

University of Alaska Anchorage
School of Engineering

Meeting Date: Nov 19
Meeting Time: 1:00 PM

Discussion Points for the Special Meeting of the
UAA Board of Regents Facilities & Land Management Committee

1. Long Range Traffic Planning – Master Planning Site Plan Review and Discussion.
2. Structured Parking Garage
 - a. Parking rational and MOA Requirements
 - b. TIA and Traffic Projections
 - i. Mallard at UAA Dr. Intersection
 - ii. King Career Center at Mallard, at Northern Lights.
 - iii. UAA at Providence Dr.
 - c. Images of revised design based on September Regents Meeting Comments
 - d. Surface Parking Option Layout.

Supporting Documents

Master Planning Site Plan
Traffic and Parking Impacts
Surface Parking Option Layout

New Engineering and Industry Building
Traffic and Parking Impacts

The New Engineering and Industry Building coupled with the renovation of the existing Engineering Building will provide laboratory and classroom space to meet the need of current programs as defined by the 2010 UA Engineering Plan by Ira Fink Associates. In addition to serving the current program needs the project will allow engineering academic programs and support services that are currently off campus at the University Center (ESPM Program faculty and Staff) and the ULB Annex (fabrication shop) to be brought back to campus.

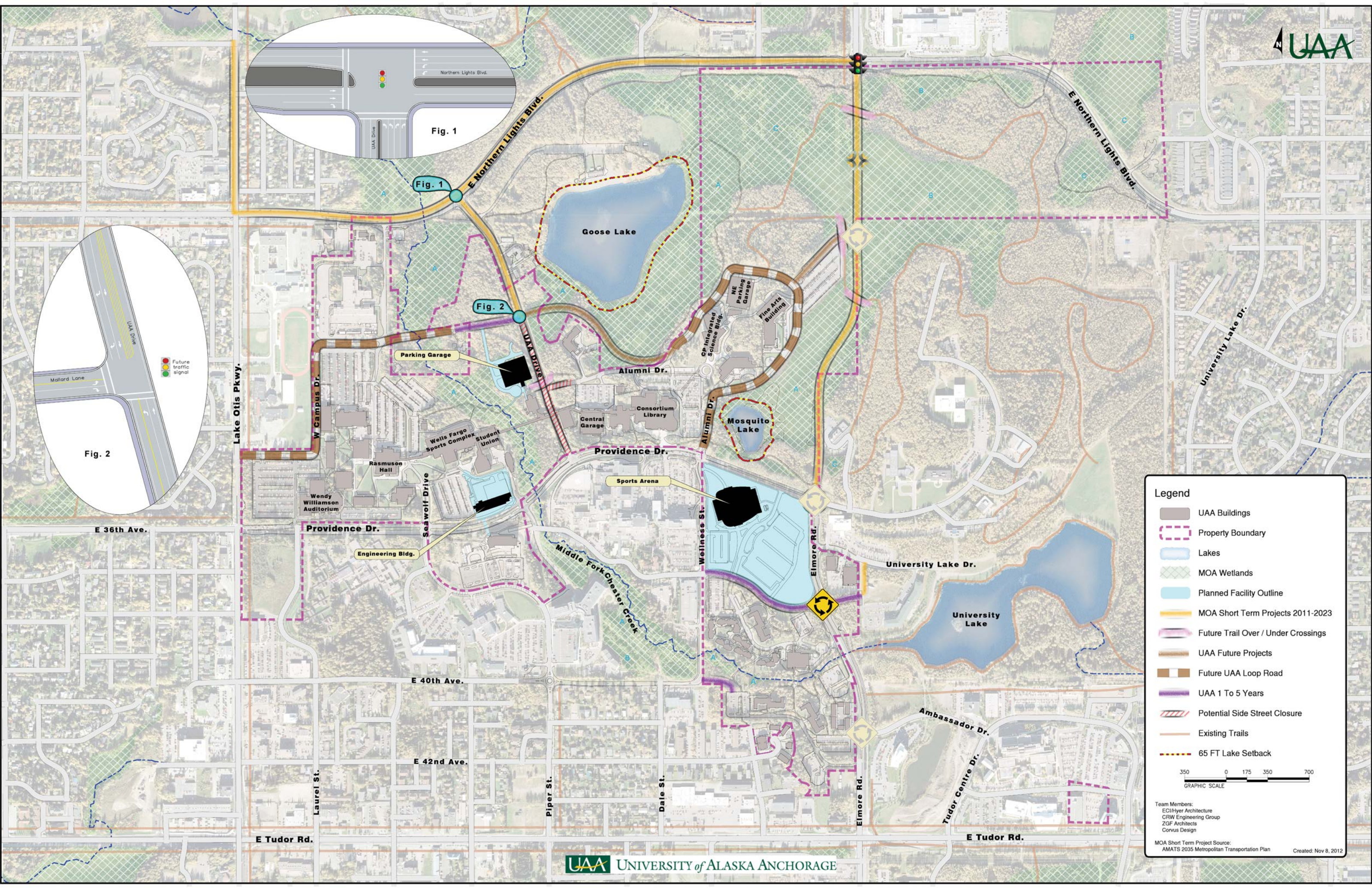
The impact of the project on traffic at the UAA campus can be described as follows: 1) shifting of existing traffic loads (trips) from one area of campus to another by building the garage at the Mallard site and eliminating parking in front of the Book Store, 2) additional parking spaces required due to the repatriation of the off-site programs, and 3) some anticipated growth of current engineering programs based on greatly improved classrooms and laboratories. Regardless of the actual need for parking or the impacts to traffic discussed above the project must conform to the land use requirements of the Municipality of Anchorage (MOA). These requirements are set forth in the Anchorage Municipal Code and Ordinances, Title 21.

Municipality of Anchorage Parking Requirements for the new Engineering & Industry Building:

1. The new building is sited on an existing parking lot south of the University Book Store. The facility site is displacing 260 existing parking spaces. The MOA will require these spaces to be replaced on campus. The New building site configuration recaptures 24 of these spaces leaving a deficit of 236 spaces to replace.
2. Under the requirements of MOA Ordinance, Title 21 new development in zoning districts other than Downtown Business Districts must provide off-street parking at a rate set forth in tables contained in Title 21. This project is located on university owned property zoned as PLI (Public Lands and Institutions). Title 21.45.080, R.3 lists universities as one space per 300 gross square feet (GSF) of building area. Although the useable space in the building is approximately 75,000 sf., the gross area is 81,500 gsf. as calculated using municipal standards, creating a requirement for an additional 272 parking spaces.
3. The total combined parking for the project to meet the minimum requirements of MOA Title 21 is then $236+272=508$ spaces. The new Parking structure as currently designed provides 485 spaces. Within the PLI district a parking waiver can be requested for variations within 10% of the requirement. Our deficit of 23 parking spaces falls within this percentage and so we will be requesting a Staff Waiver for the 23 stall shortfall. Note that the parking calculations are based on Ordinance.

Surface Parking Options

Surface parking lot(s) that would provide an equivalent number of stalls as the garage (485 parking spaces) would require approximately 9.5 acres in land area. The Structure Parking requires 3.4 acres. The surface lot would have to be located within the west campus boundary area to meet MOA adjacency requirements. This option was reviewed by the design team and UAA FP&C and dismissed as impractical and an inappropriate use of limited UAA land and associated impacts. A significant disadvantage of surface parking is that many of the parking spaces would be far enough away from the developed areas of campus to discourage students from using them, thereby adding to the congestion already occurring in lots located in the center of campus. Other disadvantages include: increased operational cost for surface lot maintenance (snow removal); added light pollution; increased land clearing and extensive site work; increased pedestrian and traffic conflicts; and additional impact on neighbors.



Legend

- UAA Buildings
- Property Boundary
- Lakes
- MOA Wetlands
- Planned Facility Outline
- MOA Short Term Projects 2011-2023
- Future Trail Over / Under Crossings
- UAA Future Projects
- Future UAA Loop Road
- UAA 1 To 5 Years
- Potential Side Street Closure
- Existing Trails
- 65 FT Lake Setback

350 0 175 350 700
GRAPHIC SCALE

Team Members:
ECU/Hyer Architecture
CRW Engineering Group
ZGF Architects
Corvus Design

MOA Short Term Project Source:
AMATS 2035 Metropolitan Transportation Plan

Created: Nov 8, 2012

