

PROVINCE OF BRITISH COLUMBIA
ORDER OF THE MINISTER OF
MUNICIPAL AFFAIRS AND HOUSING

University Endowment Land Act
[RSBC 1996] Chapter 469

Ministerial Order No. _____

I, _____, Minister of Municipal Affairs and Housing, order that effective _____, pursuant to Sections 12(1) and 12(2)(a) of the *University Endowment Land Act*.

- a) the University Endowment Lands *Official Community Plan Bylaw* adopted on October 14, 2005 be amended as provided in Appendix 1 to this Order; and
- b) The University Endowment Lands *Land Use, Building and Community Administration Bylaw* be amended as provided in Appendix 2 to this Order.
- c) The University Endowment Lands *Works and Services Bylaw* be amended as provided in Appendix 3 to this Order.

Date

Minister of Municipal Affairs and Housing

(This part is for administrative purposes only and is not part of the Order)

Authority under which Order is made:

Act and Section: *University Endowment Land Act, Section 12.*

Other (Specify):

**APPENDIX 1 TO THE MINISTER'S ORDER
AMENDMENTS TO THE UNIVERSITY ENDOWMENT LANDS
OFFICIAL COMMUNITY PLAN**

INSTRUCTIONS

- 1. Figure 2 “Land Use Plan” of the OCP is repealed and replaced with “Figure 2 University Endowment Lands Land Use Designations”**
- 2. Figure 4 “Development Approval Information Area” of the OCP is repealed and replaced with “Figure 4 Area D Neighbourhood Plan Area”.**
- 3. Create a new heading within the Table of Contents of the OCP entitled “Appendix” immediately following the list of four (4) figures under the “Figures” heading, and add the following list item under the new “Appendix” heading:**

“Appendix 1Area D Neighbourhood Plan”.

- 4. The last paragraph in Section 2.2 of the OCP is deleted in its entirety and replaced with the following:**

“Commercial activity in the UEL is located in *Area D* (see Figure 2). This commercial centre is a local shopping destination providing a number of services. More information can be found in the *Area D Neighbourhood Plan* in Appendix 1. The Block F leləm development will also add commercial development to the UEL. Note that the *Area D Neighbourhood Plan Area* does not include the leləm development (see Figure 4).

Note: Subsection (3) of *Bill 12 – 2008, Musqueam Reconciliation, Settlement and Benefits Agreement Implementation Act, March 31, 2008* states that:

“Subsection (2) does not operate and must not be interpreted to prevent the enactment or variation of a bylaw under the authority of the *University Endowment Land Act* after the effective date, including, without limitation, a bylaw or variation of a bylaw that applies to Block F.”

- 5. Subsection 4.3(a) of the OCP is amended by deleting the last two (2) sentences under the “Policies” heading and replacing them with the following:**

“In *Area D*, more flexibility in medium-density patterns and mixed-use commercial/residential can be considered, as outlined in the *Area D Neighbourhood Plan* (see Appendix 1).”

- 6. Subsection 4.3(b) “Design Guidelines” of the OCP is amended by deleting the two (2) sentences under the “Area D” heading and replacing them with the following:**

“Comprehensive design guidelines have been developed that are specific to the Block F leləm development. Design guidelines for the *Area D Neighbourhood Plan Area* (which does not include leləm - see Figure 4) have and should continue to be developed as needed in accordance with the policies and direction in the *Area D Neighbourhood Plan*.”

7. Subsection 4.3(c)(ii) “Densification Policy ii” of the OCP is amended by adding “and as outlined in the *Area D Neighbourhood Plan*” immediately following “established in the *Current Bylaws*.”
8. Subsection 4.3(c)(iii) “Densification Policy iii” of the OCP is deleted in its entirety.
9. Subsection 4.3(c)(v) “Densification Policy v” of the OCP is deleted in its entirety and replaced with the following:

“Pursuant to the *Area D Neighbourhood Plan*, require multi-family and mixed-use developments seeking rezoning to provide at least 30% of total residential floor area set aside for affordable housing. This includes two components: a minimum 20% of floor area for low-income housing and a minimum of 10% of floor area for moderate income housing. All housing shall be provided in a variety of unit types; and”

10. Subsection 4.3(d)(i) “Commercial Development Policy i” of the OCP is deleted in its entirety and replaced with the following:

“Existing commercial buildings nearing the end of their life cycle should be considered for mixed-use residential/commercial redevelopment as set out in the *Area D Neighbourhood Plan*;”

11. Subsection 4.3(d)(iii) “Commercial Development Policy iii” of the OCP is deleted in its entirety.
12. Subsection 5.1 “Introduction” of the OCP is amended by adding “or the *Area D Neighbourhood Plan*” to the last sentence of the third paragraph, immediately following “than the *Official Community Plan*.”

13. Subsection 5.2 “Statement of Housing Policies” of the OCP is amended by deleting the second paragraph in its entirety and replacing it with the following:

“*Area D* has a wide variety of private rental stock, including 1 and 2 bedroom apartments and townhouses. Further densification will likely occur as some parcels of existing multifamily stock are redeveloped to their maximum potential as supported by the *Area D Neighbourhood Plan*. Thirty percent of any redevelopment seeking higher buildable density which occurs within *Area D* will be dedicated to affordable housing. Additionally, 25% of new units in the *Area D Neighbourhood Plan Area* are to be adaptable units. The UEL supports subsidized housing, supportive housing and non-market rental housing for vulnerable populations, such as seniors, low-income families with children, and individuals with special needs. Housing developments are supported that offer a continuum of care for seniors, such as independent living, supportive living, and full-care to enable residents to age in place.”

14. Subsection 5.3(b) “Multi-Family Housing” of the OCP is deleted in its entirety and replaced with the following:

“Higher density multi-family residential development is restricted to the Block F Ielern development and the *Area D Neighbourhood Plan Area*. *Area D* includes a mix of low and high rise apartments, townhouses, and mixed-use residential/commercial development. Redevelopment in the *Area D Neighbourhood Plan Area* shall be guided by the *Area D Neighbourhood Plan*.”

15. Subsection 5.4 “Commercial Development” of the OCP is amended by deleting the first two (2) paragraphs in their entirety and replacing them with the following:

“Commercial development in the *University Hill* area has been limited to the portion of *Area D* commonly referred to as the *Village* and to the Block F Ielærn development.

Structures reaching the end of their life cycle should be considered for redevelopment as outlined in the *Area D Neighbourhood Plan*. Parking in *Area D* is limited to street parking, storefront parking, and underground parking facilities. New underground parking for future development is encouraged wherever possible.”

16. Subsection 5.6 “Institutional Development” of the OCP is amended by deleting the first paragraph and replacing it with the following:

“There are presently eight sites designated for Institutional uses in the UEL: University Hill Elementary School on Chancellor Boulevard; Norma Rose Point School on Acadia Rd.; the UEL Community Centre in Block F of *Area D*; the Child Day Care Facility in Block F of *Area D*; St. Anselm’s Anglican Church on University Boulevard; University Chapel Church on University Boulevard, Regent College on Wesbrook Mall, and the former Lutheran Campus site comprising two properties located at 2076 Wesbrook Mall (PID 025614991) and 2026 Wesbrook Mall (PID 025598244).”

17. Subsection 6.3(b) of the OCP is deleted in its entirety and replaced with the following:

“Requiring any multi-family residential development application seeking increases in the density allowable, to include a minimum of 30% of this additional area to be affordable housing;”

18. Subsection 6.3(c) of the OCP is deleted in its entirety and replaced with the following:

“Encouraging mixed-use residential/commercial redevelopment in accordance with the *Area D Neighbourhood Plan* and to promote the human scale and a pedestrian-friendly atmosphere through the use of open plazas, active streetscapes, narrow retail frontages, rain protection, generous tree planting and comfortable street furnishings, while offering rental and affordable housing;”

19. Subsection 6.3(d) of the OCP is deleted in its entirety and replaced with the following:

“Allowing redevelopment in *Area D* to optimize density levels established in the *Area D Neighbourhood Plan* while maintaining a human-scaled environment at street levels;”.

20. Subsection 6.3(f) of the OCP is deleted in its entirety and replaced with the following:

“Requiring 25% of new units to be adaptable across unit sizes; and”.

21. Subsection 6.5(b) of the OCP is deleted in its entirety and subsections 6.5(c) and 6.5(d) are renumbered accordingly.

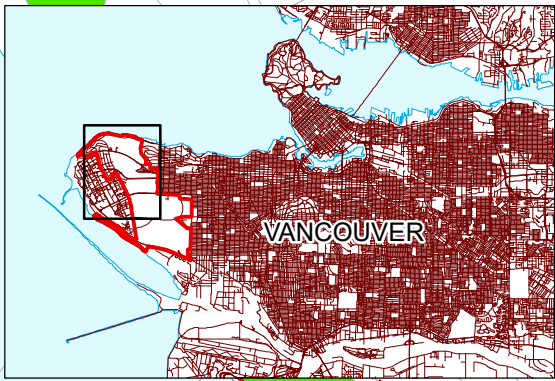
- 22. Section 7.0 of the OCP entitled “Development Approval Information” is renamed as “Section 7.0 Area D Neighbourhood Plan” and the content of Section 7.0 of the OCP is deleted in its entirety and replaced with the following:**

“The UEL has developed the *Area D Neighbourhood Plan* (see Appendix 1) to guide the future of *Area D*. The purpose of the *Area D Neighbourhood Plan* is to guide land use planning and the form and quality of development in the *Area D Neighbourhood Plan Area* which comprises a slightly different geographical area than the actual *Area D* neighbourhood (see Figure 4).

The *Area D Neighbourhood Plan Area* does not include the Block F Ielern development and does include two properties located at 2076 Wesbrook Mall (PID 025614991) and 2026 Wesbrook Mall (PID 025598244) which were previously identified in the OCP as Development Approval Information Areas, along with the rest of *Area D*. The previous Development Approval Information Area stipulations have been repealed and replaced with the *Area D Neighbourhood Plan*.”

- 23. The map entitled “Figure 2: University Endowment Lands Land Use Plan” of the OCP is deleted and replaced with a new map entitled “Figure 2: University Endowment Lands Land Use Designations, attached to this Ministerial Order.**
- 24. The map entitled “Figure 4: University Endowment Lands Development Approval Information Areas” of the OCP is deleted and replaced with a new map entitled “Figure 4: University Endowment Lands Area D Neighbourhood Plan Area”, attached to this Ministerial Order.**

END



LEGEND

- - - University Endowment Lands
- Area Neighbourhoods
- Block F Ielam

RESIDENTIAL:

- RSF: Residential Single Family
- RMF-1: Residential Multiple Family (Low-Rise)
- RMF-2: Residential Multiple Family (Mid-Rise)
- RMF-3: Residential Multiple Family (High-Rise)
- RMF-3V: Residential Multiple Family (Variable)

INSTITUTIONAL:

- I: Institutional
- IN: Institutional Neighbourhood
- IM: Institutional Mixed-Use

GREENSPACE:

- Proposed People-only Greenway
- P: Parks, Recreation, and Open Space

COMMERCIAL:

- CR-1: Commercial Residential (Mid-Rise)
- CR-2: Commercial Residential (High-Rise)
- Secondary ground level commercial with residential use above

PLACE OF INTEREST

- ① UEL Administration Office and Public Works Yard
- ② University Hill Elementary School
- ③ University Chapel
- ④ Community Centre
- ⑤ Block F Child Day Care Facility
- ⑥ St. Anselm's Church
- ⑦ Norma Rose Point School
- ⑧ Transit Loop

0 100 200 300 400 500
Meters

University Endowment Lands Area D Neighbourhood Plan Area

Figure 4

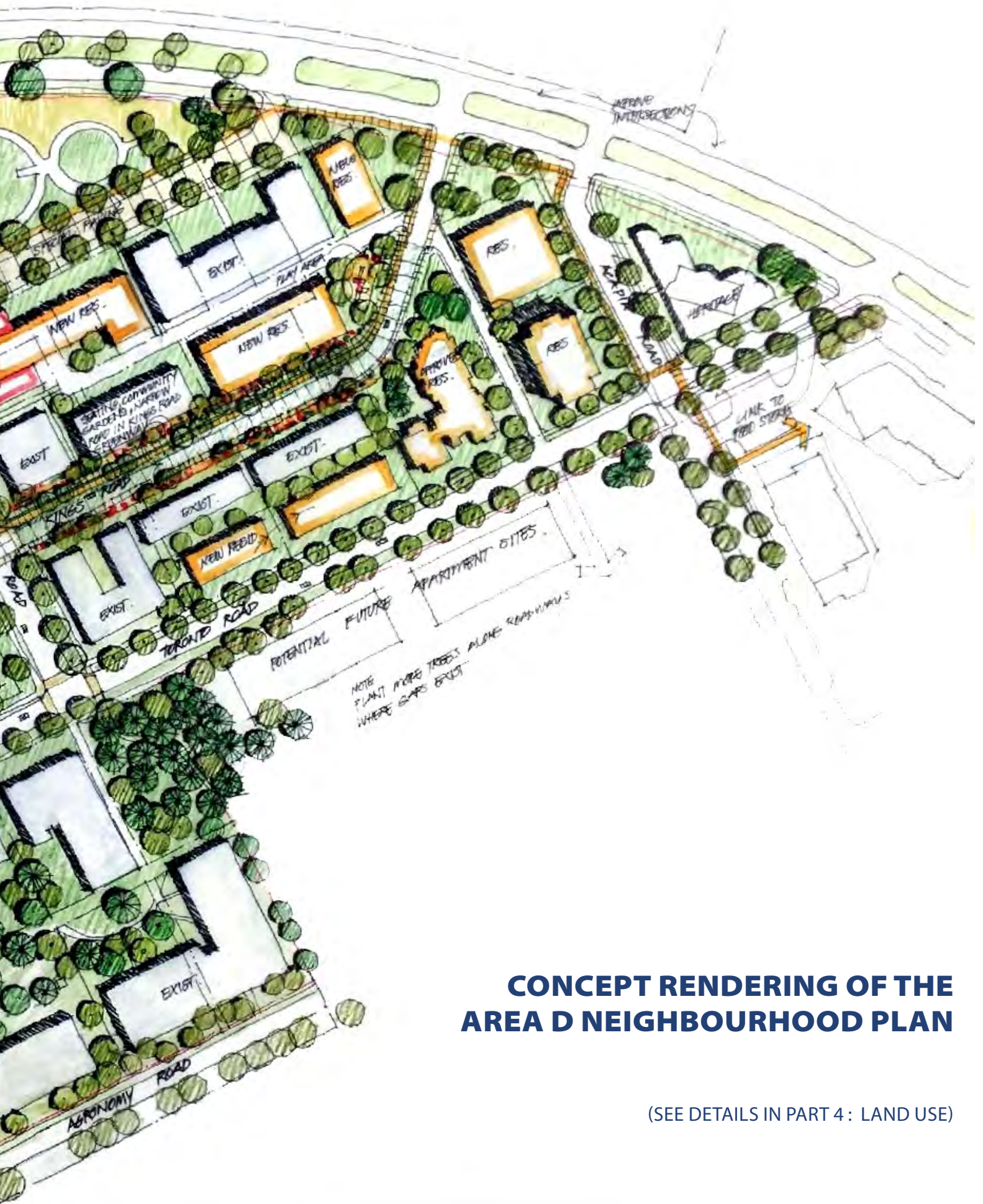


An architectural sketch of a university campus plaza. The scene is viewed from a low angle, looking down a paved walkway. In the foreground, there are wooden benches and a person sitting on one. The middle ground shows a paved area with several people walking, some carrying bags. There are trees and buildings in the background. The sky is blue with some clouds. The overall style is a loose, hand-drawn sketch with some color washes.

AREA D

NEIGHBOURHOOD PLAN

UNIVERSITY ENDOWMENT LANDS



CONCEPT RENDERING OF THE AREA D NEIGHBOURHOOD PLAN

(SEE DETAILS IN PART 4 : LAND USE)

ACKNOWLEDGMENTS

The University Endowment Lands (UEL) wishes to recognize that it is situated on the traditional territory of Coast Salish people, including the **xʷməθkʷəy̓ʷəm** (Musqueam), **Skwxwú7mesh Úxwumixw** (Squamish), and **səlilwətał** (Tsleil-Waututh) First Nation. The UEL is grateful for this opportunity to plan for the future on this shared territory.

The UEL would also like to thank the hundreds of individuals and organizations that participated in community engagement and that contributed to the development of the Area D Neighbourhood Plan. This includes residents and community groups from Area A, Area B, Area C and Area D, property owners, renters, businesses, institutions, the Community Advisory Council, the University of British Columbia, Metro Vancouver, TransLink, the Vancouver School Board, the Ministry of Municipal Affairs and Housing, and the Planning Working Group among others. The Planning Working Group was comprised of UEL Administration and support staff from a range of disciplines including planners, landscape architects, urban designers, transportation engineers, and housing and heritage experts.

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PART 1: BUILDING THE PLAN

University Boulevard, looking southeast towards Regent College

1.1 INTRODUCTION

The University Endowment Lands (UEL) is an unincorporated area administered by the Province of British Columbia through the *University Endowment Land Act*, and a number of Ministerial approved bylaws, including the *University Endowment Lands Land Use, Building and Community Administration Bylaw*, and the *University Endowment Lands Official Community Plan (OCP)*.

The UEL has developed the Area D Neighbourhood Plan (referred to as the “Plan”) to guide the future of Area D, a mixed-use neighbourhood at the core of the UEL’s social, cultural, and economic life.

The Plan is the result of the collaborative efforts of the UEL Administration, Community Advisory Council, and community. Over the past three years, the UEL brought together stakeholders and consulted with as many members of the community as possible. The UEL listened to community concerns, conducted research, learned from best practices, and developed this Plan to keep Area D a great place to live, work, learn, and play for future generations.

The purpose of the Plan is to provide a framework to support positive social, cultural, economic, and environmental outcomes in the Plan area, and to guide land use planning and the form and quality of development. The Plan uses the year 2050 as the planning horizon to guide decision-making that extends beyond shorter-term interests and to align with the planning horizon of Metro Vancouver.

The Plan articulates a shared vision and goals for the future, and a neighbourhood concept and policy directions to move us toward that vision.

The Plan is intended to be used by everyone who is interested in the growth and development of the Area D neighbourhood.

- Area D residents can use the Plan to understand the long-term vision for the Plan area and how it can change over the coming years.
- Property owners and developers can use the Plan to understand allowable uses, building form and densities, where and what type and scale of development may occur, and their role in the creation and maintenance of public space through the funding and installation of infrastructure.
- The UEL Administration and Ministry of Municipal Affairs and Housing can use the Plan to guide decision-making for the Plan area. This includes decision-making about community resilience, built form and density through zoning, character, and urban design, housing, economic development, parks, green space, and public realm improvements, community amenities, utility servicing, and transportation infrastructure.

The Plan will serve as a living document to guide planning and action and will be updated over time to reflect community needs and UEL regulations and plans.

1.2 THE PLAN AREA

Area D occupies over 20 hectares (49 acres) of land, as shown in Figure 1. Area D is bounded by University Boulevard to the north and east, Wesbrook Mall to the west, and Agronomy Road, Toronto Road, and Ortona Road to the south.

The Area D Neighbourhood Plan area (referred to as “the Plan area”) comprises a slightly different geographical area than the Area D neighbourhood, as shown in Figure 2.

The Plan area includes two properties located on the northeast corner of University Boulevard and Wesbrook Mall, which are part of the Area A neighbourhood. These two institutional lots were included in the Plan area with a recommendation of support from the Community Advisory Council. The lots were previously identified in the OCP as development approval information areas, they have similar land use designations to the adjacent Regent College, and they will need to respect and complement the land use patterns and scale of both Area A and Area D neighbourhoods.

The Plan area does not include the recently approved lelām greenfield development (previously known as Block F). lelām is a 8.68 hectare (21.44 acre) triangular area bounded by University Boulevard, Acadia Road, and Ortona Road. The lelām development was subject to a comprehensive zoning process, with zoning approval granted in 2016. Given the size and scope of the lelām development, both the approved lelām development legislation and planned amenities were considered in the development of the Area D Neighbourhood Plan. The Plan’s recommendations and policies, however, are not intended to influence the development and build-out of lelām.



Area D Neighbourhood Plan Open House and asset mapping with participants

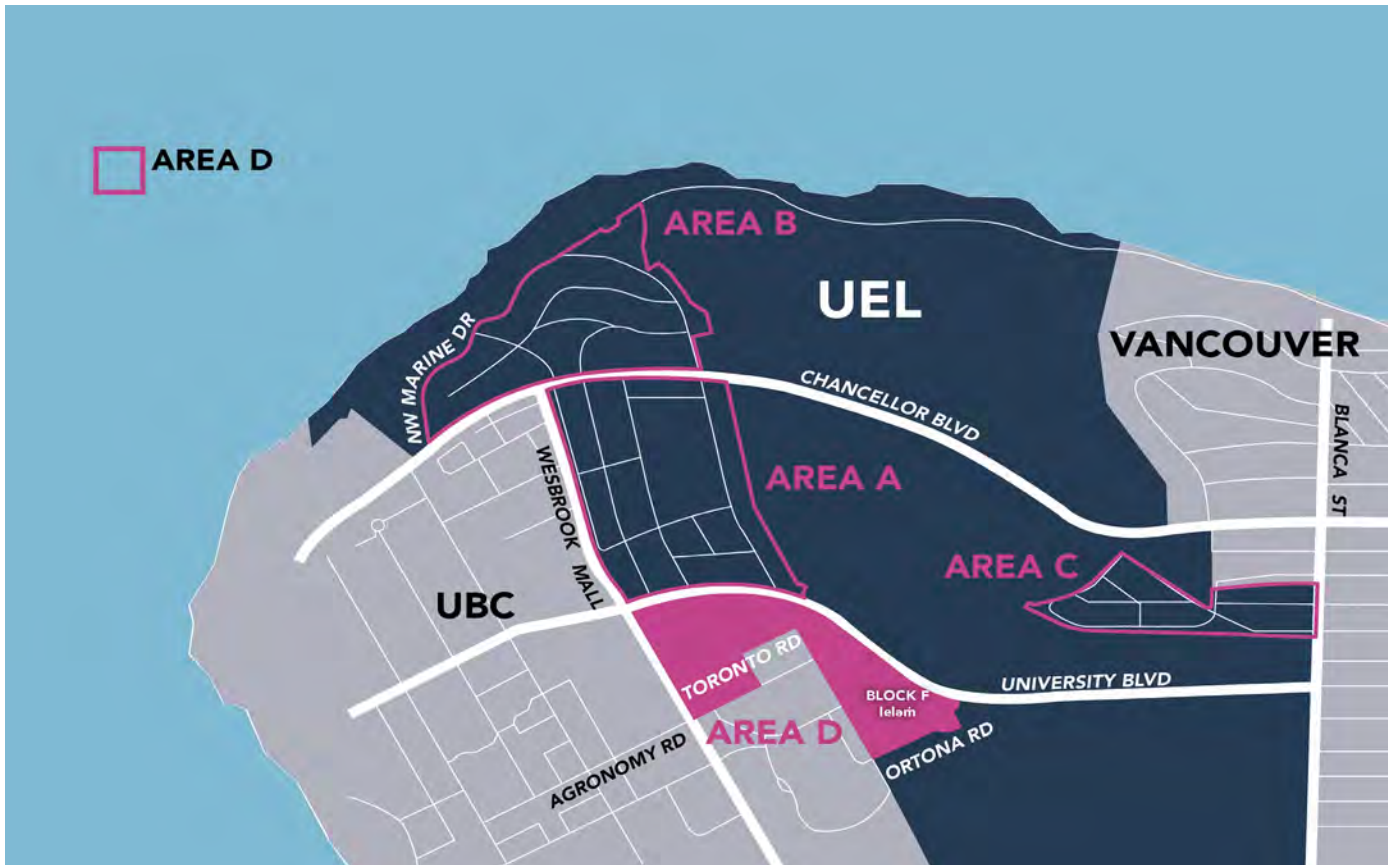


Figure 1: Area D Neighbourhood



Figure 2: The Area D Neighbourhood Plan Area

1.3 PLANNING PROCESS

The Area D Neighbourhood Plan process consisted of three main phases, described below.



PHASE 1: PREPARE TO PLAN

This phase launched the process, which focused on a review and analysis of existing conditions and of priority challenges and opportunities through background research, a best practices review, field visits of various sites, stakeholder meetings, and key informant interviews. It concluded with the completion of the Area D Neighbourhood Profile and background papers, which were key inputs into the development of Phase 2.

PHASE 2: EXPLORE OPTIONS

In Phase 2, the public and stakeholders were engaged to confirm priority challenges and opportunities, to establish a vision and goals for the future, and to propose neighbourhood concept plans and policy directions. In Phase 2A, the public and stakeholders were engaged to map the current state of the Plan area and to help develop a draft vision and priorities through an online survey, Open Houses, Pop Up events, and stakeholder meetings and workshops. In Phase 2B, the public and stakeholders were engaged to develop a neighbourhood concept plan and policy directions through a public Ideas Jam and a stakeholder Design Charrette. Three draft concept plans were developed during the events and were presented afterwards through an online survey, Open Houses, and Pop Up events, to gather feedback. In addition, the Plan involved a robust data driven process which included collecting baseline information about existing conditions and analyzing this against desired outcomes for the future.

PHASE 3: FINALIZE THE PLAN

In Phase 3, the combination of technical information and public and stakeholder input informed the refinement of a preferred neighbourhood concept plan. The draft Plan was then developed with a vision, goals, concept plan, policy directions, objectives and policies. The draft Plan was circulated to the Community Advisory Council, Advisory Design Panel, external agencies, residents and stakeholders for review and feedback. The revised Plan was then brought forward to the Ministry of Municipal Affairs and Housing for consideration.



Area D Neighbourhood Plan Open House

1.4 ENGAGEMENT

The Area D Neighbourhood Plan was built through a collaborative process with community members, key stakeholder groups, and UEL Administration. Engagement helped to identify challenges and opportunities, to set the vision of what Area D can look and feel like in the future, and to establish a neighbourhood concept plan and policy directions that advance the vision.

Community engagement took place between September 2018 and April 2019 and was multilayered to ensure we heard from as many interested people as possible. It included meetings, workshops, Open Houses, Pop Up events, two online surveys, and community canvassing.

Over 2,950 people received information on the Plan and process in order to encourage participation through social media, postcards, and other outreach. Over 470 individual community members and stakeholders engaged in the Plan process via in person conversations, two online surveys, and/or a combination of both.



Area D Neighbourhood Plan Open House and asset mapping with participants



Area D Neighbourhood Plan Pop Up Event

During Phase 2A, we asked participants the following key guiding questions:

- What do you like most about Area D?
- What are the biggest challenges in Area D?
- What would you like to see improved in Area D?
- What do you envision for the future of Area D over the next 10 to 30 years?
- What do you think are the top three priorities for improvement over the next 10 to 30 years?
- What are your thoughts on some early ideas for goals and actions for Area D?

During Phase 2B, we asked participants the following key guiding questions:

- How can we plan a more complete community where people can live, work, learn, and play? What works well now in Area D? What could the future look like in 30 years? How would we get there?
- Tell us what you think of the draft neighbourhood vision! How much do you agree or disagree that the draft neighbourhood vision captures your ideas for the future of Area D?
- Tell us what you think of the draft neighbourhood directions! How much do you agree or disagree that the draft directions reflect your priorities for the future of Area D?
- Tell us what you think of the three draft neighbourhood concept plans! What do you like? What concerns you? What would you suggest to improve the concepts?

Strong themes emerged from the community input. While there were many different views on the future of the Plan area, as is the case in any engagement process, strong themes emerged that transcended engagement activities and demographic groups. These themes are the building blocks of the Plan.

1.5 GOVERNANCE

The UEL is an unincorporated community, separate from the City of Vancouver and the University of British Columbia (UBC). The UEL is part of Electoral Area A, which contains all unincorporated areas of Metro Vancouver. An Electoral Area Director is elected every four years to participate on the Metro Vancouver Regional District Board of Directors and represents all of the Electoral Areas, including the UEL.

The Province of British Columbia is the governing body of the UEL, and the land is administered through the Ministry of Municipal Affairs and Housing. The *University Endowment Land Act* enables the Minister to levy property taxes and enact bylaws, among other things. The Minister appoints a Manager responsible for the day-to-day administration of the UEL, which operates similar to a municipality. Two key groups provide advice to the UEL Manager: the Community Advisory Council, made up of elected representatives from the four local neighbourhoods (Areas A, B, C & D); and the Advisory Design Panel, made up of appointed professional members and elected community representatives.

In developing the Area D Neighbourhood Plan, the UEL placed an emphasis on areas where the UEL has both accountability (legislative mandate) and capacity to act (resources, knowledge, skills). The Plan, however, acknowledges that social, economic, and environmental development is the responsibility of all. For any given policy, the UEL may have a primary, shared, or complementary role to play. The Plan does not commit the UEL to proceed with any works or projects that are mentioned in the Plan.

1.6 OFFICIAL COMMUNITY PLAN

In 2005, an Official Community Plan (OCP) was approved by the Minister responsible for the UEL. The OCP brought together two years of background research, growth scenarios, and community engagement. The OCP outlines the community's goals and aspirations for the future, achieved through five strategic policy objectives:

- Ensuring Effective Administration and Community Participation
- Sustaining Environmental Quality
- Maintaining Neighbourhood Character
- Expanding Liveability Options
- Providing Essential Services

Building on the direction from the OCP, the Plan supports the UEL's pursuit of a sustainable, complete urban form where the majority of future population growth will occur in Area D, with a mix of housing types and tenures, a balance of jobs, and where residents will be well served by sustainable modes of transportation.

Policies from the OCP relating to housing, transportation, parks, recreation, culture, economic development, infrastructure, and the natural environment have all found their way into the Plan and have enriched the strength of its intention to create a vibrant and complete neighbourhood in Area D.

The Plan provides an overall policy framework for Area D, however it is not legally binding. Policies in this plan may be adopted by way of Ministerial Order, either by inclusion in the OCP and/or through amendments of existing or creation of new bylaws. The Plan provides a number of recommendations for policies that could be considered by the Minister. The process for adopting or amending bylaws is contained in the *University Endowment Land Act*.

An aerial photograph of a suburban neighborhood. The image shows a mix of residential houses with dark roofs, green lawns, and trees. A prominent feature is a large, circular green field in the upper center, which is Jim Everett Memorial Park. To the right of the park, there are several large, modern buildings with flat roofs, likely Regent College. In the lower left, there are more residential buildings and parking lots. The overall scene is a typical suburban development with a mix of green space and built-up areas.

PART 2: CONTEXT

Aerial view of the Area D Neighbourhood with U Hill Village, Regent College and Jim Everett Memorial Park. (Credit: Google Map Image of UEL)

2.1 UNIVERSITY ENDOWMENT LANDS

Coast Salish peoples, including the **xʷməθkʷəy̓wəm** (Musqueam), **Skwxwú7mesh Úxwumixw** (Squamish), and **səlilwətał** (Tsleil-Waututh) First Nation inhabited the land now known as the University Endowment Lands (UEL), long before Canada was established as a country.

In 1907, the UEL was established when the Province of British Columbia created a lands trust, as part of the *University Endowment Land Act*, to raise capital for the University of British Columbia (UBC). The first residential lots in the UEL were sold by public auction in 1925, marking the beginnings of this residential community as it is known today.

The UEL's population is 3,116 residents (as of 2016), living in four neighbourhoods:

- Area A is a residential and institutional neighbourhood, bordered by Chancellor Boulevard, Acadia Road, University Boulevard, and Wesbrook Mall.
- Area B is a residential and institutional neighbourhood, located between Chancellor Boulevard and NW Marine Drive.
- Area C is a residential neighbourhood, bordered by Blanca St., 6th Avenue, Tasmania Crescent and College Highroad.
- Area D is a multi-unit residential, commercial and institutional neighbourhood, bordered by University Boulevard, Wesbrook Mall, and Agronomy, Toronto, and Ortona Roads.



Figure 3: The University Endowment Lands



Figure 4: The University Endowment Lands neighbourhoods: Areas A, B, C, and D

2.2 AREA D NEIGHBOURHOOD

Over a hundred years ago, the UEL and the Area D neighbourhood was a forest of western red cedar and Douglas-fir trees, located on the traditional territory of Coast Salish peoples, including the Musqueam First Nation. In the 1920s, Area D was shaped by the UEL's Master Plan, which was informed by the "picturesque" English Garden ideal. In the 1950s, a grid network of streets and parkways (larger, tree-lined collector streets) was created to link Area D and the UEL to the City of Vancouver.

Today, Area D is a mixed-use neighbourhood that provides a strong cultural mosaic and social and economic centre for the UEL. Area D is surrounded by Area A, Pacific Spirit Regional Park, the University of British Columbia, and is close to the University Golf Course and the City of Vancouver.

The population of Area D, as of 2016, is 2,342 people (refer to section 2.3), which represents over 60% of the total UEL population. Area D occupies over 20 hectares (50 acres) of land, with a mix of low, medium and high-rise houses, U Hill Village, the renowned Jim Everett Memorial Park, and the theology graduate school Regent College.

A key component of the Plan area is a commercial centre bordered by University Boulevard, Dalhousie Road, Allison Road, and Western Parkway. This commercial centre, referred to as U Hill Village, includes University Marketplace, University Plaza, and Pharmacy Mall. U Hill Village is a local shopping destination, with retail and services, within easy walking access of residential areas in Area D, and the larger UEL community. U Hill Village has the potential to become more distinct and vibrant, and for businesses and amenities to benefit a diversity of residents, from young professionals and students to long-term residents.

Area D's residences include a variety of housing types, styles and ages, including low-rise row houses, townhouses, and mid- and high-rise apartments, that all contribute to a village feel. There are some potential sites for new housing that can accommodate the growing population.

The leləm property, a 8.68 hectare (21.44 acres) site formerly known as Block F, was transferred by the Province of British Columbia to the Musqueam First Nation in 2008 as part of the *Musqueam Reconciliation, Settlement and Benefits Agreement Implementation Act*. Musqueam First Nation, through their development group, Musqueam Capital Corporation, is proceeding with development of the property known as leləm. The leləm development intends to provide 1,250 homes over the next ten years in a mix of low- and high-rise apartment buildings and townhouses. The leləm development will add approximately 2,790 m² (30,000 square feet) of commercial development, a 1,393.5 m² (15,000 square feet) community centre, a village square, a childcare centre, a publicly accessible wetland, trails and open spaces, and a 1.2 hectare (3 acres) forest park.

Together, Area D's commercial centres, parks, green and open space, and mixture of housing and active transportation infrastructure, create a quality of life that is cherished by UEL residents and that the UEL seeks to protect and enhance. No community is static, and Area D will continue to evolve and experience changes and challenges that extend to the Metro Vancouver region and beyond. The Plan intends to guide the enhancement and development of residential, commercial, and institutional uses, along with community amenities, to support community liveability and sustainability and to respect and complement the existing urban pattern of Area D and the broader UEL community.

2.3 DEMOGRAPHIC PROFILE

Statistics Canada’s 2016 Census Profile provides communities with demographic data. The figures in this section provide an overview of key demographic information based on this data. As the census dissemination area boundaries do not fully align with Area D, the information should be considered an approximation of existing conditions in Area D.

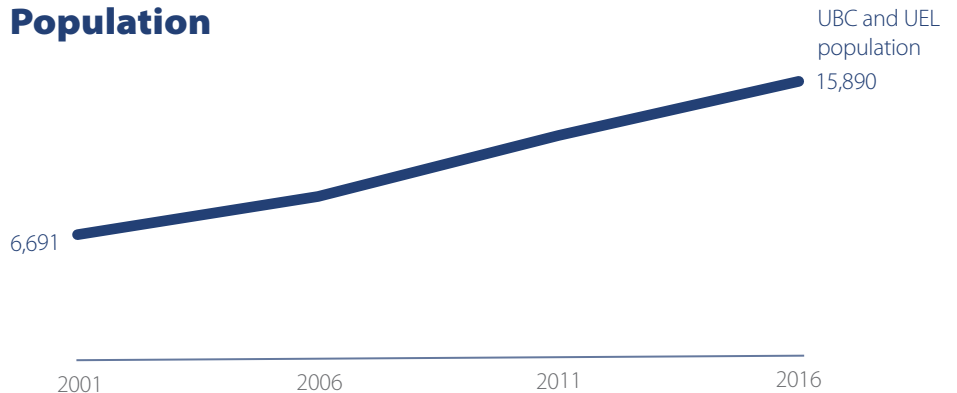
Area D has a population of 2,342 people (2016). When complete, the population at the lelam development is estimated to be 2,300 people, doubling the area’s population over ten years.

Adjacent to Area D, UBC’s temporary population (who live in student ‘residences’ and who do not stay for the summer) is approximately 7,100 people.¹ Nearly 80,000 staff, faculty, students, and other visitors frequent the Vancouver campus each day – with many travelling through Area D and the UEL.

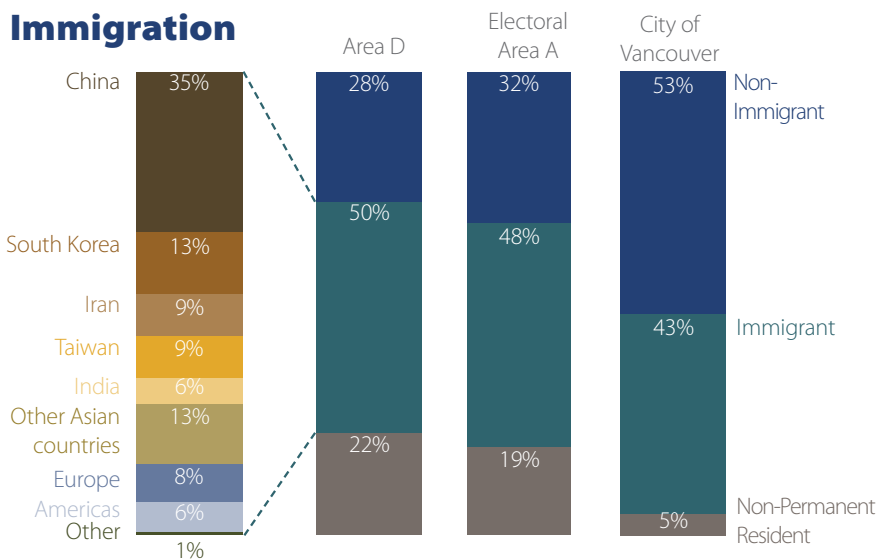
Area D is a diverse neighbourhood – 50% of residents are immigrants, and an additional 22% are non-permanent residents of Canada.

Area D is home to a young population, with the majority of people between 20 and 29 years old (37%), followed by youth ages 10 to 19 years old (14%), and then adults ages 40 to 49 years old (12%). The number of people over the age of 60 is projected to grow over 30 years, as 19% of the population is over the age of 50.

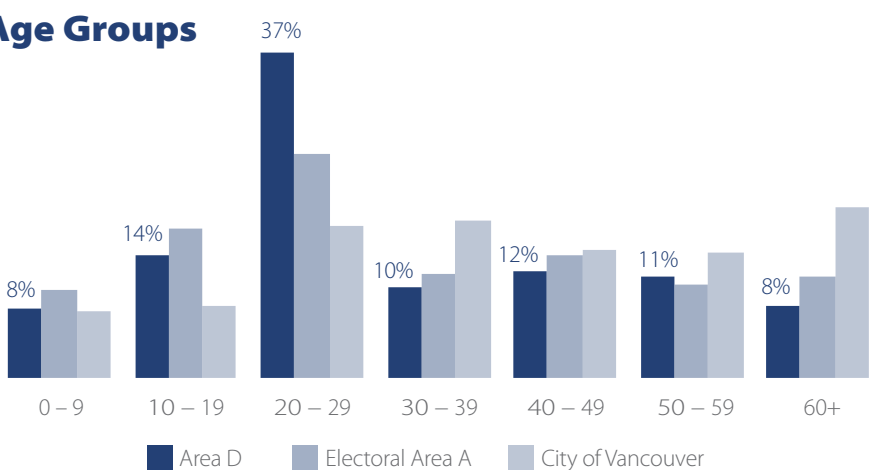
Population



Immigration



Age Groups



Data for *Population*, *Immigration*, and *Age Groups* sourced from Statistics Canada. 2017. Census Profile, 2016 Census. Dissemination Areas 59154036, 59150937, 59150938, 59150939 (tables). Summary Tables.

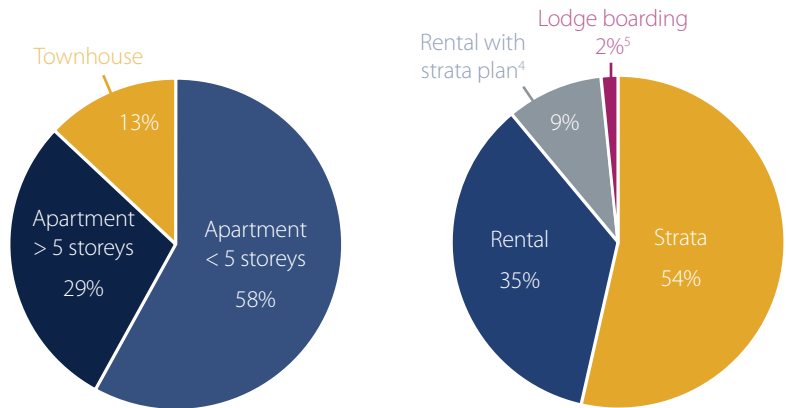
1 The University of British Columbia. Land Use Plan. 2015.

Area D consists of 1,150 dwelling units, and the dominant housing type is apartment, in both low-rise (4-6 storey) and high-rise (14 storey) forms².

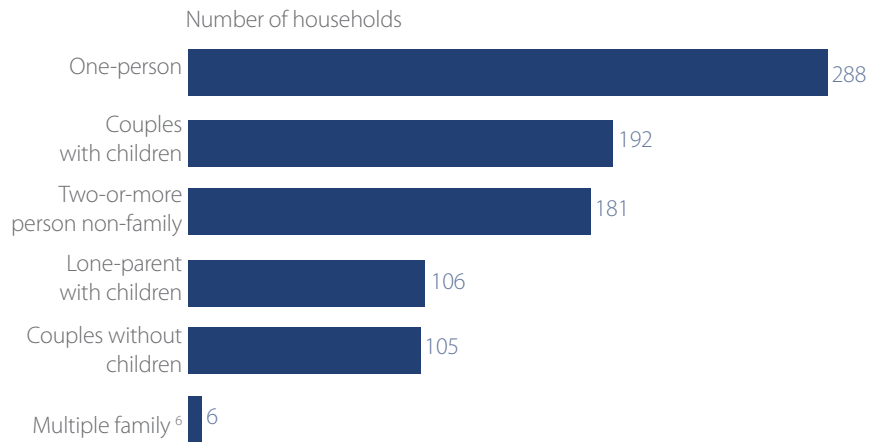
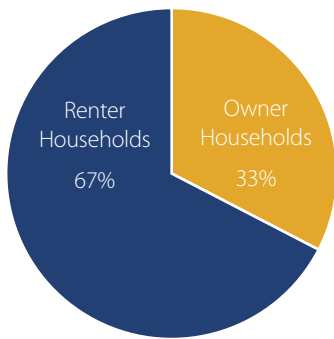
People in Area D live in a diversity of housing forms and tenures. While approximately 46% of the current stock is purpose-built rental housing or lodge boarding, 67% of the households rent their homes³.

There are a variety of household types in Area D. There are many households with one-person, couples with children, roommates who are non-family, and lone-parents with children³.

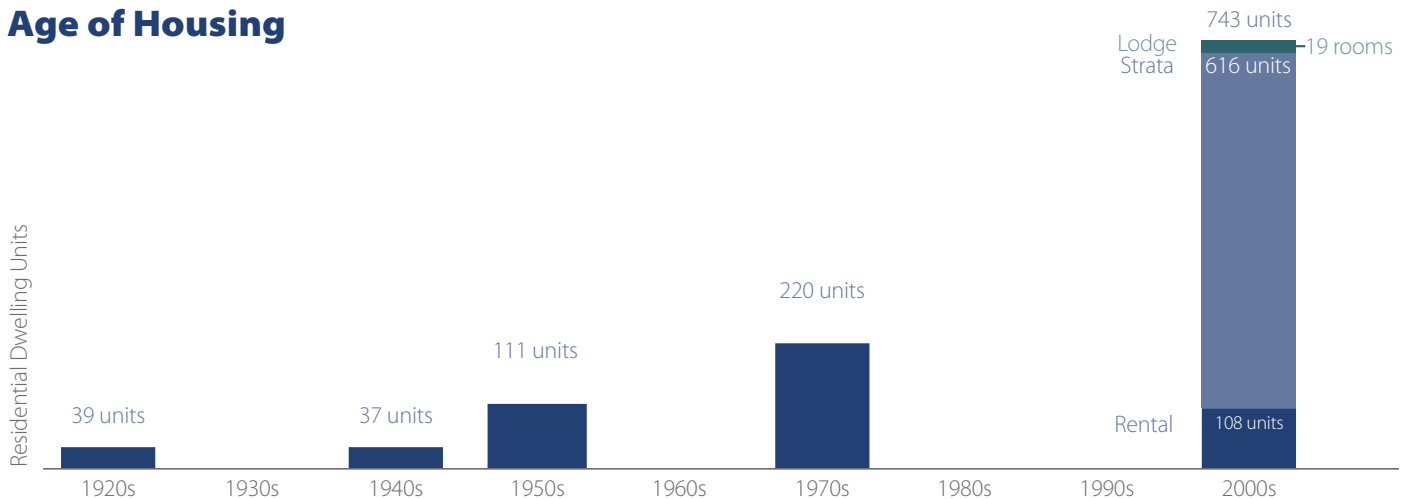
Housing Stock by Type Housing Stock by Tenure



Household Types



Age of Housing



² Data for *Housing Stock by Type*, *Housing Stock by Tenure* and *Household Types* sourced from University Endowment Lands Administration.

³ Data for *Household Types* sourced from Statistics Canada. 2017. Census Profile, 2016 Census. Dissemination Areas 59154036, 59150937, 59150938, 59150939 (tables).

⁴ "Rental with strata plan" refers to buildings where there is a strata plan registered with the UEL, but there is a single owner who rents out all units.

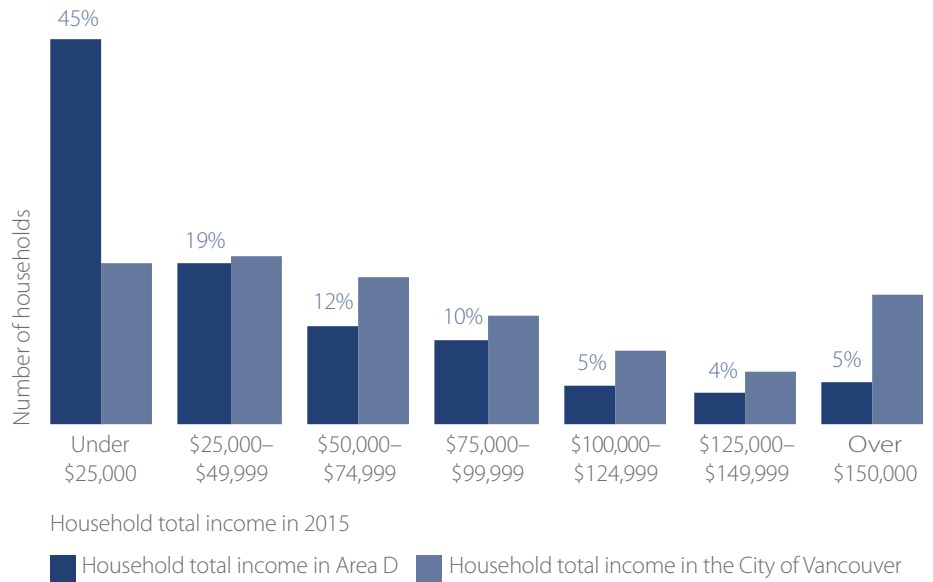
⁵ For all types except for "Lodge boarding", this calculation uses the number of units. For "Lodge boarding", this calculation uses the number of bedrooms.

⁶ Multiple census-family households could include households with multiple couples or parent(s) and children and one or more grandparents, among others.

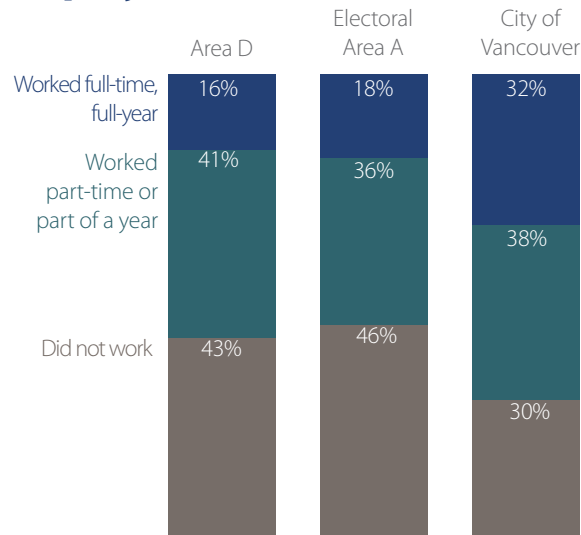
Households have a wide range of incomes. The mean (average) household income is \$57,700 with 2.2 persons per household on average. In 2015, 20% (173) of households made less than \$5,000 in before-tax total income. 41% (356) of all households made under \$20,000, 38% made \$20,000 to \$80,000, and 21% made \$80,000+. Based on low-income cut-off guidelines, 49% of the population is considered low-income,⁷ likely due to a large student population. The average (mean) total income of families⁸ in 2015 was \$63,005 for all family types and \$92,470 for couples without children or dependent relatives.

16% of Area D residents work full-time for the full year while 41% of residents work part-time or for part of the year and 43% do not work at all. Working residents primarily have jobs in education, community and government services (23%), retail sales and service (21%), natural and applied sciences (12%), and business, finance, and administration (11%).

Income



Employment



Data for *Income* and *Employment* sourced from Statistics Canada. 2017. Census Profile, 2016 Census. Dissemination Areas 59154036, 59150937, 59150938, 59150939 (tables). Summary Tables.

⁷ “Low-income” refers to the low-income cut-off guidelines used by Statistics Canada in the 2016 Census.

⁸ “Families” refers to a Census “Economic Family”, a group of people who live in the same dwelling and are related to each other by blood, marriage, common-law union, adoption, or a foster relationship.

2.4 PROJECTIONS

Over the next 30 years, Metro Vancouver projects a 1.34% per year population growth rate for the UEL. This represents a total of 7,301 people living in 3,703 dwelling units by 2050 (at an average household size of 1.97). Area D is expected to reach approximately 6,425 people by 2050. This means there is an anticipated demand for an additional 2,106 dwelling units to house 4,380 more people (including within Ielərñ) in Area D by 2050.

Table 1 illustrates Metro Vancouver's projections for the University Endowment Lands:⁹

	2016 (Actual)	2035	2050
Population	3,116	6,717	7,301
Dwelling Units	1,502	3,401	3,703
Employment (# jobs)	1,135	1,717	1,740

Table 2 illustrates Metro Vancouver's projections for Area D:

	2016 (Actual)	2035	2050
Population	2,342	5,866	6,425
Dwelling Units	1,282	3,134	3,442
Employment (# jobs)	612	1,321	1,355

⁹ TransLink's Regional Transportation Model Inputs. Prepared by Metro Vancouver Planning and Environment Department/Regional Planning. June 24, 2019.

2.5 KEY TRENDS

This section outlines trends identified by the public, key stakeholders, and the planning working group.

Population Growth and Change

The University Endowment Lands (UEL) population has declined from 3,150 people in 2011 to 3,116 people in 2016, mainly from shrinking household sizes and no additional residential multi-unit housing being built since 2007. Area D's population has been stable since 2011 and is projected to grow to approximately 6,425 people by 2050 (including the lelām development). Currently, the main household types are one-person (33%), couples with children (22%), and two-or-more non-family households (21%), and the proportion of people 20 to 29 years old and over the age of 60 is anticipated to grow.¹⁰

Land Management and Development

Development of existing buildings to the maximum density allowed in the UEL indicates there is space for approximately 340 more people to live in Area D. Population growth is expected to exceed this current capacity for housing allowed. The lelām development intends to provide up to 1,250 units to house another 2,300 people over the next ten years. This Plan seeks to accommodate housing for another 1,783 people in the Plan area by 2050 by planning for accessible, affordable, and appropriate housing and local shops, amenities, and services.

Community Well-Being

The growing demographic of young families and older people presents the dual challenge of meeting the shifting service, housing, and mobility needs of an older population, while enhancing the housing, facilities, and affordability needed to retain a younger community, a workforce, and their families. This Plan seeks to support a complete community that is accessible, equitable, safe, and that meets people's basic needs.

Housing

High housing costs in the Plan area make housing affordability a challenge for people of different income levels. 66% of households spend more than 30% of their income on shelter and 37% of households spend more than 100% of their

income on housing (this may in part be due to a likely high student population). There is a limited amount of purpose-built rental housing, vacancy rates are low, and much of the existing supply of rental housing is approaching the end of its lifecycle. Some families find that available housing choices do not meet their needs, with 22% of households living in units that do not have enough bedrooms. With 67% of households renting housing and 33% owning homes, the primary and secondary rental housing stock is critical to the provision of housing.^{10,11} Primary rental housing is often sought out for redevelopment due to its age and ease of land purchase. This Plan supports accessible, affordable and appropriate housing of a variety of forms, types, sizes, and rental rates to help address local housing challenges.

Transportation and Mobility

In Area D, the majority of residents walk, bike, and take transit to work and school.¹⁰ Area D is well connected by transit and directly serviced by several bus routes and a rapid transit bus (Route 99 B-Line). As the population grows, an increased number of trips will need to be accommodated within the existing street network. An increase in regional commuters who travel to UBC will also increase use of existing roads and require future improvements to walking, cycling, and transit corridors in the UEL, UBC, and Metro Vancouver. In 2019, UBC launched a campaign to extend TransLink's planned Broadway Subway Project (an extension of the existing Millennium Line) from Arbutus Street to UBC. TransLink is now advancing the next stages of planning, including developing a business case, analyzing alternative concept designs for a SkyTrain, and planning for public consultation.

Economy

Area D is a mixed-use neighbourhood, and most economic activity is centred at a commercial node made up of University Marketplace, University Plaza and Pharmacy Mall (referred to as U Hill Village), Regent College, and the planned lelām development. There is 10,300 m² (111,000 square feet) of commercial space in U Hill Village, geared towards commercial / personal services, restaurants and cafes, retail food and beverage, and specialty retail. Recent rezonings of the Regent College site and lelām allow for 1,020 m² (11,000 square feet) and 2,790 m² (30,000 square feet) of commercial

¹⁰ Statistics Canada. 2017. Census Profile, 2016 Census. Dissemination Areas 59154036, 59150937, 59150938, 59150939 (tables). Summary Tables.

¹¹ Primary rental housing is the purpose-built rental stock with three-or-more units. Secondary rental housing are rental properties with only one or two self-contained residential rental units (e.g., a condominium unit rented out by its owner).

development, respectively. Larger concentrations of retail shopping and commercial / personal services are located outside of Area D. In the City of Vancouver, clusters along 4th Avenue, 10th Avenue/Point Grey Village, Dunbar area and downtown Vancouver draw the bulk of retail spending from UEL residents.¹² At UBC, the David Strangway Building, the SUB commercial space and Wesbrook Village provide a range of goods and services for local students and immediate area residents. Policies that encourage a greater mix of commercial spaces and that better cater to the daily needs of immediate local residents can help address local neighbourhood completeness challenges.

Sense of Place

Area D has a compact, fairly dense urban form with significant access to green and open spaces and has a quality of life associated with smaller communities. The “village feel” is a valued quality that the Plan seeks to maintain. This includes the prominence of U Hill Village and multi-unit housing within walking distance of shops and amenities. The character of the existing built form is also reinforced by the Plan: with the medium to high-rise mixed use buildings at U Hill Village and Ielām, transitioning down to the single family residential neighbourhoods in the rest of the UEL. The challenge for new development is to create memorable places and embrace the existing character through urban design. New development is expected to respect this urban form and pattern within the context of the UEL.

Parks and Green Space

More than half of the UEL land consists of parkland, the majority of which is in Pacific Spirit Regional Park, composed of mature second growth forest. In addition to Pacific Spirit Regional Park at its eastern border, Area D has a network of open and green space amenities such as street trees, private garden landscapes, Jim Everett Memorial Park, Rick Genest Park, the planned Ielām Park, and the “Bridle Path” – a greenbelt on Western Parkway between Agronomy Road and Chancellor Blvd. This network supports a high quality of life for residents. The Plan seeks to balance the different roles these assets play, and respond to a growing population.

Environment

The UEL has sensitive and modified ecosystems (i.e., rare, ecologically fragile, or at-risk).¹³ Most of these are in Pacific Spirit Regional Park, which contains mature second growth forest ecosystem (within three hectares) and other sensitive ecosystems, including coniferous, mixed mature forest, broadleaved young forest, riparian areas, and wetlands. While there are no sensitive ecosystems in the Plan area, there are valuable ecosystems modified by human activity. The Ielām development will protect its most significant stand of trees, classified as a coniferous mature forest. Across the Plan area, 16% of land is covered by trees and shrubs (as of 2018).¹⁴ As the population grows, it will be a challenge and an opportunity to maintain remnant ecosystems and environmental quality.

Infrastructure

The UEL faces important decisions about the replacement of aging infrastructure at significant cost and the provision of infrastructure with sufficient capacity to support increasing densities at U Hill Village and the Ielām development. Infrastructure, including transportation infrastructure, must also adapt to the impacts of climate change.

Climate Change

Greenhouse Gas (GHG) emissions in the UEL contribute to climate change impacts such as more frequent and severe windstorms, extreme rainfall events, extreme heat events, droughts and wildfire risks. Area D’s GHG emissions are mainly from building energy consumption, vehicle use and solid waste disposed to landfill.¹⁵ Everyone has a role to play in reducing GHG emissions and anticipating and adapting to a changing climate.

Emergency Management

Area D residents, businesses, institutions, and community groups need to take steps to prepare for, respond to and recover from emergencies. Some local natural hazards are earthquakes, severe windstorms, extreme rainfall, extreme heat, and wildfire. Infrastructure, including buildings and structures related to utilities and underground services, may need to be adapted and upgraded to withstand these hazards.

¹² Colliers International Consulting. 2015. Commercial Demand Study (Update): Block F, University Endowment Lands.

¹³ Metro Vancouver. 2012. Sensitive Ecosystem Inventory for Metro Vancouver & Abbotsford 2010-2012.

¹⁴ Estimated from: Metro Vancouver. 2014. Land Cover Classification 2014 - 2m LiDAR (Raster). and University of British Columbia. Canopy LiDAR.

¹⁵ Metro Vancouver. 2018 (revised 2019). Climate 2050: Strategic Framework.

PART 3: VISION & GOALS



Figure 5: Concept rendering of Kings Road greenway

3.1 VISION

A vision paints the picture of an aspirational future for a community. Residents, businesses and community groups from the UEL provided their thoughts and aspirations for the future of Area D, which informed the neighbourhood vision.

Area D is the social, cultural and economic heart of the University Endowment Lands.

The community's identity will continue to evolve as vibrant, distinct, and complete. Anchored by U Hill Village and the Ielərn commercial area, the community will be well supported by diverse housing, destinations, and activities, and will be well designed for people to walk, cycle, roll, and take transit to meet their everyday needs.

The community will be green and healthy, prioritizing the protection and enhancement of its parks, green spaces, and surrounding natural areas and will support a more sustainable and resilient future.

3.2 GOALS

The Plan's goals provide the desired outcomes of the vision and the organizing framework for the policy directions. The goals are as follows:



A Distinctive Place

The Plan will support a complete community, where a diversity of people can meet their daily needs close to home. The Plan will foster a human-scaled neighbourhood with developments and streetscapes that offer a sense of intimacy and uniqueness, setting this area apart from the rest of the University Endowment Lands (UEL) and the University of British Columbia (UBC). Buildings will be designed to frame and give life to the streets they front, providing safe spaces for people to connect, visit, and pass by.



A Healthy & Safe Community

The Plan will aim to serve the needs of diverse residents, regardless of race, age, ability, sexual orientation, income level, gender, parental status, or religious beliefs. The Plan will aim to support people's physical, mental, emotional, and intellectual well-being, and the range of qualities that make Area D a good place to live, socially, physically, economically, and ecologically. This includes access to basic needs (food, shelter and health and emergency services), community connections, safe mobility, safe spaces, a variety of social, cultural and recreational opportunities, and healthy parks, green space, and surrounding natural environments.



Safe & Sustainable Transportation & Infrastructure

The Plan will support walking, rolling, biking, and transit as desirable ways of getting around. Visitors and residents will be able to travel safely and comfortably on foot, on wheelchair, by bicycle, and on transit, while supporting street life, all of which contribute to improved health, local business prosperity, and reduced Greenhouse Gas emissions. Local infrastructure and transportation facilities will meet the needs of residents and businesses, using best management practices.



Diverse & Local Serving Destinations & Services

Area D will be a cohesive neighbourhood with two distinct and complementary commercial centres: U Hill Village and the Ielam commercial area. Connections between the centres will stitch Area D together from north to south. The Plan will support a diverse, vibrant local economy that provides increased commercial activity, local jobs and business development opportunities. The Plan area will strive to have local serving businesses, spaces, and events that draw people in and help create a community in which people want to work, learn, socialize, and explore, within walking distance of home.



A Green & Resilient Neighbourhood

Cherished parks and green spaces provide ecological functions and support resident's recreation, social interactions, and connection to nature. The Plan will support residents with existing and enhanced parks and green spaces that provide a welcome retreat from busy urban areas and that support healthy and diverse ecosystems. The Plan will support residents and businesses to reduce Greenhouse Gas emissions and to adapt to the effects of climate change.



A Connected Community

The Plan will aim to foster ways for residents, businesses, agencies, institutions, and groups to connect with each other, to work together to create an inclusive community, and to resolve local issues through local supports and solutions. The Plan will also aim to better connect people to places within Area D, the UEL, UBC, City of Vancouver, the Musqueam First Nation territory, and beyond.



Diverse Housing Choices

The Plan will facilitate a wide range of multi-unit housing types, tenures, and prices that give residents choices. This will include accessible, appropriate, secure, and affordable housing options for residents at all stages of life.

A photograph of Rick Genest Park. In the foreground, a stone sign with the text "RICK GENEST PARK" is set on a concrete base. The sign is surrounded by lush greenery, including a large tree with autumn-colored leaves on the left and tall grasses on the right. In the background, a modern multi-story building with brick and blue siding is visible. The building has several windows and balconies with black railings. The overall scene is bright and sunny, suggesting a clear day.

PART 4: LAND USE



Figure 6: Concept rendering showing potential build out of the Plan area

4.1 CONCEPT

LAND USE

The neighbourhood concept is designed to enhance the commercial, residential, and green character within the neighbourhood.

The neighbourhood’s commercial character is framed around two mixed-use shopping and lifestyle centres. The first is U Hill Village, along Dalhousie Road to the south, Western Parkway to the west, and Allison Road to the east, and the second is the new Ielərn commercial area, along Acadia Road to the west, and Toronto Road to the north. The Ielərn commercial area plans to have retail shops and services at ground level, and residential uses above. The U Hill Village is a popular destination for residents and Regent College and UBC students to enjoy easy access to fast food restaurants, shops and health services.

The neighbourhood concept encourages more distinct, vibrant, and complete mixed-use nodes, with a diversity of services for long-term UEL residents and shorter-term student residents, and increased safety and comfort for people walking, rolling, cycling, taking transit, and driving.

The concept encourages a variety of low, medium, and high-rise buildings that provide a diversity of housing and commercial options for a growing and diverse community. Buildings will range from ground-oriented row houses and townhouses to a few high-density apartment buildings. Buildings will transition sensitively to the lower density Area A neighbourhood, north of University Boulevard.

The neighbourhood’s green character consists of cherished parks and green space amenities such as street trees, private garden landscapes, Jim Everett Memorial Park, Rick Genest Park, the Bridle Path and Pacific Spirit Regional Park at the eastern border. The neighbourhood concept supports beautifying, greening and connecting the area’s green spaces along streets, park edges, and buildings. This is intended to create more beautiful, interesting, and diverse streets and buildings, and to support many environmental benefits.



Figure 7: Diverse housing types that exist in Area D

HOUSING CHOICE

The neighbourhood concept is designed to establish housing choices reflective of the area's population and accommodating of a broad mix of future household sizes, needs, and priorities, including: young adults and others residing in smaller households, 3 or more bedrooms for families, housing for seniors, and purpose built rental for low-income households. The Plan supports modest redevelopment efforts generally at and around U Hill Village, with a range of sizes (from one-bedroom apartments to four-bedroom townhouses), tenures, and types for young adults, families, and seniors.

Buildings in Area D will continue to include a variety of townhouses and apartment buildings, mainly ranging from 4 to 6 storeys with some taller apartment buildings up to 18 storeys. The UEL supports the development of more affordable and special needs housing units, specifically

along Dalhousie Road, Western Parkway, at the northwest corner of Toronto Road and Acadia Road, and along the portions of Wesbrook Mall within the Plan area. While the leləm development will provide 62 units of income-based workforce housing, there is a need to create additional affordable housing for the many (49%)¹¹ residents who fall under the annual low-income cut-off.

In this Plan, affordable and/or special needs housing may include units developed under senior government non-profit housing programs; price controlled limited-equity market units; units controlled, managed or owned by non-profit housing groups providing affordable housing; guaranteed rental units; and housing for people with special needs such as those with physical or mental disabilities, or victims of violence.

¹¹ Statistics Canada. 2017. Census Profile, 2016 Census. Dissemination Areas 59154036, 59150937, 59150938, 59150939 (tables). Summary Tables.



Figure 8: Concept rendering of U Hill Village along Allison Road

PLACES FOR PEOPLE

The neighbourhood concept is designed to support a more complete neighbourhood, with more destinations for living, working, learning, playing, and visiting.

A focal point of Area D is U Hill Village – with its plaza, shops, patios, streets, laneways, pathways, and connection to Jim Everett Memorial Park – where people shop, gather, eat, and socialize. The Plan will enhance these public and social spaces, and property owners will be encouraged to protect nearby buildings with architectural significance that enhance the character of the neighbourhood. The Plan will also support a distinct gateway into Area D along University Boulevard and Westbrook Mall.

The plaza at U Hill Village and the streetscape along Dalhousie Road will be strengthened as a comfortable place for people. Dalhousie Road will be a shared space that can be closed off for special events. The street will be flanked on both sides by wide sidewalks, a tree canopy, and furnishings to create spaces where people can gather

and rest. The street is currently framed on the north side by a corner store, restaurants and cafés, and Jim Everett Memorial Park, and can be activated on the south side by mixed-use buildings with commercial uses, such as street level restaurants and cafés, that spill out onto the street with family-friendly events and activities. Above street level, building floors are and can continue to be a mix of office, community meeting space, and residential uses that support ground level activity.

Along University Boulevard at U Hill Village, added commercial spaces will be enabled with a mix of uses such as cafes and restaurants at the street level, and office and residential uses above. Along Western Parkway, adjacent to Regent College, temporary retail spaces will be allowed, to encourage food trucks, farmers markets, and pop up community events that bring life to the streets in the evenings and on weekends. Regent College may also move forward with an expansion to include approved residential dwelling units.



Figure 9: Transportation infrastructure that currently exists in Area D

MOBILITY

The Plan seeks to make moving around the neighbourhood more safe, efficient, and comfortable. It prioritizes walking, cycling, rolling (with wheelchairs and strollers), and taking transit, and the improvement of street connections to enhance driving safety.

U Hill Village is located at the intersection of a primary transportation corridor, University Boulevard, and three secondary local roads, integral to the movement of people and goods within and around Area D. This area is identified by Metro Vancouver as a Frequent Transit Development Area. University Boulevard is and will continue to be the main east/west route and a gateway to the UEL and UBC, providing a commuter transportation corridor with high frequency transit service, bicycle lanes, sidewalks, and significant vehicle use.

Allison Road will be the main south vehicle route into U Hill Village from University Boulevard. Western Parkway is the main north vehicle route out of U Hill Village and will also be the main north/south pedestrian and cyclist route from UBC and the rest of the UEL to Area D.

Dalhousie Road will be the main local east/west multimodal transportation corridor with comfortable sidewalks, bicycle lanes, and low vehicle traffic. Sidewalks will continue along both sides of the road, but with added street trees, benches, and wayfinding signs. Vehicles moving people and goods will continue to loop around U Hill Village, entering at Allison Road, moving along Dalhousie Road, and exiting by way of Western Parkway. The streetscape will be improved and the traffic will move slower due to sharing of the road.

Kings Road will become a 'greenway' lined with more trees, outdoor seating, gathering and play areas, wider walking paths and bike lanes for residents to enjoy their commute to work or school or a moment of relaxation. People can also connect to the leləm commercial area on Acadia Road by way of the lane connecting Kings Road and Toronto Road. Along Acadia Road, pedestrians will walk along wide sidewalks, cyclists will bike along a bike path, and vehicles will move slowly along the people-priority road. Acadia Road will continue all the way to the front door of Norma Rose Point School to the south and Area A to the north.



Figure 10: Concept rendering of Kings Road greenway

GREEN CONNECTIONS

The neighbourhood concept has been designed to enhance the green character of the neighbourhood. Specifically, this involves beautifying, greening, and connecting the area’s green spaces along streets, park edges, and buildings. ‘Green streets’ create more beautiful, interesting, and diverse streets and buildings, and increase places for people to rest, relax, and connect. They also support environmental benefits such as increasing ecological diversity, providing habitat for pollinators, reducing rainwater flow, improving water quality, and reducing urban heat. The concept also encourages a variety of low, medium, and high-rise buildings that can support new green infrastructure.

Dalhousie Road will not only act as a transportation corridor, it will also function as a people-priority ‘greenway’ with strengthened connections to Jim Everett Memorial Park. Kings Road will be gradually transformed into a people-only ‘greenway’ with a beautiful tree canopy, natural vegetation, widened walking and cycling paths, and outdoor seating, gathering, and play areas. The Kings Road ‘greenway’ will provide an indirect green space link between Jim Everett Memorial Park and the Sword Fern Trail at Ielam. The Bridle Path along Western Parkway in Area D will be improved as a tree-lined people-priority ‘greenway’ with community gardens, green infrastructure, and passive and active play opportunities alongside sidewalks, bicycle lanes, and vehicle routes. Together, these greenways will provide more urban green space for relaxation and enjoyment.

PUBLIC BENEFITS

Public amenities and services are important elements of a complete community. The neighbourhood concept has identified seven key areas that support a liveable, healthy, and sustainable neighbourhood.

These public benefits include:

- Community facilities (e.g., community centres, libraries, and arts facilities)
- Public realm improvements
- Childcare facilities
- Affordable and/or special needs housing¹²
- Parks and open spaces
- Transportation services
- Utilities

The UEL will strive to assess local public benefit needs, taking into account the existing network of amenities within Area D and the UEL, as well as regionally serving amenities located in the University of British Columbia, the City of Vancouver and beyond. The UEL will work in partnership with the community, senior governments, property owners, and other agencies to establish appropriate social infrastructure, public benefits, and amenities for residents.

¹² Affordable and/or special needs housing is defined on page 30 (“Housing Choice”) of this Plan.

4.2 DIRECTIONS

OBJECTIVES

- » Create a complete community that accommodates a growing population and meets the needs of diverse residents, businesses institutions, groups and organizations.
- » Create land use patterns and forms that support transit and active modes of transportation.

POLICIES

4.2.1 Plan for growth in Area D's population, dwelling units, employment, and amenities in keeping with the projections in Metro Vancouver's Regional Growth Strategy.

4.2.2 Mixed-use (residential/commercial) buildings will be concentrated in the U Hill Village and leləm commercial areas. New developments around U Hill Village and leləm commercial area will be encouraged to maximize the prescribed densities (outlined in Section 4.3) in order to support the viability of the retail environment.

4.2.3 Consider using density bonuses with community amenity contributions to permit medium and high-rise development on select sites and incentivize the retention, renewal and/or development of a diversity of public benefits (outlined in Section 4.1).

4.2.4 Explore proactive strategies for redeveloping vacant and underused properties, including surface parking areas and laneways. This could be done through short-term pilots and public space activations, and longer-term redevelopment.

4.2.5 5800 University Boulevard (PID: 025-942-093) has two land use designations, IM (Institutional Mixed-Use), and CR-2 (Commercial Residential High-Rise), as shown in *Schedule A: Land Use*. The intent of the two land use designations is to protect the distinct institutional character and uses of the site while encouraging the transition of the existing surface parking lot into a vibrant mix of residential and commercial uses. CR-2 corresponds to the boundaries of the existing parking lot (the

southern approximately 45.7m x 61m portion of the site), and IM corresponds to the remainder of the site. Additional bonus density at redevelopment will only be considered when public benefits including, but not necessarily limited to, rental and/or affordable housing, are provided.

4.2.6 2076 Wesbrook Mall (PID: 025-614-991) and 2026 Wesbrook Mall (PID: 025-598-244) are designated as IN (Institutional Neighbourhood), as shown in *Schedule A: Land Use*. The intent of this mixed-use institutional-residential designation is to maintain the institutional use of the site, while respecting its distinct location in a predominantly single-family neighbourhood. Any proposed new development at this location must ensure a sensitive transition to the adjacent single-detached homes. Additional bonus density at redevelopment will only be considered when public benefits including, but not necessarily limited to, rental and/or affordable housing, are provided.

4.2.7 2140 Wesbrook Mall (PID: 010-242-716) is designated as CR-2 (Commercial Residential High-Rise). The intent of this designation is to allow multi-unit and commercial uses that emphasize street-fronting activity, pedestrian connectivity and the public realm. Additional bonus density at redevelopment will only be considered when public benefits including, but not necessarily limited to, rental and/or affordable housing, are provided.

4.3 LAND USE DESIGNATIONS

Land use designations guide decisions about where to locate land uses and how much area to provide for each use. These decisions are key to developing a complete community with a variety of housing types, parks and green space, transportation options, employment, services, and recreation opportunities.

The Area D Neighbourhood Plan Land Use Map is shown below (Land Use for the Area D Neighbourhood Plan), outlining allowable land uses, building form and densities, as well as existing and proposed streets. The Plan's land use designations will prevail over those shown in the Official Community Plan.

All land use designations (except Park, Recreation, and Open Space) have a prescribed base density while some land use designations also have a density bonus provision, where additional density may be considered when public benefits are provided by a property owner, as detailed in the *Land Use, Building, and Community Administration Bylaw* and in accordance with Section 4.1 Public Benefits and Amenities.

FIGURE 11: LAND USE

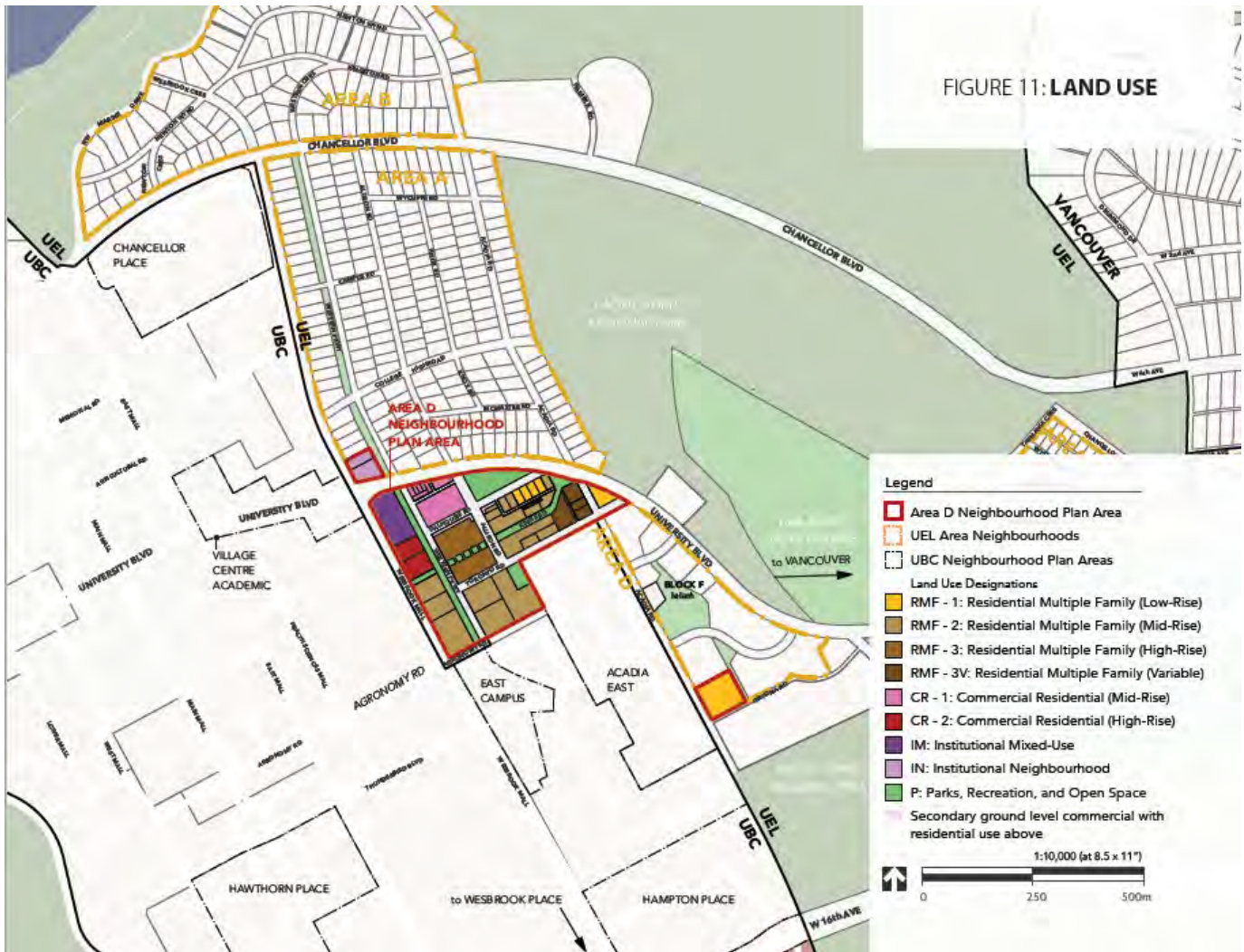
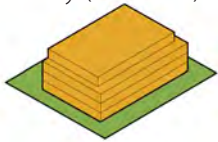
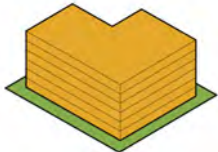
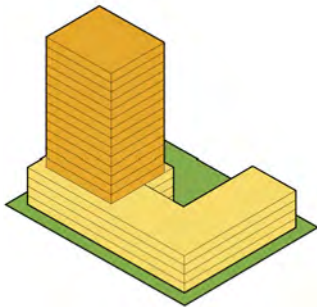
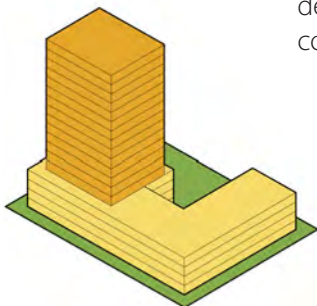
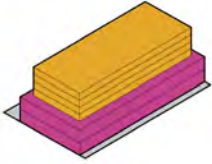
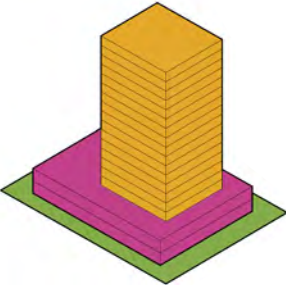


Figure 11: Land use for the Area D Neighbourhood Plan.

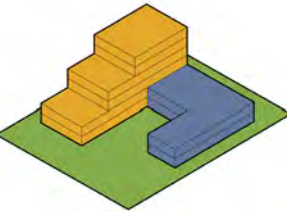
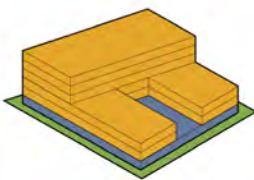

4.3.1 RESIDENTIAL LAND USE DESIGNATIONS

DESIGNATION	PURPOSE	BUILDING TYPE & HEIGHT	USES	MAXIMUM BASE DENSITY	MAXIMUM BONUS DENSITY
<p>RMF-1</p> <p>Residential Multiple Family (Low-Rise)</p> 	To provide quality low-density multi-unit housing with a mix of unit sizes and a focus on creating attractive and active streets.	<p>Ground-oriented housing, low-rise apartment.</p> <p>Up to 4 storeys and 14 m.</p>	Multi-unit residential	1.0 FSR	A density bonus of up to 0.75 FSR may be considered when public benefits are provided.
<p>RMF-2</p> <p>Residential Multiple Family (Mid-Rise)</p> 	To provide quality multi-unit housing with a mix of unit sizes and a focus on creating attractive and active streets.	<p>Mid-rise buildings.</p> <p>Up to 6 storeys and 20 m.</p>	Multi-unit residential	1.0 FSR	A density bonus of up to 2.0 FSR may be considered when public benefits are provided.
<p>RMF-3</p> <p>Residential Multiple Family (High-Rise)</p> 	To provide well-designed high density development in select locations.	<p>Mid-rise to high-rise buildings.</p> <p>Up to 18 storeys and 56 m.</p>	Multi-unit residential	1.25 FSR	A density bonus of up to 2.75 FSR may be considered when public benefits are provided.
<p>RMF-3V</p> <p>Residential Multiple Family (Variable)</p> 	To provide well-designed high density development in select locations dependent on lot consolidation.	<p>Mid-rise to high-rise buildings.</p> <p>Up to 6 storeys and 20 m if the lot size is less than 3,500 m².</p> <p>Up to 18 storeys and 56 m if the lot size is 3,500 m² or larger.</p>	Multi-unit residential	1.25 FSR	<p>A density bonus of up to 1.75 FSR may be considered when public benefits are provided and the lot size is less than 3,500 m².</p> <p>A density bonus of up to 2.75 FSR may be considered when public benefits are provided and the lot size is 3,500 m² or larger.</p>

4.3.2 COMMERCIAL LAND USE DESIGNATIONS


DESIGNATION	PURPOSE	BUILDING TYPE & HEIGHT	USES	MAXIMUM BASE DENSITY	MAXIMUM BONUS DENSITY
<p>CR-1</p> <p>Commercial Residential (Mid-Rise)</p> 	<p>To allow multi-unit residential and commercial uses in a mid-rise building form, contributing to the public realm and pedestrian connectivity. Sites must be mixed-use and can include commercial, institutional, or live/work. Buildings must emphasize street-fronting activity including shops or services.</p>	<p>Mixed-use mid-rise buildings with commercial on the lower floors and residential above.</p> <p>Up to 6 storeys and maximum 22 m.</p>	<p>Commercial and office</p> <p>Multi-unit residential</p> <p>Institutional</p>	<p>2.5 FSR</p>	<p>A density bonus of up to 1.0 FSR may be considered when public benefits are provided.</p>
<p>CR-2</p> <p>Commercial Residential (High-Rise)</p> 	<p>To allow multi-unit residential and commercial uses in a high-rise building form, contributing to the public realm and pedestrian connectivity. Sites must be mixed-use and can include commercial, institutional, or live/work. Buildings must emphasize street-fronting activity including shops or services.</p>	<p>Mixed-use mid-rise to high-rise buildings with commercial on the lower floors and residential above.</p> <p>Up to 18 storeys and maximum 58 m.</p>	<p>Commercial and office</p> <p>Multi-unit residential</p> <p>Institutional</p>	<p>1.25 FSR</p>	<p>A density bonus of up to 2.75 FSR may be considered when public benefits are provided.</p>

4.3.3 SUPPORTING LAND USE DESIGNATIONS

DESIGNATION	PURPOSE	BUILDING TYPE & HEIGHT	USES	MAXIMUM BASE DENSITY	MAXIMUM BONUS DENSITY
IM Institutional Mixed-Use 	To provide for services to the community, UEL, and region, including schools, places of assembly, recreation facilities, public care facilities, and utility services.	Mid-rise. Up to 6 storeys and maximum 22 m.	Institutional Multi-unit residential Commercial	1.25 FSR	A density bonus of up to 0.2 FSR may be considered when public benefits are provided.
IN Institutional Neighbourhood 	To provide for services to the community, UEL, and broader region, with specific related residential uses that are sensitive to adjoining single-family neighbourhood.	Mid-rise. Up to 6 storeys and maximum 22 m.	Institutional Multi-unit residential	1.25 FSR	A density bonus of up to 1.75 FSR may be considered when public benefits are provided.
P Parks, Recreation, and Open Space 	To provide parks and green and open space to serve the community and UEL.	Recreation facilities and outbuildings.	Recreation areas Protected areas	N/A	N/A

PART 5: POLICY DIRECTIONS



A photograph of Jim Everett Memorial Park. In the foreground, a large green lawn is scattered with fallen leaves. Two people are sitting at a small table on the left. In the middle ground, there are several large, leafless trees and a white van parked on a paved area. In the background, a modern multi-story building with balconies and large windows is visible. The sky is clear and blue.

5.1 NEIGHBOURHOOD CHARACTER

OVERVIEW

A diversity of building types, parks and green spaces, and an active public realm are the backbone of Area D's unique character, setting the neighbourhood apart from other areas in the UEL and UBC.

By honouring the existing character and reinforcing it through urban design and development, the neighbourhood can continue to evolve into a more distinctive place and destination. Buildings should be designed to frame and give life to the streets they front, providing safe and comfortable spaces for people to connect, visit, and pass by. U Hill Village and the Ieləŋ commercial area will be supported as vibrant and attractive destinations that support people to meet their daily needs and that respect and celebrate diverse cultures.

OBJECTIVES

- » Support a greater sense of place through design, distinct spaces, and a human-scaled urban form.
- » Design buildings to frame and give life to the streets they front, providing safe and comfortable spaces for people to connect, visit and pass by.
- » Encourage a unique character that attracts people to live, work, learn and play.
- » Protect and celebrate diverse cultural and natural heritage and history.

POLICIES

Character

- 5.1.1** Promote Area D as a vibrant, diverse, green, and healthy neighbourhood through land use, colour, lighting, and community programming.
- 5.1.2** Explore opportunities to collaborate with Coast Salish peoples, in particular the Musqueam First Nation, on initiatives that advance reconciliation.

Built Form

- 5.1.3** Support the development of high-quality, innovatively designed buildings and landscaping in a variety of forms that encourage social interaction and active transportation.
- 5.1.4** Ensure new development respects and responds to the local context (e.g., existing lot patterns, scales, massing, orientation, setbacks, materials, and colours of neighbouring buildings) and corresponds to pedestrian scale and pace in all commercial and mixed-use areas.
- 5.1.5** Ensure commercial and mixed-use developments include ground floor commercial with narrow frontages in a regular pattern, oriented towards the street or pedestrian public realm.
- 5.1.6** Off-street surface-level parking must not be located in front of buildings. Off-street parking should be accessed from a lane, where possible.

Noise

- 5.1.7** Consider expanding the Noise Guidelines developed for the Ielərn development to the rest of Area D.

Views

- 5.1.8** Encourage buildings to protect views and visual links to natural features, where feasible (e.g., Jim Everett Memorial Park, Pacific Spirit Regional Park to the northeast, and the mountains to the north).

Heritage Features

- 5.1.9** Explore ways to understand, identify and celebrate cultural heritage using a variety of methods (e.g., public art, community events, dates stamped on sidewalks, information posted in places and on buildings), drawing from Indigenous knowledge and immigrant contributions.
- 5.1.10** Encourage property owners to conserve certain buildings and sites with historic features and/or qualities (i.e., have generally maintained their original materials and appearance) through the use of tools and development processes (e.g., incentives/regulation relaxations).
- 5.1.11** Recognize Jim Everett Memorial Park, designed by Cornelia Hahn Oberlander, as a culturally and historically important hub, and explore opportunities to conserve and enhance the park through management, programming, and maintenance.

Weather and Light Protection

- 5.1.12** Encourage new developments to maximize winter solar gain, summer cooling, passive ventilation and cooling and protection from wind and inclement weather through building form, orientation, alignment, overhangs, canopies, materials and features.
- 5.1.13** Install new lighting on all streets for pedestrians, cyclists, and vehicles at the time of street reconstruction. New poles around U Hill Village will incorporate power outlets to facilitate ornamental lighting displays and temporary retail uses.
- 5.1.14** Ensure that new development does not adversely impact shadowing on recognized public open space and commercial areas to ensure that these spaces have solar access when people are typically more active.

Use Transition

- 5.1.15** Address transitions in scale between taller mixed-use and residential developments and ground-oriented residential uses by stepping down building heights where appropriate, in particular to low-density residential neighbourhoods in the UEL and UBC.

Public Realm

- 5.1.16** Consider developing an urban landscape plan to guide the implementation of public realm improvements in Area D.
- 5.1.17** Define and encourage the base of all buildings to match use and to welcome pedestrians to enjoy their features, and in the case of commercial and mixed-use buildings, to come inside. In commercial buildings, achieve this through transparency (i.e., ample glazing), spill out activities, frequent entries accentuated through height, width, recesses, canopies, and/or landscaping. Commercial and mixed-use buildings should avoid blank walls and encourage features such as vertical gardens and murals on walls without windows and doors. For residential buildings with ground floor units, this means providing quieter and greener streets with a tree buffer and front patio spaces.
- 5.1.18** Require buildings to frame the street. For commercial land uses, the setback should be considered the “build-to” line, and buildings and their storefronts should be built to this line to create a strong definition of built form along the street.
- 5.1.19** Provide sufficient space to accommodate sidewalk seating and other amenities within parks, plazas, and public and semi-public spaces along streets. Prioritize areas with views of interesting features in the neighbourhood in order to create more opportunities for rest. Consider updating maximum and minimum setbacks in the Land Use, Building, and Administration Bylaw.
- 5.1.20** Support a variety of public art and creative expression such as sculptures, artistic street benches, and murals that celebrate diverse histories, cultures, and settings.
- 5.1.21** Encourage spill out activities such as sidewalk patios from businesses into the public realm, provided they maintain enough width for pedestrian movement.
- 5.1.22** Where the right-of-way of a bordering roadway is less than 20 metres, owners are encouraged to provide adequate sidewalk and public realm space, including in the setback from the property line to

the building.

Laneways

- 5.1.23** Explore opportunities to improve and activate the laneways in U Hill Village as public spaces through public realm improvements. Explore opportunities for greening, gathering spaces, consolidated solid waste containers, temporary or permanent programming, public art, pedestrian lighting, spill out activities from adjacent businesses, and more. These activities should be designed for compatibility with building access, loading, delivery, waste collection and emergency services.

Events and Activity

- 5.1.24** Promote a mix of activity in the community by supporting a range of commercial and entertainment uses that draw residents and visitors in, during and outside of regular school and business hours.
- 5.1.25** Support the hosting of special events in commercial centres to serve the community.

Gateways

- 5.1.26** Investigate opportunities to establish gateway treatments that create a sense of arrival at Area D and that promote the area’s distinct identity (e.g., banners with branding, significant trees, public art, and decorative utility box wraps).
- 5.1.27** Investigate opportunities (e.g., grants and service group partnerships) to provide funding for gateway features.

5.2 HOUSING



Ground-oriented housing in Area D

OVERVIEW

Housing provides people with shelter from the elements, a sense of safety and privacy, and a refuge from the outside world. Affordable and diverse housing options help people stay and build a future in the community as their needs change, contributing to a more vibrant and connected place.

To support the anticipated population growth within the Plan area over the next thirty years, redevelopment activity will need to occur. The Plan guides the development of appropriate forms of housing to increase housing options and affordability. This includes compact multi-unit housing forms – row housing, townhouses and apartment units – and both market and non-market rental and ownership housing. Housing will need to accommodate young adults, couples, young families, single parents, and aging adults who choose to age in place. Housing form and character will be governed by the UEL's Design Guidelines found within the Land Use, Building and Community Administration Bylaw.

OBJECTIVES

- » Provide accessible, appropriate, secure, and affordable housing options for people at all stages of life.
- » Provide a range of multi-unit housing types, tenures, and prices that give residents choices.

POLICIES

Housing Diversity

- 5.2.1** Complete a Housing Needs Assessment (HNA) by April 2022 to examine the area's supply and demand for housing and determine existing and future housing needs.
- 5.2.2** Permit a range of multifamily housing types and unit sizes.
- 5.2.3** Encourage new multi-unit developments to provide ground-oriented units at grade, where feasible.
- 5.2.4** Require new multi-unit housing developments to provide a minimum of 20% of new units as two or more bedrooms, where feasible.
- 5.2.5** Allow accessory and lock-off units within ground-oriented rowhouses and townhouses.
- 5.2.6** Require 25% of new units to be adaptable across unit sizes.
- 5.2.7** Support housing developments that offer a continuum of care for seniors, such as independent living, supportive living, and full-care, to enable residents to age in place.

Housing Affordability

- 5.2.8** Support affordable housing projects across the Housing Spectrum (Figure 12).
- 5.2.9** Support subsidized housing, supportive housing and non-market rental housing for vulnerable populations, such as seniors, low-income families with children and individuals with special needs.
- 5.2.10** Incentivize the development of affordable rental and market housing for households with low and low-to-moderate incomes through density bonus provisions.
- 5.2.11** Require developments seeking rezoning to provide at least 30% of total residential floor area set aside for affordable housing. This includes two components: a minimum 20% of floor area for low-income housing and a minimum 10% of floor area for moderate-income housing. All housing shall be provided in a variety of unit types.
- 5.2.12** Explore opportunities for cooperation and collaboration with UBC, the City of Vancouver, Metro Vancouver, Musqueam First Nation, and others on affordable housing initiatives.



Figure 12: The Affordable Housing Wheelhouse
(Modified from the City of Kelowna *Healthy Housing Strategy* (2018).)

Housing Tenure

- 5.2.13** Enable the development of multi-unit housing with a range of tenure types, including purpose-built rental housing and co-op housing.
- 5.2.14** A minimum of one for one replacement of existing rental housing units will be required (e.g. by way of Residential Rental Tenure Zoning and/or a housing agreement) on any site with three or more dwelling units when the demolition or change of use or occupancy of a rental housing unit on that site is proposed.
- 5.2.15** For sites undergoing a rezoning, consider entering into a Housing Agreement to ensure that any new development retains a certain type of housing. Housing Agreements may include terms on the form of tenure, the administration and management, the rents and lease rates, the sale or share prices that may be charged, and the rates at which these may be increased over time.
- 5.2.16** Applicants seeking a rezoning or development permit for redevelopment or major renovations resulting in permanent relocation of tenants in existing residential rental units will provide a Tenant Relocation Plan. At a minimum, the Tenant Relocation Plan must include the following components:
- Early communication with tenants;
 - Financial compensation provided based on length of tenancy;
 - Arrangement, at the choice of the applicant, for an insured moving company or a flat rate payout for moving expenses;
 - Assistance finding new accommodations;
 - Assistance with relocation; and
 - Existing tenants shall be provided Right of First Refusal to move back into the new building with a 20% discount off starting market rents, or at the new non-market rents in circumstances when the replacement unit is social housing.
- 5.2.17** In order to ensure that new housing in multi-family residential areas includes rental units, and that existing areas of rental housing are preserved as such, Residential Rental Tenure Zoning provisions shall be incorporated into all land use

designations where multi-family residential is permitted. This will ensure that upon redevelopment, or dissolution of a strata corporation and sale of land, a minimum of 20% of any additional new housing units (as secured through density bonusing, other policy provisions, and/or zoning bylaw regulations) will be developed as rental units, in consideration of other rental protection policies and public benefits.



High rise condominium in Area D



5.3 PARKS & GREEN SPACE

OVERVIEW

Human health and well-being depend on a healthy natural environment and ecological network – the interconnected system of natural and semi-natural areas. Over a hundred years ago, the UEL was a forest of western red cedar and Douglas-fir trees. Today, more than half of the land consists of parkland, the majority of which is in Pacific Spirit Regional Park, composed of mature second growth forest.

Once a natural forest ecosystem, Area D is now a developed landscape with green spaces such as street trees, private gardens, the Bridle Path greenway, Jim Everett Memorial Park, Rick Genest Park, the Ielərn forest park, and Pacific Spirit Regional Park at the eastern border. The urban forest consists of approximately 16% canopy cover (as of 2018).¹⁶ Even in a modified urban environment such as Area D, the natural environment provides essential ecosystem services, including clean air and water, waste decomposition, nutrient cycling, carbon sequestration, habitat for diverse species, access to nature, and social and recreational opportunities for diverse residents and visitors. These green spaces are also part of the community's identity, and support sectors such as education, recreation and tourism. Area D, like other urban centres, is challenged with protecting global and local ecosystems, while meeting the land, energy, water and material needs of a growing population.

The Plan strives to protect and enhance parks and green and open spaces by further integrating the environment into land use and other planning initiatives, and by enhancing the urban forest, with an emphasis on park-like streetscapes, naturalizing open spaces, and adding new green spaces and green infrastructure where appropriate.

OBJECTIVES

- » Protect and enhance parks, green spaces and other ecological assets to support healthy and diverse ecosystems.
- » Support an active community where everyone enjoys easy access to parks and green space.
- » Maintain and enhance the urban forest and tree canopy cover.
- » Promote an ethic of environmental stewardship and responsibility among residents.

16 Estimated from: Metro Vancouver. 2014. Land Cover Classification 2014 - 2m LiDAR (Raster), and University of British Columbia. Canopy LiDAR.

POLICIES

Urban Forest

- 5.3.1** Maintain and add to the urban forest on private and public land using the UEL Works and Services Bylaw as a guide for tree protection, replacement, and growth. Consider setting a tree canopy cover target to increase canopy cover in Area D from 16% (as of 2018).
- 5.3.2** Explore opportunities to protect and retain healthy mature trees and shrubs where possible, and to increase the urban forest in all development and infrastructure projects.
- 5.3.3** Consider establishing Landscape Design Guidelines for private and public lands to ensure all development and infrastructure projects maintain and expand green space and increase the quantity, density and diversity of trees. The Landscape Design Guidelines should promote the planting of native species and species resilient to climate change, and the planting and removal of trees selectively to maximize passive solar gain, natural ventilation and cooling, and windbreaks in buildings.
- 5.3.4** Ensure that neighbourhood character is maintained through the planting and/or replacement of street trees that help preserve/restore the tree canopy.
- 5.3.5** Consider planting trees and other vegetation along streets, in parking areas and in other paved open spaces to store carbon, reduce water run-off, buffer windstorms, and reduce local urban heat build up (e.g., University Boulevard, Western Parkway, Dalhousie Road, Kings Road, Agronomy Road, and Toronto Road).

Ecology

- 5.3.6** Enhance and restore ecological links between the Plan area's parks and green spaces and surrounding UEL natural areas to increase connections for wildlife.
- 5.3.7** Investigate opportunities to conduct natural asset planning by mapping natural assets across the UEL to determine their condition and value, and identifying strategies to maintain and enhance these natural assets.

- 5.3.8** Consider developing a biodiversity strategy with community partners and Metro Vancouver to maintain and enhance biodiversity, increase ecological and habitat connectivity, promote the use of native species, and reduce the density and distribution of invasive species.
- 5.3.9** Consider including bird friendly design standards in the Design Guidelines for tall buildings, such as those outlined in the UEL Block F Design Guidelines, or green rating systems like LEED.

Green and Open Spaces

- 5.3.10** Consider gradually creating a 'greenway' along Kings Road by planting additional trees and shrubs, installing green infrastructure, and encouraging urban agriculture. Funds from community amenity contributions can go towards creating the 'greenway'. The UEL may also explore additional financial tools to accelerate the implementation of the greenway.
- 5.3.11** Consider activating the Bridle Path with more trees, a community garden, outdoor furniture, games, and green infrastructure, to provide shade, store carbon, reduce local urban heat build up, and create a more inviting and calming landscape.
- 5.3.12** Encourage the activation and enhancement of the private urban forest at 5760 Dalhousie Road for public use.

Environmental Stewardship

- 5.3.13** Promote community stewardship programs that protect, enhance, and restore parks, green space, and ecological health.
- 5.3.14** Support the educational efforts of governments, organizations, and others to increase awareness and understanding of ecological features and processes and sustainable household practices (e.g., water conservation and waste reduction and recycling).



5.4 LOCAL ECONOMY & AMENITIES



University Marketplace plaza, looking north

OVERVIEW

Community amenities support people’s ability to meet their diverse daily needs, contributing to a vibrant, liveable, and complete community. For the purposes of this Plan, community amenities refer to parks and green space, public space, libraries, schools, childcare facilities, community centres, arts and cultural facilities, commercial areas, business and office space, and health and social services.

Most of Area D’s economic activity is centred at U Hill Village, Regent College, and the new Ielərın development. Commercial amenities strengthen the local economy by providing a range of business sectors, local jobs that pay a living wage, and services that meet the needs of the community.

Socially, residents have access to a variety of amenities in and outside of the UEL. Area D’s public spaces (e.g., U Hill Village plaza, shop entrances, front porches, parks, streets, and laneways) are where public life happens and where a ‘sense of place’ is created. Jim Everett Memorial Park provides a cherished space for passive recreation and community gathering. The Ielərın development will provide a public plaza, new community centre, childcare facility, and playground. Residents also have access to nearby elementary and high schools in the UEL, and a variety of facilities at UBC, including two existing community centres, museums, libraries, the Aquatic Centre, food and drink, and cultural facilities.

The Plan aims to facilitate a more diverse local economy with more social, cultural, recreational, and economic opportunities, in particular at U Hill Village, the Ielərın commercial area, Jim Everett Memorial Park, and along the Bridle Path. The Plan also promotes arts and culture by recognizing and celebrating the area’s diverse histories and beloved spaces and by encouraging people to connect with each other through arts, culture, recreation, volunteerism and community service.

OBJECTIVES

- » Create a place where diverse people come to live, work, learn, and play, regardless of age, ethnicity, religion, culture, income, sexual orientation, ability, and/or family status.
- » Promote a healthy community with access to arts, culture, recreation, social services, and employment opportunities.
- » Create opportunities for residents to connect and know their neighbours.
- » Support access to local food and food assets to promote food security.
- » Attract and retain local serving businesses and activities that meet the needs of diverse community members.

POLICIES

Social Equity

- 5.4.1** Support an inclusive community that represents all residents' unique histories, perspectives, and experiences.
- 5.4.2** Explore opportunities to collaborate with the Musqueam First Nation to acknowledge and celebrate their relationship to the land and to advance reconciliation.
- 5.4.3** Support the efforts of other government and organizations to reduce inequity, such as through enabling stable housing and social services, encouraging jobs that provide a household-sustaining wage, and supporting education and skills training programs.

Multi-generational Community

- 5.4.4** Encourage larger new developments to include daycare facilities to support families in the UEL.
- 5.4.5** Consider developing an age-friendly plan, policies and/or projects that recognize, celebrate and meet the needs of older individuals.

Accessibility

- 5.4.6** Require private and public buildings and public space to be universally accessible. Follow standards developed through the Accessible Canada Act.

Schools

- 5.4.7** Continue to work with the Vancouver School Board to make local school facilities safe, accessible, and available for community use, such as for gatherings and events.

Recreation and Social Services

- 5.4.8** Support the delivery of high quality, local serving programs and services for children, families, seniors, and vulnerable groups through the new community centre at Ielərín.
- 5.4.9** Work with UBC, the City of Vancouver, senior governments, residents, and other partners to support vulnerable groups, such as through literacy outreach and support, social, arts, culture and health programs.

Commercial Centres

- 5.4.10** Protect and increase commercial space in commercial centres, as needed and in accordance with Section 4.3 Land Use Designations.
- 5.4.11** Support small-scale/temporary or "pop-up" retail spaces in and around U Hill Village, with a focus on the plaza, laneways, Bridle Path, Western Parkway, Dalhousie Road and Allison Road. Potential uses include food trucks, farmers markets or stalls, and pop-up shops.
- 5.4.12** Allow ground-floor commercial as a conditional use on the south side of Dalhousie Road between Western Parkway and Allison Road.

Local Business Vitality

- 5.4.13** Explore ways for the *Land Use, Building and Community Administration Bylaw* and permitting processes to support a more local-serving business sector that provides services for a complete community (e.g., grocery stores, family-friendly restaurants, and medical offices).
- 5.4.14** Encourage commercial and mixed-use developments to accommodate innovative working spaces, such as incubators, innovation hubs, and live / work options.
- 5.4.15** Support property owners and businesses to engage in activities that improve local business viability and operations (e.g., through public art and murals, pop up parks, public events and "buy local" campaigns).
- 5.4.16** Continue supporting ongoing dialogue and working relationships with property owners, businesses, and other neighbourhood partners to explore the option of establishing a Business Improvement Area to promote and raise the profile of commercial centres, to attract and support new and existing businesses, and to maintain and enhance public space.

Food Assets

- 5.4.17** Support food production on public land where it is safe, suitable, and compatible (e.g., locating community gardens, edible landscapes, and food-bearing trees, on the Bridle Path, parks, and rights-of-way).
- 5.4.18** Encourage food production on private land where it is safe and suitable.
- 5.4.19** Support residential densities sufficient to support food stores and other food retail uses such as bakeries and restaurants.
- 5.4.20** Explore expanded street food vending opportunities to animate the public realm and showcase local and diverse cuisine through the review of existing regulations and working in partnership with local businesses and the health authority.
- 5.4.21** Support local food culture and encourage the development of farmers' markets in the commercial centres to animate the public and private realm and support regional growers and food processors.
- 5.4.22** Support uses in appropriate locations that enable urban food production, processing and food waste recycling and composting.

Outdoor Amenity Space

- 5.4.23** Encourage the enhancement of green and open spaces (plazas, streets and laneways) through temporary, seasonal, and/or long-term activations and programming (e.g., furniture, temporary retail, public art, play structures, games, live music, and events).
- 5.4.24** Investigate opportunities to partner with community members or groups (such as property owners, businesses and the Ielam̓ community centre) to steward parks and green and open spaces where appropriate, including through collaborative management, programming, and maintenance.

Arts and Culture

- 5.4.25** Encourage private and public sector opportunities to showcase art and celebrate diverse cultures in public spaces through a variety of ways such as voluntary public art contributions from new developments and the private sector, and community initiatives.
- 5.4.26** Encourage affordable and appropriate arts, culture and community service spaces (e.g., visual art, theatre and dance studios, galleries, and non-profit offices) in commercial-residential zones, where feasible and in consideration of public benefit and community amenity needs.
- 5.4.27** Explore partnerships with property owners and businesses to improve the plaza at U Hill Village.
- 5.4.28** Encourage the design of plazas and gathering spaces to be suitable for hosting events and festivals.
- 5.4.29** Support live/work space for creative industries in multi-unit residential zones (e.g., studio or workshop space).

Events

- 5.4.30** Encourage festivals and events through public realm enhancements and programming, such as at Jim Everett Memorial Park and U Hill Village plaza.

Cannabis Retail Space

- 5.4.31** Explore permitting a maximum of one Cannabis Retail Store within the U Hill Village area, subject to an approved application for a change of Land Use District (i.e. rezoning).



5.5 TRANSPORTATION

TransLink bus on University Boulevard

OVERVIEW

Transportation is the infrastructure and logistics of moving people and goods around by all forms of transport. The majority of residents in Area D walk, bike, and take transit to work and school (see Figure 14). This is due in part to residents living close to where they work and learn, as well as the area’s compact size, building densities, and fine-grained network of comfortable streets and transit service.

Area D is bordered by two arterial roads, University Boulevard and Wesbrook Mall, which provide primary access routes to the UEL, the UBC and the City of Vancouver. These roads carry a high volume of pedestrians, cyclists, buses, and cars. There are also many internal local roads that carry a lower volume of pedestrians, cyclists and cars.

Area D is well connected by transit and is serviced directly by several bus routes, including a rapid transit bus (Route 99 B-Line). In 2019, UBC launched a campaign to extend the Millennium Line Broadway Extension from Arbutus Street to UBC. TransLink is now advancing the next stages of planning. If a future approved SkyTrain alignment crosses or is adjacent to the Plan area, further planning work may be considered to address potential land use impacts or policy considerations.

Over the next 30 years, a growing proportion of new residents are expected to be either over the age of 60 or under the age of 30¹⁷; groups that are often more dependent upon non-automobile modes of transportation. Future employment growth at U Hill Village, Ielərn, and UBC may also increase demand for people to travel through Area D.

To support the anticipated population growth, transportation improvements will need to occur. The Plan intends to guide the enhancement of the transportation system by giving priority to pedestrians, cyclists, and transit riders and improving the network where needed to create a more active and accessible community, while also reducing Greenhouse Gas (GHG) emissions and improving air quality.

OBJECTIVES

- » Encourage a safe, integrated and convenient network of public transit, bike routes and a comfortable and accessible pedestrian realm, for people of all ages and abilities.
- » Support an efficient road network that improves safety, and supports a reduction in vehicle ownership and use.
- » Support accessible services, amenities, buildings, facilities, public space and a local transportation network.
- » Support transportation options that conserve energy, and reduce Greenhouse Gas emissions and other air contaminants.

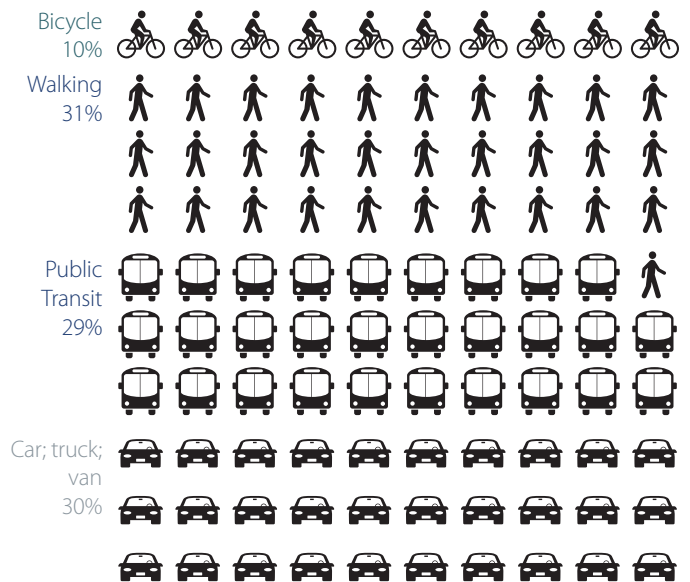


Figure 14: Daily Area D resident commute to work and school, by travel mode. (Canada Census, 2016)

17 Statistics Canada. 2017. Census Profile, 2016 Census. Dissemination Areas 59154036, 59150937, 59150938, 59150939 (tables). Summary Tables.

POLICIES

Travel Mode

- 5.5.1** Use the Hierarchy of Transportation and Mobility Priorities (Figure 15) as the framework for transportation planning where pedestrians, cyclists, transit, commercial vehicles, multi-occupant vehicles, and single occupancy vehicles are ranked in descending order of priority.
- 5.5.2** Developments, where impacting transportation networks, must prioritize walking, rolling, cycling, and transit use.
- 5.5.3** Work with the Vancouver School Board, Regent College, UBC, and other institutions to support active transportation and transportation safety to and from schools.

Walking, Cycling and Other Personal Mobility

- 5.5.4** Maintain and enhance the walking network to support people of all ages and abilities, especially as aging street infrastructure is rebuilt, replaced, and/or new developments are constructed.
- 5.5.5** Complete the pedestrian network by filling in sidewalk gaps and by widening narrow sidewalks for people with wheelchairs and strollers.
- 5.5.6** Support improvements to pedestrian facilities (e.g., lighting, wayfinding, weather protection, landscaping, drinking fountains, and sidewalk furnishings) and buffer sidewalks from travel lanes.
- 5.5.7** Support safe crossings and intersections (e.g., using curb cuts, mid-street refuges, signalization, lighting, separation buffers, and priority boxes for people cycling). In order to maintain consistency, use Transportation Association of Canada's (TAC) latest Geometric Design Guide for Canadian Roads where appropriate.

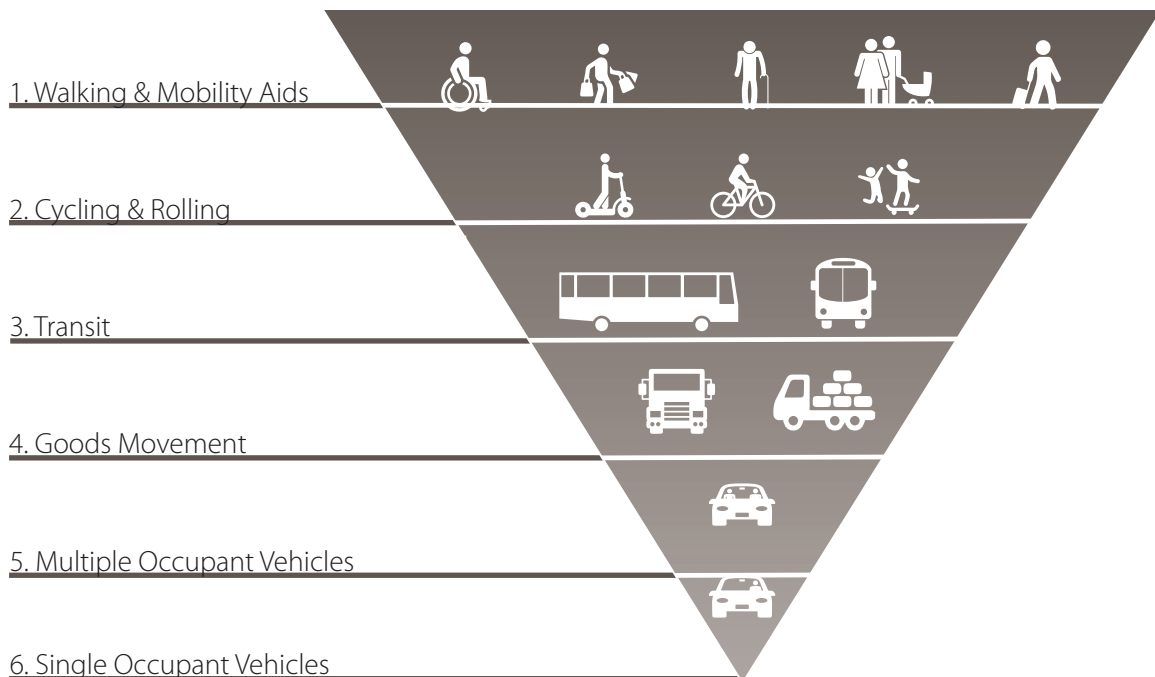


Figure 15: Hierarchy of Transportation and Mobility Priorities

- 5.5.8** Support the redesign of Dalhousie Road as an important destination street that prioritizes walking and biking by expanding and improving pedestrian and cycling facilities and landscaping, and by providing space for spill out activities.
- 5.5.9** Work with property owners to encourage a safe and accessible pedestrian trail through the private urban forest at 5760 Dalhousie Road to enable additional connections through the Plan area.
- 5.5.10** Maintain and enhance the existing bicycle network with All Ages and Abilities (AAA) facilities.
- 5.5.11** Consider creating designated bicycle routes along Dalhousie Road, Western Parkway, Kings Road, Agronomy Road, and Toronto Road to reduce conflicts and to enhance safety.
- 5.5.12** Consider requirements for bicycle parking, changing facilities and other amenities in new development, encouraging the siting of long-term bicycle parking accessible from street level and sheltered from weather events.
- 5.5.13** Work with property owners to encourage installation of bicycle parking and amenities along cycling corridors (e.g., Kings Road).
- 5.5.14** Support transportation demand management programs in new developments to encourage more people to make more trips using sustainable modes of travel such as walking, cycling, and public transit, and fewer trips using single occupancy automobiles.

Public Transit

- 5.5.15** Engage with TransLink, UBC, and the City of Vancouver in their study of options to provide rapid transit service connecting major destinations along the Broadway corridor to ensure any options respect the urban form and needs of Area D and the UEL.
- 5.5.16** Encourage TransLink to enhance transit stops and waiting areas with improvements (e.g., better seating, shelters, lighting, routing information, signage, and landscaping).

Road Network

- 5.5.17** Create an integrated two-tier road network (see Figure 16).
 - ‘People-only greenways’ are designed for pedestrians, bicycles, and other non-motorized rolling traffic, with motorized traffic limited to emergency and maintenance vehicles.
 - ‘People-priority roads’ prioritize people walking, cycling, rolling, and lastly, driving motor vehicles.
- 5.5.18** Consider transitioning Kings Road to a people-only greenway. To enable this:
 - Close Kings Road to vehicles.
 - Redesign Kings Road as a space for people walking, cycling, and rolling by creating gathering spaces and green infrastructure.
 - Maintain access for emergency and maintenance vehicles.
 - Maintain access for buildings that currently access off-street parking by way of Kings Road. Encourage off-street parking access from alternate streets, other than Kings Road, at time of redevelopment.
 - Allocate funds from community amenity contributions to support and encourage the creation and maintenance of the greenway. The UEL may also explore additional financial tools to accelerate the implementation of the greenway.
- 5.5.19** Consider future opportunities to convert Western Parkway, between Toronto Road and Agronomy Road, to a people-only greenway, with exemptions for servicing, emergency and maintenance vehicles.



Cyclist at University Boulevard and Wesbrook Mall

5.5.20 Continue to improve safe access to U Hill Village. To enable this:

- Restrict the Western Parkway and University Boulevard intersection to northbound right-turn exit-only from Western Parkway onto University Boulevard to reduce conflict points between pedestrians and drivers. Consider the full closure of this intersection in the future, with a turnaround for vehicles on Western Parkway.
- Consider limiting vehicle access in the laneways in U Hill Village to servicing, goods movement, emergency, and maintenance vehicles to reduce vehicle interruptions in the public realm, with the exception of vehicles that have access to parking spaces provided by existing buildings.

5.5.21 Consider consolidating the three intersections where Kings Road, Acadia Road, and Dalhousie Road connect with University Boulevard.

5.5.22 Participate with regional and provincial partners in the identification of emergency roads to be upgraded and maintained for disaster response routes.

Parking Management

5.5.23 Consider assessing appropriate parking supply, considering future development and growth and transportation shifts to more transit, walking and biking.

5.5.24 Consider adjusting the provision and pricing of public off-street parking over time to ensure efficient use of parking, to reduce vehicle use or increase zero emission vehicles, to recover parking facility costs and/or to raise revenue for a specific purpose.

5.5.25 Consider a variety of private parking management strategies including sharing of parking facilities, car-share parking spaces, efficient pricing, unbundled parking, overflow parking plans, improved user information, transportation demand management, and reduced parking requirements, as appropriate.

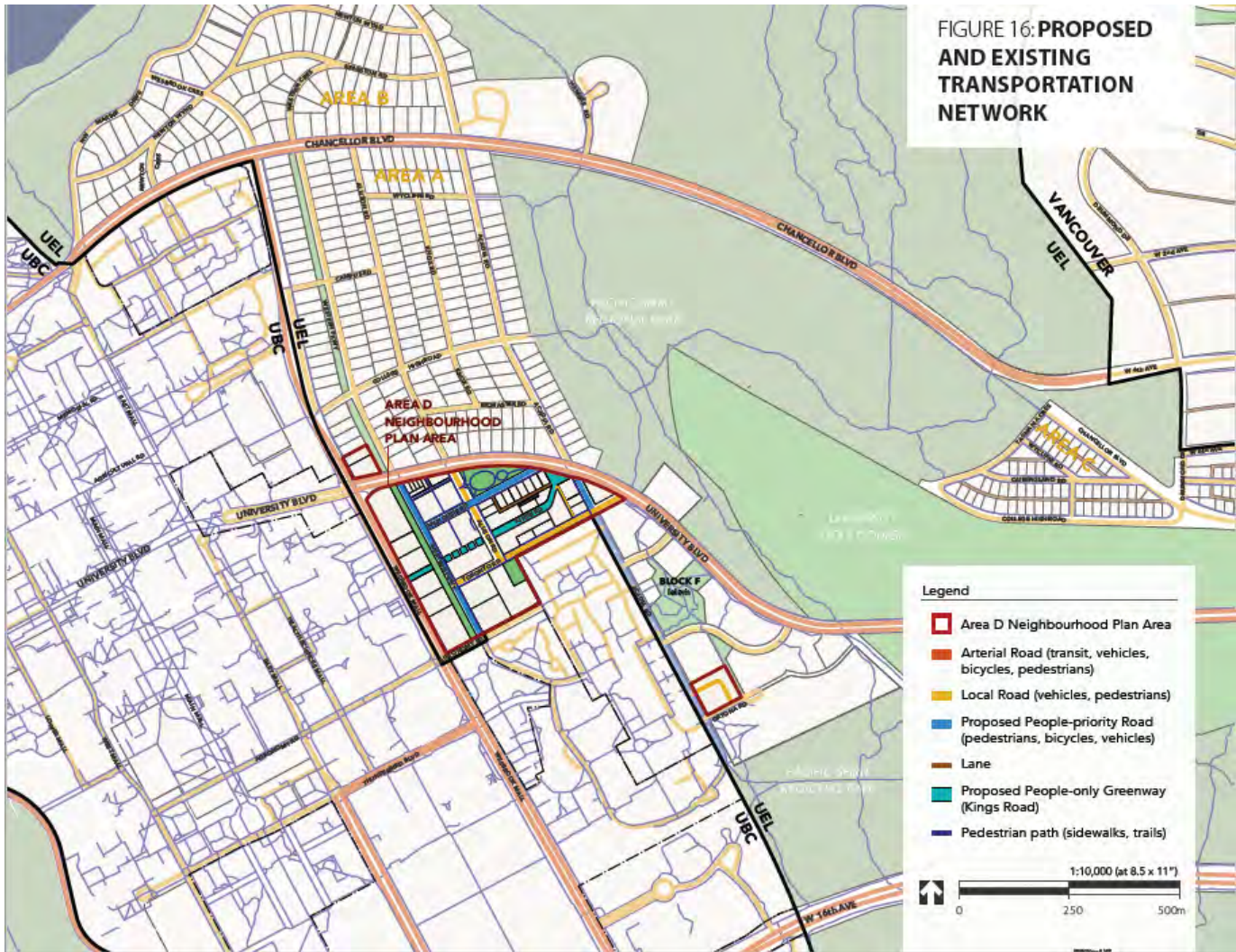


Figure 16: Transportation network for the Plan area

5.5.26 Consider reviewing and reducing private development parking requirements where buildings include the provision of on-site alternative travel supports and infrastructure, including short-term and long-term bicycle parking facilities, ridesharing, car-share, transit passes and other automobile trip reduction measures.

5.5.27 Consider updating requirements for loading docks in new commercial and mixed-use developments to be located off-street.

5.5.28 Support the reduction of transportation-generated greenhouse gas emissions, by giving consideration to:

- The provision of charging stations for electric cars, electric scooters and electric bicycles in new multi-unit residential, commercial, institutional and mixed use development; and,
- The provision of charging stations for electric cars, electric scooters and electric bicycles in the public realm.

PRODUCE @ UNI

5.6 COMMUNITY RESILIENCE



OVERVIEW

Resilient communities withstand, respond to, and adapt more readily to shocks and stresses so they can emerge stronger after tougher times and live better in good times.

Emergency management is an approach to saving lives, reducing human suffering and protecting the natural and built environment in the event of an emergency and involves four phases of decision-making and action: prevention and mitigation, preparedness, response, and recovery. Decisions and actions taken before and after emergencies are an important consideration for land use planning and management.

Currently, the top hazards for Area D are earthquakes, local impacts of global climate change (including average temperature increases, summer heat waves, forest fires, more intense and frequent precipitation in fall, winter and spring, and wind storms), and human-made hazards (such as crime). The Intergovernmental Panel on Climate Change has determined that climates around the world are changing and identifies the human activities of deforestation, waste decomposition and fossil fuel combustion as primary causes. Area D is positioned to help slow the pace of climate change through land use management and related policies that reduce greenhouse gas (GHG) emissions from buildings, transportation and solid waste disposed to landfill.

The Plan aims to support a resilient community who proactively prevents, reduces, prepares and responds to hazards through coordinated and responsive plans, programs and services. The UEL Administration will work alongside local, regional, provincial, federal and First Nations governments, as well as emergency services, social agencies, businesses, institutions, community groups and residents to enhance the natural and built environment and broader community to be more resilient to change.

OBJECTIVES

- » Support a safe community, where people can go about daily life, generally free from harm and injury.
- » Support residents to reduce and respond effectively to known and emerging threats, in particular climate change.
- » Support clean, renewable, diverse, and efficient energy sources.
- » Support new and existing land uses, buildings, and transportation networks to be safe, energy efficient, and produce few greenhouse gas emissions.

POLICIES

Climate Change Resilience

- 5.6.1** Consider developing a community energy plan that includes targets and actions for reducing GHG emissions from buildings, infrastructure, transportation and waste.
- 5.6.2** Collaborate with senior governments and other agencies and individuals to increase the community's climate resilience by researching local risks and vulnerability, identifying actions that increase resilience to impacts, and managing development to support resilience as new data becomes available.
- 5.6.3** Continue to promote the reduction of community greenhouse gas emissions through compact land use patterns such as walkable and complete commercial centres.
- 5.6.4** Continue to promote the reduction of community greenhouse gas emissions through transit-oriented development.
- 5.6.5** Continue to promote the reduction of community greenhouse gas emissions through networks and amenities for cyclists, pedestrians and other forms of personal mobility.

Energy Management

- 5.6.6** Work with other governments, utility providers, the private sector and community organizations to encourage energy conservation and efficiency.
- 5.6.7** Work with other governments, utility providers, businesses and private developers to explore the feasibility of renewable energy on a distributed on-site basis or neighbourhood-wide scale.
- 5.6.8** Use Sustainable Energy Principles as a framework for energy management where the following are prioritized in descending order of priority:
 - Energy Conservation and Efficiency: use community, building, and infrastructure design and technologies to reduce energy use and improve energy efficiency.
 - Diverse and Renewable Energy Sources: use a diversity of local and renewable energy sources for infrastructure and buildings.
 - Low Carbon Fossil Fuels: replace fossil fuels with renewable fuels or low carbon fuel alternative, only where needed (e.g., processes that require higher intensity fuel sources).

Building Performance

5.6.9 Require new buildings to satisfy a high standard for green building performance.

- Reduce energy demand per building by implementing increasing energy efficiency and GHG emissions performance requirements for all new building types over time;
- Encourage the use of innovative design and materials, including low embodied energy and/or sustainable construction materials (e.g., mass timber) in new developments;
- Develop strategies to enable efficient, zero GHG emission new buildings;
- Continue to require buildings to be designed and constructed to conform to the BC Energy Step Code and accelerate adoption of Step 3 and 4 for Area D.

5.6.10 Support and enable opportunities to retrofit existing residential, commercial, institutional and mixed-use buildings to realize significant energy efficiency and GHG emission reductions.

- Explore opportunities to encourage the replacement of inefficient systems (e.g., HVAC) in existing buildings through high efficiency system upgrades and sustainable heating and cooling systems.

5.6.11 Assess opportunities to enable on-site renewable energy systems in residential, commercial, institutional and mixed-use buildings.

Community Safety

5.6.12 Consider using Crime Prevention Through Environmental Design (CPTED) principles and strategies to improve the planning, design, and structure of private developments and public spaces.

5.6.13 Consider updating the Design Guidelines in the *Land Use, Building, and Community Administration Bylaw* to enhance the deployment of emergency services in new buildings over four storeys in the event of an emergency (e.g., through the design of the building and the use of smart technologies to provide information to first responders).

5.6.14 Investigate opportunities and consider working with partners to enhance the safety of parks and green and open spaces through a variety of measures, such as appropriate lighting.

5.6.15 Work with the RCMP to support and expand resident involvement in public safety through community policing opportunities (e.g., Block Watch and Business Watch).

5.6.16 Maintain and enhance partnerships with local, regional and senior governments, public agencies, service providers and community organizations for efficient and effective coordination of emergency management plans.

5.6.17 Work with Metro Vancouver to plan, coordinate, and test emergency and disaster response services.

5.6.18 Educate residents and businesses on how they can prepare for, respond to, and recover from emergencies.



5.7 INFRASTRUCTURE



Bioswale in Area D

OVERVIEW

Infrastructure is the collection of physical assets that are needed to sustain the operation of a community. Water supply, solid waste, waste treatment, electricity, gas, and telecommunications are among the main infrastructure critical to community liveability. This infrastructure provides residents, business owners, service agencies, and institutions with essential services that are necessary to operating a home, business or institution. Compact and complete communities typically require less infrastructure investment per capita, resulting in more cost-effective utility services.

The UEL faces capital costs associated with the repair and replacement of aging and deteriorating infrastructure (e.g., in the Plan area, portions of the storm and sanitary sewers were built during the 1950s). Beyond the issue of deterioration, infrastructure may need to be improved or relocated to accommodate future residents' demand for utilities, and to adapt to the impacts of climate change.

This Plan gives priority to policies that support sustainable infrastructure systems, where waste is minimized and natural processes are integrated into systems and services, such as for water supply, waste water management, integrated rainwater management, solid waste management, sustainable energy provision, and green infrastructure.

The Plan also seeks to proactively and strategically manage existing infrastructure to minimize the need for new infrastructure. During any development process, the UEL will work with utility providers and property owners to coordinate the improvement and location of infrastructure to reduce impacts, costs, and to increase resilience to change.

OBJECTIVES

- » Design infrastructure and facilities that will meet the needs of residents and business, using best management practices.
- » Support healthy, clean, high-quality drinking water.
- » Reduce demand for potable water.
- » Manage liquid waste efficiently and effectively to safeguard public health.
- » Reduce the solid waste stream to the regional landfill, with recovery, re-use, recycling, and composting of resources as standard practice.
- » Carefully manage rainwater, with collection, diversion, and re-use practices that moderate runoff volumes and maximize water quality.

POLICIES

Infrastructure Management

- 5.7.1** Review the implications of additional planned density, based on the proposed land uses in the Plan and on infrastructure requirements for the Plan area.
- 5.7.2** Investigate the possibility of adopting a development cost charge program based on the proposed land uses in the Plan to pay for new or expanded infrastructure necessary to adequately service the demands of that new development.
- 5.7.3** Investigate and apply regularly updated climate change considerations with regard to infrastructure design, lifecycle planning, and maintenance.

Green Infrastructure

- 5.7.4** Support and enable closed loop systems for new and existing civic infrastructure, where waste is minimized and natural processes are integrated into systems and services.
- 5.7.5** Support green infrastructure where possible in policies, as consistent with provincial legislation.

Water Management

- 5.7.6** Continue to work with Metro Vancouver, health authorities, community organizations, the private sector, and individuals to promote water conservation technology and practices.
- 5.7.7** Continue to advance the sewer separation program.
- 5.7.8** Continue to support water demand management through green building policies that require water conservation features and low water plantings in site and building design.
- 5.7.9** Investigate opportunities to improve local water quality through reduction of point and non-point source pollution, associated with development, stormwater run-off and combined sewer overflows, sewage systems, soil erosion and more.
- 5.7.10** Support regional watershed management initiatives that enhance the provision of ecosystem services, including local water supply and quality.

Wastewater Management

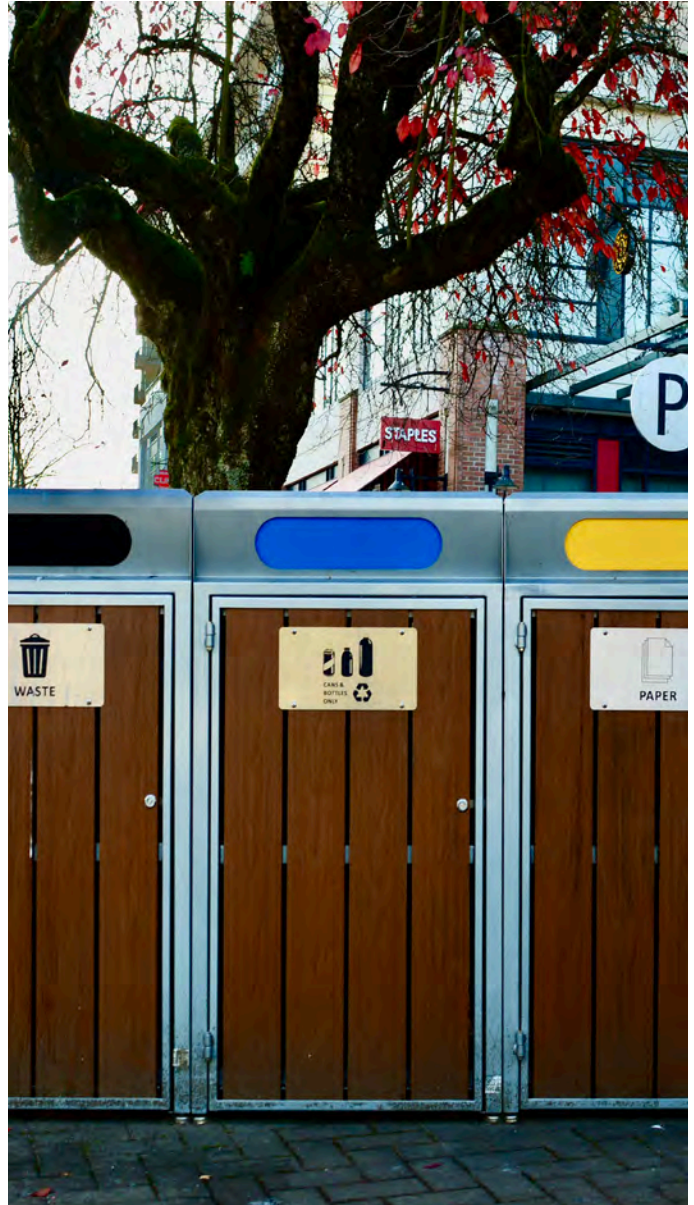
- 5.7.11** Continue to support Metro Vancouver in the update and implementation of the Integrated Liquid Waste and Resource Management Plan.
- 5.7.12** Continue to support Metro Vancouver and health authorities to monitor and evaluate the effects of wastewater discharges on public health and watersheds.
- 5.7.13** Consider opportunities for collection, treatment, storage and re-use of grey water in new developments, as consistent with relevant provincial legislation.

Rainwater Management

- 5.7.14** Maintain and enhance the UEL's stormwater utility services.
- 5.7.15** Provide direction for adaptation to more intense and frequent precipitation events through updates to the Integrated Stormwater Management Plan with policies and actions for:
 - Phasing improvements to the stormwater system;
 - Green infrastructure on public lands; and,
 - Integration of natural features and processes in infrastructure.
- 5.7.16** Support integrated rainwater management practices on private and public property to protect and improve water quality in the waterbodies surrounding Area D. Consider reducing the amount of rainwater runoff and contaminants to storm sewers by encouraging street, site and building designs that reduce hard surface areas and improve on-site rainwater retention and treatment (e.g., pervious surfaces, plantings, infiltration bulges and bioswales and other green infrastructure tools and designs).
- 5.7.17** Incorporate eco-revelatory design principles where appropriate into new storm / rainwater management infrastructure.

Solid Waste Management

- 5.7.18** Work with the community, Metro Vancouver and other partners to accelerate solid waste reduction, reuse, recycling and diversion in support of the regional Integrated Solid Waste and Resource Management Plan (ISWRMP) and target of an average 80% diversion rate.
- 5.7.19** Consider updating the Design Guidelines for new buildings to enhance space for solid waste sorting into recyclables, organic material, and residual garbage and solid waste collection.
- 5.7.20** Support the region's "zero-waste" education campaigns to promote the reduction of solid waste generated and disposed.
- 5.7.21** Investigate opportunities to reduce public dumping of large and hard to dispose of household items. Consider a Large Item Pick Up program where residents can have up to four large household items collected each year and costs for the program are covered by property owners.
- 5.7.22** Consider installing zero waste stations with garbage, recycling, and compost bins in parks, green and open spaces (e.g., Jim Everett Memorial Park) to increase solid waste diversion.
- 5.7.23** Support opportunities to beautify laneways (e.g., landscaping and paving treatments) to discourage public dumping of large and hard to dispose of household items.
- 5.7.24** Explore opportunities to decrease the use and distribution of single-use items at local retail shops and restaurants at U Hill Village and the Ieləḡḡ commercial area.



Zero Waste Station in Jim Everett Memorial Park



PART 6: ACTING ON THE PLAN

6.1 PLAN IMPLEMENTATION

The Area D Neighbourhood Plan provides direction on how the Plan area can change over the next thirty years; however, the Plan is intended to be flexible and able to respond to and adapt to opportunities as they arise. This section provides guidance for the Plan's implementation.

6.1.1 DEVELOPING THE PLAN

The Plan provides the overall vision, goals, and policy directions for the Plan area. The Plan functions as an important living document to inform future decision making, planning, and action. The Plan has been written with the understanding that to achieve the vision it requires cooperation and partnerships between the UEL Administration, Community Advisory Council, Advisory Design Panel, partner organisations, other levels of government, community groups, property owners, businesses, and residents.

The Plan represents the principal policy direction for the UEL regarding how the Plan area will evolve over time to accommodate anticipated population growth. Where the policies of the Plan provide different direction from existing regulations, such as the *Land Use, Building and Community Administration Bylaw*, those regulations will be reviewed to bring them into alignment. In the interim, the Plan will not override more specific regulations. Where existing regulations and other policies and practices allow for interpretation, discretion, or prioritization, such flexibility shall be used in ways that support this Plan.

When adopted, the Area D Neighbourhood Plan will be an addendum to the Official Community Plan (OCP) and will form a part of the overall planning framework for the UEL. Where the Plan provides greater detail or differs from the OCP, the Plan will prevail. In the case where the Plan does not contain guidance or direction, the OCP continues to apply.

6.1.2 IMPLEMENTATION

The next step will be to develop an implementation plan. This will outline a plan for taking action on the policy directions. The implementation plan will outline details for work planning, whether budget is required, and an approximate timeline. Specific new policies or programs that are developed based on the Plan may require further work-planning and Ministry of Municipal Affairs and Housing approval, particularly if they involve a new direction or if additional resources are required.

6.1.3 FINANCIAL PLANNING

Each year, the UEL develops a budget that attempts to balance the needs of community members, maintain services in light of increasing costs, and keep taxes at a reasonable level. Through considered long-range financial planning, the UEL will investigate opportunities to meet the Plan's goals and objectives, where the UEL has primary responsibility. This involves anticipating and preparing for future costs, including planning in advance for infrastructure replacement.

6.1.4 MONITORING AND EVALUATION

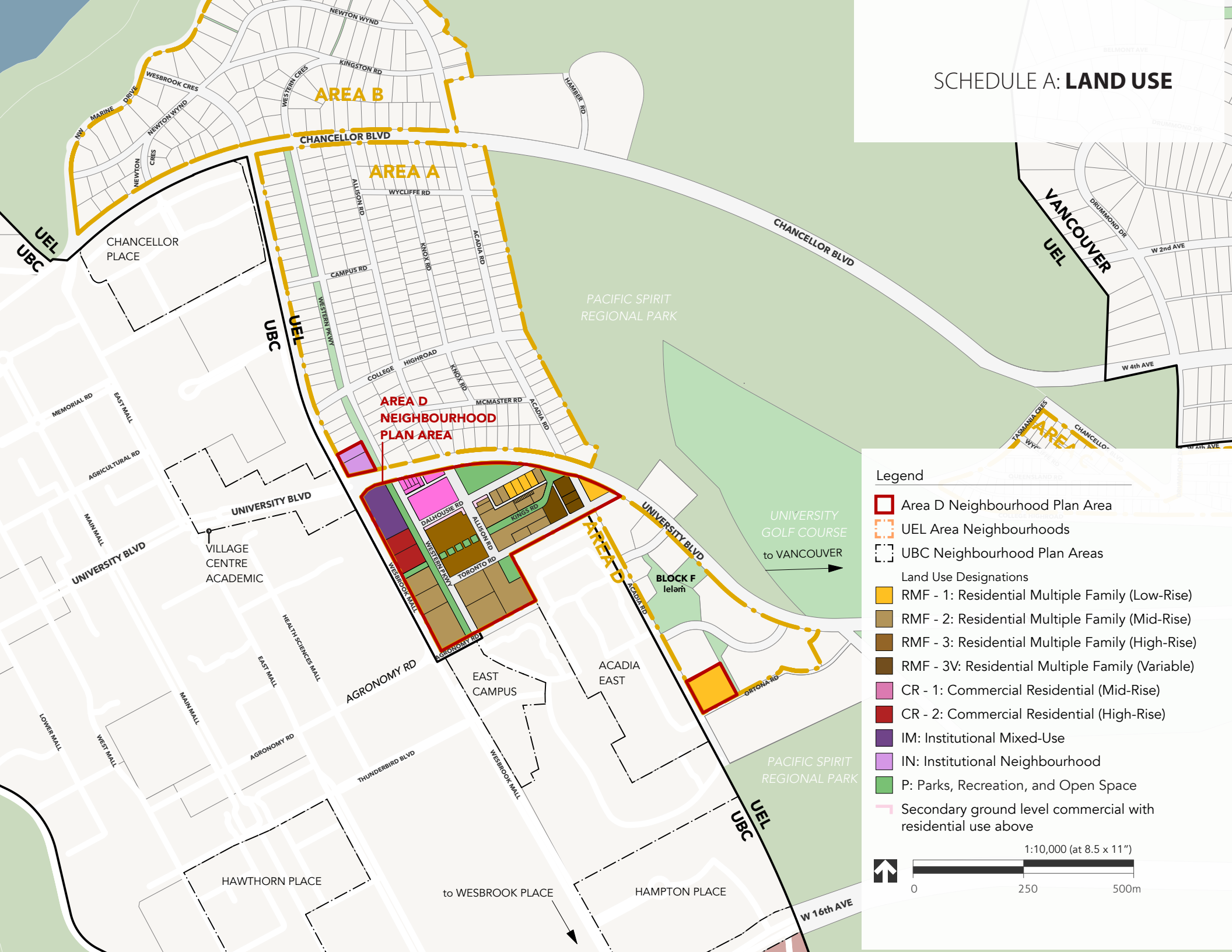
The Plan includes an intention to track and report on progress over time. A system of regular plan review, monitoring, and adjustment enables the UEL to incorporate new information, prepare for uncertainty and adapt to change.

6.1.5 UPDATING THE PLAN

The Area D Neighbourhood Plan provides direction for the future of the Plan area. As a result, it is expected that the Plan will not be revised on a frequent basis. Changes are warranted from time-to-time so that the Plan can be flexible in responding to changing conditions. The timeline for updating the Plan is not set, and depends on how well the Plan continues to serve as a guide for future policies and initiatives. When change is required, it may involve minor policy shifts while still referencing the higher-level priorities of the original Plan; or, the Plan may one day be re-written and substantially updated. At a minimum, amendments must follow the public consultation and referral requirements of the *University Endowment Land Act*.

PART 7: SCHEDULES

SCHEDULE A: LAND USE



Legend

- Area D Neighbourhood Plan Area
- UEL Area Neighbourhoods
- UBC Neighbourhood Plan Areas

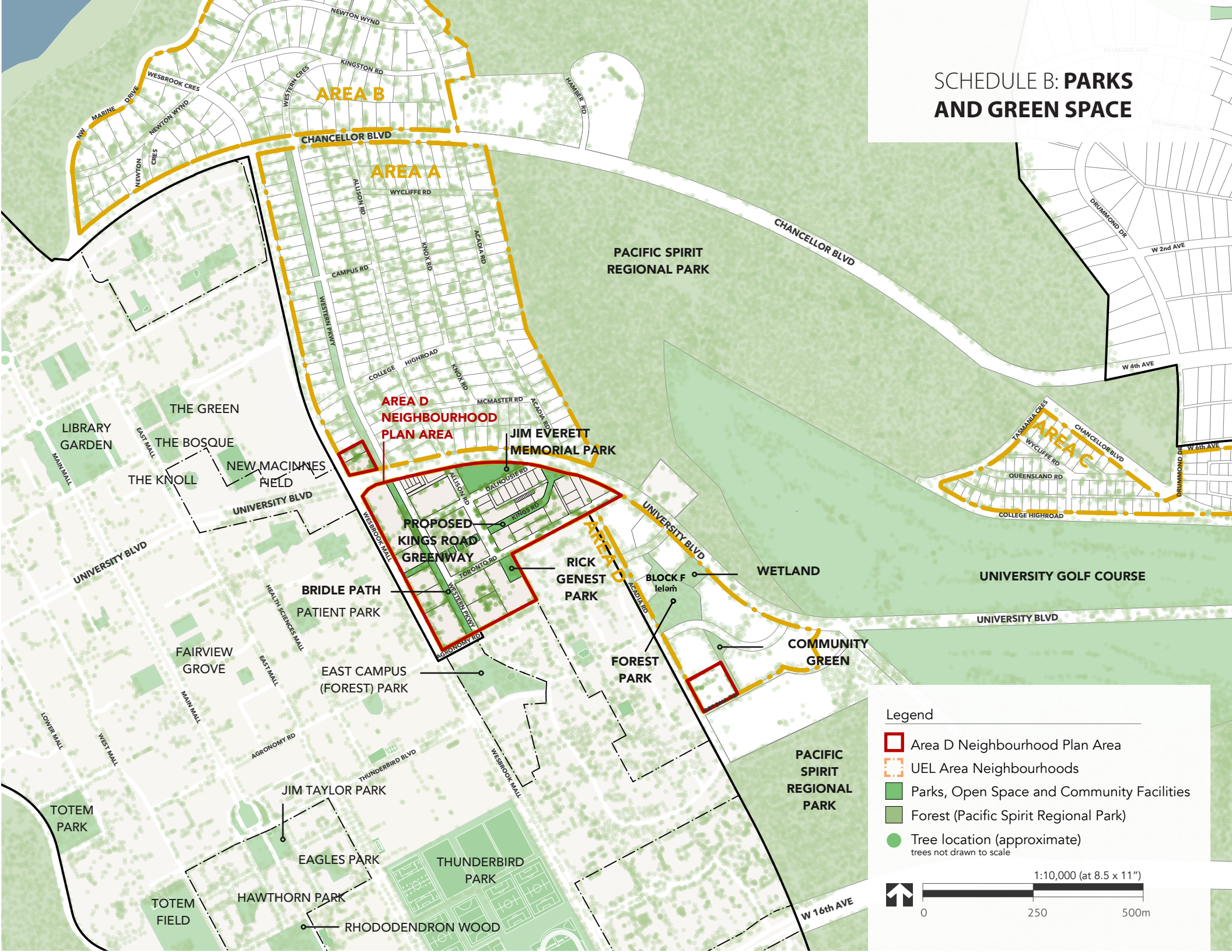
Land Use Designations

- RMF - 1: Residential Multiple Family (Low-Rise)
- RMF - 2: Residential Multiple Family (Mid-Rise)
- RMF - 3: Residential Multiple Family (High-Rise)
- RMF - 3V: Residential Multiple Family (Variable)
- CR - 1: Commercial Residential (Mid-Rise)
- CR - 2: Commercial Residential (High-Rise)
- IM: Institutional Mixed-Use
- IN: Institutional Neighbourhood
- P: Parks, Recreation, and Open Space
- Secondary ground level commercial with residential use above

1:10,000 (at 8.5 x 11")



SCHEDULE B: PARKS AND GREEN SPACE

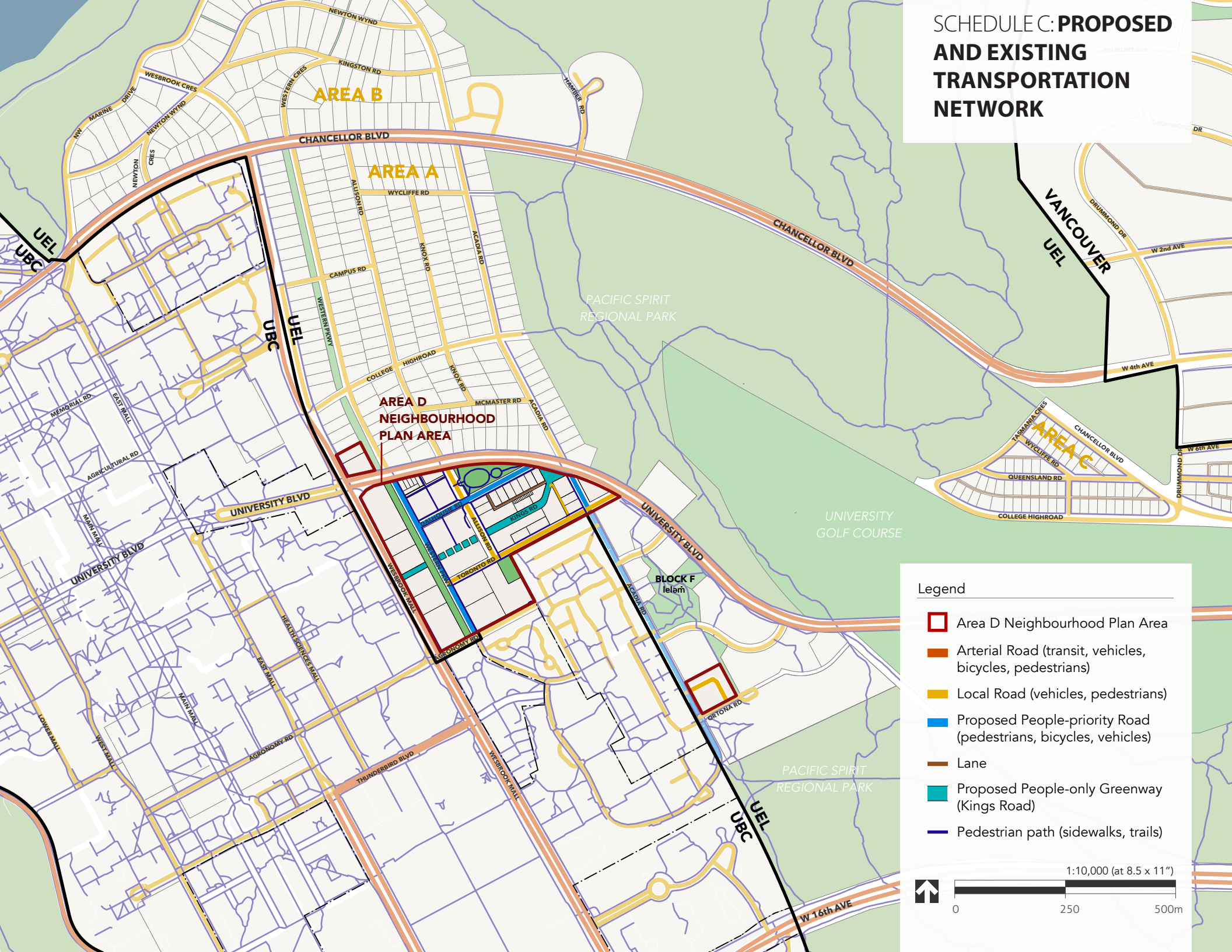


Legend

- Area D Neighbourhood Plan Area
- UEL Area Neighbourhoods
- Parks, Open Space and Community Facilities
- Forest (Pacific Spirit Regional Park)
- Tree location (approximate)
trees not drawn to scale

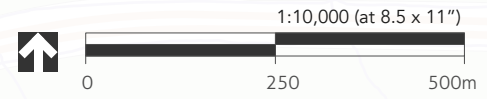
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SCHEDULE C: PROPOSED AND EXISTING TRANSPORTATION NETWORK



Legend

- Area D Neighbourhood Plan Area
- Arterial Road (transit, vehicles, bicycles, pedestrians)
- Local Road (vehicles, pedestrians)
- Proposed People-priority Road (pedestrians, bicycles, vehicles)
- Lane
- Proposed People-only Greenway (Kings Road)
- Pedestrian path (sidewalks, trails)





BRITISH
COLUMBIA

www.AreaDPlan.ca

**APPENDIX 2 TO THE MINISTER'S ORDER
AMENDMENT TO THE UNIVERSITY ENDOWMENT LANDS
LAND USE, BUILDING AND COMMUNITY ADMINISTRATION BYLAW**

INSTRUCTION

1. Delete the Table of Contents in its entirety and replace with the following:

"TABLE OF CONTENTS

1.0	Introduction
2.0	Definitions
3.0	Appeal
4.0	Non-Conforming Use
5.0	Penalty
6.0	Community Administration
7.0	Development Permits
8.0	Building Permits
9.0	Plumbing, Electrical, Gas, and Oil Permits
10.0	Swimming Pools
11.0	Authority to Extend, Withhold, Cancel, or Suspend a Permit
12.0	Records of Permits
13.0	Building, Plumbing, Electrical, Gas and Oil Regulations and Inspections
14.0	Fire Regulations and Inspections
15.0	Requirement for Professional Designer
16.0	Survey Certificate
17.0	Stop Work Order
18.0	Driveways
19.0	Planting and Yards
20.0	Grading, Fences, and Tennis Courts
21.0	Sewers
22.0	Water Services
23.0	Home Occupations
24.0	Business License
25.0	Other Restrictions
26.0	Land Use Districts
27.0	SF-1: Single Family Dwelling District
28.0	SF-2: Single Family Dwelling District
29.0	MF-1: Multiple Dwelling District
30.0	MF-2: Multiple Dwelling District
31.0	C: Commercial District
32.0	I: Institutional and Public Use District
33.0	CD-1: Comprehensive District
34.0	I-A: Institutional and Public Use District
35.0	CD-2: Comprehensive District

SCHEDULES

1. Land Use Designations
2. Fees and Charges
3. Parking Requirements
4. Sign Control
5. Building Lines
6. Noise Control
7. Fire Safety
8. Building and Plumbing Inspections
9. Pool Design and Installation Requirements
10. Cross Connection Control
11. Application Procedures
12. Standards of Maintenance
13. Schedule Restricting Smoking
14. Schedule to Provide for the Control of Animals
15. Sprinkling Regulations
16. Strata Title & Cooperative Conversion
16. Adaptable Housing Standards
17. CD-2: Comprehensive District Zoning Lots
18. Rental Protection

APPENDICES

1. Design Guidelines for Area D Neighbourhood of the University Endowment Lands
2. Design Guidelines for University Hill Single Detached Dwellings
3. Design Guidelines for CD-2: Comprehensive District

2. Amend Section 4 of the Bylaw by adding two (2) new definitions immediately following Subsection (65) as follows:

“Residential Rental Tenure Housing” means the occupation of a dwelling unit for a minimum period of thirty consecutive calendar days and where the dwelling unit is not owned by the occupant but regular payment is made to the owner of the dwelling unit by the occupant in exchange for occupation of the dwelling unit.”; and,

“Residential Rental Tenure Zoning” means the inclusion of provisions within a land use district which limit the form of tenure to Residential Rental Tenure Housing in relation to a specified number, portion, or percentage of housing units in a multi-family residential use building.

3. Add a new Section immediately following Section 14 of the Bylaw as follows:

“Effective January 1, 2021, any Part 3 building permit application submitted for new construction for a property in the Area D Neighbourhood Plan Area must demonstrate compliance with and be constructed to meet the BC Energy Step Code as outlined in Part 10 of the British Columbia Building Code and in accordance with the table below:

Table 1:

OCCUPANCIES	STEP CODE REQUIREMENTS FOR PART 3 BUILDINGS IN THE AREA D NEIGHBOURHOOD PLAN AREA			
	Prior to January 1, 2021/Currently	January 1, 2021	January 2, 2023	January 1, 2025
Group C (Residential)	STEP 2	STEP 3	STEP 3	STEP 4
Group D (Business and Personal Services)	n/a	STEP 2	STEP 3	
Group E (Mercantile)	n/a	STEP 2	STEP 3	

¹Any building permit applications submitted prior to adoption of the bylaw would not be subject to this provision.

4. Amend Section 72 (2) of the Bylaw by adding a new Subsection (g) immediately following Subsection (f) as follows:

(g) “Home Occupation”

5. Amend the Bylaw by adding a new Heading entitled “ADAPTABLE DWELLING UNITS” immediately following Section 81 (2) and add a new Section under the Heading “ADAPTABLE DWELLING UNITS” as follows:

“At least 25% of all multiple dwelling units, affordable housing units and purpose-built rental units, but not including townhouse dwellings, which employ public interior corridors or direct at-grade exterior access to the dwelling unit, shall be constructed as adaptable dwelling units.”; and,

6. Immediately following the new Section of the Bylaw entitled “ADAPTABLE DWELLING UNITS”, add a new Heading entitled “RESIDENTIAL RENTAL TENURE ZONING” and add three new Sections under the Heading “RESIDENTIAL RENTAL TENURE ZONING” as follows:

“Applications for redevelopment or major renovations to existing purpose-built and/or market rental units located within a multiple dwelling building that result in the permanent relocation of tenants must include the items specified in Schedule 19.

When the demolition or change of use or occupancy of a rental housing unit is proposed on any site with three or more existing rental housing units, a minimum ratio of 1:1 replacement of the rental housing units is required.

At least 20% of any additional new housing units included within a multiple dwelling development shall be provided as Residential Rental Tenure Housing secured through Residential Rental Tenure

Zoning.”

7. **Amend Section 85 (2) of the Bylaw by adding a new Subsection (h) immediately following Subsection (g) as follows:**

(h) “Home Occupation”

8. **Amend the Bylaw by adding a new Heading entitled “ADAPTABLE DWELLING UNITS” immediately following Section 96 (2) and add a new Section under the Heading “ADAPTABLE DWELLING UNITS” as follows:**

“At least 25% of all multiple dwelling units, affordable housing units and purpose-built rental units, but not including townhouse dwellings, which employ public interior corridors or direct at-grade exterior access to the dwelling unit, shall be constructed as adaptable dwelling units.”; and,

9. **Immediately following the new Section of the Bylaw entitled “ADAPTABLE UNITS”, add an additional Section entitled “RESIDENTIAL RENTAL TENURE ZONING” and add three new Sections under the Heading “RESIDENTIAL RENTAL TENURE ZONING” as follows:**

“Applications for redevelopment or major renovations to existing purpose-built and/or market rental units located within a multiple dwelling building that result in the permanent relocation of tenants must include the items specified in Schedule 19.

When the demolition or change of use or occupancy of a rental housing unit is proposed on any site with three or more existing rental housing units, a minimum ratio of 1:1 replacement of the rental housing units is required.

At least 20% of any additional new housing units included within a multiple dwelling development shall be provided as Residential Rental Tenure Housing secured through Residential Rental Tenure Zoning.”

10. **Amend Section 128 (2) of the Bylaw by adding a new Subsection (i) immediately following Subsection (h) as follows:**

(i) “Home Occupation”

11. **Delete the first sentence under the Heading “Parking Provisions” immediately following Section 136 (3) and replace it with the following:**

“Schedule 3: Parking Requirements are not applicable in the Comprehensive District (CD-1) with the exception of Schedule 3 (5.1) Electric Vehicle Parking and Charging Stations.”

12. **Amend the Bylaw by adding a new Heading entitled “ADAPTABLE UNITS” immediately following Section 156 and adding a new Section under the Heading “ADAPTABLE UNITS” as follows:**

“At least 25% of all multiple dwelling units, affordable housing units and purpose-built rental units, but not including townhouse dwellings, which employ public interior corridors or direct at-grade exterior access to the dwelling unit, shall be constructed as adaptable dwelling units.”

13. Immediately following the new Section of the Bylaw entitled “ADAPTABLE DWELLING UNITS” as set out above, add an additional Section entitled “RESIDENTIAL RENTAL TENURE HOUSING” and add three new Sections under the Heading “RESIDENTIAL RENTAL TENURE HOUSING” as follows:

“Applications for redevelopment or major renovations to existing purpose-built and/or market rental units located within a multiple dwelling building that result in the permanent relocation of tenants must include the items specified in Schedule 19.

When the demolition or change of use or occupancy of a rental housing unit is proposed on any site with three or more existing rental housing units, a minimum ratio of 1:1 replacement of the rental housing units is required.

At least 20% of any additional new housing units included within a multiple dwelling development shall be provided as Residential Rental Tenure Housing secured through Residential Rental Tenure Zoning.”

14. Amend the Bylaw by deleting the table in Schedule 3 entitled “USE OF BUILDING/REQUIRED PARKING SPACES/REQUIRED LOADING SPACE” immediately following Section 3.10 and replacing it with the following three (3) Sections:

“4. Bicycle Parking”

The following Bicycle Parking provisions apply to the Area D Neighbourhood Plan Area only.

4.1 Bicycle Parking, Class A spaces shall be provided in the form of a secured waterproof bicycle locker, secured bicycle room, or other secured area within a building, complete with bicycle racks, and shall meet the following design standards:

- a) be sheltered from the elements;
- b) be enclosed, at a minimum, by chain-link walls, and be constructed of a theft resistant material;
- c) bicycle room entry doors shall have a minimum width of 75 centimetres, and be hinged from the inside, unless the hinges are tamper-proof, have a separate entry lock and key or a programmed entry system, and their function shall not obstruct or interfere with the use of designated bicycle parking spaces;
- d) bicycle rooms shall be equipped with one electrical outlet for the first 10 bicycles required and one additional outlet for every 20 bicycles thereafter, to permit charging of electric bicycles;
- e) bicycle lockers doors shall be lockable, open to the full height and width of each locker, and be grouped together; and
- f) up to 50% of all required Bicycle Parking, Class A spaces per building may be vertical.

4.2 Bicycle Parking, Class B spaces shall be provided in a convenient, secure, well-lit location at the same grade as the sidewalk or motor vehicle parking area, or on the top level of an underground

parking structure, providing visual surveillance by occupants of the building the racks are intended to serve.

4.3 Bicycle Parking, Class B bicycle racks shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked to the rack with a U-style lock.”

5. Electric Vehicle Parking and Charging Stations

5.1 For all multiple dwelling buildings or mixed-use commercial and residential buildings, parking spaces shall accommodate electric vehicles in accordance with the following conditions:

- a) a minimum of 5% of all required off-street parking spaces shall be designed with an AC Level 2 charging station at 240 V or higher; and
- b) the electrical system shall be designed to accommodate the future provision of AC Level 2 charging stations at 240 V or higher for all remaining required off-street parking spaces.”

6. Table of Number of Required Parking Spaces

USE OF BUILDING	REQUIRED PARKING SPACES	REQUIRED LOADING SPACES	REQUIRED BICYCLE PARKING SPACES ¹
RESIDENTIAL SINGLE-FAMILY			
Single-Family (site area less than 6400 sq.ft.)	Minimum of 1 space and maximum of 3 spaces.	None	None
Single-Family (site area more than 6400 sq.ft.)	Minimum of 1 space and maximum of 1 space for every 1600 sq.ft. of site area.	None	None
RESIDENTIAL- MULTIPLE DWELLINGS			
Apartments & condominiums	1.6 spaces for every dwelling unit of which .25 spaces per unit shall be provided for visitor parking	None	1.5 Class A spaces per dwelling unit PLUS a minimum of 6 Class B spaces for any building with 3 or more dwelling units
Townhouses wherein each unit has direct access to the ground by either stairs or at grade	1.75 spaces for each dwelling unit, of which a minimum of .25 spaces per unit shall be provided for visitor parking	None	1.5 Class A spaces per dwelling unit PLUS a minimum of 6 Class B spaces for any building with 3 or more dwelling units
INSTITUTIONAL			
Special Needs Residential	1space for every 350 sq. ft. of floor area used for sleeping units exclusive of bathrooms.	1/30,000 sq. ft. of floor area	1.5 Bicycle Parking Class A space per 500 m ² Floor Area. PLUS a minimum of 6 Bicycle Parking Class B

Hospitals & Institutions of a Religious, Philanthropic or Charitable Character	1 space for every 1,000 sq. ft. of gross floor area	1/30,000 sq. ft. of gross floor area	spaces for any building with a floor area of 1,000 m ² or greater.
Churches	1 space for every 100 sq. ft. of floor area used for assembly purposes, except that where two or more separate areas of assembly exist within a site and are not used concurrently, the Manager may require parking for only the largest of these areas.	1/30,000 sq. ft. of gross floor area.	
Schools	elementary: 2 spaces for every 3 employees. secondary: 1.25 spaces per employee unless parking requirements diminish playground area (upon application to the Manager)	1/30,000 sq. ft. of gross floor area.	
CULTURAL AND RECREATIONAL			
Community Centre	1 space for every 200 sq. ft. of floor area used for assembly purposes.	1/30,000 sq. ft. of gross floor area.	1.5 Bicycle Parking Class A space per 500 m ² Floor Area. PLUS a minimum of 6 Bicycle Parking Class B spaces for any building with a floor area of 1,000 m ² or greater.
COMMERCIAL			
Offices	1 space for every 1,000 sq. ft. of gross floor area or fraction thereof.	1/30,000 sq. ft. of gross floor area	1.5 Bicycle Parking Class A space per 500 m ² Floor Area. PLUS a minimum of 6 Bicycle Parking Class B spaces for any building with a floor area of 1,000 m ² or greater.
Retail, Personal Service and Restaurants	None	1/30,000 sq. ft. of gross floor area	
Neighbourhood Grocery Store	None	None	
Hotels and Motels	1 space for every two sleeping units.	1/30,000 sq. ft. of gross floor area.	

MIXED USE			
All combinations of uses individual uses	As required for gross floor area or fraction thereof.	1/30,000 sq. ft.	1.5 Bicycle Parking Class A space per 500 m ² Floor Area. PLUS a minimum of 6 Bicycle Parking Class B spaces for any building with a floor area of 1,000 m ² or greater.

¹The provisions for Required Bicycle Parking Spaces as set out in this table do not apply to the CD-2: Comprehensive District.”

15. Amend the Bylaw by creating a new Schedule entitled “SCHEDULE 19: RENTAL PROTECTION” immediately following Schedule 18 as follows:

“SCHEDULE 19: RENTAL PROTECTION

1. Purpose

1.1 To protect the existing supply and encourage the development of new market rental housing in the Area D Neighbourhood Plan Area of the University Endowment Lands (UEL).

2. Application

2.1 This applies to all applications for redevelopment or major renovations to existing purpose-built and/or market rental units located within a multiple dwelling building that result in the permanent relocation of tenants. The Comprehensive Development Two (CD-2) Land Use District is exempt from the application of this Schedule.

3. Definitions

3.1 Affordable Rental Rate: means a rate that allows for the lower of 30% of a household’s before-tax income to be spent on housing, or the rate that BC Housing defines as “affordable”, and is within the means of a moderate income working household having a Household Annual Income within the income limit ranges published annually as “HILS” for Vancouver.

3.2 Household Annual Income: means the sum of all taxable incomes of persons forming a household, being the amount identified as taxable income on the most recent income tax return (line 260 of the income tax T1 General Form), of all the individuals 15 years and older that reside together in that Household.

3.3 HILS: means Housing Income Limits for Vancouver currently published annually by the British Columbia Housing Management Commission (“BC Housing”) setting out the ranges of incomes for moderate income working households necessary to qualify to rent affordable housing.

4. Requirements

Applicants seeking a rezoning and/or permit application(s) for redevelopment or major renovations resulting in the permanent relocation of tenants in existing residential rental units will include in their application submission package the following items:

4.1 Current Occupancy Summary

The Current Occupancy Summary must provide details on the rental units within the existing development, including:

- a) The total number of units;
- b) The size of each unit and number of bedrooms;
- c) The rental rate for each unit;
- d) The existing vacancy / occupancy rates of the development;
- e) The start and end of tenancy for each existing tenant;
- f) The type of tenancy for each existing tenant (fixed-term or monthly);
- g) Any mobility limitations or accessibility needs that the existing tenants choose to disclose;
- h) The number of pet-friendly units; and
- i) Any special requests that need to be accommodated.

4.2 Rental Protection Plan

The Rental Protection Plan must provide details on how the following items will be addressed:

- a) Replacement of rental housing units at a minimum ratio of 1:1 or 20% of the total number of proposed housing units, whichever is greater;
- b) The replacement units must at a minimum have the same number of bedrooms or more as the units in the existing development;
- c) The new development must have the same number of ground-oriented units as what is provided in the existing development, if applicable;
- d) The replacement units must be located on the same property as the existing development; and
- e) Security of affordable replacement rental units through application of a Housing Agreement. The replacement units must have affordable rental rates.

4.3 Tenant Relocation Plan

The Tenant Relocation Plan must designate a Tenant Relocation Coordinator: an individual that will facilitate communications with tenants and implement the actions outlined in the plan. The applicant must provide the UEL with regular status updates that demonstrate how the plan is being implemented.

The Tenant Relocation Plan must outline details pertaining to how the Tenant Relocation Coordinator will implement the following:

- a) Written notification to tenants of the existing development that their tenancy will terminate on the specified date no sooner than four months from the date of the notice, or the period outlined in section 49(2)(b) of the Residential Tenancy Act, whichever is greater.
- b) Financial compensation of at least three months' rent to each tenant to assist in securing alternate accommodations, or the amount outlined in section 51 of the Residential Tenancy Act, whichever is greater, as well as compensation for moving expenses.
- c) Arrangements for moving shall be made by the Tenant Relocation Coordinator, unless otherwise requested by the tenant.
- d) Assistance to tenants in finding a minimum of 3 options of comparable units in the Vancouver area (UEL, City of Vancouver, UBC), unless otherwise agreed to by the tenant. Tenants that do not want to be provided with assistance shall provide written notice to the Tenant Relocation Coordinator. Options must:
 - i. Have affordable rental rates, unless agreed to by the tenant.
 - ii. Be considerate of the tenant's needs and requirements, including household size, accessibility, etc.
- e) Provision of right of first refusal for tenants to move into a replacement unit that has the same number of bedrooms as the unit the tenant formerly rented, unless otherwise requested by the tenant. Replacement unit rents offered to displaced tenants must have affordable rental rates."

16. Amend the Bylaw by deleting "Appendix 1. Design Guidelines for University Hill Village Commercial Area", "Appendix 3: Design Guidelines for University Hill Multi-Family Residential Development" and "Appendix 4: Design Guidelines for University Hill Comprehensive District" in their entirety, and replacing them with "Appendix 1. Design Guidelines for Area D Neighbourhood of the University Endowment Lands" as follows:

"1. INTRODUCTION TO THE DESIGN GUIDELINES APPLICABLE TO ALL LAND USE DISTRICTS IN THE AREA D NEIGHBOURHOOD PLAN AREA

1.1 Purpose

The purpose of these guidelines is to ensure that any new development within the Area D Neighbourhood Plan Area is consistent with the intent and objectives of the Area D Neighbourhood Plan. The guidelines support the creation of a socially, culturally, economically, and environmentally sustainable neighbourhood through the encouragement of high-quality architectural building and site design. In addition, they ensure that any new development is complementary to the existing neighbourhood character and surrounding area.

1.2 Applicability

These guidelines apply to any new development occurring within the boundaries of the Area D Neighbourhood Plan Area. Area D is bounded by University Boulevard to the north and east, Wesbrook Mall to the west, and Agronomy Road, Toronto Road, and Ortona Road to the south.



1.3 Implementation

The guidelines are divided into sections by subject area. It is important to note that there may be different ways to implement each guideline – the integral component is that the intent of each guideline has been met.

Applications submitted for Development Permits must demonstrate in their proposal how the guidelines have been integrated into the proposed development. UEL staff will review applications against the guidelines and may seek revisions to the original proposal to ensure compliance.

2. GUIDELINES FOR NEW DEVELOPMENT

2.1 Ground Floor Commercial

Intent:

To ensure that the Area D neighbourhood provides adequate opportunities for its residents to work and shop locally.

Guidelines:

2.1.1 Ground floor uses fronting the street should be commercial in nature where permitted.

2.1.2 Retail ground floor commercial uses are encouraged for commercial and mixed-use developments to offer convenient neighbourhood shopping.

2.1.3 Ensure that ground floor commercial uses have narrow frontages, and when abutting other ground floor commercial uses, are in a continuous pattern along streets.

2.2 Off-Street Parking

Intent:

To ensure that parking does not dominate site design or negatively impact the aesthetic of the neighbourhood.

Guidelines:

2.2.1 Provide parking for residents and visitors underground where possible. In all other cases, surface parking shall be provided to the rear of buildings.

2.2.2 Access to all parking areas shall be provided via a lane or adjacent street.

2.3 Off-Street Loading

Intent:

To ensure that off-street loading is incorporated into site design in a manner that is sensitive to the function of the site and surrounding uses.

Guidelines:

2.3.1 Ensure that off-street loading areas are designed in a manner that does not cause vehicles to back out onto road.

2.3.2 Provide downcast lighting fixtures that will not create glare issues on streets located adjacent to loading areas or surrounding premises.

2.3.3 Locate off-street loading areas to the rear of buildings where possible.

2.3.4 Surface off-street loading areas with pavers or permeable pavers where possible. Ensure that the area is appropriately graded to enhance on-site drainage.

2.4 Solid Waste Facilities

Intent:

To ensure that solid waste facilities do not negatively impact the principal uses of the site or surrounding area by providing their essential service in a design-focussed manner.

Guidelines:

2.4.1 Provide waste storage space that is in an accessible and convenient location within the building envelope of all new developments. These spaces must adequately allow for solid waste sorting of recyclables, organic material, and residual garbage.

2.4.2 Waste storage spaces must be properly ventilated, enclosed behind operable doors, and equipped for full sanitary management.

2.5 Shadows

Intent:

To ensure that new development does not adversely impact shadowing on recognized public open space and commercial areas to ensure that these spaces have solar access when people are typically more active.

Guidelines:

2.5.1 Minimize the impacts of shadows on adjacent parks, public and private open spaces, priority pedestrian facilities (e.g. sidewalks, multi-use pathways), and commercial developments. The Manager may require a shadow impact study for new developments in some instances.

2.6 Crime Prevention Through Environmental Design

Intent:

To use Crime Prevention Through Environmental Design (CPTED) principles and strategies to improve the planning, design, and structure of private developments and public spaces for community safety.

Guidelines:

2.6.1 Design building lobbies and entrances so that they are visible from the street.

2.6.2 Minimize the number of formal access points to a building.

2.6.3 Provide lighting on the face of all commercial buildings and at main entrances to residential buildings or the residential portion of a mixed-use development.

2.6.4 For buildings where a mix of public and private parking is provided, physically secure the private parking area (e.g. keyed entry gate).

2.6.5 Discourage open exit stairwells from underground parking facilities.

2.6.6 Ensure that visibility into stairwells and elevator lobbies is maximized through the use of glassed stairwells, elevators, and open ramping systems.

2.6.7 Avoid blind corners and recessed entries to buildings and parking facilities.

2.6.8 Paint walls and ceilings of parking facilities white to enhance light.

2.6.9 Avoid hidden spaces or alcoves in parking facilities to maximize visibility.

2.6.10 Provide adequate lighting in parking facilities to enhance security and eliminate the creation of dark corners.

2.6.11 Design ground-level floors of parking facilities to be open for visibility but secured from open access using wire mesh, stretch cable, or similar material.

2.6.12 Reduce opportunities for shadows to occur from nighttime lighting.

2.6.13 Encourage the use of signage, colours, hard and soft landscaping forms, public art, lighting, community gardens, pathways, seating, and fountains to generate pedestrian activity and reinforce the “eyes on the street” concept

2.6.14 Provide discrete lighting along paths and sidewalks on public and private lands.

2.6.15 Design any fences, hedges, screening, terracing and walls situated adjacent to the sidewalk in a manner that promotes casual neighbourhood surveillance and provides views into the building from the sidewalk, without sacrificing privacy.

2.6.16 When buildings abut a street, sidewalk, or other public area, ensure that windows and doors on the abutting building face are visible.

2.7 Bird Friendly Design

Intent:

To support the design and implementation of a bird friendly environment throughout Area D. By enhancing bird habitat on public and private lands, Area D can continue to be a safe place for birds while a greener, more livable city is created for people.

The focus of the guidelines is on any newly created landscaped spaces and building design. Following bird-friendly design principles for new buildings can help reduce the risk of collisions.

Guidelines for Landscaping:

2.7.1 Establish habitat features like mature trees, native fruit bearing shrubs and freshwater ponds and wetlands throughout the urban landscape.

2.7.2 Use street and park trees to create a continuous forest canopy for birds.

2.7.3 Prioritize greening along quiet streets with low traffic volumes and speeds, and avoid planting shrubs adjacent to high volume thoroughfares, due to the risk of increasing bird mortality resulting from vehicle collisions.

2.7.4 Incorporate a mix of habitat types including: coniferous forest, deciduous/mixed forest, shrubland, and meadow.

2.7.5 Increase vertical vegetation structures by creating layers: ground cover, shrub, understory and canopy layers. Tall shrubs and sub canopy trees are particularly important.

2.7.6 Conserve large trees and shrubs where space permits.

2.7.7 Plant shade-tolerant native ground cover and shrub plants to increase foraging and nesting opportunities for birds.

2.7.8 Plant native ground cover and shrub plants at the base of isolated trees to create islands of layered vegetation.

2.7.9 Use a diversity of native plants that are appropriate for the soil and site-specific conditions.

2.7.10 Select a mix of native plants that provide a variety of foraging options for birds, including seeds, fruit, nuts and nectar. Incorporate plants with persistent fruits and plants that hold their fruit into the winter, for example, Pacific Crab apple, Evergreen Huckleberry and Highbush Cranberry.

2.7.11 Incorporate plants that attract insects for birds to feed on, for example, Red Alder, Pacific Willow and Scouler's Willow.

2.7.12 Incorporate plants with early flowering to ensure a reliable supply of nectar when migratory hummingbirds arrive in spring, for example, Salmonberry, Flowering Currant and Oregon Grape.

2.7.13 Reduce light pollution. Install outdoor lighting only where it is necessary, for example along trails and streets. Use International Dark-Sky Association Approved lighting fixtures for outdoor applications.

2.7.14 Interior Lobby greenery should be located well away from exterior windows.

2.7.15 New landscaping that may be attractive to birds should be located far enough from the building to reduce reflections in its glazed surfaces. Alternately, trees and shrubs can be planted close to a building façade if they are sufficiently close to the building— within a metre—that their reflections will be obscured, and the velocity of departing birds will be slow enough to limit the fatality of any strikes.

Guidelines for Buildings and Structures:

2.7.16 Discourage free-standing clear glass walls (landscape elements), glass corners, greenhouses, balconies or patios with unbroken glazed segments, and bus shelters made of clear glass.

2.7.17 Interrupt any reflective glass by increasing the density of external visual markers including spandrel panels and mullions. Strategies can include fritted glass, adapted fenestration patterns, external or internal blinds, shutters, sunshades, grilles, louvers, embedded glass, or artwork.

2.7.18 Design corner windows, glass railings, and other similar features to reduce the appearance of clear passage to sky or vegetation. These areas should have clearly defined edges, in either opaque materials or non-reflective glass. Use patterns, screens, drapes, sunshades or blinds to increase the opacity of clear glass and dampen reflections.

2.7.19 Avoid interior landscaping near windows.

2.7.20 Down lighting should be selected over up lighting and floodlighting should be avoided.

2.7.21 Ventilation grates and drains should have openings no larger than 2 by 2 cm or 1 by 4 cm to ensure that birds cannot be trapped within.

2.7.23 Cap or screen the ends of all open pipes, large and small, so that birds do not become entrapped when investigating these openings for nesting opportunities.

2.8 Noise Guidelines

Intent

To provide UEL Administration with confidence that appropriate consideration will be given to potential environmental noise impacts on the surrounding community and on residents during the construction of any new proposed development within the Area D Neighbourhood Plan Area. These guidelines set out high-level requirements that each owner must follow, grounded in data measured on site as part of the Building Permit process.

Some of the noise sources that are covered by these guidelines include:

- Building equipment
- Emergency generator testing
- Garbage collection
- Restaurants, clubs, pubs, extended hours liquor establishments

The provisions of the guidelines are weighted for nighttime or weekend noise generation when the ambient noise levels are quieter, and the receivers are more sensitive. Maximum noise levels are limited or prohibited for nighttime period and the allowable hours are reduced on weekends. 2.8.1 Noise Impact Considerations

There are three major directions of noise concern with any proposed new development:

- Impact on existing constructions due to new development
- Impact on the new development due to new development (stages)
- Impact on the new development due to the existing ambient noise environment

The sequencing of road improvements and infrastructure will be coordinated with the UEL so these construction related items coincide with development of specific parcels.

2.8.2 New Building Equipment

New buildings will have mechanical and electrical equipment that may generate noise which could impact the existing neighbourhood. Some of the typical equipment for residential construction includes:

- Heating Ventilating and Air-Conditioning (HVAC) equipment such as:
 - Chillers
 - Air-Handling Units
 - Rooftop Units

- Exhaust Fans
- Cooling Towers
- Condensing Units
- Emergency Generators

Some of the typical equipment or other sources of noise for commercial construction includes:

- Heating Ventilating and Air-Conditioning (HVAC) equipment such as: ›
 - Chillers
 - Air-Handling Units
 - Rooftop Units
 - Exhaust Fans
 - Dry Coolers
 - Cooling Towers
 - Condensing Units
 - Refrigeration Equipment
- Emergency Generators
- Garbage/Refusal Collection

All rooftop mechanical equipment must be enclosed (e.g. with barricades or walls) to control noise.

2.8.3 Equipment Impacts

As part of an application for a Development Permit, the owner shall, at their own cost, provide evidence in the form of a report and recommendations prepared by a qualified professional trained in acoustics and current techniques of noise measurements recommending site specific noise mitigation measures applying to living and amenity spaces in the building, as well as to adjacent buildings including, as appropriate, both active and passive measures.

As well, at the time of building permit application, the owner shall, at their own cost, have the qualified acoustic professional certify that the plans submitted include such site-specific noise mitigation measures referenced in the earlier report. It shall be demonstrated that sufficient mitigation in the design of the building and its equipment will ensure that no equipment or other noise source shall make, cause or permit to be made or caused, continuous sound.

All development within the Area D Neighbourhood Plan Area shall be subject to the requirements of this Section. In addition, subject to certain conditions and subsequent approvals, temporary event areas may also be created.

Considering all cumulative effects of the proposed developments, the qualified acoustic professional shall prior to Substantial Completion complete the following noise monitoring procedures:

- Pre-construction baseline noise monitoring of the existing noise environment along the road where construction or the temporary event is proposed.

- Upon commissioning of each building, follow-up noise monitoring which will be repeated at the adjacent receiver location areas.

The location and number of each measurement site for both noise monitoring procedures will be determined by the qualified acoustic professional, to the satisfaction of the Manager. The owner shall take corrective actions and additional follow-up noise monitoring by the qualified acoustic professional until compliance is demonstrated, to the satisfaction of the Manager.

2.8.4 Emergency Generator Impacts

For the emergency generators and their operation, a noise mitigation report prepared by a qualified professional should further outline design and operational recommendations to ensure that the building design and any enclosures for emergency generators, along with testing procedures for emergency generators, include appropriate sound mitigation measures to ensure that its continuous sound level does not exceed a rating of 80 decibels on an approved sound meter when measured at the point of reception or at least 6.1 metres from its source, whichever is the greater.

2.8.5 Garbage and Refusal Impacts

For garbage/refusal areas, a noise mitigation report prepared by a qualified professional should also outline design and operational recommendations related to its storage and collection. In addition, no person involved in the collection of garbage/refuse shall make or cause or permit to be made or caused any noise to emanate from a motor vehicle while the vehicle is being used to collect refuse by means of a mechanical or hydraulic lift from a bulk refuse container in or adjacent to a residential premises.

2.8.6 Mitigation

Mitigation for both residential and commercial equipment, or other sources of noise, could include noise barriers, duct silencers, acoustic louvers, insulating blankets, acoustic enclosures, selection of quieter equipment, adequate use of vibration isolation, strategic location of louvers and grilles away from noise sensitive areas, etc.

The mitigation measures shall be detailed as part of the Development Permit and Building Permit submissions, through the provision of a report prepared by a qualified professional trained in acoustics and current techniques of noise measurements and mitigation.

2.8.7 New Building Impacts and Events

Temporary events could occur and include amplified sound reproduction (movie night, concerts, etc.).

- Subject to the satisfaction of the Manager of the University Endowment Lands, and on a case by case basis, temporary events which generate noise may be approved as a temporary event area.

Proposed temporary events could include amplified sound. The detailed design should consider the noise limits outlined in this Schedule.

Potential noise from commercial activities is also a possible source of noise. The detailed design of the venue should consider the noise limits outlined in this Schedule

2.8.8 Impacts on New Building Interiors

A development permit application for dwelling uses shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurements demonstrating that the noise levels inside those portions of the dwelling units listed below shall not exceed the noise levels expressed in decibels set opposite such portions for the dwelling units. The noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as noise level in decibels.

Portions of Dwelling Unit	Noise Level (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

**DESIGN GUIDELINES
APPLICABLE TO THE
UNIVERSITY HILL VILLAGE
COMMERCIAL AREA AND THE
COMMERCIAL LAND USE
DISTRICT IN AREA D**

PREPARED BY: HOTSON BAKKER ARCHITECTS

DESIGN GUIDELINES FOR UNIVERSITY HILL COMMERCIAL AREAS

1.0 INTENT

The intent of this Schedule is twofold:

- i) to identify the design features that will contribute positively to the development of the commercial area of University Hill Village.
- ii) to delineate these design features into guidelines that will provide direction for those who develop (developers, builders, design professionals) and those who review development proposals (the Manager, neighbouring residents).

In preparing these guidelines it has been assumed that the overall character of commercial development in University Hill should convey a "village" ambience. This assumption has led to a range of guidelines that deals with the design of buildings, streets, parking and open areas since it is the combination of all of these elements that creates the ultimate physical environment.

2.0 HOW THE GUIDELINES WORK

The guidelines are divided into two sections:

- i) Those for buildings on individual land holdings.
- ii) Those for street level including streets, lanes, parking and open areas.

The structure for each guideline is comprised of:

- i) A title.
- ii) A statement of intent that describes the purpose, or rationale, behind the guideline.
- iii) The guideline, or prescriptive, statement.
- iv) An illustration, or diagram, that conveys the visual idea behind the guideline.

Guidelines are meant to provide direction, not necessarily solutions, to design problems. Each guideline is open to interpretation and there may be several different ways that a design can be developed, yet still meet the intent of the guideline.

3.0 GUIDELINES FOR BUILDINGS

3.1 Variety of Convenience Uses

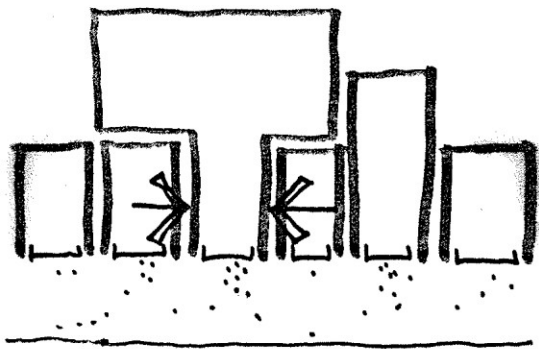


The commercial areas that we most enjoy for day-to-day shopping are those where a variety of products is available for purchase in a comfortable and convenient environment. The careful combination of products and environment will stimulate repeat visits by people of all ages.

ENCOURAGE A MIX OF CONVENIENCE SHOPPING USES AND ACTIVITIES, OFFERING PRODUCTS TO ALL AGE GROUPS.

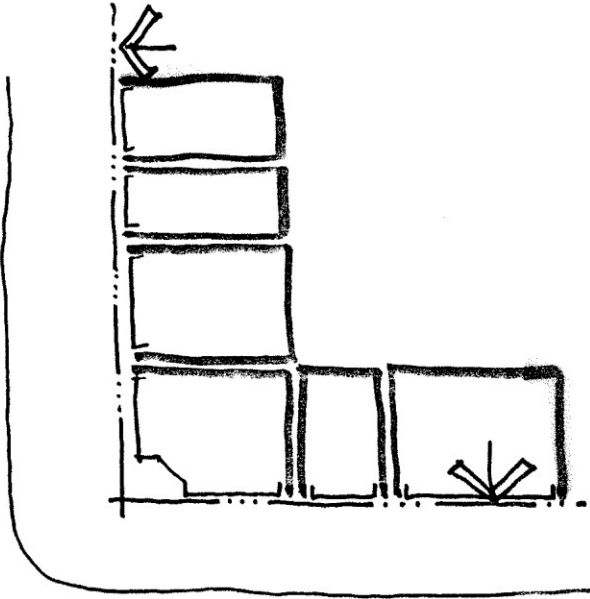
3.2 Small Scale Continuity

A diversity in our environment is created by many small users. The scale of shopfronts in a commercial district either adds to or takes away from this feeling of diversity.



ENSURE THAT STOREFRONTS HAVE NARROW FRONTAGES IN A CONTINUOUS PATTERN ALONG STREETS. LARGE SINGLE USERS SHOULD BE ENCOURAGED TO MAINTAIN A NARROW SHOPFRONT AND WIDEN OUT TO THE REAR OF THE STORE.

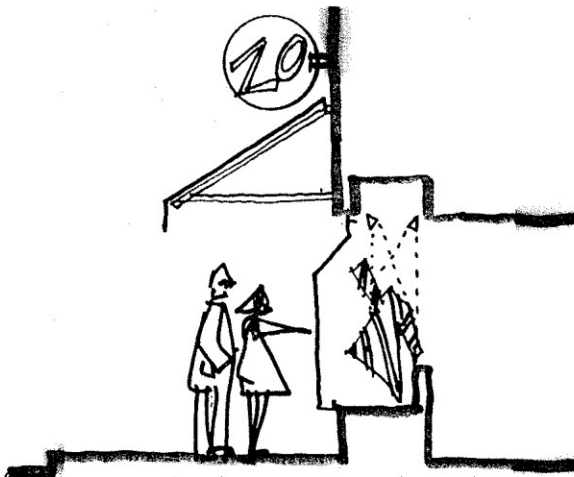
3.3 Property Line as "Build To" Line



The most successful streets are those in which there is a feeling of proximity between the pedestrian and the shopfront. Areas where shops are set back a long distance or separated from the street by parking areas detract from the ability to see and touch the products being offered in the retail outlets.

BUILDINGS AND THEIR STOREFRONTS SHOULD BE BUILT TO THE PROPERTY LINE TO CREATE A STRONG DEFINITION OF BUILT FORM ALONG THE STREET AND TO GUARANTEE THE PROXIMITY OF SHOPPING TO THE PASSER-BY.

3.4 Pedestrian Interest at Street Level

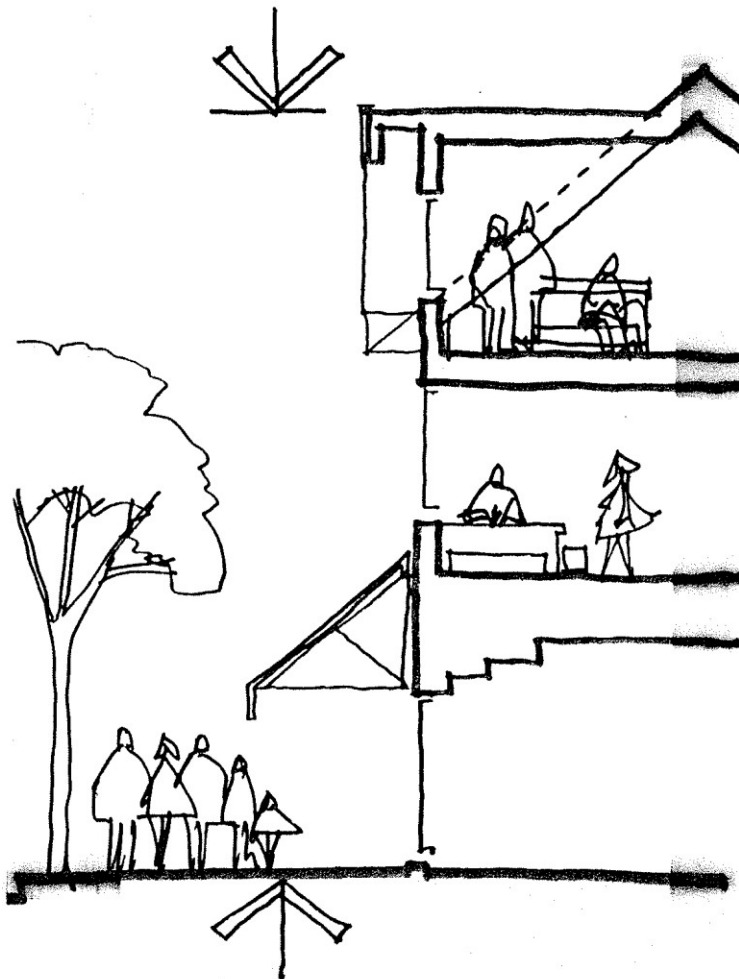


The design of storefronts and the products that are being displayed within do a great deal to encourage the passer-by to browse and ultimately purchase goods or services.

PEDESTRIAN INTEREST SHOULD BE ENCOURAGED AT THE STOREFRONT THROUGH MAXIMISATION OF GLASS AREAS, UTILISATION OF CLEAR GLASS, PROFESSIONAL WINDOW DISPLAYS AND THE USE OF INCANDESCENT DISPLAY LIGHTING.

3.5 Building Wall Enclosure

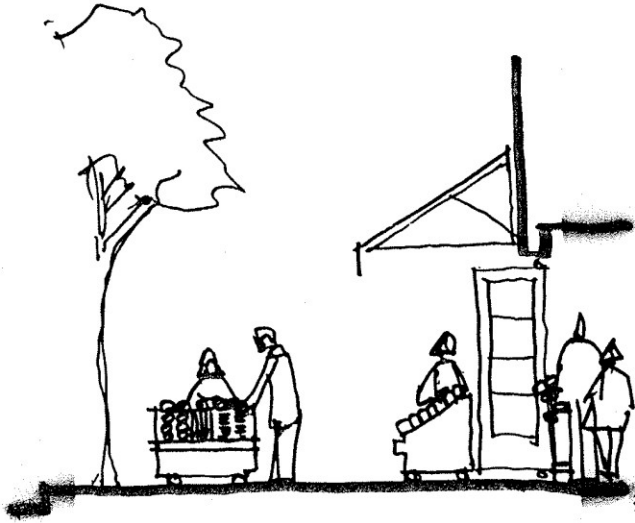
The most successful urban streets are those where there is a strong definition created by the buildings that front the properties along the street. In University Hill a three storey limit is placed on commercial buildings. This scale of development is user friendly yet sufficient to provide a desirable degree of street definition. Moreover, by having more levels of activity within buildings adjacent to the street a higher degree of surveillance and visual interaction occurs in the street space.



ENCOURAGE THE DEVELOPMENT OF A THREE STOREY BUILDING WALL AT THE PROPERTY LINE. THE UPPERMOST FLOOR MAY BE CONTAINED WITHIN ROOF FORMS THROUGH THE USE OF GABLES AND DORMER CONSTRUCTION.

3.6 Outdoor Marketing

The vitality of a street is enhanced when products are offered for sale on the sidewalk. This adds to the richness and diversity of the pedestrian experience and creates a changing pattern on the street.



ENCOURAGE THE "SPILLING OUT" OF MERCHANDISING INTO SIDEWALK AREAS. ENSURE THAT SUCH MERCHANDISING IS WELL DISPLAYED, LOCATED TO ALLOW CONTINUOUS PEDESTRIAN USAGE OF THE SIDEWALK AND MOVABLE FOR EASY DISMANTLING.

3.7 Village-Like Building Forms

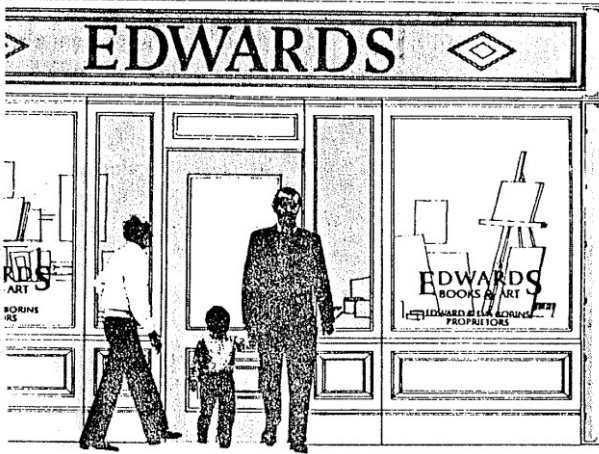
Portions of the existing commercial development in the University Hill Area possess a building character that is reminiscent of early village forms. This character contributes positively to the surrounding neighbourhood and represents an appropriate form for future commercial development.



ENCOURAGE THE DEVELOPMENT OF BUILT FORM THAT IS COMPOSED OF VISUALLY SEPARATE YET INTERCONNECTED PIECES, REMINISCENT OF VILLAGE FORMS. THE USE OF SLOPED ROOFS WITH GABLE AND DORMER FORMS IS PREFERABLE TO FLAT ROOFS.

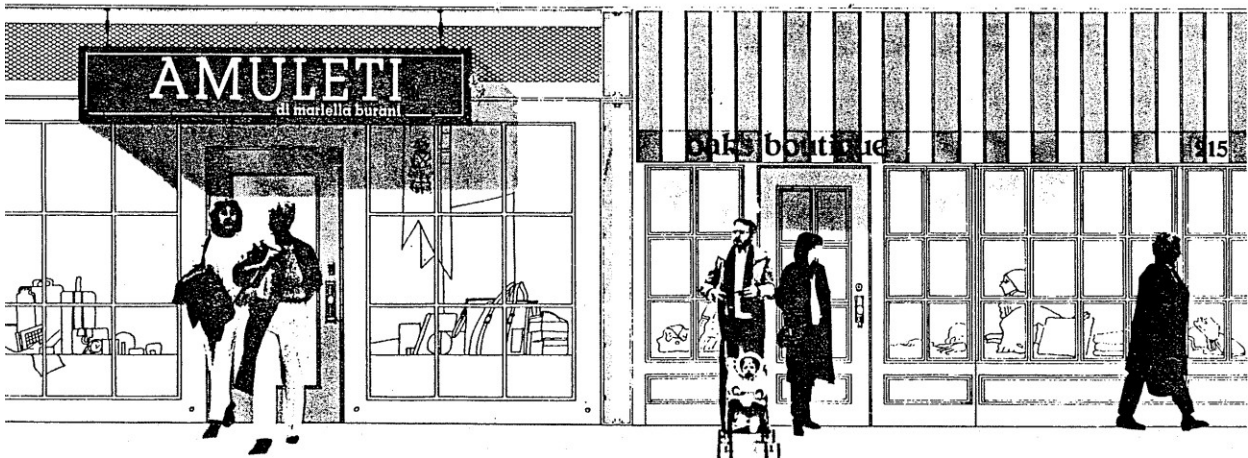
3.8 Traditional Storefronts

Consistent with the desire to create village-like developments the design of individual storefronts can be a major contributor to this character. The traditional storefront consists of:

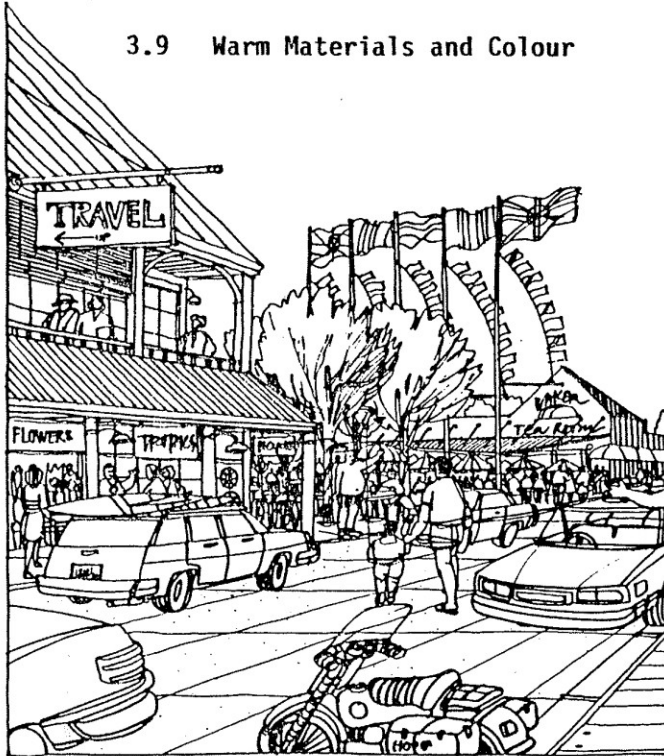


- i) a single or paired entry door, normally recessed into the storefront;
- ii) storefront base;
- iii) clear glazed storefront, wood or metal sash; and
- iv) upper storefront element usually consisting of smaller scaled elements in the detail in its construction.

ENCOURAGE THE USE OF TRADITIONAL STOREFRONTS IN COMMERCIAL DEVELOPMENT.



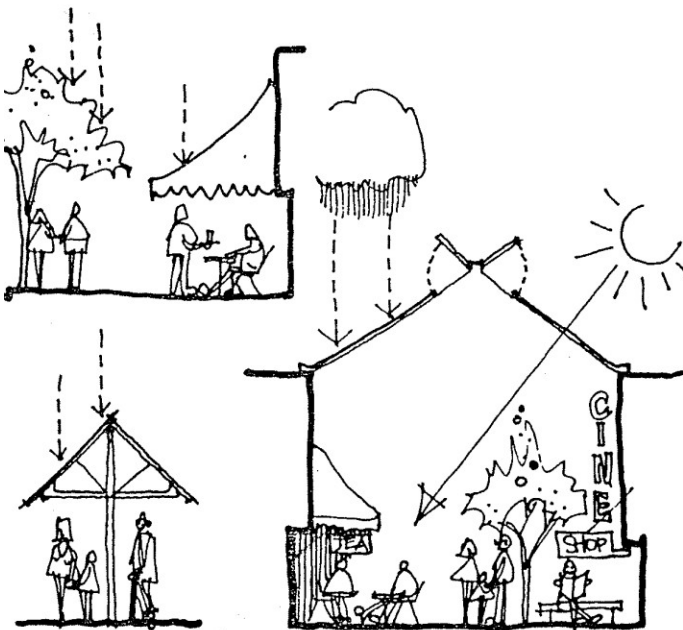
3.9 Warm Materials and Colour



Interesting and diverse environments are enhanced through the use of a variety of materials and colour. With the use of a higher degree of detailing like window trims, barge boards, fascias and varying wall treatments a higher degree of complexity can be achieved in the architecture at a relatively small cost. By adding a variety of colour to the elements of the building skin a richness and depth can be achieved.

ENCOURAGE THE USE OF A HIGH DEGREE OF DETAILING AND COLOUR IN THE DESIGN OF BUILDING FACADES AND CANOPIES.

3.10 Rain Protection for Pedestrians

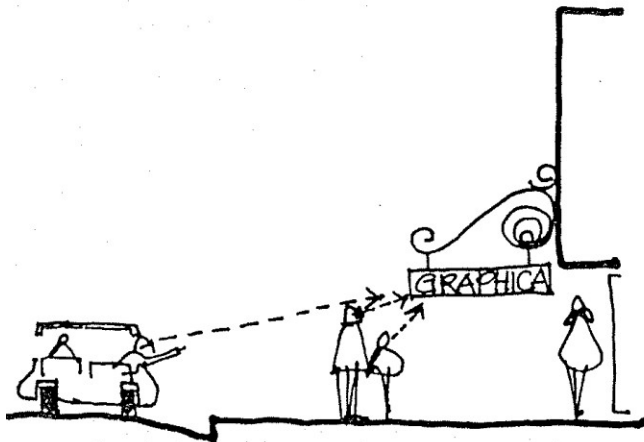


Continuous rain protection is a must in areas where pedestrian activity is encouraged. There are various forms that this protection can take, the most common being the fabric and steel frame canopy, glazed canopy or recessed storefronts to achieve a covered colonnade.

CONTINUOUS RAIN PROTECTION IS MANDATORY IN COMMERCIAL DEVELOPMENTS. WHERE CANOPIES ARE EMPLOYED THEY SHOULD BE SLOPED AND ANGULAR IN THEIR FORM, CONSISTENT WITH THE DESIRE FOR SLOPED ROOFS, RATHER THAN THE HALF BARREL VAULT WHICH IS A MORE CONTEMPORARY FORM.

3.11 Projecting Signage

Most commercial developments today encourage the use of fascia signs placed above storefronts. Typically these signs are aluminum boxes with back lit plastic copy, sized to be readable by passing traffic. The objectives of this commercial district with its local, convenience orientation should be towards the development of signage that is of a pedestrian scale and character. To this end, projecting signs that are readable from up and down the street are a more sympathetic form.



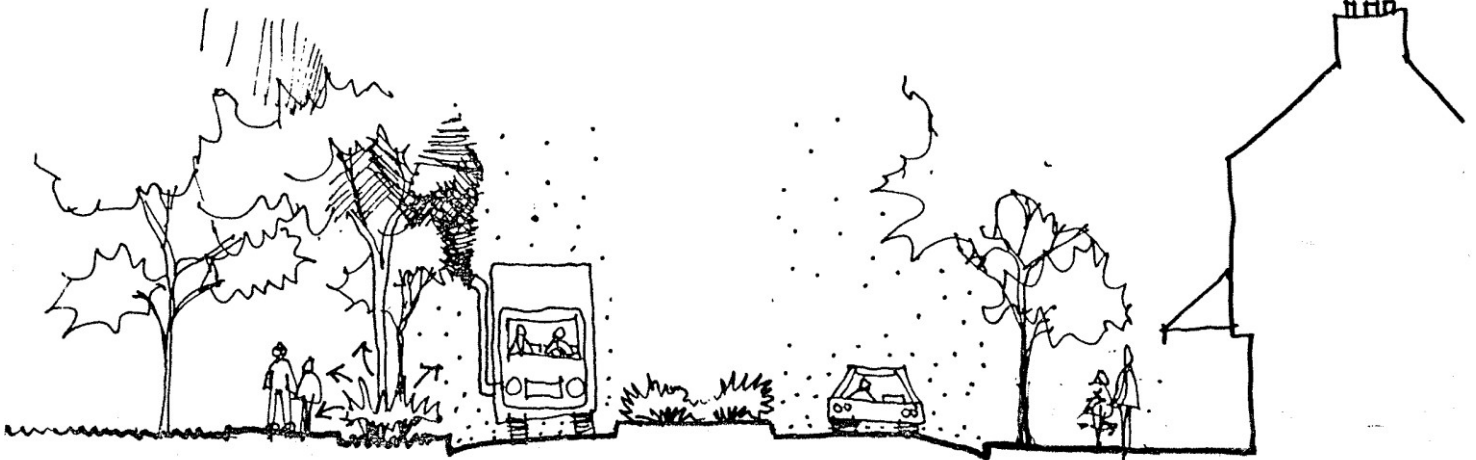
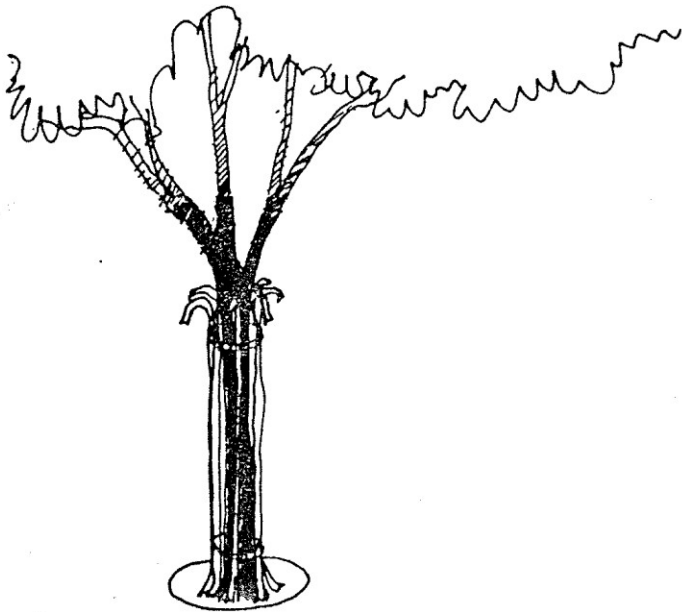
ENCOURAGE THE USE OF PROJECTING SIGNAGE, POSITIONED ON THE STOREFRONT SO AS TO BE NO LOWER THAN 8' ABOVE GRADE AND EASILY VIEWED BY THE PEDESTRIAN USING THE SIDEWALK. BACK LIT ALUMINUM SIGN BOXES ARE DISCOURAGED. SIGNS THAT USE SYMBOLS TO REPRESENT THE STORES PRODUCT ARE ENCOURAGED. INCANDESCENT FRONT LIGHTING IS ENCOURAGED TO HIGHLIGHT THE GRAPHIC COPY OF THE SIGN.

4.0 GUIDELINES FOR STREET LEVEL

4.1 Street Definition and Continuity

Streets are not only defined by the buildings that enclose them. Through the use of continuous tree planting and boulevard landscaping (grass, plants or paving) a continuity and definition is achieved. This tends to zone the street space into the area for the roadway and the areas for pedestrian usage. Such landscaping programmes can be financed in a variety of ways subject to the degree of participation by public and private sectors.

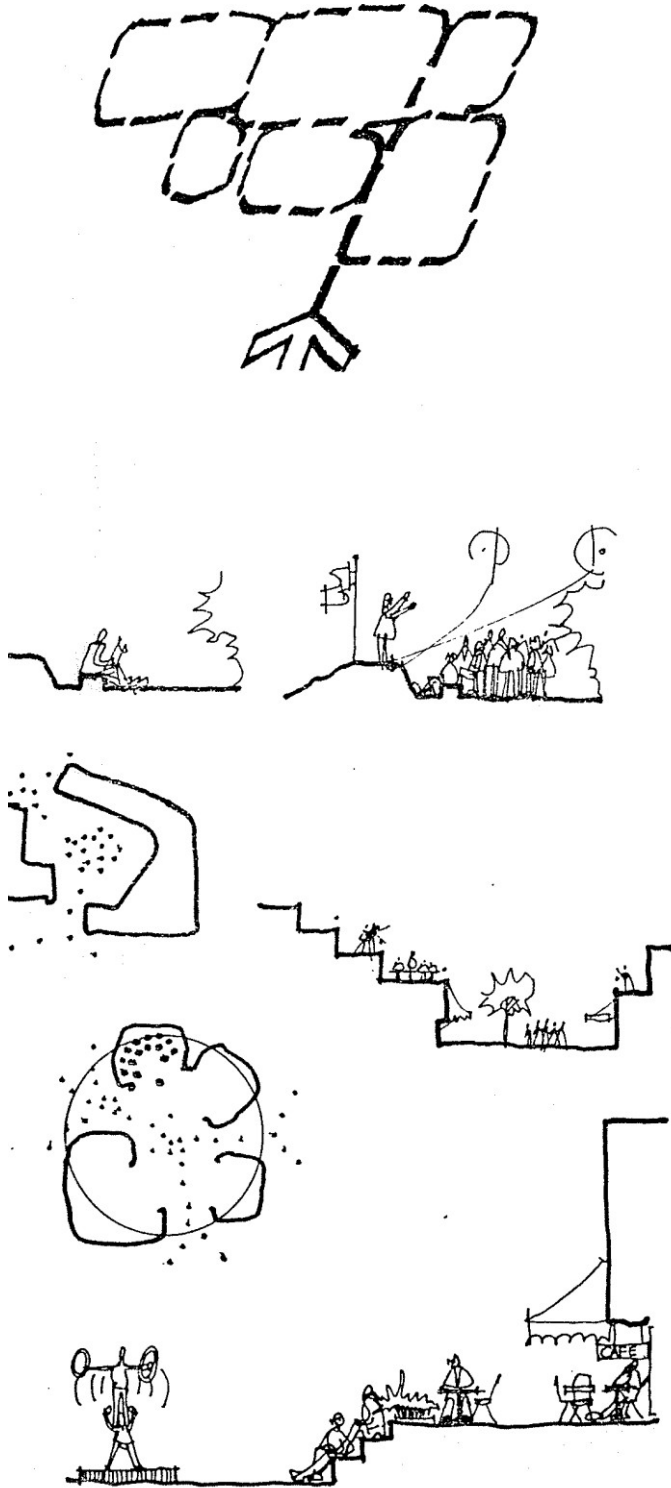
ESTABLISH A PROGRAMME OF REGULARLY-SPACED TREE PLANTING AND CONTINUOUS BOULEVARD LANDSCAPING (WHERE APPLICABLE) ON COMMERCIAL FRONTAGES IN THE UNIVERSITY HILL AREA. ENSURE THAT



4.2 Pedestrian Domain

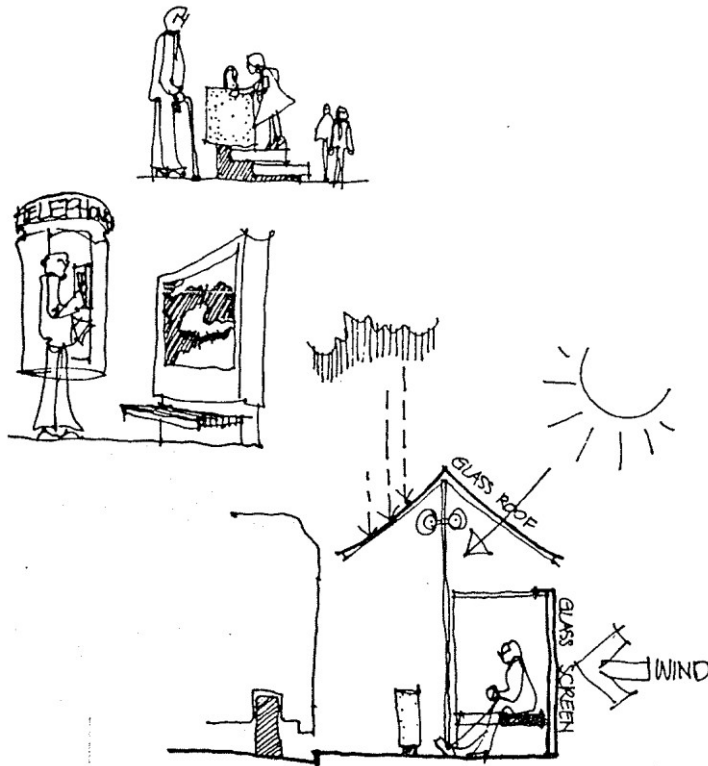
The opportunity exists to use not only sidewalks but alleyways, corner shortcuts, courtyards and laneways as part of a total pedestrian system for the commercial areas. The resulting network is largely determined by the footprint of buildings that are developed on individual lots. It is consistent with the desire to create a village-like character to use the built form to create the alleyways and courtyards that will offer as much amenity to the pedestrian as the developments themselves.

ENCOURAGE THE DEVELOPMENT OF OFF-STREET PATHWAYS, COURTYARDS AND LANEWAYS TO CREATE A PEDESTRIAN NETWORK OFFERING A VARIETY OF WALKWAYS AND OPEN SPACES FOR PEOPLE USING THE AREA.



4.3 Grouping Public Amenities

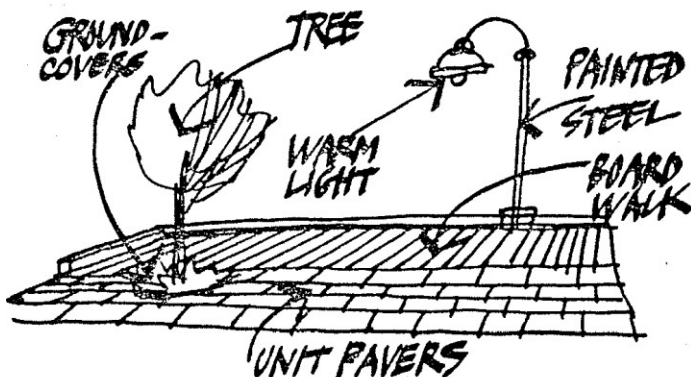
2



There are a number of elements within the public domain that will encourage public activity. For example, mailboxes, newspaper vending boxes and benches work well together in creating a pause area along a sidewalk. The addition of a telephone and a bicycle rack further enhances the number of activities that may take place at this location.

ENCOURAGE THE GROUPING OF PUBLIC AMENITIES IN THE OPEN SPACE SYSTEM TO CREATE NODES OF ACTIVITY AS MEETING PLACES IN THE NEIGHBOURHOOD.

4.4 User Friendly Surfaces



The design of the open space environment must take into account the use of materials that contribute to the public use of a place and yet are manageable in terms of ongoing maintenance and operating costs. For example, a carefully designed planter box may afford a place to sit without having to support the capital and maintenance costs of an expensive bench.

ENCOURAGE THE USE OF DURABLE, YET COMFORTABLE, MATERIALS AND SURFACES IN THE DESIGN OF THE PUBLIC DOMAIN.

4.5 Barrier Free Movement

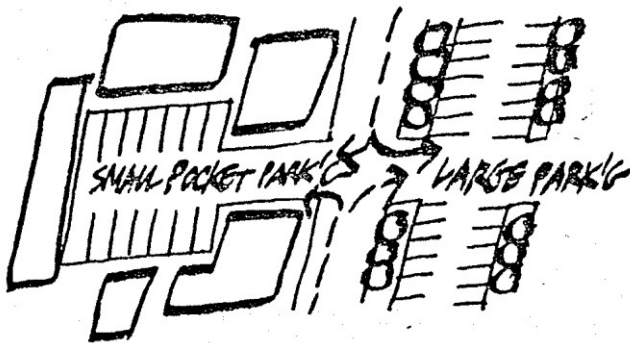
It is essential that all elements at street level be designed to allow for the continuous movement of those who are disabled by sight or mobility; or, simply for the convenience of baby buggies and bicycles.



4.6 Pocket Parking Lots

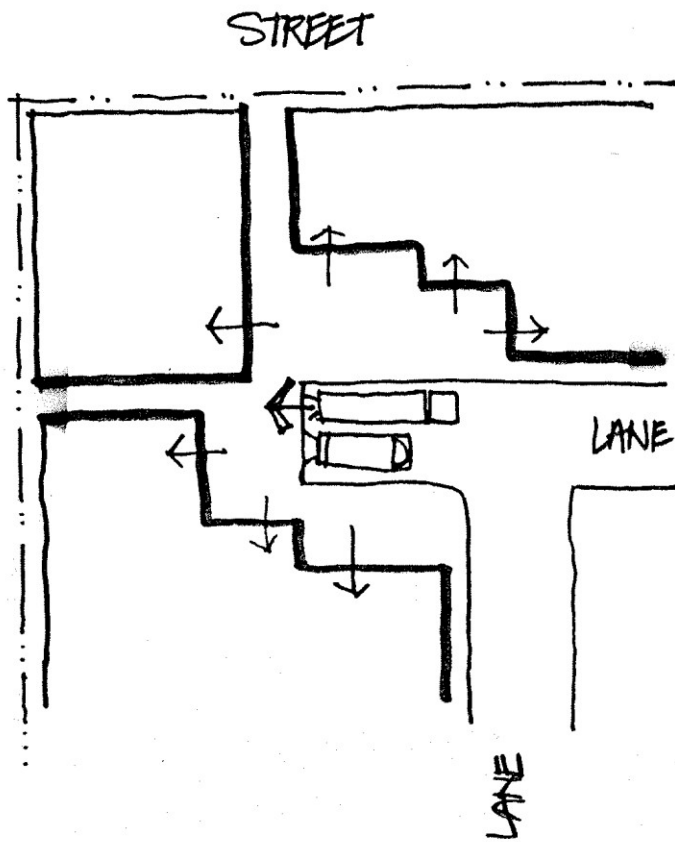
CREATE A BARRIER FREE ENVIRONMENT THROUGH THE USE OF CURB CUTS, ROLL CURBS, LEVEL THRESHOLDS INTO STOREFRONTS AND CURBSIDE LOADING AND PARKING AREAS

Sufficient parking close to a person's destination is critical for the success of a local shopping precinct. However, large parking lots dominate a shopping environment to the point at which a village character can be destroyed. By grouping parking into a series of smaller lots adjacent to shops parking can be convenient yet disbursed and controlled in scale.



ENCOURAGE THE DEVELOPMENT OF GROUP PARKING IN SMALL "POCKET" LOTS THROUGHOUT THE COMMERCIAL AREA RATHER THAN NECESSARILY REQUIRING ALL INDIVIDUAL DEVELOPMENTS TO INCLUDE PARKING ON SITE.

4.7 Communal Loading Areas



In a small neighbourhood shopping area the provision of individual loading bays can be onerous and can detract from the back lot character of a development. Within the commercial precincts of University Hill it should be possible to create communal loading zones where a number of individual projects can be serviced from one location. For example, areas may be set aside in the lanes for two or three loading bays to service adjacent projects.

ENCOURAGE THE DEVELOPMENT OF COMMUNAL LOADING AREAS TO MINIMISE THE IMPACT OF TRUCK SERVICING AND YET PROVIDE CONVENIENT ACCESS TO INDIVIDUAL PROPERTIES.

**DESIGN GUIDELINES TO
UNIVERSITY HILL
MULTI-FAMILY DEVELOPMENTS AND
THE MULTI-FAMILY RESIDENTIAL
LAND USE DISTRICT IN AREA D**

PREPARED BY: E. BRYCE ROSTICH ARCHITECTS

APPENDIX 3: DESIGN GUIDELINES FOR UNIVERSITY HILL MULTI-FAMILY DEVELOPMENTS

PREAMBLE

The multi-family residential area has seen very little recent building. Any new development will have a significant impact on the existing neighbourhood. It is important that new development be particularly sensitive to the impact on adjacent neighbours.

These design guidelines, meant to be used in concert with MF-1 and MF-2 zoning regulations and schedules are to be used in assisting the applicant in the design of new developments, as well as assisting the Manager in evaluating proposals.

CHARACTER

At present there is not a single, identifiable character in this district, although there are examples of buildings which appear to be in keeping with a common conception of what development in this area may comprise.

The applicant is directed, when contemplating the design of a project, to respond to a "campus/collegiate" character in the loosest sense of definition. The area is a direct adjunct to the University itself and those qualities of built form that differentiate the University district from any other district will be strongly encouraged. In planning a development the applicant should keep in mind the characteristics common to universities:

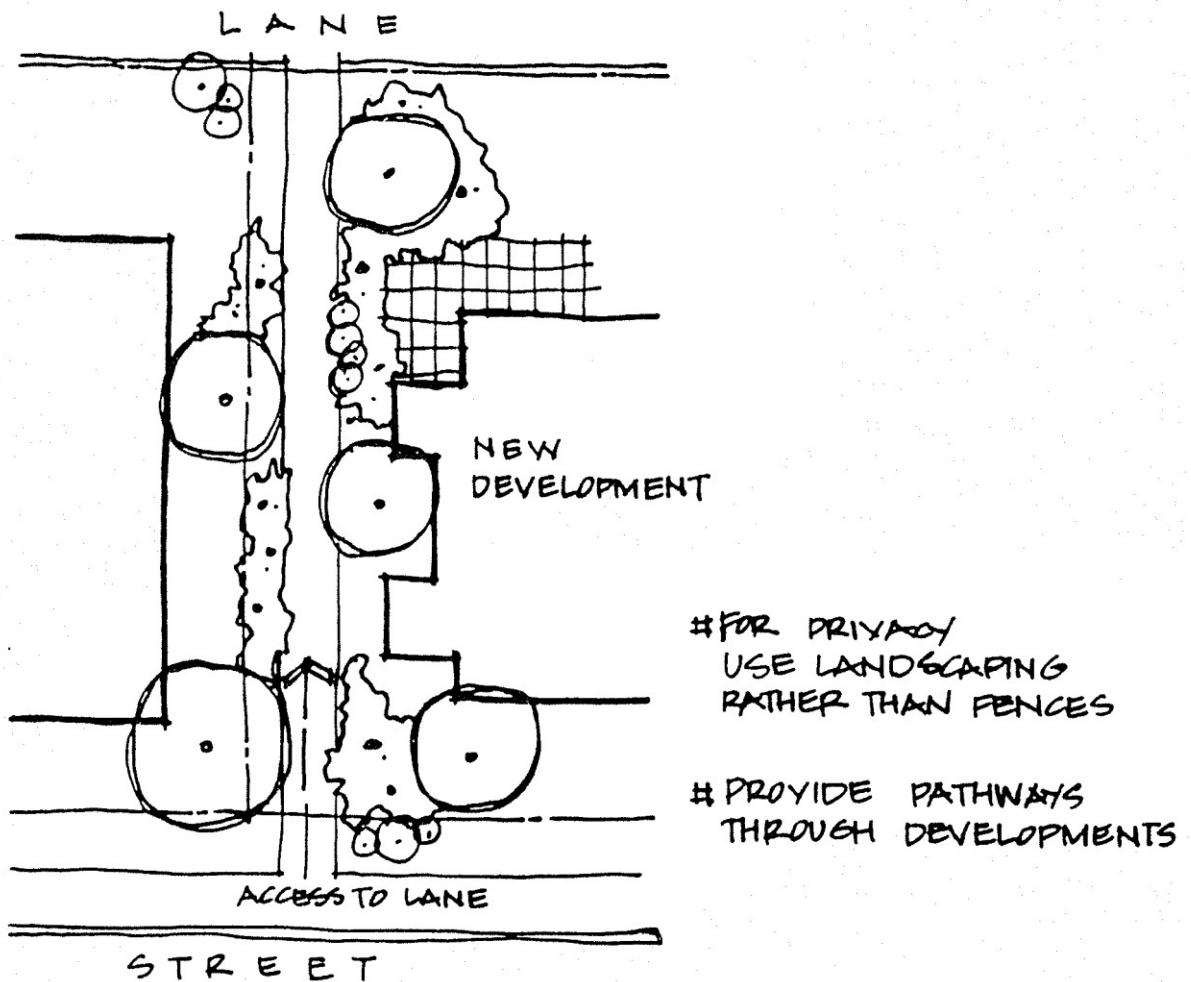
- the lack of perceived boundaries (fences, gates) between buildings;
- courtyards and collonades to offer delight and to protect passersby from rain;
- the permanence of finish materials;
- strong, proud building forms.

All of the categories listed in these design guidelines should be thought of in this context.

SITE PLANNING

Consolidation of properties and large scale developments are generally discouraged in favour of developments on existing lots so that the impact on, and change in the neighbourhood is softened.

Retain openness in site planning as much as possible. Avoid fences and plan instead to use landscaping - hedges, trees and shrubs - to define pathways and edges.

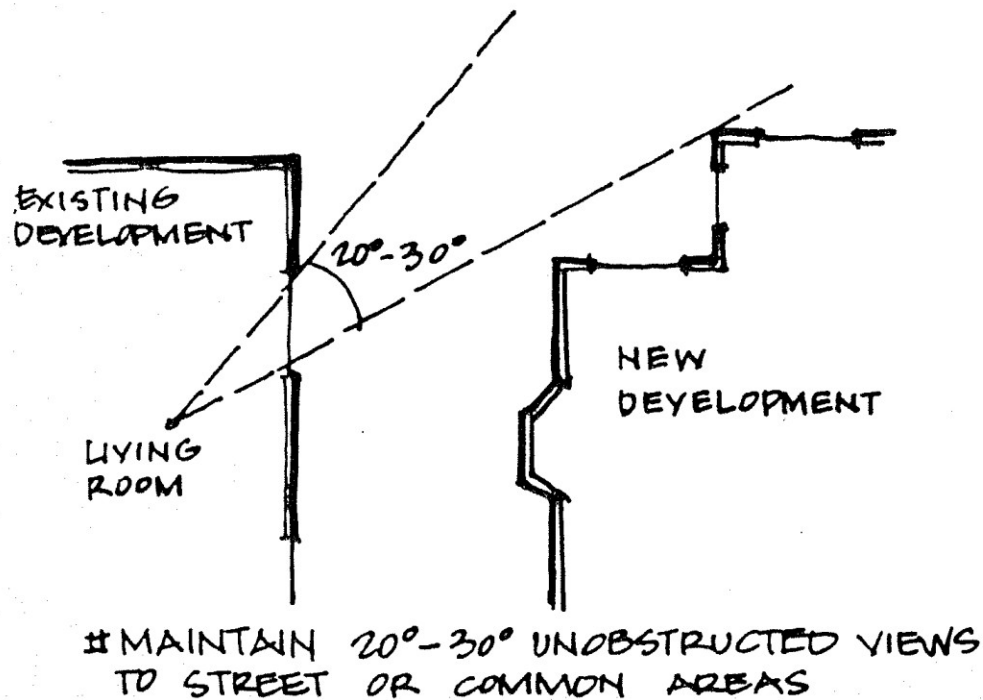


Encourage strolling and access between buildings with sufficient setbacks, grassed areas and paths.

Fences should be minimized and, when used, should be in small sections to provide privacy and screening.

If units have a principal orientation to a lane, adequate setback should be made.

Allow sufficient opportunity for neighbours to retain their views out. If a neighbouring building has principal windows facing the side property line, locate the new development further back from the property line or step the building back so that the neighbour's view to the street and access to sunlight is maintained. A 20 to 30 degree unobstructed view is acceptable.



PRIVACY

Especially in a transition period from the existing low scale development to larger projects, attention to impact on the privacy of neighbours is critical.

Principal windows in rooms should face the street or lane, rather than a side neighbour, or be sufficiently set back from the property line or otherwise screened so that the neighbour's privacy is not unduly impinged upon.

When entrances to new developments are at the side, the entrances should be designed so that they do not unduly introduce public traffic past a neighbour who had previously enjoyed privacy.

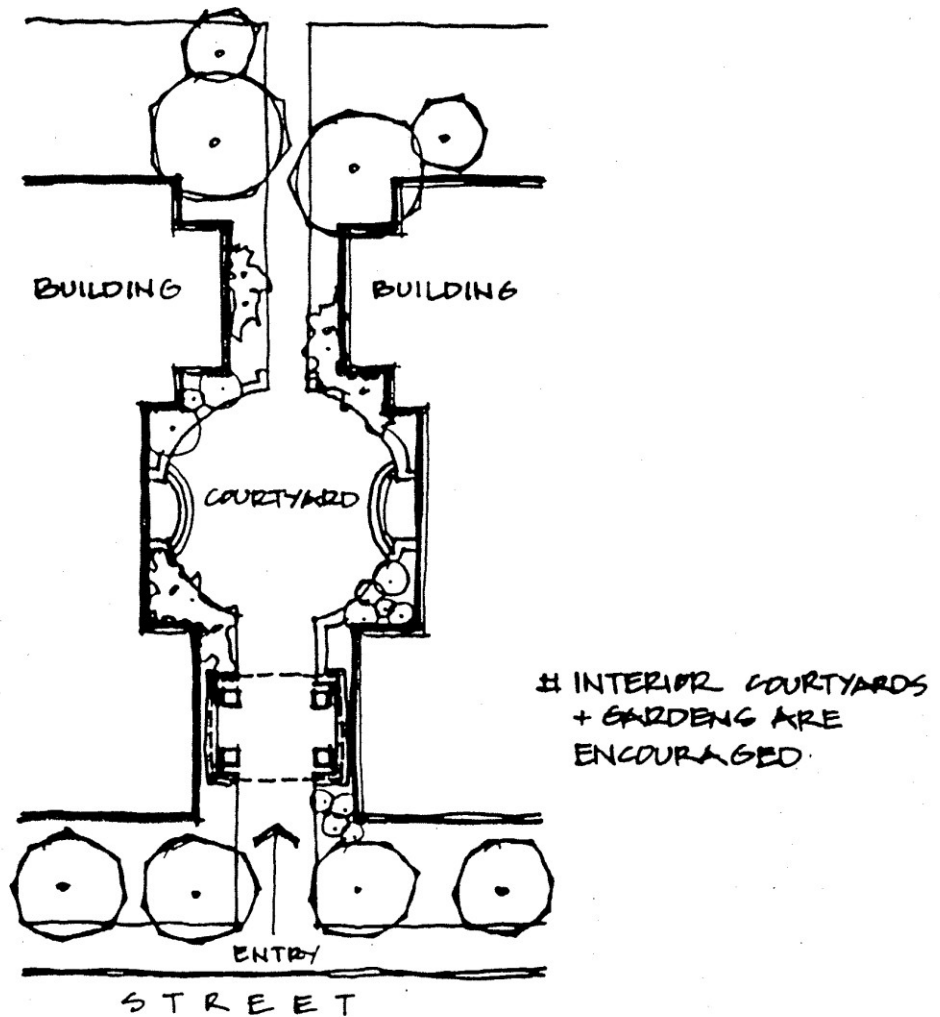
All suites should have (or have access to) private outdoor activity areas.

Decks, patios and other outdoor activity areas should be located so that they are not directly overlooking a neighbour's window or outdoor activity area. This is equally applicable within a development as to adjacent properties.

ENTRANCES

Main entrances to new buildings should be easily identifiable.

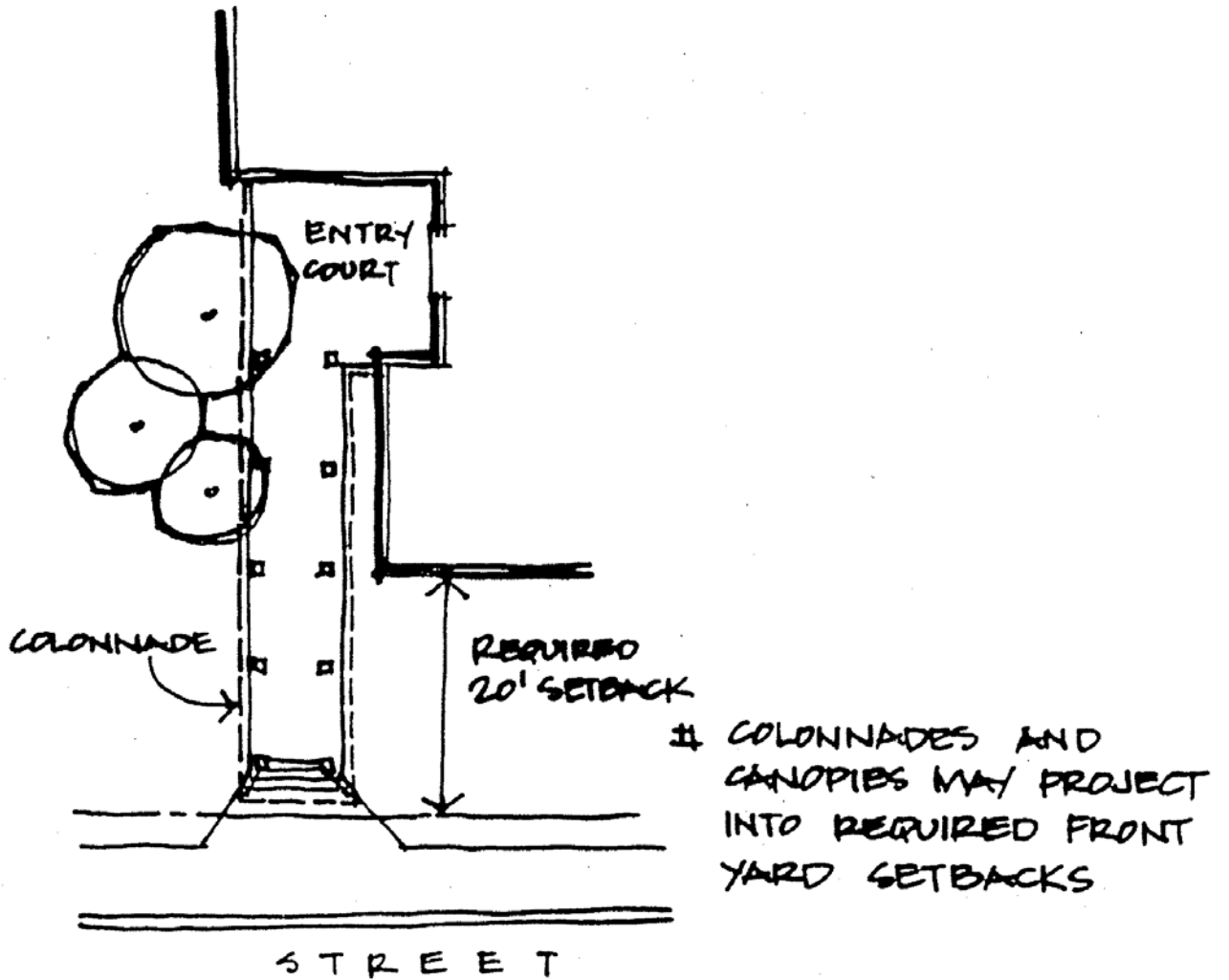
The use of recessed or courtyard entries and entries under the protection of colonnades or other structures, in keeping with a collegiate character, are strongly encouraged.



Avoid privacy conflicts between entrances and adjacent suites.

Entrances should generally step up from the street rather than step down.

Colonnades, porticos, canopies and similar structures should lead out to the street and direct people to the main entrance.



While no material is proscribed, those exterior materials most appropriate for new developments are stone, brick and good quality stucco. The use of stained cedar is discouraged.

Ensure that the quality of construction materials and detailing is such that over the long term the image and livability of a project is maintained.

LANDSCAPING

Retain existing, good tree specimens wherever possible.

Applicants for new developments are strongly encouraged to plant regularly spaced, medium and larger sized trees along the street at property lines, to add to the quality of the neighbourhood and to minimize the impact on smaller sized existing developments.

Avoid enclosing yards with fences. Maintain open, grassed yards wherever possible.

Considering the level of pedestrian use that lanes have and the overlook of apartments onto lanes, attention should be paid to a high level of lane landscaping.

Ramps down to underground parking garages should be set back from side property lines and should be landscaped and screened to minimize the impact on neighbouring properties.

Screen garbage containers with walls and roofs.

***Comprehensive District (CD-1)
U.E.L. Block 97 “The Village”***

***Concept and
Design Guidelines***

10 November 1997

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Introduction

“The Village” is a mixed use development located on Block 97 of the University Endowment Lands. This is the site that historically has accommodated the goods and services required by the community, including both local residents and students at the University of British Columbia.

The purpose of this document is to describe the design intentions for “The Village”. **Part One: Concept Plan** contains drawings which demonstrate these intentions. This is not intended to be a finite design scheme for the parcels on Block 97. The intention is to describe one potential solution derived from the zoning that has been prepared for the site.

Part Two: Design Guidelines further describes, in both written and graphic form, the design aspirations for the development. The purpose of these guidelines is two-fold:

- To identify the design features that will contribute positively to the development of this commercial and residential core of the University Endowment Lands; and,
- To provide design direction to those who develop (developers, builders and design professionals) and to those who review development proposals (the Manager and neighbourhood interests).

The overriding theme of the concept plan and design guidelines is directed towards the creation of a character for Block 97 that conveys an active “village” ambiance. This theme has led to guidelines that deal with three aspects of the built environment:

- Guidelines for uses and activities appropriate for this area;
- Guidelines for the design of buildings; and,
- Guidelines for the design of streets, sidewalks and open spaces comprising the ground plane.

It is the combination of both good site planning and good individual design of all built elements that will ultimately create the physical environment envisaged for this “focus” in the University Endowment Lands.

Throughout this document, both linear and area dimensions are referenced. All measurements should be confirmed by legal survey to ensure their accuracy.

Part One: Concept Plan

1.1 Design Intent

The intent of the concept design for Block 97 is to create an interesting mix of activities at the heart of the University Endowment Lands. Working with a Citizen's Committee struck for this project various workshops, meetings and open houses led to a set of principles that should be adhered to in the planning and ultimate development of this block:

- A mixed-use development with places to live, work, shop and enjoy leisure time
- An increase in the commercial opportunities of the area, including a potential grocery market
- Improvements to Jim Everett Park
- Publicly accessible open space in the form of a plaza or courtyard for community enjoyment
- An indoor, community village space
- Improvements to the streetscape
- Increased on-street parking and traffic calming
- Development of high quality buildings
- An approval process with by-law and design guidelines to control the form and quality of development

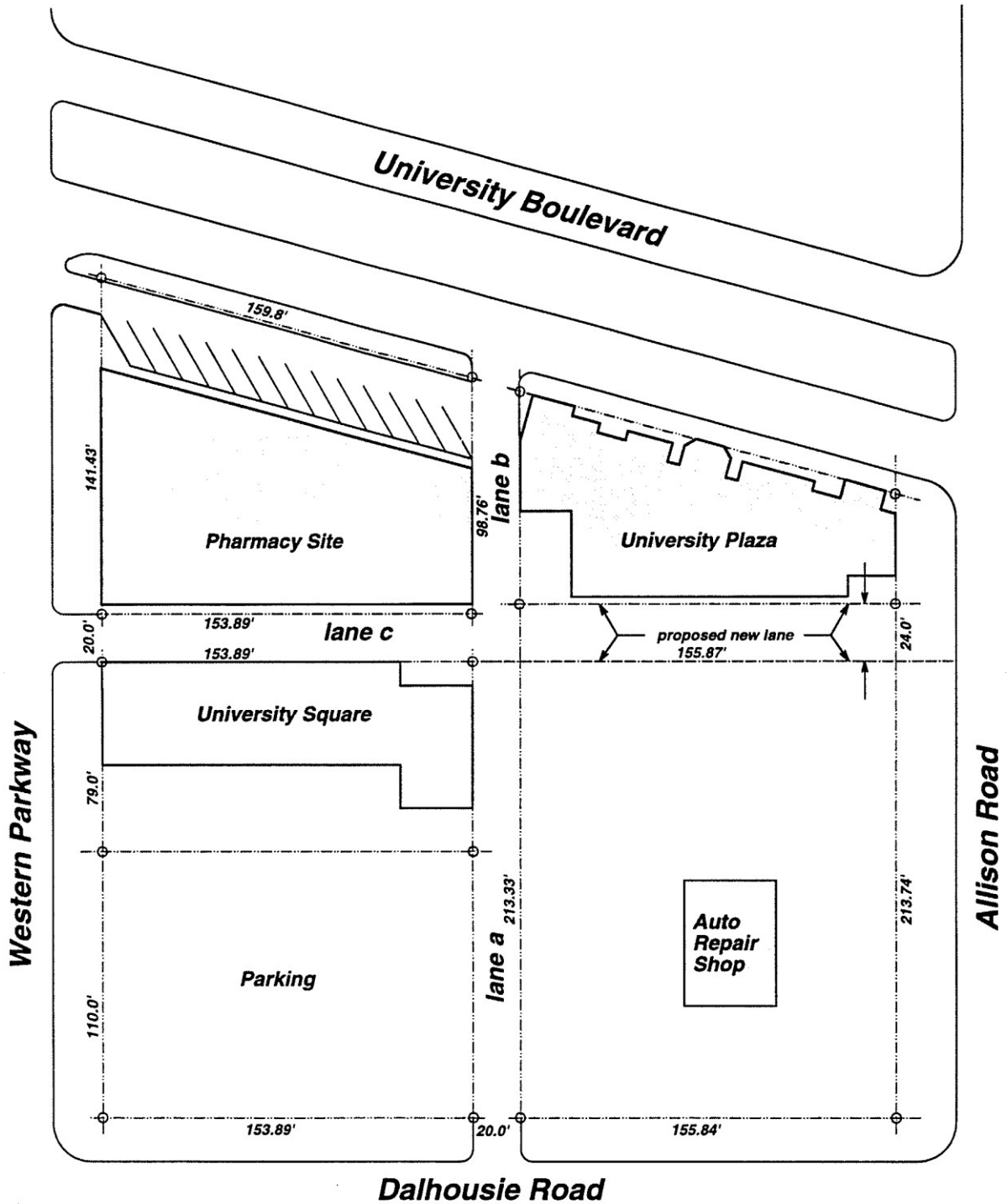
The design concept that evolved from these principles and objectives results in a building programme that is marketable and will produce the focus for the community desired by area residents. The plan includes the following primary components:

- A mix of retail, restaurant, office, residential and community amenity use
- Varying heights up to six storeys
- Underground parking for employees, residents and guests
- On-street parking for the visiting public
- An active streetscape with narrow retail frontages, rain protection, generous tree planting and comfortable street furnishings
- Two plazas on Western Parkway offering publicly accessible open space
- An on-site pedestrian network linking Block 97 with adjacent parts of the neighbourhood
- A continuous east/west lane for truck access and servicing
- Improvements to Jim Everett Park for the benefit of the broader community
- An aesthetic direction for the architecture that "fits" into the neighbourhood context

1.2 Illustrations

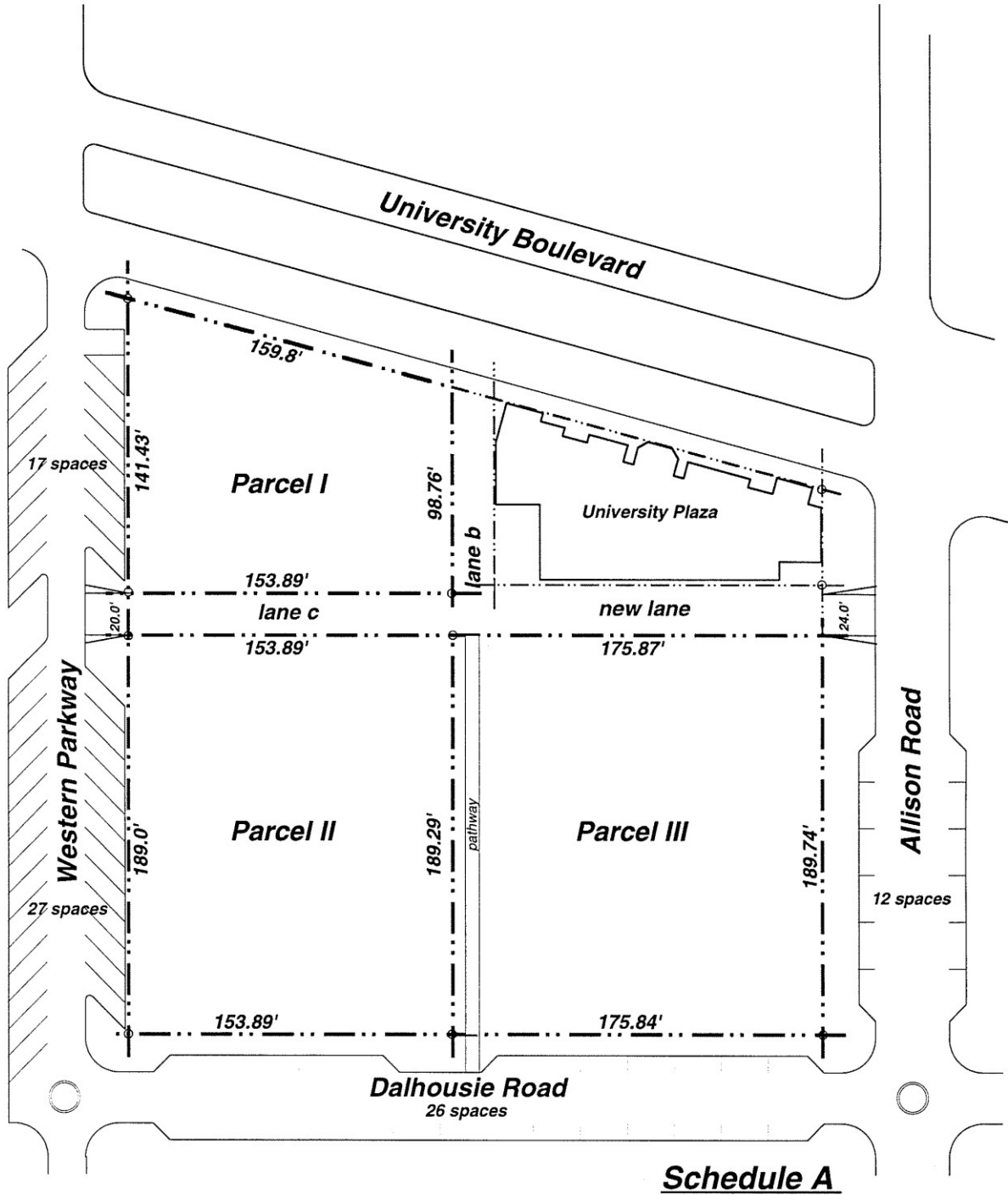
The following drawings illustrate the conceptual direction set for Block 97 as represented by the Comprehensive District (CD-1) zoning by-law and design guidelines prepared for this site.

Current parcels

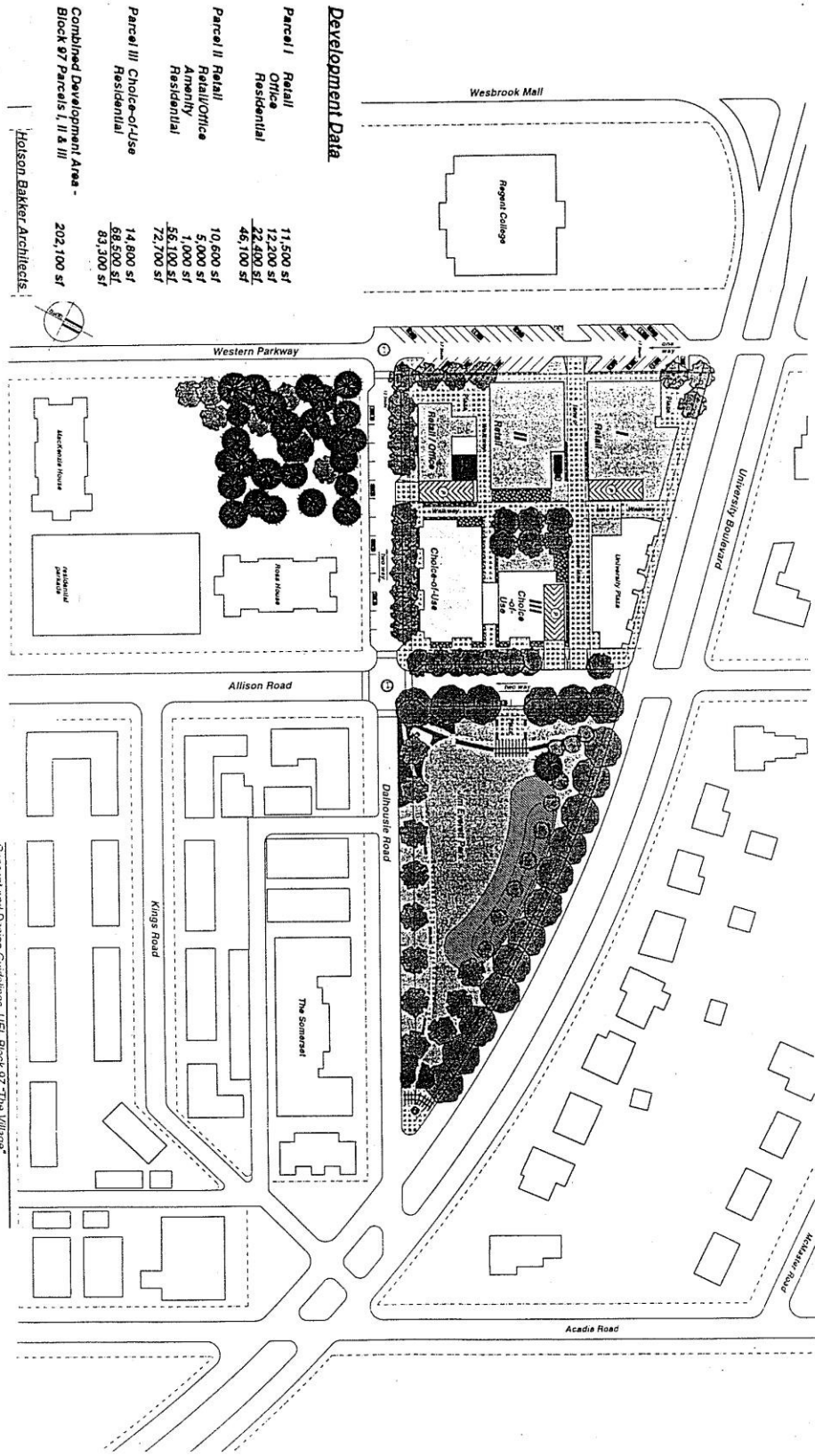


U.E.L. Block 97 "The Village"

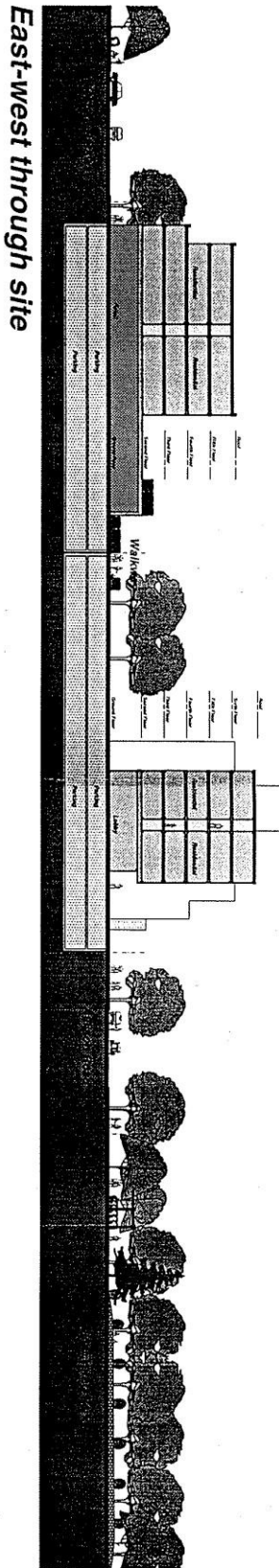
(dimensions and site areas for Parcels I, II and III
to be confirmed by legal survey)



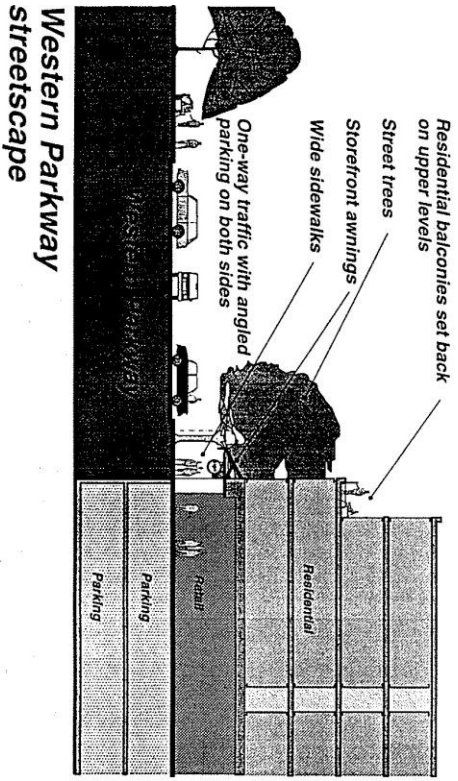
Concept plan



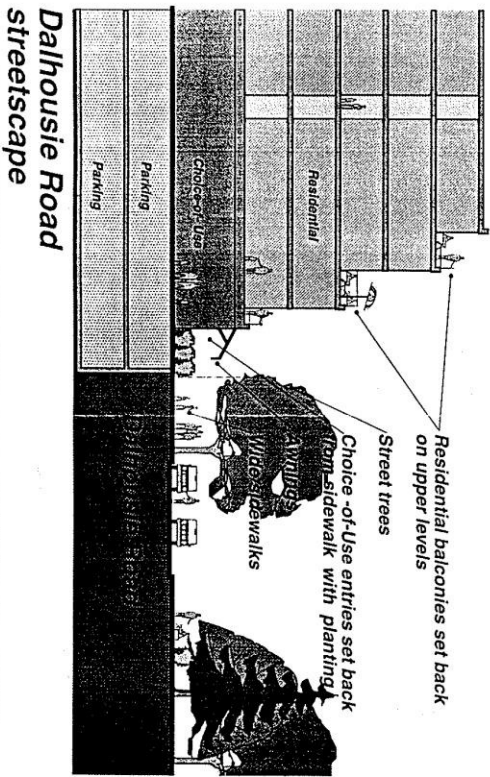
Concept sections



East-west through site



Western Parkway streetscape



Dalhousie Road streetscape

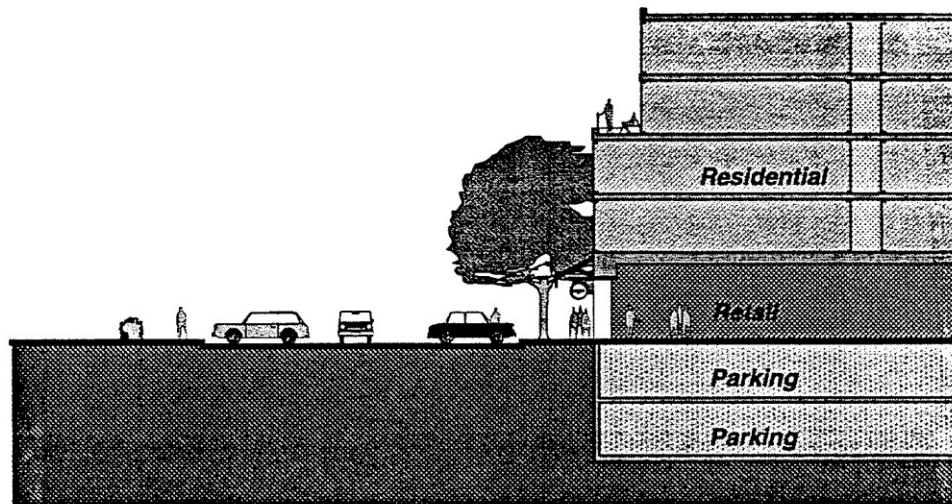
Concept and Design Guidelines, UEL Block 97 "The Village"

Part Two: Design Guidelines

2.1 Guidelines for Use and Activity

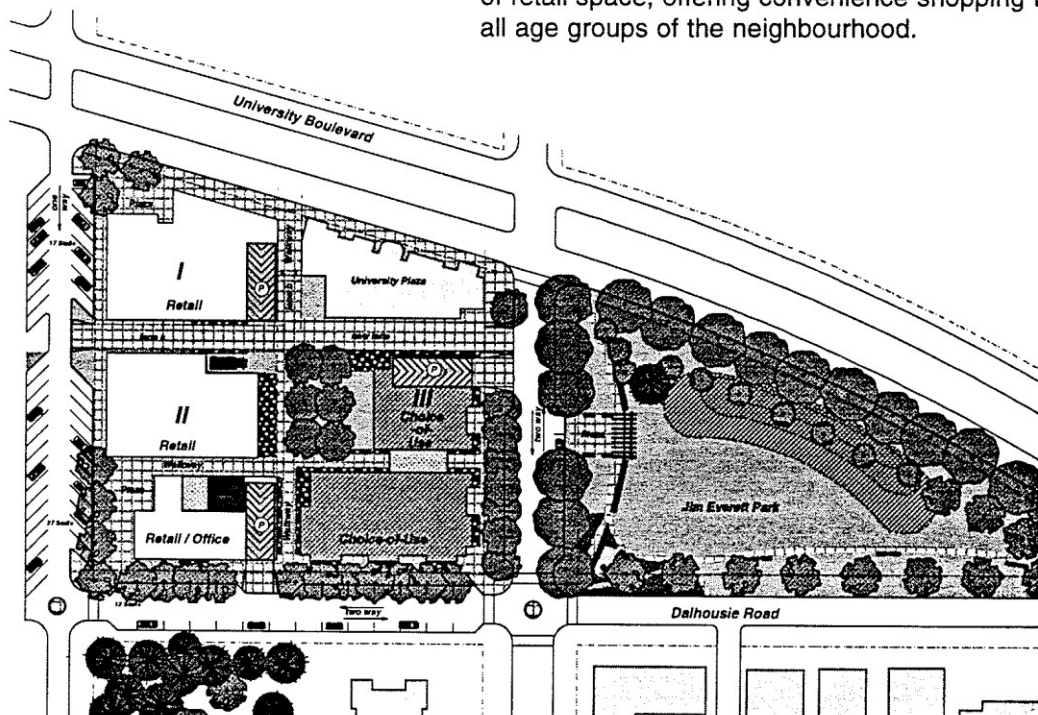
.1 A Mixed-use Environment

A vertical mix of uses is to be provided within the development parcels of Block 97 including underground parking, retail, restaurant, office, residential and community village space. These uses are to be distributed throughout the block, but are not all required in each parcel of development



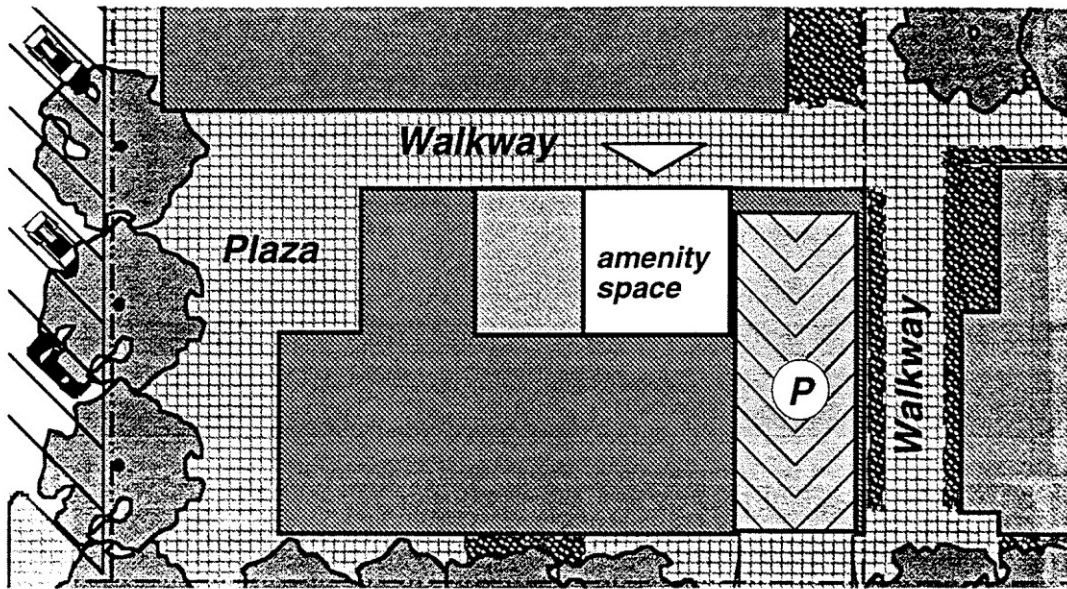
.2 Convenience Retail Shops

The ground floor must include a maximum amount of retail space, offering convenience shopping to all age groups of the neighbourhood.



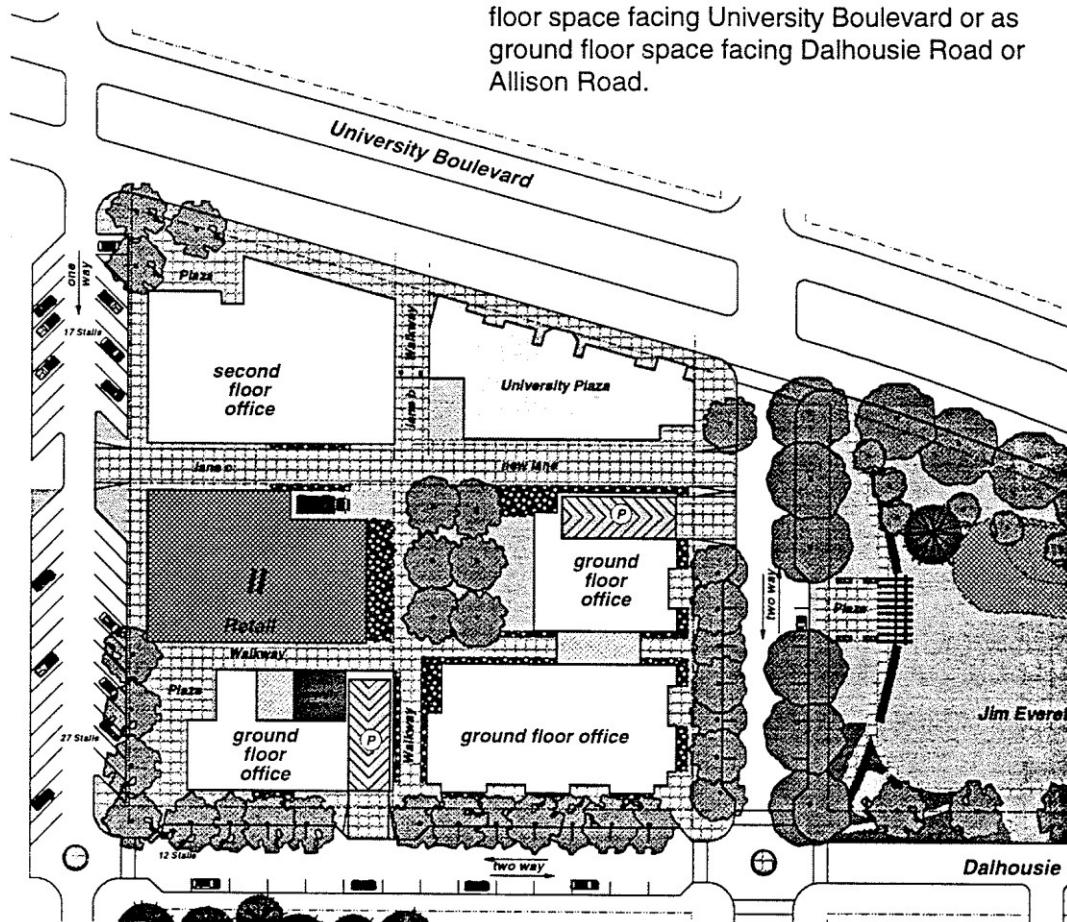
.3 A Community Village Space

Provide within Block 97 at least one ground level space for use by the community as a multi-purpose room, at a minimum size of 1,000 square feet. Locate this use area adjacent to an exterior terrace, plaza or garden.



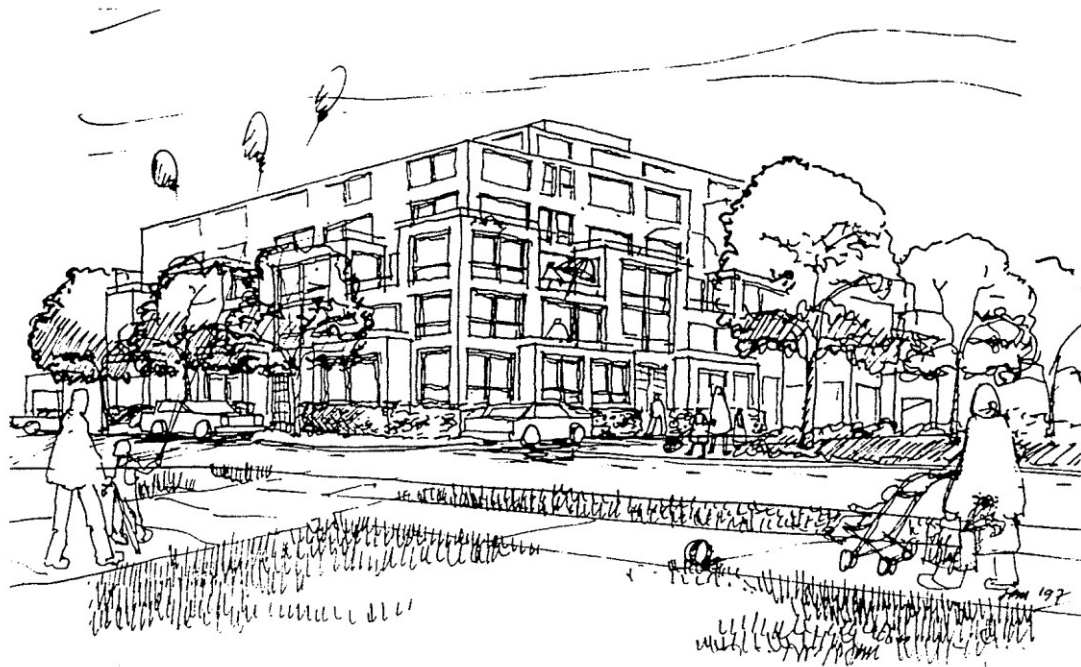
.4 Local Office Space

Space should be provided for small businesses wishing to operate offices within the community. The preferred location for this use is a second floor space facing University Boulevard or as ground floor space facing Dalhousie Road or Allison Road.



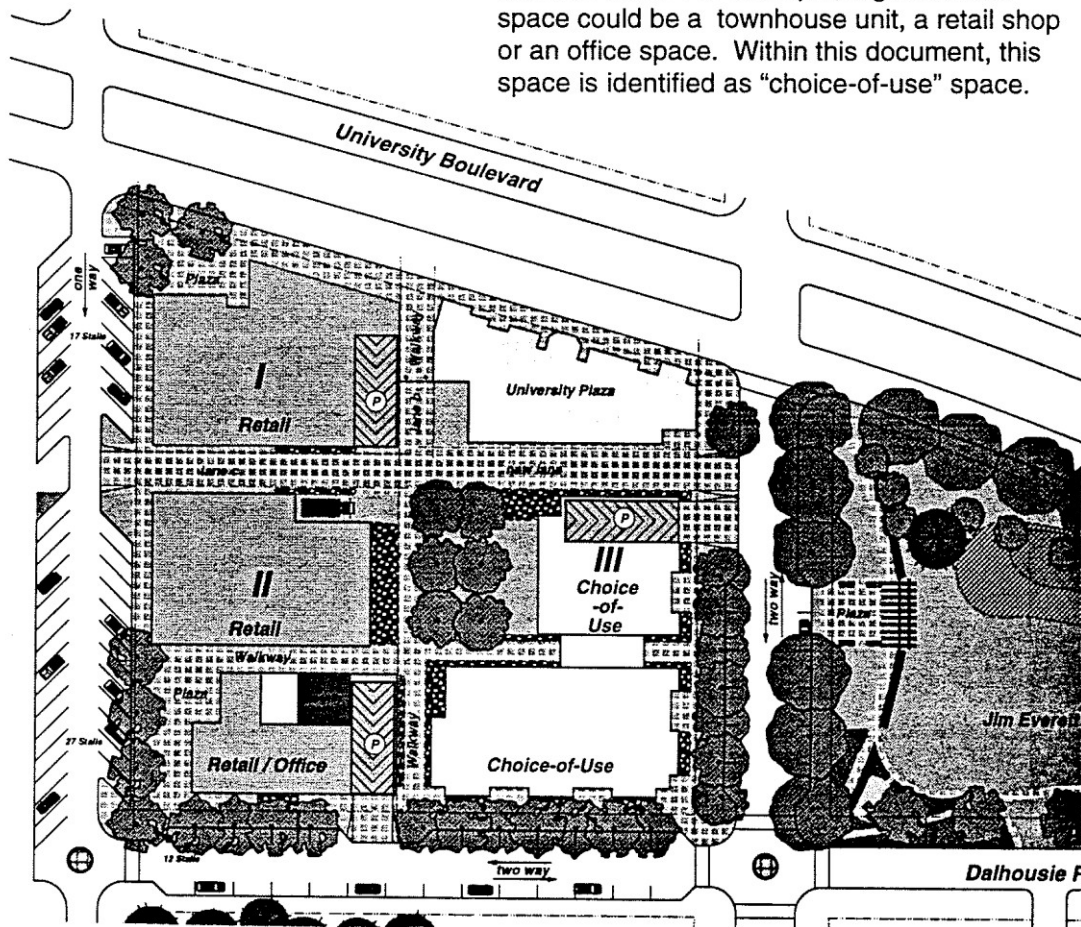
.5 Places to Live

Residential is to be included in the development of Block 97 as the principal land use, with a range of unit types and sizes.



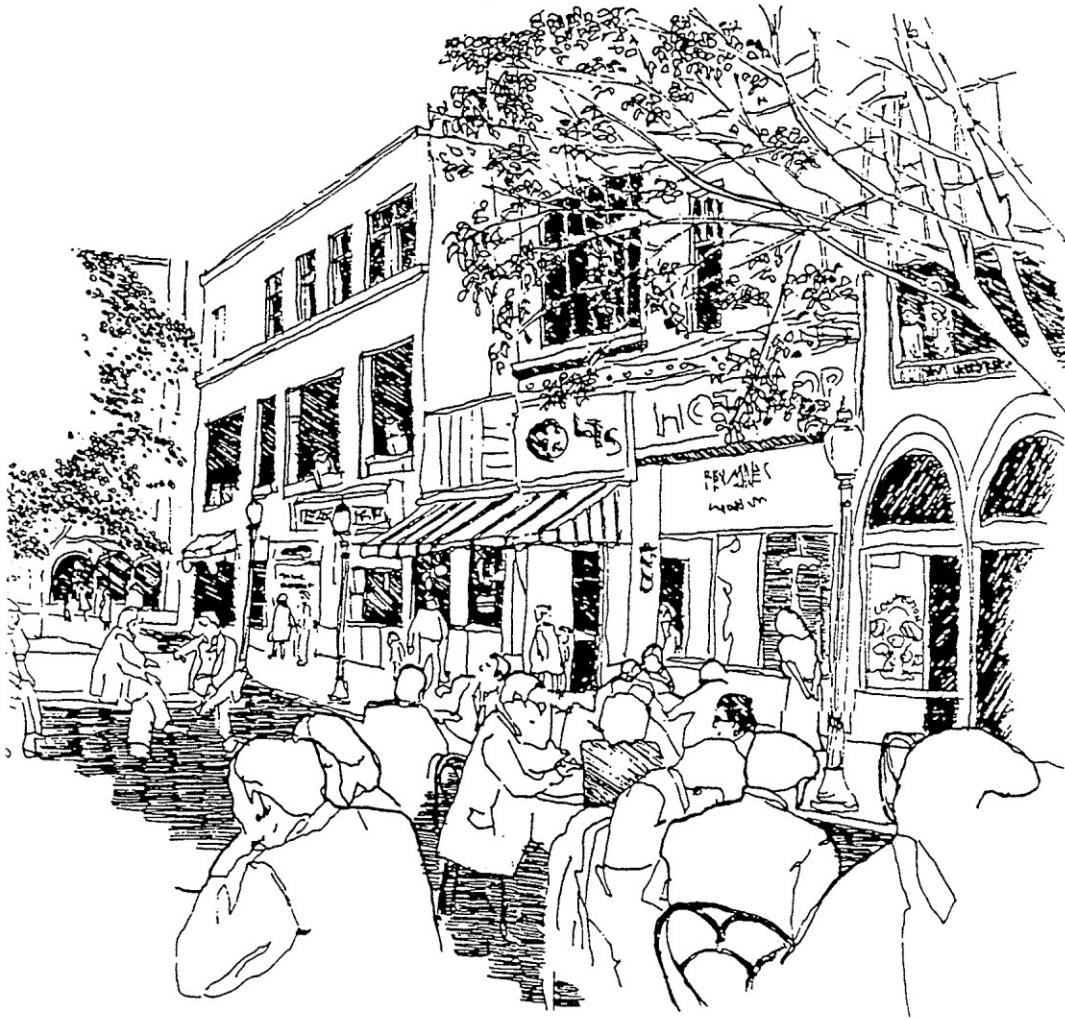
.6 Ability to Change

Space should be designed, particularly at the ground floor level, in a manner that allows different uses. For example, a ground floor space could be a townhouse unit, a retail shop or an office space. Within this document, this space is identified as “choice-of-use” space.



.7 Seasonal Uses

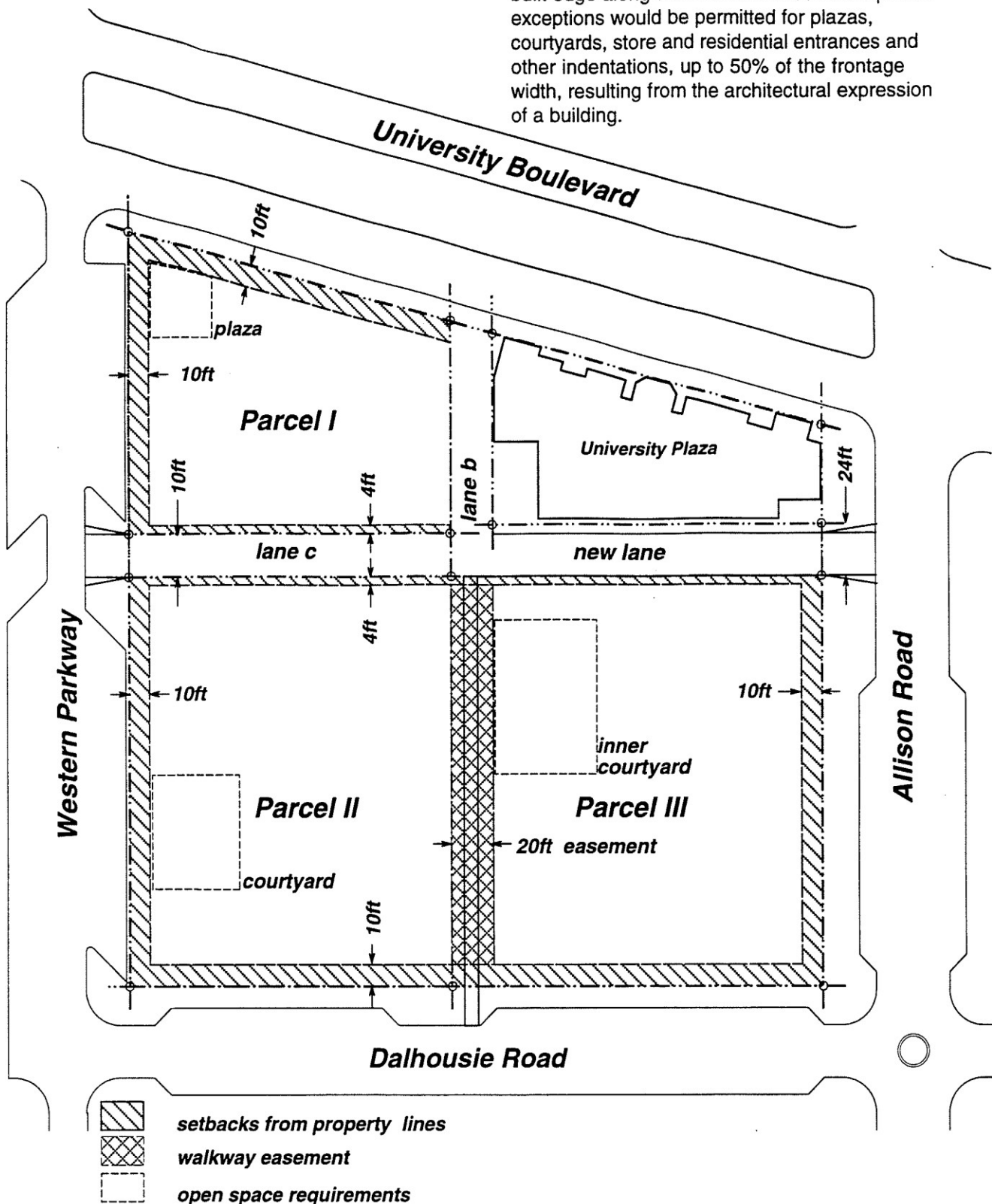
The spaces at sidewalk level should be animated to the greatest extent possible. Plazas, courtyards and sidewalks should be used for outdoor display, sales and public seating for outdoor eating.



2.2 Guidelines for Buildings

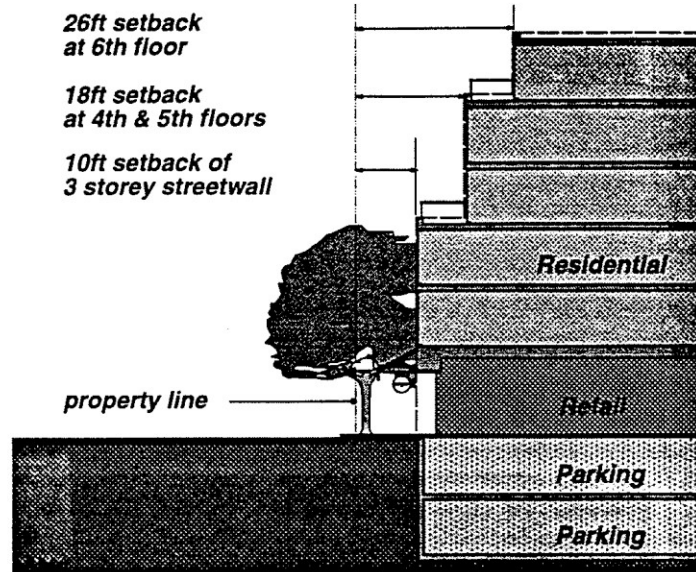
.1 Buildings Define Streets

Buildings are to be developed at a build-to line of 10 feet from the property line to strongly define a built edge along the streets of Block 97. Specific exceptions would be permitted for plazas, courtyards, store and residential entrances and other indentations, up to 50% of the frontage width, resulting from the architectural expression of a building.



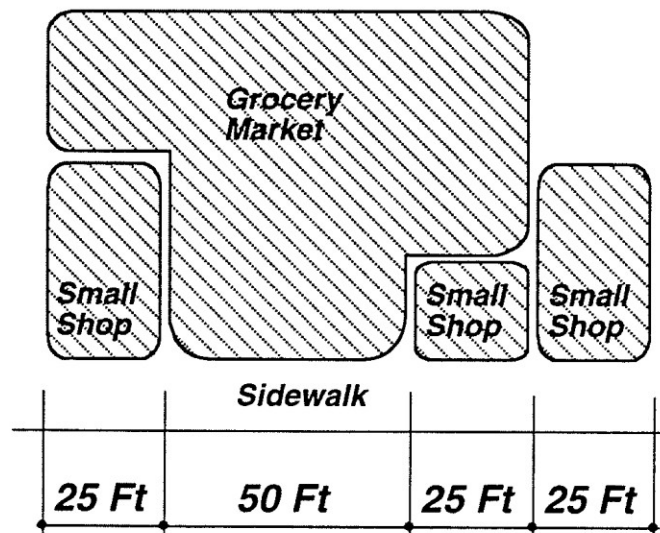
.2 A Three Storey Base

A three storey scale should be established on the facing streets of Block 97. The fourth and fifth floors should be further set back an average of 8 feet. A sixth floor is to be set back a further 8 feet average to reduce its impact on the street.



.3 Community Grocery Market

A grocery market is strongly encouraged as part of the development of Parcel II on Block 97. In order to not disrupt the desired diversity of the street, the grocery market should be flanked with smaller tenants facing the street to reduce the impact of its frontage. This particular use would be permitted a maximum street frontage of 50 feet in width, while other shop fronts are limited to 25 feet in width.



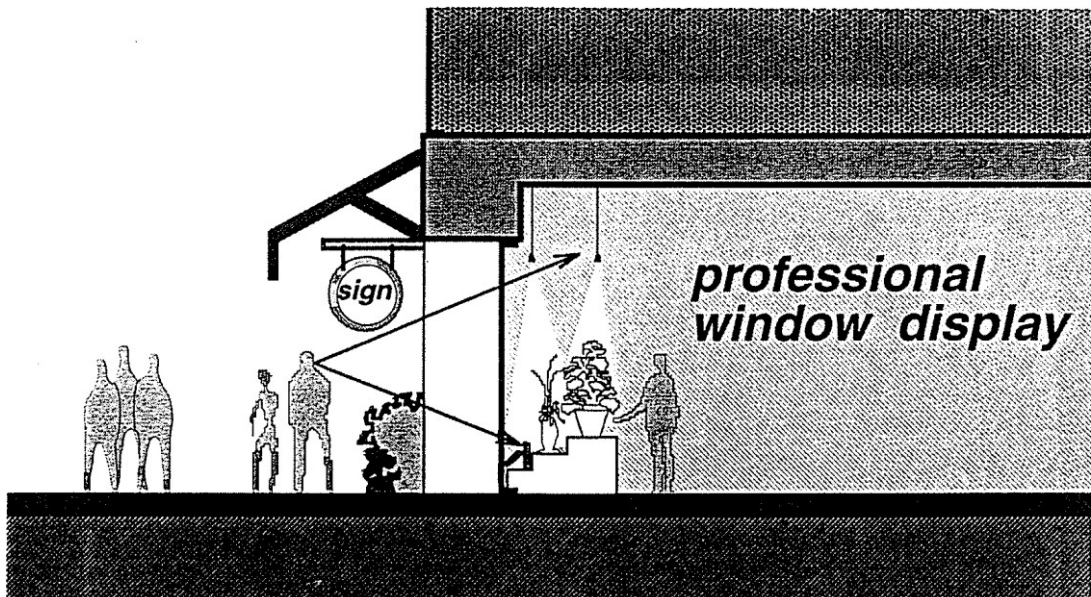
. 4 Individual Storefront Design

Rather than "project" storefronts, tenants should provide individual storefront design and construction as part of their tenant improvements. Through this approach, individuality is expressed through a variety of materials, colours and storefront signage.



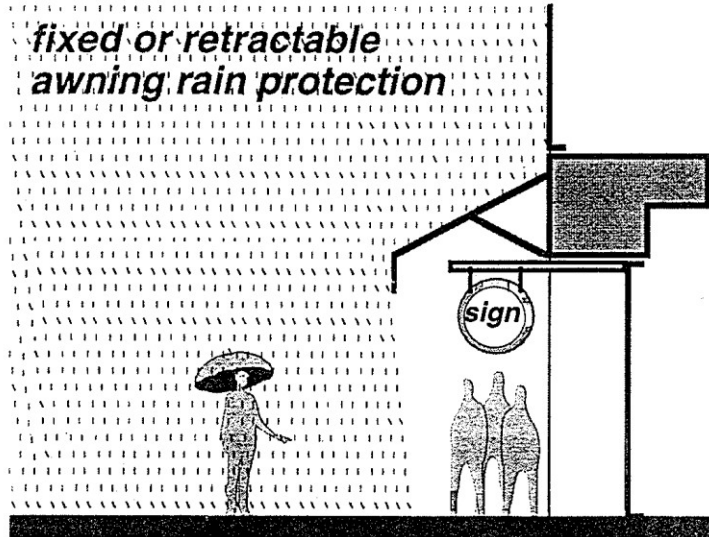
. 5 Visibility at Street Level

Storefronts should be designed with maximum glass areas for viewing into shops. Professional window displays and warm display lighting increase pedestrian interest at street level. Visibility into shops must be maintained by avoiding any solid signage, advertising or blackout panels placed against the inside surfaces of glass storefronts. Clear glass must be used for retail storefronts.



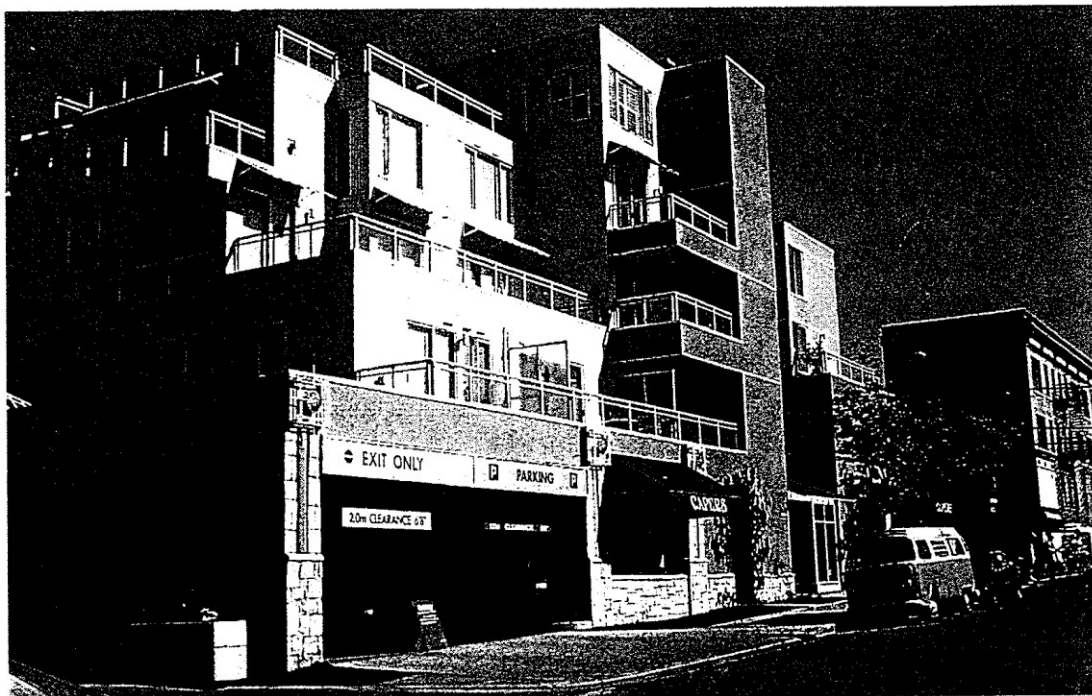
.6 Continuous Rain Protection

Continuous rain protection must be provided along all commercial frontages. Individually designed awnings and canopies are preferred for each storefront rather than a "project standard" awning or canopy. Retractable, coloured fabric awnings are the preferred type.



.7 Underground Parking

All parking required for commercial employees, residential owners and guests must be situated on-site and underground. Ramps should be hidden within the profile of the building with garage doors at their street end. Public parking for the retail stores is to be provided on-street with short-term control.



.8 Neighbourhood Fit

The local architecture surrounding Block 97 is characterised by clean lines; simple building forms; large-scale, punched windows; and, white colour. The materials and colours utilised in future building design should be compatible with the built form prevalent in the surrounding neighbourhood.

New construction on Block 97 must reflect these design motifs through the use of the following:

- .1 white stucco, brick or concrete wall finishes;
- .2 depth in the façade design through projecting and recessed building forms;
- .3 rebate windows, set back in deep recesses, rather than “nail-on” type;
- .4 Window treatments in keeping with the style of building with real, not applied, glazing mullions;
- .5 planted balconies and roof terraces; and,
- .6 high pedestrian interest at the ground floor as defined in previous guidelines.

High quality construction is required for Block 97 and the use of non-combustible construction is recommended.

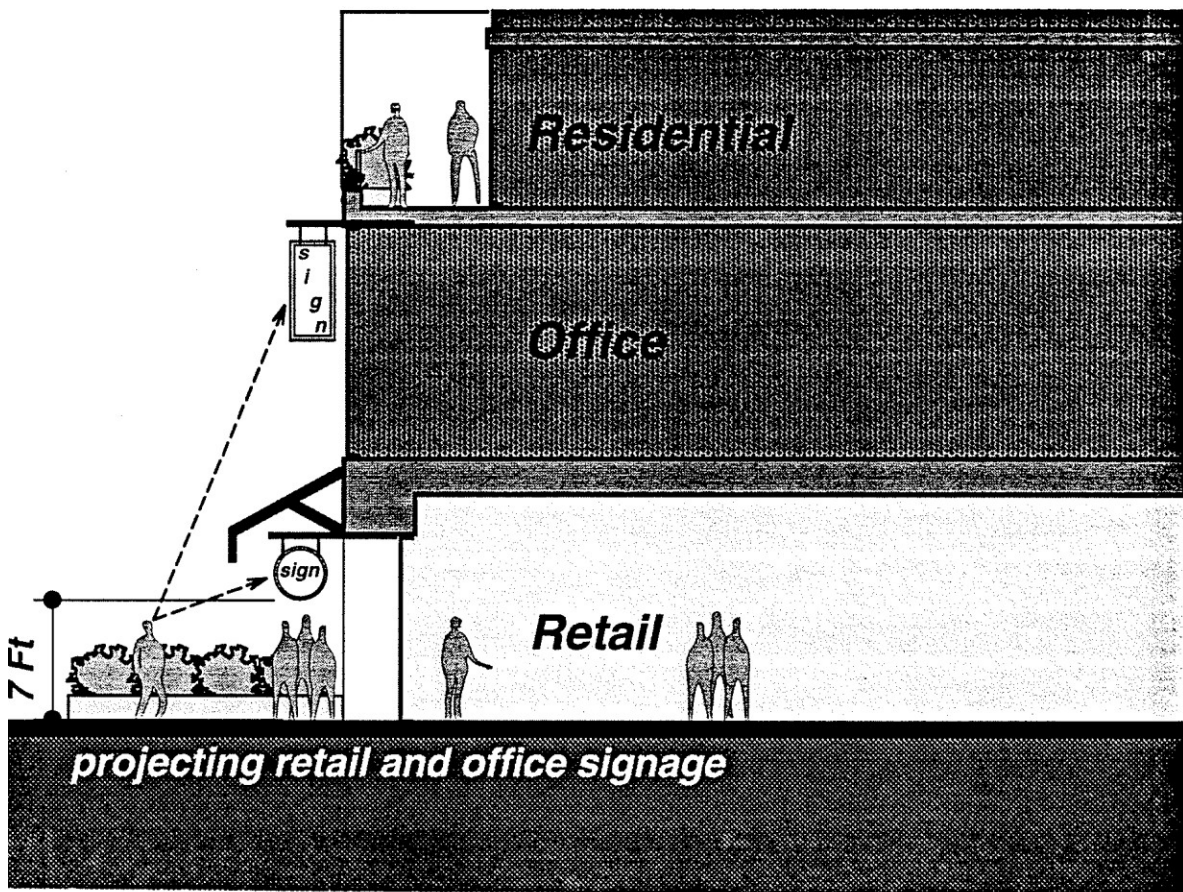
.9 A Positive Roofscape

Roofs on the development of Block 97 should project a positive image to the neighbourhood either through the use of sloped forms or flat roofs that are landscaped for outdoor use by residents.



.10 Quality Signage

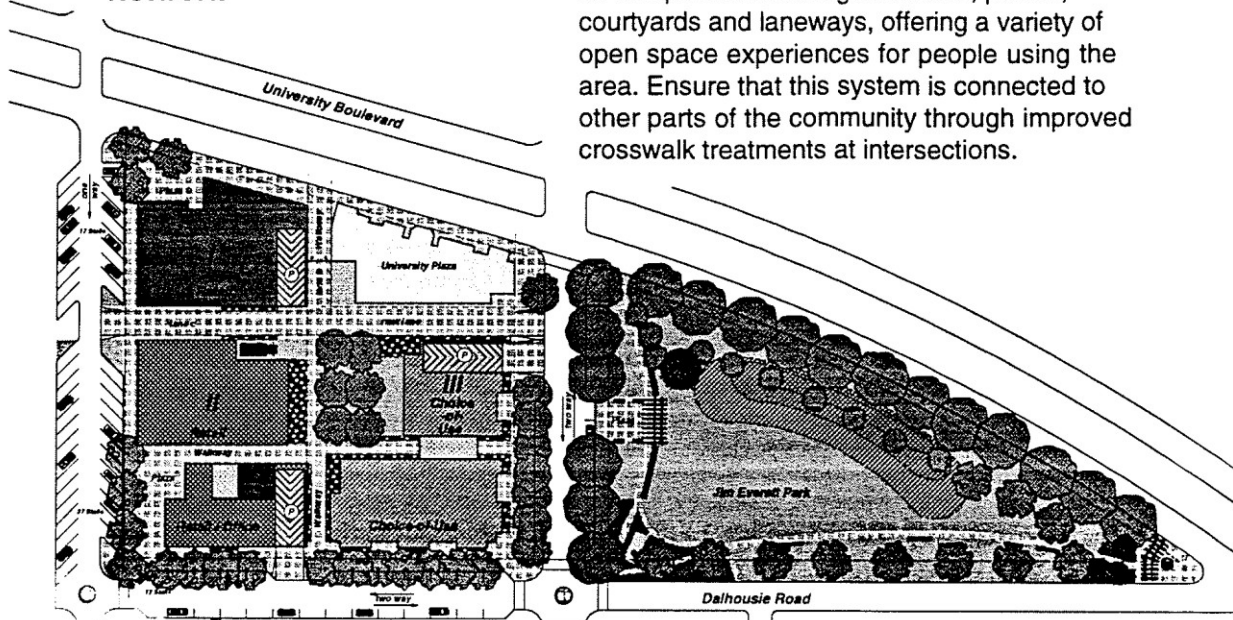
Signs must be the projecting type, at right angles to storefronts. These signs are to be placed a minimum of 7 feet above grade measured to the underside of the sign. They should be easily viewable from both directions by pedestrians and motorists. Signage illumination should be by front mounted, warm lamp sources projected onto the sign face. Signage forms that are not acceptable for Block 97 include fluorescent back-lit aluminium sign boxes and awnings with large signs painted on them.



2.3 Guidelines for the Ground Plane

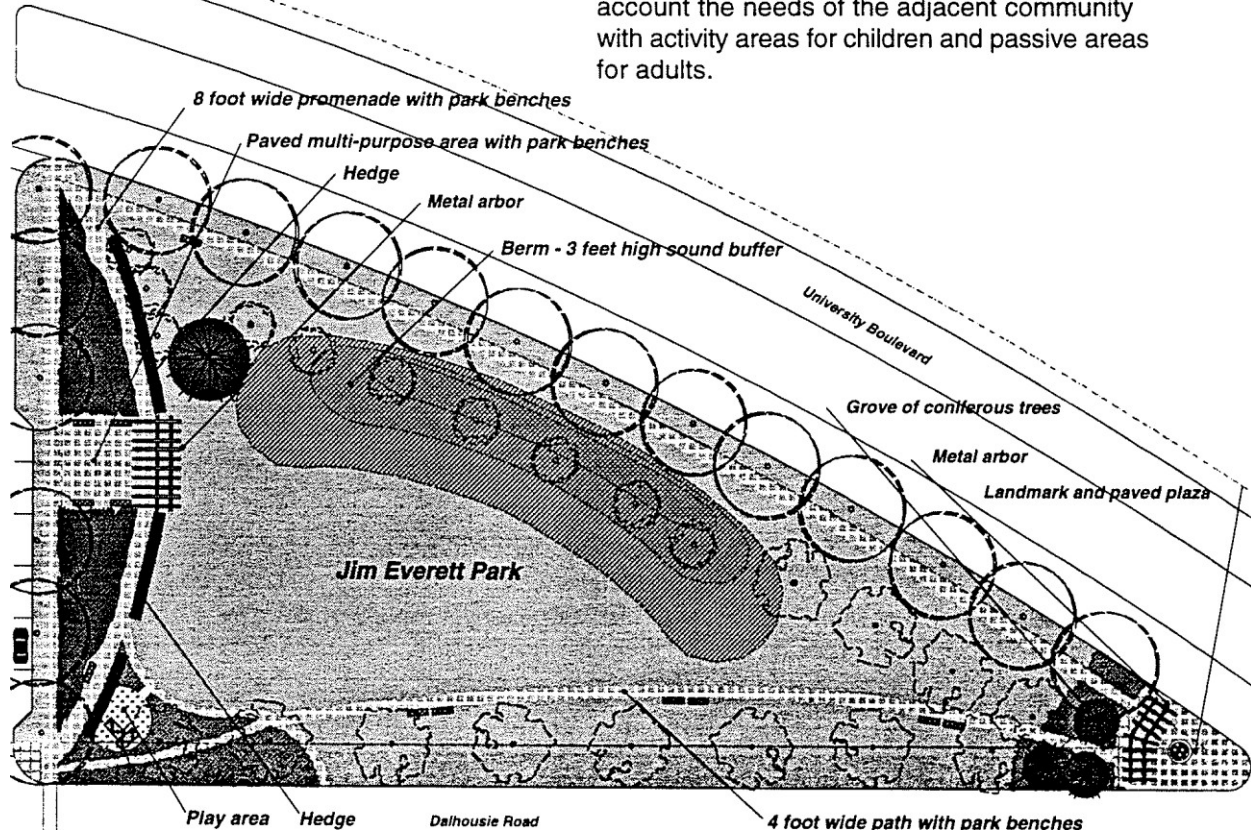
.1 An Integrated Pedestrian Network

A pedestrian network has been established for this precinct utilising sidewalks, plazas, courtyards and laneways, offering a variety of open space experiences for people using the area. Ensure that this system is connected to other parts of the community through improved crosswalk treatments at intersections.



.2 Park Improvements

Jim Everett Park is to be upgraded and connected to Block 97 through special crosswalk treatments at Allison Road. The new landscape design for the park should take into account the needs of the adjacent community with activity areas for children and passive areas for adults.



.3 Convenience Parking for Shoppers

Provide on-street surface parking for shoppers, conveniently located at sidewalk level, to supplement that provided in underground structures.



.4 Vehicle/Pedestrian Mix

The lane system of Block 97 should be designed in a manner that encourages a mix of vehicles and people. This approach will extend the pedestrian network of the block while creating an interesting urban streetscape.



.5 Sunny Courtyards

A plaza space has been identified for the corner of University Boulevard and Western Parkway as part of the redevelopment of Parcel I, the pharmacy site. Provide a second south and west facing courtyard on Parcel II of Block 97, surrounded by retail use to animate its edges.

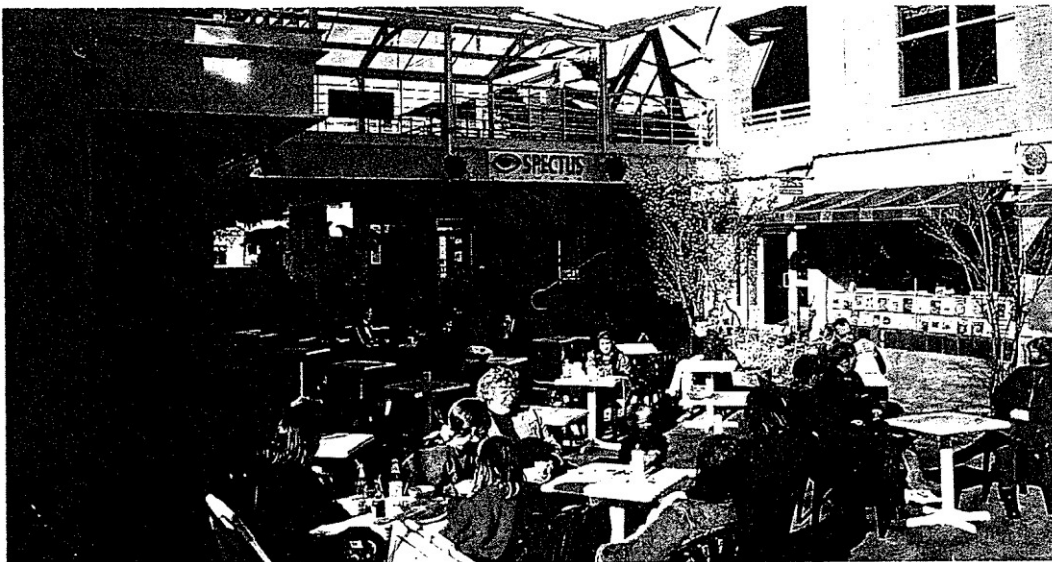
The following landscape criteria shall apply to these spaces.

North Plaza:

- urban gateway to Block 97
- neighbourhood information kiosk
- trees and lighting at similar scale to University Boulevard
- Holland pavers and concrete banding
- fixed seating

South Plaza:

- small, intimate scale
- flowering tree canopy for shade animated by restaurant/cafe use
- ensure ability of adjacent retail uses to spill into space
- brick and concrete paving
- movable seating



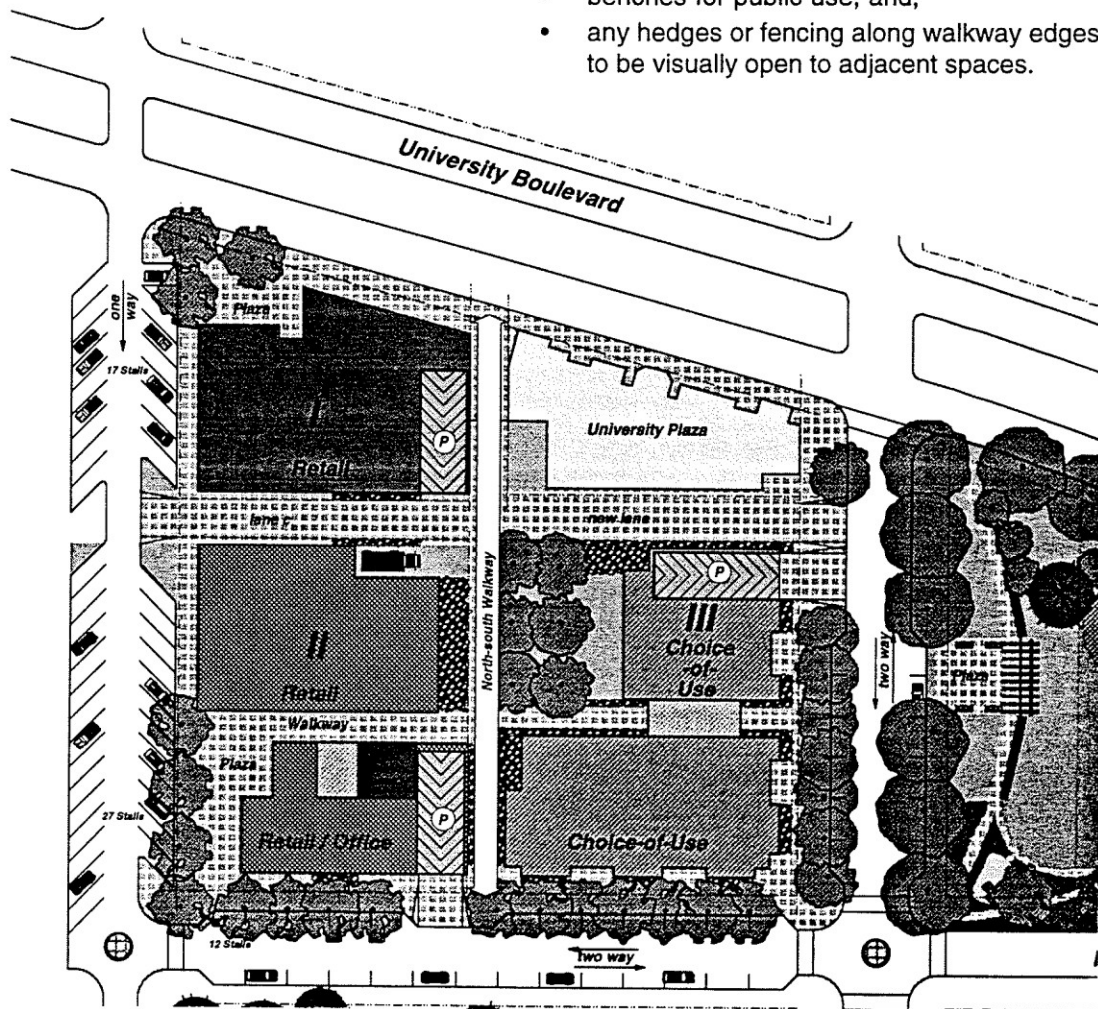
.6 North-south Walkway

Provide a new, minimum 6 foot wide walkway, within a 20 foot wide easement, from Dalhousie Road north to University Boulevard, along the alignment of the former north-south lane as a mid-block pedestrian route. Close the northerly half of Lane B to vehicular traffic and develop this area as pedestrian space.

The following landscape criteria apply to these spaces.

North-south Walkway:

- pedestrian scale with doors and windows facing onto the lane from both residential and commercial uses;
- lighting for safety and pedestrian scale
- brick and concrete paving to designate pedestrian use;
- small scale flowering trees and low flowering shrubs in landscaping beds along the edges of the walkway;
- benches for public use; and,
- any hedges or fencing along walkway edges to be visually open to adjacent spaces.

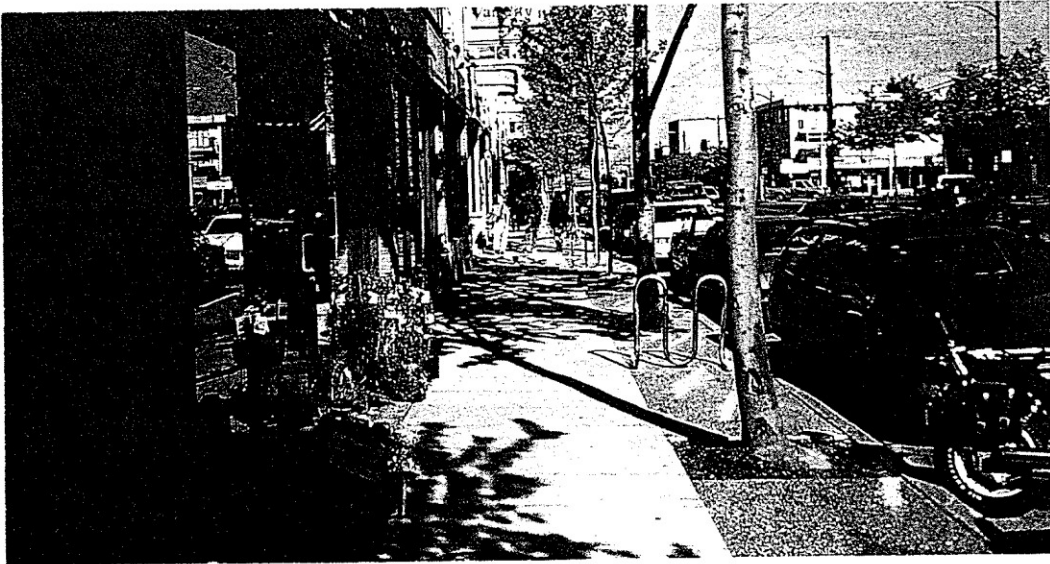


.7 Sidewalk Treatments

Develop a strategy for the design of sidewalks, laneways and other pathways that makes use of durable materials, adequate lighting and comfortable furnishings for pedestrians.

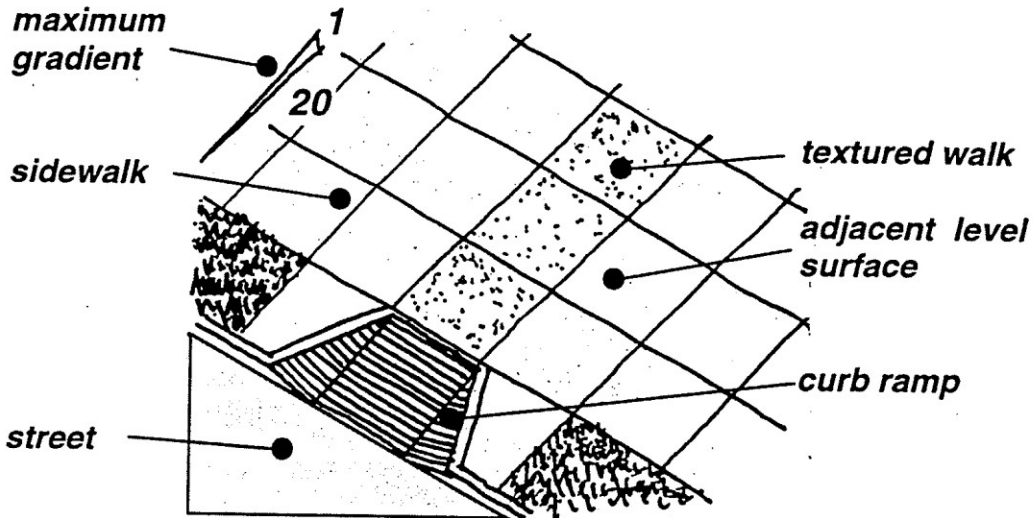
The following landscape specification applies to these areas of Block 97:

Street tree:	London Plane on University Boulevard Red Maple on other streets Flowering trees on inside spaces (In all cases the minimum diameter of new trees shall be 3" calliper)
Paving:	Holland paver on University Boulevard and street crosswalks Brick paver on other sidewalks, open spaces and laneways
Bench:	Warick Teak
Bike rack:	Cora
Trash receptacle:	Francis Andrew
Lamp standard:	Lumec Coach Lamp
Bollard:	painted steel



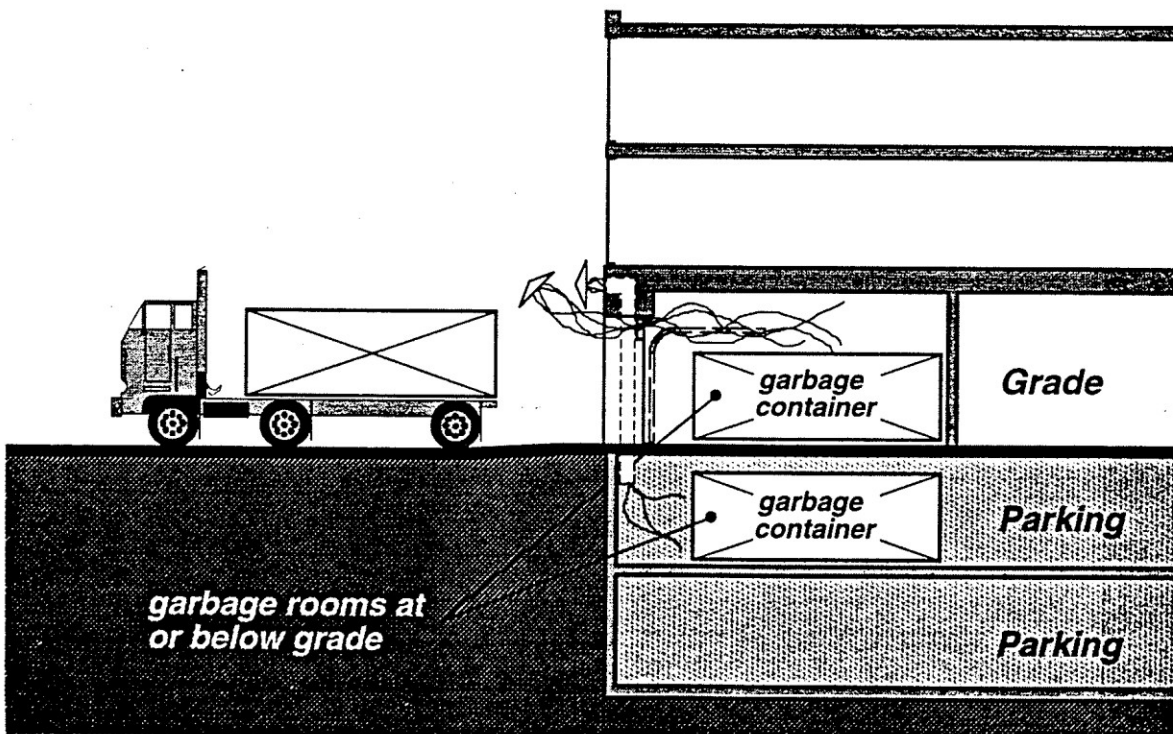
.8 **Barrier-free Movement**

Conventional curbs should be utilised for traffic and parking control along streets but "let-down" curbs at crosswalks and at laneways will ensure that all movement on Block 97 is barrier-free.



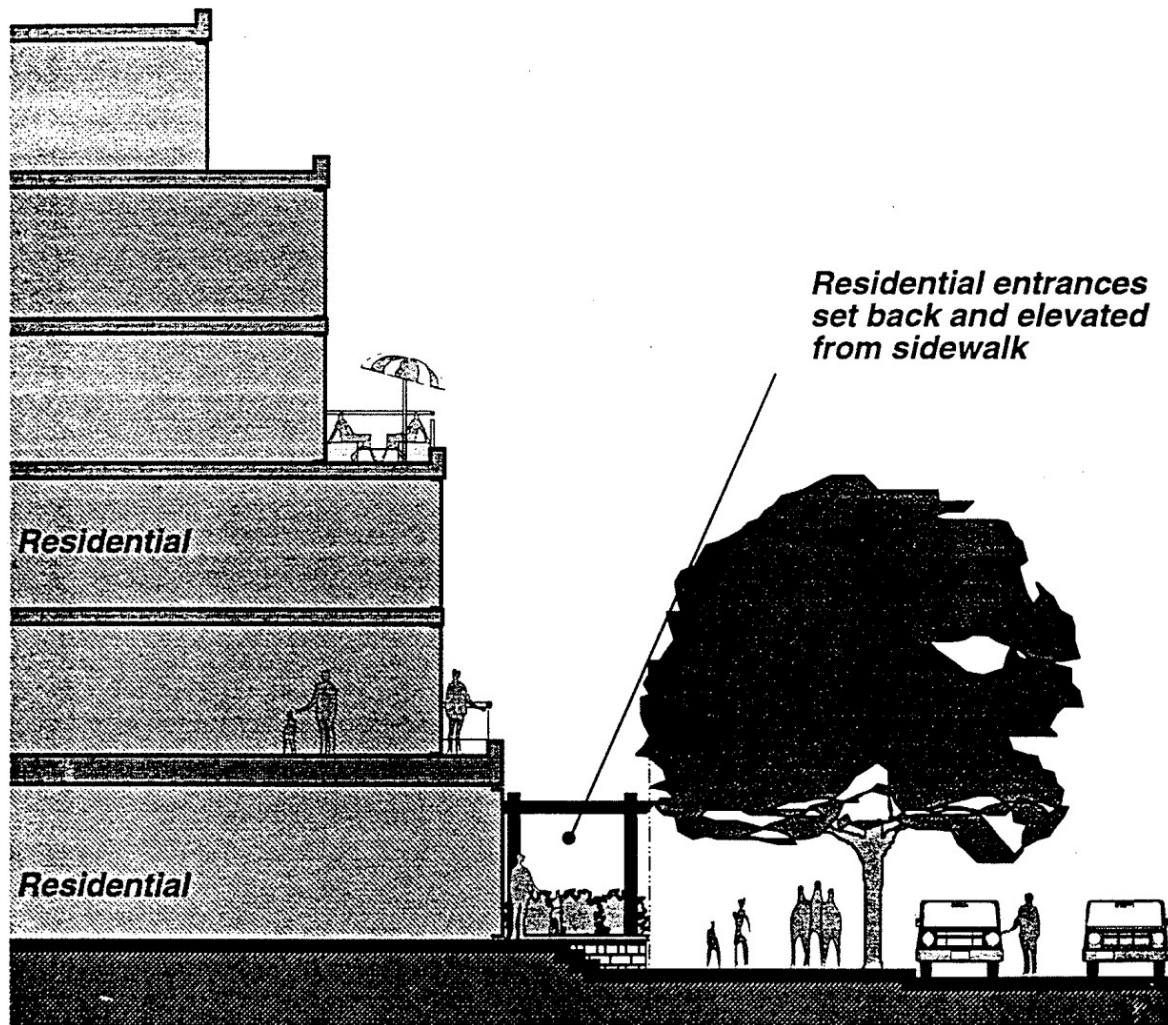
.9 **Concealed Garbage Holding**

Garbage holding areas must be provided within the building envelope of all new developments to avoid the negative impact that garbage storage can have on public areas. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.



.10 Residential Setback

Where residential units are located on ground level facing streets setback zone has been defined. This space is to be developed with either an architectural treatment, like a front porch; a landscape treatment, like a front yard, courtyard or terrace; or, a combination of the two. Where possible, the ground floor residential units should be elevated approximately 2 feet above sidewalk level to facilitate a greater level of privacy for the residents. Where hedging is provided on the property line at residential frontages, it should be limited to 7 feet in height. Where a solid wall is located on the property line it should be limited to 5 feet in height. Wooden residential fencing is not permitted.



”, and;

17. Renumber the Bylaw in accordance with the amendments set out in (1) through (18) of this document.

-END-

**APPENDIX 3 TO THE MINISTER'S ORDER
AMENDMENTS TO THE UNIVERSITY ENDOWMENT LANDS
WORKS AND SERVICES BYLAW**

SECTIONS OF THE WORKS AND SERVICES BYLAW TO BE AMENDED:

**SCHEDULE F TO THE WORKS AND SERVICES BYLAW BLOCK F PUBLIC REALM
SPECIFICATIONS**

7.2 Trails

Subsection 7.2 of the Schedule F to the Works and Services Bylaw is amended by deleting the first sentence, and replacing it with the following:

“A trail network must be designed and constructed by the owner as per the attached figures (3.7.5 and 3.7.6); and in accordance with the UEL Block F Design Guidelines, being Appendix 3 to Land Use, Building, and Community Administration Bylaw, and the detailed landscape drawings and the specifications outlined in the University Endowment Lands Works and Services Bylaw ensuring no damage to trees identified for retention.”