

Rupert and Renfrew Station Area Plan Implementation - City-Initiated Amendments to the Zoning and Development By-law and Building By-law - Support

| Date Received | Time Created | Subject | Position | Content | Author Name | Neighborhood | Attachment |
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| 2026-01-13 | 15:22 | Rupert and Renfrew Station Area Plan Implementation - City-Initiated Amendments to the Zoning and Development By-law and Building By-law | Support | Overall, I am in support of the Rupert and Renfrew station plan as it creates opportunities of housing densities, and also storefront opportunities along the thoroughfare of Broadway, Rupert and Renfrew, which many locals communities gather and gravitate together at, such example is that of the East 22nd and Rupert, or East 1st Ave. and Renfrew. I do have concerns regarding the future "Car-free greenways" general note and markings (appendix map 1) and for that my neighborhood of Renfrew heights along Worthington drive. The residential roads are narrow with many residents street parking their cars. I'm interested in hearing the plan for these car-free greenways and how residents of these streets are expected to deal with a many displacing their parking spots, if driving and car owning is a daily-use requirement, i.e. public transit or bike commuting is not an option. Would the city boulevards of along these residential roads be reduced to help create more space for both parked/travelling cars and bike paths/lanes? | Sheradon Tsui | Renfrew-Collingwood | |