

**REGIONAL CONTEXT STATEMENT**

Part 10 of the Municipalities Enabling and Validating Act (No.3) (MEVA), requires UBC to include a Regional Context Statement in a Land Use Plan. The purpose of the Regional Context Statement is to describe the relationship between the Land Use Plan and the *Regional Growth Strategy (RGS)*. The Regional Growth Strategy is Metro Vancouver's regional growth plan entitled *Regional Growth Strategy: Metro Vancouver 2040, Shaping Our Future*.

UBC is a world-renowned institution of higher education and research. It contributes to the economic, social and cultural progress of the people of British Columbia and Canada, and is a significant economic development centre in the region, province, and country. UBC is the second largest transit destination in the region. In addition to the academic and research activities, UBC hosts a number of other attractions including nationally important museums and performing arts centres, significant cultural attractions and medical facilities including numerous clinics and a hospital.

UBC has developed this Land Use Plan to guide future use of its land resource to support its academic mission and activities, and to build an endowment through the development of an integrated community in an environmentally sound fashion, consistent with regional objectives.

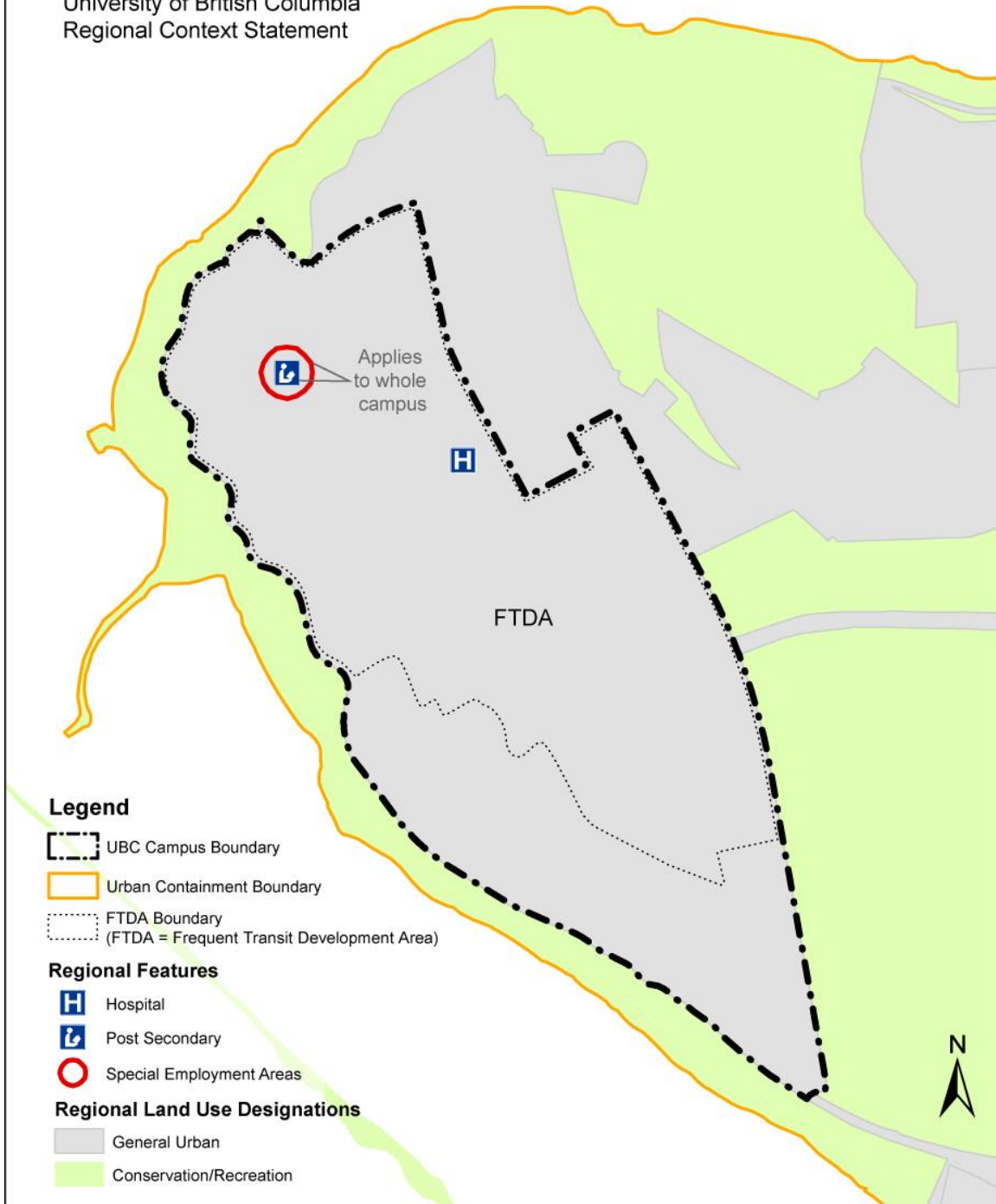
UBC is supportive of and responsive to its regional context. The policies of this Land Use Plan are consistent with the five fundamental goals of the *Regional Growth Strategy*:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the environment and respond to climate change impacts;
- Develop complete communities; and
- Support sustainable transportation choices.

UBC is wholly within the Regional Growth Strategy's Urban Containment Boundary and is a Special Employment Area, as shown on the map below. UBC's planning objectives support regional objectives to focus development in relation to the Frequent Transit Network and, as such, the campus functions as a Frequent Transit Development Area.

Appendix 1 to the Regional Context Statement provides information in a tabular form describing the relationship between the Land Use Plan and the Regional Growth Strategy's goals and actions.

**Figure 1 Map**  
University of British Columbia  
Regional Context Statement



## Appendix 1 to Regional Context Statement: UBC Land Use Plan relationship to the Regional Growth Strategy, October 28, 2013

RGS GOAL #1 CREATE A COMPACT URBAN AREA	
STRATEGY 1.1 Contain urban development within the Urban Containment Boundary	
Actions	Related UBC Land Use Plan Provisions:
1.1.3 a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (RGS Map 2)	<p>Regional Context Statement Map Figure 1</p> <p>The Regional Growth Strategy (RGS) Map 3 identifies UBC as within the Urban Containment Boundary.</p>
1.1.3 b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<p>UBC's Land Use Plan provides employment and land use policies as follows: Sections 4.1.3.a, and 4.1.3.b, 4.1.4.a, 4.1.6.2.c, and projections in Sections 5.1.3.c, and 5.1.4.</p> <p>The following are the dwelling unit, population and employment projections for 2021, 2031, and 2041:</p> <p>By 2021            Approximately 5,700 households in Neighbourhood Housing areas;            Approximately 12,500 residents, *            Approximately 21,300 jobs</p> <p>By 2031:            Approximately 8,850 households in Neighbourhood Housing areas;            Approximately 17,700 residents *            Approximately 24,600 jobs</p> <p>By 2041:            Approximately 12,000 households in Neighbourhood Housing areas;            Approximately 24,000 residents *            Approximately 26,750 jobs</p> <p>* Residents in student accommodation are not included in the population projections since the Regional Growth Strategy does not refer to students living in residence on campuses. However, estimates of residents in student accommodation will be provided to Metro Vancouver and TransLink for associated regional growth/infrastructure demand modeling (e.g. transit).</p> <p>It is also noted that 2011 census data, suggest that as of 2011:</p> <ul style="list-style-type: none"> <li>- approximately 2300 people lived on campus within Academic lands (outside the Neighbourhood Plan areas), and</li> <li>- approximately 7260 people lived within campus Neighbourhood Housing Areas.</li> </ul>

There are approximately 9400 students currently living in residence during peak winter months. Approximately 7100 students not living in student residences over the summer are not captured in census data.

The aspirational goals for future student housing are referenced in Section 4.1.5.a of the Land Use Plan. The need for new student beds and unit mix will be determined based on demographics, demand and Student Housing and Hospitality Services strategic planning. Construction of new student beds is subject to financial capacity as well as provincial and federal advanced education and innovation policies and programs.

**STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas**

**Actions:** **Related UBC Land Use Plan Provisions:**

1.2.6 a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)

The table below compares UBC projections with Metro projections for Electoral Area A, in Appendix A, Table A.1:

	2021		2031		2041	
	RGS Electoral Area A	UBC	RGS Electoral Area A	UBC	RGS Electoral Area A	UBC
Population	24,000	12,500	29,000	17,700	30,000	24,000
Dwelling Units	10,800	5700	13,300	8850	14,200	12,000
Employment	20,000	21,300	21,000	24,600	21,000	26,750

1.2.6 b)

N/A

1.2.6 c) include policies for Frequent Transit Development Areas (FTDA) which:

i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:

- Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);
- TransLink’s Frequent Transit Network, which may be updated over time;
- other applicable guidelines and policies of TransLink for the Frequent Transit Network;

i) UBC is generally consistent with the FTDA guidelines set out in the RGS Table 3.

The Land Use Plan supports the regional objectives to focus development in relation to the frequent transit network (FTN) and, as such, the campus functions as a frequent transit development area (FTDA).

ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);

ii)With respect to Table 3:

- UBC is on TransLink’s Frequent Transit Network, see RGS Map B1.
- The majority of UBC campus lands also fall either within 800 m of the central bus and trolley station, or 400m of the Frequent Transit line corridors.
- Related Land Use Plan policies are:
  - **Section 4.1.6.1.e:** states in part, Provide higher density housing in locations that are closer to transit locations and will not adversely affect other uses.
  - **Section 4.1.3.a:** This area is for the consolidation of future academic and institutional uses through selective redevelopment and infill.
  - **Section 4.1.3.b:** There will be mixing of uses throughout the campus, i.e. academic, cultural, residential, and commercial (bookstore, university-oriented conference centre, food services, multi-tenant research facility, etc.).
  - **Section 4.1.4.a:** Shops and services will be oriented to the day and evening needs of the university population. Uses may include but are not limited to restaurants and fast food outlets (with substantial outdoor seating); personal services such as hair salons, cleaners, travel agents, photocopy shops; offices; convenience groceries, and other specialty retail shops selling goods like books, art, bicycles, clothing or music.
  - **Section 4.1.4.b:** states in part that individual businesses along University Boulevard are intended to be small scale. Shops and services will be located along the length of the University Boulevard streetscape until reaching the alumni centre on the north side, where different mechanisms for engaging and welcoming the campus community at grade will be employed, and to East Mall on the south side. Strong at-grade connection between the new alumni centre and the new Student Union Building will be encouraged.
  - **Section 4.1.6.1.c:** states in part that the maximum average floor space ratio will be 2.5 net area. No individual site will have a floor space ratio greater than 3.5 net area.
  - **Section 4.1.6.1.e:** states in part, Allow local commercial uses, special residential uses such as group homes or daycares, and a variety of home-based businesses appropriate to a residential setting.
  - **Section 4.1.2.1.a:** A greenway corridor will be developed following the general alignment shown on *Schedule B: Access Roads & Transit*.
  - **Section 4.1.3.d:** Open space areas outside the greenway will provide green space and an appropriate university character.
  - **Section 4.1.6.3.a:** Usable neighbourhood open space for residential use including local parks, play grounds and tennis courts will be provided based upon an area to population standard of 1.1 hectares per 1000 persons to be reduced not less than 0.5 hectares per 1000 persons based upon resident access to appropriate UBC owned open space and facilities.
  - **Section 4.2.2.a:** UBC will need to continue to develop, communicate and pursue a

<p>iii) in coordination w/ provision of transit service, establish/maintain reduced residential &amp; commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p>	<p>transportation demand management plan that will include increasing parking costs and measures to reduce single occupant vehicle travel from 1996 levels by 20%, continuing to reduce the amount of commuter parking, and adopting policies that favour higher occupancy vehicles (car/van pools).</p> <p>iii) N/A</p>
<p>1.2.6 d) include policies for General Urban areas which:</p> <p>i) identify General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p> <p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p>	<p>i) Regional Context Statement Map (Figure 1 shows that the General Urban area designation applies to the UBC campus, consistent with the RGS Regional Land Use Designations map (Map2).</p> <p>ii) The university campus is the second largest transit destination in the Lower Mainland. UBC is generally consistent with the FTDA guidelines set out in the RGS Table 3.</p> <p>iii) N/A</p> <p>iv) N/A</p> <p>v) <b>4.1.3.a:</b> This area is for the consolidation of future academic and institutional uses through selective redevelopment and infill.</p>
<p>1.2.6 e)</p>	<p>N/A</p>
<p>1.2.6 f) for Urban Centres, Frequent Transit</p>	<p>UBC is generally consistent with the FTDA guidelines set out in RGS Table 3.</p>

<p>Development Areas and General Urban areas, include policies which:</p> <ul style="list-style-type: none"> <li>i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</li> <li>ii) encourage safe and efficient transit, cycling and walking;</li> </ul> <p>iii) implement transit priority measures, where appropriate;</p> <p>iv) support district energy systems and renewable energy generation, where appropriate.</p>	<ul style="list-style-type: none"> <li>i) N/A</li> <li>ii) The University acknowledges the role that Metro Vancouver has in regional transportation planning. The University maintains transportation policies that support transit, cycling, and walking. <b>Section 4.2.3.d:</b> The access system is to be designed to be less auto-dominated, and is to be more favorable to the needs of pedestrians, cyclists and transit. <b>Section 4.2.3.e:</b> Principles of traffic calming will be applied, both in the residential area and in the academic areas, to ensure the safety and attractiveness of the public realm for cyclists and pedestrians.</li> <li>iii) The University acknowledges the role that Metro Vancouver has in regional transportation planning. The University maintains transportation policies that support transit, cycling, and walking. <b>Section 4.2.1.b:</b> The GVRD and UBC will need to support the extension of higher capacity transit service to the campus and UBC will need to support redevelopment of the transit terminal to accommodate this service. <b>Section 4.2.2.a:</b> UBC will need to continue to develop, communicate and pursue a transportation demand management plan that will include increasing parking costs and measures to reduce single occupant vehicle travel from 1996 levels by 20%, continuing to reduce the amount of commuter parking, and adopting policies that favour higher occupancy vehicles (car/van pools). <b>Section 4.2.2.b:</b> UBC will need to promote, through education, pricing and other systems, the use of alternatives other than the single occupant vehicle. <b>Section 4.2.2.e:</b> UBC will need to investigate and pursue a 'U Pass' program as part of Transportation Demand Management.</li> <li>iv) <b>Section 4.3.1.b:</b> This strategy will need to be innovative and economically sustainable, and reflect the creativity and high environmental standards expected of a leading university. This servicing strategy must work with and minimize impact on the natural environment both on and off-campus.</li> </ul>
<p><b>STRATEGY 1.3 Protect Rural Areas from urban development</b></p>	
<p>The Regional Growth Strategy does not identify Rural Areas on the UBC campus</p>	

## RCS GOAL #2 SUPPORT A SUSTAINABLE ECONOMY

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

Actions:	Related UBC Land Use Plan Provisions:
2.1.4 a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	<p><b>Section 4.1.3.b:</b> There will be mixing of uses throughout the campus, i.e. academic, cultural, residential, and commercial (bookstore, university-oriented conference centre, food services, multi-tenant research facility, etc.).</p> <p><b>Section 4.1.4.a:</b> Shops and services will be oriented to the day and evening needs of the university population. Uses may include but are not limited to restaurants and fast food outlets (with substantial outdoor seating); personal services such as hair salons, cleaners, travel agents, photocopy shops; offices; convenience groceries, and other specialty retail shops selling goods like books, art, bicycles, clothing or music.</p> <p><b>Section 4.1.6.2.c:</b> Commercial uses will typically be those generally needed by the resident population in the immediate area such as food services (bakery, delicatessen, eating establishments, etc.); personal services (cleaners, financial institutions, hair salons, etc.); and other retail outlets oriented to the population of the residential area (clothing, garden supplies, tailors, etc.).</p>
2.1.4 b), c), and e)	N/A
2.1.4 d) show how the economic development role of Special Employment Areas, postsecondary institutions and hospitals are supported through land use and transportation policies.	<p>The university is the second largest transit destination in the Lower Mainland. It is a major post-secondary educational and research institution within Metro and includes a number of regional serving services and attractions (e.g. UBC Hospital, Chan Centre and Museum of Anthropology). These are non-residential major trip generating uses but are part of the UBCs core mandate. Therefore, transportation is a major consideration in the <i>UBC Land Use Plan</i>.</p> <p><b>Section 4.1.3.a:</b> This area is for the consolidation of future academic and institutional uses through selective redevelopment and infill.</p> <p><b>Section 4.2.1.b:</b> The GVRD and UBC will need to support the extension of higher capacity transit service to the campus and UBC will need to support redevelopment of the transit terminal to accommodate this service.</p> <p><b>Section 4.1.6.1.e:</b> states in part Provide higher density housing in locations that are closer to transit locations and will not adversely affect other uses.</p>

### STRATEGY 2.2 Protect the supply of industrial land

The Regional Growth Strategy does not identify industrial land on the UBC campus

### STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

The Regional Growth Strategy does not identify agricultural land on the UBC campus



**RCS GOAL #3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS**

**STRATEGY 3.1 Protect Conservation and Recreation Lands**

The Regional Growth Strategy does not identify Conservation and Recreational Lands on the UBC campus

**STRATEGY 3.2 Protect and enhance natural features and their connectivity**

**Actions:**

**3.2.4**

include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).

**Related UBC Land Use Plan Provisions:**

**Section 4.1.1:** Pacific Spirit Regional Park is designated for protection for recreation and conservation in the *Pacific Spirit Regional Park Management Plan* approved by the GVRD. Development and servicing will ensure maintenance of park values and objectives on these lands and other adjacent Pacific Spirit lands.

**Section 4.1.2.1.b:** The design, as specified in future area and design plans, will vary depending on local context and conditions, but will have a substantial ‘green’ component (although this will vary from a more urban treatment in the academic core to a more natural approach towards the south campus).

**Section 4.1.2.1.c:** The width and design of the greenway will give priority to pedestrians and cyclists and, in some cases, will accommodate service and private vehicles without conflict.

**Section 4.1.2.1.d:** UBC will need to coordinate development of the greenway with adjacent jurisdictions including the GVRD and the City of Vancouver. The greenway will incorporate some adjacent areas, such as the tree lots north and southeast of the stadium, for tree preservation. It will also include such other adjacent features as historic buildings or tree stands to enhance the provision of mixed services as part of the public realm.

**Section 4.1.2.2.a:** Where possible, significant single and mixed species tree stands will be incorporated into the net site area of development sites. The maximum net density for these sites will be calculated incorporating the treed area into the density calculation.

**Section 4.1.2.2.b:** Those treed areas to be retained will be incorporated into site planning in a manner so that their size, configuration, location, and drainage will ensure the treed areas remain an ecologically viable stand size and will be wind-firm.

**Section 4.1.2.3.a:** A tree management plan will be prepared as part of the area planning process to ensure the long term viability of green edges and retained natural vegetation and to provide street and other planting.

**Section 4.1.2.3.b:** Any viable mature trees over 15cm calliper dbh (diameter at breast height) that must be removed during the course of residential development in neighbourhoods will be replaced on campus at a ratio of 1:1, using species appropriate to the setting, and allowing trees to be sited as appropriate through the campus.

**Section 4.1.2.4.a:** Green edges will be maintained along North West Marine Drive between the north end of West Mall and southward to the southern end of campus; along both sides of 16<sup>th</sup> Avenue between SW Marine Drive and East Mall; along the south side of 16<sup>th</sup> Avenue between Wesbrook Mall and the eastern UBC boundary at Pacific Spirit Regional Park; and southwards from that point along the edge between Pacific Spirit Regional Park and UBC between 16<sup>th</sup> Avenue and the southern end of campus.

3.2.5 In collaboration with other agencies, develop and manage municipal components of the

The Regional Growth Strategy does not identify components of the Regional Recreation Greenway Network on the UBC campus.

<p>Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p><b>Section 4.1.2.1.d:</b> UBC will need to coordinate development of the greenway with adjacent jurisdictions including the GVRD and the City of Vancouver.</p>
<p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and eco-gifting).</p>	<p>See response to Strategy 3.2.4 above.</p>
<p>3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p><b>Section 4.3.1.b:</b> This [Long-term Infrastructure and Servicing] strategy will need to be innovative and economically sustainable, and reflect the creativity and high environmental standards expected of a leading university. This servicing strategy must work with and minimize impact on the natural environment both on and off-campus. <b>Section 4.3.1.c:</b> Servicing plans will need to address issues of energy conservation and demand-side management for solid waste, water conservation and other services.</p>
<p><b>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality</b></p>	
<p><b>Actions:</b></p>	<p><b>Related UBC Land Use Plan Provisions:</b></p>
<p>3.3.4 a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p><b>Section 4.3.1.e:</b> UBC will develop a greenhouse gas reduction strategy for Neighbourhood Plan areas.</p>
<p>3.3.4 b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> <li>• existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geo exchange systems, and electric vehicle charging infrastructure;</li> <li>• community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling</li> </ul>	<p><i>See references to policies that promote walking, cycling, transit</i> in the RGS Strategy 1.2 section above. <b>Section 4.2.1.a:</b> GVRD and UBC will need to support TransLink in initiatives to increase the accessibility of the campus by transit (new routes, express buses, transit priority measures, etc.) from elsewhere in the Lower Mainland. <b>Section 4.2.1.b:</b> The GVRD and UBC will need to support the extension of higher capacity transit service to the campus and UBC will need to support redevelopment of the transit terminal to accommodate this service. <b>Section 4.2.1.c:</b> Most transit service will focus on the transit terminal, but routes are to be planned to ensure convenient access across the campus. <b>Section 4.2.1.d:</b> UBC will continue to schedule classes and activities, within its institutional constraints, to reduce the peak demands on transit. <b>Section 4.2.1.e:</b> UBC will work with the University Endowment Lands Administration, the City of Vancouver, and the Ministry of Transportation and Infrastructure to ensure that its detailed route planning for bicycles and pedestrians is supportive and consistent with other routes being planned</p>

linkages to the transit system);	outside the Land Use Plan area.
3.3.4 c) focus infrastructure and amenity investments in Urban Centre and Frequent Transit Development Areas of appropriate locations along TransLink's Frequent Transit Network;	<b>Section 4.2.1.b:</b> The GVRD and UBC will need to support the extension of higher capacity transit service to the campus and UBC will need to support redevelopment of the transit terminal to accommodate this service.
3.3.4 d)	N/A
<b>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</b>	
<b>Actions:</b>	<b>Related UBC Land Use Plan Provisions:</b>
3.4.4 Include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).	<b>Section 4.3.3.b:</b> states in part that UBC and GVRD will need to jointly address slope stability and erosion issues.
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	<b>Section 4.3.1.b:</b> This [Long Term Infrastructure and Servicing] strategy will need to be innovative and economically sustainable, and reflect the creativity and high environmental standards expected of a leading university. This servicing strategy must work with and minimize impact on the natural environment both on and off-campus. <b>Part of Section 4.3.3.b:</b> UBC and GVRD will need to jointly address slope stability and erosion issues.

## RGS GOAL #4 DEVELOP COMPLETE COMMUNITIES

### STRATEGY 4.1 Provide diverse and affordable housing choices

Actions:	Related UBC Land Use Plan Provisions:
<p>4.1.7 a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <ul style="list-style-type: none"> <li>i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</li> <li>ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</li> <li>iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;</li> <li>iv) Encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</li> </ul>	<p>The Land Use Plan supports regional goals to develop complete communities including the provision of diverse and affordable housing choices through the following policies:</p> <ul style="list-style-type: none"> <li>i) <b>Section 4.1.3.b:</b> There will be mixing of uses throughout the campus, i.e. academic, cultural, residential, and commercial (bookstore, university-oriented conference centre, food services, multi-tenant research facility, etc.).</li> <li>ii) <b>Part of Section 4.1.6.1.c:</b> The maximum average floor space ratio will be 2.5 net area. No individual site will have a floor space ratio greater than 3.5 net area.</li> <li>iii) N/A</li> <li>iv) <b>Section 4.1.6.1.b:</b> states in part “20% of new residential dwellings will be rental housing, of which not less than half will be non-market housing that may include staff, faculty, cooperative, social or other special housing needs. This housing will be locationally integrated into the community.”</li> </ul>

### STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities

Actions:	Related UBC Land Use Plan Provisions:
<p>4.2.4 a) support compact, mixed use, transit, cycling and walking oriented communities;</p>	<p><b>Section 4.1.4.a:</b> Shops and services will be oriented to the day and evening needs of the university population. Uses may include but are not limited to restaurants and fast food outlets (with substantial outdoor seating); personal services such as hair salons, cleaners, travel agents, photocopy shops; offices; convenience groceries, and other specialty retail shops selling goods like books, art, bicycles, clothing or music.</p> <p><b>Section 4.1.4.c:</b> This area will emphasize transit, pedestrians, and cyclists as part of the greenway. It will</p>

	<p>favour outdoor areas for restaurants, substantial glazing, and individual entrances.</p> <p><b>Section 4.1.4.d:</b> The area will be designed to accommodate trolley bus service, the campus shuttle bus, and future rapid transit.</p> <p><b>Section 4.1.6.1.e:</b> It is the objective of this Land Use Plan to create a complete ‘urban village’ community that reflects a fine-grained development pattern. To realize this objective, Neighbourhood Housing areas will achieve the following:</p> <ul style="list-style-type: none"> <li>• Provide a diversity of housing types, including row houses, stacked row houses, apartments and dwelling in mixed use settings.</li> <li>• Provide housing in which the ground floor is primarily street-oriented, with a fine-grained street network.</li> <li>• Provide community design that is human-scaled, compact, and pedestrian friendly.</li> <li>• Accommodate parking primarily underground.</li> <li>• Provide higher density housing in locations that are closer to transit locations and will not adversely affect other uses.</li> <li>• Allow local commercial uses, special residential uses such as group homes or daycares, and a variety of home-based businesses appropriate to a residential setting.</li> <li>• Accommodate housing in projects that reflect this character, with individual developments not exceeding 150 units unless designed to provide smaller scale enclaves within larger projects.</li> <li>• Each neighbourhood will contain a fine-grained pedestrian and cycle route network with mid-block connections.</li> </ul> <p><b>4.1.6.2.c:</b> Commercial uses will typically be those generally needed by the resident population in the immediate area such as food services (bakery, delicatessen, eating establishments, etc.); personal services (cleaners, financial institutions, hair salons, etc.); and other retail outlets oriented to the population of the residential area (clothing, garden supplies, tailors, etc.).</p> <p><b>4.1.6.2.e:</b> Design will emphasize a village character. The street orientation will be pedestrian and cyclist friendly and parking will be underground where possible. The area will be readily accessible from the greenway, and a complementary relationship will be established with the adjacent community centres and school area.</p>
<p>4.2.4 b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;</p>	<p><b>4.1.6.4.a:</b> A community centre will be located adjacent to or in conjunction with the village commercial area in Wesbrook Place to add to the vitality of the village centre. There is also a community centre in the Hawthorne Place neighbourhood.</p> <p><b>4.1.6.4.b:</b> A community centre with shared services to the Acadia Road Neighbourhood Housing and Acadia student family housing community will be developed. The community centres will be sized on the basis of 0.15 m2 per new resident. This standard will be based upon the population of Hampton Place and future Neighbourhood Housing areas.</p> <p><b>4.1.6.4.c:</b> Play facilities will be provided in conjunction with the adjacent school.</p> <p><b>4.1.6.5.a:</b> A secondary school site (including land for playing fields) will be sited in Wesbrook Place as shown on the Neighbourhood Plan for this area.</p>

	<p><b>4.1.6.5.b:</b> An elementary school site will be reserved close to the secondary school.</p> <p><b>4.1.6.5.c:</b> The sites will be accessible from an extension of the greenway to enhance pedestrian and cyclist access.</p> <p><b>4.1.6.6.a:</b> Daycare may be provided in a variety of forms including space reserved within new school sites, the Wesbrook and Acadia community centres, purpose built childcare facilities in some family housing projects, and some licensed and, license-not-required family daycares within the new housing units.</p>
4.2.4 c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	<b>Section 4.3.2.b:</b> The provision of social and community services, such as library, neighbourhood parks, and recreation services, will be the responsibility of UBC (assuming the current local governance structure) either directly or on the basis of agreements with appropriate agencies.
4.2.4 d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	<p><b>Section 4.1.2.1.a:</b> A greenway corridor will be developed following the general alignment shown on <i>Schedule B: Access Roads and Transit</i>.</p> <p><b>Section 4.1.6.3.a:</b> Usable neighbourhood open space for residential use including local parks, play grounds and tennis courts will be provided based upon an area to population standard of 1.1 hectares per 1000 persons to be reduced to not less than 0.5 hectares per 1000 persons based upon resident access to appropriate UBC owned open space and facilities.</p> <p><b>4.1.6.4.a:</b> A community centre will be located adjacent to or in conjunction with the village commercial area in Wesbrook Place to add to the vitality of the village centre. There is also a community centre in the Hawthorne Place neighbourhood.</p> <p><b>4.1.6.4.b:</b> A community centre with shared services to the Acadia Road Neighbourhood Housing and Acadia student family housing community will be developed. The community centres will be sized on the basis of 0.15 m2 per new resident. This standard will be based upon the population of Hampton Place and future Neighbourhood Housing areas.</p>
4.2.4 e), f)and h)	N/A
4.2.4 g) support universally accessible community design;	<b>Section 4.1:</b> states in part, “Universal inclusive design to allow equal access to all people is an important consideration at all stages of the planning and development process.”
4.2.4 i) Recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	UBC is shown as a Special Employment Area on Figure 1 of the Regional Context Statement consistent with RGS Map 11..

## RGS GOAL #5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

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

Actions:	Related UBC Land Use Plan Provisions:
5.1.6 a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	<p><b>Section 4.2.1.a:</b> GVRD and UBC will need to support TransLink in initiatives to increase the accessibility of the campus by transit (new routes, express buses, transit priority measures, etc.) from elsewhere in the Lower Mainland.</p> <p><b>Section 4.2.1.b:</b> GVRD and UBC will need to support the extension of higher capacity transit service to the campus and UBC will need to support redevelopment of the transit terminal to accommodate this service.</p> <p><b>Section 4.2.3.e:</b> Principles of traffic calming will be applied, both in the residential and academic areas, to ensure the safety and attractiveness of the public realm for cyclists and pedestrians.</p>
5.1.6 b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	<p><b>Section 4.2.2.a:</b> UBC will need to continue to develop, communicate and pursue a transportation demand management plan that will include increasing parking costs and measures to reduce single occupant vehicle travel from 1996 levels by 20%, continuing to reduce the amount of commuter parking, and adopting policies that favour higher occupancy vehicles (car/van pools).</p> <p><b>Section 4.2.2.b:</b> UBC will need to promote, through education, pricing and other systems, the use of alternatives other than the single occupant vehicle.</p> <p><b>Section 4.2.2.c:</b> UBC will need to advance opportunities for 'telecommuting' where possible.</p> <p><b>Section 4.2.2.d:</b> UBC will address truck travel, in cooperation with the City of Vancouver.</p> <p><b>Section 4.2.2.e:</b> UBC will need to investigate and pursue a 'U Pass' program as part of Transportation Demand Management.</p>
5.1.6 c) Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	<p><b>Section 4.2.2.a:</b> UBC will need to continue to develop, communicate and pursue a transportation demand management plan that will include increasing parking costs and measures to reduce single occupant vehicle travel from 1996 levels by 20%, continuing to reduce the amount of commuter parking, and adopting policies that favour higher occupancy vehicles (car/van pools).</p> <p><b>Section 4.2.2.b:</b> UBC will need to promote, through education, pricing and other systems, the use of alternatives other than the single occupant vehicle.</p> <p><b>Section 4.2.3.e:</b> Principles of traffic-calming will be applied, both in the residential area and in the academic areas, to ensure the safety and attractiveness of the public realm for cyclists and pedestrians.</p>

### STRATEGY 5.2 Coordinate land-use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

Actions:	Related UBC Land Use Plan Provisions:
5.2.3 a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment & Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	<p>Goods movement respects provincial highways regulations.</p> <p><b>Section 4.2.2.d:</b> UBC will address truck travel, in cooperation with the City of Vancouver.</p>

<p>5.2.3 b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities.</p>	<p><b>Section 4.2.3.a:</b> UBC, in conjunction with the Ministry of Transportation and Infrastructure where relevant, will need to implement a hierarchical road system on campus. The proposed roadway hierarchy is shown on Schedule B: Access. It indicates the system of arterial roads (the main access routes) and the collector roadways (to distribute traffic on campus).</p>
<p>5.2.3 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;</p>	<p><b>Section 4.2.2.d:</b> UBC will address truck travel, in cooperation with the City of Vancouver.</p>
<p>5.2.3 d)</p>	<p>N/A</p>