

Questions	Answers
When will the community centre be open?	The UEL understands this is an exciting new community amenity and is working towards finding a suitable operator. The UEL is targeting to open the Ielərn Community Centre by summer of 2025.
Would it be possible to include “what we heard” after the first round of consultation as well as after the second round?	A “What We Heard Report” will be available after both the first and second rounds of engagement. The first round of engagement will conclude after the online survey (Feb 25 to Mar 7) and Community Workshop (Mar 4). The What We Heard Report will be posted on the <a href="#">UEL website</a> .
Does the housing needs report include the new towers that have not yet been built at Lelem? The report specifies around 700 new units in the next five years. These towers should be built during the next five years, so will they contribute to the 700 units?	Yes, the <a href="#">UEL Interim Housing Needs Report</a> (2024) includes both the number of units built and number of units approved through change of land use district applications. The new towers and townhomes at Ielərn (Lots E, F, G, H, & I) are included in the 700 units approved.
For TOA are they measured from bus stops or sky train entrance/exits? Versus the footprint of the transit area.	Transit-Oriented Areas (TOA) are associated with rapid transit nodes (Skytrain stations or bus exchanges) and are measured from a single point. See other TOA examples on the Province of British Columbia website <a href="#">here</a> . The UBC bus exchange was designated as a TOA via <a href="#">Ministerial Order No. M292</a> .
Are the SSMUH areas determined based on proximity to TOA?	No, Small-Scale, Multi-Unit Housing (SSMUH) areas and Transit-Oriented Areas

<p>Follow up question: The UBC bus loop is identified as a TOA with the resulting 200m/400m rings round it...but why is one bus stop on 10<sup>th</sup> that has a ring that clips the outer edge of Area C also considered a TOA?</p>	<p>(TOA) are two different things. SSMUH is separated into either “R4 District”, allowing up to 4 units per lot, or “R6 District” allowing up to 6 units per lot. “R6” lots are identified as being within 400 metres of frequent bus service as defined in the legislation. The remaining lots in UEL Areas A, B and C are “R4”.</p> <p>Bus stops on University Blvd. result in a 400 metre radius reaching Area C, creating some “R6” lots under SSMUH.</p> <p>See the <a href="#">Provincial Policy Manual &amp; Site Standards for Small-Scale, Multi-Unit Housing</a> for more detail.</p> <p>Note: SSMUH “R4/R6 Districts” are outright approved uses, where applications go straight to Development Permit (DP) or Building Permit (BP). TOA is a designated area, but not a land use district, meaning to achieve TOA height or density a Change of Land Use District Application (rezoning) is required first.</p>
<p>Will the OCP review be based on 2005 OCP or will it include UEL residents feedback provided by the ADP and CAC around 2010 timeframe? Please share that feedback with the UEL community.</p>	<p>The UEL OCP review is based on the existing 2005 OCP. The UEL will consider all feedback and will share reports from the current process. This OCP update is being conducted to align with recent housing legislation and focuses on giving an opportunity to longtime residents, new residents, and other interested parties to provide feedback on the implementation of SSMUH and TOA in the UEL.</p>

	<p>There was discussion and consultation from 2010-2013 on updating the UEL Land Use, Building and Community Administration Bylaw (LUB), which included secondary suites, off-street parking, site coverage, setbacks and the application of DP's. The current LUB is a result of this consultation and was updated in 2014 and beyond.</p>
<p>How was Area C transit determined?</p>	<p>Prescribed bus stops were identified through SSMUH regulations where:</p> <ul style="list-style-type: none"><li>a. A least one route arrives at the bus stop on average every 15 minutes between the hours of 7 a.m. and 7 p.m. between Monday and Friday</li><li>b. At least one route arrives at the stop on average every 15 minutes between the hours of 10:00 a.m. and 6:00 p.m. on Saturdays and Sundays.</li></ul> <p>Any lot within 400 metres of an identified bus stop is deemed to be "R6 District", allowing up to 6 units per lot. Lots outside this 400 metre radius are deemed to be "R4 District", allowing up to 4 units per lot.</p> <p>The 400 metre radius is applied "as the crow flies" and does not factor geographical or other barriers between identified lots and prescribed bus stops.</p> <p>See the <a href="#">Provincial Policy Manual &amp; Site Standards for Small-Scale, Multi-Unit Housing</a> for more detail.</p>

<p>What about Area A lots which are partially inside the TOA? Are they counted as inside or outside?</p>	<p>Lots that are partially inside the TOA are considered inside the TOA. Even if only a small part of a lot is within the TOA radius, the entire lot falls under TOA regulation.</p> <p>See <a href="#">Provincial Policy Manual: Transit-Oriented Areas</a> for more detail.</p>
<p>Understand this is not the reality today, but if the province does announce rapid transit / SkyTrain to this area, would UEL Planning conform to density / tower height minimums? I.e. 5 FSR / 20-storeys.</p> <p>Would this impact the R4 and R6 zones?</p> <p>I.e. theoretically could towers between Ielām and Westbrook / University Village become possible if there is a station designated for University Village?</p>	<p>No decision or announcement has been made on SkyTrain for UBC. SkyTrain Stations across Metro Vancouver are designated as Transit-Oriented Areas (TOA), so if a SkyTrain station is announced at UBC it would likely also be designated as TOA.</p> <p>Note that there are different classes of TOA. Bus Exchanges and West Coast Express Station TOAs have a 400 metre radius and SkyTrain Station TOAs have an 800 metre radius.</p> <p>See <a href="#">Provincial Policy Manual: Transit-Oriented Areas</a> for more detail.</p>
<p>Will the report list all housing units that have already been approved in the UEL, including Ielām, Regent College, Menno Hall and the proposed Westland units? The report should highlight that approved housing supply exceeds the province's projected housing demand.</p>	<p>The <a href="#">UEL Interim Housing Needs Report</a> (2024) sets 5 and 20 year housing targets and also captures all newly built units, recently approved units, and projected number of units assuming full build out to SSMUH and TOA regulation.</p>
<p>Question on determining the middle of the bus loop - understand there is an underground piece however the only area that pedestrians are getting on and off is</p>	<p>The TOA point was selected based on the L-shape of the UBC bus exchange and includes all bus bays whether they are covered or uncovered or how the bus bays</p>

<p>the open-air piece, which is linear. As the 200m/400m rings are based on walking distances does it not make sense to look at the piece of the bus stop that the pedestrians are walking from i.e. the linear open-air piece where they actually get on and off the buses. The underground piece where people do not get on and off shouldn't be relevant to the calculation. So why is the middle point not determined off the middle of the bus access piece?</p>	<p>are used. The TOA point sits at the intersection of the North-South and East-West parts. The Ministry of Transportation and Infrastructure (MOTI), now the Ministry of Transportation and Transit (MOTT), provided guidance on the TOA point selection to ensure consistency with other TOA points throughout B.C.</p> <p>This TOA was identified via <a href="#">Ministerial Order #M292</a>.</p>
<p>Will the higher density rezoning affect property taxes of under-developed properties?</p>	<p>The UEL submits a tax requisition to the surveyor of taxes, who is then responsible for dividing this amount between the different rate groups.</p> <p>See "<a href="#">Property Taxes</a> " section of the UEL website for more information.</p>
<p>Can you make the 2008 OCP report done by CAC available for us to view/review?</p>	<p>The UEL administration does not have a 2008 OCP report from the CAC. There was discussion and consultation on the LUB between 2010-2013 that resulted in changes in 2014. The UEL will be updating the OCP every 5 years going forward and there will be more opportunity for community input in the future.</p>
<p>Can the community set requirements for low carbon construction for new buildings in the OCP?</p>	<p>Yes, the OCP can include policies related to environmental protection and climate resiliency. The Local Government Act requires an OCP to include Greenhouse Gas (GHG) emission reduction targets and the UEL welcomes any comments from the community on this topic.</p>