I. Attendance
   A. Voting Members
      1. Present: Bill Dugas; Thomas Harwell; Joe Newton; Valerian Miranda;
         Holly Scott*; Tom Swanner*; Jorge Vanegas (representing José Bermúdez);
      2. Absent: José Bermúdez; Pierce Cantrell; Glen Laine; Bhimu Patil; Luke
         Cowsar; Janice Walpert*;
   B. Non-voting Members
      1. Present: N.K. Anand; Taylor Smith;
      2. Absent: Paul Hardin; Jose Solis; Joe Weber;
      *office/organization representation for the Vice Presidents, Agencies, CPI, USC, GSC and SGA
      have voting and non-voting members; in meetings where the voting member is absent, the non-
      voting member assumes voting status.
   C. Ex-officio Members
      1. Present: Karan Watson; Tom Reber; Ralph Davila; Lilia Gonzales; Kevin Hurley; James
         Massey; Matt Fry; Deborah Wright; David Morrison; Bob Casagrande.
      3. Guests: Shelly Janac; Chris Meyer; Jim Riley; Marty Scholtz.

II. Call to Order: Co-Chair Watson called the meeting to order at 1:32 p.m.
   A. The April Minutes were revised to delete a statement regarding federal funding.
   B. The proposed revision was accepted and the Minutes approved unanimously.

III. Updates and Announcements
   A. College of Architecture’s 3-D map of Texas A&M campus – Valerian Miranda; Jorge Vanegas
      Dr. Miranda brought a 12'x10', 3-dimensional map of the Texas A&M campus that was created
      by College of Architecture students to display for the Council. The map was created using
      building information model software with the panels of the various landscape and buildings
      produced with a 3-D printer. Miranda acknowledged David Morrison for provided data to
      populate the model. Miranda offered a powerpoint presentation on the model and the capabilities
      this software offers; floor plans and high levels of detail for buildings is possible. The model was
      built in an experiential learning assignment for undergraduate students. The model provides for
      several layers of protection. There is the opportunity to bring the campus ‘to life’ digitally.
      TAMU System requires architecture firms to provide all new building designs as a building
      information model. The project is working with GIS. Infrastructure can be added to the model.
      Interested colleges should contact Dr. Valerian. The Council agreed this technology could offer
      great advantages for the work of the CBE and the University. Dr. Valerian and Dean Vanegas are
      active with standards’ boards and institutes developing modeling software. The idea of
      representing the Campus Master Plan and pooling information on our campus to develop an
      interactive map was discussed as a potential tool in the future.

   B. Capital Expenditure Plan (MP1) Update – Shelly Janac, David Morrison, James Massey
      Massey offered an update on the planning process and wanted to advise the CBE there will be an
      opportunity to see the draft for a final review before its submission to the System in July. A copy
      of the 2012 Plan, for reference, will be distributed prior to the June meeting.
C. Engineering Request to Rename Animal Industries Building – Co-Chair Watson
Dean Banks of Engineering requested a name change for the Animal Industries Building. The CBE process is for the Co-Chairs to vet these requests with the Council. The proposed name is the AI Engineering Building. In response to concerns raised for potential confusion with students locating classes, it was announced that the effective date of July 2014 allows sufficient notice for scheduling and mapping to be updated. There being no reservations expressed for this change, Co-Chair Watson accepted the requested name change.

IV. Presentations by Sub-Councils
A. Thermal Storage Energy Tank at Sup 1:  (DRsc)
   1. Given considerable modifications to the previously approved size of the thermal storage tank (an increase of 30’ height, making the tank 80’tall x 80’ wide) the Design Review Sub-Council brought the revised design to the CBE for input. The CBE voted ‘no’ to the construction of the thermal tank as proposed based on aesthetic concerns and for the precedence this might establish for future construction in highly visible locations on the west campus. The vote of 1 aye, 6 nays and no abstentions, the Council will recommend to the President that the proposed construction not receive his approval.
   2. Action/Recommendation: Memo to the President withholding support to approve the proposed construction of the Thermal Storage Energy Tank SUP1.
      Responsible Parties: Co-Chairs Watson and McClendon

B. Athletics Request for Kyle Field Stadium Renovations:  (DRsc)
   1. The DRsc recommended the approval of the Kyle Field Stadium Renovation project, including the proposed site location for Netum Steed, as presented at 100% Schematic Design, with the following recommendations and observations:
      • DRsc requires that a photographic and drawn record of Netum Steed, G. Rollie White Coliseum and Read Building be prepared together with existing historical drawings and photographs for the Cushing Memorial Library and Archives prior to demolition. The demolition costs should include the preparation of this record.
      • Specific details need to be presented on plazas, paving patterns and materials, statue and sculpture locations/relocations, and building graphics and branding.
      • Further review of the design would be presented to the DRsc at 100% Design Development phase, including samples of material selections and colors.
   2. Action/Recommendation: Memo to the President recommending approval of the request as proposed.
      Responsible Parties: Co-Chairs Watson and McClendon

C. Signage Request for Pickard Pedestrian Tunnel, Class of ’13
   At its May 14, 2013, meeting, the Council for the Built Environment (CBE) discussed a request from class agents of the Class of 2013 to install signage on the west facing side of the Pickard Passageway. The original proposal in February was revised to modify the wording, and on April 17, Mr. Trent Segers, Class of 2013 agent, presented to the Design Review Sub-Council the request to install signage with the phrase “There’s a Spirit can ne’er be told…” and to install a small dedication plaque on the wall of the walkway. The request has received confirmation from the Kyle Field Stadium Renovation project manager that the proposed location will not fall under the limits of the scope of construction and therefore there are no perceived conflicts in signage, branding, etc.

   1. The Design Review Sub-Council unanimously voted to recommend approval of the revised Class of 2013 gift proposal of the “There’s a Spirit can ne’er be told…” signage at the Pickard Passageway with the following caveats:
• **Signage:** the lettering should be vertically centered, as shown in the daytime rendering. Backlighting should be removed. The metal lettering should be left in a natural (aluminum) finish, rather than painted maroon, in order to match the style of lettering at the Memorial Student Center. The font should adhere to the TAMU branding guidelines. Regarding the use of parentheses, it is recommended to check other locations on campus that use this quotation to see if parentheses are used, and to match them.

• **Donation Plaque:** The overall size of the donation plaque should be equal to the existing construction plaque. The plaques should be arranged so that the larger dedication plaque is in the center, with the equal sized donation plaque and construction plaque on either side. Spacing between the plaques should be of equal distance, both vertically and horizontally. This arrangement will bring better order and balance to the plaques. The donation plaque should use the same font and template used for the dedication plaque. The wording “at Billy Pickard ’56 Pedestrian Passageway” should be eliminated. In accordance with the TAMU Plaque Policy, the attribution of the quote should be added to the plaque. All text should be vertically centered. *It is requested that the Class of 2013 work with the University Architect Lilia Gonzales for final review of the plaque design prior to manufacture.*

2. The Technical Review Sub-Council’s (TRsc) recommendations on the original signage request, “Welcome to Aggieland” remained valid in its review and it was deemed unnecessary that a wording change would impact the following concerns submitted in their February review and support of the proposal. The TRsc found the Class Agents had worked with the Marketing and Communications Department to ensure brand compliance and continuity. Concerns raised were:

• **Procurement Services:** The only concern is the eventual maintenance costs associated with any signage. The Class Agents stated in their request letter that they had funds to perpetually cover maintenance of the gift. This needs to be vetted with the appropriate individuals.

• **Transportation Services:** Existing pedestrian and bike signage must remain in place. The new sign must be mounted in such a manner to not allow any water penetration into the masonry work. In addition Transportation Services would like clarity on who will be responsible for the long term cleaning and maintenance of the sign.

3. **Action/Recommendation:** CBE voted unanimously to recommend the President’s approval to install the proposed signage “There’s a Spirit can ne’er be told…” as detailed above and provided the above-listed concerns are addressed and funded. 

   **Responsible Parties:** Co-Chairs Watson and McClendon

D. **Replacement of Netum Steed Building**

At its May 14, 2013, meeting, the Council for the Built Environment (CBE) discussed a request from the Athletics Department to build a new state-of-the-art facility to house functions that will be lost in the demolition of the current Netum Steed building. The replacement facility will include areas for weight training, speed enhancement and skill development of student athletes as well as an academic area for Sports Physiology and a portion of the Huffines Institute, now part of the Netum Steed facility. The proposed new construction will be approximately 19,000 square feet and is to be located on the current Recreational Sports Intramural Field 1. Athletics has agreed to improve a comparable portion of playable grass surface known as Field 13 in exchange for the use of this site. An agreement between these parties related to the site exchange is on file with the CBE. Funding for the project will be provided through the Kyle Field Project. The outside finishes will be developed to match Olsen Field at Blue Bell Park and is in compliance with the Campus
Master Plan. The facility is desired to come on-line in 2014.

1. The Design Review Sub-Council has reviewed and recommended for approval the Netum Steed project as presented at 100% Schematic Design, with the following recommendations and observations:

- The approval is based on the updated images presented to the DRsc on 4/3/2013, rather than the images provided with the original request in the memorandum dated 3/15/2013.
- It is understood and agreed that the main exercise area will not meet the glazing ratio normally required by the Campus Master Plan.
- Further review of the design would be presented to the DRsc at 100% Design Development Phase, including exterior material selections, in accordance with normal DRsc procedures.

2. Facilities Utilization Review Sub-Council recommends that the CBE support the request by the Athletic department to construct the Netum Steed Building on the West Campus as the replacement for the space to be razed as part of the Kyle Field Redevelopment project. It should be noted that due to construction schedules for both the proposed new Steed facility and Kyle Field, there will be approximately a 3-month time period where the Sports Physiology and Huffines Institute will be displaced temporarily to the Indoor Practice facilities operated by the Athletic Department. It is the FURsc understanding that this disruption can be accommodated by both programs.

3. Technical Review Sub-Council supports the proposed project and recommends approval provided the following issues/concerns are addressed and funded:

**CIS Networking:**
Considering the planned accelerated pace of design and construction, plus the involvement of a new-to-TAMU design/project Management firm, it is essential that TAMU Telecommunications and CIS Networking have the opportunity to meet with the design team and review the Division 27 specifications and associated drawings in order to insure that the building’s data, voice, catv, wireless, AV, and security systems are designed to function seamlessly with TAMU Athletics existing operation.

**Utilities & Energy Services**
UES has comments based both on the demolition of the existing structure and the construction of the new structure. **Demolition:** Removal of existing utility metering, building automation system (BAS) and all associated components will need to be performed in advance of any demolition. Project manager needs to contact Utilities & Energy Services (UES) Department well in advance of demolition to coordinate removal of salvageable equipment within the building and discuss requirements for securing exterior utility distribution systems. Netum Steed demolition project will need to fund cost to secure utility infrastructure currently serving the facility. UES can perform this work at a very reasonable cost if requested or provide oversight to contractor depending upon the desire/request of Athletics and the project manager. Photovoltaic (PV) array installed on the roof of Netum Steed, together with PV system meters and panels inside the building will need to be removed and relocated prior to demolition. Dr. Robert Balog (PV System Principal Investigator), together with UES, should be contacted well in advance of demolition to facilitate arrangements for PV System relocation.
UES should be contracted in the planning stage of the new facility to ensure requirements for utility distribution infrastructure, building water & energy systems, and efficient building design are fully considered.

New Construction: TAMU UES is looking forward to working with Athletics as the project proceeds.

- New thermal lines have been installed to feed PEAP with future connections south of the site. This project should plan to continue the thermal corridor south along Penberthy Drive and east on Chandler Drive.
- Surrounding Utility Infrastructure
  - 12” Domestic water line is located on the north side of Chandler.
  - 12” Sanitary Sewer line is located on the west side of the site.
  - 21” Storm Water line is located on the south side of the site.
  - Electrical services can be provided from PMH 421 on the west side of the site but a switch will need to be installed as part of the project.
- A utility overlay and connection recommendation will be provided to the design team as the project moves forward.

Facilities Services

Facilities Services supports this project. As always, storm water runoff needs to be considered. If construction will increase runoff, detention features need to be added so that the creeks will not see the increase.

Environmental Health & Safety

The building will need a fire alarm and fire sprinkler system. EHS will need to review the layout/specifications for the room housing the bone densitometry x-ray device. A civil engineer will need to determine the appropriate features to ensure storm water runoff is not increased.

4. Maintenance Sub-Council supports the proposal as presented and recommends it for approval.

5. Action/Recommendation: CBE voted unanimously to recommend the President’s approval to allow the Athletics Department to proceed with the proposed construction of a Netum Steed facility on the West Campus as replacement for the space to be razed as part of the Kyle Field Redevelopment project.

Responsible Parties: Co-Chairs Watson and McClendon

E. Request to Expand Lot 37

At its May 14, 2013 meeting, the Council for the Built Environment (CBE) discussed a request from Transportation Services and Utilities & Energy Services for the eastward expansion of Lot 37. The project is to be funded by the City of College Station. The cost will be $300,000; it is to be provided from the City as an offset for space lost in Lot 71a resulting from the construction of the Northgate Electrical Substation. The ground lease has been approved by the Texas A&M University System Board of Regents and Chancellor John Sharp. An Interlocal Agreement outlines the details and terms of payment and has been filed with the CBE.

1. The Technical Review Sub-Council supports the proposed project and recommends approval provided the following issues/concerns are addressed and funded:

   Environmental Health & Safety:
   The removal of Lot 71a and expansion of Lot 37 should result in a net reduction of hardscape, so surface water drainage should be improved.
   An intermediate-high pressure natural gas line runs east of the proposed construction areas, generally parallel to, and west of the nearby railroad tracks. Both projects must follow appropriate procedures for locating the gas line prior to any excavation.
Utilities & Energy Services: TAMU UES supports the expansion of PA 37 and looks forward to working with TAMU TS as the project moves forward. Currently, there is an existing twelve inch (12”) Domestic Cold Water line crossing the site that should be replaced prior to construction; this work will take UES crews approximately 10 days and will need to be coordinated with the project to ensure timing of the work and proper placement of new valves. An existing 72” storm line, which will serve as a point of discharge for storm water from the proposed lot, borders the south side of the project area.

An abandoned steam manhole is located on the north side of the site. If the manhole is going to be impacted by the project, it should be collapsed in place and filled with stabilized sand.

CIS Networking:
From review of the provided materials, it appears that the expansion of Lot 37 and the build-out of the City of College Station Electrical Substation over much of Lot 71a will not have an impact on any Networking/Telecommunications in-ground facilities. However, prior to construction start, TAMU Telecommunications should be asked to perform a definitive review of the area for any conflicts involving in-ground fiber and copper communications cables.

2. The Maintenance Sub-Council supports the proposal as presented and recommends it for approval.

3. Action/Recommendation: CBE voted unanimously to recommend the President’s approval to allow Transportation Services to proceed with the proposed expansion of Lot 37, with attention to the above-stated considerations.

Responsible Parties: Co-Chairs Watson and McClendon

V. Miscellaneous
A. Rec Center Expansion
The Department of Recreational Sports requested on May 9 to appear on the CBE Agenda at the May 14 meeting. Request for approval of the schematic design of a major expansion to the Student Recreation Center was urgently needed; concerns for the facility’s expansion in the direction of the railroad tracks presented potential for a delay in construction which would result in significant cost. The concept stage of the request was approved by CBE in February 2012, with contingencies listed in the attached Sub-Council reports. The proposed expansion adds activity and meeting room space through an addition of almost 100,000 square feet. The facility is currently 300,000 square feet.

During the schematic design review, representatives from Environmental Health and Safety and Facilities Coordination expressed concern about the close proximity of the proposed expansion toward the railroad tracks. These concerns were reviewed at the Technical Review Sub-Council on May 13 and documented in email exchanges included below:

EHS is concerned about the proposed expansion of the facility (especially the gymnasium and bathroom area) towards the railroad tracks (towards the east). The edge of the existing Rec Center building is about 122 feet from the centerline of the railroad tracks. The following issues are related to our concerns:

- The gymnasium and bathroom area (according to the attached documents) will be ~81 feet from the centerline of the existing Union Pacific (UP) railroad tracks
  - Rec Center personnel have indicated the final design of the gym will require about 10 feet additional width, so the actual distance to the current railroad tracks will be about 71 feet
- UP personnel have indicated they intend to install an additional set of railroad tracks (double tracks) within their right-of-way in the next 5 years
• UP indicates that a second set of tracks must be a minimum of 14 feet from centerline of the current tracks, and they prefer a separation of 20 feet
• Due to the configuration of the bridges associated with the underground passages at Kimbrough and Old Main (under construction), the additional set of railroad tracks must be installed west of the current tracks
• If double tracks are installed, the proposed building expansion would be somewhere between 51 feet and 57 feet from the double tracks

According to UP, railroad cars vary in length, between 45 feet and 90 feet
The existing railroad tracks are rated by UP as Category 4 tracks, with a maximum allowed speed of 60 miles per hour
• UP and TAMU have an unwritten “gentleman’s” agreement that trains will not exceed 30 miles per hour

EHS is concerned that the proposed expansion of the Rec Center towards the railroad tracks will increase the risks associated with a possible train derailment, due to the issues described above. No specific rule or regulation exists in the US that prescribes or establishes a safe distance from the railroad tracks. In Canada it appears that the minimum distance is set at 15 meters (49.2 feet).

EHS would like to note that the portion of the proposed Rec Center expansion associated with the weight room will also expand towards the railroad tracks, to about 104 feet from the current railroad tracks, and as little as 84 feet if double tracks are installed by UP. EHS believes that any expansion of the building, which results in structures that are closer to the railroad tracks than the current structure, will increase risk. It does appear that with some modifications to the proposed design, the weight room area could be expanded without moving closer to the railroad tracks than the current structure.

The Design Review Sub-Council (DRsc) reviewed the project at Conceptual Design phase and will review the Schematic Design at their June 5th meeting in accordance with standard design review procedures.

CBE had a split vote on their recommendation. Although no regulations are being violated, the nays offered some compelling comments in their dissension:

• Lack of clarity as to why the ‘southern option’ for expansion is not viable (direction further from the tracks)
• Increased risk to students more important than loss of parking spaces and additional cost
• Discomfort with rush to vote; inability to discuss openly; request is too important and complicated to address without CBE process engaged and review from sub-councils
• Safety issue deserved more attention earlier in the process
• Decision will set precedent for building near the tracks
• Agreement on speed of trains through campus needs to be formalized
• Fifty feet is 17 paces
• Many of the carrier cars on the train carry sulfuric acid
• Personal experience from a representative in Bryan witnessed a number of derailments when residing near the UPR tracks over a 17-year period

**Action/Recommendation:** Memo will be sent to the President that the CBE does not recommend plans for construction to expand the Recreational Center as proposed.
The CBE will recommend to the Department of Recreational Sports to re-engage with the relevant CBE Sub-Councils and their contracting party to address the concerns raised, complete right-of-way confirmations and present options to avoid new construction in the direction of the railroad tracks.

**Responsible Parties:** Co-Chairs Watson and McClendon

V. Meeting adjourned at 3:12 p.m.