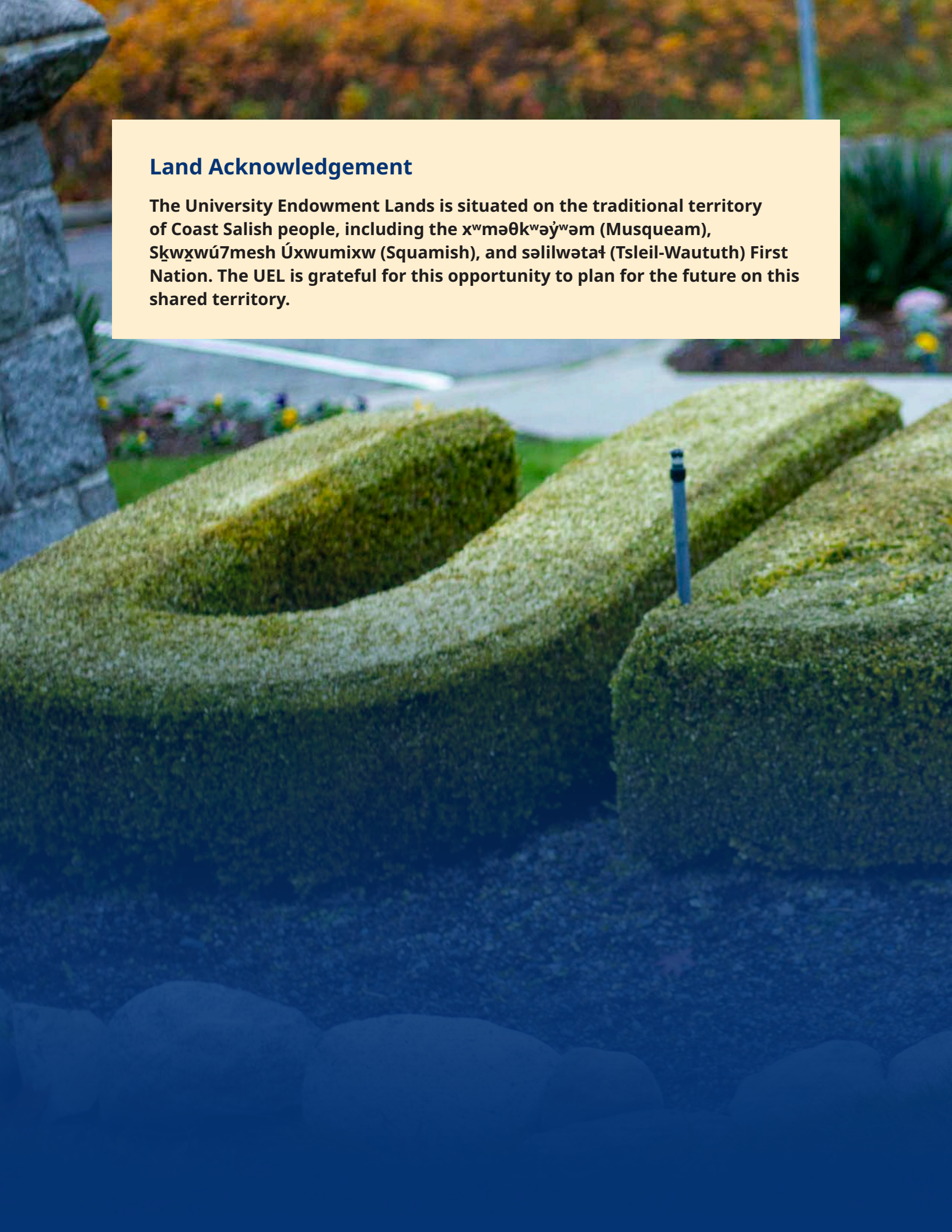




UEL

2025

Official Community Plan

The background image shows a stone wall on the left and a garden with various plants and flowers. In the foreground, there are large, moss-covered stone blocks. A blue pen is placed vertically on one of the stones. The text is overlaid on a yellow rectangular box in the upper left portion of the image.

Land Acknowledgement

The University Endowment Lands is situated on the traditional territory of Coast Salish people, including the xʷməθkʷəy̓ʷəm (Musqueam), Sk̓wxwú7mesh Úxwumixw (Squamish), and səlilwətał (Tsleil-Waututh) First Nation. The UEL is grateful for this opportunity to plan for the future on this shared territory.



Any reference in this document to UEL Land Use, Building and Community Administration Bylaw (UEL LUB) means the bylaw in force at the date of adoption of this Official Community Plan.

This document has been consolidated for convenience only. Every effort is made to ensure this bylaw is accurate. This document should not be relied upon as being an authoritative text of the law. The original bylaw and any amending bylaws are available for public inspection during normal business hours at the University Endowment Lands Administration Office, 5495 Chancellor Boulevard, Vancouver, BC V6T 1E2, Monday to Friday from 8:30 am to 4:30 pm, except for Statutory Holidays.

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Appendix 1: Area D Neighbourhood Plan

Appendix 2: Metro 2050: UEL Regional Context Statement



1. Introduction



The University Endowment Lands (UEL) Official Community Plan (OCP) is the high-level legislative tool for guiding future growth in the UEL. Objectives, policies, and land use designations contained in the OCP provide guidance for future development. The UEL OCP is enacted by bylaw under authority of the Minister of Housing and Municipal Affairs.



1.1 Background

1.1.1 Geography

The University Endowment Lands (UEL) consists 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.

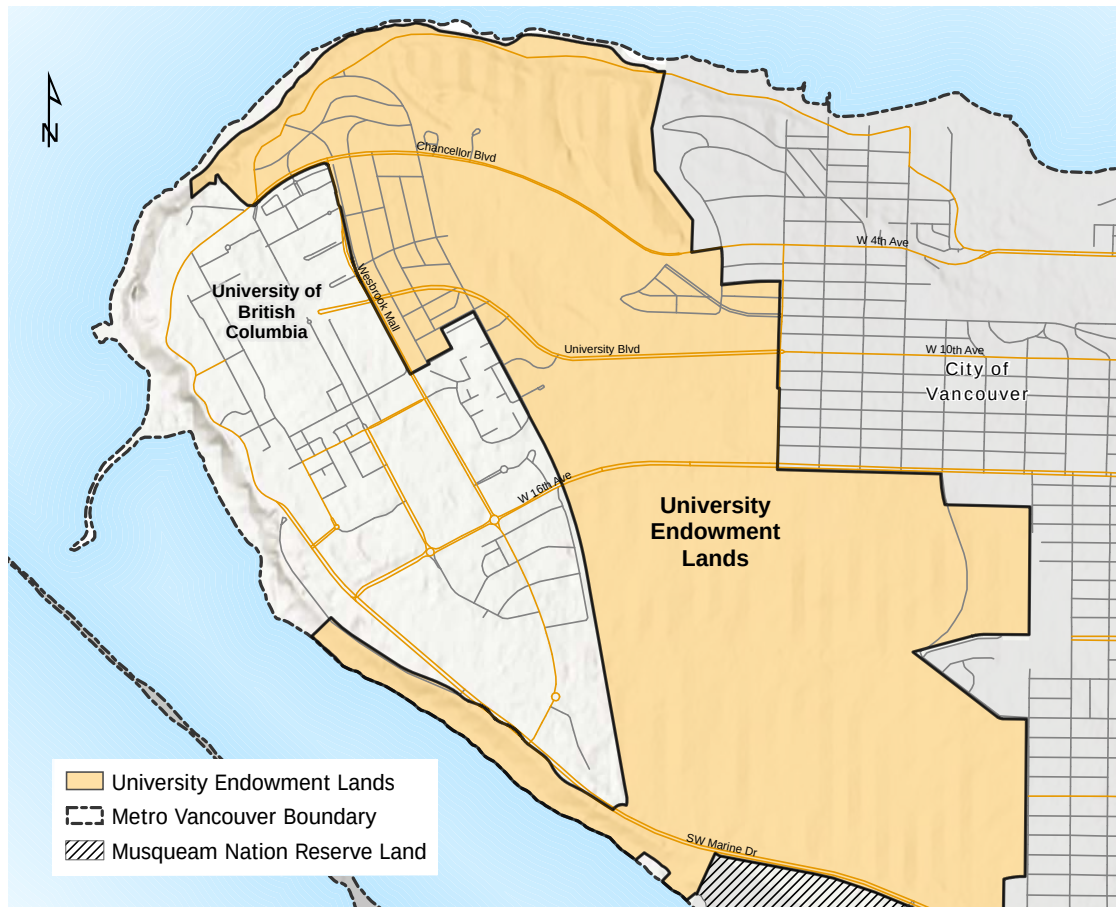


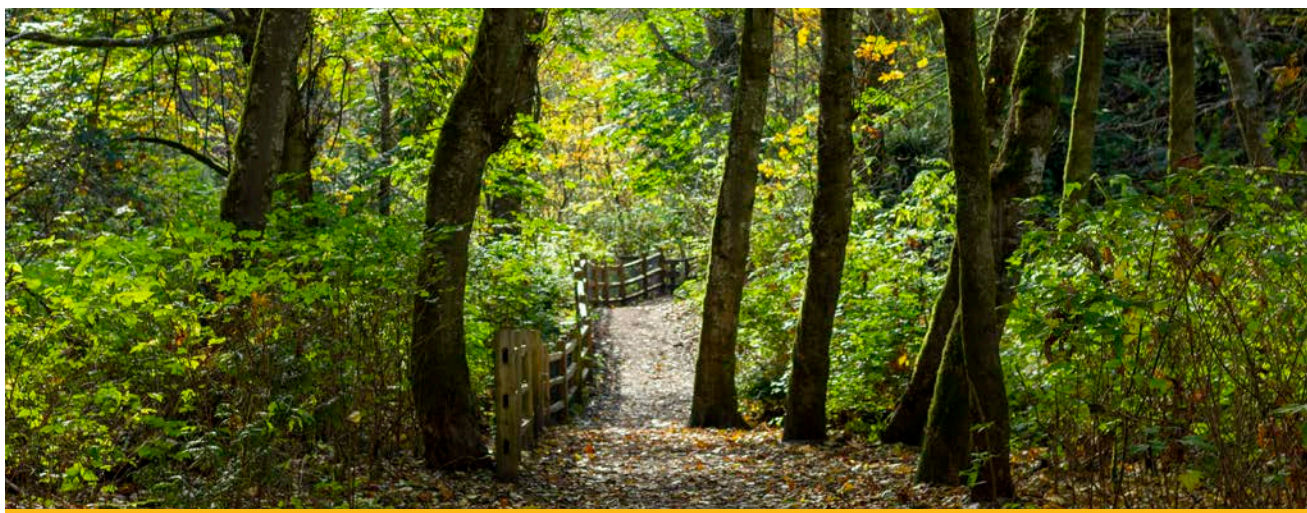
Figure 1. University Endowment Lands map

This OCP deals primarily with the urbanized portion of the UEL, as well as 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 UEL and University Hill are 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 **Map 1: Context Map**):

- **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 Street, 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, centered around U Hill Village and Ielərn Village. U Hill Village includes University Marketplace, University Plaza, and Pharmacy Mall and was the first commercial area in UEL. More information can be found in the Area D Neighbourhood Plan (see **Appendix 1**). Ielərn Village was built later, following a 2008 reconciliation settlement between the Province of British Columbia and Musqueam Indian Band. Each commercial area serves as a local shopping destination providing a number of services. Note that the Area D Neighbourhood Plan Area does not include the Ielərn development.



1.1.2 History & Governance

xʷməθkʷəy̓ wəṃ (Musqueam) ancestors lived and fished in the Fraser River estuary, including the Burrard Peninsula for thousands of years. In 1860, Point Grey was established as a Colonial Admiralty Reserve, under ownership of Canada, before the University Endowment Land Act of 1907 (last revision 1996) 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 289 hectares (714 acres) has been subdivided into residential, commercial, and recreational property. In 1989, the balance of undeveloped land was given by the Province to the Metro Vancouver Regional District (Metro Vancouver) for park use, creating Pacific Spirit Regional Park. In 2008, the Musqueam Reconciliation Settlement and Benefits Agreement transferred ownership of three blocks of land within the UEL to the Musqueam Indian Band: Block F, Block K, and the University Golf Club lands. Subsequently, Block K was added to Musqueam Indian Reserve No. 2 and now falls outside of the UEL boundary.

The Province of British Columbia is the governing body for the UEL, presently administered through the Ministry of Housing and Municipal Affairs. 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 enact new bylaws and amendments as long as they are consistent with the Act.

The community is administered under the University Endowment Lands Official Community Plan Bylaw (OCP) and the UEL Land Use, Building and Community Administration Bylaw (LUB) made pursuant to the Act. Within this governance system, the Manager has delegated authority from the Minister of Housing and Municipal Affairs for the administration of the UEL. Advisory bodies to the Manager are appointed as a directive of the UEL bylaws and are currently represented by the UEL Community Advisory Council (CAC), UEL Advisory Design Panel (ADP), and the UEL Community Centre Advisory Board (CCAB) (see **Section 10** for details on advisory bodies). Under the current form of administration, the responsibility for decision-making rests with either the Minister or the UEL Manager. Appeals from residents of decisions made by the Manager can be made to the Minister.

1.2 Official Community Plan & Planning Process

1.2.1 What is an OCP?

An Official Community Plan describes the long-term vision of a community. It is a statement of objectives and policies that guides decisions on municipal and regional district planning and land use management. These decisions impact communities' sustainability and resilience.

Per the UEL Act, the UEL has the authority to develop an Official Community Plan to guide land use and development growth established under the Local Government Act.



An OCP will often include planning policies that support positive economic, social and cultural, and environmental outcomes.

To support community sustainability and resilience, an OCP typically integrates a range of other community plans and strategies, addressing such matters as transportation, housing, sustainability or the impacts of climate change.

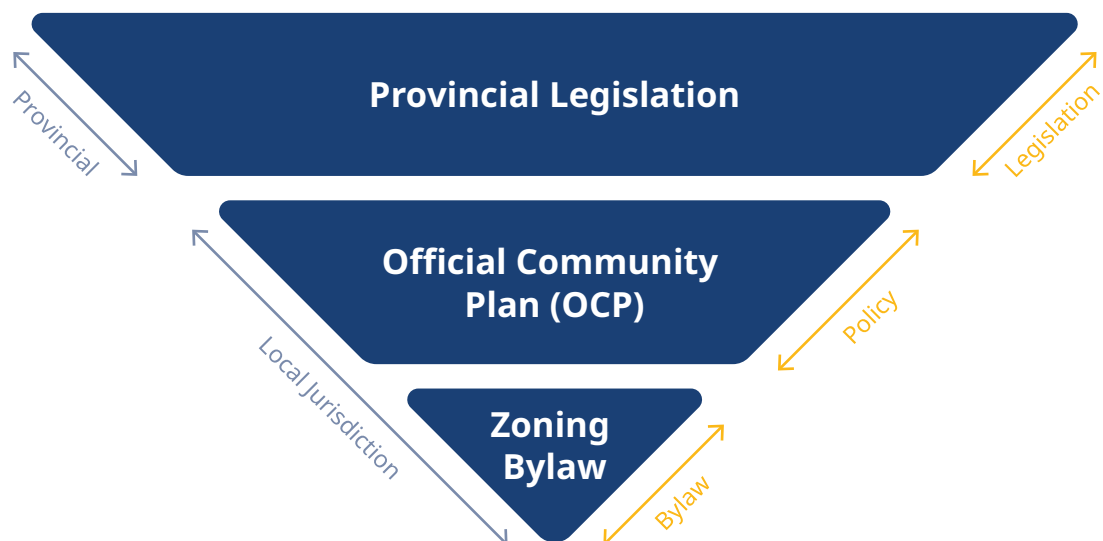


Figure 2. Planning hierarchy

Objectives and policies within an OCP will guide future planning work, including service provision, development applications, and land use regulation. The OCP is developed with input from the community, First Nations, subject matter experts, and key interested parties, and seeks to balance the UEL's role as administrator for the UEL community while aligning with direction from the Province of British Columbia.

This version of the UEL OCP was initiated in response to new Provincial housing legislation. It is a partial update of the 2005 version, with focus on implementing the housing legislation to meet the provincially legislated deadline of December 31, 2025. A comprehensive revision will be completed prior to the next OCP deadline in 2030.

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

1.2.2 **OCP Update Process**

The process to develop the 2005 OCP version 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.

The 2005 OCP saw numerous amendments over the years to accommodate Block F, the Area D Neighbourhood Plan, and advisory bodies, and many other small changes.

In 2025, the UEL initiated an OCP update process to align with recent Provincial housing legislation, specifically to introduce housing policies related to Small-Scale, Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA), and to add new policies for reconciliation, greenhouse gas (GHG) emission reduction, and other topics that were raised by the UEL community. The regional context statement has also been updated to align with the Metro Vancouver regional growth strategy: Metro 2050.

The OCP update process began in January 2025 with an engagement component that included the UEL community, First Nations, UEL business owners, and other key interested parties. Information gathered during this time helped direct the draft policies to be included in the OCP.

In the summer of 2025, the draft OCP was referred out to the UEL community, First Nations, and other key interested parties. Feedback from this referral helped refine the final OCP draft before being considered for adoption.

As the OCP is enacted by bylaw, the process to officially accept the OCP is the same as other bylaws in the UEL, where decision making authority lies with the Minister.



Figure 3. 2025 OCP update timeline



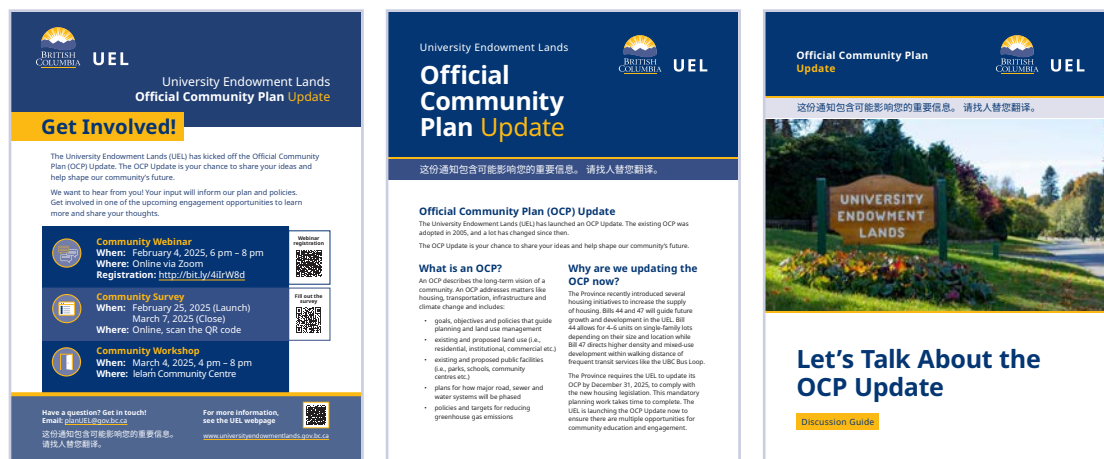
1.2.3 Engagement

The OCP Update was built through a collaborative process that included UEL residents, the general public, First Nations, UEL business owners, key interested parties, and UEL Administration Staff. Letters and emails were sent out in early January 2025.

An OCP webpage was created specifically for the OCP Update, where posters, newsletters, and discussion guides were shared. The OCP Update website served as the primary public source for all OCP Update related information and was regularly updated throughout the engagement process to advertise upcoming engagement events and provide information related to past events. Hard copies of all materials were also made available at the UEL Administration Office front desk.



Figure 4. 2025 UEL OCP update community input visual summary



1.2.4 Key Engagement Groups

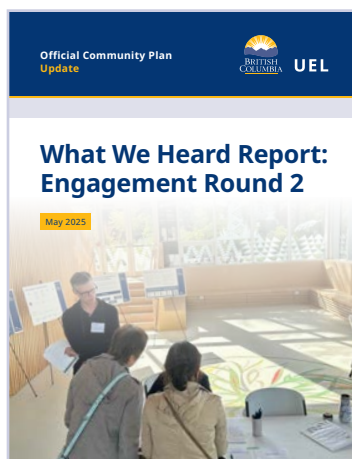
UEL Residents & General Public

The UEL Community Advisory Council (CAC) played a key role in both delivering the OCP Update related information to residents and helped to facilitate OCP Update related discussions. A variety of participatory formats were provided for the public to engage, including CAC meetings, a community webinar, surveys, and in-person workshops that included interactive information boards and activities. There were two rounds of public engagement:

Round 1	Round 2
January–March 2025	March–May 2025
• Housing • Greenspace & Tree Canopy • Climate & Environment • Community Livability, Services, & Amenities • General/Other	• Non-residential Uses • Childcare Centres • Aging in Place • Neighbourhood Character • Climate & Environment

Table 1. Public engagement rounds 1 and 2 summary

After each round, results and comments were compiled into a “What We Heard Report” which were both shared with the CAC and uploaded to the UEL website to close the loop on the engagement process. The results of the What We Heard Reports helped shape the topics and policies found in this OCP Update.



First Nations

The UEL reached out to 29 First Nations, including Musqueam Indian Band, Squamish Nation, and Tsleil-Waututh Nation, regarding the OCP Update to further reconciliation efforts in BC. The UEL recognizes that First Nations have been caretakers of the land and waters in and around the UEL for thousands of years before settlers arrived. Reconciliation includes discussion with First Nations on how to incorporate the well-being of First Nations' interests.

UEL Business Owners

72 UEL business owners received letters regarding the OCP update. UEL businesses are critical to the economic and social well-being of the community by providing services to the UEL residents and visitors, including grocery stores, restaurants, and recreational activities.

Other Key Interested Parties

23 other key parties were contacted. They included, but were not limited to, the UEL Advisory Design Panel (ADP), University of British Columbia (UBC), Ministry of Transportation and Transit, City of Vancouver, Metro Vancouver, TransLink, Vancouver School Board, and Vancouver Coastal Health.



1.3 Community Context

1.3.1 Provincial Housing Legislation

In the fall of 2023, the Province of British Columbia (BC) released two pieces of legislation, Bill 44: Small-scale, multi-unit housing (SSMUH) and Bill 47: Transit-oriented development areas (TOA). Both aim to tackle the housing crisis by requiring local jurisdictions across BC to allow additional housing, especially near public transit.

Small-scale, multi-unit housing (SSMUH) allows 4 and up to 6 units per lot where previously only single-detached homes were allowed. This legislation seeks to provide missing middle housing options that are ground-oriented and compatible in scale and form within established single-family neighbourhoods.

As required by legislation, housing density that aligns with SSMUH was enacted in the UEL Land Use, Building and Community Administration Bylaw in August 2024, meaning that the existing land use district (or zoning) has already been changed. Of the UEL’s 440 previously “single-family” lots, 240 are now allowed up to 4 units per lot; and 200 lots, that are closer to frequent bus service, are allowed up to 6 units per lot. This legislation will allow up to an additional 1,720 potential units to be built in the UEL.

The table below shows the total allowable units across all lots impacted by SSMUH legislation. The net units total represents the number of potential new housing units permitted under SSMUH policies.

Total R-4/R-6 lots: 440

R-4/R-6 District Max Units			
Area	R4	R6	R4+R6
A	320	804	1,124
B	416	0	416
C	224	396	620
	960	1,200	2,160
		Net	1,720

Table 2. UEL maximum number of units allowed under SSMUH legislation per area and total

Transit-oriented areas (TOA) allow high-density, mixed-use development within walking distance from frequent transit services. TOA typically incorporates a variety of land uses, including residential, commercial (such as cafes and retail) and community amenities (such as childcare and affordable housing). TOA promotes the creation of complete, liveable, and sustainable communities by building more homes near transit and services.

As required by legislation, the UEL TOA was identified by bylaw in August 2024. However, unlike SSMUH, the land use district in the TOA was not changed as the TOA serves only as an overlay, meaning a change of land use district (aka rezoning) is required before TOA heights and densities are permitted. This is a key difference from SSMUH.

The TOA that affects the UEL is located at the University of British Columbia (UBC) Bus Exchange. A bus exchange TOA has two concentric circles, each with allowances for height and density.

	Radius	Allowed Height	Allowed Density
TOA 1	200 metres	Up to 12 storeys	Up to 4.0 FSR
TOA 2	400 metres	Up to 8 storeys	Up to 3.0 FSR

Table 3. UEL TOA radius, allowed height, and allowed density





Figure 5. UEL TOA map identifying TOA 1 and TOA 2 lots. See [Map 4: Transit-Oriented Areas](#)

1.3.2 Housing Needs

In 2022, the UEL released the UEL Housing Needs Assessment (HNA), which highlighted a lack of diversity in housing types, not enough purpose-built rentals, high costs of rent and ownership, a lack of family-friendly housing, and limited land availability for new development. It recommended supporting more missing middle housing options and more purpose-built rental units to aid in affordability challenges.

Missing Middle housing refers to housing types between single-detached homes and high-rise apartment buildings, that are typically missing from many communities in BC. Some examples of missing middle housing include townhomes, low rise apartment buildings, duplexes, and triplexes.





Figure 6. The missing middle housing types

As directed by the Province, the UEL completed the Interim Housing Needs Report (INHR) in December 2024. This update to the Housing Needs Assessment includes anticipated UEL housing needs over the next five years (by 2030) and the next twenty years (by 2045).



Figure 7. 5-year and 20-year housing needs in the UEL

One of the requirements of the OCP is to show that land use designations allow for the number of housing units over 20 years, as determined by the Housing Needs Report. In the UEL the anticipated 20-year housing need is 1,985 new housing units.

Combining unused housing capacity of SSMUH in the R-4/R-6 Districts, Ielərn, and Area D land use districts, the UEL has a total unused capacity for roughly 3,283 new housing units. This exceeds the UEL anticipated 20-year housing need.

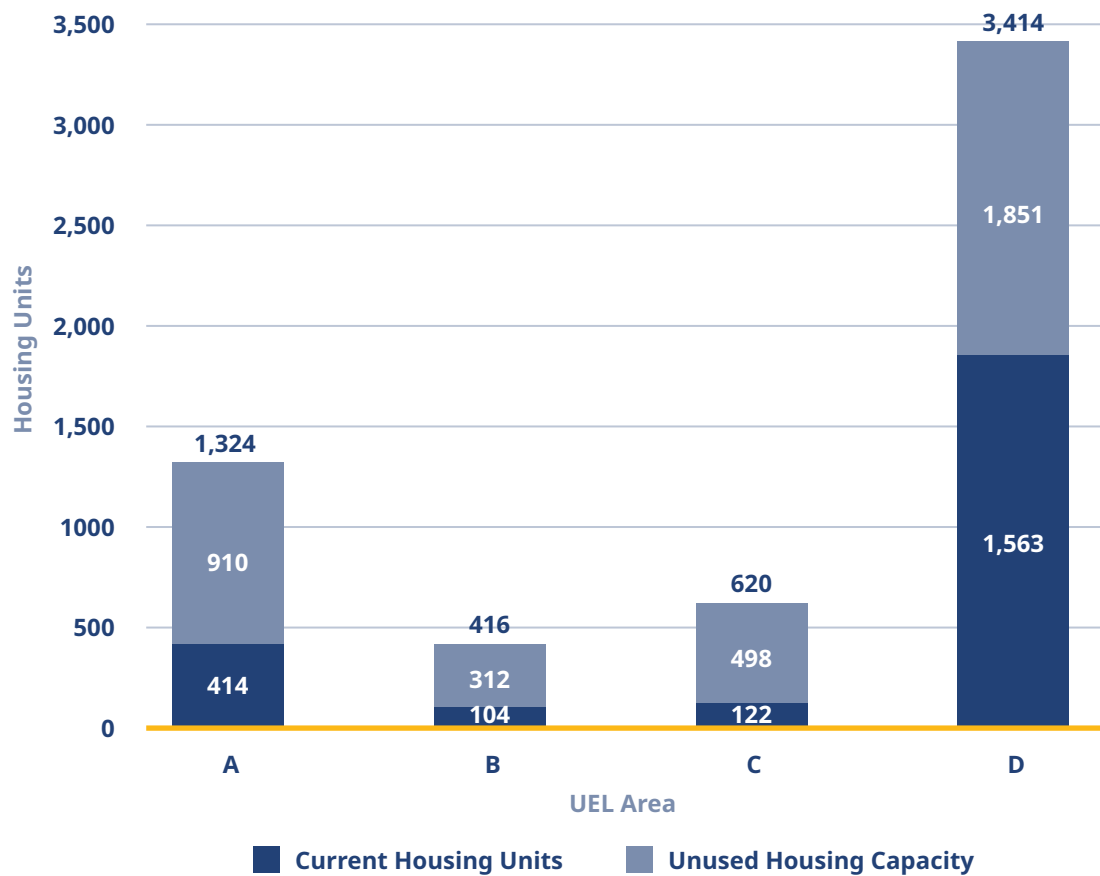


Figure 8. Current UEL housing stock and unused housing capacity currently permitted under existing land use district regulations, by UEL area. Area A housing unit total has recently increased significantly due to construction of Menno Hall (CD-3 land use district) at the corner of University Blvd and Wesbrook Mall

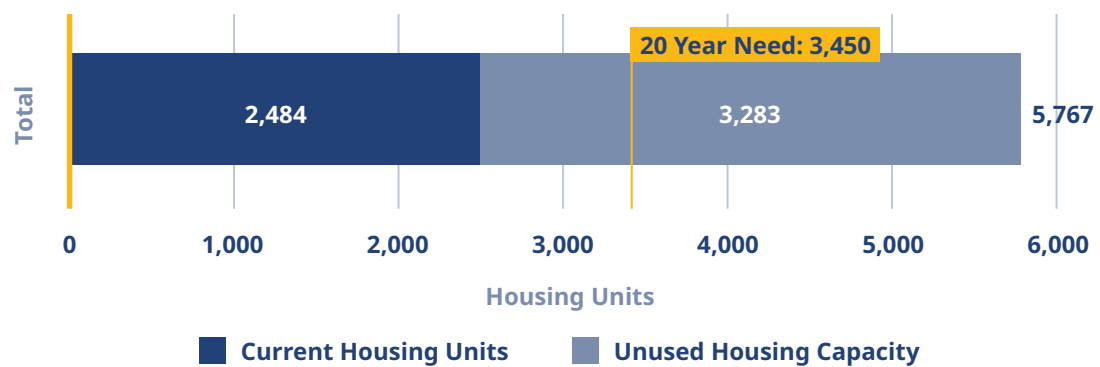


Figure 9. Current total UEL housing stock and unused housing capacity currently permitted under existing land use district regulations and the 20 year housing need, as identified in the UEL Interim Housing Needs Report (2024)

From 2006 to 2021, the number of housing units in the UEL increased by 1.63% on average per year. Assuming a similar annual growth rate for lot development within Areas A, B and C, the UEL projects roughly 460 new units could be provided by 2050 through SSMUH legislation. However, this assumes four units per lot, but uptake for SSMUH housing is unclear.

Where SSMUH offers some density throughout the UEL, additional densities can be achieved in Area D and parts of Area A within the identified TOA. Some of these densities have already been approved through recent rezonings, either through the Area D Neighbourhood Plan or the recent Ielərn rezoning amendment. Assuming full build out of densities allowed under the Area D Neighbourhood Plan, the UBC Bus Exchange TOA, and considering potential future SSMUH housing, the UEL could see up to 4,200 new housing units by the year 2050. Total projected housing units are shown below:

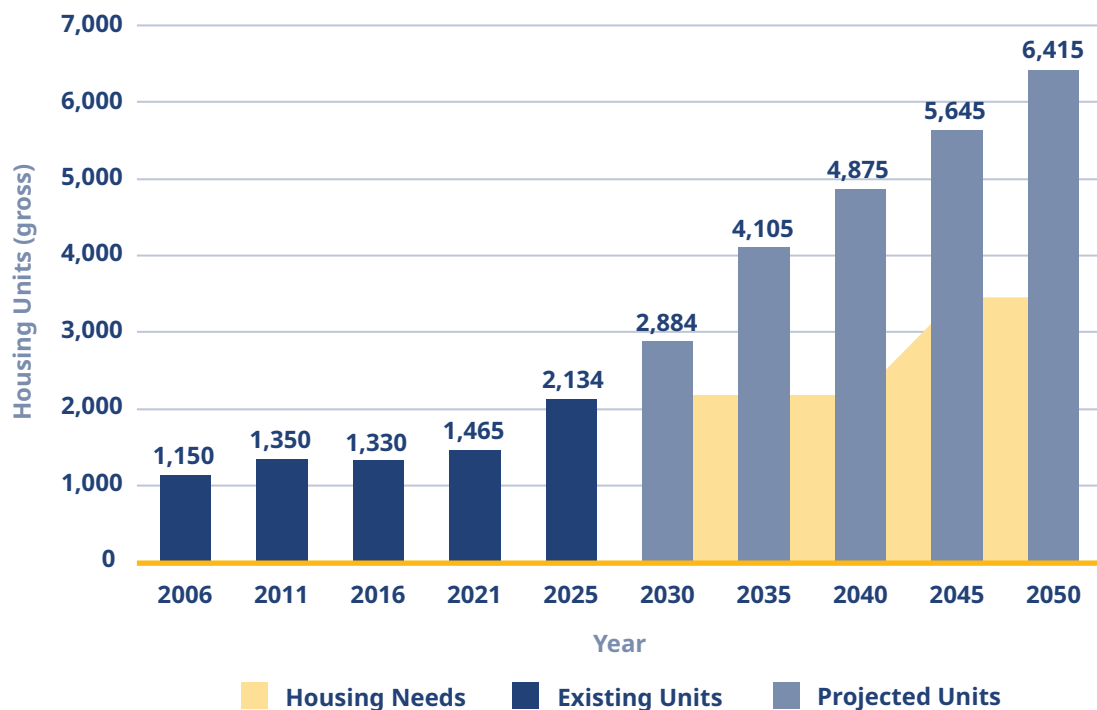


Figure 10. Historical UEL housing unit growth and projected future growth considering highest and best use under existing land use districts and land use designations, and the 5- and 20-year housing needs as identified in the Interim Housing Needs Report (2024)

Projections are estimates based on assumptions including highest use of UEL land use designations, full build out over a 75-year time horizon, and consistent housing and market conditions will allow for linear growth.

Demographics

Historical population growth in the UEL has been slow and even reported a slight decline between the 2011 and 2016 census. The most recent census (2021) reported a UEL population of 3,150 people and an annual growth rate of 0.7%, with most of the population concentrated in Area D. Recent housing developments have likely increased that number, with the current population estimate at over 4,000 people.

Figures 11–14 have been sourced from the Housing Needs Assessment (2022).

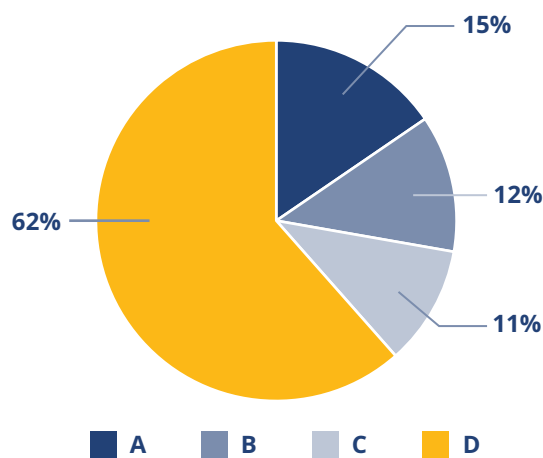


Figure 11. UEL population breakdown by area

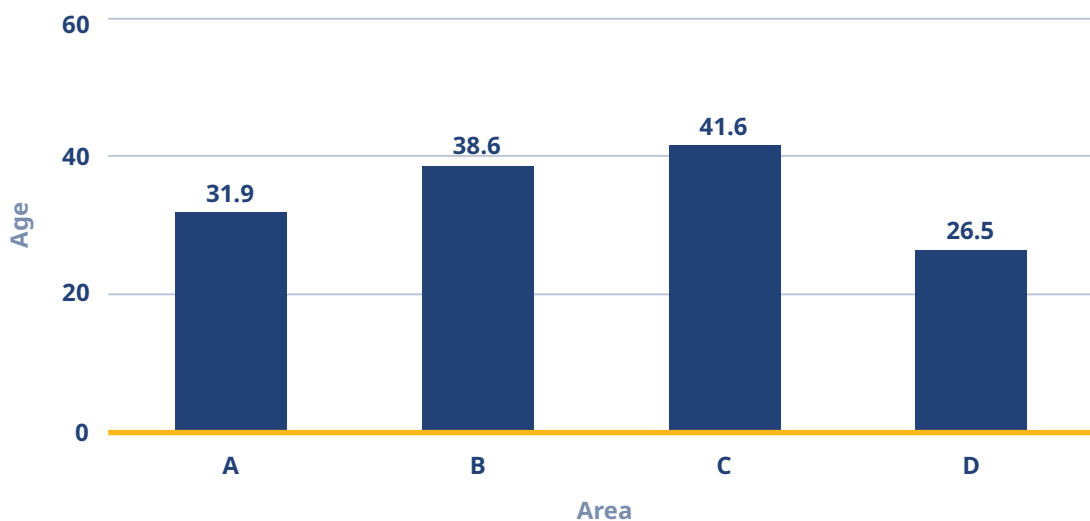


Figure 12. UEL median age by area

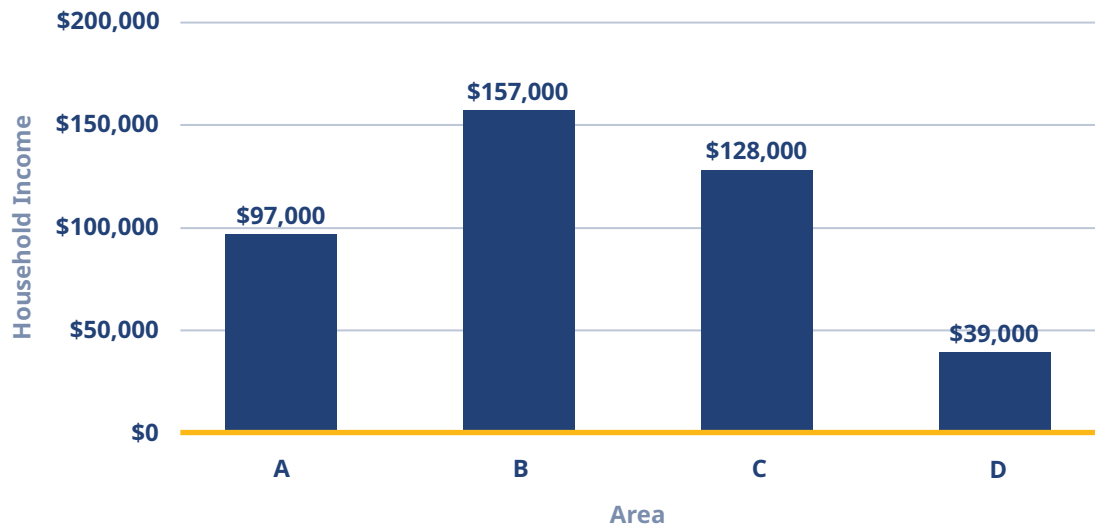


Figure 13. UEL median household income by area

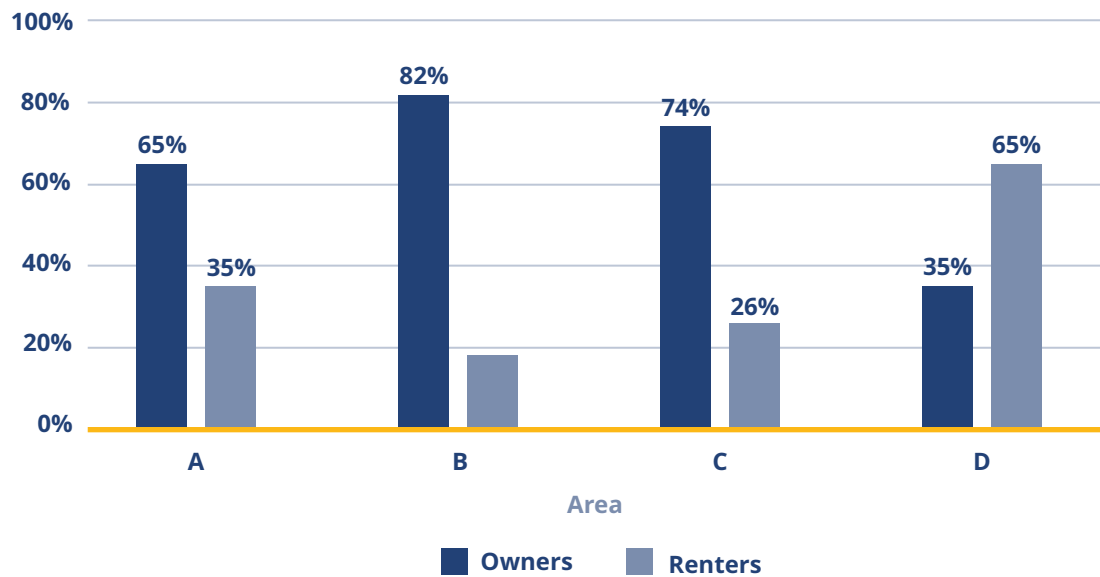


Figure 14. UEL breakdown of owners vs renters by area

As the population is tied to housing units, the recent Provincial housing legislation will likely have a significant impact on UEL population growth. Considering additional density that could potentially be achieved through Change of Land Use District applications (rezonings) guided by either the Area D Neighbourhood Plan or TOA legislation, the UEL could see the population increase to approximately 6,000 by 2030 and surpass 13,300 by the year 2050. This assumes an average household size of 2.1 people, which is a weighted average based on data from the UEL Housing Needs Assessment (2022).

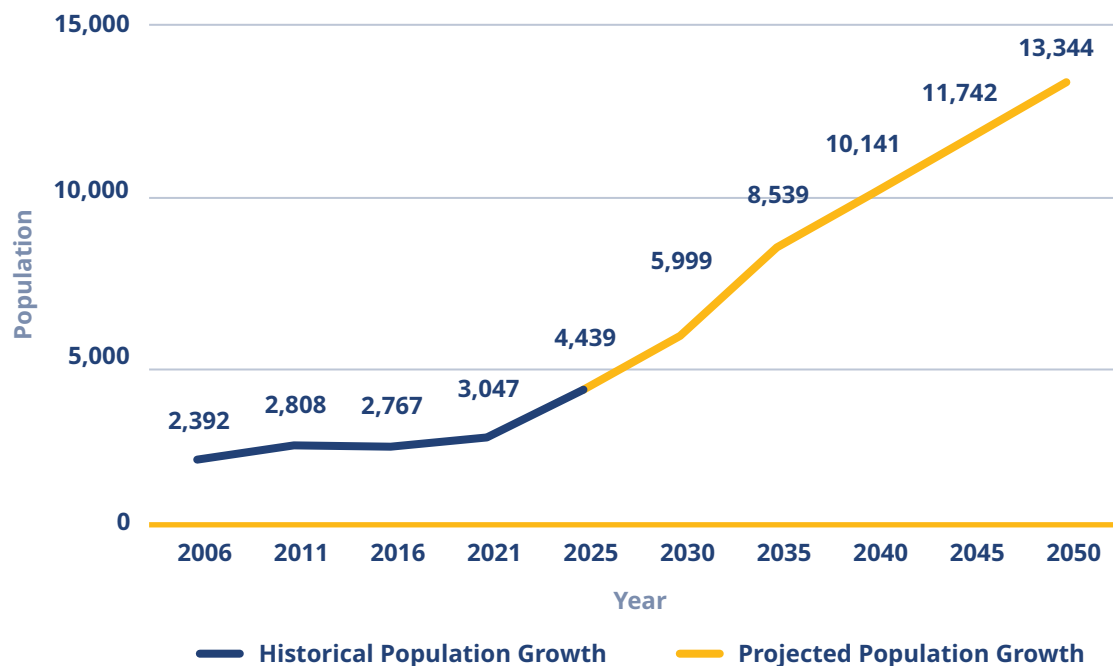


Figure 15. UEL historical population growth and projected future population growth considering highest and best use under existing land use districts and land use designations. Source: UEL historical growth rates, UEL Housing Needs Assessment (2022), UEL Interim Housing Needs Report (2024), UEL development application data

Projections are estimates based on assumptions including all the assumptions used to project housing unit growth, an average household size of 2.1 people, and new units are occupied immediately.

1.3.3 Employment

Roughly 1,215 people work in the UEL, either full-time or part-time. Employment is focused in Area D, specifically U Hill Village and Ielərñ Village. Beyond those areas, major employers include U Hill Elementary School, Norma Rose Point Elementary School, and University Golf Club.

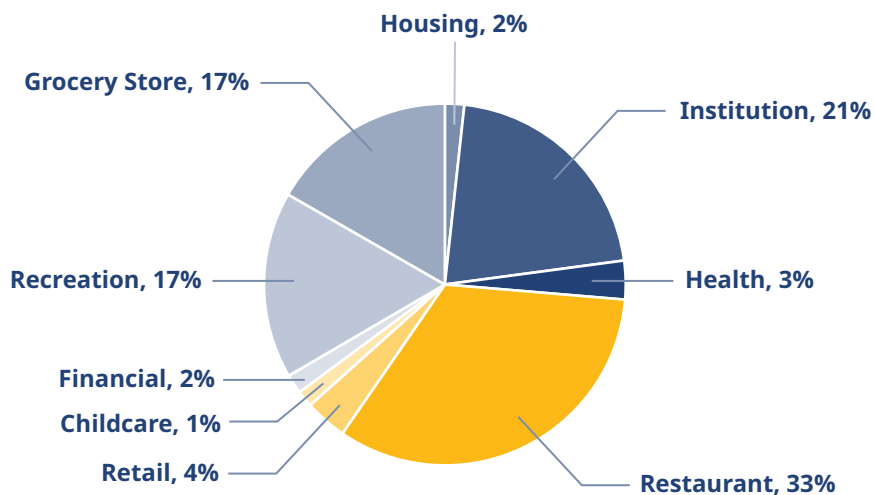
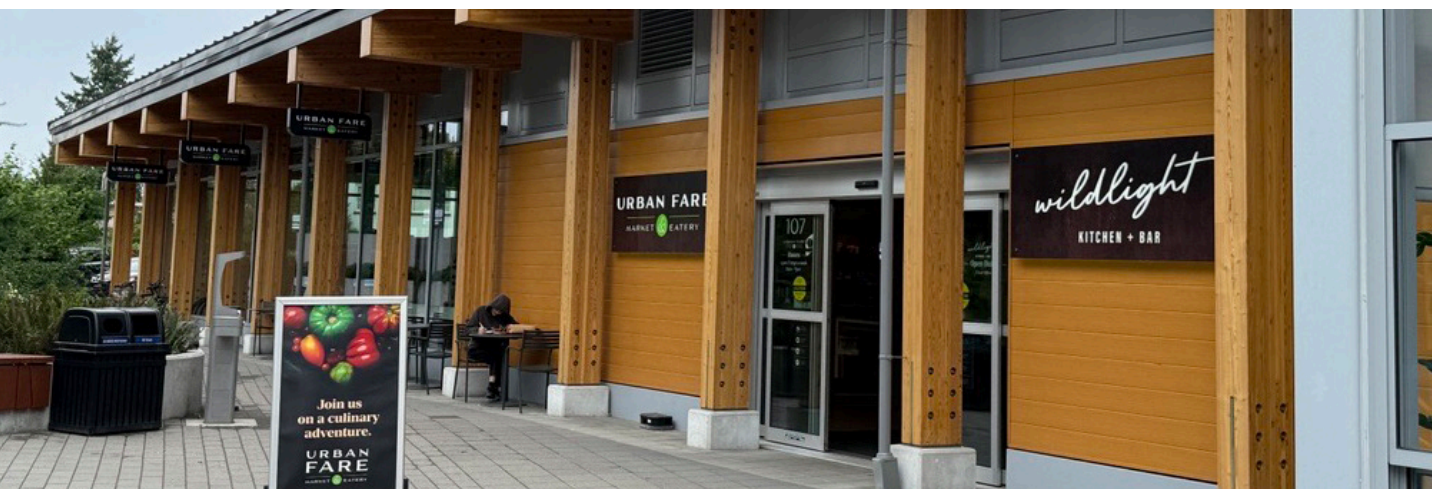


Figure 16. UEL employment breakdown by category. Source: UEL Business Licence Data and Business owner self-reports

Recent developments will see slight increases in employment numbers in the next few years. The impact of TOA, which could include small scale commercial uses, is currently unknown.



2. Reconciliation

OBJECTIVE

Seek opportunities to partner with First Nations to advance provincial reconciliation efforts and implement the British Columbia Declaration on the Rights of Indigenous Peoples Act.



BACKGROUND

The UEL is situated on the traditional territory of Coast Salish people, including the xʷməθkʷəy̓ ʷəmə (Musqueam), Skwxwú7mesh Úxwumixw (Squamish), and səlilwətał (Tsleil-Waututh) First Nation. The Musqueam Indian Band (MIB) owns and is currently developing an approximately a 21-acre parcel known as lelərn (Block F); the parcel was part of the 2008 Reconciliation Agreement between MIB and the Province of British Columbia.

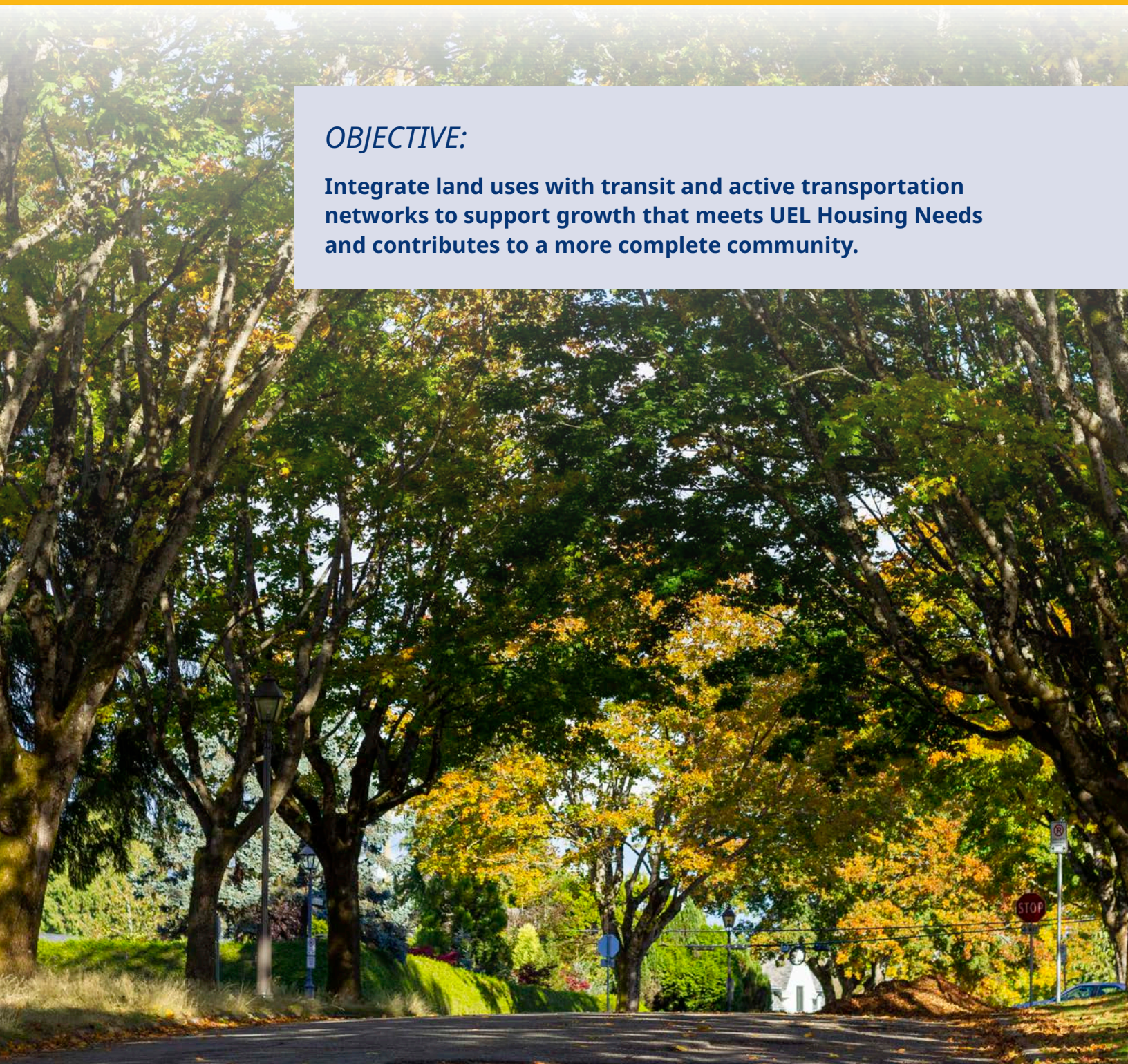
POLICIES

- 2.1.1** Support the implementation of the B.C. Declaration on the Rights of Indigenous Peoples Act and the Declaration Act Action Plan, specifically as they relate to supporting inclusive governance, fostering reconciliation in local processes, and working with First Nations to build more housing;
- 2.1.2** In partnership with First Nations, develop strategies for the UEL to implement United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Action Plan;
- 2.1.3** Support initiatives that address social issues rooted in the impacts of the residential school system, such as housing, transportation, and food security, in a way that recognizes the traditions, knowledge, wisdom, and governance of Indigenous People;
- 2.1.4** Collaborate with the Indigenous communities in the UEL to promote and incorporate Indigenous art and culture into public spaces;
- 2.1.5** Protect archeologically important areas in the development review process;
- 2.1.6** Enhance protection and regeneration of streams and public lands within riparian areas to promote ecological resilience; and
- 2.1.7** Promote Indigenous Reconciliation in UEL communications and policy by continuing to consult with local first nations on planning and land use decisions.

3. Land Use

OBJECTIVE:

Integrate land uses with transit and active transportation networks to support growth that meets UEL Housing Needs and contributes to a more complete community.



Complete communities provide a diversity of housing to meet identified community needs and accommodate people at all stages of life, and provide a wider range of employment opportunities, amenities, health and social services within a 15- to 20-minute walk. They can be more efficient to service with infrastructure and have the potential to reduce community greenhouse gas (GHG) emissions associated with transportation.



3.1 Introduction

The developed neighbourhoods of the UEL are comprised of four main Areas (A, B, C, and D) that are spatially separated by Pacific Spirit Regional Park, Chancellor Boulevard, and University Boulevard.

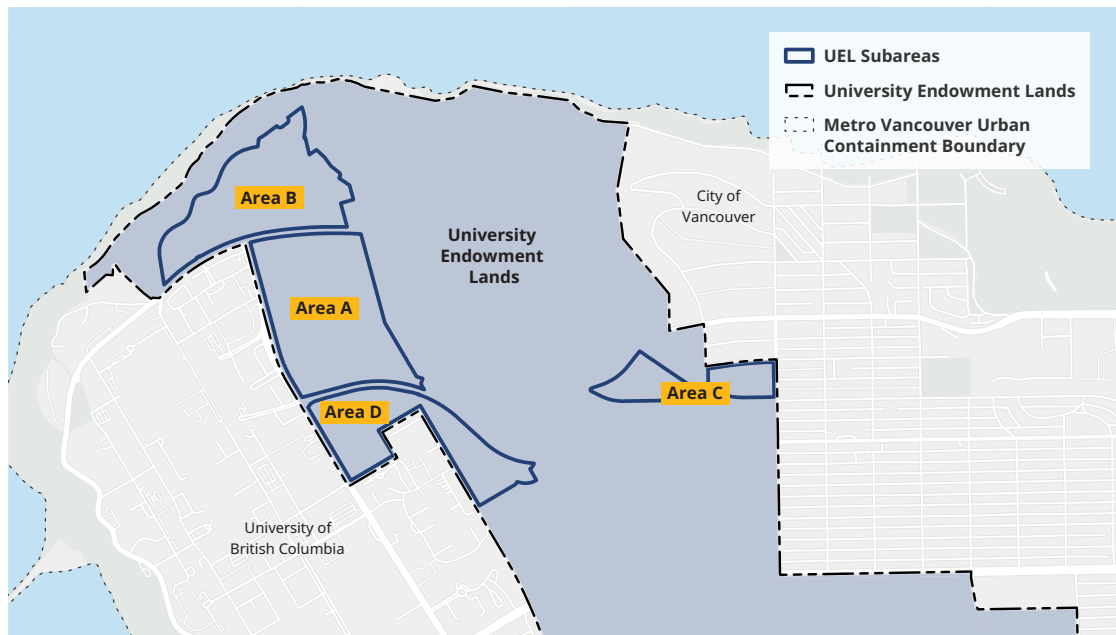
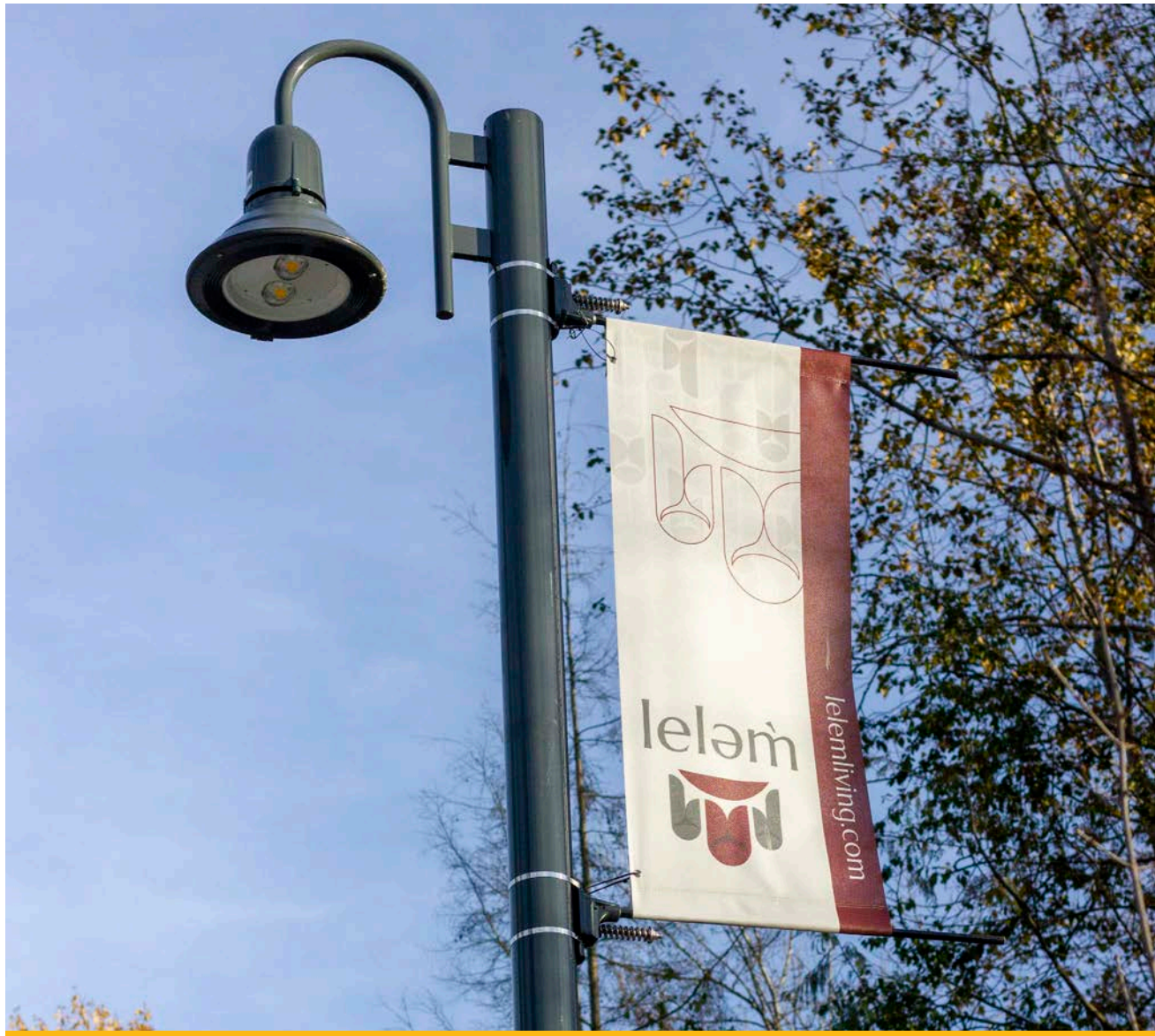


Figure 17. UEL areas A through D context map

Areas A, B, and C are predominantly small-scale residential areas consisting of 440 lots, most of which have been developed with single-family detached houses. Further subdivision of existing lots is not permitted, nor are developments encroaching on Pacific Spirit Regional Park land.

The key issue in these areas is development management: the redevelopment and renovation of existing housing stock, and the implementation of Small-Scale, Multi-Unit Housing (SSMUH) and Transit-Oriented Area (TOA) legislation.

Higher density multi-family residential development is restricted to the Block F Ielərn development, the Area D Neighbourhood Plan Area, and, in alignment with recent provincial housing legislation, the UBC Bus Exchange TOA (**Map 4: Transit-Oriented Areas**). A mix of low, mid, and high-rise apartments, townhouses, and mixed-use residential/commercial developments are permitted in these areas.



Area D Neighbourhood Plan

The UEL has developed the Area D Neighbourhood Plan (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.

The Area D Neighbourhood Plan Area does not include the Block F Ielærn development, but does include one property in Area A, on the corner of University Boulevard and Wesbrook Mall.

The Area D Neighbourhood Plan is part of the OCP and all goals, objections, and policies within must be adhered to the same as those found throughout the rest of the OCP.

Land Use Designations vs Land Use Districts

Land Use Designations in the OCP (including the Area D Neighbourhood Plan) provide a general, strategic vision for the future use of an area.

Land Use Districts established in the [UEL Land Use, Building and Community Administration Bylaw](#) (LUB) implement specific, enforceable regulations to achieve the vision of the Land Use Designations (see most current Land Use Districts map in the LUB). Together, they regulate how land can be developed in the UEL.

A Change of Land Use District is the process by which regulations around land use can be altered, as long as the proposed Land Use District is consistent with the Land Use Designation. This may take the form of text amendments to the existing Land Use District, changing from one Land Use District to another that already exists in the LUB, or changing to a new Land Use District.

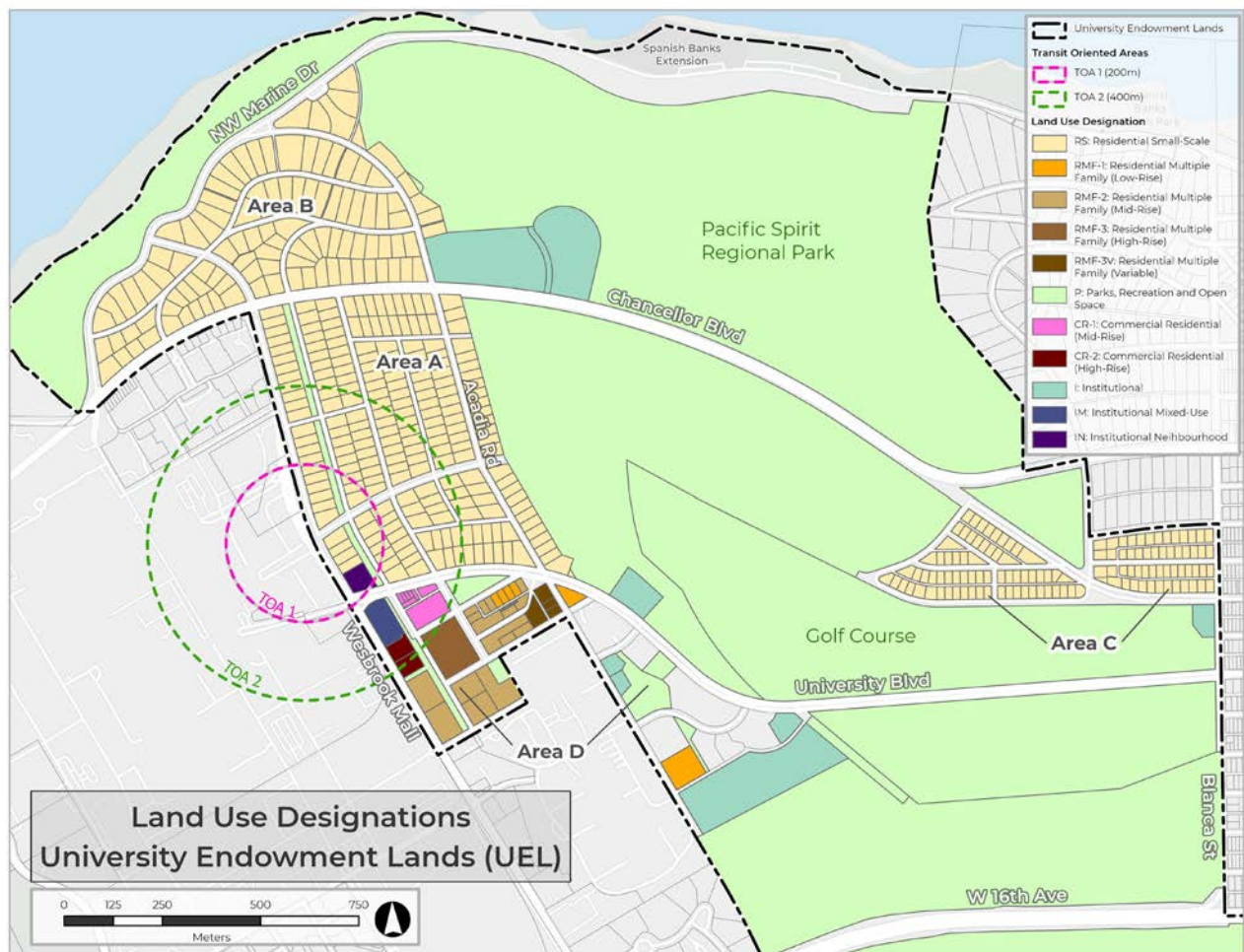
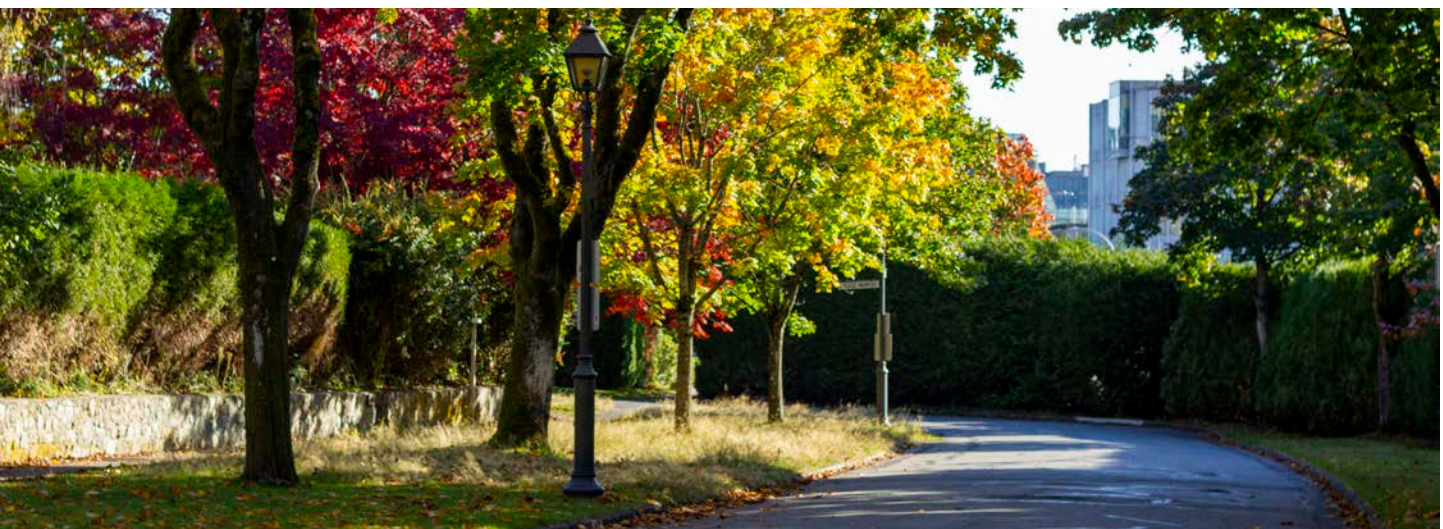


Figure 18. UEL land use designations. See **Map 2: Land Use Designations**



3.2 Residential Land Use Designations

3.2.1 Residential Small-Scale (RS)

The purpose of the RS land use designation is to support low-density and infill multi-unit housing development by allowing four or six units per lot, depending on the proximity of the lot to frequent transit service. This land use designation replaces the Residential Single Family (RSF) land use designation to reflect SSMUH provincial housing legislation changes. The RS land use designation supports a variety of building forms, including secondary suites, accessory dwelling units, duplexes, and multi-plexes. For more detail, refer to the provincial resources related to SSMUH and site standards.

The following land use designations are guided by the [Area D Neighbourhood Plan \(Appendix 1\)](#) including permitted uses, development standards, including building types and heights, maximum base density, and maximum bonus density:

3.2.2 Residential Multiple Family (Low-Rise) (RMF-1)

3.2.3 Residential Multiple Family (Mid-Rise) (RMF-2)

3.2.4 Residential Multiple Family (High-Rise) (RMF-3)

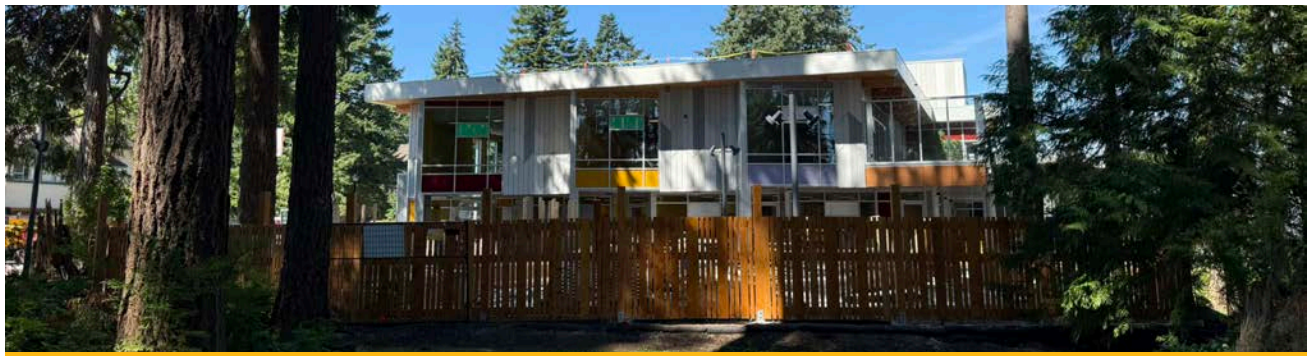
3.2.5 Residential Multiple Family (Variable) (RMF-3V)

3.3 Commercial Land Use Designations

[Area D Neighbourhood Plan \(Appendix 1\)](#) land use designations:

3.3.1 Commercial Residential (Mid-Rise) (CR-1)

3.3.2 Commercial Residential (High-Rise) (CR-2)



3.4 Institutional Land Use Designations

3.4.1 Institutional (I)

The purpose of the Institutional (I) Land Use Designation is to provide public civic services to the UEL community. This land use designation supports schools, places of worship, childcare facilities, and civic facilities that provide activity programming and community gathering spaces. Areas within this land use designation are located outside of the UEL Area D and support a mix of building forms with maximum building height of up to four stories.

Area D Neighbourhood Plan land use designations (**Appendix 1**):

3.4.2 Institutional Mixed-Use (IM)

3.4.3 Institutional Neighbourhood (IN)

3.5 Green Space Land Use Designations

3.5.1 Parks, Recreation, & Open Space (P)

The Parks, Recreation and Open Space Land Use Designation denotes open space areas for public or private recreation, sports, and natural areas.

These areas aim to serve the community and UEL and may include protected areas, or recreation facilities and outbuildings.

3.6 Other Uses

3.6.1 Public Facilities & Existing Institutions

There are presently eight sites designated for Institutional uses in the UEL: University Hill Elementary School on Chancellor Boulevard; Papep (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 University Boulevard; and Menno Hall on Wesbrook Mall.

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.

Collaboration with UBC, the Vancouver School Board and the Ministry of Education should be continued 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.

3.6.2 Industrial & Agricultural

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

3.6.3 Hazardous & Environmentally Sensitive Areas

The UEL contains some of the most valuable natural amenities on the west side of Vancouver. Pacific Spirit Regional Park is operated and maintained by Metro Vancouver Parks and 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.

3.6.4 Sand & 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.

3.6.5 Waste Disposal

The UEL administration has traditionally used its own trucks to collect household refuse. Refuse is transferred off-site as per agreement with Metro Vancouver. There are no plans to integrate a disposal site on the Endowment Lands.

4. Housing

OBJECTIVE

Expanding Livability Options to encourage a variety of high quality and more affordable housing in the UEL.

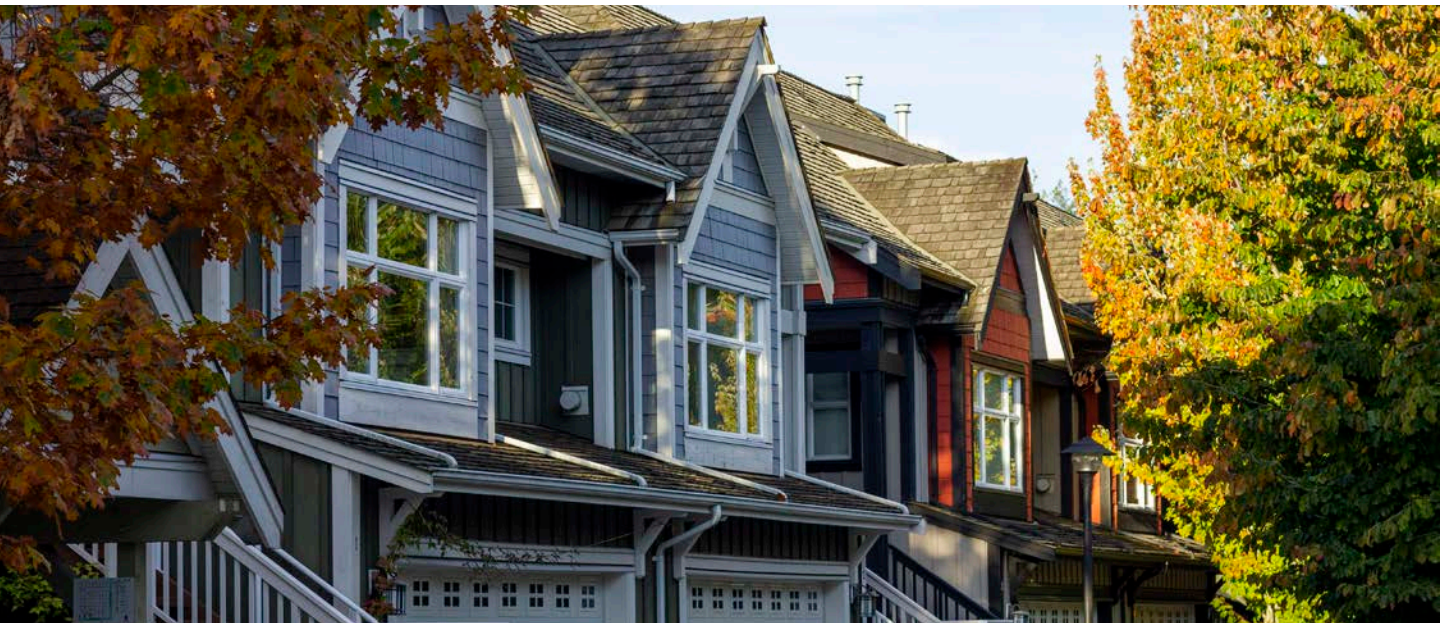


Housing policies in this section support a diversity of housing options in the UEL. Policies are designed to promote infill housing in the form of Small-Scale, Multi-Unit Housing (SSMUH), higher density housing near frequent public transit within Transit-Oriented Areas (TOA), and more rental and affordable housing options. This policy section also aims to ensure that new housing is attractive and sensitively designed, and that, as neighbourhoods grow and change, a sense of place and character is maintained.

UEL Housing Snapshot

As of 2025, the UEL has roughly 2,100 housing units. In the past, Areas A, B, and C have been restricted to single-family dwellings, and multi-family rental housing was concentrated in Area D. Despite some variety in the type of housing within Area D, there is still a lack of diversity, especially for family-sized units.

There are very few rental units that provide three or more bedrooms. Most of the ownership units with three or more bedrooms are in the form of single-family housing, which are unaffordable to most residents.



Figures 19-20 have been sourced from UEL records and Housing Needs Assessment (2022).

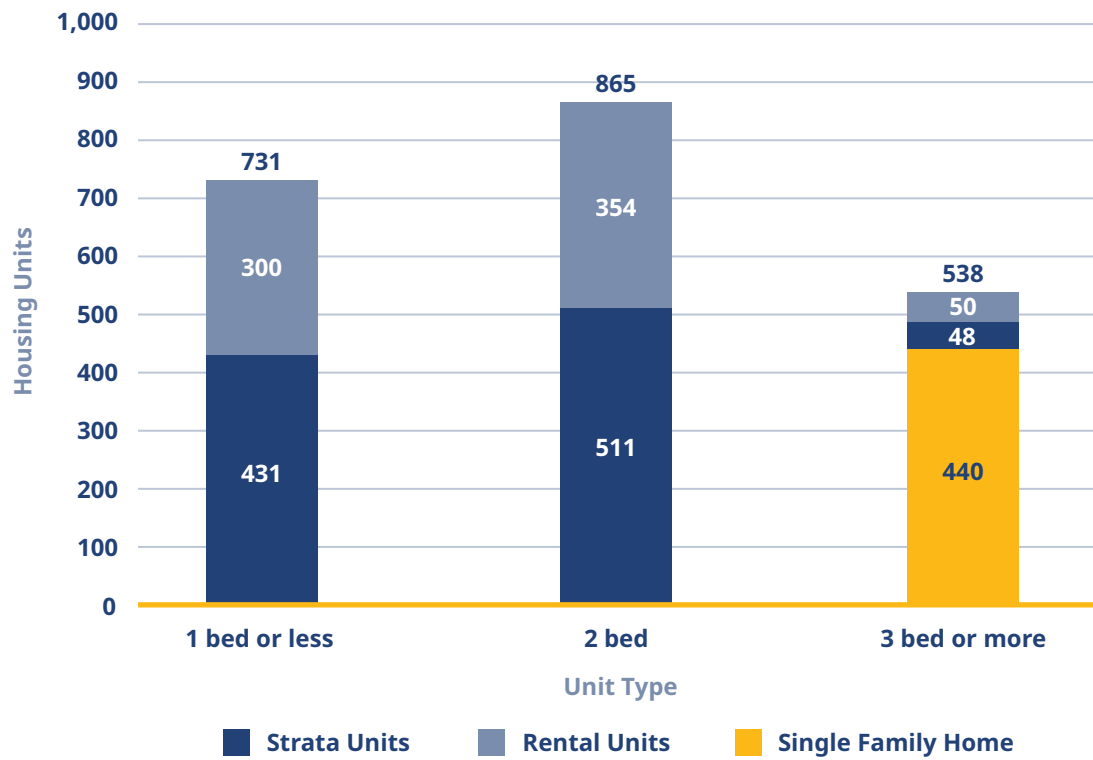


Figure 19. UEL housing unit mix breakdown by type

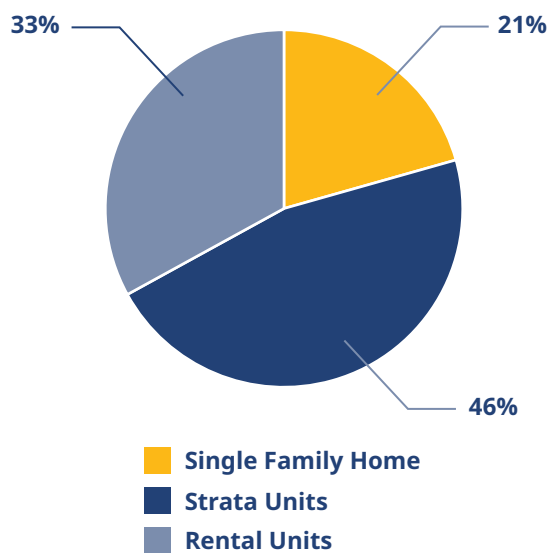
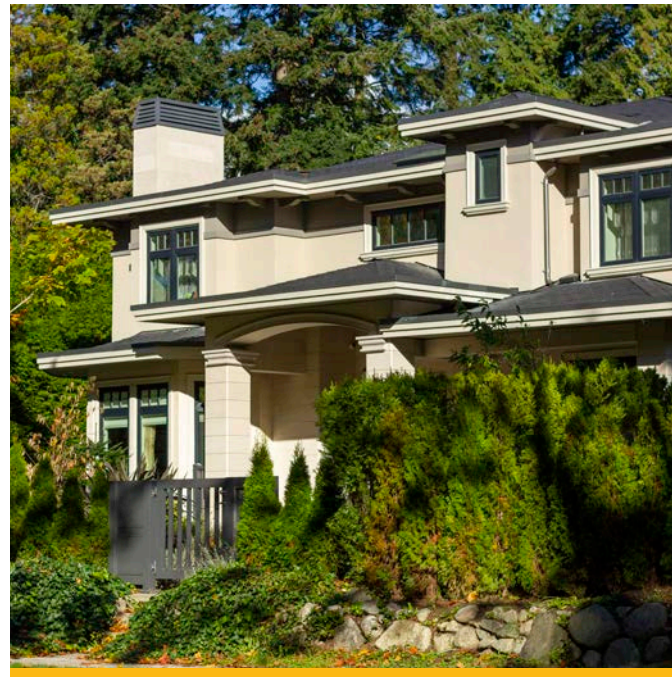


Figure 20. UEL housing breakdown by ownership type



Further densification will likely occur as some parcels of existing multifamily stock are being redeveloped to their maximum potential as supported by the Area D Neighbourhood Plan (**Appendix 1**).

The UEL Housing Needs Assessment (2022) and the Interim Housing Needs Report (2024) have helped inform this OCP policies. The UEL will update the housing needs report every five years to meet provincially mandated housing needs assessment requirements.

To advance the provincial goal to provide housing for all people in B.C., the UEL will explore the development of a standalone housing strategy or action plan.



4.1 Residential Small-Scale (RS) Housing

BACKGROUND

Within the Residential Small Scale designated areas, the UEL is implementing the provincial Small-Scale, Multi-Unit Housing (SSMUH) legislation to support developments such as secondary suites, detached accessory dwelling units, triplexes, townhomes, and multiplexes across existing low-density residential land use districts.

POLICIES

- 4.1.1** Support residential development and infill housing up to four units per individual lot, and up to six units per individual lot near frequent transit service;
- 4.1.2** New and infill development should respond sensitively to the existing neighbourhood;
- 4.1.3** New and infill development should use high-quality building materials and design;

- 4.1.4 Consider producing a set of voluntary and non-regulatory design guidelines that capture good practices in SSMUH development;
- 4.1.5 New and infill development landscaping should create an attractive pedestrian environment along the street frontage; and
- 4.1.6 New and infill development landscaping should provide sensitive transition to adjacent existing developments and open spaces using setbacks and design.

4.2 Transit-Oriented Area (TOA)

BACKGROUND

The UEL has implemented the provincial Transit Oriented Areas (TOA) legislation to allow for increased density on lands within UEL jurisdiction near the UBC Bus Exchange. TOA will allow for additional housing to accommodate future growth, including mixed uses in strategic locations to provide additional shops, services, and amenities for the community.

The UEL TOA (**Map 4: Transit-Oriented Areas**) includes two tiers in the form of two concentric circles within a prescribed distance, per the provincial standards, from the UBC Bus Exchange. Each tier serves as an overlay, providing a framework to direct appropriate development (height and density) in accordance with the provincial policy guidelines related to transit-oriented areas.

Any properties within the TOA proposing to rezone must be consistent with land use designations and housing policies within the TOA, and all other relevant OCP policies. Development within the TOA is also subject to the permit application process and must comply with all permit requirements.



POLICIES

- 4.2.1** Allow for a range of multifamily housing types and unit sizes with the following allowable density and height requirements:

Tiers	Density (FSR)	Height (Stories)
TOA 1	Up to 4.0	Up to 12
TOA 2	Up to 3.0	Up to 8

Table 4. TOA density and height requirements

- 4.2.2** New and infill development should respond sensitively to the existing neighbourhood;
- 4.2.3** New and infill development should use high-quality building materials and design;
- 4.2.4** Encourage new multi-unit developments to provide ground-oriented units at grade, where feasible;
- 4.2.5** Encourage new housing developments with 10 or more units to provide a minimum of 35% of new units as two or more bedrooms, and a minimum of 10% of new units to be three or more bedrooms.
- 4.2.6** Encourage 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;
- 4.2.7** Encourage 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;
- 4.2.8** Require new developments 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;

- 4.2.9** 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;
- 4.2.10** Small scale commercial uses are encouraged at grade;
- 4.2.11** Enable the development of multi-unit housing with a range of tenure types, including purpose built rental housing and co-op housing; and
- 4.2.12** Consider producing a set of voluntary and non-regulatory design guidelines that capture good practices in TOA development.

4.3 Housing Diversity & Affordability

BACKGROUND

Housing should be accessible to all individuals, regardless of background, and the UEL aims to support a diverse range of housing options to meet the needs of its community. Through policy in this section, the UEL aims to promote housing types as identified in the Housing Needs Assessment.

To accommodate anticipated population growth within the UEL, it is important to support the development of diverse forms of housing to increase housing options and affordability. This includes compact multi-unit housing forms such as row housing, townhouses, apartment units, and both market and non-market rental and ownership housing.



POLICIES

- 4.3.1** Encourage housing supply that meets the needs of the projected population as identified in the Housing Needs Assessment;
- 4.3.2** Encourage affordable housing projects across the Housing Spectrum, as defined in the Area D Neighbourhood Plan;
- 4.3.3** Support new social and supportive housing, purpose-built rental housing, and below-market housing;
- 4.3.4** Encourage a range of rental and ownership tenures that support a variety of households, income levels, and life stages;
- 4.3.5** Minimize and protect the loss of existing rental housing stock through a variety of tenant protection measures;
- 4.3.6** Explore opportunities for cooperation and collaboration with UBC, the City of Vancouver, Metro Vancouver, First Nations, and others on affordable housing initiatives to increase the supply of affordable rental housing units for households with low and moderate incomes;
- 4.3.7** Support the use of conditions, requirements, and housing agreements relating to the provision of affordable and special needs housing;
- 4.3.8** Work with non-profit providers, health agencies, and other government agencies to provide a diverse range of housing options that meet the needs of people with disabilities, low-income households, families, seniors, Indigenous people, and those experiencing or at risk of being homeless;
- 4.3.9** Prioritize Indigenous led housing and wellness projects;
- 4.3.10** Encourage integration of inclusive, resilient social infrastructure (e.g. childcare, school, health services, or long-term care facility), and universal design features and principles that provide housing options for people of all ages and abilities;
- 4.3.11** Promote livability by establishing minimum unit sizes;
- 4.3.12** Support housing forms that allow aging in place; and
- 4.3.13** Support and incentivize the development of new purpose-built rental housing to increase the availability of secure rental housing for a diverse range of incomes and households.

4.4 Schools & Childcare Facilities

BACKGROUND

Local elementary schools provide an opportunity to educate children from kindergarten to grade 7 within the UEL. Educational and childcare facilities will be supported as a key resource for University Hill's quality of life.

POLICIES

- 4.4.1** Partner with UBC, the Province, and the Vancouver School Board to ensure accessibility of the UEL residents to schools and childcare facilities;
- 4.4.2** Support and incentivise childcare facilities in both new and existing developments throughout Area D and transit-oriented areas (TOA); and
- 4.4.3** Encourage the development of childcare spaces that are accessible, affordable, and inclusive.



A wooden sign with a green frame stands in a grassy area with large-leafed plants. In the background, there is a paved road, a concrete curb, a wooden bench, and trees with autumn foliage.

UNIVERSITY
ENDOWMENT
LANDS

5. Neighbourhood Character

OBJECTIVE

Maintain neighbourhood character



5.1 Building Patterns

BACKGROUND

The UEL is a community strengthened by the diversity of its neighbourhoods. Single-family homes currently dominate the landscape of Areas A, B, and C. However, each neighbourhood has its own distinctive characteristics and Small-Scale, Multi-Unit Housing (SSMUH) infills are permitted under the B.C. housing statute. South of University Boulevard, Area D presents a village-like atmosphere of high and low-rise apartment buildings, townhouses and retail development.

POLICIES

- 5.1.1** Be sympathetic to retaining the established pattern of development for each of the neighbourhood Areas;
- 5.1.2** Residential Small-Scale (RS) designated areas should retain their detached housing character;
- 5.1.3** New development building forms should respond sensitively to their surrounding context; and
- 5.1.4** 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 (**Appendix 1**).

5.2 Design Guidelines

BACKGROUND

The developable area within the UEL is divided into Areas A, B, C, and D. Although the sum of these parts creates one of the most desirable locales in the west side of Vancouver, each of the Areas have forged over time 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 consisted of a panel of resident volunteers. To better achieve objectivity and deal with technical evaluation criteria, a UEL Advisory Design Panel (ADP) comprised of professional architects, engineers and landscape architects as well as citizens was established. However, to implement the housing statute that supports the development of SSMUH and to streamline the approval process, amendment of the design guidelines may be necessary.

POLICIES

- 5.2.1** New development in Residential Small-Scale (RS) designated areas should focus on high quality building and landscaping designs;
- 5.2.2** Development must refer to UEL design guidelines which provide direction for building form and landscaping design, views, privacy, and streetscape considerations;
- 5.2.3** Comprehensive design guidelines have been developed that are specific to the Block F Ielərń development. Design guidelines for the Area D Neighbourhood Plan Area (which does not include Ielərń) have and should continue to be developed as needed in accordance with the policies and direction in the Area D Neighbourhood Plan;
- 5.2.4** Any amendment to the UEL design guidelines should incorporate standards that capture design excellence;
- 5.2.5** Any amendment to the UEL design guidelines should ensure the form and character of new multi-family development contributes positively to the character of existing neighbourhoods;
- 5.2.6** Any amendment to the UEL design guidelines should consider tree protection, carbon emissions reduction, parking, traffic, noise, and effects on neighbouring properties;
- 5.2.7** Any amendment to the UEL design guidelines should encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) to support community programming and social interaction; and
- 5.2.8** Any amendment to the UEL design guidelines should consider adopting Crime Prevention Through Environmental Design (CPTED) principles.

Design excellence is a term used to describe the outcome of high quality architectural, urban and landscape design as well as a structured process to support the high quality design. It describes a requirement or expectation that a project will achieve a level of design quality that is above and beyond the usual.



5.3 **Densification**

BACKGROUND

Metro Vancouver, through the Metro 2050: Regional Growth Strategy, 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 ways to increase density while maintaining quality of life and environment.

Maintaining the existing visual character of Areas A, B, and C is important to the respective residents. To implement the legislative scheme of permitting SSMUH, new development should follow the provincial guidelines related to SSMUH. For Area D, and TOA within Area A, achieving a human-scaled streetscape for future higher density developments is to be a fundamental design directive.



POLICIES

- 5.3.1** Any amendments to the design guidelines should take into account issues such as the management of additional parking and the increased demand on services to achieve the goal of preserving the existing visual character of the neighbourhoods;
- 5.3.2** Allow redevelopment in Area D to optimize density levels established in the UEL LUB; and
- 5.3.3** Allow housing that is appropriate to support aging in place 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 assessed on its own merits and subject to public review.

5.4 Review & 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 UEL bylaws require that applicants give residents and adjacent property owners 30 days to respond to applications and, if necessary, consult with the UEL Advisory Design Panel (ADP) before proceeding with development. See OCP **Section 10** for more information.

POLICIES

- 5.4.1** Streamline development and permitting approval processes to ensure conditions and restrictions will not unreasonably prohibit or restrict new housing development.



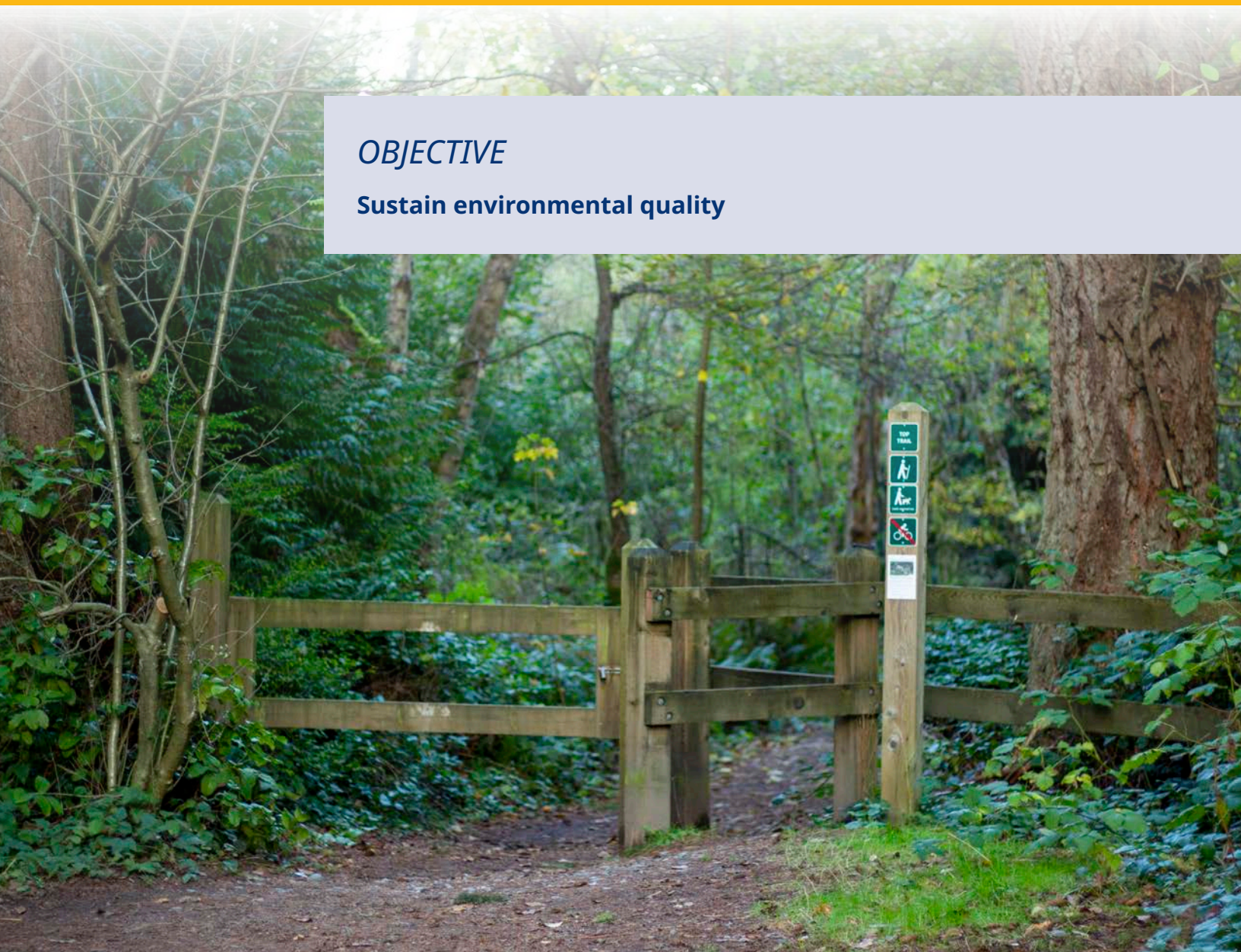
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6. Parks, Green Space, & Natural Environment

OBJECTIVE

Sustain environmental quality



6.1 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

- 6.1.1** 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;
- 6.1.2** Ensure that the 860.4 hectares (2,126 acres) of Pacific Spirit Regional Park between UBC and Greater Vancouver are maintained as undeveloped land;
- 6.1.3** Ensure that Lot 3483 (the UEL Worksyard) be retained to allow only existing uses, and/or community service and/or recreation uses;
- 6.1.4** Restrict the use of Block D, Block 1, District Lot 6494 (Plan 11469) to be preserved as publicly accessible parkland;
- 6.1.5** Maintain Block 98 as Jim Everett Memorial Park;
- 6.1.6** Preserve and enhance the greenbelt on Western Parkway between Agronomy Road and Chancellor Boulevard;
- 6.1.7** Preserve public access to all existing servicing right-of-ways in Area B;
- 6.1.8** Preserve the University Golf Course as a publicly accessible open space to be only used as a golf course with related accessory uses;
- 6.1.9** 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;

- 6.1.10** Preserve Ielərín Forest Park and adjacent wetland as places capable of supporting a wide range of community activities and as functional ecological and habitat areas; and
- 6.1.11** New developments adjacent to Pacific Spirit Regional Park shall consult with Metro Vancouver Regional District to mitigate any negative impacts to the park.

6.2 Tree Management

BACKGROUND

Trees are vital to wildlife habitats, storm water management, public health, climate resiliency, and carbon storage. As well as contributing to community and wildlife wellbeing, and reducing urban heat island effect, trees are a highly valued asset to UEL residents and one they would like to protect. Expanding tree canopy and preventing further decline is therefore an essential component to tree management in the UEL.

Metro Vancouver 2024 data shows that the UEL had a 80.4% tree canopy cover in 2020, a 1.99% reduction from 82.4% in 2014. Much of the high coverage can be attributed to Pacific Spirit Regional Park and the data does not account for tree loss after 2020.

Metro 2050 sets a regional target to increase its tree canopy cover to 40% within its Urban Containment Boundary by 2050. While the data shows that UEL exceeds this target overall, this target remains unmet in specific developable areas such as Areas B, C, and D. Aligning with Metro Vancouver's 2050 target, policy and practices will seek to maintain tree canopy cover in Area A and increase coverage elsewhere.

Area	2014 Cover (%)	2020 Cover (%)	Change (%)
A	47.4	46.2	-1.15
B	33.4	30.9	-2.52
C	32.6	36.8	+4.20
D	19.7	21.6	+1.89

Table 5. UEL 2014 and 2020 tree canopy coverage data

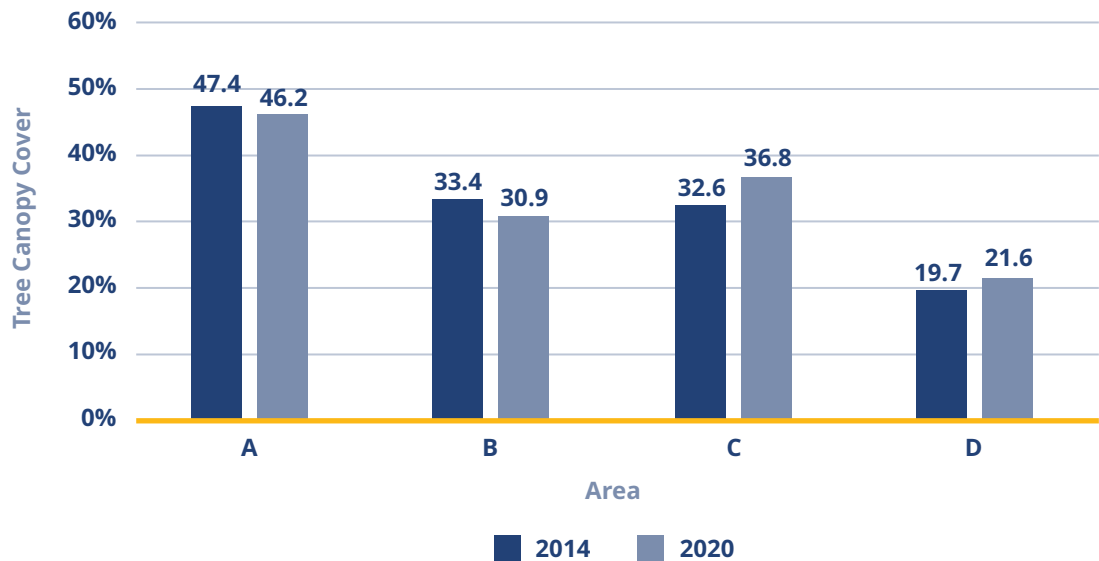


Figure 21. Tree canopy coverage in the UEL by area. Source: Metro Vancouver

Data in Area A only represents 90.3% of the area, Area B data represents 89.9% of the area, and Area D represents 60.2% of the area

POLICIES

- 6.2.1** Prioritize the retention of existing trees over the reliance on tree replacement, with greater protection for mature trees;
- 6.2.2** Consider at least 2:1 replacement for trees and hedges over 20 cm diameter at breast height;
- 6.2.3** Consider tree removal only when a tree is unsafe or unhealthy;
- 6.2.4** Strive to meet and maintain at least 40% tree canopy cover across all developable areas in the UEL;
- 6.2.5** When replacing or planting new trees consider species that are native and culturally significant to local First Nations e.g. ᑭᕿᕿᔭᔨᕿ (Western Red Cedar) or Western Yew in non-drought-prone areas among deciduous trees;
- 6.2.6** When replacing or planting new trees consider species that enhance biodiversity, are climate resilient, or contribute to food security;

- 6.2.7** Newly planted street and park trees that are within ten metres of a structure should be deciduous, in recognition of the wildfire hazard posed by coniferous trees;
- 6.2.8** Continue updating tree canopy data and adjust policies and practices accordingly to ensure further tree canopy decline is avoided wherever possible;
- 6.2.9** In urban areas, encourage tree planting in the ground instead of raised planters along with soil cells, to protect tree health; and
- 6.2.10** Continue to plant trees along sidewalk boulevards and active transportation corridors for climate adaptation and comfort of users.

6.3 Recreation & Leisure

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 residents and visitors of all ages and abilities. 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 UEL Community Advisory Council (CAC) may wish to explore the option of entering into an agreement for discounted use by UEL residents.

BACKGROUND

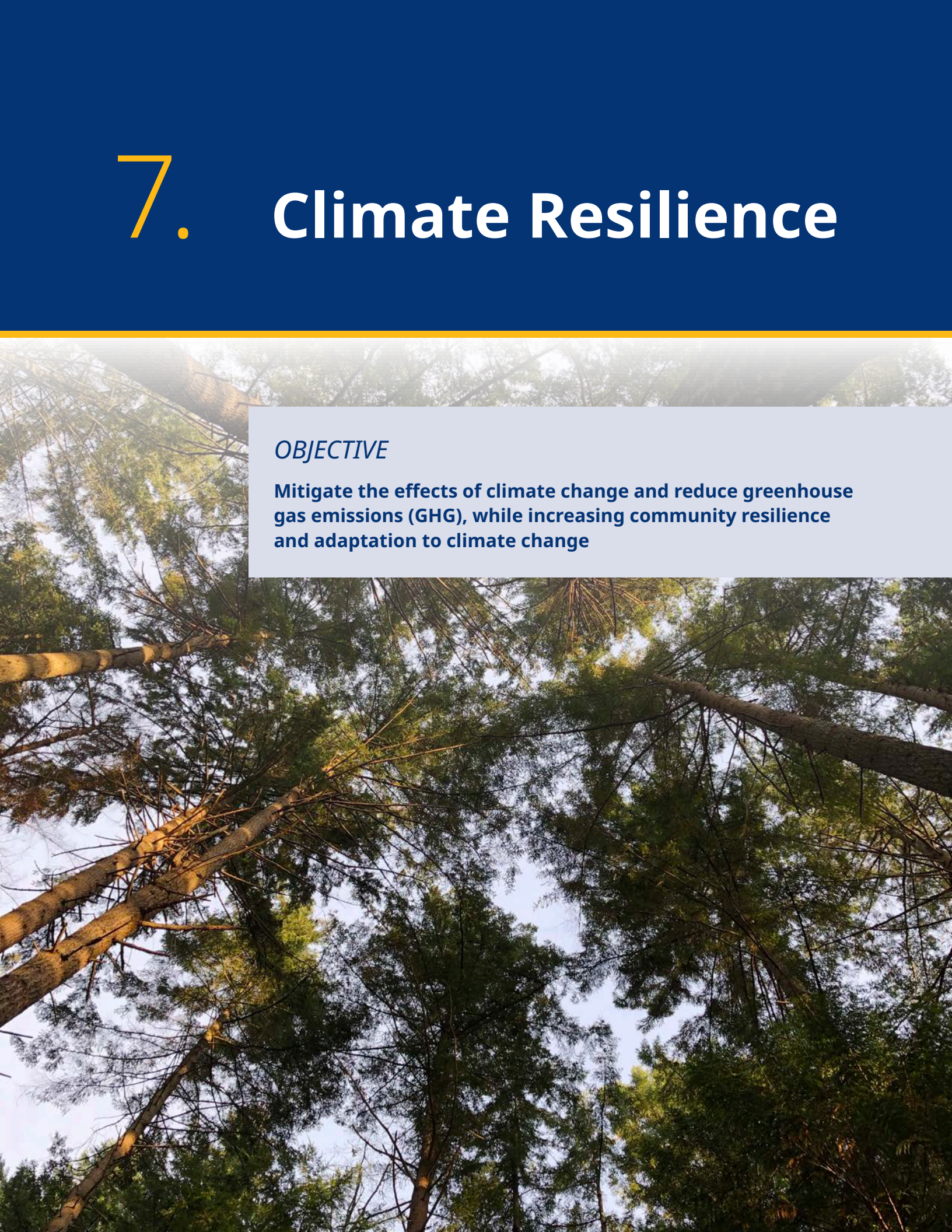
The UEL has a small, but growing, population. While this is an asset in many ways, it presents problems for certain types of service provision appreciating that economies of scale and critical mass are needed to make some projects viable. However, the UEL community has significant recreational opportunities available via proximity to some of the best facilities in North America at UBC and the City of Vancouver. In addition, the Ielərn Community Centre will help provide local recreation opportunities for the community.

POLICIES

- 6.3.1** Support recreation operators, community groups, and other partners to deliver high quality public events and recreation programming in the UEL; and
- 6.3.2** Promote connectivity of recreational pathways throughout UEL, including connections to trails in Pacific Spirit Regional Park.



7. Climate Resilience



OBJECTIVE

Mitigate the effects of climate change and reduce greenhouse gas emissions (GHG), while increasing community resilience and adaptation to climate change

7.1 Climate Action

BACKGROUND

A changing global climate has many implications for the UEL, affecting our health, infrastructure, and ecosystems. The UEL is committed to coordinating climate action through policy and practices to prepare for, reduce the effects of, and adapt to climate change.

POLICIES

- 7.1.1** Explore developing a UEL Climate Action Plan or roadmap;
- 7.1.2** Collaborate with First Nations to incorporate Indigenous knowledge in mitigating and adapting to climate change;
- 7.1.3** Explore becoming a signatory of the BC Climate Action Charter;
- 7.1.4** All new developments should strengthen the community's climate resiliency and preparedness through building design and landscaping;
- 7.1.5** All new developments should strive to minimize negative impacts to the natural environment, such as fish bearing streams, through building and landscaping design;
- 7.1.6** Examine the community's resilience against wildfires, sea level rise, slope destabilization, and extreme weather events to help the development and amendment of design guidelines and policies;
- 7.1.7** Support fire risk awareness in the community and promote Fire Smart practices;
- 7.1.8** Develop information and education material to empower the community to take climate actions and be prepared for climate emergencies;
- 7.1.9** New developments should contribute to community water management and green spaces by incorporating green infrastructure such as rain gardens, bioswales, and green roofs to enhance environmental protection and urban resilience, while not compromising slope stability in identified sensitive areas;

- 7.1.10** Explore policies that enhance wetland and riparian areas and protect and regenerate streams where possible;
- 7.1.11** Explore policies to protect and enhance existing delicate ecosystems, restore biodiversity, and reduce environmental impacts wherever possible;
- 7.1.12** Explore opportunities to reduce and conserve energy and water;
- 7.1.13** Support the expansion of local food through urban agriculture such as rooftops or community gardens to increase food security and reduce emissions associated with food production and transportation;
- 7.1.14** Encourage the restoration and use of native plant species as they are culturally significant, adapt to the local environment, support biodiversity, and reduce the need for irrigation or chemical input;
- 7.1.15** Collaborate with First Nations, Metro Vancouver, other local governments, and local organizations to increase the community's climate resilience and integrate climate adaptive policies; and
- 7.1.16** Apply a climate action lens to all decision-making, policies, practices, and services.

7.2 Greenhouse Gas Emissions

BACKGROUND

British Columbia is taking action to meet its climate goals, prepare for climate change, and transition to a net-zero future. The Province has adopted the following greenhouse gas (GHG) emission reduction targets:

Using 2007 as the baseline, B.C. is committed to reducing GHG emissions by:

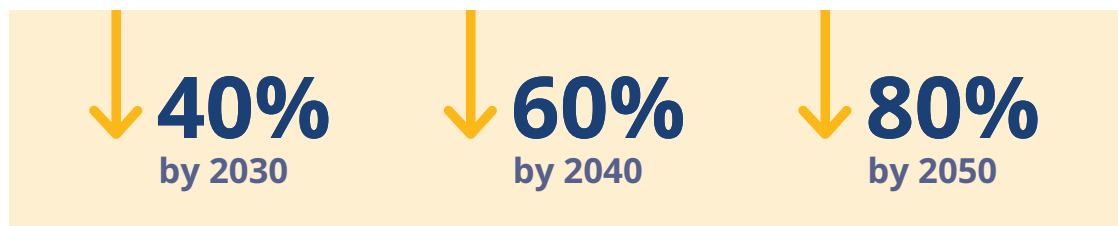


Figure 22. GHG emission reduction targets

According to Metro Vancouver, community-based energy emissions in Electoral Area A (predominantly UBC and UEL) are low compared to other Metro Vancouver communities, particularly in transportation. However, data shows that Electoral Area A has a high percentage of private light truck and SUV ownership compared to other communities. These types of vehicles produce 1.5 times more GHGs compared to smaller vehicles. Policies around land use, transportation, and environment aim to encourage alternatives to private vehicle use to help reduce GHGs.

The UEL Administration has made advances in reducing its operational carbon emissions. In 2018, the UEL Administration began electrifying its Public Works vehicles and equipment and now has nine electric vehicles (EVs) including cars, pickup trucks, garbage trucks, and ride-on lawnmowers. As of 2024, the UEL Administration recorded a reduction of 45% gas and 57% diesel consumption by vehicles and equipment.

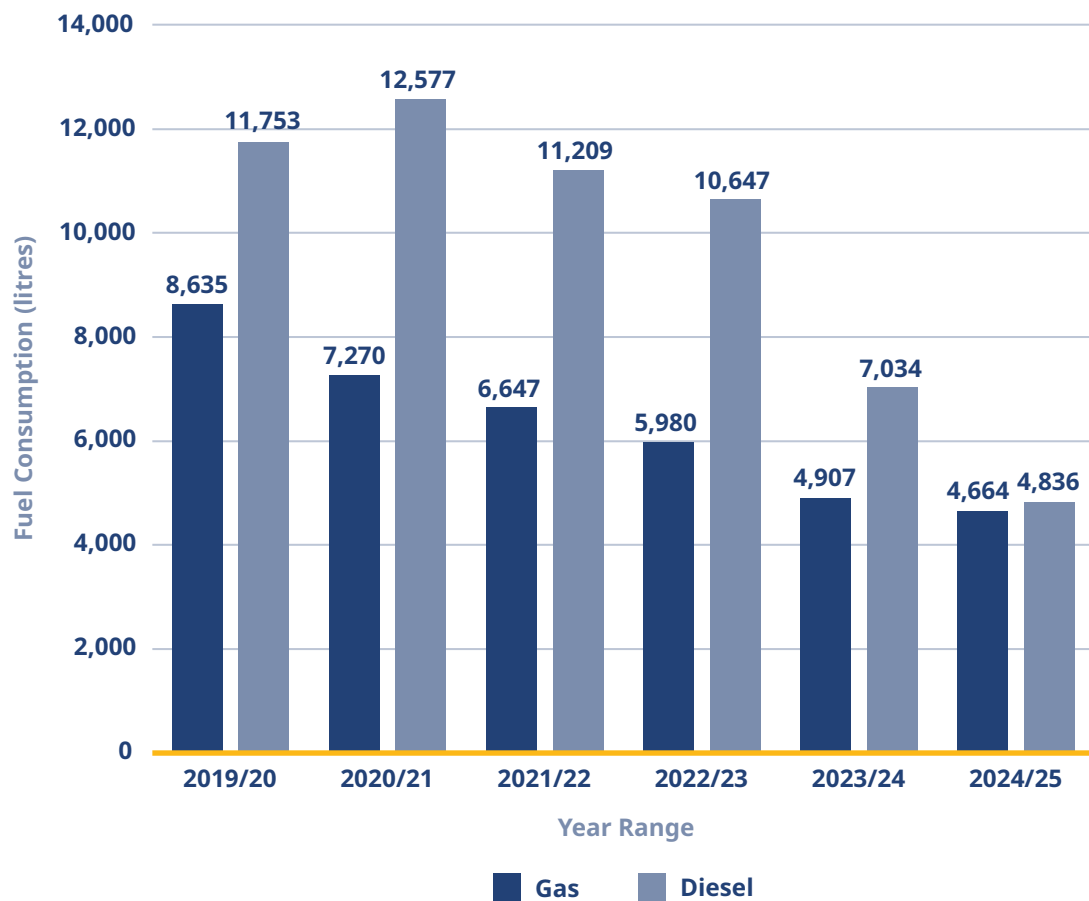


Figure 23. UEL Public Works vehicle and equipment fuel consumption by year. Source: UEL Public Works data



Figure 24. UEL garbage collection truck, one of several electric UEL Public Works vehicles

Solar panels were installed in 2018 and 2022 in the Public Works Yard, where any excess power is returned to the grid. The Public Works and Administrative buildings saw a 14.74% drop in natural gas consumption from 2020 to 2024.



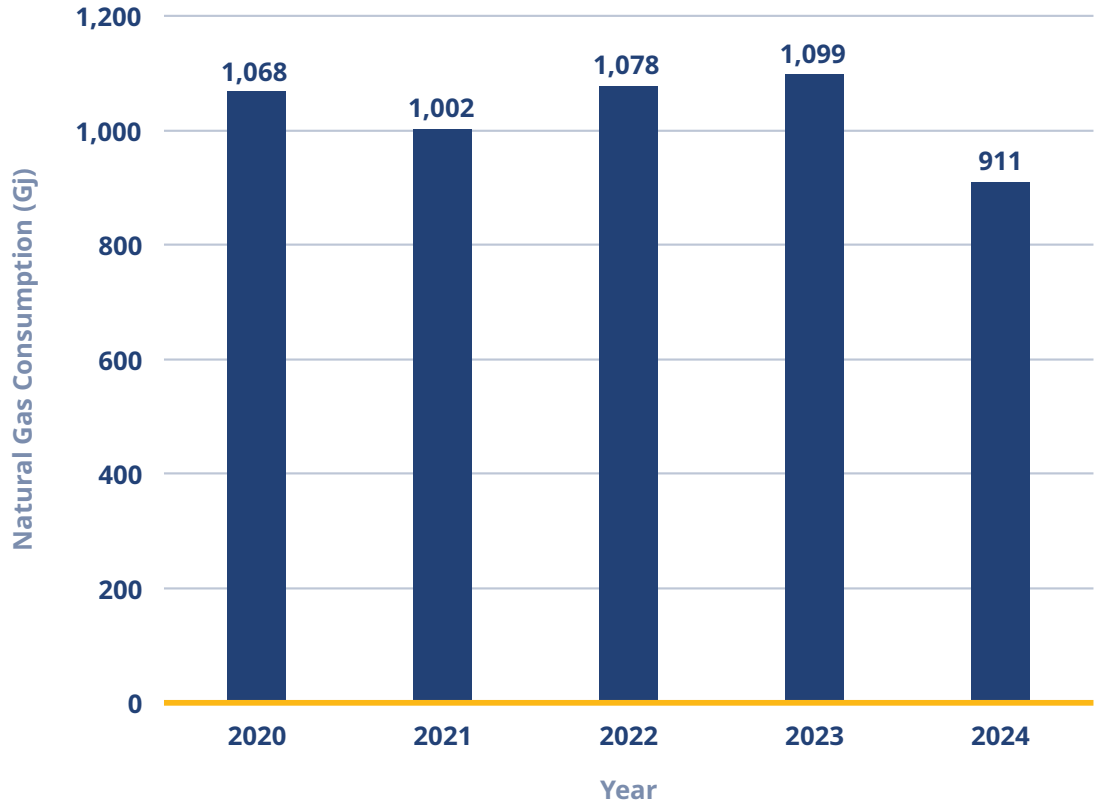


Figure 25. UEL Administration and Public Works natural gas consumption by year. Source: UEL Public Works data

POLICIES

- 7.2.1** Reduce UEL Greenhouse Gas Emissions from 2007 levels by 40% by 2030, 60% by 2040, and 80% by 2050;
- 7.2.2** Explore quantifying the community's emissions profile, showing sources of emissions as well as potential carbon sinks;
- 7.2.3** Focus growth in Area D and TOA as communities that walk, cycle, roll, and use public transit produce less GHG emissions;
- 7.2.4** Consider the early adoption of the BC Zero Carbon Step Code (EL-4);
- 7.2.5** Require new developments to use energy efficient building design and practices, and locally sourced, low-embodied materials wherever feasible;
- 7.2.6** New developments are encouraged to consider sustainable building technologies, including mass timber construction;

- 7.2.7** Support the improvement of existing buildings' energy efficiency through retrofits and upgrades, such as installation of zero emissions or low carbon energy systems, heat pumps, solar panels, window upgrades, and improved insulation;
- 7.2.8** Require new developments to install zero emissions or low carbon energy systems;
- 7.2.9** Explore more opportunities to reduce automobile reliance;
- 7.2.10** Increase the provision of public on-street Level 2 EV charging stations;
- 7.2.11** Seek to expand car-sharing options within the UEL;
- 7.2.12** Continue with the transition of the UEL Administration fleet and equipment to electric; and
- 7.2.13** Regularly review and update policies to keep the UEL on track to achieving its GHG emissions reduction targets.

7.3 Waste Reduction & Recycling

BACKGROUND

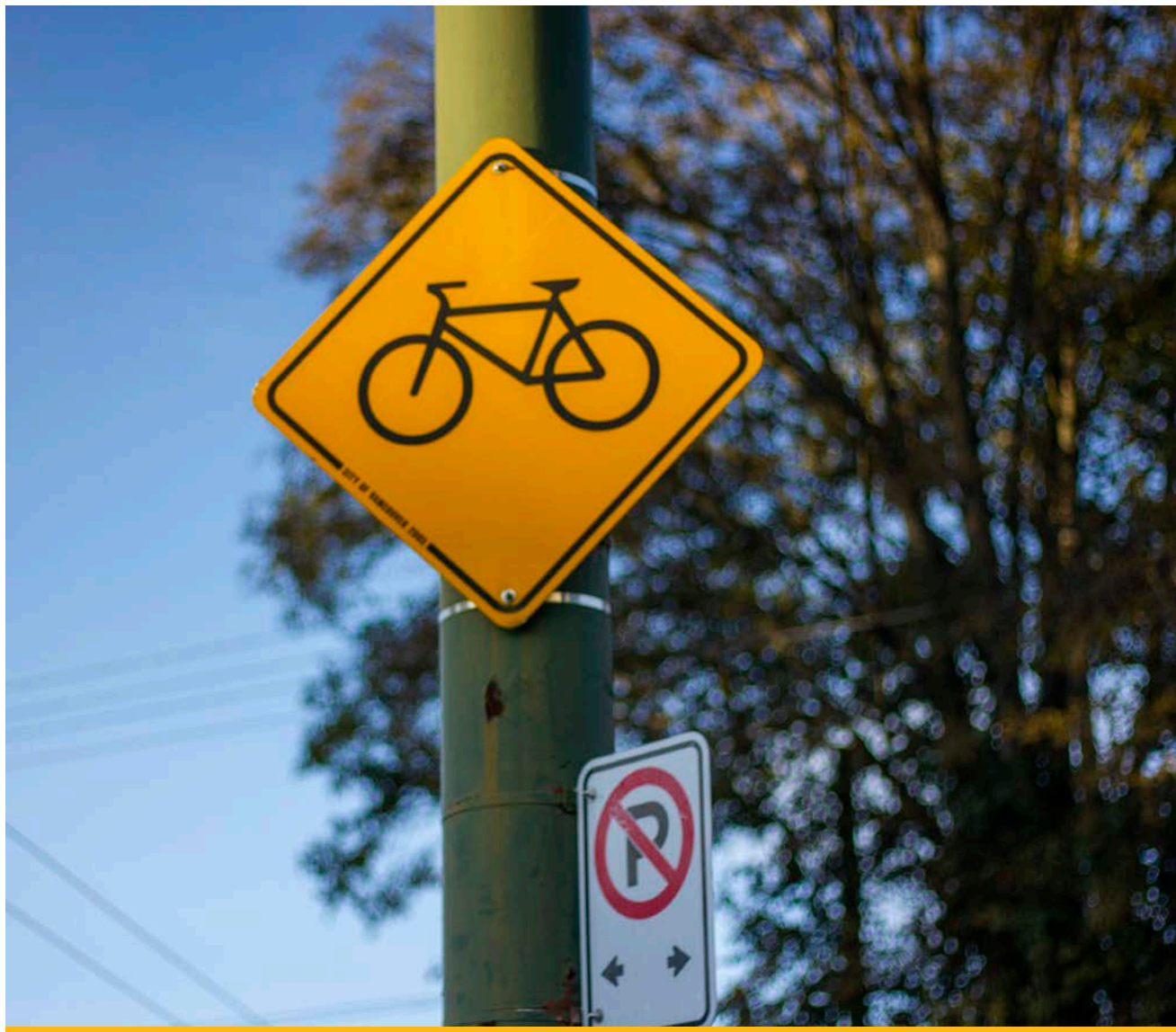
UEL Public Works is responsible for waste collection in Areas A, B, and C, as well as public waste bins in Area D. All other waste from Area D and Ielərn is collected by private contractors. Recycling is also collected by private contractors throughout the UEL.

POLICIES

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

- 7.3.1** Establish waste reduction targets and build locally-relevant frameworks for achieving them 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;

- 7.3.2** Examine means for offsetting the costs of supporting recycling and waste reduction programs;
- 7.3.3** Consider creating a Waste Management and Diversion policy regarding demolition and construction, and in the interim encourage applicants to divert generated waste from landfill; and
- 7.3.4** Liaise with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them appraised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.



8. Transportation

OBJECTIVE

Integrate transportation and land use planning to help build a thriving community, and develop a safe, efficient, and sustainable transportation system that promotes walking, cycling, and public transportation for all community members, regardless of age and ability



8.1 Transit & Active Transportation

BACKGROUND

The UEL neighbourhoods, especially those in close proximity to arterial roads, popular service centres, and the University of British Columbia (UBC) have been impacted by the increased development growth. Safety, noise, and pollution are the main concerns of the community.

In supporting new development of in-fill and high-density multi-family housing related to SSMUH and TOA legislation, policies in this section aim to promote safe and efficient walking, biking, and access to transit networks.

UEL roads and bikeways are identified in **Map 3: Roadways & Bikeways**. The UEL is responsible for lanes and local roads, while the Ministry of Transportation and Transit (MOTT) is responsible for arterial roads. Bikeways are categorized into separated bike lane or multi-use path, painted street bikeway, or shared use bikeway.

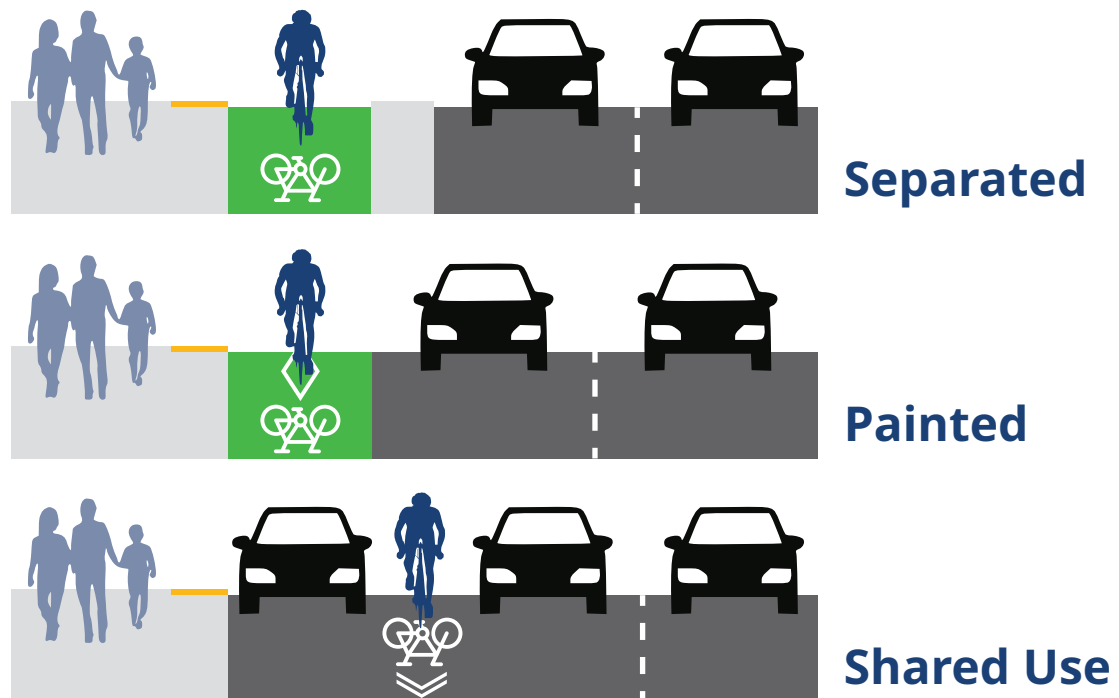


Figure 26. Different types of bikeways

POLICIES

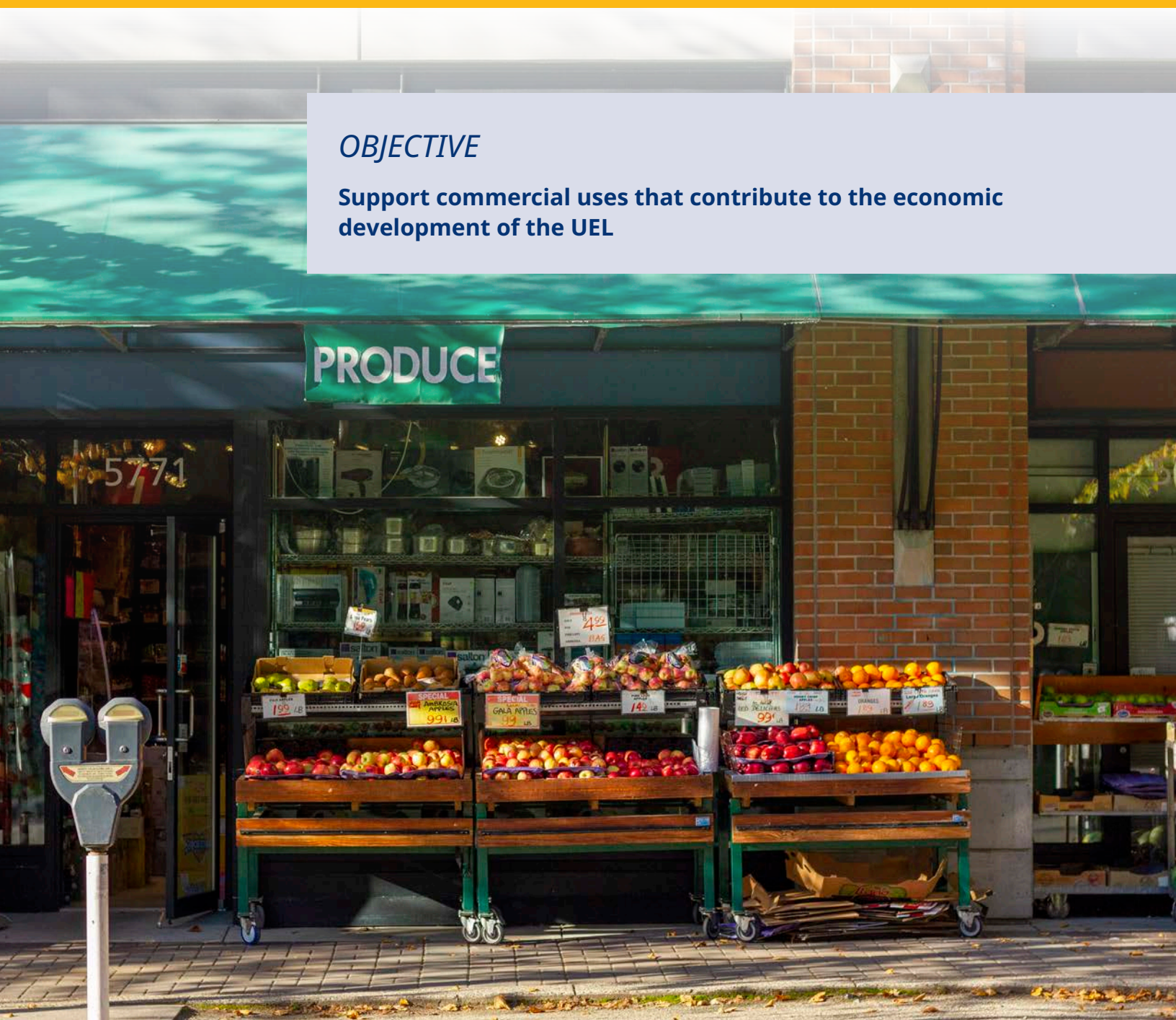
- 8.1.1** Implement traffic calming measures to slow vehicle speeds, impede inter-arterial shortcutting, and direct non-local traffic to main arterial roads;
- 8.1.2** Ensure high-quality and appealing streetscape through street furniture, landscaped boulevards, trees, pedestrian lighting, better-connected sidewalks, and barrier-free walking environment to increase pedestrian safety and experience;
- 8.1.3** Support installation of connected, convenient, and safe bicycle lanes;
- 8.1.4** Promote bicycle use by requiring new multi-family developments to provide a safe, secure, and convenient storage area in conjunction with exterior visitor bicycle racks;
- 8.1.5** New developments that include a significant amount of floor space for commercial use(s) should provide end-of-trip facilities such as change/shower rooms for tenant use;
- 8.1.6** Improve accessibility in private and public realms through urban design elements such as, but not limited to, accessible pedestrian signals and tactile paving;
- 8.1.7** New high density developments should be centrally located to reduce the need to travel;
- 8.1.8** Support mixed use developments that locate shops, professional services, businesses, and diverse housing types in areas with existing infrastructure that support walking, rolling, biking, and public transit;
- 8.1.9** Continue to work with partners, including provincial ministries, TransLink, and UBC, to advance community goals;
- 8.1.10** Work in partnership with adjacent jurisdictions, First Nations, Ministry of Transportation and Transit, UBC, TransLink, Metro Vancouver, and local organizations to enhance the UEL multi-modal transportation network and long term transportation planning;
- 8.1.11** Encourage new developments to implement Transportation Demand Measures; and
- 8.1.12** Explore creating a comprehensive UEL active transportation plan.



9. Commercial Areas & Local Economy

OBJECTIVE

Support commercial uses that contribute to the economic development of the UEL



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 Ielarn 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, but parking requirements are relaxed near frequent transit service to aid in the transition away from personal vehicle use.

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 be shared 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.

9.1 Commercial Development

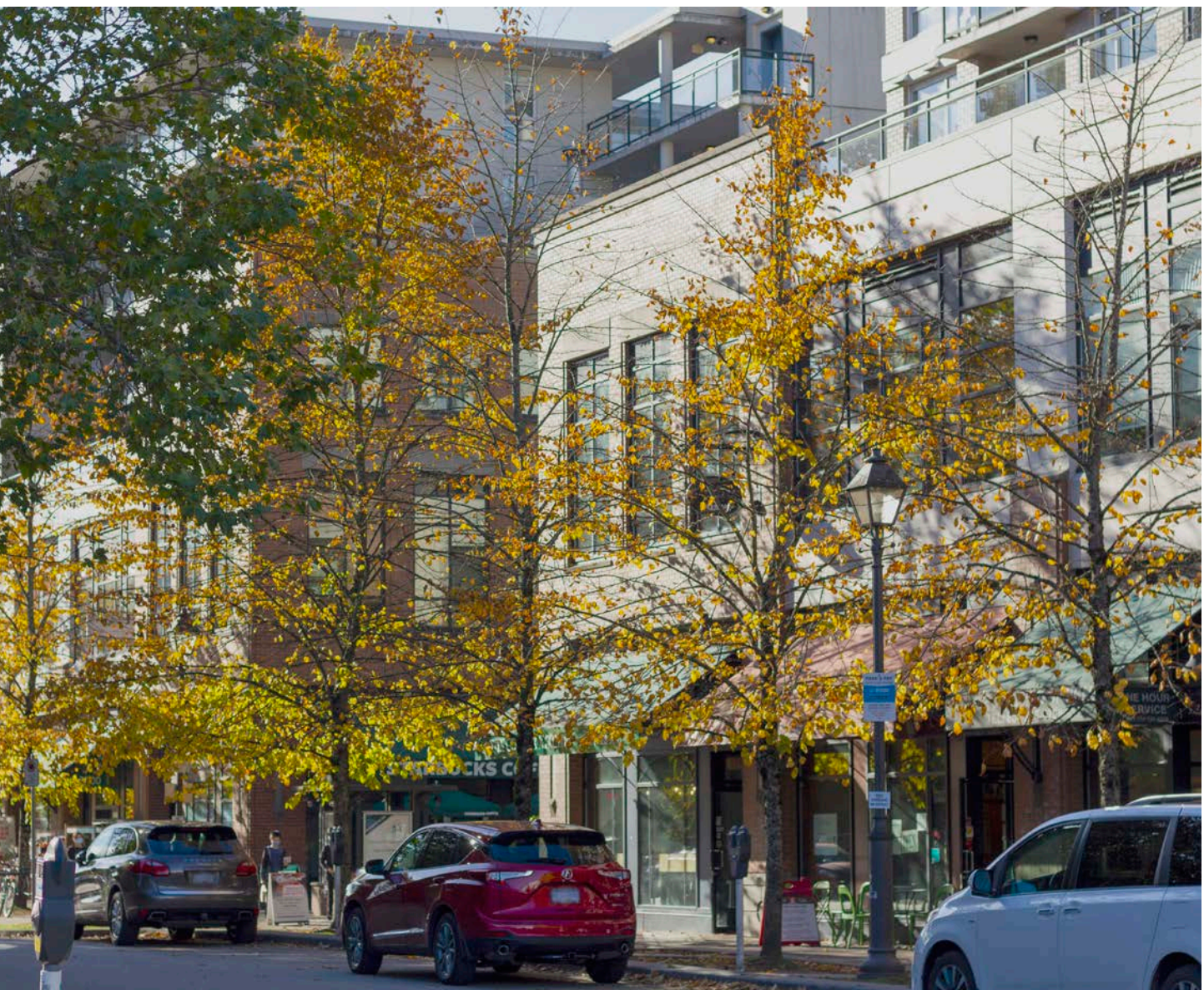
BACKGROUND

Commercial development in the UEL historically has been limited to U-Hill Village in Area D, and more recently Ielarn Village. Commercial uses should continue to be permitted in these areas, with limited expansion into the TOA in Area A.

POLICIES

- 9.1.1** 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;
- 9.1.2** Encourage small-scale commercial uses such as corner stores and cafes at ground level within transit-oriented areas (TOA);

- 9.1.3** Support farmers markets in commercial areas such as U Hill Village and Ielərñ Village to help the local economic viability of food production;
- 9.1.4** Amend the UEL LUB to enable a restriction on the hours of operation for businesses where late night activity has proven to be a disturbance for neighbouring residents; and
- 9.1.5** Any commercial redevelopment plans should be evaluated in conjunction with UBC's commercial expansion plans as a factor.





DAIRY GROCERY

ICE 4.99
ASSORTED ICE CREAM
GALLONS 1.99
CARTONS 1.49
MILK 2.50
EGGS 2.49
CHICKEN 1.99
Bacon 1.99

10. The UEL Administration

OBJECTIVE

Ensure effective administration and community participation



The UEL is an unincorporated area comprising four residential areas, a golf course, a large portion of Pacific Spirit Regional Park, two churches, two public schools, and the UEL administration and public works lands.

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.

10.1 Community Advisory Council (CAC)

10.1.1 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.

10.1.2 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.

10.1.3 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.

10.1.4 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.

10.1.5 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.



10.2 Advisory Design Panel (ADP)

10.2.1 ADP 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 (UEL LUB). 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.

10.2.2 ADP Structure

The ADP shall comprise:

- 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.

10.2.3 **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.

10.2.4 **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.

10.3 Community Centre Advisory Board (CCAB)

BACKGROUND

The Ielərín 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 Ielərín 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 Ielərín 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 Ielərín 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 Ielərín 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.

10.3.1 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.

10.3.2 **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 Ielərn 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 Ielərn 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 Ielərn 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 Ielərn Residential Units shall resign and be replaced with two Directors elected by the Ielərn residential lots. Thereafter, there shall be no less than two CCAB Directors elected by the Ielərn residential lots.

At any subsequent annual general meeting once the number of Ielərn Residential Units that may be occupied under applicable enactments exceeds 1,000 the Ielərn Contribution Providers shall be entitled to elect another CCAB Director. Thereafter the Ielərn residential lots shall be entitled to elect one additional CCAB Director for each increment of 500 Ielərn 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; and
3. Preferred rates for certain programs offered by the Community Centre.

10.4 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

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

10.5 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 costs.

POLICIES

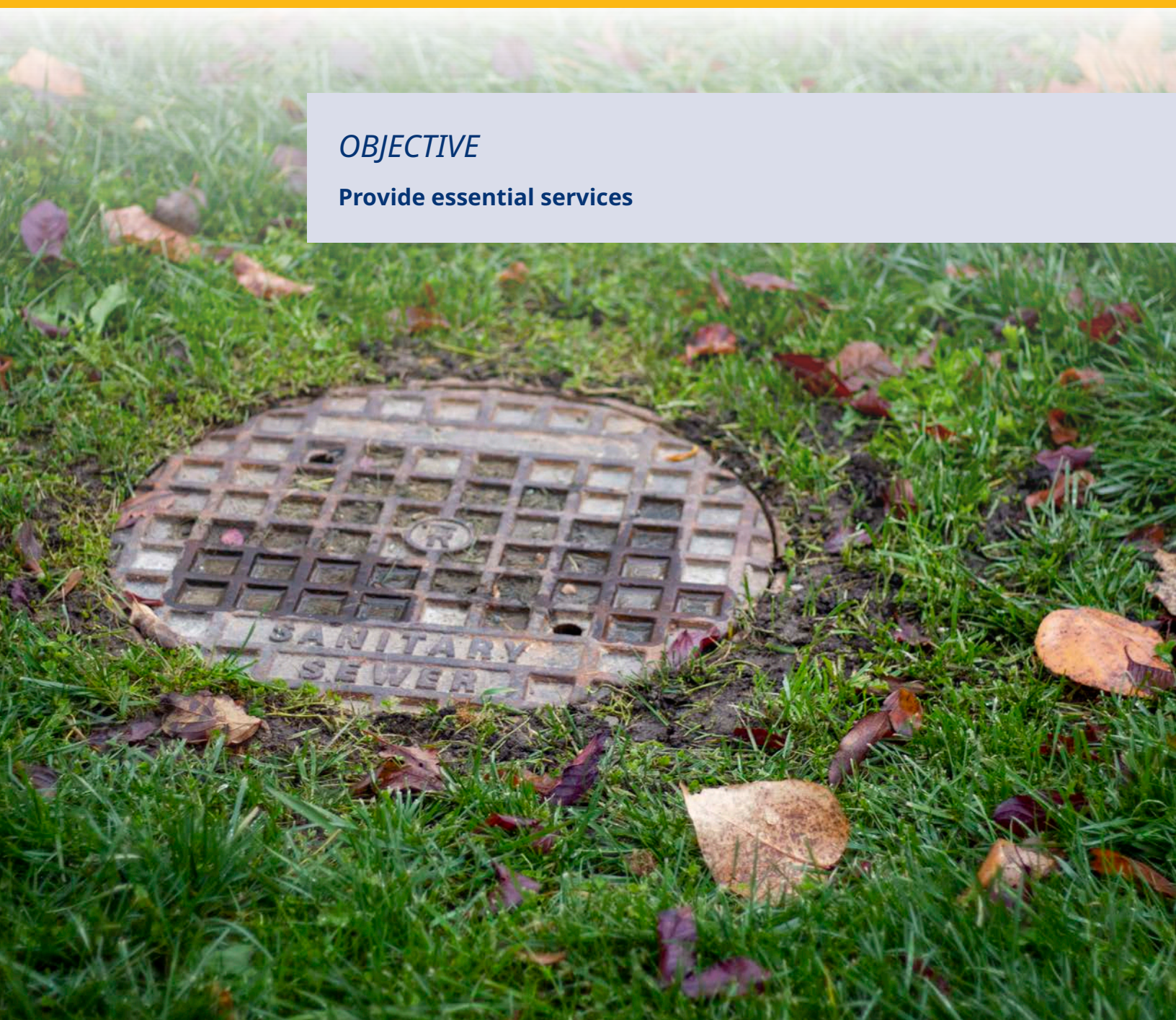
- 10.5.1** Enforcement options that will not incur significant new costs should be investigated, including forms of non-court leverage, as well as mediation and arbitration.

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

11. Infrastructure & Essential Services

OBJECTIVE

Provide essential services



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 Map 3: Roadways & Bikeways).



11.1 UEL-Funded Projects

BACKGROUND

The ongoing Infrastructure Rehabilitation Program includes 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 several years or until the work is completed. Future upgrading includes:

- Separated sewer systems (storm and sanitary);
 - » Water systems;
 - » Local road surfaces; and
 - » Sidewalks.

POLICIES

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

11.2 Development Cost-Recovery

BACKGROUND

Services within the UEL are sized to accommodate the current state of development. The Infrastructure Rehabilitation Program will increase servicing capacity to accommodate future development as needed.

POLICIES

- 11.2.1** 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.

11.3 Stormwater Management

BACKGROUND

The present storm water infrastructure is adequate to accommodate existing UEL development. Future work is needed to fully separate sewer and storm systems. 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:

- 11.3.1** Continued improvements to the stormwater system as required;
- 11.3.2** On-site controls such as groundwater recharging, detention, or retention; and
- 11.3.3** Landscape guidelines limiting the amount of impervious surfaces.

11.4 Arterial Road Projects & 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 Ministry of Transportation and Transit (MOTT) (see **Map 3: Roadways & Bikeways**). 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 (UBC).

POLICIES

Any projects anticipated to move forward on these roads are either funded by MOTT or UBC, with MOTT owning and maintaining arterial roads and UBC maintaining other roads beyond the UEL boundary. As such, a UEL representative should actively participate in the planning process with UBC, MOTT and other invested parties to ensure that, with any road project:

- 11.4.1** Vehicular speeds do not increase;
- 11.4.2** Traffic is not diverted through UEL residential areas;
- 11.4.3** Bikeways and pedestrian routes are respected and enhanced;
- 11.4.4** Aesthetic quality of the boulevards and parkways are retained; and
- 11.4.5** General safety and livability of the UEL is augmented.

11.5 Emergency Services

BACKGROUND

The UEL is fully serviced by emergency services and has access to regional 911 service.

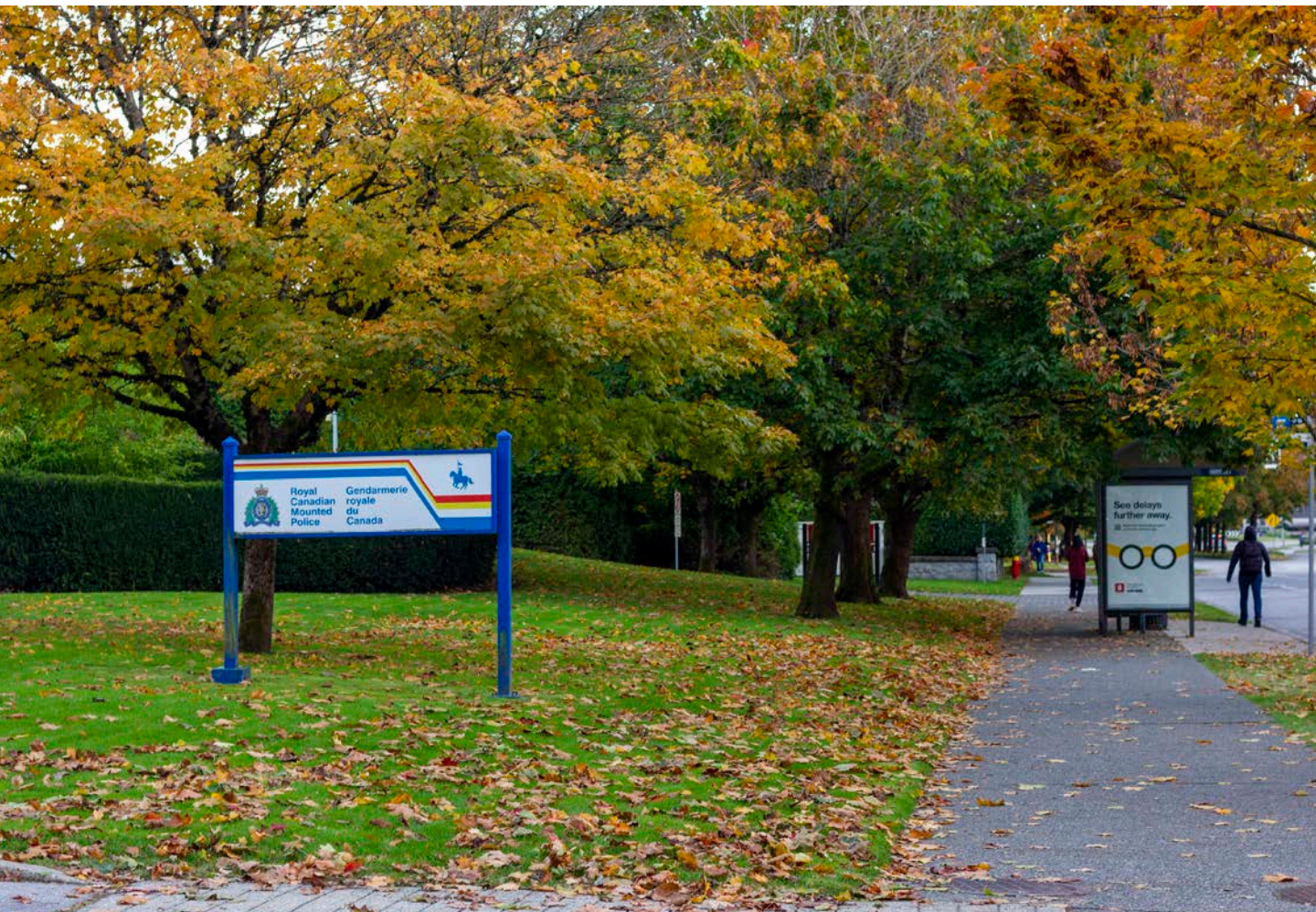
Ambulance Service is provided through BC Ambulance Service, a subsidiary of the Province of British Columbia, from a station on Wesbrook Mall.

Policing is provided through the Richmond-based RCMP detachment, which also serves the UBC community from a station on Wesbrook Mall.

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.

POLICIES

- 11.5.1** Ensure continuation of required emergency service levels to the UEL as the needs of UBC and the UEL increase.

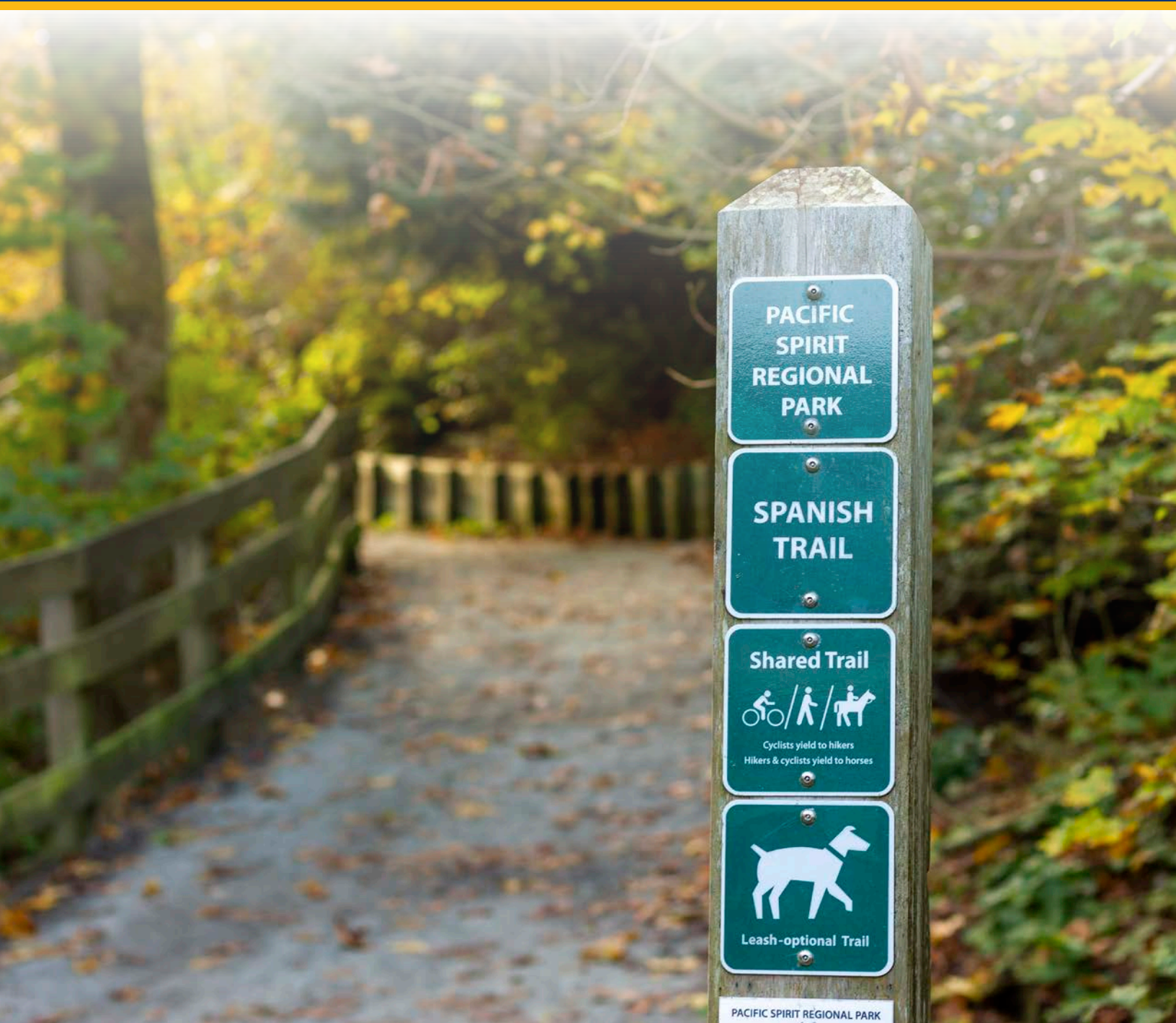




Firehall No.10
FIRE PREVENTION

2992 Wesbrook Mall

12. Regional Context Statement



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 Metro Vancouver Regional District, which administers the Metro 2050: Regional Growth Strategy (RGS).

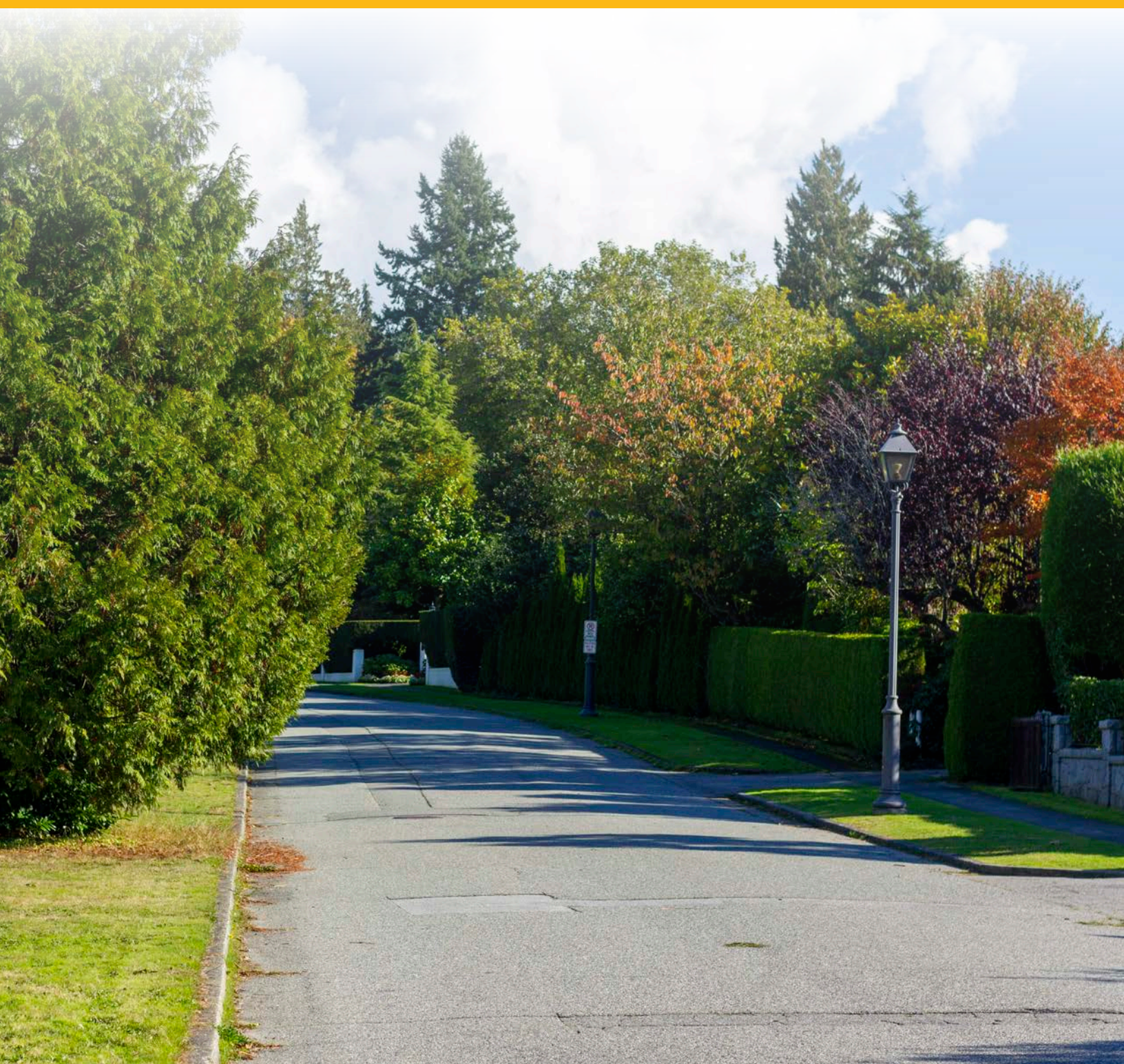


The RGS is based on the following five fundamental strategies:

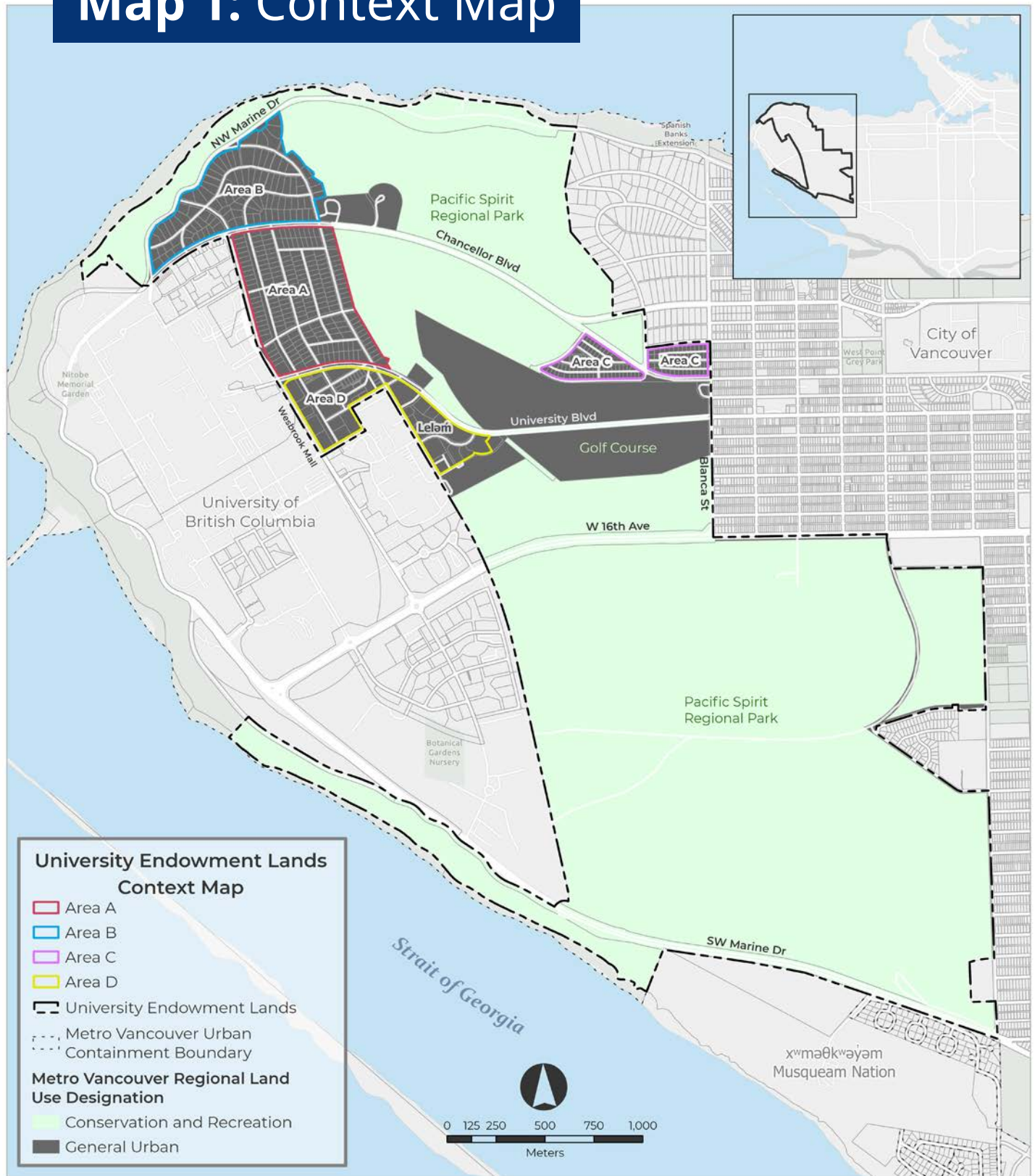
1. Create a Compact Urban Area
2. Support a Sustainable Economy
3. Protect the Environment, Address Climate Change, and Respond to Natural Hazards
4. Provide Diverse and Affordable Housing Choices
5. Support Sustainable Transportation Choices

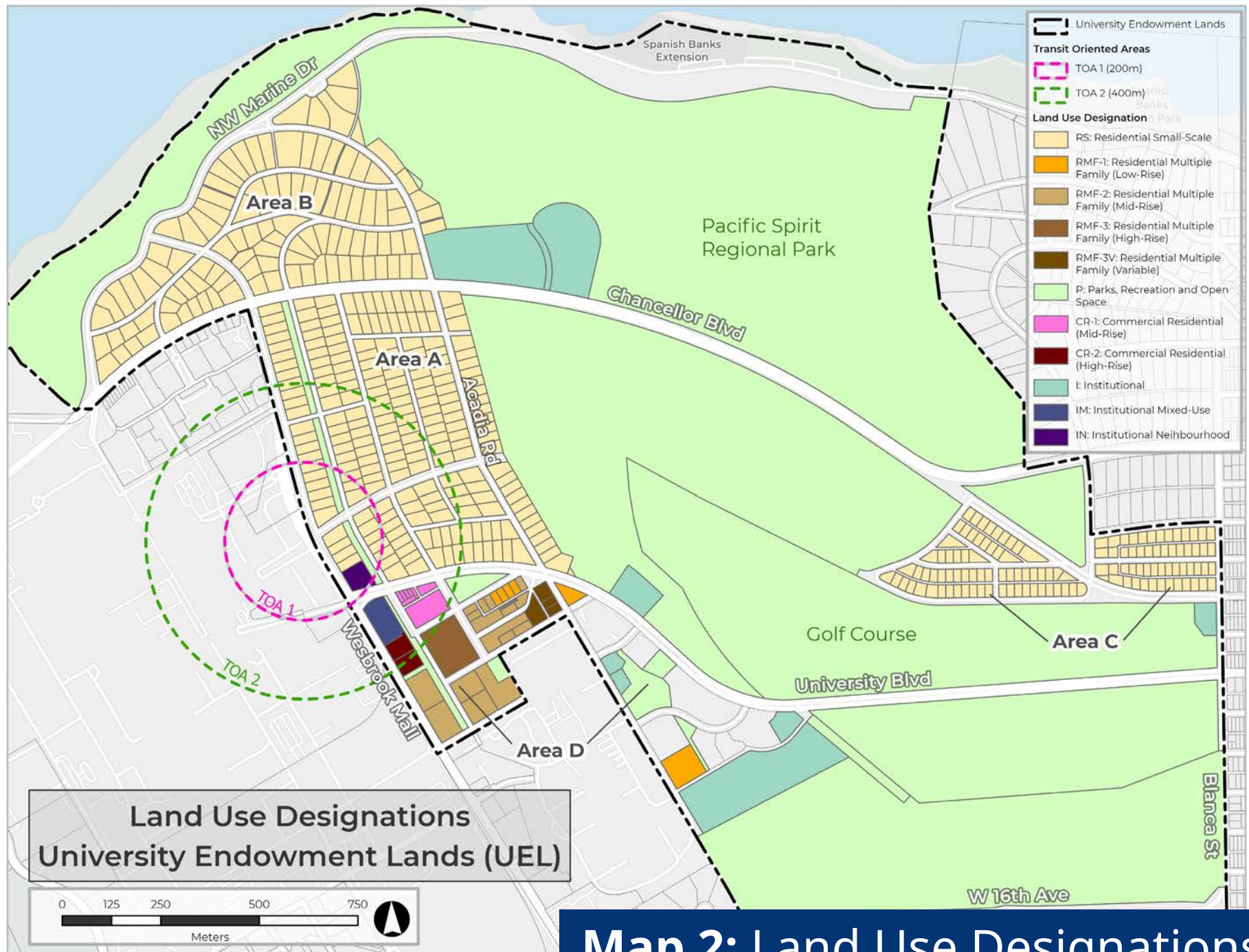
The UEL Regional Context Statement (RCS) outlines how the UEL aligns local policies with the regional priorities established in the RGS. Please find the full RCS in **Appendix 2**.

Maps



Map 1: Context Map





Map 2: Land Use Designations

Roadways & Bikeways University Endowment Lands (UEL)



Legend

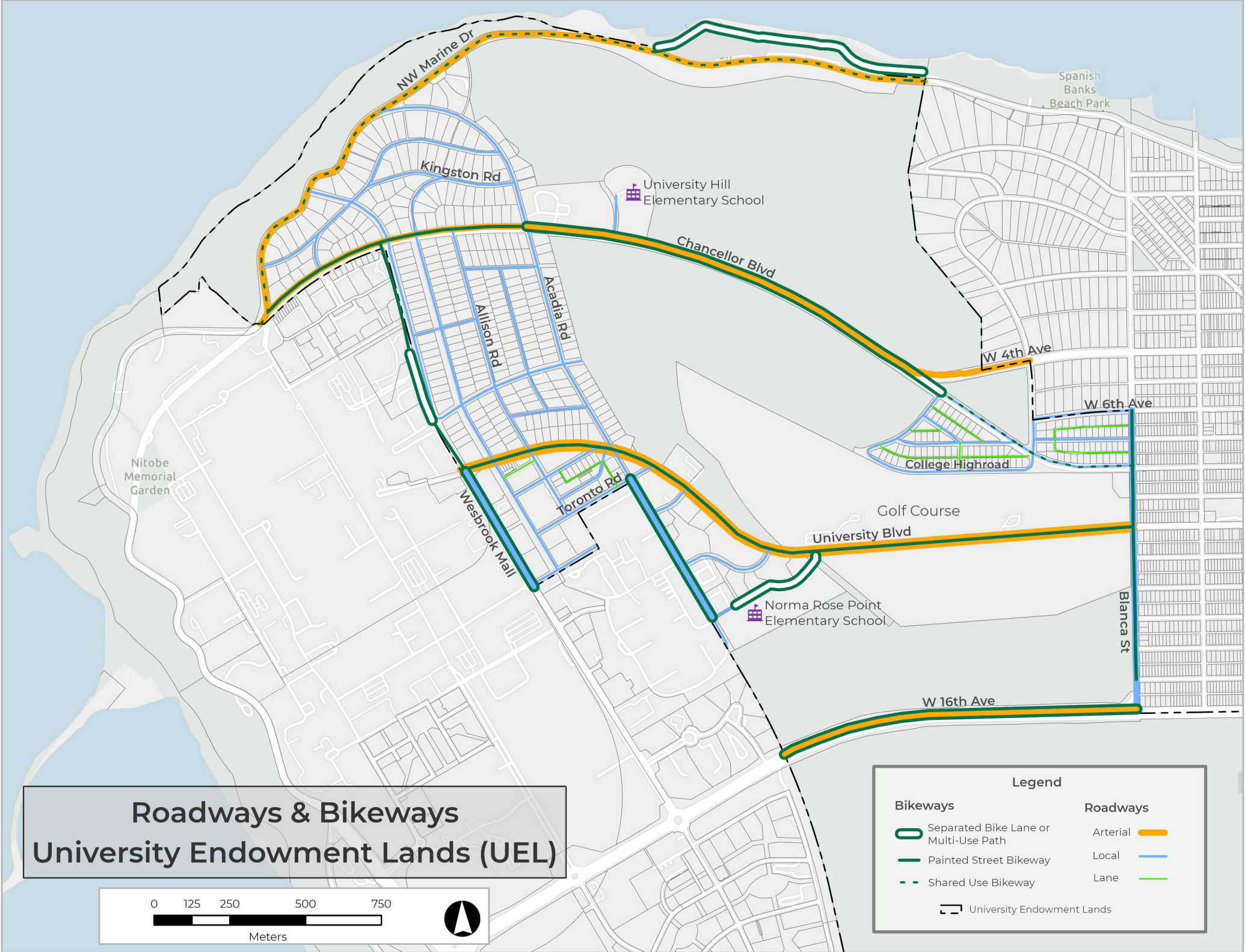
Bikeways

- Separated Bike Lane or Multi-Use Path
- Painted Street Bikeway
- Shared Use Bikeway

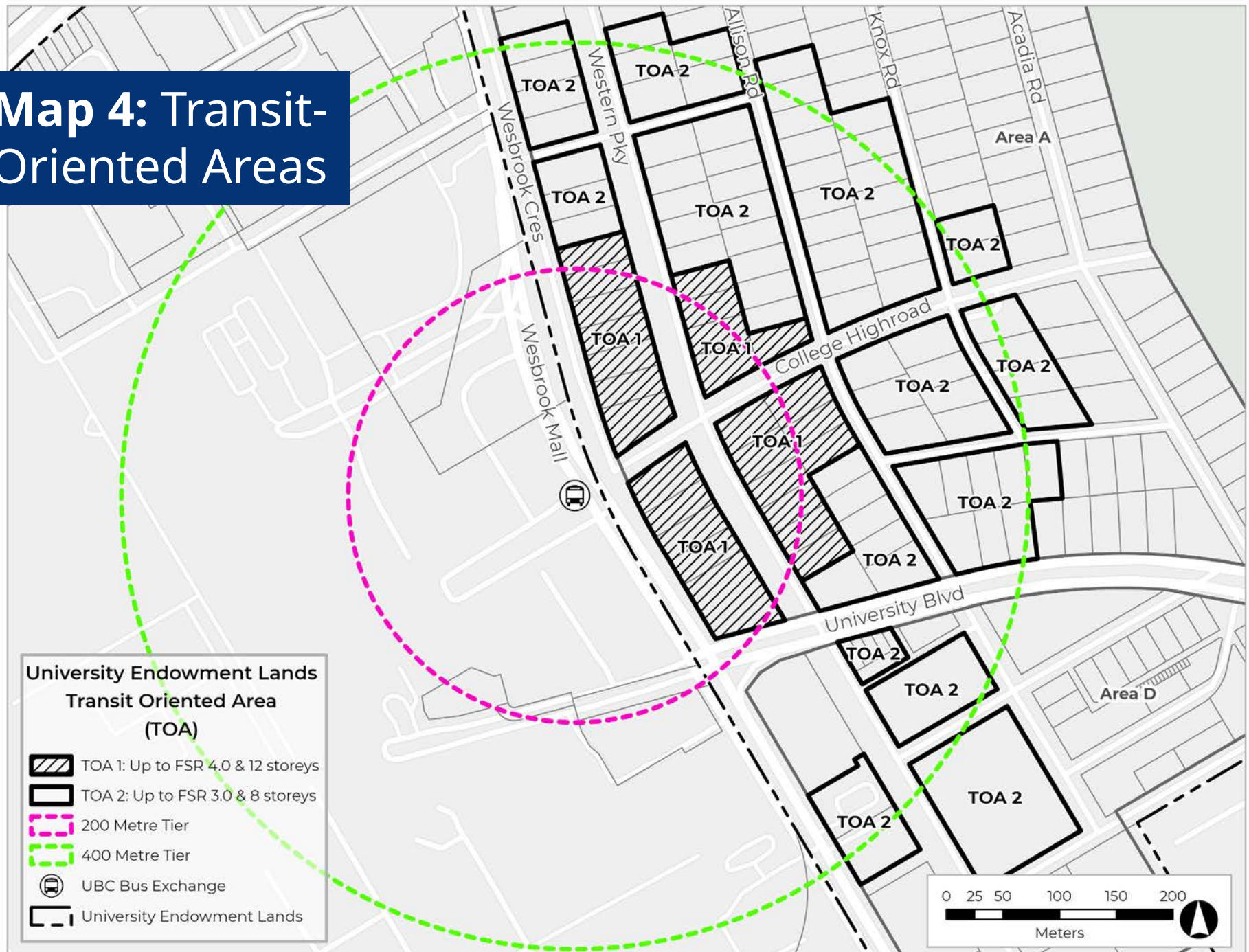
Roadways

- Arterial
- Local
- Lane

University Endowment Lands



Map 4: Transit-Oriented Areas



Appendix 1

Area D Neighbourhood Plan

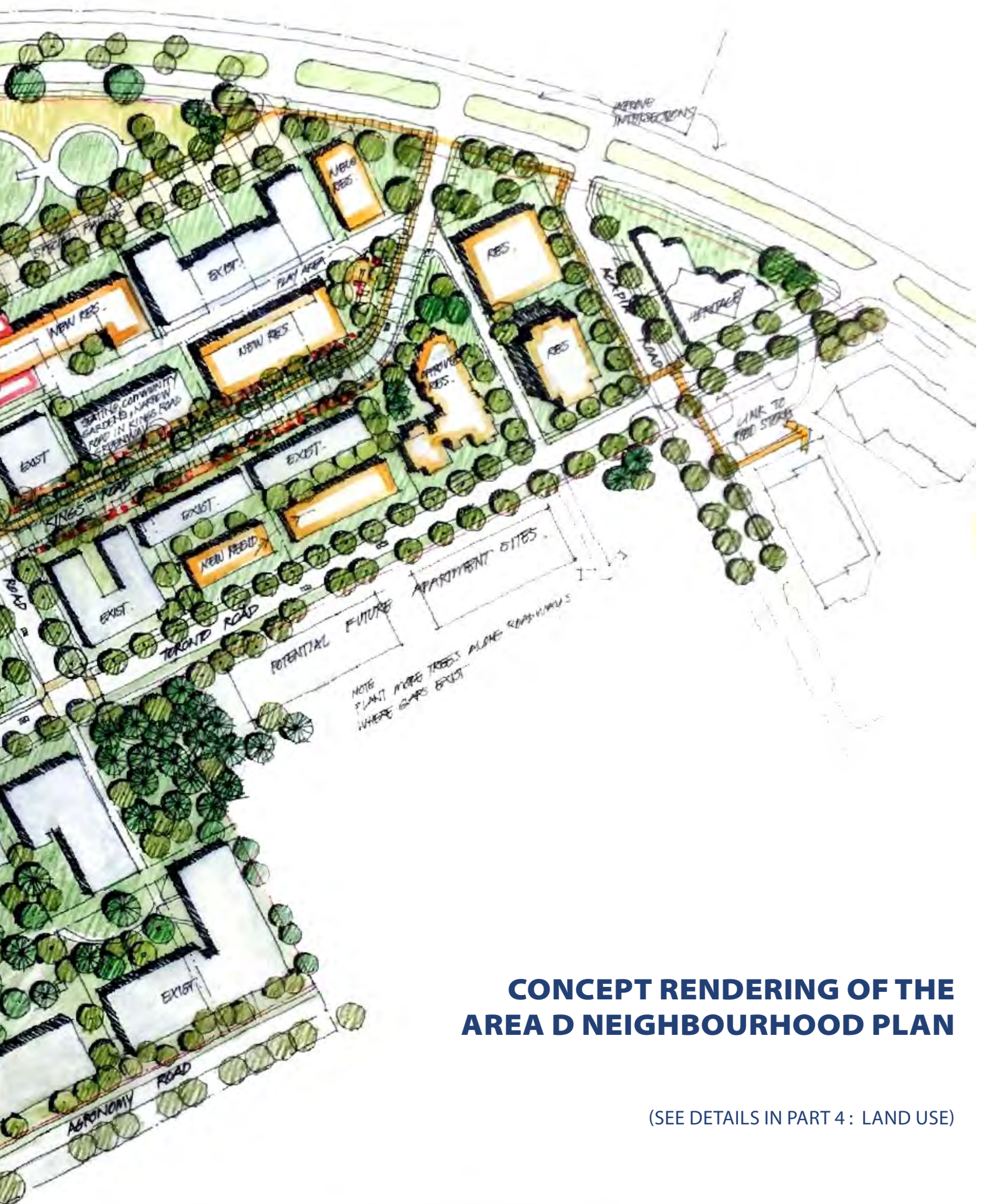
An architectural sketch of a university campus plaza. In the foreground, there are wooden benches and a person sitting on one. A central orange-colored area, possibly a lawn or a paved plaza, leads towards a background of green trees and modern buildings. Several people are depicted walking or standing in the plaza. The sky is blue with some clouds. The overall style is a loose, artistic sketch with visible lines and 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 **səlilwətaɬ** (Tsleil-Waututh) First Nation. The UEL is grateful for this opportunity to plan for the future on this shared territory.

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

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A photograph of a city street scene. In the foreground, a cyclist wearing a black jacket, helmet, and yellow gloves is riding a black bicycle across a green-painted crosswalk. A dark grey sedan is stopped at the crosswalk. To the left, a white bus with black graffiti is visible. The background features a modern building with a glass facade and a green roof, surrounded by trees with autumn foliage. A traffic light is visible in the upper right corner. A blue semi-transparent box with white text is overlaid on the image.

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 Ielər̃ greenfield development (previously known as Block F). Ielər̃ is a 8.68 hectare (21.44 acre) triangular area bounded by University Boulevard, Acadia Road, and Ortona Road. The Ielər̃ development was subject to a comprehensive zoning process, with zoning approval granted in 2016. Given the size and scope of the Ielər̃ development, both the approved Ielər̃ 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 Ielər̃.



Area D Neighbourhood Plan Open House and asset mapping with participants

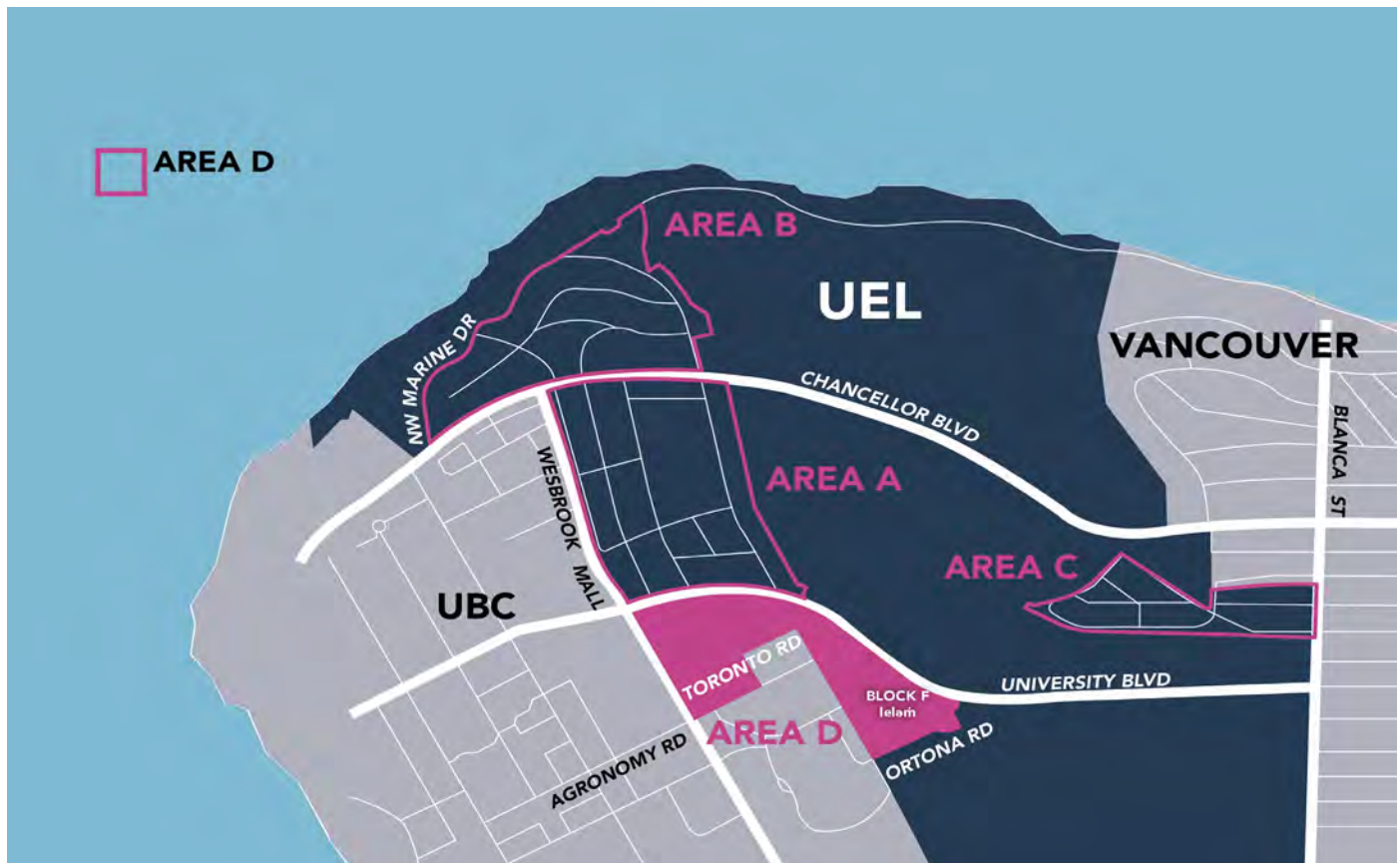


Figure 1: Area D Neighbourhood



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 housing, including single-family homes with lawns and some larger multi-unit buildings. There are numerous trees scattered throughout the area. A prominent feature is a large, circular green space in the upper center, which appears to be a park or a large lawn. Several roads are visible, including a main thoroughfare on the left side. A semi-transparent blue banner is overlaid across the middle of the image, containing the text 'PART 2: CONTEXT' in white, bold, sans-serif capital letters.

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.

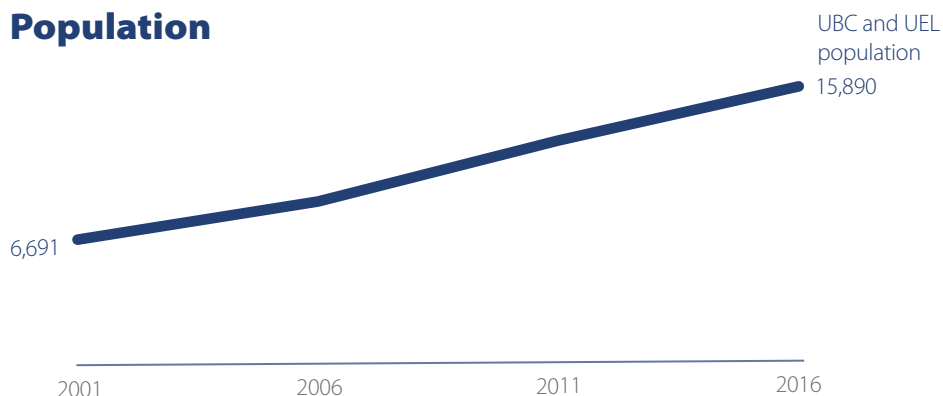
Area D has a population of 2,342 people (2016). When complete, the population at the Ielam development is estimated to be 2,300 people, doubling the area's population over ten years.

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.

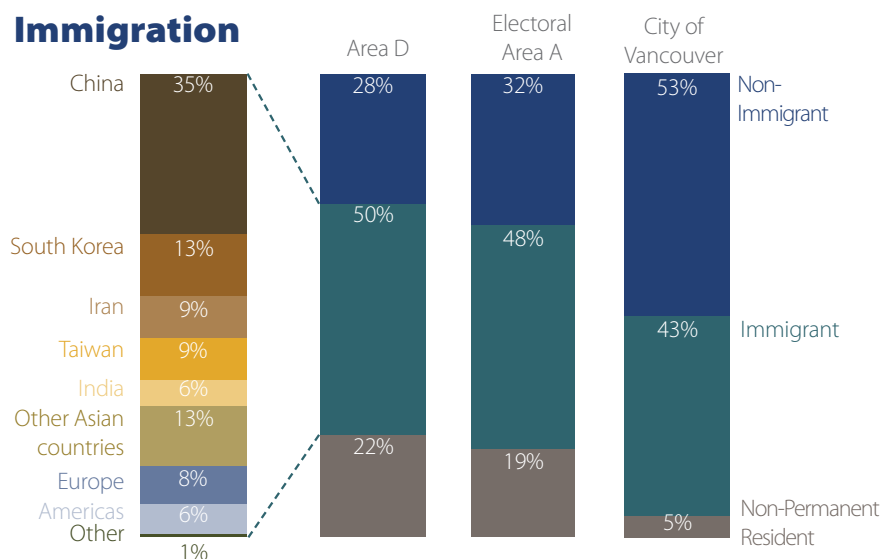
Area D is a diverse neighbourhood – 50% of residents are immigrants, and an additional 22% are non-permanent residents of Canada.

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.

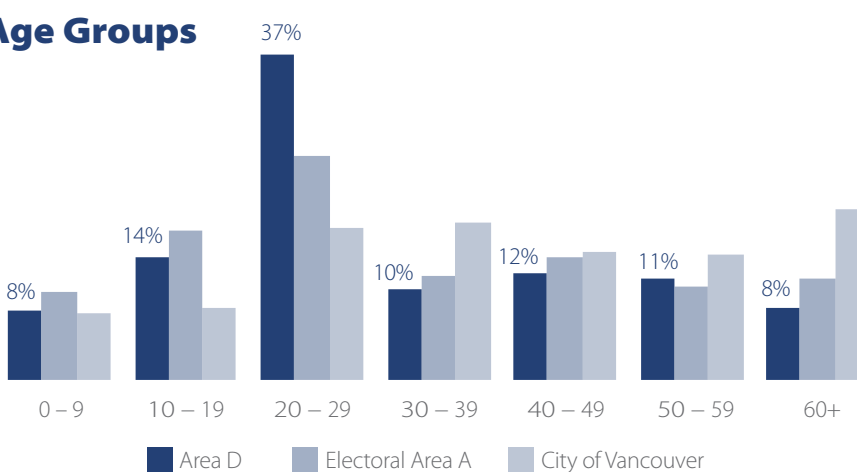
Population



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.

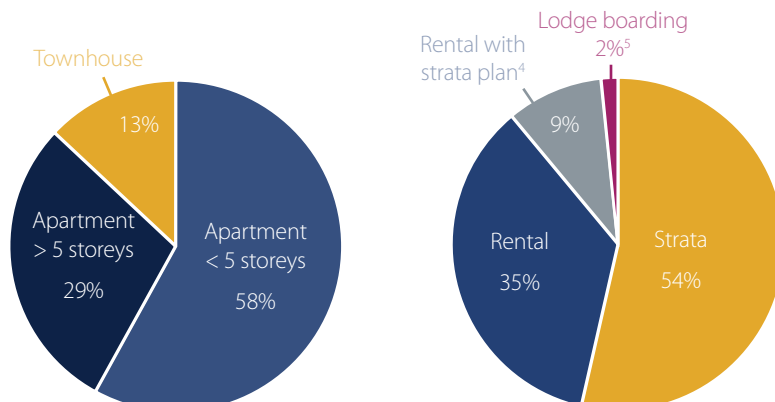
1 The University of British Columbia. Land Use Plan. 2015.

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.

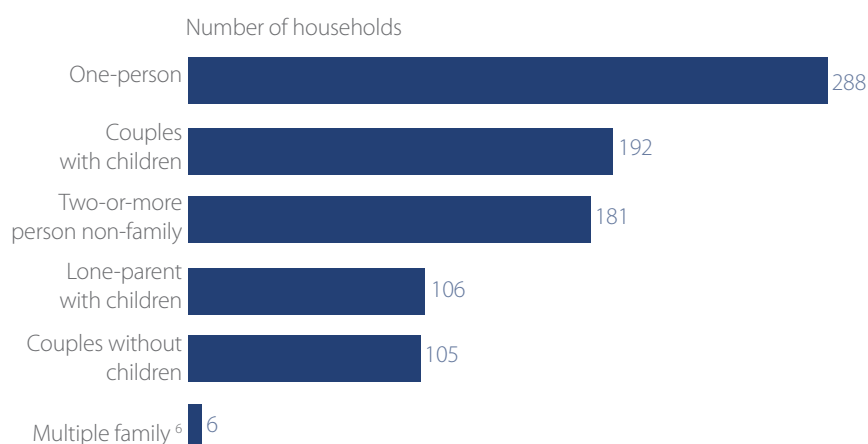
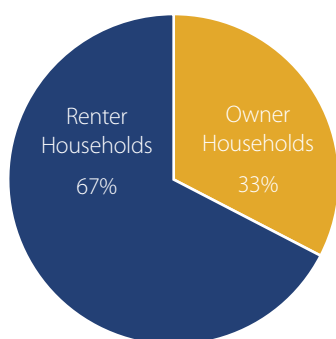
People in Area D live in a diversity of housing forms and tenures. While approximately 46% of the current stock is purpose-built rental housing or lodge boarding, 67% of the households rent their homes³.

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.

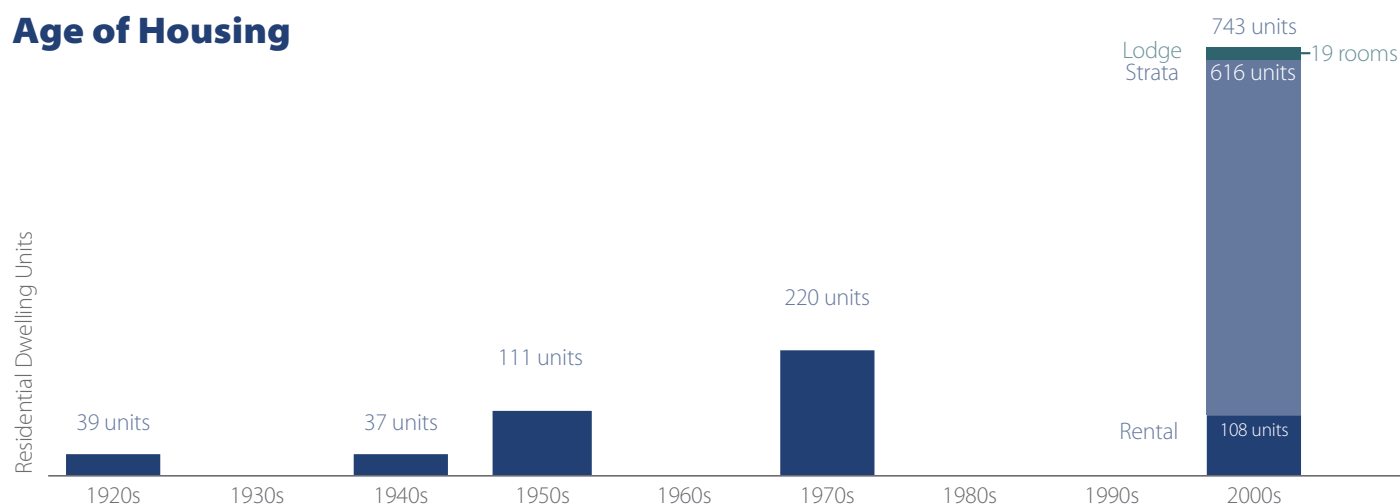
Housing Stock by Type Housing Stock by Tenure



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.

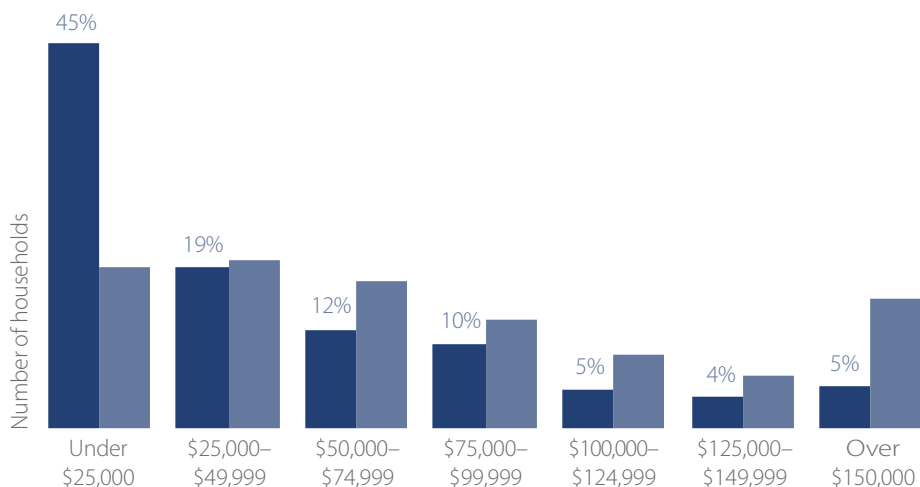
⁵ For all types except for "Lodge boarding", this calculation uses the number of units. For "Lodge boarding", this calculation uses the number of bedrooms.

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%).

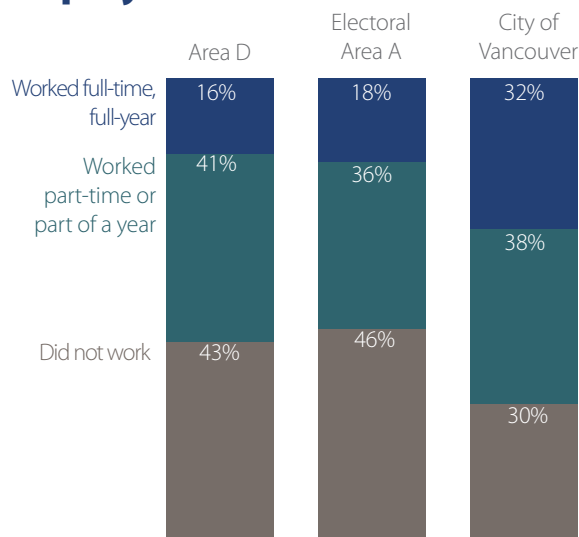
Income



Household total income in 2015

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

Employment



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

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 Ielərín) 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 Ieləṁ 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 visible. Behind the sign are various plants, including a large tree with autumn-colored leaves on the left and tall grasses on the right. In the background, a modern multi-story building with brick and siding is visible. A semi-transparent blue banner with the text "PART 4: LAND USE" is overlaid on the middle of the image.

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 Ieləŋ commercial area, along Acadia Road to the west, and Toronto Road to the north. The Ieləŋ 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 Ielərın 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.

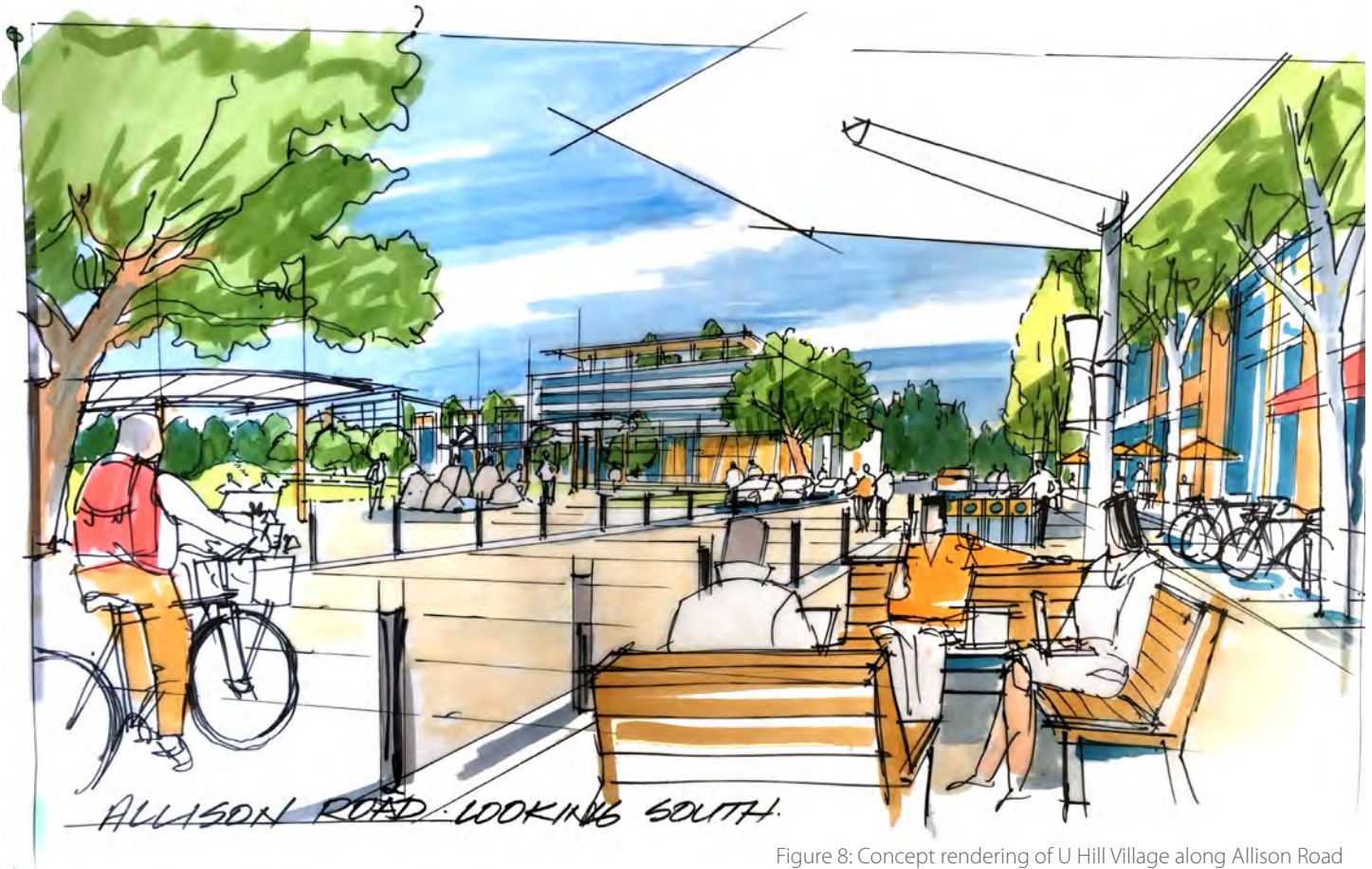


Figure 8: Concept rendering of U Hill Village along Allison Road

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 Ielarn 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 Ielərn. 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 Ieləṁ commercial areas. New developments around U Hill Village and Ieləṁ 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.

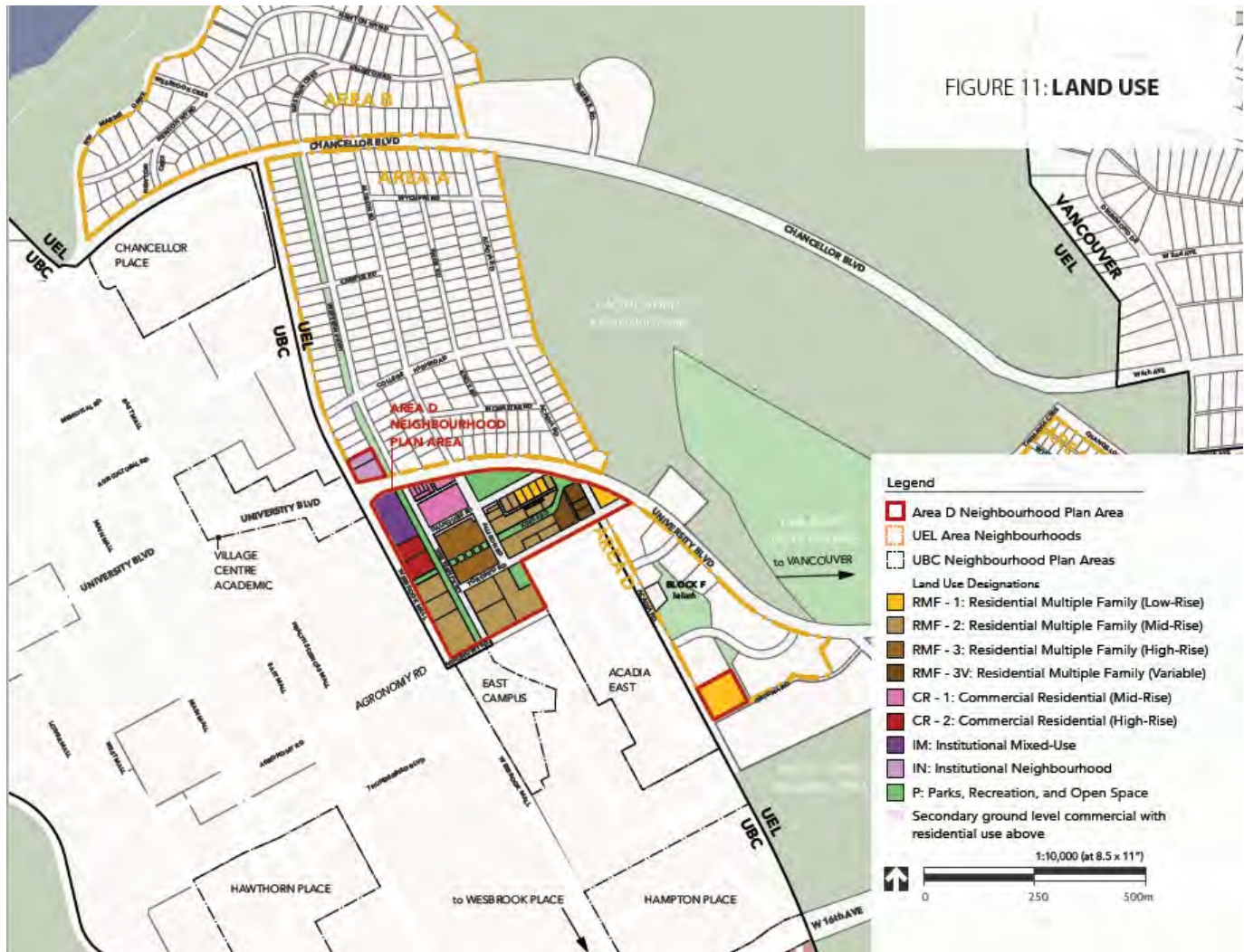
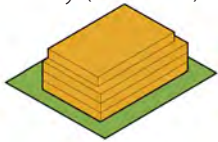
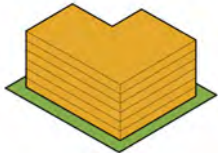
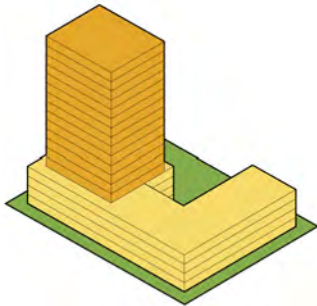
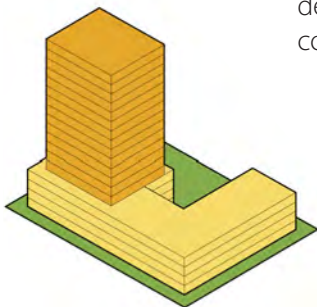
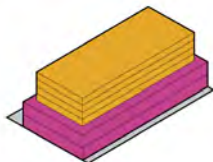
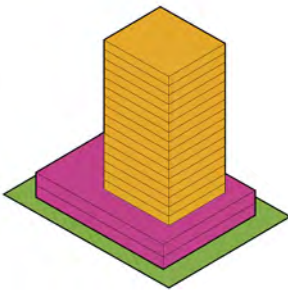


Figure 11: Land use for the Area D Neighbourhood Plan.

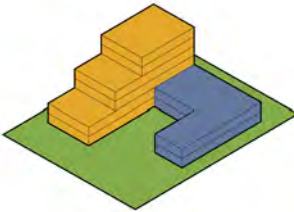
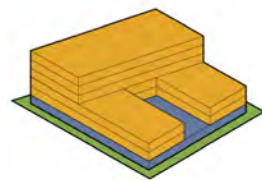
4.3.1 RESIDENTIAL LAND USE DESIGNATIONS

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

4.3.2 COMMERCIAL LAND USE DESIGNATIONS

DESIGNATION	PURPOSE	BUILDING TYPE & HEIGHT	USES	MAXIMUM BASE DENSITY	MAXIMUM BONUS DENSITY
CR-1 Commercial Residential (Mid-Rise) 	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.	Mixed-use mid-rise buildings with commercial on the lower floors and residential above. Up to 6 storeys and maximum 22 m.	Commercial and office Multi-unit residential Institutional	2.5 FSR	A density bonus of up to 1.0 FSR may be considered when public benefits are provided.
CR-2 Commercial Residential (High-Rise) 	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.	Mixed-use mid-rise to high-rise buildings with commercial on the lower floors and residential above. Up to 18 storeys and maximum 58 m.	Commercial and office Multi-unit residential Institutional	1.25 FSR	A density bonus of up to 2.75 FSR may be considered when public benefits are provided.

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

A photograph of Jim Everett Memorial Park. In the foreground, a large green lawn is scattered with fallen autumn leaves. Two people are sitting at a small table on the left. In the middle ground, there are several large, leafless trees and a white van parked on a street. In the background, a modern multi-story building with balconies and large windows is visible. The sky is clear and blue.

5.1 NEIGHBOURHOOD CHARACTER

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 Ielərñ 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 Ielərín 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 20% 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 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).

FIGURE 13: PARKS AND GREEN SPACE



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 Ielərɩ 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 Ielərɩ 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 Ielərɩ 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 Ielərn.
- 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 Ielām 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

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, Ielərın, 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.

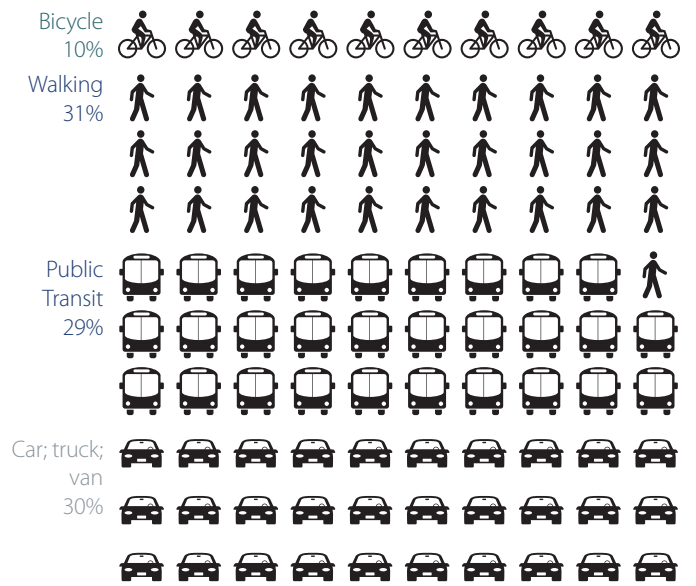


Figure 14: Daily Area D resident commute to work and school, by travel mode. (Canada Census, 2016)

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.

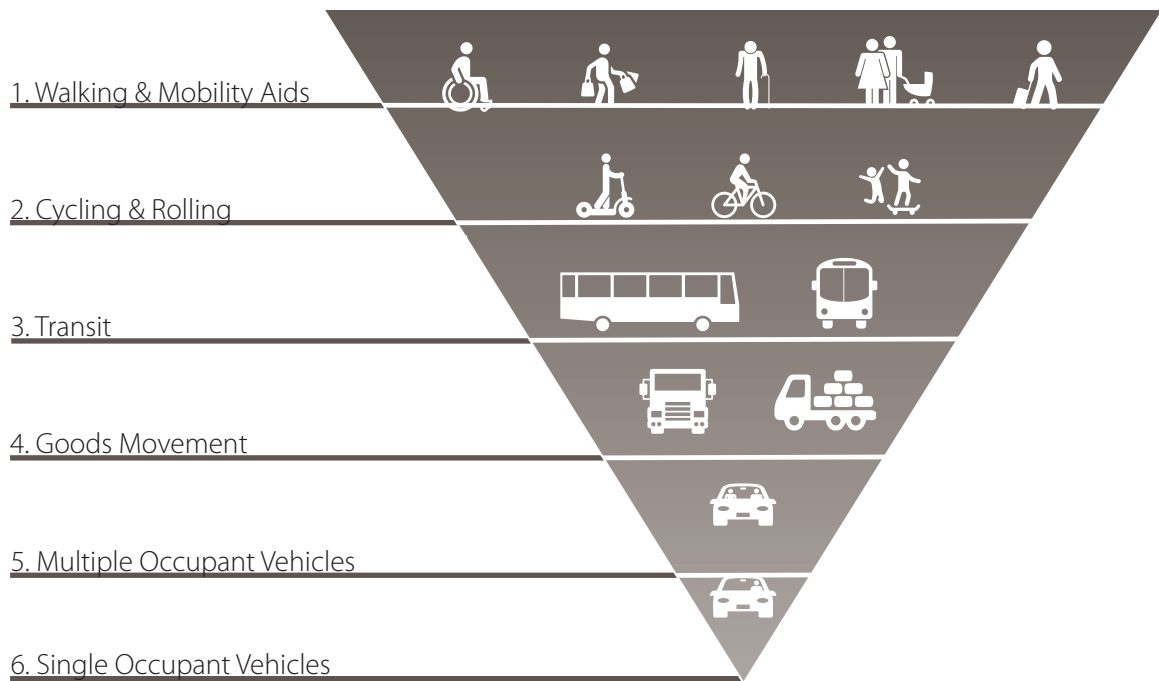


Figure 15: Hierarchy of Transportation and Mobility Priorities

- 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 Westbrook 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.

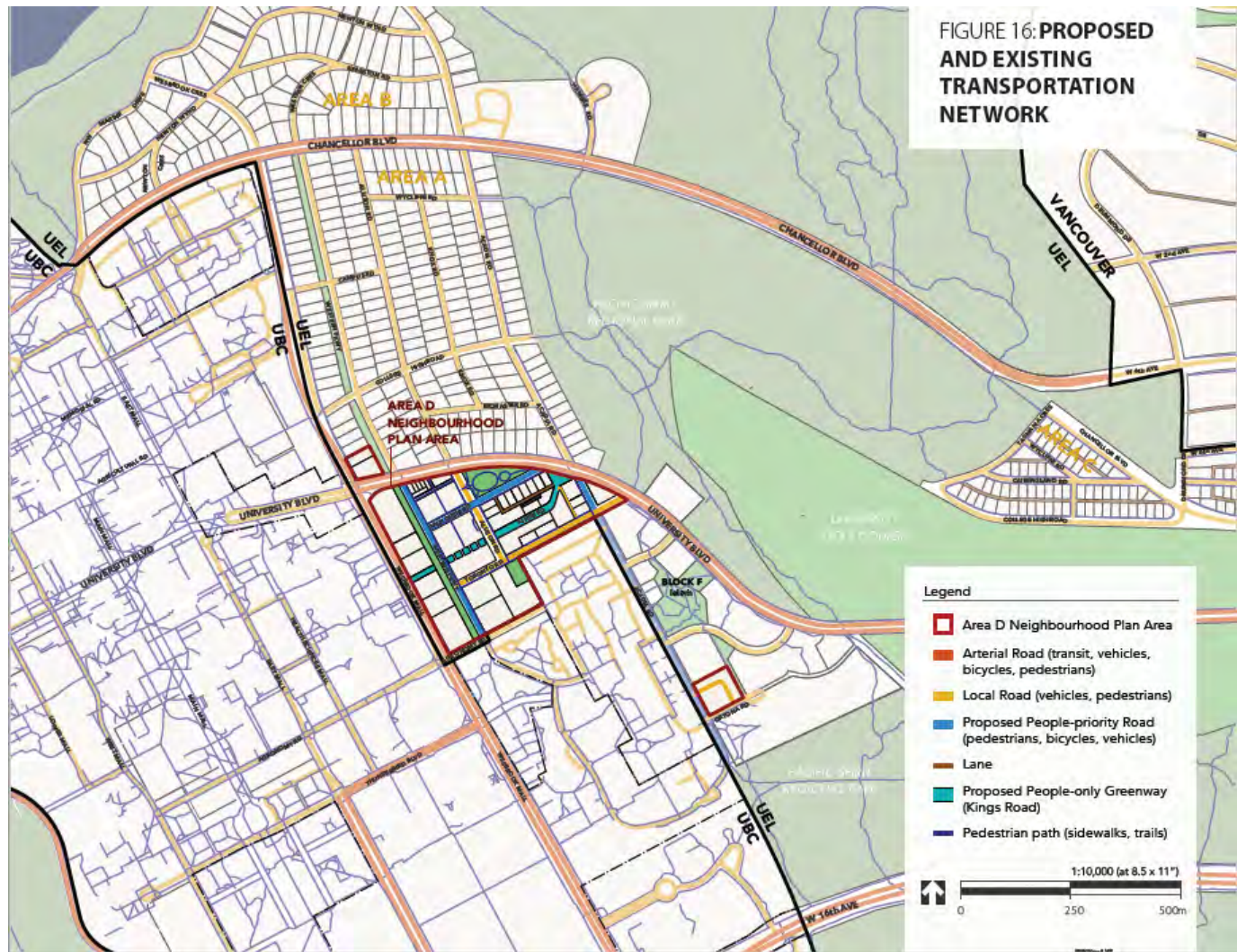


Figure 16: Transportation network for the Plan area

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



Retail on Dalhousie Road between Western Parkway and Allison Road

OVERVIEW

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

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

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

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

OBJECTIVES

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

POLICIES

Climate Change Resilience

- 5.6.1** Consider developing a community energy plan that includes targets and actions for reducing GHG emissions from buildings, infrastructure, transportation and waste.
- 5.6.2** 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



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

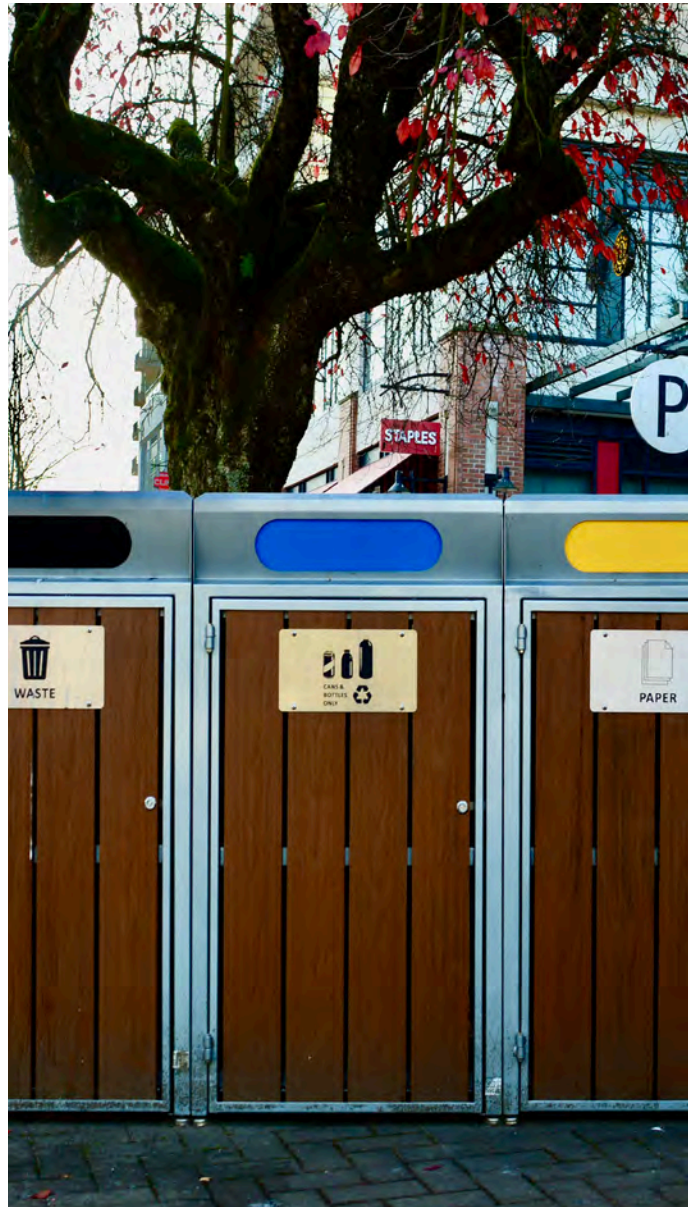
- 5.7.11** Continue to support Metro Vancouver in the update and implementation of the Integrated Liquid Waste and Resource Management Plan.
- 5.7.12** Continue to support Metro Vancouver and health authorities to monitor and evaluate the effects of wastewater discharges on public health and watersheds.
- 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 Ieləṁ commercial area.



Zero Waste Station in Jim Everett Memorial Park



PART 6: ACTING ON THE PLAN

6.1 PLAN IMPLEMENTATION

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

6.1.1 DEVELOPING THE PLAN

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

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

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

6.1.2 IMPLEMENTATION

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

6.1.3 FINANCIAL PLANNING

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

6.1.4 MONITORING AND EVALUATION

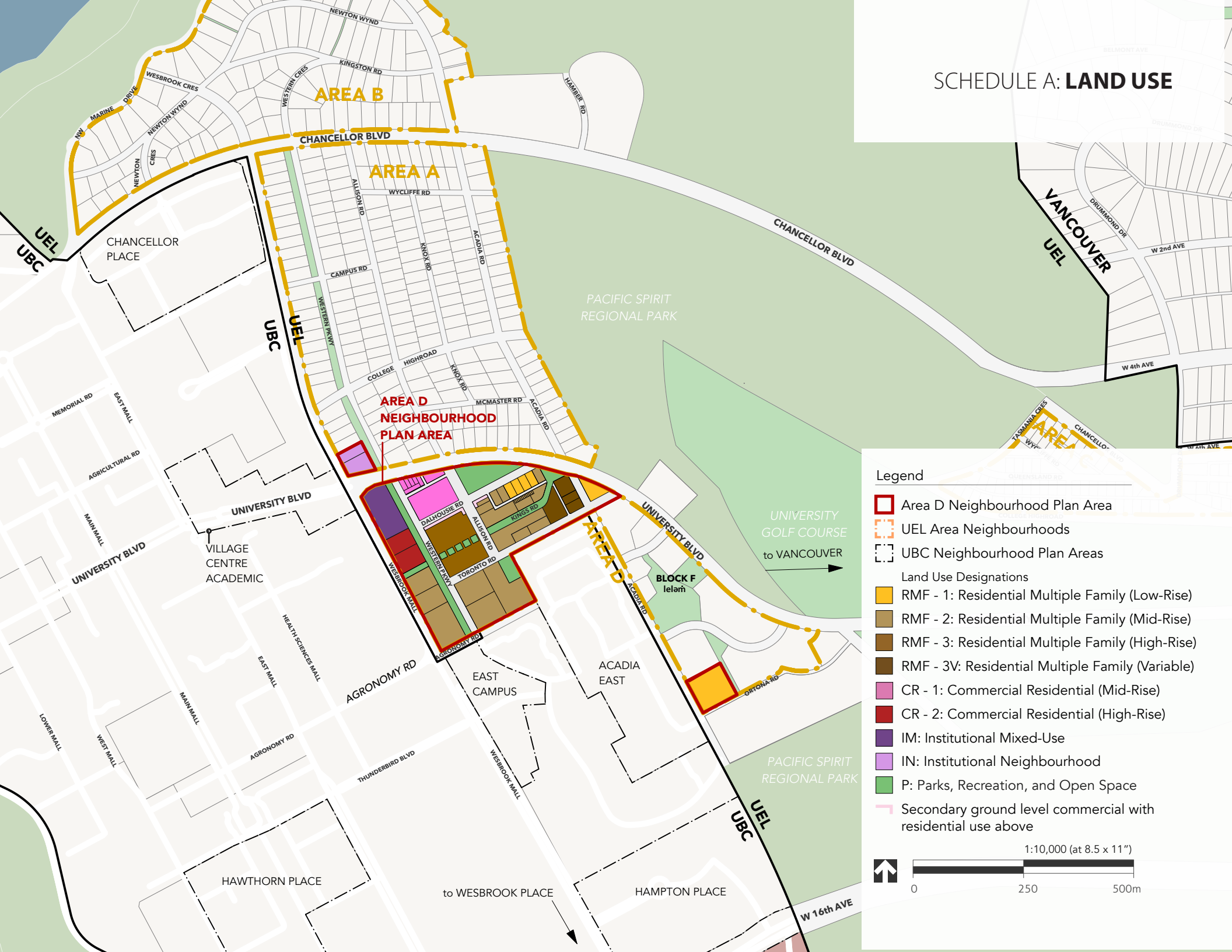
The Plan includes an intention to track and report on progress over time. A system of regular plan review, monitoring, and adjustment enables the UEL to incorporate new information, prepare for uncertainty and adapt to change.

6.1.5 UPDATING THE PLAN

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

PART 7: SCHEDULES

SCHEDULE A: LAND USE



Legend

- Area D Neighbourhood Plan Area
- UEL Area Neighbourhoods
- UBC Neighbourhood Plan Areas

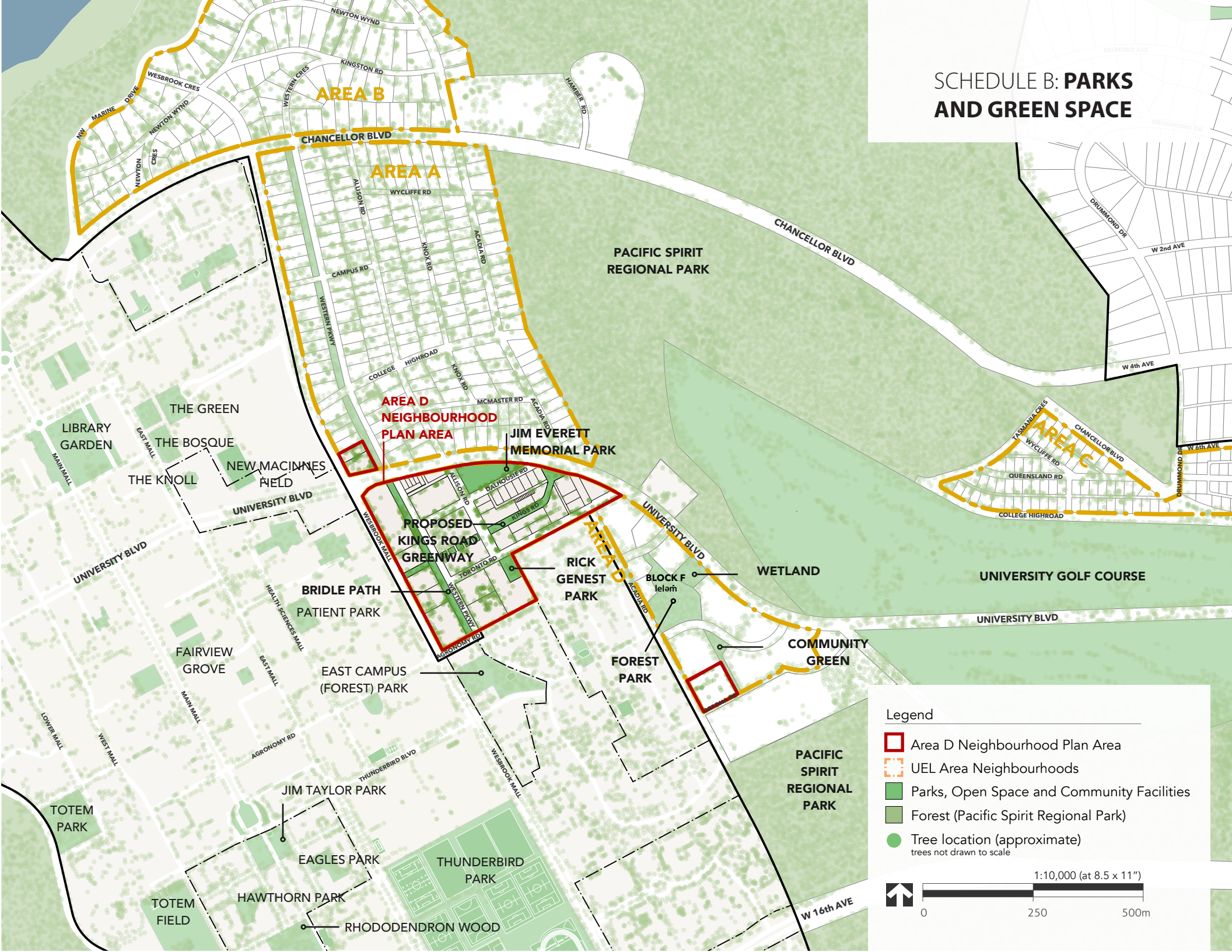
Land Use Designations

- 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

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



SCHEDULE B: PARKS AND GREEN SPACE



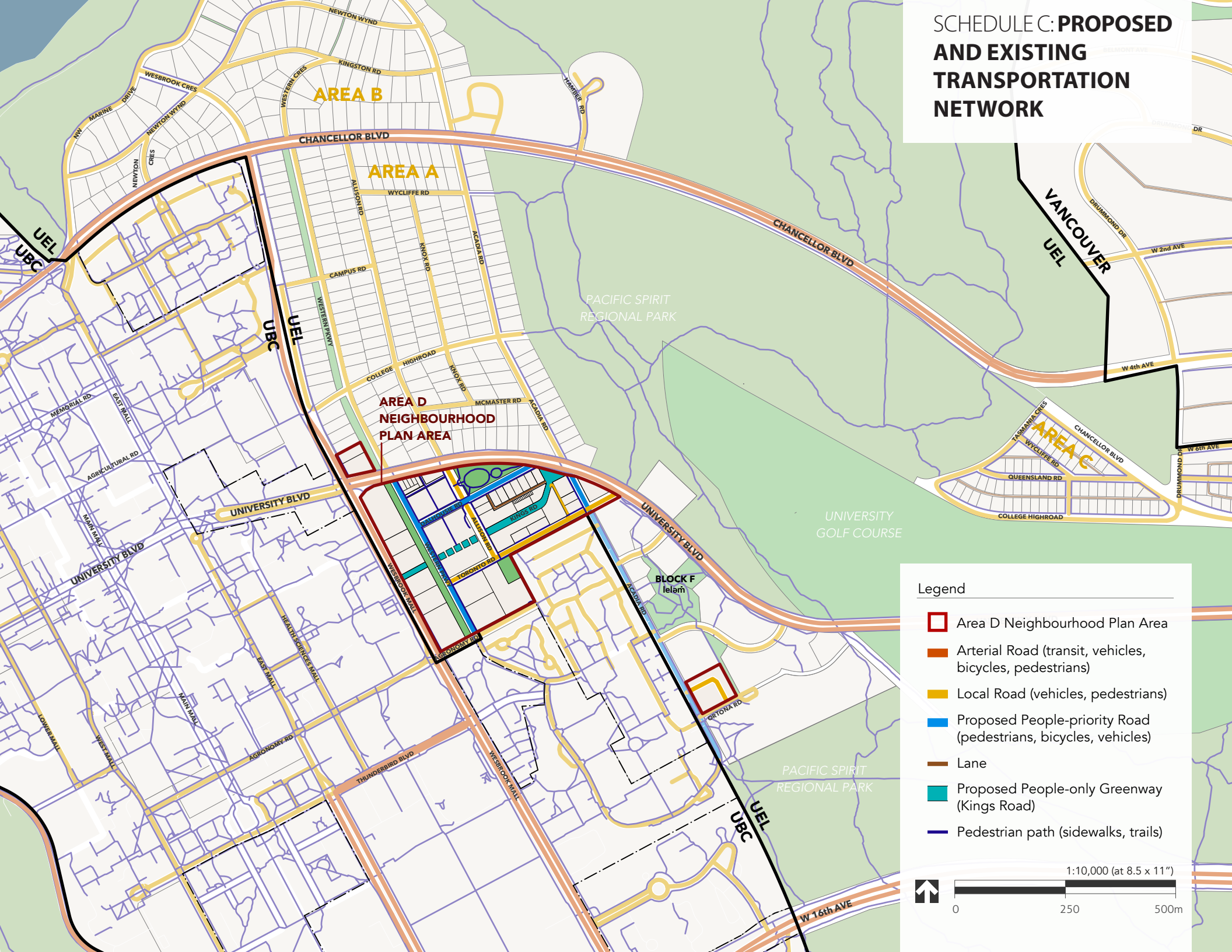
Legend

- 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")

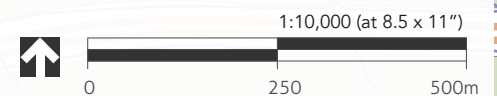
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SCHEDULE C: PROPOSED AND EXISTING TRANSPORTATION NETWORK



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

Appendix 2

Metro 2050: UEL Regional Context Statement

Metro 2050

UEL Regional Context Statement

Metro 2050 Regional Context Statement

The University Endowment Lands (UEL) is within Electoral Area A of the Metro Vancouver Regional District. As the UEL is not a core member of Metro Vancouver it is not bound to the same requirements as other local jurisdictions. Despite this technicality, the UEL commits to aligning with the regional growth strategy and contribute to the vision and goals laid out in Metro 2050.

The following section outlines UEL Official Community Plan policies (or equivalent) that demonstrate UEL's contribution to reaching the regional federation's regional growth strategy targets.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
POLICY WITH TARGET	APPLICABLE OCP POLICIES	SUPPLEMENTARY INFORMATION
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	UEL housing unit and population projections assume highest and best use per current land use designations and land use districts. See OCP sections 1.3.1, 1.3.2 and 1.3.3. The UEL does not have employment projections at this time, as there is no major increase to commercial space planned-only potential for small-scale commercial through the Area D Neighbourhood Plan or TOA areas, but developments may also be only residential. UEL population projection: 2030: 5,999	<i>The UEL OCP Update (2025) is primarily to align with recent Provincial housing legislation (SSMUH and TOA), not a fulsome update. These projections are not complete. Numbers provided are only an estimate which combine various sources and methodologies.</i> <i>Data sources:</i> - Metro data/methodology - UEL staff recalculation - UEL Housing Needs Report - UEL Interim Housing Needs Report (INHR)

	• 2040: 10,141 • 2050: 13,344 UEL dwelling unit projection: • 2030: 2,884 • 2040: 4,875 • 2050: 6,415 UEL employment projection: • 2030: n/a • 2040: n/a • 2050: n/a	
1.2.23 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27%	UEL is neither within an Urban Centre nor FTDA. Regardless, the UEL aims to provide allowance for significant growth through inclusion of SSMUH and TOA policy in the OCP Update. See OCP sections 3 and 4.	<i>The UEL may consider designating the UEL TOA, parts or all of Area D, or both as a FTDA in the future. But as the scope of this OCP Update was limited, there is no FTDA in the UEL at this time.</i>
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage	UEL is not in a FTDA but is adjacent to the UBC FTDA.	<i>The UEL may consider designating the UEL TOA, Area D or parts thereof, or both as a FTDA in the</i>

growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 <i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i> <i>• focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i> <i>• focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i> <i>• focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i>	UEL housing unit count is estimated to increase from 1,150 (2006) to over 4,800 by 2041. This is an over 300% increase for the UEL that will contribute an additional estimated 3,700 housing units to the regions' dwelling unit growth targets. This growth will be entirely within the Urban Containment Boundary. See OCP sections 1.3.1 and 1.3.2.	<i>future. But as the scope of this OCP Update was limited, there is no FTDA in the UEL at this time.</i>
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Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets

POLICY WITH TARGET	APPLICABLE OCP POLICIES	SUPPLEMENTARY INFORMATION
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: - increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and - increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	OCP will incorporate tree management policies including: - Encouraging existing tree retention over removal. - Guidance for tree replacement when removal is necessary. - Adopting Metro Vancouver's 40% tree canopy cover target within UEL developable areas. See OCP section 6.2.	<i>The UEL will update the "UEL Tree Management, Protection, and Removal for SF-1 and SF-2 Lots" Policy to apply to the majority of UEL properties, which provides additional guidance on tree management in the UEL.</i>
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	The UEL will adopt Provincial GHG emission reduction targets as follows: Using 2007 as the baseline, the UEL is committed to reducing GHG emissions by: 40% by 2030 60% by 2040 80% by 2050 See OCP section 7.2. Transportation policy will focus on modal shift from personal vehicle use to walking, cycling, rolling, and public transit through various policies. See OCP section 8. Also see Area D Neighbourhood Plan sections 5.5 and 5.6.	

Goal 4 Provide Diverse and Affordable Housing Choices Target

POLICY WITH TARGET	APPLICABLE OCP POLICIES	SUPPLEMENTARY INFORMATION
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	The UEL already has affordable housing policy requirements set out in the UEL Area D Neighbourhood Plan, see section 5.2.11 of the Area D Neighbourhood Plan. The OCP update aims to extend this policy to the UEL TOA*. See OCP section 4.2.8: “Require new developments 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.” The OCP also includes a variety of other policies to support housing for people with disabilities, low-income households, families, seniors, Indigenous people, and those experiencing or at risk of being homeless, among others. See OCP section 4.3.	<i>*The UEL is currently undertaking a housing affordability analysis to determine the feasibility of existing affordable housing policy within the UEL TOA area. The result of this analysis may result in changes to the amount or type of affordable housing that will be required through future policy.</i>

Metro 2050 Goal 1: Create a Compact Urban Area

The Updated UEL OCP, with Attached UEL Area D Neighbourhood Plan, align housing policies and land use with recent provincial housing legislation to implement small scale multi unit housing, and transit-oriented areas. This will significantly increase the allowed density within specific developable lands – all within Metro urban containment boundary.

Goal 1 Targets

POLICY WITH TARGET	APPLICABLE OCP POLICIES	SUPPLEMENTARY INFORMATION
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: All Urban Centre Types: 40%	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>

- Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: - All Urban Centre Types: 50% - Frequent Transit Development Areas: 27%		
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 <i>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</i> <i>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i> <i>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i> <i>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i>	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>

Strategy 1.1: Contain urban development within the Urban Containment Boundary

Policy 1.1.9	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	See OCP Map 1: Context Map
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>See response in Targets section</i>
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	See OCP section 7.3.4.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	n/a UEL does not have industrial lands, ports, or airports.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

Policy 1.2.24	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>See response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	n/a The UEL may consider designating the UEL TOA, Area D or parts thereof, or both as a FTDA in the future. But as the scope of this OCP Update was limited, there is no FTDA in the UEL at this time.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	<i>See response in Targets section</i>

	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	n/a There is no Urban Centre in the UEL.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	The UEL does not have an Urban Centre or FTDA. However, the UEL will reduce parking requirements, specifically in the TOA. See OCP section 8 for several policies supporting modal shift to active transportation and public transit. Also see Area D Neighbourhood Plan sections 5.1.6 and 5.5.23 through 5.5.28.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	n/a UEL does not have an Urban Centre or FTDA but is within a Major Transit Growth Corridor. Resilient and equitable densification and infill are guided through policies outlined in the Area D Neighbourhood Plan section 5.2, and in the OCP section 4. OCP objectives and policy are guided by Provincial legislation, Housing Needs Assessments, community engagement, and regional goals.

		Tenant protection policy can be found in OCP section 4.3.5, which points to exiting protections outlined in UEL Bylaw (See UEL Land Use, Building, and Community Administration Bylaw, Schedule 19) Emergency services are addressed in OCP section 11.5, ensuring continued required emergency services meet increased needs. Adaptability is addressed through building code and OCP sections 4.3.8 and 4.3.10 and Area D Neighbourhood Plan section 5.2.6, which requires 20% of new units to be adaptable. In addition, OCP section 8.1.6 supports accessible pedestrian signals and tactile paving.
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	UEL is neither an Urban Centre nor a FTDA, but has included policy to encourage childcare in OCP section 4.4, specifically in Area D and TOA.
vii)	consider the implementation of green infrastructure	Green infrastructure is encouraged in OCP section 7.1.9, that promotes rain gardens,

			bioswales, and green roofs.
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	n/a	There is no Urban Centre or FTDA in UEL. The UEL's Ielərh Community Centre is located close to frequent transit.
ix)	support the provision of community services and spaces for non-profit organizations	The UEL seeks to work with non-profit organizations and the UEL Community Advisory Council (CAC) to deliver a range of services and housing. See OCP sections 4.3.8 and 10.1.	
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	n/a	There is no Urban Centre or FTDA in UEL.
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	UEL street trees help to provide a buffer between roads and dwelling units. Busy roadways have reduced speed limits and narrow in residential areas, helping to slow traffic speeds (e.g. Chancellor Blvd speed reduction and reduction from two to one lane as they approach UEL residential zones).	

		For traffic calming measures, see OCP section 8.1. Also see Area D Neighbourhood Plan, section 5.1.4, which requires new development to respond to the local context.
c)	Include policies for General Urban lands that:	
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	See OCP Map 1: UEL Context Map
ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	n/a There is no Urban Centre or FTDA in UEL.
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	See OCP sections 3, 4.1, 4.2, and 4.3 for land uses and housing policy to support missing middle housing that aligns with SSMUH and TOA legislation within walking distance of frequent transit service. Previously single family lots will now be allowed up to four (4) units per lot. Previously single-family lots that are close to prescribed (frequent) bus

		stops will be permitted up to six (6) units per lot. Lots within 400 metres of the UBC Bus Exchange will be permitted up to 3.0 FSR and 8 storeys. Lots within 200 metres of the UBC Bus Exchange will be permitted up to 4.0 FSR and 12 storeys. Also see Area D Neighbourhood Plan, section 5.2.
iv)	encourage neighbourhood-serving commercial uses	See OCP sections 1.3.1, 3.3, 4.2.10, and 9.1. Commercial zones at U-Hill Village and Ieləŋ Village are identified to provide services for the community. Small scale commercial and retail are encouraged through UEL TOA policy. A successful Change of Land Use District Application is required before the uses are permitted.
d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip-Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	n/a There is no Urban Centre or FTDA in UEL.
e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or	n/a There is no Urban Centre or FTDA in UEL.

		neighbourhood plans, or other community planning initiatives	The UEL may consider designating the UEL TOA, parts or all of Area D, or both as a FTDA in the future. As the scope of this OCP Update was limited, there is no FTDA in the UEL at this time.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	The UEL is in ongoing communication with First Nations, adjacent jurisdictions, and regional and provincial partners related to long-term growth and transportation planning. See OCP section 8.1.11. Also see Area D Neighbourhood Plan, section 5.5.
Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
Policy 1.3.7	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	The UEL will focus higher density mixed-use building forms closer to public transit and introduce policy to encourage walking, cycling, and rolling. See OCP sections 3, 4.1, 4.2, and 8.1. Also see Area D Neighbourhood Plan,

			sections 4.1, 4.2, 4.3, 5.1, 5.2, 5.4, and 5.5.
b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	There is no Urban Centre in UEL, but areas with good access to transit have been identified for commercial and mixed uses. For policy supporting First Nations art and culture, see OCP section 2.1.4. For policy supporting recreation and leisure, see OCP section 6.4. For policy supporting institutional uses see, OCP section 3.4. For policy supporting medical/health and social services, see OCP sections 2.1.3, 4.3.8, 4.3.10, and 9.1. Health facilities are already permitted under UEL bylaws in identified commercial areas. For policy supporting education and childcare facilities, see OCP section 4.4. For policy supporting local serving retail uses, see OCP sections 4.2 and 9.1. Also see Area D Neighbourhood Plan, sections 4.1, 4.2, 4.3, 5.1, 5.2, 5.3, 5.4, and 5.6.	

	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	The UEL has identified several public spaces to serve the community, including parks, playgrounds, and community gardens. Public realm upgrades are currently underway for an area adjacent to one of the UEL's main mixed-use areas. See OCP sections 2.1.4, 3.4.1, 4.1.5, 5.2.7, 6.1, and 6.3. Also see Area D Neighbourhood Plan, sections 5.1, 5.3, and 5.6.
	d)	respond to health and climate change-related risks by providing equitable access to:	
	i)	recreation facilities	The UEL has recently completed the Ielərñ Community Centre, which serves as the primary recreation facility within the UEL. See OCP sections 6.3 and 10.3. Also see Area D Neighbourhood Plan, sections 4.3, 5.3, and 5.4.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	The UEL is in the fortunate position to have Pacific Spirit Regional Park within walking distance of all UEL properties. In addition, there are other protected green spaces, including Jim Everett Memorial Park,

		Rick Genest Park, the Bridle Path along Western Parkway, and Ielərn Forest Park and Community Green. See OCP section 3.5, 6.1, and 6.3. Also see Area D Neighbourhood Plan, section 5.3.
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	The OPC update includes several policies to promote walking, cycling, and rolling, including putting higher density residential uses together with community serving commercial uses, promotion of traffic calming measures, human scaled design and streetscape enhancements, support for safe bike lanes, and addition of tactile paving and accessible pedestrian signals. The UEL already plants street trees along the majority of UEL streets. In addition, the OCP adopts a 40% tree canopy cover target, similar to Metro Vancouver. See OCP sections 6.2 and 8.1. Also see Area D Neighbourhood Plan, sections 5.3 and 5.5.

e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	The UEL already has one community garden in Area D and will explore options to expand. Grocery stores are located in close proximity to transit, and the OCP will include policy to support farmers markets. See OCP sections 6.2.6, 7.1.13, 9.1.3. Also see Area D Neighbourhood Plan, sections 5.3 and 5.4.
f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	The UEL is not preparing any new neighbourhood plans at this time, but provincial housing legislation (SSMUH and TOA) may lead to significant changes to the community in the form of higher density housing, which could be a big change. No formal health or social impact assessments have been completed, however, the UEL has incorporated Vancouver Coastal Health (VCH) feedback from the OCP engagement process into the OCP. The UEL is currently investigating design guidance that will mitigate any potential negative impacts, as identified by the community or otherwise, but noting

		there are also many positive impacts of higher density mixed-use development such as increased social interaction, higher walkability and access to shops and services, better affordability due to economies of scale for housing units and infrastructure and less reliance on personal vehicles.
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	The existing design guidelines remain, but the UEL is considering revisiting them to consider SSMUH and TOA. For now, the OCP provides some high-level considerations for future design guidelines. See OCP section 5.2. Also see Area D Neighbourhood Plan, sections 5.1.3, 5.1.6, 5.4.1, and 5.6.12.
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	See OCP section 2, which includes various policies on reconciliation, including incorporation of Indigenous art and culture, specifically OCP section 2.1.4.

Strategy 1.4: Protect Rural lands from urban development

Policy 1.4.3	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	n/a
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	n/a
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	n/a
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	n/a
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	See OCP section 6.1 which includes policy that Pacific Spirit Regional Park remains as undeveloped land.

Metro 2050 Goal 2: Support a Sustainable Economy

The Updated UEL OCP, with Attached UEL Area D Neighbourhood Plan, will continue to encourage commercial uses within the U-Hill Village and Ielarn Village areas to support nearby residential districts. In addition, some small-scale commercial, and retail uses may be permitted within the TOA, with direction from Provincial TOA guidance resources.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	SECTION	POLICY	APPLICABLE OCP POLICIES
Policy 2.1.10	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	There is no Urban Centre, FTDA, industrial lands, or employment lands regional land use designation in UEL. However, there are some smaller scale local areas where commercial use and employment is focused, namely U-Hill Village and Ielarn Village. See OCP section 9.1 for policies that guide commercial areas within the UEL. Also see Area D Neighbourhood Plan, section 5.4.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	n/a There is no Urban Centre or FTDA in the UEL.

	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	There is no Urban Centre or FTDA in the UEL, but there are small scale commercial uses and institutional uses in the UEL. The UEL may consider designating the UEL TOA, parts or all of Area D, or both as a FTDA in the future, which would capture the majority of commercial and institutional uses in the UEL. As the scope of this OCP Update was limited, there is no FTDA in the UEL at this time.
Strategy 2.2 Protect the supply and enhance the efficient use of industrial land			
The UEL does not have any industrial land, so strategy 2.2, Policy 2.2.9 does not apply.			
Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
The UEL does not have any agricultural land, so strategy 2.3m Policy 2.3.12 does not apply. However, the UEL does encourage urban agriculture. See OCP sections 2.1.3, 6.2.6, 7.1.13, and 9.1.3. Also see Area D Neighbourhood Plan sections 5.3.10 and 5.4.			

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The Updated OCP includes several new policies focusing on greenspace, tree management, climate action, and greenhouse gas (GHG) emission reduction targets, while maintaining existing policy on solid waste and recycling. Except for in the Area D Neighbourhood Plan, there was a significant gap in climate change related policy in the previous version of the OCP, so despite the small scope of this OCP update, many of these policies are new.

Goal 3 Targets

POLICY WITH TARGET	APPLICABLE OCP POLICIES	SUPPLEMENTARY INFORMATION
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: - increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and - increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	860 ha of UEL total 1,200 ha (72%) is Pacific Spirit Regional Park. This does not include other protected nature areas within the UEL, which include Jim Everett Memorial Park, the Bridle Path, and Ielərín Forrest Park and community green. UEL tree canopy cover data shows 80% canopy coverage (2020), mainly due to Pacific Spirit Regional Park. Excluding this park, UEL developable lands have 32% to 47% tree canopy cover. The OCP section 6.2 sets the target at 40%, with policies to encourage tree retention, and replacement when removal is necessary.	Also see Area D Neighbourhood Plan, sections 5.3, 5.6, and 5.7.10.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030	The UEL has adopted provincial GHG targets to Reduce UEL Greenhouse Gas Emissions from 2007 levels by: 40% by 2030 60% by 2040 80% by 2050	Also see Area D Neighbourhood Plan, sections 5.5 and 5.6.

and achieving a carbon neutral region by the year 2050;	See OCP section 7.2 and 8.1 for methods to achieve these goals, which include transportation mode shifts away from personal vehicle towards more active transportation, consideration for early adoption of zero carbon step code, encouragement for energy efficient building designs, support for electric vehicles such as publicly accessible charging stations, and electrification of the UEL administration vehicle fleet.	
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Strategy 3.1: Protect and enhance Conservation and Recreation lands

	SECTION	POLICY	APPLICABLE OCP POLICIES
Policy 3.1.9	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	See OCP Map 1: Context Map.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	
	i)	drinking water supply areas	n/a There are no drinking water supply areas in the UEL. UEL drinking water is sourced from the North Shore mountains.
	ii)	environmental conservation areas	While not specific to environmental conservation,

		see OCP section 6.1 for policy that identifies and supports greenspace, including Pacific Spirit Regional Park, Rick Genest Park, and Jim Everett Memorial Park. For environmental and habitat considerations, also see Area D Neighbourhood Plan, sections 5.3 and 5.6.
iii)	wildlife management areas and ecological reserves	The UEL does not have identified wildlife management areas or ecological reserves, but Pacific Spirit Regional Park is identified as remaining undeveloped. See OCP section 6.1. Also see Area D Neighbourhood Plan, sections 5.3 and 5.6.
iv)	forests	The UEL does not have specific protections for forests, but Pacific Spirit Regional Park is identified as remaining undeveloped in OCP section 6.1 and there are other protections through covenants, such as Ielarn Forest Park and adjacent wetlands and Rick Genest Park. Also see Area D Neighbourhood Plan, sections 5.3 and 5.6.
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	See above.

	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	The OCP is not where the UEL identifies riparian areas. Instead, UEL riparian protections come through the UEL Riparian Area Protection Regulations (RAPR) Policy, which may require new developments to undertake a RAPR assessment prior to development application submission. Inclusion of riparian area protections into the OCP will be considered for future, more fulsome, OCP updates.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	The OCP includes several policies to mitigate the effects of climate change in section 7.1. Also see Area D Neighbourhood Plan, sections 5.3 and 5.7.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	The OCP identifies greenspace to be protected in section 6.1. School lands are identified in OCP section 3, with supporting policy in section 4.4. There are no lands in the UEL that are dedicated purely for training or research, though those uses may occur on lands designated as institutional or park. There are also no specific tourism or agricultural lands in the UEL, except perhaps the UEL community garden in Area D.

			Also see Area D Neighbourhood Plan, sections 4.3 and 5.4.
	c)	Include policies that:	
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	The UEL does not abut any wildland. However, OCP sections 3.6.3 and 6.1.2 identify Pacific Spirit Regional Park as protected land. Also, OCP section 6.2 does consider wildfire hazard with policy directing tree plantings to mitigate fire risk.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Subdivision is not permitted in the UEL. See OCP section 3.1.
Policy 3.2.7	SECTION	POLICY TEXT	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>See response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements,	The UEL does not currently have policy to this effect. See OCP section 6.1 which identifies and supports the

		subdivision design, conservation covenants, land trusts, and tax exemptions	preservation of existing park lands.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	The OCP section 6.1 includes policy to protect identified park lands, the largest being Pacific Spirit Regional Park. The UEL is not currently seeking to make enhancements to parklands nor seeking to acquire new land for the RGIN.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	The OCP section 7.1 includes policy to protect fish bearing streams, wetlands, riparian areas, and other delicate ecosystems. Also, for ecological links between park lands, habitat connectivity, biodiversity considerations, and bird friendly design, see Area D Neighbourhood Plan section 5.3.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	The OCP does not contain specific policy on edge planning or buffers, but there are development permit requirements related to riparian area protection zones that require developments to provide additional assessments. The UEL is currently exploring additional design guidance, specifically around TOA, which includes edge planning and buffers.

	c)	Include policies that:	
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	There are policies related to greenspace and the natural environment. See OCP sections 6.1 and 7.1. For land use, see OCP section 3. Also see Area D Neighbourhood Plan, sections 5.3 and 5.7.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	For local tree canopy targets see OCP section 6.2. For urban forest and greenspace related policies that aim to identify and preserve urban forests and the natural environment, see OCP section 6.1. The UEL includes policy to preserve the aesthetic quality of the boulevards and parkways, which include street trees along the majority of UEL streets. See OCP section 11.4.4. Also see Area D Neighbourhood Plan, section 5.3.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	The OCP encourages native plant species, especially species have been identified as culturally significant by local First Nations. See OCP sections 6.2.5, 7.1.5, and 7.1.14.

			Also see Area D Neighbourhood Plan, section 5.3.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	The UEL includes policy to retain existing greenspaces and parks that contribute to the RGIN, such as Pacific Spirit Regional Park. See OCP section 6.1. Also see Area D Neighbourhood Plan, section 5.3, 5.5, and 5.7.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	For policy on reducing and conserving water, see OCP policy 7.1.12. For stormwater management policies, see OCP section 11.3. Also see Area D Neighbourhood Plan, section 5.7.
Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality			
Policy 3.3.7	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>See response in Targets section</i>

	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	For greenhouse gas emissions related policies, see OCP section 7.2. Also see Area D Neighbourhood Plan, section 5.5 and 5.6.
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geo exchange systems, and zero emission vehicle charging infrastructure	The UEL supports improvement of existing buildings' energy efficiency through retrofits and upgrades, considering adopting the BC Zero Carbon Step Code (EL4), and encouraging more public EV charge stations. For related policies, see OCP section 7.2. Also see Area D Neighbourhood Plan, section 5.6.
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	For policies that support shifting from personal vehicle use to more walking, cycling, rolling, and public transit use, see OCP sections 7.2.3, and 8.1. Also see Area D Neighbourhood Plan, section 5.5.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	There is no Urban Centre or FTDA in the UEL, however the UEL is focusing the majority of growth and community amenities within identified areas within close proximity to public transit.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	SECTION	POLICY	APPLICABLE OCP POLICIES
Policy 3.4.5	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	The UEL includes several policies to mitigate the effects of climate change, including policy for building efficiency and design, habitat protection, fire risk, and extreme weather events. See OCP section 7.1. The UEL is considering developing a UEL Climate Action Plan to explore further mitigation and adaptation measures. Also see Area D Neighbourhood Plan, section 5.3 and 5.6.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	There are no designated hazardous areas in the UEL, but, as part of the UEL development process, there are additional requirements for developments within identified riparian and geotechnical areas.
Policy 3.4.6	SECTION	POLICY	APPLICABLE OCP POLICIES
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	The UEL will take a climate action lens to all decision making, policies, practices, and services. See OCP section 7.1.16.

Policy 3.4.7	SECTION	POLICY	APPLICABLE OCP POLICIES
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	The UEL will take a climate action lens to all decision making, policies, practices, and services – including land use, transportation, and emergency services. See OCP sections 7.1.16, 8.1, and 11.5.1. Also see Area D Neighbourhood Plan, section 5.1.23, 5.5, and 5.6.
Policy 3.4.8	SECTION	POLICY	APPLICABLE OCP POLICIES
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	UEL design guidelines are included the <i>UEL Land Use, Building, and Community Administration Bylaw</i>. The UEL aims to update these design guidelines to align with best practices. For high level direction on future design guideline amendments, see OCP section 5.2.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

The main purpose of this OCP Update is to align with recent Provincial housing legislation and allow SSMUH and TOA densities within the UEL. The OCP includes several policy directions, including introducing a new land use designation in response to SSMUH, called Residential Small-Scale (RS), and related guiding policies; TOA; affordable housing; and housing for families.

Goal 4 Targets

POLICY WITH TARGET	APPLICABLE OCP POLICIES	SUPPLEMENTARY INFORMATION
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	There is no Urban Centre or FTDA in the UEL. However, the UEL Area D Neighbourhood Plan includes policy that developments seeking rezoning are to provide at least 30% of total residential floor area set aside for affordable housing. See Area D Neighbourhood Plan, section 5.3 and 5.2.11. The OCP expands this policy to the areas of the UEL beyond the UEL Area D Neighbourhood Plan, specifically the UEL TOA.* See OCP section 4.2.6.	<i>*The UEL is currently undertaking a housing affordability analysis to determine the feasibility of existing affordable housing policy within the UEL TOA area. The result of this analysis may result in changes to the amount or type of affordable housing that will be required.</i>

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy 4.1.8	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand,	The 2024 UEL Interim Housing Needs Report identified housing needs as:

	as determined in their housing needs report or assessment	• 5-year: 718 new housing units. • 20-year: 1,985 new housing units. Recent site-specific change of land use district applications have significantly increased the number of housing units allowed to be built in the UEL. Also, the UEL has aligned with provincial housing legislation to allow SSMUH and TOA. SSMUH has already been adopted by Bylaw under a new land use district called R-4/R-6, with the land use district having been changed to allow outright up to 4 or 6 units per lot. Recent site-specific change of land use district applications, adoption of the R-4/R-6 land use district, and remaining housing capacity under existing land use districts within UEL Area D allows for an additional 3,200 housing units to be built in the UEL. TOA is identified in the OCP, where if a change of land use district is approved that aligns with TOA guidance, additional housing units will be permitted. In addition to the significant densification provided through recent change of land use districts and this OCP update, the UEL is currently
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		exploring ways to streamline the development process. See OCP sections 1.3, 3.2, 4.1, 4.2, and 4.3.
b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	For diverse housing options, see OCP sections 4.1, 4.2, and 4.3.
c)	identify policies and actions that contribute to the following outcomes:	
i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	For policy related to encouraging a variety of housing types, see OCP sections 4.1, 4.2, and 4.3. Also see Area D Neighbourhood Plan, sections 4.3 and 5.2.
ii)	increased supply of family-friendly, age-friendly, and accessible housing	See OCP sections 4.1, 4.2, and 4.3. Also see Area D Neighbourhood Plan, sections 4.3 and 5.2.
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	The UEL includes support for residential built forms to provide missing middle housing, affordable housing, rental housing, and co-op housing. See OCP sections 4.1, 4.2, and 4.3. Also see Area D Neighbourhood Plan, sections 4.3 and 5.2.

	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	See OCP section 4.1, which includes support for secondary suites, detached accessory dwelling units, triplexes, townhomes, and multiplexes. Additional units are permitted on lots near frequent transit service. See OCP section 4.2, which includes guidance for TOA, where apartments are likely. Also see Area D Neighbourhood Plan, sections 4.3 and 5.2.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	The UEL aims to encourage the shift from personal vehicle use to active transportation and public transit modes through allowing higher density housing near public transit, encouraging traffic calming measures, improvements to the pedestrian experience, and more accessible walking, cycling, and rolling infrastructure. See OCP sections 3 and 8. Also see Area D Neighbourhood Plan, sections 4.3, 5.2, and 5.5.
	vi)	increased social connectedness in multi-unit housing	The UEL encourages mixed use development, including small-scale commercial at ground level within the UEL TOA and resilient social infrastructure (such as childcare, health services, or long-term care) that provides

			housing for people of all ages and abilities. See OCP section 4.3. Also see Area D Neighbourhood Plan, sections 5.1.3, 5.2.16, and 5.4.
	vii)	integrated housing within neighbourhood contexts and high-quality urban design	The UEL includes guidance that new developments must respond sensitively to adjacent building forms and land uses. See OCP sections 4.1.2, 4.1.5, 5.1, and 5.2. Also see Area D Neighbourhood Plan, sections 5.1.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	For climate change related policies that focus on building forms, see OCP sections 7.1.4, 7.1.5, 7.2.4, 7.2.5, 7.2.6, and 7.2.7.
Policy 4.1.9	SECTION	POLICY	SUPPLEMENTARY INFORMATION
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	The UEL will continue to update Housing Needs Assessments and the Official Community Plan every 5 years. See OCP section 4 introduction.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	For housing policy based on the UEL Housing Needs Assessment (2022) and the UEL Interim Housing Needs

		Report (2024), see OCP sections 1.3.2, 4.1, 4.2, and 4.3.
c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	The primary purpose of this version of the OCP is to align with recent provincial housing legislation and allow SSMUH and TOA in the UEL. The UEL Housing Needs Assessment (2022) and the UEL Interim Housing Needs Report (2024) have informed housing related policies to ensure that enough housing is permitted to be built. UEL staff are currently exploring ways to streamline developments in a way that can balance supply of housing with due process in the UEL. For specific policies supporting special needs housing, see OCP sections 4.2.5 and 4.3.7.
d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	For future housing needs, see OCP section 1.3.2. For guidance on how UEL is meeting these needs, see OCP sections 1.3.2, 3.1, 3.2, 4.1, 4.2, and 4.3. Also see Area D Neighbourhood Plan, sections 4.3, 5.2, and 6.1.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply

Policy 4.2.7	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>See response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	There is no Urban Centre or FTDA in the UEL. However, rental protection is outlined in the UEL Land Use, Building and Community Bylaw. For OCP related policy, see OCP sections 4.2.7 and 4.3.5.
	c)	identify the use of regulatory tools that protect and preserve rental housing	For policy supporting rental protection, see OCP section 4.3.5.
	d)	identify policies and actions that contribute to the following outcomes:	
	i)	increased supply of affordable rental housing in proximity to transit and on publicly owned land	The Minister responsible for the UEL has identified the UBC Bus Exchange as a TOA. For affordable housing related policy in TOA, see OCP section 4.2.6.

			Note the Area D Neighbourhood Plan, which is partially in the TOA, also already includes requirements for affordable housing. See Area D Neighbourhood Plan section 5.2.11.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	For rental unit replacement and protections, see OCP sections 4.2.7 and 4.3.5.
	iii)	protection and renewal of existing non-market rental housing	Non-market rental housing in the UEL is protected under site-specific housing agreements.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Rental protection is outlined in the UEL Land Use, Building and Community Bylaw. For OCP related policy, see OCP sections 4.2.7 and 4.3.5.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	For policy to support improvements to existing buildings' energy efficiency, see OCP section 7.2.6.
	SECTION	POLICY	SUPPLEMENTARY INFORMATION
Policy 4.2.8	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	See OCP sections 4.3.3 and 4.3.5.
	b)	encourage tenant protections and assistance for renter households impacted by renovation	Rental protection is outlined in the UEL Land Use, Building

		or redevelopment of existing purpose-built rental housing	and Community Bylaw. For OCP related policy, see OCP section 4.3.5.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	See OCP section 4.3.8.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	For collaboration to address housing for a variety of people including those experiencing or at risk of being homeless, see OCP section 4.3.8.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	See above.
Policy 4.3.8	SECTION	POLICY	SUPPLEMENTARY INFORMATION
	Prepare and implement housing strategies or action plans that:		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	The UEL aims to collaborate with non-profit providers, health agencies, and other government agencies to support a variety of housing types, including for low-income households. See OCP section 4.3.8.

	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	The UEL communicates through the UEL Community Advisory Council (CAC), community meetings, newsletter mail outs, and the UEL website. For UEL CAC, see OCP section 10.1.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	The UEL is supportive of housing types for those experiencing or at risk of being homeless. See OCP section 4.3.8.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

The UEL aims to encourage the shift away from personal vehicle use towards public transit and active transportation modes. Policies included in the OCP seek to integrate transportation and land use planning to help build a thriving community, and develop a safe, efficient, and sustainable transportation system that promotes walking, cycling, and public transportation for all community members, regardless of age and ability.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	SECTION	POLICY	APPLICABLE OCP POLICIES
Policy 5.1.14	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	See OCP sections 3 and 8 for various policies that promote walking, cycling, rolling, and public transit. Also see Area D Neighbourhood Plan, sections 4.3 and 5.5.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	For support for active transportation infrastructure, see OCP sections 8.1.2, 8.1.3, 8.1.4, and 8.1.5. For UEL consideration to develop a UEL Active Transportation Plan, see OCP section 8.1.13. Also see Area D Neighbourhood Plan, section 5.5.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	See OCP sections 8.1.2, 8.1.3, 8.1.4, and 8.1.5.

			Also see Area D Neighbourhood Plan, section 5.5.
	d)	support the transition to zero-emission vehicles	For support for electric vehicles (EVs), see OCP sections 7.2.9 and 7.2.11. Also see Area D Neighbourhood Plan, section 5.5.24.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	The UEL supports existing cycling infrastructure and Metro Vancouver's Regional Greenway Network, including protection for Pacific Spirit Park. See OCP sections 6.1, 8.1, and Map 3. Also see Area D Neighbourhood Plan, section 5.5.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	For policy to support active transportation facilities and networks, see OCP sections 8.1 and Map 3. Also see Area D Neighbourhood Plan, section 5.5.
Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
Policy 5.2.6	SECTION	POLICY	APPLICABLE OCP POLICIES
	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service	Roadway hierarchies are identified in OCP Map 3.

	vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	See OCP section 8.1.13 which considers creation of a comprehensive UEL active transportation plan. Also see Area D Neighbourhood Plan, section 5.5.
b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	There is no goods movement via highway, railways, aviation, or short sea shipping in the UEL. Roads and active transportation routes are identified in OCP Map 3. For related transportation policies, see OCP section 8. For related land use policies, see OCP section 3. Also see Area D Neighbourhood Plan, section 5.5.
c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	The UEL is a small area, without industrial or agricultural uses. See Area D Neighbourhood Plan, section 5.5 for policy related to movement of goods and services, or traffic flow management strategies.
d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	The UEL has no rail or navigable waterways. See Area D Neighbourhood Plan, section 5.5 for policy

			related to movement of goods and services.
e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways		Major roads in the UEL include NW Marine Dr., Chancellor Blvd., University Blvd., 16 th Ave., and SW Marine Dr. Where these arterial roads abut developable areas in the UEL, speed limits are reduced to mitigate impacts to the surrounding areas.
f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods		The UEL supports public on-street EV charging stations, see OCP section 7.2.9. <i>Loading requirements are in the LUB.</i> Also see Area D Neighbourhood Plan, section 5.5.