Agenda

1. Glover Area Master Plan – **Request for Approval** (Facilities Management: Fred Haberecht, University Planner)

2. Adult Learners and Veterans Services (ALVS) Expansion – **Request for Approval** (Fred Haberecht)

3. Meridian Village Parking & Circulation Alternatives - **Request for Approval** (Fred Haberecht)
Request for Approval

Glover Area Master Plan
Current Internal Context

![Floor Plan Image]

- Departments:
  - Chemical & Biological Engineering
  - Civil & Environmental Engineering
  - Dean of Engineering
  - General Assignment Classrooms
  - Mechanical Engineering

Engineering South/Glover Core
Second Floor
Arch update: 11/3/2013
CSU Facilities Management-Data & Info. Systems
Glover Building Today

- Approximately 30,000 asf (excluding CSU Telecom)
  - 23,000 sqft assigned to WSCOE (offices, teaching labs, research labs, classrooms)
  - 3,800 sqft assigned to physics (fabrication shop, research labs)
  - 3,300 sqft GA classrooms

General condition of Glover is poor
  - Significant deferred maintenance identified

In Master Plan to replace Glover (no date set)
Potential Patterns of Development:
Existing Building
Potential Patterns of Development:
One Building – 5 Story (75’) +/- 200,000 SF
Potential Patterns of Development:
Multi-Structure – 6 Story (90’) +/-220,000 SF
Potential Patterns of Development:
Isotope Drive – Physics Corridor

Existing condition
Conceptual Building Mass & Material Quality
Conceptual Building Mass & Material Quality
What We Heard in Our Outreach Efforts

**Basic Information**

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**What’s new there?**
- Reduced elevator space for Engineering and Physical Sciences
- Increased student presence and floor layout

**Strategy, planning, development, industry...**
- Increased student presence and floor layout
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**Innovative collaborations, partnerships...**
- Increased student presence and floor layout
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**Research areas for...**
- Increased student presence and floor layout
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**Biological science...**
- Increased student presence and floor layout
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**Major construction...**
- Increased student presence and floor layout
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**Other changes on the building...**
- Increased student presence and floor layout
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**Selected student...**
- Increased student presence and floor layout
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**Notes**
- Increased student presence and floor layout
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**2022**

*The Grover Building has a large deflected maintenance backlog that could be eliminated in 3-5 years.*
*The elevator site is a prime location and should be developed at a much higher density.*
*The parking capacity could be doubled to accommodate future student enrollment.*
*What is the best use for students?* (This is a critical issue to resolve)*
*There should be a single entrance to the building.*
*There is currently active student movement and one new demand at the Engineering parking lot.*
WSCOE Growth: Challenges and Opportunities

Overall enrollments:
- Undergraduate: 65% growth since 2008; 21% last 5 years
- Graduate: 27% increase last 5 years

New / growing degree and research programs:
- Biomedical Engineering
- Systems Engineering
- Computer Engineering
- Materials Science and Engineering

Faculty and research:
- 24% increase in faculty last 5 years; anticipate 10 additional hires next 2 years
- 28% growth in research expenditures since 2008; 16% last 5 years
- Four new Scott Presidential Chairs

Opportunity for continued growth, but currently constrained by facilities
Current WSCOE Activities in Glover Building

Offices:
- >25 faculty, staff, technicians and research scientists
- >100 graduate students (GTAs and GRAs)

Instructional labs:
- UG Unit Ops lab
- UG Geotechnical Engineering lab
- Large student computer lab (Anderson Computer Lab)

Research labs:
- Environmental fluid mechanics
- Materials

WSCOE Engineering Network Services
Heavily used GA classrooms
Opportunity: Glover Replacement

- Possible substantial donation from WSCOE alumnus for Glover replacement “to support Engineering’s needs and strategic priorities.”
- Replace poor quality and unattractive facility located on CSU’s academic spine with a functional, state-of-the-art, showcase building.
- Eliminate substantial deferred maintenance expense.
- Provide needed facilities to accommodate WSCOE’s recent and continued growth in students, faculty and research activities, as well as space to attract and house Presidential Chairs and their programs.
- Co-locate interdisciplinary activities aligned with CSU strategic priorities.
- Additional large-capacity, active-learning, project-based, and distance-equipped classrooms.
Potential of the Glover Replacement

• New, large-capacity and specialized classrooms, needed not only by growing WSCOE programs, but also the entire campus
  • Active learning / convertible classrooms
  • Classrooms equipped for online / blended delivery, virtual reality, other emerging modalities
• Replacement of sub-par labs in Glover into modern showcase labs
• Location for research programs of two new Scott Presidential Chairs
• Align activities in new building to optimize best use of all of WSCOE’s space
• Strategically co-locate WSCOE and other CSU faculty engaged in interdisciplinary, high-priority research areas:
  - Water
  - Cybersecurity and computational activities
  - Systems Engineering
  - Materials Science and Engineering
Proposal to Modify the Master Plan Process

- A Steering Committee for large complicated re-development projects that have the potential for multiple programs and/or conflicting priorities
- Proposed modified flow chart
- Proposed steering committee make-up
Motion for MPC to Approve the Following:

• The removal of Glover

• Construction of a building or buildings of up to 200,000 square feet? and up to 6 stories?

• The establishment of a Glover Redevelopment Steering Committee

• Direction to the College of Engineering to proceed with their planning efforts to both recapture programmatic space in the Glover footprint and to expand their programs in a Glover redevelopment.
Request for Approval

Adult Learner and Veterans Services (ALVS)
Approximately 7,000 CSU students

Represent every college and program

ALVS guided by CSU Principles of Community (Inclusion, Integrity, Respect, Service, Social Justice)

Engage with students prior to class, during education, after graduation
Current ALVS Center

- Home base for study, socialize, services
- 1,200 sq. ft. Open space, small study room, 4 small offices
- Seating capacity 45 – daily average of 102 unique visitors
- Often students sitting on floor, or turned away for lack of space
Current ALVS Programming

- Robust Peer Advising Program
- Tutoring Services
- Women Veteran Programming
- Student Club Activities
- U.S. Dept. of Labor Career Representative
Enrollment Climbing

• Nationally, student-veteran numbers evening out or dropping
• At CSU, student-veteran number climbing: Fall 2017 – 126 new student-veterans; Fall 2018 – 287 (enrollment open through summer)
• Nationally and at CSU, adult learners fastest growing segment of university student population
ALVS Renovation Details

- Increase footprint to 12,000 sq. ft.
- 2 large study lounges
- Several small tutoring rooms
- Computer lab
- Large conference room
- Social area
ALVS Renovation Details

• Swing office space for campus partners (Veteran Education Benefits, SALUTE: student-veteran national honor society, VA mental health, Career Center)
LSC North Revitalization Area

Phase 3: LSC North Revitalization (Start 2019)

Existing ALVS location
Potential ALVS Expansion

Adult Learner and Veteran services (ALVS) Addition, *Location & Timeline TBD*
Key changes:

- Renovate northern portion of building to complement upgrades to south portion from Phase 2
- Modifications to loading dock
- Restrooms near Transit Center will be renovated
- Expands Aspen Grille kitchen with mechanical roof changes
Request for Motion to Approve:

Integrating ALVS conceptual planning into current and approved LSC North Revitalization planning efforts
Request for Approval

Meridian Village
(Aylesworth-Newsom Redevelopment)
Parking & Circulation Alternatives
Overview

Meridian Alignment Options

**Option A** – shift section of Meridian between Hughes and Pitkin directly east to align with northbound Meridian coming from Lake and expand parking in Braiden Lot

**Option B** – shift section of Meridian between Hughes and Pitkin along west side of Braiden Lot and include Service Lot
Overview

Parking Expansion

Add diagonal parking on south side of Hughes Way

Expand parking in Braiden Lot and evaluate entrance west or south side (current)

Expand Hartshorn parking lot
Crosswalk Traffic

Bicycle & Pedestrians

1,307 Hughes & Meridian
- South side increased 74% 2013 to 2017
- +21% increase at intersection 2013 to 2017
  primarily shifting from north crosswalk to south

689 Pitkin & Meridian
- North side increased 110% 2013 to 2017
- -31% decline at intersection 2013 to 2017
  primarily driven by East and West side declines.
  Some shifting from south to north side crosswalk.

480 Lake & Meridian (excludes south crossing)
- North side increased +19% 2013 to 2017
- -22% decline at intersection 2013 to 2017
  primarily driven by south crosswalk decline -67%

Largest Reported Bicycle and Pedestrian Cross Walk Traffic at Meridian and Hughes Way
Traffic

Bicycle & Auto

2,474 intersection of Meridian & Hughes
- Auto 1,521 (decrease -7% 2013 to 2017)
- Bike 953

2,518 intersection of Meridian & Pitkin
- Auto 1,452 (decrease -45% 2013 to 2017)
- Bike 1,066

918 intersection of Meridian & Lake (counting only traffic coming or going off Meridian)
- Auto 696 (decrease -61% 2013 to 2017)
- Bike 222

435 intersection of Hughes & Shields (counting only traffic coming or going off Hughes)
- Auto 376 (increase 100% 2013 to 2017)
- Bike 59

1,340 intersection of Pitkin & Shields (counting only traffic coming or going off Pitkin)
- Auto 1,235 (decrease -26% 2013 to 2017)
- Bike 105

Largest Reported Auto and Bicycle Traffic on Meridian at Hughes Way and Pitkin

KimleyHorn 2017 Cordon Study data, prime & mid day bicycle & auto traffic only (crosswalk data excluded). No bicycle data reported 2013.
Option A
Road Alignment & Parking Options

Option A – shift section of Meridian between Hughes and Pitkin directly east to align with northbound Meridian coming from Lake and expand parking in Braiden Lot

Pros

- Add parking to Braiden Lot
- Intersection doesn’t interfere with library parking
- Improved traffic flow to library
- Divert traffic east of residence halls

Cons

- No utilization of existing infrastructure
- Bus route Meridian & Hughes impacted (left turn)
- Building site modification to support expansion of Braiden Lot
- No HDS lot

Parking

- +15 Meridian (Braiden Lot)
- +30 Hartshorn
- +200 Hughes Way
- -198 Aylesworth & Newsom Lot

+47 Net Impact
Option B

Road Alignment & Parking Options

Option B – shift section of Meridian between Hughes and Pitkin along west side of Braiden Lot and include Service Lot

Pros

• Utilize existing infrastructure
• Improved traffic flow to library
• Divert traffic east away from residence halls
• Add HDS lot

Cons

• Bus route Meridian & Hughes impacted (left turn)
• Intersection interferes with Library Lot
• Lost parking at Braiden Lot

Parking

• +12 Meridian (Braiden Lot)
• +50 HDS Service Lot
• +30 Hartshorn
• +200 Hughes Way
• -210 Aylesworth & Newsom Lot & Braiden

+70 Net Impact
Summary

Hughes Way
• Expand diagonal parking to south side and evaluate two way vs one way flow impact on bicycle and pedestrian safety

Parking Expansion
• Expand parking in Hartshorn, evaluate best way to optimize lots 412 & 415
• Expand Braiden lot and evaluate traffic flow and bicycle/pedestrian safety impact of south (existing) or west entry point

Meridian
• Reroute Meridian through Braiden lot to reduce building site impact and allow for HDS lot

Further evaluate intersection options to support traffic flow and bicycle/pedestrian safety (no stop, 4 way stop signs, roundabouts)
Conclusion:
With or without a parking garage, there is an acceptable level of service for traffic.
PHASE TWO COMPLETE
FALL 2024
Request for Motion to Approve:

1. Meridian alignment

2. No parking structure. Meridian Village parking will be assimilated into existing parking.

3. Hughes Way modification as a 2-way street with angled parking on both sides.