

A light blue line-art map of a city street grid, specifically the University Boulevard Precinct, serves as the background for the document. The map shows a network of streets, including a prominent diagonal boulevard and several intersecting streets. The text is overlaid on the left side of the map.

University Boulevard Precinct Planning

Phase 1 Public Consultation – Workshop Notes

April 7, 2015

campus + community planning

Discussion Session Notes

Public Workshop – UBC University Boulevard Precinct Planning

Thursday, February 12, 2015, 3:30 pm to 6:30 pm

The following are the notes taken from each of the discussion groups during the workshop.

GROUP 1 FACILITATOR: ● GERRY MCGEOUGH NOTES: AVIVA SAVELSON

Discussion Question: Vibrant Spaces: What kinds of street-level uses (shops, services, recreation, storefront academic) and design features would help contribute to the vibrancy and success in the precinct?

How to create vibrancy

- The successful ‘busy’ spaces are student focused areas for gathering, resting, studying and lounging – Club type space.
- Create lots of these spaces both indoors and outdoors.
- The Aquatic Centre “womb” and IK Barber are two successful examples.
- The qualities of these spaces are: free, open late, open to all, wifi, multipurpose space (study, discussion, meeting, hanging out), washroom
- Hangout / club spaces can be storefronts
- These spaces will create vibrancy and have a ripple affect attracting students to the area that support adjoining commercial spaces. This capacity building strategy has worked well in India.
- Create a town square, a piazza as a place for gathering. MacInnes Field will play this role in part. Need to provide a design that supports informal recreations while supporting people to hang out - mix of hard and soft scape.
- The Bus Exchange should have good covered areas
- The lane/ped route to the east of WMG is a good opportunity for vibrancy. Transform this N/S pedestrian corridor into a semi-indoor /partially covered space like a European galleria/arcade that is open ended.
- Wesbrook is a more functional space and not for a big opportunity for vibrancy
- Vibrancy at entrance area
 - Shoppers Drug Mart has a huge impact on the corner, as it does not contribute to vibrancy. Functionally, it does take advantage of the corner to spill out. Uses like a café would use the corner to spill out on to the public realm and engage the pedestrian.
 - Recommend replacing with uses that benefit from and uses the flow inside and the outside. Welcome centre, bookstore with café. Could have a signature café and integrate a diversity of other uses.
 - Examples of successful high streets include: Main Street, parts of 4th Avenue and Commercial Drive. Commercial Drive has a good mix of restaurants and community services.
 - Go beyond retail and eating. Social services, community centre, medical services, childcare, UBC departments. >Many small options and a big mix of student and public space.
 - Ensure good sun penetration of the street areas for outdoor sitting

- Desired amenities in departure bay area:
 - Bike valet, warm interior shelter, cheap food, places to lounge
 - Plan in space for a future Bixi bike type of program
 - High traffic zone and therefore plan in space for booths and exhibits etc, to support clubs, consultation
 - Understand and map the pedestrian desire lines from bus loop to the main destination on campus
 - Include live bus schedule displays for transit users
 - Good way finding for on campus routes.
 - Wifi
 - Ensure the area has good cover to protect from rain

Discussion Question: Pedestrian and Bike Connections: What should we be thinking about to achieve successful pedestrian and bike connections in the precinct?

- Think of transitioning from a vibrant entry to calmer places toward the core
 - UBC sign is a bit loud and arriving at a traffic light is an awkward intersection and not pretty
 - The new Alumni Centre/Bookstore area, is the true heart – might best be considered the arrival at the heart.
 - Flag Pole Plaza and the fountain at Marta Piper Plaza are spaces that feel like you are arriving – natural beauty, understated, fits with the nature surrounding the campus, whereas the
- Gateway elements
 - Around the world gateways seem to be a grand entrance or a sculpture – or is there an in between?
 - Don't underestimate the role of the landscape, introduce a more pedestrian scale with pavers and other elements at the U.Blvd / Wesbrook Mall intersection
- Have the GSAB site architecture have a smaller scale moves (like indentations) that relate spatially to Strangway
 - gatepost buildings should be avoided
- Need a Less Branded Identity
 - Current UBC design efforts feel institutionally imposed – feels like 'copyright' branded "UBC"
 - Include more public art: Guelph university has a large griffin with a book - whimsical, not just a brand, speaks to the university, ties to the school spirit - has it has a Harry Potter feel suitable for that university
 - Solutions lie in bottom-up expressions, should symbolize the results of the university community
 - Values of UBC – sustainability, rooted in the history of the land, a community unto itself

GROUP 2 FACILITATOR: ● JOANNE PROFT NOTES: EVA THOMSON

Discussion Question: Pedestrian and Bike Connections: What should we be thinking about to achieve successful pedestrian and bike connections in the precinct?

Things noticed

- There is a growing population on campus
- There are schools all around
- People with children are having to cross arterial roads to get their children to school

- There needs to be consideration for these people not just UBC population
- With staff & faculty housing the amount of children is only going to rise

Facility Design

- Separation is ideal to encourage more users and make people feel safe – also ideal when there is sufficient space and volumes warrant.
- Separation is a big move and affects how this issue is looked at in the future
 - Might change how people feel about sharing the spaces in the future and might be harder to change down the road if found to not work
 - Might cause less tolerance of people using different modes of transportation- even more than already
- Walking volumes and flows need to be analyzed- desire paths
- Look at how people move
- Make the bike paths that parents would feel comfortable having their grade 7 children biking alone on to get to school to reduce the amount of people driving their children to school
- If the bike lanes are separated will cyclists go faster- will people speed on their bikes
- Something that needs to be considered is making the bike lanes comfortable for all levels of ability
- Many people very nervous of buses and bikes along Ublvd
- Treat all cyclists as though they are 5 years of age
 - Slower and more cautious
 - Although there are the super fit and fast cyclists
- Separated bike lane for Wesbrook Mall? - yes this is one option being considered

Transportation General Redesign

- Would be great to have a redesign on the intersection of Ublvd and Wesbrook
- Modified Dutch method for this intersection.
- What about a raised crossing on the areas that lead to the underground parking at site B and D so that the people slow down every time to get in and out of the parking, causing fewer conflicts with pedestrians- raised crossings wherever possible would be great
- Do we want to fence off areas that are dangerous to cross at
 - It would be very difficult and would probably impede natural flows
- To increase permeability add a porto (pedestrian passage) through the new Copp site
 - Wouldn't that cause a very cold area around that area- separate buildings to make less dark area – no, would be designed to be light and welcoming
- What about a tunnel under the proposed bus pick-up area
 - To keep people from having to cross in front of buses
 - Not very feasible due to the mechanics of a tunnel
- it would be dark and scary to most people due to the slope to get deep enough to get under the buses and have the roof of the tunnel be strong enough to handle the buses driving over it
- When cyclists are coming onto University Blvd they are pumped up and need to transition before going past East Mall to a slower pace
 - Do we want this transition with buses or pedestrians- what is likely to cause less conflicts
- Wider sidewalks and narrow the roads

- Isolation for transit waiters so they don't impede flows of traffic on the sidewalk
- Maybe instead of narrowing the road there can be asphalt area of the road for cyclists and a flush curb so that visually it is clear where the divisions are but avoiding physical divisions
- With proper crosswalks there will be fewer J-walkers hopefully
- Bike parking
- Secure bike storage needs to be improved for visitors
- Covered and secure spaces are not available for visitors
- Covered parking needs to be integrated into building design
- There is plenty of space for people that are here a lot or affiliated officially with the school
- Only outside and not secure spaces for visitors
- New access with hourly or daily bike storage spaces
 - Issues with security
 - Maybe have a separate area for visitors to keep the other parking for non-visitors still secure
- Location of bike parking needs to be easy to get to and intuitive
 - Street-level
 - Entry from prominent locations
 - On natural desire paths
 - Connections to main bike routes

Potential for Multi-modal travel

- Bike share
- Bike integration
- More people would likely bike around on campus if given the opportunity
- If Wesbrook was safer to bike there would probably be fewer people riding transit along that street since it is such a short route and the buses do not run at very high intervals
- Bike racks near Car2go
- Focus on the flows and where people want to go

Vibrant Spaces

- Suntraps - try to capitalize on areas of sun along Ublvd for outdoor spaces (i.e., patios, public realm)
- We want to try to draw people to the Northwest side of the AMS Nest
- Future Rapid transit should be an elegant solution
- Retail: what control does UBC have in what goes into the spaces
- Can the floor plans be tweaked to only allow certain retailers
- Ideas for retail: Clothing store, Hardware, local retailers
- Who are the people that are moving into the new housing units?
- Wesbrook Village is a good example of a good mix of retail
- Fruit and veggies from farmer's market is currently offered on campus and more of this would be great.
- Floor plate size and ability to use 2nd floor for retail?
- Storefront Info Centre
 - Visitor Centre
 - Right when you get into the campus area

- Prominent
- Have posters with pictures and art installations wrapping the buildings
- Something big to draw people in to certain locations
- Think about ideas to get students to collaborate and interact
 - Collaborative space, “makers spaces”
 - Social space- “The Hive”

Identity and Value

- Medical Campus, Sustainable Campus, Biodiversity
 - None of these things are conducive to having cars on campus
- Bike Tours to all of the attractions on campus
- Public Realm has improved considerably on campus but in areas is sometimes lacking
 - Build togetherness – buildings and the public realm should be considered together.
 - Integration is difficult
- More interactive seating areas
 - Signs with information about the building as well as research done in the University
 - Make visitors feel more welcome
- Improved Nightlife
 - For both Students and Families

Flipchart notes

- Think of specific needs of Peds, bikes, and buses separately- may have different solutions
- Needs of families and children
- Connecting to broader context
- Connections need to be direct and intuitive
- Bike share/ bike parking- connect across campus
- Bike facility solution should reflect volumes Wesbrook- arterial- separate
- Intersection design very important
 - Can have more separation
 - Raised crossings wherever possible
- Secure bike parking- not good for visitors- access
 - Should be designed into new buildings
 - Gateway should have plenty of bike parking- linked to skytrain
 - Bus exchange
- Connect to high quality route
- Street level access- easy to access
- Wayfinding
- Ped Connections
 - Access to sun
 - Athletes way should be stunning- x-ing at MacInnes Field
- No slip lanes, normalizing intersections- Dutch Style at UB/WM
- Rapid Transit- LRT?
- Slow traffic speeds- 30km/h everywhere through design- road diet
- U Blvd bike lanes, not feeling safe
 - Could we widen the sidewalk?- how can it be more inviting

- Future Proofing- for transit
 - How it impacts ped/bikes
 - Bike integration/ bike share
 - Bike racks near Car2go

Vibrancy/ Uses

- Clothing
- Fresh fruit and veggies
- Floor plate size?
- 2nd floor Retail?
- Store front Visitor Centre
- Culture/ totem as marker
- Coffee shops- bus exchange
- Visual Art drawing in people- outside of building
- Collaborative work spaces- maker space
- Social space- "the Hive"

Identity

- Healthy transportation
- Sustainability
- Bike tours- using yellow bikes
- Public realm and buildings together
- More interpretation of campus for visitors- welcoming
- From campus to community
- Improved nightlife- for students/ kids/ faculty

GROUP 3 FACILITATOR: ● SCOT HEIN NOTES: LINDA NELSON

Discussion Question: Vibrant Spaces: What kinds of street-level uses (shops, services, recreation, storefront academic) and design features would help contribute to the vibrancy and success in the precinct?

University Boulevard

- As year-round new housing options become available, explore whether there will be sufficient critical mass for a 10,000 – 15,000sf discount grocery store to service 3,500 people on campus (does not include UEL) within a ten minute walking radius.
- To capture the maximum number of customers, consider sites near departure zones and along desire lines.
- Assess market given new grocery store in the Nest.
- Explore the viability of D. H. Copp as a potential site. A grocery store in this area would integrate more with existing commercial usage and satisfy delivery logistics.
- Lack of nearby parking may deter UEL and Chancellor Place residents.
- A second potential option may be the SE corner of Wesbrook and University Boulevard.
- A grocery store would provide opportunities for social exchange.
- Opportunities exist for many activities: student performance, dance, coffee carts, music and student art galleries - a place to communicate and connect.

- Reevaluate the function of the planted medium strip on University Boulevard and consider if it is the best use of available space.
- Consider relocating the current pedestrian crosswalks on University Boulevard to align with new pedestrian corridors and desire lines, such as the north-south pedestrian corridor on the west side of the existing GSAB and between War Memorial Gymnasium and Lot B to University Boulevard.
- UBC Bus Exchange
- Is it just a bus exchange or perhaps a “transit piazza” where you enjoy the animation that transit brings to the space and frame open spaces with peripheral vibrancy.
- Vibrancy needs people to be successful. A lot of people enjoying space or “body heat”.
- Vibrant spaces with light, animation that reveal/showcase human activity especially at night.
- Canopies will provide protection from inclement weather and allow light through.
- Explore areas that you could have transient activities without compromising vehicular or pedestrian flow.
- Buses will need a staging area while GSAB is under construction.
- The sequence of bus arrival, unloading, queuing, storage, loading and departure is an intense, animated, transient zone where people potentially could wait to depart up to 30 minutes during off-peak hours.
- Pedestrian safety concern where an arrival area intersects a street or pedestrian corridor must be addressed. Explore options to make it easy and desirable for people to travel along pedestrian routes/networks to discourage shortcuts.
- Design and animate the store frontages so people are not looking at a back wall of a building.
- Transit departure zones:
 - The average person is not looking to spend a lot of money while waiting for the bus.
 - Consider opportunities for small-scale transient services like coffee carts and food trucks as well as places to sit and activities to look at (art, music). The biggest need may be in the evening when a person could wait up to 30 minutes during off-peak hours.
 - Explore opportunities to engage and advocate, speakers’ corner, student club awareness.
 - Academic achievement displays could be shared in places that may not be commercially viable or desirable.
- Interior programs, like sports and recreation activities, provide ambient light, transparency and a sense of movement that is visually interesting. There would be an opportunity should War Memorial Gymnasium be improved.
- GSAB north will have an important role to play in terms of a ground-oriented edge.
- Transit arrival zones:
 - Disembarking passengers are less likely to linger and will head to their destination on campus.
 - Passengers will look right into bus storage. Explore adding a visual treatment, possibly public art, on the east wall.
- Strong transit functionality; the flow has to work right within the space.
- Public Realm | Open Spaces
- UBC Bus Exchange and Gage Student Housing - weave some open spaces, frontages and activities outside in the public realm to help animate the area.
- The new MacInnes Field will serve a broad range of activities from organized large social events to recreational activities.

- University Square: consider if there are opportunities for food carts to populate the edges and the recreational potential.
- Athlete's Way is a north-south connection that can have animated uses. Explore opportunities for functional open space and places to sit.
- There are finer-grained, but equally important pedestrian corridors – to really have a lot of permeability, a lot of people moving through the space and how these corridors are connected is important to the overall vibrancy.
- Student Union Boulevard: explore opportunities to improve the public realm on the north side of SRC.
- The piano by the bookstore provided impromptu opportunities for live music and for student to showcase their talent. Recorded music and dance also took place in the area.

Group Summary:

- How and where you arrive on campus will influence how you perceive those spaces.
- Consider multiple modes and access points to campus. University Boulevard is the primary arrival point and where the majority of bus routes converge. Student Union Boulevard is a secondary arrival point from the north. It is also an existing area for shuttle buses and for vehicular traffic going to the North Parkade.
- Transit departure zones can be much more than a waiting space. We have a captive audience upwards 30 minutes in off-peak hours when you need that vibrancy, that animation to keep it safer, engaging, a comfortable place when you are waiting to get home in the rain during the winter months.
- Pedestrian corridors and their treatment will add to the vibrancy to the precinct. Explore the north-south pedestrian corridor on the west side of the existing GSAB and between War Memorial Gymnasium and Lot B to University Boulevard. Reconsider where the best places are for crosswalks on University Boulevard as the current crosswalks may not be in the best location.
- Athlete's Way is a north-south connection that can have animated uses. There are finer-grained, but equally important pedestrian corridors – to really have a lot of permeability, a lot of people moving through the space and how these corridors are connected is important to the overall vibrancy.
- This area on campus is designed to accommodate 3,500 people. Explore opportunities for a grocery store on the "high street". It integrates more with the area and is within a ten minute walk from transit.
- The precinct is a place to communicate and connect.

GROUP 4 FACILITATOR: ● LISA MOFFATT NOTES: STEFANI LU

Discussion Question: Pedestrian and Bike Connections: What should we be thinking about to achieve successful pedestrian and bike connections along Wesbrook Mall?

Q: Does UBC plan to improve the bike connection on University Boulevard south of Wesbrook Mall?

A: No because UBC does not have jurisdiction over University Boulevard south of Wesbrook Mall. However, UBC is working with UEL closely on improving the pedestrian and bike connections on U Blvd to campus. The plan is to minimize the grass median to widen the road, hence to increase pedestrian and bike paths.

Q: Is there an opportunity to expand east side of Wesbrook Mall within UEL – UEL to open up space for pedestrian and bike paths?

A: UBC continues to work with UEL on exploring possibilities of improving connections for all modes of transportation. Though, hedges along Wesbrook Mall between University Boulevard and Chancellor Boulevard will remain as is.

Bicycle /Pedestrian infrastructure would create a safe, connected and comfortable for cyclists and pedestrians across the corridor?

List some of your favourite examples of cycling/pedestrian facilities you have experienced in the world:

- Copenhagen, Denmark
 - Cycling in that city does not make ones feel marginalized
 - Dedicated cycling signal for cycling
- UC Davis
 - Great cycling town
 - Has cycling loop which takes you around town – ring road
 - Protected bike lanes
 - Bike highway with exits
- Holland
 - Well-designed roads and connections for all modes of transportation
 - Separating all modes of transportation for safety
- Woonerf (eg. Granville Island)
- Creative a designated zone
- Bike highway
- Commercial uses at ground level of parkades
- Roman plazas – seating surround by cafés and shops
- Reduced speed on Wesbrook Mall to 30km/hr
- Prefer physical separated bike lane all the way along Wesbrook Mall
- It's ideal if Wesbrook Crescent can be used as a bike path along the Wesbrook Mall between Walter Gage Road to Chancellor Place
- Flexibility in cycling facilities for different skill levels
 - Some cyclists will bike on the road
- Create actual sidewalk at west side of Wesbrook Mall at Thunderbird fields
- Better lighting along Wesbrook Mall for biking
- Voting of suggested bike lane options:
 - Option 1 (bike lane separated and protected by parking – at grade, on street lane but separated) – 25% in favor
 - Option 2 (parking lane against curb, bike lane next to driving lane, on street lane) – 0% in favor
 - Option 3 (raised bike lane, Dutch model) – 75% in favor
- Shift cycling to different form than just biking – think of movable, more opportunities to move with bikes
 - Bike food truck
 - Bike rickshaw to class
 - Delivery
 - Fresh cookie delivery
- Improve night lighting for biking and pedestrians

- Increase animation and programming along Wesbrook Mall
- Fix the sidewalk around Thunderbird Parkade
- Animate Thunderbird Parkade and Thunderbird Stadium courtyard
- Create connection and interaction with neighbourhoods
- Would like to see something similar to “Green Streets” and “Neighbourhood Greenway” in Portland, OR
- Stormwater weathering plumbing / Bioswales
- Bike friendly pedestrian zones with amenities around and ample seating – amenities such as music, food and public art
- Better lighting along Wesbrook Mall for pedestrians
- Make more “eyes” on Wesbrook Mall; increase presence of pedestrian path along Wesbrook Mall
- Wesbrook Mall between University Boulevard and 16th is desolate and need more animation along that section
- Views, building character, more activity at Fraternity area of campus
 - Street furniture
 - Example: public realm at Main Mall
- Enhance bus stops with lighting and amenities such as retail spaces, plazas, coffee shops,
 - Sun traps to encourage activities
 - Create mini plazas
- The open area at the front of Thunderbird Stadium is not welcoming (the “tongue”)
- Bus stops should have more seats and be unique
 - the large Honeycomb canopy at the two bus stops for trolley buses on University Blvd are good examples
 - Need bigger, better raincover/canopy/bus shelter
 - Whimsy
- No energy around sports at UBC – tie in sports with animating the corridor – develop athletic spirit

University Blvd and Wesbrook Mall intersection

- This intersection is significant and a gateway to the campus; therefore, animating this area is important.
- Animate the SE corner (next to Regent Collage) of the intersection
- Q: will 99B line Allison Road bus stop be moved?
- A: Not sure, it’s under review.
- Changing the intersection would improve the area significantly already
- Current intersection encourages Jaywalking
- Painted pedestrian crossing like the rainbow crosswalk at Davie and Bute
- Public art on pavement and sidewalk
- Raised intersection
- Different pavement treatment/alternative surface type to enhance the intersection
- Noted that most people see this intersection as a corridor for passing through
- Buses will be able to maneuver through the new intersection whatever it may be
- Pedestrian controlled scramble intersection
- Enhance connection between this intersection with the new diesel transit terminal

- Commercial amenities at UBlvd and North of GSAB – reason for people to stop there on either end of their transit trip
- Visual connection such lightings, and colour pedestrian path/sidewalk
- Innovating with lighting to mimic plaza
- Have some kind of attraction that is fun, different, unique and out of box such as climbing wall or overhanging chandelier
- Need something unique that draws people in such as public art
- What does a gateway look like?
 - a physical gateway like an arch
 - Activity and vibrancy to speak to “You have arrived”
 - Draw people there
 - Something over there
 - Weather protection
- Free piano at UBlvd
- 99 B-Line Allison Stop
 - Prefer to have a stop @ UBlvd before the final stop at campus because it’s a shorter distance to the end destination in south of the campus
- Having more and diverse amenities at GSAB on Wesbrook Mall will help animate the area
- This area should speak more to “Welcoming” rather than “Gateway”

Support Facilities

- Make UBC a great place to cycle regardless of the cycling network to UBC from other municipalities
 - Make UBC an innovative and progressive bike friendly place for others to model after
- More secure bike parking facilities in high traffic visible areas
- Weather protection for bike parking - building overhang for parking bikes outside of buildings near the entrances for keeping bicycles dry
- Make access to secure bike parking easier
- UBC has 27 tourist attractions but not much secured parking for tourists; more bike parking facilities for tourists; ideas are
 - 2 hour secured parking
 - Parking near 24/7 venues to deter thefts
- More pit stops for bikes with cover from rain and eyes on bikes
- Maps with bike parking locations and markers
- Establish a bike shared program on campus
- Increase and improve support to the existing Purple and Yellow Bikes Program and promote the program

Other suggestions:

- Improving bike paths/safe routes to neighbourhood schools
- Need more plazas for gathering such as Trafalgar Square and Italian Piazzas
 - Something to draw people to each separate Faculty area
 - Engaging neighbours
- Better bus stop names and announcement
 - Example - “3200 Block” should be named “UBC Hospital”

- Name should reflect the common use/destination of the area, not the address
- Twitter the events happening on campus – use social network to inform the public and neighbours
E.g. This workshop was not publicized via twitter
- More food trucks and spread them out all over campus, not just the core area
- Farmers Markets

GROUP 5 FACILITATOR: CHRIS PHILLIPS • NOTES: STEVEN LECOCQ

Discussion Question: Academic Identity & Values How can buildings, streets and open spaces be designed to express a sense of arrival to the Academic Centre?

KEY POINTS

- Express education aspect in architecture/landscape
- Express ceremony and tradition (more than the “E”)
- Bus loop needs to be brought into campus identity. Integrate it!
- More “yes” to express and have fun
 - Allow academic freedom of expression in spaces
 - Don’t over program
 - Swings & ‘E’
- Landscape nature and formal – Importance of landscape as place-maker to UBC
- Less cookie cutter more sense of places of distinctiveness - special places
- More cohesive visual identity (Architectural/Landscape)
- Academic buildings @ entry - needs some to make sure you know you’ve arrived at UBC, an academic institution.
- Formalized Gateway

RAW NOTES

- Context of precinct/ current
 - Experience arrival
 - Chance to renew
 - Multicultural campus
 - Sustainability
 - Building architecture to reflect the activities found within
- 16th/University Boulevards primary historical gateway
- Entrances into the precinct appear to be mode specific.
 - University Boulevard - Bike/Bus
 - Bus Loop - Bus
 - Student Union Boulevard - Cars
- Bus Loop
 - Only a bus loop, no sense of University/Education environment
 - Opportunity to remedy.
 - Pick up in the heart of campus
 - Provide a more graceful arrival
 - Trolley more than car
 - Aquatic Centre not designed with bus loop in mind...Aquatic Centre edge condition to be reexamined.

- MacInnes Field
 - Artificial turf suggestion for all-season use, natural turf will likely become a mud bowl for much of the year.
- Copp Building
 - Treasure cedars near Copp building. They are important for landscape as they suggest longevity.
- Not enough art on campus
 - Use Public art to reinforce campus identity.
 - Use of murals (wall/floor) Philadelphia mural examples shown
- What is happening in SUB?
 - The building will be repurposed. Path between the old Sub and Next could become a new important circulation corridor.
- Formal Trolley bus - diesel bus loop connection should be explored
- Why does this area need a complete community? Questions the need for housing and retail so close to the academic core.
 - BOG moved from single use to new more sustainable/complete model.
 - Transit window in and out of campus
 - Supports philosophy
 - Transit oriented housing/retail
 - Hub - epicenter of student traffic.
 - Similar services won't be there for Thunderbird and Acadia Residences.
 - Focus on high traffic areas.
 - Proposed services on University Boulevard will help with vibrancy and safety in the neighbourhood.
 - Complete community with 24 hour energy and "eyes on the street".
- A more decentralized drop off for bus as the campus is so big.
 - This is not feasible from Translink's perspective.
 - Improve routes and availability of community shuttle. The current routes/schedule are not worth it
- Sustainability
 - features such as storm water on University Boulevard - reflects who we are
- Landscape
 - New species of grass
 - Treasure cedars near Copp building.
 - Increase the variety of plantings on campus.
- Architecture
 - Architecture should reflect use of building
- The "E" on main mall
 - Versatile/ eye catching /ever changing - reflects traditions and ceremony on campus. Where else could a similar installation be beneficial
 - University Boulevard Gateway
 - Bus loop/MacInnes Field
- Bus loop within campus, identify view frontage.
- Say "Yes" to projects that people want to do i.e. Swings & the "E". Be open to new ideas to express identity and connection. Create spaces for things to happen. Do not over program.

Discussion Question: Academic Identity & Values What uses currently provided by the War Memorial Gym are important to the university community? How can we continue to build on the central role that athletics has played in the precinct?

KEY POINTS

- Not much connection with the gym programmatically or aesthetically or emotionally
- If you're going to preserve it. Add complimentary uses to face of building to integrate it with campus in a meaningful way
- Is this venue a new opportunity to play out interdisciplinary/multi-purpose space?
- Good location to showcase our sustainability principles (2nd CIRS Building)
- Arena has replaced the gymnasium as multi-purpose social centre for large gatherings
- Place common ground inside and outside
- Make it more public
- If gym is demolished - it would provide more planning options & freedom for precinct.

RAW NOTES

- Participants at the table felt no connection with Athletics/War Memorial Gymnasium.
- War Memorial Gym
 - Good example of modern architecture. Don't undervalue the heritage aspect of the building.
 - Landmark on campus.
 - War Memorial Gym seems predominately used by Varsity Teams with little access for public use, apart from Remembrance Day ceremonies once a year.
 - Programming needs to reflect neighbourhood to increase sense of belonging.
 - Sites surrounding the WM have been under construction for so long.
 - Athletics should not be a driver to the plan.
 - Arena has replaced the WM as the social event centre; the gymnasium now has less value.
- Alternatives to War Memorial Gymnasium.
 - A multipurpose event hall/conference centre to house distinguished lectures/social activities and conference centre. Should maintain the flexibility of a gym to accommodate a variety of uses.
 - North side ground floor uses should be complementary with bus loop.
 - Make the ground floor of the WM more penetrable and porous to the public.
 - A grocery store to service the campus residential community.
 - An Interdisciplinary Centre to promote engagement between faculties and departments. Breaking down the silos to reflect real work situations. This is the future of academia; build on that idea.
 - Flexible academic space to promote idea innovation and interchange
 - A great location to showcase the principals of sustainability; a second CIRS building.
- Arrival
 - No obvious academic building upon arrival. Main mall should be considered the high street on campus.

