

UNIVERSITY BOULEVARD NEIGHBOURHOOD PLAN

University of British Columbia

Adopted January 2004
Amended June 2015

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1 INTRODUCTION

1.1 Overview

In July 1997, the Greater Vancouver Regional District adopted an Official Community Plan (OCP) for Part of Electoral Area ‘A’, Bylaw No. 840-1996 that covers the University of British Columbia Point Grey campus.

In June 2010, ministerial orders pursuant to the Municipalities Enabling and Validating Act No. 3 (Part 10-2010) transferred the OCP from the GVRD to the responsibility of the University with oversight from the Minister of Community, Sport and Cultural Development and re-named the document the UBC Land Use Plan. The Land Use Plan was subsequently amended in January 2011 to incorporate consequential changes from the Vancouver Campus Plan (VCP) and housekeeping changes to reflect the terminology of the Land Use Plan.

1.2 Relationship of Neighbourhood Plan to the UBC Land Use Plan

This neighbourhood plan is in accordance with the policies and principles of the UBC Land Use Plan. It is the most detailed land use document to guide overall development of the University Boulevard neighbourhood. The UBC Land Use Plan applies to the entire Point Grey campus and is intended to guide the long-term evolution of the campus into a complete community – a place for people to live, work, study and recreate – that balances regional growth management objectives with the University’s academic mission.

The Land Use Plan sets objectives and targets for land use, housing, transportation, green space, and community services, with a particular focus on “non-institutional development.” Most non-institutional development is expected to occur within seven neighbourhood plan areas and one special plan area identified in the Land Use Plan, surrounding the academic core. The University Boulevard Neighbourhood is identified as a Special Plan Area in Schedule C of the Land Use Plan. This coincides with the text designation of the University Boulevard Neighbourhood as Village Centre Academic (Section 4.1.4 of the Land Use Plan).

1.2.1 Purpose of the Neighbourhood Plan

The Land Use Plan for UBC provides a vision and goals for future campus development, broad land use designations, and the objectives for more detailed planning. The purpose of a neighbourhood plan is to interpret and apply the Land Use Plan’s policies and development requirements to the plan area it identifies.

Each neighbourhood plan contains a detailed plan of land uses, transportation strategies (Section 2.5), design guidelines (Section 3), development controls (Section 4), and servicing

strategies (Section 5) consistent with the Land Use Plan. When taken together, the neighbourhood plans fulfill the area planning requirements in the Land Use Plan.

The neighbourhood plan also documents the goals and objectives of the community for the neighbourhood. It conveys the shared vision for the place. The neighbourhood plan guides development to help achieve this vision.

1.2.2 Planning Issues Arising from the Land Use Plan

Neighbourhoods will be developed over time, and full “build out” of the University Boulevard Neighbourhood may take five years or more.

The Land Use Plan envisions this neighbourhood as an area that emphasizes transit, pedestrians and cyclists as part of the greenway and is home to the trolley bus transit facilities. While the primary transit hub for diesel buses has been moved to the Gage South area, the need for future rapid transit should be addressed as part of neighbourhood planning.

Additional uses and density may be suggested over time for this high density, mixed-use corridor, which may require a future review of the Land Use Plan in order to be permitted.

1.3 Process Followed in Preparing the Neighbourhood Plan

The preparation of each neighbourhood plan follows a process for Neighbourhood Planning as established by UBC. Technical input is provided through a Technical Advisory Committee. Public participation is assured through an Advisory Planning Committee as well as through a number of stakeholder meetings, public open houses and public meetings.

Consultation started in 2001 and the Plan was adopted in 2004. Subsequent to its adoption, there has been a range of engagement in area; most recently there was extensive public and stakeholder consultation from January to June 2015 to update the Neighbourhood Plan, as part of larger University Boulevard precinct planning process.

Adoption of amendments to the neighbourhood plan consists of approval by the UBC Board of Governors. Subject to Provincial statute, the Neighbourhood Plan must not be inconsistent with the Land Use Plan.

1.4 Relationship to Other Plans and Guidelines

This neighbourhood plan is consistent with and provides additional detail to support other transportation related documents including the Land Use Plan, the Transportation Plan, and the Vancouver Campus Plan as detailed below.

- (a) The Land Use Plan contains a variety of provisions relating to transportation demand management (TDM), illustrates an overall access plan for UBC and provides details of road classifications and potential transit routings. This neighbourhood plan maintains the road classifications, reinforces the transit routing described in the Land Use Plan, and contains provisions such as increased transit capacity, to support TDM targets in the Land Use Plan.
- (b) The Land Use Plan establishes targets and actions to build on Transportation Demand Management success to date, in pursuit of the goal of reducing single occupant vehicle travel from 1996 levels by 20% and increasing transit ridership. This neighbourhood plan will support the Land Use Plan objectives.
- (c) The UBC Transportation Plan lays out a comprehensive and integrated transportation demand management strategy. Policies in the Transportation Plan include reduction of 24-hour single occupant vehicle commuter traffic volumes to and from UBC. The University Boulevard Neighbourhood Plan complies with and reinforces this strategy by emphasizing transit, cycling and pedestrian access, and by providing both commercial services and housing on campus. This will decrease automobile travel required for campus users and residents seeking services.
- (d) Policy 16 from the Vancouver Campus Plan states “The University Boulevard Neighbourhood will continue to be developed as the heart of UBC’s Vancouver campus, with a focus on the community of scholars.”
- (e) The University Boulevard Design Guidelines, a companion document to the Neighbourhood Plan, were presented to the Board of Governors at the time the Campus Plan was adopted in 2010 and amended in June 2015.

2 DESCRIPTION OF THE PLAN

2.1 Interpretation

In this neighbourhood plan, terms shall have the same meaning as in the UBC Land Use Plan. If any provisions of this neighbourhood plan are found to be at variance with the Land Use Plan, the Land Use Plan shall prevail.

2.2 Precinct Vision

The University Boulevard Neighbourhood is situated within the University Boulevard precinct (refer to figure P-6 for the Precinct Plan). The vision for the Precinct has three primary objectives:

- **University Gateway:** As a key gateway and symbolic entrance to the campus, the precinct plays a significant role in expressing the identity and values of the university.

- **Vibrant Academic and Social Hub:** The precinct will become the vibrant academic and social heart of the campus, a hub that draws people together for dialogue, celebration, innovation, recreation, study, fun, and learning.
- **Complete Community:** The area will have diverse uses and services – including year-round non-market rental housing, student housing, student services, academic and recreation facilities, shops, restaurants, and open spaces – with great pedestrian and cyclist corridors and access to transit.

2.3 Approach

As outlined in section 1.2, this plan has been prepared in compliance with the UBC Land Use Plan. The following objectives reinforce the framework of the Land Use Plan:

2.3.1 Planning Objectives

- (a) Support and further the objectives of the Land Use Plan, in creating a more complete community on UBC campus, with a strong emphasis on safe pedestrian and bicycle travel, good access to transit, and a reduced need for commuting.
- (b) Support the principle of creating places that inspire and enrich the lives of those who learn, work, live and visit here.
- (c) University Boulevard is the principal point of arrival onto campus. It must convey a strong sense of place, a feeling of having entered the nucleus of a unique, distinct, exciting multi-modal hub of campus life.
- (d) The neighbourhood will be a key corridor for interaction, between the University and the broader community, between social and academic pursuits, between various modes of transportation, and between multiple land uses distributed along the length of the street.
- (e) This neighbourhood forms the interface between several sectors of campus - the academic core to the west, the medical precinct to the south, and the social and recreation facilities to the north. The development pattern must complement these adjacent areas and provide a focal point. This will be the centre of the “University Town”.
- (f) As the principal arrival point for the campus, University Boulevard will continue to have a strong transportation function.
- (g) Transit is an existing key feature of this area. The area will be designed to accommodate trolley bus service, community shuttles, and allow for future rapid transit.

- (h) Pedestrian use of this area is high. Emphasis on pedestrian movement, safety and comfort will be paramount.
- (i) This is the primary cycling route onto campus, and must accommodate cyclists safely within the roadway.
- (j) The Land Use Plan designates the area as Village Centre Academic, which will have a mix of uses that will combine to create a vibrant part of campus that is lively day and night, on weekends and year round. This mixed-use centre, supported by year-round rental housing, will have a wide range of opportunities for meeting people, relaxing and enjoying university campus life, thus encouraging people from all groups on campus to come to this area.
- (k) The Land Use Plan permits a building height of six storeys along University Boulevard, with flexibility to exceed that number of storeys for design or program reasons, to a maximum of eight storeys.
- (l) University Boulevard is designated as a “greenway” in the Land Use Plan. It ties in with Main Mall and other greenway routes. The greenway is a central element in the public realm, and the design of the street and adjacent spaces must reflect this. Between Wesbrook Mall and East Mall the greenway will have a distinctly urban form, and will provide a strong pedestrian orientation with a substantial landscaping component and design features.
- (m) A true neighbourhood is a home for people, so residences must be accommodated in the plan. Residents will contribute to a broad mix of activities, and will bring life to the street at times when the campus is otherwise quiet. This all-day year-round activity is critical to the success of the neighbourhood.

2.3.2 Existing Physical Environment and Context

- (a) This area is the “front door” of the University, and is the most important entry to the campus.
- (b) The University’s Welcome Centre will be located here in the Alumni Centre.
- (c) University Boulevard Neighbourhood includes both sides of University Boulevard between Wesbrook Mall and East Mall.
- (d) The neighbourhood adjoins some existing academic buildings including the J.B. MacDonald Building, Friedman Building, War Memorial Gym, and the Wesbrook Building. The General Services Administration Building (GSAB), the Aquatic Centre

and the D.H. Copp building will be demolished due to seismic risks and/or because they are at the end of their useful lives.

- (e) The existing development pattern is characterized by large setbacks from the street with buildings that do not address the street.
- (f) New buildings and public spaces implemented or approved since 2003 in support of the Neighbourhood Plan include the AMS Student Nest, Alumni Centre, University Square, the Strangway Building, and Site B, a mixed-use building providing non-market rental housing on University Boulevard just south of War Memorial Gym. Site D, adjacent to Site B, is currently under planning and is expected to have a program similar to Site B. The buildings and spaces are shown on figure P-6.
- (g) University Boulevard was realigned to create a narrower roadway, with reduced traffic speeds. Provisions were made to create a strong pedestrian and bicycle orientation in keeping with the street's greenway designation.

2.3.3 Planning Response

- (a) Enhance the arrival experience by creating a new neighbourhood, where the university welcomes its community and visitors, where arrival is a sequence of distinctive spaces, functions and forms.
- (b) Require that new buildings possess architectural qualities that reflect a distinctive university character and will result in a superior built environment.
- (c) Retain trolley bus transit facilities as a key function within this area and encourage increased use of transit through future rapid transit planning.
- (d) Promote interaction in a multitude of ways: by providing social spaces and venues; by including many activities; by including many forms of transportation; by creating a human-scaled streetscape and buildings; by promoting linkages to surrounding areas; by creating places of distinction.
- (e) Ensure that new buildings along the street contribute to the vitality of the neighbourhood with retail establishments and other service and institutional uses that relate well to the public realm.
- (f) Provide limited or no setbacks for buildings fronting University Boulevard, to create an interesting retail experience for pedestrians and customers. Provide narrow frontages for business to create a varied streetscape.
- (g) Provide some time-limited parallel parking along the street for retail customers, with

additional parking below grade. All parking for residential uses should be primarily below grade. Ensure that street parking is designed to minimize conflicts with cyclists on the street.

- (h) Create an urban plaza, (“University Square”) adjacent to the AMS Student Nest and the Alumni Centre. University Square will be one of the primary social spaces on campus. Provide a high quality landscape with opportunities for public art, casual seating areas, sidewalk cafes and gathering spaces.
- (i) Design the buildings and spaces within this neighbourhood to integrate with the broader University Boulevard Precinct and Main Mall Greenway. Plan P-6 illustrates the broader precinct surrounding this neighbourhood.

2.4 Land Uses and Densities

2.4.1 Overview

Although the University Boulevard Neighbourhood is relatively small when compared with some other neighbourhoods, the uses permitted under the Land Use Plan will ensure that it is a vibrant and lively place with a variety of activities; the hub of a series of interconnecting spaces and functions.

2.4.2 Commercial and Mixed Use

All sites within the University Boulevard Neighbourhood permit commercial uses on the first two floors, aimed at serving the University population. As stated in the Land Use Plan, the cumulative total of commercial floor space within the Village Centre Academic Area will not exceed 4,500 m².

Commercial uses are intended to be directed towards the daytime and evening population of the University. Retail uses are outlined in the Land Use Plan as including but not limited to: 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, books, art, bicycles, clothing or music). To support a village character, individual businesses are intended to be small scale.

2.4.3 Residential Use

Rental dwelling units intended for university users are permitted on the upper floors of the buildings. This housing will add to the vitality of the area by ensuring activity in the area throughout the day, on weekends and throughout the year. Safety and security of the area will be enhanced by the presence of residents, as many of the units will overlook the street and other public areas.

The Board of Governors adopted residential floor space allocations for all neighbourhoods on campus in April 2011.¹ The residential floor area allocation for University Boulevard Neighbourhood is 30,379.3 m² (327,000 SF).

2.4.4 Institutional Uses

Institutional uses are permitted on all sites within the neighbourhood.

2.5 Parks and Open Space

2.5.1 Open Space

Landscape within this neighbourhood will reflect the urban character of the area. The plan indicates a number of open spaces aimed at enhancing the pedestrian environment, including green areas, plazas and courtyards. Existing trees will be retained wherever feasible.

The primary outdoor space within the neighbourhood will be the new University Square. University Square will be a central gathering place, integrated with the new AMS Student Nest and Robert H. Lee Alumni Centre. It will also be a focal element for critical pedestrian and landscape connections to the AMS Student Nest, the old SUB building, and the Irving K. Barber Learning Centre.

Open spaces adjacent to the neighbourhood include MacInnes Field, at the centre of the broader precinct. Uses around MacInnes Field include the relocated Aquatic Centre, the Gage South Student Residences, the UBC Bus Exchange, the Student Recreation Centre, the AMS Student Nest, Robert H. Lee Alumni Centre and the old SUB building.

2.5.2 Greenways

A greenway is designated in the Land Use Plan along University Boulevard. The greenway will provide an enhanced pedestrian and cycling experience. This is primarily an urban street, but will have significant elements of landscape, including street trees within the sidewalks and greenspace along much of the south side of University Boulevard. Plazas, pedestrian connections, improved street crossings and links to other open spaces are also provided to enhance the greenway experience.

2.6 Circulation and Transportation

2.6.1 Transportation Objectives

¹ See Land Use Plan Next Steps: Neighbourhood Distribution Report, April 2011.

- (a) Support the Land Use Plan objectives of reducing single occupant vehicle commuting, increasing the use of transit, and creating a fine grained pattern of development and circulation that will encourage pedestrian and bicycle travel.
- (b) Continue to emphasize the important multi-mode transportation function that characterizes University Boulevard.
- (c) Ensure that trolley buses are accommodated in a manner that provides convenient access for transit users, efficient operation for buses, safety for all users and opportunities to accommodate changing transit needs in the future.
- (d) Encourage cycling by providing marked bike travel lanes to safely accommodate cyclists.
- (e) In order to support a vibrant street environment, allow cars and other vehicles to travel and park through this segment of University Boulevard.
- (f) Highlight the pedestrian emphasis of the neighbourhood. Provide pedestrian connections through the area, both between buildings and into other adjacent campus areas.
- (g) Provide mechanisms for traffic calming in order to ensure safety for pedestrians and cyclists. While pedestrians may be inclined to cross the street at any point, pedestrian safety and priority should be emphasized at pedestrian crossings through the use of curb extensions and textured paving.
- (h) Improve the intersection at University Boulevard and Wesbrook Mall to provide enhanced pedestrian and cycling safety and better traffic flow.
- (i) Restrict vehicular movements at the intersection of University Boulevard and East Mall to recognize the high level of pedestrian activity in this area.

2.6.2 Description of Road Network

The UBC Land Use Plan, Transportation Plan and Vancouver Campus Plan designate University Boulevard and East Mall as collector roads. Wesbrook Mall is designated as an arterial road. These roads will continue to function in these capacities. (See Plan P-3).

2.6.3 Pedestrian and Cyclists

Pedestrian and cyclist routes and pathways are provided throughout the neighbourhood to provide access to buildings and open spaces. Plan P-5 illustrates the pedestrian and cycling routes and pathways designed to provide access to and from the buildings within the

neighbourhood as well as adjacent areas of campus.

Provision for cyclists on the realigned University Boulevard is by way of shared bike travel lanes. Bike parking and storage will be provided in key areas.

Road markings for bikes and vehicles should ensure that pedestrian priority of the area is understood.

2.6.4 Transit

University Boulevard and Wesbrook Mall are designated transit routes. Trolley routes use University Boulevard. Diesel bus routes terminate at the UBC Bus Exchange. This facility will be expanded and located in the Gage South area to meet the requirements of increased transit service to campus.

Consideration should be given to the integration of future rapid transit into the neighbourhood, including space reservations for a future station and access.

Plan P-4 illustrates the transit and shuttle routes as per the Land Use Plan and Vancouver Campus Plan.

2.7 Sustainable Community Strategies

2.7.1 Diversity

This neighbourhood will be an inter-generational and multi-cultural community, where the presence of adjacent academic, cultural and recreational facilities will be seen as a benefit for residents who wish to have a strong affiliation with the University.

2.7.2 Universal Accessibility

The University is committed over time to providing dignified, welcoming, and effective access to people of all ability levels, to all parts of the campus and buildings where people are expected to engage in university life. In addition to meeting the accessibility provisions in the BC Building Code, all new project designs must seek to achieve the universal accessibility policies outlined in Section 2.2 of the Vancouver Campus Plan.

2.7.3 Compact and Complete Community

A fundamental aspect of a sustainable community is to use land efficiently and to create an urban form that encourages residents to walk, cycle and use transit. As a neighbourhood within the campus, University Boulevard will be part of a complete community, where recreation, education, culture, services, shopping, transit and even work are within easy

walking distance.

The multiple family housing densities within this neighbourhood will promote efficient use of land. In addition, multi-family housing is also more energy-efficient, as there are fewer exterior walls. Smaller units, as proposed, also use less energy.

2.7.4 Transportation Choice

The urban fabric of the neighbourhood will encourage alternate transport modes to the automobile. A well-connected pedestrian and cycling network is integral to the plan, as is easy access to transit.

Housing for those who work or attend classes on campus will significantly reduce the need for commuting. Those campus residents who commute to jobs off campus will have easy access to transit, in one of the best-served areas of the region.

2.7.5 Landscape

The landscape of the public realm areas within the neighbourhood will focus on creating spaces and places that foster a sense of community and social interaction. The surrounding landscape offers abundant recreation opportunities, which will encourage people to walk or bike rather than using cars to access recreation. In addition to UBC's parks and open spaces, the forests and beaches of Pacific Spirit Park are within easy walking distance.

Stormwater management will be based on techniques which best support the objectives for groundwater. In areas where groundwater recharge is beneficial, and where the ground conditions allow, pervious surfaces will be encouraged. In areas where ground conditions are impermeable or where reduction of groundwater may be desirable, runoff will be conveyed via swales to catch basins and underground pipes rather than encouraging infiltration. The results of a detailed aquifer analysis and ongoing groundwater monitoring will ensure that sustainable strategies for stormwater management are implemented.

3 DESIGN GUIDELINES

3.1 Supporting UBC Planning Principles

All new development shall support the vision and principles established for the university in the strategic plan, Place and Promise: The UBC Plan.

The following design guidelines shall be used in conjunction with the University Boulevard Design Guidelines.

3.2 Design Guidelines for Streets

3.2.1 General Character and Intent

University Boulevard, within the University Boulevard Neighbourhood, will serve as the “front door” to the University. The design of the street is to provide pedestrian priority and comfort while accommodating transit, cyclists and automobiles. Cross-section diagrams of the roadway is illustrated on Illustration ID-1.

In addition to its transportation and gateway functions, University Boulevard shall be a retail hub for the campus, as well as part of the University’s “greenway” system.

3.2.2 University Entry

The primary point of entry to the campus is where University Boulevard crosses Wesbrook Mall. The roadway and adjacent landscape at this location must celebrate this important entry. Design Guidelines for buildings on adjacent sites must also reflect the importance of the entry.

3.2.3 Roadway and On-Street Parking

Road width along University Boulevard shall be consistent with collector standards, allowing for a single moving lane in each direction. Vehicle travel lanes and dedicated cycle lanes are to be provided. Illustrations of cross-sections of the street at several points are shown on Diagram ID-1.

Some street parallel parking may be provided, time-limited through the use of meters, intended for short-term use by retail patrons. Landscaped curb extensions shall be provided at driveways and pedestrian points.

Drop-off and pick-up zones for carpools and community shuttles shall be provided along the street. A turn-around adjacent to the Alumni Centre bookstore will mark the end of the street for vehicular traffic.

In order to diminish the perceived width of the roadway, parking areas shall be paved with a different material than driving aisles. Materials shall be selected with the same attention to quality, durability and appearance as those used for the buildings themselves.

3.2.4 Sidewalk and Pedestrian Crossings

A sidewalk of sufficient width (suggested 5.0 metres) shall be provided along University Boulevard on both sides of the street. This sidewalk shall include street trees planted in grates. The sidewalk treatment shall use UBC sidewalk standards incorporating feature banding. Where buildings are designed to accommodate outdoor seating on the sidewalk (e.g.

restaurant seating), the sidewalk width may need to be increased. This can be done with greater setback distances.

Mid-block pedestrian crossings of University Boulevard shall be identified by curb extensions without street parking to ensure maximum visibility of pedestrians crossing University Boulevard. Distinctive paving shall highlight the crossings to further reinforce the pedestrian priority.

3.2.5 Street Landscape

Street trees planted in grates shall be provided in the sidewalk along both sides of University Boulevard. The existing Elm tree located on the north side of University Boulevard, adjacent to the Alumni Centre, will be retained.

Additional significant trees along University Boulevard in front of the D.H Copp building, and along Wesbrook Mall shall be retained where possible and incorporated into the streetscape and adjacent plazas and green spaces.

3.2.6 Street Lighting and Signage

Combined street and pedestrian lighting shall be provided along University Boulevard, in accordance with UBC light standards. Street and wayfinding signs will also be an important part of the public realm, and will be provided in accordance with UBC standards. Signage to direct vehicles to parking lots will be provided, in order to discourage unnecessary traffic along the street.

3.2.7 Street Furniture

Street furniture within the sidewalks and curb extensions areas will be an important part of the pedestrian experience. Features such as benches/seating, information kiosks, pedestrian-scale lighting, waste containers and bicycle storage shall be provided.

3.2.8 Greenways

University Boulevard is designated as a “greenway” in the Land Use Plan. While the greenway designation applies to the full length of the street, there will be a number of components to the greenway that will vary at different points on the street. Towards the western end of the Neighbourhood, the landscape between University Boulevard and the existing Wesbrook and D.H. Copp buildings shall be enhanced to provide a passive greenspace for the enjoyment of the campus community. This green edge will reinforce University Boulevard as a distinctive urban street within a University context. This space will also ensure a sunny exposure to the roadway and the uses on the north side, while reinforcing the notion of University Boulevard as a greenway. The greenway in this section shall provide

opportunities for entry to the Wesbrook and D.H. Copp Buildings, in order to increase their presence and relationship to the street.

Towards the eastern portion of the Neighbourhood, where buildings front both sides of the street, the greenway component shall consist of wide landscaped sidewalks where paving patterns, street furniture, trees and other landscape features are the predominant greenway elements.

3.3 Design Guidelines for Plazas and Open Spaces

3.3.1 General Character and Intent

Plazas and open spaces shall be designed to accommodate the high levels of pedestrian movements within this area as well as gathering and resting places.

3.3.2 Sense of Place

Each plaza and open space shall be designed to have a strong sense of place in its own right, with an appropriate proportion and scale.

3.3.3 Succession of Spaces

Designs for each plaza and open space shall ensure that there is clear visual and physical succession from one space to the next. Succession shall be achieved by building location and landscape treatment. The visibility from one space to the next, along with the message that they are different spaces, will help create interesting and varied places.

Plazas, outdoor seating areas and green spaces shall contribute to the notion of a linear greenway along University Boulevard.

3.4 Design Guidelines for Buildings

3.4.1 General Character and Intent

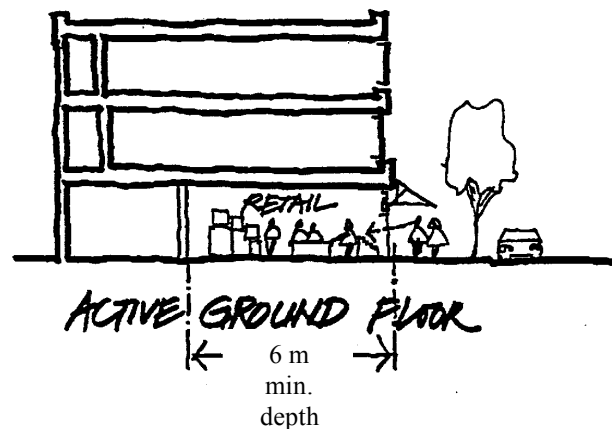
- (a) New buildings in this neighbourhood, regardless of use, shall be designed and built to reflect a “University” character, exhibiting elements of permanence, durability, animation, timelessness, dignity, welcoming and sustainability. In addition, buildings should relate to the diverse architectural context of UBC.

- (b) The University Boulevard Neighbourhood is a key element in achieving a complete community as envisioned in the Land Use Plan and other planning documents. It is vital that this area become the centre of the University and be perceived as the social ‘heart’ of the campus for students, faculty, staff, residents and visitors alike.
- (c) New developments should be designed to create both formal and informal open space while augmenting and enhancing existing pedestrian movement throughout the University.

3.4.2 Siting and Orientation

- (a) Buildings shall be sited so as to define a built edge to University Boulevard. Limited or no setbacks from University Boulevard will aid in the creation of a consistent retail use at grade along as much of the street as possible. Where buildings are designed to accommodate uses with outdoor seating on the sidewalk (e.g. restaurants), increased setbacks are appropriate in order to maintain sufficient room for pedestrians on the adjacent sidewalk.
- (b) A Public Oriented Ground Floor

Ground floor spaces in all new buildings should be oriented to uses open and inviting to the university community and the public.



A minimum of 6 metre (20 foot) depth of commercial retail floor space is suggested for shops fronting University Boulevard and the adjacent pedestrian corridors. A more typical depth would be 15 metres (50 feet).

Through building orientation and design, maximize sun exposure to the storefronts, gathering spaces and pedestrian areas along the north side of the street.

(c) Continuous Character of Ground Floor

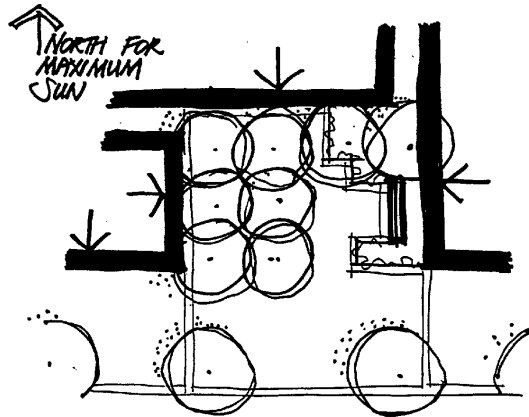
A continuous and interesting storefront character is appropriate for new developments.

- A high degree of visibility into the storefront through the use of large glassed areas should be achieved from the sidewalk to augment passer-by interest in the pedestrian precinct. A high standard of storefront display and illumination is envisaged.
- To further promote pedestrian interest, buildings shall generally be comprised of a number of shops of limited frontage. Large scale commercial businesses with wide frontages are not appropriate along University Boulevard. Blank façade segments on buildings should also be avoided.
- Ground floor façades should be composed primarily of clear glass windows and doorway entrances into shops. Entrances to underground parking facing University Boulevard should be minimized so as not to interrupt the storefront character.
- Where appropriate, pedestrian entrances may open onto a walkway leading from interior atria or parking areas behind buildings on the street.
- Entry plazas to residential developments along streets should be small and carefully designed, to maximize the continuous storefront character of the street.

d) Definition of Street Space

A street wall is required for all buildings with frontage on University Boulevard.

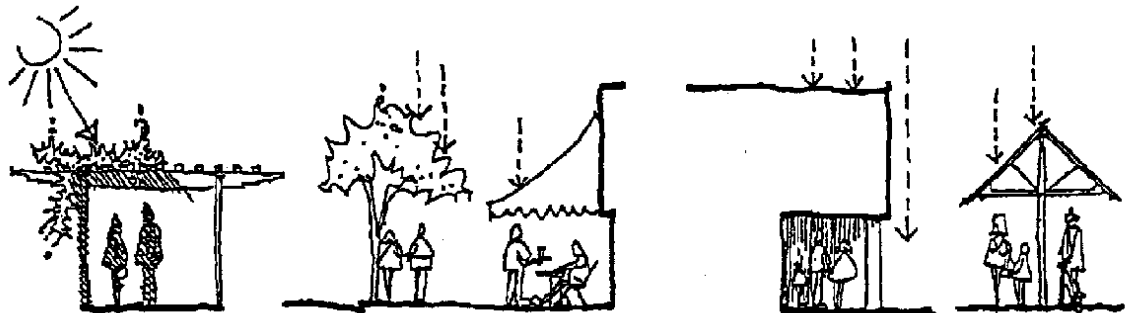
- The street is defined where the sidewalk meets the building façade. The relationship of the sidewalk and building façade “edge” establishes the limits of public activity, and much of the character of the pedestrian environment.
- In some cases, it may be appropriate to set the building line back from the right-of-way or dedication line to create colonnades or outdoor activity and seating areas. If such areas of pedestrian amenity are provided, the set back of the street wall may be increased.



- An appropriate scale of street wall for University Boulevard is five to six storeys in height measured from the sidewalk grade. Storeys above this height could be set back from the building line in order to maintain the appropriate scale of the street wall along the street.

e) Continuous Weather Protection

- To enhance pedestrian use on the street in inclement weather, and to help provide for year-round activity, weather protection to the grade level frontages of buildings should be provided.



- Devices such as awnings, covered arcades, colonnades and built overhangs not only provide weather protection, but also lend an appropriate pedestrian scale to the continuous street façade.
- Where appropriate, provide covered bike parking integrated into building structures, and / or in locations that do not obstruct pedestrian corridors.

3.4.3 Massing

- (a) Maximum building height along University Boulevard is six storeys, with flexibility to exceed that number of storeys for design or program reasons, to a maximum of eight storeys. Massing of buildings within this height limit must consider “street wall” provisions in Section 3.4.2 (d).
- (b) Portions of the building that do not front University Boulevard may utilize a terraced or stepped building form.



- (c) New buildings with frontages on Wesbrook Mall shall respect the existing setback as established by the Strangway Building.
- (d) A view corridor from University Boulevard to the southwest corner of the War Memorial Gym shall be maintained. Plaza areas and open spaces to the southwest of this corner ensure that this view will be maintained to an important architectural and historical building. This will be accomplished with plaza areas and smaller scale buildings with a height limitation within the view corridor.
- (e) The form of new buildings at the intersection of University Boulevard and Wesbrook Mall shall contribute to the “gateway to UBC” character of this section of University Boulevard.

3.4.4 Building Style and Architecture

- (a) The University Boulevard Neighbourhood should incorporate a distinctive architectural character that celebrates and sustains the core academic mission of the university, while accommodating a mix of uses. The design of buildings shall be both dignified and welcoming, and reflect a distinctive “university” architecture.

- (b) Building design shall maximize sun exposure to the storefronts, gathering spaces and pedestrian areas along the street, open spaces and upper terraces. The shadow effect of buildings on adjacent sites and spaces shall be considered, with the goal of minimizing overshadowing. Solar orientation for residential units shall be considered.
- (c) Portions of buildings that front new or existing open spaces shall be responsive to their settings.
- (d) Connections between new and existing buildings shall be carefully considered to ensure an appropriate architectural fit.
- (e) Large glass areas are encouraged to let light in and reveal outward views.

3.4.5 Materials

- (a) Materials and colours considered suitable in this context are based on characteristics of buildings that have achieved a successful fit into the campus fabric. Recommended materials and colours include: lighter coloured prefinished metal panel, glass, terra cotta, porcelain enamel, stone and brick. Wood, can form a 'warm' counterpoint to visually 'soften' hard materials. Clear or lightly tinted vision glazing should be used. No highly reflective or deeply tinted vision glazing is permitted. Accent materials should be similar to those noted in the Historic Core guidelines.
- (b) Buildings materials with low environmental impacts should be considered if economically feasible. This could include re-used materials, locally sourced products, materials with recycled content and materials with low embodied energy (i.e. materials with low requirements for energy use in their manufacture and transport). Section 3.4.12 provides further guidelines for sustainable buildings.

3.4.6 Parking Access

- (a) All parking garage access ramps should preferably be incorporated within the profile of the building and their impact on the street or adjacent open spaces softened through the use of screening, landscaping, trellises and planters.
- (b) Locate garage access ramps away from intersections and areas of high pedestrian use.

3.4.7 Recycling and Garbage Facilities

Recycling and garbage holding must be provided within the building envelope of new buildings with sufficient access for standard commercial waste collection vehicles.

3.4.8 Building Signage

- (a) Retail signage shall contribute to the active character of University Boulevard and be oriented primarily to pedestrians rather than automobiles.
- (b) Signage shall be incorporated as an integral design element of buildings. Acceptable signage types include: signs on awning drops; projecting or suspended signs at right angle to the street; fascia signs (where it is evident that they are compatible with the overall architecture of the building); door and window signs.
- (c) Ground-based signage should not block or obliterate design details of the building upon which they are placed. Such signage may be located on entry awnings, directly above business entrances, and hanging signs located adjacent entrances.

3.4.9 On-Site Landscape

- (a) Retain existing healthy tree specimens, where possible.
- (b) The landscape character of new developments shall respect and be responsive to existing adjacent landscape.
- (c) Landscape design shall consider view management. Low level planting adjacent to public pedestrian areas in conjunction with proper lighting shall be provided to enhance a comfortable, and safe public environment. (See also Section 3.4.12)
- (d) Design of hard landscape elements shall relate to the style, materials and colours of adjacent architecture and built areas.
- (e) Landscape features shall mark entry points and special places.
- (f) Sustainable landscape is encouraged and shall be designed for low requirements for watering, energy used for maintenance purposes, and herbicide and pesticide use.
- (g) Landscape irrigation shall include centralized controls and moisture sensors to ensure efficient water use.

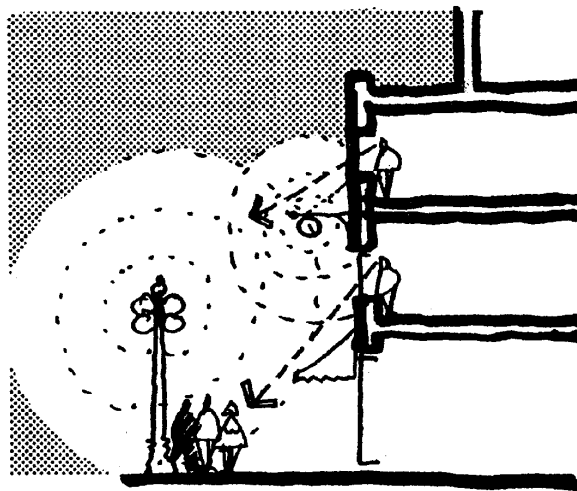
3.4.10 Animation of the Street

- (a) Street vending/commercial kiosks/cafés/street performances and small-scale commercial operations in temporary locations shall be encouraged, particularly for special occasions, (e.g. University and/or student sponsored events) to add to the quality of the street.

- (b) Provision shall be made in the design of streets, plazas and squares for servicing the needs of these special events and activities with electrical power and water connections.

3.4.11 Lighting

- (a) A comprehensive lighting strategy is key to encouraging the life of the street by night and ensuring pedestrian safety. Bright store windows, inviting entrances, soft façade lighting and distinctive street lights are required.
- (b) The use of wall mounted lamps on the ground level of buildings is encouraged. This form of lighting is appropriate along pedestrian ways and to highlight the materials of the base of University Boulevard buildings.



3.4.12 Safety and Security

The design of each development should use Crime Prevention Through Environmental Design (CPTED) principles when designing buildings and landscapes:

- residential buildings shall be designed to overlook the streets, parks, walkways and private open spaces;
- lobbies and entries shall be visible as they are approached;
- indoor common areas should preferably be placed adjacent to outside common areas or overlooking the street to improve overall surveillance;

- fences and walls adjacent to the sidewalk shall be designed to ensure some view of the building from the sidewalk, without sacrificing unit privacy, to promote casual neighbourhood surveillance;
- landscaping shall be designed and located to enhance security; and
- to guard against bike theft, bike racks shall be located in highly visible areas.

3.4.13 Green Building Guidelines

As green building design evolves, new technologies and materials are continuously introduced. The foundation of a sustainable community provides unique opportunities for green building initiatives:

- (a) The University location fosters research and innovation. Academic and industry research conducted on campus has long been a source of new technology. Technological innovation will continue to promote the use of sustainable building practices in the development industry.
- (b) Housing built by the University will demonstrate economically feasible new technologies and help promote market acceptance through pilot projects. Longer term monitoring of energy use, costs and consumer acceptance is possible in housing owned by UBC.
- (c) The overall marketing strategy for campus neighbourhoods will emphasize the sustainable benefits of campus living, and foster awareness and a desire for homes that are designed and built to be “green.”
- (d) Residents moving to campus neighbourhoods will likely have a greater propensity to demand buildings with enhanced sustainability. Builders and developers will be encouraged to meet this demand, since buildings that accommodate consumer preferences have a natural market advantage.
- (e) Mixed-use residential buildings will be subject to the UBC Residential Environmental Assessment Program (REAP) rating system. Institutional buildings will be subject to the Leadership in Energy and Environmental Design (LEED®) rating system. (See Section 3.4.14)

3.4.14 Green Building Rating System

The UBC Residential Environmental Assessment Program (REAP) will be applied to all new

residential buildings within this neighbourhood. REAP provides a framework to encourage and measure sustainable building practices for residential developments at UBC. The objective is to increase the use and acceptance of sustainable design features over and above the “standard practices” used within the BC Lower Mainland.

Mixed-use residential buildings must be designed to achieve a rating of REAP Gold or better. Institutional buildings will be designed to be certified at a minimum LEED Gold, but preferably Platinum, in the green building rating system or equivalent. Building designs should incorporate heating systems that can be converted to a district energy heating system to be installed in the future.

4 DEVELOPMENT CONTROLS

4.1 Overview

The Neighbourhood Plan establishes a land use plan for the University Boulevard Neighbourhood and contains criteria for evaluating development proposals. The development controls described in this section provide an overall view of the general controls determined for this neighbourhood.

4.2 Development Handbook

The UBC Development Handbook contains general regulations that apply to development within this neighbourhood. The provisions in the sections 4.3 through 4.8 are based on definitions as contained in the UBC Development Handbook.

4.3 Building Envelopes

Buildings can be situated within the neighbourhood based on the provisions of this neighbourhood plan. Actual building siting will be determined at the Development Permit stage.

4.4 Height

The height limit for buildings is six storeys along University Boulevard, with flexibility to exceed that number of storeys for design or program reasons, to a maximum of eight storeys.

4.5 Setbacks

The Neighbourhood Plan does not determine property lines and there are therefore no predetermined setbacks. If property lines are created in the future, setback requirements may be specified at the Development Permit stage.

4.6 Site Coverage

Site coverage limits are not specified in this neighbourhood plan. However, to ensure that appropriate open space areas are provided, site coverage will be examined for each project within the context of the wider precinct at the Development Permit stage.

4.7 Vehicular Parking

Vehicular parking standards will comply with the Land Use Plan and the Transportation Plan, and shall not exceed the maximum standards in those documents.

Since all residential development within this neighbourhood will be targeted to those affiliated with the University, the parking standard is lower than other neighbourhoods.

a) Residential:

Maximum of 1.0 stall per unit

Visitors – 0.1 stalls per unit (maximum)

Disabled parking – 0.1 stalls per unit (minimum)

Shared vehicles- minimum 1 parking stall per 50 units for shared vehicle parking stall

Alternate Fuel Vehicles - Neighbourhood Electric Vehicle (NEV) recharging outlets at each building

All parking for residential use will be provided underground.

b) Commercial:

Short-term (patrons, couriers, vendors, visitors & service vehicles):

Loading: Heavy truck loading zone if needed

Drop off/pick up: Reserved courier/service stall if needed

Metered hourly parking on street

Hourly parking under buildings

Long term - none

c) Institutional

Parking for institutional uses is typically provided offsite in centralized parking structures. Institutional uses within this neighbourhood may have a high degree of interaction with the public, and therefore may require onsite parking.

4.8 Bicycle Facilities

Parking requirements for bicycles are contained in Section 7.6 of the UBC Development Handbook.

5 INFRASTRUCTURE AND SERVICING

5.1 Overview

All services for the University Boulevard Neighbourhood are being designed in accordance with a campus-wide Master Servicing Plan (MSP), prepared in conjunction with UBC Energy and Water Services. The goal of the servicing plan is not only to service newly developing areas, but to rectify deficiencies and limitations of the current systems. Where appropriate, innovative infrastructure and servicing strategies will be considered to reduce the external utility needs of the University.

5.2 Stormwater Management

The existing storm sewer system is part of the North Campus catchment area and conveys stormwater to the GVRD spiral drain on Cecil Green Park road.

Localized improvements to the system were undertaken as part of the reconstruction of the University Boulevard roadway. The proposed development in the University Boulevard Neighbourhood is not anticipated to trigger off-site upgrades.

5.3 Sanitary Sewer

A comprehensive strategy for upgrading of sanitary sewer mains was prepared by consultants in conjunction with UBC Energy and Water Services, and is included in the MSP. Sanitary sewers within the neighbourhood were replaced during the reconstruction of the University Boulevard roadway. Development of the GSAB site will trigger upgrade requirements to the sanitary sewer that carries UBC sewage from Chancellor Boulevard to the GVRD trunk sewer on Northwest Marine Drive.

5.4 Water

The water distribution system for University Boulevard is being designed within the context of a campus-wide strategy for water distribution, included in the MSP. Water demands for all uses on the campus have been projected and a computer model analysis performed. A comprehensive program of water network improvements is being implemented, but no particular upgrading is triggered by development of the University Boulevard Neighbourhood. A new water line has been built as part of the reconstruction of the University Boulevard roadway.

5.5 District Energy

Buildings shall be designed for connection to district energy in order to reduce Greenhouse

Gas emissions associated with space heating. A connection to the Academic District Energy System shall be made when available.

5.6 Electrical Infrastructure

Sites B and D and the GSAB and D.H. Copp sites shall be serviced directly by BC Hydro as per the agreement between UBC and BC Hydro for all of the neighbourhoods on the Point Grey campus.

5.7 Infrastructure Maintenance

A maintenance jurisdiction plan is being developed to define operational and funding responsibility for maintenance of infrastructure elements including roads, sidewalks, landscape areas, trees, street furniture, lighting, signage and related services.

6 COMMUNITY FACILITIES

6.1 Community Facilities

The neighbourhood is centrally located surrounded by a number of community facilities. War Memorial Gym offers live sporting events and other cultural events. The Student Recreation Centre, the Aquatic Centre and MacInnes Field provide active recreation opportunities. The AMS Student Nest and Robert H. Lee Alumni Centre are centres of social activity for the university community.

As the centre of the University “town”, this neighbourhood will include services for the university population and visitors, including storefronts for educational services, a visitor centre and other such community services.

6.2 University Neighbourhoods Association

The University Neighbourhoods Association (UNA) was created as a governance mechanism for UBC’s campus neighbourhood residents.

For the University Boulevard Neighbourhood, UBC and the UNA will collaborate on an arrangement to address the UNA's role representing residents in this area, including service delivery, UNA membership eligibility, services levy revenue, and regulation.

6.3 Community Services

6.3.1 Health, Safety and Education

The UBC campus is currently served by a variety of services related to health, safety and security, fire protection, education, and other essential services. These are generally provided by other parties (e.g. R.C.M.P., Vancouver School Board, etc.) UBC will work with the providers of these services, and new services as required, to ensure that additional capacity is provided at appropriate times to match increases in the campus population.

6.3.2 Social Services

Some social services such as day care are provided on campus by the University. Other services are provided by volunteer associations and other service providers. UBC will continue to work with the various parties to ensure that appropriate additional social services are provided, in order to meet residents needs as growth occurs.

LIST OF PLANS

Cover	Oblique Aerial Photo UBC Campus – University Boulevard Neighbourhood Location
P-1	UBC Campus Plan showing seven local areas for neighbourhood planning
P-2	University Boulevard Neighbourhood – Aerial Photo of Campus Context
P-3	Roads Context for University Boulevard Neighbourhood
P-4	Transit Context for University Boulevard Neighbourhood
P-5	Pedestrians and Cyclists Context for University Boulevard Neighbourhood
P-6	Illustrative Plan

LIST OF ILLUSTRATIONS AND DIAGRAMS

ID-1	Cross-Sections through University Boulevard
ID-2	Perspective Renderings

TABLE A
OVERALL LAND USE, DENSITY CALCULATIONS
AND TYPE OF UNITS

FOR THE UNIVERSITY BOULEVARD NEIGHBOURHOOD LOCAL AREA

Ground Floor Retail / Service Commercial Gross Buildable Area (sq.m.) ¹	Residential Gross Buildable Area (sq.m.)
4,500	30,379

NOTES FOR TABLE A:

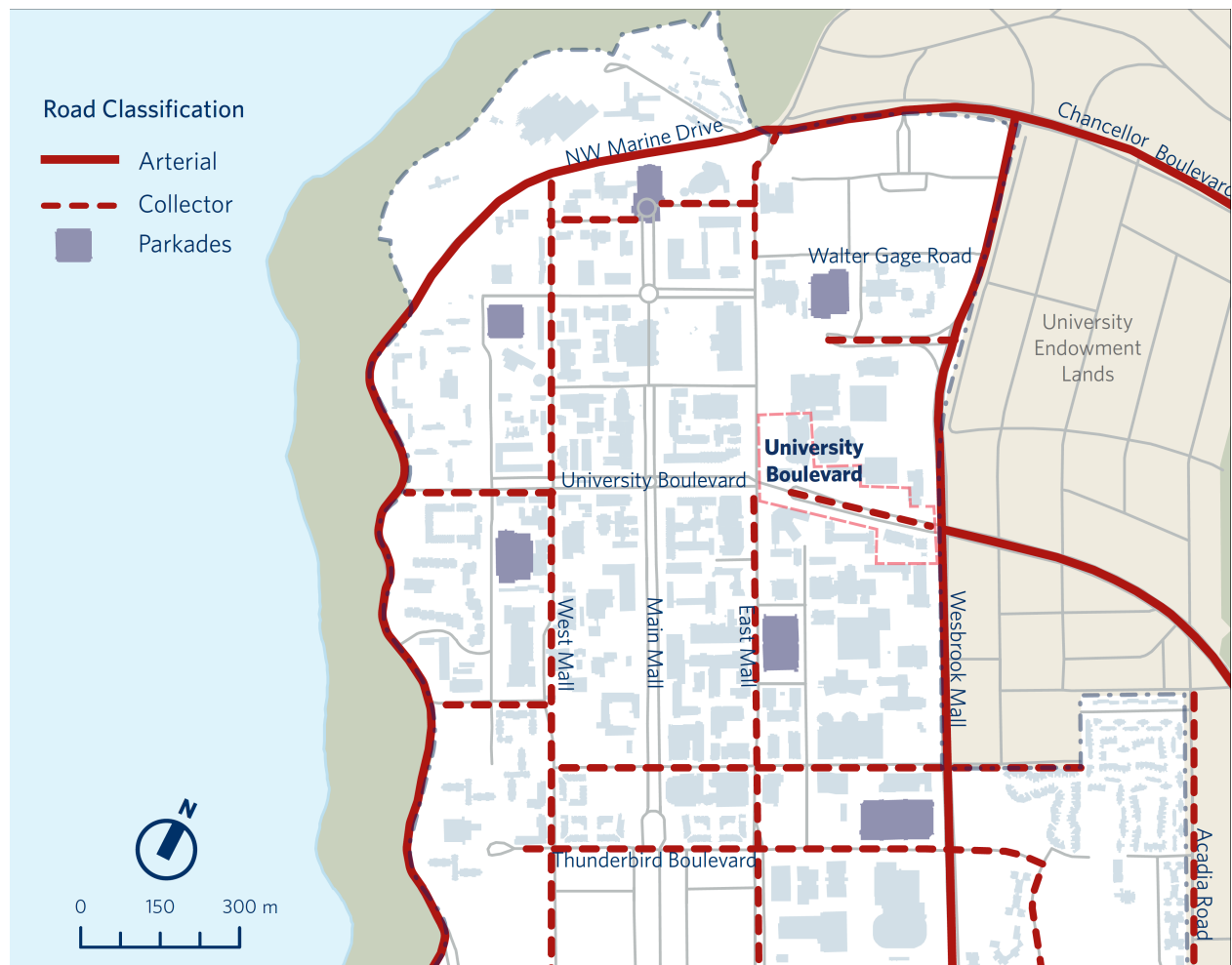
1. Additional below grade and second storey commercial is permitted in the LUP, with no defined space limitations.
2. Institutional space is permitted within the neighbourhood with no defined space limitations.

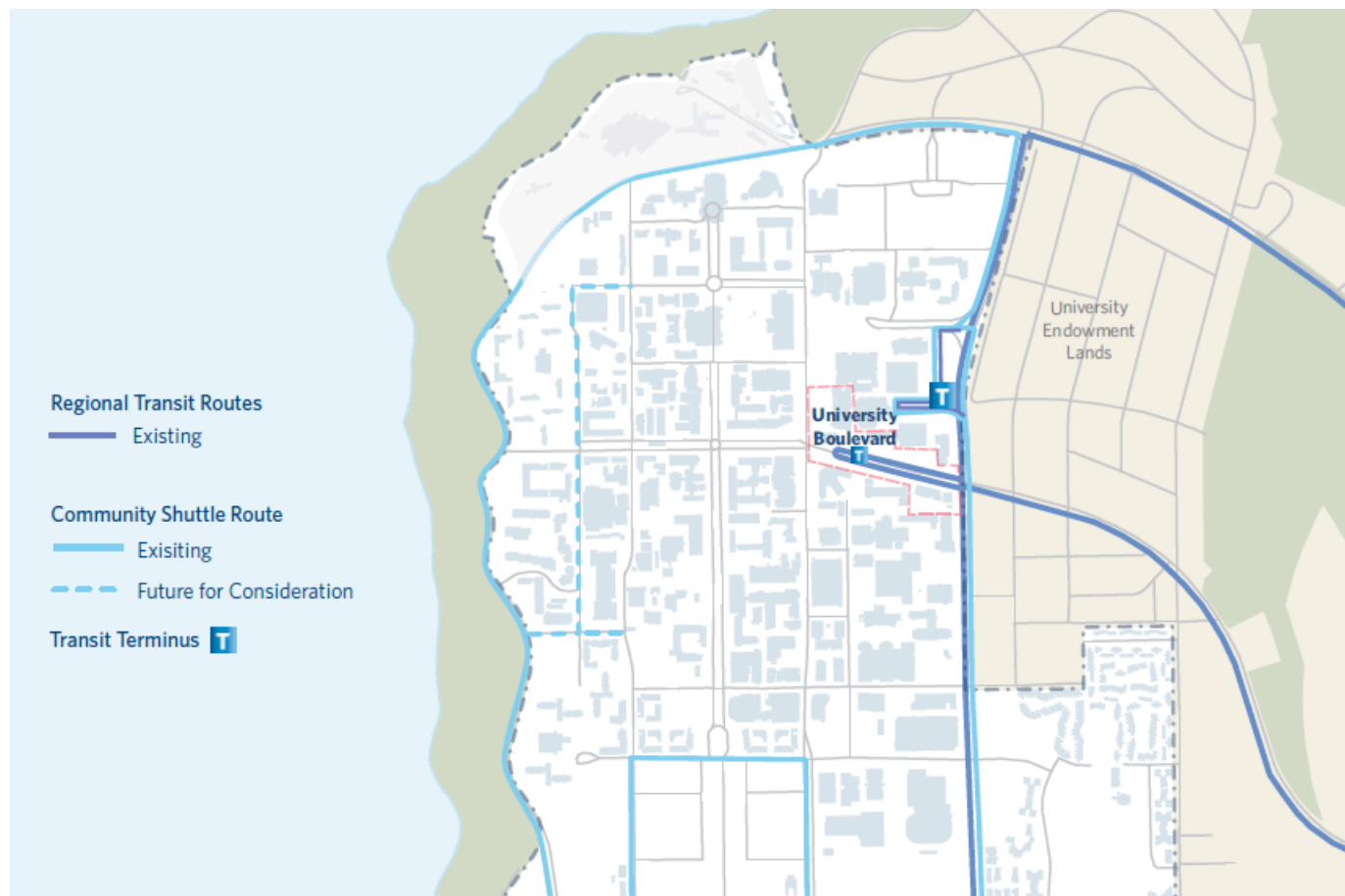


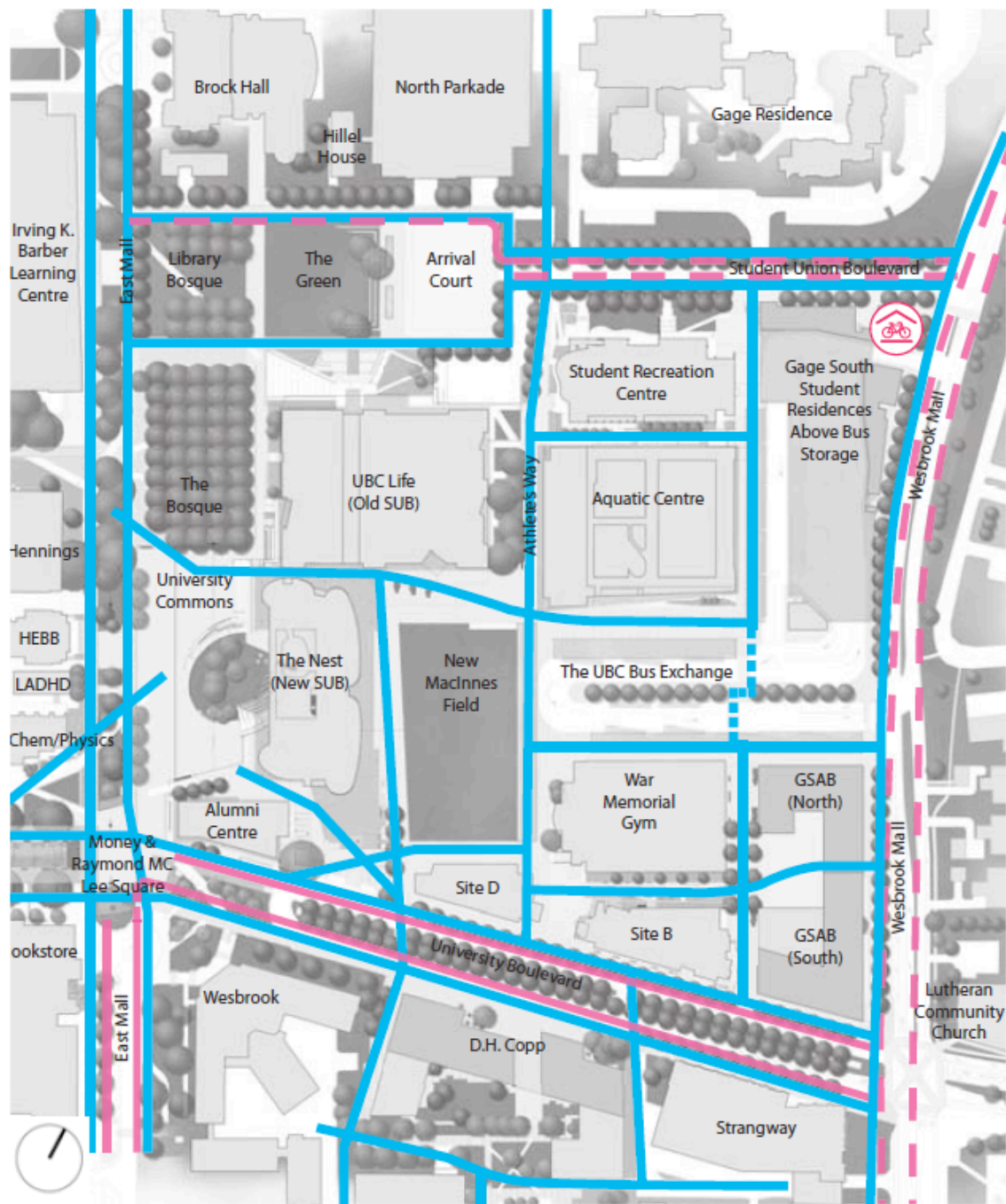


University Boulevard Neighbourhood - Aerial Photo

P-2



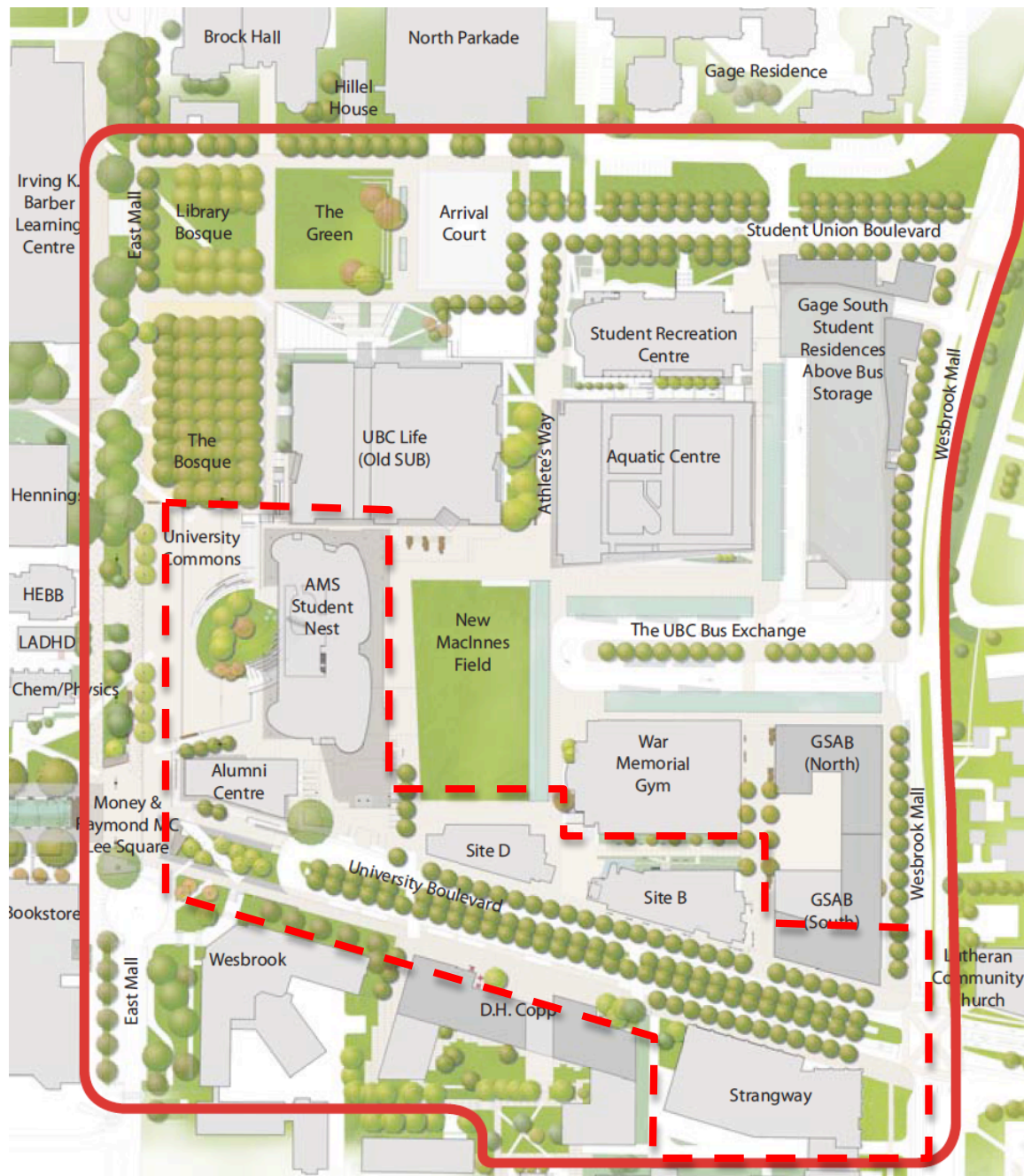




PEDESTRIAN AND BIKE CIRCULATION

- shared pedestrian/bike routes
- existing bike routes
- - - proposed bike routes
- ⓘ potential end of trip facility

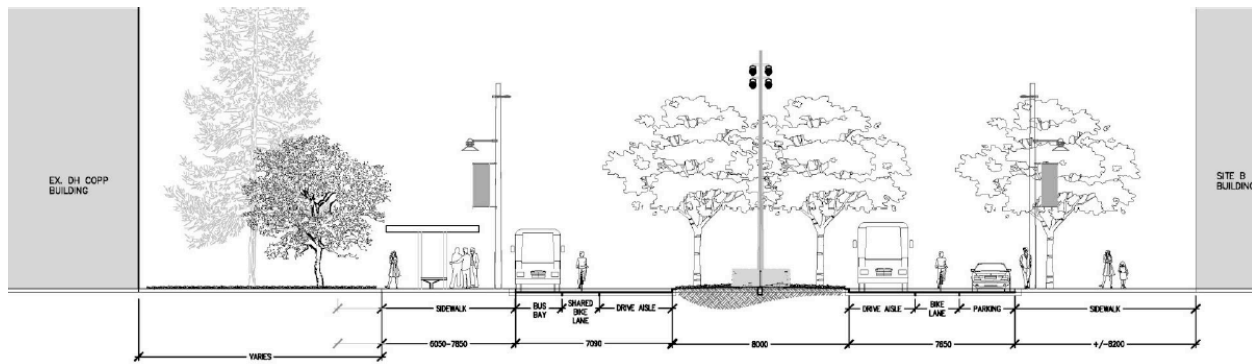
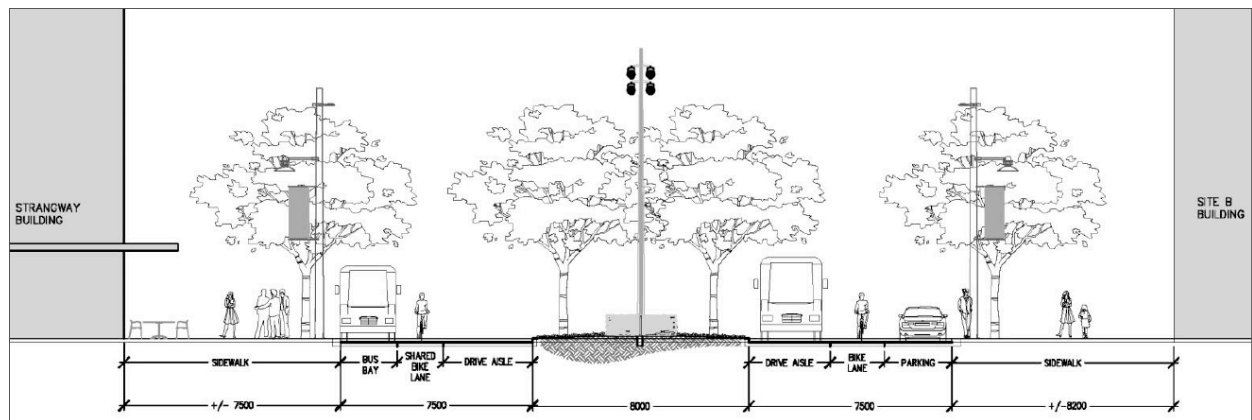
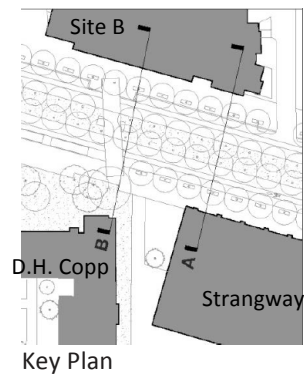
NOTE: Building footprints for Site D, D.H. Copp, and GSAB sites are indicative, for illustrative purposes only.



UNIVERSITY BOULEVARD PRECINCT
UNIVERSITY BOULEVARD NEIGHBOURHOOD



NOTE: Building footprints for Site D, D.H. Copp, and GSAB sites are indicative, for illustrative purposes only.



Cross Sections across University Boulevard

ID-1



Street level view of Site B and southwest corner of War Memorial Gym



Street level view of Alumni Centre