

## PRESIDENT'S ADVISORY COMMITTEE ON CAMPUS ENHANCEMENT

Professor Stephen J. Toope  
President  
The University of British Columbia

10 February 2010

Dear Professor Toope:

### 2009 REPORT FROM PACCE

The President's Advisory Committee on Campus Enhancement (PACCE) has had an active and productive year in considering and promoting projects that bring enhancement to UBC's buildings, landscapes, social spaces and community developments. We are pleased with the progress in the upgrading of the Courtyards within the Buchanan Complex. This upgrade will provide excellent social spaces for students, staff and faculty at the north end of the Campus. We are also pleased with the restoration of the Old Auditorium. This will be a marvellous asset to the Campus. It shows that some of UBC's historic buildings can be retained and upgraded, and play a significant role in the lives of our students, faculty staff, alumni and the Arts Community of Vancouver over the next 50 years.

PACCE spent a good deal of time in 2009 considering how best to preserve the academic and social ambience within University Square. The Committee felt that this space between the SUB and University Boulevard was the best site to develop as the "heart" of the Campus. It would be the major terminal site for campus commuters and public visitors. The disappointing changes in the plans for the Bus Terminal has led us to rethink how we might deal with committing a large area of the Campus for a bus terminal. (See attached recommendations.)

PACCE is also in discussion with the UBC Alumni Association and their plans for a new Alumni Centre in this area. Some members feel strongly that renovation and expansion of the present SUB building – possibly by adding an additional storey – could provide the Alumni Association with excellent space in the "heart" of the Campus.

PACCE has also been involved in the development of the Campus Plan over the past years. We greatly appreciate the interaction that we have received from Campus and Community Planning personnel. We are looking forward to coming year and the opportunity to contribute to further enhancing the UBC Campus.

Sincerely,

C.E. Slonecker, Chair

## **PRESIDENT'S ADVISORY COMMITTEE ON CAMPUS ENHANCEMENT**

### **RECOMMENDATIONS RELATING TO BUS TERMINAL LOCATION**

With the withdrawal of Translink from partnership, the underground bus terminal will not now be constructed. The present location for the diesel buses is temporary – by agreement with the UEL. PACCE feels that the main bus terminal for the Campus should still be close to University Square since it reinforces the notion that the Square is the main point of arrival for the Campus. We are therefore proposing the following plan for a bus terminal location.

MacInnes Field is close to University Square and could accommodate a bus turn-around facility. Such a terminal could be built under this field to provide a waiting area for the large number of diesel buses which serve the Campus. Passenger pick-up and drop-off facilities could, and probably should, be constructed separately above-ground, possibly as an extension to the new SUB. Such facilities would not require escalators or an elevator, which would save money. Also, some individuals expressed safety concerns with the original proposal, as it would have required people to wait for buses in an underground area. Bus drivers require break and restroom facilities nearby, and these would be available at SUB.

MacInnes Field is a natural grass field, and is often unplayable during the rainy season. Athletics and Recreation has, in the past, considered making this area an artificial playing surface to be used throughout the entire year for sport and recreation. A renewed surface could be built as the “roof” of the underground bus loop as part of revised MacInnes Field.

We stress that it is important that University Square be retained as the main point of arrival on Campus. A bus turn-around facility on the site of MacInnes Field would contribute to this concept, and would respect the concerns of the UEL concerning the poor aesthetics and pollution associated with the presence of many above-ground buses.

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