

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



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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.

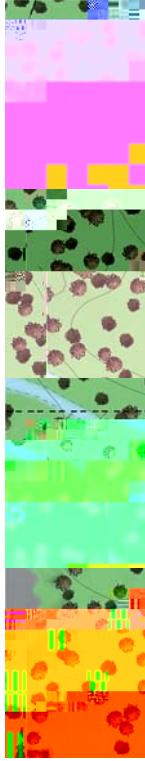


Figure 2. Preferred Site

4. Development

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3. The general location of new or

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