Agenda

- Intro
- Site
- Size
- Parking and Traffic Flow
- WFSC and next steps
- Cost
Regent History

Feb 2009
- BOR approved UAA Master Plan revision for Sports and Housing District
  - Site approved was the parcel north of Housing and South of Providence Blvd
- BOR Formal Project Approval for Arena: Not-To-Exceed $80M total project cost

June 2009
- BOR approved Limited Schematic Design Approval to proceed with the design of the new UAA Sports Arena—still $80M TPC and 3000+ seats

Dec 2009
- BOR requests and receives complete documentation of all efforts towards the Arena and renovation/renewal of the Wells Fargo Sports Complex
- BOR directs UAA to design to need, rather that cost. BOR forms a working group to review the Sports Arena proposed design, seating capacity, traffic impacts, and potential funding sources. UAA is directed to include the renovation/renewal of the WFSC in this assessment

Jan-Feb 2010
- UAA project team analyzes needs and focuses on building an Arena and renovated WFSC that will be viable for the next 30-40 years. At this time the 5000+ arena concept is developed.

Mar 2010
- UAA briefs BOR working group (most regents are in attendance) on what designing to needs means to us and discusses a proposed design, seating capacity, traffic impacts, and potential funding sources. UAA also shares their concept for the design and construction of a renovated and renewed WFSC

Mar 2011
- UAA briefs BOR Facilities Committee on requested information regarding the larger arena concept: Parking and Traffic Flow, Size of Arena, and Cost
Site
Sports Arena Site Selection

- Feb 2009 – Board of Regents approved UAA Master Plan Revision for Sports and Housing District
  - Approved site was 20 acre tract to the southeast of Providence Hospital and directly north of Student Housing.
Criteria

- Overall, take holistic approach of the impact of the site on current and future infrastructure planning, considering first and foremost, impact on the needs of students
- On the periphery of the campus, to serve as a gateway to campus and avoid the heaviest concentrations of students in classes
- Provide student recreation opportunities and good access to residential housing students
- Good piece of land—good drainage, minimum impact to wetlands and recreational use land
- Minimum impact to surrounding communities
- Minimum impact to current campus traffic patterns
- Maximize use of existing parking
- Make best use of University-Medical District partnerships and relationships
- Maximize use of facility for non-sports campus and community events
- Explore opportunity costs of choosing a site
Chosen Site Rationale

North of Housing (Providence and Elmore)
- Well drained land, flat, no existing utilities running thru site
- Periphery location—Southeast corner of campus and Gateway from Tudor/Elmore
- Lots of existing non-peak parking nearby, (partner document in place with Providence)
- Ready availability for Residential Housing students
- Expandable site—room for other facilities
- No surrounding housing communities directly impacted
- All adjacent community councils enthusiastic about the site
- Traffic improvements of value to entire UMED districts
- Great location for summer, non-school year use (proximity to housing)
  - Conferences with housing needs
  - Sports Camps
  - Concerts
Other Sites
Considered and Rejected

Site was chosen over two other primary possible sites

- **Northeast Campus location**
  - Prohibitive cost to develop roads, utilities, connection to campus
  - Opposed by local community
    - Impact on parklands, trails, and wetlands
    - Impact on traffic and communities on or near Northern Lights Blvd
    - Too close to East High School

- **West Campus location**
  - Adds traffic to and exacerbates traffic flow problems in most congested and heaviest academic use part of campus
  - Would require addition of 1200 car garage
  - Area is inundated with utility lines, sewer, gas, electric, water, and storm water
  - Proximity to Chester Creek and large existing sand/oil settlement basin for storm water problematic
  - Area north of WFSC has high water table
Lake Otis and Providence
- 7.19 Acres total; 6.2 net acres
- 5 Acres only available for building footprint
  - Sewer, Storm water utilities easement restricts site usage
- Foot print too small for Arena; Limited on site parking; No event parking
- Lot not expandable for other sports facilities
- Parking would be north of Providence Dr. on main campus in West Lot.
- West Lot is approximately 510 spaces and used to support evening classes and WWA events so is frequently 50% full in evenings.
- A Parking Structure would be required in West Lot to meet campus needs and event parking; an over pass would be required for grade separated pedestrian and vehicle traffic associated with the main parking area and the event.
- Major traffic improvements would be required. Traffic restricts a left turn off Lake Otis into West Lot. A median and proximity to the intersection restricts left turn into West Lot from Providence Drive.
- Not easily accessible to housing students.
Lake Otis and Providence
Size
Why UAA, when asked by the BOR, to design to need, expanded the size of the performance arena from 3000+ seats to 5000+

- Being a major community asset is a hugely important part of the mission of a large metropolitan university
  - Examples:
    - Hosting large concerts that attract potential students or parents of potential students and allows us to showcase what UAA has to offer
    - Hosting UAA alumni fairs and having events that attract large numbers of alumni
    - Hosting large national and international higher education conferences
    - Hosting large groups of Native Alaskans through events like Native Olympics
  - Attracts potential donors
  - Draws back alumni who might otherwise never return
  - Attracts potential students of all abilities and backgrounds who might not think twice about staying in Alaska for college
  - Allows us to subtly market our “products” to a wide variety of potential students and donors
  - Makes UAA much, much more visible to the community

- The ability to bring 5000+ students and community members to our campus at one time---for any kind of event, not just sporting events--makes UAA more accessible and vital to a wider variety of residents of our city and region and will ultimately attract a wider and more diverse group of UAA students
Parking and Traffic Flow
Study Area

- Tudor Rd.
- Northern Lights Blvd
- Providence Dr
- Elmore Rd.
- Boniface Pkwy.
- Lake Otis Pkwy.
- Arena
- Intersection
2011 Peak Hour Traffic Operations

Map showing traffic operations at various locations such as Tudor Rd, Northern Lights Blvd, Providence Dr, Lake Otis Pkwy, and Elmore Rd. Icons indicate adequate level of service.
Key Findings of Kittelson Study

- Street operations will meet agency standards
  - 2014 capacity event on weekday evening
  - Planned improvements have district-wide benefit
- Sufficient parking will be available
  - Complementary demands to campus use
  - Providence shared parking agreement of benefit
  - Others can be pursued—discussions held with APU
- The City and State believe that the traffic flow improvements that UAA has budgeted for and will accomplish as part of the Sports Arena project are enough to mitigate traffic flow problems generated by the new arena
Key Findings of Kittelson Study

- Traffic Flow Mitigation Measures
  - Traffic signal or roundabout at Elmore and Site Access Road (Health Drive)
  - Manual traffic control with flaggers during special events
  - Event transportation management plan
2014 Event Traffic Operations

Adequate Level of Service

Arena

UAA
Recent & Planned Improvements

**PAMC Funded Improvements 2010**
1. Wellness South Segment – 2 lanes with sidewalks
2. Wellness North Segment – 3 lanes w/sidewalks
3. Signal modifications at Wellness & Providence

**Arena Project Funded Improvements**
4. Sharon Gagnon connection to Health Dr.
5. Health Dr. on Arena site
6. Health/Elmore signal or round-a-bout.
7. Convert Sharon Gagnon to cul-de-sac

**Future Possible Improvements**
8. South Housing connection to Wellness
9. South Housing/Elmore signal
10. ULB parking expansion
11. University Lake Dr. connection to signal or roundabout @ Elmore
Parking Analysis – 5,600 Attendees

**5,600 Attendee Event**
Arrivals Beginning at 6:30 pm

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<tr>
<th>Attendee Mode</th>
<th>Attendees</th>
<th>Parked Cars</th>
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<tr>
<td>15% arrive by ped/bike/transit</td>
<td>840</td>
<td>0</td>
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<tr>
<td>85% arrive auto</td>
<td>4,760</td>
<td>2,070</td>
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<tr>
<td>2.3 persons/auto</td>
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Note: Arena Site Parking Lot Assumed at 800 Spaces
## Parking & Events Demands

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<th>Parking Locations</th>
<th>Parking Capacity</th>
<th>Event Size Accommodated</th>
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<tr>
<td>Arena Parking</td>
<td>800</td>
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<tr>
<td>Arena + Providence</td>
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<td>3,500</td>
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<tr>
<td>6-Minute Walk / 3-Minute Shuttle</td>
<td>1,650</td>
<td>4,450</td>
</tr>
<tr>
<td>9-Minute Walk / 4-Minute Shuttle</td>
<td>2,300</td>
<td>5,600 +</td>
</tr>
</tbody>
</table>
Vehicular Ingress/Egress
Shuttle & Pedestrian Circulation
Wells Fargo Sports Center
Status and Next Steps
Previously Stated Need

- Renovated, repurposed and expanded Wells Fargo Sports Complex
  - Dedicated fitness center, primarily for students
  - Repurposed and additional multipurpose space for recreational and related academic program needs
  - Renovated Hockey team locker room to bring up to WCHA standards
  - Elimination of deferred maintenance issues
UAA WFSC Renovation and Expansion Funding

- Updated Project Cost
  - $24.25M - Renewal & Renovation of Existing Space
    - Funding Source: State General Funds
  - $25.18M - New Construction of Fitness Center and Multipurpose Rooms Addition
    - Funding Source: Student Fees
  - $49.43M – Total Project Cost

- Original Time Frame: Obtain funding and begin construction by Summer 2014

- Concerns
  - Probability of UAA receiving $24.25M Deferred Maintenance and R&R funds for a single project, by 2014: very low
  - Probability of students taking on an additional fee burden of $25.18M by 2014: very low
Proposed Next Steps

- Slow down and take a fresh strategic look at student recreation and related HPER (Health, Physical Education, and Recreation) academic needs
- Student demographics/needs are changing
- Hire Ira Fink to study student recreation/HPER needs and provide his recommendations on the future of the WFSC
- For now, and the foreseeable future, keep the old WFSC open
- Phase deferred maintenance fixes
Proposed Next Steps

- As originally planned, move majority of Athletics operations (except for hockey), to the Arena in Summer of 2014
- Keep the Wells Fargo Sports Center open and expand the current student recreation opportunities
  - Gym for intermural use
  - Expanded use of weight rooms
- Give office space to HPER staff and provide them more use of WFSC
Cost
Capital Funding for Arena

- $15M received in FY 09
- $60M received from 2011 Bond
- $34M in current legislative budget
- Total: $109M

Design and construction will be accomplished within the constraints of this total project cost.
Operational Costs for Arena

- Arena is a complex operation
  - Generates revenue
    - Ticket sales, naming rights, venue rentals, corporate boxes, parking and concessions
  - Incurs expenses
    - Programming Expenses
      - Personnel to manage events and concessions; commodities and services; and equipment
    - Operating Expenses
      - Custodial, utilities, maintenance, operations
- All programming related personnel expenses will be covered by programming revenue--$1.3M
- The arena revenue can cover programming expenses, but, as currently projected, not operating expenses
- Operating expenses are approximately $2M per year
  - UAA wants to show it is focused on a shared partnership with the State on these costs
    - UAA will absorb $500K of this cost by looking for efficiencies, reallocation
  - UAA will request the State to pay $1.5M of operating costs per year
- UAA will also hire a consultant to look at all possible cost saving/efficiency options including outsourcing the programming and operating of the Arena