**CAMPUS MASTER PLAN AMENDMENT and SCHEMATIC DESIGN APPROVAL**

Name of Project: UAA Engineering and Industry Building  
Project Type: NC, R&R  
Location of Project: UAA, Main Campus, Engineering Building, AS162, Anchorage, AK  
Project Number: 08-0024  
Date of Request: August 21, 2012

| Total Project Cost: | $123,200,000  
| Approval Required: | Full Board  
| Prior Approvals: | Preliminary Administrative Approval November, 2010  
| | Formal Project Approval February 18, 2011 |

A Campus Master Plan Amendment (CMPA) is required when the development of a Capital Project deviates from the existing Campus Master Plan. An amendment to accommodate a proposed specific capital project shall be considered and approved by the board prior to consideration of the proposed capital project.

A Schematic Design Approval (SDA) is required for all Capital Projects with a Total Project Cost in excess of $250,000.

SDA represents approval of the location of the facility, its relationship to other facilities, the functional relationship of interior areas, the basic design including construction materials, mechanical, electrical, technology infrastructure and telecommunications systems, and any other changes to the project since formal project approval. Unless otherwise designated by the approval authority or a material change in the project is subsequently identified, SDA also represents approval of the proposed cost of the next phases of the project and authorization to complete the design development process, to bid and award a contract within the approved budget, and to proceed to completion of project construction. Provided however, if a material change in the project is subsequently identified, such change will be subject to the approval process.

**Actions Requested**

"The Facilities and Land Management Committee recommends that the Board of Regents approve the Campus Master Plan Amendment for the University of Alaska Anchorage Engineering Parking Garage as presented. This amendment will be incorporated in the existing 2004 Campus Master Plan. This motion is effective September 24, 2012."

"The Facilities and Land Management Committee recommends that the Board of Regents approve the Schematic Design Approval request for the University of Alaska Anchorage Engineering and Industries Building project as presented in compliance with the amended campus master plan, and authorizes the University administration to complete construction bid documents to bid and award
a contract within the Total Project Cost budget of $123.2 million, and to proceed with project construction not to exceed a Total Project Cost of $62.6 million. This motion is effective September 27, 2012.”

Project Abstract
The project consists of three major components: 1) construction of the new four story, 75,000 gsf Engineering and Industry Building located on Providence Drive, in the UAA South Parking lot, 2) renovation of the existing three story, 40,000 gsf School of Engineering Building and 3) construction of a multi-story structured parking facility with approximately 500 parking spaces. Sub-components of the parking structure include construction of a temporary parking lot to accommodate displaced parking during construction and Mallard Drive realignment.

The Campus Master Plan Amendment request was presented to the FLMC at the June 7, 2012 BOR Meeting. Following the presentation by UAA representatives, the FLMC recommended and the full Board approved the following substitute motion allowing UAA to proceed with the design pending full SDA approval:

“The Board of Regents approves an amendment to the University of Alaska Anchorage Campus Master Plan to indicate the general location of a new parking structure north of the engineering building, only, and not any other elements of the campus master plan as related to that structure. This motion effective June 8, 2012.”

The Schematic Design Approval request was presented to the FLMC at the June 7, 2012 BOR Meeting. Following the presentation by UAA representatives, the FLMC recommended and the full Board approved the following substitute motion allowing UAA to proceed with the design pending full SDA approval:

“The Board of Regents approves partial Schematic Design Approval for the new University of Alaska Anchorage Engineering and Industry Building, the backfill of the existing engineering building, and a new parking structure to serve those buildings to be located north of the engineering building, allowing the administration to move forward with planning and design, at a total project cost not to exceed $123,200,000. This partial approval does not cover the following issues: (1) circulation, landscaping, screening and other exterior uses associated with the Engineering and Industry Building; (2) the exact location, circulation, ingress and egress for the parking structure; and (3) the exterior materials and finishes on all three buildings. The Facilities and Land Management Committee will review the above issues, and recommend action to the full board, at the September 2012 meeting. This motion effective June 8, 2012.”

RATIONALE AND REASONING
The following information is provided in response to the issues raised by the Board of Regents at the September 2012 meeting:

1) Circulation, landscaping, screening and other exterior uses associated with the Engineering and Industry Building; (Specific concerns were how UAA planned to screen the “dirty yard” on the north side of the new building from view and how we planned to improve the appearance of the large amount of concrete and asphalt areas.)

Response:
The ‘dirty yard’ is sited with a generous landscape buffer on the north, west and east sides. The planting palate will provides both visual screening in all seasons and visual interest with a natural
layout. In addition to landscaping screening, the yard will be screened visually and for security by a ten foot high metal fence.

2) The exact location, circulation, ingress and egress for the parking structure; (Specific concerns were having access and egress to the new Parking Garage limited to an access drive from Mallard Road. UAA was asked to discuss with MOA the possibility of alternate access or egress to the new Parking Garage directly from UAA Drive. The committee was also concerned about having a single ramp between floors for two-way traffic within the parking garage and asked UAA to investigate the possibility of adding additional ramps to provide one-way traffic up and down.)

Response:
Our initial layout for the garage focused on whether a single access location on Mallard Drive would provide for the best long term operations for the future users of the garage. A single access for the parking garage provides the following benefits over multiple access locations:

- Simplifies the signing required to direct users into and out of the garage
- More efficient layout of parking spaces and smaller size of the garage
- Lower cost of the parking garage
- Provides better security for the garage
- Similar operations to the south central parking garage near the Consortium Library

The determination of the number and location of access points for the proposed parking is based upon a number of factors including the following:

- Volume and flow of traffic on public roadways adjacent to the parking garage site
- Functionality and design of the parking garage
- Physical and natural site constraints
- Cost of the parking garage
- Security for the garage users
- Familiarity of users with garage location and operations

While we are not aware of any specific MOA code restrictions for providing access along arterial roadways, it has been the Municipality of Anchorage’s (MOA) preference and practice to have all access points for new parking garages and surface lots within the UMED District located along either a collector street, local street, or private roadway frontages. In the early planning stages for the proposed parking garage associated with the SOE building, MOA traffic staff indicated their desire to have the only access for the new garage along Mallard Lane and not UAA Drive. The major concerns with direct access on UAA Drive were disruption to the quality of traffic flow and increased conflicts between adjacent driveway operations which would result in increased potential crash exposure.

A parking garage option with one-way ramps was investigated but not recommended as it required a larger garage footprint for the same number of parking spaces due to more surface area devoted to vehicle circulation. The larger area for one way circulation is necessary to account for clearance distance required for vehicle turning movements. The larger footprint created the need for mitigation in the wetland areas and resulted in higher construction costs.

3) The exterior materials and finishes on all three buildings.
(a) (Specific concerns were that the new Engineering Building will be a prominent structure along Providence Drive and the committee would like to see a rendering showing how the exterior of the building will be finished and how compatible the finishes will be with surrounding structures.)

Response:
The exterior of the new Engineering Building is envisioned to have a stone tile cladding on the first floor creating a visually solid base with the stair wells at each end clad in the same material with windows, visually “anchoring” each end of the building and providing a visual expression of the interior circulation. The second through fourth floors will be clad in smooth metal panels offering a durable finish and a clean look. The glazing and fenestration of the building will be high efficiency insulated glazing in a clear aluminum framing system. The overall building massing and material selection is intended to be respectful of and compatible with the Health Sciences building across the street while retaining a unique identity for the School of Engineering. The visual compatibility of the two buildings will be reinforced when, in the future phase of Health Sciences, the pedestrian bridge across Providence Drive is constructed, physically tying the two buildings together.

(b) (The Committee also wanted to see a rendering illustrating an improved screening plan for the north side of the new parking garage that will become the first UAA building to be seen by traffic travelling south on UAA Drive. They would like to see other options to the diagonal stripes that were shown on the screening in the initial presentation.)

Response:
We are proposing the installation of a UAA Monument sign at the corner of the realigned Mallard Lane. This will announce the campus to individuals approaching from the North along UAA Drive. The Garage structure is sited 325’ south of Mallard Lane leaving adequate site available for a future campus building. The Garage ground level deck is eight feet below UAA drive and set back from the roadway allowing for landscaping between the road and the Garage. Lowering the site with respect to the road bed and setting the structure back from the edge of the road reduces the visual mass of the structure from the perspective of the travelers on UAA Drive. The Garage elevations consist of approximately three foot wide horizontal concrete bands (structural support and wheel stop) at each floor line with a powder coated steel railing system from the top of the wheel stop to about four feet from the deck line. The railing system incorporates solid panels for headlight cutoffs, reducing the impact of the structure on adjacent buildings and for safety of vehicles traveling along UAA Drive. The north east corner of the garage will have a UAA logo sign visible from UAA Drive. The south side of the garage is where the primary pedestrian access point to and from campus is located. The small access structure will house a stair and elevator tower serving all levels of the garage and the enclosed bridge (spine) connecting the garage to the Existing Engineering Building (at the second floor) and the rest of campus. This structure also houses an interior/exterior shelter for a shuttle stop and bicycle parking. This location is also where the UAA bicycle trail system crosses between the Existing Building and the Garage. The Access Structure and Bridge will be finished in metal panels and glazing systems compatible with the proposed upgrades to the Existing Engineering Building. The Access Structure and Bridge are heated and ventilated for the comfort of the users.

(c) (The committee would also like to know what will be done with the exterior finishes of the existing Engineering building.)

Response:
The upgrades to the exterior of the Existing Engineering Building will involve the replacement of the existing windows and exterior metal panels. It is the designer’s intent that the new glazing and metal cladding systems will match the New Engineering Building finishes. This will provide some visual continuity for the School of Engineering and the UAA Campus.

Variance Report, Project Delivery Method, Proposed Total Project Cost & Funding Source, Estimated Annual Maintenance and Operating Costs, Consultants, Other Cost Considerations, Backfill Plan, Schedule for Completion, Procurement Method, and Affirmation remain as approved at the June 2012 BOR Meeting.

Supporting Documents
   Renderings
School of Engineering Proposed Parking Structure