

UBC EXCHANGE / GAGE SOUTH – SEPTEMBER 23, 2016

PRIOR TO ITEMS		RESPONSE
1.0	AUDP – Dec. 3, 2015	
1.1	The entry to the layover area could potentially contribute to a better definition of the street if the scale is more consistent with the new Aquatic Centre and canopies in the passenger areas.	Unfortunately the scale of the opening cannot be changed. The height of the entry opening was defined by the fire department at 5m clear. Width defined by TransLink to allow for bus and emergency or service vehicle to pass by.
1.2	Favorable comments were made around the excitement of social mix and vibrancy the project has the capability of introducing into the campus.	We agree, no comment.
1.3	There is potential for the drivers' facility to be a bolder statement by extending the roof.	Glazing line jogged to provide a more prominent entry to the Drivers' Facility and accentuate the roof. Limitations on roof cantilever and roof structure depth were considered.
1.4	The transit median plantings should form lush green barriers that are well-maintained.	Please see detail 5/L701. The planting median is bermed to prevent crossings and densely planted with <i>Ionicera pileata</i> . This plant was discussed with the campus landscape architect and we agreed that it satisfied the requirements of low maintenance, durable, and dense enough to prevent crossings. Additionally, trees are placed along the Exchange median.
GAGE SOUTH STUDENT RESIDENCE		
1.5	The architectural language needs further exploration. There is a general flatness or two-dimensional quality.	We have looked in to different options, but have been directed back to a flatter façade to reduce construction costs.
1.6	The town homes that front Wesbrook Mall at-grade need some separation or refinement to help announce or protect the entries for a feeling of safety and security.	Each townhouse is separated with a 900mm wide concrete pillar, part of an overall framing system, which defines the podium. In addition the larger pillar, there is accent small canopy support by a vertical grounding element.
1.7	The two exterior stairs meet the ground to pavement. Consider adding some plant material to	We have considered planting at these areas, but due to the failure

		help mitigate the height.	of other campus green walls, have been directed to hold on the design.
	1.8	The podium is well resolved. The landscaping and potential vibrancy, bearing in mind access control and security, are positive attributes.	We agree, no comment.
2.0	DRC Action Items – Nov. 26th Meeting DRC supports the proposal subject to:		
	2.1	Follow up with UBC Utilities regarding:	
	2.1.1	Relocation of Sanitary sewer	UBC Utilities have Approved Current drawings
	2.1.2	Oil receptors in catch basins	UBC Utilities have Approved Current drawings
	2.1.3	Revised water main drawings	UBC Utilities have Approved Current drawings
	2.2	Provide University Landscape Architect with cross-sections for curbs to building face-narrowest to widest.	PFS will provide the sections.
	2.3	Ensure plantings in transit median are tall to prevent crossings	Please see detail 5/L701. The planting median is bermed to prevent crossings and densely planted with <i>Ionicera pileata</i> . This plant was discussed with the campus landscape architect and we agreed that it satisfied the requirements of low maintenance, durable, and dense enough to prevent crossings. Additionally, trees are placed along the Exchange median.
	2.4	Consider changing meadow plantings on podium to a lower maintenance scheme. Applicant to have off line discussion with Jeff Nulty, Landscape Designer, Plant Operation and Penny Martyn, Manager, Green Buildings.	The Landscape design has been developed(changed) and has replaced the meadow planting with AstroTurf (or similar product), with the only remaining planting concentrated along the edge to provide a buffer from the diesel bus activity below and screening and setback from residential towers.
	2.5	Consult with Custodial Services on how much space would be required for their blue bins. Applicant to contact Michael Thayer, Architect, Building Operations once the design details are further along for the plans for the maintenance.	Waste/Recycle reseptacles chosen from the UBC Technical Guidelines document. Bins will be 3-compartment from Ni Corporation (Cite Outdoor Recycling Centre)
	2.6	Implement a bird friendly strategy for windows	The 2 storey townhouses at grade have a limited amount of glazing, which will limited the issue. The podium side on level 3, will have taller trees in front of the windows, to help deter collisions.

2.7	Design podium level to carry a man lift	Depending on the size of the man lift, it might be able to fit in our freight elevator. Or possibly drive up our exterior stairs.
2.8	Parapets are to be 3 ft.-6 inches high.	We have looked in to higher parapets, but due to the installation of a mechanical screen, the parapets seemed a bit redundant. The shorter parapets will also reduce construction costs.
2.9	Follow up with Transportation Engineer regarding curbs profile design on Wesbrook Mall.	Need clarification on this. Wesbrook Mall <i>ultimate design</i> is currently under review by UBC/UEL.
2.10	Provide CBO with strategy for the fire alarm system (for the mixed uses in project).	<p>The fire alarm system will be one system, 2 zones.</p> <ol style="list-style-type: none"> 1. We will have one primary annunciator panel located a building B, two secondary remote panels will be located in building C, D. 2. The bus operator's facility will have no remote panel, but TransLink/CMBC Operations will be notified when there is an alarm to the main panel. 3. The townhouse flow switches which are tied back to the fire alarm system will be grouped in three zones, building A, B&C, and D. 4. Individual townhouses, pull stations will be replaced by strobe lights linked to the smoke detectors. Smoke detectors are not linked to the main fire alarm system.
2.11	<p>The project does not have a design brief with sustainability oriented project goals (step 1 for the UBC Sustainability Process) Consequently we recommend the following basic project design goals in addition to the LEED gold mandate.</p> <ul style="list-style-type: none"> o Energy use intensity target: 115kwh/m2/yr. whole building (90kwh/m2/yr. base building, 25kwh/m2/yr. plug loads) o Zero waste ready: space allocated for future recycling stations on each residential level near elevators(0.75m2) 	<p>This project is not projected to achieve that energy use level. Our Design Development modeling showed an EUI of 141 total, (110 regulated, 31 plug loads). We were questioned on this by Orion and provided an analysis which seemed to satisfy him. Of course this will change slightly (+/-) with a detailed final model of the building with actual lighting, envelope, and mechanical system information.</p> <p>We have allocated space for future recycling at the knuckle of building A&B, unfortunately this area is not</p>

			near an elevator.
	2.12	<p>Risk Management Services:</p> <p>With respect to use of combined CB and oil water separators, the following issues must be addressed to the satisfaction of RMS staff:</p> <ul style="list-style-type: none"> o Effectiveness of these units relative to oil water separators o Advantage and disadvantage compare to oil water separators (places where they are currently being used) o Maintenance requirements o How many units are expected to be installed as part of this project o Ensure they are sized for expected run off and spill containment o Those that are responsible to maintain these units are to be engaged and be part of the unit selection process. 	<p>CB Oil interceptor is a Translink specific requirement and is their detail provided to us. During design we asked to remove the requirement for this type of CB due to the stormceptor installation nearby, however the request was rejected.</p> <p>Maintained by UBC</p> <p>TransLink requirements for spec in CB oil interceptors for CB's in Layover & Exchange (TransLink leased area).</p>
3.0	Public Open House Feedback Forms: Ten (10) response/feedback forms were received		
	3.1	<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). 	<ul style="list-style-type: none"> • Info • Info • Pedestrian deterrent picket fence, pavers and planting have been strategically place at desire lines of pedestrians that would not be within marked crossings (ie: shortcuts across Exchange/Layover). Marked crossing, similar to what used on University Boulevard, are along major pedestrian arterial paths
	3.2	<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>We will adjust the spacing to allow for the fridge door to open, so the shelving can be removed.</p> <p>We have 495 bike parking spaces in suite, and 129 bike parking spaces in bike rooms.</p>
	Online Feedback Forms: As of December 9, 2015, eight (8) online comment forms were completed.		
	3.4	<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</p>	<p>Extensive, continuous canopies are provided along the entire length of the Alighting (arrivals) and Departure Platforms.</p> <p>Due to minimum emergency and</p>

	<p>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>transit vehicle headroom clearances, canopies within 600mm of curb would be required to be 5m clear to u/s of any element (structure, lights, signage). By placing canopies back 600mm from the curb, we have been able to lower the canopies overall, providing a more pedestrian scale height and providing more cover to overall to queuing passengers and pedestrians.</p> <p>Also, queuing strategies from TransLink indicate that not all queuing will be parallel to the curb. Some queuing lines will be perpendicular to the curb nearly all passengers under the canopies while waiting.</p>
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