

University Endowment Lands Community Advisory Council

Minutes of the Monthly Public Meeting

Tuesday, October 20th, 2025, 6:00 pm

300-5755 Dalhousie Road

1. Call to Order (6:01 pm)
2. Adoption of the Agenda (6:02 pm)
 - a. Seconded & approved unanimously
3. Topic of Interest (6:02 pm)
 - a. Presented by Madeleine
 - b. There have been parking permits discussed for Area C
 - c. This is a notification that we're discussing it - what I propose is that during the next meeting in November, the CAC representatives will move to a motion to vote in parking permit requirements
 - d. Will has given some very useful details on what is working well in Areas A, B, and D (and has worked well since the 1960s)
 - e. We will lean on the elements that work well, and there is some flexibility as well, such as the ability for non-residents to park without a permit for up to three hours
 - f. Addressing some major concerns:
 - g. Will visitors be ticketed? No, they won't be
 - h. We aren't ticketing people who visit us socially - it is more so a deterrent for campers
4. Presentation for 1987-2087 Allison Road Pre-Application by Hines (6:06 pm)
 - a. Hines is a 7-year old global development company that has been active in Canada for ~20 years
 - b. The project today is a 385 unit rental development at Allison Road and University Blvd - it is enabled by UEL's interim policies based on Bill 47, etc.
 - c. We're excited and think it fits with the community in terms of the community's needs highlighted in the Housing Needs Assessment
 - d. It would be 100% rental, with 20% of the units being affordable rentals
 - e. We've tried to respond to the demographics by designing a mix of unit types from studios to 4-bedrooms (which are rare for rentals), as well as including streetfront retail
 - f. We welcome your feedback after the presentation
 - g. It would be within 400 metres of the UBC exchange, which is the enabling mandate via Bill 47, which established TOAs (transit oriented areas) within 800 metres of rapid transit - thanks to that bill, the UEL has brought together an

enabling policy that allowed applications to come forward to achieve that mandate

- h. We are within the second zone of TOA, i.e., within 400 metres, which allows up to 8 stories with a 3 FSR on the five lots, etc.
- i. Our proposal is 6 stories, and there are some setbacks provided that we plan to meet as well; we could go up to 8 stories but we are purposely pushing it down to 6 stories (which is around 70 feet)
- j. We're doing a zoning envelope - property line, edge to edge, with 15 feet of setback on all sides except for the rear which would be 20 feet
- k. We are attempting to be sensitive to the neighbourhood, so we have broken it into two courtyards along Allison Road and one courtyard along the rear, which would feel smaller in scale and not be overwhelming
- l. We are trying to create two types of architecture with a "Rock" that ties into the university and what we think the future will be, and a "Drift" that slowly goes down in scale to meet the residential neighborhood (this is inspired by the Pacific coast)
- m. We'd like to utilise the courtyards for both art and for people to walk by, with consideration to the human scale and how it connects contextually with the environment
- n. A focus on public transit, biking, and walking
- o. (Diagrams shown)
- p. Retail would be 1 story high and would pop out of the building - the goal is for the retail to feel lively/activated
- q. Amenities are located in the centre/entrance area
- r. There would be a floor of parking with about 127 spaces (90 degree parking) and bike parking grouped at the southern end - a ramp at the entrance would lead down to this parking
- s. We hosted an Open House on October 2nd at the UBC Nest, and about 52 people coming out - we also had a comment period open between October 2nd and October 9th (some forms and some emails) - we're planning to deliver an engagement summary report and deliver that as part of our application
- t. Question from Madeleine: You talked about the "stepping down" as the building gets into the single family area, but the roofline is all at the same height - looking at this mass building, it looks like something that wouldn't be out of place surrounded by other 6-story and 8-story buildings, but it is surrounded on two sides by single family homes, so those homes immediately adjacent are looking at massive walls
 - i. Answer from Nolan: We have studied that and are looking into that
- u. Question from Madeleine: In terms of the feedback in early October, when exactly was it open for community feedback?

- i. Answer: It was October 2nd to October 9th - we're happy to receive email correspondences and continue to do that, but as I understand, there will be an official community consultation stage when we go through the UEL's official process
- ii. Answer from Heather: Yes, and it will also go to the ADP
- v. Comment from Madeleine: Also, the first meeting was held at UBC rather than the UEL, so it was difficult for UEL residents to easily get to it
 - i. Answer: Holding it at the Nest was primarily because of proximity to the site location
 - ii. Comment from Madeleine: It'd naturally result in more feedback from UBC students or people adjacent to UBC - it would be nice to swing around to UEL residents
- w. Comment from resident: I agree with the 6-story comment - it's similar to the 6-story at Western Parkway looming at people - some of the policy of the UEL states that you really should respect the neighborhood, and the 6 stories seem really out of place - I know it is S-shaped but I don't think it cuts the mustard - I also have question about the retail in the "Rock" - would that be the whole section as retail, or just the street level? And does it go around Allison Road too or is it just at the corner?
 - i. Answer: Retail will go down Allison Road at the corner to about 70 feet or so, and it is just the first floor
- x. Question from resident: What is above the first floor, then?
 - i. Answer: Rental units
 - ii. Followup answer: The design is 25% below the height of what the policy allows for, so we are conscious about it - we intend the building to be useful for 60-80 years - there aren't 12 stories there now, but we want to enable longevity for the design today - so we respect the context in 2025 but also recognise the changes
- y. Comment from resident: Privacy for Western Parkway has been ruined in a similar move, so I hope you will take that into very serious consideration
- z. Comment from resident: In line with the earlier comment about the "stepping down," we are going through the OCP right now and one of the recommendations that comes up over and over is that ground-oriented units with people passing by should not be faced with a wall but with an entryway to something
 - i. Answer: As in going directly from the unit to the street? We didn't consider that, but we can definitely look into it
- aa. Question from resident: What's the minimum/smallest unit size?
 - i. Answer: Not sure exactly, but it would likely be mid-400 square feet
- bb. Question from resident: Regarding setbacks, I think you mentioned some, and I had the impression from your comments that there was some guidance for them

- i. Answer: We followed precedents from Menno Hall and Area D developments
- cc. Question from resident: But those guidelines don't tangibly exist at this point, correct?
 - i. Answer: Yes
- dd. Question from Katerina: You mentioned that 20% of the rental units will be affordable housing? What vision do you have for that?
 - i. Answer: We don't have an answer yet, but we're going to work that out with the UEL - those units are set aside for low income
- ee. Question from resident: Would there be one elevator?
 - i. Answer: It would be distributed - we don't want to create segregation
- ff. Question from resident: What percentages of the whole are the different units: studio, 2-bedroom, 3-bedroom, 4-bedroom, etc.?
 - i. Answer: About 20% are 2-bedroom or more - specifically, 15 units are 4-bedroom, 23 units are 3-bedroom, and 31 units are 2-bedroom
 - ii. Followup answer: Units that are 2-bedroom or more make up 40% of the total space even though they make up 20% of the units
- gg. Question from resident: In terms of garbage/recycling, I noticed that exit at the north end of the building right next to a single-family home - will all the recycling and garbage come out onto the street?
 - i. Answer: We'll have space for garbage/recycling - when pickups happen, they'd bring the containers up and down
- hh. Question from resident: Will affordable housing be in perpetuity? Or does that move to market housing at some point?
 - i. Answer: It is intended to be in perpetuity, but there are some factors we're not sure about
- ii. Question from resident: What about the loading/parking spaces for the retail?
 - i. Answer: We have 1 loading spot so far but we're not sure yet - there would be a number of parking stalls set - the intention of the new policies is to move away from cars, so there isn't technically any parking requirement, but we'll have 127 stalls combined between commercial/residential
- jj. Question from resident: Will the loading be coming off University Boulevard?
 - i. Answer: The loading will be coming off Allison - we can't come in off University Boulevard since there's a bus there
- kk. Question from resident: What are the sizes for the 2-bedroom, 3-bedroom, and 4-bedroom units?
 - i. Answer: The UEL has published a guideline with minimum unit sizes, so we will follow those

- ll. Question from Katerina: Are you reserving stalls for visitors/commercial access in the parking area? If so, how many?
 - i. Answer: We haven't fully figured out what the ratio will be
- mm. Question from resident: Would that include car share?
 - i. Answer: We're not proposing car share
- nn. Question from resident: Could you explain the courtyards, like how large they are and what their purpose is?
 - i. Answer: They're about 45-50 feet wide, and they're about 70 feet deep - they are basically open spaces that provide breathing room as you walk by - they become patio spaces for amenities at the ground floor - one thing that resonated in UEL's community engagement for the OCP changes was the importance of greenery and green spaces
- oo. Question from resident: There will be a lot of children - what's the plan to accommodate children's needs?
 - i. Answer: We've got the courtyards - our intention was to have 2 courtyards on Allison Road that were more "natural" and another one that would be more activated - some green spaces will be family-oriented
- pp. Question from Alice: I think you mentioned taller trees - if it's only 6 stories, there are probably trees that go high enough to provide privacy - it would be good to create a green barrier - you also mentioned that 20% of the units would be affordable and you work with the UEL in terms of implementing that - one of the things that came up during the OCP consultation was "ageing in place," and an extension of that is that if residents want to stay in the neighborhood as their life evolves - you could consider prioritising people who are UEL residents and could benefit from this project in this way
 - i. Answer: We are absolutely considering that and working with UEL on how that will be implemented in practice - we're open to exploring the idea of ageing in place - 20% of the units would also be designed with accessibility in mind

5. Presentation for Rapid Bus 99 Stop Relocation and Pedestrian Crossing Addition on Shortcut Rd. and University Blvd. by Musqueam Capital Corporation (6:41 pm)

- a. The transportation department is applying to relocate the 99 bus stop from Western Parkway to Shortcut Road
- b. The reason is that the intersection between University Boulevard and Wesbrook Mall is overwhelmed by the volume of pedestrians exiting and going to UBC - it is more convenient for students to exit at Western Parkway because they are saving a minute or two before the bus gets to the final destination
- c. The application has been with Translink for 2 years and they progress very slowly - in the meantime we've discussed it with the UEL Administration, which sent an email supporting the move, as did Jen representing Electoral Area A

- d. I reached out to Katerina because the CAC may want to discuss it and possibly support the change
- e. Comment from Katerina: I think this is a very necessary change, and I brought it up with Will about a year ago - the bus stop is right outside of University Chapel, and lots of people jaywalk there to Lelem, which is dangerous, especially in the winter
- f. That intersection is also used by children, since a natural continuation of the Sword Fern Trail is behind the parking lot - children coming from Acadia use that path to get to UHill
- g. The last email from Translink stated that they need to study and consult with the community, so sending a letter on behalf of the CAC would hopefully move that application forward
- h. Question from resident: If that's approved, what would happen to the stop that is currently at Western Parkway?
 - i. Answer: That would become a local bus stop
 - ii. Answer from Will: The relocation is for the 99 (the rapid bus) to start earlier, but there will still be a bus stop there for the 44, trolley buses, etc.
- i. The main reason the application was made by UBC is because that intersection gets jammed - it seems like it'd be a definite improvement, but the studying goes on and on - the issue is further complicated because it is a Ministry of Highways road
- j. Question from Alice: Where it is currently on Western Parkway is closer to my home - I understand that the relocation would be closer to Lelem, but maybe it's not necessarily an either-or situation? Is it possible to make a new stop and perhaps less people would then get off at the Western Parkway stop? The other idea was to move it back to Allison Road, where it originally was? We're also going to have Menno Hall coming in, bringing other advantages and disadvantages to the move - is it possible to consider the disadvantages a little as well?
 - i. Answer from Will: I don't think there will be an opportunity for multiple stops since the 99 is the rapid bus - the majority of people on that bus would be going to UBC - like Joseph mentioned, with that concentration of people it's a safety issue - there would be different impacts to users now but the goal is to look at it overall to improve the bus speed and safety
- k. Question from Alice: Do you think Acadia might be easier? If we move it all the way back, only one side of the road has residents, with the other side being greenery - it'd be nice to move to a spot where both sides have residents
 - i. Answer from Will: The 99 needs space as it's 75 feet long - UBC has looked at those options and Acadia is still too close and doesn't serve the same density of people - if there's higher density at Lelem, then that's

more of a hub for getting on or off the bus - but certainly it is something they should be looking at, and we can bring that up to UBC/Translink

1. Katerina: Where is the funding coming from?
 - i. Answer: The funding is secured through UBC from Translink and covers the entire cost - they secured something like \$700,000 and they're subject to regulatory approval to spend the money
 - ii. Answer from Will: For the Lelem crossing, they installed conduits across the road in anticipation for a crosswalk, so there's already infrastructure in place there - we're willing to contribute to funding if need be, but I wouldn't say that's the issue
- m. Question from resident: What if we changed the crosswalk but not the bus?
 - i. Answer: It is feasible to do them separately, but it's more efficient to do them together
- n. Question from resident: Instead of westward, what about eastward?
 - i. Answer: The intent is to move both further east
 - ii. Answer from Will: This is because there are bike lanes on that road, so there are concerns about safety with bike/bus interactions
- o. Comment from resident: Please try to serve all UEL residents, as these changes might inconvenience some people
 - i. Answer from Will: There will always be some people who are negatively impacted - the driver of the change is the millions of people who go to UBC, which is where the pedestrian traffic comes from
- p. Question from Alice: Where's the SkyTrain proposal?
 - i. Answer from Will: Still looking at doing some kind of survey for the past year

6. Manager's Report (7:03 pm)
 - a. Unionized staff members are currently on strike, which began on October 9th
 - b. There are reduced services (as it is just Will, Tyrone, and Heather manning the front office) - we can still do water bills, answering questions, public realm, health & safety, sewers, etc. - we can't do building inspection, garbage/organic collection
 - c. Recycling collection has always been a separate contractor, so we still have that
 - d. Development Services
 - i. Rezoning of Toronto/Acadia: The minister previously indicated her intent to approve in August, and in order to enact that, they need to sign a ministerial order - that is expected to be signed this month
 - ii. Regent House: Construction has commenced and they are starting the foundation - we will continue to expect disruptions on Western Parkway as well as when the rectifier project moves forward (haven't heard anything from them in quite some time)

- e. Development Permits
 - i. Minor DP amendment in University Boulevard for a single family house - just tidying up the DP to match the house, involving landscaping and some other systems
 - f. No applications came forward for for the ADP in September or October
 - g. Still calling for nominations for the ADP (2 spots for Area B, 1 spot for Area D)
 - h. Elections for the CAC/ADP will take place next October
 - i. We heard from the Allison Road subdivision and to clarify, we have not received an application - they are reaching out to the community themselves and none of their information is our information - they will presumably apply for a rezoning which will go through the normal processes including community consultation
 - j. The Open House was a great event on September 30th - 208 people attended (I was only expecting 100 myself) and we ran out of hot dogs halfway through, so clearly that was a big hit - it was great fun to have everybody out and to have lots of people reminiscing, looking through archives and old photos, etc. - overall, it was a fantastic day, and thank the CAC for getting the message out and supporting it
- k. Public Works
 - i. Nothing significant at this time
 - ii. Monitoring water and sewer systems
 - iii. A filming permit has been approved and planned in Area C - they will be starting next Monday and filming for about 2 weeks - we will make sure the houses in the area are aware - there's some disruption with parking, but generally film crews are very accommodating with residents
- l. The deadline for OCP comments is today - the next step is to review the comments and then provide all information to the Minister for a decision
- m. Timelines may be impacted due to the strike (since our legal team is on strike) - it all falls to Heather to consolidate that, but she's more than capable - we are hoping to have the Minister's intent in time, but due to the strike it's a bit difficult at the moment
- n. There's interest in approving work for the mudpits
- o. I think it is the property owner's responsibility to improve their frontage, and we've been working towards that for many years, but nothing has happened - therefore, we are now considering putting it to the CAC to make a recommendation on how we want the UEL to respond to this - if we take action, it will cost all taxpayers money to fix that
- p. Is it our responsibility? Is it the property owner's responsibility? What does the community want the administration to do?

- q. Ideally the budget would be somewhere around three quarters to a million dollars, so we could replicate what was done in front of the liquor store - it's a difficult problem to solve with the trees and roots that have grown up
- r. Question from resident: When you approached Cressey about this, what did they say?
 - i. Answer from Will: Nothing happened
 - ii. Answer from Heather: Last time we met in the spring, they verbally said they'd contribute something - but it seemed like they were basically trying to skirt their responsibility
 - iii. Answer from Will: We suggested astroturf a long time ago and they didn't like it - we had some nice designs, but they weren't fans
- s. Comment from Claire: Given the volume of investment flowing through the community, there must be a way through Cressey, other funding sources, etc. to get something done - potentially the gas tax
- t. Question from resident: In the village itself, the bins are overflowing and there's food and rats - what is the solution to that?
 - i. Answer from Will: We are looking at that a little differently because it's a public space - Tyrone has gone by personally to squish the garbage down or move things around
- u. Question from resident: If it's commercial, isn't that kind of work contracted out?
 - i. Answer from Will: There are bins by the park, bins by McDonalds, etc. - those are ours
- v. Comment from resident: There's greater spillover now
 - i. Answer from Will: We're going to do something about that - there was a strike in Vancouver in 2007 and no garbage was picked up for months - it's a balance, as we must respect the staff's right to strike - we're trying to do the essential services at the moment, and garbage has never been essential
- w. Comment from Katerina: In terms of Western Parkway and University Boulevard, there's lots of cars trying to turn into the street to get out of Area D, and lots of students coming from UBC into the marketplace, which causes congestion
 - i. Answer from Will: We have looked at that intersection and some options for that - with the redevelopment of Regent, the angle parking will disappear - still things to consider when it comes to traffic flow through the area
 - ii. Answer from Heather: Regent has proposed a raised intersection almost like a plaza - in the Area D plan we even considered closing it to have it be a 1-way, but the Fire Department said that might be concerning - Regent is definitely an opportunity to make improvements to

- traffic/parking, and the rectifier project will also mean a sidewalk on the west side
- iii. Answer from Will: Regent means there will be an additional crosswalk at the liquor store - a new crosswalk there and the one at Dalhousie will hopefully take some pressure off that intersection as well
- iv. Answer from Heather: We could also look at a marked crossing (or at least a zebra crossing) at Menno
- v. Comment from Kateirna: When cars are stuck there and people cross the sidewalks, we don't know who goes first since it's not a 4-way, which causes jams

7. Adjournment (7:22 pm)

- a. Seconded & approved unanimously