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Notes:

- March 31, 2008
Figures 1, 2 and 3 (**Amended by Bill 12 – 2008, Musqueam Reconciliation, Settlement and Benefits Agreement Implementation Act, March 31, 2008**)
- April 9, 2013
Figure 4 (**Added by Ministerial Order M096, Development Approval Information Area, April 9, 2013**)
- January 15, 2014
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- November 16, 2016
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- April 6, 2021
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- December 10, 2021
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- September 28, 2022
Section 4.1 (a) and (b) (**Amended by Ministerial Order M293, September 28, 2022**)

1.0 University Endowment Lands Context Statement

1.1 History

The University Endowment Lands (UEL) consist of approximately 1,200 hectares (3,000 acres) of mostly-forested land nestled between the City of Vancouver and the University of British Columbia (UBC), on the Western tip of British Columbia's Lower Mainland. These lands are the physical legacy of the *University Endowment Land Act of 1907* (last revision 1996), which established a lands trust to raise capital for the formation and initial operation of the University of British Columbia. The first residential lots were sold by public auction in 1925, marking the beginnings of a residential community in the UEL, an area commonly known as *University Hill*. Since then, approximately 280 hectares (692 acres) has been subdivided into residential, commercial and recreational property. In 1989, the balance of undeveloped land was given by the Province to the Greater Vancouver Regional District (GVRD) for park use, creating Pacific Spirit Regional Park.

1.2 Present Conditions (as at October 15, 2005)

The Province of British Columbia is the governing body for the UEL, presently administered through the Ministry of Community Services. The *University Endowment Land Act* (the *Act*) is the governing legislation for the UEL, enabling the Minister to, amongst other things, levy property taxes, enact bylaws, and appoint a person to administer the University Endowment Lands. Changes to the *Act* must be done by the legislature, while the Minister can make new bylaws and amendments as long as they are consistent with the *Act*.

The community is administered under the *Community Plan Bylaw for University Hill* and the *Land Use, Building and Community Administration Bylaw* (the *Current Bylaws*) made pursuant to the *Act*. Within this governance system, a Manager is appointed by and responsible to the Minister of Community Services for the administration of the UEL. Advisory bodies to the Manager are appointed as a directive of the *Current Bylaws*, and are currently represented by the UEL Ratepayers Association and the Advisory Planning Committee. (see Section 4.1 regarding changes to the advisory body structure). Under the current form of administration, the responsibility for decision-making rests with the Manager. Appeals from residents of decisions made by the Manager can be made to the Minister.

2.0 Introduction

2.1 What is an Official Community Plan?

An *Official Community Plan (OCP)* is a broad statement of objectives and policies to guide decisions on planning and land use management within the area covered by the Plan. The *Local Government Act* lays out the essential inclusions of the document, and its need to align with the regional growth strategy. Once adopted by bylaw, an *OCP* becomes a legal document.

This *OCP* has been derived from a consensus-based process to provide an enhanced framework for administrating the collective decision-making of the community – from service provision to development applications to zoning regulations. It can also be used to protect existing conditions and sensitively manage local change as issues arise.

The *Official Community Plan* is not a static document. It outlines the community's vision, goals and aspirations for the future and is subject to modification as required over time; recommended at five-year intervals. This document is the culmination of input from meetings, workshops, questionnaires and multiple citizens' committees review sessions. At its core, it is a community-built document.

Once an *OCP* is adopted, all subsequent bylaws enacted and public works undertaken must be consistent with the goals and objectives of the Plan. However, an *OCP* does not commit or authorize the UEL to proceed with any suggested policies or directives as contained in this document.

2.2 What Makes up the University Endowment Lands?

Although this *Official Community Plan* deals primarily with the urbanized portion of the UEL, it does cover the forested, undeveloped lands of Pacific Spirit Regional Park and the University Golf Course. The urbanized portion of the UEL is also commonly referred to as *University Hill*. Both terms are in common use and used interchangeably in this document, though it should be understood that *University Hill* is a community within the greater UEL.

University Hill is made up of four distinct *Areas* (see *Figure 1*):

- *Area A* is bordered by Chancellor Boulevard, Acadia Road, University Boulevard and Wesbrook Mall;
- *Area B* lies between Chancellor Boulevard and NW Marine Drive;
- *Area C* is between Blanca St., 6th Avenue, Tasmania Crescent and College Highroad; and
- *Area D* is bordered by University Boulevard, Agronomy and Toronto Roads, Wesbrook Mall **and includes Block F (Amended by Bill 12 – 2008, Musqueam Reconciliation, Settlement and Benefits Agreement Implementation Act, March 31, 2008).**

Commercial activity in the UEL is located in *Area D* (see *Figure 2*). This commercial

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

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

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

2.3 What is the Relevance of an OCP for the UEL?

This *Official Community Plan* allows the UEL to meet its obligations to the Greater Vancouver Regional District (GVRD) under section 875-2 of the *Local Government Act*, as well as meet its Provincial obligations as a “local government” in the *Local Government Act*.

More importantly, the process of building the *OCP* provides an opportunity for all residents to discuss their community’s future.

This process has produced a document that can be used to guide future decision-making within *University Hill*. Once established, these guidelines can reduce resident uncertainty about the future of the community. However, not everything that occurs in the UEL is directly controllable by local policy. Wherever possible, strategic partners should be identified and engaged in the creation of the local vision that is consistent with regional and provincial policy.

2.4 How was Information Gathered?

The process to develop the *OCP* began in the fall of 2002 and continued for approximately two and a half years. Community input and communication included three information mailouts, four open houses, three public meetings, one detailed resident questionnaire dealing with general community issues, a second questionnaire seeking guidance regarding a new advisory body, as well as input from public workshops and citizens’ committees.

2.5 Document Organization

This document has been organized around key policy objectives derived from community input and visions of the community’s future. Each of the **Core Policy Objectives** is broken down into a brief issue-contextualization, followed by policies and actions. A **Conceptual Land-Use Map** is attached, both addressing specific items required in the *Local Government Act* and building each issue-area into a descriptive mapping of community land-use. Finally, the **Regional Context Statement** then addresses how the *Official Community Plan* fits into the GVRD’s *Livable Region Strategic Plan*, as required by the *Local Government Act*.

3.0 Core Policy Objectives Overview

3.1 Five Objectives for the Future

The public consultation process has provided an abundance of information regarding the vision of UEL residents for the future of their community. The information collected has formed the basis for the following five policy objectives. They are intended to serve as goals from which all policy can be broadly measured. They are not organized hierarchically and should be viewed as equal and interdependent:

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

These policy objectives are followed by specific action items also derived from public input, most notably the community questionnaire conducted in February 2003. Each objective is followed by a summary of respective background issues and supporting policy intended to reflect community values.

4.0 Policy Objectives

4.1 Ensuring Effective Administration and Community Participation

General Background

The UEL is an unincorporated area comprising four residential areas, a golf course, a large portion of Pacific Spirit Regional Park, two churches, two schools, and the UEL administration and public works lands. The residential areas, as identified in this *OCP*, are known as *Areas A, B, C and D*. *Areas A, B and C* are single-family neighbourhoods. *Area D* includes multi-family residences as well as various commercial and institutional buildings.

The *University Endowment Land Act* makes no provisions for community involvement in the Manager's decision-making process; however, there have historically been advisory bodies that include elected community representatives.

Three advisory bodies shall be constituted and shall operate as set out in this Section 4.1.

a) Community Advisory Council

CAC Purpose

An advisory body known as the Community Advisory Council (CAC) shall provide advice to the Manager on local matters of importance to the community. Matters referred to the CAC by the Manager will include proposed new bylaws or amendments to existing bylaws and any initiatives likely to have a significant effect on the cost, quality, or capacity of community services provided by the UEL administration. The Manager will also review the UEL's draft annual budget and proposed Property Tax Requisition with the CAC before submission to the Surveyor of Taxes.

CAC Structure

The CAC shall comprise seven elected members which will include two representatives from *Area A*, one each from *Area B* and *C* and three representatives from *Area D*. Each CAC representative must be an individual whose normal and ordinary place of residence is within the UEL neighbourhood they are elected to represent. Any person of the age of majority who meets the residency requirement to be a CAC representative may stand for election and be eligible to vote.

CAC Elections

The CAC shall hold elections for representatives every two years, with each representative holding their position for a term of four years. Representatives may seek re-election at the end of their term. To provide for continuity in the operation of the CAC, commencing with the election in 2022, one (1) representative from each of *Areas A, B, C* and *D* will be elected for a four-year term with the three remaining representatives elected for two-year terms. Thereafter each representative will be elected for a four-year term.

The CAC may fill representative vacancies between elections by appointment at a regular meeting. In such case, any qualified resident in the neighbourhood where the vacancy occurred may put their name forward as a candidate. The CAC will decide which candidate will fill the position by a majority vote at a regular meeting.

Regular elections shall be held on the third Saturday of October. The CAC shall provide at least one month notice of an election to all residents in the UEL stipulating the means by which individuals may state their intention to run for a vacant position in their neighbourhood and how and where residents may vote.

If the CAC fails to provide adequate notification of an election, fails to hold an election, or where there are less than three representatives remaining on the CAC, the Manager may conduct an election at any time at the Manager's discretion to fill all of the vacant positions and, if necessary, where an election is being held without adequate notice, either cancel that election, or direct the CAC to hold an election after proper notice has been provided.

CAC Meetings

The CAC shall hold an open meeting with the Manager, or the Manager's representative, at a regular time and place (or in the case of electronic meetings in a manner that is accessible to most residents and allows residents to take part in the meeting). In general, meetings shall be held each month, and there shall be a minimum of ten such meetings each year. The CAC shall provide notification to residents and the UEL Administration at least one month in advance of any change to a meeting date and time, ideally at the prior meeting. Any resident or property owner may attend, and provisions shall be made at some point during each meeting for residents or property owners to provide comment at these meetings through the chair.

The CAC shall only vote on recommendations at open meetings and a record shall be kept of any such vote, in the form of a minute of the meeting, which shall be posted on a publicly accessible website, or other suitable location maintained by the CAC, within 45 days of said meeting.

CAC Budget

The CAC shall prepare an annual budget for its operations and submit it to the Manager for review no later than December 31st of each year. The budget shall account for funds remaining, or projected to remain, from the prior year, and shall detail the planned use for the funds in the coming year. The Manager may approve the budget as submitted or may approve the budget with any changes the Manager considers reasonable. Should the CAC fail to submit an annual budget, the Manager may, at the Manager's sole discretion, allocate the minimum funds required to maintain the CAC's operational needs for the coming year.

Ordinary CAC expenses may include provisions for the community space within University Marketplace, administrative assistance, insurance, software, and other reasonable costs necessary for the operation of the CAC, subject to provincial regulations and policy. Legal costs or other extraordinary expenses will require prior approval by the Manager at the Manager's sole discretion. Day-to-day expenditures shall be the responsibility of the CAC and shall be subject to review and audit.

As volunteers, representatives are not entitled to a stipend or other payment for their service. Representatives shall only be entitled to reimbursement of expenses directly related to the operation of the CAC and only where such expenses have received prior approval by the CAC.

The Manager will include the approved CAC budget in the overall UEL budget.

b) Advisory Design PanelADP Purpose

An Advisory Design Panel (ADP) shall provide design and technical advice on matters referred by the Manager related to land use, including development applications, land use planning, and the development of new bylaws or amendments to existing UEL bylaws, including *the Land Use, Building, and Community Administration Bylaw*. ADP consensus on recommendations provided to the Manager is desirable but not required.

All ADP members shall provide advice and opinion in respect to UEL bylaws and policies set out in the OCP with community members focused especially on the best interests of the neighbourhood and wider community, while architects, landscape architects and engineers serving on the panel shall bring forward their professional expertise.

ADP members shall recuse themselves from any meeting where they have a direct financial interest in the matter being discussed or another interest in the matter that constitutes a conflict of interest.

Service on the ADP is voluntary and shall be without compensation. Professional ADP members will be reimbursed for disbursements necessary for the business of the ADP that have been approved in advance by the Manager.

ADP Structure

The ADP shall comprise:

(a) seven professional members as follows:

- Three architects registered and in good standing with the Architectural Institute of British Columbia (AIBC)
- Two landscape architects registered and in good standing with the British Columbia Society of Landscape Architects (BCSLA)
- Two registered professional engineers registered and in good standing with the Association of Professional Engineers and Geoscientists of British Columbia (EGBC)

And

two community members from each of the four UEL neighbourhoods. Community members shall participate in the ADP review process only for proposals within their respective neighbourhood.

ADP Appointments

Professional members will be recommended to the Manager by their respective professional associations. The Manager will review those nominations and, on finding the nominees in good standing with their professional associations, must appoint them to the ADP for a term of tenure put forth by their respective associations. Professional members may, on the recommendation of their respective associations, extend their term in one or more year increments.

Community ADP members shall be elected to the ADP in elections held at the same time and using the same process as the CAC elections. Community ADP members shall have a

two-year term with no limit to the number of terms served. Where a vacancy exists for a community ADP member for six months or more prior to the next election, the CAC, after calling for potential volunteers at a regular CAC meeting, may appoint a resident from the same UEL neighbourhood that lost representation to fill the vacant position until the next election.

Community ADP members who fail to attend three regularly scheduled meetings in a row where the agenda includes proposals directly related to their neighbourhood will be removed from the ADP by the Manager. The CAC shall have no ability to remove a member from the ADP.

ADP Meetings

Five members shall constitute a quorum for an ADP meeting, of which two members must be architects. The members shall annually elect from among the professional members a chairperson, a vice chair, and a recording secretary.

The Manager will establish regular monthly meeting dates and times for the ADP at the beginning of each year. Where necessary, such meetings may be convened electronically in a manner that is accessible to every member of the ADP and most UEL residents. Meetings may be cancelled one week in advance by the Manager when there is no relevant business for the ADP or rescheduled where quorum does not exist. Additional meetings may be scheduled by the Manager as required.

Terms of Reference (TOR) for the ADP have been established and meetings will be conducted in accordance with the approved TOR. Revisions to the TOR for the ADP will be referred by the Manager to the ADP for review prior to finalization.

c) Community Centre Advisory Board

Background

The lelám development (formerly known as Block F) includes provisions for the developer, Musqueam Block F Land Ltd – Incorporation No. 0817948 (“MBFLL”), to build and turn-over to the Province a new community centre for the use of all UEL residents. The community centre will be operated by the Crown, either directly or indirectly, as determined by the UEL Manager.

To assist in the funding of the community centre operations, certain lelám market residential properties are required to pay an annual fee for each building unit to cover the cost of membership to the community centre. This commitment and the fee rate are secured by covenant on title for each applicable market residential property, requiring execution of a Community Centre Contribution Agreement with the Province, before occupancy of each building. The fee, per unit, entitles the residents in those units (“residents of lelám Residential Units”) to membership in the community centre.

Any other UEL residential household may acquire annual membership, on a voluntary basis, at the same per unit fee rate as the lelám Residential Units. Other UEL multi-family residential properties may establish similar covenants, through change in land use applications, with fee rates equal to those of the lelám Residential Units. Combined, these memberships shall be per household and referred to as “Qualified UEL Residential Units”.

Each Community Centre Contribution Agreement will require that the community centre's strategic, high level direction be guided by recommendations made by a "Community Centre Advisory Board" (CCAB), a society under the Societies Act to be established before community centre opening.

CCAB Purpose

The purpose of the CCAB shall be to provide strategic, high-level advice on the community centre operations, including:

- reviewing, at least once every five (5) years, a strategic plan for the community centre's operation;
- reviewing the community centre's annual budget, including providing recommendations on fees and revenue sources;
- providing recommendations on the community centre's programming, and;
- reviewing the community centre's performance against its budget and Strategic Plan.

For clarity, the CCAB shall not have a role in the day-to-day operation of the community centre, nor have any operational staff of the community centre reporting to it. Recommendations of the CCAB are not binding on the Crown.

CCAB Structure

The UEL Manager shall convene a meeting of the CCAB no less than six (6) months prior to the opening of the Community Centre.

The initial CCAB shall comprise five Directors, as follows: one Director appointed by the Manager; one Director appointed by MBFLL; two Directors appointed jointly by MBFLL and the registered owner of Lot 3 District Lot 140 Group 1 New Westminster District, Plan EPP68418 to represent Residents of leləm Residential Units; and one Director appointed by the Manager to represent (or future) Residents of Qualified UEL Residential Units. The Manager may request the UEL Community Advisory Council provide a candidate for the latter position.

If MBFLL ceases to own a parcel of land within the leləm Lands, MBFLL shall no longer be entitled to appoint its single Director and its appointed Director shall resign as a Director.

At the first annual general meeting of the CCAB once there is more than one strata plan with leləm Residential Lots occupied under applicable enactments, the two CCAB Directors appointed jointly by MBFLL and the registered owner of Lot 3 District Lot 140 Group 1 New Westminster District Plan EPP68418 to represent Residents of leləm Residential Units shall resign and be replaced with two Directors elected by the leləm residential lots. Thereafter, there shall be no less than two CCAB Directors elected by the leləm residential lots.

At any subsequent annual general meeting once the number of leləm Residential Units that may be occupied under applicable enactments exceeds 1,000 the leləm Contribution Providers shall be entitled to elect another CCAB Director. Thereafter the leləm residential lots shall be entitled to elect one additional CCAB Director for each increment of 500 leləm

Residential Units (beyond the initial 1,000) that may be occupied under applicable enactments.

At the first annual general meeting of the CCAB once the number of Qualified UEL Residential Units exceeds 500, the number of CCAB Directors representing Residents of Qualified UEL Residential Units shall be increased by one and the Manager shall be entitled to appoint such additional Director. Thereafter, the Manager shall be entitled to appoint one additional CCAB Directors to represent Residents of Qualified UEL Residential Units for each increment of 500 Qualified UEL Residential Units (beyond the initial 500).

The Manager may hold an election for the appointment of these Directors, in which case, each UEL Qualified Residential Unit shall be entitled to one vote for CCAB Director(s) representing Residents of Qualified UEL Residential Units.

Director appointment / election terms shall be staggered, so that all Director terms do not end at the same time.

Community Centre Members shall be provided with the following specific benefits, not afforded to non-members:

1. No additional fee or payment for Basic Services.
2. Access to designated facilities outside of normal operating hours as defined from time to time.
3. Preferred rates for certain programs offered by the Community Centre.

d) UBC Information Interface

Background

UBC is one of the UEL's largest neighbours and is one of the nation's largest universities. With significant plans for expansion over the next 30 years, good communication with UBC is an essential factor in continued livability for UEL residents.

The UEL does not have any direct control over UBC development plans. It can, however, establish a framework to facilitate cooperation and the timely exchange of information. A majority of residents support the establishment of comprehensive and detailed information resources and a regular liaison between the UEL and the University.

Policies

Mechanisms for the timely transfer of knowledge and early public input on UBC development plans should be established. The formation of a Charter, like that established between UBC and the City of Vancouver, should serve as a model to set out a formalized liaison structure between the UEL Community Advisory Council, the UEL Manager and UBC development and planning agencies¹. In addition, community information resources

¹ In 2005, these include: UBC Properties Trust, University Town, UBC Campus and Community Planning, UBC Board of Governors and the University Neighbourhoods Association.

accessible to UEL residents, such as a website, should be set up to allow for timely information on upcoming developments.

e) Bylaw Compliance

Background

There is near-unanimous support in all *Areas* of the UEL that new, more effective means of ensuring bylaw compliance should be sought without incurring significant new cost.

Policies

Enforcement options that will not incur significant new costs should be investigated, including forms of non-court leverage, as well as mediation and arbitration.

4.2 Sustaining Environmental Quality

a) Greenspace

Background

Greenspace is central to the UEL's character and livability. The forests and parks throughout the UEL inspire themes that are carried through *University Hill* neighbourhoods. The visual predominance of natural vegetation is central to maintaining park-like streetscapes and gardens, privacy provision, noise hindrance and property demarcation.

Policies

- i) Each of the UEL *Areas* have evolved over time with their own style of landscaping on private properties and should now have a set of landscaping guidelines created specific to maintaining their respective character. Any new guidelines should also consider limiting the extent of impervious surfaces permitted for each property;
- ii) Ensure that the 700 hectares (1800 acres) of Pacific Spirit Regional Park between UBC and Greater Vancouver are maintained as undeveloped land;
- iii) Ensure that Lot 3483 (the UEL Worksyard) be retained to allow only existing uses, and/or community service and/or recreation uses (*see Figure 2 – Legal Reference No. 1*).
- iv) Restrict the use of Block D, Block 1, District Lot 6494 (Plan 11469) to be preserved as publicly accessible parkland (*see Figure 2 – Legal Reference No. 4*);
- v) Maintain Block 98 as Jim Everett Memorial Park (*see Figure 2 – Legal Reference No. 5*);
- vi) Preserve the greenbelt on Western Parkway between Agronomy Road and NW Marine Drive;
- vii) Preserve public access to all existing servicing right-of-ways in *Area B*;
- viii) Preserve the University Golf Course as a publicly accessible open space to be only used as a golf course with related accessory uses; and
- ix) Preserve the hedge on the west side of Wesbrook Crescent south of Chancellor Boulevard and north of University Boulevard as a visual and sound barrier.

b) Tree Management

Background

The *Current Bylaws* for all *Areas* state that where issues of managing trees are present, removal, rather than preservation, should be the over-riding directive. The resident survey has shown however that each of the *Areas* have their own priorities for tree management. The establishment of a mechanism for mediation and voluntary arbitration should be established across all UEL *Areas* to manage any differences that arise over tree issues. All solutions should focus on minimizing ecological impact ensuring that the least-invasive measures are the first-choice option.

Policies

The following are listed on an *Area* by *Area* basis reflecting their distinct character and priorities:

Area A

Tree management strategies for this *Area* should encourage provisions for limbing, spiraling or windowing to balance between the need for view/sunlight penetration and the safety of neighbouring properties but does not preclude the removal of trees.

Area B

Tree management strategies such as limbing, spiraling and windowing should be implemented as first-choice policy options prior to tree removal. View preservation and sunlight penetration should be central factors when managing tree issues in this *Area*.

Area C

Tree management strategies for this *Area* should encourage provisions for limbing, spiraling or windowing to balance between the need for view/sunlight penetration and the safety of neighbouring properties but does not preclude the removal of trees.

Area D

Overall tree preservation should be established as a new policy priority for *Area D*. Trees should be maintained with safety as the primary concern.

c) Solid Waste Reduction and Recycling**Background**

At present, the *University Hill* recycling program is limited to a voluntary deposit area located in the UEL Worksyard. While having some effective impact, it is not within walking distance for a majority of community residents, nor accessible to the elderly because of necessary heavy lifting required. For a variety of reasons, the majority of UEL residents (63%)² desire an expansion of recycling services.

Policies

To bring *University Hill* into greater conformance with Regional and Provincial waste reduction objectives, the UEL should undertake to:

- i) Establish waste reduction targets and build locally-relevant frameworks for achieving them³ through a recycling program that seeks to optimize neighbourhood participation. This program should be accessible to all residents equally, have clear information regarding its use and utilize innovative practices whenever possible. This program could also include facilities for garden waste and/or composting; and
- ii) Examine means for offsetting the costs of supporting recycling and waste reduction programs.

d) Traffic**Background**

The University of British Columbia has grown to become the second-largest commuter destination in the lower mainland. *University Hill* neighbourhoods in close proximity to

² UEL Official Community Plan Community Questionnaire, February 2003

³ Setting targets to 1990 levels is the GVRD benchmark.

arterial roads, popular service centres, or UBC itself have been impacted most acutely by this increase. Safety, noise and pollution are central to the concerns of the community.

Respecting there is a general goal to maintain a quiet setting while enhancing pedestrian and cyclist safety, each *Area* requires solutions to its own unique set of circumstances.

Policies

- i) Implement traffic calming measures as needs arise in each *Area*. If and when implemented, they should serve to slow speeds, impede inter-arterial shortcutting, and direct non-local traffic to main arterial roads;
- ii) Encourage the provincial Ministry of Transportation to install new on-road bicycle lanes on all roads within the UEL under their jurisdiction; and
- iii) Encourage bicycle use through requiring new multi-family developments to provide a safe, secure and convenient storage area in conjunction with exterior visitor bicycle racks. New commercial developments of significant scale should, in addition to the above requirements, provide change/shower rooms for tenant use.

e) Transit

Background

Transit service, like the issue of traffic, is directly tied to the University. UBC's main transit terminus is directly aligned with University Boulevard, providing a high frequency of service to adjoining neighbourhoods, while leaving gaps elsewhere. At present, four in ten residents believe that present transit service is effective.

Policies

- i) Maintain a proactive stance and advocate community needs directly to Translink and UBC;
- ii) Presently, 26% of UEL residents⁴ support a rapid transit link between UBC and Greater Vancouver. Any proposals should be evaluated to minimize adverse effects to the community;
- iii) Ensure that the provincial Ministry of Transportation maintains University Boulevard as an arterial road designed for alternative public transit use and for on-road bicycle lanes; and
- iv) Report major changes to transit services to UEL residents through community information resources (*see Section 4.1(d) Ensuring Effective Administration: UBC Information Interface*).

4.3 Maintaining Neighbourhood Character

a) Building Patterns

⁴ Results from the UEL Official Community Plan Questionnaire, February 2003

Background

The UEL is a community strengthened by the diversity of its neighbourhoods. Single-family homes dot the landscape of *Areas A, B* and *C*, each neighbourhood with its own distinctive characteristics. South of University Boulevard, *Area D* presents a village-like atmosphere of high and low-rise apartment buildings, townhouses and retail development.

Policies

Retain the established pattern of development for each of the neighbourhood *Areas*. *Areas A, B* and *C* should retain their single-family detached housing form character. In *Area D*, more flexibility in medium-density patterns and mixed-use commercial/residential can be considered, as outlined in the *Area D Neighbourhood Plan* (see Appendix 1).

b) Design Guidelines

Background

The UEL is a community of communities. Although the sum of these parts creates one of the most desirable locales in the west side of Vancouver, each of the *Areas* have over time forged their own unique identity. From the winding, hillside roads of *Area B*, to the parkside homes of *Areas A* and *C*, residents have expressed the value of neighbourhood identity.

Maintaining and managing the distinct character of each *University Hill* neighbourhood is to be respected as a challenging and evolving objective. Traditionally the review of proposed projects has consisted of a panel of resident volunteers. To better achieve objectivity and deal with technical evaluation criteria, a new Advisory Design Panel comprised of professional architects, engineers and landscape architects as well as citizens will be established (*refer to Section 4.1 (b) Development Approvals*).

Policies

The UEL design guidelines⁵ should be tailored to each respective *Area* as follows:

Area A

New *Area A* design guidelines should not deviate significantly from present guidelines laid out in the *Current Bylaws*. Guidelines, if amended, should focus on issues of building form, landscaping and building location.

Area B

There is strong support in *Area B* to amend present design guidelines to have a higher degree of control over design proposals specific to this *Area*. When drafted, these guidelines should focus on: (in descending order of importance) view preservation, building form, building finishes and landscaping standards.

Area C

The majority of residents of *Area C* believe that the existing design guidelines are working well for their neighbourhood. This *Area* should remain under the present guidelines outlined in the *Current Bylaws*.

⁵ Existing design guidelines contained in the *Current Bylaws for Areas A, B* and *C* are designated as 'Design Guidelines for University Hill Single Detached Dwellings'. *Area D* is governed by *Design Guidelines for the University Hill Village Commercial Area and Design Guidelines for the University Hill Multi-Family Developments*.

Area D

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

c) Densification

Background

The GVRD, through its *Livable Region Strategic Plan (LRSP)* is seeking to create a compact metropolitan region for the Greater Vancouver area. To achieve this, established communities across the lower mainland are re-examining existing developments for non-intrusive means of increasing density while maintaining quality of life and environment.

Maintaining the single-family visual character of *Areas A, B and C* is of paramount concern to the respective residents. For *Area D*, achieving a human-scaled streetscape for future higher density developments is to be a fundamental design directive.

Policies

- i) It is appreciated that there are potential benefits in the legalization and regulation of secondary suites in *Areas A, B, C and D* which would allow for a measured increase in density and housing options. Future studies need to be undertaken for each *Area* examining the feasibility of legalizing secondary suites and taking into account issues such as the management of additional parking, increased demand on services and limitations on the gross area of a secondary suite – all to be measured by the goal of preserving the existing visual character of the neighbourhoods;
- ii) The existing higher density mixed-use projects within *Area D* have been designed to respect a human-scaled streetscape experience. Allow redevelopment in *Area D* to optimize density levels established in the *Current Bylaws* and as outlined in the *Area D Neighbourhood Plan*. Ensure that a human-scaled streetscape environment be a prerequisite consideration for approval;
- iii) Identify through further study, bylaw mechanisms that promote the provision of rental accommodation for all new or renovated residential developments;
- iv) Pursuant to the *Area D Neighbourhood Plan*, require multi-family and mixed-use developments seeking rezoning to provide at least 30% of total residential floor area set aside for affordable housing. This includes two components: a minimum 20% of floor area for low-income housing and a minimum of 10% of floor area for moderate income housing. All housing shall be provided in a variety of unit types; and
- v) Survey results demonstrate general support to allow for some form of senior's housing, such as a senior's oriented apartment complex within the UEL. Seniors housing in either an 'active' or 'assisted form' should be considered as a new 'Conditional Use' in the areas defined as *Institutional: Church and Seniors Housing* districts in the *Land Use Plan*. Any proposal for such uses would be required to be evaluated on its own merits and be subject to public review.

d) Commercial Development

Background

Commercial development in the UEL has been limited to the Village in *Area D*. Commercial uses should continue to be permitted in the Village with limited expansion onto Parcels A and B of Block “F” in *Area D*.

(Amended by Ministerial Order M453, November 16, 2016)

Policies

- i) Existing commercial buildings nearing the end of their life cycle should be considered for mixed-use residential/commercial redevelopment as set out in the *Area D Neighbourhood Plan*;
- ii) Amend the *Current Bylaws* to enable a restriction on the hours of operation for businesses where late night activity has proven to be a disturbance for neighbouring residents;
- iii) Any commercial redevelopment plans should be evaluated in conjunction with UBC’s commercial expansion plans as a factor.

e) Review and Approvals

Background

New development and expansion or renovation of existing buildings should be managed so that a reasonable balance is found between the preferences of the proponent and those of neighbourhood residents.

The existing review and approvals process laid out in the *Current Bylaws* require that applicants give residents and adjacent property owners 30 days to respond to applications and, if necessary, consult with the Advisory Planning Committee before proceeding with development⁶.

Policies

- i) The community has shown at this time that the existing review mechanisms dealing with the extent of notification and time allowed for response supports a fair and equitable process and should be retained without significant revision.

4.4 Expanding Livability Options

a) Secondary Suites

Background

While the *Current Bylaws* allow for a homeowner to have boarding accommodation, only a single kitchen in the residence is allowed. Secondary suites are self-contained units with a second kitchen area and are not permitted under current conditions. Appreciating the

⁶ Information on revising the existing Advisory Planning Committee can be found in Section 4.1 (b) - Ensuring Effective Administration: Development Approvals.

benefits of providing a broader range of housing opportunities within the UEL, this would have to be balanced with the goal of maintaining the existing neighbourhood character for each *Area*.

Policies

- i) Review the *Current Bylaws* on an *Area by Area* basis to consider more affordable housing options by allowing regulated secondary suites. Being able to maintain the visual character of each *Area* is a pre-requisite condition to be addressed. If enacted, conditions would be established addressing health, safety, parking and *BC Building Code* compliance. A fee structure could also be established that while not being onerous would reflect the marginal costs of compliance monitoring, utility usage and municipal infrastructure.

b) Community Recreation and Leisure

Background

With approximately 2,800 residents, *University Hill* is a small community. While this is an asset in many ways, it presents problems for certain types of service provision appreciating that economies of scale and critical mass are needed to make projects viable. The community however has significant recreational opportunities available via proximity to some of the best facilities in North America at UBC and the City of Vancouver.

Policies

- i) Investigate the viability of turning University Hill Elementary and Secondary schools into “community schools” to expand services and programming most desired in a community centre; and
- ii) The UEL should continuously monitor facility sharing opportunities with UBC and the City of Vancouver to arrange flat-fee/unlimited use agreements for the use of recreation facilities in proximity to local UEL residents.

c) Schools

Local elementary and secondary schools provide an opportunity to educate children from kindergarten to grade 12 within the UEL. Educational facilities will be supported as a key resource for *University Hill's* quality of life.

Policy

- i) Negotiations with UBC, the Ministry of Education and the Vancouver School Board should be initiated to ensure UEL resident accessibility to these facilities as they experience increasing elementary and secondary student growth from new family-oriented housing projects at UBC.

4.5 Providing Essential Services

Developable land within the UEL served by local roads, sewers and water has been maximized. Local infrastructure for *University Hill* was constructed in three phases. In the 1920s, the majority of the infrastructure was installed as part of the development of *Areas A, B and D*, while most of *Area C's* infrastructure was put in place in the 1940s. Various

capital improvements took place throughout the late eighties, including new street lighting fixtures. The UEL Administration is fiscally responsible for maintaining physical capital infrastructure including sewer, water, sidewalk and local road systems. Local roads are residential streets adjacent to homes (*see Figure 3*).

a) UEL-Funded Projects

Background

A recently completed Infrastructure Rehabilitation Program identified a budget and operations plan to ensure that services and streets are maintained throughout the UEL. Funding to complete these works will continue over the next ten years or until the work is completed. Future upgrading includes:

- i) Sewer systems (storm, sanitary and combined);
- ii) Water systems;
- iii) Local road surfaces; and
- iv) Sidewalks.

Policy

- i) Budget for the completion of the Infrastructure Rehabilitation Program in a timely and cost-effective manner.

b) Development Cost-Recovery

Background

Services within the UEL are sized to accommodate the current state of development. The Infrastructure Rehabilitation Program is not increasing servicing capacity to accommodate unplanned future development.

Policy

- i) If any proposed real estate development requires or results in off-site servicing upgrades, the costs of these required improvements should be paid by the developer.

c) Stormwater Management

Background

The present storm water infrastructure is adequate to accommodate existing UEL development. The following policies seek to minimize the need for increasing capacity of the existing system.

Policies

Stormwater management should be accomplished through a combination of:

- i) Improvements to the stormwater system as required;
- ii) On-site controls such as groundwater recharging or retention; and
- iii) Landscape guidelines limiting the amount of impervious surfaces.

d) Arterial Road Projects and Upgrading

Background

All arterial roads that run through the UEL, including University Boulevard, Chancellor Boulevard and NW Marine Drive, are owned and maintained by the Province of BC (*see Figure 3*). Non-arterial local roads throughout the UEL are maintained by the UEL. Other roads, including portions of Wesbrook Mall, are maintained by the University of British Columbia.

Future upgrades of arterial roads not under the control of the UEL include

- i) Tunnel ramps (inlet/outlet) for below-grade UBC bus loop on University Boulevard at Wesbrook Mall; and
- ii) Reconstruction of University Boulevard.

Policies

Any projects anticipated to move forward on these roads are either funded by the Ministry of Transportation (MoT) or UBC. As such, a UEL representative should actively participate in the planning process with UBC, MoT and other invested parties to ensure that, with any road project:

- i) Vehicular speeds do not increase;
- ii) Traffic is not diverted through UEL residential areas;
- iii) Bikeways and pedestrian routes are respected and enhanced;
- iv) Aesthetic quality of the boulevards and parkways are retained; and
- v) General safety and livability of the UEL is augmented.

e) Emergency Services

Background

The University Endowment Lands are fully serviced by emergency services and access to regional 911 service.

- i) Ambulance Service is provided through BC Ambulance Service, a subsidiary of the Province of British Columbia, from a station on Wesbrook Mall;
- ii) Policing is provided through the Richmond-based RCMP detachment, which also serves the UBC community from a station on Wesbrook Mall; and
- iii) Fire services have been provided to the community by the Province through a contract with the City of Vancouver to serve the UBC and UEL communities from a station on Wesbrook Mall. The Province recovers the UEL's portion of the contract through local taxes.

Policy

- i) Ensure continuation of required emergency service levels to the UEL as the needs of UBC increase.

5.0 Land Use: A Conceptual Map

5.1 Introduction

In addition to developing community-specific policies as in Section 4, the *Local Government Act* requires that standardized land-use issues also be addressed in the *Official Community Plan*. While the previous Section established policy directions, this Section defines the geographic space to which they will apply.

This section breaks the UEL into commonly recognizable pieces and names them according to their most common use. Uses will only be permitted in accordance with provisions of bylaws, a separate legal tool that enables communities to establish the look and feel of their built environment in more detail than the *Official Community Plan* or the *Area D Neighbourhood Plan*.

This *Land Use* section should be interpreted wholly within the context of the *Policy Directions* set out in the previous Section.

5.2 Statement of Housing Policies

The UEL is committed to providing a fair and equitable housing stock as is reasonably possible through a private market system. All *University Hill* housing is privately owned, with no public housing managed by the local UEL administration or otherwise. There is a broad range of rental and sale housing available throughout the UEL.

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

A majority of the single-family homes in *Areas A, B* and *C* are owner-occupied, though rental homes do exist and are available through market mechanisms. It is expected however that the number of ‘affordable’ units would increase if future studies support secondary rental suites as an option for existing single-family dwellings throughout the UEL.

5.3 Residential Development

The developed neighbourhoods of the UEL are comprised of four main *Areas* spatially separated by both Pacific Spirit Regional Park and the east-west arterial connections between Point Grey and the University of BC (see *Figure 3*).

Three of these *Areas* contain single-family residences with the remaining *Area* comprised of medium to high-density residential development. As such, this Section will be broken into *single-family housing* (*Areas A, B and C*) and *multi-family housing* (*Area D*) to address the relative needs of each *Area*'s dominant design theme.

a) Single-Family Housing

The three neighbourhoods that make up the single-family areas of *University Hill* consist of 441 lots, all of which have been developed with low-density, detached houses. Further subdivision of existing lots is not permitted, nor are developments encroaching on Pacific Spirit Regional Park land. The key issue in *Areas A, B and C* is development management: the redevelopment and renovation of existing stock.

Although each of the three neighbourhoods has its own specific character – from the sweeping vistas of *Area B* to the treed boulevards in *Areas A and C* – residents agree that the single-family character is worth preserving. At present all other uses are restricted.

The inclusion of secondary suites in the present housing stock would enhance GVRD density and affordable housing requirements, while retaining the single-family dwelling neighbourhood character for *Areas A, B and C*. If adopted for a specific *Area*, suites would have to conform to conditions outlined in the bylaws.

b) Multi-Family Housing

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

5.4 Commercial Development

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

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

The majority of the *Village* retail businesses are dependent on UBC's student population for solvency. This dependency may be reduced in the future as the projected number of permanent residents in *Area D* and UBC's East Campus increase.

Any plans for expansion, densification, or redevelopment of the *Village* should not proceed without detailed discussions with the UBC Campus and Community Planning Department and a review of their plans for commercial expansion on University Boulevard west of Wesbrook Mall and in the South Campus neighbourhood.

5.5 Recreational Development

The residents of the University Endowment Lands have a multiplicity of recreational opportunities from which to choose. Pacific Spirit Regional Park provides kilometers of walking, hiking and off-road cycling trails. These trails combine with bikeways on every major arterial through the community to provide a network of non-automotive access points from the Endowment Lands all the way to downtown Vancouver and beyond. Greenways, bikeways and trails should be well-kept and accessible for all residents. Public parking for these amenities should not interfere with local residents' access to homes or general mobility.

The University Golf Course is an 18-hole public course within 2 km of all *University Hill* residents. These lands should remain for recreational public use and any accessory development should be consistent only with the primary land use as a golf course.

Close proximity to UBC provides residents with access to the recreation facilities of one of Canada's foremost universities, which are open to the public for a fee. The new Community Advisory Council may wish to explore the option of entering into an agreement for discounted use by UEL residents.

5.6 Institutional Development

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

The elementary and secondary schools provide an opportunity for UEL residents' children to attend from kindergarten to grade 12 within the community. Educational facilities will be supported as a key resource for University Hill's quality of life. Negotiations with UBC, the Vancouver School Board and the Ministry of Education should be initiated as these facilities undergo pressure from new neighbourhood development at UBC.

St. Anselm's Church and University Chapel provide places for community worship and in the case of University Chapel, a preschool program and community meeting space. These

organizations may be considered as potential partners in the development of future Seniors Housing.

Regent College is a self-sustaining private college that offers graduate courses in theological training. It is not a public institution, though it does offer continuing education and public seminars.

5.7 Industrial and Agricultural Sites

Given the highly compact region of the UEL, there are no industrial or agricultural land use zones with no intent to re-designate any areas for such use.

5.8 Hazardous and Environmentally Sensitive Areas

The University Endowment Lands contain some of the most valuable natural amenities on the west side of Vancouver. Pacific Spirit Regional Park, while under the jurisdiction of GVRD Parks, should be protected as an indispensable resource for UEL residents and the greater surrounding community.

The foreshore lands of Pacific Spirit Regional Park on the north side of Marine Drive are a special asset as a place of repose with vistas to the water. View corridors, tree management, public safety and shore stabilization should be addressed and managed by all relevant jurisdictions.

5.9 Sand and Gravel Deposits

There are no known deposits of extractable sand or gravel in the UEL, nor does the community support any such operations near *University Hill* residences.

5.10 Location and Type of Waste Disposal Sites

The UEL administration has traditionally used its own truck to collect household refuse twice weekly, although this practice is currently under review. Refuse is transferred off-site as per agreement with the GVRD. There are no plans to integrate a disposal site on the Endowment Lands.

Recycling is currently done on a voluntary basis where items are brought to a specially designated area located within the UEL Worksyard (*see Section 4.2 for policies affecting future services*).

6.0 Regional Context Statement

6.1 Introduction

The *Local Government Act* states that all *Official Community Plans* must have a section outlining how they fit into their region's growth strategy. Although the UEL is not a municipality, it is a member of the Greater Vancouver Regional District, which administers the *Livable Region Strategic Plan (LRSP)*. The UEL is located within the Growth Concentration Area as defined in the *LRSP*.

The *LRSP* is based on the following four fundamental strategies:

- Protecting the Green Zone;
- Building Complete Communities;
- Achieving a Compact Metropolitan Region; and
- Increasing Transportation Choices.

This Regional Context Statement outlines what the UEL will be doing to align local policies with the regional priorities established in the *LRSP*.

6.2 Protecting the Green Zone

The intent of the Green Zone policy is to protect the Lower Mainland's natural assets and establish a boundary for urban growth. The undeveloped parts of the University Endowment Lands are themselves a green zone, acting as a development buffer in a high demand single-family area.

As indicated in Figure 2 - Land Use Map, the UEL supports this initiative by:

- a) Protecting Pacific Spirit Regional Park as over 700 hectares (1,800 acres) of undevelopable land between UBC and Greater Vancouver in a coordinated effort with GVRD Parks;
- b) Setting aside Block 98 as Jim Everett Memorial Park (*see Figure 2 – Legal Reference 1*);
- c) Placing restrictions on the use of Block D, Block 1, District Lot 6494 (Plan 11469) to preserve as publicly accessible parkland (*see Figure 2 – Legal Reference 2*);
- d) Preserving the greenbelt on Western Parkway between Agronomy Road and NW Marine Drive;
- e) Preserving the University Golf Course as publicly-accessible open space;
- f) Preserving the hedge on the west side of Westbrook Crescent south of Chancellor Boulevard and north of University Boulevard as a sound and visual barrier;
- g) Preserving public access to all existing servicing right-of-ways in *Area B*; and
- h) Ensuring that Lot 3483 (the UEL Worksyard) be retained only for current administration uses and/or local community recreation purposes (*see Figure 2 – Legal Reference 3*).

6.3 Building Complete Communities

The *Livable Region Strategic Plan* has identified four main components of building complete communities, including a balance of jobs and housing, housing options, service provision and transportation options. A complete community offers a great diversity of choice and convenience, where people can live, work and play without having to travel great distances.

The UEL supports this initiative by:

- a) Identifying through further study, bylaw mechanisms that promote the provision of rental accommodation for all new or renovated residential developments;
- b) Requiring any multi-family residential development application seeking increases in the density allowable, to include a minimum of 30% of this additional area to be affordable housing;
- c) Encouraging mixed-use residential/commercial redevelopment in accordance with the *Area D Neighbourhood Plan* and to promote the human scale and a pedestrian-friendly atmosphere through the use of open plazas, active streetscapes, narrow retail frontages, rain protection, generous tree planting and comfortable street furnishings, while offering rental and affordable housing;
- d) Allowing redevelopment in *Area D* to optimize density levels established in the *Area D Neighbourhood Plan* while maintaining a human-scaled environment at street levels;
- e) Reviewing the option of allowing secondary suites in established single-family areas to allow more residents to remain in their houses as well as providing affordable housing options, thus increasing density without affecting the built form and character of existing neighbourhoods;
- f) Requiring 25% of new units to be adaptable across unit sizes; and
- g) Allowing seniors housing (active or assisted) on *Institutional: Church/Seniors Housing* designated lands.

6.4 Achieving a Compact Metropolitan Region

The UEL's current resident population of 2,800 is supported by approximately 1,061 residences. Single-family type housing accounts for 441 units (42%) with the balance of 620 units being multi-family located only in *Area D*. Growth estimates based upon the potential for new development (anticipated only in *Area D* as new multi-family units) to occur by 2011 will create a total population in the range of 3,800 with a residential unit count of 1,500. The proportion of single-family dwellings is expected to decrease to 29% with multi-family units representing 71% of the total housing stock.

There are currently 10,220 square meters (110,000 square feet) of commercial/retail uses in the UEL with an estimated employment base of 360 people. Development plans anticipate that up to another 930 square meters (10,000 square feet) may be added in the future, which would bring the total employment base to 400.

The intent of the GVRD's regional plan is to promote growth within the urban boundary zones identified as Growth Concentration Areas. This includes infilling undeveloped areas

and growing established commercial centres. Compact metro regions are the end result of strong green zones and managed growth at the local level.

The UEL supports this initiative by:

- a) Focusing and densifying commercial development within established commercial areas;
- b) Densifying existing multi-family residential zones through redevelopment initiatives; and
- c) Supporting growth close to existing transit lines and promoting public transit use for all UEL residents (such as utilizing off-peak capacity for reduced fares) through discussions with Translink.

6.5 Increasing Transportation Choices

Increasing transportation choices by promoting the use of transit, cycling, walking and carpooling is intended to minimize the impact of single-occupancy vehicles and maximize the use of present infrastructure in the lower mainland. Single-occupancy vehicles are the largest single source of air pollution in the lower mainland.

The UEL supports this initiative by:

- a) Lobbying the MoT to maintain University Boulevard as an arterial road designed for alternative-transit use;
- b) Encouraging the MoT to install an on-road bike lane on Chancellor Boulevard between Acadia Rd. and the City of Vancouver's 8th Avenue 'Off-Broadway' cycling route; and
- c) The University Endowment Lands are located adjacent to a major transit line primarily serving the University of British Columbia. Morning inbound buses run at capacity to the campus with a corresponding outbound peak in the afternoon. Considering programs to make this excess capacity in the opposite direction attractive for use by UEL residents will encourage transit usage.

7.0 Area D Neighbourhood Plan

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

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





LEGEND

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

RESIDENTIAL:

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

INSTITUTIONAL:

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

GREENSPACE:

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

COMMERCIAL:

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

PLACE OF INTEREST

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

0 100 200 300 400 500
Meters

University Endowment Lands Vehicular Circulation Plan

Figure 3



- Legend**
- Arterial Roads
 - - - Local Roads
 - ... Lanes
 - ... Bikeways
 - University Endowment Lands

0 100 200 300 400 500
Meters



UBC
Point Grey Campus

VANCOUVER

Burrard Inlet

N.W. Marine Drive

Pacific Spirit Regional Park

Chancellor Boulevard

Pacific Spirit Regional Park

W 4th Avenue

W 6th Avenue

W 7th Avenue

University Golf Course

University Boulevard

University Golf Course

Pacific Spirit Regional Park

W 16th Avenue

Blanca Street

Westbrock Mall

Acadia Road

Toronto Road

Agronomy Road

Kings Road

Dalhousie Road

McMaster Road

College Highroad

Wycliffe Road

Acadia Road

Knox Road

Allison Road

Wycliffe Road

Acadia Road

Newton Wynd

Kingston Road

Wesbrook

Crescent

Western Cres

Wesbrook

University Endowment Lands Area D Neighbourhood Plan Area

Figure 4



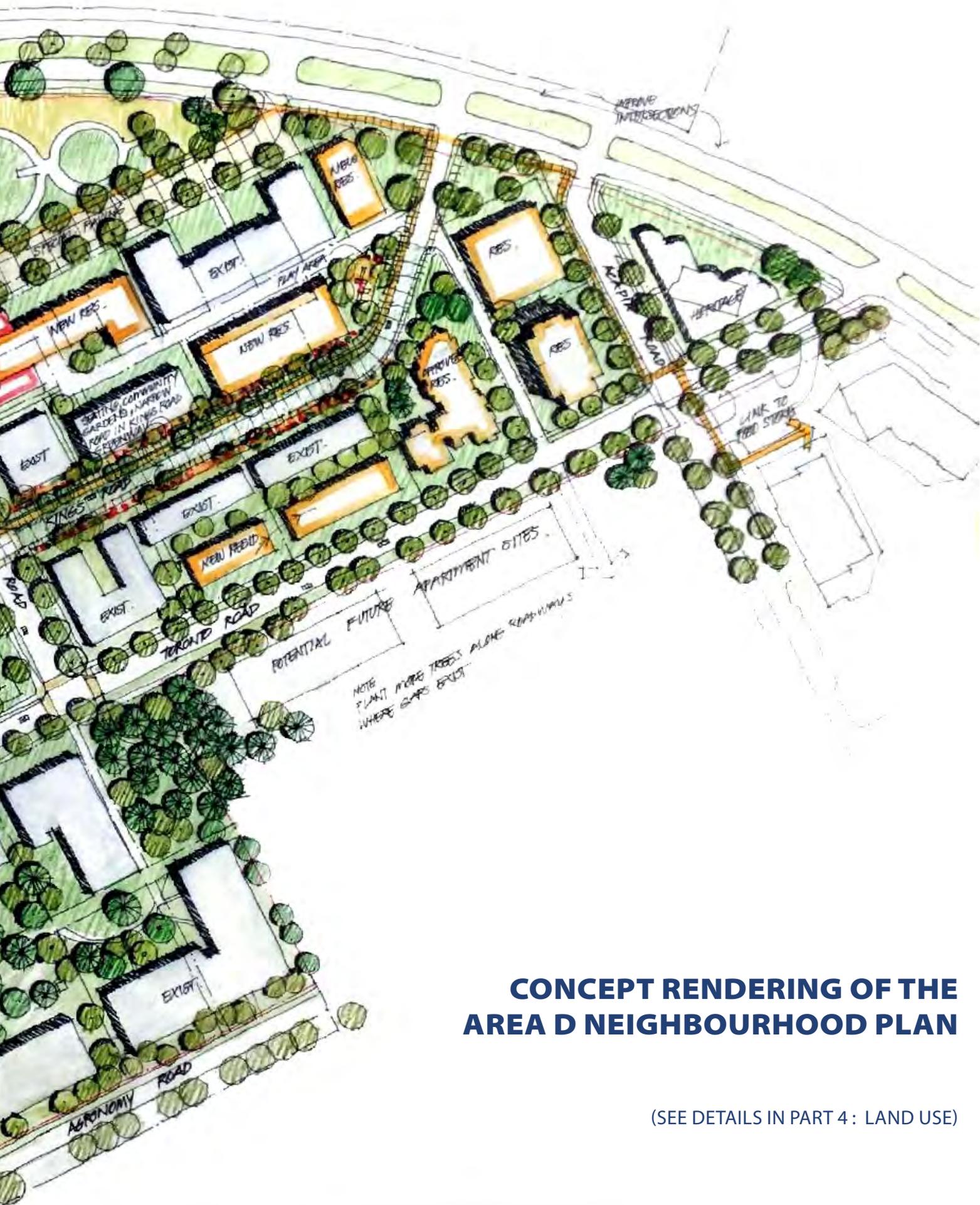
Appendix 1: Area D Neighbourhood Plan

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

AREA D

NEIGHBOURHOOD PLAN

UNIVERSITY ENDOWMENT LANDS



CONCEPT RENDERING OF THE AREA D NEIGHBOURHOOD PLAN

(SEE DETAILS IN PART 4 : LAND USE)

ACKNOWLEDGMENTS

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

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

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PART 1: BUILDING THE PLAN

University Boulevard, looking southeast towards Regent College

1.1 INTRODUCTION

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

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

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

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

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

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

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

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

1.2 THE PLAN AREA

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

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

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

The Plan area does not include the recently approved Ielər̄m greenfield development (previously known as Block F). Ielər̄m is a 8.68 hectare (21.44 acre) triangular area bounded by University Boulevard, Acadia Road, and Ortona Road. The Ielər̄m development was subject to a comprehensive zoning process, with zoning approval granted in 2016. Given the size and scope of the Ielər̄m development, both the approved Ielər̄m 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 Ielər̄m.



Area D Neighbourhood Plan Open House and asset mapping with participants

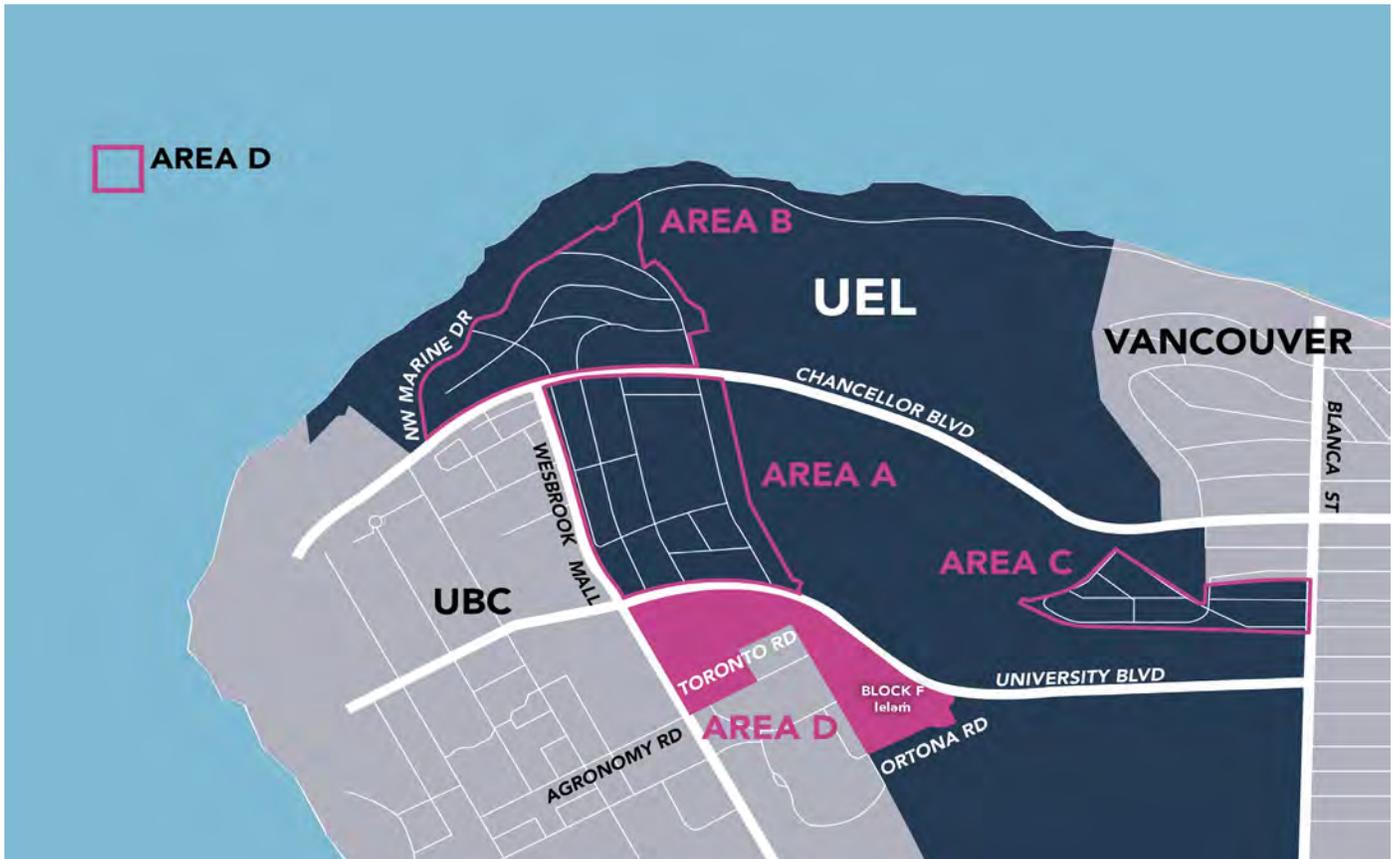


Figure 1: Area D Neighbourhood



Figure 2: The Area D Neighbourhood Plan Area

1.3 PLANNING PROCESS

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



PHASE 1: PREPARE TO PLAN

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

PHASE 2: EXPLORE OPTIONS

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

PHASE 3: FINALIZE THE PLAN

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



Area D Neighbourhood Plan Open House

1.4 ENGAGEMENT

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

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

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



Area D Neighbourhood Plan Open House and asset mapping with participants



Area D Neighbourhood Plan Pop Up Event

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

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

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

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

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

1.5 GOVERNANCE

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

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

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

1.6 OFFICIAL COMMUNITY PLAN

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

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

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

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

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

An aerial photograph of a suburban neighborhood. The image shows a mix of residential houses with dark roofs, green lawns, and trees. A prominent feature is a large, circular green field, likely a park or sports field, located in the upper-middle section. To the left, there are several large, modern buildings with flat roofs, possibly institutional or commercial structures. A road with a median and a parking lot is visible in the lower-left quadrant. The overall scene is a typical suburban development with a mix of greenery and built-up areas.

PART 2: CONTEXT

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

2.1 UNIVERSITY ENDOWMENT LANDS

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

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

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

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



Figure 3: The University Endowment Lands



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

2.2 AREA D NEIGHBOURHOOD

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

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

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

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

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

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

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

2.3 DEMOGRAPHIC PROFILE

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

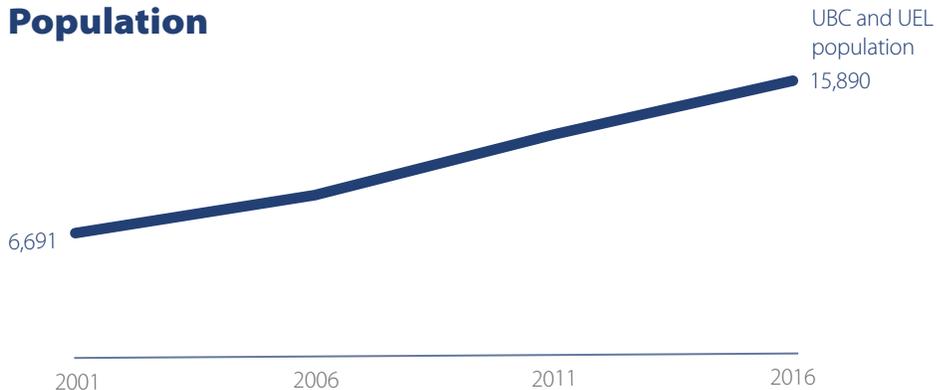
Area D has a population of 2,342 people (2016). When complete, the population at the lelam development is estimated to be 2,300 people, doubling the area’s population over ten years.

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

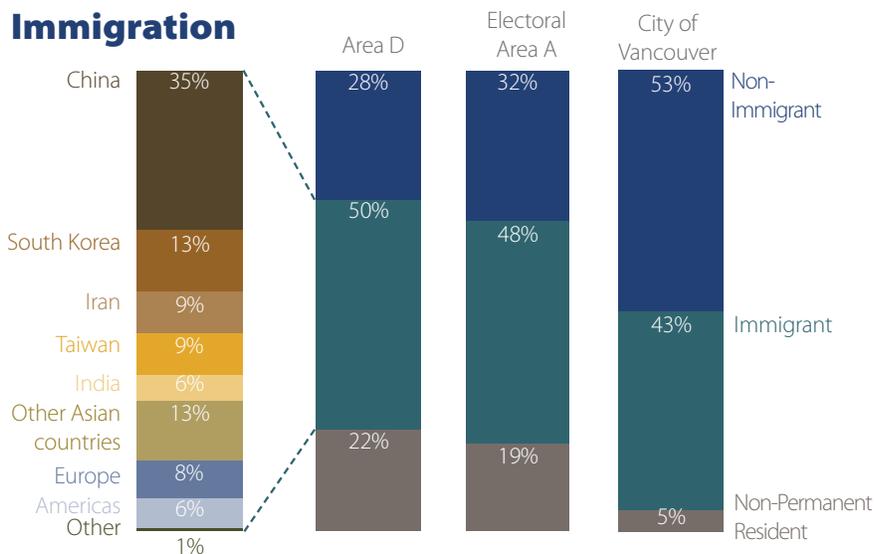
Area D is a diverse neighbourhood – 50% of residents are immigrants, and an additional 22% are non-permanent residents of Canada.

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

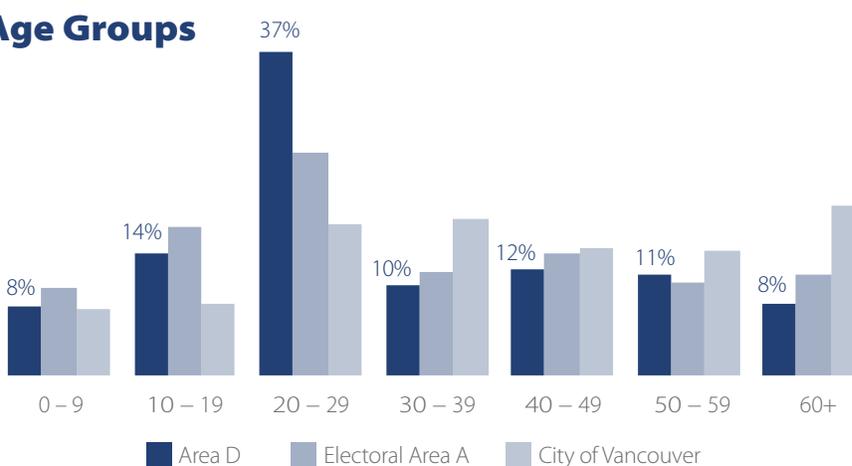
Population



Immigration



Age Groups



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

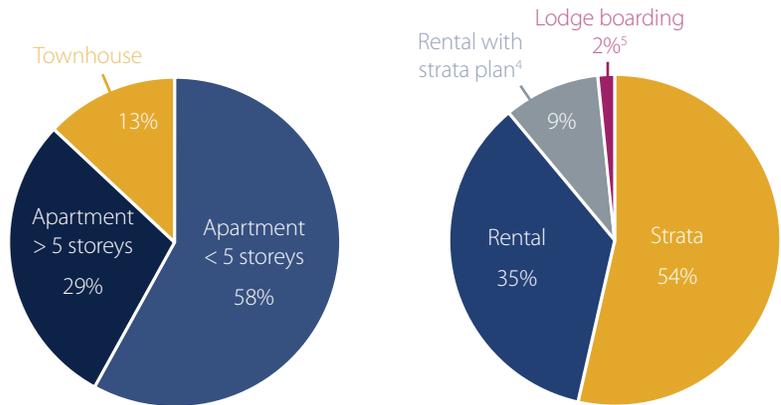
1 The University of British Columbia. Land Use Plan. 2015.

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

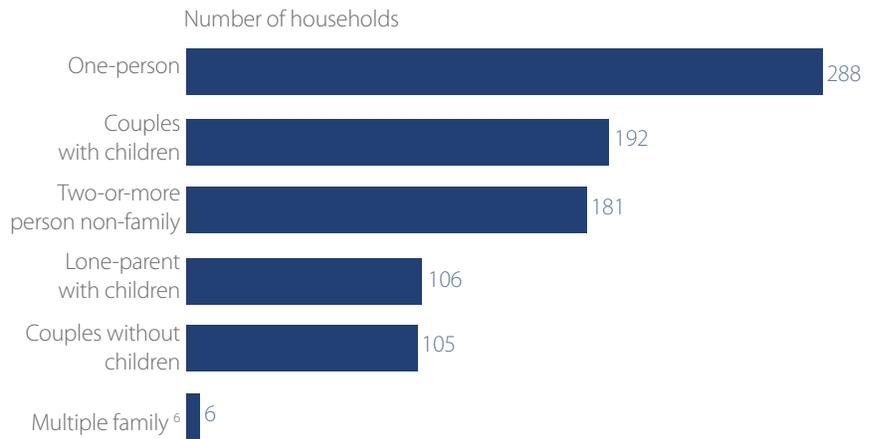
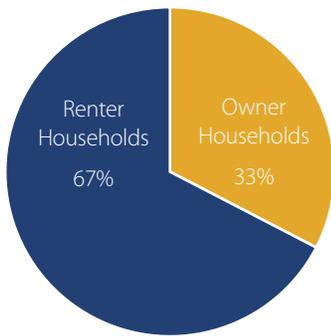
People in Area D live in a diversity of housing forms and tenures. While approximately 46% of the current stock is purpose-built rental housing or lodge boarding, 67% of the households rent their homes³.

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

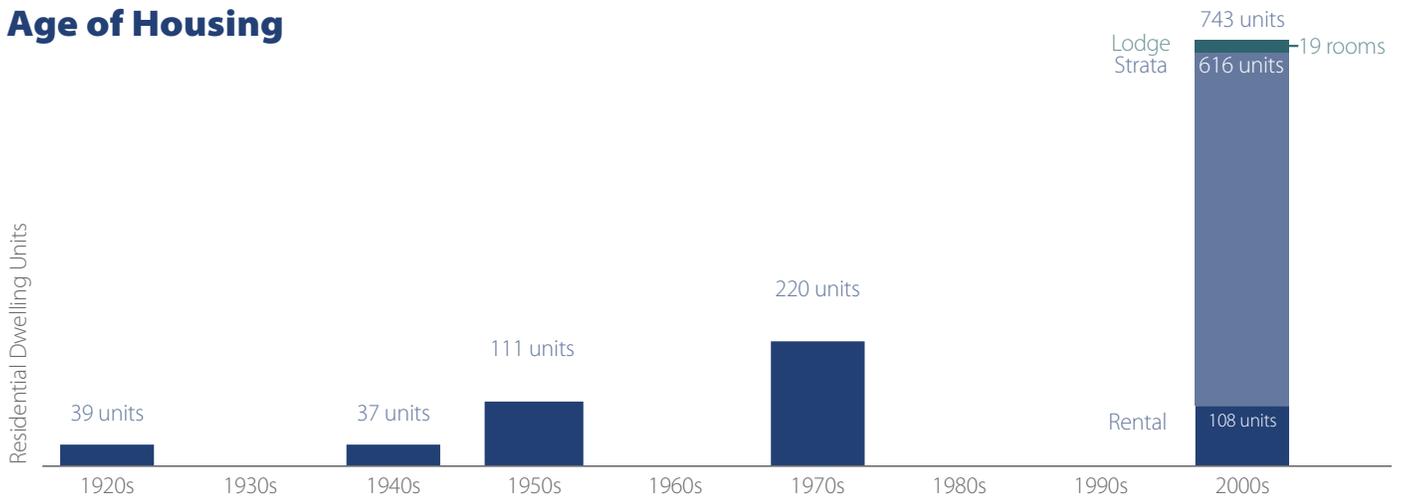
Housing Stock by Type Housing Stock by Tenure



Household Types



Age of Housing



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

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

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

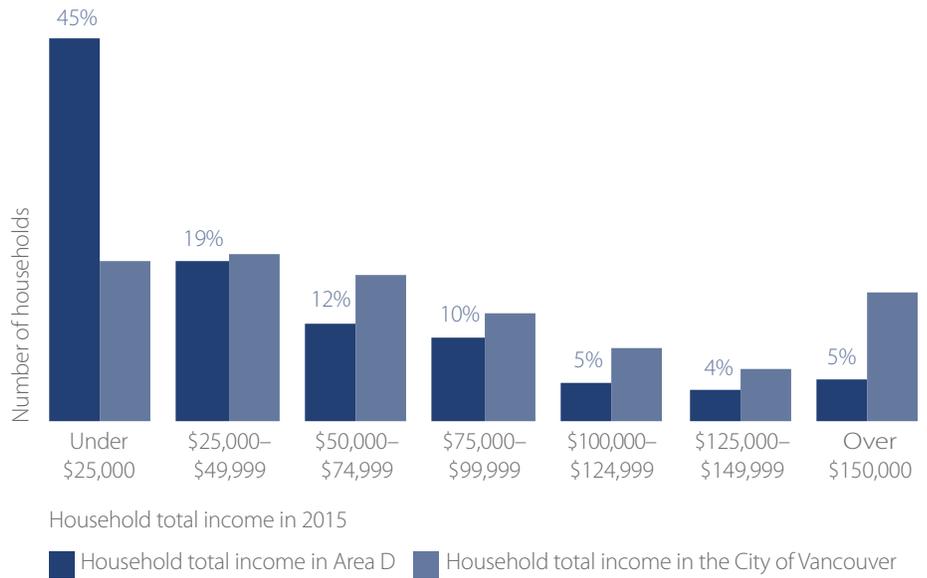
⁵ For all types except for "Lodge boarding", this calculation uses the number of units. For "Lodge boarding", this calculation uses the number of bedrooms.

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

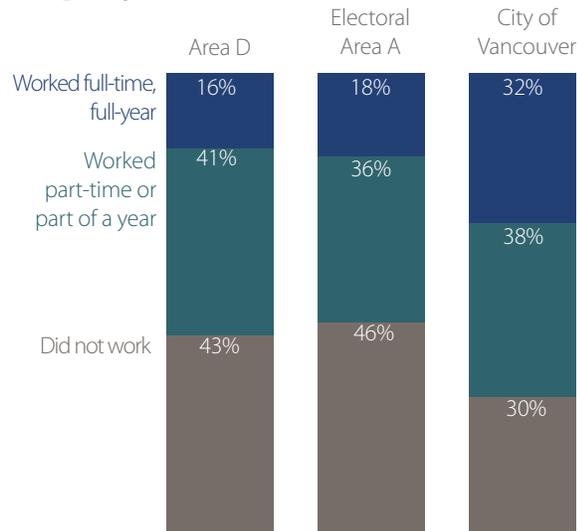
Households have a wide range of incomes. The mean (average) household income is \$57,700 with 2.2 persons per household on average. In 2015, 20% (173) of households made less than \$5,000 in before-tax total income. 41% (356) of all households made under \$20,000, 38% made \$20,000 to \$80,000, and 21%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

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

Income



Employment



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

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

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

2.4 PROJECTIONS

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

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

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

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

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

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

2.5 KEY TRENDS

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

Population Growth and Change

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

Land Management and Development

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

Community Well-Being

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

Housing

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

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

Transportation and Mobility

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

Economy

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

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

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

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

Sense of Place

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

Parks and Green Space

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

Environment

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

Infrastructure

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

Climate Change

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

Emergency Management

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

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

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

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

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

PART 3: VISION & GOALS



Figure 5: Concept rendering of Kings Road greenway

3.1 VISION

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

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

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

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

3.2 GOALS

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



A Distinctive Place

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



A Healthy & Safe Community

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



Safe & Sustainable Transportation & Infrastructure

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



Diverse & Local Serving Destinations & Services

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



A Green & Resilient Neighbourhood

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



A Connected Community

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



Diverse Housing Choices

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

A photograph of Rick Genest Park. In the foreground, a stone sign with the text "RICK GENEST PARK" is set on a concrete base. The sign is surrounded by various plants, including a large tree with green and yellowing leaves on the left, a dense green bush in the center, and tall, golden-brown grasses on the right. In the background, a modern multi-story building with brick and blue siding is visible. The building has several windows and balconies with black railings. The sky is bright and clear.

PART 4: LAND USE



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

4.1 CONCEPT

LAND USE

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

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

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

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

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



Figure 7: Diverse housing types that exist in Area D

HOUSING CHOICE

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

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

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

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

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



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

PLACES FOR PEOPLE

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

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

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

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

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



Figure 9: Transportation infrastructure that currently exists in Area D

MOBILITY

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

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

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

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

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



Figure 10: Concept rendering of Kings Road greenway

GREEN CONNECTIONS

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

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

PUBLIC BENEFITS

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

These public benefits include:

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

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

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

4.2 DIRECTIONS

OBJECTIVES

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

POLICIES

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

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

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

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

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

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

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

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

4.3 LAND USE DESIGNATIONS

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

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

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

FIGURE 11: LAND USE

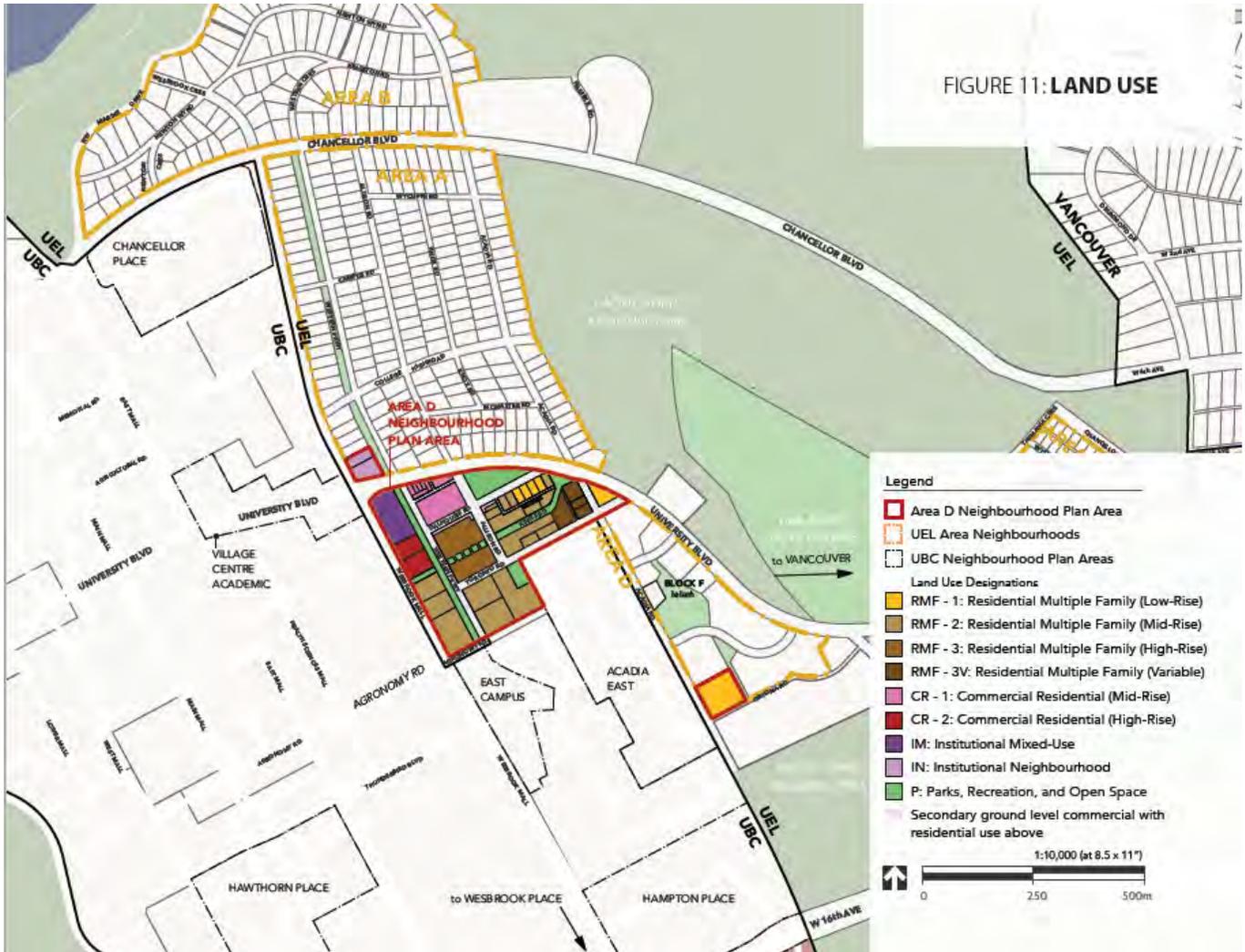
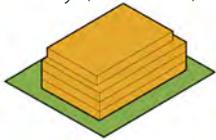
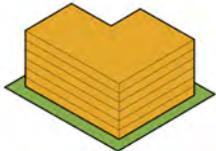
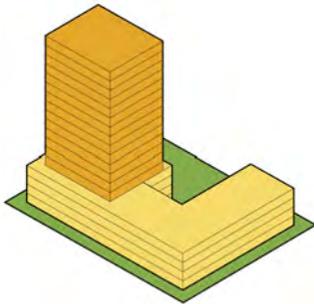
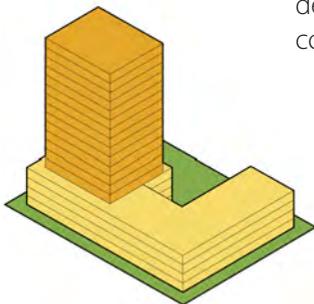
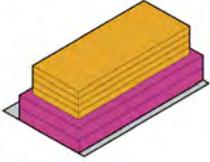
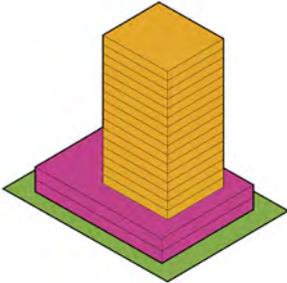


Figure 11: Land use for the Area D Neighbourhood Plan.

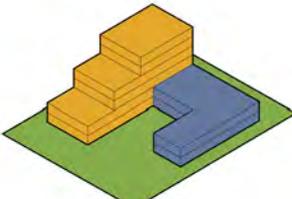
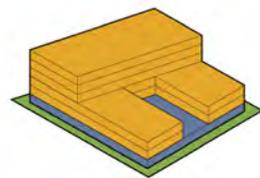
4.3.1 RESIDENTIAL LAND USE DESIGNATIONS

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

4.3.2 COMMERCIAL LAND USE DESIGNATIONS

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

4.3.3 SUPPORTING LAND USE DESIGNATIONS

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

PART 5: POLICY DIRECTIONS



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 Ieləŋ commercial area will be supported as vibrant and attractive destinations that support people to meet their daily needs and that respect and celebrate diverse cultures.

OBJECTIVES

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

POLICIES

Character

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

Built Form

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

Noise

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

Views

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

Heritage Features

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

Weather and Light Protection

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

Use Transition

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

Public Realm

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

the building.

Laneways

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

Events and Activity

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

Gateways

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

5.2 HOUSING



Ground-oriented housing in Area D

OVERVIEW

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

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

OBJECTIVES

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

POLICIES

Housing Diversity

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

Housing Affordability

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

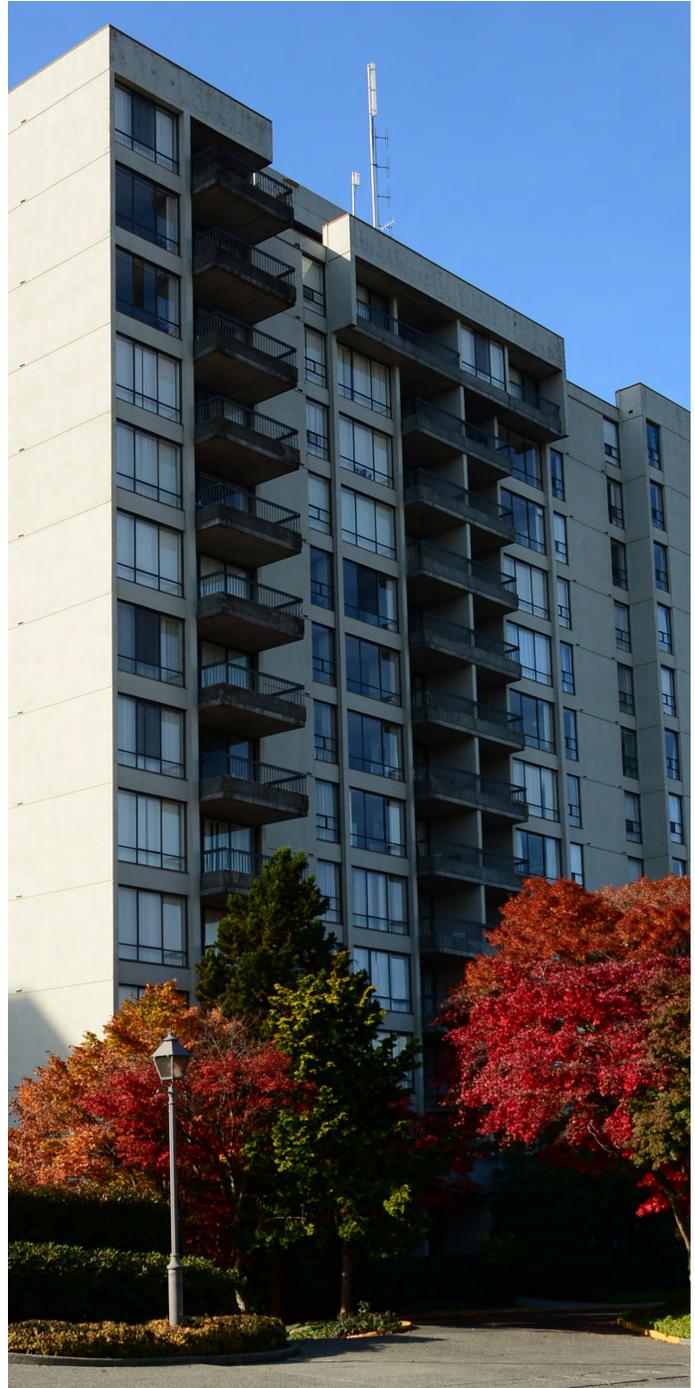


Figure 12: The Affordable Housing Wheelhouse
(Modified from the City of Kelowna *Healthy Housing Strategy* (2018).)

Housing Tenure

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

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



High rise condominium in Area D



5.3 PARKS & GREEN SPACE

OVERVIEW

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

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

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

OBJECTIVES

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

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

POLICIES

Urban Forest

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

Ecology

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

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

Green and Open Spaces

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

Environmental Stewardship

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



5.4 LOCAL ECONOMY & AMENITIES



University Marketplace plaza, looking north

OVERVIEW

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

Most of Area D’s economic activity is centred at U Hill Village, Regent College, and the new Ielər̄m 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 Ielər̄m 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 Ielər̄m commercial area, Jim Everett Memorial Park, and along the Bridle Path. The Plan also promotes arts and culture by recognizing and celebrating the area’s diverse histories and beloved spaces and by encouraging people to connect with each other through arts, culture, recreation, volunteerism and community service.

OBJECTIVES

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

POLICIES

Social Equity

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

Multi-generational Community

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

Accessibility

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

Schools

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

Recreation and Social Services

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

Commercial Centres

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

Local Business Vitality

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

Food Assets

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

Outdoor Amenity Space

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

Arts and Culture

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

Events

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

Cannabis Retail Space

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



5.5 TRANSPORTATION

TransLink bus on University Boulevard

OVERVIEW

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

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

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

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

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

OBJECTIVES

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

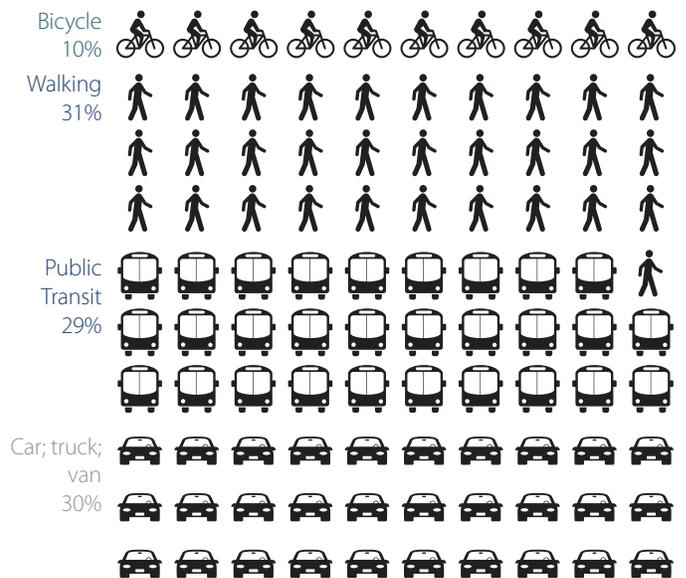


Figure 14: Daily Area D resident commute to work and school, by travel mode. (Canada Census, 2016)

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

POLICIES

Travel Mode

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

Walking, Cycling and Other Personal Mobility

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

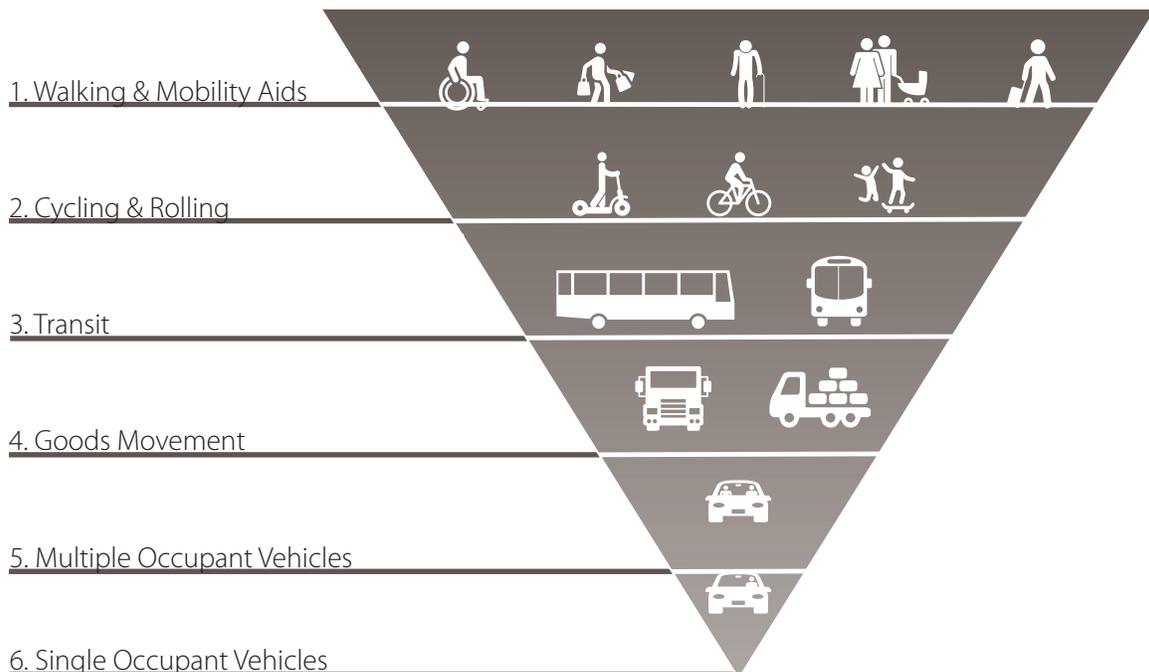


Figure 15: Hierarchy of Transportation and Mobility Priorities

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

Public Transit

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

Road Network

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



Cyclist at University Boulevard and Wesbrook Mall

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

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

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

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

Parking Management

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

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

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

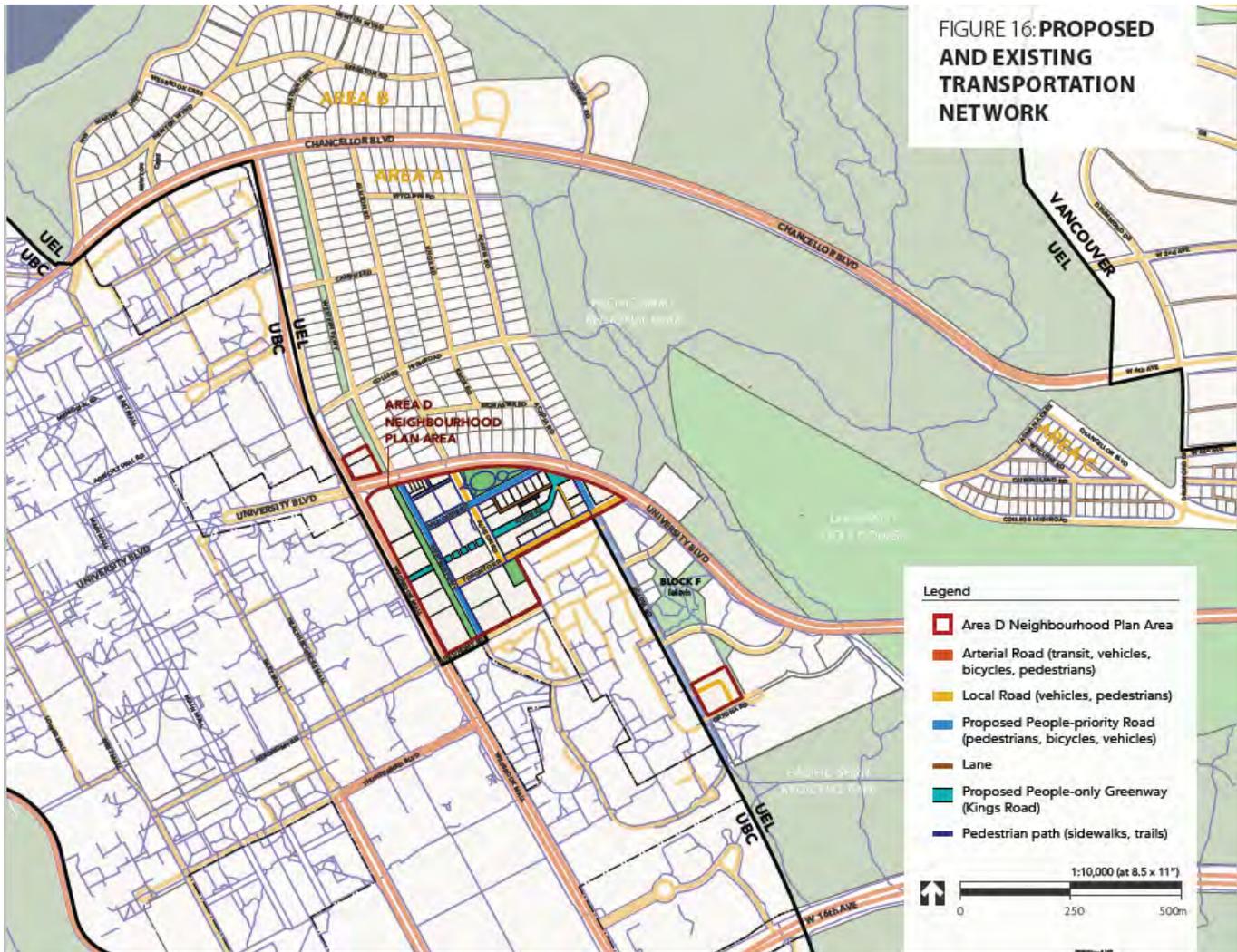


Figure 16: Transportation network for the Plan area

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

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

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

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

PRODUCE @ UNI

5.6 COMMUNITY RESILIENCE



OVERVIEW

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

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

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

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

OBJECTIVES

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

POLICIES

Climate Change Resilience

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

Energy Management

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

Building Performance

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

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

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

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

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

Community Safety

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

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

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

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

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

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

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



5.7 INFRASTRUCTURE



Bioswale in Area D

OVERVIEW

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

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

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

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

OBJECTIVES

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

POLICIES

Infrastructure Management

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

Green Infrastructure

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

Water Management

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

Wastewater Management

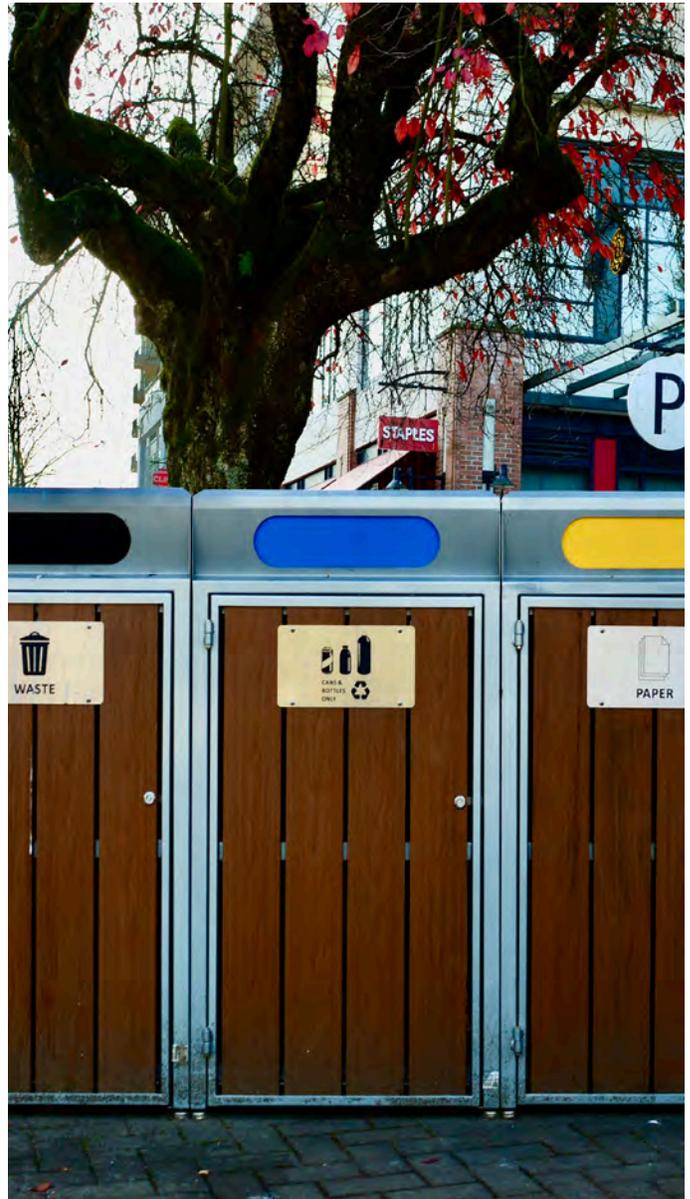
- 5.7.11** Continue to support Metro Vancouver in the update and implementation of the Integrated Liquid Waste and Resource Management Plan.
- 5.7.12** Continue to support Metro Vancouver and health authorities to monitor and evaluate the effects of wastewater discharges on public health and watersheds.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

Rainwater Management

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

Solid Waste Management

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



Zero Waste Station in Jim Everett Memorial Park

An aerial photograph of a city block is the central focus, overlaid with a semi-transparent blue rectangle containing white text. The map shows a grid of streets and buildings. A red rectangular box highlights a specific area in the center of the map. Various workshop materials are scattered around the map, including markers (red, orange, black), sticky notes (pink, yellow), a Starbucks cup, and a notebook. The scene is set on a white table with people's hands and arms visible at the edges, suggesting a collaborative meeting.

PART 6: ACTING ON THE PLAN

6.1 PLAN IMPLEMENTATION

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

6.1.1 DEVELOPING THE PLAN

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

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

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

6.1.2 IMPLEMENTATION

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

6.1.3 FINANCIAL PLANNING

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

6.1.4 MONITORING AND EVALUATION

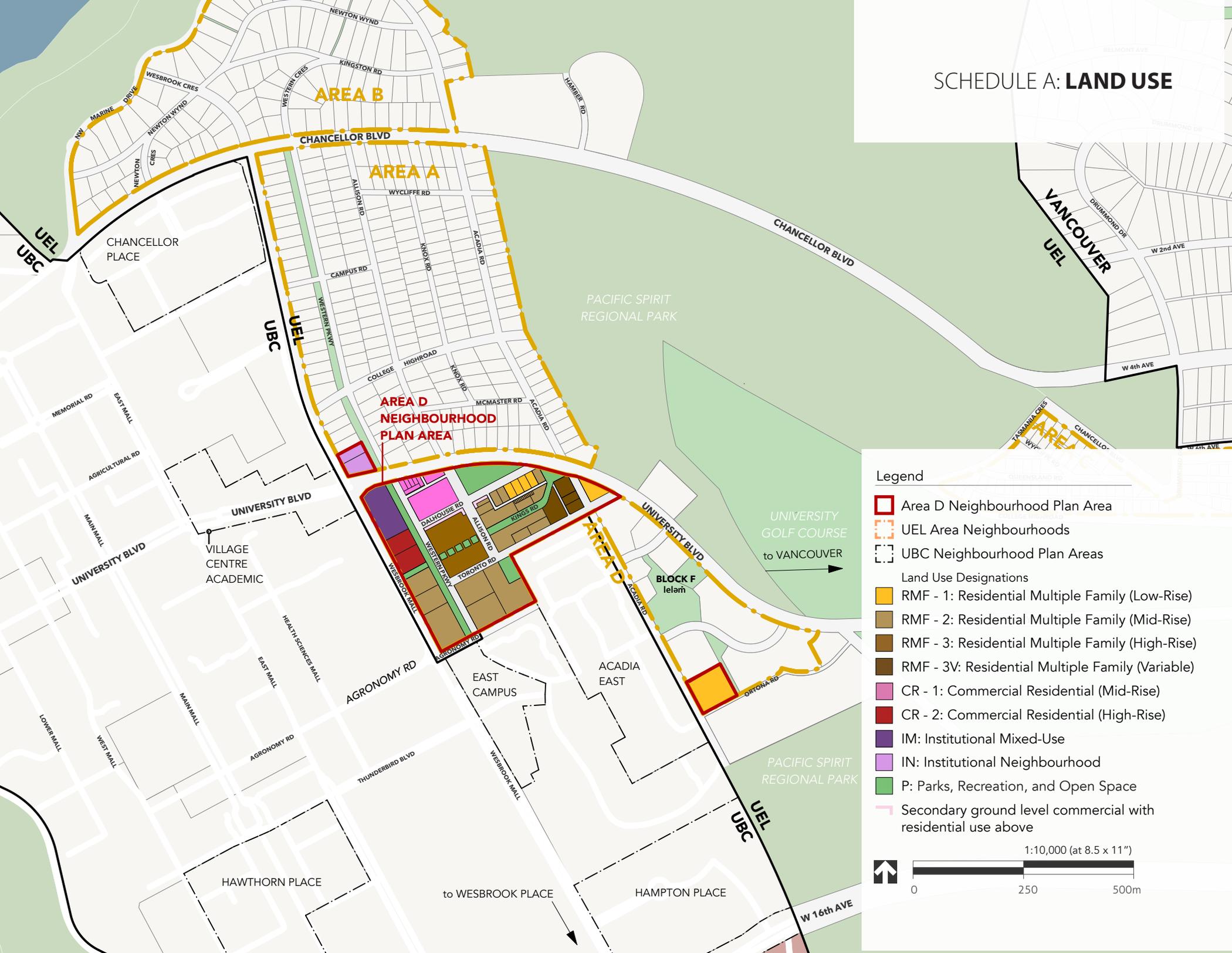
The Plan includes an intention to track and report on progress over time. A system of regular plan review, monitoring, and adjustment enables the UEL to incorporate new information, prepare for uncertainty and adapt to change.

6.1.5 UPDATING THE PLAN

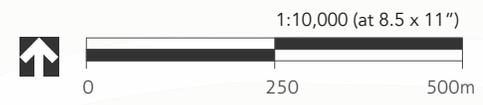
The Area D Neighbourhood Plan provides direction for the future of the Plan area. As a result, it is expected that the Plan will not be revised on a frequent basis. Changes are warranted from time-to-time so that the Plan can be flexible in responding to changing conditions. The timeline for updating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

PART 7: SCHEDULES

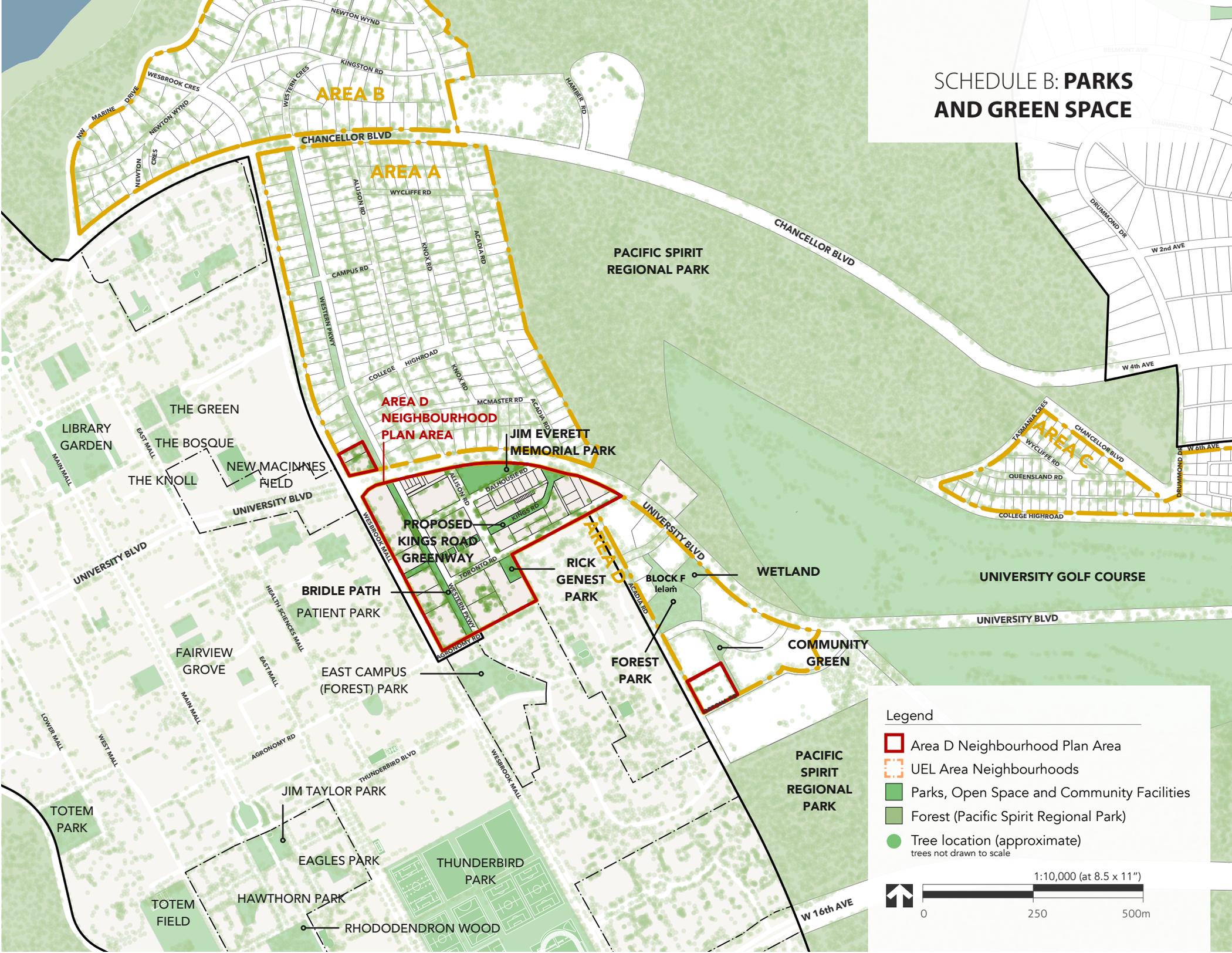
SCHEDULE A: LAND USE



- Legend**
- Area D Neighbourhood Plan Area
 - UEL Area Neighbourhoods
 - UBC Neighbourhood Plan Areas
- Land Use Designations**
- RMF - 1: Residential Multiple Family (Low-Rise)
 - RMF - 2: Residential Multiple Family (Mid-Rise)
 - RMF - 3: Residential Multiple Family (High-Rise)
 - RMF - 3V: Residential Multiple Family (Variable)
 - CR - 1: Commercial Residential (Mid-Rise)
 - CR - 2: Commercial Residential (High-Rise)
 - IM: Institutional Mixed-Use
 - IN: Institutional Neighbourhood
 - P: Parks, Recreation, and Open Space
 - Secondary ground level commercial with residential use above



SCHEDULE B: PARKS AND GREEN SPACE



Legend

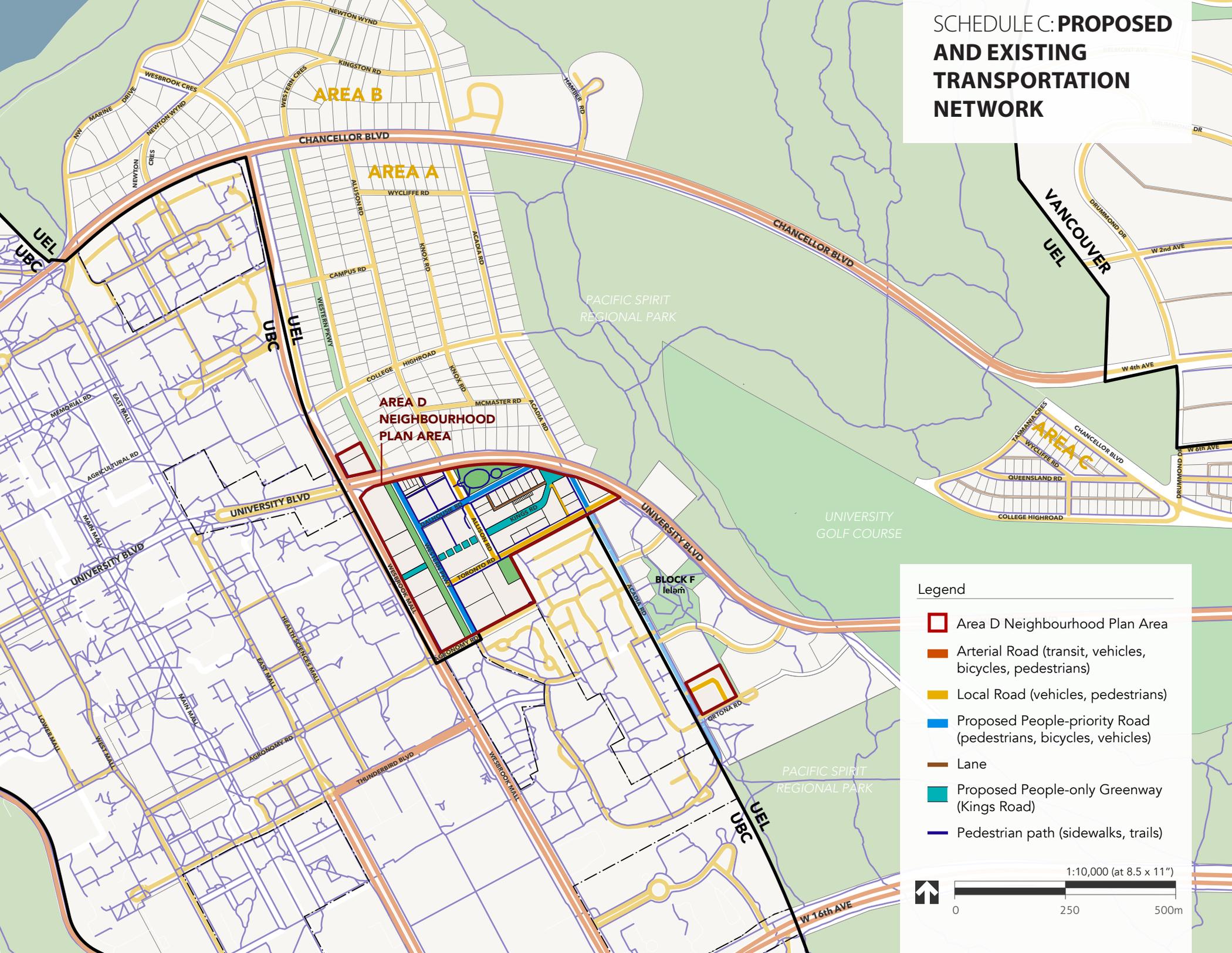
- Area D Neighbourhood Plan Area
- UEL Area Neighbourhoods
- Parks, Open Space and Community Facilities
- Forest (Pacific Spirit Regional Park)
- Tree location (approximate)
trees not drawn to scale

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

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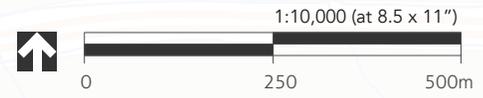
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SCHEDULE C: PROPOSED AND EXISTING TRANSPORTATION NETWORK



Legend

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





BRITISH
COLUMBIA

www.AreaDPlan.ca