UBC MACINNES FIELD
6131-UNIVERSITY BLVD, UBC

PROJECT TEAM:

Owner

Architect

Landscape Architect

Construction Manager

Traffic/Transportation

Structural

Mechanical

Electrical

Code

Geotechnical

Civil

Envelope

Sustainability

Field Specialist

Elevator Consultant

ISSUED FOR DEVELOPMENT PERMIT
NOVEMBER 15TH, 2018
DESIGN RATIONALE

MacInnes field parking is surrounded by five buildings and a bus loop, this generates an important flow of pedestrians in all directions. The field will be the center of the open space, hosting, sports events, social activities, plaza, "the place to gather".

Two important pedestrian circulation paths were generated, one is in between south side of MacInnes field and site D, running from East to West, and the other circulation path is from north to south in between MacInnes field and the parking Entry ramp.

The exit stairs from the parkade were located at the east side, aligning the concrete seat and trellis structure. These openings / interruptions will break the monotony of the seat area creating a dynamic feel. The trellis will cover part of the pedestrian path at the other side of the field (east side) for pedestrians leaving the bus loop area.

The entry ramp to the parkade is located at the south west corner which is the most effective location to mitigate pedestrian interaction. Measures to maximize vehicular flow include making the surface material of the ramp distinguishable from the rest of the paving surface as this will improve legibility and circulation hierarchy. Pedestrians will also be directed along other paths of travel not crossing the entrance to minimize interference.

The rectangular shape of the parking allows for efficiency of the space, and generates a maximum number of parking stalls and an easy arrangement for the field on top.

At the south side of the MacInnes parking we will allow for a future possibility of connection with the site D parkade through the use of a concrete knock-out panel.

The parking counts with multiple pedestrian emergency exits with a travel distance less than 6m from the farthest distance. It also relies on two elevators; one at the north east portion and one at the south for accessibility. With this rationale we promote the participation of people with disabilities.