

University Endowment Lands Community Advisory Council

Minutes of the Monthly Public Meeting

Monday, April 20th, 2026, 6:00 pm

300-5755 Dalhousie Road

- **Community Advisory Council Members Present:**
 - Katerina Wong, President
 - Alice Wang, Treasurer
 - Henry Yong, Secretary
- **UEL Administration Office Staff Present:**
 - Will Emo, Manager
- **Guests Present:**
 - Emma Bean & Mona Dahir from City of Vancouver
 - Heather McCauley from Gracorp Properties
 - Sean O’Flynn from Gracorp Properties
 - Norm Chin from DYS Architecture
 - Xing Liao from DYS Architecture

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1. Call to Order (6:05 pm)
 2. Adoption of the Agenda (6:05 pm)
 - a. Seconded & approved unanimously
 3. Adoption of Minutes of the Monthly Public Meeting of March 16, 2026 (6:05 pm)
 - a. Will be approved and posted after Madeleine gives her approval digitally

4. Proposed Update to Blanca Street (6:06 pm)

- Presented by Emma Bean & Mona Dahir from City of Vancouver
- Area of focus is Blanca Street, between 8th Avenue and 10th Avenue
- Presenting the rationale for the changes and obtaining feedback on the proposed design - will be following up with more engagement with both UEL and Vancity via a notification letter, so this meeting won’t be the only time to share feedback
- The project bridges a gap in the bike network
- The existing conditions in the area has limited infrastructure and isn’t comfortable or safe for cyclists
- There’s also a significant gap for pedestrians who are crossing east/west as well (this will be helpful at 8th & Chancellor)
- [Map shown of the proposal]

- Even though this project is focused between 8th and 10th, we welcome feedback on the rest of Blanca as well
- Contextually, Blanca has many different modes, being used as a bus route, truck route, bike route, etc. and is the last north/south street before entering the UEL
- It has 2 motor vehicle lanes travelling both ways with no on-street parking; the existing capacity of the roadway is higher than it needs to be to accommodate the volumes that are using it today, which is why we plan to narrow the roadway a little
- In terms of design, we won't be making any changes north of 7th, but as you head south along Blanca, you'll notice the lanes being reduced to a single travel lane as you approach the intersection of Chancellor/Blanca, which produces a safe environment for cyclists
- As we head to the intersection of 8th, we also propose a centre median that would create a refuge space for those walking or cycling across Blanca - this also introduces some turning restrictions, but the turns on to and off of Chancellor would continue to be accommodated
- We propose a new marked pedestrian crosswalk on the south of the intersection
- At the bus stop between 8th and 9th, there will be concrete installed that widens out to a larger area, so that people getting on and off the buses have a waiting area that doesn't require them to cross the bike lane when the bus arrives (safe boarding) - this island platform bus stop also protects the bikeway
- We're also exploring some other potential adjustments to the lane configuration right now, including signal timing
- Not many changes at the intersection of University Blvd. - maybe some changes to the lane configuration at the northbound approach to the intersection, such as signal timing and the curb lane being converted to a right turn only lane
- Resident: In regards to the Chancellor slide - I live very close to the intersection, I was a cyclist commuter to work for my career, and I drive through very frequently - I'm not a big fan of these curve bulges, as they throw the cyclist into a narrow area with cars - the centre median seems unnecessary and makes it awkward for cars to turn - also, as a cyclist, I'm not a big fan of the concrete because it's narrow and intrusive into the street (and it's not great for 2-way cyclists)
 - Presenter: Thank you - the curve bulges actually already exist and aren't part of the proposed changes - the left turns we've designed so that vehicles can go in and out smoothly, but I do understand that it can be awkward
- Resident: How do you turn left (west) when driving north on Blanca? Turning into Chancellor?
 - Presenter: That will be accommodated through the design of the median centre, as you can turn left onto Chancellor without needing to make a U-Turn, or vice versa
- Resident: As I mentioned, I was hoping you could put the bike lane on the west side of Blanca between 4th and 6th, because of access out of 6th on the UEL side - as a cyclist

and motorist, it's very hard to see because of the slope - now I see you're pushing the cars into one lane as you approach 8th - I'm supportive of what you're proposing, but now the cars will be pushed into the curved lane, which is the lane that gives me a lot of trouble - even without doing a full improvement, paving the bike lane that already exists from 6th to 8th would be great

- Presenter: By proposing bike facilities on the east side, we're hoping that the issue with cyclists going both ways will disappear
- Resident: What about the green paint? Instead of concrete
 - Presenter: Painted bike lanes were all the rage a decade ago, but we've found that they don't keep drivers out of the bike lanes
- Resident: No mention of lights at 8th for the crosswalk?
 - Presenter: Our hope is that by reducing the roadway to a single lane in each direction, it will be a much more comfortable environment for pedestrians to cross - it'd be nice to have signals everywhere, but our team did a study a few years ago and we have a specific, data-oriented way to decide what's optimal - though it doesn't mean we can't change or upgrade things in the future
- Resident: Just noticed over the last decade or so that the amount of people stopping for pedestrians have declined
- Resident: You would be surprised how often trolley buses come off the wires and are stuck there - by putting the concrete there we would have cars stuck behind them
 - Presenter: I appreciate that feedback, and we are planning on engaging with Translink
- Katerina: According to the residents of Area C, there are some concerns with 6th - anyone who is leaving 6th from the UEL towards Blanca have a difficult time exiting because there's a row of parked cars on the street - would it be possible to put out a sign or extend the bike lane all the way down to 4th?
 - Presenter: We might be limited to 8th to 10th for this project, but from the city's perspective, we would be interested in improvements beyond those bounds - absolutely receptive to those ideas
- Katerina: I believe it's all-day free parking there - are there any restrictions in place that could increase the visibility?
 - Presenter: We can definitely look into that
- Katerina: Another thing is for University Blvd. and Blanca - those living in Area C trying to leave to 12th Ave would like to see a left turn signal on that intersection
 - Presenter: We can explore that - we're open to signal upgrades through this project, as these are high demand turns
- Katerina: My own feedback is that the concrete extending out from the bus loop coming into Blanca may not be necessary, as there aren't a lot of people getting off the bus, maybe a couple people every hour - and also, who will be funding this project?

- Presenter: Because this is part of Translink's major network, they are providing up to 100% funding for the project - it's considered a regional priority
 - Katerina: What about new concrete? Paint?
 - Presenter: The project won't necessarily involve the painting of Blanca itself, though it's on the radar for our asset management group for the next few years, depending on the pavement quality
 - Will: Thank you to Emma and Mona for bringing this today - great project with great improvements for Blanca that address a lot of concerns that we've heard in that area with cyclist routes, transportation being able to cross that wide road, accommodating pedestrians, etc. - as well as for listening to concerns that I've raised about going in and out of Chancellor - I appreciate the feedback and work they've done
 - Alice: The bike box always confused me - that green square on the map - it seems dangerous as it's leading on to the sidewalk?
 - Presenter: At intersections where you're not necessarily going straight through as a cyclist and you might be turning instead, you'll sometimes see a bike box - there are better options we prefer from a safety perspective, but it's a way to provide access for folks heading east on University Blvd. to be able to head north on Blanca - you'd stop in that bike box so that you're outside the path of motor vehicles until the green light for northbound traffic - it's safer than waiting for the left turn with motor vehicles
 - Resident: I do use that box, but I use it as a second choice because even though I understand what it's for, a lot of motorists don't - what most cyclists do is that they slow their speed to get into the left turn lane as a car would, and it seems like the better option most of the time - not sure what the solution would be - maybe painting it
 - Presenter: We definitely want to paint it, and we understand that it's not an easy turn
 - Alice: Maybe an arrow when painting it?
 - Presenter: Maybe that could help
 - Presenter: In terms of our current timeline: for April-May, we are continuing our conceptual design, engaging with residents, with companies, and with the public more broadly to obtain feedback - for June-July, we want to finalize the conceptual design and then work on the detailed design - we'd be ready to begin construction this fall
 - Resident: Can the cyclist improvements between 4th and 6th be done now? - it's very dangerous there for both cyclists and vehicles - we have a camper there too
 - Presenter: We'll make a note that for sure
 - Katerina: When is the deadline for public engagement/feedback?
 - Presenter: We don't have a deadline just yet, but it'll be in the notification letter
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5. Proposed 1938 Wesbrook Mall & 5868 College Highroad Development Pre-Application
(6:41 pm)

- Presented by Heather McCauley from Gracorp Properties
- This project is between Western Parkway, College Highroad, and Wesbrook Mall
- We are in the process of completing our pre-application, and haven't officially made a rezoning application at this time
- We have a public engagement meeting scheduled for April 29th
- Will go over the intention and the vision for this site first
- According to TOA policy, we are within 200 metres of the UBC bus loop, which means the building can be 12 stories with 4 FSR
- That policy was introduced by the province a few years ago and is included in the updated UEL OCP
- We're proposing a building with 12 stories and 4 FSR, all with purpose-built rental, and 30% of that being affordable housing - a portion of the building facing Wesbrook will be small, community-focused retail - this scale means small coffee shops, etc.
- For spacial context, this site is bound by Wesbrook Mall on the west, College Highroad on the north, and Western Parkway on the east - it's immediately across the existing UBC bus loop - to the immediate south, there are existing single-family homes, but further than that, there's the new Menno Hall building currently under construction - on the edge of UBC there's the newly completed Gateway South building, and the Gateway North building currently under construction - to the northwest there are the new Exchange Student Resident buildings - further to the south, where we are for this meeting, there's the Regent College tower under construction
- For the design, there will be 277 homes (30% of them will be affordable housing), 447 metres squared of retail space, 576 bicycle parking spaces, and 39 vehicle parking spaces (specifically, 28 spaces for visitors, 6 spaces for residents, and 5 spaces for commercial uses)
- This 12-story building will look from the outside like it's 6 stories - because of the buildings around, the floor-to-floor height is much taller - so we're the same height as the buildings across the street
- There are lots of trees planned, contributing to a natural feel
- The mature trees on Western Parky will remain
- All the primary building entrances are planned along Wesbrook Mall, with vehicle access on College Highroad
- Resident: All the cars need to go in and out are coming through the residential area? For both commercial and residential? So not coming out of Wesbrook?
 - Presenters: That's correct
- Resident: There's another development proposed to the north, and they also have their traffic coming off there - this means that cars will be coming out right in front of my

house for both developments - could another option be considered? I don't see why you wouldn't go out to Wesbrook Mall - it's designed for heavier traffic flow

- Katerina: It's also a very easy access point for the public, going through a public street that accommodates north/south of western parkway - extra distance for them to come inside
- Resident: If there aren't enough parking stalls, people might apply to park on street
 - Will: That won't be allowed at all
 - Resident: How many units are there again?
 - Presenters: 277 total units, but there are over 500 bicycles able to be stored
- Resident: Any car share?
 - Presenters: To be determined, but that will be considered - currently, the majority of the parking is for visitors to prevent visitors parking on the street
- Community benefits will include transit-oriented convenience with additional bike parking, affording housing, enhanced public realm, green spaces, neighbourhood-serving retail, etc.
- Our timeline is as follows: Pre-application/Open House right now → Rezoning application submission in late May → UEL review from June to December → Public meeting in the winter of 2026 to early 2027 → Ministerial decision in 2027
- Resident: Is the rezoning process not just a rubber stamp?
 - Will: No, the TOA rules are just a layer that allows them to apply to rezone - they present, we review, we go for public consultation, and it's a decision that goes to the Minister - it's not our decision
- Resident: In terms of the the UEL review this June, against what design guidelines will it be measured? We have the OCP that passed early this year, but we do not have design guidelines for multi-family units in a formerly single-family area
 - Will: We had a pre-development meeting where they first proposed ideas and we shared design guideline concepts related to Area D and Lelem - part of what I'll talk about today is that we have a design guideline for TOA - and we're going to refer that to the ADP soon so we have a concept ready to present - we've been working on that for some months
- Resident: It's a 12-story building with retail on the ground floor - so that's 11 stories of residential occupancy? And you said 277 suites? Which evens out to about 25 per floor?
 - Presenters: Something like that - it does taper - the higher building is along Wesbrook and part of College, tapering to a lower form off Western Parkway
- Resident: Do you have an idea of the size of the suites?
 - Presenters: Generally, 30% will be 2-bedroom - the exact sq ft is to be determined still, though there is a minimum unit size requirement in place which is 752 sq ft
- Resident: What size are the 70% of units that are not 2-bedroom units?

- Presenters: We should have that information for you at the Open House on April 29th
- Resident: Is your intention to modify and get access off Wesbrook or not?
 - Presenters: We can't speak to that right now
- Resident: Do you understand the problem with that?
 - Presenters: There are issues with building access on a street with buses coming in and out - but I can recognize your concerns
- Resident: You're turning a residential area into something completely different
 - Will: The rezoning is about form/function - access is related but the bus loop may mean no access - we definitely want to raise these concerns during this process
- Resident: Are the units all rental?
 - Presenters: Yes
- Resident: For the retail, are there any sort of requirements?
 - Presenters: The term is "encouraged" - we can consider alternative best use cases if there's no demand for retail
- Resident: There are other options - what about a childcare?
 - Presenters: Hard to say at this time
 - Will: We want to identify what's allowable there - small retail/commercial is definitely a yes
- Resident: There will be an extension of the Broadway subway at some point - do you know where that will be?
 - Will: It's still to be determined in the area, but it won't be by the bus loop - it'll probably be either by Wesbrook Mall or University Blvd.
- Katerina: A question regarding 30% of the units being affordable housing - what will happen in the future?
 - Presenters: It won't be social housing - there will be some reduction to median rent or income-based rent
 - Will: Our policy is same at Menno, Regent, Lelem, etc. - the affordable housing is secured by the housing agreement - they have to hold 30% of their homes affordable based on income level
- Resident: Just in light of the prior presentation on bike lanes, what is the bike lane infrastructure if there are 500+ bikes - and if the bus is turning, is it through the formerly single family area, or what's the plan there?
 - Presenters: Yes, that would be the plan
- Katerina: Any amenities in the design?
 - Presenters: A gym, a lounge, and a roof deck - though this is still in the works
- Resident: We can't stop UEL from changing, but a lot of these developments should be more cognizant of keeping the character of what UEL is/was - if we start channeling traffic down residential streets, there will be other developments - these are very drastic

changes, and hopefully the developers can be more concerned with the quality of life we had in UEL for the single-family residents

- Resident: The reality is that you're building in a very nice location, so don't screw it up
 - Katerina: One of my concerns with the UEL changing and Area A being affected by TOA is that a lot of these developers will build micro-sized units that are not aligned with the UEL values - we've been here for a century - Wesbrook has a very family-oriented direction as well, and I don't want to see us building condos here that are sized like studios
 - Resident: Agreed, it sounds like you're developing student housing
 - Resident: I thought the survey the CAC sent out for a prior development was very useful - it's a great way to get feedback into a letter drafted by the CAC
 - Katerina: We'll continue to do that, and there are going to be a lot more developments coming through
 - Resident: I don't think we should be providing UBC with student housing
 - Katerina: There's definitely not enough parking
 - Resident: Maybe this is too early but what is the building standard? Is it Step 4?
 - Presenters: It's not designed for mass timber - it's with the Vancouver policy at the moment, but it should be between Step 2 and Step 3 - at the engagement event we'll have more details on that
 - Katerina: Is there a deadline for when the feedback is submitted for the public engagement event?
 - Presenters: Maybe 2 or 3 weeks - we'll provide you with the specifics at the event
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6. Manager's Report (7:16 pm)

- HR updates: In the last month we've had 2 resignations for staff going to other municipalities - specifically, a policy analyst and a planning technician - the latter is a critical one - this is a major hit to us right now, though we have other staff that can step in - we've also had a senior team member on medical leave for the last few months - we've hired 4 auxiliary summer staff for gardening and landscaping, which is something we do annually, namely helping out with cutting grass, maintaining the yard, and preparing for the growing season, etc.
- ADP: There's still an open call for appointments, but the one vacancy in Area B was filled recently
- CAC Elections: In October, the CAC needs to hold an election consistent with other municipalities - like we did 4 years ago, there will be open nominations held by the CAC - there are 7 positions available, specifically 2 representatives from Area A, 1 each from Area B and Area C, and 3 from Area D - we didn't have to hold an election last time, but if there are more nominees than the cap, we'll have to hold an election this time

- UEL Budget: The budget was accepted by the CAC in March, and the request has been approved by the Ministry, so I'll be putting through that requisition tomorrow to set the property tax amount, to be collected in July - there will be a 3.1% tax increase, as well as increases to the water rates - the issue this year is that we have significantly less income from permits and development fees compared to previous years, so the tax amount has to go up in order to cover that shortfall - but even then, property taxes in the UEL continue to be 20% lower than comparable properties in Vancouver
- Bylaw enforcement: Bill 16 was presented in the legislature on April 1st, and one of the items in Bill 16 was about UEL enforcement capability and the authority to issue fines - once this is adopted, the administration will create an enforcement bylaw, meaning that we can now issue fines for everything in our bylaws that we previously struggled to enforce, e.g., not cutting grass in front of your house, parking - this is another tool for compliance - it will take some time and won't be expected to be in play in 2026 - we don't know the timeline for Bill 16, but from there, we'd have to create our enforcement bylaw, which will take some time on its own - there'll be a period for referral and feedback from the community too
- We are circulating to the ADP for their input on key architectural/design considerations in light of TOA guidelines - we've been working on these for several months and comparing them to guidelines across the country, addressing a lot of concerns like setbacks, designs of the buildings, etc.
- The purpose of this work is to guide the built environment with livability and active transit - the document summarizes existing requirements such as tree protection, minimum unit sizes, and includes new requirements such as minimum required outdoor spaces, amenity spaces, etc. - the input was taken from over 30 sources, but most importantly Vancouver and Block F guidelines
- In regards to the application presented earlier today, the information meeting is taking place on April 29th at Hillel House (UBC)
- Still waiting for the applicant to come forward in regards to 1826 Wesbrook Crescent
- Still waiting for a response from the application that's come in on Allison Road (following our technical letter)
- Community Centre: We've secured YMCA to be the operator and we are meeting with the CCAB on Thursday at 4 pm - they've hired a manager and are doing a lot of work to get their plans in place
- Public Works:
- No progress on the mudpits yet, due to the staffing issues - however, we are also waiting for the MetroVan board to approve the Community Works Fund (there will be more on this in May)
- In Area B, we've met with the contractor doing the sewer separation on Kingston and Wesbrook Crescent - a notification will go out to residents, and they will be starting in late May - there will be some road closures on Kingston during construction and also

during the other capital project on University Blvd. to refurbish the water main using trenchless technology - they've mobilized but we're still waiting on permits from Ministry of Highways

- Resident: Any update on the derelict house on Allison/McMasters?
 - Will: No, we contacted them several months ago and there was a response from the owner, but there's no update yet
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7. Public Comments & Questions (7:30 pm)

- Resident: Do you have the ability to rehire the staff you've lost?
 - Will: There are HR procedures, and there's a hiring restriction right now, so we can't go out to external competition - we have to go internally to the government first, but it's difficult because they have to work in Vancouver for at least 3 days a week - if we're not successful in that, then we can go out to external competition - this all draws the process out
 - Resident: Are you currently looking?
 - Will: We are trying to contact the recruiter - there will be internal posting in the next couple weeks
 - Resident: Can you slow down development approval?
 - Will: Yes, if we don't have the people, the process would be slowed down
 - Resident: What's the timing of the next phase of the development for H&I?
 - Will: It hasn't started - they've cleared the land and are starting construction, digging the hole over the next few months - and then it's up to Musqueam for what they do for the other parcels
 - Resident: I want to highlight Bill 16, which is a huge step forward to deal with parking and noise - I look forward to seeing how this is implemented over time - this is an exceptionally good QoL improvement
 - Will: Yes, it's another tool in the toolbox - for parking it's relatively easy, as we can issue fines instead of towing, which is difficult for a lot of people - we always try to go for voluntary compliance first, so issuing fines won't be the first step for the bylaw enforcement officer - often a suggestion from the residents is to just fine somebody, but that doesn't usually solve the problem and it doesn't get the offender to do anything - it's more about working with the residents - but yes, having something else helps
 - Resident: And with "party houses" and such, taking any pressure we can off the RCMP is terrific
 - Will: The RCMP have said before they don't want to be the ones handing out tickets, but it's a tool in their toolbox too - they could also issue fines
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8. Adjournment (7:37 pm)
 - a. Seconded & approved unanimously