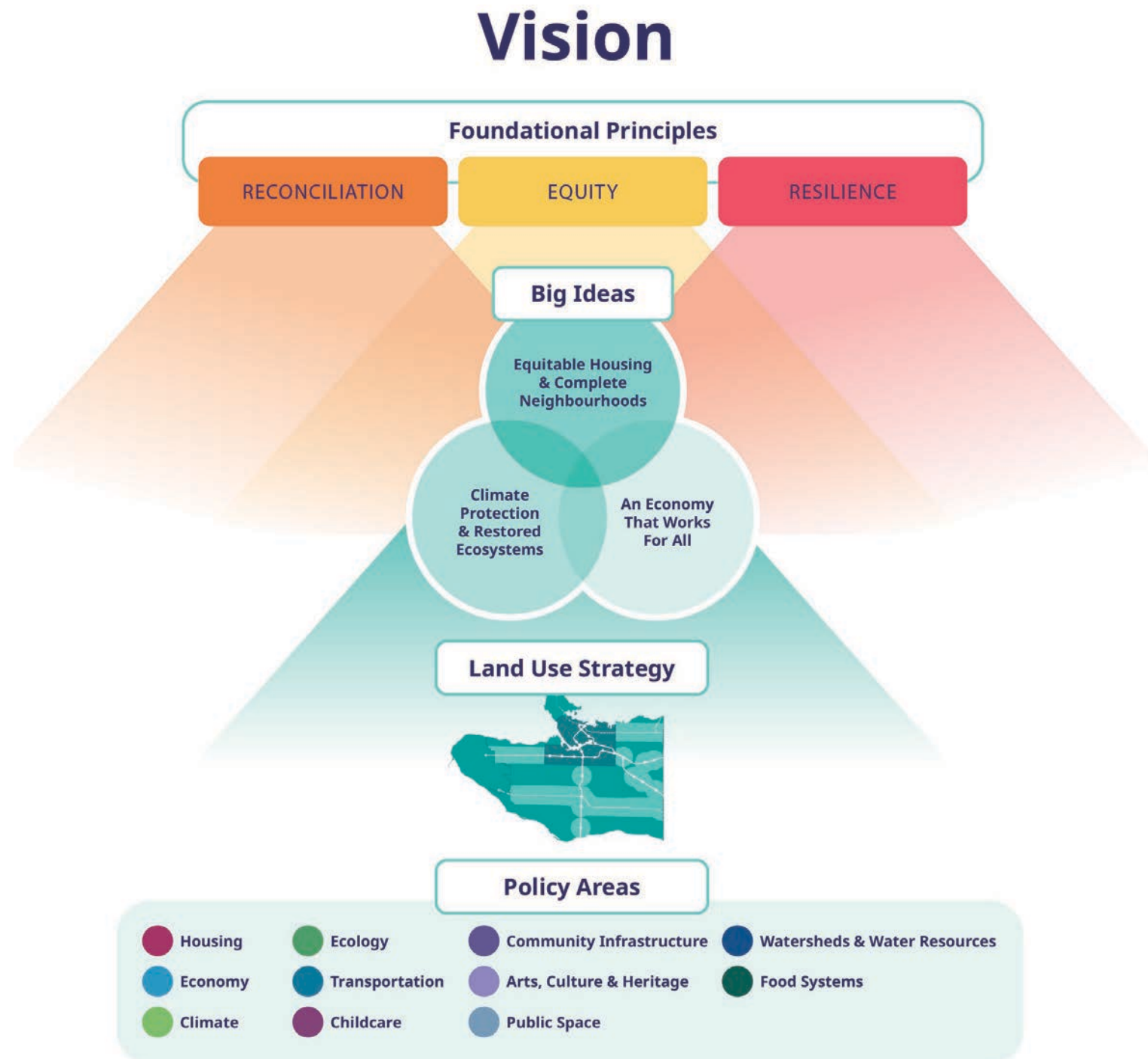


Policy Context: Vancouver Plan

Vancouver Plan Implementation

The Rupert & Renfrew Area Plan is the first to be produced under the umbrella of the *Vancouver Plan (2022)*

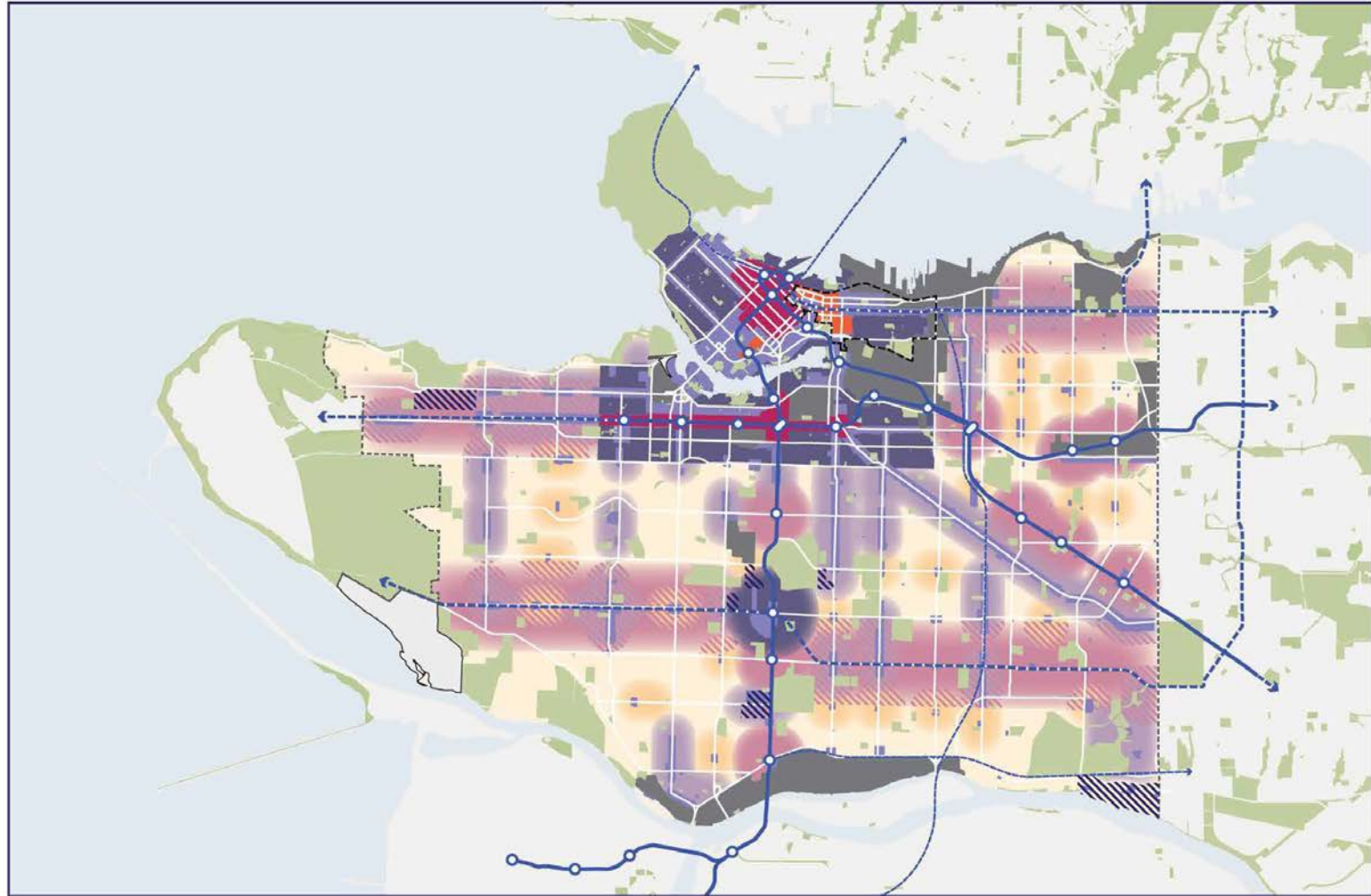
- Incorporates Vision, Foundational Principles and Big Ideas,
- Responds to the unique environmental, social and economic context of the area



Vancouver Plan Implementation

The Rupert & Renfrew Plan further builds on:

- City-wide land use strategy
- Directions for growth and change around key neighbourhood "types"
 - 2 Station Areas (RTAs)
 - 3 Villages (& parts of two others)
 - Multiplex Areas
 - Employment Lands



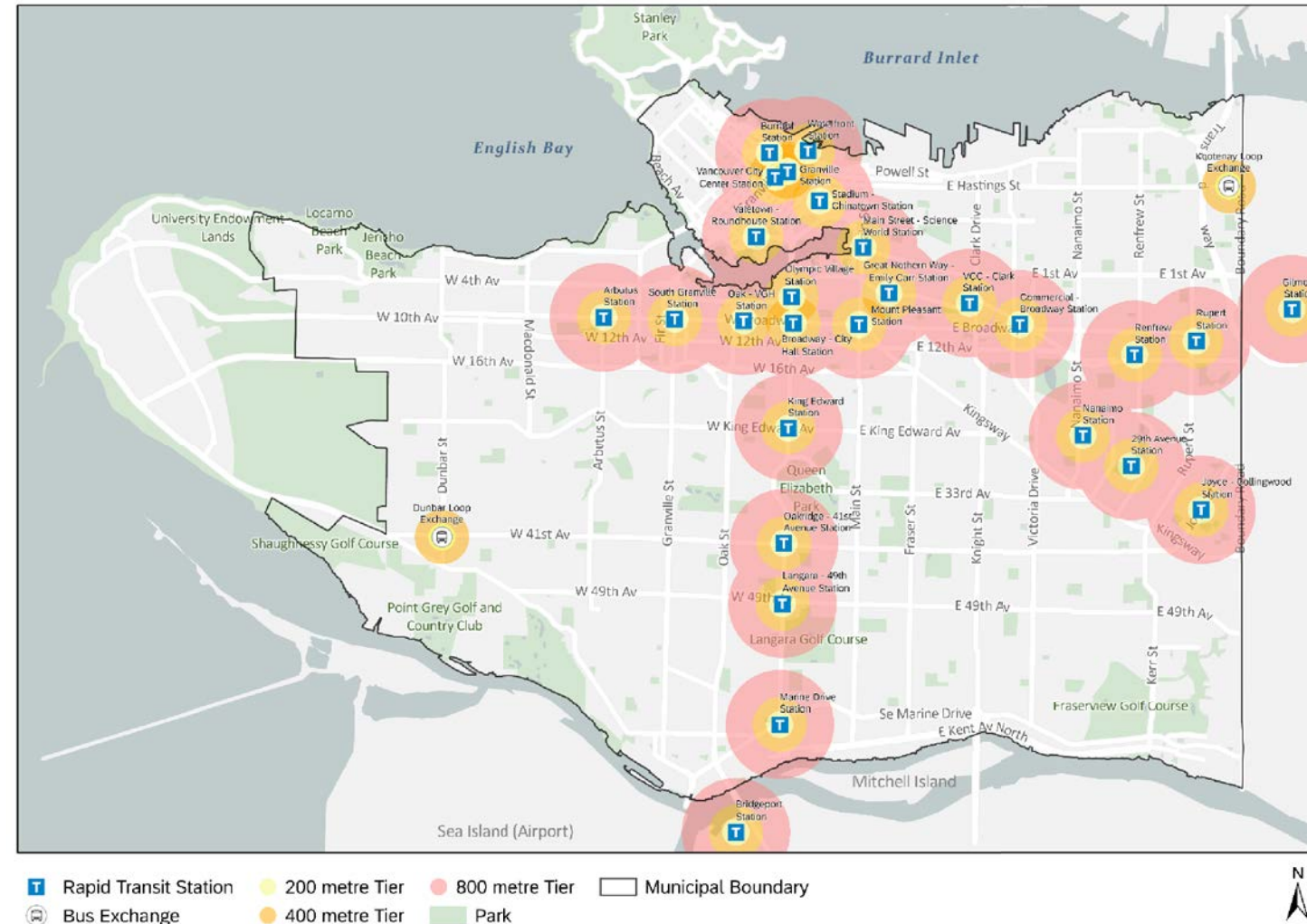
Vancouver Plan Land Use Strategy (2022)

Other City and Provincial Considerations

Rupert and Renfrew Area Plan also aligns with:

- Provincial Legislation (i.e. TOAs)
- Work underway on the City's ODP
- Other concurrent policy programs

Transit-Oriented Areas - Catchments





Area Plan Context

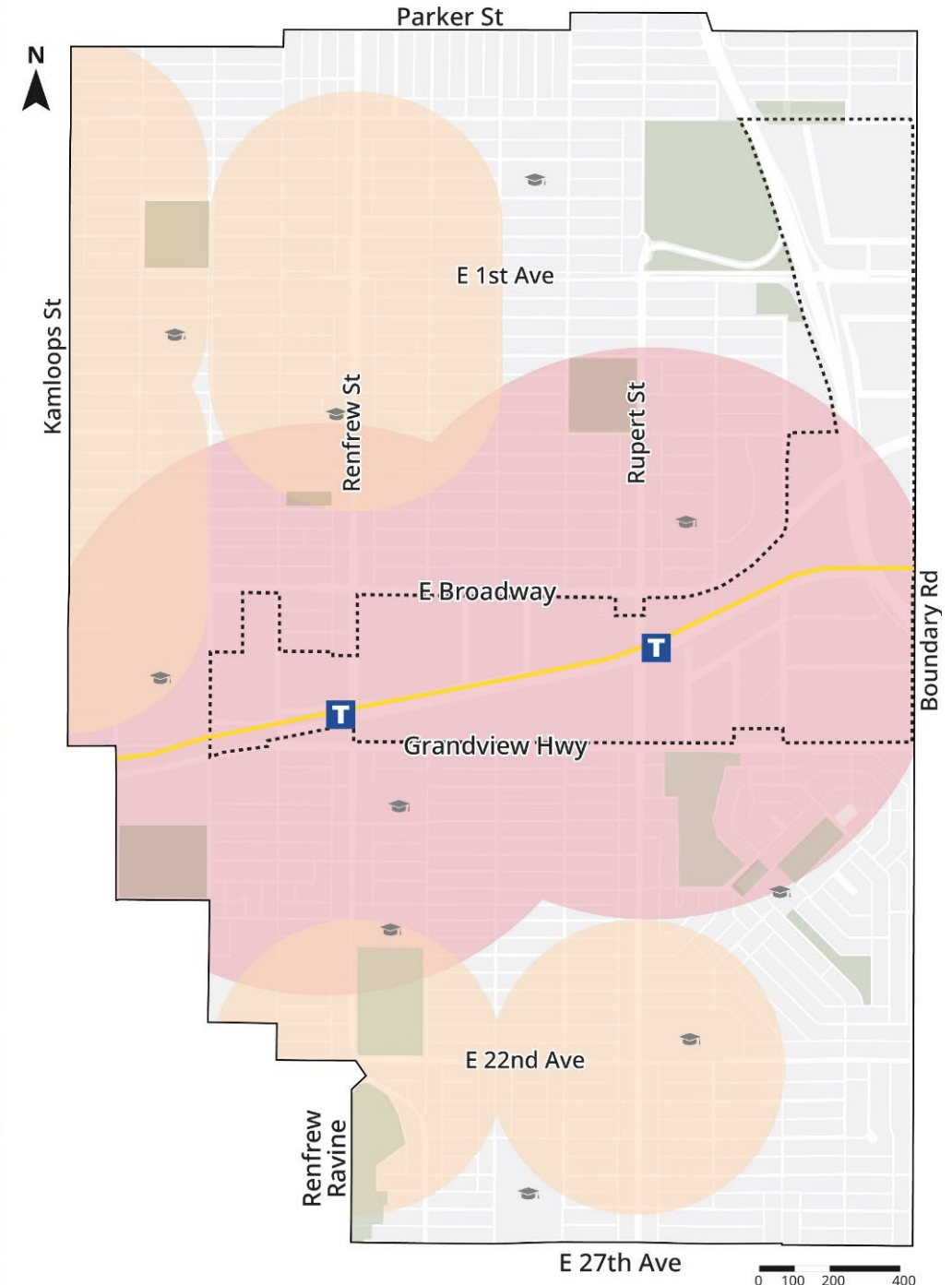
Plan Area Context

- 660+ Hectares
- ~30,900 residents



Plan Area Context

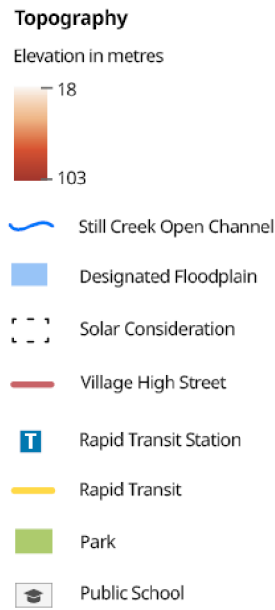
- 80% of households live in single detached housing
- Only 10% of the area's existing housing stock consists of rental apartment buildings
- 72% of population identify as a visible minority
- 27% of household incomes below \$50,000 per year



Plan Area Considerations

Early analysis identified several important planning considerations in the Rupert & Renfrew area

- Topography
- Still Creek, Floodplain and Groundwater
- Solar Access Considerations
- Proximity to heavy rail
- Land Economics
- Infrastructure (water/sewer) capacity
- New Provincial Legislation





Timeline and Public Engagement

Project Process

 Referrals/project updates to the local Nations

Project Definition
and Interim
Policies

Early Directions

Draft Plan

Final
Plan

Implementation



2021



2022



2023



2024



2025



We are here

Engagement with First Nations



The Planning Team met with staff from the x^wməθk^wəyəm (Musqueam), Sk̓wx̓wú7mesh (Squamish), and səlilwətał (Tsleil-Waututh) Nations at key milestones, sharing draft policies, responding to informational requests, and updating the Plan to reflect their guidance.

Public Engagement

72 Engagement events

2,100 completed surveys

4,000 comments

20,000 website visits

300,000 social media impressions

Materials translated into Simplified and Traditional Chinese, Vietnamese, Tagalog.





Area Plan Document + Design and Development Guidelines

Area Plan Structure

- **Land Acknowledgement**

- Introduction - area history, planning process, MST and public engagement to date, and connections to Vancouver Plan
- Land Use - Land Use Map, Neighbourhood Types, Unique Site Policies, and Institutional Site Policies
- Supporting Policies - Structure to align with Vancouver Plan (ex. similar policy chapters and colour code)
- Implementation Chapter – Redevelopment Pathways, Amenity Priorities, Public Realm Implementation, Monitoring and Evaluation
- Glossary

Table of Contents

Land Acknowledgement	---
City of Vancouver	---
1 Introduction and Overview	---
Introduction	---
Overview	---
Vision and Guiding Principles	---
Planning Process	---
2 Land Use	---
2.1 Land Use Overview	---
2.2 Neighbourhood Land Use Policies	---
2.3 Unique Site Policies	---
2.4 Institutional Site Policies	---
3 Policy Areas	---
3.1 Housing	---
3.2 Economy	---
3.3 Ecology	---
3.4 Transportation	---
3.5 Community Infrastructure	---
3.6 Arts, Culture, and Heritage	---
3.7 Public Space	---
3.8 Watershed and Water Resources	---
4 Implementation	---
4.1 Redevelopment Pathways	---
4.2 Public Amenity Priorities	---
4.3 Public Realm Framework	---
4.4 Monitoring and Evaluation	---
Acknowledgements	---
Glossary	---
A A: Road Space Reallocation/ Car Free Opportunities	---
A B: Street Profiles - Arterial Street Concepts	---

Area Plan Structure

- Land Acknowledgement

- **Introduction** - area history, planning process, MST and public engagement to date, and connections to Vancouver Plan

- Land Use - Land Use Map, Neighbourhood Types, Unique Site Policies, and Institutional Site Policies
- Supporting Policies - Structure to align with Vancouver Plan (ex. similar policy chapters and colour code)
- Implementation Chapter – Redevelopment Pathways, Amenity Priorities, Public Realm Implementation, Monitoring and Evaluation
- Glossary

Table of Contents

Land Acknowledgement	---
City of Vancouver	---
1 Introduction and Overview	---
Introduction	---
Overview	---
Vision and Guiding Principles	---
Planning Process	---
2 Land Use	---
2.1 Land Use Overview	---
2.2 Neighbourhood Land Use Policies	---
2.3 Unique Site Policies	---
2.4 Institutional Site Policies	---
3 Policy Areas	---
3.1 Housing	---
3.2 Economy	---
3.3 Ecology	---
3.4 Transportation	---
3.5 Community Infrastructure	---
3.6 Arts, Culture, and Heritage	---
3.7 Public Space	---
3.8 Watershed and Water Resources	---
4 Implementation	---
4.1 Redevelopment Pathways	---
4.2 Public Amenity Priorities	---
4.3 Public Realm Framework	---
4.4 Monitoring and Evaluation	---
Acknowledgements	---
Glossary	---
A A: Road Space Reallocation/ Car Free Opportunities	---
A B: Street Profiles - Arterial Street Concepts	---

Area Plan Structure

- Land Acknowledgement
- Introduction - area history, planning process, MST and public engagement to date, and connections to Vancouver Plan

- **Land Use** - Land Use Map, Neighbourhood Types, Unique Site Policies, and Institutional Site Policies

- Supporting Policies - Structure to align with Vancouver Plan (ex. similar policy chapters and colour code)
- Implementation Chapter – Redevelopment Pathways, Amenity Priorities, Public Realm Implementation, Monitoring and Evaluation
- Glossary

Table of Contents

Land Acknowledgement	---
City of Vancouver	---
1 Introduction and Overview	---
Introduction	---
Overview	---
Vision and Guiding Principles	---
Planning Process	---
2 Land Use	---
2.1 Land Use Overview	---
2.2 Neighbourhood Land Use Policies	---
2.3 Unique Site Policies	---
2.4 Institutional Site Policies	---
3 Policy Areas	---
3.1 Housing	---
3.2 Economy	---
3.3 Ecology	---
3.4 Transportation	---
3.5 Community Infrastructure	---
3.6 Arts, Culture, and Heritage	---
3.7 Public Space	---
3.8 Watershed and Water Resources	---
4 Implementation	---
4.1 Redevelopment Pathways	---
4.2 Public Amenity Priorities	---
4.3 Public Realm Framework	---
4.4 Monitoring and Evaluation	---
Acknowledgements	---
Glossary	---
A A: Road Space Reallocation/ Car Free Opportunities	---
A B: Street Profiles - Arterial Street Concepts	---

Area Plan Structure

- Land Acknowledgement
- Introduction - area history, planning process, MST and public engagement to date, and connections to Vancouver Plan
- Land Use - Land Use Map, Neighbourhood Types, Unique Site Policies, and Institutional Site Policies

- **Supporting Policies** - Structure to align with Vancouver Plan (ex. similar policy chapters and colour code)

- Implementation Chapter – Redevelopment Pathways, Amenity Priorities, Public Realm Implementation, Monitoring and Evaluation
- Glossary

Table of Contents

Land Acknowledgement	---
City of Vancouver	---
1 Introduction and Overview	---
Introduction	---
Overview	---
Vision and Guiding Principles	---
Planning Process	---
2 Land Use	---
2.1 Land Use Overview	---
2.2 Neighbourhood Land Use Policies	---
2.3 Unique Site Policies	---
2.4 Institutional Site Policies	---
3 Policy Areas	---
3.1 Housing	---
3.2 Economy	---
3.3 Ecology	---
3.4 Transportation	---
3.5 Community Infrastructure	---
3.6 Arts, Culture, and Heritage	---
3.7 Public Space	---
3.8 Watershed and Water Resources	---
4 Implementation	---
4.1 Redevelopment Pathways	---
4.2 Public Amenity Priorities	---
4.3 Public Realm Framework	---
4.4 Monitoring and Evaluation	---
Acknowledgements	---
Glossary	---
A A: Road Space Reallocation/ Car Free Opportunities	---
A B: Street Profiles - Arterial Street Concepts	---

Area Plan Structure

- Land Acknowledgement
- Introduction - area history, planning process, MST and public engagement to date, and connections to Vancouver Plan
- Land Use - Land Use Map, Neighbourhood Types, Unique Site Policies, and Institutional Site Policies
- Supporting Policies - Structure to align with Vancouver Plan (ex. similar policy chapters and colour code)
- **Implementation Chapter** – Redevelopment Pathways, Amenity Priorities, Public Realm Implementation, Monitoring and Evaluation
- Glossary

Table of Contents

Land Acknowledgement	---
City of Vancouver	---
1 Introduction and Overview	---
Introduction	---
Overview	---
Vision and Guiding Principles	---
Planning Process	---
2 Land Use	---
2.1 Land Use Overview	---
2.2 Neighbourhood Land Use Policies	---
2.3 Unique Site Policies	---
2.4 Institutional Site Policies	---
3 Policy Areas	---
3.1 Housing	---
3.2 Economy	---
3.3 Ecology	---
3.4 Transportation	---
3.5 Community Infrastructure	---
3.6 Arts, Culture, and Heritage	---
3.7 Public Space	---
3.8 Watershed and Water Resources	---
4 Implementation	---
4.1 Redevelopment Pathways	---
4.2 Public Amenity Priorities	---
4.3 Public Realm Framework	---
4.4 Monitoring and Evaluation	---
Acknowledgements	---
Glossary	---
A A: Road Space Reallocation/ Car Free Opportunities	---
A B: Street Profiles - Arterial Street Concepts	---

Area Plan Structure – Sample Chapter

Vancouver
Plan Policy
Direction
Heading

Key Polices
that Apply
within Plan
Area

Economy Policies

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

- 3.2.1.1 Maintain existing restrictions on residential uses in regionally-designated Industrial and Employment Lands to protect the viability of and intensify the area for industrial and other employment uses (with exception to the project led by Musqueam Indian Band, Squamish Nation and Tsleil-Waututh Nation at 3200 East Broadway).
- 3.2.1.2 Increase the supply of employment spaces by encouraging multi-storey industrial buildings that prioritize production, distribution and repair activities at grade, with light industrial, office, hotel and other commercial uses on the upper floors.
- 3.2.1.3 Respond to the economic opportunities and challenges in the Employment Lands by introducing three sub-areas, each with their own priorities for land use, density, height and built form. See Chapter 2: Land Use for more details.
- 3.2.1.4 Increase flexibility in the types and mix of allowed employment uses in the Employment Lands, including new uses such as Creative Products Manufacturing, to incentivize multi-storey industrial forms. See Chapter 2: Land Use for more details.
- 3.2.1.5 Ensure land use regulations continue to support the growth of the media production and logistics sectors by enabling employment spaces with large format areas/floorplates and easy access to truck routes along the Grandview, Lougheed and Trans-Canada Highways.
- 3.2.1.6 Continue to enable large format retail stores on sites along Grandview Highway but require new developments or redevelopments to include additional employment spaces (e.g., light industrial, and office).
- 3.2.1.7 Require ground floor retail and commercial spaces at the base of industrial and mixed-used employment buildings near the SkyTrain stations and along local shopping streets (Renfrew Street and Rupert Street) to provide groceries, dining, healthcare, recreation (limited to Fitness Centres) and other amenities for local workers, students and residents.

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

- 3.2.1.8 Expand the amount of local-serving retail and commercial spaces across the Plan Area by requiring ground-level commercial uses in key locations in Rapid Transit Areas and Villages to meet the current and future needs of residents (see Map 2.1 Rupert and Renfrew Land Use Map).
- 3.2.1.9 Where ground-level commercial uses are required, encourage a diversity of storefront widths, unit sizes and ground-level unit configurations to enable a mix of business types including opportunities for retail and non-retail anchors.
- 3.2.1.10 In portions of the Rapid Transit Areas and Villages where commercial uses are not required, enable small-scale shops and services as a Choice of Use (e.g., small grocers, cafes, small restaurants and other commercial uses). See Chapter 2: Land Use for requirements.
- 3.2.1.11 To support easier access to daily needs across the Plan area, introduce smaller commercial nodes with a mix of shops and services, housing, and opportunities for public space improvements. See Chapter 2: Land Use where mixed-use buildings with ground-level retail is required.
- 3.2.1.12 In Multiplex Areas, consider opportunities for corner stores to support an array of local-serving retail and service uses (see Chapter 2: Land Use).

Related Policies

Related Policy Topic	Chapter	Section Reference
Off-street parking availability for employees in the Employment Lands to support job spaces	3.4 Transportation	3.4.1.1

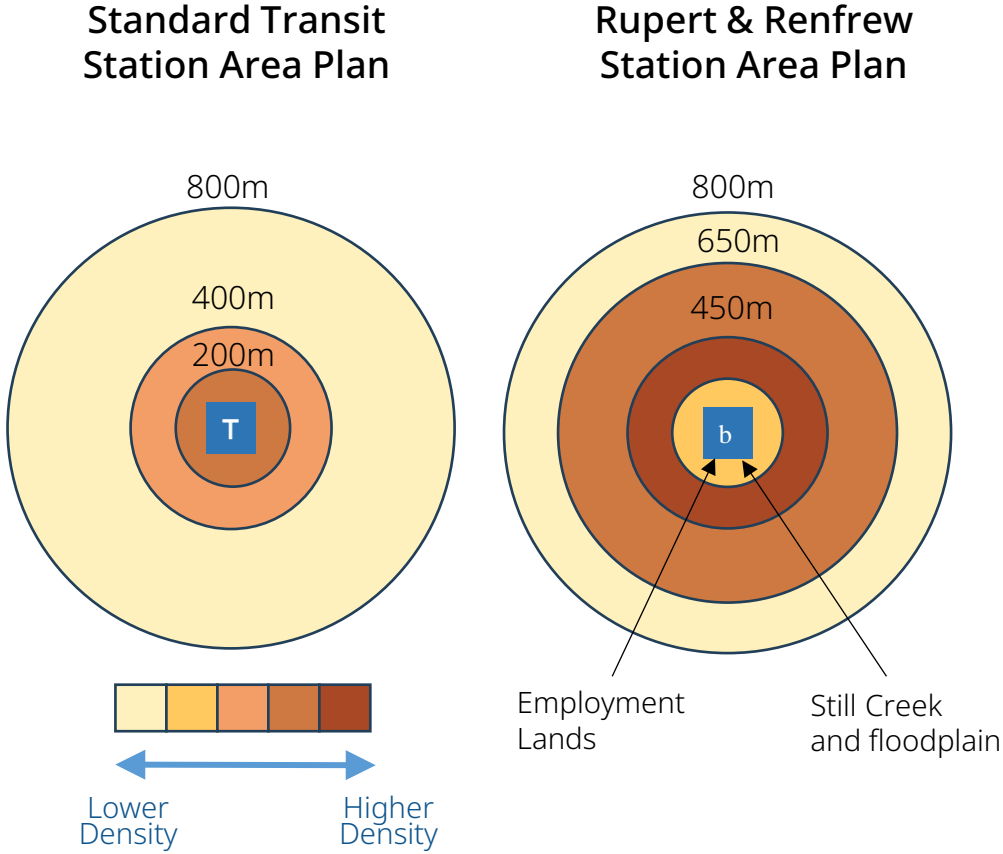


A story of different places...



Employment Lands

Rupert & Renfrew – Job Space at the Core



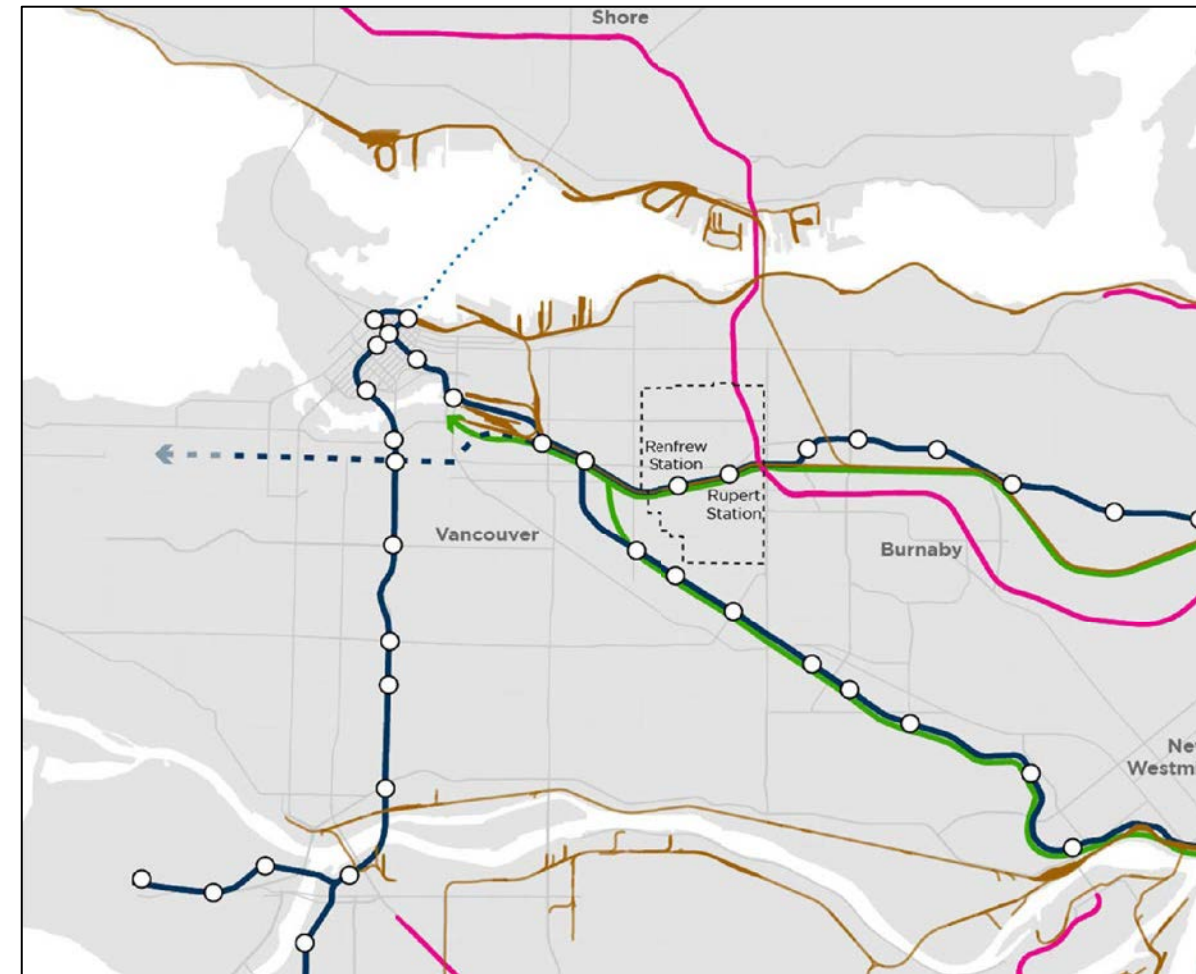
Employment Lands and
Still Creek at the core



Residential towers
further away from
stations + higher
densities to recapture
housing opportunities

Employment Lands - Overview

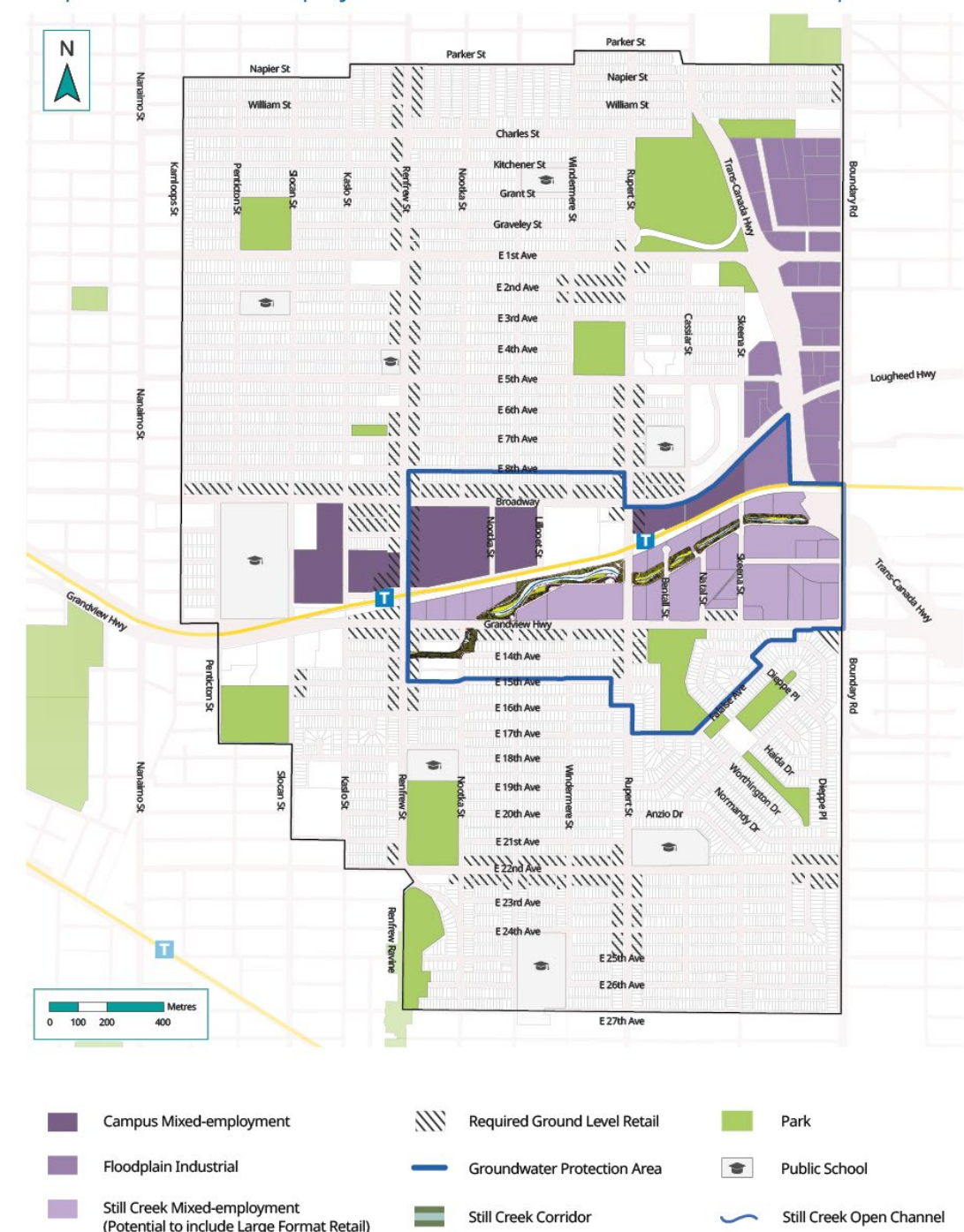
- Regionally important - 13,000+ jobs (2021)
- Fast and reliable transit connections
- Easy highway access for goods movement
- Large industrial parcels ideal for distribution, film production and large-format retail.
- Council direction in 2021 to protect and intensify the Employment Lands, and only consider housing on 3200 E. Broadway.



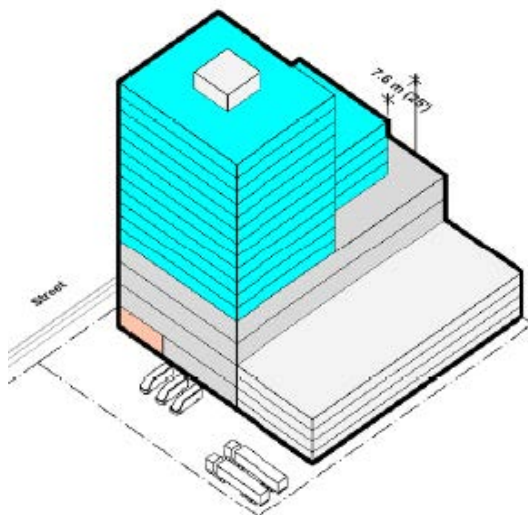
Employment Lands

Intent:

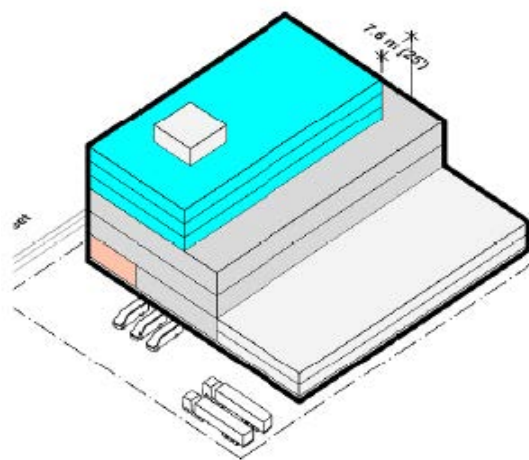
- Light industrial and other commercial activities, including office, retail/service, hotel, cultural and institutional uses.
- Intensify and expand job centric areas to support a thriving economy.
- Three sub-areas to respond to different job space needs and economic opportunities, and constraints
- Implementation through a combination of city-initiated rezoning and rezoning policies



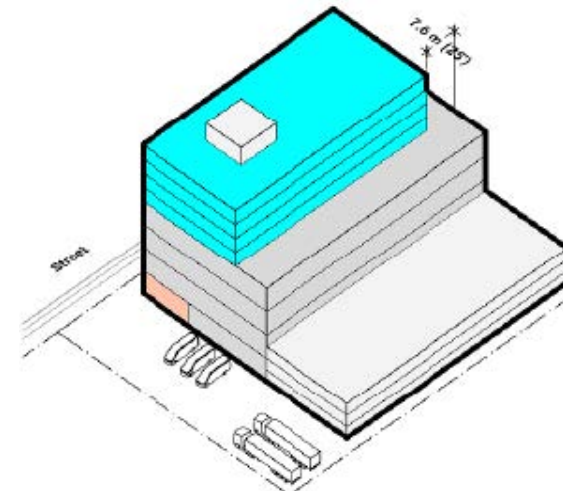
Employment Lands – Sub-Areas



Campus Mixed-Employment



Floodplain Industrial



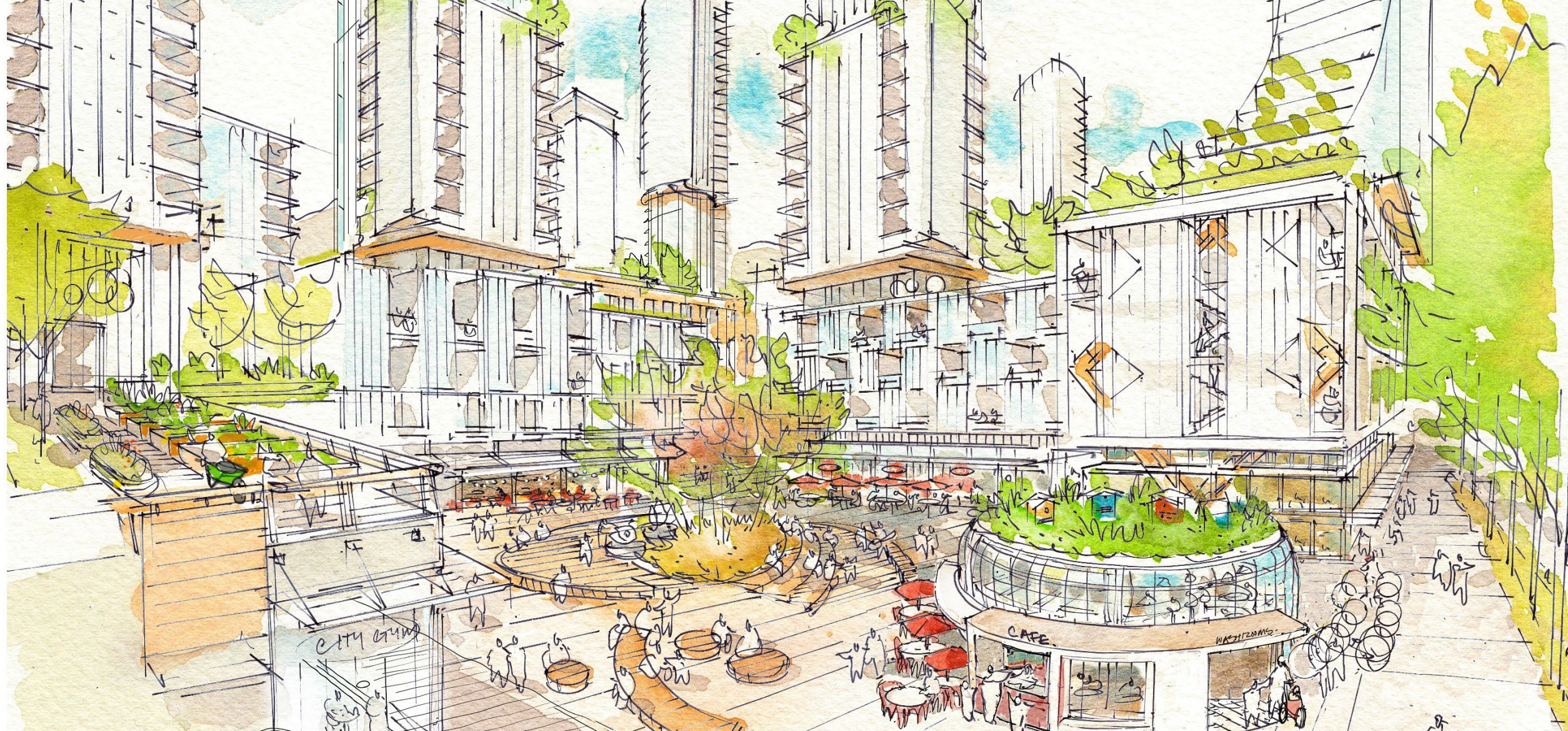
Still Creek Mixed Employment

 Parking

 Light Industrial

 Office

 Commercial



Rapid Transit Areas

Rapid Transit Areas

Intent:

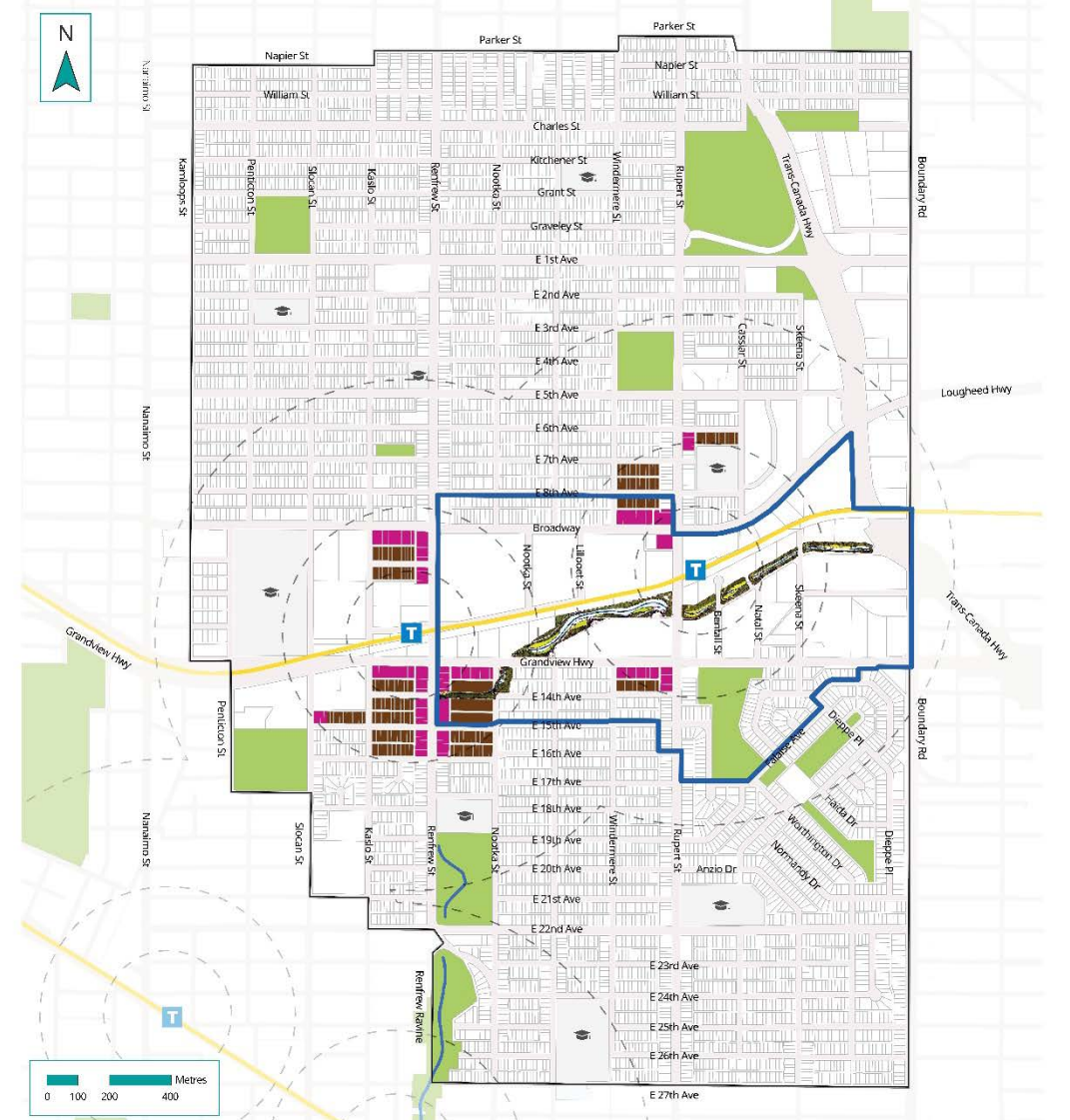
- Higher density housing within a 10-minute walk to the stations
- Combination of residential and mixed-use buildings. Mix of tenure options, including BMR, rental and strata
- Public & non-profit childcare, shops, services hotel uses, and amenities
- Building heights transition between station and village areas
- Implementation through rezoning policies; enhanced tenant protections



Rapid Transit Areas

Station Area A | 29-45 Storeys

- Incentive for market rental with BMR & market rental with childcare
- Opportunity for social housing, market rental, strata, hotel



Mixed-Use Residential

■ Rapid Transit Area A (29-45 storeys)

Residential

■ Rapid Transit Area A (29-45 storeys)

■ Park

Public School

■ Still Creek Corridor

— Groundwater Protection Area

~ Still Creek Open Channel

T Rapid Transit Station

— Rapid Transit

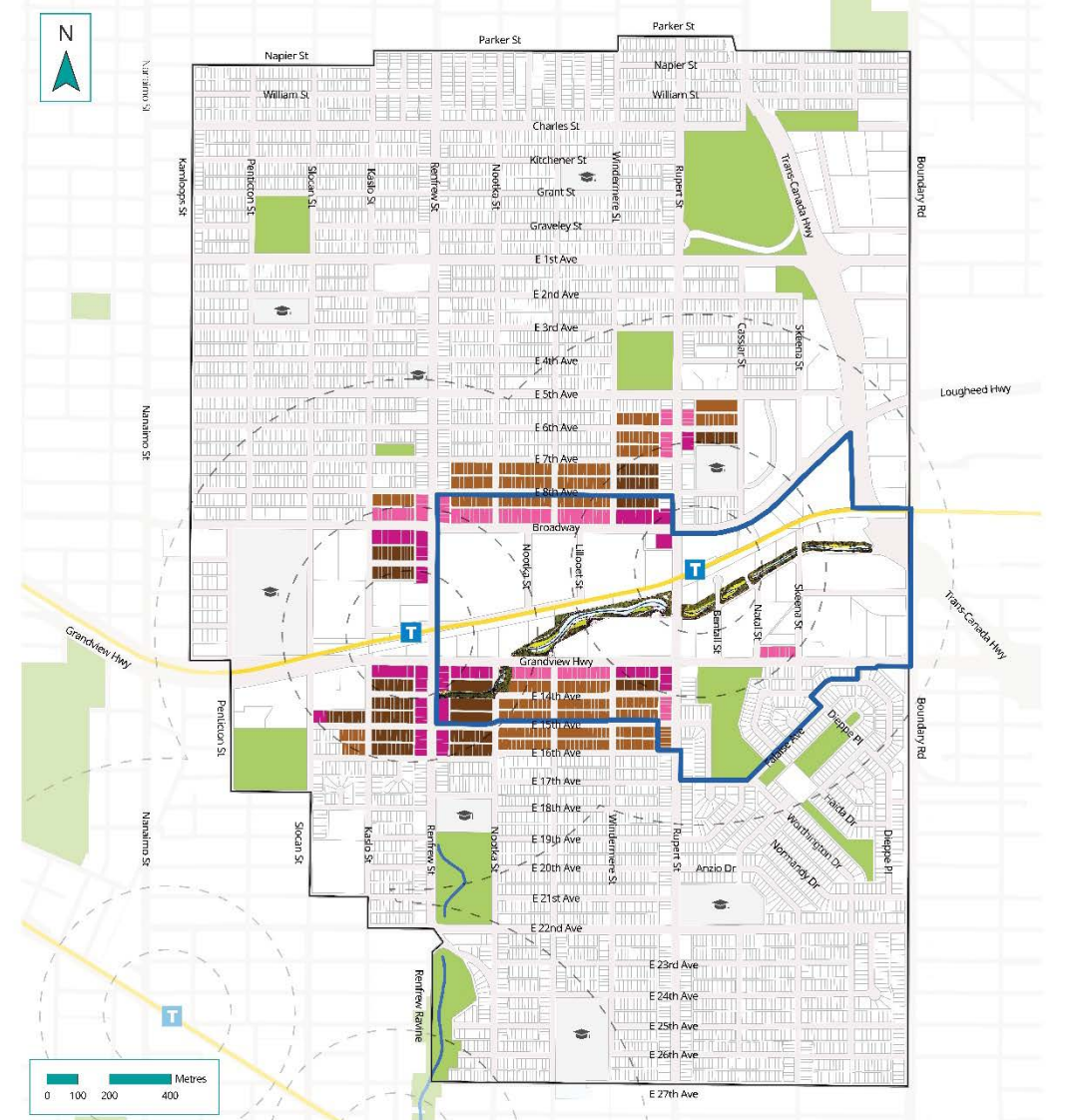
Rapid Transit Areas

Station Area A | 29-45 Storeys

- Incentive for market rental with BMR & market rental with childcare
- Opportunity for social housing, market rental, strata, hotel

Station Area B | 22-40 Storeys

- Incentive for market rental with BMR
- Opportunity for social housing, market rental with childcare, market rental, strata, hotel



Mixed-Use Residential

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

Residential

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

- Park
- Public School
- Still Creek Corridor

- Groundwater Protection Area
- Still Creek Open Channel
- Rapid Transit Station
- Rapid Transit

Rapid Transit Areas

Station Area A | 29-45 Storeys

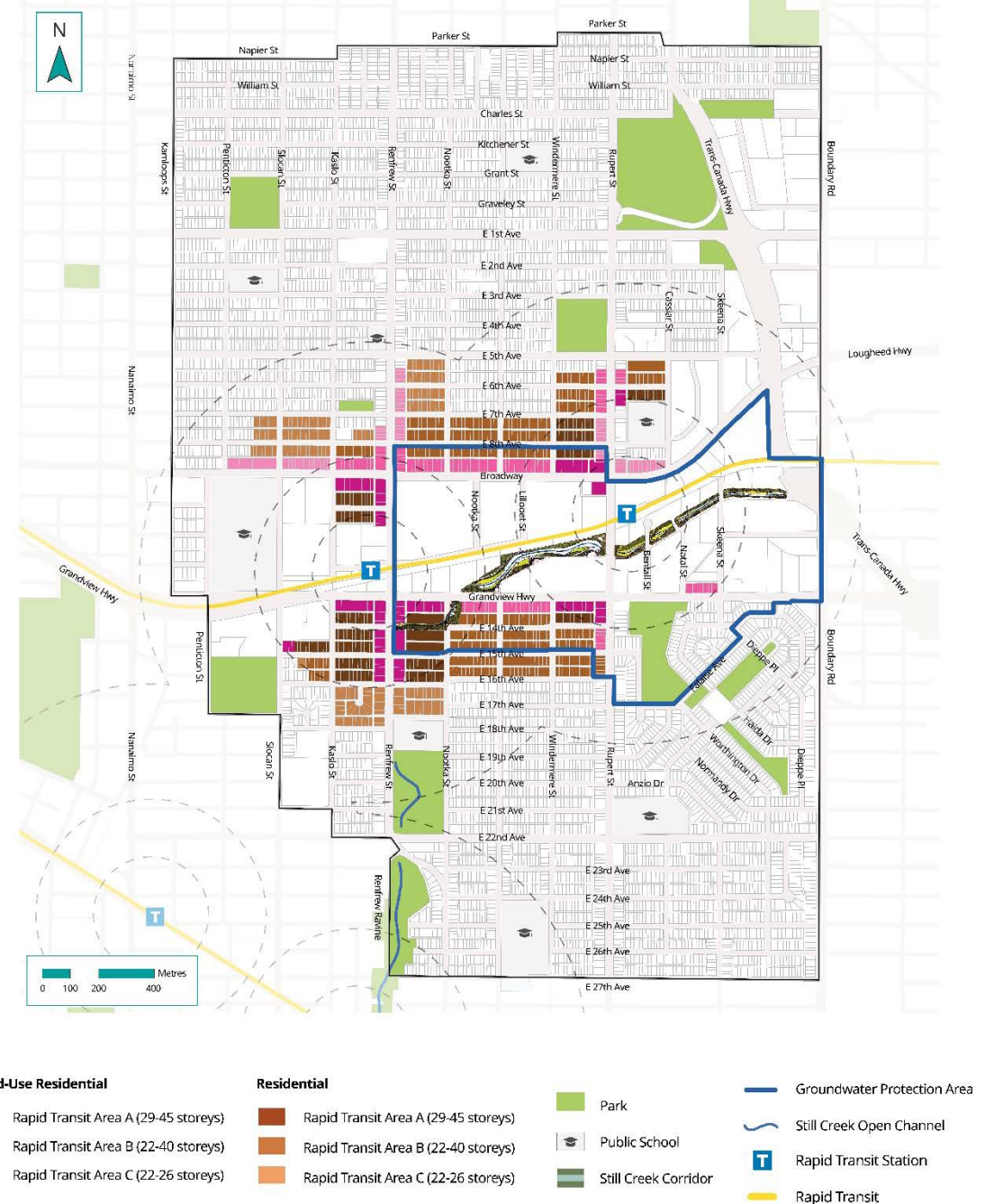
- Incentive for market rental with BMR & market rental with childcare
- Opportunity for social housing, market rental, strata, hotel

Station Area B | 22-40 Storeys

- Incentive for market rental with BMR
- Opportunity for social housing, market rental with childcare, market rental, strata, hotel

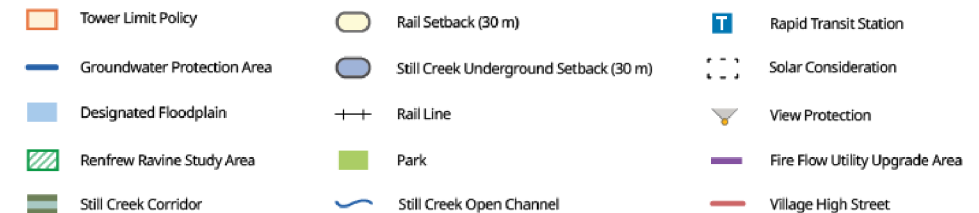
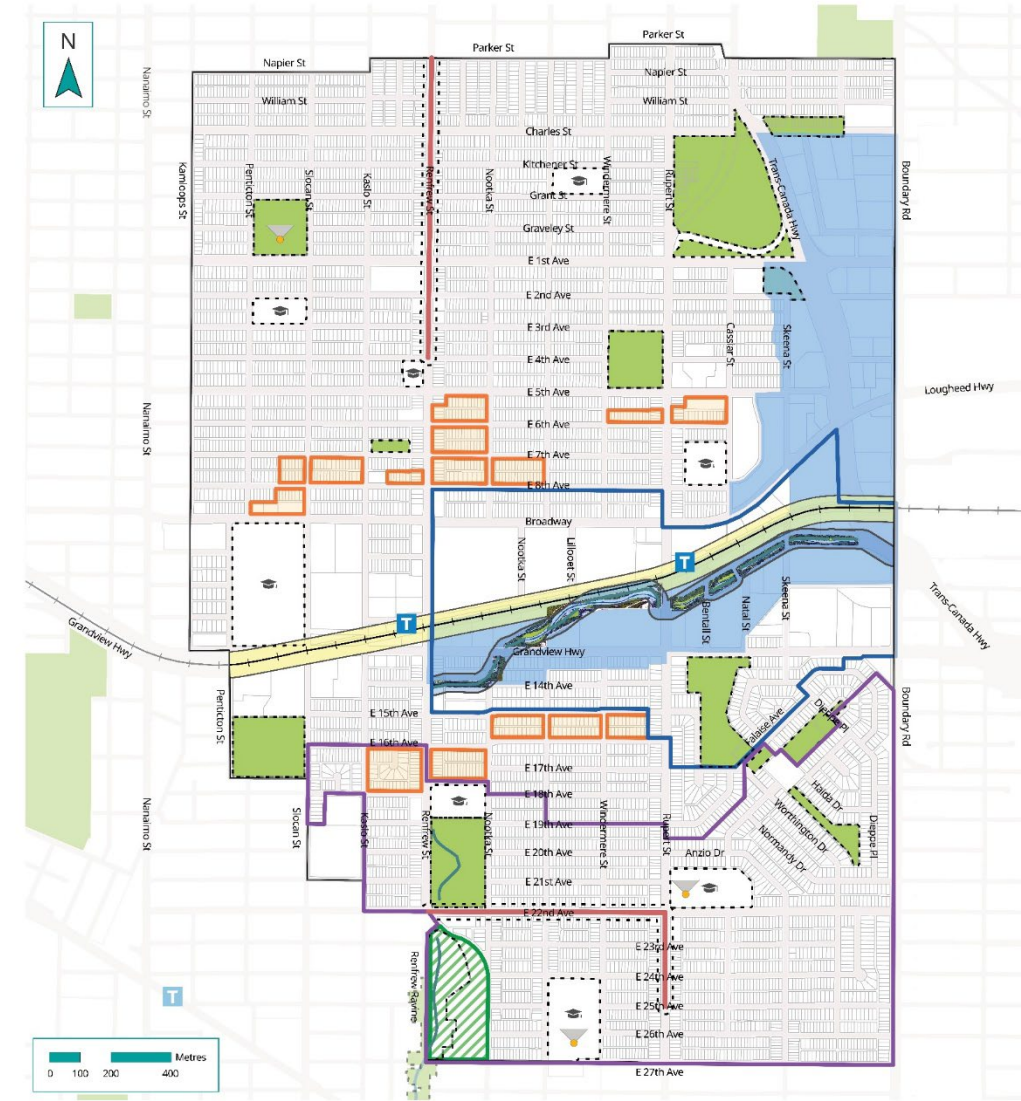
Station Area C | 22-26 Storeys

- Focus on market rental and strata
- Opportunity for social housing



Urban Design Considerations

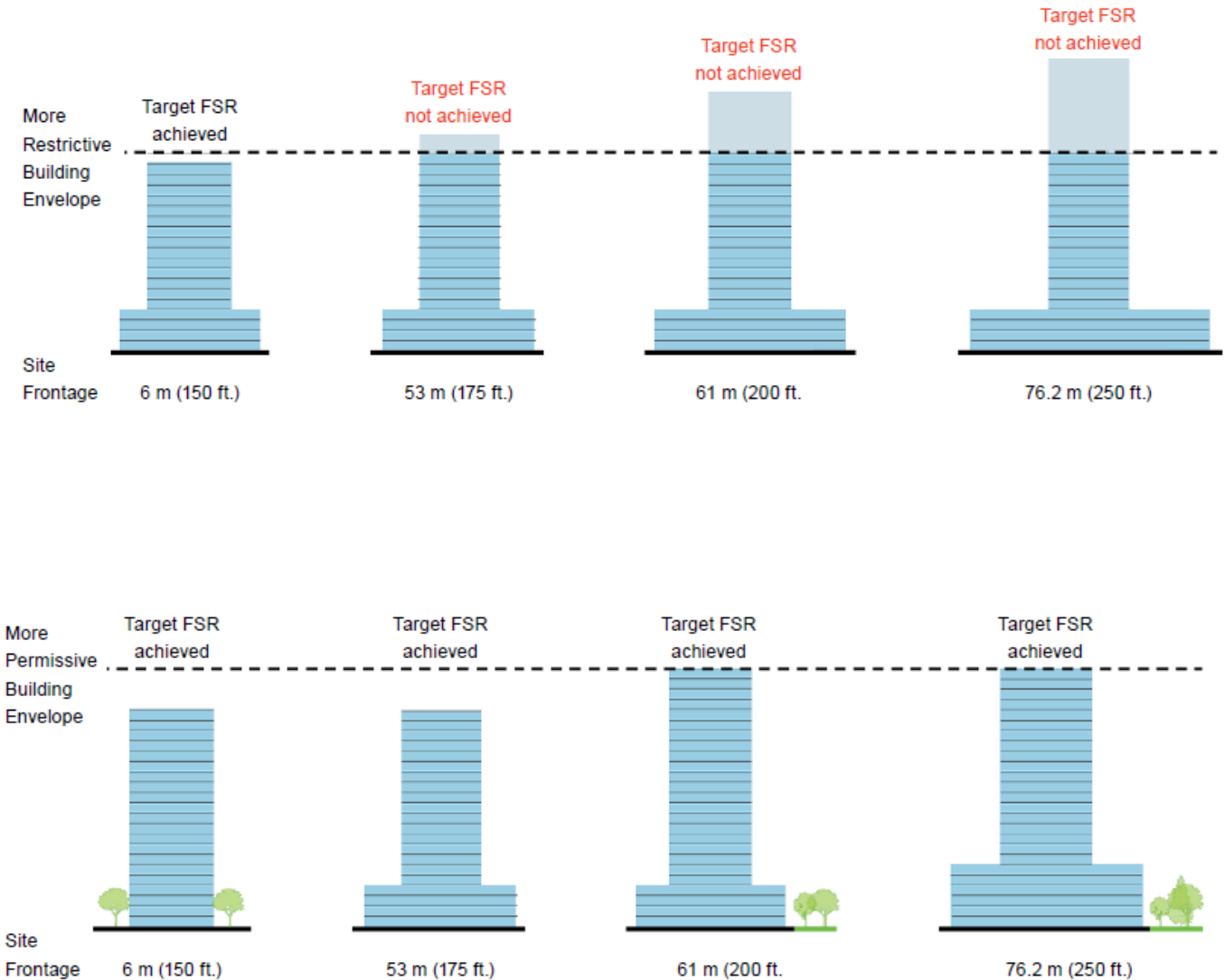
- To respond to the complex conditions of the area, new developments will be required to follow additional measures:
 - Flood construction levels (FCLs) in Still Creek floodplain
 - Groundwater requirements for Still Creek
 - Safety and noise mitigation near the rail corridor
 - Solar access guidelines
- Additionally, the Plan proposes to limit the number of towers (12+ storeys) per block/face on the outer edges of the Station Areas.



Design Flexibility

Allow a more flexible building envelope

- Avoid cookie-cutter outcomes
- More creative, diverse and site-specific designs
- Improve building efficiency and livability
- Target density achieved on large sites with provision of at-grade public open space





Villages and Low-rise Areas

Villages

Intent:

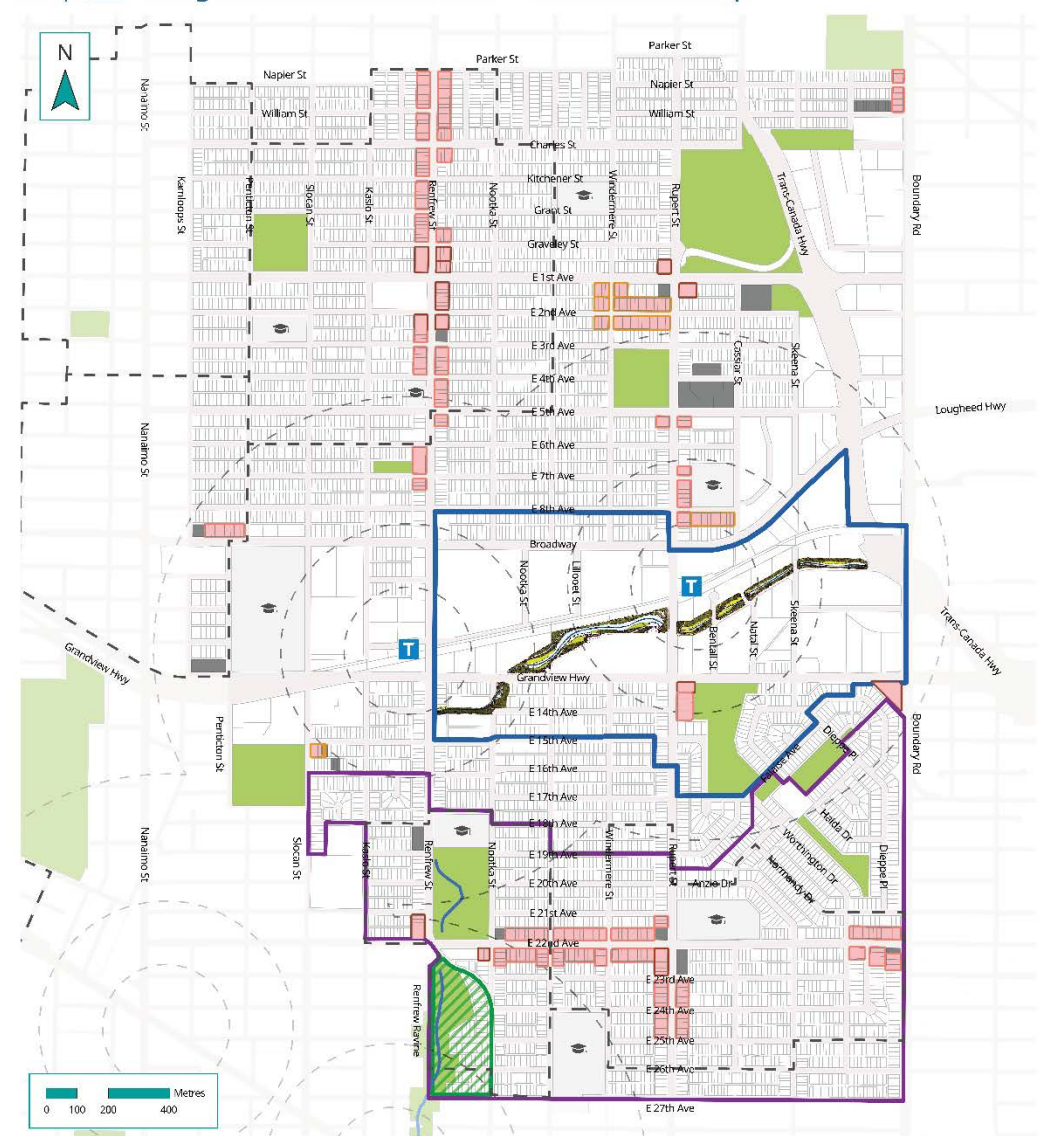
- Oriented around a smaller collection of commercial and neighbourhood - local jobs, daily needs, and opportunities for social connection.
- Adjacent residential areas are intended to be primarily low-rise missing middle housing.
- **Implementation:** where possible, villages will be delivered through City-initiated rezoning.



Villages

Mixed Use Residential | Up to 6 Storeys

- Opportunity for BMR (20% of units at 10% below market)
- Opportunity for strata, rental, 100% commercial or institutional uses, or social housing



Mixed-Use Residential - Low-Rise

Sub-categories:

- High Street (Up to 6 storeys)¹
- Existing Commercial (Up to 6 storeys)¹
- Off Arterial Commercial (Up to 6 storeys)¹

Variable Sites

- Variable Site¹

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

Note:
Mixed-Use Residential and Residential projects at lower heights are enabled in all Rapid Transit Areas.
Height and density in designated Transit-Oriented Areas (TOAs) will be considered in the context of the applicable Provincial TOA regulations and
¹Height or density varies based on existing zoning or other considerations.

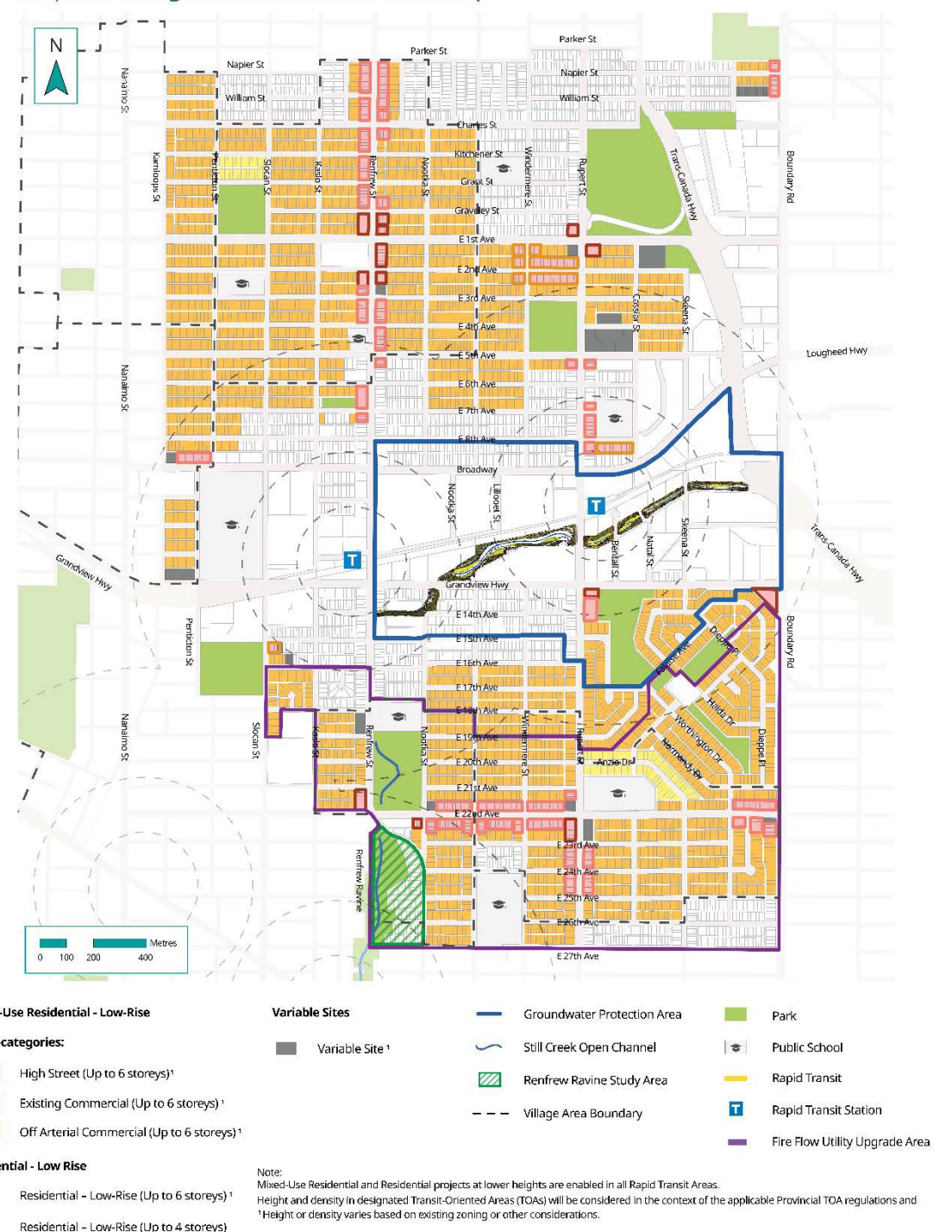
Villages

Mixed Use Residential | Up to 6 Storeys

- Opportunity for BMR (20% of units at 10% below market)
- Opportunity for strata, rental, 100% commercial or institutional uses, or social housing

Residential with Choice of Use | Up to 6 Storeys

- Opportunity for 4-6 storey apartment, townhouse or multiplex
- Opportunity for social housing in 4-6 storey apartment form



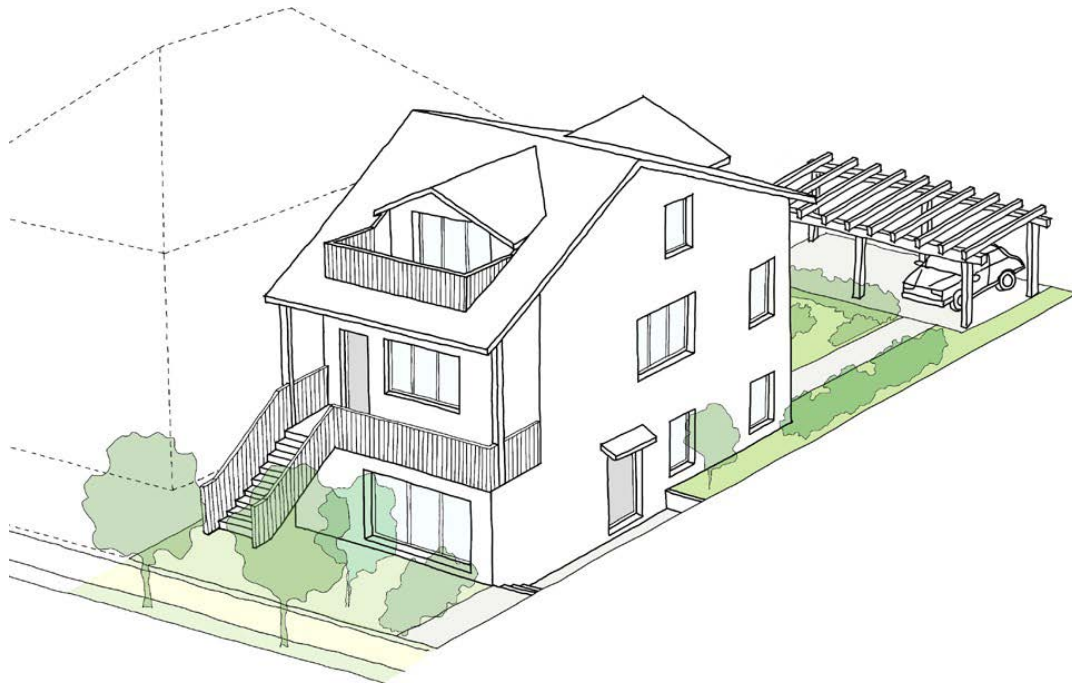


Multiplex Areas

Multiplex Areas

Intent:

Multiplex areas (already enabled across Vancouver) will continue to support the delivery of ground-oriented housing.



Corner Stores

Intent:

Enable new corner stores (with residential) in multiplex areas:

- Implementation via rezoning policy
- Array of uses supported through city-wide engagement (2023) and supports local retail food access
- Broader city-wide corner store work will explore future opportunities for city-initiated zoning changes



Traditional corner store – Eton Street



Unique Sites

Unique Sites

Intent:

Across the R&R Plan area there are several sites whose size or function are distinct.

- **Large Sites** are sites outside of the Employment Lands that have total site area greater than 8,000 sq. m.
- **Special Sites** are less than 8,000 sq. m but contain specialized land uses or community functions.

Separate policies outlining land use, building form, and amenity expectations have been outlined for each.





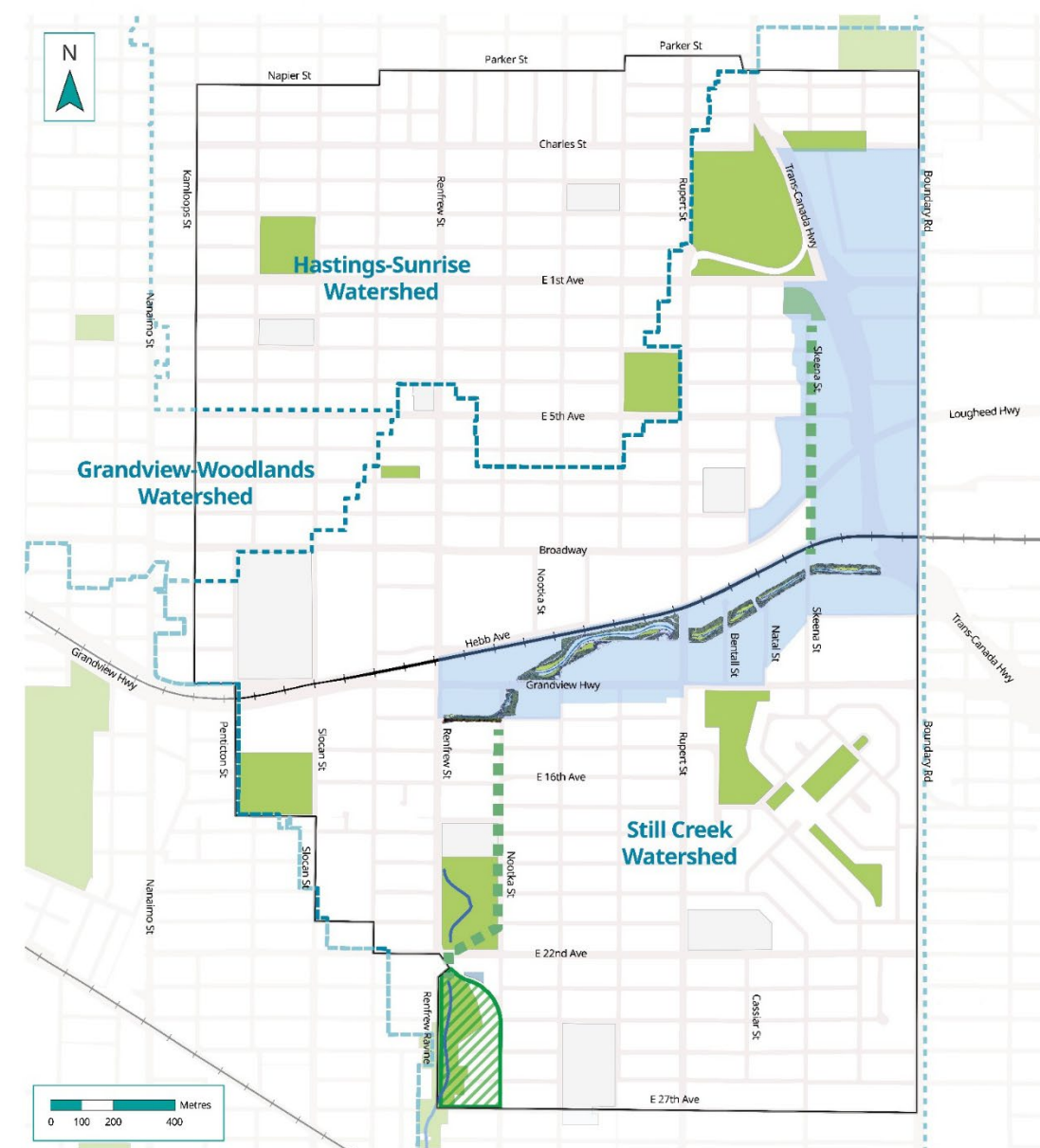
Watersheds and Still Creek

Ecological Features



Still Creek Watershed

- Significant and unique ecological features in the watershed
 - Still Creek
 - Forested areas of Renfrew Ravine
- Natural assets and their ecosystem services have been impacted, including fragmentation
- Plan includes policy direction to:
 - Protect and enhance these assets
 - Support flood management
 - Improve connections across natural areas and support an ecological network





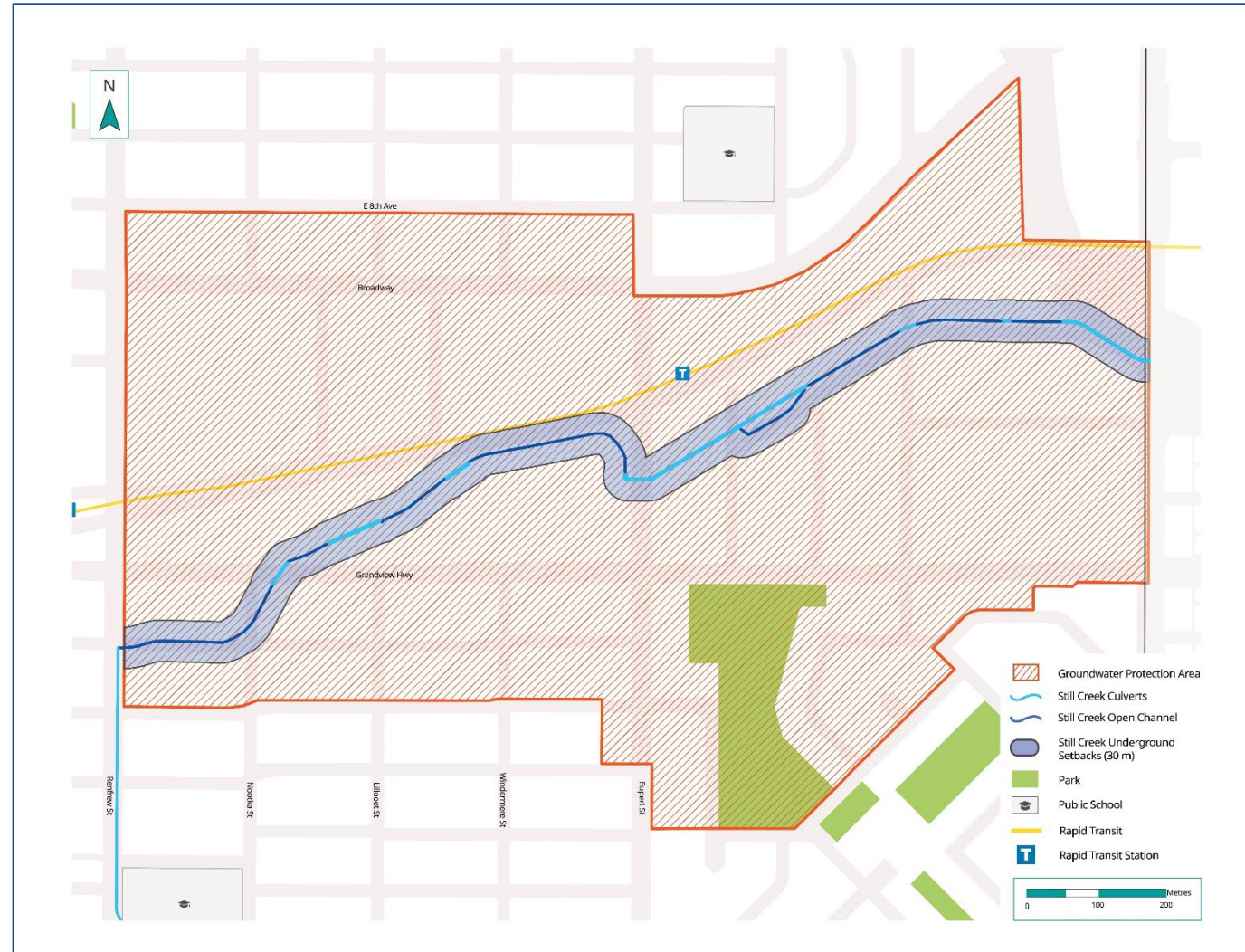
Still Creek Nature-based Flood Management Project

Over the long term, the Rupert and Renfrew Plan will daylight and widen the creek corridor to make room for water and enable growth.



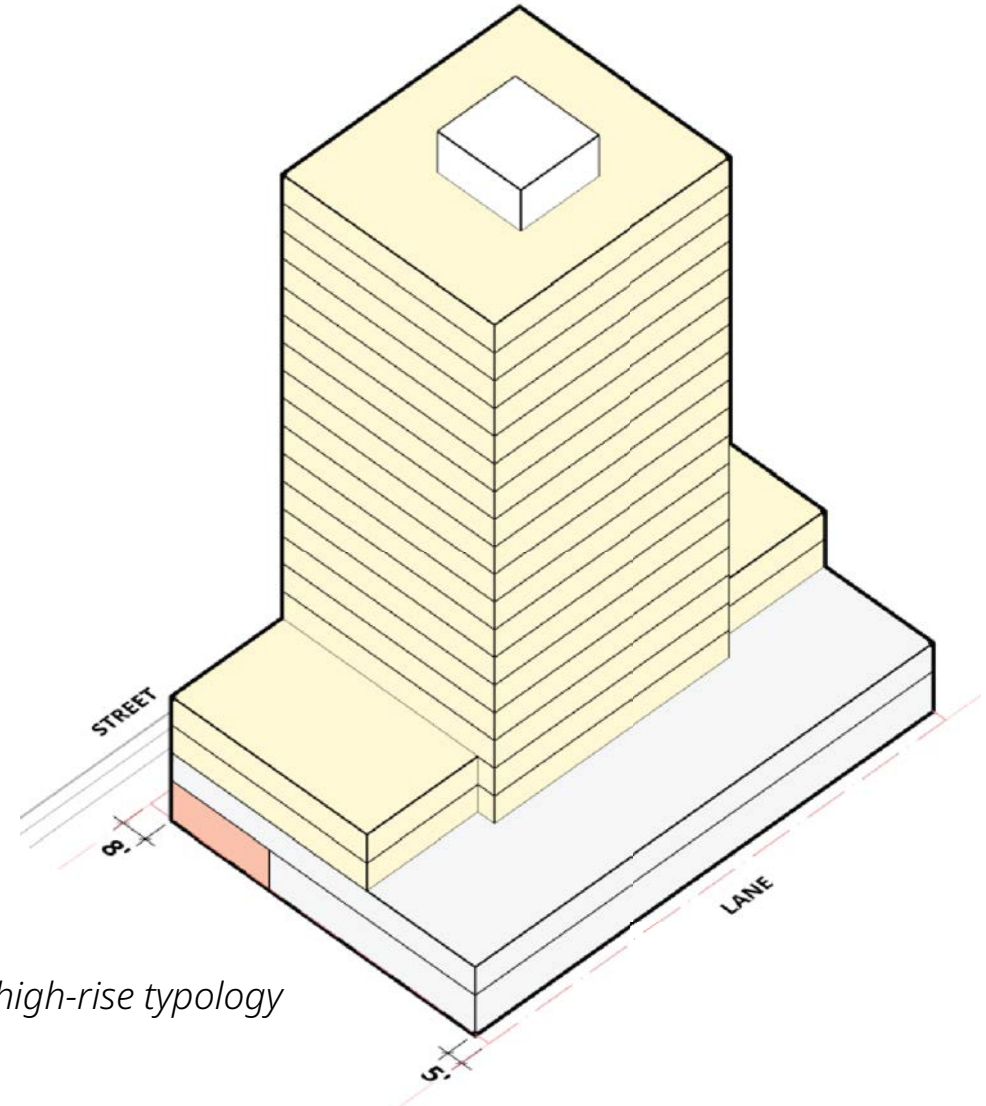
Groundwater Protection Area

- **Within 30m of Still Creek:**
underground structures (e.g., parkades, basements) will be prohibited
- **Beyond 30m from Still Creek:**
underground structures within the “Groundwater Protection Area” may include underground parking but must meet specific requirements



Groundwater Protection: Built Form Implications

- Some parking at/above grade
- Accounted for in heights/densities in land use plan
- Typologies developed for Design Guidelines
 - Wrapping above-grade parking with active ground-floor uses oriented toward the streets
 - Prioritizing parkade rooftops for private outdoor spaces, shared amenity areas, and landscaping
 - Mitigating blank walls (materials, landscaping, etc.)



Above-grade parking high-rise typology



Renfrew Ravine

Renfrew Ravine

- Part of Renfrew Ravine falls within Plan boundaries.
- Ravines and the area around them may be subject to Natural Hazards. The Plan does not propose any new rezoning opportunities at present.
- Staff are seeking direction to undertake further analysis of the ravine - and report back with recommendations for appropriate land use.



Renfrew Ravine

- Part of Renfrew Ravine falls within Plan boundaries.
- Ravines and the area around them may be subject to Natural Hazards. The Plan does not propose any new rezoning opportunities at present.
- Staff are seeking direction to undertake further analysis of the ravine - and report back with recommendations for appropriate land use.

Renfrew Ravine Study Area Boundary (light green area)



Recommendation: Council direct staff to undertake additional analysis of the area around Renfrew Ravine and report back with recommendations for land use changes that support ravine health, clarify development opportunities and limit risk.



Overall Land Use Changes & Implications

Overall Land Use

Assembling the directions related to the various neighbourhood types shows an overall picture of land use opportunities in Rupert and Renfrew.

- **Employment Lands**
(Industrial/Employment)
- **Rapid Transit Areas**
- **Villages**
- **Multiplex Areas**

Mixed-Use Residential - High-Rise

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

Residential - High-Rise

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

Mixed-Use Residential - Low-Rise

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

Residential - Low-Rise

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

Residential - Multiplex

- Residential - Multiplex (Up to 3 storeys)

Employment Lands

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

Unique Sites

- Large or Special Site

Variable Sites

- Variable Site ¹

- Ecological Corridor Opportunity

- Still Creek Open Channel

- Still Creek Corridor

- Groundwater Protection Area

- Provincial TOA Catchment

- Rail Line

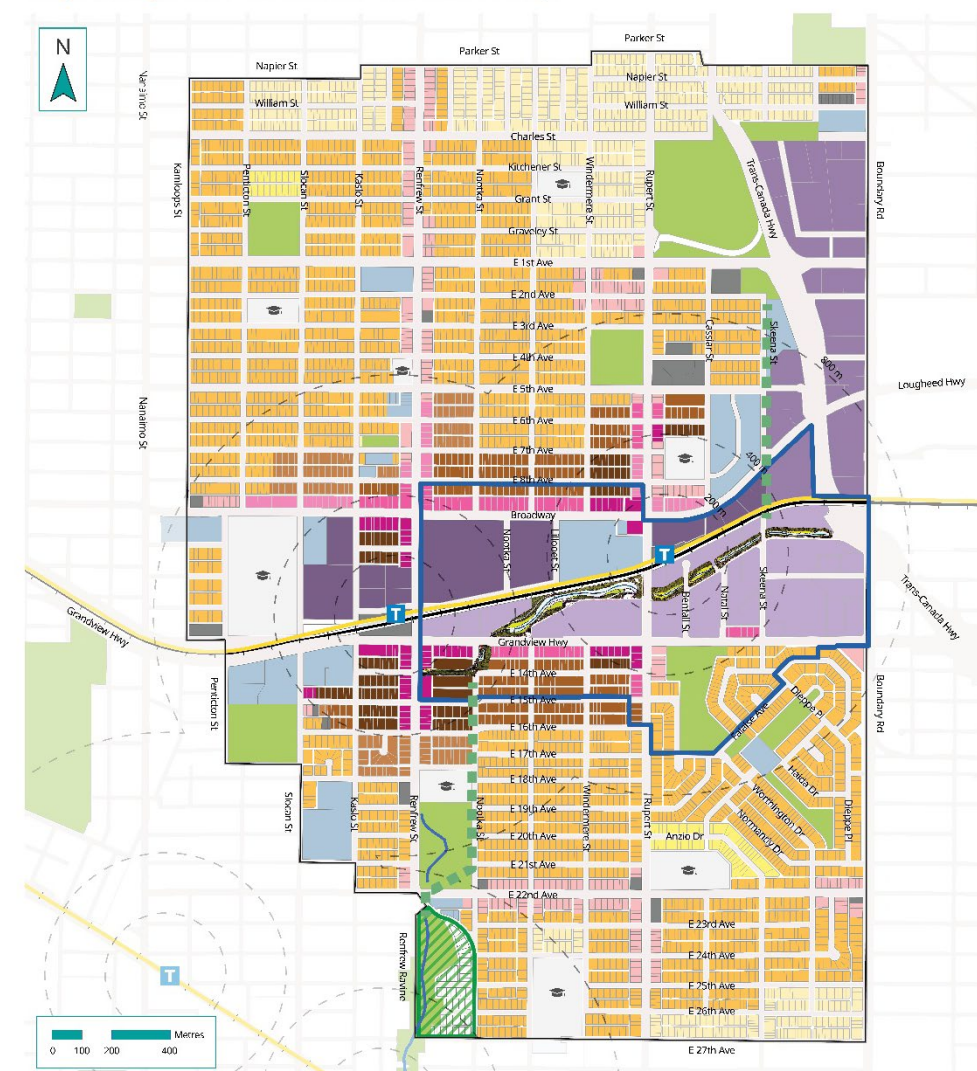
- Renfrew Ravine Study Area

- Park

- Public School

- Rapid Transit Station

- Rapid Transit



Note:

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

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

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

² Potential to include Large Format Retail.

³ Mixed-Use Residential - Low-Rise (Up to 6 storeys) includes 3 sub-categories consisting of High Street, Existing Commercial, and Off Arterial Commercial. See Villages and Low-Rise Areas Map for details.

Adding New Homes & Jobs

Estimated Growth in Population, Homes, & Jobs by 2050

	Population	Homes	Jobs
2021 (census)	30,900	12,300	13,500
Estimated Growth	18,700	10,100	8,300
% Increase	61%	82%	61%



Supporting Policies

Policy Areas

- Key policies are categorized to align with the Policy Areas introduced in Vancouver Plan
- Policies in the R&R Plan were condensed into 8 Policy Areas



Public Realm Framework: **Key Moves**



Connected Core

improving deficiencies and gaps in the network, strengthening both connections within the core and from existing and emerging neighbourhood hearts



Stitch Still Creek

seeking opportunities to advance the ecological corridor network, prioritizing tree canopy in key locations, considering climate impact and indigenizing ecological expression



Fine Grain Fabric

introducing a “finer grain” network of public spaces and connections by filling in gaps between large parks with local and neighbourhood-serving spaces



Public Amenity Priorities

Public Amenity Priorities

- Updates to city-wide financial tools underway
- Plan identifies \$1.2 billion in infrastructure and amenity priorities over the next 10 years
- These priorities, for consideration in future city-wide processes, include:
 - Social/affordable housing
 - Still Creek enhancement and new green infrastructure
 - Renewal/expansion of Frog Hollow Neighbourhood House
 - Design for Renfrew Community Centre Renewal
 - New childcare spaces
 - Additional park space and new public open space
 - New greenways and a partial 'complete street'

Category	Total
Affordable Housing	\$518M
Water, Sewer and Drainage	\$429M
Transportation	\$75M
Public Safety	\$39M
Parks & Public Open Spaces	\$28M
Childcare	\$54M
Community Facilities	\$49M
Arts & Culture	\$9M
Total	~\$1.2B



Implementation

Implementing the Plan

Key Approaches:

- Privately-initiated development
- City-initiated amendments to zoning with accompanying design guidelines;
- Public amenity and infrastructure priorities;
- Consequential amendments to various land use documents and,
- Further implementation planning, monitoring, and plan updates.

Recommendation: Council approve consequential amendments to various land use documents, generally as presented in Appendix C, to remove or add reference to the Rupert and Renfrew Station Area, where applicable.

Recommendation: Council direct the General Manager of Planning, Urban Design and Sustainability to amend the Zoning and Development By-law to implement the area plan.

Recommendation: Council repeal the Grandview Boundary Mixed Employment Area Plan (2023); the Grandview Boundary Mixed Employment Area Rezoning and Development Policies and Guidelines (2023); and the Rupert and Renfrew Interim Rezoning Policy (2024).

Privately Initiated Rezoning: Community Amenity Contributions

- Strata applications within Rapid Transit Areas will be subject to a Community Amenity Contributions (CAC) Target.
- Rental applications in the Rapid Transit Areas and low-rise areas will be exempt from CACs.
- Unique Sites will be subject to a negotiated CAC process.

Privately-Initiated Rezoning



Recommendation: Council approve amendments to the Community Amenity Contributions Policy for Rezoning, generally as presented in Appendix C, to include the Rupert and Renfrew Station Area as a separate CAC application area

City-initiated Rezoning

- City-initiated rezoning in villages and low-rise areas across the city (Q4 2025)
- Rupert and Renfrew low-rise areas rezoned to new district schedules (orange areas on map)
- Council report in Q4 2025 will also include:
 - Amendments to C-2 zoning to allow BMR housing;
 - A minor amendment to I-2 zoning to provide height flexibility;
 - New regulations related to groundwater protection.

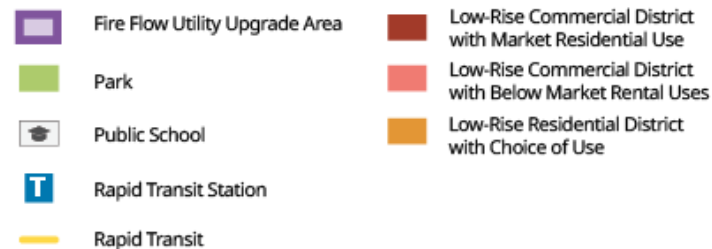


City-initiated Rezoning

Fire Flow Map Utility Upgrades

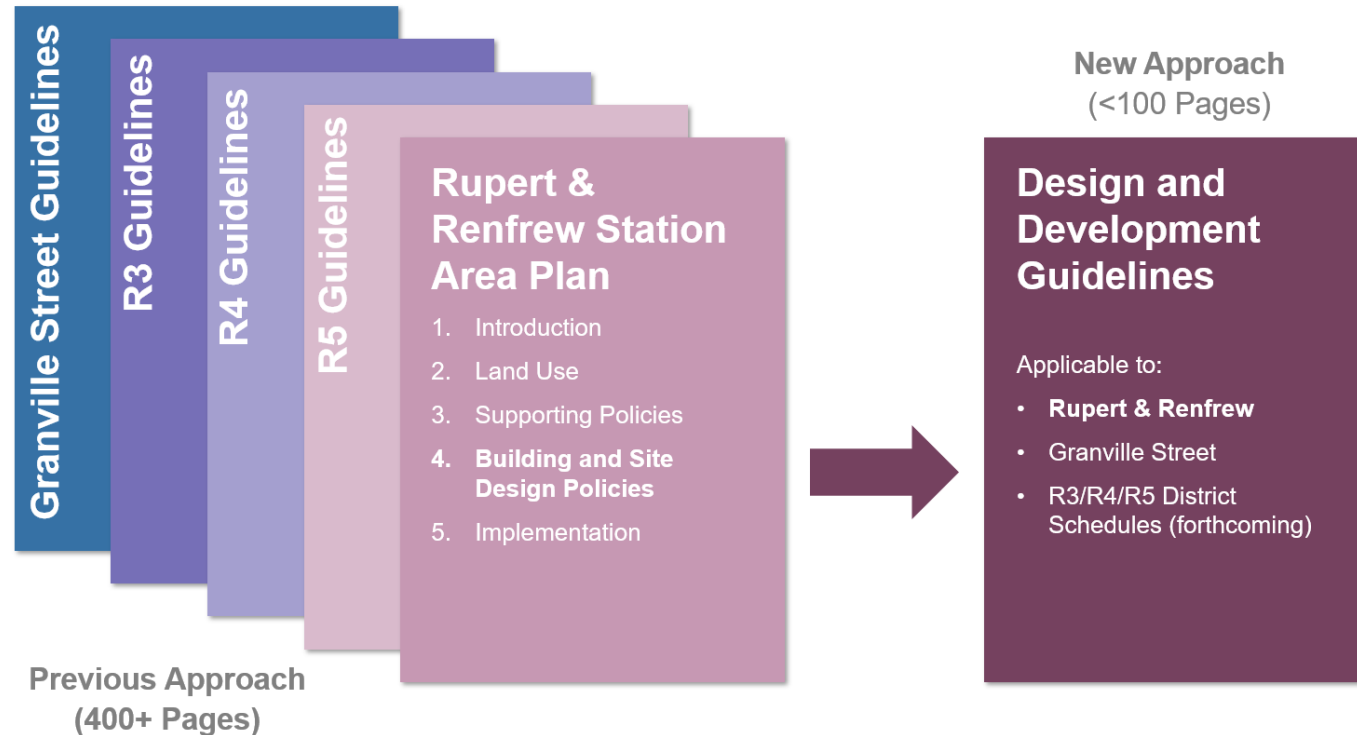
- Purple area shows location where the water system cannot provide the flows necessary to fight fires new proposed development.
- City will design and construct new infrastructure to upgrade the system over next several years.
- No support for new rezoning applications until the upgrades are completed.

Exceptions: multiplex and tower applications



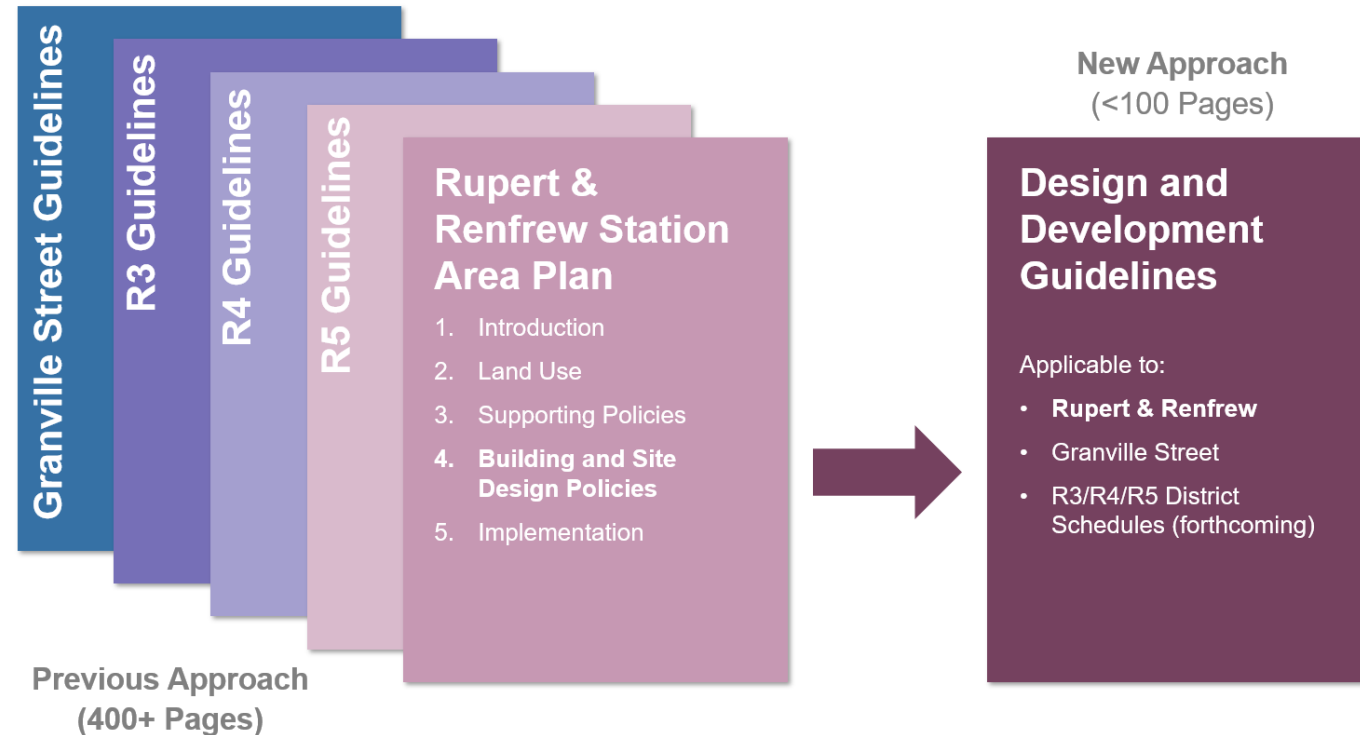
Design and Development Guidelines

- Design and Development Guidelines were created to guide:
 - Building and site design (site organization, building massing and design);
 - Open space;
 - Guidelines streamline quality design by aligning private development with City policies while balancing consistency, predictability, and flexibility.



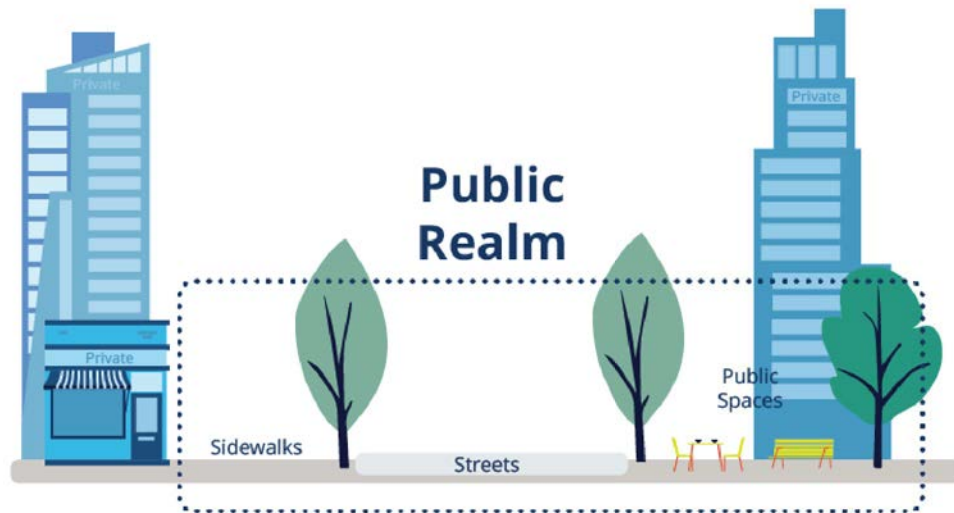
Design and Development Guidelines

- Design and Development Guidelines were created to guide:
 - Building and site design (site organization, building massing and design);
 - Open space;
 - Guidelines streamline quality design by aligning private development with City policies while balancing consistency, predictability, and flexibility.

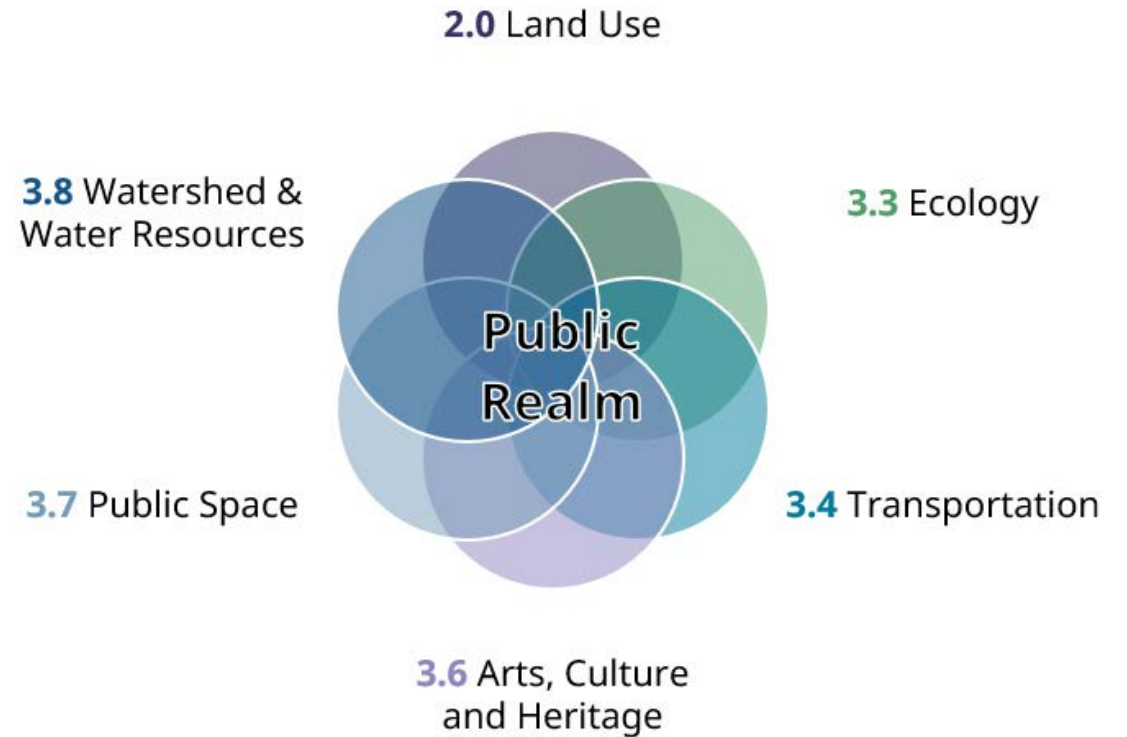


Public Realm Framework

The Plan includes a framework for integrating different that affect the public realm.



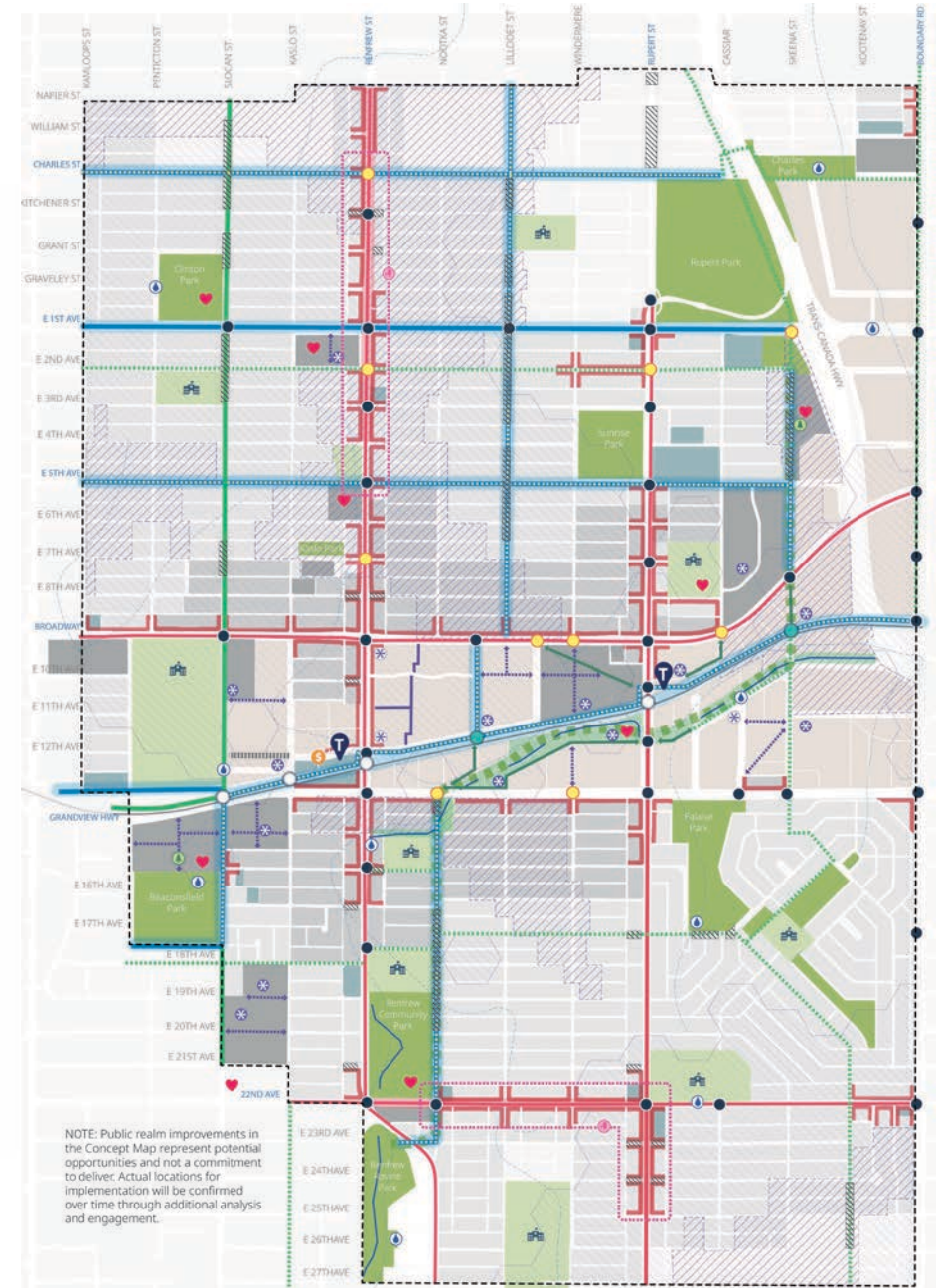
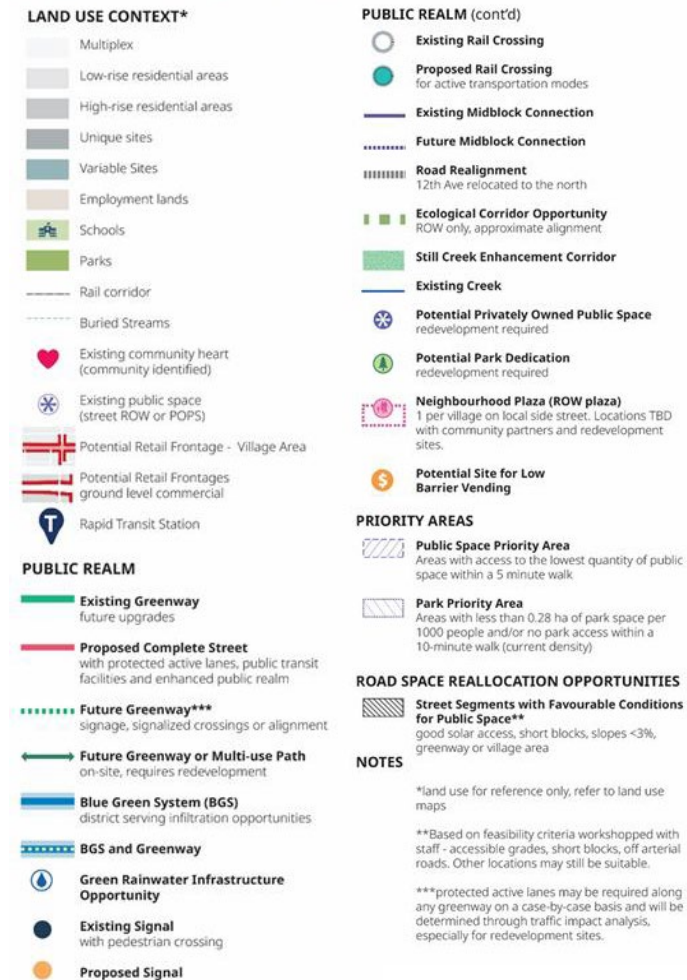
RUPERT + RENFREW
Station Area Plan



Public Realm Framework: Concept Map

Key Features

- Future greenways/blue green systems
- Proposed signals and rail crossings
- Potential midblock connections through large sites
- Potential retail frontages
- Potential locations for neighbourhood plazas
- Approximate alignment of ecological corridors



Public Realm Framework: **Important Views**



Clinton Park



Renfrew Elementary School



Windermere Secondary School

Public Realm Framework: **Important Views**



Clinton Park



Renfrew Elementary School

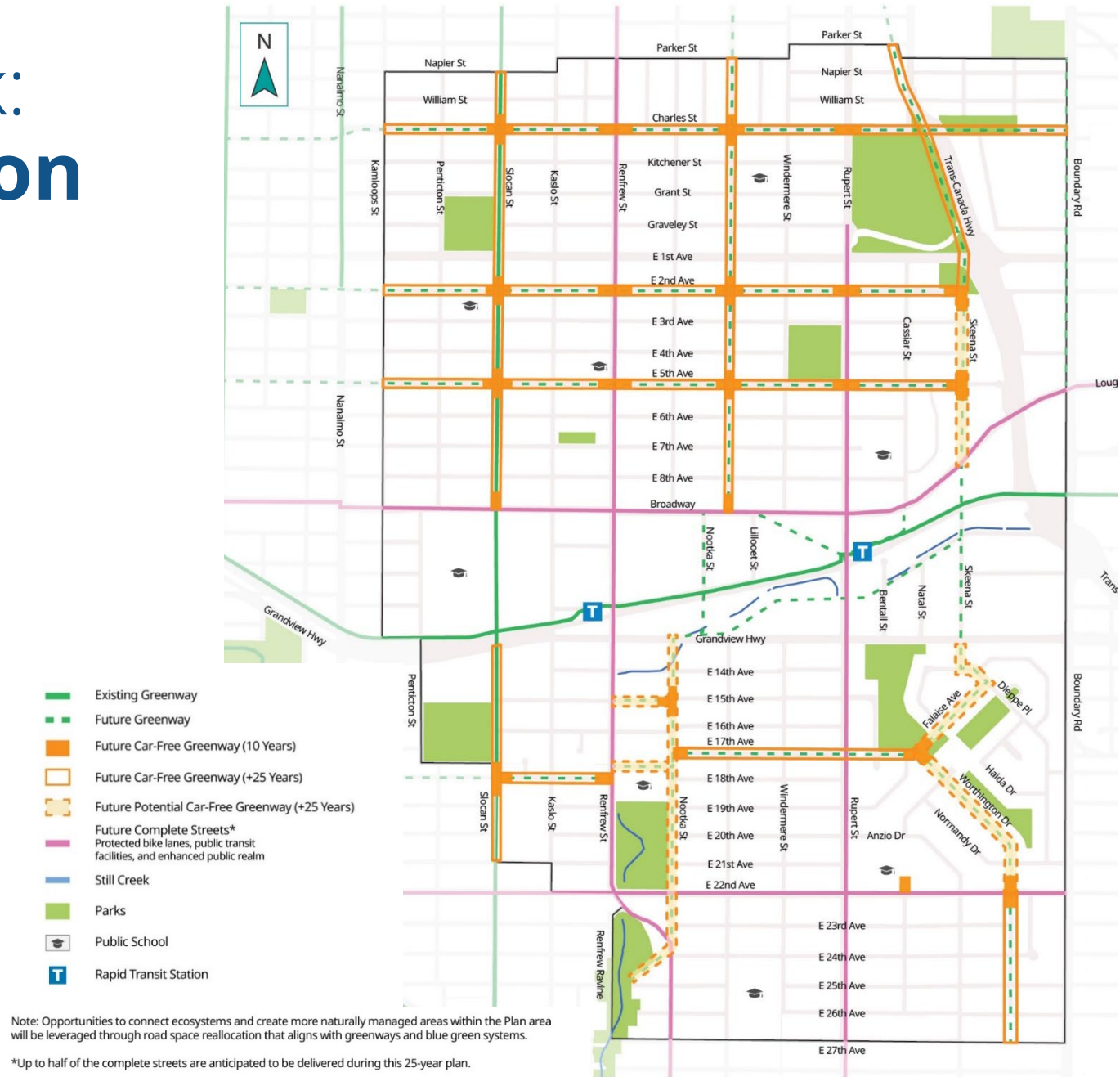


Windermere Secondary School

Public Realm Framework: Road Space Reallocation

Key Features

- Opportunities to repurpose road space for greenways and blue green systems
- Transition may start with low-cost traffic calming measures and evolve over time to a permanent design
- Could be delivered as development occurs or through capital projects



Public Realm Framework: **Street Concepts**

Transforming Key Streets

- Street concepts show what future of key streets could look like
- Intent is to help streamline development reviews/approvals





Rupert and Renfrew in 25 years

A changing neighbourhood

The Rupert and Renfrew Plan sets out land use directions and supporting policies for balanced growth and change.

The land use map illustrates the full array of opportunities – though implementation will be incremental in nature.

Rupert & Renfrew in 2025 >

- Commercial
- Residential
- Comprehensive Development
- Industrial
- Large or Special Site
- Variable Site
- Park
- Public School
- Rapid Transit Station
- Rapid Transit
- Still Creek Open
- Provincial TOA
- Rail Line



A changing neighbourhood

The Rupert and Renfrew Plan sets out land use directions and supporting policies for balanced growth and change.

The land use map illustrates the full array of opportunities – though implementation will be incremental in nature.

Rupert & Renfrew long-term vision >

Mixed-Use Residential - High-Rise

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

Residential - High-Rise

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

Mixed-Use Residential - Low-Rise

- Mixed-Use Residential - Low-Rise (Up to 6 storeys)

Residential - Low-Rise

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

Residential - Multiplex

- Residential - Multiplex (Up to 3 storeys)

Employment Lands

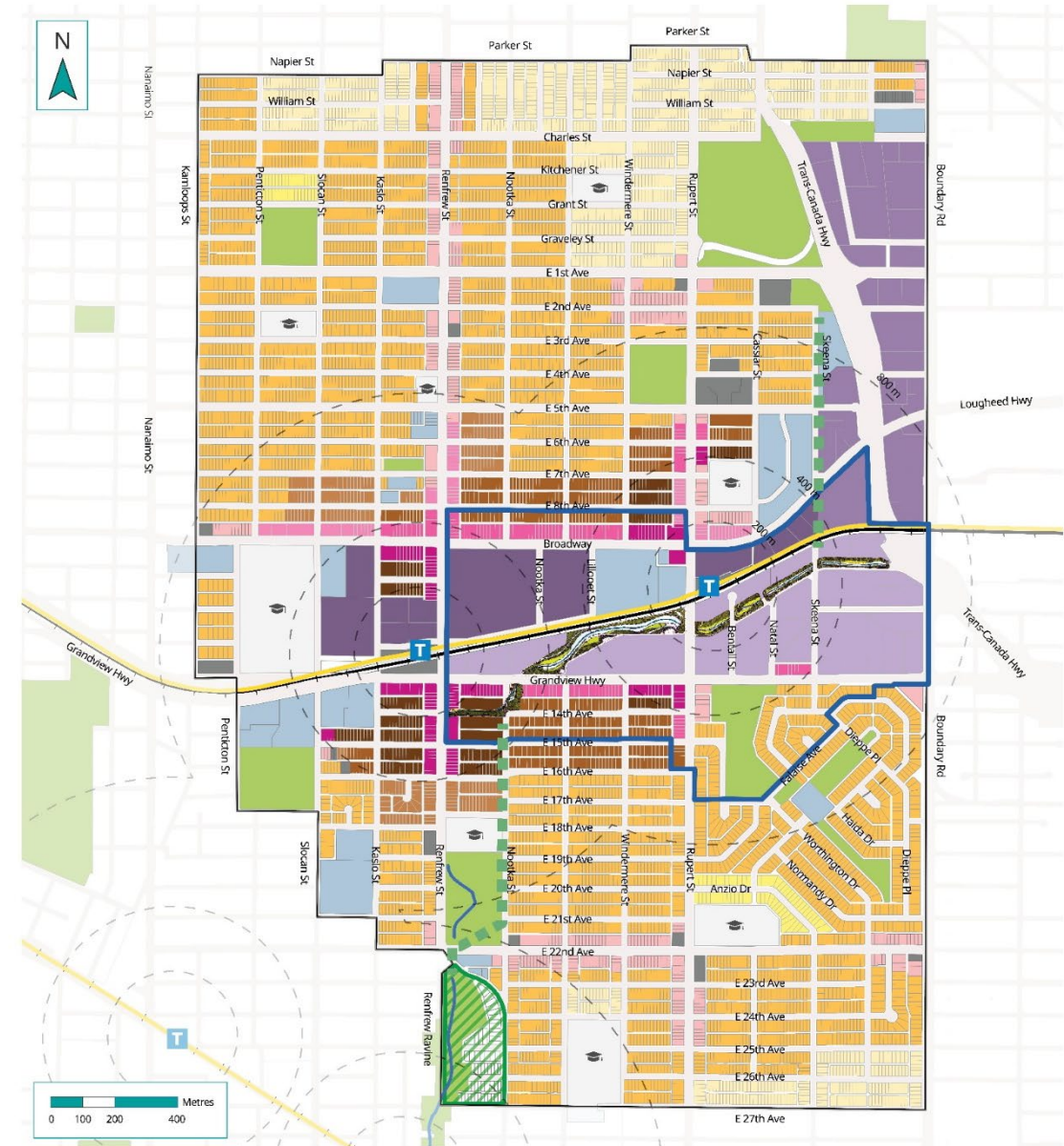
- Campus Mixed-Employment
- Floodplain Industrial
- Still Creek Mixed-Employment

Unique Sites

- Large or Special Site

Variable Sites

- Variable Site



A changing neighbourhood

2025

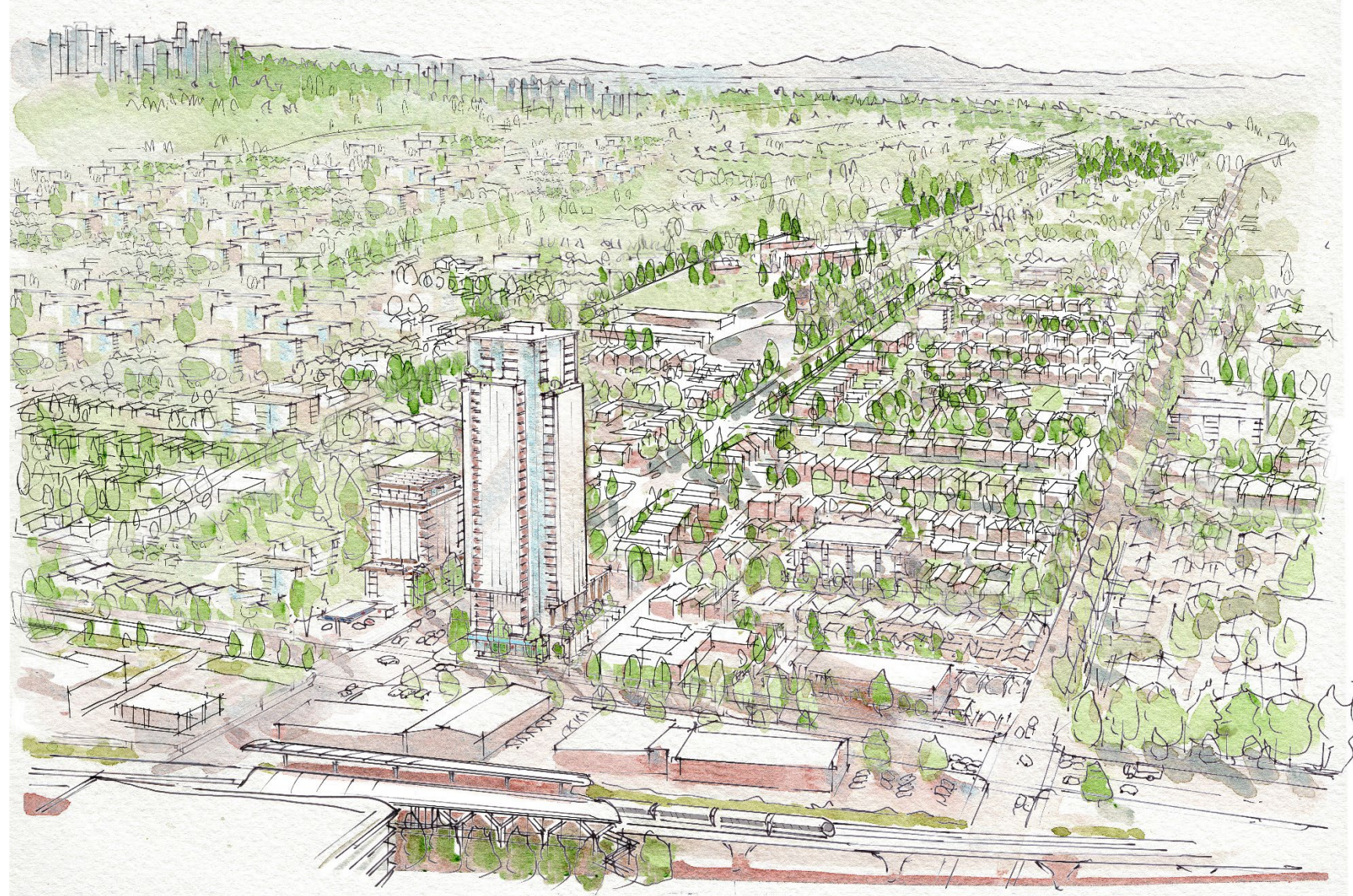
A conceptual illustration of the neighbourhood – looking north from Renfrew Station (as it currently exists).



A changing neighbourhood

2030

Early update includes a mix of high-rise and mid-rise towers, along with low-rise buildings.



A changing neighbourhood

2037

More residential towers fill in the blocks around the station, delivering below-market rental and childcare. New light industrial buildings add job space to the Employment lands.



A changing neighbourhood

2043

More towers fill in the area to the north of the station, providing easy access to transit for a greater number of residents.





Thank you