

<p><b>UAF Master Planning Committee Agenda</b></p> <p>Thursday, March 2, 2000; 9 – 11 a.m. Kayak Room, Rasmuson Library</p>	<p>Chair's report</p> <p>Loftus Road Entrance Update on DOT progress and possible MPC issues - Steve Titus</p> <p>Planning Activities Deb Wells' draft schedule for moving planning forward</p> <p>Parking Issues MPC discussion on its role and expectations with regard to campus parking issues before we proceed with any parking-related presentations.</p> <p>Items Pending in Committee or by Individuals</p> <ul style="list-style-type: none"> <li>○ Recommendation on Non-assigned Areas - Deb Well</li> <li>○ Check list for steps when bringing issues to MPC - Kathleen Schedler and John Craven</li> </ul>
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## **Master Planning Committee Meeting**

March 2, 2000

Notes

### **Members Present:**

Brian Barnes, Rick Caulfield, John Craven, Kathleen Schedler, Jake Poole, Susan Todd

### **Absent:**

Stacey Banks, Chris Bennett, Terrence Cole, Dan Flodin, Mike Supkis, Joe Trubacz, Deb Wells, Bob Wheeler

**Guests:**

Steve Titus, UAF Facilities Services

**Handouts at the meeting:**

- UAF New Geist Access Project Status and Schedule, Steve Titus

**Chair's report:**

None

**Loftus Road Entrance**

The DOT is accelerating design work for the access road and intersections, and it is now anticipated that the winter construction at the Loftus Road-Tanana Drive intersection will begin this coming winter. Winter construction is needed because of significant ice at depth in the area. The foundation for the intersection will be based on the concepts of Doug Goering (UAF Mechanical Engineering Dept.). FS is establishing a user's group to work details of the overall design for the car pullout, information center, and related issues such as landscaping. The official MPC representative will be Jake Poole. Susan Todd also offered to assist the user's committee. Attention must be given to the question of how the redesign of this intersection will affect pedestrian (walkers and runners) and bicycle traffic.

The formal MPC recommendation to the chancellor on this project (January 15, 1999) raised the issue of a possible future need for access to the Harper Building from the Loftus Road entrance. This is not a certainty, but could happen if certain restrictions were to be placed on access to a rebuild Geist Road. The current design doesn't appear to address that uncertain possibility that was clearly addressed in the recommendation.

It was also pointed out at this meeting that the fields to the west of the new entrance are currently marked in the existing '91 master plan for a possible research park. However, the MPC failed to mention this in its recommendation. The need for future access to the west should also be given some consideration at the same time as the Harper Building issue so that the final locations of the car pullout and information center don't complicate any possible future need for an intersection.

## **Parking Issues**

The overall issue of parking at the Cutler Student Complex was discussed in order to isolate MPC issues from Parking Services issues. The following observations and comments were made in a discussion for which there was a general lack of support for the initiative to add new parking places to this lot. Too little is known about needs vs. convenience.

1. The complex provides non-married accommodations for 240 students.
2. There are 112 parking places at the complex and 98 to the east across Kuskokwim Way, with the expectation that use is made of this latter lot by students in the dorms to the south.
3. It is expected that guest-parking privileges are the same as for any other location on campus.
4. Electrified parking locations were provided from the outset at this complex, so it is reasonable for current students at that complex to have the expectation of access to electrified parking places.
5. There need be no expectation of maximum convenience in parking locations, just the expectation of access to parking. Handicap parking is a separate issue.
6. We are not aware of any credible quantitative analysis to support a suggestion of inadequate parking at the CSC, so what is the basis for the plan to add 20 un-electrified spaces?
7. The director of FS is not aware that a request has been made for a formal design.
8. The master plan includes consideration of aesthetics issues, which members of this MPC include the maintenance of trees to breaking sight lines. Such trees are the subjects of the planned lot expansion. This is intended in part to avoid large asphalt areas through the use of visual breaks in the sight line. It has been poorly executed at UAF.
9. MPC has an obligation to lead in the development of necessary parking on the UAF campus and to do so in a manner consistent with a well-developed campus master plan and a vision of future anticipated needs. Credible quantitative analysis is part of planning.
10. Parking Services has within its purview the authority to determine how existing parking is utilized, consistent with the circulation plans contained in the campus master plan and to work with MPC to shape the evolving master plan as conditions change.

11. Comments were made in support of a parking plan that is simple and sympathetic to the community, and not overly restrictive.

With regard to the Beluga Pad parking issue, it is expected that the points made above should generally apply. Points related to the Beluga pad raised in the meeting include the following:

1. There currently exists a hazardous conflict between pedestrians and cars near the entrance to the SRC.
2. The Beluga Pad is not part of the UAF parking facility.
3. The Beluga Pad's asphalt base is not designed for parking and could well be destroyed by such use.
4. We are not aware of any credible quantitative analysis to support a suggestion of inadequate parking for the Patty Gym and SRC area. The particular PS plan appears to be an issue of convenience parking only.
5. The Office of the Vice Chancellor for Administrative Services recently located an informal analysis regarding this area that is found relevant to the discussion. While it was previously provided in the notes of the February 3, 2000 meeting (Attachment #3), it is included here for convenience (see below).

The plan is to further discuss this issue at the next meeting, on March 16, 2000. Terry Kelly (Parking Services) and Randy Pitney (Athletic Department) are scheduled to attend.

### **Planning Activities**

There was insufficient time to discuss the issue.

### **Next Planned MPC Meeting**

Thursday, March 16, 2000

9:00 - 12:00 PM, Kayak Room, Rasmuson Library

Note the extended meeting time.

### **Items in Planning for Next Meeting**

- Parking Issues
- Trails Committee report
- Deb Wells' planning document

**Items Pending in Committee**

- Recommendation on Non-assigned Areas - Deb Wells
- Trails Committee report on planning - Susan Todd (planned for meeting of March 16)

**Items from members for future discussion**

- Siting of a new fire station. Mike Supkis will use the new submission form as a test of its format.

**ATTACHMENT CONCERNING THE BELUGA PAD**

Attachment #3 to Meeting Notes

A Brief History Lesson on the Beluga Pan

X-Sender: williams@mailhost.arsc.edu Date: Fri, 4 Feb 2000 13:02:37 -0900

To: Terry Kelly , Kathleen Schedler , John Craven

From: "Frank L. Williams"

Subject: Fwd: History of Beluga Pad

This is what Nita found from our records. I don't know if history has to frame the future, but isn't there a saying about learning from it? Frank

Mime-Version: 1.0

Date: Thu, 3 Feb 2000 14:43:25 -0900

To: Frank Williams

From: Nita Washburn Subject: History of Beluga Pad

It was Spring of 1998 and Tim B. had identified some \$\$\$ that could be used for upgrading parking. Approximately five sites were suggested for upgrading.

Tim did a drive-about and Deb Wells & Fred Sacco went along. One of the sites was the Beluga pad. It was discussed at FMT and the following points were made:

- There is no power for headbolts
- The Athletic Dept wanted to keep it available for athletic activities, such as soccer, volleyball, or tennis
- Risk issue - pad is elevated and there are no guard rails
- Ramps would have to be made - too expensive
- There is no lighting - would have to install light poles
- Signage would have to be changed
- Would have to turn the existing WALKway (used only by emergency vehicles currently) into a roadway - widen and install sidewalks
- Decision made that this would not be cost effective per parking spot A cost analysis was done by the Physical Plant
- Chancellor did not want another "escalator" catastrophe
- Chancellor wanted input from the students before doing anything to this lot
- Decision made to turn the ash pit (West Nenana) into a visitor area for the SRC (this has been done)
- Final decision was that present parking is ample and upgrading was too expensive.
- West Eielson and South Eielson lots were both expanded

One suggestion that was not implemented was to expand the Patty Lot West end one more row to access the existing headbolts. This would add approximately 15-16 spaces.

Nita Washburn

Assistant to Vice Chancellor for Administrative Services  
University of Alaska Fairbanks