UAF Campus Wide Core Access Plan (CWCAP)
Proposed Design Solutions
2014-06-30
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Project Introduction

PURPOSE

The UAF Campus Master Plan provides high level guidance for the development of the UAF Campus. Additional planning and design tools are used to assist in translating the guidance provided by the Campus Master Plan into specific development actions for the campus. This Campus Wide Campus Core Access Plan (CWCAP) is intended to complement the Campus Master Plan, in addition to other UAF guiding planning documents.

For the purpose of this plan, what is referred to as the Campus Core is considered to include Cornerstone Plaza, Constitution Plaza, and the areas around the buildings adjacent to those plazas.

BACKGROUND

This project had its origin in pedestrian and vehicular planning related to the Wood Center renovations, and the work completed for the Trails and Greenways Report (TAG). Recommendations and planned improvements stemming from these projects triggered an interest in an overall assessment of of potential vehicle and pedestrian improvements in the Core.

PROCESS

The project kick-off meeting was held on November 22, 2013 with a group of staff and faculty that work within the Campus Core. This meeting was used to qualitatively assess how the spaces within the core are used by pedestrians and vehicles and what issues or conflicts exist.

The design team met with the UAF project team on February 13, 2014 to further discuss conflict areas and begin the development of options for solutions. A draft plan was submitted on April 3, 2014 and comments were received and discussed during an April 14, 2014 meeting. Since then, the design team has been revising the preferred alternatives based on project team direction and comments.

The final draft was submitted on June 12th and the plan was presented to the Chancellor’s Cabinet on June 16th, many of their comments have been included in this version.

THE INTENT

This plan is a concept level site assessment that is intended to evaluate vehicle (including maintenance and delivery), pedestrian and non-motorized circulation within the Campus Core with the intent of:

- Creating a higher level of pedestrian friendly environment.
- Maintaining current parking counts within the project area or (upon client direction) balance parking counts with other campus areas to ensure no net loss (or minimize losses).
- Maintaining appropriate access for maintenance, emergency, and delivery vehicles.
- Identifying and prioritizing areas where conflicts or safety concerns might exist.

The intent of this plan is to develop an integrated solution for the study area that provides options for (re)development to meet project goals.

HOW TO USE THIS PLAN

This plan identifies preferred long-term solutions that address vehicular and pedestrian efficiencies, and points of pedestrian/vehicular conflict within the Campus Core. Several priorities have been identified within each area. Each item is part of the overall vision for that area, but can be implemented as funding becomes available.

All scales shown are approximate.

Photo left: Students walk through the Campus Core area in winter. Photographer: JR Ancheta
Photo middle: Cornerstone Plaza. Photographer: Todd Paris
Photo right: One main pathway through the Campus Core area, from above. Photographer: Todd Paris
Wood Center Addition and Renovation

Notes:
1) This sheet was submitted to the current design team working on the Wood Center renovations for their review and possible inclusion.
2) *Utilities are shown in approximate locations and will need to be verified.

- Existing Uplidor*
- Proposed new planter and walks
- New Main Entry
- Existing Trees to Remain
- Existing East-West Pathway to Constitution Plaza
- Existing Uplidor*
- Existing Concrete Walk and Lights to be Removed
- Existing storm sewer*
- Proposed new planter and walks
- Proposed accent paving crosswalk
- Proposed trail connection and/or stairway to provide direct access to dorms to southwest
- Proposed accent paving (colored concrete or painted asphalt) to outline pedestrian crosswalks
- Accent landscaping that highlights the Main Entry
- Sculptural element to direct pedestrian traffic towards Main Entry
- Existing tree and planter to remain
- Existing Uplidor*
- Existing flush concrete curb and asphalt area

Wood Center Schematic Design

North
Proposed Tables and Chairs located in concrete plaza. Joining in this area shall match existing concrete pour outside of Secondary Entry Seat Wall or Possible terraced stage area.

Existing Spruce Trees to Remain

New Asphalt Pathway with flush concrete curb edging to provide direct east-west connection with Constitution Plaza. Provide new luminaires to match Wood Center or Constitution Plaza, per Campus Lighting Plan.

Existing Concrete Walk with light poles, to be Removed

Notes:
1) This sheet was submitted to the current design team working on the Wood Center renovations for their review and possible inclusion.
2) Utilities are shown in approximate locations and will need to be verified.
Area A - Bunnell Drop-off Existing Conditions

Aerial is out-dated. Current condition includes parking in what is shown here as lawn.
Provide sidewalks on both sides of all road corridors

Provide north-south sidewalk connection

Seat wall and ornamental trees to accent main pedestrian connection with Cornerstone Plaza

Accent corridor with formal line of trees

Provide designated and well-defined crosswalks at main crossings

Provide fill as needed and shift two aisles of parking spaces with associated pug-ins to the west, to accommodate a defined north-south sidewalk.

(26) additional parking spaces to make up for those lost with drop-off

Provide major vehicle access point to the Campus Core by establishing a drop-off area for private vehicles and shuttles. Emphasize pedestrian routes with ornamental vegetation and well-defined crosswalks.

Realign Bunnell parking lot access aisle with Eielson lot access to north.

Maintain existing parking numbers by relocated those that are impacted by A-3 to the west end of the Bunnell Lot.

Note: Priorities are ranked with those higher in the list being more important.
Signer’s Hall

Relocated Bunnell statue becomes focal point at terminus of Salcha Street and provides a gateway element to Cornerstone Plaza.

Drop-off lane

Raised planter and seat wall beyond

Guardrail to separate walkway from adjacent steep grades

Fire lane and roundabout allow through traffic to navigate around central island

Drop-off lane

Sidewalk, main pedestrian route to Cornerstone Plaza with retaining wall/seat wall

Decorative Art Element/Vertical Screen to filter views from window to drop-off areas

Existing and proposed elevation of grade at building is shown approximately and would not change with proposed conditions

Bunnell Section - Looking East
Separate area for bus and shuttle queuing. Shuttles and buses approaching from east will need to use North Tanana Road and take Kuskokwim Way south to Yukon Drive, and approach the Wood Center from the west. The option to allow shuttles to enter the parking area only for a turnaround is an option to provide more flexibility to shuttles.

Remove existing large spruce trees and retaining wall. Install new retaining walls and trees.

Private vehicle drop-off, parking, number of existing spaces maintained. One way vehicle traffic through drop-off and lot.

Renovate handrail on one side of stairs and provide integral bike ramp. Revegetate informal dirt pathways.

New dumpster location. Create well-defined, pedestrian route that connects Yukon Drive sidewalks with Constitution Plaza. Remove curb. Service vehicles shall share route with pedestrians with right of way given to pedestrians.

<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1</td>
<td>Pedestrian Connection</td>
</tr>
<tr>
<td>B-2</td>
<td>Stairway Upgrade stairway to provide integrated bike ramp, revegetate dirt trails.</td>
</tr>
<tr>
<td>B-3</td>
<td>North of Constitution Hall Install different paving surface for pedestrian routes through service area. Relocate dumpster. Provide screens around dumpsters and to help direct pedestrians through the space.</td>
</tr>
<tr>
<td>B-4</td>
<td>Renovate Drop-off Separate Shuttles and Buses from private vehicle drop-off and parking by shifting Yukon Drive north. Relocate Shuttle Shelter closer to Wood Center. Provide ADA routes between shelter, Wood Center, and Fine Arts.</td>
</tr>
</tbody>
</table>

Note: Priorities are ranked with those higher in the list being more important.
Provide sidewalks on both sides of all corridors. Provide sidewalks on both sides of roadways where they do not already exist.

Provide ADA parking space near main entry of Wickersham and along South Chandalar Drive, either north of the proposed pedestrian boulevard or in conjunction with the private vehicle drop-off area. Relocate light pole as needed to accommodate parking space and drop-off.

Provide one ADA parking space near main entry of Wickersham and along South Chandalar Drive, either north of the proposed pedestrian boulevard or in conjunction with the private vehicle drop-off area.

Provide stairways and direct pathways in this area that tie into existing routes and proposed. Remove existing parking lot and relocate existing ADA parking spaces.

Provide focal point to terminate end of ‘boulevard’ and accent the pedestrian crossing of South Chandalar Dr. Opportunity for sculpture and seat walls. Provide focal point to terminate end of ‘boulevard’ and accent the pedestrian crossing of South Chandalar Dr. Opportunity for sculpture and seat walls.

Provide one ADA parking space near main entry of Wickersham and along South Chandalar Drive, either north of the proposed pedestrian boulevard or in conjunction with the private vehicle drop-off area. Relocate light pole as needed to accommodate parking space and drop-off.

Provide plantings along both sides of proposed ‘boulevard’ to emphasize pedestrian route and create park-like setting. Replace any removed existing trees with new trees of large size. Provide sculpture, accent paving, and seat wall to terminate emphasis of pedestrian ‘boulevard’ across South Chandalar Drive.

This area is currently signed as a fire lane and used as an informal private vehicle drop-off area. It is suggested that if this use continues to occur here after the proposed private vehicle drop-offs are installed in Areas A, B, C, G, and at the Wood Center, a study should be conducted to evaluate how emergency vehicle access interacts with the parking and drop-off habits of users within Eielson Lot.

### Table: Area C - Gruening Drop-off

<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-2</td>
<td>Sidewalks Provide sidewalks on both sides of roadways where they do not already exist.</td>
</tr>
<tr>
<td>C-1</td>
<td>Stairways Provide stairs and direct pathways in this area that tie into existing routes and proposed.</td>
</tr>
<tr>
<td>C-2</td>
<td>Remove existing Gruening Parking Lot and relocate existing ADA parking spaces Remove parking lot and replace road profile with pedestrian boulevard. Maintain fire access route. Provide accent paving to reduce scale of ‘boulevard’. Provide private vehicle drop-off. Relocate two existing ADA parking spaces, one can move to the Eielson parking lot. The other parking space shall be located close to the Wickersham main entry and along South Chandalar Drive, either attached to the drop-off area or north of the proposed pedestrian boulevard.</td>
</tr>
<tr>
<td>C-3</td>
<td>Boulevard Trees Provide tree plantings along both sides of proposed ‘boulevard’ to emphasize pedestrian route and create park-like setting. Replace any removed existing trees with new trees of large size.</td>
</tr>
<tr>
<td>C-4</td>
<td>Create focal point Provide sculpture, accent paving, and seat wall to terminate emphasis of pedestrian ‘boulevard’ across South Chandalar Drive.</td>
</tr>
</tbody>
</table>

Note: Priorities are ranked with those higher in the list being more important.
Area D - Constitution Plaza Existing Conditions
<table>
<thead>
<tr>
<th>No.</th>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1</td>
<td>New Paving</td>
<td>Remove existing paving and excavate as needed to replace with new asphalt surfacing. Provide concrete curb edging where does not already exist.</td>
</tr>
<tr>
<td>D-2</td>
<td>Decking</td>
<td>Remove poured-in-place decorative concrete and replace with mulch. Stake trees to provide reinforcement for initial two years. Install elevated decking around tree trunks to provide alternative seating area. Install moveable seating to match new Wood Center site furniture.</td>
</tr>
<tr>
<td>D-3</td>
<td>Landscape</td>
<td>Remove poured-in-place decorative concrete and replace with 2&quot; depth soil and seed. Install seat walls to protect landscape areas.</td>
</tr>
<tr>
<td>D-4</td>
<td>Library Landscape</td>
<td>Install shrubs, perennials, annuals to soften the building foundation. See Elevations, page 21 and 22.</td>
</tr>
</tbody>
</table>

Note: Priorities are ranked with those higher in the list being more important.
Area E - Fine Arts Drop-off

**Existing Conditions**

**Proposed New Drop-off**

<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-1</td>
<td>Private Vehicle Drop-off</td>
</tr>
</tbody>
</table>

Provide area for a few private vehicles to drop-off at Fine Arts east entry. Location and design shall accommodate final design for Salisbury Theater options (Option B is shown as lighter building footprint and has larger build out than Option A, which is not shown).

Note: Priorities are ranked with those higher in the list being more important.

Note: Drawing shows outline for proposed Salisbury Theater - Option B. This drop-off area would work with Salisbury Theater - Option A as well (Option A not shown, as the footprint for Option A fits within outline for Option B).
Aerial is out-dated. Current condition includes parking in what is shown here as lawn.
<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
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<tbody>
<tr>
<td>F-1</td>
<td>Decorative Paving and Medallions</td>
</tr>
<tr>
<td>F-2</td>
<td>Vendor Parking</td>
</tr>
<tr>
<td>F-3</td>
<td>Planters</td>
</tr>
<tr>
<td>F-4</td>
<td>Pedestrian Boulevards</td>
</tr>
<tr>
<td>F-5</td>
<td>Gathering Area</td>
</tr>
<tr>
<td>F-6</td>
<td>Seat Walls</td>
</tr>
<tr>
<td>F-7</td>
<td>Bunnell Statue</td>
</tr>
<tr>
<td>F-8</td>
<td>Arc Pathway</td>
</tr>
<tr>
<td>F-9</td>
<td>Bike Shelters</td>
</tr>
<tr>
<td>F-10</td>
<td>Small Plaza</td>
</tr>
<tr>
<td>F-11</td>
<td>Cornerstone and Engineering Building</td>
</tr>
<tr>
<td>F-12</td>
<td>Terrace/Stage</td>
</tr>
</tbody>
</table>
| F-13 | Library Landscape | Bring elevation of lawn grade up to match bottom of Library concrete terrace, install landscape to soften edge. See Elevations, pages 21 and 22.  

Note: Priorities are ranked with those higher in the list being more important.
**Existing Conditions**

- Relocate parking spaces from northeast side of Brooks to allow for better defined pedestrian access.
- Existing ramp (the 'luge') to be replaced with stairs. This is not an ADA route.

**Proposed Solution**

- Relocate parking spaces to east side of service road. Provide ADA Route between parking spaces and Brooks Building.
- More space at entry allows for possible location of more bike racks or outdoor seating.

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>G-1</td>
<td>Relocate parking spaces</td>
<td>Relocate parking spaces to east side of service road. Provide ADA Route between parking spaces and Brooks Building.</td>
</tr>
</tbody>
</table>

*Note: Priorities are ranked with those higher in the list being more important.*
Possible Design Details

1. **Vertical Screens**

Vertical screens help to define spaces, filter views from windows, create outdoor rooms and relate to adjacent architecture (i.e. extend the ‘Northern Lights’ theme from the interior of the Woods Center to the exterior).

2. **Art Elements**

In addition to providing site art or graphic elements, art elements offer an additional way to extend architectural themes to the exterior.

3. **Concrete Seat Walls**

Concrete seat walls offer a clean edge to plazas and plantings and provide informal seating areas.

4. **Asphalt with Concrete Edge**

Flush concrete edging provides good definition for asphalt paths edges and add a higher aesthetic for a reasonable cost premium.

5. **Bike Racks**

Bike racks should ideally be provided under a roof overhang to allow for multi-season use. A standard bike rack should be used on campus, but close to building entries there is an opportunity to choose a style to accent the architecture.

6. **Accent Plantings with Flush Curb Edging**

Flush concrete edging provides good definition for lawn maintenance.

7. **Proposed Replacement Light Fixture**

In addition to providing site art or graphic elements, art elements offer an additional way to extend architectural themes to the exterior.
Possible Design Details

Medallion installations present the opportunity to commemorate the University of Alaska Fairbanks' Centennial celebration. Two circular areas have been indicated on the Cornerstone Plaza plans, allowing for the development of a 'heads' and 'tails' minted coin that also highlights the designs chosen for the hardscape.

One option would be to allow each circular area in the concrete plaza to be left for an art installation in the pavement.

A second option would be to install a brass or bronze cut-out of a design (as shown to the left). This material choice is fairly simple to construct and would complement the Bunnell Statue materials. It would also translate well to other medallion-type installations in other locations across campus, including Troth Yeddha’ Park accents or proposed memorials or donor recognitions that may be proposed for other areas. Care should be taken with the cut-out design to keep metal surface areas to thin strips to minimize slippery surfaces.
While pavers were discussed as currently being undesirable for use on the UAF campus, they should be investigated as a future option. In addition to the higher aesthetic pavers can offer, they are a durable option used in other northern areas with similar freeze-thaw cycles to Fairbanks. This successful paver installation shown above at Juneau’s Marine Park has been in place for over ten years, withstands bus traffic as well as frequent snow-plowing in winter. Juneau has significant freeze-thaw cycles, but without similar frost depths to Fairbanks.

Another benefit to pavers is that they can be removed and replaced in small sections as needed. This can be useful over utilidor corridors that require occasional access, as done along Main Street in Juneau (above). They can be installed quickly, with each layer coming off of a palette being installed as a sheet (32” x 32”).

Concrete Pavers

The City of Whitehorse Parks Supervisor was consulted about their paver installations. They have found that proper base preparations and installation is critical to minimizing long-term maintenance. With sealed concrete pavers installed over a sand setting bed that has been properly compacted on top of a compacted gravel base, they have not had any issues that differ from other hardscape materials. They did indicate that finding contractors who ensure precise base installations can be a challenge. They no longer use equipment to shovel snow from paver areas, but instead use hand shovels and brushes to minimize uplift. They felt that pavers should work in Fairbanks as well as they do in Whitehorse if base preparations and installation precisely follows specifications.

The City of Fairbanks has only one known installation of concrete pavers within the community, located within the Golden Heart Plaza in downtown Fairbanks (shown above). Pavers are generally considered to be an untested hardscape material within this region and long-term maintenance is a concern.

It is recommended that a small test area for sealed concrete pavers be installed on the UAF campus to monitor durability, and provide an example to the community of other possible hardscape material options.
Locate sculptures between vertical building elements and landscaping.

Tall, ornamental, low-maintenance shrubs like Lilacs, Ninebark, Mockorange, or Honeyberry.

Low, ornamental, low-maintenance shrubs planted closely together to form a dense row or hedge. Examples that might do well include Spireas, Junipers, or Dwarf Mugho Pine.

Fine Arts - South Facade

Tall ornamental shrubs to accent either side of stairway, like Amur Maples, Ninebark, Lilacs

Existing deciduous trees to remain

Ornamental or evergreen shrubs like Junipers, Dwarf Mugho Pine, or Birds Nest Spruce.

Low, ornamental, low-maintenance shrubs planted closely together to form a dense row or hedge. Examples that might do well include Spireas, Junipers, or Dwarf Mugho Pine.

Rasmussen - West Facade

Low, ornamental, low-maintenance shrubs planted closely together to form a dense row or hedge. Examples that might do well include Spireas, Junipers, or Dwarf Mugho Pine.

Brightly colored perennials or annuals planted in front could include Globeflower, Iris, Columbine, or Daylilies.
Prior to installation of landscape, bring adjacent grade up to meet bottom of Library’s concrete terrace. Slope away at consistent grade.

Small, ornamental trees or large shrubs to soften the foundation. Example species might include Crabapples, Amur Chokecherry, Lilacs, Ninebark, Mockorange, or Honeyberry.

Low, ornamental, low-maintenance shrubs planted closely together to form a dense row or hedge. Examples that might do well include Spireas, Junipers, or Dwarf Mugho Pine.

Ornamental or evergreen shrubs like Junipers, Dwarf Mugho Pine, or Birds Nest Spruce.

Typical location of tents used during music performances. Maintain good visibility between tent location and lawn areas to the south where audience typically sits to enjoy performances.

Brightly colored perennials or annuals planted in front could include Globeflower, Iris, Yarrow, Columbine, Veronica, or Daylilies.