# DRAFT

# AREA D
# NEIGHBOURHOOD PLAN

## UNIVERSITY ENDOWMENT LANDS

NOVEMBER 2019

BRITISH COLUMBIA

Concept rendering of the Area D Neighbourhood Plan showing street parking, existing and new residential buildings, play areas, seating community gardens in Kings Road greenway, heritage site, new tower, and potential future apartment sites. Labelled roads include Kings Road, Toronto Road, Acadia Road, and Agronomy Road. Note: plant more trees along roadways where gaps exist. Improve intersections. Link to feed stores.

**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 xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh Úxwumixw (Squamish), and səlilwətaɬ (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 year, 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 actual 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 technically 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 leləm̓ greenfield development (previously known as Block F). leləm̓ is a 8.68 hectare (21.44 acre) triangular area bounded by University Boulevard, Acadia Road, and Ortona Road. The leləm̓ development was subject to a comprehensive zoning process, with zoning approval granted in 2016. Given the size and scope of the leləm̓ development, both the approved leləm̓ 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 leləm̓.



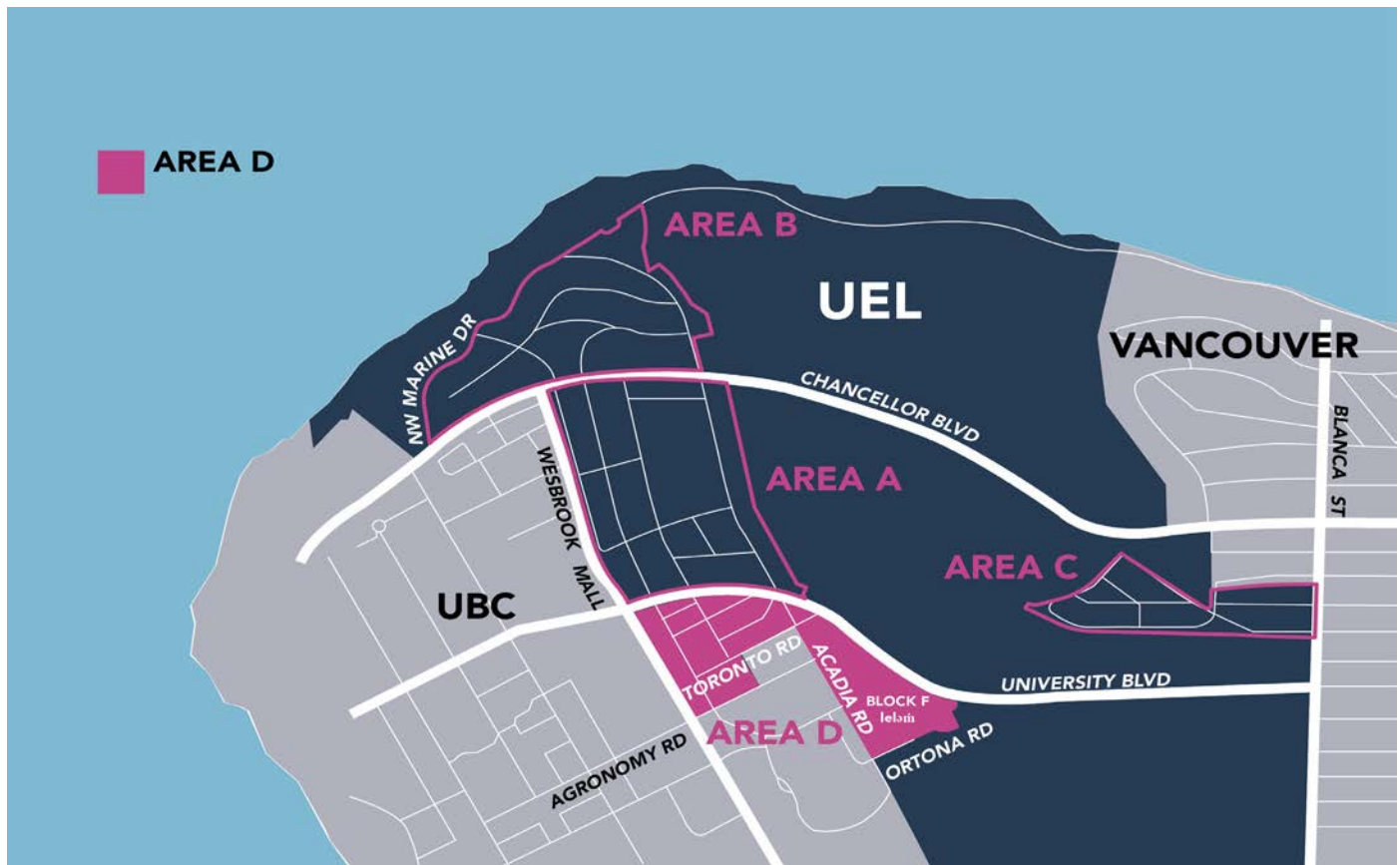Area D Neighbourhood Plan Open House and asset mapping with participants

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 | PHASE 2 | PHASE 3 |
|---------|---------|---------|
| Prepare to Plan | Explore Options | Finalize the Plan |
| **SPRING– SUMMER 2018** | **FALL 2018– WINTER 2019** | **SUMMER– FALL 2019** |

## 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. Detailed information can be found here: www.AreaDPlan.ca.

## 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 will be put to the test through further engagement at Community Advisory Council and Advisory Design Panel meetings. Following this review period, the Plan will be revised and brought 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. Detailed engagement information can be found here: www.AreaDPlan.ca.

# 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 Land Use, Building and Community Administration Bylaw 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 guidance 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 Act and the *Land Use, Building and Community Administration Bylaw.*

# PART 2: CONTEXT

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

# 2.1  UNIVERSITY ENDOWMENT LANDS

Coast Salish peoples, including the **xʷməθkʷəy̓əm** (Musqueam),  **Skwxwú7mesh Úxwumixw** (Squamish), and **səlilwətaɬ** (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). UBC's Vancouver campus is located next to the UEL, at the western tip of the Point Grey Peninsula with over 400 hectares (988.42 acres) of land. 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 population has since grown slowly to 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-family 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. Area D was then regularized in the 1950's with a grid network of streets and parkways (larger, tree-lined collector streets) to link 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 (UBC), 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, 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 lelə̓m̓ 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 a Reconciliation, Settlement and Benefits Agreement. Musqueam First Nation, through their development group, Musqueam Capital Corporation, is proceeding with development of the property known as lelə̓m̓. The lelə̓m̓ 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 lelə̓m̓ 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.
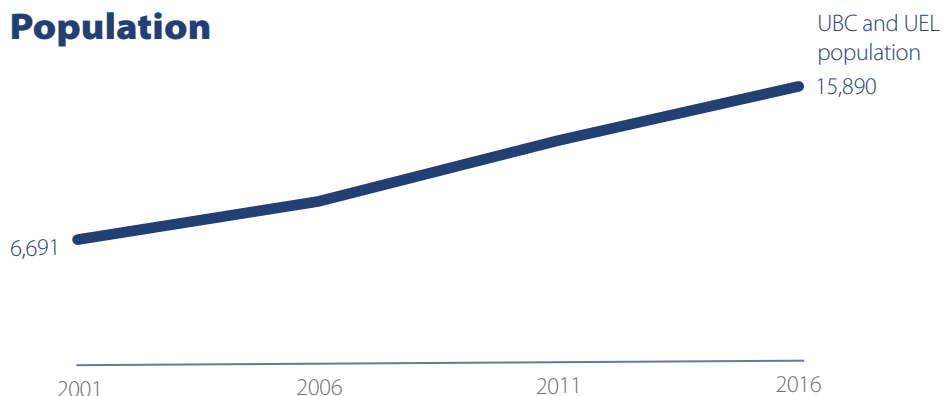
Area D has a population of 2,342 people (2016). When complete, the population at the lələm̓ development is estimated to be 2,300 people, doubling the area's population over ten years.

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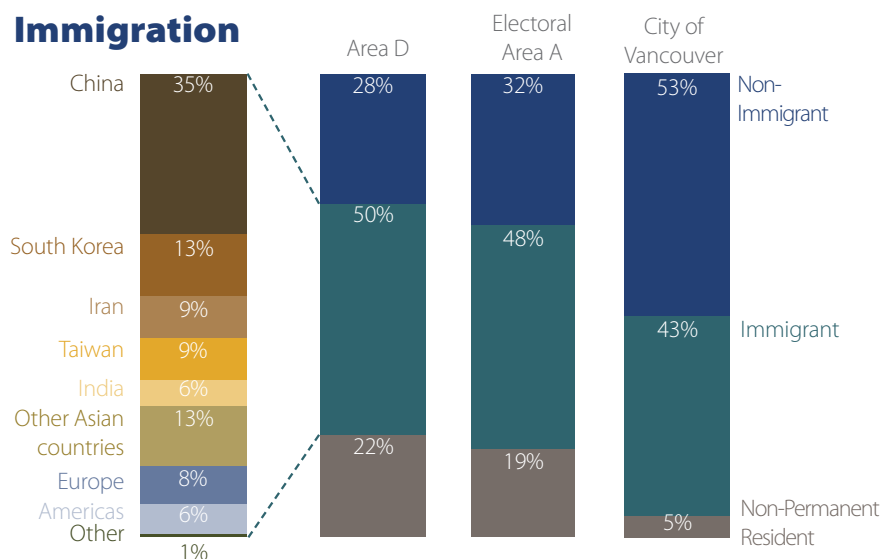
Area D is a diverse neighbourhood – 50% of residents are immigrants, and an additional 22% are non-permanent residents of Canada.

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.
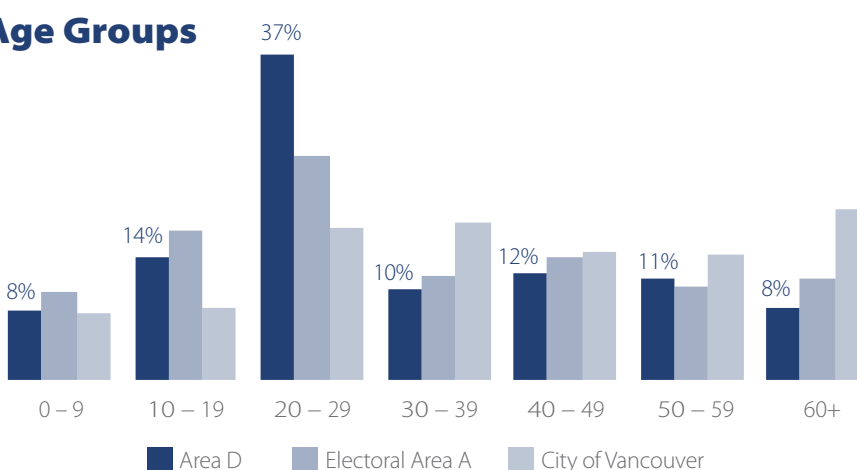
## Population

UBC and UEL population
15,890

6,691

2001  2006  2011  2016

## Immigration

| | | Area D | Electoral Area A | City of Vancouver | |
|---|---|---|---|---|---|
| China | 35% | 28% | 32% | 53% | Non-Immigrant |
| South Korea | 13% | 50% | 48% | 43% | Immigrant |
| Iran | 9% | | | | |
| Taiwan | 9% | | | | |
| India | 6% | | | | |
| Other Asian countries | 13% | 22% | 19% | | Non-Permanent Resident |
| Europe | 8% | | | 5% | |
| Americas | 6% | | | | |
| Other | 1% | | | | |

## Age Groups

37%

14%
12%
11%
10%
8%            8%

0 – 9   10 – 19   20 – 29   30 – 39   40 – 49   50 – 59   60+

■ Area D   ■ Electoral Area A   ■ City of Vancouver

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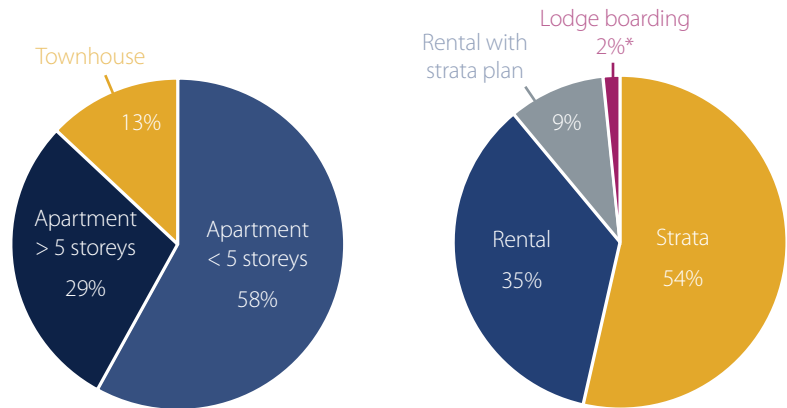
1 The University of British Columbia. Land Use Plan. 2015.

Area D consists of 1,282 dwelling units, and the dominant housing type is apartment, in both low-rise (4-6 storey) and high-rise (14 storey) forms.
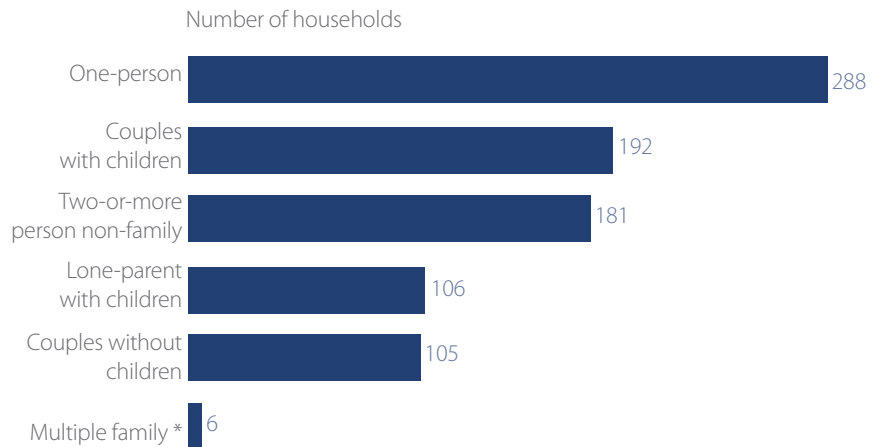
People in Area D live in a diversity of housing forms and tenures. While approximately 46% of the current stock is purpose-built rental housing or lodge boarding, 67% of the households rent their homes.

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 children.

## Housing Stock by Type

Townhouse 13%

Apartment > 5 storeys 29%

Apartment < 5 storeys 58%

## Housing Stock by Tenure

Rental with strata plan

Lodge boarding 2%*

9%

Rental 35%

Strata 54%

## Household Types

Number of households

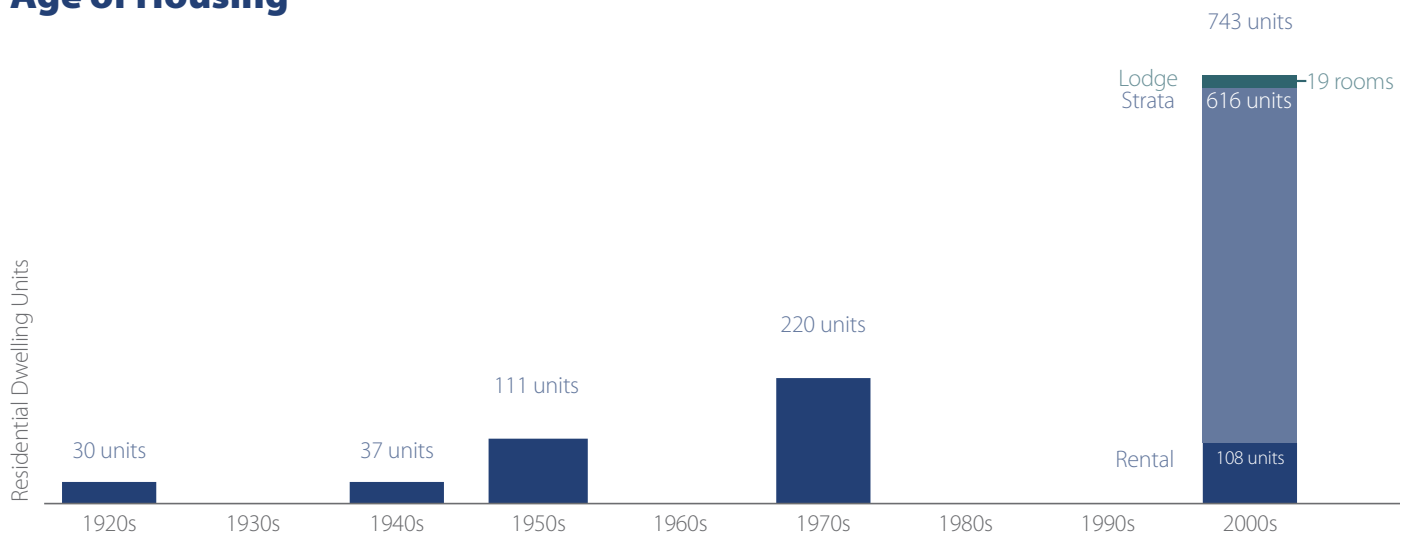| Household type | Number |
| --- | --- |
| One-person | 288 |
| Couples with children | 192 |
| Two-or-more person non-family | 181 |
| Lone-parent with children | 106 |
| Couples without children | 105 |
| Multiple family * | 6 |

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

## Age of Housing

Residential Dwelling Units

743 units

Lodge
Strata — 19 rooms

616 units

Rental

108 units

30 units    37 units    111 units    220 units

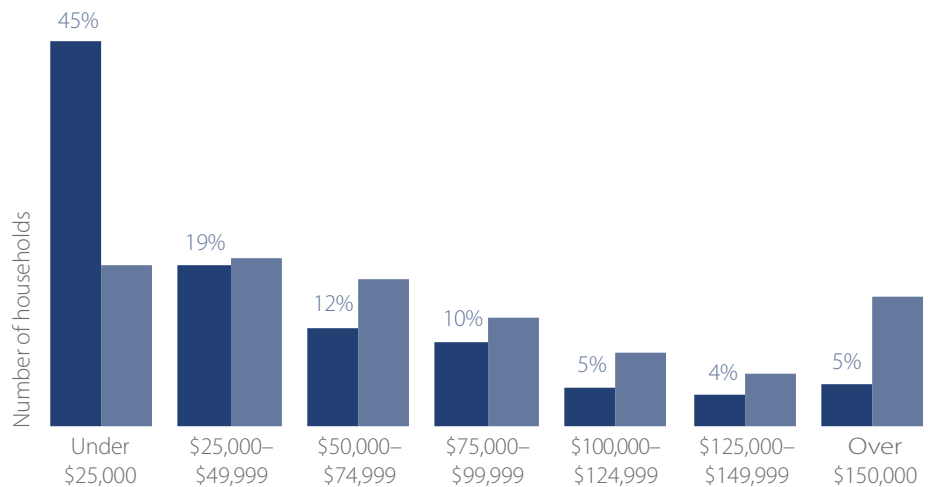| 1920s | 1930s | 1940s | 1950s | 1960s | 1970s | 1980s | 1990s | 2000s |

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

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,[2] likely due to a large student population. The average (mean) total income of families[3] 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%).
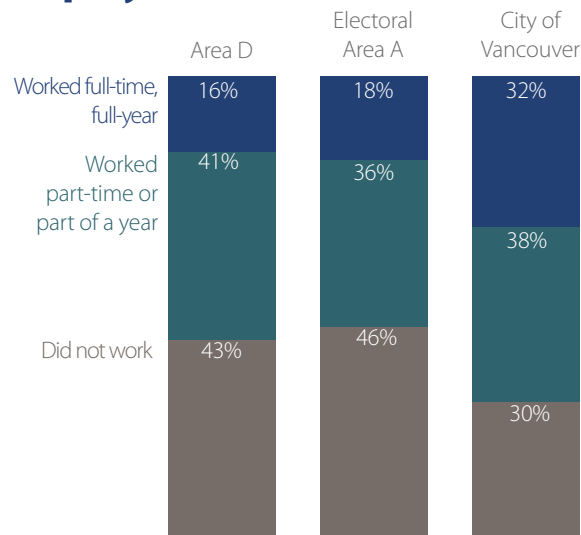
## Income



Household total income in 2015

■ Household total income in Area D    ■ Household total income in the City of Vancouver

## Employment



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

2 "Low-income" refers to the low-income cut-off guidelines used by Statistics Canada in the 2016 Census.

3 "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 ləlaṁ) in Area D by 2050.

Table 1 illustrates Metro Vancouver's projections for the University Endowment Lands:[4]

|  | 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 |

4  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 new residential units 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 lələm̓ 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.

## 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 lələm̓ 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 (in part due to the 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 residents renting housing and 33% owning homes, the primary and secondary rental housing stock is critical to the provision of housing. Primary rental housing is the aging, purpose-built rental stock, often sought out for redevelopment. This Plan seeks to support 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. 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 lələm̓ 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 lələm̓ allow for 1,020 m2 (11,000 square feet) and 2,790 m2 (30,000 square feet) of commercial 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. 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-family 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 lelə̓m, 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 and 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. 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 lelə̓m Park, the "Bridal Path", a greenbelt on Western Parkway between Agronomy Road and NW Marine Drive, and Pacific Spirit Regional Park at the eastern border. This network supports a high quality of life for residents. The Plan will seek to balance the different roles these assets play, and respond to a growing population.

## Environment

The UEL has sensitive and modified ecosystems (rare, ecologically fragile, or at-risk) mostly in Pacific Spirit Regional Park, which contains mixed old 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 lelə̓m 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). 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 lelə̓m development. 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. 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.

# PART 3: VISION & GOALS

# 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 lelə̓m 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 lelәm̓ 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-family 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.

# 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 leləm̓ commercial area, along Acadia Road to the west, and Toronto Road to the north. The leləm̓ commercial area plans to have retail shops and services at ground level, and office 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 Bridal 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, supportive 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 increasing 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 (on three lots) up to 18 storeys. The UEL will explore opportunities to support more affordable, below market, and non-market housing units, specifically along Dalhousie Road, Western Parkway, and at the northwest corner of Toronto Road and Acadia Road. While the lelə́m̓ development will provide 62 units of income-based workforce housing, there is a need to create additional affordable housing for the many (49%)[5] residents who fall under the annual low-income cut-off.

5 Statistics Canada, 2016 and 2006 Census. Greater Vancouver A, Regional district electoral area (Census subdivision).
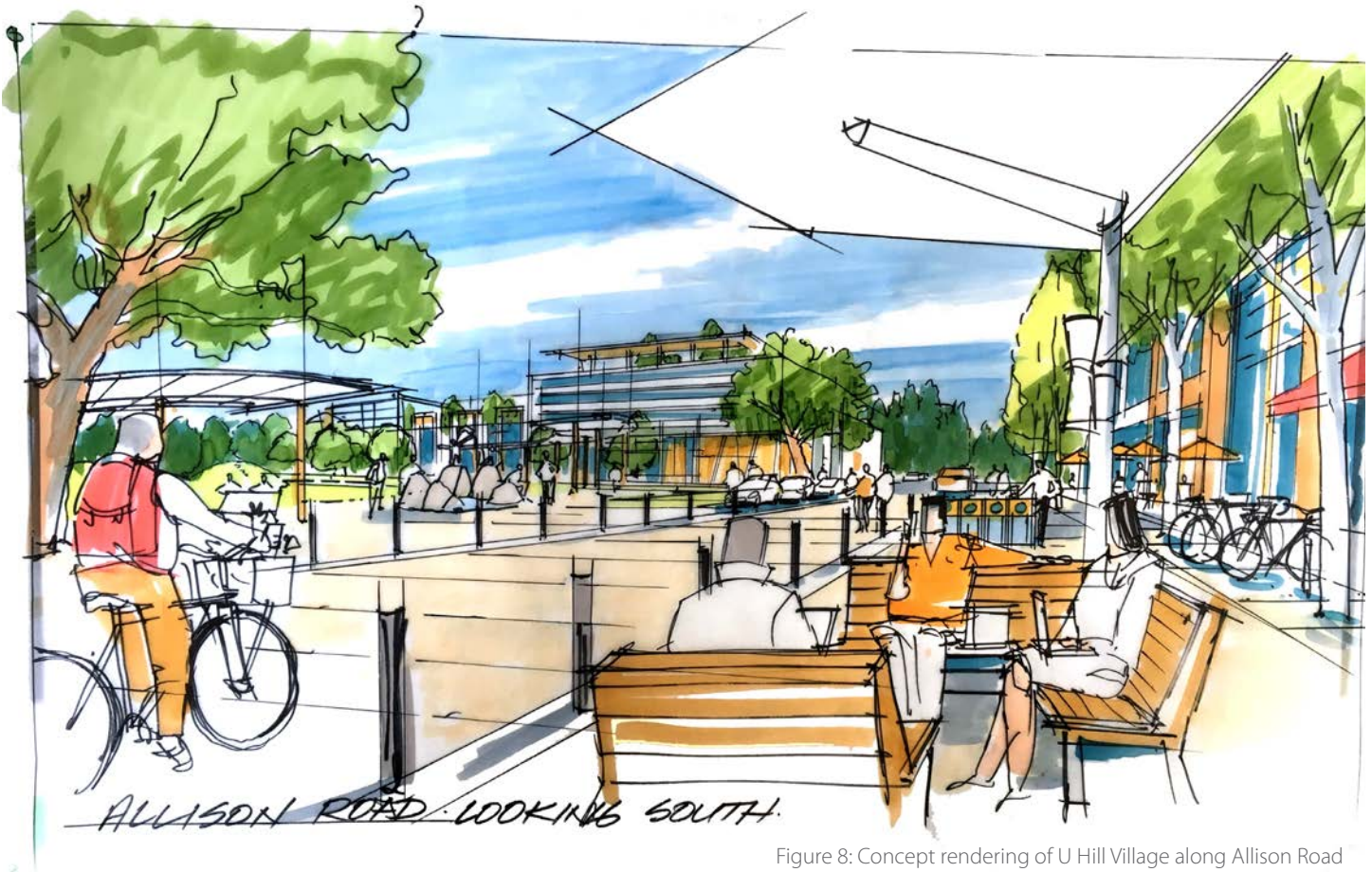
Figure 8: Concept rendering of U Hill Village along Allison Road

## 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 Wesbrook 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. 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 ləl̓əm̓ 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 Ielə̓m. The Bridal 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

A Public Benefits Strategy provides strategic direction for future capital investments in a community over the long-term (30 years). 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 housing
- Parks and open spaces
- Transportation services
- Utilities

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 or 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.

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.

Part 4: Land Use

# 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 Ieləm̓ commercial areas. New developments around U Hill Village and Ieləm̓ 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 and incentives 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.

# 4.3 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.
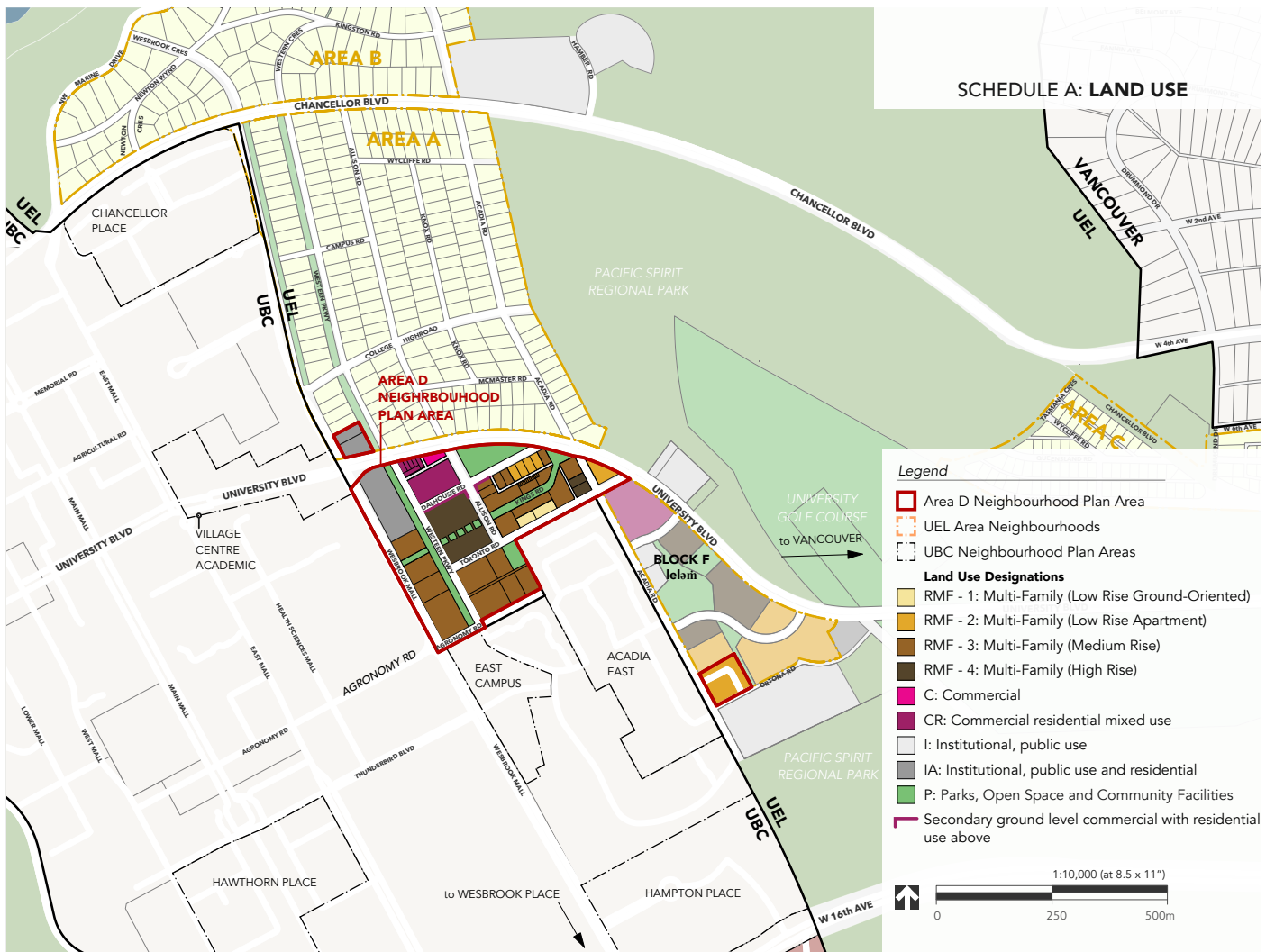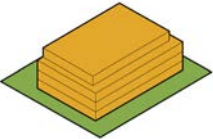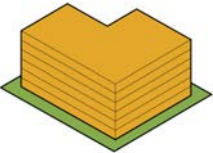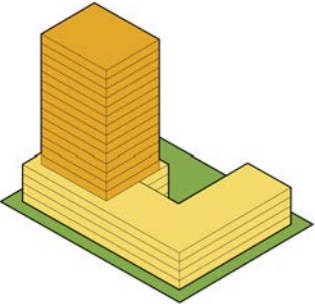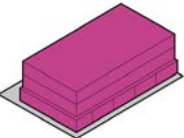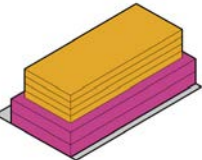
Figure 11: Land use for the Area D Neighbourhood Plan

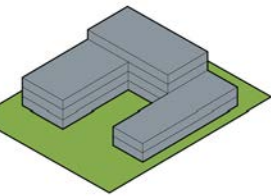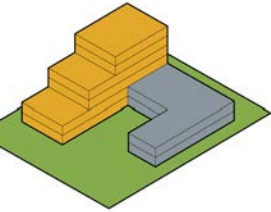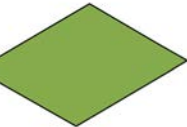# 4.3.1 RESIDENTIAL LAND USE DESIGNATIONS

| DESIGNATION | PURPOSE | BUILDING TYPE & HEIGHT | USES | MAXIMUM BASE DENSITY | MAXIMUM BONUS DENSITY |
|---|---|---|---|---|---|
| **RMF-1**<br><br>Multi-Family (Low Rise Ground-Oriented) | To provide ground-oriented housing in a variety of forms. | Townhouses, row homes, stacked townhouses<br><br>4 storeys and 45 ft. | Multi-unit residential | 1.0 FSR | A density bonus of up to **0.45 FSR** may be considered when public benefits are provided. |
| **RMF-2**<br><br>Multi-Family (Low Rise Apartment) | To provide quality low-density multi-unit housing with a mix of unit sizes and a focus on creating attractive and active streets. | Low-rise apartment<br><br>4 storeys and 45 ft. | Multi-unit residential | 1.0 FSR | A density bonus of up to **0.75 FSR** may be considered when public benefits are provided. |
| **RMF-3**<br><br>Multi-Family (Medium Rise) | To provide quality multi-unit housing. Similar in scale and character to RMF-2 but allowing for moderately higher-density development options. | Mid-rise buildings<br><br>6 storeys and 65 ft. | Multi-unit residential | 1.0 FSR | A density bonus of up to **2.0 FSR** may be considered when public benefits are provided. |
| **RMF-4**<br><br>Multi-Family (High Rise) | To provide well-designed high density development in select locations near the U Hill Village. | Mid-rise and high-rise buildings<br><br>18 storeys and 185 ft. | Multi-unit residential | 1.25 FSR | A density bonus of up to **2.75 FSR** may be considered when public benefits are provided. |

6 RMF: Multi-Family/Multi-Unit Residential zoning.

## 4.3.2 U HILL VILLAGE LAND USE DESIGNATIONS

| DESIGNATION | PURPOSE | BUILDING TYPE & HEIGHT | USES | MAXIMUM BASE DENSITY | MAXIMUM BONUS DENSITY |
|---|---|---|---|---|---|
| **C**<br><br>Commercial | To allow commercial uses to strengthen the community and frame its roads, including a mix of retail and office space. | Small and medium format retail centres<br><br>3 storeys and maximum 45 ft. | Commercial and office | 2.5 FSR | N/A |
| **CR**<br><br>Commercial Residential Mixed-Use | To allow multi-family and commercial uses in a mid-rise building form, contributing to a pedestrian-scale village-feel. Sites must be mixed-use and can include commercial, institutional, or live/work. Buildings must emphasize street-fronting activity including shops or services. | Mixed-use buildings with commercial on the lower floors and residential above.<br><br>6 storeys and maximum 70 ft. | Commercial and office<br><br>Multi-unit residential<br><br>Institutional | 2.5 FSR | A density bonus of up to **1.0 FSR** may be considered when public benefits are provided. |

Part 4: Land Use

# 4.3.3 SUPPORTING LAND USE DESIGNATIONS

| DESIGNATION | PURPOSE | BUILDING TYPE & HEIGHT | USES | MAXIMUM BASE DENSITY | MAXIMUM BONUS DENSITY |
|---|---|---|---|---|---|
| **I** <br><br> Institutional and Public Use | To provide for services to the community, UEL, and region, including schools, places of assembly, recreation facilities, public care facilities, and utility services. | 4 storeys and maximum 50 ft. | Institutional | 1.25 FSR | A density bonus of 0.2 FSR may be considered when public benefits are provided. |
| **IA** <br><br> Institutional, Public Use, and Residential | To provide for services to the community, UEL, and broader region, with specific related residential uses. | 6 storeys and maximum 70 ft. | Institutional <br><br> Multi-unit residential | 1.25 FSR | A density bonus of 0.2 FSR may be considered when public benefits are provided. |
| **P** <br><br> Parks, Open Space and Community Facilities | To provide parks and green and open space to serve the community and UEL. | Community facilities and outbuildings | Recreation areas <br><br> Protected areas | N/A | N/A |

# PART 5: POLICY DIRECTIONS

# 5.1 NEIGHBOURHOOD CHARACTER

Jim Everett Memorial Park, looking west towards U Hill Village

# 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 hǝn̓q̓ǝmin̓ǝm̓ 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 leləm̓ 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 incentives available through existing bylaws 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** 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.

**5.1.17** 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.

**5.1.18** 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.

**5.1.19** Support a variety of public art and creative expression such as sculptures, artistic street benches, and murals that celebrate diverse histories, cultures, and settings.

**5.1.20** Encourage spill out activities such as sidewalk patios from businesses into the public realm, provided they maintain enough width for pedestrian movement.

**5.1.21** 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

**5.1.22** 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

**5.1.23** 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.

**5.1.24** Support the hosting of special events in commercial centres to serve the community.

## Gateways

**5.1.25** 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).

**5.1.26** 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-family 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-family housing types, tenures, and prices that give residents choices.

## POLICIES

### Housing Diversity

**5.2.1** Explore future opportunities to examine the area's supply and demand for housing to determine existing and future needs for housing.

**5.2.2** Encourage a range of multifamily housing types and unit sizes.

**5.2.3** Encourage new multi-family developments to provide ground-oriented units at grade, where feasible.

**5.2.4** Encourage new multi-family housing developments to provide 20% of new units as two or more bedrooms, where feasible.

**5.2.5** Support housing affordability options by allowing accessory and lock-off units within ground oriented rowhouses and townhouses.

**5.2.6** Support accessibility improvements to new buildings by requiring 20% of units be universally accessible 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** Encourage 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 Spectrum

## Housing Tenure

**5.2.13** Encourage the development of multi-family housing with a range of tenure types, including purpose-built rental housing and co-op housing.

**5.2.14** Encourage the preservation of existing rental housing, including one for one replacement of existing rental housing units on any site with three or more dwelling units (e.g. by way of a housing agreement) 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.

High rise condominium in Area D

# 5.3 PARKS & GREEN SPACE

Jim Everett Memorial Park, looking northeast towards Area B

# OVERVIEW

Human health and well-being depends on a healthy 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 lə́ləm̓ forest park, and Pacific Spirit Regional Park at the eastern border. The urban forest consists of approximately 16% canopy cover (as of 2018). 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.

## 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 density bonuses and community amenity contributions can go towards creating 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).
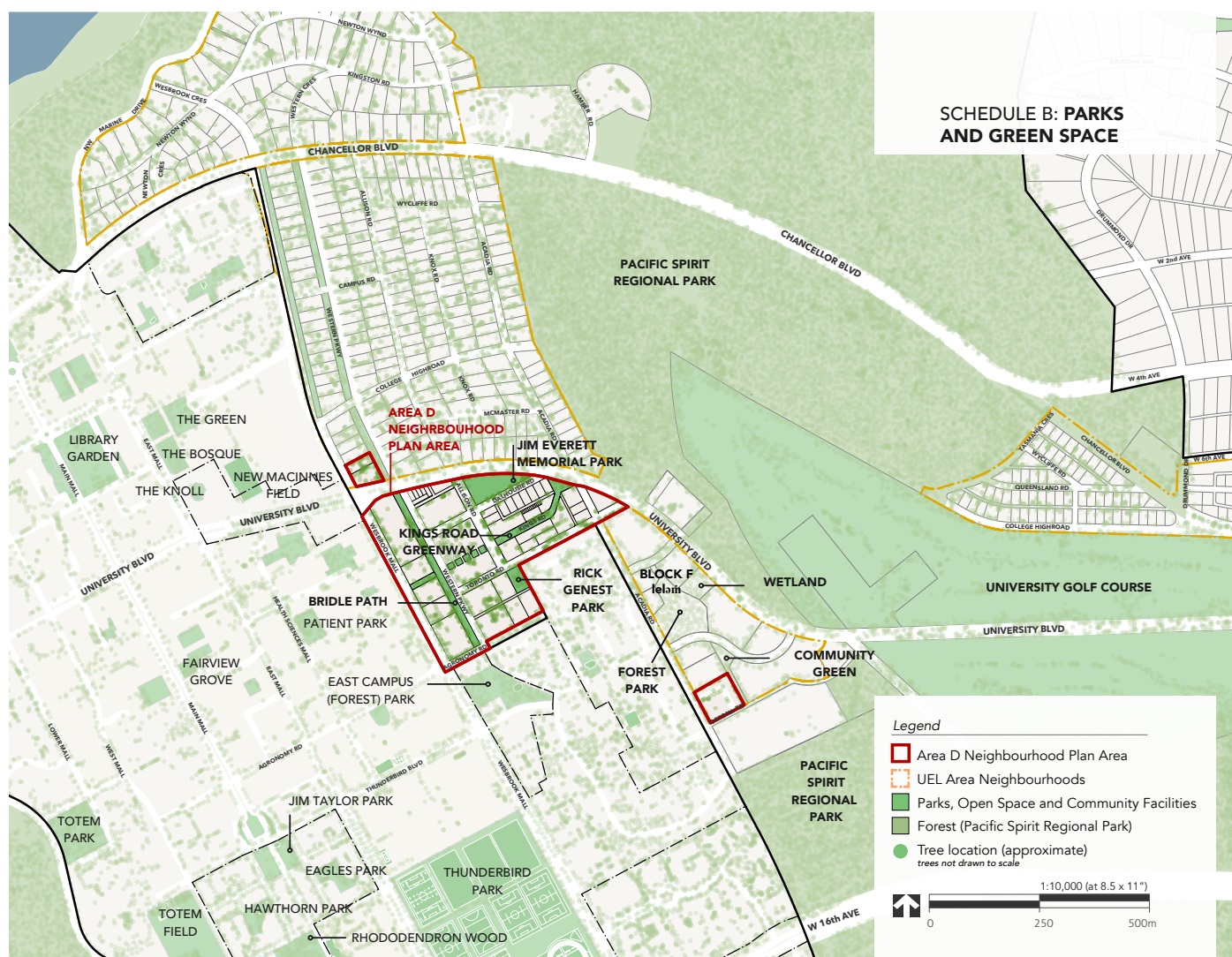
Figure 13: Parks and green space in the Plan area

# 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 leləm̓ 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 leləm̓ 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 leləm̓ 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 lelə̓m.

**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 lelə́m̓ 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 and 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-family 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. 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.

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 30 groups more dependent upon non-automobile modes of transportation. Future employment growth at U Hill Village, lələm̓, 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.

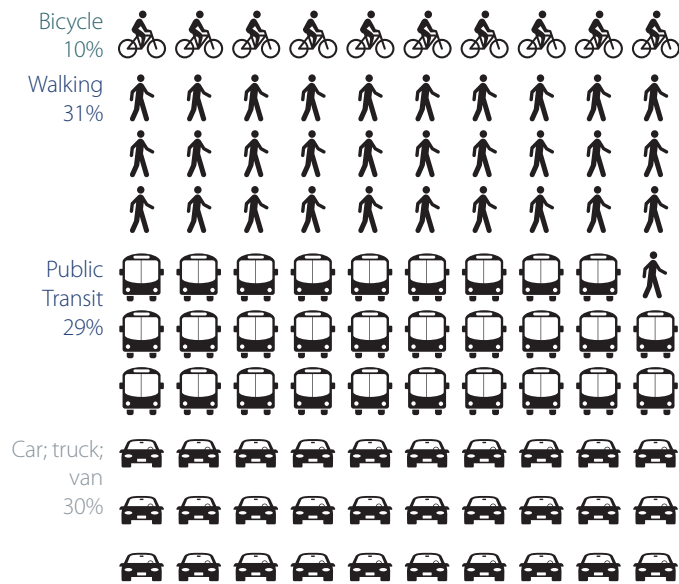» Support transportation options that conserve energy, and reduce Greenhouse Gas emissions and other air contaminants



Figure 14: Daily Area D resident commute to work and school, by travel mode

## 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 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) that build on existing Master Municipal Construction Document (MMCD) standards. Consider using additional standards developed in the Transportation Association of Canada's (TAC) latest Geometric Design Guide for Canadian Roads.
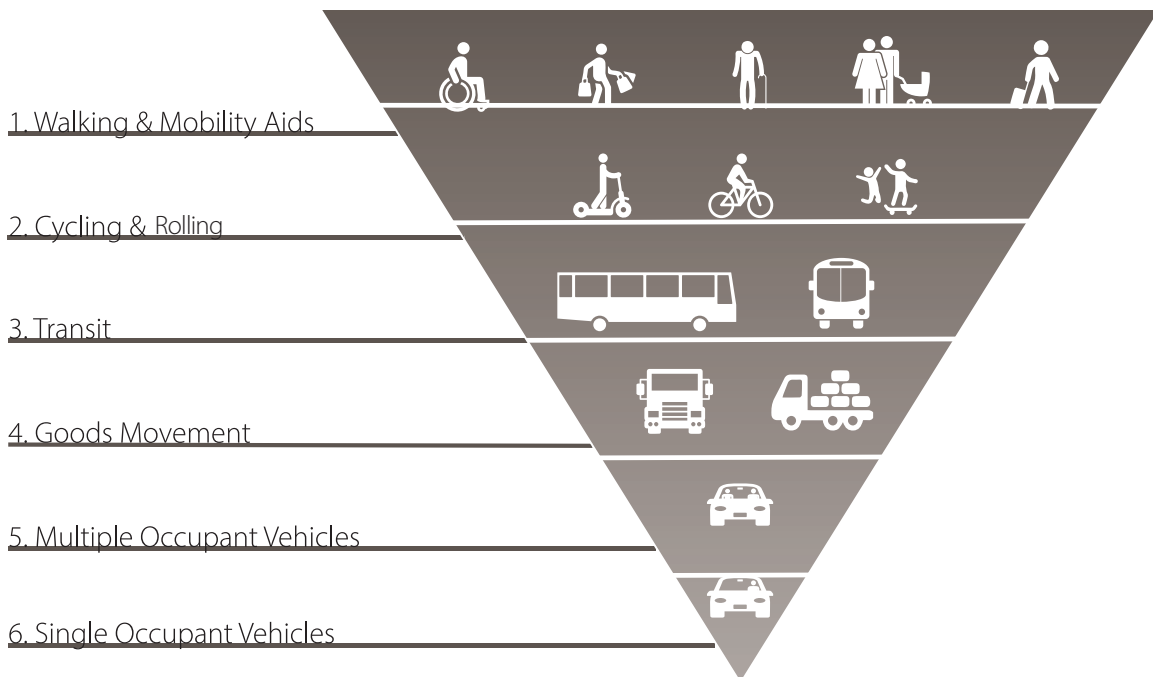


1. Walking & Mobility Aids

2. Cycling & Rolling

3. Transit

4. Goods Movement

5. Multiple Occupant Vehicles

6. Single Occupant Vehicles

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 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 and Kings Road to reduce conflicts and to enhance safety.

**5.5.12** Work in partnership with Metro Vancouver and UBC to facilitate a public bike share system in Area D.

**5.5.13** 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.

**5.5.14** Work with property owners to encourage installation of bicycle parking and amenities along cycling corridors (e.g., Kings Road).

**5.5.15** 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

**5.5.16** 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.

**5.5.17** Encourage TransLink to enhance transit stops and waiting areas with improvements (e.g., better seating, shelters, lighting, routing information, signage, and landscaping).

## Road Network

**5.5.18** 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..

**5.5.19** 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 density bonuses and community amenity contributions to go towards creating the greenway.

**5.5.20** 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

**5.5.21** 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.

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

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

## Parking Management

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

**5.5.25** 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.

**5.5.26** 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.
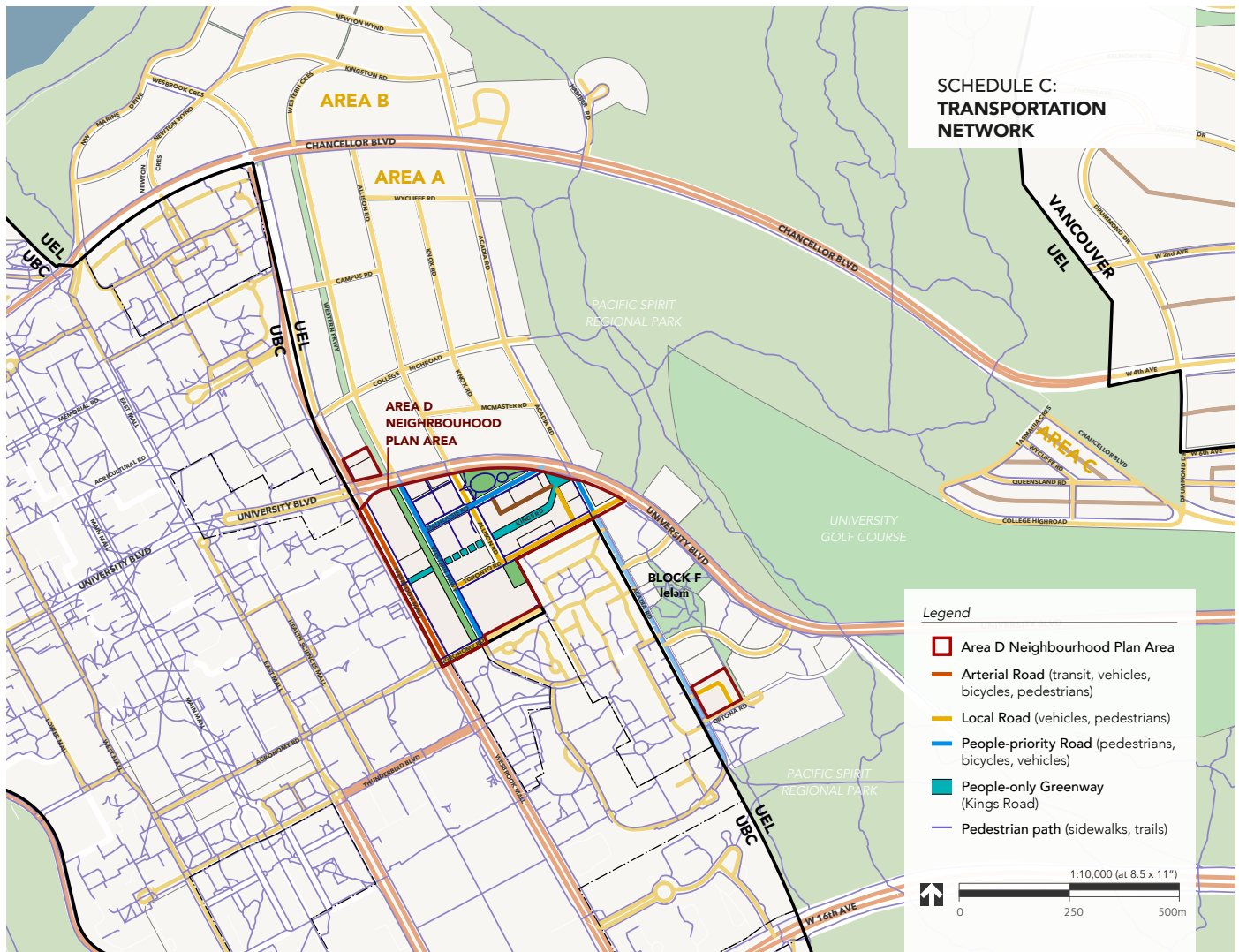
Figure 16: Transportation network for the Plan area

**5.5.27** 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.

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

**5.5.29** 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.

# 5.6 COMMUNITY RESILIENCE

Retail on Dalhousie Road between Western Parkway and Allison Road

# 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** Consider working 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.

**5.6.10** Adopt the BC Energy Step Code, creating a roadmap towards net-zero energy ready buildings by 2030, and investigate opportunities to require new developments to achieve Step 3 or 4 in building performance.

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

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

**5.6.13** Assess opportunities to replace inefficient heating and cooling systems (e.g., heating oil systems) in existing buildings through high efficiency system upgrades and renewable heating systems.

## Community Safety

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

**5.6.15** 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).

**5.6.16** 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.

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

**5.6.18** 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.

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

**5.6.20** 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 the development and update of an 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 regions "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 lelə̓m 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.
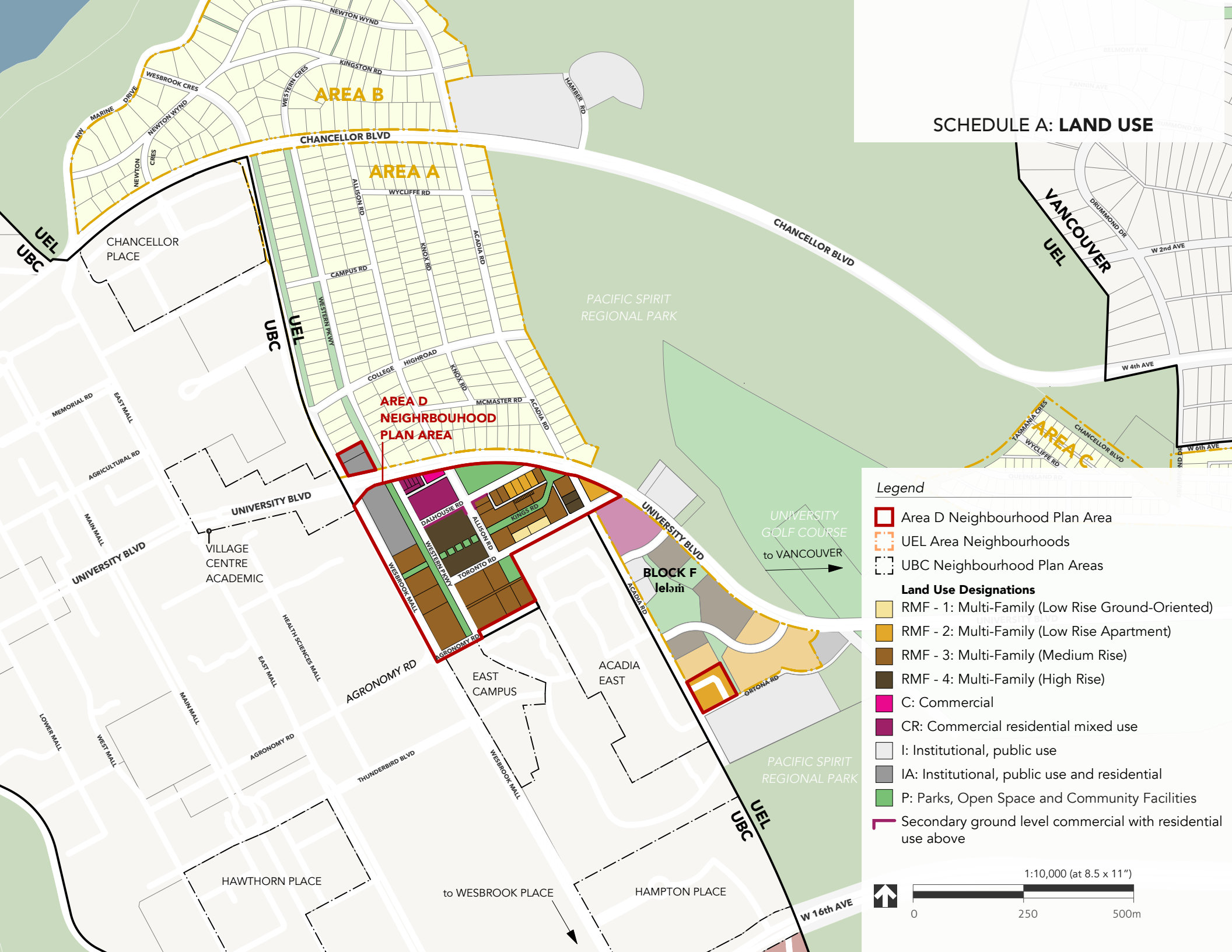
## 6.1.4 MONITORING AND EVALUATION

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.
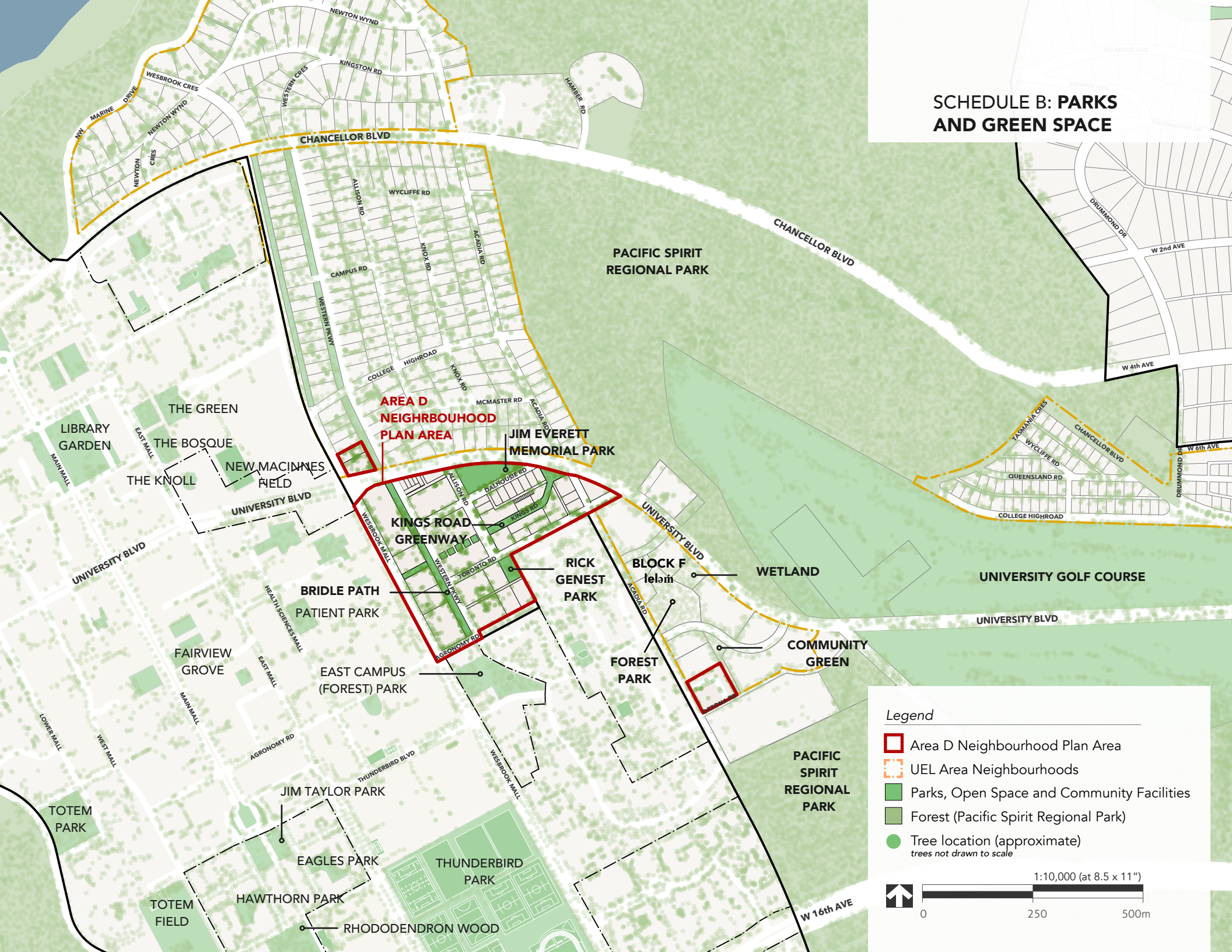
## 6.1.5 UPDATING THE PLAN

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 6: Acting on the Plan

# 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: Multi-Family (Low Rise Ground-Oriented)
- RMF - 2: Multi-Family (Low Rise Apartment)
- RMF - 3: Multi-Family (Medium Rise)
- RMF - 4: Multi-Family (High Rise)
- C: Commercial
- CR: Commercial residential mixed use
- I: Institutional, public use
- IA: Institutional, public use and residential
- P: Parks, Open Space and Community Facilities
- Secondary ground level commercial with residential use above

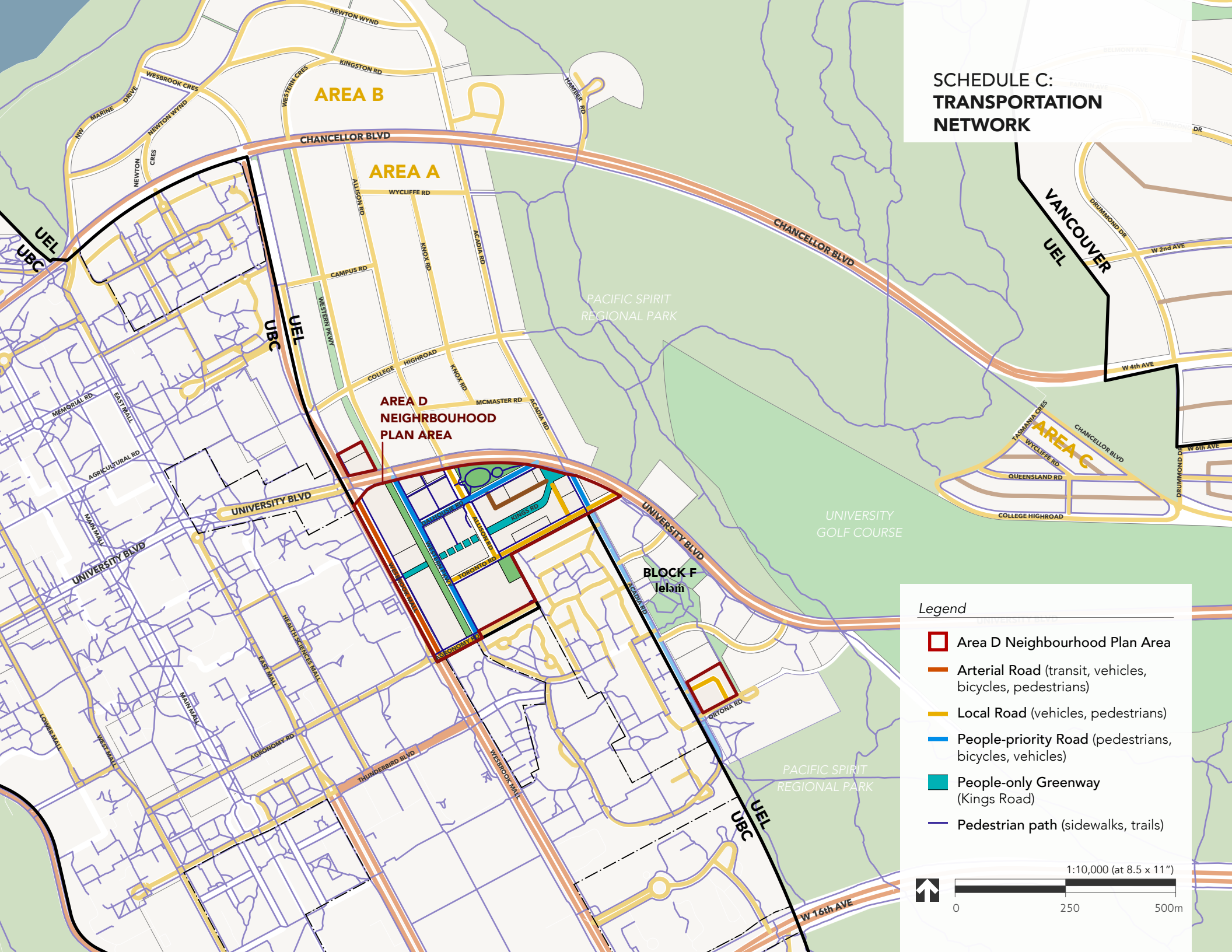1:10,000 (at 8.5 x 11")

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**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:
**TRANSPORTATION NETWORK**

AREA B

AREA A

AREA D NEIGHRBOUHOOD PLAN AREA

AREA C

BLOCK F
leləm̓

PACIFIC SPIRIT REGIONAL PARK

UNIVERSITY GOLF COURSE

PACIFIC SPIRIT REGIONAL PARK

UEL UBC

VANCOUVER UEL

**Legend**

▭ Area D Neighbourhood Plan Area

━ Arterial Road (transit, vehicles, bicycles, pedestrians)

━ Local Road (vehicles, pedestrians)

━ People-priority Road (pedestrians, bicycles, vehicles)

━ People-only Greenway (Kings Road)

━ Pedestrian path (sidewalks, trails)

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British Columbia

www.AreaDPlan.ca