



COMMUNITY FORUM
Thursday, April 12 | 4:30 – 6:00 p.m.
Natural History Museum of Utah
301 Wakara Way in Research Park
Community Room, Rio Tinto Center

We welcome your attendance, comments, and participation in the discussion.

AGENDA:

- Update on the East Bench Master Plan process, Wayne Mills, Senior Planner, Salt Lake City Planning Division
- Research Park marks 40 years: What does the future hold? Charles Evans, Director
- Weather permitting: A walking tour of the water-wise landscape at ARUP, Hal Fordham, landscape contractor at ARUP in Research Park

Additional news of note



David Pershing takes the reins of the University

David W. Pershing officially began his tenure as the University of Utah's 15th president on March 12. Lorris Betz, who served as interim president for the past nine months, will serve as special assistant to the president through the transition period.

The presidential inaugural ceremony is tentatively scheduled for Thursday, Oct. 25.

Free star parties

When: Each clear Wednesday evening at dusk
 Where: Roof of the Physics Building in Presidents Circle (immediately east of Kingsbury Hall)
 For more information, please call 801-581-6901.

Annual orchid show at Red Butte Garden

Regular Garden admission
 Members free
 April 7-8
 Saturday: 9 a.m. – 7:30 p.m.
 Sunday: 9 a.m. – 5 p.m.

Fascinating and unique orchids from the Utah Orchid Society will be on display in the Richard K. Hemingway Orangerie. Members of the society will be on hand to answer questions and offer advice about growing and caring for orchids. There also will be a large selection of beautiful orchids for sale at prices sure to fit any budget. Don't miss the Q & A session on Saturday at 2:30 in the classroom! No registration is required. For more information, call 801-585-0556 or check the Red Butte Garden website at www.redbuttegarden.org.

The following items were discussed at the University's Annual Meeting (Community Forum) held Jan. 12, 2012 at the Natural History Museum of Utah's Rio Tinto Center at the University of Utah.

Report on the U's sustainability efforts

Myron Willson, Director, Office of Sustainability
 Now in its fourth year, the Office of Sustainability (OS) is integrating principles of sustainability into the social, financial, and environmental aspects of all decision-making at the U—from education to operations and administration. Using the STARS (Sustainability Tracking Assessment Rating System) program, which has become the standard used to inventory all universities in the U.S., the OS completed an assessment of campus last fall, earning a bronze star rating. With more than 3,000 institutions of higher education in the U.S., only 133 received bronze or better. The assessment looked at education components, human research, and operations across the board, including transportation, purchasing, grounds, building, planning, administration, and community engagement. It also looked at greenhouse gas emissions, which include everything from the fuel used by Air Med helicopters and electricity, to fertilizers and fugitive refrigerants (leaks) from air conditioning. "It's in-depth and will complement our climate action plan—the energy and environmental stewardship initiative—which includes a set of principles and decision-making criteria, and nearly 200 strategic initiatives," said Myron Willson. "Our climate action plan is designed to make us climate neutral by 2050, and our first review will inform us as to what kind of progress we're making," he added.

Initiatives

In addition to the assessment, the U is participating in a Green Power Partner initiative with the Environmental Protection Agency (EPA) to purchase renewable energy credits. "At the time of reporting we were the No. 3 ranked university in the nation in terms of offsetting the carbon impacts of our electrical purchases." And at the new Natural History Museum of Utah and at the HPER Complex on campus, a new 580 KW photovoltaic system has been

installed where, through a power purchase agreement, the U will receive renewable power at grid cost over a 15 year period after which the U may purchase the infrastructure and will get that power at no cost.

The Better Buildings Challenge is a presidential initiative through the federal government's Department of Energy. The University has committed to a 20 percent reduction in power consumption by 2020, and Facilities Management has a 40 percent standard as the baseline for all new projects. The U strives to be better than the campus building code standards. Some of the University's new projects now in the design phase are meeting that challenge. By building more efficiently, the U will save substantially on future electrical and natural gas costs.

Engaging students

"The Office of Sustainability is an institution of higher learning, so if we're not reaching students—if it's just a facilities program—then we're not doing our job," said Willson. To engage students, the U has organic campus gardens that have tripled in size in the past two years; a farmers market; and a social soup series that looks at the impacts of "food systems" on all segments of our population (a partnership with the College of Social Work).

In addition, the U is reaching out to the community by funding and supporting community gardens at some local elementary schools. The Associated Students (ASUU) has instituted a recycling effort at football games called Recycle Rice-Eccles. They hope to expand the program next year to include basketball, gymnastics, and other events.

The Sustainable Campus Initiative (SCIFF) funds student sustainability projects on campus. An example is the solar ivy project where individuals can "buy" a solar "leaf" (the solar panels look like ivy leaves) which will then be put on the south wall of Orson Spencer Hall. Students plant trees, and work on storm water mitigation and reducing water consumption. Project-based learning through the OS is carried out in collaboration with the public policy administration, and the colleges of business, architecture, and engineering, where faculty and their students work on campus-related programs.

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The Green Event Guide is now available for those campus departments that want to plan their events to be green. The guide not only provides information on how to emphasize recycling and sustainable food, but it also shares additional ideas such as encouraging use of public transit to get to the event instead of relying on a car. (Find the guide at www.sustainability.utah.edu.)

As for curriculum, U President David Pershing has selected two professors to develop a sustainability certificate and to help train other faculty peer-to-peer on integrating sustainability into their coursework.

Additional activities of the Office of Sustainability include working with the Salt Lake City Mayor's Green Team, helping with bike-planning efforts, promoting the annual Clear the Air Challenge, serving on the Salt Lake City Chamber of Commerce Energy and Clean Air Task Force; and working with the Division of Air Quality's PM 2.5 Task Force.

Report on the U's transit and transportation program

Alma Allred, Director, Commuter Services

Twenty-three years ago, there were 18,000 parking spaces on campus with 23,000 students and 10,000 employees. An annual faculty parking permit was \$50; a reserved stall was \$400; and students paid \$25 per year for a permit. Today there are 10,000 parking stalls (with additional stalls for patient parking). Faculty parking rates are between \$276 and \$594 per year. A reserved stall costs \$1,576; and students pay between \$68 and \$140 per year. "We encourage people to leave their cars at home," said Alma Allred, "but if they can't get around once they're on this 1,500-acre campus, they won't do that."

And that's where the shuttles play an important part. At a cost to the U of about \$1 per ride, campus shuttles log as many as 53,000 rides per day. During the summer, that drops to as few as a couple of thousand per day. Costs average around \$32,000 per day, or \$6.25 million per year. And new technology has made connecting easier. Using computers and smart phones, shuttle riders can see in real time where the shuttles are on campus, and they can find out when the next two shuttles will arrive—within 30 seconds—at a specific stop. "We used to spend \$15,000 per year to print shuttle schedules," said Allred. "Now people can check online at their desk or on a smart phone at www.uofubus.com."

By 2020, the U will have replaced all diesel shuttles with compressed natural gas (CNG) vehicles. "The carbon footprint of the CNG buses is so much smaller," said Allred. The U currently has four CNG buses but it takes eight hours to fill each one, so a CNG fueling station will be built near Fort Douglas, allowing the shuttles to be filled during the night.

Carpooling, U Car Share, and transit

Carpooling doesn't lend itself to university life because of the different work and class schedules. But U Car Share,

a program to rent cars on a short-term basis throughout the Salt Lake Valley, in partnership with UTA, Salt Lake City, and the U, is working well. The U has the highest rate of usage of all groups involved. In addition, UTA's bus and TRAX service to campus is logging about 14,000 rides per day. And don't forget the many cyclists who ride, even in cold weather.

Intra-campus transport

The U recently received a \$2.87 million grant to install an electric shuttle system, powered by inductive power transfer (wireless), to serve the interior of campus. A quiet shuttle with rubber tires and no exhaust (it uses no fuels) will stop over a pad and charge for five minutes, then do a 15-minute loop and return to recharge. Nearly 90 percent fewer batteries are used with this system, allowing the vehicle to be much lighter. This system is now being used in Korea and Italy, but it's expensive. A new shuttle car costs \$1.5 million. The University is considering a used shuttle car with 100,000 miles on it, for a cost of \$120,000. The projected route would go north/south across campus from the South Campus TRAX station, north to the engineering campus and back again, with a stop at the Olpin Union. "Our shuttles have been relegated to the outer edges of campus and that's not efficient," said Allred, "so I think this will be an improvement—a good functional system."

Construction projects presented for approval to the 2012 Legislature

John McNary, Director, Campus Design & Construction

The following projects were submitted for approval to the 2012 Legislature.

Utility distribution infrastructure replacement

Estimated cost: \$50 million

There would be no impacts to neighbors, but sections of campus would be torn up for the underground work, which includes building three substations, replacing three voltages, and replacing obsolete water and power lines.

Orthopaedics Phase II Expansion

Cost: \$9.58 million; 25,110 total ground square feet (GSF) (19,480 new building GSF; 5,630 remodeled GSF)

This 25,110 GSF expansion is part of the initial building plan and strategy to position the orthopaedic service at the U as the market choice for orthopaedic care. The expansion will require additional orthopaedic specialists and additional space for patient care. The expansion will include increased clinic space (14,000 square feet), additional procedure room (1,500 square feet), and increased physical therapy space (1,000 square feet). The expansion would include an auditorium (capacity 120) as well as faculty, office support, and conference room space. The traffic and parking impacts would come from seven new offsite full-time employees; and after one year, up to 40 additional daily patient trips. Parking requirements for Phase II were included in the initial phase of the project.

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S.J. Quinney College of Law campus

Estimated cost: \$60.5 million; 155,825 New GSF

The existing building is dated and inadequate and poses an impediment to the ambition of building and modeling of the law school for the future—one dedicated to improving the world around it through better forms of training, insights on critical issues of the day, and direct public service. Impacts include the fact that the new building's size anticipates a gradual and combined growth of students, staff, and faculty of 12.5 percent over the next several decades. The close proximity to TRAX is expected to mitigate traffic and parking impacts. This project will be funded through non-state funds.

School of Dentistry Building

Estimated cost: \$37 million; Estimated new GSF: 70,000

This building is submitted as a non-state funded project. The U's accredited dental program currently resides in the Health Sciences Education Building and in the University Hospital. The project site selection has been narrowed to two sites. Impacts from traffic and parking are 200 students and 50 faculty members. Traffic studies have identified a need for an estimated 172 parking spaces.

Central Campus Parking Terrace

1,000 stalls; Construction cost: \$21.7 million; 316,000 GSF

Health Sciences Center Parking Terrace

500-900 stalls; Construction cost: \$19.98 million; 158,000 - 287,000 GSF

Parking Terraces

Acceptable parking ratio: 2.2 permits/stall

Fall semester 2010 peak demand: 2.9 permits/stall

Parking shortage: 3,000 stalls

In addition to campus building projects being submitted for approval to the Legislature, the following construction projects were completed in 2011:

- University Neuropsychiatric Institute
- James LeVoy Sorenson Molecular Biotechnology Building – Utah Science & Technology Research Initiative (USTAR)
- Spencer Fox Eccles School of Business
- Huntsman Cancer Institute Phase IIB
- Natural History Museum of Utah at the Rio Tinto Center

Report on Research Park

Charles Evans, Director

Charles Evans presented brief information about Research Park since he reported on it extensively at the Community Forum meeting last fall. He did note that the power substation being built by Rocky Mountain Power within the park near the northeast intersection of Sunnyside Avenue and Foothill Drive should be completed this summer and will solve the power distribution problems for residents of the area as well as for Research Park.

The building that houses University Credit Union and Research Park administrative offices will be razed and

replaced with a new facility which will add an additional 30,000 square feet to what the current building has. The park has leased 3.3 acres near Foothill Drive to the Woodbury Corporation to build a facility to house an existing park tenant who has outgrown their existing space.

The park has 258 acres of leasable land. About 241 of them are committed. The only two remaining buildable sites are located on the hillside on either side of the Huntsman Building and there are no commitments on those sites. The park has a consistently low vacancy rate.

Neighbors expressed concern about the lack of sidewalks on all streets in the park. "We're doing a sidewalk study but it needs to be done in phases because of the cost," said Evans. When the park was built in 1972, the designers did not anticipate much pedestrian traffic in the park. "They expected people would go to a building and stay in it for the day, but the reality is that a number of people walk to and from public transportation stops and people use the park recreationally to walk and run on walkways and trails," said Evans. "It's something we did not anticipate in the early 1970s." Evans would like to see sidewalks on one side of every street in the park.

Questions from neighbors

Q: Is the U involved in the new bus service between Salt Lake City and Park City?

A: This one-year trial service was negotiated by Summit County, Park City, and the Utah Transit Authority (UTA) so the U is not involved. Currently the route includes just one stop on campus—at the hospital. After the first year, if the route is successful, the U will reconsider its future involvement.

Q: Has the U reduced parking demand on campus?

A: Yes. We have many more people on campus yet fewer stalls. We continue to encourage people to take transit, and the current daily UTA ridership of 14,000 rides to and from the U is an indication of its success.

Q: What about extending the shuttles into the nearby neighborhoods?

A: The campus shuttle program is part of the U's auxiliary services, all of whose programs are required to be self-funding. We don't charge riders to use the shuttles but it does cost the U about \$1 per rider, so extending service into the neighborhoods would require additional funding.

Q: Is the U participating in the Foothill Drive study?

A: Yes. We are attending meetings and providing input but are not participating financially. We want to be flexible. If it's feasible for us to reduce the traffic on campus by participating, we would like to do that. We also must be able to afford it.