



September 29th, 2023

Joanna Brownell
Manager, Partner Planning, Transportation
Land Use and Policy
TransLink

Re: TransLink Comments on UBC's Draft Land Use Plan and Regional Context Statement

Dear Joanna,

Thank you for your May 26th, 2023 letter providing comments on the April 2023 draft of UBC's Land Use Plan and Regional Context Statement. We continue to appreciate TransLink's participation in the External Advisory Committee for this planning process, and your helpful feedback.

The Land Use Plan sets the long-term objectives and goals for development of UBC's Point Grey campus lands and is adopted by the provincial Minister of Municipal Affairs. The draft amended Land Use Plan supports implementation of UBC's Campus Vision 2050, a long-term guide to the amount and character of campus growth to be adopted by UBC's Board of Governors, and includes an updated Regional Context Statement. The amended Land Use Plan also supports UBC's Housing Action Plan, approved by the Board of Governors, which directs how UBC uses its land and financial resources to improve housing choice and affordability for students, faculty and staff.

UBC has updated the attached Land Use Plan (including the Regional Context Statement) and Campus Vision 2050 to reflect TransLink's comments. As with TransLink's March 3rd, 2023 letter, we were pleased to see that TransLink agrees that the amended Land Use Plan and Regional Context Statement generally support and advance the regional goals and strategies outlined in Transport 2050. We have responded to your specific comments in the table below, including describing where we revised the amended Land Use Plan and Regional Context Statement.

On October 16th 2023, Campus Vision 2050, the Housing Action Plan, and the amended Land Use Plan are expected to be presented to UBC's Board of Governors. The Board will consider referring the amended Land Use Plan to a public hearing, expected to be held on November 7th 2023. Following the public hearing, the Board of Governors will consider submitting the amended Land Use Plan to the Minister of Municipal Affairs for adoption. These plans will then inform further detailed planning to come through a new 10-Year Campus Plan, new/updated neighbourhood plans, and various implementation plans including an updated Transportation Plan (anticipated in 2024-2025).

Thank you again for TransLink's continued support and involvement in UBC's Campus Vision 2050 process.

Best,

Chris Fay
Director, Strategic Policy
UBC Campus and Community Planning

TransLink Staff Comment May 26 2023	UBC Response September 25 2023
Continued Support for SkyTrain to UBC	
41/49/Marine Drive corridor: For clarity, we suggest noting that rapid transit may be either Bus Rapid Transit (BRT), light rail, or SkyTrain, subject to future studies and decisions.	Noted. For this corridor the Land Use Plan notes: “technology, alignment and timing to be determined”.
A second UBC station: To minimize risk of misinterpretation, conditional language around a second UBC station should be added to section 4.5.2.1 and the icon for the second station on Schedule D shown in gray or otherwise differentiated from the UBC station approved in the UBCx regional base scope.	The LUP reflects the need to shape campus growth in response to UBC’s aspirations for UBCx. To reflect a previous comment from TransLink on this subject, conditional language is included on Schedule D: “Future design and layout of transit alignments, station location(s), streets and intersections are subject to more detailed planning and decision-making by UBC and/or government partners.”
Anticipated UBC population in neighbourhoods in 2050: TransLink is interested in receiving additional forecast information, including estimated forecasts for campus population, students, the 18-24 year old population, the number of jobs, and anticipated post-secondary enrolment, as such information is available.	UBC is preparing this data, and will send it to TransLink as soon as possible.
Reflect the Ongoing Role of Bus Transit	
Bus service: Section 4.5.3 of the LUP could be strengthened with an explicit reference to the ongoing importance of bus service within and to the UBC campus, including the UBC Exchange and the benefits of increased speed and reliability accruing from bus priority measures.	Agreed. Additional intro language added to this effect in 4.5.3 Transit along with specific policies described below. The UBC Exchange has also been added to Schedule D Multimodal Street Network. New policy 4.5.3.4 added related to passenger facilities & amenities: “Work with TransLink to provide high quality transit passenger facilities and amenities that improve the transit passenger experience (e.g. comfortable waiting areas with shade, weather protection, seating, lighting, wayfinding information, etc.)”
Bus priority measures may be especially impactful along University Boulevard, Wesbrook Mall, and Chancellor Boulevard. Section 4.5.3 and Schedule D could strongly emphasize the opportunity and potential positive outcomes provided by bus priority measures on the aforementioned corridors within UBC.	Agreed. Schedule D has been updated to include these additional corridors. New policy 4.5.3.3 added: “Work with TransLink and the Ministry of Transportation and Infrastructure to deliver bus speed and reliability improvements along transit corridors, focusing investments along those Transit Priority corridors identified in Schedule D.” This comment is also addressed in 4.5.5 Multimodal street network, including:

	<p>4.5.5.1, which outlines transit use on each street type (note: “transit” has been added to “Limited Traffic Streets”);</p> <p>4.5.5.3 design streets to prioritize sustainable modes of transportation; and,</p> <p>4.5.5.6 support the implementation of transit priority measures on corridors with regional transit services (see Schedule D)</p>
<p>Enhance Active Transportation as a Priority Mode</p>	
<p>Active transportation: We encourage adding a dedicated sub-section within Section 4.5 specifically for active transportation and including direction in support of walking, cycling and other micromobility options[...]greater emphasis could be placed on active transportation at UBC, particularly since UBC is identified as both an FTDA and as an area of high cycling potential within the region. Possible ideas include: dedicated, secure and convenient bicycle parking; e-device charging hubs; expanded and integrated shared micromobility options and hubs (additional micromobility comments included in next section); wayfinding and clear, legible connections between community hubs and transit; and Vision Zero or similar safety prioritization for vulnerable road users.</p>	<p>A sub-section on active transportation has been added, including the following new policies:</p> <p>“4.5.2.1 Provide dedicated space for active transportation modes across campus, including: a network of protected cycling facilities suitable for all ages and abilities and a range of device types (e.g. e-bikes, e-scooters, cargo bikes, etc.); secure and weather-protected bike parking and end-of-trip facilities; and shared micromobility stations/hubs.”</p> <p>4.5.2.2 Prioritize the safety and comfort of vulnerable road users like cyclists and pedestrians in the design of campus streets, pathways and facilities.</p> <p>4.5.2.3 Work with TransLink and the Ministry of Transportation and Infrastructure to deliver protected cycling facilities suitable for people of all ages and abilities on major active transportation corridors to, from and around campus, including TransLink’s Major Bikeway Network.</p> <p>“Pedestrian, bicycling and micromobility facilities” are also permitted uses in academic (4.1.2.1), green academic (4.1.3.1), neighbourhood (4.1.4.1) and village centre academic (4.1.5.1) areas.</p>
<p>Section 4.5.5.1 could indicate if ‘complete streets’ includes dedicated, separated space for the range of travel modes (e.g. sidewalks, separated cycling facility, transit priority, etc.).</p>	<p>Detailed planning of street network, including cross-sections, to be part of more detailed planning (e.g. 10-Year Campus Plan process). Broader policies related to accommodating all modes, prioritizing active modes and vulnerable users would apply.</p>
<p>Additionally, it would be helpful to understand if the street network contemplated in Section 4.5 and shown in Schedule D accounts for completion of the Major Bikeway Network routes to and within UBC.</p>	<p>“TransLink Major Bikeway Network” added to Schedule D and referenced in new policy 4.5.2.3 (see above).</p>

<p>Lastly, measures outlined in 4.5.5.2 and 4.5.5.3 indicate reconsideration of street use but do not specify if reductions in posted or design speed would be included. Including consideration of reduced speeds on specific road typologies (e.g. under 30 kph), is encouraged if it meets the intent of these measures.</p>	<p>Speed limits on roads under UBC’s jurisdiction are established within UBC’s Traffic and Parking Rules, which already include a campus-wide speed limit of 30kph.</p>
<p>Strengthen references to active transportation within the draft RCS. Specifically, RCS Strategy 1.3.7(d)(iii) could also reference LUP Section 4.5.5.1 as the delineation of street types reflects the creation of safe and inviting spaces for vulnerable road users. RCS Strategy 3.2 could also tie in reference to a new Active Transportation subsection in RCS Section 4.5 that encourages access to nature via sustainable travel modes.</p>	<p>Agreed, changes made to RCS 1.3.7(d)(iii) and 5.1.14.</p>
<p><i>Opportunities to Further Explore New Mobility</i></p>	
<p>Curb management practices, including dynamic parking pricing, ride-hailing pick-up and drop-off, and goods delivery, could be explored in more detail.</p>	<p>Curb management to be part of more detailed planning (e.g. 10-Year Campus Plan, Transportation Plan processes).</p>
<p>Micromobility within the campus, particularly shared micromobility, is another area that may merit further exploration.</p>	<p>Micromobility is a permitted use in academic (4.1.2.1), green academic (4.1.3.1), neighbourhood (4.1.4.1) and village centre academic (4.1.5.1) areas. Reference also included in new policy 4.5.2.1 described above.</p>
<p><i>Strengthen Accessibility-Related Policies</i></p>	
<p>Section 4.5.6 could more closely align with Transport 2050 (4.1.7(i), p. 173) by the addition of language that speaks to ensuring clear paths of travel are maintained for all users, to provide unobstructed and accessible movement. LUP Sections 4.5.6 or 4.5.7 could benefit from the addition of language related to making active transportation facilities comfortable and enjoyable for people of all ages, abilities, and backgrounds.</p>	<p>Agreed, we have modified 4.5.6.1 as follows (in bold): Design a barrier-free, universally accessible campus, including buildings, open spaces, and active transportation facilities, that provides dignified, welcoming and effective access for people of all ages, abilities and backgrounds.</p>
<p><i>Opportunities for Transit-Oriented Affordable Housing</i></p>	
<p>Section 4.2 could add language to encourage preservation, protection, and reinvestment in existing older, more affordable market and non-market rental housing near transit in order to minimize displacement of existing residents.</p>	<p>Policies on market and non-market rental housing are covered under UBC’s Housing Action Plan, which is also being updated in alignment with Campus Vision 2050 and the LUP.</p>