



**Facilities Planning
& Construction**
UNIVERSITY of ALASKA ANCHORAGE

Total Project Cost	N/A
Approval Required	Board of Regents

MEMORANDUM

TO: Patrick Gamble
President

THROUGH: Kit Duke
Chief Facilities Officer

THROUGH: Tom Case
Chancellor

T. Case 7 May 2012

THROUGH: Michael Driscoll
Provost

M. Driscoll

THROUGH: William Spindle
Vice Chancellor, Administrative Services

*Jan Gunnarson for
B. Spindle 5/7/12*

THROUGH: Chris Turlletes
Associate Vice Chancellor, Facilities and Campus Services

[Signature] 7 MAY 12

THROUGH: John Faunce
Director, Facilities Planning and Construction

John Faunce 5/7/12

FROM: John Hanson
Senior Project Manager

John Hanson 5/7/12

DATE: May 7, 2012

SUBJECT: Master Plan Amendment Approval
Project Name: UAA School of Engineering Parking Garage
Project No: 10-0066

In accordance with Regents' Policy 05.12, approval by the Board of Regents is required for this amendment. Your prompt review of this project would be greatly appreciated.

Requisite materials are enclosed.

UAA School of Engineering Parking Garage Master Plan Amendment

1. Purpose

Since the UAA campus master plan was drafted in 2003, adopted in 2004, and amended in 2009 a number of significant changes regarding the UA Engineering program have been made. In 2007, the UA Board of Regents adopted the Engineering Expansion Initiative with the primary goal the University of Alaska will produce 200 undergraduate trained engineers annually. In 2010, UA hired Ira Fink and Associates, Inc. to provide a summary progress report on the accomplishments made to meet the objectives of the 2007 Engineering Expansion Initiative; an indicator report identifying details of the engineering enrollment, engineering education and engineering employment in the State of Alaska; a summary of projected engineering enrollments and graduates and the resultant need for facilities to meet the Board of Regents goals in engineering education; and a statement of the importance that engineers have in the economy of the State of Alaska and the role that the University of Alaska has in assisting in meeting the demand for engineering employment in the State. In September of 2011 we submitted and you approved a Master Plan amendment for the Engineering Building location. The purpose of this master plan amendment is to address the Parking Garage, which is part of the Engineering Building project, and its connection to the main campus. This amendment refers to the 2004 Plan as updated in 2009 with the Amendments for the Health Science District, the Sports and Housing District and the Engineering and Industrial Building Ph 1. Although the 2009 Campus Master Plan Update (not adopted) included the sites under consideration for future parking, a Traffic analysis was part of locating this specific garage. Increasing density for the campus core, moving parking to the periphery and connecting the campus with spine connections are themes that are carried forward from the 2009 Campus Master Plan Update and this amendment.

2. Site Consideration:

Multiple sites (10) were considered as possible sites for the new Engineering Parking Garage. See Figure 1. The project team did traffic analysis of all sites. In order to evaluate each site's appropriateness for this project, the entire precinct around the proposed sites was studied to identify the traffic flow of the area and the appropriateness to engineering. Site selection criteria was developed and used for considering characteristics of the sites.



These criteria are:

- **Master Plan Goal Adherence** – Reflected in two criteria:
- **Reduce Core Traffic** – Demonstrates the effectiveness of the site to lessen vehicular traffic in central campus to improve safety and the pedestrian environment.
- **Periphery Parking** – Considers the degree to which parking is shifted to the edges of campus.
- **Consistent with Master Plan Use** – Evaluates whether a parking structure at the site is consistent with the long term land use for that location put forth in the master plan.
- **Existing Demand** – Reflects the effectiveness of serving parking needs.
- **Proximity** – Considers the walkability from the parking structure to likely destinations.
- **Boundary Access** – Evaluates the ease of access and capacity of primary campus access points from periphery roadways.
- **Campus Circulation** – Considers the distance and ease of travel on campus roadways between the parking structure and the roadway network.

Though this parking structure is being built primarily to meet the additional parking demand generated by the new School of Engineering (SoE) building, the structure will not be limited to users of the building and will add to the campus wide parking supply. The utilization of

this parking structure, as with existing parking facilities, will be determined as users select where to park based on proximity, and availability.

The Municipality of Anchorage (MOA) Title 21 Code specifies parking be supplied within 800 feet of the proposed SoE building. Since this site selection is more than the prescribed 800 foot walking distance from the front door of the new SoE building, a variance must be sought to justify the location of the parking garage. (An argument can be made that the existing engineering building is part of the engineering complex and students and staff will use this parking structure if they have business in the engineering building or the core of campus.)

3. Description

Tract B site is the location that best meets the stated criteria and Master Plan guidance. The key differentiators for the site are:

- The site will relieve existing campus deficiencies by improving access to the campus from UAA Drive and reducing traffic traveling through central campus.
- By not displacing existing parking, the Tract B site requires only 475 spaces and reduces the cost of the structure by approximately 20 percent.

Site improvements associated with the garage are (based on availability of funding):

- New driveway connection between Mallard Lane and the Engineering Building service area.
- Closure/reconfiguration of the Engineering Building maintenance driveway to UAA Drive.
- A new Spine pedestrian connection to the Engineering Building.
- Intersection improvements at the Mallard Lane/UAA Drive, Career Center Drive/Mallard Lane, and West Campus Drive/Seawolf Drive intersections.
- Any required Class C wetlands mitigations.
- Relocation of the temporary Engineering structures.
- Mallard Lane realignment and upgrade.

This plan meets the spirit, objectives, and intentions of the campus master plan.

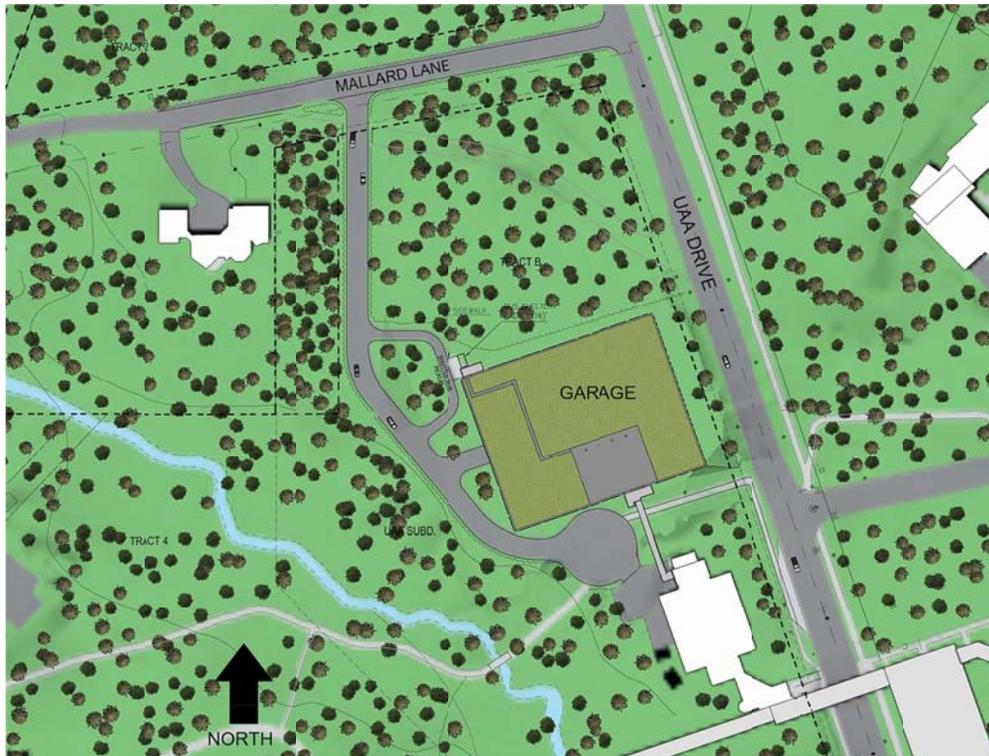


Figure 2. Preferred Site

4. Development Intent

The parking garage for the engineering building is part of Engineering Phase 1 (New Building, Parking Structure, and Renewal of old building). Funding provided in the FY13 Legislative Capital session (\$58.6M) will allow for the design completion of the engineering building, the parking garage and the renewal; and the construction of the parking structure and site clearing and utilities for the new engineering building. This development scheme saves the University the cost associated with a temporary parking lot assuming the completion of the parking structure before the opening of the engineering building.

5. Policy Compliance

Does this amendment meet the requirements of 05.12.030 B.

1. Projected Enrollment and other factors affecting the need for the Facility and Infrastructure: This amendment allows for the addition of parking required by the Municipality Title 21. The selected site allows for construction of future facilities.
2. General Areas for land acquisition and disposal: No acquisitions or disposals are envisioned. The project must maintain an 85ft buffer between the adjacent property's house and any construction to the east of the adjacent lot.

3. The general location of new or upgraded infrastructure, including roads, parking, pedestrian circulation, transit circulation and utilities.
 - Parking must conform to Municipality of Anchorage parking requirements
 - Parking demand will require 475 new parking spaces
 - To sustain the parking requirement, and master plan intent, structured parking provides the best use of space and convenient parking
 - Multiple sites were considered on west campus
4. Demolition of buildings, structures and facilities:
 - No building to be demolished
 - The temporary parking lot will not be required since no parking is being impacted with this site selection and it will be constructed ahead of the Engineering facility.
5. General location, size and purpose of new buildings, structures and facilities:
 - Planned growth for this district is shown in the 2009 UAA Campus Master Plan Update on Pages 13, 121-129
 - 2009-2018
 - Engineering Building, Phase I
 - Health Sciences Phase II
 - Health Sciences Parking Facility and Pedestrian Bridge
 - Honors college and classroom building
 - 2018-2020
 - Administration, Alumni Relations and Visitor Center Building
 - Student Recreation Center Expansion
 - Engineering Phase II
 - Health Sciences Phase III
 - After 2028
 - Health Sciences Ph IV
 - Student Life Building Expansion
6. Guidelines for landscaping:
 - Landscaping will comply with the MOA ordinance and the Landscaping and Amenities guidelines of the 2009 UAA Campus Master Plan Update on Pages 30-31, and 37.
7. General locations and intent for open spaces, plazas, etc.
 - There will be a shuttle bus stop, bicycle parking, a trail connection and a spine connection associated with this parking structure.
8. Guidelines for signage, both freestanding and on buildings and structures:
 - Signage will be accomplished in accordance with MOA approved UAA Unified Exterior Sign Plan October 2007. Signage on new facilities must comply with the plan.

9. Architectural guidelines for building, structures and facilities:
 - The parking garage will be built consistent with the 2009 UAA Campus Master Plan Update Architectural Guidelines on Pages 30-31, and 34-35.
10. Environmental and cultural issues, ADA access and Energy conservation:
 - Will comply with the 2009 UAA Campus Master Plan Update guidance on Pages 34-36.
 - Facilities will comply with the law on ADA access.
 - Facilities will incorporate energy efficient lighting
11. The relationship of the campus to its surroundings and coordination with local government land use and ordinances:
 - Will comply with 2009 UAA Campus Master Plan Update Building Siting and Orientation Guidelines on Page 34.
 - The parking garage will be a concrete building with screening on the street side. Its features include: 3 or 4 story structure with stair and elevator access. Interior ramps, low profile energy efficient lighting, metal screening panels, concrete floor and roof, and landscaping. Orientation such as to not shadow neighbors or give views into industrial space.
12. General Priorities for Capital Projects.
 - Projects in this district are discussed in Paragraph 5 above. Campus wide projects are discussed on Pages 121-129 of the 2009 UAA Campus Master Plan Update.

6. Approvals

The President recommends that:

MOTION

“The Facilities and Land Management Committee recommends that the Board of Regents approve the Campus Master Plan Amendment request 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 June 8, 2012.”

POLICY CITATION

In accordance with Regents’ Policy 05.12.030.C.3, a campus plan may be revised or amended from time to time. 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.