

MEETING MINUTES

UAF Master Planning Committee

Meeting Agenda

Thursday, November 21, 2013; 9-11AM

Chancellor's Conference Room (SIH 330)

1. Welcome & Introductions

2. Comments from the MPC on the Exterior Lighting Master Plan

Lighting options will be provided for trails that require lighting, on an as needed basis. If one of these trails is crossing over a road, should it burn all night? Or if people want to go and intentionally see the moonlight and stars, is this when it should turn off?

3. Update on the Power Plant New Boiler Building

The new boiler terminology is the Atkinson Plant. The project scope is decommissioning the existing coal boilers that are 50 years old and constructing two new coal/biomass capable ones, and a new scheme turbin, which will be adjacent to the current plant. This new sizing could handle heating and powering campus needs for next 20 yrs. There's a 50 yr design life on the equipment, but that's how they're sized, and it's difficult to predict the future loads of energy conservation. It's almost a certainty that campus will grow over the next 20 years. There is a site plan that shows the new facility is adjacent to the existing facility. Immediately east where there's parking, the Facilities Services green house has a storage building which needs to be relocated. The new facility will be connected with a bridge that will carry piping and pedestrian traffic adjacent to Alumni Drive. Railroad will be relocated to south side of property for fuel deliveries. One item about the new plant which will be extremely distinctive is it will be much taller than the existing plant. Technology is called circulating fluidized boiler, fuel and fans keep combustion process 100 ft. high, that circulates around until all fuel is completely combusted. It circulates limestone and it absorbs a lot of pollutants which are present in the stream: sulfur, acid gasses and other things. For emission control there will be a bag house and an injection of sodium bi-carbonate that gets put into the exhaust stream and captured in bag house to be consistent with clean air regulations. The emissions from the new plant will represent significant reduction of pollutants, except for carbon dioxide. There is a reduction of mercury in the plant. Because of the size of the plant, however, mercury regulations are minimal. The key thing is visual impact. The site in the latest was identified for expansion of the plant, in 2010. The main thing that is going to be different which we made comments on is the visual impact from various places on campus. It will be significantly taller than the existing plant, (100 ft tall vs. the current 60

ft tall structure). The design team has put quite a bit of effort into what can be done to minimize the impact. They provided basic design data for a cost estimate, and we put some thought into the areas that need attention. Having a big, rectangular box shape is an architectural challenge. There are limited opportunities with graphics. Introduction of windows, or relief around the side would provide some break up so you don't have a big flat insulated panel to stare at. The whole south side will be solar panels. There is room for vegetation around Alumni Drive side. This will likely have a fence around entire facility and chain link probably on south side, but probably will need architecturally pleasing fence around Alumni Drive. It is the first building to greet people coming on campus, so it is great to have a wall of solar panels, but driving in or out you would never notice they were there so maybe put one little solar panel on the corner so the public knows it's partly solar generated. This is going to become a directional landmark for the university. This is the way most people get to the university so we need to make it aesthetically pleasing. Yukon Drive and Tanana Loop entrances will not be impacted, it will be at Alumni Drive. We have some idea of what it will look like from Duckering, and Bunnell, and it's not a significant impact, surprisingly. The stacks will be 200 ft high, while the existing stacks are 75-80 ft high, so that will be noticeable, but the discharge of the gasses will be much higher and out of the field of view. A natural gas plant would be harder to permit, because it's an uncontrolled exhaust and an entirely different permitting process. Two years ago we saw planning money from the legislature, that's how we advanced the plan to this point in preparation we have a little bit of money left but not much. Chamber has endorsed this project, but it's also a legislative project with the borough. GVEA and oil costs will decrease. If someone loaned UAF the money we could pay it back off on a non-interest loan in 20-30 years, just on cost savings. Assuming there's no additional cost on coal. This is going to the Board of Regents in December for final approval. I would expect the fence might come up as options if it's more of a solid fence, it might become a mural and go through the art department. Will need significant funding, that may be expected to be here by next fall. The old building will remain intact. Will be decommissioning the coal boilers. The water treatment systems will remain. The piping systems originated there. Two existing oil boilers (one is converted to gas the other is dual fuel) will remain and will act as back-ups.

4. Subcommittee reports

- a. **North Campus** – The windstorm did hit it pretty badly. Jason cleared 51 trees that had fallen across trails. A tree went down on a set of lights, and they had to shut them off for a day. Still four left that need to be reattached to system. Trails are officially cleared. There are some branches and brush that can't be groomed out yet, but it tears up the track center so we're hoping for snow. If you do see anything, shoot her an email and Jason will clear it up.
- b. **Campus Landscape** – Has not met.
- c. **Art on Campus** – Has not met.

d. **Trails Planning, Review of the Revised UAF Trails, Goals, Objectives and Performance Measures**

Been working with Jonathan and north trails folks, and tasked with looking at the trails primarily in the core part of the campus, and looking at connectivity. What kind of challenges and opportunities do we have with ours at UAF? Comments are welcome. What do you think the trails need to look like. Important questions: “What challenges or obstacles do you see currently that discourages you from using trails?” “What opportunities do you see to build a better trail system?” Phasing and prioritization. Hopefully this plan will lead to implementation. This is meant to be a plan that has a final product that makes people feel as if their voices are heard. The campus is used in two ways: one to get to class or work functionally for staff or students. The other part is how people recreate and get around and connect to those trails. Some students whom do not want to live in Fairbanks, want no snow to get to classes, want a heated bubble tunnel to get around. Other students don’t want things changed because they like Fairbanks, they want to climb over the dome, or hill or go through path in the forest. There’s a different dichotomy in how people use trails. Some people want the experience of the trails, and are out there and enjoy the temperatures and there are some people that just want the ease of getting their coffee. One other thing is the way people are transporting. The technology has changed. People are cruising through on their bikes that are winter capable. This is also the first-generation of people that are relying on phone apps as “way finder” tools to navigate trails. Changing some of the way those trails are perceived. If you were on the trails before on skis, now bikes are coming through. This is a great way to entertain tourists, if you bring visitors you can encourage walking tours to experience the campus. To let you know where we are within the process, we have discovery week. After this, we’ll be working on mapping and our plan is to draft and document in January/February, and then enter into a review and approval process that takes it forward. We have the blog up and running. There’s not a whole lot on it yet. We’ve summarized sessions we’ve had and posted them on to it. That’s the grand overview, before going around the table. Questions about process or how? “Where is the blog located”? On the web www.uaf.edu/trailsandgreenways.blogspot.com I will send out an email about it. “Does your scope include considering the interconnectivity regarding the borough trails?” Some people have been very clear about connections to the ends. “Can we go over the process again?” We’ve taken existing conditions mapping. This week we are trying to fill in all of the missing links. There will be a map that comes forward with decisions that need to be made on it. Talking with Bear, he points out that any trails through some of the wilder parts of campus really need to have a clear width of about 8 feet. In winter we have to have room for snow. The taller

vegetation has to be managed if you want that kind of trail to be proactively maintained so you can at least get a bobcat down there, which generally gives you about a 3.5-4.5 foot groove through the snow. To have a successful and multi-modal trail, that's what we have to do. ADA accessible, or wide enough so someone can pass someone on skis, that's an impact. There's going to be an aspect of planning, maps with colors and dashes it will show which hierarchy of levels of use/management use. If you have a foot path and it becomes three feet wide, you have too many users on it for it to remain a footpath, so you either discourage people from using it or you define what the aesthetics are so we have to get people off this trail or zig-zag the path down the hill. Management tools are really important on trails. This needs to have enforceability at a design point of view. Community feedback question: "Is the survey the best way for people to give comments?" For people who can't come, the blog is excellent. One is the survey to stakeholders with specific questions; the other comment collector on the blog is strictly for comments. They can say they support it or leave it the way it is, that's a good way to get involved in this process. Staff and faculty make up a big part of the Westridge trail as users, not just students. They did contact certain groups within Westridge, and everyone whose been identified to use the outside space for an activity, as to faculty and staff they may be using it to get to their car and such. Staff and faculty use the trails for walking trails. There is no shuttle bus system from the Westridge to the SRC because of the construction. Haven't seen anything that takes Westridge into the western part of lower campus. We can still get blog info up. Post discovery week people can still contribute to blog, and even take the university map, draw on it, scan it in, and post it to show what they do. All of the maps are posted for everyone to print. They are meeting with the campus sustainability group who they are interfacing with. Also having an open session this evening, five to seven at the Wood Center and we'll even have pizza to lure people in. The Hulbert Nanook Terrain Park is changing it's boundaries for this coming season to continue all the way up to Yukon Drive and as a state license ski center which you have to do for liability reasons, they have to control access, so that's going to change seasonally some of the trails. Unless you have a ski pass and the training you're not supposed to transect that. If you have a pair of stairs that goes up here, so people can have access down to that landing to extend it up to satisfy the Westridge to SRC trail concerns, have it land at the top of the ski hill so people going up can have a spot for their skis. Need an interim trail that doesn't make too much of an economic investment, once we're done with Troth Yedda' we'll have an establishment. People like this path primarily in the winter time because it allows them to go straight instead of around, in the summer it's not an issue because it's nice out and they can take that longer walk. People just don't want to walk along Yukon Drive because of the cars and the exhaust and

stuff. There needs to be an east to west walking corridor that needs to be developed. Campus lighting: whether these need to be illuminated or not. Safety of seeing large moose and supplementary lighting. Concept of level and service. Needs to be well maintained and lit. What is our required level of service? If it's not the shortest path, people will still go through the woods. Once a trail becomes a ski trail, rather than a walk trail, then you can't have it be a walking trail anymore. Anything we put in academically has to be multi-use, and anything we do recreationally we have to keep walkers off it. Academic versus Recreational trails will be different. Sheep Creek runs on commuter trails, and Raphaele finds it dangerous in winter because signs are not cleared very well, she has to jump into snowbank when cars come. Tanana Loop she doesn't feel super secure on a bike or running, is it a maintenance issue or what? Generally, walkers or runners need more connectivity between segments of walking trails right now I feel like there are trails going here and there but to make a big loop it's hard in the winter. Wood Center between "Himalaya Trail", some people are really here for the wilderness - we don't want to kill that. We should provide a safe connection for people not interested in Himalaya trail. The issue of side-by-side biking and roadways: Yukon and Tanana Loop, there's a bike path on the inside of the curve, which disappears this time of year and nobody uses it for that purpose and cars cut that corner. If the striping was better I think people would be cutting corner less. Desire lines can be optimized. Want to keep trails quiet, away from road traffic. Parking is an issue. Parking meters? Confusion about when parking is enforced after/before hours. Non-campus regulars also don't understand the parking rules. Ballaine and Sheep Creek and the lookout are good free parking for the community who are not UAF affiliated. There is vegetation on the trails by the roads that is dangerous for bicyclists. ROTC invited to describe their training path and that is one of their main concerns. There's controversy to access and research at Tea Field Rd. and keeping that plowed in the winter time is hard because it's a ski trail so it doesn't get plowed. But in breakup people drive on it anyways, we're trying to restrict access from it because of that. If we have 3 or 4 people fall off a trail, we need to fix that. It would be great to have a walking trail to go to the museum and botanical gardens, and nature trail to connect everything. Planning up to this point has been good people are on the same page. Farmer's Loop area there was a discussion about people crossing that road, lots of housing, and there are no traffic islands here.

5. Facilities Services update

- a) There have been some meetings for the Sustainable Village master plan. Jonathan thinks this is funded. Laura says it won't just be for students but a more diversified

body which may include faculty and staff housing. Possibly open to other people also?

- b) There is also a master plan for the [Calypso?] Farm. Needs to identify some funding.
- c) Bunnell completed the replacement of the old concrete stairs to metal.
- d) Construction work is continuing at the Wood Center building. Dan Sizer is looking to see what's going to be done around the Wood Center as there is a challenge for people trying get through at the Gruening and Wickersham turn around, to make a better drop off/pick up area. Bus shuttle is small up at the Wood Center and that area does need to be reworked because there are borough buses and people coming to pick up their spouses or kids. As a part of this effort we will end up with some plan to make easier access to core campus. Nothing formal yet, but Dan Sizer is working on it.

6. **Public comment period** – None

7. **Schedule** – Next meeting will be on Thu. Dec. 5th, 2013 which is in two weeks.

**Lighting Master Plan Document is available at <http://webshare.alaska.edu/shambare/>*