

## Appendix V: Raw Feedback Received and Stakeholder Letters

**1. Vibrant Spaces:** What kind of street-level uses (i.e. shops, services, recreation, storefront academic) and design features would help contribute to the vibrancy and success of the following area in the precinct:

### University Boulevard

Cafes (including outdoor seating), restaurants (including outdoor seating), wine store, BC Liquor Store (since you moved the one from the village to south campus to appease residents there), a quiet bar/lounge (including outdoor seating) since there are too few places to meet over a drink on campus), grocery store; covered bike racks; trees (to replace the shrubs along the median that have almost all died and to make up for all the trees that C+CP is knocking down on campus)
Student services
Normal bars and restaurants, e.g., not overly fancy or high-end; places where staff and students can hang out during lunch and at the end of the day.
How is success defined here? Any features added to this area should be in keeping with the Academic land use designation. Any housing built should be student housing.
Housing for actual students (not market housing). diversity of food options
Commercial
Land use designation of this area is Academic, which requires that University Blvd be developed for students - not for market, faculty, or staff housing. Outdoor student installation art, small independent cafés and galleries, spaces for intimate music concerts & dancing, educational spaces (like walksafe offices, Sexual Assault Services), playground for children while parents are sitting outdoors at a café...the scale should be small, inventive, flexible, creative, lively at all times, AFFORDABLE, student-run businesses should predominate. Life should spill out onto the street. Awnings for rain. Recognize Musqueam First Nations - perhaps a gathering node at end of boulevard where people can be sheltered from rain and is an architectural focal point. The transition from busy street to boulevard is currently awful. Perhaps a round-about at University & Westbrook, though these are really not bike-friendly.
Places for students to gather. Spots for food trucks.
Outdoor power outlets make any space more inviting
Benches and tables with umbrellas.
Outdoor table tennis tables.
Fine Dining - take it up a big notch UBC! Also cafe's and specialty food places. A small produce shop or permanent cart with veg from UBC Garden. Public art commissioned from alumni & places to sit. A welcome centre with information on cultural events at UBC, some UBC history and an interactive map of the campus. Plenty of campus maps to take away. Buskers performing - ask students to apply. Outdoor movies, popcorn cart, with the 'sound' available on an app in several languages.
Make the sidewalks as wide as you can. I disembark buses at Allison Road and am part of a group of 30 to 40 people, almost all of us headed to East Mall. We need very wide walking spaces. Trees are lovely, but keep them with high branches.
Cafes, benches, trees
Maintaining the bike lane and adding green space. Commercial store fronts would also attract more students, staff and community members, making University Boulevard more vibrant.
A quiet place to relax: shade trees, gardens, water features.
Benches, flat surfaces, is this vehicle accessible?
This is a commuting corridor for thousands of cyclists every day. The efficient travel of cyclists and pedestrians should be a high priority. I am concerned that the retail and housing uses proposed here will turn this into a few blocks similar to 4th ave near arbutus where all travel is slow due to congestion. There needs to be a cycling route that allows travel through this area without delays for congestion, sidewalks large enough to accommodate peak crowds, and
Removing motor vehicle traffic.
Barring that: protected bike lanes and better signage / protection of pedestrians.
Good food options
Separated bike lanes
Cheap options
No drop offs

Separated bike lanes
Good bike routes
Make it easier to get to parking
Swings
No frills
Ban private motor vehicles
Well understood traffic flow
No more drop offs (private vehicle)
Study spaces
Fix the paddles
Dedicated bike lanes
Include sports medicine
Where does site b and site d traffic go?
Late hours
Space for collegia in UBlvd?

## UBC Bus Exchange

1. buses entering UBC should go under Wesbrook into the bus terminal to ease congestion and to make surface more bike and ped friendly and prettier than a major interchange
2. UBC needs to not only lobby but also pay for MetroVan transit (bus, road and subway ) infrastructure . A major reason why the bus loop ( and Wesbrook Village south of 16th ) shows no subway connectivity is the lack of funding provided by UBC to MetroVan like any normal developer would in a city. It can't be that UBC hoards all the cash from development and nothing gets invested into necessary transportation infrastructure in MetroVan
Covered bike racks, digital signage with information about ALL bus loops (diesel, trolley, shuttle), maps
The ability of central and faculty advising units to use creative programming space (cases with posters, or digital displays) to engage commuter students.
Ample weather protection, screens displaying estimated departure times, clear markings where all door boarding can occur
Would be good to keep it utilitarian as it is now.
At present, on a dark rainy night waiting for a bus feels more like waiting to cross the River Styx. It needs light that copes well with winter rain, Event posters for Chan Centre, Tbird games dances, pub nights, movies & the Barn community centre Best thing about it now is the crochet flowers. More whimsy !
How is success defined here? Any features added to this area should be in keeping with the Academic land use designation. Any housing built should be student housing.
Public art
Commercial
Tie the UBC bus exchange with a street-scape that includes small business, cafés, etc. that are open late at night. This will reduce the isolation and risk factors that accompany waiting for a bus in the dark. Whimsical forms for seating (like on the sea wall at Olympic Village) might make the space look less desolate & uninviting.
Lots of pedestrian access points.
Benches are nice, so are rain shelters, so is not having a temporary bus loop.
Shelter, notice boards
An information booth with live attendants. A map blade posted at all exit walkways. LED signage with UBCEvents posted. Coffee cart. Shelters with sides to protect from elements. Public Art created commissioned from students.
Multiple crossings of the bus routes so you can hop off a bus and head in any direction. Right now we are forced to Memorial Road, or all the way back to University Blvd.
Safe pedestrian access from each direction - north, south, east, west
Increased green space, seating and covered areas.
A quiet place to relax: shade trees, gardens, water features.

More things to look at/engage with while waiting for the bus (at the 99 spot, the 14/4/9 one is pretty good)
Excellent lighting, sheltered waiting areas, digital screens,
Adequate lighting. Some commercial activity near the areas where people wait for pick-up would enhance the security of the area.
Nearby restrooms
Sky train??
Sky train
Restrooms
Food outlets
Sky train needs to get here eventually
How are you planning for skytrain?
A bridge to walk over the bus loop area so better flow of people
Keep bike commuters in mind pls!
Sky train
Sky train
Is UBC willing to cover the cost of skytrain?
Combine bus loops
Please use a different name. "exchnage" it isn't. Has been a loop long time and is against this plan. Honours campus legacy & familiarity
Safety, safety. Incorporate a stylish, fun fly over

### **Gage South Student Housing Courtyard (Note: This will be above ground)**

Why does the courtyard face the bus loop and the wall of the aquatic centre? Wouldn't it make more sense for it to face north and east?
Nothing, it's on top of a bus loop.
Nothing, this is fine.
How is success defined here? Any features added to this area should be in keeping with the Academic land use designation. Any housing built should be student housing.
Students like grass and seating and power outlets
Places to meet friends - bookable community space
Public Art, places to sit, a deli with great picnic items. Move The Great Dane Coffee over here. Outdoor movie screen showing student films & Videomatica collection w subtitles. Umbrellas to protect from rain & outdoor fireplace like they have at The Great Dane Now (behind gage).
I love the outdoor seating with power supply that is near Barber. More of that. Permanently installed, large umbrellas so you can protect yourself from strong sun or rain while sitting in pairs, on benches, etc.
An outdoor space for students to relax (ex. a coffee shop with a terrace or patio).
A quiet place to relax: shade trees, gardens, water features.
Flat surfaces, multipurpose surface (not grass); could see this being a potential gathering space
Noise by-law enforcement
Better have good sound isolation. The 99 is a loud thing
Concern of noise with increase traffic volume, directed at 1st year/international students
Student lounge
More height for gage so housing at the gage towers end
Student space, open late

### **MacInnes Field**

Nothing. This should be left a green space since there are so few left on campus.
MacInnes field will be home to at least two major student concerts during the year. This should be considered during the design process. Furthermore, future University Boulevard residents should be made aware of these events.
Well-tended grass, open for general use.
A couple more trees.

Not astro turf. I think it is mean spirited to blame this field's design on Alumnae. The field isn't where it was. The grassy knoll isn't the shape it was. If you are honest & tell Alumnae the truth I suspect the majority would prefer an attractive Piazza to a fake field in a fake location near a fake mound
How is success defined here? Any features added to this area should be in keeping with the Academic land use designation. Any housing built should be student housing.
A stone circle with astronomical and geological interpretive information.
It's a field, I dunno some grass? And how about some outlets?
Drop in field space - relaxing/ lounging
Great lighting, seating, kiosk for snacks, popcorn open during games or food truck parking pad.
Open space for students to use on a casual basis, places to hang out at lunch time either throwing a frisbee or just sitting on the grass
A new knoll, or space for students, staff and community members to relax outdoors.
A quiet place to relax: shade trees, gardens, water features.
Informal and formal sport and recreation space, artificial turf, lighting, access to power
Daylight. How much will the new field be shaded by the new SUB and the "Site D" building?
Food outlets
Possible problem: those looking to travel towards the Westbrook building or in that direction are likely to cut across the field if arriving by transit unless an established diagonal path is available
Keep the green space
Make sure pedestrians can't cut through the field
Artificial turf: u of T did it, more usage of field but environmental concerns, cost, sustainability
More restrooms
Swapping a pool and a field seems stupid

### Athlete's Way

Covered bike racks, maps, but mainly this should be left as a path for cyclists and pedestrians
Not having it be blocked by construction fencing.
How is success defined here? Any features added to this area should be in keeping with the Academic land use designation. Any housing built should be student housing.
Greenery, public art
Urban parkour-like structures to encourage movement?
Wide enough that when someone is texting and walking they aren't you be to die? And give the cyclists their own path. It's easier that way.
Trees to slow down the rain
Athlete's way seems like a 'non-area'. Put up some panels on UBC's history to give it character. Sitting areas.
This is a bus access route. As above. Wide wide wide. I'm a fast walker and find it frustrating caught behind amblers with no easy way past.
A quiet place to relax: shade trees, gardens, water features.
Ability for larger crowds to gather and participate in collective activity (yoga); an outdoor workout circuit
Designated bike path
Designated bike path
With reluctance, recommend replacement of war memorial gym
Replace war memorial

### Precinct/Other

We need a decent grocery store on the north side of Campus with the planned new housing ( Gage south, south of law building, university blvd
covered bike racks; trees
The campus should be built for those who
Pay close attention to where the shadows lie during the winter months and design outdoor seating so there is ample wind protection and sun traps. Make the sidewalks as wide as possible Think Piccadilly Circus Make it a place people want to come and sit at the focal point. Design shop space to take advantage of sun traps
The business will be successful and so will the street

How is success defined here? Any features added to this area should be in keeping with the Academic land use designation. Any housing built should be student housing.
It is key that LUP designations be respected, otherwise UBC MUST engage in full land-use plan consultations with the entire community, at which point the question of (for instance) returning Acadia Park to Academic Land Use, as the AMS, GSS, faculty, and students have repeatedly requested, must be considered. Eroding the designation of 'academic' along university Blvd erodes the meaning of land-use designations on other parts of campus and ultimately erodes the mission of the university to support student learning.
Arrival Court: This goes ditto for Bus Loop. Something to orient people to activities 'campus culture' such as athletics but particularly the UBC Arts & Culture precinct, MOA, Chan, UBC Music, Opera, Theatre & Film draw hundreds of thousands to campus but the campus a) is not helpful/welcoming to those patrons trying to find and b) does not point student body to arts & culture district. It's something to enhance the student experience & help create community, campus culture - and it's already in place. Likewise for the outlying attractions: Botanical & Nitobe Gardens & Beatty Museum.
A quiet place to relax: shade trees, gardens, water features.
Parking/drop off and access to the SRC is vital for activities that could be occurring in the AC and SRC.
The plans appear to have significantly less open space than there is currently. This area of campus has played a central role in the UBC experience of 100's of thousands of UBC alumni. The plans to completely change the character and appearance of this area will alienate alumni. Its easy to find former UBC students who say they don't recognize huge parts of campus. This will exacerbate that problem.
Better and bigger weight rooms,
Weight training, basketball facilities, sports medicine offices in one building-u of T beside Varsity stadium stunning new building. Away to revitalize war memorial building
More student housing, academic uses
Campus needs more services eg. Grocery store
Covered bike parking
Site b and d need to add no new motor traffic to U Blvd
Grocery store? No frills
Traffic flow to student services
Open space
better transit over (instead of more parking)
people who live here will need a grocery store
VPL branch library (or drop off box)
a place to run errands on lunch break; post office, groceries etc
good to see the thinking evolving

## 2. What should we be thinking about to achieve successful pedestrian and bike connections...

### Along University Boulevard

Prohibit private vehicles on U Blvd.; remove street parking; separated bike lanes (Research done at UBC has shown that the current type of bike lanes on U Blvd -- next to traffic, no barrier, with parking on the right, is the WORST type of bike lane); get rid of the angled crosswalks; repair the bus shelters, add more bus shelters; if private vehicles will be allowed on U Blvd, access to underground parking at Site B, Site, D, whatever replaces GSAB, and Copp MUST NOT interfere with bike lanes (trolley buses, pedestrians, bikes, store-front parking, deliveries and drop offs cannot all use this space).
Separated bike lanes. Don't squeeze bikes between buses and parked cars.
Finally finishing up with the construction; or at least making it feel like more finished. People avoid this area currently as it's not pleasant towards the unfinished SUB.
If you design every bike path for 5 year olds on bikes you will build in the correct emphasis on safety, visibility and speed. Cyclists should be encouraged to dismount in this area or slow to 5 year old speed.
No idea, but having an off-street bicycle path going onto campus would be great for those of us who aren't so great at cycling.
no cars
Having designated sections for cyclists and pedestrians. No cars
The intersection is a huge problem right now - no one is happy nor safe. Perhaps have the lights change just

for pedestrians to cross in all directions at once, and the road surface marked to really reflect that this is a space for pedestrians. Could be a round-about but these are awful for bikes. Or, crazy idea: A huge pedestrian over-pass that allows for amazing views of the entire campus right over the whole intersection? Not good for wheelchairs.
Wide boulevards, bike lane, what about a no-texting lane for faster walkers
Look at places that are already doing it right and steal from the best, we don't need to invent the wheel. Even right here in Vancouver, take a page out of Athlete's Village's book. Light projections of images onto the sidewalk.
The bus loop here is not wide enough. Cars should not be permitted to drop off folks here. It's dangerous right now when cars, buses, bikes and pedestrians all want to use this space. Create dedicated bike lanes, and wide wide wide sidewalks.
Maintaining a bike line, ideally creating a better division between pedestrian walkways and bike lanes.
Away-from-automobile pathways surrounded with park area: shade trees, gardens, water features.
Separated bike paths, increased lighting over crosswalks.
Cycling surface: paving stones and sidewalk-like concrete are both the wrong choices for cycling path. Having sidewalks next to years-long construction projects that simply stop and force pedestrians into the roadway in front of buses and cyclists is a poor choice. This is a high-volume bicycle route. The emphasis here should be on allowing cyclists to get through the area quickly and safely.
Protected bike lanes
Improved signage for both bike and pedestrian infrastructure
Separated bike/pedestrian infrastructure
Secure Bike parking
Separate route/ lane for bikes moving East- West through campus (avoid cyclist-pedestrian conflicts)
Covered bike parking everywhere
Separated bike lanes
Ban private motor vehicles
Yank legacy concrete "bike lane" to make it more clear that cyclists should use travel lane, single file traffic: 20km/hr speed limit Use bike lane space to widen sidewalks

## Along Wesbrook Mall

Designated drop-off spot at multiple places along Wesbrook so that cars do not need to turn onto U Blvd to drop people off; designated bike lanes; bike-specific turn signals, green bike boxes
Separated bike lanes. Don't squeeze bikes between buses and parked cars.
The new bus stop on Wesbrook just past the Centre for Brain Health was very badly (not...?) planned. At peak hours the sidewalk is totally swamped and it's hard to walk past.
This is a boring road to walk along. Make circles, piazzas or other visual focus points at easy stages along it. Cyclists will want through access but don't forget designing bike paths that connect neighbourhoods to schools and shopping areas. Also contact Translink and get them to change their announcements on the bus. 3200 block is useless information where UBC hospital would be helpful. Is Thunderbird Blvd close to Thunderbird Stadium? Then why not say so?
No parking and bike lanes.
It is very difficult to walk the entire span of Wesbrook Mall as it is too narrow
Wider boulevard for walking on. It is very congested. A cafe with a terrace
Student Union Boulevard needs a landmark at Westbrook. A lit sign that says parking, even just the P symbol and arrow but lit. Are there any opportunities for murals?
Dedicated bus lines and wide sidewalks. I support limiting cars to one lane, and put buses in one lane.
Defined space for cycling for the duration of Westbrook Mall
A separated bike lane allowing cyclists to safely access Student Union Boulevard and Gage Towers from University Boulevard.
Away-from-automobile pathways surrounded with park area: shade trees, gardens, water features.
Separated bike paths since cyclists often slow traffic and come into dangerously close contact with vehicles along this route.
Car/bus traffic impacts
Separated bike paths since cyclists often slow traffic and come into dangerously close contact with vehicles along this route.
Car/bus traffic impacts
Protected bike lanes
Lowered speed limits

More pedestrian crossings (maybe signalized?)
Separated bike infrastructure on Westbrook Mall: speed 30km/hr between Chancellor and Student Union Blvd. to allow safe sharing of road
30 km/hr speed limit (one comment agreeing and adding throughout Campus)
Separated Bike lanes (one comment agreeing)
Protected Bike lanes/ boulevard along Westbrook for safer delineation between bikes and buses
Develop dedicated bike paths along Westbrook to divert bike traffic so it doesn't all have to go down U Blvd to East Mall

## Westbrook Mall/U. Blvd Intersection

designated bike lanes; bike-specific turn signals; scramble crossing for pedestrians, green bike boxes
Separated bike lanes. Don't squeeze bikes between buses and parked cars.
This area is fine.
Dutch design for safe crossing of bikes. It seems to me that some cyclists have a hard time slowing down quickly but it's a good test of a healthy metabolism so they should be encouraged to do so - with a stile if need be. Really slow once inside the precinct . Along U Blvd, I understand a pathway will either be lost or have to be built into one of the new buildings. I suggest it resemble an arcade (as in Burlington Arcade) with doors to avoid a wind tunnel and cold which would be very unappealing. If it was constructed with acoustics in mind the space could be designed for lively window shopping and live music busking. Trees are deceptive Since this area will be most heavily used during the dark winter months design the space emphasizing light needs not shade needs
See above - this is an ugly and dangerous intersection. Art, painting/textured road surface, free movement of pedestrians (like time square, NY) for one light cycle. I'd love a clock in the area b/c it's there that I want to know if I'm on time for class when I arrive on my bike/bus/walking :)
Go ahead green for bikes at the bike lane.
Beautiful flags. Special lighting love the new UBC sign.
Create all-walk pedestrian lights. Traffic will move faster if pedestrians aren't crossing streets they want to turn onto, and pedestrians can quickly get to the corner they need from which ever corner they start.
Adjust the signal timing. There is no need for a protected left turn for the busses traveling eastbound on U. Blvd. This creates long delay times for all other movements. It is a very large intersection so anything to make it more comfortable for pedestrians would be a benefit. Remove the right turn channelization (or at least reduce the degree of channelization) for vehicles traveling northbound on Westbrook turning right onto to U. Blvd. It creates uncomfortable positions for pedestrians and cyclists.
Improve safety measures for cyclists turning onto Westbrook Mall from University Boulevard by creating a bike lane.
Away-from-automobile pathways surrounded with park area: shade trees, gardens, water features.
Better connection between painted bike lane and the bike box.
Recognize this as the primary cycling route for UBC commuters (one comment agreeing)
Scramble intersection (one comment agreeing)
Separated bike lanes

## @UBC Bus Exchange

Enough space for passengers to move quickly from the drop off area (can this narrow space handle the number of people that arrive each day by bus?); enough space for lining up before boarding, including multi-door boarding guide rails, where applicable
Adequate light and signage must be installed in order to ensure safe crossing points for pedestrians across the Bus Exchange. The congestion caused by people lining up and waiting for buses should be considered.
Bike racks on the periphery, but not in the loop itself, they tend to accumulate, clutter, and get in the way.
Again, there are spaces blocked off for construction that look like there isn't actually construction going on (just beside the crosswalk?). The people minding the crosswalk seem totally unnecessary.
Hundreds and hundreds of bike racks and make them covered
Terrible area for cyclists, pedestrians, women, and children. There will be more & more children on our campus, and campus plans need to reflect this reality.
Designated cross walks
Bike racks go without saying? Bike rentals, bike sharing system?
Multiple crossings, as above.

Safe pedestrian access from each direction - north, south, east, west
Away-from-automobile pathways surrounded with park area: shade trees, gardens, water features.
This area can be a bit chaotic
Traffic patterns, signage, lighting, bus and pedestrian crossings
The idea of separated drop-off, bus storage, and pick-up areas seems good. The area near the bus loop area should be well-lit. Some commercial activity near by would enhance the perceived security. Perhaps a restaurant that is open late in the evenings nearby?
Keeping the bus exit away from pedestrian crossings: I have seen bus drivers come flying out of the existing bus loop and get angry at pedestrians for being in the way crossing the road.
Cat eyes for the street? So don't flood light
Lighting, late night commerce so it's a safe place (one comment agreeing)
Improved bus shelters
Places to sit, rain shelter
Flow

### Along Student Union Blvd

designated bike lanes; covered bike racks
Separated bike lanes. Don't squeeze bikes between buses and parked cars.
Unfamiliar with this area.
Where are pedestrians to walk? It certainly isn't clear presently
No cars
Having designated sections for cyclists and pedestrians.
Clear access to Walter Gage residence. Right now there isn't a clear path for a student to walk
No cars should be permitted here at all.
It's already pretty good
Create a designated bike lane so cyclists do not have to weave their way through pedestrians. This would also make Student Union Boulevard safer for pedestrians.
Away-from-automobile pathways surrounded with park area: shade trees, gardens, water features.
Parking and vehicle access, drop off and pick up for activities occurring in any of the buildings (Aquatic Centre, SRC) - particularly for parents, sight lines; clear paths and signage; delivery access (Between SUB, SRC, AC and housing, there are a tonne of daily deliveries and large trucks)
Any kind of cycling facilities at all, with connections to the car-free area west of the parkade, and through to East Mall
Ban private motor vehicles
Separated bike lanes

### Precinct/Other

Both Translink and Campus and Community Planning admit that a combined bus loop would be better for transit users. But even though GSAB and Copp will be flattened and nothing is currently happening with Site B or Site D, this proposal still has the bus loops separated. There is plenty of space to put the diesel bus loop next to the current trolley loop. The buildings can just be put elsewhere.
Wide sidewalks. If Main Mall has shown anything, very wide sidewalks will be well-used.
Unfamiliar with this area.
There are 27 tourist venues on campus. How many of those are easily accessible by bus? I attended a Chan Centre performance recently and was within 30 seconds of the building before I saw another soul. Nothing about campus design indicated a significant event was happening near by. Apart from me they must all have used their cars. Shame.
There needs to be a clear place for cyclists and skateboarders along Main Mall! There is none and it is chaos to get around there in between classes. It is very dangerous and it is inconceivable that this did not feature as part of the plan when the street was redesigned a couple years ago.
Have clear connections between bike lanes on campus.
Away-from-automobile pathways surrounded with park area: shade trees, gardens, water features.
Separating them would be nice. Bikes/pedestrians on the same path can be problematic



I remember Dennis Pavlitch talking about the "sense of arrival" before the Stranway Building was completed. Every morning when I arrive by bicycle at Wesbrook and University Boulevard, I see the Strangway Building and sense that I've arrived at the Shoppers Drug Mart - as that is the most obvious feature of the Strangway building when arriving from the east. I consider that to be a complete failure of that aspect of the University Boulevard area. I am concerned that all of the change in this area says to returning alumni that their experience at UBC and their memories of campus are not worth preserving at all, and that the University is doing its utmost to completely erase its history.
There appears to be significantly less open space in the current plans than exists previously. I would say that buildings and open spaces should be designed to maintain the open feel of the area, by not building too high and by leaving lots of open space.
I can envision pedestrians cutting across MacInnes field (to the new SUB or to the south of the new SUB) How can this be integrated into the design of the field? ( one comment agreeing)
Separated bike lanes on Ublvd, Main Mall, East Mall and West Mall
Many empty buses leave campus. Why a subway link?

### 3. Identity and Value: How can buildings, street and open spaces be designed to express a sense of arrival to the university?

I would like to see more memorial statues around UBC like tatues of the war champions, poets, scientists etc Athlete's Way: it would be good to have bicycle roads around UBC
I think it is a waste of time thinking of U Blvd as the "arrival to the university". UBC has many entrances. And since most people either arrive on campus via one of the diesel buses or by car, for most people, their arrival will either be sandwiched between two buildings or one of the parkades. So, either forget about thinking of this area as the door to UBC. Or, if that is a priority, then make all buses arrive via U Blvd instead of in a narrow alley between two buildings.
More academic uses. The only plans for the precinct is housing and shops. That does not indicate to anyone that they have arrived at a university. Just having signs, or giant silver things does not count. Show, don't tell.
The present design is too pretentious and overbearing for my taste. Humility goes a long way. Failing that a sense of simple surprise, charm and more whimsy would be welcoming and inviting.
They can stay academic and catered to students. Exhibition galleries, demonstration spaces, etc.
Have students and faculty and staff living in them. not private market housing. public art.
Who cares? Going through the gates at the entrance off of Blanca already achieves this. This is such a minimal point of concern. Much more important issues are ensuring that students have affordable housing on campus (i.e. below market value), ensuring adequate space for studying in ALL faculties and departments.
Have the buildings be for student use only.
Signage to acknowledge More flags Maps at the bus loop Directional signs / compass to get you to the common destinations Can we have a visitor booth?
Public Art - we can see how successful this is at creating a sense of neighbourhood, culture & pride all across Vancouver. At the sky train stations, Granville Island. Kick it old school with some live human beings in information booths - university ambassadors - could also be selling tickets to events, bus passes. This would be a REAL game changer. Particularly for our many guests from afar and never ending new students. Finish bi-secting the UBC Campus gridlock by continuing the development of University Blvd right down to the water!
I like the new UBC metal sign. I'd like a clock there too, by the way. :) Perhaps a couple of overhead archway signs.
By having more spaces for students to sit outside, both covered and uncovered spaces.
Continue with the traditional UBC gardens and natural forest look.
Well lit; wide and broad welcoming feeling vs. buildings built on top of each other
Who will control McInnes field access? Large flat areas provide great gathering spots and event hosting spaces (arrival court and courtyard for things like festivals, races, storm the wall).
Well lit; wide and broad welcoming feeling vs. buildings built on top of each other
Arches, sculpture and the like can provide a welcome.

Ensuring that motor vehicles, if present, are driving extremely slowly helps, too.
Better Lighting (for Cyclists)
Weave in expressions of academic excellence and celebration-support opportunities for vibrancy and animation
I feel the height of the new buildings is not inviting-makes UBC seem more fortress-like
Architectural cues borrowed from the rest of campus? The new buildings should not have a vastly different character
Keep it recognizable so as not to alienate and disenfranchise alumni from decades past
Try to avoid the hodge-podge look of new buildings: different styles are great, compatibility of styles would be an asset
To me it seems there is a poor sense of arrival for bus passengers- They get dropped off at the Aquatic Centre without clear gateway to the rest of campus (two comments of agreement as well)
The proposed massing of 6 stories along U Blvd does not look inviting at all. Either reduce the amount of floors or push the buildings away from the road to open it up more (one comment agreeing)
Please add art on campus
No connection between buildings all detached from each other
All buildings are doing their own thing like a playground for arch design competition; No unity; Glass Façade not enough
Not just glass connection to outside via small businesses or at least doors (one comment agreeing)
The impact on the I.K. Barber Centre MUST be taken into account; Eg. Informal learning spaces; Hrs of operation or open hours; Meeting costs

#### 4. Other comments and ideas?

I have cc'd Maria Harris and our MLA David Eby as it would be their job to bring UBC to the MetroVan and provincial table not just with demands but also with cash from UBC.
Perhaps Jericho land development brings some federal cash to the table for subway extension from Arbutus to Alma and then it is only a short surface hop to UBC for a rail link, with two stops : one at bus terminal and one at Wesbrook Village south of 16th.
As such, any future Wesbrook road work planned by UBC should keep a tunneling option in mind below Wesbrook
Another part of the "plan": "The UBC Bus Exchange is designed to meet current and future capacity, including future rapid transit." But the proposed rapid transit stations are nowhere near the "Bus Exchange". Will this therefore mean a fourth transit hub in this area? One spot for trolleys, one spot for diesel buses, one spot for community shuttles, and now a fourth spot for rapid transit?
Will people want to live above bus storage? How will noise and fumes be dealt with? Ponderosa has had serious noise issues with recreational facilities below accommodation (and I'm sure they were assured that there wouldn't be noise issues). The rec facilities were eventually closed, but it will be impossible to close the bus storage. How will it be guaranteed that residents will not be affected by noise and fumes?
In these designs, U Blvd looks very green. In reality, most of the shrubs planted along the median died and have been removed. Also, the designs have tall trees along U Blvd, which makes the buildings appear shorter than they are. But there are no tall trees on U Blvd, so this is misleading. On a related note, the buildings are too tall close to the road. They should be stair-cased (shorter near the road and gradually taller as they move back. Otherwise, U Blvd will feel very dark and closed in.
The same style glass and concrete buildings on campus are getting really boring. Please bring in some interesting architecture.
Affiliation should have been a "check all that apply" question.
Please consider including a "save progress" function in future surveys or splitting questions over multiple pages so that they save.
My primary concern and reason for responding is around land use designation. The Copp and GSAB projects are non-academic projects situated on land designated as academic. This is not allowed and should not be. Enough selling out to private developers, UBC. If the Land Use Plan designates land as academic, no "non-institutional" development should be allowed there, period.

Further, if you are interested in a "sense of arrival" at the university, then this is especially true. The continual building of upper class housing for Vancouver's elite at and around UBC should not be the way to signal "you've arrived at our university!"
<p>The AMS is concerned about many regulatory issues raised by the faculty/staff housing projects proposed for the GSAB and Copp sites. One section of the University Boulevard Precinct are designated as "Village Centre Academic" lands in the Land Use Plan (LUP). Under the LUP, non-institutional development is not permitted on Academic lands and by UBC definition, faculty/staff housing is considered non-institutional. Within this framework, it would appear that faculty/staff housing is not an allowed use of the GSAB and Copp sites.</p> <p>The current project plans slated for development in GSAB and Copp would not, under the Development Handbook, be allowed on Neighbourhood lands (as they exceed the maximum allowable site coverage of 55%, and a maximum FSR of 2.8). The Academic land designation is allowing these plans to move forward.</p> <p>UBC has presented several arguments to explain why non-institutional development is warranted on the academic lands in the University Boulevard Precinct, such as including a Campus as a Living Laboratory project in Copp, or that the buildings will be generally more "mixed use". The AMS is concerned that this will create a precedent that could allow for further non-institutional development on Academic lands. For example, perhaps non-institutional development in Acadia Park could be proposed using similar justifications.</p> <p>Additionally, the AMS is concerned that the proposed-faculty staff housing will not have adequate governance and representation. At present, all faculty/staff housing is within the boundaries of Neighbourhood land, and thus residents of those are represented and governed through the University Neighbourhood Association (UNA). However, since GSAB and Copp would not fall within the boundaries of Neighbourhood land, the proposed faculty/staff housing would not be governed under the UNA.</p> <p>The AMS recommends that these concerns be resolved with an official amendment to the LUP. The amendment should allow the plans for University Boulevard to move forward, but should make clear that the <u>regulation exceptions are applicable only to the development of University Boulevard precinct.</u></p>
The faculty/staff housing projects for the GSAB and D.H. Copp sites are perplexing and should not be allowed to be built across the border of two land designations. Those projects should be completely re-imagined.
My favourite memories of campus life always had a touch of the cheeky disrespectful, verging on anarchy, to them. Usually Engineer created spontaneous events. Why isn't there a statue with a VW Beetle hanging from something on campus? Why so many blank walls? Could the Fine Arts Dept be offered spaces to create a bit of 'Banksy' style? The great cities of Europe have an organic feel about them. UBC is old enough for Planners to have some access to the organic. Why doesn't every faculty have its own central outdoor meeting place. It would need to be designed for the winter months with attention paid to low sun, wind breaks and pleasant visual stimuli in the form of wall treatment of statues etc
I am concerned with the increasingly market-oriented approach to creating student housing on campus. I would like to see UBC articulate a firm commitment to housing its students and student families in facilities that emphasize well-being and community, not profits. The increasingly corporate approach of UBC's land-use policies are going to cost us all in the long run. This is an academic institution, people should come before profits. Enough with the high rise market housing, it's time to show students that they matter to UBC's long-term housing plan.
Market housing on campus needs to be more restricted.
Academic lands should be used for student housing only, not private development. private condo development is threatening the sense of campus and academic community. condo owners and renters are NOT students, and are also mostly NOT connected to the academic community, because the costs are too high. They do not like students! they complain about the noise of both children and students, and feel like students lower their property values-- this is not supporting the campus or academic community or learning or the mission of UBC. it is unsustainable development linked to the vancouver real estate bubble. UBC needs to look at the long term and refocus on its actual mission of serving students in learning, research, and personal development--NOT real estate development.
<p>The GSAB and Copp projects are attempting to put "non-institutional housing" on Academic land. This should not be allowed under the LUP.</p> <p>If building non-institutional housing on Academic land is deemed to be consistent with the LUP, it would essentially render the Academic designation meaningless, leaving Acadia Park (and most other parts of campus) vulnerable to a future decision that the land be used for faculty/staff housing or even private housing instead of academic buildings as was intended.</p> <p>Academic Land should be for students only. This institution should be, first and foremost, a place of</p>

learning. Land designations should reflect this.
I really think that non-corporate chain stores would create a unique street-level experience, and be in line with the Academic designation of these spaces. Small green-grocers, food co-ops, cafés, music, dance, daycares, play structures, art...not the impersonal spaces of chain restaurants. Musqueam presence should be central - could be art but also a restaurant or language learning centre...up to the First Nations. And, as I said, it must be within the Academic Land Use designation, otherwise you MUST re-open the land use plan and - in that case - reconsider other contentious areas on campus that request changes to their current designations (such as returning Acadia Park to Academic Land, since this --in a similar fashion to the sneaky one underway in this 'consultation' was redesignated without adequate consultation).
My biggest concern is with regards to land-use designation. Are the the GSAB and Copp projects attempting to put "non-institutional housing" on Academic land? This should not be allowed under the LUP. C+CP have been asked numerous times how these projects comply with the LUP and are yet to provide a satisfactory reply. In the consultation materials, the whole issue of whether it's allowed isn't really addressed at all. If building non-institutional housing on Academic land is deemed to be consistent with the LUP, it would essentially render the Academic designation meaningless, leaving Acadia Park (and most other parts of campus) vulnerable to a future decision that the land be used for faculty/staff housing or even private housing instead of academic buildings as was intended.
The GSAB and Copp projects are attempting to put "non-institutional housing" on Academic land. This should not be allowed under the LUP. If building non-institutional housing on Academic land is deemed to be consistent with the LUP, it would essentially render the Academic designation meaningless, leaving Acadia Park (and most other parts of campus) vulnerable to a future decision that the land be used for faculty/staff housing or even private housing instead of academic buildings as was intended. Academic Land should be for students only.
Faculty and staff do not need to live in the middle of campus. They don't even need housing on campus. Student housing sucks but we still need more of it. A lack of student housing in this area would be a massive failure on the part of community planning and would deter me from ever making a donation to this school in the future.
The planning process must make aggressive efforts to reach the main users of this space, the undergraduate students that make up the majority of the UBC population. This includes both on-campus residents and commuters.  Any decisions on this space must be made with the perspective of these students front of mind; an active street front for a student-centric space is different from that of the downtown core, which appears to be a source of inspiration for this project.
University Blvd. is starting to look just fabulous. I walked down it for the first time in awhile in the evening - lighting beautiful, attractive big bus kiosk - I felt SO proud. Great work everyone!!! I hope the work will continue soon the length of University Blvd? This gorgeous wide boulevard can cut open up the whole university gridlock to orientate/attract people and make it so much more understandable.
I know this isn't in your mandate - pass it along please. The sidewalk on University blvd at Allison Road is not wide enough, angled so it pools water, and forces walkers into the muddy verge.
Two concerns with regard to WMG 1. Wheelchair accessibility a. parking locations and building access points b. ability to move between buildings easily 2. Pick up / Drop off areas a. faculty and staff often need to pull up close to a building to load equipment before moving that equipment elsewhere on or off campus b. parents drop off kids at our building seasonally and regularly at the Aquatic Centre for day camps, lessons, etc... c. Building Ops needs a place to park when coming to do work (electrical, painters, locksmiths, carpenters, etc...
Please don't build more retail stores, condos, pubs and restaurants in these areas.
Who will control McInnes field access? Large flat areas provide great gathering spots and event hosting spaces (arrival court and courtyard for things like festivals, races, storm the wall).
A major justification for the inclusion of housing in the University Boulevard precinct is: "Reveue from the Wesbrook Place market housing built in place of faculty-staff rental housing provides a \$57.3m contribution to the endowment, which in turn is used to finance a loan to upgrade the Life Science Teaching Labs."
This is very difficult to understand. If one-time money from building housing is used for academic purposes, this is a model of UN sustainability. What happens the next time labs need to be upgraded? Will we need to build more housing? Selling the silverware to pay for groceries is an unsustainable financial model. But the

quote above is harder to understand. It says the 57m is used to finance a loan - but surely the University could have got a loan without this contribution? Or are we borrowing from the endowment directly to upgrade the labs?

In general the strategy in this plan of tearing down buildings and building new ones willy-nilly appears to be counter to the idea of sustainability. I would define sustainability as: doing what you do in ways that can be done indefinitely into the future. Building and rebuilding over and over again is pretty much the opposite.

While I appreciate the opportunity to provide feedback in this consultation, I would much rather have had the opportunity to consult on the big picture. Here we've been asked to provide feedback on small details, but the framework of the plan appears to be pretty much set already.

Ensure safety of pedestrians and cyclists while entering UBC

Move kinesiology out of War Gym and move LOUD student organization in (eg. music and dance clubs

As part of the development PLEASE develop lots of signage for residents and visitors

MacInnes Field Noise Level: What are you going to do about the noise level that comes from rock concerts and is beyond annoyance to the UEL-Area and now will affect the residences that you propose

Upgrade the Geography Building

Separated bike lanes on the pedestrian cores on campus

Covered secure bike parking without needing special permits (for visitors too)

Campus now looks like a suburban technology park boring and too regulated

Covered bike parking (one comment agreeing)

Have outdoor spaces that are suitable and pleasant to use during the rainy months (one comment agreeing)

Create Opportunities for more retail amenities NOT tie to UBC to be integrated into campus fabric-focus on local and small businesses

Applaud the inclusion of residential but lament the lost opportunity to orient pedestrian movements onto the streets rather than filtering between large buildings

Gateway installation needs something more



Aviva Savelson  
Acting Senior Manager, Consultation  
UBC Campus and Community Planning  
2210 West Mall  
Vancouver, BC V6T 1Z4

February 23, 2015

**Re: Phase 1 Public Consultation on University Boulevard Precinct Planning**

Aviva,

The Graduate Student Society of UBC Vancouver (GSS) would like to thank you, Joanne Proft, and Gerry McGeough for your presentation about the University Boulevard Precinct to GSS Council on February 19, 2015. The invitation to provide feedback to this process is greatly appreciated. On behalf of the GSS, please accept this submission summarizing our ideas about the precinct.

**Precinct Vision**

Vibrant Academic and Social Hub: The presence of the Nest, Alumni Centre, and athletic facilities will ensure the precinct is a vibrant social hub for decades to come. Athletics facilities, open spaces, and buildings that support public gatherings are certainly necessary for a well-rounded university campus. However, it is less clear that the precinct will constitute a vibrant academic area; for the most part, the precinct is composed of ancillary uses. While these types of facilities provide vital support to the university's academic mission, they should not be confused as being central to the university's core activities of teaching, learning, and research in the same way as classrooms, libraries, or laboratories. Additional uses related to the university's core academic mission would greatly enhance the area's character as a vibrant academic hub.

Complete Community: While UBC is pursuing a strategy of building mixed-use hubs, there are still many areas of the campus where housing already exists but lacks services. In the case of the proposed University Boulevard precinct project, rather than focussing only on services and housing near University Boulevard to try and make that area unique, an approach that expands the mixed use model throughout the university might better contribute to the building of a complete campus community.

University Gateway: The uses intended for this area do not adequately reflect UBC's role as a globally influential place of higher learning and academic study. On University Boulevard in particular, the heavy concentration on residential and retail uses would make it difficult for visitors arriving on campus to distinguish UBC from a typical block of Broadway or 4<sup>th</sup> Ave. in Vancouver. As mentioned above, a significant increase in core academic uses in this precinct would ensure UBC's stature as a world-class university is more prominently on display.

**Faculty/Staff housing projects**

The GSS has identified a number of major concerns with UBC's plans to build faculty/staff residences on sites currently occupied by the General Services and Administration Building (GSAB) and D.H. Copp (Copp) building. These concerns include:

- Compliance with the UBC Land Use Plan: the GSS is concerned that the projects do not comply with both the spirit and the letter of the UBC Land Use Plan (LUP). The GSAB and Copp projects both sit

partially on land designated as “Academic”, which is reserved for uses which support the university’s academic mission. Meanwhile, faculty/staff housing projects are defined in the LUP as “non-institutional”, which applies to types of development that do not support the university’s main academic mission. Explanations provided by UBC Campus and Community Planning (C+CP) for why the projects comply with the LUP have thus far not been persuasive.

- Development Controls: The GSAB and Copp projects would not be subject to the development controls that would ordinarily be applied to non-institutional housing projects in areas of campus such as Wesbrook Place.
- Representation/governance: It is unclear how residents of the GSAB and Copp buildings would receive municipal-like services, or who would represent their interests as residents of campus. It is also unclear whether UBC would even consider these persons to be residents of campus.
- Process: The GSAB and Copp projects form a fundamental part of a proposed financing plan for new Undergrad Teaching Labs at UBC. The Board of Governors granted Board 1 approval to the teaching labs project in April 2014, and granted Board 2 approval in December 2014. In the view of the GSS, in approving the Teaching Labs project, the board also granted de facto approval to both the GSAB and Copp projects. The process of holding consultations on projects which seem to have received implicit approval on two previous occasions is dismaying, and not consistent with the C+CP Engagement Principles that the university and campus stakeholders had worked together to create.

In order to address these concerns, the GSS strongly encourages UBC to uphold the principle that, without exception, all new non-institutional housing will be built fully within the borders of land designated in the UBC Land Use Plan as “Neighbourhood” or “Village Centre Academic”. Restricting all new non-institutional housing to these areas is consistent with both the Land Use Plan and Vancouver Campus Plan and should not be a source of contention or dispute.

If this principle is not upheld by UBC, the GSS is deeply concerned that the future of Acadia Park student family housing will be under threat. It is our understanding that the “Academic” land designation does not allow for the development of non-institutional housing. If, as the GSAB and Copp projects would suggest, UBC views non-institutional housing as an acceptable use for “Academic” land, then families in Acadia Park face the real possibility that student family housing will be displaced in favour of more lucrative non-institutional housing projects.

### **New Bus Exchange and Future Gage South Student Housing**

As the planning process for the University Boulevard precinct moves forward, the GSS looks forward to learning more comprehensive details about the feasibility of the new UBC bus exchange. Because the future Gage South student housing is meant to be aimed at graduate students and upper-year undergraduates, the GSS has an interest in ensuring that any health and safety issues (including but not limited to: noise, exhaust, vibrations, lighting, accessibility) related to the integration of student housing into one of the busiest transit exchange in Metro Vancouver will be properly mitigated.

If these issues cannot be adequately addressed, the university should keep an open mind about alternatives. Separation of the two projects, or pursuing other uses that are better suited to co-location with an active bus exchange (such as athletics facilities) are but two possible suggestions.

Sincerely,



Colúm Connolly  
President, Graduate Student Society of UBC Vancouver

## Phase 1 Public Consultation – University Boulevard Precinct Planning

AMS VP Academic & University Affairs Office - Submitted Feedback

2/23/2015 18:57

1. MacInnes field will be home to at least two major student concerts during the year. This should be considered during the design process. Furthermore, future University Boulevard residents should be made aware of these events.
2. Adequate light and signage must be installed in order to ensure safe crossing points for pedestrians across the Bus Exchange. The congestion caused by people lining up and waiting for buses should be considered.
3. The AMS is concerned about many regulatory issues raised by the faculty/staff housing projects proposed for the GSAB and Copp sites. One section of the University Boulevard Precinct are designated as “Village Centre Academic” lands in the Land Use Plan (LUP). Under the LUP, non-institutional development is not permitted on Academic lands and by UBC definition, faculty/staff housing is considered non-institutional. Within this framework, it would appear that faculty/staff housing is not an allowed use of the GSAB and Copp sites. The current project plans slated for development in GSAB and Copp would not, under the Development Handbook, be allowed on Neighbourhood lands (as they exceed the maximum allowable site coverage of 55%, and a maximum FSR of 2.8). The Academic land designation is allowing these plans to move forward. UBC has presented several arguments to explain why non-institutional development is warranted on the academic lands in the University Boulevard Precinct, such as including a Campus as a Living Laboratory project in Copp, or that the buildings will be generally more “mixed use”. The AMS is concerned that this will create a precedent that could allow for further non-institutional development on Academic lands. For example, perhaps non-institutional development in Acadia Park could be proposed using similar justifications. Additionally, the AMS is concerned that the proposed-faculty staff housing will not have adequate governance and representation. At present, all faculty/staff housing is within the boundaries of Neighbourhood land, and thus residents of those are represented and governed through the University Neighbourhood Association (UNA). However, since GSAB and Copp would not fall within the boundaries of Neighbourhood land, the proposed faculty/staff housing would not be governed under the UNA. The AMS recommends that these concerns be resolved with an official amendment to the LUP. The amendment should allow the plans for University Boulevard to move forward, but should make clear that the regulation exceptions are applicable only to the development of University Boulevard precinct.



**From:** Pete McConnell [REDACTED]  
**Sent:** Wednesday, February 25, 2015 11:40 AM  
**Subject:** Comments on University Blvd. Precinct Planning boundary

Aviva, Joanne

My name is Peter McConnell, and I am the Area C representative for the University Endowment Land Community Advisory Council. The UBC Planning Department made a presentation to our Advisory last week about the Gage and Environs Development. As a result of some follow-up study by myself, I am extremely concerned about the Noise that will be generated by this development after it is completed. I have included part of an e-mail I circulated to the rest of the UEL CAC concerning this issue. Could you please ensure that this e-mail reaches the appropriate people concerning the Gage and Environs Development.

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There is one area of more concern to me. I had a meeting last night with Dave Forsyth and Jaymie Ho where we discussed the new development planned at UBC. I found the following document relating to noise on the Internet;

**"UBC Gage South & Environs Noise Impact Analysis"**

Prepared for: University of British Columbia Campus & Community Planning  
File: 0205-12A  
February 27, 2012  
Prepared by BKL Consultants

A PDF copy of the report is attached. Note that this analysis was done almost three years ago. After reading the report, I have quite a bit of concern about the impact of the noise from the finished development on the residents of UEL Areas A, B, and D, with Area A being of the most concern. The document goes into considerable detail about the noise that will be generated once the overall development is completed. It shows that the UEL residents in the vicinity of Wesbrook **will** be impacted and that these levels exceed the limits used in neighboring municipalities.. The noise impacts arise from (as stated in the UBC Report);

1. Music noise generated in the future MacInnes Field. During musical events, the noise impact will be considerable;
2. Pit patron speech noise generated between the SUB and Gage Towers;
3. Bus noise generated in the future diesel bus loop;
4. Road traffic noise on Wesbrook Mall; and
5. Mechanical equipment noise from nearby buildings such as the future Aquatic Centre.

Quoting from the report:

*"The noise sensitivity of residents at the possible rental housing site is anticipated to be more tolerant than the noise sensitivity of residents at existing UEL housing due to the demographic of younger, one and two person households more sympathetic to university activities and related noise, frequent turnover, and the assumption that tenants could be prescreened through forewarning them of surrounding noise in rental agreements. UBC has received some complaints from the UEL residents regarding noise at MacInnes." (Page 1)*

The report sets out noise criteria in the document (Page 4) where they (the consultant) classify the development area as Land Use for Transportation, Pedestrian and Mechanical Equipment Noise Criteria, "Multistory Residential Limited Outdoor Use", and then cite noise levels that meet this classification. The noise levels using their use classification are;

Compatible	less than 60 dBA
Marginally Compatible	60-65 dBA

Compatible with Sound Insulation     65 - 75 dBA  
 Incompatible                                greater than 75 dBA

They make similar analyses for Music, but the paragraph that caught my attentions was;

*"Concert noise, while likely excessive at some locations, should not be a problem to deal with at the potential Wesbrook Mall university rental housing due to the anticipated higher noise tolerance of non-permanent residents in rental housing, provided that the recommendations below are followed. The highest music noise levels at this location are similar to the highest existing music noise levels at UEL housing. Depending on the stage configuration, music noise levels could be significant at the future University Boulevard university rental housing site, and measures should be taken at the detailed design stage to reduce this impact."* (Executive Summary)

The report favours the "Concept A Design" for which they provide some detailed Noise Prediction surveys. Using the figures provided in the report, it shows that the UEL residents adjacent to Wesbrook will fall into what they refer to as the "Compatible" and "Marginally Compatible" categories. That means the sound levels will range between less than 60 dBA (Compatible Use) and 65 dBA (marginally Compatible Use). This figure sets a sound energy level specification that is logarithmic in nature, similar to the Richter scale for earthquakes.

The issue for the UEL residents is that these noise levels are as they have chosen to specify them are well above levels used by various municipalities in setting maximum noise levels during the day and night. I was told by UEL staff that they use Vancouver Coastal Health recommendations. On the VCH Website, they defer to City of Vancouver, City of Richmond, and the District of West Vancouver. From the Noise Bylaws of these municipalities as well as other local area, they set out the following limits that are used for reference;

ZONE	QUIET ZONE		INTERMEDIATE	
	Day Limit	Night Limit	Day Limit	Night Limit
Municipality				
City of Vancouver	55 dBA	45 dBA		
City of Richmond	55 dBA	45 dBA	60 dBA	50 dBA
West Vancouver	55 dBA	45 dBA		
North Vancouver	55 dBA	45 dBA	60 dBA	55 dBA
University Neighbourhood	55 dBA	45 dBA		
World Health Org.	55 dBA	45 dBA		

If the noise levels generated by the "Gage and Environs" development meet or exceed the noise levels given by the report predictions (which by the way are not the maximum that they could possibly be, and could be exceeded), then UEL residents in Wesbrook area will experience a considerable increase in the noise level in their area. To put things into perspective, the following are qualitative representations of sound levels (Environmental Design: An Introduction for Architects and Engineers, Taylor & Francis, 2006).

Threshold of Hearing	10 dBA
Living Room in a Quiet Area 7 AM	30 dBA
Typical Business Office	50 - 60 dBA
Normal Speech	55 - 65 dBA
Inside a Train	55 - 70 dBA
Helicopter at 20 Meters	100 - 110 dBA

There are detailed studies ("Guidelines for Community Noise"; Berglund, Lindvall, and Schwela; World Health Organization) that show that lack of sleep due to elevated night-time noise levels can lead to various levels of health effects. Their specific recommendation (World Health Organization) for night-time noise

levels measured 1 Meter from the facades of living spaces is 45 dB LAeq. This 45 dBA level is well below the levels given in the UBC report, and should be of concern to the UEL residents.

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sincerely

Pete McConnell  
UEL CAC Area C Representative

# AMS BIKE CO-OP

6138 Student Union Boulevard - Vancouver BC, Canada V6T 1Z1 | 604.822.2453

Feb 26<sup>th</sup>, 2014

To Campus & Community Planning  
Re: Wesbrook Mall Community Precinct Planning

Phase 1 of the planning is well under way, and many opportunities exist in the redesign and structuring of the area, we feel it prudent to express our excitement and support for the potential benefits for the cycling infrastructure.

Wesbrook mall is undoubtedly the main route that buses, cyclists and pedestrians use most frequently to enter the UBC campus. Given that pedestrian and bicycle improvements are the two principle areas outlined in the plan, we would like to offer some input as to effective designs for bike lanes and intersections.

Currently, there is a well-defined bicycle route on University Boulevard, the primary route for bicycle commuters approaching campus, and painted lanes on Wesbrook Mall from Agronomy road southwards; however, there is a lack of continuity between the routes. In particular, bike lanes are lacking transitions that do not 'spit' riders out into open traffic.

We highly encourage the consideration of segregated bike lanes, such as those considered successful in the downtown core. The Dunsmuir street bike lanes provide safe, sustainable routes for cyclists without impinging on transit flow<sup>1</sup>: e.g. the buffered bus stops – see [this photo](#) by Paul Kreuger.

Based on reports from the City of Vancouver, these have minimal negative impacts on the traffic trip time, but drastically reduce accidents, and provide a safer cycling environment<sup>2</sup>. The third priority of the improvements, intersections, could stand to benefit by these changes greatly as well, as minimizing traffic-cyclist route crossovers and unclear sidewalk/bike lane delimitation can eliminate a huge barrier to novice and intermediate cyclists.

In recent years, the City of Vancouver has been expanding its "All Ages and Abilities" network, and now [includes routes](#) up to Northwest Marine Drive, but there are no such defined routes on campus. Well-established lanes would encourage the use of bicycles for travel to campus and on campus itself, whether by residents or by visitors to the city.

If you wish to further discuss these ideas, we'd be happy to meet for a consultation.

Regards,  
Étienne Hossack,  
Board member-at-large, AMS Bike Co-op

<sup>1</sup> <http://www.toolkit.bc.ca/Success-Story/City-Vancouver-Supports-Cycling-making-it-Safer-people-all-Ages-and-Abilities>

<sup>2</sup> <http://former.vancouver.ca/ctyclerk/cclerk//20110728/documents/penv2-DowntownSeparatedBikeLanesStatusReportSummer2011.pdf>



# UBC Residence Hall Association

Student Housing and Hospitality Services Office | Marine Drive Building 6

University of British Columbia | Vancouver Campus

[rha@mail.housing.ubc.ca](mailto:rha@mail.housing.ubc.ca)



Dear UBC Campus and Community Planning,

The following letter is written to you on behalf of the Residence Hall Association (RHA) of the University of British Columbia regarding several concerns surrounding the proposed University Boulevard Precinct Plans.

UBC's RHA acts as a unified voice for the 9500 students living in residence. For the seven residence areas, we have one respective council that interacts with residents directly. Council members work to ensure the needs and benefits of their constituents are met. When initial plans for Gage South were released in the 2012, the RHA sent Campus and Community Planning a letter highlighting concerns regarding the development of non-market rental housing in such a student centered area, and we must once again raise similar concerns surrounding aspects of the newly proposed development plans.

The RHA has concerns about the impacts of non-market rental housing in an area that is at the heart of campus and is a hub for student life. If these new developments are to house non-students and families, they would be living in an area of campus home to popular traditions and frequent student traffic, a situation the RHA feels may not be the most appropriate or conducive to maintaining the positive relations that exist between UBC students and the greater community.

In addition to potential effects on the general campus community, the RHA has reservations about having supplemental buildings in the area. The space in and around University Boulevard has already seen much construction and addition of large infrastructure, with even more slated for the future. We are apprehensive about the congestion of buildings, and overall removal of open space on campus that this construction would contribute to.

Finally, given the heated debate and discussion surrounding the issue this year, the RHA remains committed to having affordable and accessible student housing on campus. We are concerned about the creation of additional housing at high rental rates, and the potential impact this will have on the affordability of living for students.

Overall, the RHA feels that University Boulevard is best dedicated towards maintaining the space as an active hub for students and student life on campus, and placing non-market rental housing in the area would be counter to that goal. Thank you in advance for your time and consideration.

Sincerely,

**Kaitlyn Melton**

Residence Hall Association President

The University of British Columbia | Vancouver

[rha@mail.housing.ubc.ca](mailto:rha@mail.housing.ubc.ca) | (778) 871-6384



a place of mind

THE UNIVERSITY OF BRITISH COLUMBIA