

# FY 2008-09 Supplemental Capital Construction Request

## University of Colorado -- Boulder Community Dining and Student Center (202 Project)

**Motion:** Approve the supplemental request for this 202 project (\$18,837,404 CF).

### GENERAL INFORMATION

2009-028

#### 1. Which supplemental criterion does the request meet?

New Data

The university's Flagship 2030 Strategic Plan projects an additional 6,500 students by 2030, and the university wants to be ready to provide centralized dining, parking, and related administrative services for the anticipated volume of students. The university explains that the project is \$13 million over budget as originally conceived, but that with the programmatic and design changes described in this request, the university can accomplish more than originally planned for an additional \$18.8 million, while supporting the objectives of the Flagship 2030 Strategic Plan.

#### 2. Which projects will be restricted to fund the supplemental request?

A restriction is unnecessary because state funds are not being requested.

#### 3. Has the request been approved by OSPB and CCHE?

Yes

### PRIOR APPROPRIATION AND SUPPLEMENTAL REQUEST INFORMATION

The appropriation to be amended was authorized in the following bill: HB 08-1375

| <u>Fund Source</u> | <u>Prior Appropriations</u> | <u>Supplemental Request</u> | <u>Future Requests</u> | <u>Total Cost</u> |
|--------------------|-----------------------------|-----------------------------|------------------------|-------------------|
| CF                 | \$65,595,535                | \$18,837,404                | \$0                    | \$84,432,939      |
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### REASON FOR SUPPLEMENTAL REQUEST

The University of Colorado at Boulder (CU-Boulder) is requesting additional cash funds spending authority to expand the Community Dining and Student Center by 45,369 GSF, from 256,949 GSF to 302,318 GSF. Expanding the facility 17.7 percent will accommodate more student-related administrative services, a larger parking garage with a covered ramp entry, and a new steam tunnel. The Department of Housing and Dining Services, which CU-Boulder says is currently housed in inefficient space in Hallett Hall designed for student residences, will move to the Community Dining and Student Center. The parking garage will have 63 additional spaces, for a total of 428 spaces. According to CU-Boulder, these changes will help support the university's Flagship 2030 Strategic Plan to accommodate an additional 6,500 students by 2030 by providing centralized dining, parking, and related administrative services for the anticipated volume of students. The original project schedule and other programmatic elements of the original request remain unchanged.

The university plans to add 366 beds in Willard and Hallett Halls in a separate Senate Bill 92-202 cash-funded capital construction project, in order to further support the Flagship 2030 Strategic Plan.

#### Source of Additional Funds

The university identifies three sources of money for the additional costs of the supplemental request. Additional revenue will become available by increasing the number of parking spaces in the garage, and converting space

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currently occupied by the Department of Housing and Dining Services in Hallett Hall to residence space. According to the university, Student Services will increase fundraising by \$772,000. In addition, the university says it was able to reduce building costs from \$255 per square foot to \$210 per square foot by making the building exterior more efficient and reducing the ratio of exterior surface area to square footage. The university explains that the project is currently \$13 million over budget, as originally conceived, but that with the changes described in this request, it is able to accomplish more than originally planned for an additional \$18.8 million.

Future maintenance costs will be paid as follows, says CU-Boulder:

- student services - auxiliary funding;
- parking garage - parking and transportation services auxiliary cash funding; and
- dining center - Department of Housing and Dining Services auxiliary income.

### SUMMARY OF PROJECT

As originally approved, the project constructs a 900-seat multi-purpose facility (256,949 GSF) on the main campus. The university says the Community Dining and Student Center supports the university's 2020 Strategic Plan, provides easy access for students from two major campus residential communities and from multiple academic buildings, and provides the highest level of service and operational efficiencies identified by Housing and Dining Services. The facility will house a central commissary and bakery. The project also replaces and slightly expands the amount of parking lot spaces to 365 spaces, totaling 125,000 GSF. The parking garage will be a split level facility where the entire lowest level of the building will have one deck of parking at ground level and a portion of the next level that is underground will also be parking. As a Senate Bill 92-202 project, no state funds will be used for the design, construction, operation, and maintenance of the facility.

### QUESTIONS / OUTSTANDING ISSUES

1. What auxiliary funding will pay for future maintenance costs for the student services components?

*The Department of Housing and Dining Services is paying the maintenance cost of this building. The student services components are renting space from HDS.*

2. Please explain why a steam tunnel is being added as part of this request.

*The campus is coordinating work on two separate projects: the distribution piping associated with new heating and cooling plant and the Center of Community. Unfortunately, the timing of the projects is such that a direct bury steam and chilled water line could not be placed concurrently or subsequently to the construction of the Center for Community and the new Heating and Cooling Plant's distribution system. The most economical solution to this problem was to route the campus distribution line through the parking garage on the lowest level. For safety reasons, eight feet of width was added to the garage and will be fenced off so that the public cannot get close to the steam lines. This solution allows both projects to move on independent, coordinated schedules for maximum efficiency.*