Minutes of the Monthly Meeting of the Council for the Built Environment
February 11, 2014

I. Attendance
   A. Voting Members
      2. Absent: Glen Lain, Paul Harding
   B. Non-voting Members
      1. Present: Paul Hardin, Elizabeth Tebeaux, Amanda Mather, Erin Simmons
      2. Absent: Bill Dugas, Brandon Valenta,
   C. Ex-officio Members
      2. Absent: Karan Watson, Bob Casagrande,
      3. Guests: Shelly Janec, Marty Scholtz, Peter Lange, Richard Gentry (for Bob Casagrande)

   *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.

II. Call to Order: Co-Chair Crain
   A. Co-Chair Crain called the meeting to order at 1:30 p.m.
   B. The January minutes were unanimously approved as drafted.

III. Updates and Announcements
   The College of Geosciences wishes to inform the CBE of new construction for one of its centers, the Geochemical and Environmental Research Group (GERG), located off-campus at 833 Graham Road in College Station. The new building will be dedicated to its marine glider program and will be used for maintenance and calibration, storage, vehicle command, and staff offices. Thus, this building will be integral to the college's SmartGulf™ research and public service initiative, which will provide critical ocean observations for modeling hurricanes, oil spills, hazardous algal blooms, and other scenarios that may threaten the Gulf coast.

   Gliders are untethered submersible instrument platforms. Real-time observations will be telemetered to GERG and O&M. The Department of Oceanography and GERG are partnering in developing expertise in this new technology. Once in operation,
the glider program will place Texas A&M oceanographers at the forefront of this field.

The structure will be a 5000 square feet (50' x 100') metal-framed building, with half the space devoted to engineering/operations and half to storage. The cost of initial construction will be $200,000, with funding provided by the Department of Oceanography. Following the TAMU numbering system for GERG buildings, it will become Bldg 3057 when completed this summer.

The Texas A&M Research Foundation owns the Graham Road property. TAMRF considers GERG, and thus the College of Geosciences, to be its tenant.

IV. Presentations by Sub-Councils

A. Hensel Park Telecommunications Building

In order to support the expansion of the Kyle Field Distributed Antennae System (DAS), an additional telecommunications building at Hensel Park is needed by July, 2014. The DAS expansion requires approximately 104 racks of equipment. Available space within the existing telecommunications building located at Hensel is not sufficient for the additional equipment. (NOTE: Space for the additional equipment is needed prior to the 2014 football season hence the request for the July 2014 completion date.)

The existing telecommunication building at Hensel Park, a building the CBE approved in 2010, has been on line for roughly 3 years and houses EBS transmitters, the Public Safety P25 radio system for University Police, the 800 MHz radio system used by Utilities, Compass and several other departments, and the Public Safety LTE core for the State of Texas. Additionally, 5 suites are leased to two carriers (AT&T & Verizon) for their base stations and Distributed Antennae Systems (DAS).

The current structure was financed with debt financing for about $1,129,170 on a 20 year note. Debt repayment, depreciation and utilities currently cost the Telecommunications Department approximately $104,689.00 per year. Revenue from building occupants is currently at $204,000 per year. A request has been submitted from AT&T for the second building that should generate $72,000 per year and will utilize about 30% of the new building. Verizon has also made a verbal request and Sprint and TMobile have shown interest in securing space within the new facility. Past contracts for space have been for 5 years but will request a 20 year lease from AT&T for the space in the new building to shelter the university from future risk. The construction contract will not be executed until there is a commitment from Verizon.
It has been recommended that plans of the existing building at Hensel be used for the new telecommunications building to help reduce time spent on design development.

A drawing of the existing building including two proposed construction sites was presented to the CBE. Option 1 is greatly preferred as it does not require the demolition of an existing building.

- **Design Review Sub-Council (DRsc)** - The DRsc recommends approval of the request for construction of an additional telecommunications building at Hensel Park as presented at the Option 1 location. As the design would be identical to the existing telecommunications building including the exterior materials, there is no need to present further design details to the DRsc.

- **Facilities Utilization Review Sub-Council (FURsc)** - The FURsc supports the request by the University’s Telecommunications Office to construct an additional telecommunications building at Hensel Park and encourages the use of the 2010 Record Drawings of the existing 2010 facility, to expedite the design-phase of the new project, further aiding the ability to meet the July 2014 completion date. The space need is justified; the proposed land use is consistent with the current uses by the department area and will not conflict with any existing land uses. The FURsc concurs with the user’s preference to construct the facility in the location shown as Option#1 in the proposal, reasoning that locating the building as shown as Option #2 would necessitate the removal of an existing building and relocating or otherwise providing alternative space for the uses therein.

- **Technical Review Sub-Council (TRsc)** - The Technical Review Sub-council supports the construction of the telecommunications building and recommends approval, provided the following concerns are addressed and funded.

**Utilities & Energy Services**

TAMU UES personnel have reviewed the proposed locations and have not identified any utility conflicts for option 1, but have identified electrical distribution issues with option 2 requiring the relocation of underground electrical service and pad mounted transformers feeding buildings 3196 and 1027.

TAMU UES has not researched other outside services such as NG and telecom.
The project and design team will need to follow the applicable TAMU UES Design Standards - https://utilities.tamu.edu/design-standards/.

The project and design team will need to follow the TAMU policy on digging on campus prior to any excavation - https://utilities.tamu.edu/digging-campus/.

TAMU UES looks forward to working closely with the project and design team to ensure that all campus requirements are met and that the project is successful.

University Police Department
There must be adequate exterior lighting for the building, as well as for the (remaining) gravel parking lot.

Facilities Services
Facilities Services supports this project.

The project team should ensure that the facility is designed in accordance with all applicable laws, regulations and codes, including the Life Safety Code and the Americans with Disabilities Act. The design team needs to ensure that the project does not increase the rate of storm runoff into local creeks.

The project team should coordinate with Grounds Management for landscaping and irrigation concerns. The project team should ensure that the facility is designed to minimize, as much as practical, the effort needed for future maintenance. It is preferred that items requiring maintenance be easy to service, be easily accessible from ground or floor level, have generous clearances and be easy to isolate from energy sources with minimal impact to the rest of the facility.

Environmental Health & Safety
EHS/SASE supports the proposal from Telecommunications to build a 4,600 sq ft building near the Hensel Tower. EHS has no objection to either location option.

- EHS will need to review construction plans for compliance to fire/life safety codes.
- Enhanced fire/smoke detection capabilities may be considered in lieu of installation of fire suppression as was considered previously.

Action/Recommendation: CBE voted unanimously to recommend the President approve, with noted caveats, the request for construction of an additional telecommunications building at Hensel Park as presented at the Option 1 location.
B. Concrete Bike Pads

With the rapid growth in the number of bicycles utilized on the Texas A&M University campus, a shortage of spaces for bicycle parking has arisen, especially in the heart of campus.

Transportation Services requests the approval to add concrete pads near Rudder Tower and the Military Sciences (Trigon) Building for the installation of additional bike racks. Two concrete pads with new racks near Rudder Tower would be located on the northeast side of the building. The concrete pad with new racks near the Military Sciences Building would be located north of the building.

The new bike racks will be per campus standards and each new rack can accommodate 10 bikes. The pad location near the Military Sciences Building will receive four new racks for accommodation of 40 bicycles and will utilize the same brick that is used in the area instead of concrete. The new pad locations near Rudder Tower will receive six new racks per pad for total accommodation of 120 bicycles.

- Design Review Sub-Council (DRsc) - The DRsc recommends approval of the request for the addition of concrete bike pads at these locations as presented.

- Technical Review Sub-Council (TRsc) - The Technical Review Sub-council supports the proposed addition and recommends approval, provided the following issues/concerns are addressed and funded.

- Utilities & Energy Services
  
  TAMU UES personnel have reviewed the proposed locations and have identified both a domestic cold water line and possibly a sanitary sewer that will need to be replaced by TAMU UES, on the Rudder Tower site, prior to constructions. The Trigon site does not show any utility conflicts.

  The project and design team will need to follow the applicable TAMU UES Design Standards https://utilities.tamu.edu/design-standards/

  The project and design team will need to follow the TAMU policy on digging on campus - prior to any excavation - https://utilities.tamu.edu/digging-campus/

**Action/Recommendation:** The CBE voted unanimously to add concrete pads near Rudder Tower and the Military Sciences (Trigon) Building for the installation of additional bike racks.
Responsible Parties: Co-Chair Crain

C. Kyle Field Garage

The renovation and expansion of Kyle field is the largest construction project in the history of Texas A&M University. Construction will last for two years and will impact over 900 parking spaces adjacent to the stadium. This area will no longer have adequate space for surface parking. The Kyle Field architectural firm, Populous, has studied and recommended that 1000 parking spaces are needed. These spaces will support the new west side amenities including suites, loge boxes and club level seats. The parking footprint available post-construction will only support 300 surface spaces. Importantly, the 2004 Campus Master Plan identifies the west side of Kyle Field as a garage location.

Transportation Services has worked closely with Athletics and the 12th Man Foundation over the years to develop a premium game day parking experience. The 12th Man Foundation purchases nearly 9,500 parking spaces at $15.00 per space per game and Transportation Services sells another 10,000 spaces to the public. Athletics and the 12th Man Foundation are good partners of Transportation Services and the parking system by directly, or indirectly, contributing over $2 million dollars in revenue to the parking system in 2013 alone.

Transportation Services has provided financial analysis showing a garage on the west side of Kyle Field will generate new visitor revenue as a result of additional year-round events planned in the enhanced stadium facilities. Beginning when the garage opens, the 12th Man Foundation agrees to incrementally increase the parking rate per space paid to Transportation Services to reach an average of $30 per game within eight years.

Transportation Services acknowledges the desire of The 12th Man Foundation to provide a premium game day parking experience for donors. As the university grows in the future, Transportation Services feels the parking system would ultimately benefit from the additional spaces provided by adding this garage; however, the sustainability or success of the parking system is not immediately nor significantly impacted by the loss of parking spaces around Kyle Field.

To increase the premium game day experience and with the anticipated growth of the university, Athletics and 12th Man Foundation jointly request a parking structure that is architecturally consistent with the redeveloped stadium be built on the west side to support the redeveloped Kyle Field.
- **Design Review Sub-Council (DRsc)** – The concept is for two separate parking structures located on Wellborn Road (currently parking lot 62). The three-tier (approximately 36-40 feet high) garages will have approximately 1,000 spaces, combined. The north garage will house 550 spaces and the south garage will house 450 spaces. The architectural design of the garages is reminiscent of the redeveloped Kyle Field in materials and color, and continues the base/middle/top articulation.

The space in between the parking garages and Kyle Field will form a plaza approximately 60+ feet wide, called Victory Street. Bump-outs into the parking garage facade will provide areas for tailgating, concessions, and other pregame activities, contributing to an exciting street festival atmosphere along Victory Street. Street furniture, lights, and other hardscape elements along Victory Street will be consistent with campus standards, with the exception of monuments. Any proposed monuments will be presented to the DRsc at a later date.

The DRsc recommends approval of the Kyle Field Parking Garage proposal as presented, with the following comments:
- Recommendation for approval is in relation to site location and design aesthetics of the parking garages and adjacent plaza area to include site furnishings and hardscape, but excludes monuments.
- The DRsc believes the proposal for site location and design aesthetics to be consistent with the intent of the Campus Master Plan.
- The DRsc understands that modifications to the site plan could be required upon completion of traffic and engineering studies, but any such modifications will not affect the aesthetics of the design and will not be brought back to the DRsc for review.

- **Technical Review Sub-Council (TRsc)** - The Technical Review Sub-council supports the construction of the Kyle Field west side garage and recommends approval, provided the following issues/concerns are addressed and funded.

**Utilities & Energy Services**
TAMU UES understands that the proposed garage is actually two connected buildings and will be added to the Kyle Field project as an add alternate and will be online in the Fall of 2016, and that the project will be designed and constructed by the current Kyle Field Team.
TAMU UES looks forward to working closely with the project and design team to ensure that all campus requirements are met and that the project is successful.

TAMU UES personnel have reviewed the proposed location and have not identified any major utility conflicts at this time although based on final footprint some relocations may be required.

The project and design team will need to follow the applicable TAMU UES Design Standards https://utilities.tamu.edu/design-standards/.

The project and design team will need to follow the TAMU policy on digging on campus - prior to any excavation - https://utilities.tamu.edu/digging-campus/.

**University Police Department**

No objection for consideration of the Kyle Field garages, but UPD will likely have concerns for traffic safety, once the design phase is discussed.

**Facilities Services**

Facilities Services supports this project.

The project team should coordinate with Grounds Management for landscaping and irrigation concerns.

The project team should ensure that the facility is designed to minimize, as much as practical, the effort needed for future maintenance. It is preferred that items requiring maintenance be easy to service, be easily accessible from ground or floor level, have generous clearances and be easy to isolate from energy sources with minimal impact to the rest of the facility. Elevated items requiring maintenance that are difficult to service by ladder or man lift should have permanent maintenance access platforms with permanent stairs or ladders, built-in fall prevention, and davits for hoisting parts and tools.

**Environmental Health & Safety**

SASE/EHS has no objection to the construction of garage(s) proposed to be sited on the west side of Kyle Field. EHS offers the following requirements:

- Construction plans must be reviewed by EHS for compliance with applicable fire/life safety codes and university standards
• Design and construction plans must maintain fire department access to not only the garages but also to the west side of Kyle Field and the Gilliam Indoor Track Stadium.

After much discussion regarding a variety of issues associated with this request, the Council was reassured that voting to approve this request did NOT include any aspects of funding for the project.

The Council was informed of a transportation study that will address a variety of questions related to traffic on game days. Transportation Services is participating in this study as are other interested parties.

With regard to the location, the DRsc did look at that and one of the things they looked at was the Campus Master Plan. The Campus Master Plan states that one goal is getting structured parking to the perimeter of the campus, so this does meet one of the goals of the Master Plan. In looking at the Athletics’ District Plan that was approved in the summer it shows surface parking but in text, it talks about structured parking so there was the intent to go back to the principal of getting everything into structured parking.

A motion was put forward to the committee for vote: Pending a decision on the funding, the CBE recommends approval of the parking garage proposal as presented.

The CBE discussed that the committee is only approving the TRsc and DRsc reports and the motion was amended.

Action/Recommendation: Pending funding decisions, the CBE voted to recommend the President approve the conceptual proposal of the Kyle Field Garage put forward and the endorsements of the TRsc and DRsc.

Responsible Parties: Co-Chair Crain

C. West Campus Garage

The thirty-nine acre tract approved for a public private partnership to create a 4,000 bed community on west campus will allow for a series of large residence halls with a community center and ample green space. The new residence halls will be managed, assigned and maintained by TAMU Housing and Residence Life. Unfortunately the area does not have adequate space for surface parking or a combination of surface parking and structured parking. There is adequate space
for a parking garage structure to serve the needs of the residents which would also preserve the visual appeal of the new facility. In June of 2012, the Design Review Sub-Council of the CBE recommended the use of a parking garage rather than surface parking.

Transportation Services has worked closely with the Department of Residence Life over the years to provide adequate residential parking options. Most recently Transportation Services constructed the surface parking for both the Gardens I and Gardens II apartments. Historically, a ratio of .65 parking spaces per bed has ensured that adequate parking is available to residents; using that methodology will require a 2,600 space facility for residents of the newly proposed west campus student housing.

Operationally, from the perspective of Transportation Services, there is not another parking option currently available to serve the number of resident students who will live on west campus. Reed Arena is currently used for daily commuter student parking and reserving this for resident students would create congestion issues with the many special events in this area of west campus. 2,600 resident vehicles would completely fill the Reed Arena parking lots. West Campus Garage is used for resident, commuter parking and special event parking and provides spaces when other facilities are at capacity. If the 2,600 additional residential vehicles are not adequately accommodated on campus, we will experience a parking shortage that will affect special events and commuter parking.

Transportation Services and Residence Life jointly request a parking structure to support west campus residence housing. Creating a student housing environment, which offers convenience and livability, including parking, will make the west campus student housing facility a desirable place for students to live. A parking garage dedicated to serving west campus residents will help Residence Life accomplish that goal in addition to accommodating the parking needs of 4,000 residents to prevent parking shortages in existing garages and surface lots.

• Design Review Sub-Council (DRsc) – The DRsc’s June 7, 2012 report regarding the concept of a West Campus Housing Development recommended the use of a parking garage rather than surface parking. The DRsc strongly felt that surface parking would create a visually unattractive impact and take up valuable informal and formal recreational space that would be critical to the success of the housing development. In alignment with that recommendation, the currently proposed parking garage will have approximately 2,600 spaces and will be located on the north side of the development along Raymond Stotzer Pkwy, just west of the School of Rural Public Health. The conceptual intent for the façade of
the parking garage is to match or complement the architectural look and feel of the surrounding residence halls and apartment buildings. Street access to the garage directly west of the School of Rural Public Health Building will be further studied and developed; therefore, configuration may change.

Per the President’s approval of the Thermal Storage Tank and the timeline noted in the recommendation, the Thermal Storage Tank will not be incorporated into the parking garage.

The DRsc recommends approval of the sighting and location of the parking garage to serve the west campus housing development as presented at conceptual design stage, with the expectation that further design details will be brought back to the DRsc at 100% Schematic Design stage.

- Technical Review Sub-Council (TRsc) - The Technical Review Sub-council supports the proposed construction and recommends approval, provided the following issues/concerns are addressed and funded.

  **Facilities Services**
  The design team needs to ensure that the project does not increase the rate of storm runoff into local creeks.

  The project team should coordinate with Grounds Management for landscaping and irrigation concerns.

  The project team should ensure that the facility is designed to minimize, as much as practical, the effort needed for future maintenance. It is preferred that items requiring maintenance be easy to service, be easily accessible from ground or floor level, have generous clearances and be easy to isolate from energy sources with minimal impact to the rest of the facility. Elevated items requiring maintenance that are difficult to service by ladder or man lift should have permanent maintenance access platforms with permanent stairs or ladders, built-in fall prevention, and davits for hoisting parts and tools.

  **Utilities & Energy Services**
  TAMU UES personnel have reviewed the proposed location and have identified a possible conflict with an existing sanitary sewer line crossing the site. This project will need to coordinate very closely with the both the West Campus Housing project and also the proposed TAMU UES infrastructure work that will proceed it.
The project and design team will need to follow the applicable TAMU UES Design Standards [https://utilities.tamu.edu/design-standards/](https://utilities.tamu.edu/design-standards/).

The project and design team will need to follow the TAMU policy on digging on campus - prior to any excavation [https://utilities.tamu.edu/digging-campus/](https://utilities.tamu.edu/digging-campus/).

All required utilities are either located within close proximity, or will be after the West Campus Housing infrastructure is put in place.

**Environmental Health & Safety**

Fire sprinkler systems are not required by Fire Code as long as the exterior is 50% open or greater.

**Action/Recommendation:** The CBE voted to recommend the President approve the conceptual proposal put forward for the West Campus Garage and the endorsements of the TRsc and DRsc.

**Responsible Parties:** Co-Chair Crain

V. Meeting adjourned 2:20 p.m.