



PUBLIC CONSULTATION SUMMARY

File: DP 15035: Gage South Student Residence / Diesel Bus Transit Exchange

Date: December 10, 2015

PUBLIC OPEN HOUSE

Date & Time: December 2, 2015, 3:00 - 6:00pm

Location: Lobby, Robert H. Lee Alumni Centre, 6163 University Boulevard

Present

- Campus and Community Planning staff:
 - Grant Miller, Director of Planning, Development Services
 - Karen Russell, Manager, Development Services
 - Joanne Proft, Manager, Community Planning
 - Steven Lecocq, Planning Assistant, Development Services

- Applicants:
 - Dave Poettcker, UBC Properties Trust
 - Andrew Parr, Student Housing and Hospitality Services
 - Don Chow, Justin Thomson, Norm Hofson +3 colleagues; Dialog Design
 - Nicole Taddune, PFS Studio

The Open House for the Gage South Student Residence and Diesel Bus Transit Exchange was held in the lobby of the Robert H. Lee Alumni Centre, 6163 University Boulevard. As members of the public entered, they were greeted and shown information on display for the integrated facility with 3 buildings ranging in height from 7-14 stories incorporating a 630-bed student residence, over a 2-storey podium for bus storage and an adjacent transit exchange area. Representatives from UBC Properties Trust, the project consultants and Campus & Community Planning staff were on hand to present the plans and handle any questions. Visitors were invited to sign the attendance sheet and offered response forms to record their comments.

In addition to the applicant team and Campus & Community Planning staff, 33 people signed the attendance sheet. Of these 12 were students, 7 were residents; 6 were staff; 3 were student/residents; 2 were alumni; 2 were emeritus; and 1 was faculty. Approximately 20 additional people viewed the displays but did not sign in.

Commentary:

Ten (10) response/feedback forms were received.

Feedback	C&CP Response
Feedback: <i>Student/Resident</i> The bus loop looks great. Once you explained the diagrams it made perfect sense. <ul style="list-style-type: none"> • The layover is great • I love the flow and separation of bus and people • Can't wait to see it in operation by Sept. 2019. 	
Feedback: <i>Resident</i> <ul style="list-style-type: none"> • XXXX & XX XXXX.XXXX@hotmail.com. Please send shadow studies in XXXX Western Parkway. 	The shadow study will be included in the online link to the plans.

Feedback	C&CP Response
<p>Feedback: <i>Resident</i></p> <ul style="list-style-type: none"> • This seems like a great idea, as far as things go, but I would think it would be really loud for those on the second or third floors. • Also, if you live in residence, would you really need such close proximity to a bus loop? 	<p>The residential units will be built using materials that minimize sound transfer. Located on a busy transit route, these units will be very urban in character that includes traffic noises.</p>
<p>Feedback: <i>Staff</i></p> <p>Comments from staff of War Memorial Gym.</p> <ul style="list-style-type: none"> • Accessible parking during construction of exchange & Site B • N-S Pedestrian Access through site between exchange and new MacInnes Field 	<p>Every effort will be made to provide convenient but safe pedestrian routes through the precinct during construction.</p>
<p>Feedback: <i>Resident</i></p> <ul style="list-style-type: none"> • UBC signature building required when entering UBC (GSAB South), more wow! • Bus loop fine • Student residences very very tiny- too tiny • Wesbrook/University Blvd intersection a mess - needs pedestrian & bike bridge or tunnel. 	<p>These comments will be forwarded to the applicants.</p> <p>The micro units are being introduced in this project after consulting students who are interested in this unit size option.</p>
<p>Feedback: <i>Student</i></p> <ul style="list-style-type: none"> • This was a great learning experience, truly amazing how many groups came together to work on such a complex project. Great graphics and kudos on the micro units! 	
<p>Feedback: <i>Student/Resident</i></p> <ul style="list-style-type: none"> • Glad to see that security issues are being addressed with FOBing the elevators and controlling/restricting access using gates. • Micro units look good - nice to see the feedback being incorporated. • Students will want to use the bus loop to cut/walk through. Perhaps a conversation with TransLink to help facilitate sidewalks to make it safer for all (students will cut-through regardless, might as well make it less likely that they get hit by a bus). 	<p>These comments will be forwarded to the applicants.</p> <p>A Transportation Management Plan will be required for this project to ensure pedestrian have safe routes to access and exit the area.</p>
<p>Feedback: <i>Student</i></p> <ul style="list-style-type: none"> • Am interested to learn more of what goes into urban planning. Are there any specific introductory materials I should look at? My email is XXXXXXXX@gmail.com 	<p>Please contact Karen Russell at karen.russell@ubc.ca for more information.</p>
<p>Feedback: <i>Student/Resident</i></p> <ul style="list-style-type: none"> • Make sure fridge door not blocked, so can ... (remainder not legible) & take inside shelving out. • Bus loop: Bike lane from loop to Campus? Bike storage? 	<p>New design plans are underway for Wesbrook Mall and Student Union Boulevard that will incorporate bike lanes.</p> <p>Bicycle storage is provided in the residence buildings.</p>

Feedback	C&CP Response
<p>Feedback: <i>Student/Staff</i></p> <ul style="list-style-type: none"> • 1 bedroom floor plan with door adjacent to fridge seems frustrating for everyday use. • Need for bike circulation adjacent to 'destinations' i.e. Aquatic Centre, War Memorial Gym, and the new field. • The bus exchange doesn't seem equipped to accommodate the # of busses circulating through the existing bus loop - in plan I see space for 5 busses dropping off - realistically during rush hour - this # can be much higher. • I like the addition of a driver's facility! • Warmer toned building materials will add a feeling of vibrancy to an already gray campus. • This event could benefit from signage outdoors to direct students into the open house. 	<p>These comments will be forwarded to the applicants for their information and consideration.</p>

ONLINE FEEDBACK SUMMARY

Comment Period: November 16 to December 9, 2015

The online comment form for DP15035 Gage South Student Residence and Diesel Bus Transit Exchange project was made available on the project webpage from November 16 to December 9, 2015. Project webpage URL: <http://planning.ubc.ca/vancouver/projects-consultations/application/academic-lands/gage-south-student-residence-and-diesel-bus-transit-exchange>

As of December 9, 2015, eight (8) online comment forms were completed.

Online Feedback	C&CP Response
<p>Feedback: <i>Staff</i></p> <p>1) My biggest concern, as it is now, and for the future, is the safety of users of the diesel bus loop. The configurations both now and before the current construction are far from optimal for pedestrian safety (the need for a crossing guard is proof of that!), so this would be the time to design something that would optimize safety while considering the needs of the TransLink fleet and employees, i.e. minimize pedestrian crossings of the roadway, including "shortcuts" to bus stops.</p> <p>2) There should be public washrooms in close proximity.</p> <p>3) Waiting area should be designed for line-ups & pedestrian flow, consider directional lines on the ground to keep lines in order, and not having columns supporting overhangs where people would be walking between 2 line-ups or a line-up and a wall or roadway (I see there are plans to completely shelter pedestrian areas, so open umbrellas are not a factor, but if the design changes, keep umbrellas in mind).</p>	<p>1) The designers have been working closely with UBC and TransLink to maximize pedestrian safety and discourage pedestrian access/short-cutting across bus lanes.</p> <p>2) Public washrooms will be available in the surrounding academic buildings including the SRC, the Aquatic Centre, the Nest, and War Memorial Gym</p> <p>3) The waiting areas have been designed to enhance sheltered areas but your comments will be passed along to the applicants for further consideration.</p>

Online Feedback	C&CP Response
<p>Feedback: <i>Faculty</i></p> <p>1) I would like to see more green-spaces being created in this proposal. I have quickly reviewed the drawings and it appears that many trees will be removed. If possible, these trees will be replanted onsite or in other parts of campus.</p> <p>2) Also, will there be rooftop gardens, shrubbery or other "greening" of the space? The bus loop is a space that is used by tens of thousands of people daily, and hopefully the use of planters or other ways of creating green space will be employed. Thanks for the opportunity to provide feedback online as well as in person.</p>	<p>1) Landscaping will be provided along the student residential edges – and street trees planted along both the Wesbrook Mall and Student Union Boulevard frontages. A large open patio area for recreation will also include trees, shrubs and grasses at the podium level. McInnes Field east of the Nest will be re-installed following the demolition of the old Aquatic Centre.</p> <p>2) Please see above.</p>
<p>Feedback: <i>Staff</i></p> <p>The weather-protected passenger areas need to align with bus bays so that passengers queuing for buses are protected from the elements. From the renderings, it would appear that this has not been taken into account, as shelters are set back from bus bays and (curb-side) queueing passengers will not be protected. Roof shelters need to be extended outward.</p> <p>This is not the case at the recently-opened trolley bus loop (or at the existing diesel loop). At both loops, passengers are penalized for queueing during inclement weather (i.e. passengers who line up for buses get rained on, while those who do not queue up in an orderly manner have the option of waiting under a shelter).</p> <p>Shelter locations need to logically follow bus bay alignments so that orderly queuing at each bus bay is encouraged at all times. It's annoying to queue for my bus in bad weather, only to have those waiting at shelters try to barge into the queue when the bus arrives. Curb-side placement of shelters would correct this situation.</p>	<p>Both the alighting and departure platforms have been equipped with continuous canopy coverage that extends to the curb edge for those queuing. For exceptionally long lines, it may not always be possible to provide cover, however an effort has been made to provide continuous weather protection for the length of the platforms.</p>
<p>Feedback: <i>Faculty</i></p> <p>There seems to be zero consideration for those who live and work in the areas right next to these developments - especially in the War Memorial Gym which has - and continues to suffer greatly from construction related to the new Aquatic center - noise has been unabated for months - dust is horrific - has there been any thought about diesel fumes to the surrounding buildings - the constant noise of busses stopping and starting = the vermin moving into our buildings from the construction sites - places for people to stand and wait for buses - the relation of the bus stops to the needs of the larger campus</p>	<p>Construction hours are controlled by UBC's Development and Building Regulations. Should there be noise complaints outside of these hours, UBC's Compliance Officer may be contacted at 604-822-8039.</p> <p>Diesel bus movements will be more efficient in the new transit facility including a covered bus storage area that will be naturally ventilated. Transit user comfort is expected to be greatly enhanced in the new facility – with continuous weather protection over departure and arrival platforms and ample benches.</p>

Online Feedback	C&CP Response
<p>Feedback: <i>Alumnus, UEL Resident</i></p> <p>UBC's noise impact on residents of the UEL is becoming troublesome. Accordingly, I would recommend that the large, open Podium area over the bus parking should not be designed to support field sports, drinking parties, etc. Other than that the design seems to provide reasonable noise shielding for areas east of Wesbrook Mall.</p>	<p>The podium area on the west side of the new student residences and over the bus storage area will provide seating, plantings and hard and soft landscaping. Games such as ping pong tables may be provided. These residences will house upper year students.</p>
<p>Feedback: <i>Student</i></p> <p>I'm pleased to see one space being used for multiple purposes. However, I'd like to raise a few concerns.</p> <ol style="list-style-type: none"> 1) I'd like to ask why, with such a large space and considering the growing housing wait list, only 600 beds will be provided, and some of those being micro units as well. Is it a coding issue that the school cannot physically build more rooms? I'd like UBC to take the housing issue full on and add an extra level to each building if possible. 600 beds will hardly relieve the wait list and UBC must also prepare itself for the future. We're starting to become tight on space, so I think we should take every construction project with that consideration in mind. 2) Since the bus loop is under cover, how will UBC ensure that the bus fumes will not go into the buildings above or stay below and be potentially dangerous for students waiting for the bus? Will there be enough air flow to make sure commuters are not inhaling fumes, and will that flow be safe for those in residence, especially the lower floors? 3) How big will the peninsulas be? Planners should know that at the current bus loop, the lines can be extremely long for most of the buses (e.g. 99, 84, 44). How will these peninsulas accommodate the long lines during peak hours? For example, I have seen lines that stretch so far in the bus loop that some students are dangerously close to the road and be hurt if they slipped or a bus clipped the peninsula. It's especially important to consider this when thinking about possible bus cancellations due to weather or bus breakdowns. 4) Does this project consider the impact of the space made available for a possible Skytrain/subway route to UBC? What factors have been considered on that part of the future of UBC commuters? Once we build housing on top of transportation, it is near impossible to remove both spaces without dire consequences. 	<ol style="list-style-type: none"> 1) Context, student life and urban design all influence the size of the residential buildings. At this location, buildings that provide ample variety in unit size while being housed in a form that fits their context next to a low density neighbourhood to the east and an academic campus to the west must be balanced. More student residences have recently been completed or are currently under construction in Ponderosa Commons and Brock Commons – and many more are planned within other hubs in the future. 2) UBC has been extremely mindful of the impact of diesel fumes and bus movements – and this has been reflected in the building design. The layover facility will be covered and separated from the residences above. It will be naturally ventilated by being open to the air on all sides – as well as mechanically ventilated. Natural air movements will ensure that the transit outdoor waiting areas are well ventilated. 3) The waiting areas have been designed in consultation with TransLink staff so that expected capacity is well served. Your comments have been forwarded to the applicants for additional consideration. 4) This facility has been designed so that a future Skytrain/subway connection can be accommodated.

Online Feedback	C&CP Response
<p>5) Despite the extra lighting, the covered space may still feel dark and damp to some people. Knowing that there is something called seasonal depression, this could be especially difficult during the winter. How might UBC make this space more warm? It is also one of the first things visitors may see if they are taking the bus (e.g. field trips from high schools). How might UBC create an inviting space for them? I would like to see this opportunity opened to the visual arts department at UBC.</p>	<p>5) Lighting has been carefully incorporated – including both pedestrian scale as well as lights strung over the bus circulation areas. Your comments have been forwarded to the applicants for further consideration.</p>
<p>Feedback: <i>Alumnus/Staff</i></p> <p>1) The transit exchange does not appear to have clear and direct pedestrian routes to / from the major campus thoroughfares. The alighting platforms are blocked by the new Aquatic Centre; the departing platforms are blocked on three sides by the WMG, new MacInnes field and new Aquatic Centre. There doesn't appear to be any way to cross the exchange from the alighting platform to Westbrook Mall, or towards University Boulevard. The paths from East Mall and University Blvd to the departing platforms are narrow, twisting corridors between buildings, which is not much of an improvement from narrow, twisting corridors between construction sites!</p>	<p>The Gage South area is undergoing much change due to several new projects that are currently under construction or will be built in the near future. Circulation patterns are critical through this area – especially to access the new diesel transit area. Generously sized corridors (east/west, north/south and diagonal) will connect the exchange to the rest of campus through the public realm – while at the same time discouraging unsafe pedestrian crossings within the bus circulation area. For more information on the Gage South precinct plan, please see this link: http://goo.gl/c5p7xV</p> <p>Pedestrian flows are shown in Sec. 3.10</p>
<p>Feedback: <i>Student</i></p> <p>1) The diesel bus exchange is much too small. Also, the way the bus loop is currently constructed (at present time) also makes for very dangerous crossings. If anything, the walkway for passengers to get to the buses should be overhead, i.e. over the traffic. This way, drivers wouldn't have to worry about hitting or stopping for individuals, and students can cross over to the buses safely.</p>	<p>Bus and pedestrian circulation patterns and layout have been carefully considered by TransLink, UBC, and the project designers to maximize pedestrian safety while providing effective bus movements.</p>