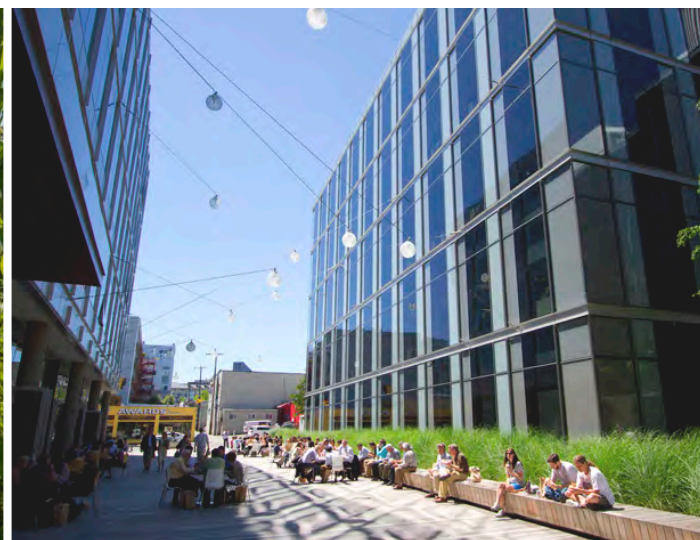


CAMPUS IN MOTION : UW's CAMPUS LANDSCAPE FRAMEWORK

OFFICE OF THE UNIVERSITY ARCHITECT
MICHAEL VAN VALKENBURGH ASSOCIATES
December 2015



teach



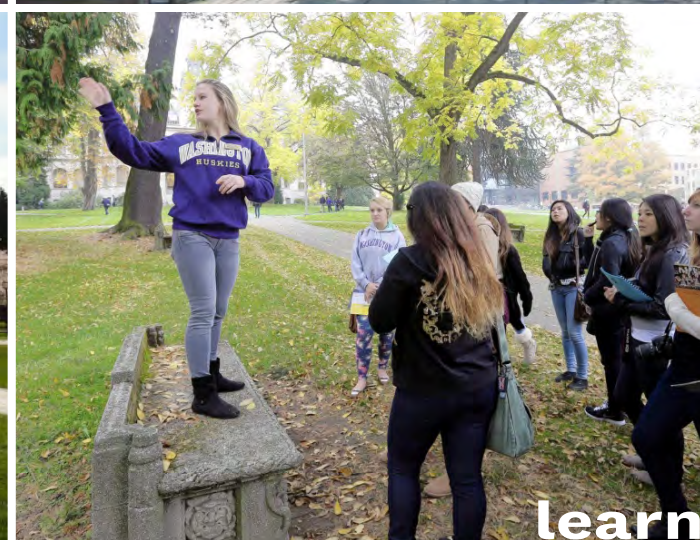
compete



socialize



grow



learn

“From an acreage generous in scale and wonderfully endowed by nature with water and mountain vistas, and by city views that followed, it has been nurtured into the splendor of a built environment unmatched in the league of university campuses.”

“Ours is the responsibility that in the next one hundred years and those to follow, its campus and towers will still stand, its battlements still shine in the dawning light, and glow again in sunset rays.”

Norman Johnston
The Fountain and the Mountain



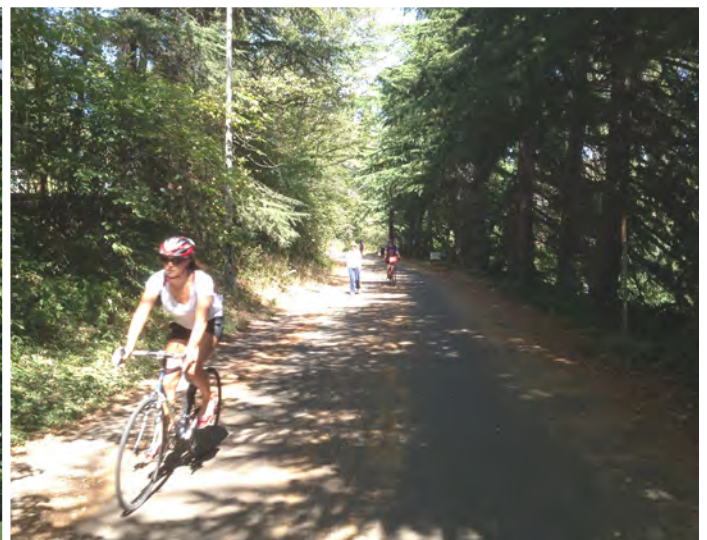
unique



regional



iconic



supportive



multi-dimensional









“The campus landscape framework offers a foundation for our stewardship of the landscape for its contributions to the pedagogical, ecological, and social characters and qualities of the UW campus. We know that the landscape is the campus. The landscape is what students, staff, and faculty identify as the University. And the campus landscape is a significant open-space resource for the regional community. The framework grounds decisions impacting the campus landscape in the knowledge of the history of how the campus has come to be the loved and treasured resource, what is important to maintain, and where we need to invest our attention and resources to more fully nurture a socially and environmentally healthy campus. With the broad knowledge collated in this framework, the UW community and its leaders have an essential tool to make the most informed decisions for the future of the campus and the University.”

the University Landscape Advisory Committee

June 25, 2015



TABLE OF CONTENTS

	SUPPORTING THE UW MISSION : ABOUT THE CLF	9
	CREATING A LEGACY : LANDSCAPE IN MOTION	23
	A VALUABLE ASSET : THE CAMPUS LANDSCAPE (SURVEY)	71
	A RICH & DIVERSE CAMPUS SETTING	141
	CAMPUS ECOLOGY & ENVIRONMENT	183
	CAMPUS MOBILITY	231
	STEWARDSHIP : PRESERVING & ENHANCING THE LEGACY	275
	APPENDICES A : ACKNOWLEDGEMENTS B : CASE STUDIES	

CAMPUS LANDSCAPE FRAMEWORK AREA = 650 ACRES



THE CAMPUS LANDSCAPE IS CENTRAL TO THE MISSION

The landscape of the University of Washington's Seattle campus supports and strengthens the University's mission of preservation, advancement, and dissemination of knowledge. Through its rich variety of experiences, the campus landscape embodies the continuity of the past, present, and future of the UW, and is a major contributor to the academic, social, and civic life of the University.

The UW landscape is an undeniable source of pride based on the uniqueness and drama of its physical beauty, and the quiet power of the landscape in the daily life of the UW community embeds aesthetic and social experiences that will last a lifetime in the memories of those lucky enough to experience it.

THE CAMPUS LANDSCAPE IS ESSENTIAL TO THE IDENTITY

Who can imagine what life would be like on the UW campus without the Rainier Vista, Red Square, the Fine Arts Quad, the Sylvan Grove, Memorial Way, the Grieg Garden, the Montlake Cut, or the Union Bay Natural Area? While it rarely gets the same degree of attention or resources as the architectural structures of the University, the campus landscape is equally a contributor to the quality of daily life on campus and the image of the University at home and from afar. A goal of the Campus Landscape Framework (CLF) is to initiate parity in planning for and investing in the campus landscape.

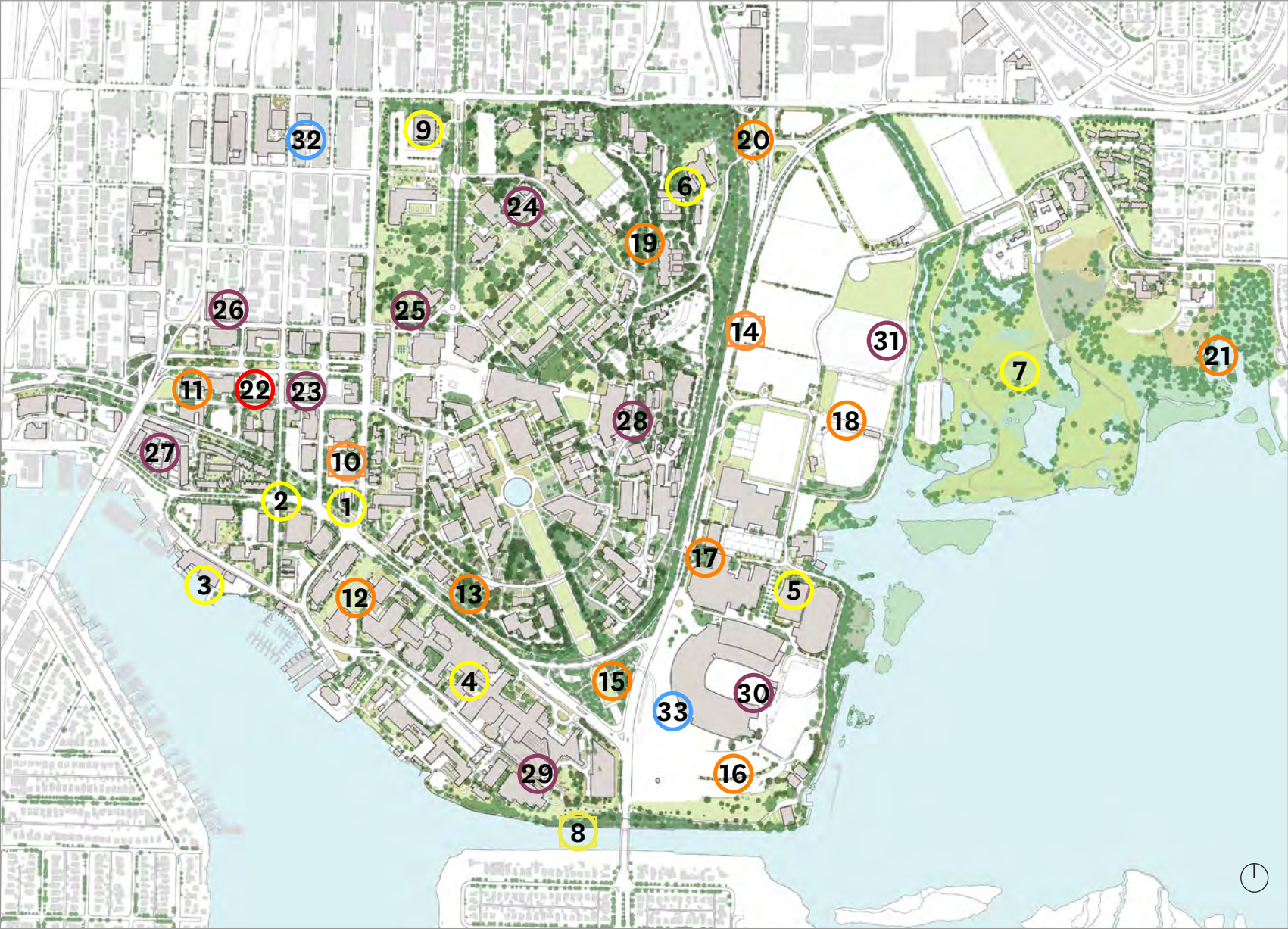
This beautiful setting is a work of art and science, and an historic artifact of national significance; it represents a magnificent investment of cultural values, dollars and expert labor. The campus landscape is an important part of the "Husky promise"; our charge is to be excellent stewards of this important place, conserving the legacy and encouraging growth so that it may continue to serve future generations of students, faculty, staff and visitors.

THE CAMPUS LANDSCAPE IS A LIVING/LEARNING MEDIUM

Originally carved out of the great western forest, this landscape is still experienced as a series of cleared and wooded spaces, vastly varied in scale and detail, where the hand of man is in constant dialogue with natural form. The composition of paths and buildings, open spaces and planting, views and refuges creates a dense mosaic of places, from the highly intimate to the sublimely expansive, and exists as a virtual essay on the relationship between culture and the natural world.

The campus landscape is a living medium, growing and changing over time, but its materials and underlying meaning provide a continuity to the UW identity that is powerfully felt. The campus landscape is also the most accessible place for putting the values and lessons of the classroom into action: it is a working landscape where people learn, teach, observe, farm, garden, and conduct research, as well as a social landscape for meeting, gathering, play, and relaxation.

A LANDSCAPE IN MOTION - CURRENT CAMPUS PROJECTS (2014)



EMBRACING CHANGE WHILE PROTECTING CONTINUITY

While the campus landscape grows and changes over time, with no state of perfection, the use function of the landscape also changes with the evolving priorities of the university. As demonstrated by a map of current design, planning, and construction projects, the campus continues to evolve, with a broad array of internal and external changes going on at any given moment.

While each of these projects must meet certain architectural and programmatic criteria specific to their sponsors, they must also be reviewed for their potential to benefit or harm the broader functioning of the campus landscape and the continuity in values it represents.

In general, the capacity for a landscape to gracefully absorb change diminishes as the density of architecture increases. This puts greater responsibility on the community to carefully consider the larger landscape impacts of each individual project.

While the impact the following major projects have on their surrounding landscape is clear, smaller maintenance and repair projects can be just as damaging and require a similar level of scrutiny to assess their full impact.

P PROJECTS IN PLANNING

1. West Campus Utility Plant
2. West Campus Development Framework
3. Portage Bay Park
4. South Campus Study Phase 2
5. Walla Walla Road NE - South End Study
6. North Campus Housing
7. Union Bay Natural Area Mitigation
8. Montlake Cut Connection

D PROJECTS IN DESIGN

9. New Burke Museum
10. UW Police Station
11. Terry Hall and Maple Hall
12. Animal Research and Care Facility
13. Life Sciences Building
14. Burke-Gilman Trail Corridor Design
15. Rainier Vista
16. Parking Lot E12
17. Hec Ed Bridge and Computer Science
18. UW Track, Soccer and Baseball Master Plan
19. Intellectual House
20. Pend Oreille Entrance Study
21. UW Botanic Gardens Master Plan

C PROJECTS UNDER CONSTRUCTION

22. Lander Hall

R RECENTLY COMPLETED PROJECTS

23. Alder Hall
24. Paccar Hall and Dempsey Hall
25. Cunningham Hall
26. Cedar Apartments
27. Mercer Court
28. HUB
29. UWMC Addition
30. Husky Stadium
31. Husky Outdoor Track

T ONGOING SOUND TRANSIT PROJECTS

32. U District Station
33. University of Washington Station

THE CAMPUS LANDSCAPE TODAY



“I WOULD HAVE GONE TO COLLEGE, HAD I SEEN THAT PLACE, THAT’S BEAUTIFUL!”

Ellen DeGeneres

UNQUESTIONABLE BEAUTY

There is no question the UW has an exquisite landscape that helps draw talented people. Multiple national publications have listed the UW as one of the most beautiful campuses in the U.S. A representative from the Ellen DeGeneres Show recently gushed that the campus was “so beautiful...it’s ridiculous,” to which the host of the show responded: “I would have gone to college, had I seen that place, that’s beautiful!”

Beyond first impressions, the MyPlaces campus survey, conducted in fall of 2013 and described in greater detail in a subsequent chapter, confirms the campus community is just as smitten with the UW after years of familiarity, perhaps even more so.

UNDERSTANDING THE VALUE OF THE CAMPUS LANDSCAPE

One might reasonably wonder why it is necessary to devote limited resources to an asset that already satisfies so well. The answer to that question is multifold, starting with the fact that the value of the campus landscape is not well understood in relation to other institutional priorities, such as transportation and development.

The beauty and importance of the central campus is widely recognized, but this has not uniformly been the case for the periphery of core campus, or for the East, West, and South Campus neighborhoods. Given the central campus landscape is close to capacity and the University is under pressure to continue expansion, the future will certainly involve efforts to rebalance development between all campus neighborhoods, with the greatest opportunity for positive change to be found in the parts of campus that are either underutilized or poorly connected.

OPERATIONS & MAINTAINING EXCELLENCE

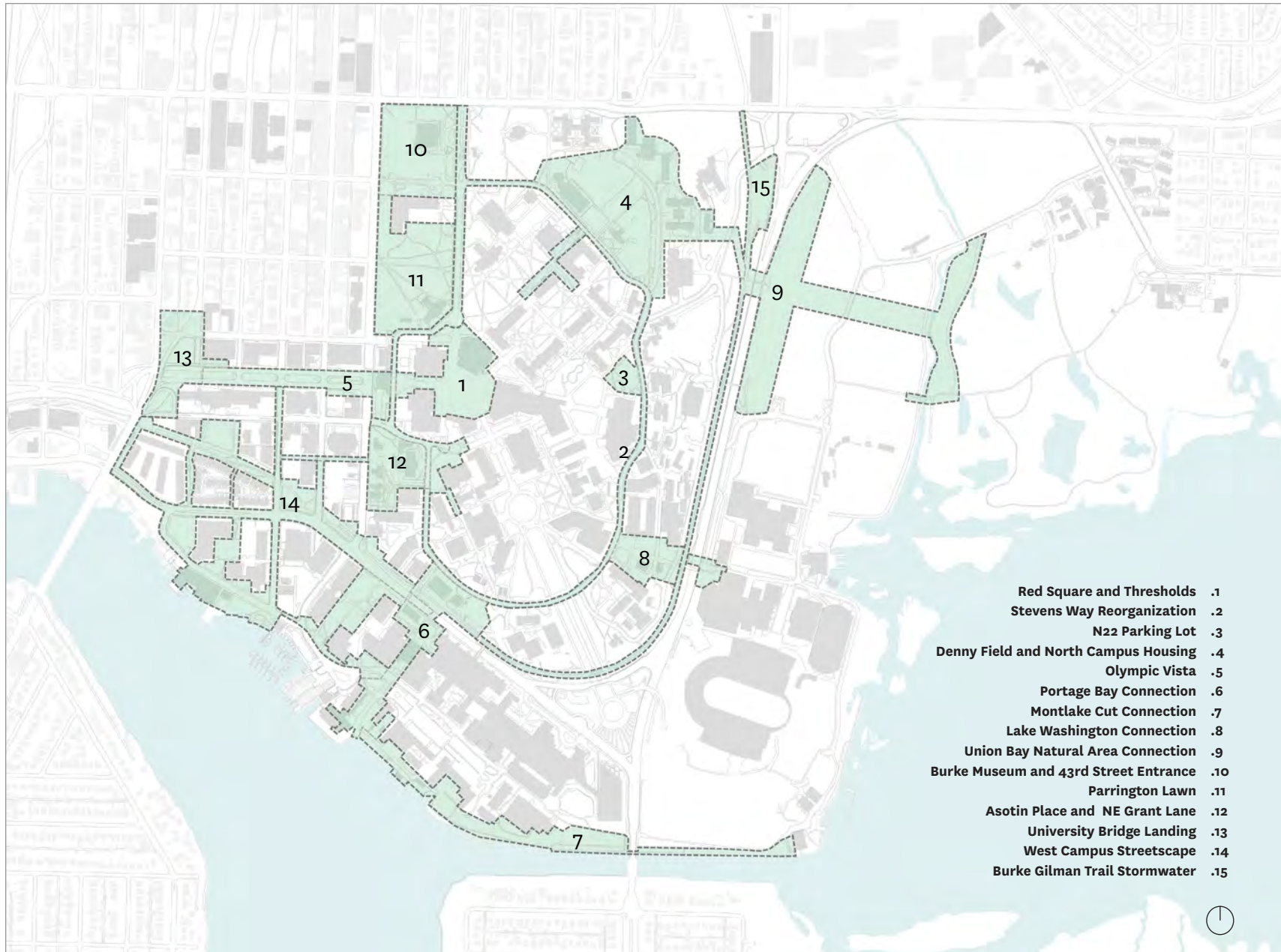
Landscape depreciation and decline are also serious concerns. In times of minimal resources, the care and upkeep of the campus is sometimes deferred for several years. This happened most recently in 2008, with a significant reduction in core grounds staff positions and the elimination of seasonal hiring practices that have yet to be brought back up to acceptable levels.

The effects of deferred maintenance, such as the increase of invasive species and failure of desirable plants, might not be easy to identify at first, but with time can result in long-lasting damage to the landscape. This is increasingly important with the establishment and maintenance of new landscapes, which often require three years of heightened maintenance to eradicate weed seeds present in import materials and ensure the plants thrive, becoming well rooted in their new environment, thereby affording them better access to nutrients and water.

MANAGING UNPRECEDENTED CHANGE

Although the UW campus has always been large, it has never been as complex a system to manage and maintain as it is today, given the pressures and demands from many. The future evolution of the campus landscape needs to be guided by practices, policies, and protocols for ongoing stewardship that are strategic and resourceful. This will ensure the campus can continue to fulfill its necessary role and enhance its visual, functional, pedagogical, and biological character during periods of intense architectural, infrastructural, or programmatic change.

CASE STUDIES: TESTING A RANGE OF STRATEGIES THROUGH DESIGN



RECOGNIZING SYSTEMIC STRENGTHS

The UW campus has tremendous strengths, so much so that many landscape areas, particularly the iconic campus spaces of the central campus, don't need any substantial intervention. In general there are no campus-wide systemic problems with the landscape beyond those associated with insufficient maintenance resources, so the CLF began to focus on individual trouble spots or areas of opportunity within the campus and think about how they might work better within broader systems.

Not surprisingly, given the campus' evolution from the center outward, the biggest opportunities had to do with a diminution of landscape quality toward the edges of campus, and poor connectivity between Central Campus and the other neighborhoods.

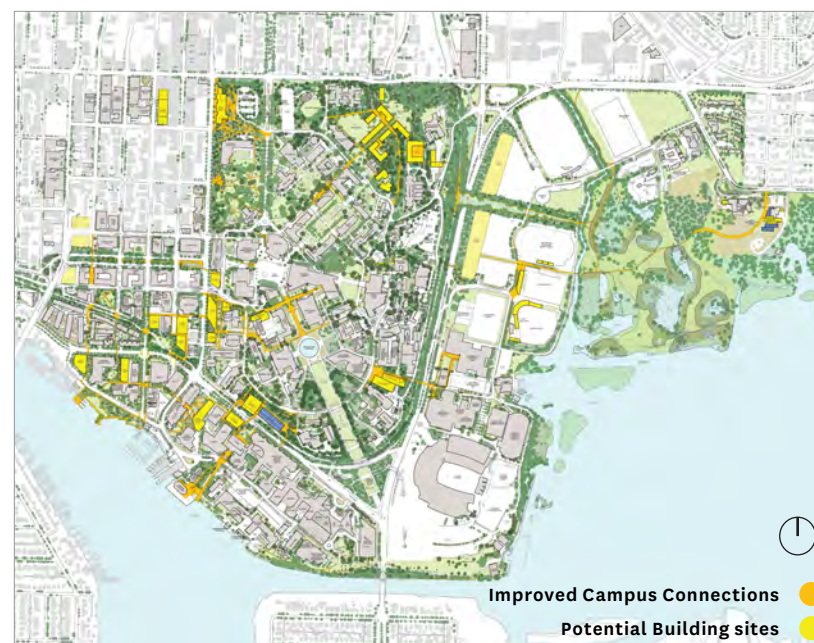
IDENTIFYING PLACES OF WEAKNESS

One powerful tool for developing and testing recommended framework practices was to identify places representing particular types of weakness, whether in function, identity, or connectivity, and use conceptual designs to demonstrate just one way to correct these challenges. These case studies provide a means of better understanding how the UW might plan for future conditions, or ameliorate existing problems.

Each area was examined with respect to the effect it had on its immediate context, and also with respect to the broader impact that it, and conditions like it, have on the character, identity, and function of campus-wide systems. The case study technique tests a range of strategies, and suggests approaches to improving the campus landscape that can be deployed throughout the campus. The individual studies establish landscape principles for each space, and tests their feasibility, without limiting the range of possible future solutions.

AN APPROACH THAT ADDRESSES BOTH SYSTEMS AND PLACES

The iterative, dual lens methodology used in the CLF, where individual case studies are understood in the context of campus-wide systems, most notably with respect to landscape experience, and the systems are in turn strengthened by site-specific interventions, can also guide the way the UW approaches campus planning, design, and construction projects in the future. Every project the UW undertakes should be understood as part of wider campus systems, and all systems should be understood with respect to their many diverse parts. Moving back and forth between envisioning the general and the particular is the surest means of preserving the integrity of the campus overall and the rich diversity of its individual elements.



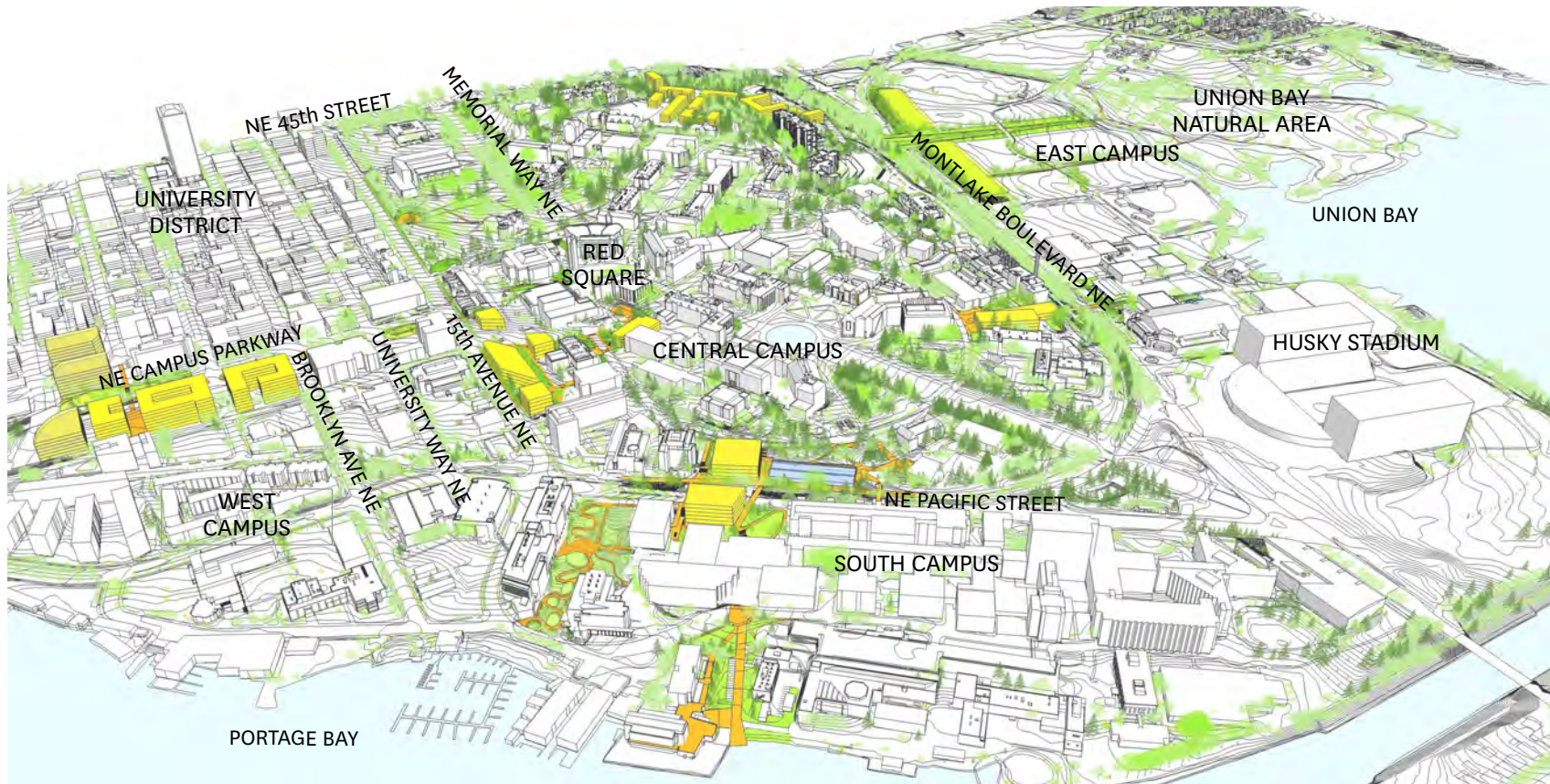
A PRACTICE TOOL KIT

The Campus Landscape Framework is a resource for everyone with an interest in the campus landscape. The graphic information is organized by existing conditions and as case study recommendations, so that the improvements and strategies suggested by the CLF can be easily understood.

Given the fact the university has never had a landscape plan for the campus, it was necessary to first build a preliminary toolkit of information about the campus itself. With this understanding as a basis, the CLF could describe and communicate the value of the campus landscape in all its diversity.

IN PRINT AND ON LINE: REFERENCE, RESOURCE, GUIDE

The entire UW community will have access to the CLF and will be able to use it as a reference and a resource to support different types of landscape stewardship, including research, planning, and design. Print copies will be made available to all departments and consultants dealing directly with landscape issues, whereas the online version will be available to the UW community, visitors, and anybody else who is interested in learning more about the UW and its landscape ethos.



THE CAMPUS SETTING

Describing and analyzing the setting of the campus is an important first step in establishing why and how the campus landscape has been central to the identity and mission of the UW throughout its history and will continue to be so in the years ahead. As an introduction, an analysis of the campus is provided with respect to underlying structures, evolution over time, the emergence of separate neighborhoods, and the reading of the campus as a mosaic of landscape types.

THE EXPERIENTIAL QUALITY OF THE CAMPUS

In any weather, a stroll through the UW campus can create a memorable experience of the power of landscape to refresh, intrigue, soothe and inspire. Understanding the specifics of how campus users currently navigate the various systems of the campus and seek out ways to expand the sense of welcome, orientation, and discovery throughout the campus is imperative to absorb and accommodate new modes of travel. This analysis draws on information gathered in the MyPlaces landscape survey, the Wayfinding Strategy, and multiple stakeholder meetings with university groups during the development of the CLF.

STEWARDSHIP OF THE CAMPUS LANDSCAPE

The stewardship of the campus landscape is a responsibility that is shared among many groups and individuals within the campus community and the CLF can help make every member of the UW community an active and knowledgeable steward of the campus landscape. The sections on stewardship cover the various ways in which the UW might look to change strategic aspects of the campus, using active stewardship to bolster the institutional ethos and set the stage for a more resilient and robust future. Strategic landscape planning will need to be matched with innovative landscape policies, and priorities to achieve the goals of the CLF.

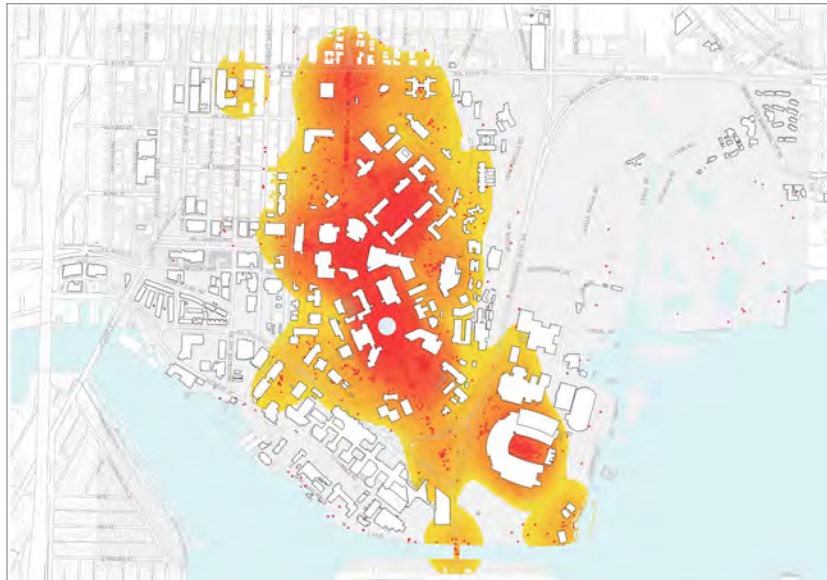


Landscape Mosaic



Existing Circulation - Radial Axes

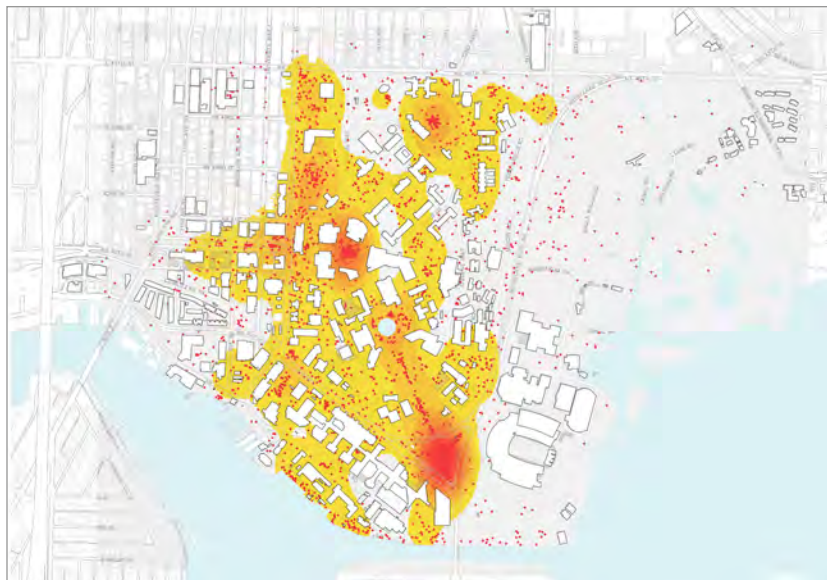
UW MY PLACES SURVEY : FALL 2013



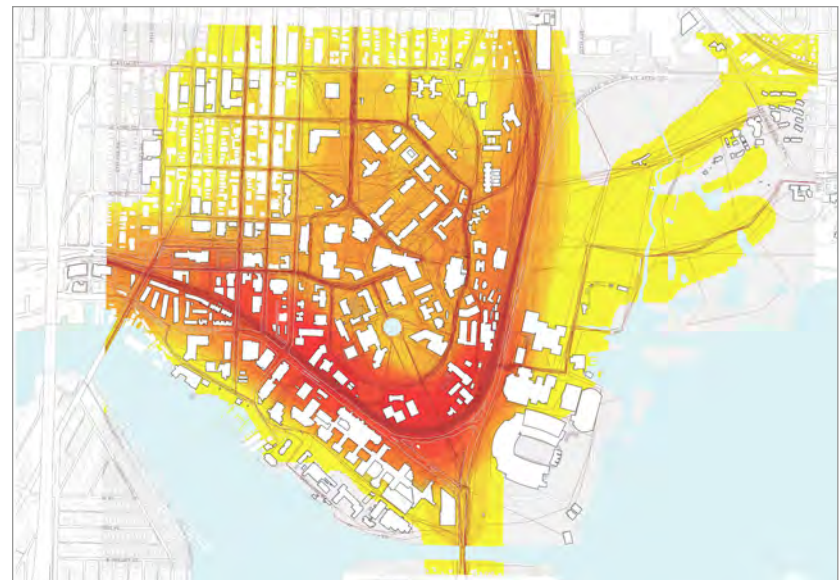
Iconic Landscapes



Pedestrian Circulation



Landscape with Potential for Improvement



Bike Circulation

UNDERSTANDING HOW OTHERS PERCEIVE THE CAMPUS

Starting in spring 2013, the Office of The University Architect (OUA) undertook linked initiatives aimed at better understanding how the campus was being used. In addition to the CLF, this included a Campus Landscape Survey, which identified many ways the UW community values its landscape, and a Campus Wayfinding and Signage Study, which examined the way information systems, and the landscape environment itself, create a sense of welcome and orientation on campus. The CLF incorporates the work of these studies, using their findings as a window into the broader importance of the campus landscape as an indivisible part of the UW's function and identity.

UNIVERSITY OF WASHINGTON MYPLACES SURVEY 2013

The Campus Landscape Survey offered a wealth of current information about how people use, enjoy, and think about the UW landscape. Survey participants were provided with tools to map their routes through campus, identify favorite places as well as missed opportunities, and make expanded comments. In total, 1,943 participants including students, faculty and staff, placed more than 37,150 icons and wrote 7,980 comments about the campus landscape.

Looked at comprehensively, the survey reinforced and revealed the University's figured landscapes at the heart of the central campus are considered to be iconic, are well-loved, and widely used. There was an appreciation for the diversity and range of spaces on campus in terms of program, capacity, materiality, and degree of wildness or cultivation. Navigation overall was felt to be increasingly difficult as one moved away from the center of campus. Participant responses consistently reinforced a number of areas for improvement, including specific places as well as general policies, such as care and upkeep, smoking, and management of bike traffic. The waterfront to the south and east was regarded as the most significant underutilized opportunity on campus. The intersection of Campus Parkway and 15th Avenue NE was identified as a key area in need of attention from navigation and safety perspectives, while Health Sciences was consistently regarded as disconnected and in need of improvement.

KEEPING IN TOUCH WITH THE COMMUNITY

Building on the success of the 2013 survey, OUA plans to conduct a similar survey every five years going forward, as a means of identifying general perceptions about the campus landscape from thousands of individual experiences.

CAMPUS WAYFINDING STRATEGY

The Campus Wayfinding Strategy was developed as an adjunct to the CLF, providing the opportunity for landscape planning and information to work together to improve the overall legibility of UW. The document considers what locals and visitors require to improve their experience, both enabling efficient journeys and encouraging exploration.

The strategy includes defining a staged sense of arrival towards the center, creating a walkable set of "stepping stones" to help people comprehend a human scale, and consistent references that can be applied across all modes. These fundamentals guide a typology of information elements that orient, direct, inform and confirm journeys.

Wayfinding elements are intended to be used sparingly but to contain rich information in the form of campus maps. This conservative approach requires extra emphasis on the planned location of information. To inform this, the strategy provides a detailed movement plan which explains where information should be placed to support arrival, decisions and destination-seeking intuitively.

The 2013 MyPlaces Survey Final Report and Wayfinding documents can be found on the Office of the University Architect website.

LANDSCAPE DEVELOPMENT BY ERA



A CAMPUS IN MOTION

The UW's history of landscape excellence reveals itself in numerous ways: large spaces that create a sense of generosity within an increasingly dense campus, small spaces with a richness of detail, old gnarled trees, magnificent mature shrubs, and clear connections between major elements, particularly within the core campus. Taken together, the living history and culture of the campus landscape forges powerful continuity across generations of UW faculty, staff, and students.

The UW, both as an institution and as a campus, will never attain a state of final perfection because landscapes are always evolving and engagement with the world necessitates constant growth and change. The campus landscape is an eloquent and rich reflection of that complex reality.

PRESERVING THE UW LEGACY

The UW continues to write its own history, but in so doing it needs to respect the cultural and natural landscape context that is its living legacy. Giving voice to the campus landscape history through stewardship is not an end in itself, but a means of perpetuating a sense of shared reverence for a place that has offered a powerful connection and engagement for many generations.

History is a means of connecting students, faculty, and staff, each of whom spend their days in the landscape, with the past, present and future of UW, allowing their work and their lives to become part of the larger story of the institution. In essence, we are creating the history for the generations that follow.

THE CLEARING AND THE FOREST

The UW's campus was originally carved out of the forest, and the richly planted nature of today's campus retains the powerful contrast between the clearing and the forest, creating inspiring spaces that are unique in the larger urban context. As evoked in the school motto, *Lux Sit*, or "Let There Be Light," the UW aspires to provide the clarity of understanding,

or light, within the complex forest of culture, nature, and society. Strengthening this intrinsic association between physical campus and the institutional values of the university is a central concern of the CLF.

As a public institution, the campus belongs to the wider community as well, so the way it can represent a special hybrid of urban culture with regional nature, or humans and landscape, is especially valuable as a model for socially and environmentally sustainable living. The strength of the spatial language of the clearing and the forest can be reinforced at the scale of the campus and how it sits in the urban context, as well as at the scale of individual campus spaces, where richly planted thresholds and interstitial landscapes complement and strengthen the major open spaces.

EXPRESSING THE UW MISSION THROUGH ITS LANDSCAPE

If the core mission of the UW is the "preservation, advancement, and dissemination of knowledge," the landscape should offer an outstanding example of this vision in application. Landscape experience and the study of our natural environment are a form of knowledge embodied in the campus landscape. Preserving, advancing, and disseminating the importance of the landscape is a means of valuing the past while also positively shaping the future. Providing spaces that nurture and support the inquisitive mind are essential, in the form of spontaneous interactions or planned research and teaching opportunities.

Campus landscapes change over time both intentionally and indirectly, which requires a form of preservation that helps identify opportunities for continuity within dynamism. Even in its most wooded moments, the UW is a constructed landscape: the development of the landscape we know today has required the complementary actions of clearing spaces and rebuilding landscape complexity over the course of many years. The landscape has developed in different ways in different periods of its history, and the CLF identifies those periods or eras and describes how they have built upon each other to produce the heterogeneous and vibrant landscape mosaic we see today.

1891-1906 ESTABLISHING A CENTER

LAND BANK

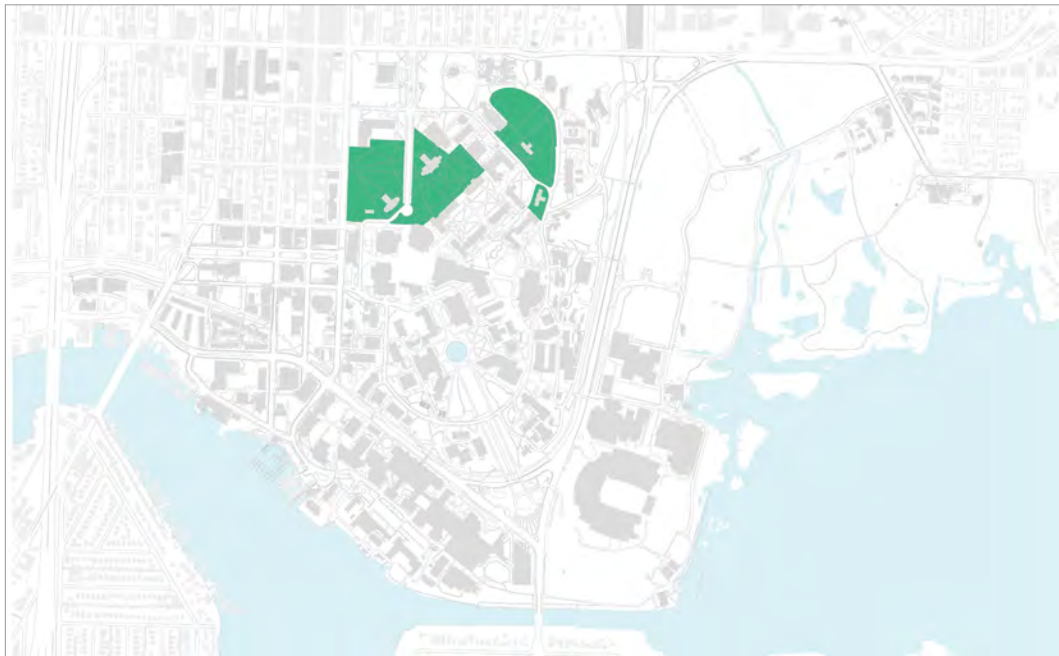
In the early 1890s, hoping to find room to grow beyond the confines of its 10-acre downtown Seattle site, the UW Board of Regents purchased a wooded 580-acre site approximately four miles further north. The “Interlaken Site,” as it was known, was adjacent to the then sparsely developed “Brooklyn” neighborhood to the west.

CREATING SPACE

In order to make room for the future University, extensive clearing of the site was undertaken. According to the minutes from the Board of Regents in 1894, approximately 80 acres of the highest part of the tract was to be cleared “with a view to retain the natural beauty of the spot. Great care is being used to preserve the most desirable trees and shrubbery, because we realize that here we have an opportunity for establishing one of the most important scientific arboretums and botanial gardens in the U.S.”

LAYING A NEW FOUNDATION

Administration (later called Denny Hall), the first building to be built on the new campus, was set back from the campus boundary on 15th Ave NE, and was oriented toward the lake view, rather than the urban grid. Lewis and Clark Halls, the new dormitories, were similarly arranged to take advantage of views to Lake Washington. A landscape plan of 1898, referred to as the Oval Plan, created a framework for this loose grouping of buildings, and provided guidance for future construction, for instance the placement of the new Science Hall (later called Parrington Hall).



1891-1906

Landscapes overlaid on current Campus Plan:
Parrington Lawn, Denny Yard, and Denny Field

UW ENROLLMENT: 273 STUDENTS

The first buildings of the University were widely spaced from each other and were surrounded by the native forest.



DENNY YARD



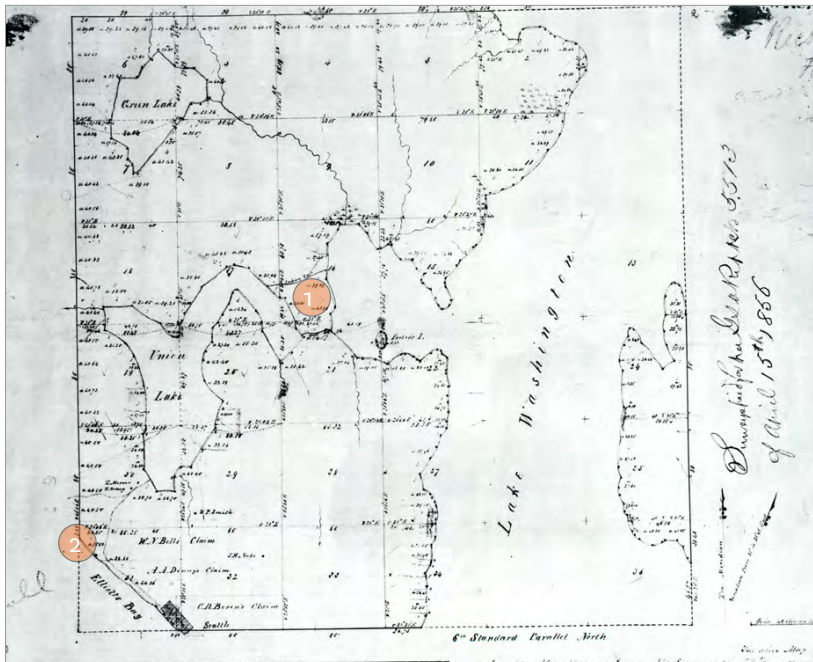
DENNY FIELD



PARRINGTON LAWN



CLARK HALL



TOWNSHIP SURVEY, 1856

1 MONTLAKE ISTHMUS

One of the few human-made features marked on this survey, the future “Interlaken Site” is identified as “Indian Trail” connecting Lake Union to Lake Washington. This isthmus would later be cut through to create the Montlake Canal.

2 CITY AND UNIVERSITY GROW UP TOGETHER

Seattle was founded in 1853, and the University of Washington was founded in this vicinity in 1861.



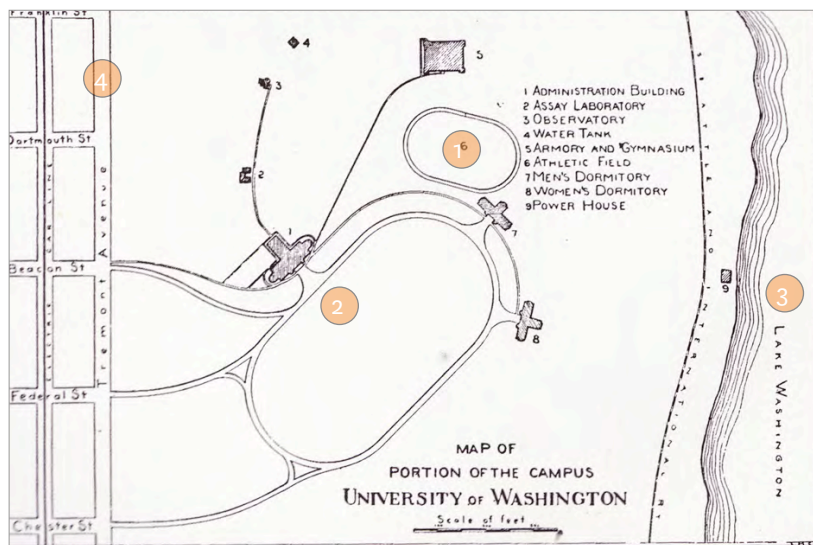
CLASS DAY, 1904

CREATING A CLEARING

Initial clearing of the campus landscape opened up territorial views, but the early University did not have the resources to maintain all disturbed areas. As can be seen in this photo, the slope of the site made the process of stump removal more difficult.

A COMMUNITY EFFORT

The work parties held annually on Class Day were only a fraction of the labor necessary to develop the campus. Nevertheless, the tradition set the tone for a sense of community participation in the landscape.



FULLER PLAN, OR OVAL PLAN, 1898

1 DENNY FIELD

This athletic field, later called Denny Field, was probably one of the most highly finished landscapes on the campus at the time it was built.

2 CAPTURING A LANDSCAPE CENTER

The Oval Plan was a landscape framework creating a focus around which the campus could develop.

3 A CLOSE SHORELINE

The shore of Lake Washington was in the vicinity of today's Montlake Boulevard, the adjacent rail line created a strong barrier on the campus edge.

4 AN URBAN EDGE

15th Avenue establishes an urban edge close to the campus center.



LEWIS AND CLARK HALLS, 1902

MATURE TREES FOR A YOUNG CAMPUS

Remnant forest areas helped blend developed parts of campus into the surrounding woodland context.

CREATING A LANDSCAPE FOR COLLEGE USES

The Oval works with the existing topography of the site to create impressive views and establish a sense of landscape connection between the widely spaced buildings.

A VERY BASIC FRAMEWORK

In keeping with the University's lack of resources, the material expression of the landscape is functional - the experiential aspects of the landscape, and the sense of campus, depend on topography, planting, architecture and natural setting.

This plan represents a high level of aspiration for the growth of the new campus, though there was no money to build new buildings or new landscapes. The 1904 plan consolidates many of the most fundamental relationships established during the University's first decade of growth, including the strong delineation of a woodland frame around a cultivated center. It is also indicative of things to come, including the establishment of multiple landscape centers within the larger whole.

1 EMBELLISHING THE OVAL

The Olmsted Plan renames the Oval as the Arts Quadrangle, now strongly figured by its architectural and planted edges. Tree-lined pathways, organized geometrically, anticipate heavy use of the space as a major center the new campus, as does the removal of the existing pre-development vegetation.

2 EXPANDING SERVICE AND CIRCULATION

The plan includes roadways that create efficient access without passing through any of the major campus landscape spaces. In an emerging system of "The Clearing and the Forest," the developed areas play off the steep wooded slopes on the either side of the road.

3 FACING THE CITY

The 15th Avenue boundary is very architecturalized, with a continuous row of buildings, each much larger than any campus building built to date, replacing the existing wooded and lawn edge.

4 MULTIPLE CENTERS

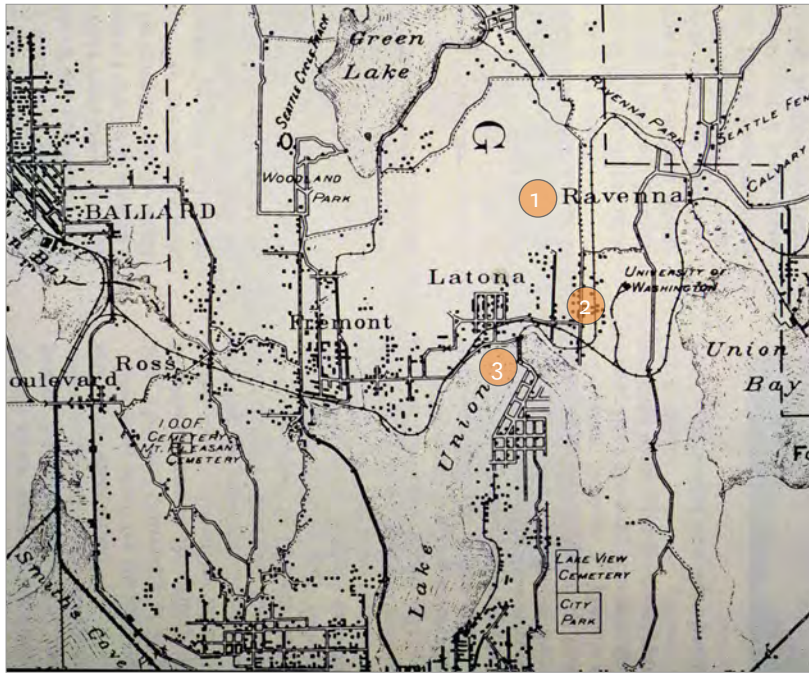
Although the space of the proposed sciences Quadrangle is much smaller than the Oval, the buildings that surround it are much bigger, suggesting a dramatically different type of landscape experience despite the fact that the general figuring of the space and walkways is very similar.

5 MULTIPLE ENTRANCES

Roadway access to campus passes over the rail corridor to create a continuous connection to the south.



CAMPUS PLAN, BY THE OLMSTED BROTHERS, 1904



1894 ROADS MAP OF NORTH SEATTLE

1 FOREST BORDERS

Almost no urban development north of the University.

2 CATALYST FOR DEVELOPMENT

Concentration of urban development along streetcar line.

3 URBAN CONNECTIONS

Latona Bridge, connecting North and South.



1903 SITE PHOTO BY OLMSTED BROTHERS

PRESERVING THE FOREST IDENTITY

Campus background characterized by tall evergreens.

ESTABLISHING A CAMPUS IDENTITY

Open lawn edge to campus, but not highly figured or maintained.

PARALLEL URBAN GROWTH

Like the University, the Brooklyn neighborhood (now the U District) is growing rapidly.

1909-1920 CLEARING THE WAY

FROM WILD FOREST TO FINISHED CAMPUS

Enrollment at the UW was expanding rapidly in the first decade of the 20th Century, but there were few funds available to build new structures. In 1906, the University got an unexpected opportunity in the guise of the Alaska-Yukon-Pacific-Exhibition (AYPE), which had the financial resources to develop the lower two-thirds of campus for the Fairgrounds. According to Herbert Condon, who was business comptroller at the time, “the principal inducement the University authorities had: to comply with the suggestion of the joint use of the campus, was the prospect of reducing this wild forest to a finished campus.”

A NEW CAMPUS FRAMEWORK

More than a hundred acres of thicket had to be cleared to make way for the fair, including extensive grading and planting. In addition to this dramatic removal of woodland, University infrastructure was upgraded to accommodate the fair, including a new system of paved streets and improved connections with urban transportation systems.

Although much forest remained, and the fair construction translated into better access and fewer impediments to the use of the larger campus, the downside of this work was the loss of ecological continuity and complexity.

TRANSFORMED BOUNDARIES

The urban and natural context of the UW was also transforming dramatically at this point. The Ship Canal, linking Lake Washington to Lake Union, and then to Puget Sound beyond, began construction in 1909 and was officially opened in 1917. This transformed the UW from an interlaken site to a peninsula, and the lowering of the Lake Washington water level created hundreds of acres of new campus land to the east of Montlake Boulevard. Neighborhoods to the north and the west of campus were growing denser, and more populous, making the contrast between “finished” campus and city streets all the more pronounced.



1909 - 1920

Landscapes overlaid on current landscape plan:
Rainier vista, Frosh Pond, Grant Lane, ship canal,
and Union Bay Natural Area

UW ENROLLMENT: 2200 STUDENTS

The rapid transformation brought about by the AYPE and the Lake Washington ship canal can still be felt in the dramatic landscapes they left behind.



RAINIER VISTA



SHIP CANAL



FROSH POND



UNION BAY NATURAL AREA

The plan for the fair was very resourceful in making a virtue of dramatic site conditions, including the steep eastern slope, and the gradual southward slope toward Lake Washington. The density of trees and shrubs was dramatically carved into, making way for pathways, roadways, figured lawn spaces, formal gardens, and buildings, completely transforming both the physical and conceptual framework for understanding the campus.

1 ENGAGING THE SLOPE

The steep eastern slope, which was ill-suited for many uses, offered a fine location for an amphitheater, with access down from the main campus, and expansive views out.

2 RAINIER VISTA VANTAGE POINT

The AYPE defined the spatial envelope of the Rainier Vista, and it also established a new center to the campus in the spot where the framed views down the vista to the mountain were most dramatic. The same landscape center also accessed Olympic Place, affording views to the Olympic Range to the west.

3 THE RELATIONSHIP OF TOWN AND GOWN

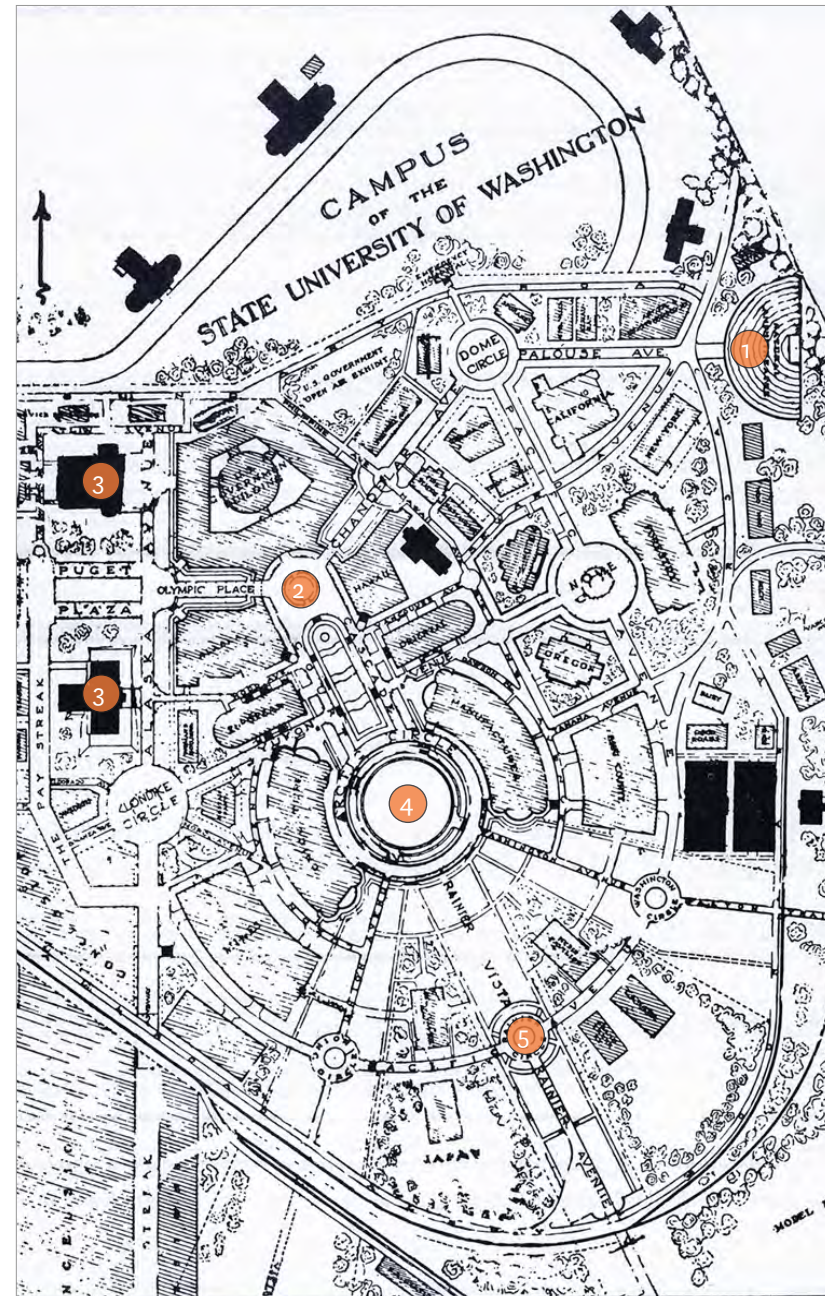
Campus buildings are marked in black on this plan. Of these, Architecture Hall and Meany Hall develop a relationship with the urban edge. Although both buildings are oriented to the city grid, both are set back from 15th Ave NE and front the campus.

4 ARCTIC CIRCLE

The Gesier Basin is the largest single feature of the AYPE plan, and an important middle ground element at a size that is appropriate to the Rainier Vista. Experienced in the AYPE landscape, however, it was something that you walked around, rather than a place to be.

5 RADIAL ORBITAL CIRCULATION

Circulation within and around the fair was assisted by the strong orienting features of the major vistas, along with orbital connections that linked each vista at key points.



THE ALASKA YUKON PACIFIC EXHIBITION



AYPE FAIRGROUNDS LOOKING NORTH ACROSS PORTAGE BAY

1 FOREST IDENTITY

Even in the midst of extensive clearing for the fair, several stands of large trees were preserved, providing a complement to the fair architecture.

2 LAKEFRONT IDENTITY

Taking advantage of the sloping site, the fair commanded views from the top, and touched the water at the bottom.

3 FROM TERMINUS TO THRESHOLD

The AYPE predated the Ship Canal, but plans were already underway to create a continuous connection between Puget Sound and Lake Washington.



AFTER THE FAIR

A NEW CONTEXT

After the fair, the majority of buildings were dismantled, leaving a vast landscape scale that dwarfed the original UW buildings, such as Denny Hall, and left the few remaining fair structures, such as the Auditorium Building on the left, in relative isolation.

A NEW FRAMEWORK

The degree of clearing resulted in a landscape of very long walks and straight views with little mystery or framing. There was also scant ecological diversity or protection from the elements.

NEW LANDSCAPE FEATURES

Geiser Basin, once surrounded by buildings, becomes a stand-alone feature at the periphery of the active campus spaces.

During the 1910s, the southern and eastern boundaries of campus were changed dramatically. A canal was cut through the isthmus directly south of the campus. This passage, along with a similar canal digging between Fremont and Queen Anne Hill, as well as the Ballard Locks, established a direct water route between Lake Washington and the Puget Sound.

1 A NEW SHORELINE

Lake Washington dropped nearly nine feet when the canal was constructed, creating hundreds of acres of new UW shorefront. The construction of the original Husky Stadium, proposed in this plan, but 5 years before its construction, was a first step of establishing a UW presence along the newly created East Campus territories.

2 WATER ON THREE SIDES

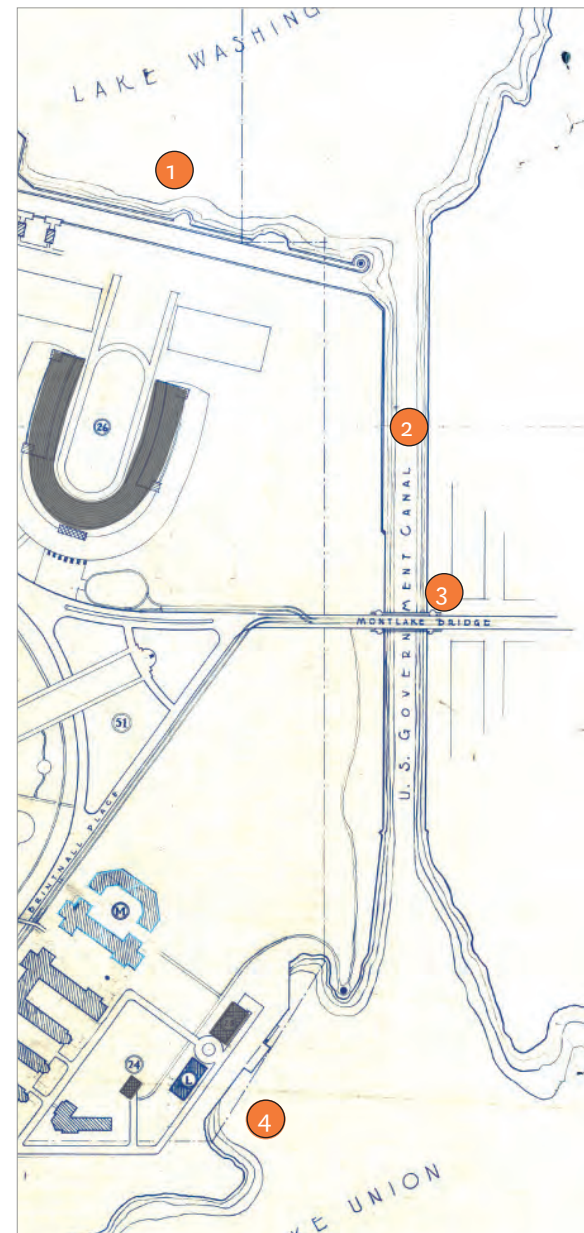
The Montlake cut would transform the University's landform into a peninsula, creating unparalleled and diverse water access along three edges.

3 MONTLAKE BRIDGE

The bridge that was to be constructed to re-connect the North and South sides of the canal in 1925 had the counter-productive effect of obstructing campus landscape connections along the waterfront.

4 PORTAGE BAY WATERFRONT

The University's western waterfront, which had been a dead end, becomes a major shipping thoroughfare with the construction of the canal.



MONTLAKE CUT, MAP OF 1915



MONTLAKE CANAL UNDER CONSTRUCTION, 1915

IMPENDING CHANGE

The height of the dam in the background gives an indication of the difference in water elevations between the lake and the canal. Not only did the level of the lake drop, creating new shorelands, but the outflow of the lake changed, drying up major courses such as the Black River, and causing massive change to human use and ecological habitat.

AN ENGINEERED EDGE

The cut was guided by functionality first and foremost, with steeply battered concrete edges that precluded shoreline habitats and steep landscape slopes that were difficult to navigate.



THE NEW EAST CAMPUS, 1920

FACING THE LAKE

The first UW program built along the new, and otherwise undeveloped, East Campus Lakefront was the original Husky Stadium, which appears from this photo to have been set into the grade on its campus side, but rising above grade as it approached the waterfront.

PARKING FOR THE GAME

Early evidence of what would become a much bigger demand on the campus landscape.

In 1914, the Seattle firm of Bebb and Gould, with Carl Gould as the principal in its work, was hired to develop a new plan integrating the landscape legacy of the AYPE with the existing campus architecture and landscape, and creating a framework for the future growth of the campus.

There were many deviations from this plan in the years to come, particularly with respect to the size, location, and footprint of buildings. Nevertheless, the core structure of the UW campus laid out in this plan provides the framework for decades of subsequent growth. Characteristics of the campus that influence identity, experience, function, and orientation include the establishment of major axes radiating from a strong center, orbital circulation, and landscape spaces that are strongly figured by architectural enclosures.

Features of the Regents' Plan that were never built include the numerous buildings facing the street along the northern portion of the University's 15th Ave NE frontage, including a major structure framed by entry drives on either side. Also, the plan suggests several structures south of Drumheller Fountain that would have created a tight frame around the lower end of the Rainier Vista. In general, the Regents' Plan provides direct circulation between buildings and through landscapes but there is no clear separation between vehicular and pedestrian routes.

1 **A FORMALIZED LAKE EDGE**

The plan calls for the filling and formalization of the Lake Washington edge, creating more space for athletic facilities, and extending the highly constructed landscape from the center of campus to the edges.

2 **CORE TO PERIPHERY CONNECTIONS**

A combination of buildings, steps and landscape elements creates a strong connection from the central campus across Montlake to the edge of Lake Washington, the type of clear and powerful connection that has not been implemented to this day.

3 **THREE WAY INTERSECTION**

Montlake Boulevard and Pacific Street both gain in importance as a result of the myriad changes associated with the Montlake Cut. The importance of this new urban junction is reflected in the decision to bring a roadway in underneath the railroad tracks, creating a vehicular entrance straight up the Rainer Vista.

4 **THE CITY TAKES SHAPE AROUND THE UNIVERSITY**

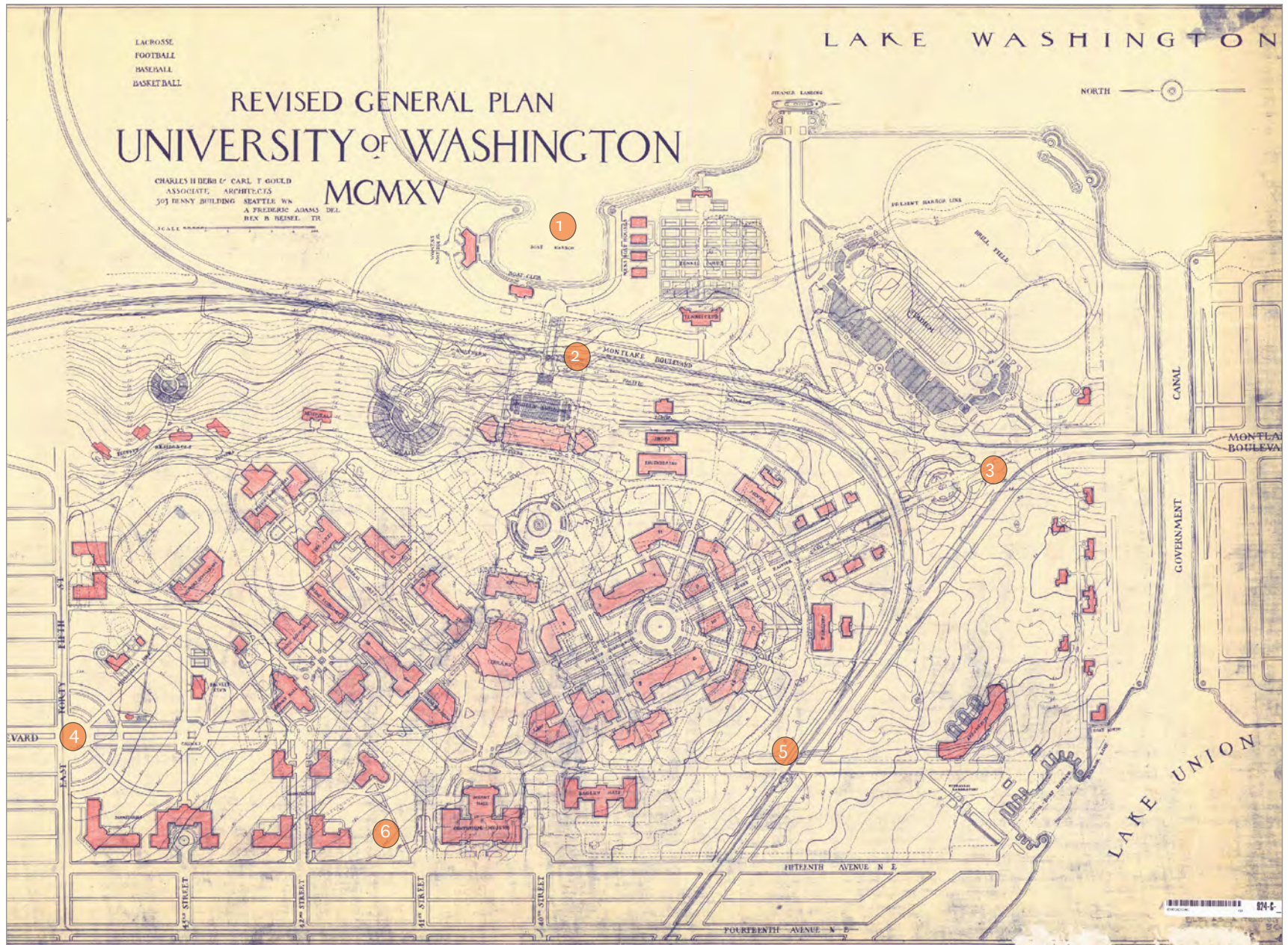
The recent growth, and anticipated further growth, of neighborhoods north of the campus are indicated by a major new campus entrance from 45th Ave NE. The establishment of the Memorial Way axis further strengthens the center of campus and radial geometry.

5 **PORTAGE BAY CONNECTION**

Strong, direct visual and circulation links between the Portage Bay waterfront and central campus were to be preserved post-AYPE along an existing roadway that passed under the rail lines.

6 **FACING THE STREET**

As with the 1904 Olmsted plan, an inclination to architecturalize the relationship between campus and city along the 15th street edge is evident in the 1915 Regents' Plan.



1920-1940 BUILDING A CORE

THE PLAN TAKES SHAPE

The Regents' Plan for the University became the framework for introducing new architecture and new spatial complexity to the campus over the following 25 years. The vast landscape spaces between the original campus buildings gradually took on the more intimate scale of the quadrangles and plazas that were shaped through this plan.

INCREASED EXPERIENTIAL RANGE

In addition to a concentration of new buildings at the core of campus, and the delineation of highly figured landscape spaces, such as the Arts Quad, this era sees an expansion of intimately scaled landscape program on campus. These small gardens, including the Medicinal Herb Garden and the Sylvan Theater, as well as small courtyard spaces around Hansee Hall, add greater range of landscape experience to the campus.

INTRODUCTION OF THE AUTOMOBILE

The campus gets its first major new entrance from the north, planted with London Planetrees as a memorial for the UW students killed in World War I. Although circulation had always been a concern of campus planning, the dramatic rise of automobile use during this era had profound physical effects on the campus over time. Most notably, the presence of parked cars can be seen permeating all parts of campus, culminating in the construction of large lots.

BACK OF HOUSE

The lands created by the lowering of the lake were vast, unstable, and not well connected to the developed parts of campus, except in the south. East Campus began to develop and the Hec Ed Bridge was built across Montlake, reflecting the increased use of the roadway and the introduction of new facilities east of the roadway.



1920 - 1940

Landscapes overlaid on current landscape plan:
Memorial Drive, the Liberal Arts Quad, Hub Yard,
and Sylvan Theater

UW ENROLLMENT: 5882 STUDENTS

Many of the landscapes that feel most quintessentially collegiate were completed during this era.



THE QUAD



MEMORIAL WAY NE



THE HUB YARD



SYLVAN THEATER



COLORED AERIAL PHOTO, 1920s

1 FRAMED BY THE FOREST

The woodland edge on the east, north, and west sides of campus remains a strong character-defining attribute, and a good complement to the cleared center.

2 ADDING COMPLEXITY

The Liberal Arts Quad takes shape within the outline of the original Oval Plan, creating a new, more intimate, scale to the campus.

3 A VAST CLEARING

The circulation imprint of the fair, and the system of radiating axes, defines the lower campus in the absence of architectural form.



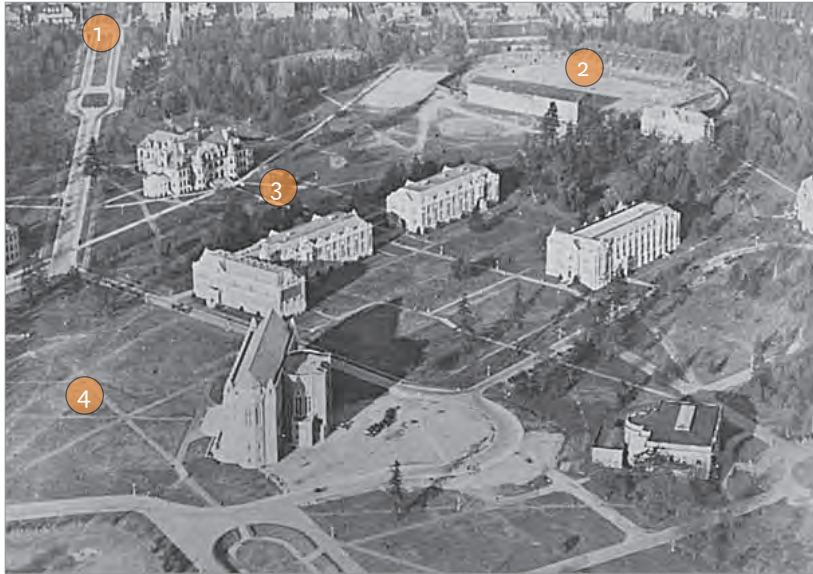
SYLVAN THEATER, 1922

COLUMNS

Salvaged from the facade of the original downtown UW building, the columns were initially moved to the campus in 1922 and sited at a campus pathway in the vicinity of the Quad. In 1921, Sylvan Theater was created to provide a landscape setting for the columns.

GROVE AND LAWN

The enclosing woodland edge gives Sylvan Theater the intimacy and intricacy of a garden, while the interior lawn provided a new kind of campus space for certain scales of program, including these dancers celebrating the opening of the new landscape.



UPPER CAMPUS AERIAL, LATE 1920S

1 MEMORIAL WAY

Carved out from the woods on either side, the long axis and London Planetree allee of Memorial Way made a highly figured entrance for the University that reached north and connected the University to the Olmsted Park and Boulevard system.

2 DENNY FIELD

Football had moved to Husky Stadium, but intramural sports stayed close to the dormitories at Denny Field.

3 DENNY YARD

The “in the round” architectural objectness of Denny Hall strikes an elegant balance with the planar rectilinearity of the backs of the Quad buildings.

4 SUZALLO QUADRANGLE

All of the major landscape spaces and axes come together in the vast lawn space in front of Suzallo library, almost feeling like a “campus commons.”



SUZALLO LIBRARY, 1927

POPLARS

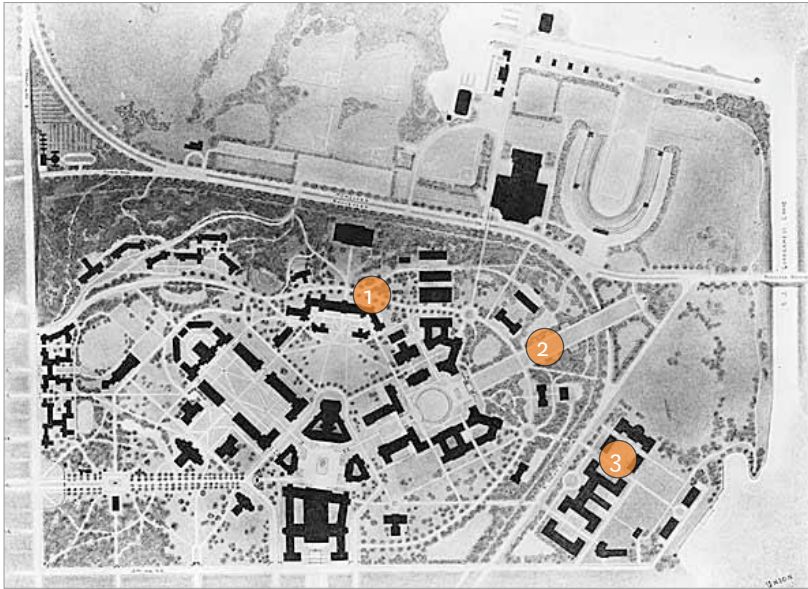
This existing line of poplars provide a veiled foreground to the new library.

HILLTOP LIBRARY

The relative underdevelopment of campus architecture allowed for panoramic views looking east.

LAWN

The original Meany Hall is behind the photographer, connected to the Library across the vast flat lawn by a direct pathway.



PLAN FOR CAMPUS, 1936

- 1 STEVENS WAY**
The roadway that will become Stevens Way was evolving away from its role as a service road and becoming more of a main street for university program.
- 2 RAINIER VISTA**
The heavy development of architectural program along the Rainier Vista that was suggested in the Regents' Plan has been abandoned in this plan, while two small garden spaces spatially and programmatically frame the Vista on either side.
- 3 PLANNING FOR SOUTH CAMPUS**
Looking ahead to a future phase of expansion, South Campus was envisioned as a neighborhood with landscape/building relationships and densities similar to those on the main campus. This plan suggested strong, clear connections between South and Central Campus, and to Portage Bay.



RAILROAD BRIDGE AND CAMPUS CONNECTION

PREEXISTING CONDITION

All campus development at the edges of the core campus had to cede right of way to the railroad, which was in operation through 1963.

STRATEGIC CONNECTIONS

A pedestrian underpass connection, built as part of the AYPE, provided important access between south campus and core campus.



CAMPUS AERIAL, 1937

1 MONTLAKE LANDFILL

In 1926, the city had negotiated use of university shorefront land as a municipal dump. The practice of burning allowed the footprint of disturbance to remain relatively small.

2 CENTRAL PLAZA

The Central Plaza of the Campus is taking on a more defined shape as adjacent axes are built up and as major flanking structures, including the library and performance hall, are built.

3 THE URBAN EDGE

The 15th Avenue boundary of the campus is very abrupt, with everything west of 15th at a distinctly residential scale and finely grained along the urban grid.



UW CAMPUS DAY, 1931, THE QUAD

IMAGE OF A FINISHED CAMPUS

Figured spaces, like the Quad, were developed with a high level of detail and care, with the resulting spaces feeling cultured, collegiate, and decidedly separated from the wild.

SPACES THAT FEEL FINISHED BUT CAN STILL EVOLVE

The cherry trees were not added to the space until the 1960s.

NO LONGER PULLING STUMPS

As indicated by the festive dress of the picnickers, Class Day had lost most of its work associations by this time, and the tradition was abandoned altogether in 1934.

1940-1960 DISTRIBUTED GROWTH

SHAPING THE VISTA

During the 1940s, permanent architectural program was built around Rainier Vista, giving volumetric definition to the edges of the space. Although this expansion incorporated landscapes that had existed by that time for decades, the introduction of buildings, of the appropriate height and density, extended the sense of campus all the way down to Frosh Pond.

REACHING OUTWARD

There is also the expansion off the traditional core campus with the creation of the Terry Lander dorms and the establishment of Campus Parkway, as well as the construction of the first phase of the Health Sciences Complex to the south.

PARKING AND CAR ROADS

Although circulation had always been a concern of campus planning, the dramatic rise of automobile use during this era had profound physical effects on the campus over time. Most notably, the presence of parked cars can be seen permeating all parts of campus, located in what one campus planner described as “out of the way” spots, along Stevens Way and next to buildings.

PERMANENT TEMPORARY CONDITIONS

The lands created by the lowering of the lake were vast, unstable, and not well connected to the developed parts of campus, except in the south. East Campus begins to develop in large monofunctional areas, with its primary uses developing into a municipal dump, parking, and athletics.



1940 - 1960

Landscapes overlaid on current landscape plan:
Campus Parkway, Science Quad, South Campus
waterfront

UW ENROLLMENT: 12,162 STUDENTS

The rapid increase of automobiles on campus became a major problem during these years.



SCIENCES QUAD



E1 PARKING LOT



CAMPUS PARKWAY



HEALTH SCIENCE AERIAL



MARY GATES AND JOHNSON HALLS, 1940s

FORMAL PROMINENCE

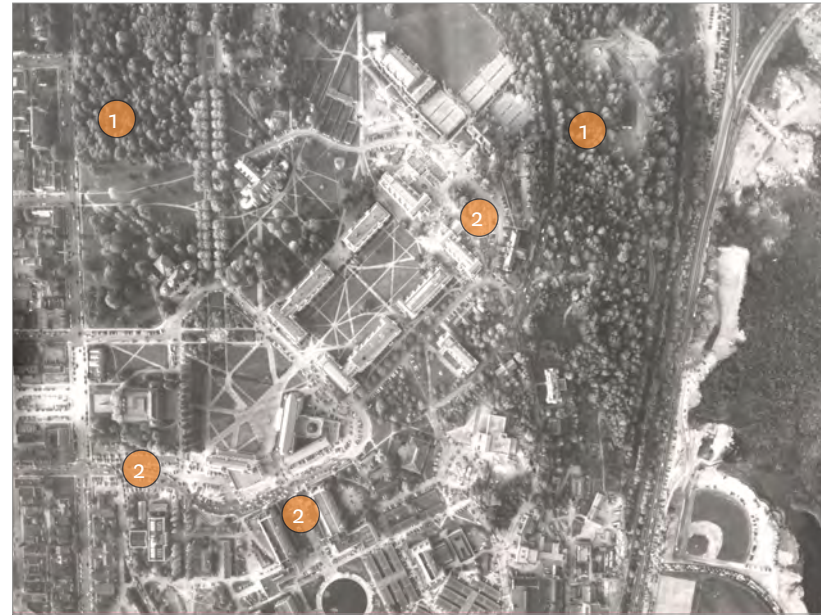
After the removal of the AYPE buildings, Parrington Hall had a prominent position, but effectively blocked the Vista when looking from Frosh Pond to the center of campus.

FRAMING THE VISTA

The landscape character of the Rainier Vista has changed with each architectural addition that has enframed it. In this era, the grade was kept relatively flat coming down from Suzallo Quadrangle, creating a raised Belvedere looking over Frosh Pond.

FROSH POND

The geisers that initially fed Frosh Pond from further up the axis have been eliminated, so that the water body is a perfect circle with a calm surface.



CAMPUS AERIAL, 1949

1 PERSISTENCE OF THE FOREST

Although the development of the campus continued to accelerate, the woodland edge remained very dense around the western, northern, and eastern edges of the core campus.

2 ACCOMMODATING THE AUTOMOBILE EVERYWHERE

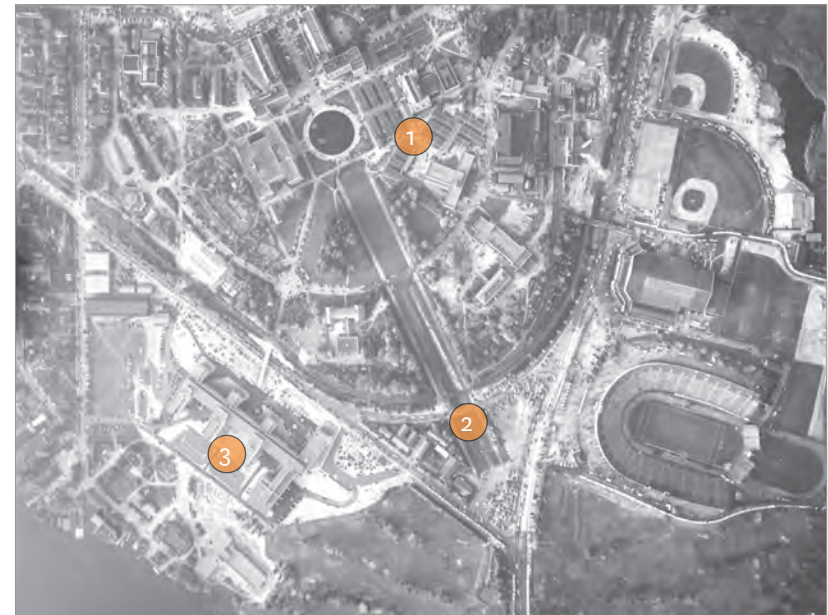
Extensive small parking areas introduced throughout campus significantly eroded the pedestrian structure of the campus.



CONSTRUCTING BARRACKS NEXT TO FROSH POND

RAPID EXPANSION

Before the full construction program around Rainier Vista was complete, the urgent need for campus housing for returning GIs, and the subsequent decision to install barracks east of Frosh Pond, meant that the emerging Sciences Quadrangle could not be enjoyed as a landscape space.



CAMPUS AERIAL, 1949, SOUTHEAST CAMPUS

1 EXPEDIENCE TRUMPS EXPERIENCE

Temporary barracks arrayed at the very heart of the campus center were at odds with both the landscape and the architecture.

2 DRIVING UP THE VISTA

The Montlake intersection, a major moment for arrival onto campus, was completely dominated by parking.

3 A JUMP IN SCALE

As the Health Sciences Complex developed, the relationship between landscape, architecture, and urban context was very different compared to the composition and character of central campus.



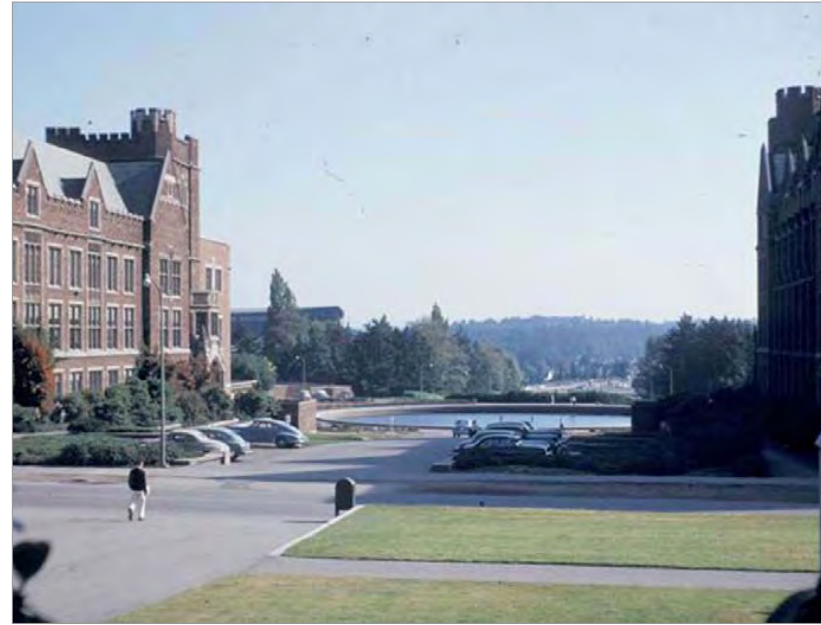
CAMPUS AERIAL 1949, WEST CAMPUS

1 CAMPUS PARKWAY

Breaking up the tightly grained urban grid, the UW and the city work together to construct a new boulevard, with a city park at its center. Campus Parkway links traffic from the University pedestrian entrance on 15th Avenue.

2 RAILWAY CORRIDOR

The U District grew around the Northern Pacific Railway corridor, which predates all other urban infrastructure in this area. It would remain an active line until 1963.



VIEW BETWEEN JOHNSON AND GATES, 1950s

CONNECTED LANDSCAPE

As architectural development increased in the southern Vista, a direct landscape connection replaced the former plinth between the two buildings, restoring a direct connection from Suzallo Quadrangle to Frosh Pond

SHARED SPACE

Cars and pedestrians coexisted even in the heart of campus.



EAST CAMPUS PLAN, 1958

1 EXPANDED PARKING CAPACITY

The university was eager to create a more organized approach to parking. In addition to surface lots in the central campus, the zone of East Campus along Montlake Boulevard was dedicated to large parking areas.

2 MUNICIPAL LANDFILL

Campus parking and the landfill co-existed on the East Campus.



CAMPUS AERIAL, 1949, SOUTH CAMPUS

1 HEALTH SCIENCES

Even in its early years, this part of campus developed at a scale and a density that dwarfed other parts of campus.

2 UW GOLF COURSE

As academic program expanded, this facility was incrementally reduced in size.

3 CUTTING OFF THE WATERFRONT

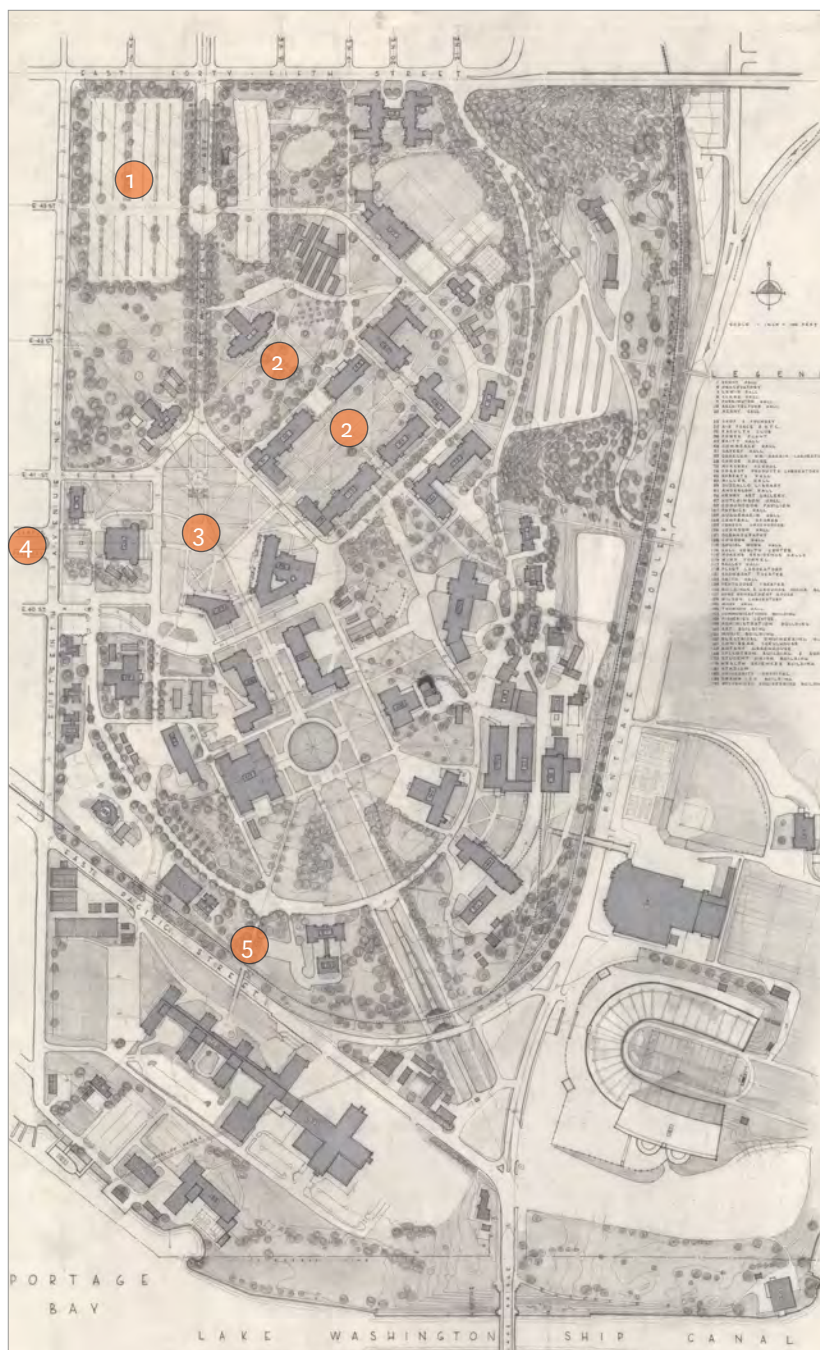
Connections to the Portage Bay waterfront appear to be undervalued during this era, with many architectural introductions that reduce connectivity and access to the waterfront.



The rapid growth of the campus, along with the increased use of the automobile, was reflected in the introduction of large new parking lots. The wooded northwest corner of campus was completely carved out, leaving a bare frame of trees around parking areas. Although many of the temporary buildings from the World War II era had been removed, there were still sizeable remnants, particularly to the northeast of Denny Hall.

Nevertheless, it is clear that major landscape spaces at the core of campus were also being protected from development. The expanses of

Parrington Lawn, Denny Yard, Central Plaza, the Arts Quad, the Sciences Quad, and the Rainier Vista were all preserved and fortified during this era, maintaining a robust series of figured campus landscapes even as the wooded edges were being dramatically thinned. In some cases, particularly with Central Plaza, planning documents indicate that the university intended to build greater architectural density into the core eventually, which meant that the loose figuring of this space was being maintained not for its own value, but in anticipation of changes in the near future.



1 ERODING THE WOODLAND

New parking lots in the northwest corner of campus reduced the formerly dense woodland to a thin veil, dramatically changing the landscape context for Memorial Way and Parrington Hall.

2 EVOLVING CHARACTER OF ESTABLISHED LANDSCAPES

Denny Yard appears to be heavily planted, while the Quad looks very sparse. Neither appear to have an intentional planting plan.

3 GAPS IN THE PLAN

The Central Plaza is a very large and relatively unfigured landscape “commons” with a roadway around it. A clear sight line still extends from Frosh Pond all the way to Parrington Hall.

4 CAMPUS PARKWAY AND OLYMPIC VISTA

Campus Parkway, though it is more than a decade old, is only suggested in the plan, and the western dormitories are omitted entirely. Nevertheless, the original position of Meany Hall on axis with Campus Parkway, and the establishment of an entry lawn off of 15th, Avenue combine to create a strong landscape connection between core campus and the more urban conditions of west campus.

5 BRIDGING PACIFIC

One of the minor axes of the AYPE plan is continued across Pacific Street, creating a strong and clear connection between the central and south campus.

CAMPUS MAP, 1958

1960-1980 INFRASTRUCTURE FOR A CONTEMPORARY CAMPUS

REINFORCING THE EDGES

During this era, the University took steps to address many pressing infrastructural issues. Large structured parking areas were constructed on South Campus, and as part of Padelford Hall, in the eastern part of core campus. Most visible on the core campus, and most influential with respect to the UW's identity, was the construction of structured parking, which represented a shift in parking strategy.

Surface parking was still prevalent, but its spread was halted, and many of the smaller, less functional lots were eliminated. The Central Parking was the biggest structure of this type, and, although its footprint is not huge, it created radically new conditions at a key campus intersection, a central figured plaza, an entrance directly into a parking garage before stepping foot on campus, and several abrupt grade transitions.

THE INNER EDGE

Expansion along the outer edge of Stevens Way pushed central campus to its natural limit created by the steep eastern slope. Padelford Parking Garage was built into the topography, while the northeastern dormitories were sited advantageously into the eastern woodland edge and slope, taking advantage of the expansive views to the east.

THE OUTER EDGE

The architectural development of the South Campus continued to outpace any establishment of key landscape spaces. Similarly, the waterfront around Husky stadium was designated for recreational uses, but lost any streetfront visibility. The Montlake Landfill was closed during this era and the process of ecological restoration began with the establishment of the Union Bay Natural Area.



1960 - 1980

Landscapes overlaid on current landscape plan: Red Square, 15th Ave garage entrance and Henry Art Galler Expansion, Open space surrounding Health Sciences, the Burke Gilman Trail, North Campus Housing and Padelford Garage, and Bloedel Hall courtyard and Botany Greenhouses.

UW ENROLLMENT: 19,562

Steep slopes at the edges of the core campus that had previously been avoided became building sites for major structures while large structured parking areas were built to reduce the impact of surface parking lots.



RED SQUARE



NORTH CAMPUS HOUSING



BURKE GILMAN TRAIL



CHERRY BLOSSOMS IN THE QUAD

The University of Washington marked its first centennial in 1962. In celebration, the towering Drumheller Fountain was added to the Rainier Vista, further accentuating an already powerful moment on the campus. Surface parking dominated other parts of central campus, but it was gradually being replaced by new architectural and landscape program, such as the Burke Museum, which was set within a northwest-inspired woodland garden, replacing a small part of what had been eliminated to make way for the northwest corner parking lots.

This plan shows the final days of a dual-loop vehicular circulation system that had serviced the university since the 1930s. The outer loop was Stevens Way, which in this era entered the University at 40th street, taking a hard right to continue along behind Architecture Hall, following around the original AYPE loop through the southern Rainier Vista, travelling behind the HUB and then winding its way north, where it exited the campus at 21st Ave NE and 45th Street. The inner loop also entered at 40th, travelling across Grant Lane, circling around the Arts Quad, joining Memorial Way, and then heading south to exit at 41st.

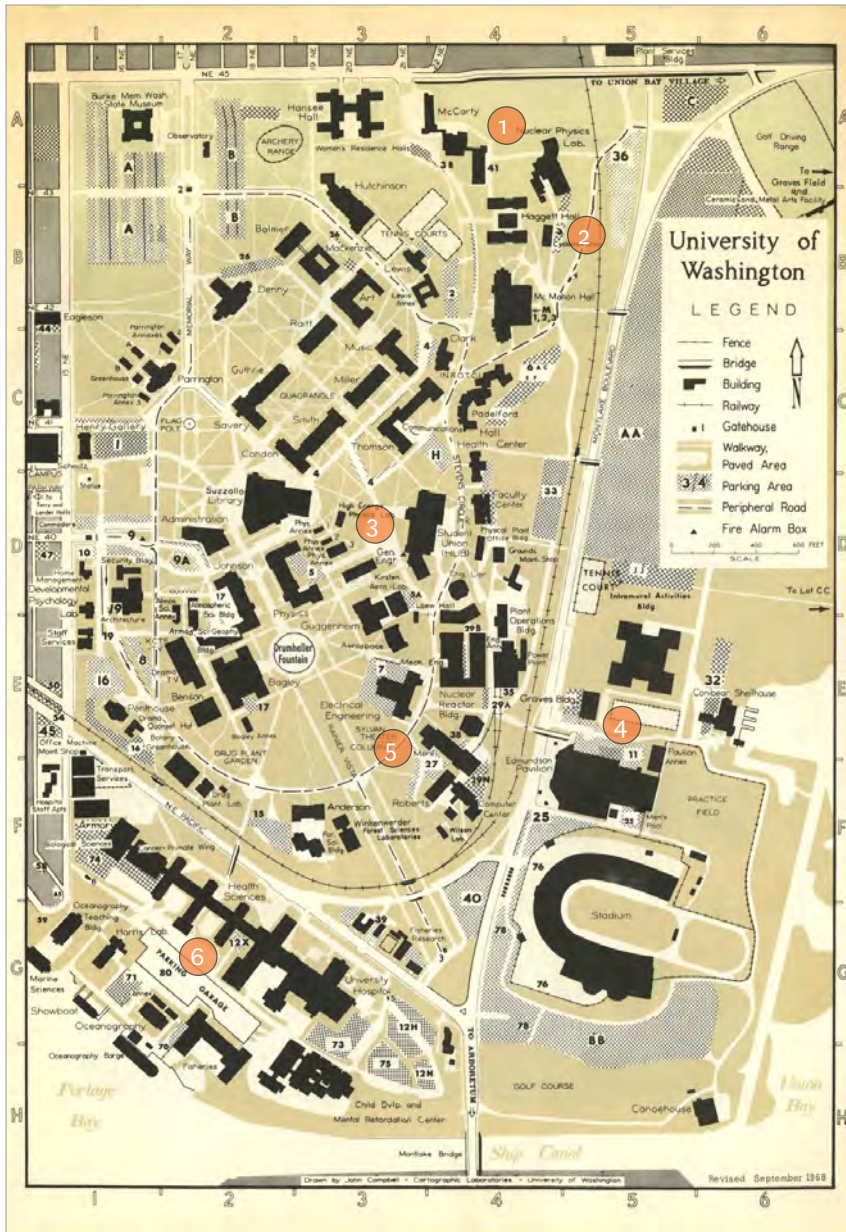
Although they are not shown on the plan, the cherry trees were added to the Quad in January 1962, transplanted from the Arboretum for the original construction of the RT520 floating bridge, transforming the character of the space into one that is cherished by many every spring.



THE LIBERAL ARTS QUAD, 1961



THE LIBERAL ARTS QUAD, 1962



CAMPUS PLAN, 1968

- 1 A WOODLAND FRAME FOR DORMS**
 Three large new dormitories in the north east corner of core campus use the woodland edge as context and complement for the architecture.
- 2 PEND OREILLE**
 This eastern entry to the campus was completely reconfigured in the 1960s, in conjunction with new large-scale architectural projects, including the North Campus housing complex and Padelford Parking Garage.
- 3 HUB YARD**
 Compared to the more figured spaces of campus, the HUB Yard was loosely figured by buildings, providing a complement to the more geometrically figured landscapes such as the Quad and Denny Yard.
- 4 ATHLETICS NEIGHBORHOOD**
 The IMA became the third large-scale structure in an otherwise sparsely built part of campus.
- 5 STEVENS WAY**
 More and more program was being built on the outer edge of Stevens Way, making use of the eastern slope, but also reducing the possibility of campus landscape connections
- 6 SOUTH CAMPUS**
 South Campus was becoming increasingly structured by large scale architecture without the provision of supporting landscape spaces or context.



RAINIER VISTA 1960s

As the architectural context on either side of Rainier Vista changed dramatically over the years, the Vista itself was preserved as open space. Parrington Hall remained visible from Frosh Pond up through the 1960s.



CAMPUS AERIAL 1964

- 1 **I-5**
Interstate 5 would not open in Seattle until 1967, but its construction was already well underway by 1964.
- 2 **CHERRY TREES**
Yoshino cherries planted in the arboretum in 1939 were transplanted in the Arts Quad in January 1962 because their previous location was in the approach ramp to the planned Evergreen Point Floating Bridge, or SR 520.
- 3 **PACIFIC STREET**
In the 1960s and 70s, the UW was actively involved in urban renewal, working closely with the city and the federal government to acquire privately held properties south of Campus Parkway and West of 15th Avenue. The realignment of Pacific Street was part of a larger effort to transform the character and use of this neighborhood.



EAST CAMPUS, LATE 1950S

MONTLAKE LANDFILL

Over the years, landfill activity in East Campus expanded from its original location westward toward Montlake Boulevard, and southward towards Husky Stadium. During its peak years, the Montlake Landfill received 40 to 60 percent of Seattle's waste.

AN INCREASINGLY PROMINENT EYESORE

Although open burning kept the size of the landfill in check for many years, the city's ban on this practice in 1954, accompanied by a daily covering of soil over the day's dumping, accelerated the rate of marsh reclamation by the land fill. The rapid growth of the dump eventually subsumed the wetlands and made the landfill activity highly visible. Closure of the landfill was begun in 1965 and completed in 1971.



ENGAGING THE EAST SLOPE, 1967

1 HAGGET HALL

Hagget Hall was constructed at the middle elevation of the east slope and then connected to the upper roadway by a bridge. The entry level plinth created an outdoor setting for the dorm that was framed by trees planted at the building base.

2 MCMAHON HALL

Similar to Haggett, McMahon was designed to take advantage of spectacular campus views on one side, and panoramic lake views on the other.

3 PADEFORD PARKING LOT

Padelford Hall integrated architecture, parking, and circulation into the east slope. The construction of Padelford was made possible by larger landscape changes, including the establishment of the Pend Oreille entrance and the elimination of an earlier roadway connection to Montlake Boulevard.



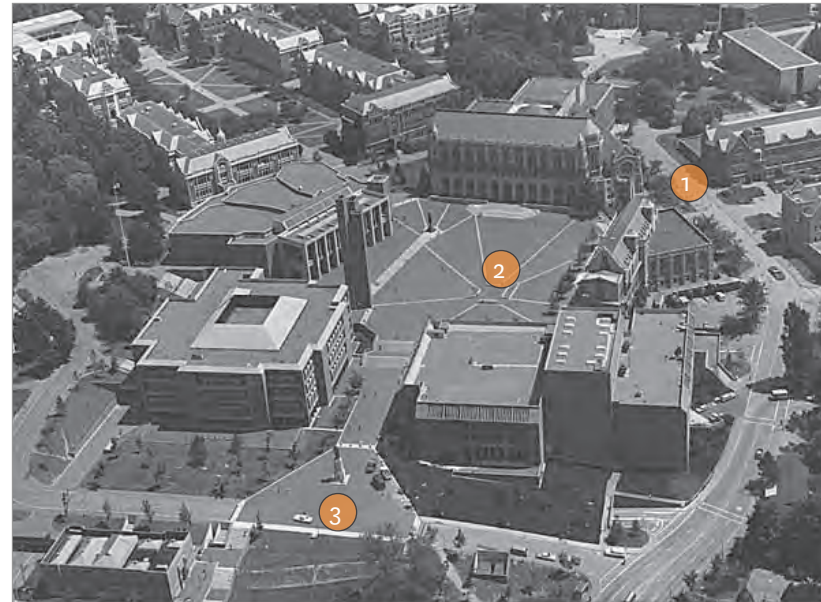
CAMPUS AERIAL, 1970

1 UNION BAY NATURAL AREA

Closure of the Montlake Landfill began in 1965, but would not be complete until 1971, with a final layer of fill and soil provided by the Health Sciences expansion project. The establishment of a new clean soil cap of at least two feet over the entire landfill created the conditions for the establishment of the Union Bay Natural Area.

2 CENTRAL PARKING GARAGE

The construction of the Central Parking Garage, visible in this aerial photo, radically transformed the character, elevation, adjacencies, and function of a huge swath of campus.



RED SQUARE, 1971

1 REGAINING A PEDESTRIAN CAMPUS

Although Grants Lane still had the feel and scale of a roadway in this photo, it was in this era that the core of campus became off-limits to automobiles.

2 A FIGURED CAMPUS CENTER

Although much has changed over the years, Red Square represents a final realization of the Bebb and Gould plan, creating a figured landscape hinge between the Quad and Rainier Vista.

3 OLYMPIC VISTA

The Olympic Vista, established as part of the AYPE plan, but taking on many different guises over the years, provided a raised view to the western mountain range. Lawn and steps connected Red Square down a steep slope to 15th Ave NE.



THE BURKE-GILMAN TRAIL

1971 PRO TRAIL HIKE

In 1971, Burlington Northern abandoned the Seattle rail line that had threaded through Seattle since 1885, wrapping around two sides of the UW campus. The decision to use the right-of-way as a multi-use urban trail was supported by the UW, the City of Seattle, and King County. The group pictured here represent a “pro” trail group organized in response to resistance from some neighborhoods bordering the trail.



In the original layout of the campus dating back to the Alaska Yukon Pacific Exposition, Rainier Vista was a vehicular roadway south of Stevens Way. This southern entry onto campus persisted up through the late 1970s.

1980-2005 BUILDING WITHIN THE CORE

DENSITY

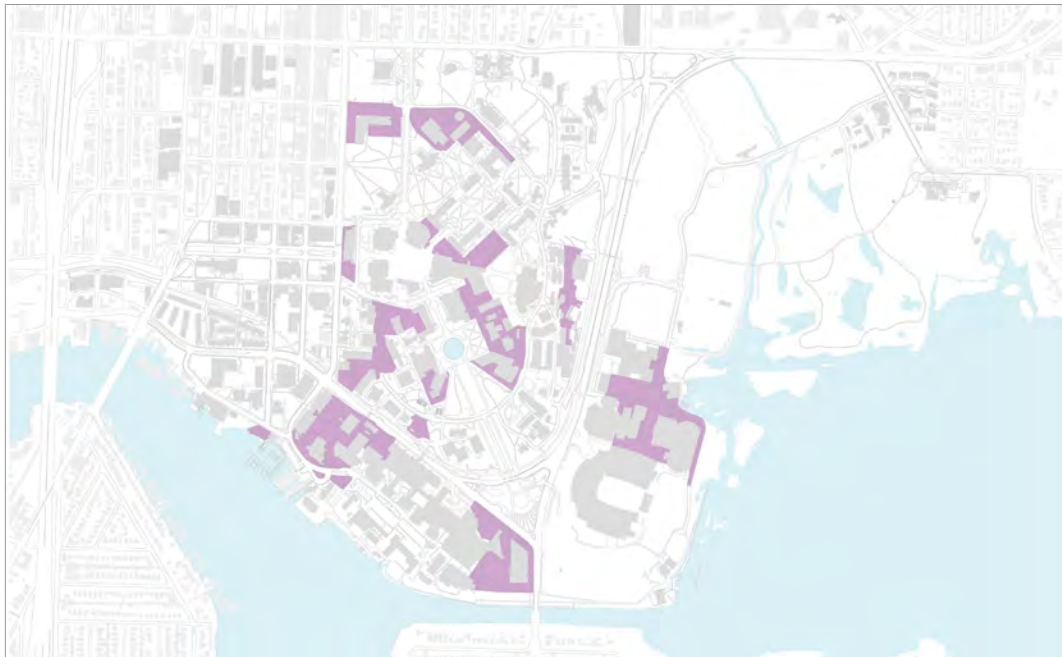
During the 1980s and 1990s, an increasing student population compelled the university to build greater density within the campus core. In some cases, this resulted in the elimination of surface parking lots, as with the site that would eventually become the Gates Law School Building. In other cases, landscape spaces were significantly modified and compressed to make way for new architectural program.

CORNERS

Several campus corners, both interior and at important urban intersections, were given greater definition during this period as well. For instance, the arrival of Paccar Hall at the mid point of Memorial Drive, in addition to the construction of the Law School, made the intersection with Stevens Way seem more like a moment of arrival.

INTRICACY

Many of the new landscapes that were built during this era employed landscape types, such as gardens, courtyards, and vistas, that were already present on campus. This new generation of spaces differed from its predecessors, however, in the relative intricacy of the structures and the plantings that emerged. The Physics and Astronomy Courtyard, for instance, was built into a very steep slope, resulting in a courtyard space that relies on a long flight of stairs to make a critical connection to the Burke Gilman trail.



1980 - 2005

Landscapes overlaid on current landscape plan: 43rd Street Improvements, Grieg Garden, Architecture Hall, Physics Astronomy Courtyard, Portage Bay Vista, Surgery Pavilion, Dempsey Wetlands, Conibear Wetlands.

UW ENROLLMENT: 35,290 STUDENTS

Greater architectural density in the Core Campus and South Campus neighborhoods puts pressure on the landscape to offer the same quality of experience and connection within smaller areas.



PORTAGE BAY VISTA



HUB YARD



PHYSICS & ASTRONOMY COURTYARD



PARRINGTON LAWN WITH LAW SCHOOL IN BACKGROUND



CAMPUS PLAN, 1985

1 URBAN HORTICULTURE CENTER

The construction of the Urban Horticulture Center created a base for the landscape restoration of the Union Bay Natural Area.

2 BURKE GILMAN TRAIL

The Burke Gilman Trail had become a recreational corridor, linking bike-riding students to the north and to the west, as well as a transportation corridor.

3 HUB YARD

With the completion of Central Plaza, the Hub Yard became the single largest open space on the central campus, and one of the most idiosyncratic, with a broad range of planting types, including tall evergreens, and architectural edges that give the appearance of having been considered independently rather than as a frame for the landscape.

4 WEST CAMPUS

The proliferation of academic and residential program into West Campus develops largely within the framework provided by the urban grid between 15th and Brooklyn, and consolidates holdings to create bigger blocks west of Brooklyn.

5 TRIANGLE PARKING GARAGE

The Montlake Triangle, including Pacific Street, was raised in elevation to create height for the Triangle Parking Garage. This closed off the southern vehicular entry into campus, which had followed the line of the Vista under the railroad tracks, up to Stevens Way.

6 SOUTH CAMPUS

South Campus continued to expand, with no large-scale landscape spaces built to counterbalance the architectural density, which was rivaled only by Husky Stadium.



BURKE GILMAN TRAIL, 1986



E1 PARKING LOT, 1986. The enormous Eastern parking lots were heavily used prior to concerted efforts to increase transit use and bicycle modality.



GRIEG GARDEN

GARDEN ENCLOSURE

As part of efforts to redefine the HUB Lawn following the construction of the Allen Library, the Grieg Garden was created, adding a spectacular new garden space in the center of campus.

TALL SHRUB LAYER

One distinctive element of the UW planting palette developed in this era is the use of tall shrubs, which give a strong sense of spatial definition to many pathways and gardens, particularly in the central campus.



LAW SCHOOL

THE REMOVAL OF SURFACE PARKING

As transit and bicycling became increasingly popular forms of transportation, the need for surface parking decreased, which meant that parking lots were increasingly viewed as potential sites for new, frequently large, buildings.

TRYING TO FIT IN

Despite its size and location along the UW's major urban edge, the Law School keeps a very small landscape footprint, influencing landscape context only to the degree that was necessary.



PORTAGE BAY VISTA

CONNECTIONS TO THE WATER

Attempting to create additional land for South Campus, the University worked with the city to re-route 15th Ave NE to align with the waterfront grid rather than the urban street grid. The city required an unobstructed waterfront vista be maintained as part of the agreement.

CREATING LANDSCAPE SPACE

The Portage Bay Vista is an example of the University consolidating urban holdings to allow for a greater connectivity and sense of openness in critical areas of campus.



TRIANGLE PARKING GARAGE

LIMITING VEHICULAR ACCESS

In 1984, the University closed the Montlake Entry onto campus, replacing it with the Triangle Parking Garage, which was lidded by a new landscape space. The closure of this entry simplified traffic on Central Campus, limiting entry and exit, and expanding the pedestrian realm along the Rainier Vista. However, it also complicated entry onto campus, resulting in a very long vehicular access gap from Pend Oreille Road all the way to NE 40th Street.

UNRESOLVED ASPECTS

The construction of the new garage created a new landscape space at the end of the Rainier Vista, but the procession from Stevens Way to this new landscape contained vestigial elements of the former roadway, which had been part of the Olmsted Brothers plan for the campus. These include a depressed roadbed between raised paths on either side, as well as a the north face of a bridge, originally constructed as an entry and exit gate to campus under the railroad, was now a dead end.

2005-PRESENT EXPANDING THE SENSE OF CAMPUS

WEST CAMPUS

Although the Terry Lander dorms had long existed west of 15th, and other academic and cultural program had been woven into the U District urban fabric, 15th Ave NE has long felt like the outer boundary of the campus. The creation of new dormitories along Campus Parkway resulted in a reconsideration of this urban campus neighborhood and the initiation of efforts to make it feel more like the UW, even as it retains its own character.

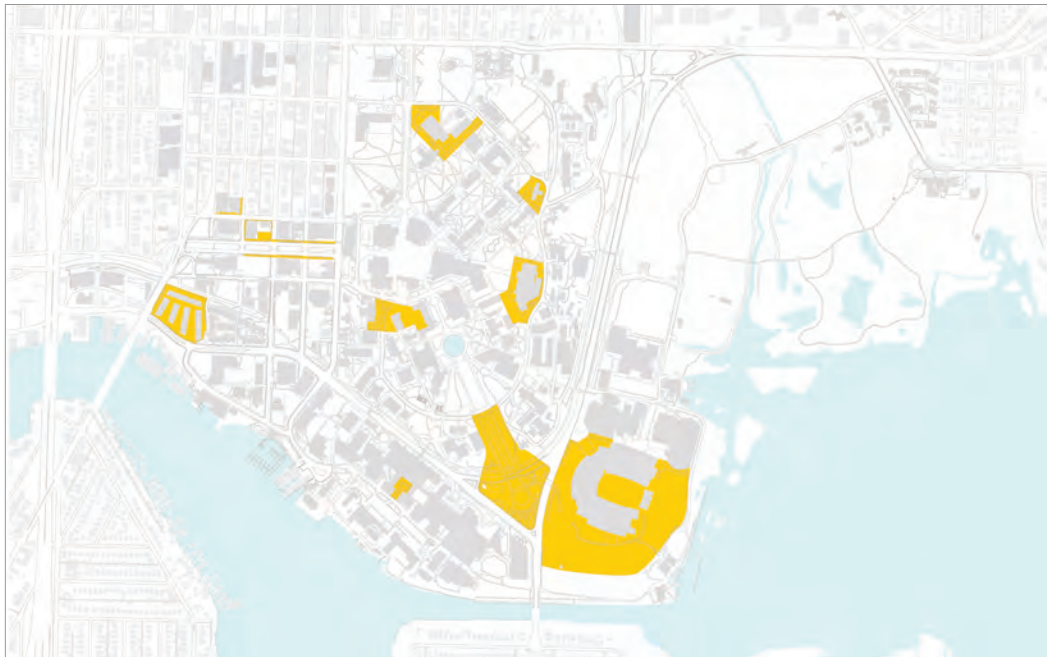
MULTI-MODAL TRANSPORTATION

Pro-active transportation planning succeeded in transforming the way that the UW community travels to and from campus. Faced with the gradual expansion of vehicular traffic and surface parking from earlier decades, the university took active steps to reduce the amount of surface parking in the core campus. Simultaneously, the UW has successfully increased transit usership through its UPass program and

bike commuting through improvements to bike storage on campus. The reduction of cars has reduced pressures on the campus landscape while efforts to stimulate biking and transit have added new pressures.

THE ENVIRONMENT

For many years, the remaining natural areas of the campus were valued for the landscape experience they offered, but were also highly vulnerable to development pressures. Current attitudes are directed toward rebuilding an integrated relationship with urban nature, recognizing the identity-giving value of features such as woodland edge that follows the Burke Gilman trail and the Union Bay Natural Area.



2005 - Present

Landscapes overlaid on current landscape plan: Link Lightrail Station, Montlake Triangle, Husky Stadium Renovation, the HUB, Paccar & Dempsey Halls, West Campus Housing Improvements, Health Sciences E-Court, Molecular Engineering courtyard, and the Intellectual House.

West Campus is transformed into a pedestrian and bicycle-oriented neighborhood while central campus is seeing renovation of existing landscapes and the elimination of surface parking lots. East Campus is experiencing growth in multi-modal integration and athletic expansion.



ELM HALL



RAINIER VISTA AND SOUND TRANSIT STATION



E1 PARKING LOT



WATERFRONT ACTIVITIES CENTER CANOE RENTALS



A RESOURCE FOR LEARNING

The campus outdoor environments are anecdotally referenced as learning spaces, both formally and informally, by many faculty and students. In an online survey specifically targeted to departments that often use the campus for teaching and research, discoveries regarding what elements of the landscape are used, how often, and what improvements could make it a more valuable exercise were unveiled.

More than fifty courses utilize the campus landscape as part of the curriculum and engage in active learning in the field, on average, on a bi-weekly basis. Below are a list of departments that offer courses that rely on the campus landscape.

College of Arts & Sciences

- Department of Biology
- Department of Psychology

College of the Environment

- School of Environmental and Forest Sciences
- Program on the Environment
- Urban Horticulture

College of Built Environments

- Department of Architecture
- Department of Landscape Architecture

Many elements of the campus landscape are valued as teaching and learning experiences including the variety of open spaces, native and ornamental vegetation, the soils, the waterfront, and the wetlands. These elements are used to study plant identification, measure hydrologic movement, experiment, assess human behavior, create art installations, inspiration for creative writing, design studies, spatial organization, organismal biology, soil analyses, ecological comparisons, interactions between wildlife and habitat, and practicing management activities.

OPPORTUNITIES TO INCREASE CURRICULAR VALUE

When asked what could be improved to support the use of campus as an educational resource, there was a variety of recommendations and as with any survey, a variety of opinions, some of which contradict others. Rather than summarize, below are direct statements from respondents, in no particular order.

1. More native plants
2. there has been a steady erosion in the range of woody plant spp. the former variety of trees and shrubs is being replaced by unimaginative monocultures. green belts are steadily declining and ivy is rampant in areas such as Island Lane. trees along R Vista are in decline, replacements of Cedrus deodars for native spp. are disappointing. we used to be able to find 100 plant spp. in the Quad, this has been reduced as a result of plant removal when buildings are restored. UBNA is a shining exception to the general decline of plant variety & health. Parrington lawn, Denny Yard need young trees. we need to stop absolutely stop using lawns as locations for construction shacks and material storage--we have lost many trees in lawns to this practice. thinking of planted areas as modified ecosystems would be desirable. avoid the practice of using landscape budgets to backstop new building cost overruns, etc. etc.
3. I think the campus does a great job of being a resource. perhaps more opportunities for students to install temporary works? more garden space for students to build, and curate?
4. keep the trees and open spaces
5. I have found that campus grounds is very accommodating when I ask for plants that I want to teach. I appreciate what they do.
6. More and/or designated space in which to experiment with and/or install temporary installations that are landscape and art related.
7. it serves my purposes pretty well as is
8. Wish there were more outdoor classroom type spaces to take students outside (for example for seminars) with dry seating and noise buffering.
9. Continue supporting programs like CSF and Green Seed for continued involvement of students, faculty and staff in shaping the landscape they live/work/study in.
10. Actually, it is just fine as is. I don't need much for this.
11. More resources toward restoration
12. My classes are all about human interaction with the landscape, so in most classes we talk about physical spaces and we visit sites multiple times. In some classes this includes going to specific sites on campus like the Quad and Grieg Garden.
13. additional plantings that are representative of regional landscapes
14. Stop cutting down trees!
15. Retain large masses of vegetation, carefully create new open space, improve and celebrate access to the water, improve pedestrian access around NE Pacific Street.
16. Permanent ID tags with group and family, as well as species and common name.
17. Less sod, more gardens, more natural areas
18. Better graphic maps of campus spaces available on line
19. Be sure that the global representation of tree species is preserved and ideally, increased where Pacific Northwest climate tolerance is possible.
20. more natural planting and not such " manicured" spaces.
21. Include more native vegetation in landscaping the main campus.
22. I haven't taught for a good many years. My last use of landscape was supervising a grad student updating the Brockman Tree Tour. It would be nice if someone developed an app for it. Prior to that I helped put campus trees on an early (DOS based) urban forest inventory & management program I'd developed, and I did give students an exercise to extract some summary information. I don't think anyone is doing anything similar at this time.
23. I realize that our campus is not an arboretum or a Native plants garden, but I do wish that the vegetation stayed more consistent -- there is a lot of planting and pulling, planting and pulling. Some permanent residents with ecological signage would give more significance to the plants, particularly if the vegetation was native.
24. Additional support for management of Union Bay Natural Area



Welcome to MyPlaces!

Please tell us about how you use the campus—areas you like, areas in need of improvement, and how you move around the campus. This survey is part of the Campus Landscape Framework Plan, which will guide the development and stewardship of the campus landscape over the next 20 years. Thank you for participating. Your feedback is invaluable!

Ground rules:

- You can adjust the map display by clicking on the map / satellite / campus map buttons.
- You can zoom in and zoom out using the +/- signs, or by using the mouse scroll wheel.
- You can use the hand tool to move around the map.
- The extent of the map defines the boundary of the survey. Please place icons and routes on the map.

Instructions:

- **Step 1:** MyPlaces asks you to place icons on the map related to specific categories.
- **Step 2:** MyRoutes asks you to draw your typical routes.
- **Submit Page:** We ask a few questions to get to know you.



SURVEY BACKGROUND

In the Fall of 2013, the Office of The University Architect launched an interactive online tool in support of the Campus Landscape Framework (CLF) effort. The tool was designed to better understand impressions, user experiences, and use patterns on the University of Washington campus in Seattle. Individuals were asked to identify and comment on a variety of categories, including:

- Favorite landscapes
- Landscapes in need of improvement
- Social spaces
- Study spaces
- Dining areas
- Exercise areas
- Areas of respite
- Iconic places
- Areas that are difficult to navigate
- Favorite areas when it's rainy
- Favorite areas when it's sunny
- Campus gateways
- Walking routes
- Bicycle routes
- Transit routes
- Driving routes
- Skateboard / scooter routes
- Wheelchair routes

The survey was published widely, encouraging faculty, staff, students, alumni, and the neighborhood community to participate. The survey was open for two weeks, and closed on November 5, 2013. In total, the survey yielded high levels of participation as follows:

- 1,943 participants
- Placed more than 37,150 icons
- Wrote 7,980 comments

KEY THEMES

HISTORIC IMAGE

The University's historic organization and elements form the foundational image of campus. Responses to favorite landscapes, iconic spaces, spaces you visit when it's sunny, and areas of respite nearly mirror one another, and reinforce the importance and appreciation of the campus' more formal elements—the liberal arts quad, Drumheller Fountain, Red Square, Memorial Way, and Rainier Vista.

DIVERSITY OF SPACES

Participant responses reveal an appreciation for the diversity and range of spaces on campus—from loud to quiet spaces, open and exposed to intimate spaces, indoor to outdoor environments, large scale to small scale, and on versus off-campus.

MIXED USE

The physical environment supports a comprehensive campus experience in a truly mixed-use manner. Individual spaces accommodate multiple uses, from studying, to socializing, to recreation, to relaxing, to dining.

CAMPUS EXTENT

Participant responses reveal that campus use extends well beyond the campus core. Significant activity was identified to the east in the Union Bay Natural Area, and to the west throughout the University District, reinforcing the breadth of the University's presence.

ACTIVE CORE

Survey responses highlight a concentration of activity and amenities around the campus core. Social spaces, study spaces, dining areas, iconic spaces, and spaces of respite are generally located north of Drumheller Fountain, revealing a lack of amenities to the south.

OPPORTUNITY AREAS

Participant responses consistently reinforced a number of opportunity areas. The waterfront to the south and east was regarded as the most significant underutilized opportunity on campus. The intersection of Campus Parkway and 15th Avenue NE was identified as a key area in need of attention from navigation and safety perspectives, while Health Sciences was consistently regarded as disconnected and in need of improvement.

OVERVIEW

PARTICIPANT PROFILE

A variety of demographic questions were included in the survey to understand user profiles:

“Please identify your current relationship to UW”

- Students :: 870 :: 45% of participants / 2% of total students
- Staff :: 787 :: 41% of participants / 4% of total staff
- Faculty :: 234 :: 12% of participants / 8% of total faculty
- Alumni :: 39 :: 2% of participants
- Neighbors & Visitors :: 13 :: <1% of participants

“If you are a student, what year are you in school?”

- Graduate student :: 35 :: 39% of student participants
- First year student :: 144 :: 17% of student participants
- Second year student :: 140 :: 16% of student participants
- Third year student :: 123 :: 14% of student participants
- Fourth year student or greater :: 121 :: 14% of student participants
- Did not respond :: 7 :: 1% of student participants

“How long have you had a relationship with the UW?”

- 10+ years :: 677 :: 35% of participants
- 1 - 5 years :: 655 :: 34% of participants
- 0 - 1 year :: 308 :: 16% of participants
- 5 - 10 years :: 294 :: 15% of participants
- Did not respond :: 9 :: <1% of participants

“How frequently do you come to campus?”

- 3 to 5 days per week :: 1,036 :: 53% of participants
- More than 3 days per week :: 700 :: 36% of participants
- Less than 3 days per week :: 112 :: 6% of participants
- Occasionally :: 75 :: 4% of participants
- Did not respond :: 20 :: 1% of participants

“Where do you live?”

- More than 2 miles from campus :: 1,203 :: 62% of participants
- 2 miles or less from campus :: 521 :: 27% of participants
- Live on campus :: 201 :: 10% of participants
- Did not respond :: 18 :: 1% of participants

“How do you typically get to campus?”

- Transit :: 798 :: 41% of participants
- Walk :: 461 :: 24% of participants
- Drive :: 288 :: 15% of participants
- Bike :: 244 :: 13% of participants
- Carpool :: 102 :: 5% of participants
- Did not respond :: 22 :: 1% of participants
- Other :: 22 :: 1% of participants
- Skateboard or scooter :: 4 :: <1% of participants
- Wheelchair :: 2 :: <1% of participants

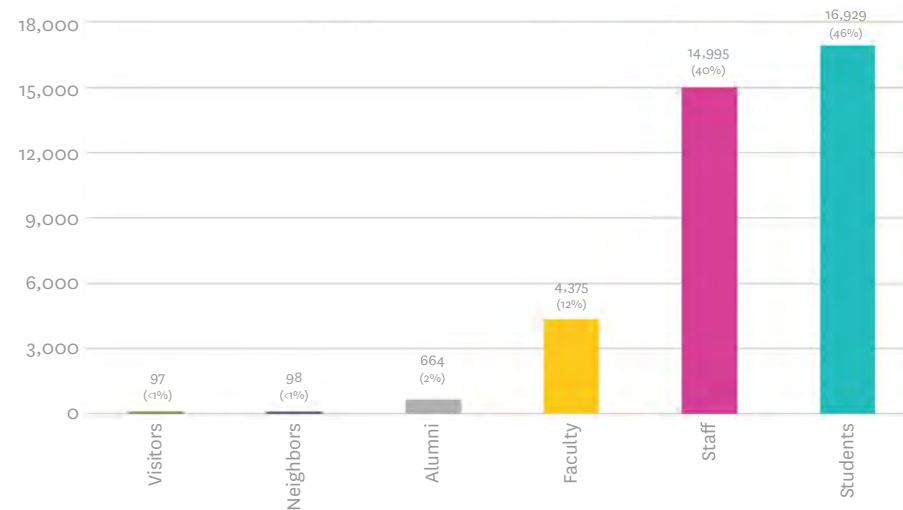
“In a typical day, how much time do you spend outside, including walking from place to place?”

- Less than 1 hour :: 1,173 :: 60% of participants
- 1 to 3 hours :: 577 :: 30% of participants
- More than 3 hours :: 167 :: 9% of participants
- Did not respond :: 26 :: 1% of participants

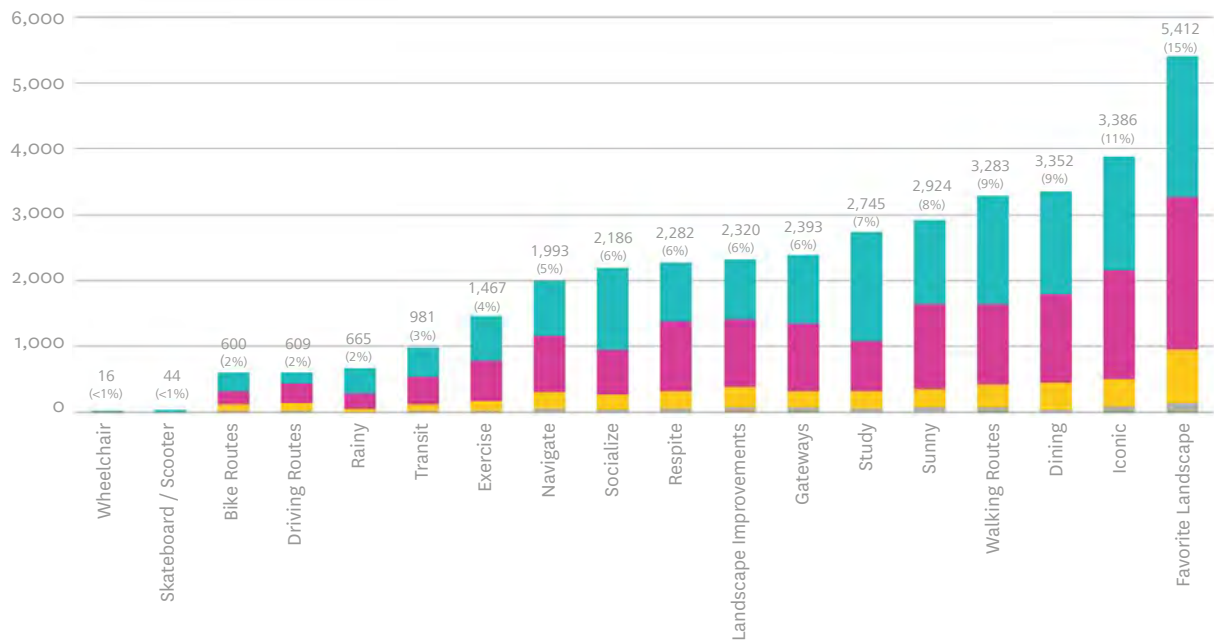
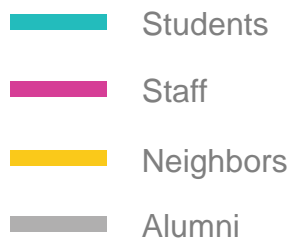
ICONS PLACED

In total, individuals placed more than 37,150 icons and routes on the map. The following tables identify the total number of icons and routes placed by population, and by category. Students account for 46 percent of all responses, followed by staff at 40 percent. Favorite Landscapes received the most icons, with more than 5,400 icons, or 15 percent, followed by Iconic Places, which received nearly 3,390 icons, or 11 percent.

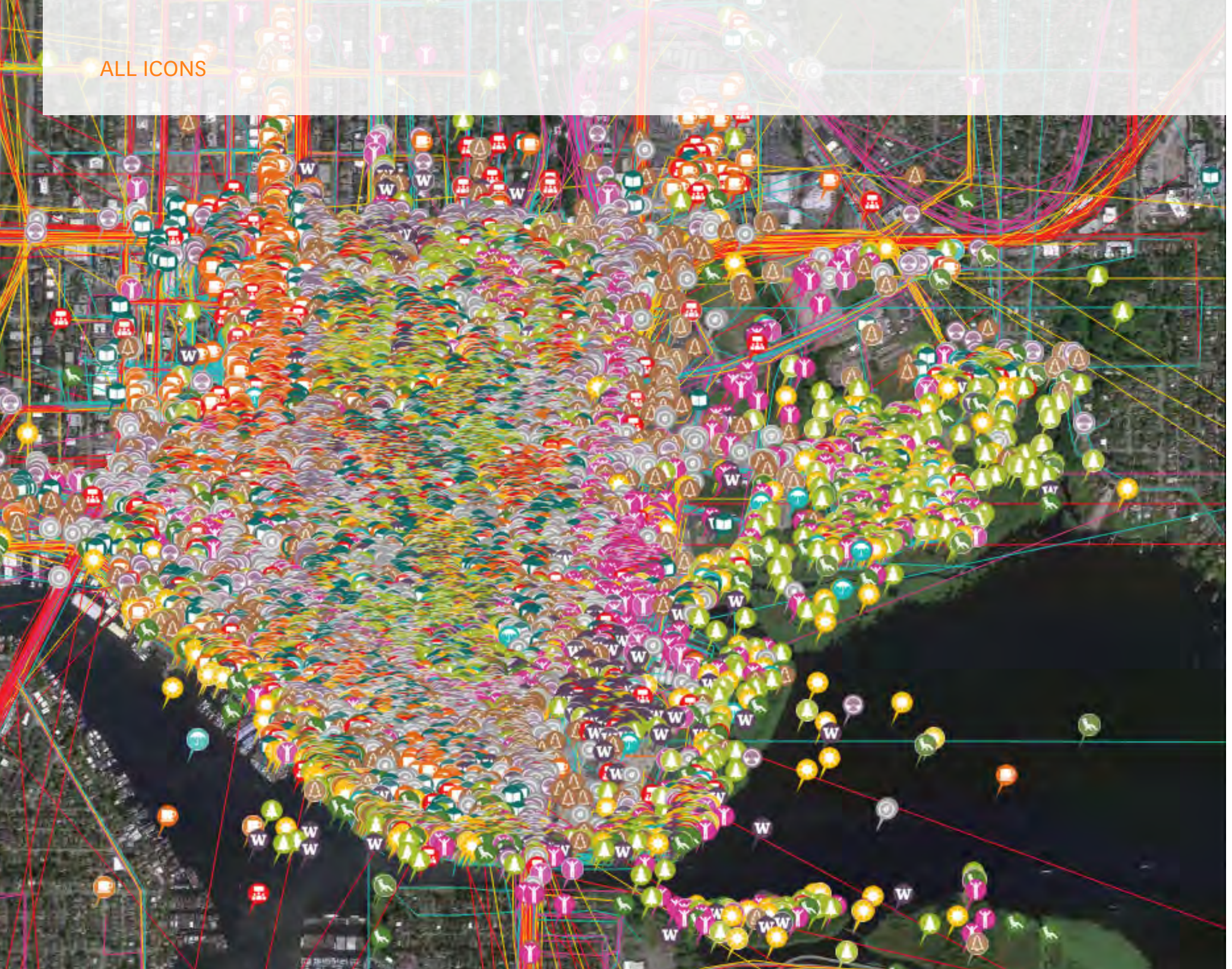
Icons by Population



Icons by Category



ALL ICONS



PATTERNS BY CATEGORY



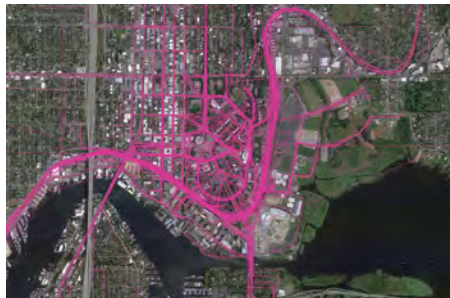
WALK



LANDSCAPE



RESPIRE



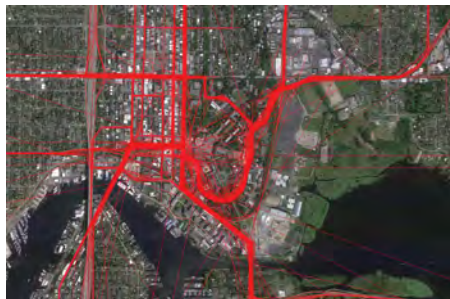
BIKE



IMPROVEMENT



ICONIC



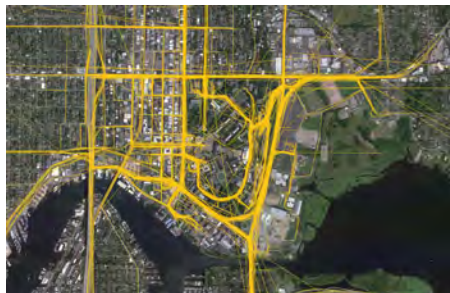
TRANSIT



SOCIALIZE



NAVIGATE



DRIVE



STUDY / WORK



RAINY



DINE



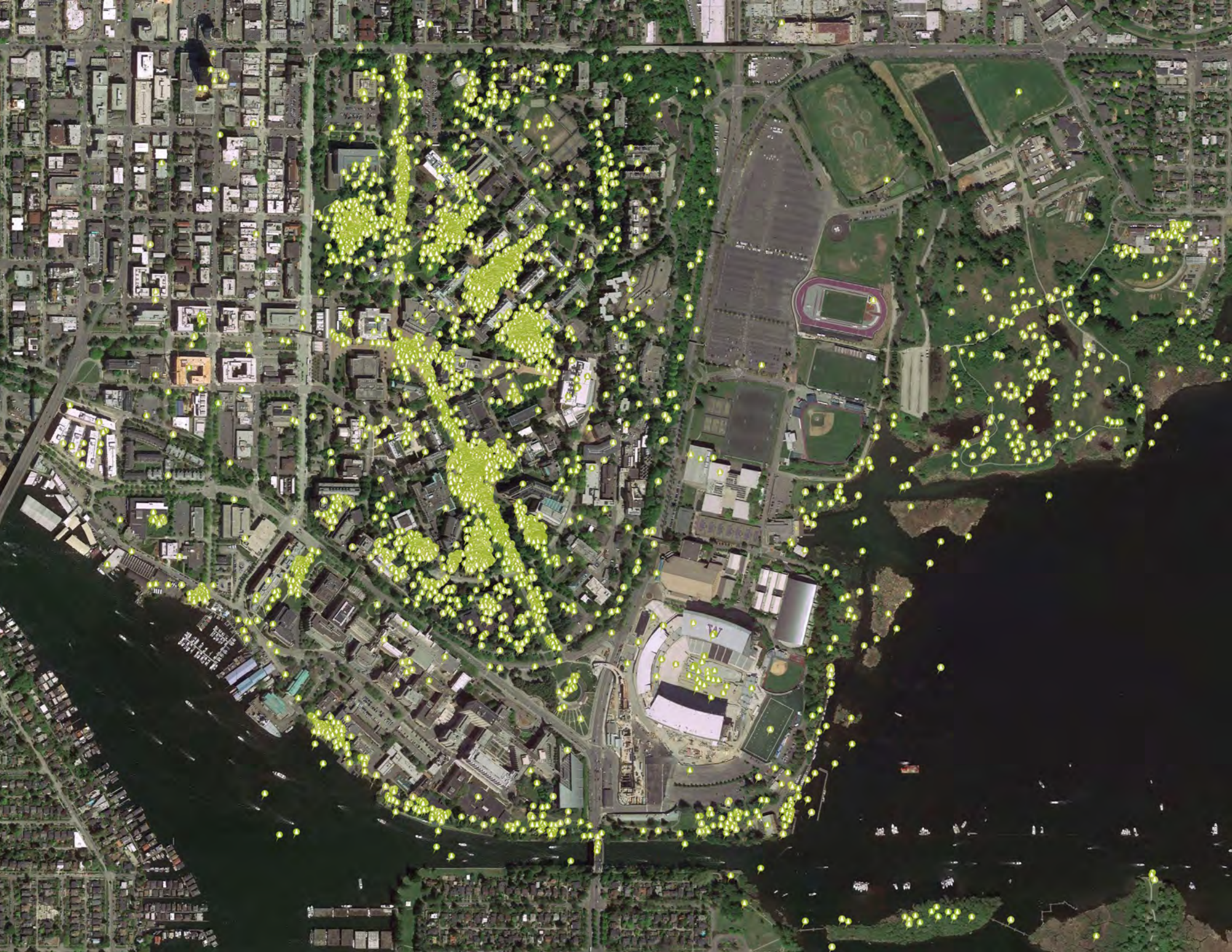
SUNNY



EXERCISE



GATEWAY





LANDSCAPE

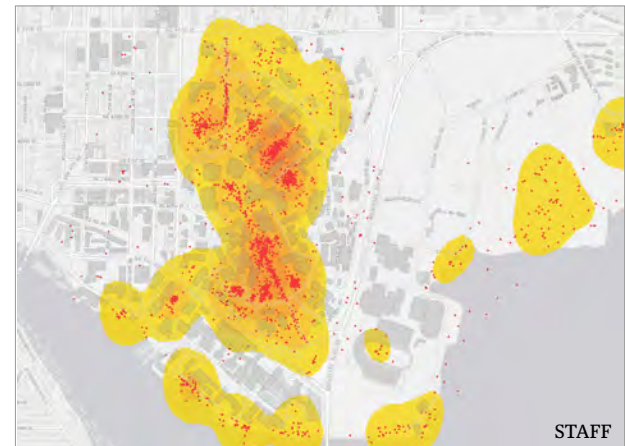
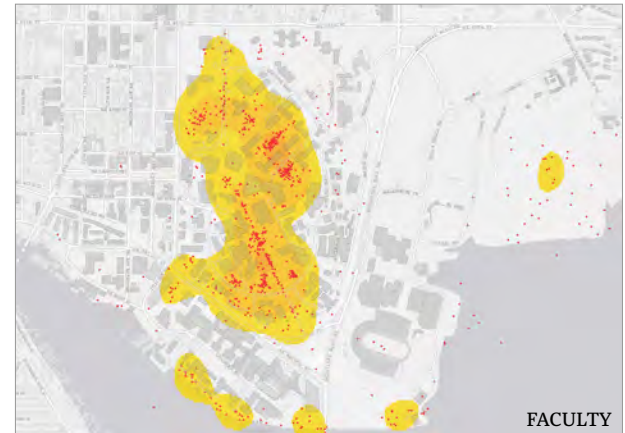
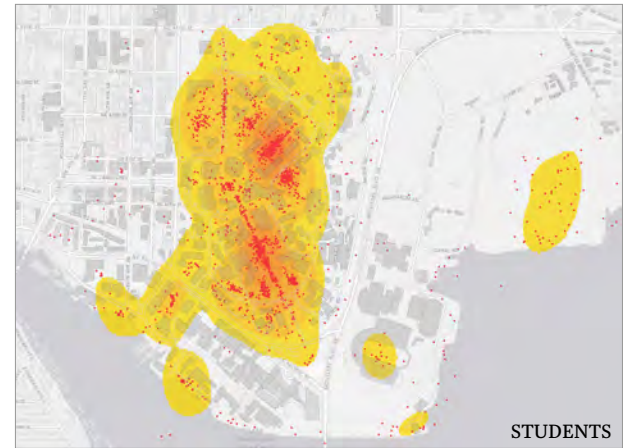
5,412 icons

1,575 comments

“IDENTIFY YOUR FAVORITE LANDSCAPE”

People appreciate the varied landscapes at UW, from small open spaces proximate to buildings, to broader, more formal open spaces, to the uniquely Pacific Northwest woodland aesthetic. Individuals consistently commented on their appreciation of views; access to benches and the waterfront; the recreational and educational use of the landscape; and connection with nature, habitat, and wildlife. Individuals value both large open spaces—the Quad, Red Square, Parrington Lawn—for socializing, access to sun, and to see and be seen, along with smaller, more intimate spaces—Greig Garden, Sylvan Theater, and the Medicinal Herb Garden—for quiet, respite, and to escape everyday chaos. Participants appreciated the campus’ hidden gems, or secret landscapes, and would like to see more similar landscapes. People were also perceptive of sounds—the sound of the fountain, the waves along Portage Bay—or the lack thereof, and appreciated the quiet moments on campus. Many individuals remarked on the way landscapes evoked connections to history and personal memories.

Favorite areas were clustered around significant open spaces, including Drumheller Fountain, Greig Garden, the Liberal Arts Quad, Denny Yard, and Parrington Lawn; and along strong formal axes, including Memorial Way and Rainier Vista. The waterfront and Union Bay Natural Area also surfaced as favorite landscapes. In general, the areas selected reflect patterns from all participant groups, including students, faculty, and staff. Faculty and staff, however, placed greater emphasis on the southern waterfront than students.





FAVORITE LANDSCAPE : COMMENTS

RED SQUARE

“The HEART of Upper Campus... This is a significant crossroad hidden within the bricks of Red Square.”

“Beautiful view of the sunset behind the statue, the mountain behind the fountain, Suzzallo.”

“It’s a fantastic public space, particularly with the outdoor café at Suzzallo.”

“Red Square equals hub of activity.”

“I love the chaos of Red Square.”

“Love the activities and expansiveness of Red Square.”

“PRETTY AT NIGHT.”

DENNY YARD

“The classic setting.”

“A very collegiate atmosphere.”

“The big trees here are some of my favorite on campus.”

“Not as much a landscape as a soundscape. Bring back the songs in the morning!!!”

“Nice small open area, although it lacks benches to sit.”

“Denny Lawn, especially the view looking up towards Denny Hall.”

“Beautiful mature trees in Denny Yard and fragrant jasmine in summer.”

“It’s a fun, relaxing, and usually less crowded area to hang out. Additionally, it’s on a slight hill, so it’s usually less wet than the quad.”

MEMORIAL WAY

“It’s picturesque and well maintained and a beautiful entrance to campus.”

“Memorial Way reminds us of UW history.”

“The tree-lined lane is so collegiate.”

“Creates a grand and inspiring atmosphere.”

“I just wish it didn’t end at the circle which seems unceremonial and that the sidewalks were not asphalt.”



PARRINGTON LAWN

“Such a nice way to enter the campus, the walk through the trees helps transition from the business of the city to the life of the mind.”

“The transition from city to calm green gives a clear symbol to visitors that they have entered campus, and provides a respite for students.”

“It is difficult to overstate the importance of broad open space. There are very few spaces left in the city with this sort of vista—and it makes UW feel like a ‘real’ campus.”

“Love the open lawn, especially in the early summer, and the sculptures”

“Open but not empty.”

“I love the ratio of trees to open space.”

LIBERAL ARTS QUAD

“Great view spot, best on a sunny spring day when the lawns are full of students enjoying the day.”

“The cherry trees are spectacular all year, but especially in spring and fall.”

“Heart of campus.”

“It is also a place where people cross through often, so I get to see a lot of friends.”

“This part of campus is so collegiate!”

“I really enjoy the old trees and architecture.”

“Neatly symmetrical with nice trees.”

“This is one of the only places with open grass on campus.”

“More benches would be lovely!!!”

“CHERRY TREES IN SPRING, CROQUET, BUSY STUDENTS WALKING, QUIRKY GARGOYLES AND STATELY BUILDINGS.”

GREIG GARDEN

“Like a secret, woodland garden within campus.”

“So central, yet quiet.”

“It’s a good place to escape the crowds.”

“Wonderfully isolated place on campus to pass through or pause in for reflection - and right in the middle of everything.”

“More secret gardens!”

“Beautiful and refreshing mini wood to walk through between classes for a quick pick me up!”

“CALM, QUIET, SECLUDED.”



RAINIER VISTA

“A connection and view to something ‘bigger’.”
 “The view and open feel on Rainier Vista is wonderful.”
 “I always stop to look towards Mt. Rainier on my way through.”
 “Great for sitting/studying or teaching during good weather.”
 “In addition to helping to clearly frame the vista, it serves as a functional area for casual activity and planned events.”
 “During the spring when the Cherry blossoms are blooming, this area is so pretty.”

DRUMHELLER FOUNTAIN

“The vista, the water, the nice stone benches, the roses.”
 “The fountain area is a really nice landscape area to sit and lay by it. The little grass areas are nice to relax on or even play a game of catch with the football.”
 “Must stop and smell the roses around the fountain.”
 “I pass here every day and love the sound of water!”
 “The fountain is a beautiful landmark.”

SYLVAN THEATER

“Hidden sanctuary.”
 “I got married there 30 years ago and still love it.”
 “It’s just beautiful and serene.”
 “Inspirational and historical - a sense of the historic campus.”
 “Great place to relax or have an event.”

MEDICINAL HERB GARDEN

“I loved checking in on the nesting herons here.”
 “This walk in the woods is secluded yet functional.”
 “I wish there were way more places like this around campus.”
 “A hideaway.”
 “These gardens along the road here create an important depth to the landscape.”
 “It is so quiet and peaceful, even with the buses going by just over the hedge.”
 “I forget I’m in a city when I’m here.”
 “Combination of the forest, cranes, and undisturbed soil make this an excellent teaching location.”
 “It is very quiet and restful. A piece of the past with all the tall trees!”
 “This forested area offers an idyllic retreat, a chance to take a deep breath.”





FAVORITE LANDSCAPE : COMMENTS

WEST CAMPUS

“The elm [at Elm Hall]! Thanks for saving it.”

“New plaza, overlooks, and UW farm areas associated with the new Mercer Hall area are fantastically interesting places and make great visual connections within and beyond the new complex.”

“UW farm at the new Mercer Court apts. It is a productive use of open space.”



NORTH CAMPUS

“Love being ‘lost’ in this dense woodland forest reserve, uniquely PNW.”

“Love this path with all the trees overhead and feels like being on a trail.”

“I love having this many trees by my dorm.”

“Another secluded place on campus. I like the combination of the landscape and the building.”

“The winding lanes... are important for peaceful walks to de-stress from the work environment.”

“Great place to hang out in the summer. More maintenance.” [Denny Field]

“[Kincaid Ravine] could be an amazing forest with some restoration.”

“Perfect grove for thinking.”

SOUTH CAMPUS

“It’s nice that there are spaces like this between buildings. It makes the campus space feel larger and provides an outdoor getaway.” [East of Foege]

“This is one of the few open green spaces where people can enjoy the sunlight. This would be a terrific place to leave as green space.” [East of Foege]

“Nice vista of the water.” [East of Foege]

“Great destination for a lunchtime walk.” [Sakuma Park]



EASTERN SHORELINE

“I like to sit on the docks and look out into the surrounding swamplands.”
 “Nice view of lake could be better with addition of benches and removal of some trees.”
 “The entire shoreline managed by UW is a great resource both ecologically and visually.”

WASHINGTON PARK ARBORETUM

“This is a dramatically undervalued resource for UW.”
 “An underappreciated gem.”
 “Great teaching and walking place.”
 “Love renting a canoe and paddling through here.”



UNION BAY NATURAL AREA

“Great place for teaching, walking, having a sense that you are not in Seattle.”
 “Appreciate having a link to nature and an outdoor classroom.”
 “The trails here are a great place to escape the crowds.”
 “Great views, great open space, lots of biodiversity, and a jogger’s haven!”
 “Great birding here.”
 “Addition of sidewalk and benches along access road with view of lake would be nice.”
 “CUH gardens are a draw in all seasons.”
 “I got married here, so it’s very meaningful and beautiful.”



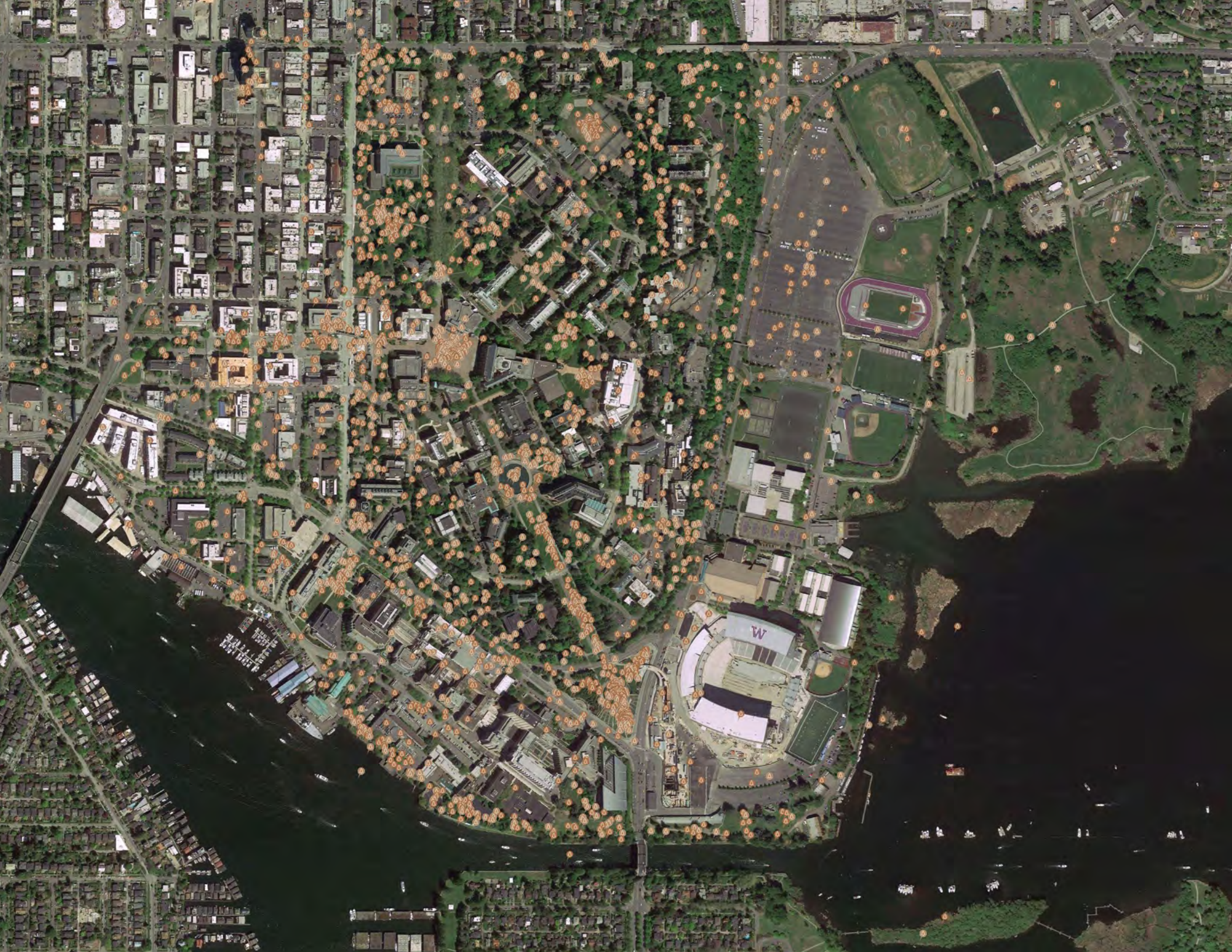
WATERFRONT

“I love sitting on the grass and watching the water.”
 “This could be redeveloped into something special. Way underutilized right now.”
 “Perfect place for folks located south of Pacific Avenue to take walking breaks and appreciate the beauty of the water.”
 “Great views over open water, natural setting.”
 “Regatta Viewing”

BURKE-GILMAN TRAIL

“I like looking through the ‘tunnel of trees’ on the Burke.”
 “Like walking the Burke Gilman at lunch for exercise.”
 “I like the nature hike feel of some of the walking paths.”







IMPROVEMENT

2,320 icons

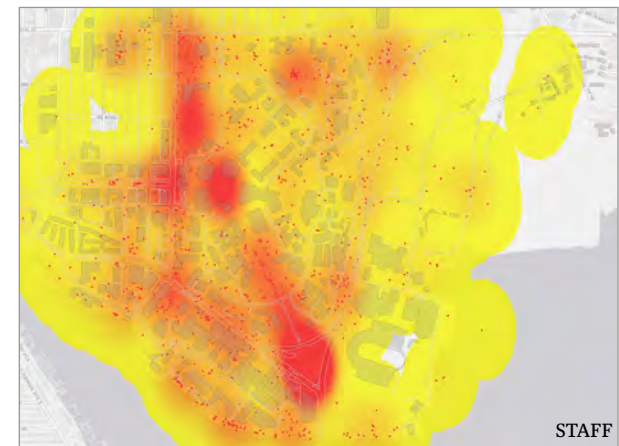
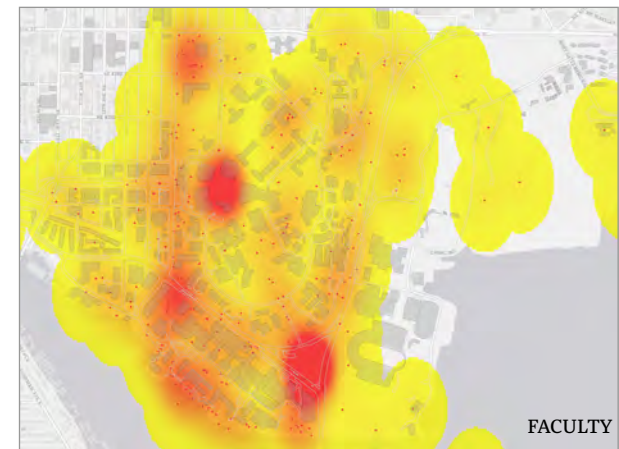
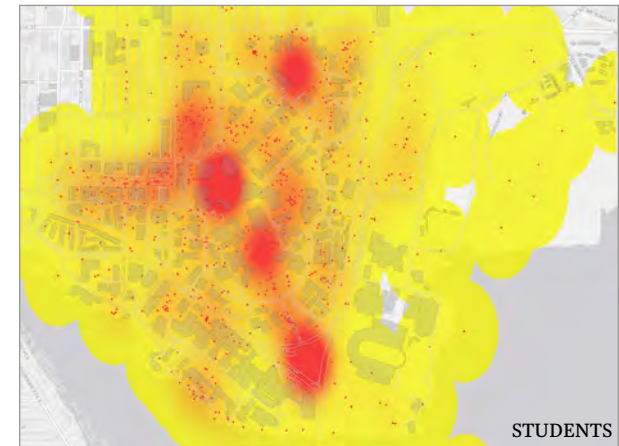
940 comments

“IDENTIFY LANDSCAPES IN NEED OF IMPROVEMENT”

Individuals placed icons and comments across all campus extents—from the University Bridge to the Union Bay Natural Area. Participants were very perceptive of their landscape environments, and provided thoughtful comments.

Even amidst the dispersed geography of icons, a few predominant clusters of landscape improvement areas emerged—most significantly around Red Square, the Lower Triangle, Campus Parkway, Denny Field, and along the southern waterfront. Individuals frequently identified underutilized opportunities, uninviting or stark spaces, out of scale spaces, unsafe areas, aesthetically challenged areas, neglected or unkempt areas, disconnected or inaccessible spaces, and areas in need of additional lighting, seating, and activity. Across the board, individuals perceived the southern waterfront as the greatest landscape opportunity for the University.

Students placed greater emphasis on landscape improvements throughout the West Campus, Campus Parkway, Red Square, Parrington Lawn, and the residence halls. Faculty and staff responses, on the other hand, were more distributed and emphasized the campus edge along 15th Avenue and along the southern waterfront.





IMPROVEMENT : COMMENTS

15TH AVENUE & NE 45TH STREET

“This is a sad corner.”

“Poor use of space at this prime location.”

“The concrete wall separating UW from 15th is not very inviting or welcoming. We could have a better ‘face’ to the community.”

“Many students enter campus here to and from the Ave, but it’s really unfriendly to get through the Burke parking lot on foot.”

“The parking lot behind the Burke Museum is dark and a little scary.”

“The buffer around the Burke has always been a no-man’s land.”



RED SQUARE

“Iconic, but hideously ugly.”

“Red Square is such an opportunity lost—it is hard, austere, and lacks the traditionalism that many of the other public spaces on campus embody.”

“Bricks are super dangerous when it’s raining.”

“More benches, more tables.”

“While I like the openness of the square, it is too barren. It needs landscaping to break up the enormous sea of red brick.”

“It just looks tired. Way too outdated - doesn’t fit with campus anymore.”

“Too vast; without amenities.”

“Red square is one of the most alienating places on campus.”



LIBERAL ARTS QUAD

“It would be nice if there was more seating in the quad.”

“Bricks are loose, paths are warped.”

“I always trip over the uneven bricks in the Quad.”

DENNY YARD

“Wish the area in front of and around Denny was more majestic—it is the oldest building on campus and it feels forgotten next to the new Paccar.”

“The pathway from the Quad to Denny Hall should be emphasized or strengthened.”

PARRINGTON LAWN

“The whole area feels like an afterthought in what could be a point of pride as a major portal into campus, and a place to be used, not just crossed.”

“There could be something here to make it more inviting for lounging, eating, reading...”

“It’s a little sparse.”

“This area generally feels bland and empty.”

“I wish there were benches in this area.”

“This area is open and park-like, but does not feel safe in the dark.”

“This is a major entrance to the campus for students, but it feels like a backdoor. The campus has turned its back on the U District, rather than being open to it.”

HUB LAWN

“There should be diagonal routes in the lawn.”

“Do something fun with the HUB lawn.”

“It would be nice to have more walkways here.”

RAINIER VISTA

“Could be a really cool place to hangout, if there were more benches / the grass was better irrigated.”
 “It needs some visual rhythm to break the monotony of the long line and some amenities to make people linger.”
 “Some type of extra seating around this area would be great to study outside.”
 “It seems that this is a very underutilized space with a lot of potential!”
 “So plain.”
 “The area always feels a little forgotten.”
 “Highly visible entrance to campus, but unfriendly to pedestrians.”
 “The lower vista is shabby for the iconic space it is.”
 “This place seems empty, although I think it could be a great spot to relax or view the mountain.”



DRUMHELLER FOUNTAIN

“I am not a fan of the rose bushes. Most of the year they look drab.”
 “Rose gardens are nice, but seem too blocked off.”
 “Fountain is always dirty and smells bad.”
 “I avoid this part of campus when there is any wind...”
 “Goose poop needs to be cleaned regularly.”
 “The area surrounding the fountain could be used better as open grass. It would provide a place similar to the quad where people would spend more time.”



NORTH CAMPUS HOUSING

“Pathway to 45th is often muddy.”
 “Area underused by campus community.” [Archery Field]
 “Creepy connection down to the NPL and further down.” [Whitman Court]
 “This area is pretty but it is difficult to find ways to get to the dorms and recognize the dorms, especially in the dark.” [Whitman Court]
 “Landscapes around these dorms are very messy and kind of scary.” [McMahon and Haggett]

KINCAID RAVINE

“I like forested areas, but this one is too spooky. Would be nice to modernize it so more students would use it for recreation.”
 “Really pretty but needs more trails, access and cleanup.”
 “No views from the dorm because of trees and surrounding area.”
 “This patch of forest needs invasive species control and native plant restoration.”

DENNY FIELD

“Grass is very sparse...needs better groundcover for soccer/ultimate frisbee.”
 “Synthetic turf, leverage upcoming north campus housing development.”
 “Always has holes in the ground.”
 “Tennis courts could use some work.”



IMPROVEMENT : COMMENTS

SOUTH CAMPUS

“Is it possible to reconnect to the waterfront?”

“The UW needs to provide more accessible areas down to the water. Such a lost opportunity!”

“[Sakuma Park] needs to be expanded!”

“Sakuma viewpoint is nice but programmed incorrectly, underused, and undermaintained.”

“This whole end of campus feels sort of neglected and unintentional.”

“Could take more advantage of the view on the waterfront.”

“Needs trees, texture, too flat.” [East of Foege]

“Can’t even walk on the grass, it is too soggy.” [East of Foege]

“We need benches to really enjoy this nice green space.” [East of Foege]

“This lawn is amazing and totally underutilized because it doesn’t feel welcoming.” [East of Foege]



HEALTH SCIENCES

“This part of campus needs more outdoor spaces where people can gather. It is very hard and industrial.”

“Gross trees. Scary ground cover that probably has rats. Narrow sidewalk. Terrible bus stop.”

“Nearly all of the landscaped areas around the Health Sciences complex and south of NE Pacific need weeding and regular maintenance.”

“The landscape around the Health Sciences Building is almost as dreary as the windowless inside of the building.”

“Let’s face it - the health sciences are ugly and outdated.”

“The terrace outside the rotunda could use more benches!”



WATERFRONT

“Great waterfront space with minimal seating. Could be so much more welcoming.”

“All of South Campus needs help, but the waterfront is such a hidden gem.”

“A highly underused area, with the most potential for impact.”

“Need more benches and seating areas.”

“The south waterfront of campus could be a spectacular place, with lawns and walkways right down to the water. It currently feels like a tangle of roads, buildings and parking lots.”

“At the very least, it is desirable to make a continuous walking path that runs along the waterfront as far as Agua Verde.”

“Area all along this could be VASTLY improved with connected trails.”

“Perhaps could be made more inviting or easier to access.”

“Missed opportunity for lounging in the sun.”



WEST CAMPUS HOUSING

“There needs to be better open space considerations.”

“Some green space in west campus would be nice!”

“Roads are terrible and have holes where people trip.”

“Scary area in the dark.”

CAMPUS PARKWAY ENTRANCE

“Lack of access across 15th into campus.”

“These stairs are super awkward.”

“The solid cement wall that greets visitors to campus is less than inviting.”

“15th Avenue is completely cut off from campus. Henry Art Gallery is an amazing place, but completely cut off from life.”

“In general the building [Schmitz] has a very drab feeling and perhaps it could be livened up with more inviting surroundings.”

CAMPUS PARKWAY

“This area is way underutilized. If it had better drainage and perhaps some covered tables, it could be used for lunches in both rain or shine.”

“Space is underutilized/not utilized at all because it is not comfortable.”

“Neglected area.”

“Campus Parkway medians are ineffective.”

“Needs more greenery, communal places, and to have a different feel from the regular streets.”

“Needs more greenery, communal places, and to have a different feel from the regular streets.”

“Forge interesting interactive landscape elements here.”

“Nothing says ‘hang out here.’”

“Should be an icon for our campus—an introduction to our values as a place.”

BURKE GILMAN TRAIL

“It’s an ugly mix of bicycles, pedestrians, and crossings of all kinds. It’s crowded and dangerous, and the surface is not maintained. It can be one of our best amenities on campus. We need to do something to make it safer and more usable to a broader mix of users, not just the bicycle racers.”

“Better separation between bikes and peds is needed.”

“Would be nice if it was wider.”

“There should be lights installed.”

“Too much traffic.”

“The bumps on the Burke Gilman are a hazard.”

“Big weedy mess at such a prominent entrance to campus.” [Intersection of Pacific and 15th Avenue]

“There is a lot of overgrowth of invasive species.”

“The landscaping on either side of the trail needs better maintenance.”





SOCIALIZE

2,186 icons

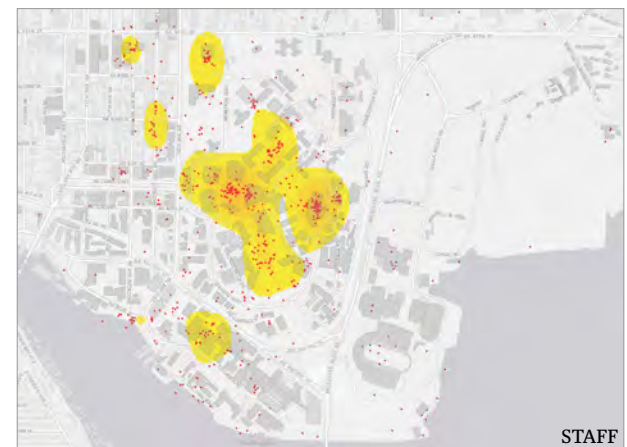
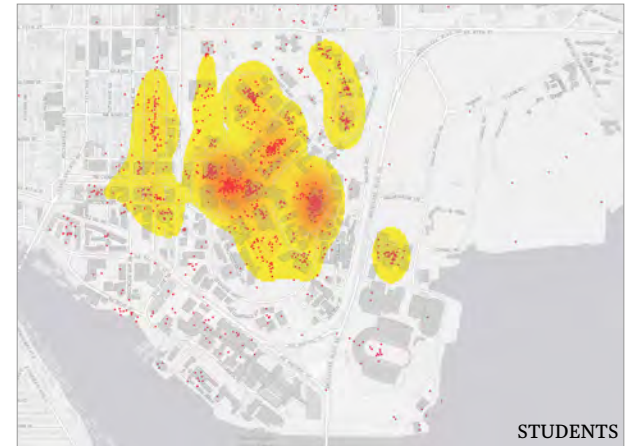
475 comments

“IDENTIFY WHERE YOU TYPICALLY SOCIALIZE”

The campus is not only a platform for learning; it plays an important social role as well. Social clusters tend to form around natural campus crossroads where people can see and be seen, and include both indoor and outdoor spaces. The two most prominent social spaces are the HUB and Red Square, and for different reasons. The HUB serves as the more traditional social setting for planned and programmed events—a club meeting, eating lunch, and going to the game room. Red Square, on the other hand, is desirable because of its unplanned and spontaneous nature. People enjoy accidentally running into friends or people watching on the square.

Social clusters also reflect the increasingly social nature of learning, with many academic buildings and libraries also serving as social spaces, including Suzzallo and Odegaard Libraries, the CSE Building, and Paccar Hall. The Liberal Arts Quad is also regarded as a place to socialize, but is largely weather dependent. There are noticeably fewer social clusters south of Drumheller Fountain and throughout the Health Sciences in particular. Socializing is commonly associated with food and cafes, and is prominent within the University District, and along the Ave. The Ave is regarded as a social space by all campus populations.

Socializing in the residence halls, the libraries, Paccar Hall, and the IMA is more commonly associated with student responses, whereas the UW Tower and throughout Health Sciences is more commonly associated with staff responses.





SOCIALIZE : COMMENTS



RED SQUARE

- “Always running into people on Red Square. I love how it’s such a central place for everyone to run into each other.”
- “Steps outside of Kane are great for sitting and people-watching between classes.”
- “Best meeting place.”
- “Love the food trucks!”
- “A good place to get involved with the school and various clubs.”
- “In sunny weather it’s great to sit outside the library and watch people navigating Red Square.”

LIBERAL ARTS QUAD

- “Quad is a good place to meet up and sit down and chat.... On sunny days...”
- “When it is warm outside.”
- “I often sit at the benches in the Quad for lunch.”
- “The quad definitely needs more benches!”
- “Spring hangout and winter beauty.”
- “Open gathering space.”

SUZZALLO LIBRARY

- “I work, eat and socialize in Suzzallo Cafe.”
- “Libraries are [an] important component for social gatherings related to study groups.”
- “Suzzallo library is great for studying and socializing!”

HUSKY UNION BUILDING (HUB)

- “Everyone socializes in the HUB.”
- “The dining at the HUB is a great place to socialize!”
- “HUB is also a good place to meet people.”
- “I often go just outside the HUB to meet with friends.”
- “Club meetings!”
- “The Hub provides a variety of social activities for students to partake in.”
- “Generally pretty friendly.”

PACCAR HALL

- “Orin’s Place and the atrium in the business school are places my colleagues and I go to chat.”
- “Majority of my classes are here.”
- “Happy to grab coffee with students here.”



BURKE MUSEUM

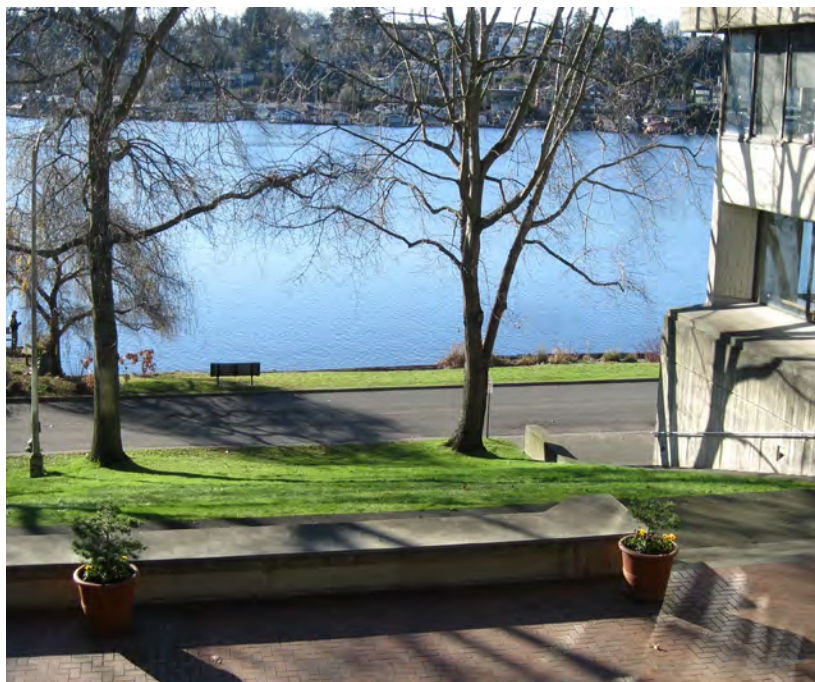
“Burke Cafe, great place to meet for coffee.”

“Coffee and studying in the museum’s coffee shop has been a respite for 30 years now.”

IMA

“IMA is a good place to meet people.”

“The IMA is a safe environment for students to get exercise while socializing with fellow classmates.”



SOUTH CAMPUS

“Good place to talk over coffee on nice days.” [Sakuma Park]

“I frequently eat at Sakuma Park with friends.”

“Agua Verde is a good place for both food and socializing.”

“Low utilization makes it very quiet. A great place for group work.” [South Campus Center]

HEALTH SCIENCES

“Where I work is where I socialize.”

“I socialize in my lab!” [J-Wing of Health Sciences]

“Hospital Sidewalk - most likely place to run into co-workers.”

“I eat here [Rotunda] on nice days, I like to look at the water and talk with people.”

“Most social time is in the library or the Rotunda Cafe area.”

“Rotunda is reasonably good place to sit for lunch and work, but really needs to be updated.”

“I come here [Plaza Café] to have coffee with my staff and we talk about how things are going at work.”

WEST CAMPUS

“Cultivate restaurant, with its outdoor seating and the beautiful elm tree park adjacent is a wonderful lively place for all parts of the UW community and neighbors to enjoy and rub elbows!”

“People enjoy going in and out of other dorms and finding new people to talk to.”

“They have far better TV lounges on West Campus.”

“Gould Court / coffee shop, typically meeting students and/or other faculty.”

THE AVE

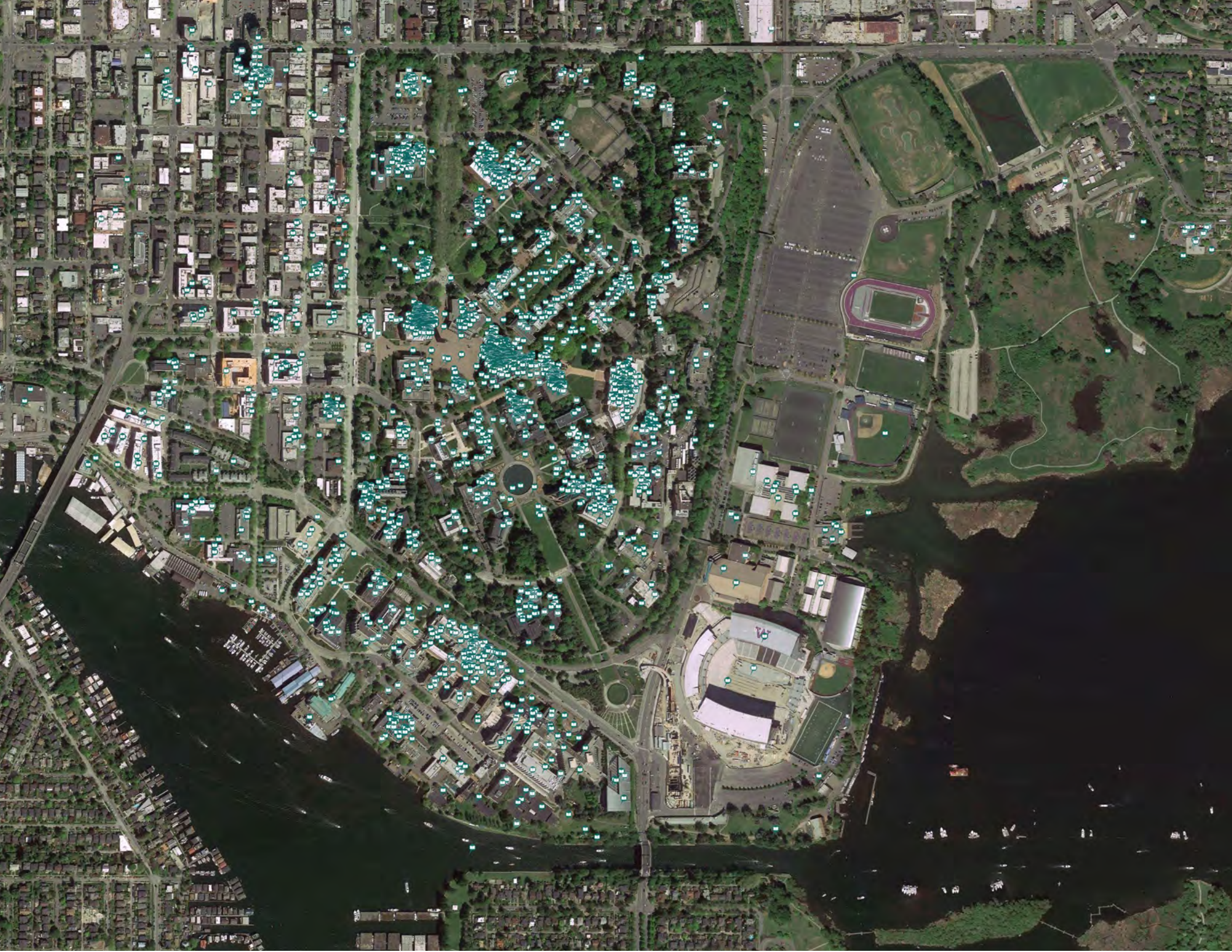
“The Ave! Where everything happens.”

“I socialize a bit in coffee houses on the Ave.”

“Usually socialize at bars along the Ave.”

“Socialize over lunch, particularly with group lunches with colleagues.”

“Most social events for grad students happen in bars on the Ave.”

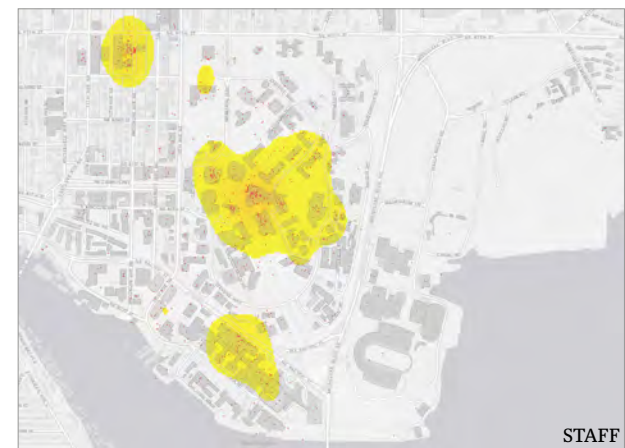
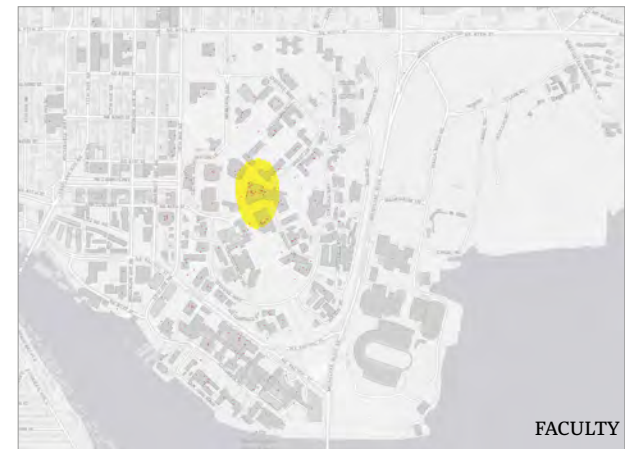
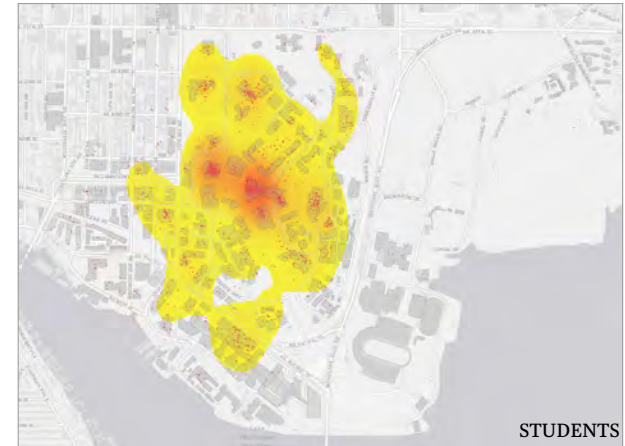




“IDENTIFY WHERE YOU TYPICALLY STUDY / WORK”

The analysis reveals studying to be a largely indoors activity with few outdoor study spaces identified. Interestingly, many social hotspots are also identified as studying clusters. The libraries—Suzzallo and Odegaard—are the most prominent clusters for studying, followed by smaller distributed clusters throughout academic buildings on the main campus, such as Mary Gates Hall, Paccar Hall, the Law School, HUB and the CSE building. Suzzallo is appreciated for its diversity of study spaces, notably its quiet environment ideal for individual study. Odegaard, on the other hand, is louder and geared more toward group study. Smaller departmental libraries also form significant study centers, including the Business library, Physics library, Health Sciences, Law library, etc. Study clusters are noticeably absent from the West Campus and east of Montlake Avenue. Quality of seating, proximity to classes, desired acoustic qualities, and access to resources, natural light, dining, and electrical outlets also contribute to the desirability of study spaces.

In general, responses are similar across populations, with a few exceptions. Faculty are geographically dispersed and are largely associated with their individual offices or libraries. Staff are similarly distributed across campus, clustered around the UW Tower and Suzzallo Library. Student clusters form most prominently around the libraries and academic buildings, followed by residence halls.





STUDY / WORK : COMMENTS

SUZZALLO LIBRARY

“I really love the different settings you can have in the library—from a loud cafe, to a study room, to a silent hall.”

“Other libraries are too loud.”

“Nice and quiet study spot!”

“Suzzallo reading room is peaceful.”

“Lots of open tables and areas to sit down and study.”

“More (individual) work desks would be ideal.”

ODEGAARD LIBRARY

“Great study resources.”

“I love the computers here.”

“Lots of computers but also a lot of people.”

“Really good place to study in groups (on the first or second flrs) or in peace and quiet on the third floor. Odegaard is also awesome to study due to its 24/7 hours during the week.”

PACCAR HALL

“A warm fireplace, good food, and lots of group study areas make this a great spot.”

“Paccar has great seating areas and a good cafe.”

“I love to study on the 3rd floor covered patio at Paccar. It’s one of the only places around where you can study outside while it’s raining. I wish there were more power outlets outside.”



PHYSICS BUILDING

“The Physics library has amazing light and is quiet. Great study spot with beautiful views. The chairs are not the most comfortable, however.”

“The 6th floor physics library has the best view for studying.”

HUSKY UNION BUILDING (HUB)

“I sometimes chill and study in the couch/fireplace area with my friends after getting lunch/dinner.”

“Usually I study in the Hub after I’ve eaten there.”

“I’m really happy that outlets got added to the upper floors.”

LAW SCHOOL

“I’m a law student. We really don’t go anywhere else.”

“Quietest place on campus.”

“Not enough collaborative work spaces.”

CSE BUILDING

“Occasionally the cafe in the electrical engineering building—some nice natural light.”

HEALTH SCIENCES

“Health sciences library—nice and quiet”
“I spend most of my time in health sciences. I think in general this is a part of campus that is pretty aesthetically neglected.”

THE AVE / UNIVERSITY DISTRICT

“Cafe Allegro is another quiet place to get off campus to work away from distractions.”
“Another place to get away from the office, get coffee, maybe breakfast and work quietly without distraction.”

WEST CAMPUS

“I study in my dorm, Mercer Court, very often. It’s lovely.”
“Alder Commons, I like the group study rooms.”
“The Instructional Center building is in dire need of an overhaul to serve hundreds of students on a daily basis.”

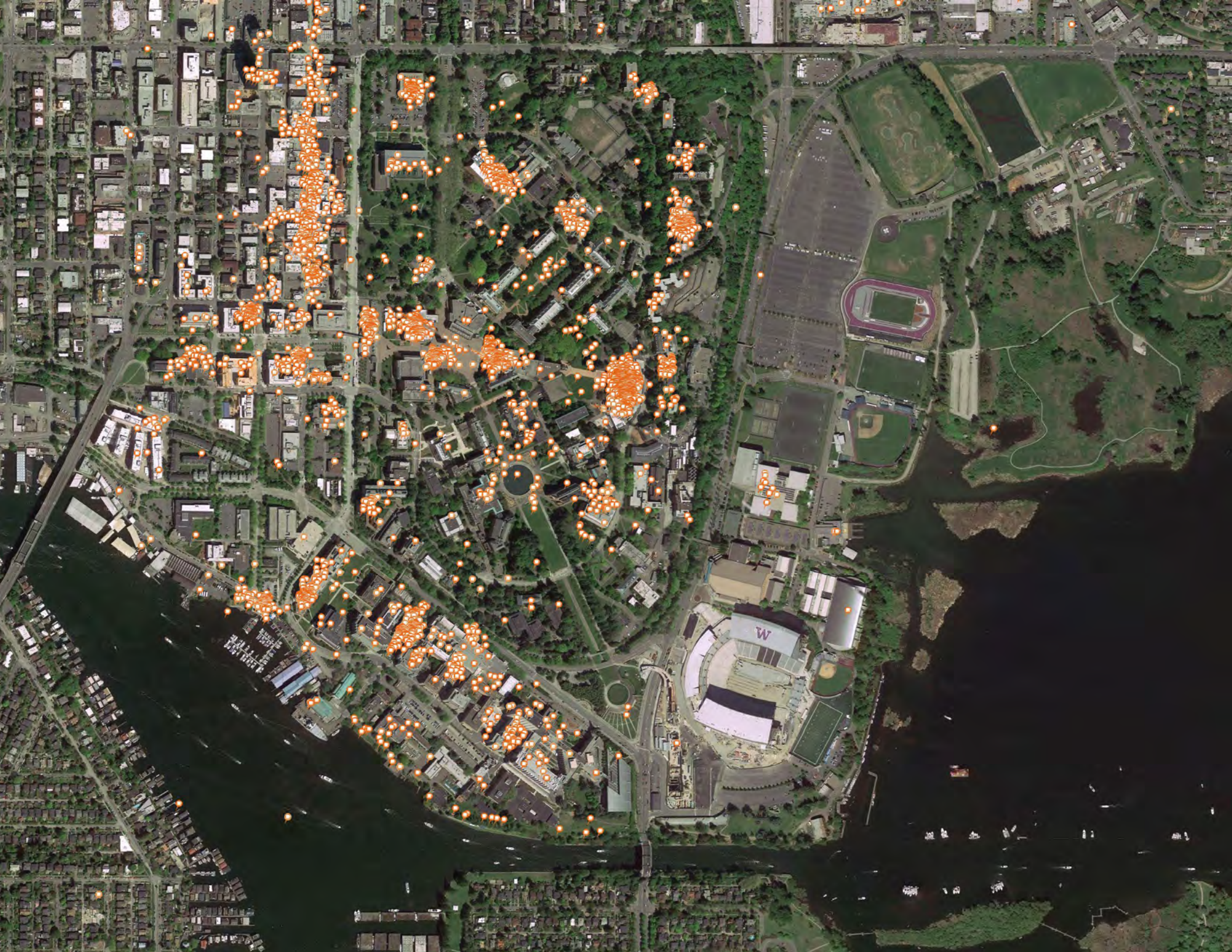
GOULD HALL

“Only place with 3D design programs on the computers.”

UW TOWER

“My job is in the UW Tower—with a glorious view to the north, and close to the Ave!”







DINE

3,352 icons

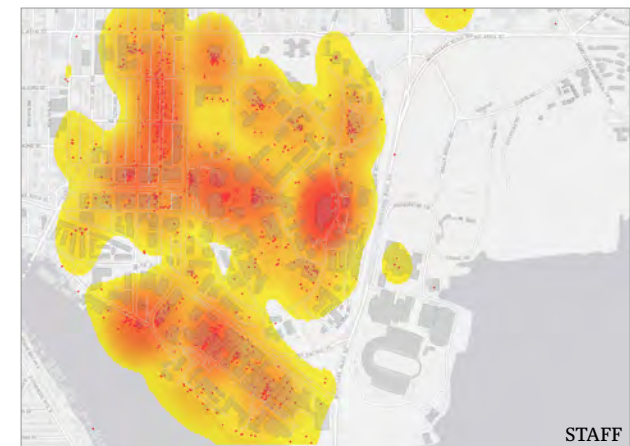
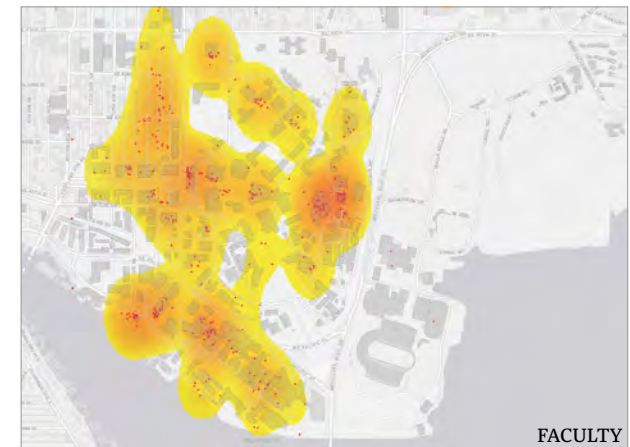
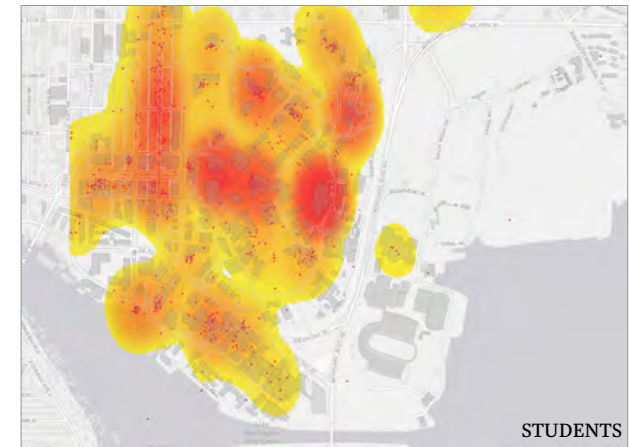
950 comments

“IDENTIFY WHERE YOU TYPICALLY DINE”

Dining clusters are closely associated with food venues offered on campus and along the Ave. There is a strong east-west link of dining options, spanning from Cultivate and dining options in the West Campus residence halls to the Husky Union Building, with fewer dining options to the south. A strong north-south axis of dining venues forms along University Way (the Ave). Paccar Hall and CSE building serve as secondary dining hotspots on the main campus.

There is a strong correlation between where people socialize and where people dine—“I basically socialize where I can dine as well.” Socializing, however, extends outside; whereas dining is largely inside. People do eat outside occasionally when there are benches and sun—“I love to eat outside on the benches and walls whenever it’s not raining.” The more popular outdoor dining areas include Sakuma Park, Rainier Vista, the Quad, Drumheller Fountain, and outside the HUB. Vista Café, the Rotunda and Aqua Verde serve as the dining anchors south of Pacific Street, with desired improvement inside Health Sciences. Cost, convenience, variety of food options, modest crowds, and an open and airy atmosphere are important factors in preferred dining selection.

Dining venues for students and staff mirror one another, and include areas both on and off campus and in the residence halls. Faculty venues are largely associated with on campus dining venues.





DINE :COMMENTS



RED SQUARE – FOOD TRUCKS

- “The food trucks! Would love more seating here during the summer.”
- “Very accessible when in a rush, and also has reasonably priced food.”
- “The food trucks are a great value, convenient, and fast.”
- “The food trucks are a good addition.”

BYGEORGE

- “Put more food options in ByGeorge!”
- “ByGeorge is the best place to hang out between classes on west campus; but it can get a little crowded with extra-long lines when classes first get out.”

HENRY ART GALLERY – MOLLY’S

- “Molly’s is the best kept secret at UW.”
- “Best food and coffee on campus and not too crowded.”
- “Molly’s is my favorite! Healthy food and excellent coffee. Wish there was a bit more space.”

SUZZALLO LIBRARY

- “Suzzallo Espresso is a great place to meet colleagues.”
- “Close to center of campus, but long lines and slow service.”

HUSKY UNION BUILDING (HUB)

- “Very convenient.”
- “HUB is too expensive and too crowded!”
- “The Hub has been way too crowded during lunch recently, but there is good food there.”
- “Needs a bit of covered outdoor dining for rainy days.”
- “Outside the Hub is nice, but also, needs more benches!”



PACCAR HALL - ORIN’S CAFE

- “Love the openness of Orin’s.”
- “I like to meet people for coffee at the Paccar Cafe. It’s pleasant indoors or outdoors.”

ART BUILDING - CAFÉ PARNASSUS

- “Best coffee shop on campus.”
- “It would be great if Parnassus could get an outside area or at least something with windows.”

UW FACULTY CLUB

- “Great views, nice bar, good place to have formal and informal meetings with faculty and staff.”

CSE BUILDING - REBOOT CAFE

“Reboot cafe is so close to my own department (civil engineering) and I like the inner architecture of the building.”

“The cafe in the Computer Science building is great for pausing between classes, but often lacks tables!”

SOUTH CAMPUS

“Even though it’s privately owned, it feels like part of the campus—great space to meet, eat, etc.” [Agua Verde]

“Agua Verde. Always bring out of town guests here. Also a fave for after work get together. The food, drinks and view can’t be beat.”

“Agua Verde is worth the walk from upper campus.”

“Vista is a good additional dining spot - esp. when rainy.”

“I look for sunny spots with a view to eat since I work in a basement office with no windows.” [Vista Café]

“Vista Café is a great place to dine - nice views, too! Great when the weather is good to go outside.”

HEALTH SCIENCES

“Rotunda is a key place for eating - and meeting.”

“The Rotunda needs a facelift and possible expansion.”

“Rotunda is a great place for lunch if you are a health sciences student.”

WEST CAMPUS

“Because I have to eat here.” [1101]

“I pick up food at the new market here on my way in.” [District Market]

“The DM [District Market] is convenient for all sorts of food and other supplies.”

THE AVE

“The ‘Ave’ is a great resource... I love having it nearby.”

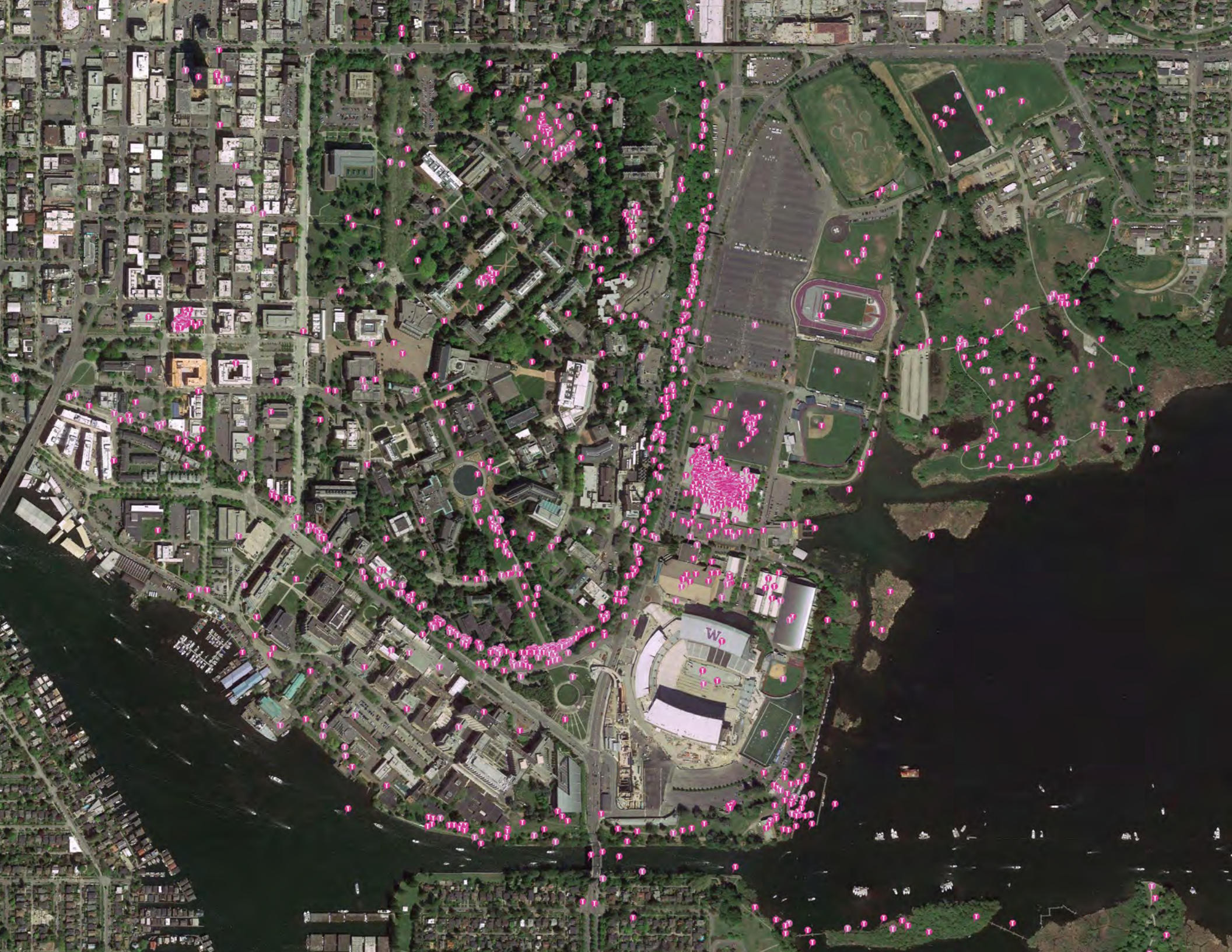
“Variety of foods.”

“With a resource like the Ave so close, I don’t really eat on campus much.”

“Cheap places on the Ave.”

“For when I get tired of dorm food.”







EXERCISE

1,467 icons

400 comments

“IDENTIFY WHERE YOU TYPICALLY EXERCISE”

The campus supports the seamless integration of exercise and recreation into peoples’ daily routines, whether they are jogging at lunch, walking up and down steps, or commuting to and from campus. The campus supports different levels and types of exercise activity, including walking, running, biking, yoga, bird watching, canoeing, kayaking, playing catch, Frisbee, hacky sack, tai chi, stair running, etc.

The Burke-Gilman Trail forms a key exercise armature for the campus, especially for staff, is used frequently for exercise during lunch, and serves as a transportation route to and from campus. The waterfront and Union Bay Natural Area also serve as exercise amenities for staff, along with on-campus open spaces, notably Rainier Vista, the Quad, and Memorial Way.

All populations, especially students, regard the IMA as the primary location to exercise, and appreciate its varied activities. However, many cited its location as too distanced from campus. Student exercise clusters also include the Fitness Center in Elm Hall, Denny Field, the Waterfront Activities Center, and the playfields.

Fewer exercise locations were identified on the northwest corner of campus, the University District, and the West Campus.





EXERCISE : COMMENTS

RAINIER VISTA

“This is a great area to play catch.”

“We play frisbee here every sunny day.”

“I like to walk this stretch from Odegaard down to the stadium on sunny days.”

DENNY FIELD

“This area should be developed so more students use it!”

“Gets really muddy in the winter/spring.”

“I used to swim in the Hutchinson Pool and I really miss it!”

IMA

“IMA has all the facilities I need to exercise, although it’s far from where I live.”

“The IMA can be difficult to navigate, but I have mapped my optimal route to get here.”

“More space, more weights, longer hours. It should be a 24 hour gym!”

“The IMA is always great for exercise. It is at a really great location because it helps me warm up on the walk there.”

“I rarely come here because it’s so out of the way. I wish it was closer to the west side of campus so I could go more. It is helpful to have it right off the Burke-Gilman though.”

“Maybe consider some satellite gyms.”



UNION BAY NATURAL AREA

“Great for walking and exploring.”

“This marsh is good for bird watching.”

WATERFRONT

“Canoeing from WAC is a good relaxing activity.”

“I love walking along the Montlake trails.”

“I frequently go running across the Montlake Cut to islands and Arboretum.”

“Great place to run potentially, but there is no trail from the area just beyond the fishpond all the way to the bridge.”

BURKE-GILMAN TRAIL

“Burke Gilman! UW Super-highway.”

“Love running, walking and biking here.”

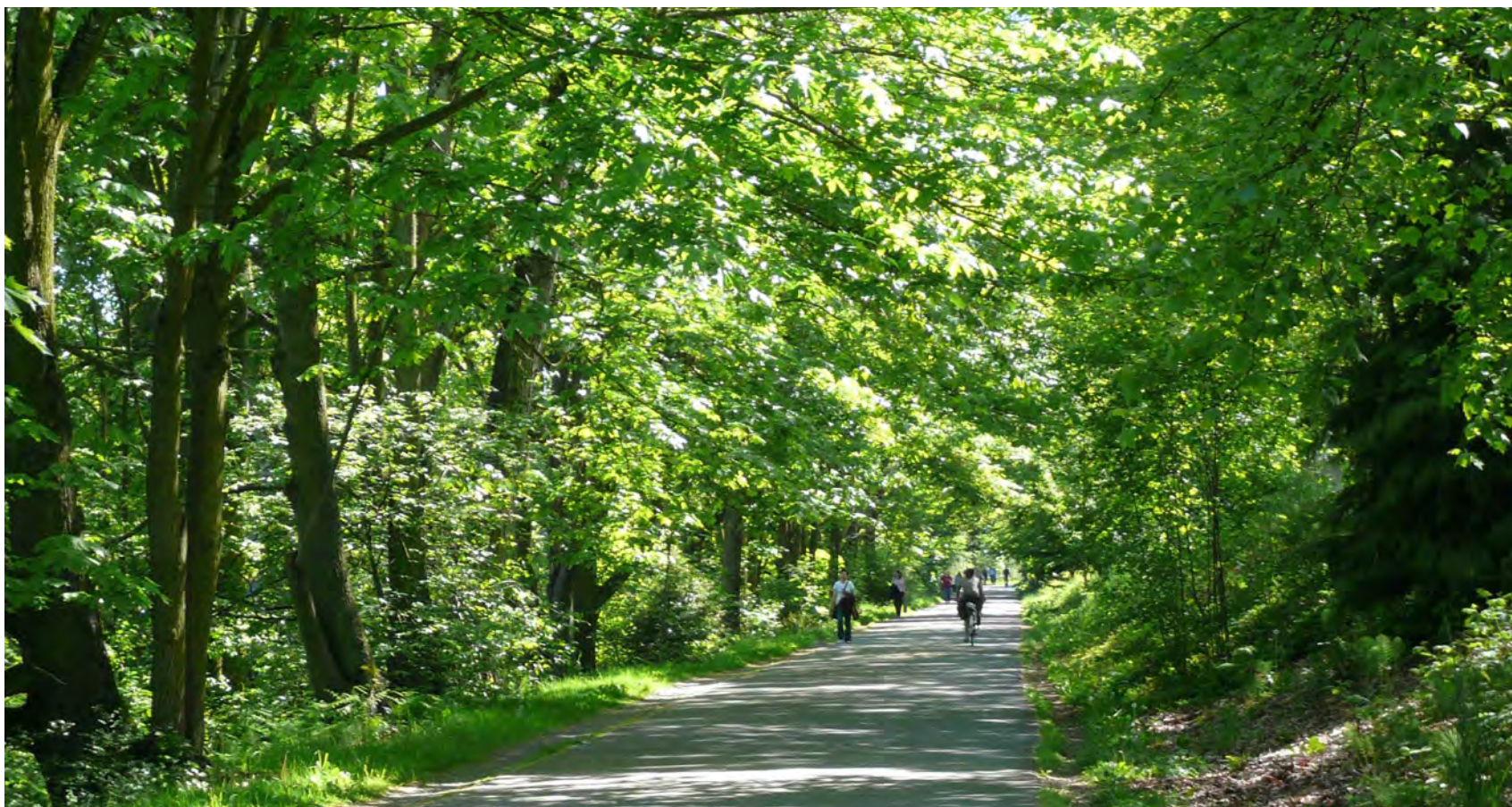
“The Burke Gilman trail is ideal for walking during breaks from work. It is level and scenic.”

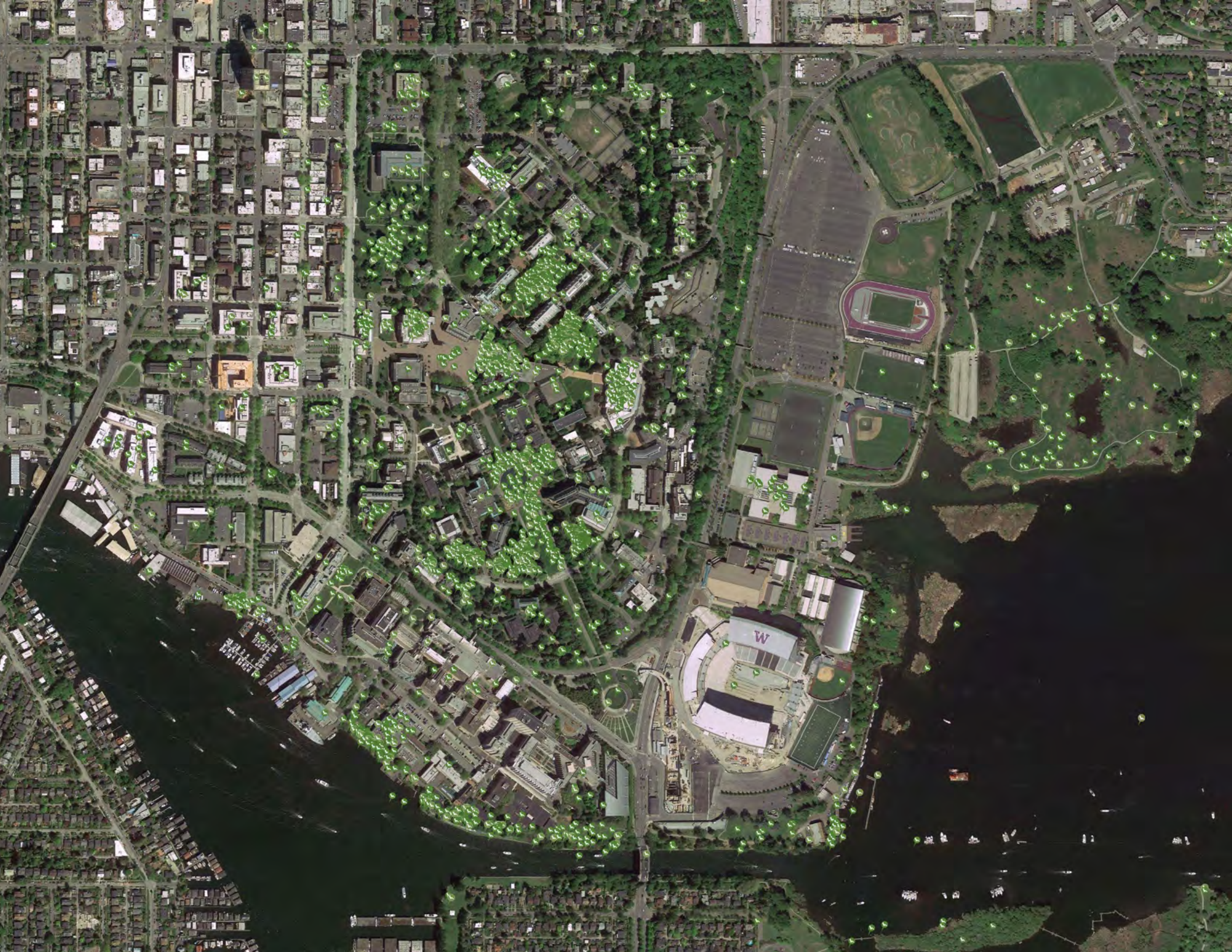
“Would love to see more jogging-friendly ground on the trail.”

“I walk on the Burke-Gilman trail every day to and from work. It needs some attention for the amount of traffic.”

“Like to ride here but it is SO bumpy it is a little scary.”

“Better separation between bikes and pedestrians would increase safety (esp. when light rail station increases traffic on trail).”







RESPITE

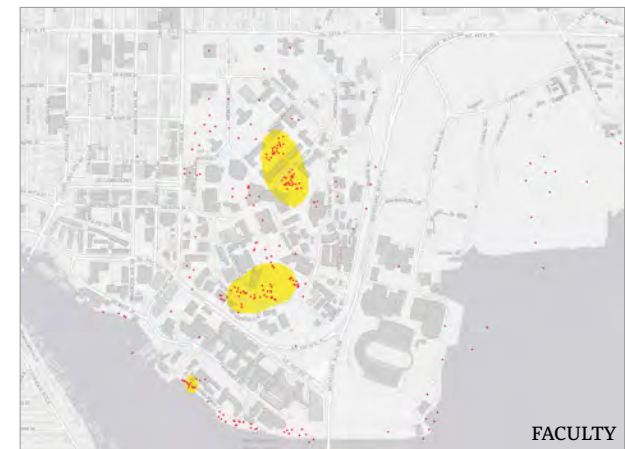
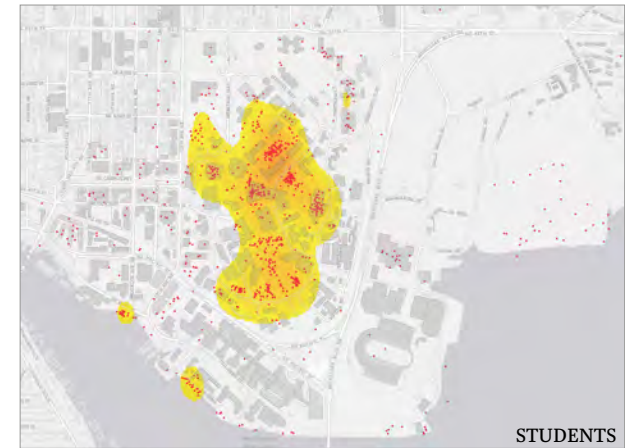
2,282 icons

450 comments

“IDENTIFY WHERE YOU TYPICALLY GO FOR RESPITE”

Responses for places of respite largely mimic areas identified in the favorite landscapes. These areas are primarily associated with outdoor spaces, along with a few buildings including Suzzallo and Odegaard libraries and the Husky Union Building. Key clusters of respite include Greig Garden, around Drumheller Fountain and Rainier Vista, the Liberal Arts Quad, Sylvan Theater, and the Medicinal Herb Garden. The south waterfront and Union Bay Natural Area also serve as places of respite, primarily for walking, views, and connection to the water. Faculty and staff responses were primarily associated with outdoor spaces, gardens, and along the waterfront, whereas student responses included both indoor and outdoor spaces, notably residence halls, libraries, and the HUB.

The Burke-Gilman Trail, the Ave, and West Campus in general were not identified as places of respite. Individuals frequently commented on using places of respite for getting away, clearing their minds, relaxing, sleeping, and chatting. Connection with nature, sounds, and smells were also associated with many responses. Types of spaces varied and included either secluded, private, and intimate spaces, along with more exposed, larger spaces to lie down and enjoy sunshine.





RESPIRE : COMMENTS

LIBERAL ARTS QUAD

- “Very relaxing to sit under a tree in the sunshine.”
- “Benches around the Quad”
- “Fun place to relax and take a nap when the sun is out.”
- “Particularly when the cherry blossoms are out.”

SUZZALLO LIBRARY

- “Suzzallo is beautiful and quiet.”
- “The reading room is my favorite for studying/taking a break from studying. It has a calming effect.”
- “The tables and umbrellas in front of Suzzallo are private enough for respite.”
- “The graduate reading room is my sanctuary when I need quiet. It is so beautiful too.”

ODEGAARD LIBRARY

- “Odegaard commons for relaxing in an open atmosphere.”



GREIG GARDEN

- “Peaceful, secluded. Quiet.”
- “You can feel a million miles away.”
- “Hard to find a seat, but the Grieg Garden is lovely.”
- “Intimate setting. Quiet while still being in the middle of campus.”
- “Who knew about this quiet little place? A secret garden.”
- “Hidden gem.”

DRUMHELLER FOUNTAIN & RAINIER VISTA

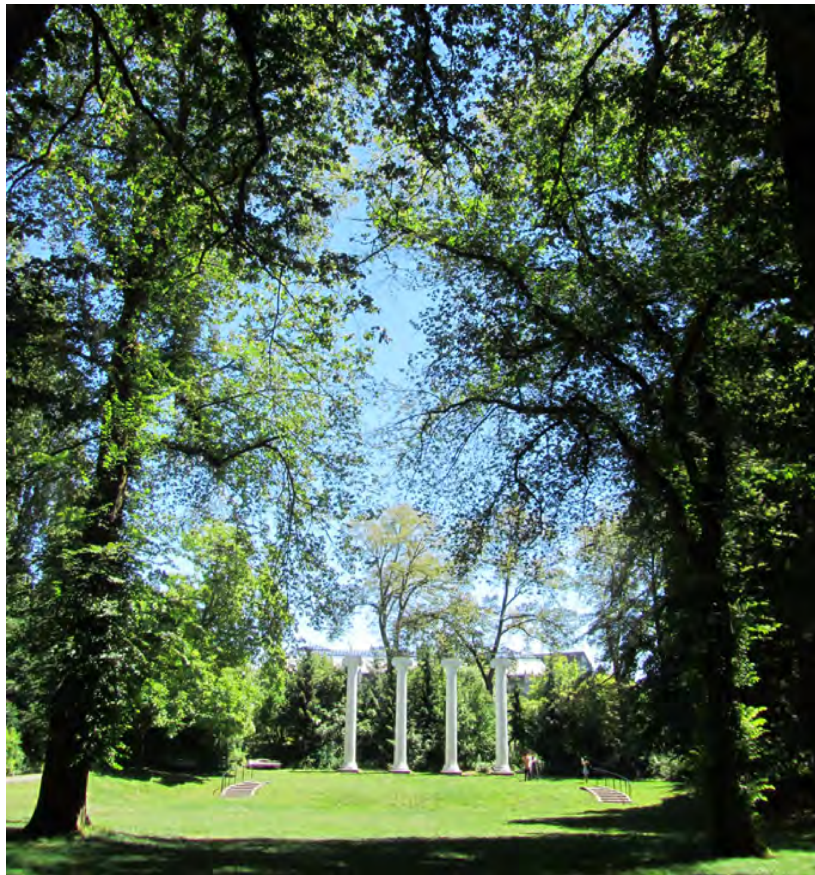
- “I love the smell of the roses in summer, it knocks me off my feet.”
- “Nice to watch and listen to the fountain.”
- “This is a beautiful location, but it always looks run down.”
- “Enjoy sitting by the fountain.”
- “Great place to sit and enjoy the views and people watch.”
- “Nice big open area to just lay there and relax on the fresh cut grass.”

HUSKY UNION BUILDING

“The new fireside areas in the HUB are nice places to relax and take a study break.”
 “People play the piano up here sometimes and it’s always so good.”
 “I go here between classes to grab some food and go on my laptop.”
 “Comfortable chairs.”

SYLVAN THEATER

“Beautiful, quiet, and secluded! I love stopping by here for a quick respite.”
 “Used to meet friends in the summer for a picnic on the lawn.”
 “When I need to get away from everything and clear my mind.”
 “Love the sense of seclusion in this quiet outdoor ‘room.’”



MEDICINAL HERB GARDEN

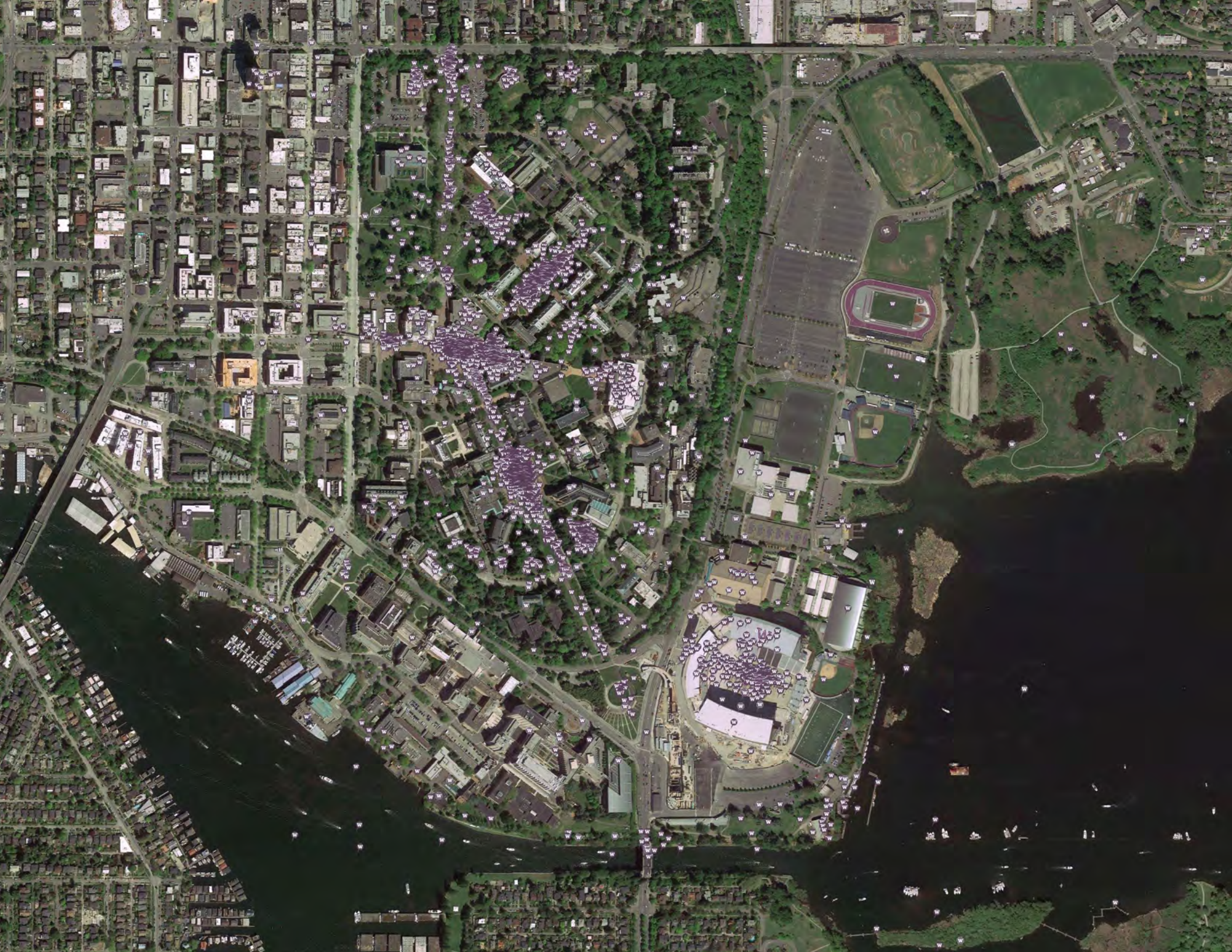
“Nothing refreshes or clears my mind more than a walk through the herb garden.”
 “Great place to eat lunch and look at flowers.”
 “The bird species in here are amazing.”
 “I love this stand of trees, especially with the heron rookery. It’s great to be in the woods for a minute.”
 “A lovely working/experimental landscape, a respite and a model (perhaps) for additional working/productive landscapes on campus? I often take my classes here.”
 “Love to walk this quietly and photograph the landscape/plants.”
 “Restful to wander amongst the plantings.”
 “I always smell the Spearmint.”
 “The herb garden is an amazing treasure and we’re lucky to have it.”

UNION BAY NATURAL AREA

“Love the wetlands for bird watching and quiet time.”
 “Good for contemplation, reflection, and relaxation.”
 “Very calm and usually private.”

WATERFRONT

“This area is perfect for walks and socializing, no matter the weather.”
 “Great place to take a break and watch the water for a while.”
 “Walk along the shore for peace and quiet.”
 “I love to walk to the cut for an outdoor lunch in the summer.”
 “This little park on the water [Sakuma Park]. For a mental respite.”
 “View and touch the water.”
 “Leisure walk to daydream and look at boats and birds.”

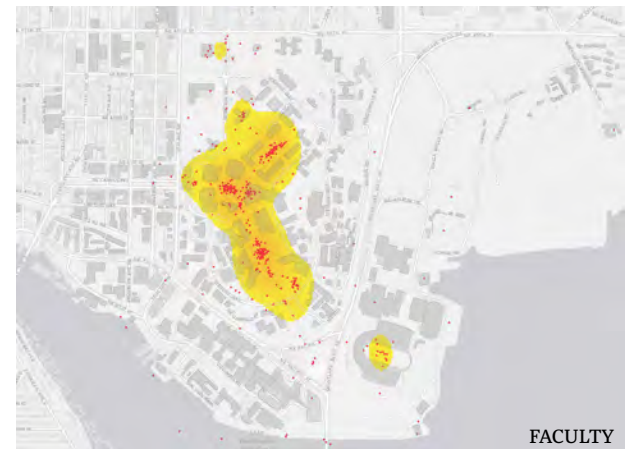




“IDENTIFY PLACES YOU CONSIDER ICONIC”

Individuals identified five key iconic spaces on campus: Red Square, Suzzallo Library, the Quad, Drumheller Fountain, and Husky Stadium. Secondary clusters formed around Sylvan Theater, Denny Hall, and Memorial Way. These locations were identified by all campus populations, and tended to be active, full of people and movement, and situated at key campus crossroads.

Iconic spaces often included identifiable landmarks, such as the columns in Sylvan Theater, cherry trees in the Quad, exhaust stacks in Red Square, the ‘W’ along Memorial Way, Drumheller Fountain, or the cupola at Denny Hall. Respondents also cited the navigational benefits of these places as landmarks. Iconic spaces were often places of memory—the location they got engaged, got married, or brought their kids or family. These are the places they take visitors who are on campus for the first time. They are well-documented and frequently photographed. “Historic”, “timeless”, and “classic” were commonly used when describing iconic places. Seasonality and routine emerged throughout comments, referring to football in the fall, cherry blossoms in the spring, or the clock that chimes regularly from Denny Hall.





ICONIC : COMMENTS



RED SQUARE

“Spires [exhaust stacks], useful for navigation landmark.”
 “The nerve center of campus.”
 “Always something happening here.”
 “Red square is a place to see the pulse of the campus and at certain times of day and season to see incredible lighting on the library.”
 “Basically the center of campus, with the three towers and broken obelisk, I’d say this is probably THE major landmark on campus.”
 “Love that views of Rainer Vista have remained unchanged for over 100 years.”
 “If I only had ten minutes to show the campus to a visiting friend I would take them first to Red Square and then walk down to the fountain. The buildings in this area are fantastic and the view of Rainier is iconic.”
 “Memories of activities on Red Square go back 30 years to when I was a kid attending pep rallies for Husky football games.”

LIBERAL ARTS QUAD

“Cherry blossoms in the spring!”
 “Cherry trees and grand campus buildings.”
 “Spring isn’t spring until you’ve walked through when the cherry blossoms are at peak.”

DENNY HALL

“Favorite building facade on campus... and clock that chimes.”
 “Memorable as a beautiful building and the first campus building.”
 “Beautiful building, especially the cupola.”

MEMORIAL WAY

“Have taken lots of night time photos with the trees and lights love this place.”
 “The big ‘W’ is an iconic addition to the campus entrance. I love seeing students gather there with their families for a photo.”
 “Tree-lined streets are fantastic.”



SUZZALLO LIBRARY

“Suzzallo facade and reading room.”
 “The face of the University.”
 “The entire Suzzallo building is one of the most iconic buildings on campus due to its architecture and aesthetic. The quiet area on the second floor reminds people of Harry Potter.”
 “It stands the test of time and brings the campus together.”

RAINIER VISTA

“Fountain, useful for navigation landmark.”

“One of the defining images of UW is the fountain with Mt. Rainier in the background.”

“I think the buildings and campus are grand here. Classic.”



SYLVAN GROVE

“This feels like a hidden, secret garden with the four pillars.”

“I got married here.”

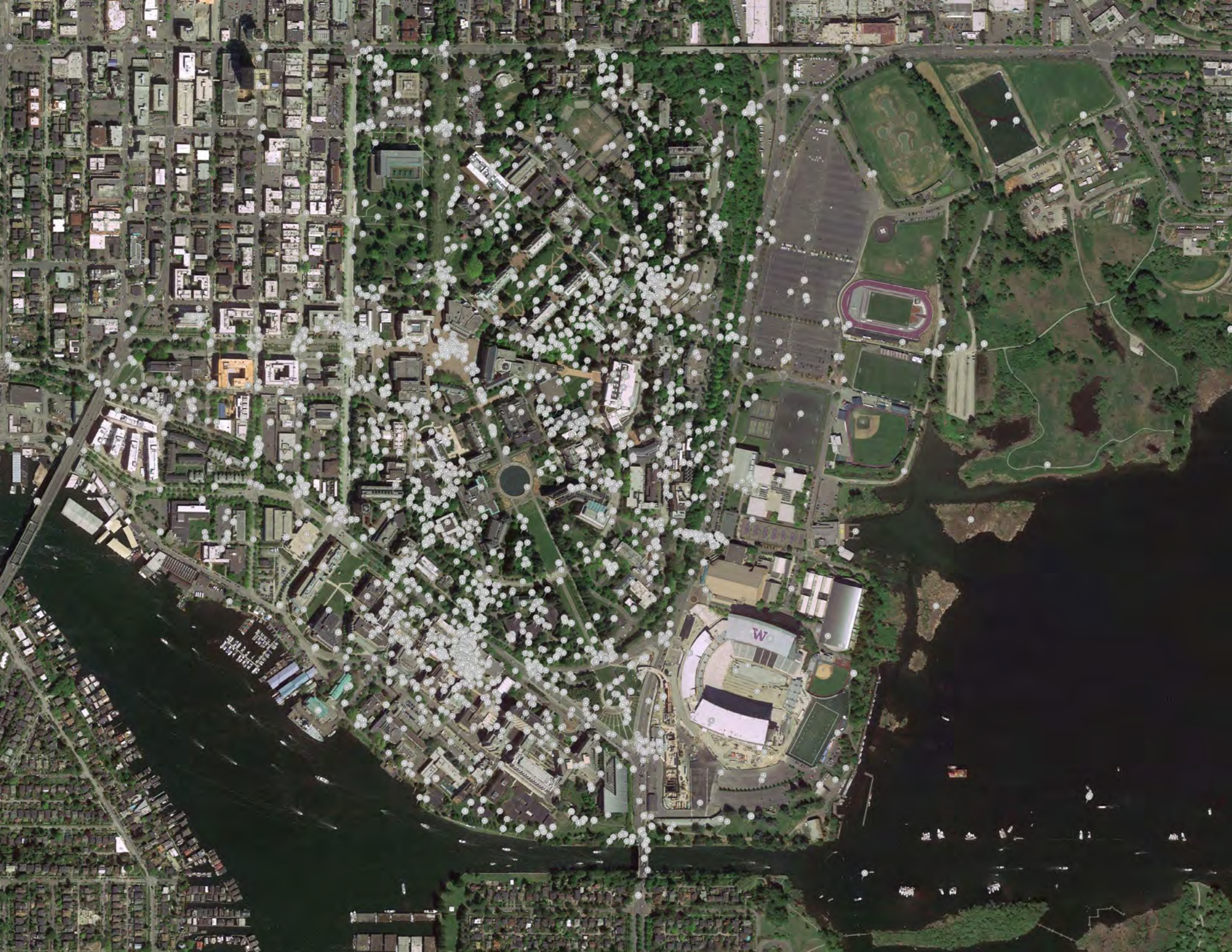
“Who can forget their first visit to the four pillars?”

HUSKY STADIUM

“Best stadium in the country – views, plus a great stadium.”

“Husky Stadium for homecoming football game.”



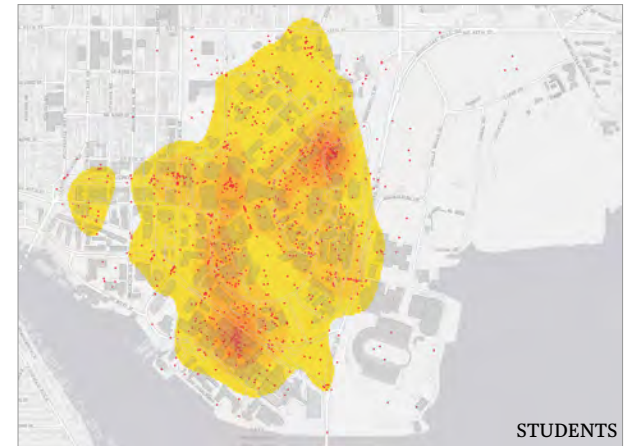




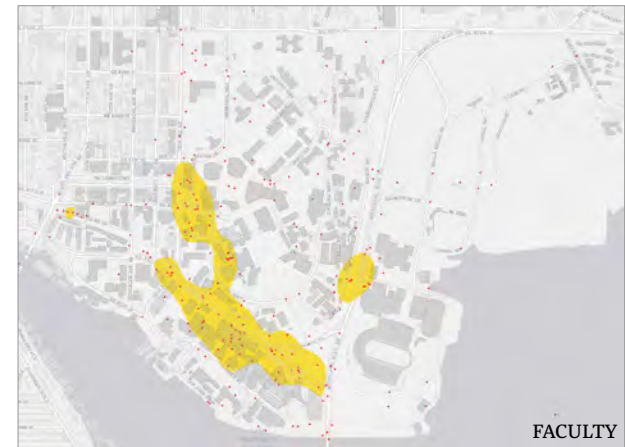
“IDENTIFY AREAS THAT ARE DIFFICULT TO NAVIGATE”

The historic, formal layout of the campus generated clearly defined axes for movement, including Rainier Vista, Memorial Way, and the Quad. Not surprisingly, these areas were cited as easy to navigate. Outside of these formal areas, wayfinding and navigation are challenging. The formal axes are radial and do not generate a true orthogonal grid, which many individuals found disorienting - “Because of the grid changes around Red Square, I often get turned around.” The interstitial spaces between the formal axes are difficult to navigate, especially when combined with truncated sightlines from bushes, narrow and curving pathways, and steep topography; lack of landmarks; and disoriented grid. Other navigational challenges were associated with pedestrian-bike conflicts along the Burke-Gilman Trail, and pedestrian-vehicular conflicts along Stevens Way. Accessibility was cited in many geographic areas as a continual challenge.

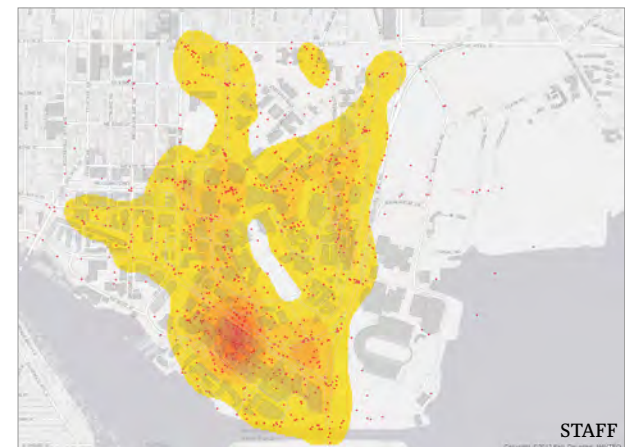
Although areas identified are extensive and spread throughout campus, a few clusters emerged as areas with significant navigational challenges. Across all campus populations, Health Sciences, Padelford, and key campus entrances emerged as critical areas. Movement up and down steep slopes and at pedestrian crossings is also universally challenging. Students also identified the area around the Campus Parkway entrance, and the Chemistry Library as areas that need to be addressed. It should be noted that the West Campus and the Ave—organized along the city’s grid—are regarded as easy to navigate.



STUDENTS



FACULTY



STAFF



NAVIGATE : COMMENTS

RED SQUARE

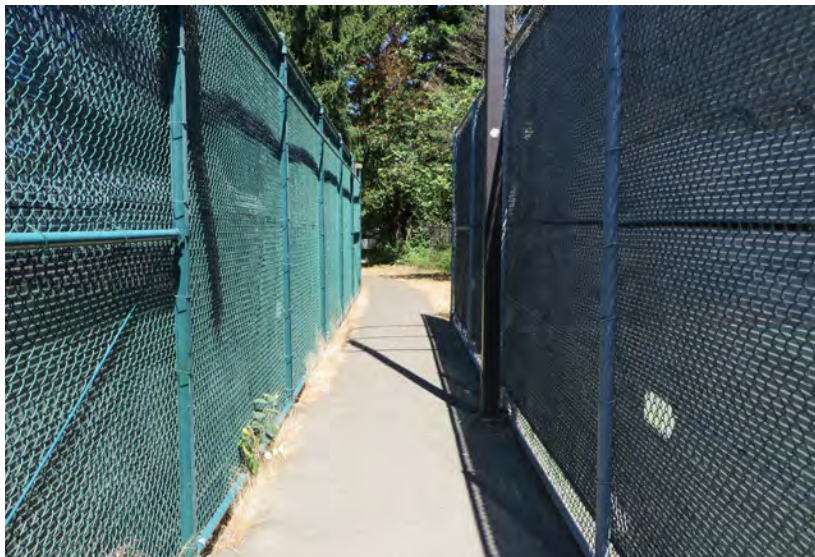
“Red Square is dangerously slippery in the rain.”
 “During passing period it is so busy. I try to avoid whenever possible.”
 “It is very hard to get a bicycle on to or off of Red Square.”

SOUTH OF THE QUAD/NORTH OF SUZZALLO

“No matter how many signs you put up, bike riders don’t get off their bikes. Skateboarders are also a problem through here, especially at busy times.”
 “Because of the grid changes around Red Square, I often get turned around; around Suzallo is the worst...”
 “This area can be difficult to navigate. There are so many trees around that you can’t see any landmarks, and there really aren’t any visible building signs.”
 “This corridor is confusing, at least at first. You can’t see very far in any direction, the buildings look similar...”
 “I always get lost going to the HUB.”

NORTH CAMPUS HOUSING

“No idea where what goes and why.”
 “I bike through here every day on my way to 20th Avenue. If the path were wider and less circuitous, pedestrians and cyclists could move through this space more easily.”



PADEFORD

“This intersection is a real mess during peak times.”
 “So confusing!” “A maze.”
 “Hard to navigate stairs, can’t always find them. Not sure I would feel safe here at night.”

CHEM LIBRARY & BENSON

“This area is difficult to navigate until you fill in a detailed mental map of the area.”
 “Wayfinding in this area is difficult. There’s no obvious/efficient thoroughfare.”
 “Tight and not well lit while going to/coming from campus.”
 “Need better wheelchair access moving down towards Health Sciences from upper campus.”

GRANT LANE & STEVEN’S WAY

“Lots of heavy traffic, buses, students walking, jaywalking, talking on phones, etc.”
 “Dangerous during passing periods when cars are present and lots of students walking across here.”
 “Students do not wait for cars to pass. Traffic clogs up here a lot.”
 “Lots of conflicting pedestrian/auto traffic.”

CAMPUS PARKWAY ENTRANCE

“Need more wheelchair accessibility around this building.” “I’m disabled and I can’t use this overpass.”
 “Needs signage, and the landscaping here is pretty brutal.”
 “No crosswalk here. Have to go up to the skyway or walk a block south to the crosswalk.”
 “There is no easy or direct access to the Ave.”
 “This [pedestrian bridge] is a very small funnel for main campus/west campus travel.”
 “People still jaywalk here, including me, because it’s usually faster than going over the pedestrian bridge. However, there aren’t many crosswalks.”
 “I hate that what greets pedestrians coming east towards the Henry is a cement wall.”

15TH AVENUE & NE 45TH STREET

“A primary street entrance that quickly turns into a parking lot with no good pedestrian route.”
 “This area is not safe for pedestrians. Car drivers are looking out for parking spots not people.”

BURKE GILMAN TRAIL NEAR WEST CAMPUS

“THIS IS SUPER DANGEROUS there are new dorms here for which the only way in and out is the Burke Gilman trail. This means tons of kids on their phones walking in front of fast-moving bicycles. DANGEROUS.”

“This stretch is a mess for bicyclists.”

“There needs to be better markings to encourage pedestrians to use the new separated sidewalk on the Burke-Gilman, a lot of pedestrians use the lower path which makes it quite narrow for cyclists.”

“This area is extremely unsafe! As a cyclist, I have worried most about getting hit by a car here. As a driver, I am worried most about hitting a cyclist here. the limited line of sight and shade/lighting are primary factors impacting safety.”

“Love the Burke Gilman, hate the several crossings at 15th, University, Brooklyn.”

“I walk along here on my way home. Bike traffic is crazy—I’m always afraid someone is going to hit me.”

UNIVERSITY BRIDGE AREA

“Have to cross multiple lanes of fast moving traffic.” “Difficult intersection for pedestrians.” “Need sidewalk connecting to NE campus parkway.”

“Dangerous walking along road under the bridge.”

“Bridge difficult to approach by bicycle.”

PEDESTRIAN BRIDGES

“Pedestrian crossings of BG Trail are dangerous due to bicycles failing to yield at crosswalks.”

“Bike traffic on the Burke Gilman is dangerous! Hard to cross this path safely on foot.”

“The bicyclists tear along the BG Trail almost without mercy!... they should exercise more care with pedestrians...”

“Steep ramp. Narrow ADA ramp.”

HEALTH SCIENCES

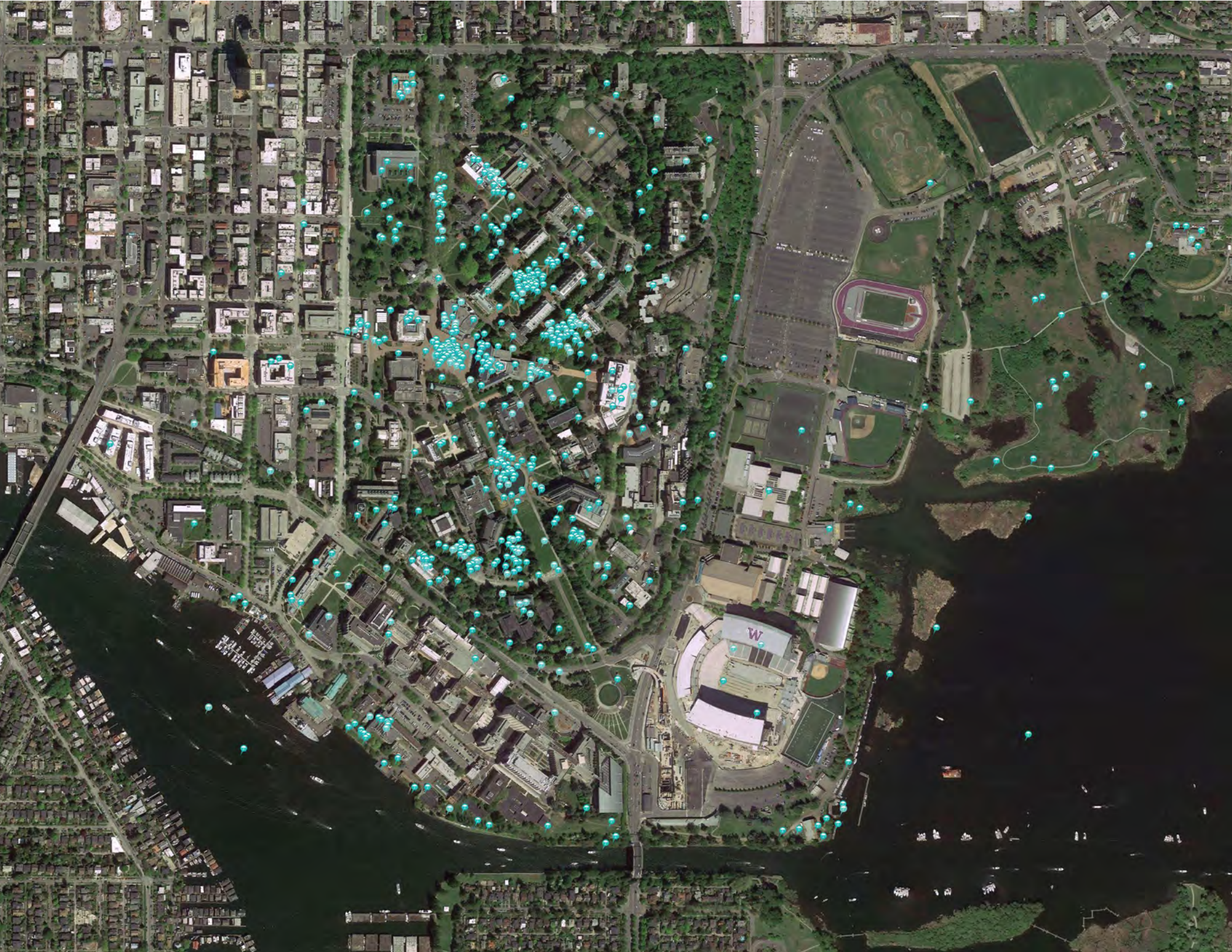
“This whole complex is hard to navigate.” “All of Health Sciences is a maze.” “A concrete labyrinth with little human appeal...”

“Getting to this side of campus with a wheelchair is sometimes really tough.”

“Almost impossible to find the correct room or get from floor to floor. Then, once you’ve found it, it’s difficult to find your way out!”

“Totally obscure, confusing! No means of orientation through landscape!”







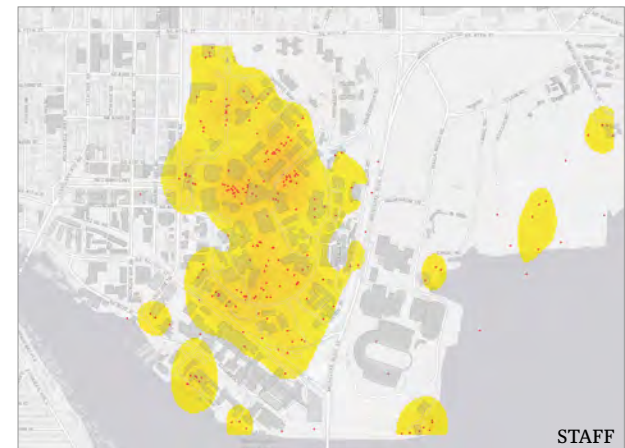
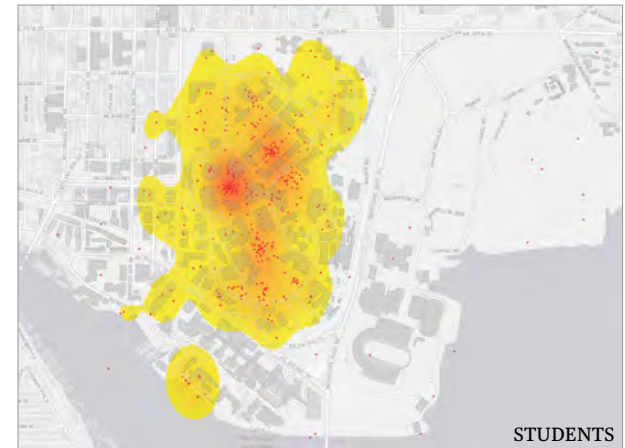
RAINY

665 icons

125 comments

“IDENTIFY WHERE YOU GO WHEN IT’S RAINY”

Overall, the campus provides opportunities for people to be outside and enjoy the campus landscape when it rains. Whether it’s finding shelter underneath a canopy of trees, a building arcade, an internal atrium, or a bus stop, people maintain a connection with nature while staying dry. Paccar Hall and the Husky Union Building were cited as preferred atrium spaces during the rain. Arcades along Kane Hall, the Electrical Engineering Building, and the Suzzallo-Allen breezeway allow people to watch the rain, without getting wet. Bus shelters served a similar function. Canopies of trees along Memorial Way, among the mature trees in the Denny Yard, and in Greig Garden were described as outdoor rooms that keep people dry. Others appreciated opportunities to watch, listen to, and be out in the rain. This was especially true in the Medicinal Herb Garden, at Drumheller Fountain, and in the Union Bay Natural Area.





RAINY : COMMENTS

RED SQUARE

“Sometimes nice in the evening, especially the way the light reflects off the buildings and bricks.”

“Overall outdoor accommodation could be improved. Outdoor heating or at minimum covered areas would allow students to spend more time outside.”

“Umbrellas, rain coats add a riot of color and the reflections are worth watching.”

“This may be crazy, but I love to walk across Red Square on rainy days.”

MEMORIAL WAY

“Under the canopy of trees or just walking through here in the evening when the lights have come on is dreamy.”

“The hall of trees makes it not only drier, but more beautiful.”

“An almost dry place to walk when it’s raining.”

DENNY YARD

“Enough large trees near the sidewalks so I don’t get over wet but can still walk a bit.”

“The trees provide a lot of cover, and it is just so pretty!”



PACCAR HALL

“Hogan Terrace in Paccar Hall is partially covered. A great place to watch the rain.”

“Just liked watching the rain bounce on the pavement.”

KANE HALL

“Nice, deep colonnade on this building for rain protection.”

“The Kane hall arcade gives a little shelter.”

GREIG GARDEN

“I LOVE! listening to the rain drops on the trees. It’s soothing in my day.”

“It looks pretty cool in this area when it rains, because you are surrounded / covered by trees. You have the feeling of being enveloped by the trees.”

DRUMHELLER FOUNTAIN

“Rain on the pond.”
“Drumheller Fountain looks pretty when it rains, as the raindrops hits the fountain’s surface.”
“Still see the great view.”

MEDICINAL HERB GARDEN

“Totally feels like you’re in a rainforest.”
“I think the rain makes it even prettier.”
“The herb garden is restful rain or shine.”

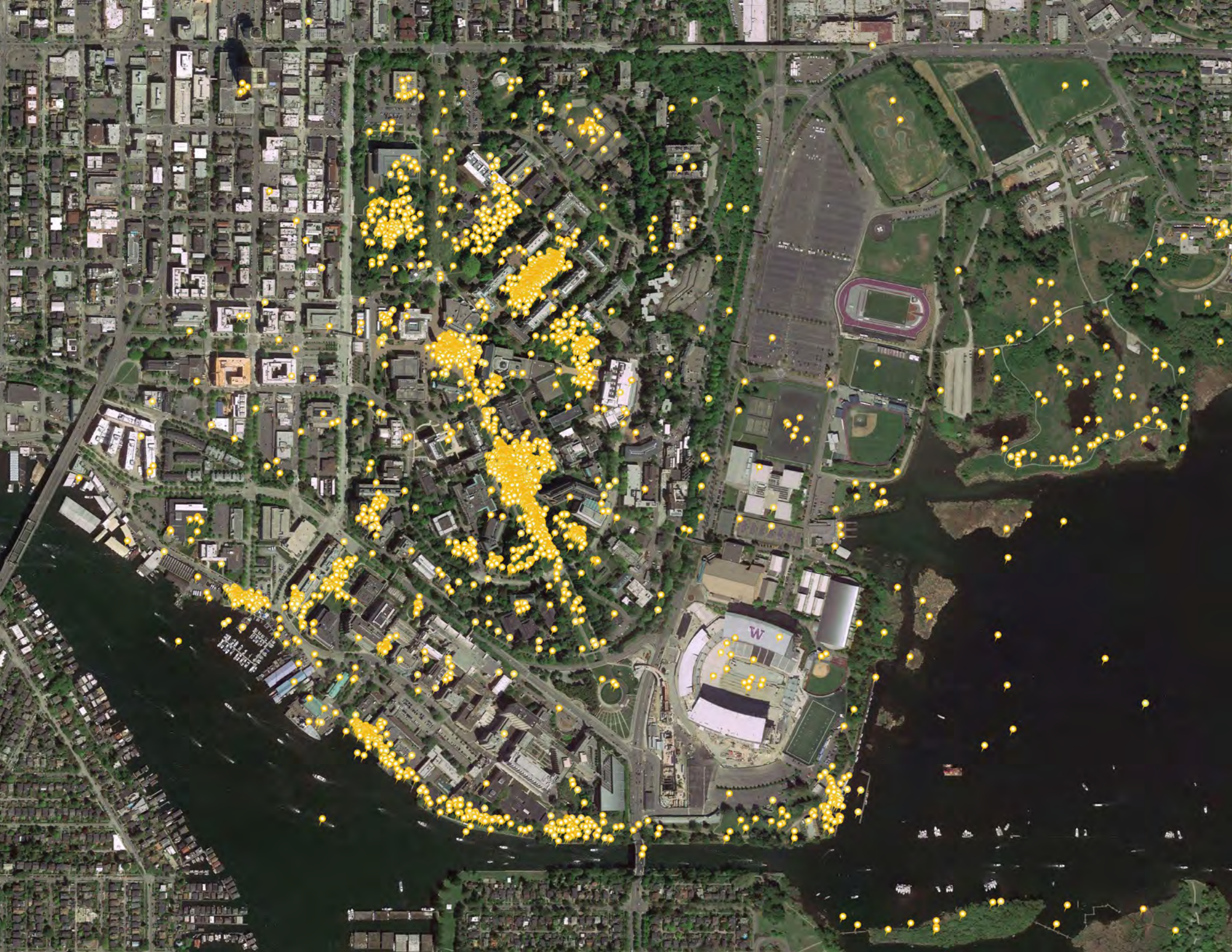
HUB BUILDING

“I don’t really want to be outside when it’s raining, but it’s nice and dry waiting for the bus here, room for a lot of people.”
“Need more glass atriums on SE and SW sides of buildings.”

UNION BAY NATURAL AREA

“This area is great rain or sun.”
“Have been to Urban Hort for a lot of workshops and it seems like it always coincides with rain. It’s a lovely space to sit in the greenhouse or under the eaves even when it is pouring.”

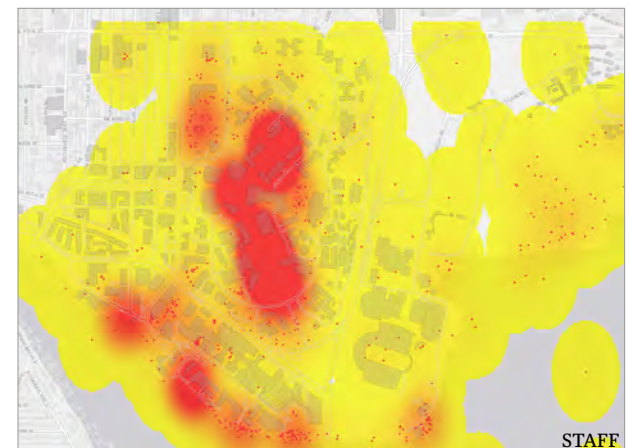
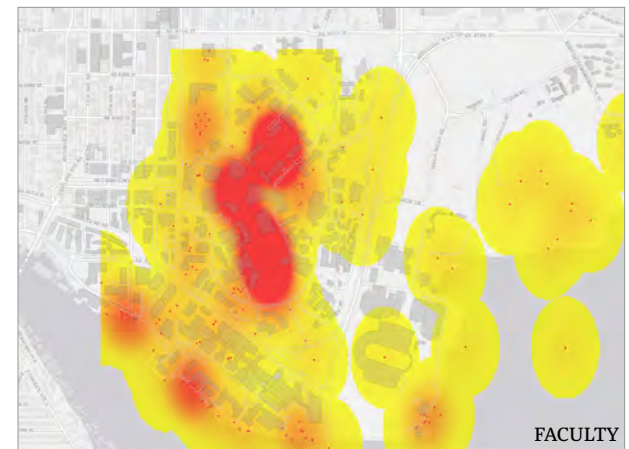
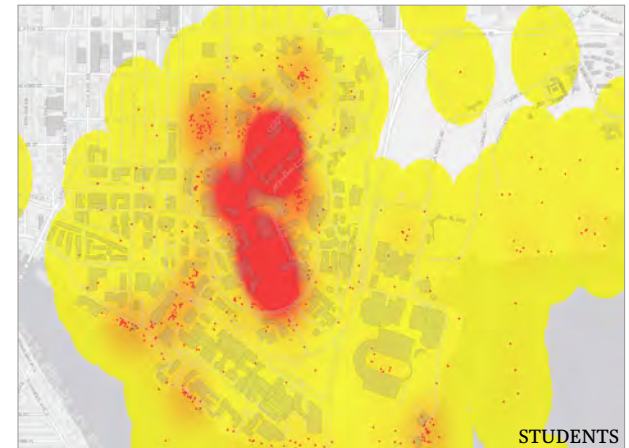






“IDENTIFY WHERE YOU GO WHEN IT’S SUNNY”

Significant sunny clusters form around Drumheller Fountain and Rainier Vista, followed by the Liberal Arts Quad and Red Square. Secondary clusters form around Parrington Lawn, Denny Yard, outside of the HUB, east of Foegel Hall, along the waterfront, and the Union Bay Natural Area. While both students and staff identified Drumheller and the Quad as preferred areas to visit when sunny, students placed greater emphasis on the Quad, while staff placed greater emphasis on Drumheller Fountain and the waterfront. Interestingly, people often commented on their preference for quiet spaces to read, nap, smell roses, enjoy views, or even conduct classes. Others preferred busier areas for people-watching, recreation, or picnics. Some individuals preferred areas that are highly exposed with little shade, while others tended toward shaded areas with ample tree canopies and umbrella tables. In many cases individuals selected spaces because of the availability and quality of seating, for example, the walls and ledges outside of the HUB, the steps at Denny Hall, and the tables outside of Suzzallo.





SUNNY : COMMENTS

RED SQUARE

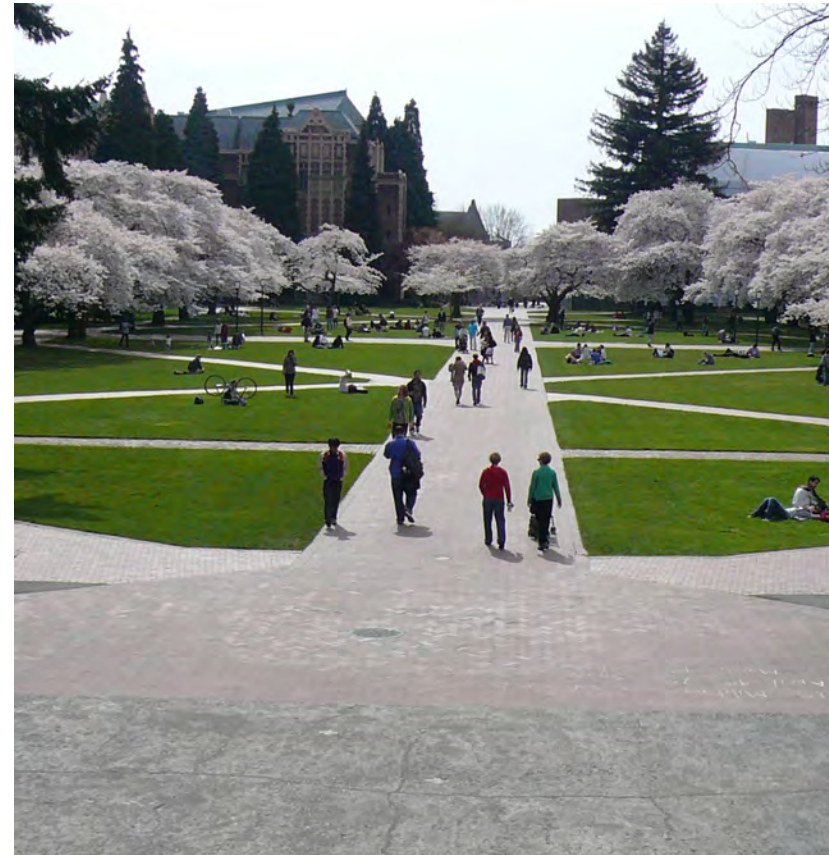
“The sunset from this spot is just great, and you can see Rainier, too!”
“Umbrella’d tables here are the best on sunny days.”
“Red Square is an amazing space when it’s sunny for people watching, and absorbing some heat/sun.”

RAINIER VISTA

“I often deliberately take in the view here on clear days.”
“Lay in the sun and see Mount Rainer.”
“It’s nice to have some open, grassy areas.”
“Love to find a moment once or twice in the summer to soak up some rays on the grass. A beautiful green space.”
“I can read while watching Rainier.”

DRUMHELLER FOUNTAIN

“The water and the sun together are amazing!”
“I love a sunny stroll through the roses.”
“Nice grass for naps and enjoying the sun.”
“Reading here is an amazing experience.”
“Sitting along the wall with view of rose garden, fountain, and Mt Rainier is priceless.”



LIBERAL ARTS QUAD

“Usually will walk out of my way to pass through here, especially during cherry blossom season.”
“Great place to hang out, study when it is nice out.”
“Classes met in quad once or twice.”
“Beautiful architecture and trees make this a great sunny spot.”

DENNY YARD

“Front steps of Denny is one of the nicest places when it’s sunny!!”
“The combination of shade from the trees and open field make this the best sunning spot since it’s not as busy as the Quad.”



PARRINGTON LAWN

“Nice park-like setting to get some sun on a nice day.”
 “Best picnic area - never crowded or noisy.”
 “Absolutely gorgeous at sunset / twilight.”

HUB LAWN / GREIG GARDEN

“Grieg Garden is a great place to sit outside, especially since the trees provide some shade.”
 “There are a few benches to sit on out near the HUB which are nice to just relax and enjoy the day.”
 “Sunny benches and ledges outside are great for warming up in the sun.”

EAST OF FOEGE

“I like seeing people playing ball and walking their dogs out on the lawn.”
 “Outdoor deck beside Vista Café.”
 “Appreciate unhampered view of Portage Bay.”

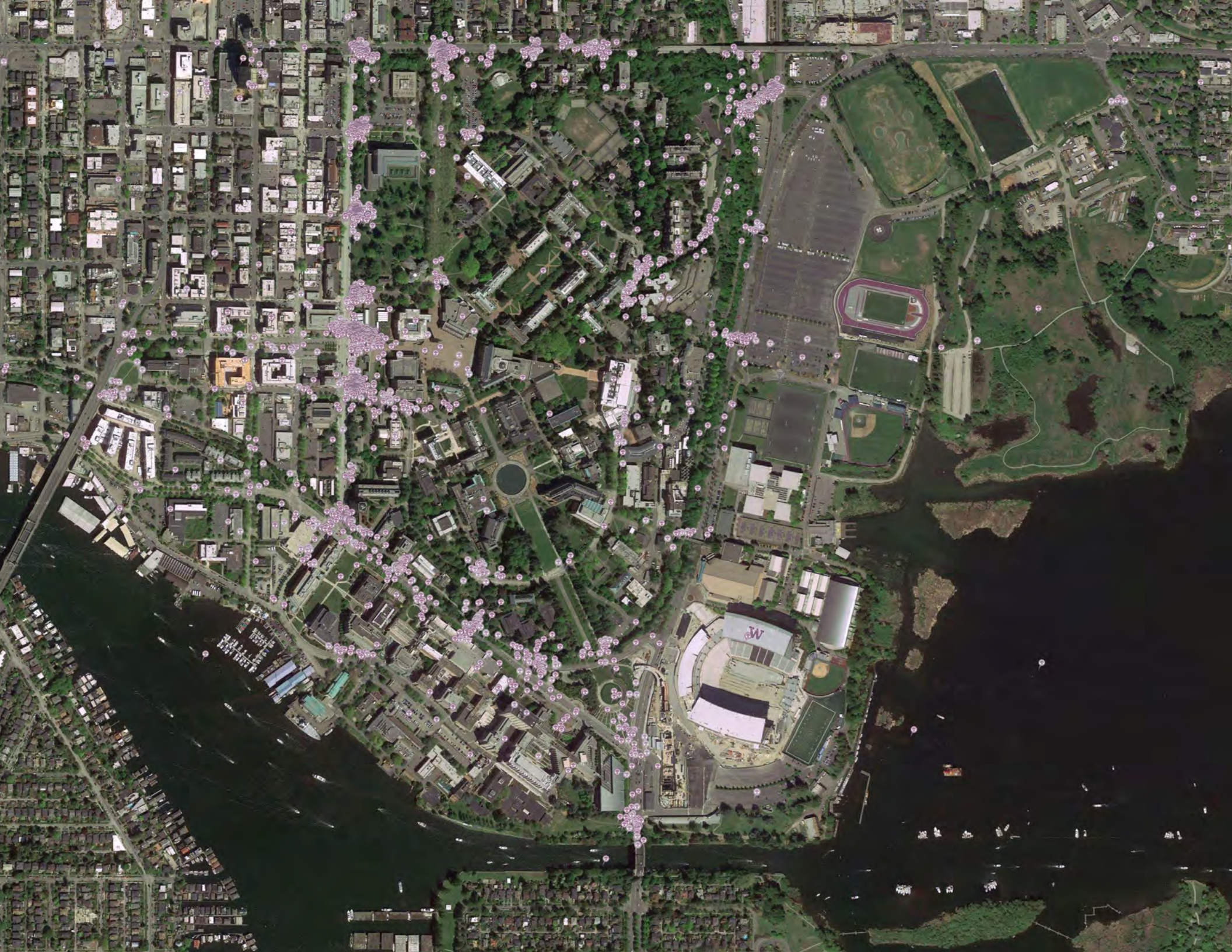
WATERFRONT

“This is usually a quiet place to watch the water.”
 “Love to be by the water in sunny weather.”
 “Walking all along this area is a favorite route.”
 “I would like to see more benches along the waterway.”
 “Watching the boats go through the cut.”
 “The water, the inspiration of our world class hospital, the boats, it’s all very inspiring.”

UNION BAY NATURAL AREA

“Best working walking meetings happen on this trail.”
 “Union Bay Natural Area is brighter than the rest of campus even when its overcast.”
 “One of the most unusual features of campus, a draw for people all over.”
 “Beautiful views from here.”
 “A walk through the marsh to visit the turtles. The sunnier the day the more turtles to see.”
 “I appreciate being able to bird watch while eating lunch on the benches.”







GATEWAYS

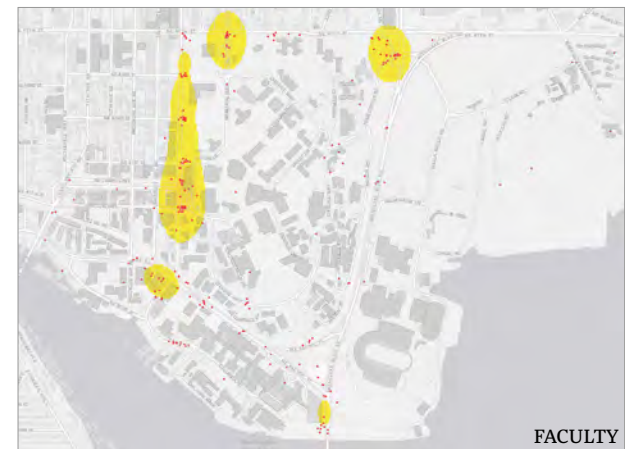
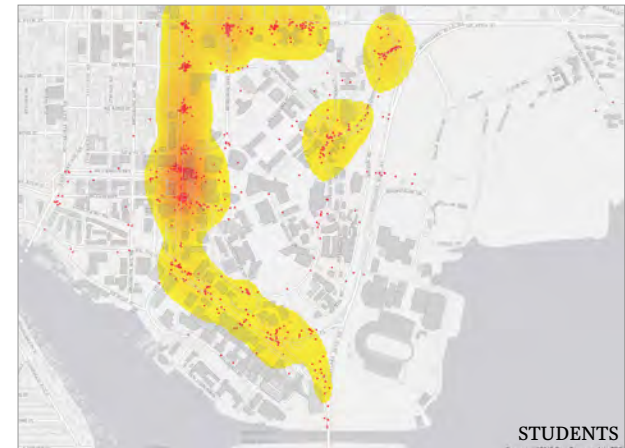
2,393 icons

520 comments

“IDENTIFY AREAS THAT ARE CAMPUS GATEWAYS”

Gateways appear at all campus entry points. Interestingly, the most significant cluster forms along 15th Avenue at Campus Parkway, versus Memorial Way—the University’s symbolic entrance. 15th Avenue—especially at Campus Parkway—serves as a significant transit edge and major pedestrian portal to campus. Entrances at NE 42nd and 43rd Streets accommodate pedestrian and transit use, especially for employees working in the University District. The entrance at NE 41st Street, however, is more closely associated with vehicular use going to and from the Central Parking Garage. Bicycle gateways form where the Burke-Gilman Trail intersects the campus at 15th Avenue and again at the Rainier Vista.

Faculty and staff entrances are fairly evenly distributed along 15th Avenue and Pacific Street, with few gateways identified along the campus’ northern boundary. Student gateways, however, are largely concentrated to the north and along 15th Avenue at Campus Parkway and 40th Street. The Memorial Way entrance is primarily associated with pedestrian movement from off-campus and Greek housing to the north, and serves as another bus entrance, whereas the campus gateways near north campus housing (19th and 20th Avenues) are frequently used by bicycles. Pend Orielle serves as the sole gateway to the east, and accommodates multiple modes of travel. Except for Memorial Way, individuals commented on the uninviting nature of some gateways and the need for improvement. Comments alluded to their indirect and disconnected conditions, lack of prominence, and unwelcoming nature.





GATEWAYS : COMMENTS



17TH AVE & NE 45TH ST (MEMORIAL WAY)

"I always cross the street to get to campus here. The walk down Memorial Way is nice."

"For someone living in the Greek community, this is one of the best ways to enter campus."

"Not a bad entrance, but could be far more pedestrian oriented."

19TH AND 20TH AVE & NE 45TH ST

"Enter campus by bike."

"If I park in the Greek system, I often walk the path between 19th and the Drama building."

UNIVERSITY BRIDGE GATEWAY

"Coming from the south..."

"The Burke Gilman is ugly and unsafe in this area."

"Bike route down Roosevelt into campus."

"When I come by Metro bus, I enter here."



15TH AVENUE & NE 40TH STREET

"I walk into campus here."

"High traffic for everything, foot, vehicle, bikes. It seems very industrial."

"I'll enter here when driving (usually if I'm not parking, just picking someone or something up)."

"On foot, walking from Wallingford."

"I take a bus/shuttle to campus and come in here in the morning."

15TH AVENUE & CAMPUS PARKWAY

"Shuttle drops me off at Campus Parkway and I enter via the bridge."

"I live on West Campus."

"Many buses arrive here including mine."

"Horrible entrance."

"Small pedestrian bridge is a congested indirect path."

15TH AVENUE & NE 41ST STREET

"When driving I enter either here."

"Cut through the garage under Red Square."

15TH AVENUE & NE 42ND STREET

“Enter from here a lot when walking to and from Ave.”
 “Enter and exit here for lunch.”
 “The most pleasant entrance to campus.”
 “I like this route a lot.”
 “Indirect paths.”
 “I usually enter here on my way from Roosevelt Commons.”

15TH AVENUE & NE 43RD STREET

“Any to and from UW Tower uses this entry. It used to be nice, woody, not all concrete.”
 “I work at the law school.”
 “Bus stop is across the street.”



15TH AVENUE & NE 45TH STREET

“Walking down 15th, I often cut through the Burke Museum parking lot to start heading southeast.”
 “At night this entry feels unsafe, and I won’t use it.”
 “I usually enter here because I cross campus diagonally to get to class. Hard to make a parking lot look good, though.”
 “Unclear indirect slightly hidden paths.”

PEND OREILLE ROAD NE

“From U Village.”
 “The entrance on Pend Orielle where drivers cross the Burke Gilman trail is dangerous.”
 “Enter here when walking, driving or bussing.”
 “Entrance location not prominent doesn’t give entrance feel.”
 “It’s so convenient that it [the bus] goes directly onto campus!”



PED. BRIDGES ON MONTLAKE BOULEVARD

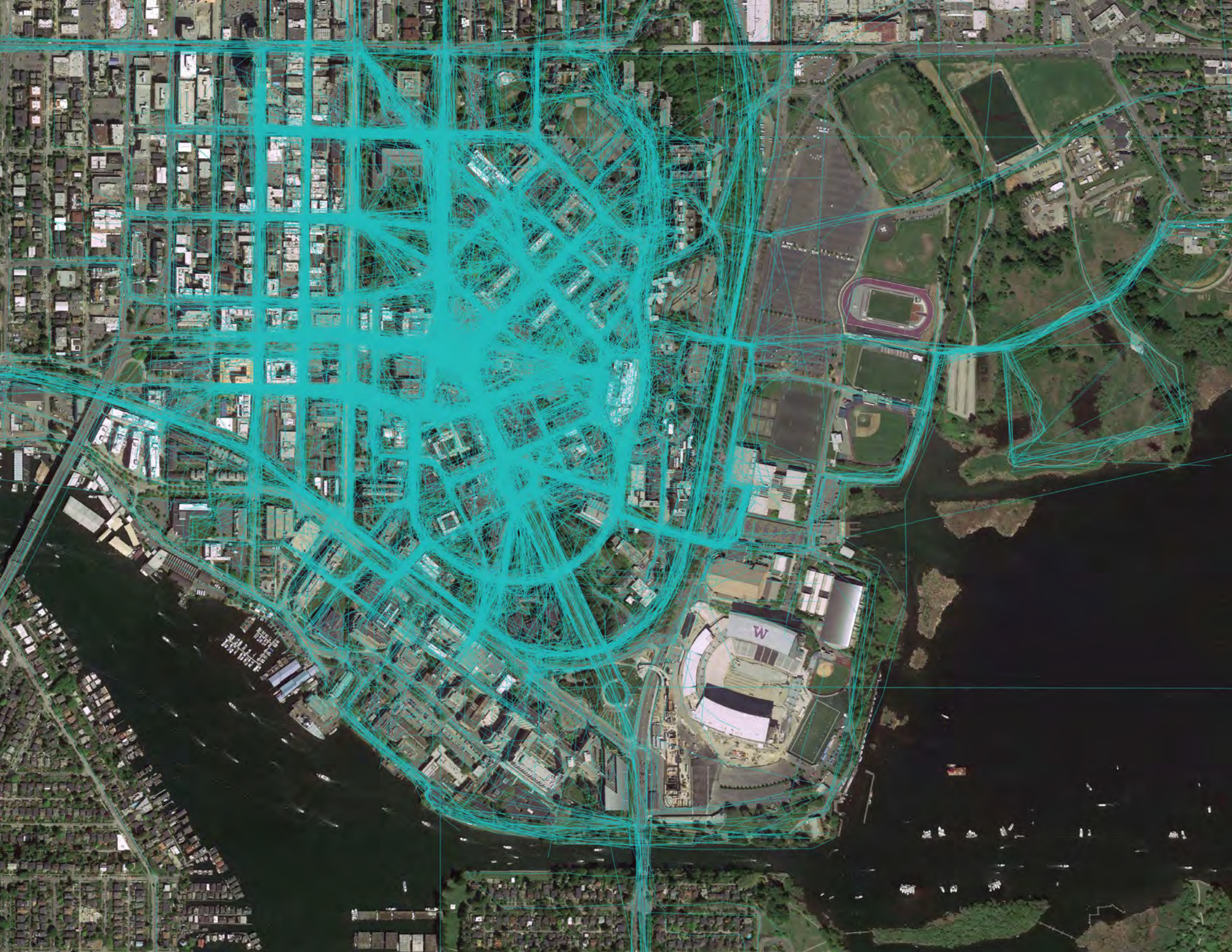
“Pedestrian bridge slightly out of the way connecting main campus through steep set of stairs.”
 “I leave the trail and bike up the sidewalk, not ideal, but it is better than the steep hill on Pend Oreille.”

RAINIER VISTA & BURKE-GILMAN TRAIL

“I could enter campus further north, but I bike to campus most days and enjoy extending my ride.”
 “Coming from bike trail.”

HEALTH SCIENCES

“Narrow pedestrian bridge doesn’t connect with Burke Gilman trail directly.”
 “I get off a bus at Pacific.”
 “Regular bus or Health Sciences Shuttle.”





WALK

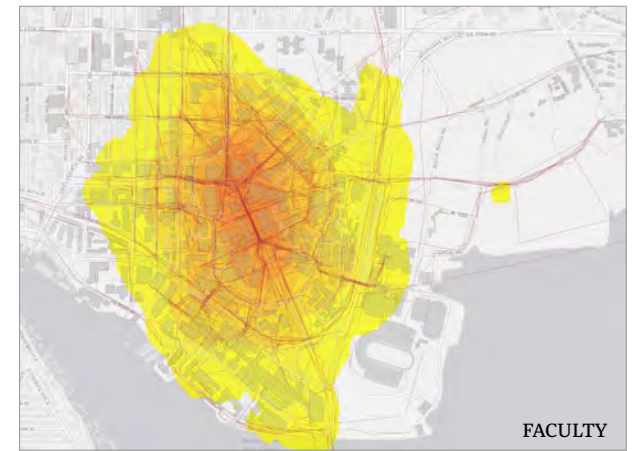
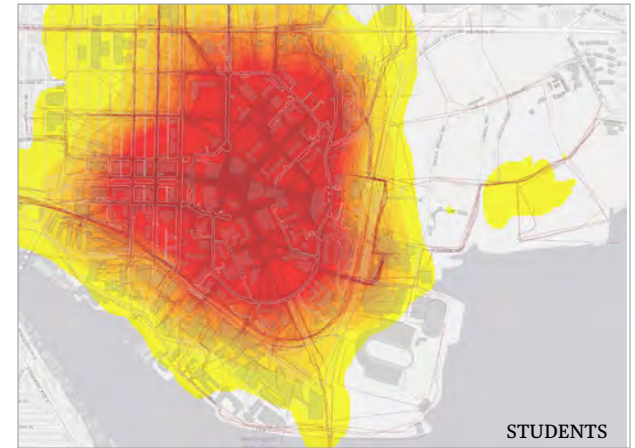
3,283 routes

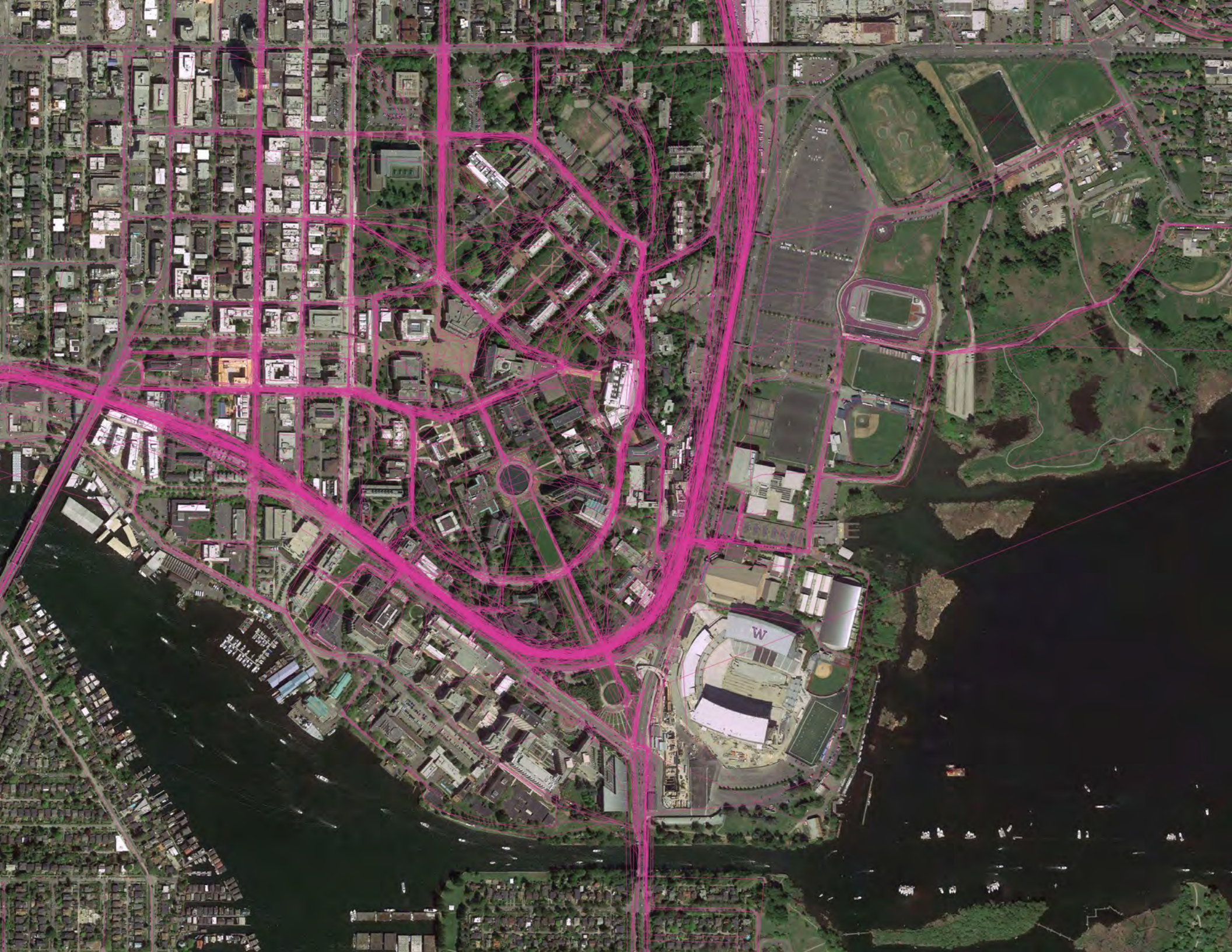
“IDENTIFY WHERE YOU TYPICALLY WALK”

Red Square emerges as the key campus crossroads, with significant pedestrian radial spines forming along Campus Parkway to the west, Rainier Vista to the southeast, the Liberal Arts Quad to the northeast, and Memorial Way to the north. Orthogonal pedestrian grids form along each of these spines. The Burke-Gilman Trail defines the pedestrian threshold to the south and east, with NE 43rd defining the northern pedestrian boundary and Brooklyn Avenue defining the western extent.

While the majority of pedestrian activity on campus is contained within Steven’s Way—reinforcing a compact—pedestrian patterns also highlight activity and movement toward the west. Pedestrian routes are notably absent south of Pacific Street and east of Montlake Boulevard, except for spurs of activity toward the IMA and the Union Bay Natural Area.

Throughout the West Campus, walking patterns reinforce the urban, pedestrian grid. Interestingly, student movement is more prominently oriented east-west with key access points at Campus Parkway and NE 40th Street, whereas staff movement is more prominently oriented north-south, with greater use of Brooklyn Avenue. Key campus access points for staff are located along 15th Avenue at 42nd and 43rd. The Ave is regarded as a resource by all campus populations.







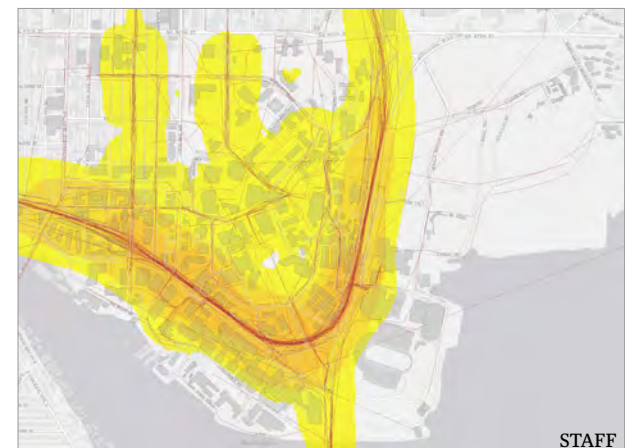
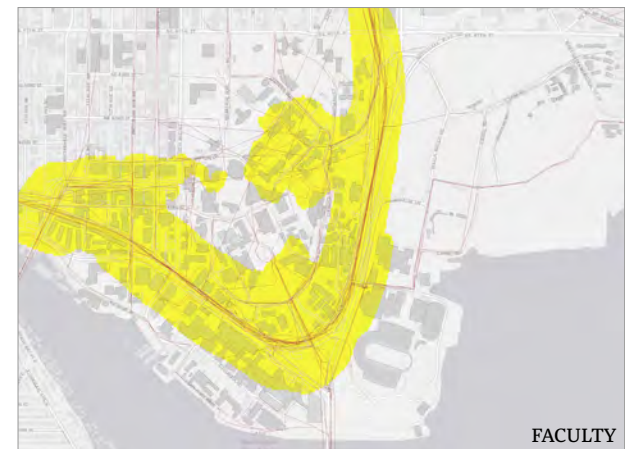
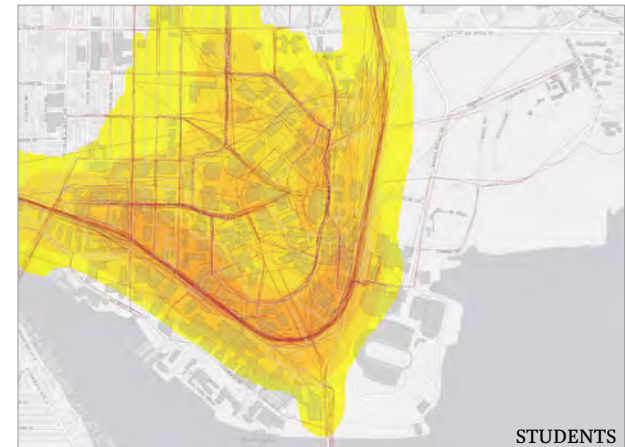
BIKE

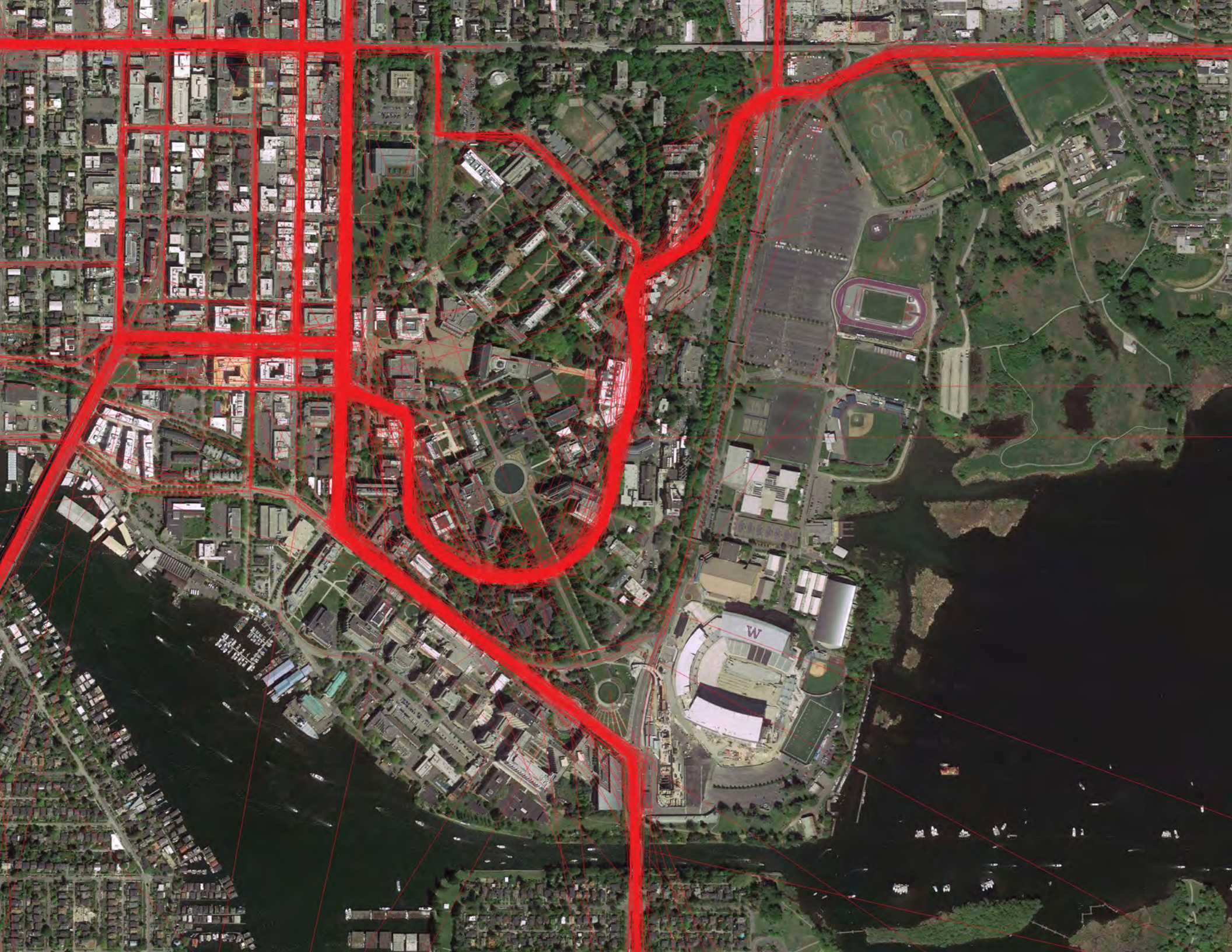
600 routes

“IDENTIFY WHERE YOU TYPICALLY BIKE”

Bicycle activity occurs across the majority of the University of Washington campus, including the steep topography of the campus’ eastern edge. The Burke-Gilman Trail is the most significant bicycle route, and serves as a regional bike connector. Secondary bike routes provide ample coverage on campus and include Memorial Way / 17th Avenue NE, Grant Lane, Spokane Lane, and Steven’s Way. There is surprisingly little bicycle activity through Red Square and near the Quad along Clallam, Chelan, and Skagit Lanes. Bicycle activity occurs throughout the West Campus, especially along Brooklyn Avenue.

Campus access from the west is concentrated at NE 40th Street, but also occurs at NE 42nd Street through the Parrington Lawn, and NE 43rd Street north of the Law School. In addition to Memorial Way / 17th Avenue NE, Klickitat Lane provides secondary bike access from the north. A number of individuals also identified bicycle routes to the Union Bay Natural Area and the Center for Urban Horticulture—either along West Clark Road, or past the IMA and through the wetlands. Student, faculty, and staff bicycle patterns are fairly similar, except for the predominant use of NE 40th Street and Memorial Way / 17th Avenue NE by students.





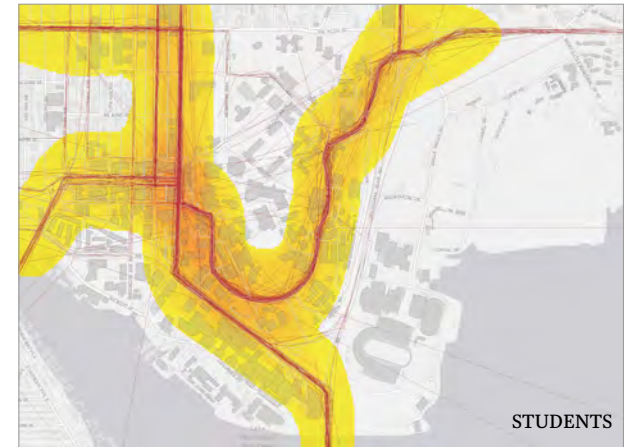


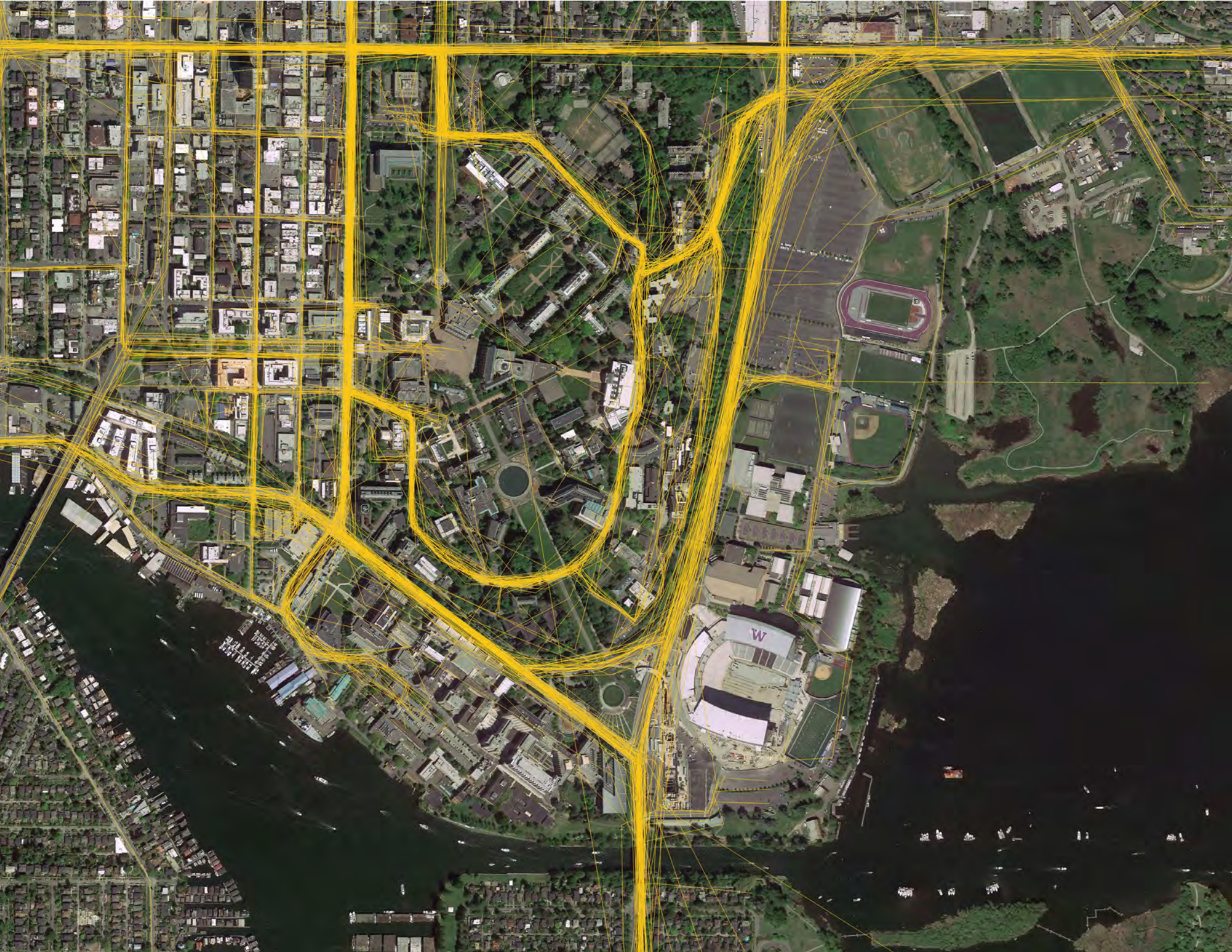
TRANSIT

981 routes

“IDENTIFY WHERE YOU TYPICALLY RIDE TRANSIT”

The University of Washington campus provides extensive transit coverage, largely located along Steven’s Way and Pend Orielle Road. Transit is less prominent on Memorial Way, and the section of Steven’s Way between Memorial Way and Pend Orielle Road. Steven’s Way emerges as not only a transit artery, but as a multimodal road, again highlighting the potential for pedestrian-vehicular conflicts. Transit routes are largely absent along Montlake Boulevard north of Pacific Street, NE 45th Street between Memorial Way and University Village, and Pacific Street west of 15th Avenue. Significant regional transit connections occur along Eastlake Avenue (University Bridge), Montlake Boulevard near the Montlake Bridge, 15th Avenue NE, and NE 45th Street west of Memorial Way. The Ave also emerges as a fairly prominent transit route. All of these routes converge along the west side of campus near Campus Parkway, where the most significant section of transit activity occurs. Transit activity to the east flows from Steven’s Way, to Pend Orielle Road, onto NE 45th Street east of University Village.







DRIVE

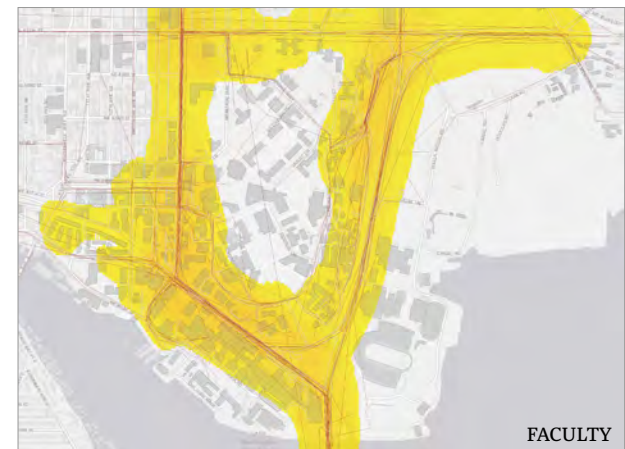
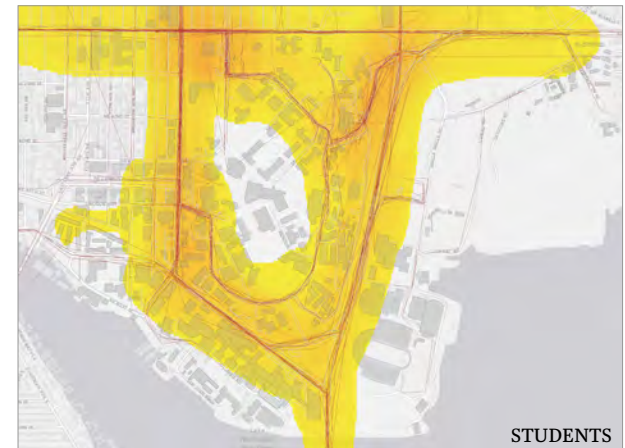
609 routes

“IDENTIFY WHERE YOU TYPICALLY DRIVE”

Driving routes are largely defined by the existing vehicular road network. Stevens Way serves as the key on-campus arterial route, and defines the threshold between the campus’ pedestrianized core and campus periphery. Steven’s Way not only accommodates vehicles, but serves a primary walking route as well, highlighting the potential for pedestrian-vehicular conflicts and the need for traffic calming. Participants identified three significant campus entrances—Memorial Way, Pend Orielle Road, and at NE 40th Street.

While the majority of vehicular traffic occurs along Steven’s Way and at the three entrances, a number of vehicular spurs emerge as secondary travel routes, including Whitman Court, Skagit Lane, Okanogan Lane, the southern section of Memorial Way, Grant Lane, Mason Road, Jefferson Road, and NE Boat Street toward Health Sciences. Health Science activity stops fairly abruptly at Gate 6. Whitman Court, Mason Road, and NE Boat Street emerge as the more significantly used spurs.

15th Avenue surfaces as the major north-south regional connector, with NE 45th Street as the east-west connector. There is less vehicular activity recorded in the West Campus, which is not surprising given the significant use of transit. Movement south on Roosevelt and east on Campus Parkway also emerges as a key route. Vehicular patterns are largely the same for all campus populations.



Expand the Sense of Welcome, Discovery and Orientation
Throughout the Campus Landscape

Observations about the underlying structure and essential value of the campus setting inspired initial strategies for making improvements to the workings of the whole, as well as the experience and function of individual parts.

Observations

The campus is a diverse mosaic of landscape types

The landscape needs to function in its individual parts, but also as a whole

The Central Campus neighborhood is iconic and historic, but under intense development pressures

The Central Campus neighborhood is underperforming in several critical areas, including accessibility and connectivity

The East, South, and West Campus Neighborhoods each have substantial challenges and unrealized opportunities

The campus is a dynamic environment that responds to the evolving needs of the institution

Strategies



Preserve and celebrate the rich diversity of the landscape as the campus evolves and develops



Proposed changes need to be evaluated for their effect on the immediate mosaic pieces and on the functioning of campus-wide systems



Great care should be taken to protect landscape integrity when developing the last few sites available in Central Campus



Harness ongoing evolution as a means to preserve and strengthen the mosaic of Central Campus and its connections



Strengthening the landscape mosaic in the three peripheral neighborhoods, and improving connectivity throughout, will reduce the pressure on Central Campus



Change can be a positive force, but the timelessness and beauty of historic spaces needs to be protected as the campus evolves

RADIAL AXES AND VISTAS : THE BACKBONE OF PEDESTRIAN EXPERIENCE AND ORIENTATION



From the very earliest days of the University, with its founding on a hilltop with panoramic views of the surrounding landscape, the structure of the UW campus has been one of radiating systems from a strong center. This underlying structure is still very much in evidence today, and serves as an excellent orientation device in a highly complex place. Even newcomers to the campus quickly learn that if you can find your way back to one of the major axes, you can generally situate yourself on the central campus. This simple rule weakens the further you are from the center of campus, so one of the key goals of the CLF is to extend the structuring framework further from the central campus and into the peripheral neighborhoods.

A STRONG CENTER

There are many points of arrival on the UW campus, but as a first-time visitor, and to really get the feel of the place, there is no better place to start than Red Square. From this large central plaza, major axial landscape connections provide a very direct connection to most major areas within the Central Campus, so a general orientation to the core campus as a whole can be most easily developed. The relatively recent development of Red Square as part of the Central Parking Garage project means that both the contemporary and historic aspects of the UW campus are strongly represented in this central space. It has an open, democratic and powerful character and can clearly be read as the center, but remains an uncomfortable place to spend extended periods of time, and so can discourage gathering, which should be an important part of its function.

RADIATING AXES

It is one of the strong identity-giving features of the UW that each of its major axes is distinctive in multiple ways. The most figured of these spaces, capable of being appreciated from a single vantage point, is the Liberal Arts Quad. By comparison, Memorial Way is entirely defined by its major planted element - the double row of London Plane Trees. Rainier Vista has a strong architectural definition in its upper half, with a forested edge providing the framing element in its lower half. Campus Parkway/Olympic Vista is dominated by its active four lanes of roadway and it feels relatively unfigured, despite a strongly defined architectural edge and some mature trees in its center. Among these, Campus Parkway likely needs the most help in order to achieve its full potential as a major campus connection, but each of the axes has challenges that are addressed through CLF initiatives.

RAINIER VISTA

Rainier Vista was first established during the Alaska Yukon Pacific Exposition (AYPE) as a powerful axial view connecting the University to Mt. Rainier, and as a physical connection from the hilltop to the southeast. As the temporary buildings were torn down and new university buildings helped to figure the space, Rainier Vista has continued to accrue meaning and use as the campus has densified. For most of its history, the majority of activity along the Vista was centered in the northern part. With the opening of a light rail station at Husky Stadium in 2016, however, Rainier Vista is poised to become a major point of arrival onto campus. The University has prepared for this change in use through a new pedestrian bridge over Montlake, a new landscape design for the Montlake Triangle, and the grade separation of car and bike traffic along Pacific Place from the major pedestrian circulation.



OLYMPIC VISTA/CAMPUS PARKWAY

The idea of a major urban/university boulevard forging a strong connection into the heart of the central campus has its origins in 1923, with a design by the UW's campus planners Bebb & Gould. In its current form, the Olympic Vista provides a clear view to the Olympic Mountains from the raised elevation of the main campus. This direct visual connection is supported by indirect physical routes between the parkway and pedestrian entry onto campus. As West Campus continues to grow in density and use, Campus Parkway will need to provide a stronger connection to the Central Campus, particularly Red Square. The city-owned, University-maintained median might also be reconfigured to allow it to serve more effectively as an open space that is used by the larger U-District community.



MEMORIAL WAY

Memorial Way was the first major entrance onto the campus that seems to have been designed for arrival by car, and as its double allee of London Plane Trees has grown to lofty heights, it has become the signature entry onto the campus. Originally, the connection to what was then known as Central Plaza was direct, although Memorial Way was always more ceremonial and not a crucial part of the dual loop circulation organization of the campus. With the construction of the Central Parking Garage and Kane Hall in 1971, however, the southern end of Memorial Way terminated at the back service zone of Kane Hall, thus making it feel like a stand-alone moment rather than a build up to the center. Conversely, the northern half became more important, and an intrinsic part of the Stevens Way network, with the closing of the 21st Ave NE exit.

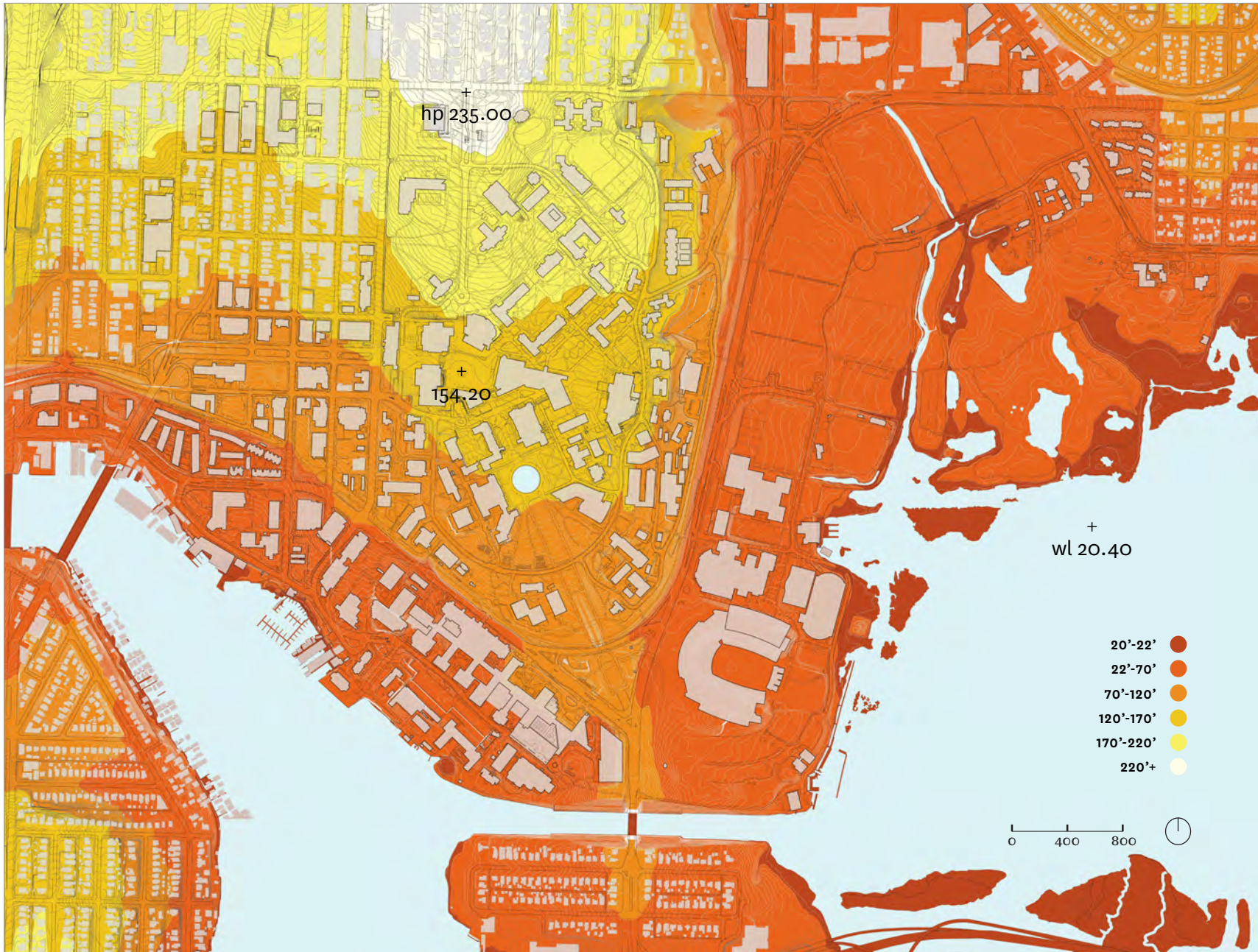


THE QUAD

The Quad provides a rare moment of relative flatness and material consistency in a campus landscape with many varied slope conditions and multiple eras of architectural development. The taut lawn and hierarchy of brick pathways, in addition to the uniform scale of the architecture that surrounds the space, reinforce the strong central axis and the cross axes of the space. There is an imbalance in the two ends of the axis. The Red Square end marking a major point of arrival, whereas the northern end keeps going and then dissolves into Stevens Way without a noticeable terminus, or a strong connection to the areas beyond.



TOPOGRAPHY ANALYSIS



A FRAMEWORK FOR GROWTH

The more structured spaces of the University of Washington's campus were initially built in the northwest corner of the campus, near the highest point of the UW property. This was an excellent way for the new campus to take advantage of its spectacular new site while also remaining connected to the emerging urban life to the north and the west. As the campus and the city grew, academic program and campus spaces have moved progressively down the slope, in some cases encountering and creating conflicts related to steep slopes and dramatic grade separations.

PROSPECT

Dramatic topography and prospect are two key underlying characteristics of the UW Campus experience. With a hilltop at the northern edge of the campus, the grade falls away in a great fan to the west, south and east,

creating a great range of views to the city in the foreground, water in the middle ground and the mountains in the background. The commanding position of the campus, both connected to and apart from its context, is central to the character of the University. The rise from waterfront to hilltop also provides a diverse range of microclimates that contribute to the rich landscape variety on the campus.

DRAINAGE

The topography also contributes to landscape performance. The core campus is fortunate, for instance, to have few flooding, seep or stability issues that jeopardize the beauty or safety of the landscape. Given its size, location, and the control that it has over its own watersheds, the UW has the additional opportunity to coordinate topography with stormwater capture and treatment strategies as the water is conveyed to the bottom of the slope and to the water bodies beyond.



Aerial Image

CAMPUS NEIGHBORHOODS



CHARACTER

There are four major UW neighborhoods with very distinct characters and clear boundaries. The neighborhoods are the result of topography first and foremost, but are also informed by architectural and landscape choices that reflect attitudes during different eras of campus growth. While most iconic landscape spaces are concentrated in the Central Campus, all four neighborhoods have outstanding moments and potential for even greater landscape value. The greatest value of the neighborhoods lies in their diverse characters, which give the UW campus a tremendous range of experience. This diversity should be understood and fostered.

FUNCTION

The strong reading of the campus neighborhoods, combined with the topography, supports both orientation and wayfinding on campus. The neighborhoods also serve different programmatic needs and have different capacities to absorb development and change. An understanding of each neighborhood's function can be used to guide major planning efforts and maximize the efficient use of the campus while retaining the quality of the landscape.

STRATEGY

The distinctive character of each neighborhood and the clear boundaries between them lead to an experiential and functional disconnectedness in places, particularly in relation to steep slopes and major roadways. While the individual nature of each neighborhood should be expressed, they need to feel and function as more of a collective and balanced whole than at present, so that currently underutilized parts of campus can be developed to take the pressure off over-programmed areas.



West Campus - NE Campus Parkway



Central Campus - Drumheller Fountain



South Campus - Portage Bay Vista



East Campus - Union Bay Natural Area

CENTRAL CAMPUS : THE ICONIC CORE



CHARACTER

The 210 acre Central Campus is quintessentially UW in feel, with many clearly figured landscape spaces, as well as a complementary network of smaller, more intricate, courtyards and gardens. Similarly, the architecture is a heterogeneous but complementary collection of buildings containing a diverse mixture of academic, research, administrative, residential, recreational, and social uses. The Central Campus is the most outward-looking of all neighborhoods as well, including the highest points and best views on the campus.

FUNCTION

The Central Campus is what most people are referring to when they talk about campus, with Red Square at its heart. This is the point of origin for many entering UW for the first time, and for those returning to enjoy an iconic UW moment. This is also the neighborhood with the highest percentage of social use, highest overall population, and the most diverse mix of graduate, undergraduate, faculty, and staff. In general the landscape of the Central Campus is under pressure from levels of use and desire for further development.

Central Campus

Landscape/ Development Proportions:

Total Area: 210 acres

45% Planted Area: 95 acres

37% Paved Area: 75 acres

18% Building Footprint Area: 40 acres

STRATEGY

Although the Central Campus is very close to development capacity, there are many opportunities to better integrate and connect its component parts. For instance, the Central Campus should be the easiest place to get to from the other neighborhoods, and the easiest place to navigate within. Greater connectivity between the center and adjacent neighborhoods is a major focus of several CLF case studies. The pronounced topography of the Central Campus presents a challenge for universal access and connectivity in the landscape; a concerted effort should be made to improve this condition, particularly in relation to Red Square and other key locations.



Rainier Vista



Quad



Burke-Gilman Trail



Parrington Lawn

WEST CAMPUS : THE UW's URBAN LABORATORY



West Campus

Landscape/ Development Proportions:

Total Area: 110 acres

14% Planted Area: 15 acres

55% Paved Area: 60 acres

31% Building Footprint Area: 35 acres

CHARACTER

The urban grid and city street life define the character of the West Campus. The 110 acre neighborhood includes multiple small and mid-sized structures but possesses few defining landscape moments, including the waterfront, which is difficult to see or visit. With the exception of Campus Parkway, the West Campus currently feels more like a part of the U District than a part of the University.

FUNCTION

The current function of the West Campus is largely residential, but also with academic and infrastructural program. Compared to the Central Campus, which is twice as big but much more completely used, the West Campus has great potential to increase its usefulness in supporting the University mission. It represents a largely untapped opportunity for the campus to develop a much more urban character, with the ability to accept relatively high degrees of development and change.

STRATEGY

Working with the West Campus Planning Team, the University should take greater advantage of contiguous land holdings in the West Campus to consolidate a sense of an urban campus here, creating a stronger context for existing landscape features such as the waterfront, the Burke Gilman Trail, and Campus Parkway. Development of this underutilized district should encourage a hybrid condition in the landscape that speaks to both the urban and campus character of this neighborhood. More intense use of the West Campus will reduce development pressure on the Central Campus.



NE 45th Street and University Way NE



Brooklyn Ave. NE



NE Campus Parkway



Burke-Gilman Trail

SOUTH CAMPUS : THE HIGH DENSITY EDGE



South Campus

Landscape / Development Proportions:

Total Area: 70 acres

30% Planted Area: 20 acres

36% Paved Area: 25 acres

34% Building Footprint Area: 25 acres

CHARACTER

The large, densely spaced buildings of the Health Sciences and Medical Center Complex dominate the identity of the 70 acres of South Campus, creating an almost continuous edge between the Central Campus and Portage Bay. On the southernmost boundary, the Portage Bay waterfront is relatively open and moderately well connected, but access through the landscape and visual connections to the waterfront are obstructed by buildings. The band of medium-scale buildings and parking areas in between these two strong edges feels hidden away and poorly organized, with a fragmented landscape.

FUNCTION

The South Campus houses one of the biggest public services of the University – the Medical Center, as well as a strong concentration of research facilities related to Health Sciences, and classroom space. It is also the University's primary waterfront laboratory, providing important access for research vessels. The landscape, with a few exceptions, does not have a strong positive program, but the potential of the waterfront as a major recreational amenity for the campus is significant.

STRATEGY

The South Campus would benefit from stronger at-grade and above-grade connections to the core campus. Additionally, stronger connections along the waterfront would make this neighborhood a campus-wide destination, reducing the sense of isolation caused by steep topography, the roadway, and large buildings. A focused reorganization of the architectural massing and the creation of a contiguous landscape with positive character and uses could raise the profile of this neighborhood and make it a fully integrated part of the wider campus.



Health Sciences Center



Portage Bay Vista



UW Waterfront



Salmon Homing Pond

EAST CAMPUS : ATHELTICS, RECREATION AND NATURE AT THE LAKE EDGE



East Campus

Landscape/ Development Proportions:

Total Area: 260 acres

62% Planted Area: 160 acres

28% Paved Area: 75 acres

10% Building Footprint Area: 25 acres

CHARACTER

At 260 acres, the East Campus is the biggest individual neighborhood, and the least populated. From its Montlake Boulevard boundary, parking lots define the outward identity of the northern expanse of the East Campus. Moving toward the intersection at Pacific, athletic fields and structures become more prominent, and more densely arranged, culminating with Husky Stadium and its associated parking at the far south. The Union Bay Natural Area (UBNA), which is a major research and teaching facility, is very different in character from the other two areas, typified by wetland ecologies and unpaved pathways.

FUNCTION

Overall, the East Campus is the least well connected of the four major campus neighborhoods, and as a result it functions well below its potential. Three major areas serve three very different and relatively singular functions: athletics to the south, parking to the north, and nature to the east. The athletic area is well developed, with landscapes that serve the particular functions of sports and spectator facilities; the large parking lots are poorly defined and further exacerbate the disconnection of this part of campus; the UBNA is the most productive part of the campus in terms of ecosystem services.

STRATEGY

Dramatically improving connections to the rest of campus should be a priority for the East Campus. Following that, increasing the population and use of this neighborhood, particularly along Montlake Boulevard, would help to relieve development pressures in other campus neighborhoods. Introducing more academic or research programs along the north boundary of the site would provide a stepping stone to the UBNA and Athletic programming.



Union Bay Natural Area



Husky Outdoor Track



E1 Parking Lot



Waterfront Activities Center

THE LANDSCAPE MOSAIC : THE VALUE AND STRENGTH IN THE CAMPUS SETTING



A DYNAMIC STRUCTURE

The overall character of the UW landscape is the product of the dynamic interaction between several large-scale landscape systems. Some of them are underlying physical realities, like the dramatic topography, drainage patterns, habitat range from ridge to waterfront, and views. Some of them are results of historic development patterns, the urban context, circulation, and infrastructural systems. The character is expressed in general terms at the neighborhood level, but the specific character of individual parts of the campus is expressed at a finer grain, as a diverse mosaic of landscape types. By understanding the interaction of the campus-wide systems with the individual mosaic pieces, a campus landscape framework can be developed, which has both a usefully high degree of specificity, and an understanding of the underlying mechanics of the campus landscape form.

THE LANDSCAPE MOSAIC

The UW campus landscape is a heterogeneous mosaic of landscape types. Each type, or piece of the mosaic, has a distinct character and function, ranging from the highly figured “Campus Green” spaces of Denny Yard and Rainier Vista to the “interstitial or buffer spaces” that are often forgotten, but are found in key locations throughout the campus. By identifying and describing each element of the mosaic, the Campus Landscape Framework (CLF) shows how all parts of the landscape work together to create a functioning whole. The reading of the campus as a mosaic celebrates the richness and diversity of landscape types, and resists the temptation to find campus-wide solutions to issues that demand more nuance. Each mosaic element should be addressed on its own terms, taking into account adjacent relationships, but making sure they are treated as having their own integrity. They should not be sub-divided into ever smaller pieces, as often happens when parts of a landscape are considered as components of a building development or other capital project.

STRATEGIES FOR CHANGE AND PRESERVATION

The CLF identifies the value in the function and character of the mosaic pieces, highlighting pieces that have been degraded, are not functioning at their potential, or have never been developed in a positive way. Given the heterogenous nature of the campus, and the overall high quality of much of the landscape, it seems unlikely that deep structural changes would be beneficial, or even possible. However, there are key areas where strategic change on a relatively modest scale could trigger positive developments across a number of landscape components (identity, wayfinding, ecology, access, entry, sense of history and place, etc.). As the campus evolves, it is important to defend the diversity of landscape experience and communicate the contributions of each type of landscape. For instance, the woodland has been a defining feature of the campus since its inception, but its role in the landscape mosaic is threatened as these areas become thin margins rather than robust frames.



CAMPUS GREEN AND LAWNS

CHARACTER

Campus greens are clearly figured landscapes, and amongst the most well known parts of the campus. They are often bounded by architecture or by woodland plantings, as in the case of Rainier Vista, and have either open lawns or lawn beneath a shading canopy, providing space for studying, casual sports, and informal gatherings. This type of open space is highly valued in an urban setting, so campus greens frequently take on the role of parks in a underserved neighborhood like the UDistrict. The primary spatial relationship of a campus green is between the ground level and the canopy level, so these spaces do not usually have beds or shrubs, except at building edges.

Examples include: The Quad; Denny Yard; Parrington Lawn; Portage Bay Vista; Fish Sciences; HUB Lawn

In some locations, this landscape type paired with the campus topography creates magnificent vistas. Examples include: Rainier Vista; Portage Bay Vista; Olympic Vista

FUNCTION

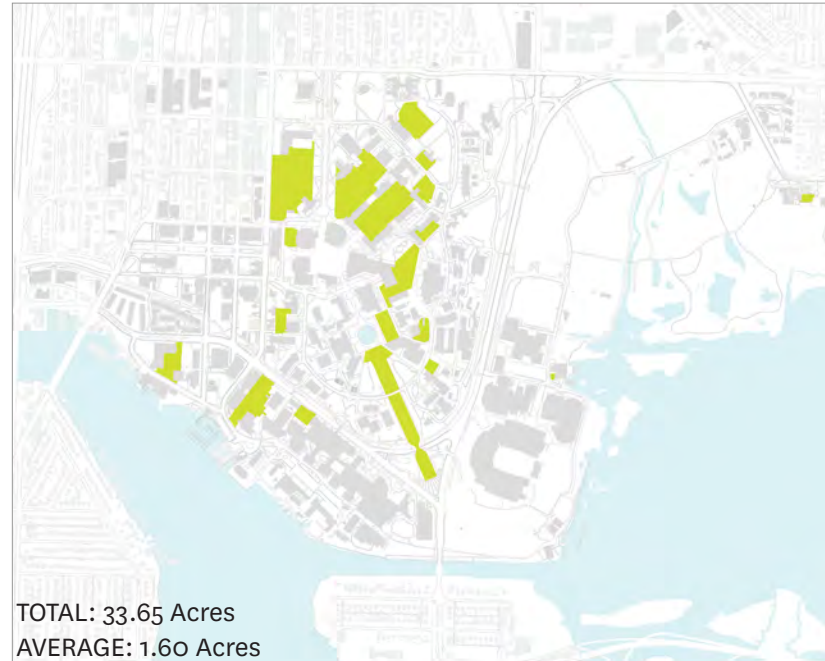
Open greens are a very important type of multifunctional landscape and engender a feeling of community through their openness and bounded figuration, and the UW is fortunate to have so many fine examples in central campus. Lawns are used for studying, casual sports and informal gatherings. They serve also to communicate the timeless qualities of the UW campus.

STRATEGY

The campus greens of Central Campus should be preserved and protected, with improvements needed to their accessibility and, in some cases, relationships to adjacent spaces. They should have a greater presence in South Campus and West Campus, where there is high development density but not much open green space.



The Quad





INFORMAL GREEN

CHARACTER

Informal Greens are open, unfigured lawn areas, usually found at the campus periphery, and feel less planned and welcoming, even though they share many spatial characteristics with Campus Greens. The examples that currently exist on the UW campus include remnant areas of the former UW golf course that now provide important access to the water's edge. As contributors to the campus landscape, these spaces are vulnerable to change because they are unresolved with respect to program and use.

Examples include:

East of Montlake Bridge to Waterfront Activities Center

West of Montlake Bridge to University Hospital

FUNCTION

As the campus grows in density and as the bulk of new buildings increases through height and footprint, the landscape needs to be considered with increasing care. Informal greens represent a relatively low utilization of a landscape, which is not a problem when there is abundant land, but becomes increasingly less suitable as all campus neighborhoods become increasingly dense.

STRATEGY

Informal greens do not demand immediate action, but the opportunity to improve their performance as landscapes should inform the way planning decisions are made. The green along the Montlake Cut, in particular, is of a size and at a location where it could easily become a much more popular recreational asset for the University if the access problems could be solved. Smaller greens in other parts of campus could be improved to accommodate program and to feel less like interstitial spaces.



Montlake Cut





RECREATIONAL FIELDS

CHARACTER

Either taking advantage of a relatively flat area, or building one from existing topography, recreational fields are large landscape spaces with very high recreational and social value but little to no ecological value. Many of these have architectural infrastructure for spectators and support that make them an obstacle to campus connectivity.

Examples include: Intermural Fields; ICA Fields; Archery Range, Denny Field

FUNCTION

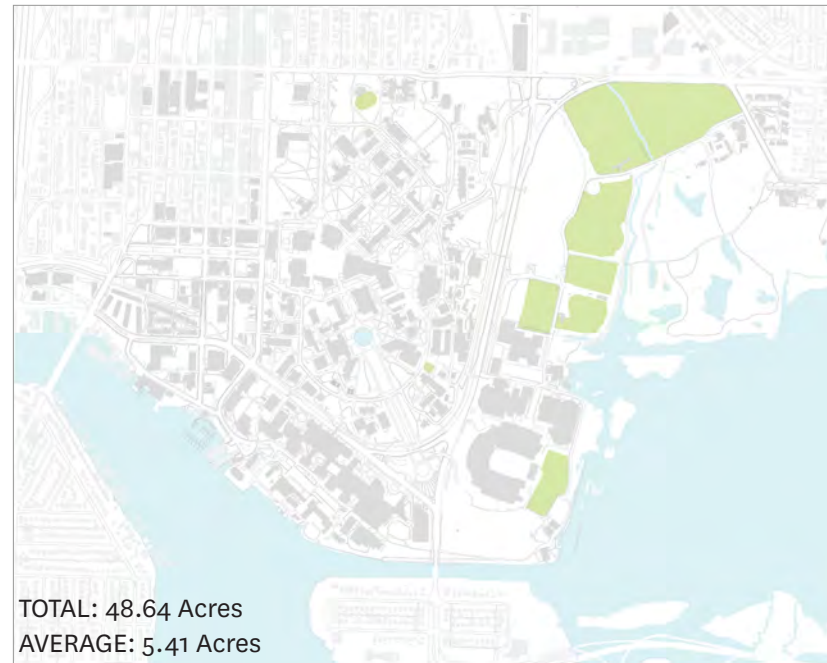
Opportunities for athletics are an important part of the college experience, whether students are on a UW team or playing recreationally. The proximity of the fields to central campus, or good connectivity, is important to making athletics an integrated part of daily life rather than too much of a specialized activity.

STRATEGY

The current concentration of sports fields in East Campus makes relatively good sense given the flatness of the terrain, despite the high incidence of differential settling due to the capped landfill. However, given the pressures that other campus neighborhoods are facing, the desire to expand the number of large sports fields in this area might need to be weighed against the needs of other types of campus programs, such as academics and research. Maintaining and enhancing good connectivity between the fields to allow access to the waterfront, and providing accessible routes between central campus and the fields, will be key as this area of east campus continues to change and develop.



Husky Soccer Stadium





COURTYARD/TERRACE

CHARACTER

Courtyards and terraces are relatively small, intimate spaces associated with individual buildings. These are frequently, but not always, part of the entry sequence into a building, and are designed to feel slightly separate from campus circulation, with a gardenesque individuality and intricacy. Several of these provide outdoor building program for studying or departmental events.

Examples include: Arts Building Courtyard; McKenzie Courtyard; Bloedel Courtyard; many examples at Health Sciences

FUNCTION

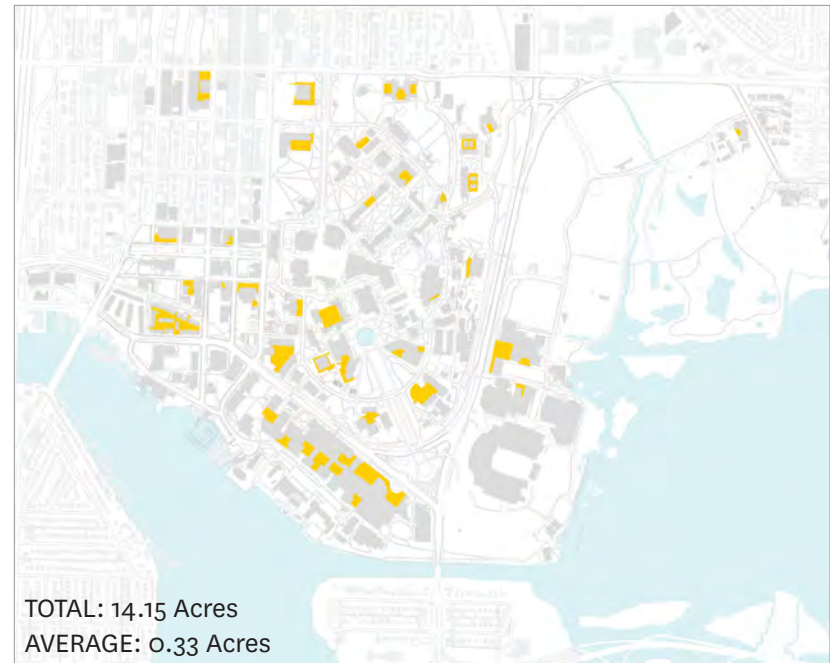
Courtyards are as quintessentially collegiate as open greens, which could be partially attributed to tradition, but is more likely an indication that these kinds of landscapes are important to academic learning and research. Courtyards are used for viewing into, walking across, and being in, and can be shared by many people doing these same things simultaneously.

STRATEGY

As greater demands are placed on buildings to provide certain types of academic and research programs, efforts should still be made to create smaller outdoor spaces specific to each building that overlap with the campus landscape in meaningful ways. As these types of landscapes are developed, care should be taken to create environments that can be maintained within the resources of the UW Grounds Department.



Hansee Hall



PLAZA

CHARACTER

Plazas are large-scale figured spaces, usually defined by surrounding buildings. Typically, plazas are mostly paved, and allow free circulation across them rather than through defined pathways. Most of the uses that take place in a plaza do not preclude trees, but they are generally open to the sky, with relatively little shade. Ideally, a plaza will have enough complexity of experience to feel welcoming and engaging even when just a few people are there, and will be designed to be a comfortable place to be at different times of the year.

Example includes: Red Square; Drumheller Fountain; Hec Ed Plaza

FUNCTION

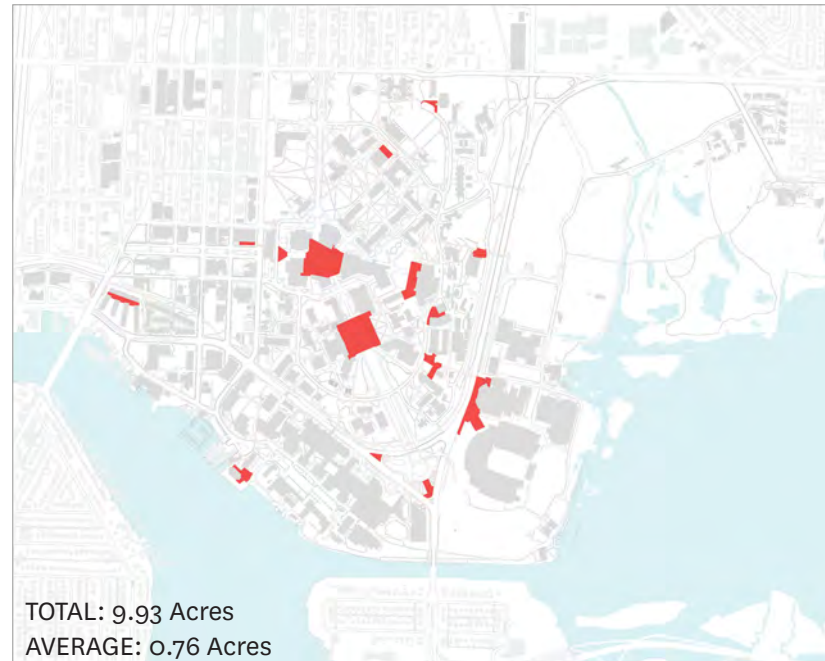
Plazas can host civic gatherings, festivals, and fairs, and they can be important spaces for temporary installations or uses, such as the food trucks in Red Square. Plazas can also provide a sense of openness and breadth as a relief from architectural density, such as the Frosh Pond Plaza. They are relatively robust as a landscape type and can withstand high levels of use year-round.

STRATEGY

While there is no need to create more big plazas on the order of Red Square, the creation of smaller plazas, which provide seating and shade and places to gather, will continue to be important as the campus expands. For instance, plazas will be one potential means of creating a sense of welcome and spatial generosity in West Campus without impinging on the vibrant urban character that is being developed in that neighborhood.



Red Square



WOODLAND GROVE

CHARACTER

The woodland grove is the immediately recognizable Pacific Northwest frame for the university, with a mixture of tall evergreens and deciduous trees and a robust canopy. In order to convey the sense of a woodland grove on an active urban campus, the planting should be thick enough to feel enclosing, providing a sense of place with each season of the year. The continuity of the woodland grove around three sides of central campus is key to the campus character.

Examples include: Stevens Way, in the vicinity of the bus shelter/greenhouses; all along Burke Gilman Trail; Island Grove; Burke Museum Frontage; Law School Frontage; North 45th Street Corridor; Kincaid Ravine

FUNCTION

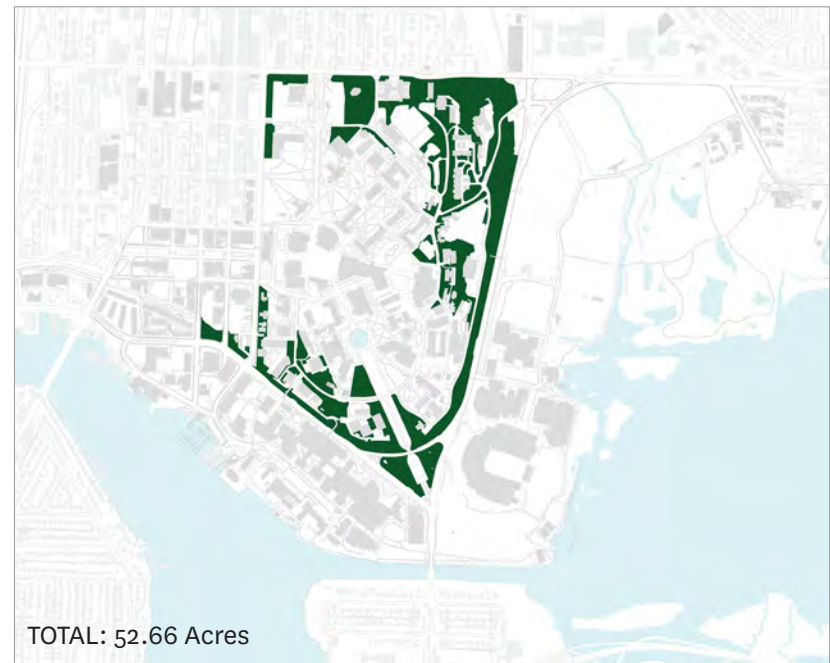
The woodland grove provides respite from the more developed parts of campus, as well as important ecosystem services. Although there were deep stands of trees on campus through the middle of the 20th century, the current woodland grove is a relatively narrow ribbon of green foreground that frames views into the university, and a protective edge for many of the spaces within. The woodland also runs along the former rail corridor and so defines the cool, shady experience of the Burke Gilman trail, decisively differentiating it from the traffic corridors below.

STRATEGY

The UW's woodland groves have been eroded, but what remains is sufficiently important to merit active preservation and enhancement. The greatest concentration of woodland is along the northern boundary of the core campus, starting with the Kincaid Ravine and moving along to the NW corner of the campus. This northern woodland corridor should be rejuvenated as part of the upcoming projects in this area. Similarly, preserving and strengthening the wooded edge that runs along the Burke Gilman needs to be given high priority as plans are developed to improve the trail and to build along it.



Path adjacent to Whitman Court



INTERSTITIAL/BUFFER SPACE

CHARACTER

As the name suggests, interstitial spaces and buffer spaces are not intentional landscapes, but are largely defined by adjacent uses. In many cases, however, this does not prevent them from being beautiful or interesting. Interstitial spaces sometimes provide important connections between destinations, including insiders' shortcuts. Interstitial spaces are typically small in size, fragmented, and scattered across all parts of campus.

Examples include: the sidewalks in front of E1 parking; the space under the University Bridge

FUNCTION

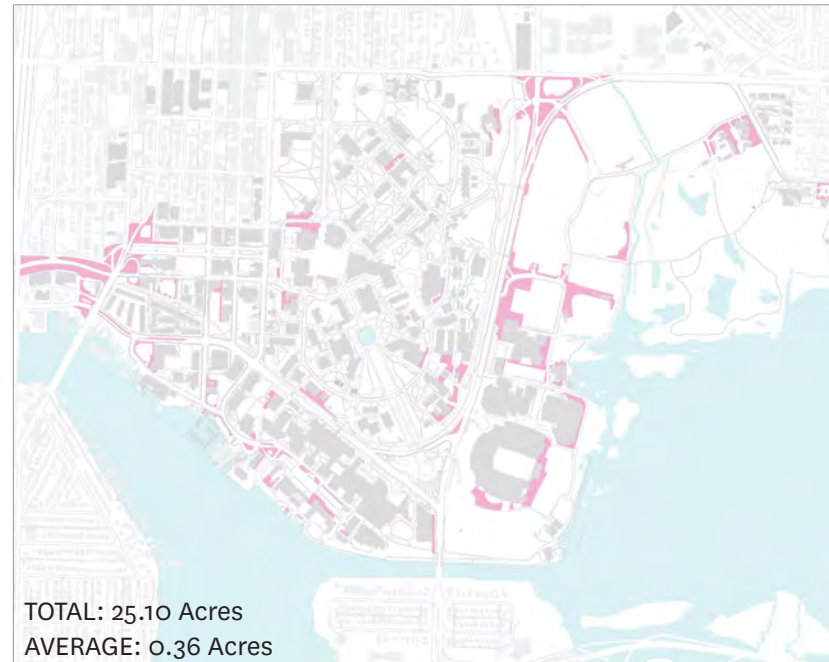
Interstitial spaces are, by nature, without a specific function. Depending on their size and context, they can be used in a variety of ways, but they may also simply be residual spaces without a clear function or character. Buffer spaces, by contrast, may be playing a role in blocking an unsightly condition from view or softening the effect of a piece of architecture or infrastructure.

STRATEGY

Buffer spaces and interstitial spaces are not necessarily bad, and can sometimes create unintentional conditions that are positive in nature. Nonetheless, the utilization of the campus and its landscape is so high in parts that it is preferable to avoid the creation of new spaces that are limited in experiential or functional value.



C15 Parking Lot Edge



THRESHOLD

CHARACTER

Moving past the outer boundaries of the UW campus, the campus is experienced both sequentially and continuously, as a series of spaces and as a route through these spaces. Within this sense of continuity, thresholds are landscapes whose primary purpose is to provide a transition into or between important moments on the campus and as such have a significant role to play in the experience of those more iconic spaces.

Examples include: Multiple Red Square Thresholds; Entrance to Fine Arts Quad

FUNCTION

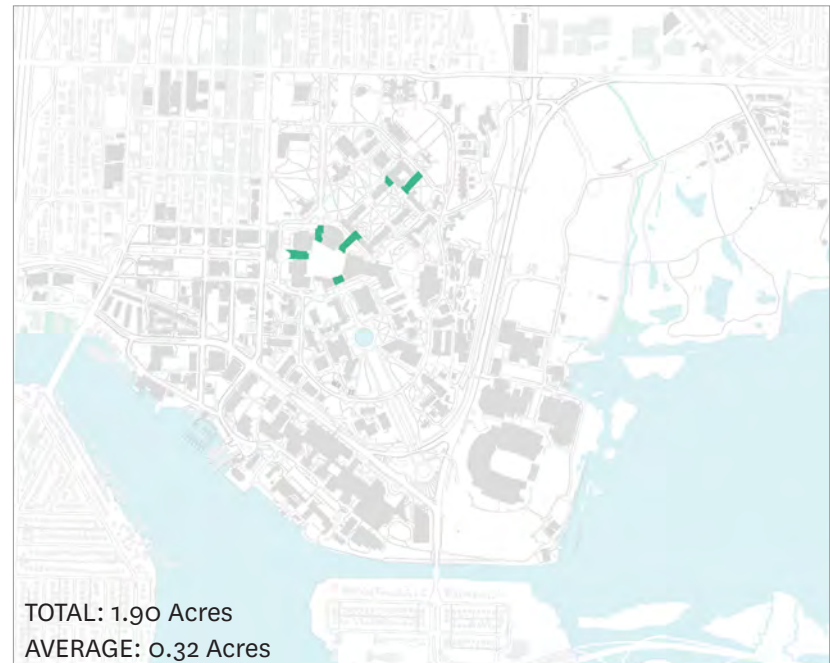
Thresholds provide breathing room between the experience of different moments on the campus. In some cases, the need for thresholds is determined by the size of the spaces and the size of the architecture. Thresholds can feel like small courtyards or plazas in their own right, but their primary role is to create a sense of anticipation and a clear means of moving from one space to the next.

STRATEGY

Thresholds are sometimes an indication of the importance of the connection being made. Places on campus where it might be appropriate to enhance this sense of a guided transition from one place to another include many of the entries along 15th Ave NE, as well as between Health Sciences and the campus waterfront. Many thresholds on campus are not universally accessible, so a focus on fixing these impediments to connection should be a priority of the CLF.



George Washington Statue Plaza



PASSAGE

CHARACTER

Passages are spaces whose primary purpose is to provide a direct route between destinations. At a minimum, these spaces should be accessible, but it is preferable if they are also memorable and enjoyable.

Examples include: Memorial Way; Klickitat Lane; Skamania Lane; Whitman Court

FUNCTION

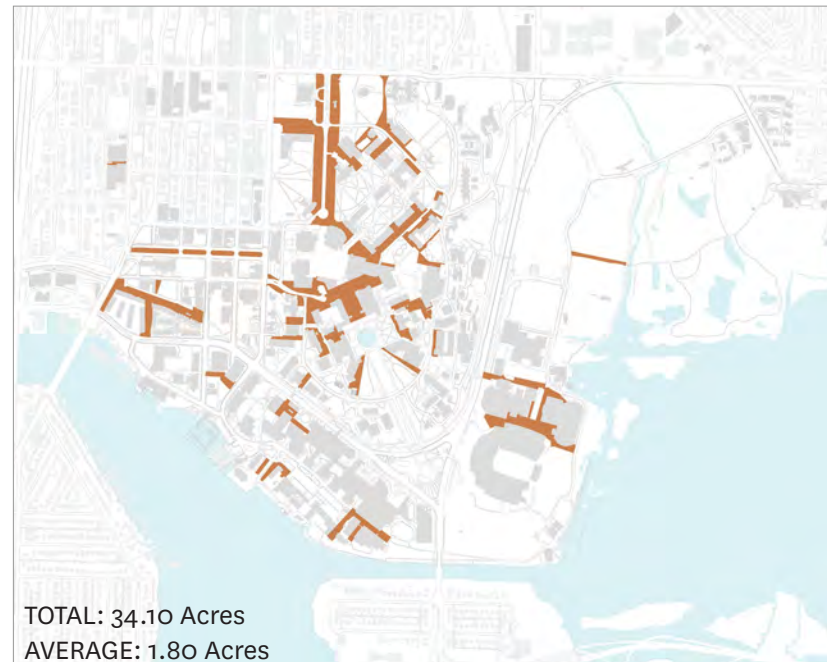
The UW has a number of high-profile passages that provide access from the center of campus to the periphery, the most significant of these being Memorial Way. The breaks in these passages, particularly in the vicinity of Red Square, are sometimes an indication of a lack of adequate continuity at the core of the campus experience. Some shorter passages, such as Kincaid Lane, create enjoyable environments and provide a sense of transition from one place to another. Other passages are more functional in nature, without a high experiential value.

STRATEGY

Many of the passages on campus, both major and minor, are poorly connected, or resolved at their ends. It is a lost opportunity to allow passages, such as Memorial Way and Campus Parkway, to dead-end as they approach Red Square. A greater sense of continuity could be achieved by targeting a few, admittedly challenging, obstructions, as well as fixing breaks in accessible routes across campus.



NE Klickitat Lane



URBAN FRONTAGE

CHARACTER

Urban frontage is a varied condition on the UW Campus. In some cases, it can be a vibrant and exciting territory between campus architecture and adjacent urban street, or it can be a relatively banal and inhospitable sidewalk between a roadway and a campus building.

Examples include: 15th Ave NE, Pacific Ave NE

FUNCTION

The most exciting and enjoyable urban frontages achieve the concentration of landscape functions such as orientation, passage, shade, wayfinding, seating, and identity within the relatively narrow space between building and street. In the least engaging urban frontages, function is reduced to passage along a sidewalk.

STRATEGY

Urban frontage should always be treated as an opportunity to integrate the life of the university with the life of the city, a condition that is particularly important in the west campus, where a series of excellent urban frontages have recently been created. Landscape elements, such as street trees, benches, signage and bike racks, should be coordinated with street level architecture to convey a sense of welcome. One notable area where this is not currently happening at the UW is along Pacific Street, which is an environment that is relatively inhospitable to pedestrians.



NE Campus Parkway



GARDEN

CHARACTER

The UW is lucky to have a handful of small-scaled, comfortable, inward-looking, lushly planted gardens. For the amount of space they occupy, gardens give back many fold in psychological refreshment.

Examples: Sylvan Grove; Grieg Garden; Medicinal Herb Garden

FUNCTION

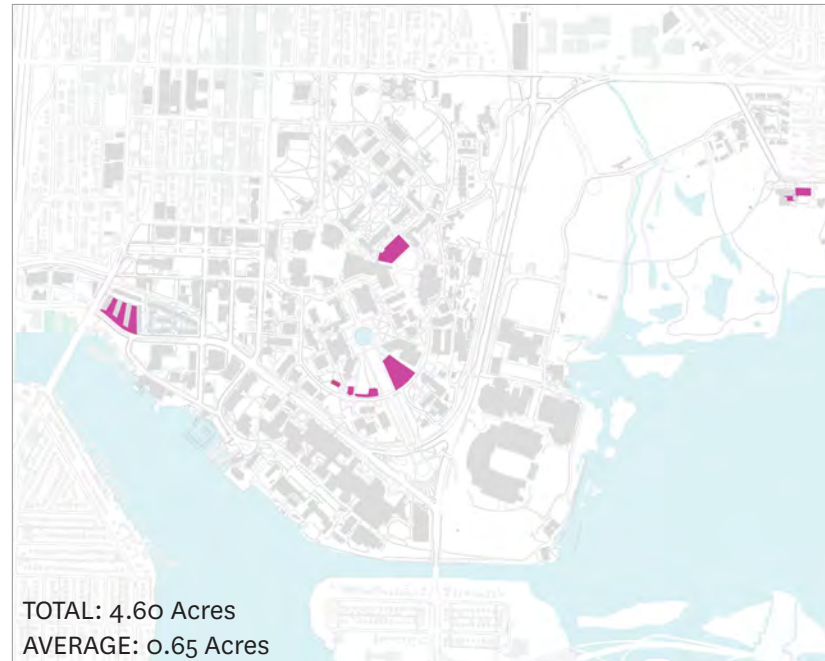
People experience gardens in very personal ways, and there are various reasons students, faculty, and staff might want to visit a garden occasionally, or on a daily basis. Precisely because they are not tied to major circulation routes or building entrances, the UW's small gardens offer a moment of separation from the pace of campus life, a hugely important role that these small, special landscapes can play very effectively.

STRATEGY

Gardens are an intensification of the landscape experience. In the future, the typical campus garden landscape might need to become more robustly planted and experientially rich in order to maintain a strong landscape presence in the context of increasingly bulky campus architecture. Care should be taken in the development of new gardens to simplify maintenance and management considerations, and to create rich habitat where possible.



Grieg Garden



SERVICE AND PARKING

CHARACTER

Service spaces have been designed to accommodate the needs of cars and trucks for service and loading, as well as places to leave cars and continue on foot.

Examples Include: Skagit Lane; E-1 Parking

FUNCTION

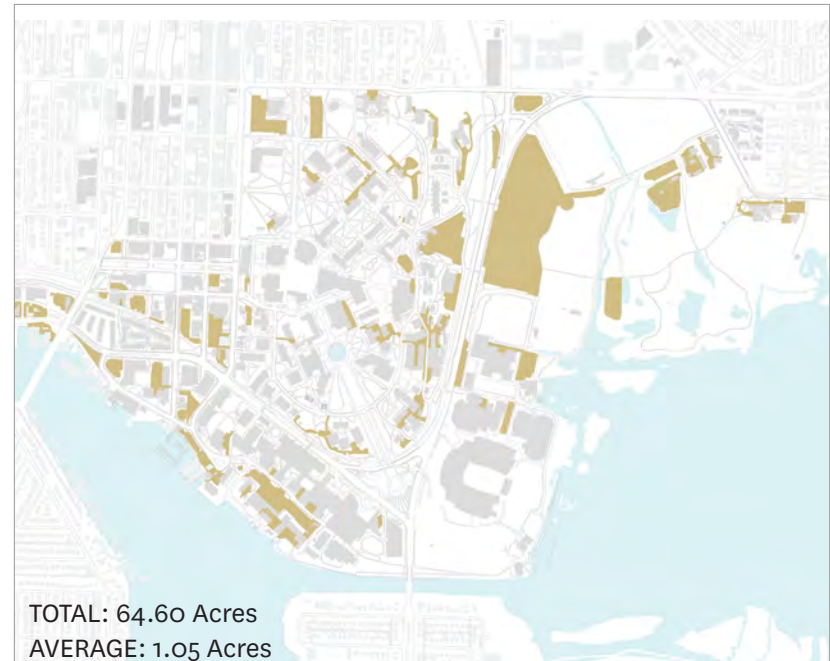
At one time, the UW accommodated car access and parking throughout the central campus, even within some of the most iconic landscape spaces, such as Rainier Vista. As more and more routes became pedestrianized, maintaining service access to each building meant coordinating access with Stevens Way, the major service roadway. Similarly, some parking was consolidated into structures and some moved to the periphery, but with care to preserve accessible parking throughout the central campus.

STRATEGY

The service needs of the University should be met in an integrated fashion where the overall experience of the campus is considered alongside functional requirements. In places where service tends to preclude other types of use, such as the service corridor that is interior to South Campus, new planning and design work should attempt to create the context for other types of use. The continuing trend toward elimination of surface parking in favor of structured parking is generally a positive development for the landscape and should continue. In general the campus should work towards integrating service and parking areas with the rest of the campus landscape.



NE Chelan Place



LAKE EDGE WETLAND

CHARACTER

The Lake Edge Wetlands are UW lands that are too wet to be occupiable, but support rich environments and habitat. The sole example of this mosaic type is the generally unstructured shoreline of the Union Bay Natural Area, which follows the extreme eastern edge of east campus.

FUNCTION

The Lake Edge Wetland is one of the unique environments at the UW that is environmentally and experientially rich. Though it cannot be walked upon, it can be walked past, or canoed through. Given its prior history as a created shoreline, through the lowering of Lake Washington, and then a municipal landfill, the Lake Edge Wetland also has high research and teaching value, which is currently undertaken through the Center for Urban Horticulture, part of the UW Botanic Gardens.

STRATEGY

Much of the treatment of the wetland itself is guided by state environmental regulations. Nevertheless, the continuity of access to visit and view the lake edge wetland should be improved without disturbing its ecological functions.



Union Bay Natural Area



MEADOW

CHARACTER

The UW's meadows are large swaths of unmown grasses and plants that allow for circulation on mown or structured pathways. Connected to the Lake Edge Wetland, meadows are part of the Union Bay Natural Area. The vast expanse of this system makes it a very visible part of the University's natural habitat, which can be seen from the eastern slope of central campus, and also from the lake and 520 bridge.

FUNCTION

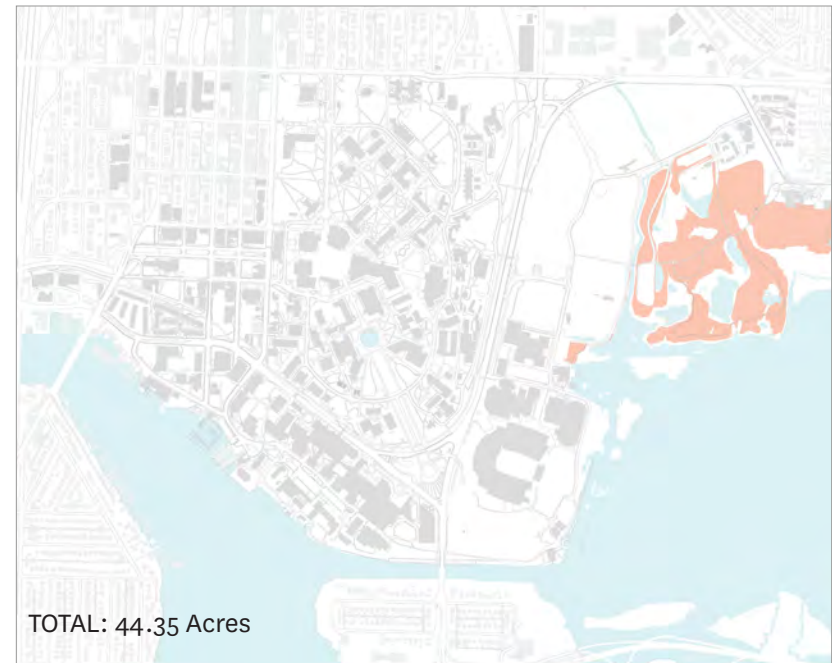
The meadows cover the former municipal landfill that dominated much of the site up through the 1960s. They provide important habitat, especially for birds, in an otherwise urbanized setting. As with the Lake Edge Wetlands, the meadows have high value as a teaching tool as well as offering a very different type of landscape experience in comparison to the lawns and woodlands of the central campus.

STRATEGY

The meadows are not considered suitable for building due to the unstable subsurface created by multiple layers of landfill and debris on top of compressible peat. The visibility of the meadows from the campus is, however, at risk from the continued expansion of athletic program. Access to this area, including wayfinding and signage, should be improved to increase general knowledge about its potential as a site for recreation, research, and teaching.



Union Bay Natural Area



TOTAL: 44.35 Acres

● CONSTRUCTED WATERFRONT

CHARACTER

The constructed waterfront includes structured waterfront access, frequently with concrete edges. This type of landscape is usually low in ecological diversity, but high in other types of value such as recreation, passage, research, and moorings.

Examples include: Montlake Cut; Waterfront Activities Center; Health Sciences Waterfront; Salmon Homing Pond

FUNCTION

The constructed waterfront provides opportunities to be very close to the water's edge, though it also creates an elevational separation between shoreline and water surface. In addition to providing the navigational width that is necessary for ship traffic between Portage Bay and Union Bay, the UW's constructed edge provides access for boat use and spaces for research vessels to be moored.

STRATEGY

As with the Lake Edge Wetlands, any changes to the the constructed waterfront are guided by state regulations related to shoreline management and federal regulations related to navigability. Also similar is the need to create better access to the constructed waterfront from other parts of campus, as well as creating a continuous waterfront trail that unites the experience of the UW's constructed and naturalized waterfronts.



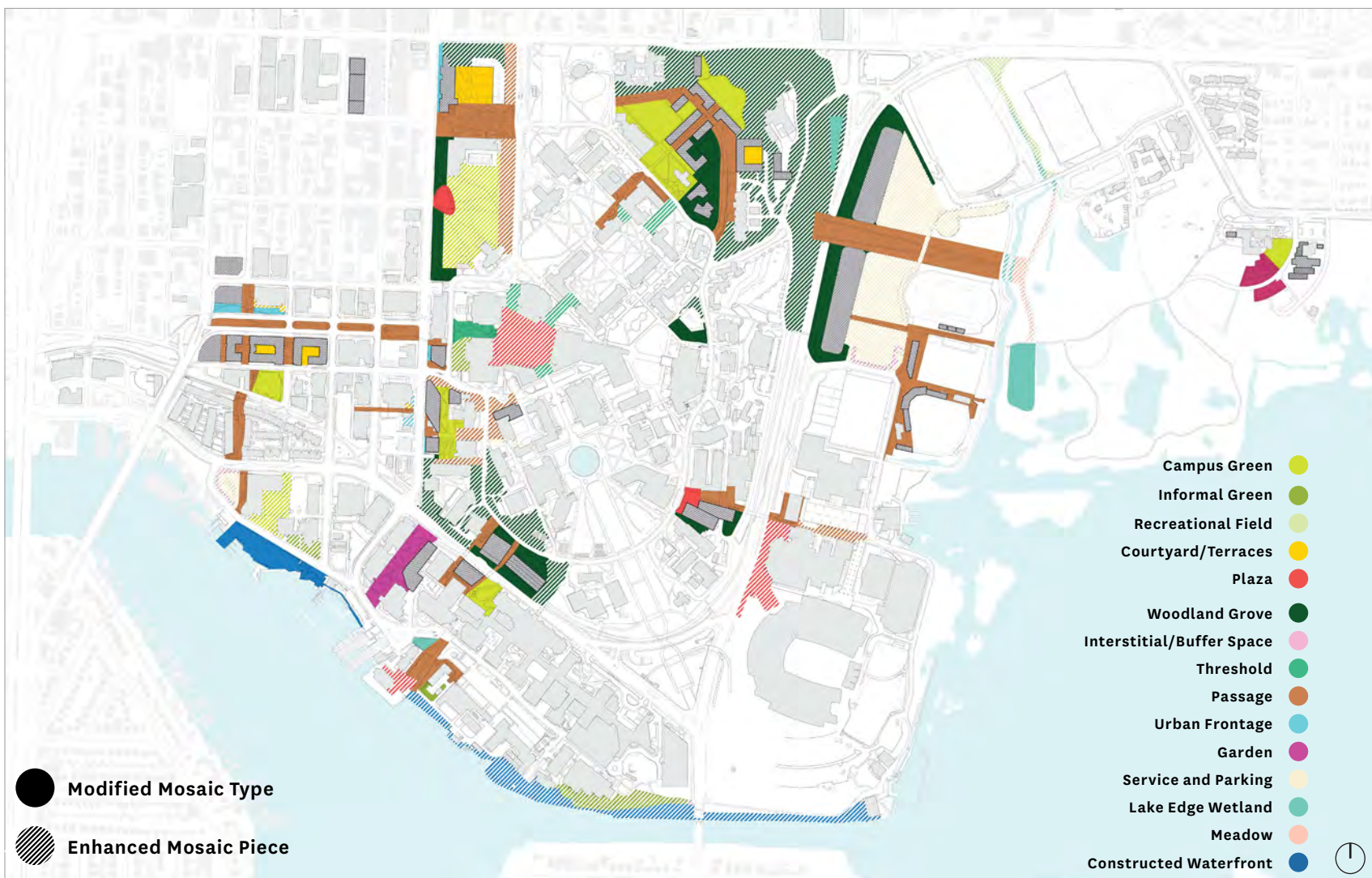
UW Waterfront



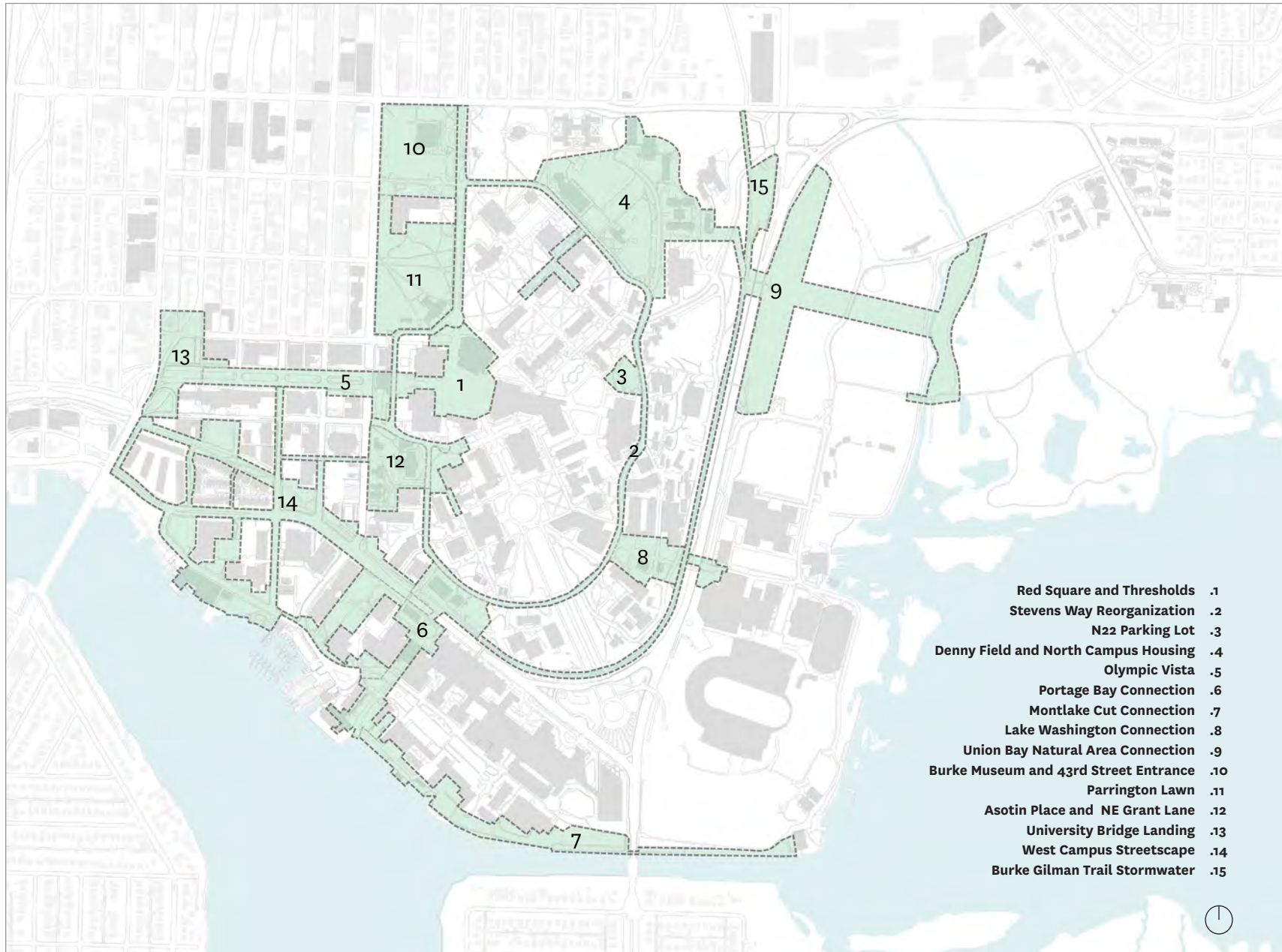
TOTAL: 6.32 Acres

HOW TO PRESERVE WHAT'S BEST AND ADAPT MOSAIC TYPES

The landscape mosaic contains many valuable conditions that are worth protecting, but it is not a static end state. Along with efforts to preserve the general diversity of landscape types at the UW, it is important to keep an open-minded attitude toward change. Working with the ongoing growth of the university and the transformation of its urban context, the range of landscape types present, and their arrangement, will and should continue to evolve with the campus over time. The landscape changes suggested in CLF project work within the mosaic of types, in many cases using a major new landscape use to catalyze the evolution of a new neighborhood, in others simply recommending an enhancement of the existing landscape type.

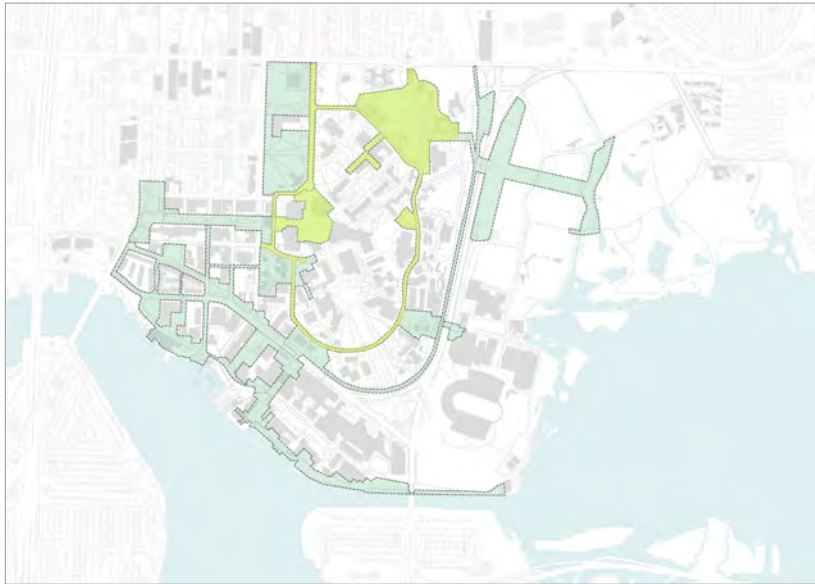


CASE STUDIES: TESTING CAMPUS SETTING STRATEGIES AT A PROJECT SCALE



Based on the core principle that all proposed changes need to be evaluated both for their effect on individual mosaic pieces and on the functioning of campus-wide systems, all of the case studies contribute in some way to a comprehensive strategy for improving the richness and diversity of the campus setting. This larger effort can also be broken down into a subset of more specific strategies that relate to several different case studies.

There are opportunities for the UW to harness the ongoing evolution of campus as a means to preserve and strengthen the mosaic of all the campus neighborhoods. Looked at together, the case studies reveal broader strategies for improving the campus. These include: reinforce the historic core, improve core to edge connectivity, transform 15th Ave NE from an edge to a connector, and green the West Campus circulation network.

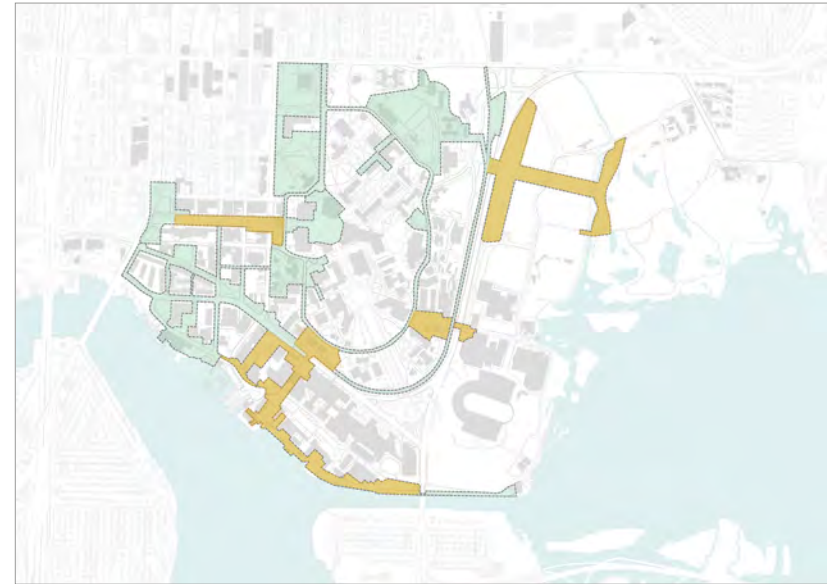


REINFORCING THE HISTORIC CAMPUS CORE

Great care should be taken to protect landscape integrity when developing the last few sites available in Central Campus. Case study improvements to the historic campus core will strengthen the landscape context for the University’s most cherished spaces, allowing them to continue to speak to the timelessness of the university while also contributing to its future. At the same time, as discussed earlier in this chapter, rethinking unsung spaces, such as interstitial spaces and service spaces, or experimenting with the plant palette, can also be strategies that contribute to the character of the campus core.

Case studies that support this strategy include:

1. Red Square and Thresholds
2. Stevens Way Reorganization
3. N22 Parking Lot
4. Denny Field and North Campus Housing

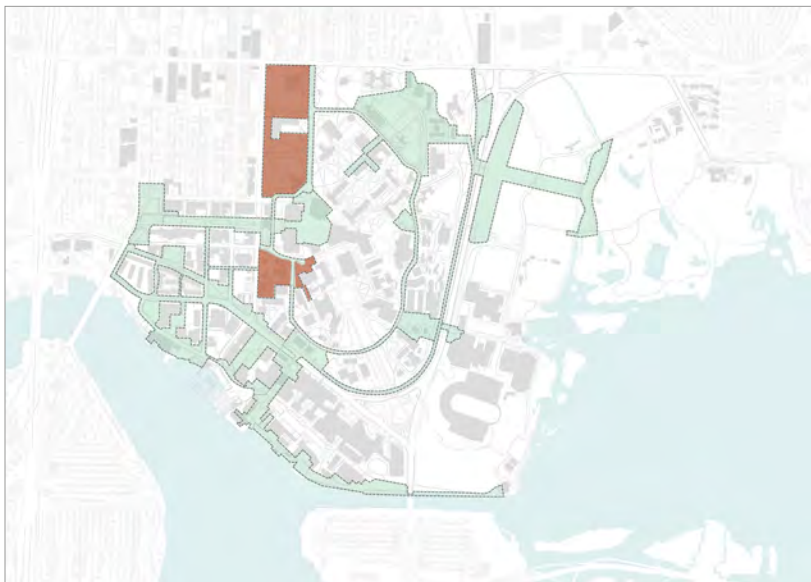


IMPROVING CAMPUS CORE TO EDGE CONNECTIVITY

Improved connectivity is a key part of strengthening the landscape mosaic in the three peripheral neighborhoods, so they can better approach the caliber of Central Campus. Many members of the campus community go across neighborhood boundaries on a daily basis. The campus can better support this core campus activity by improving the character of core to edge connectivity in strategic locations. This can include enlarging or improving the actual crossings, as well as modifying the routes that lead to these vital connections. This effort to improve connectivity, despite obvious challenges related to grade change and traffic arterials, will open up a two-way conduit between neighborhood uses, improving connectivity throughout, and expanding the sense of landscape excellence to the very edges of campus.

Case studies that support this strategy include:

5. Olympic Vista
6. Portage Bay Connections
7. Montlake Cut Connection
8. Lake Washington Connection
9. Union Bay Natural Area Connection



TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR

Within the realm of campus connections, the 15th Ave NE boundary between Central and West Campus is unique in that there is a relatively manageable grade difference and important program on both sides. The experience of the UW as an urban campus will be improved by strategically eroding the concrete wall along 15th Ave NE, diversifying the edge experience along 15th, and opening up the possibility of multiple welcoming connections.

Case studies that support this strategy include:

10. Burke Museum and 43rd Street Entrance
11. Parrington Lawn
12. Asotin Place and NE Grant Lane



WEST CAMPUS GREEN NETWORK

Although West Campus will be more urban in nature than the other campus neighborhoods, it should present a robust landscape setting that reflects the unique role of campus land in a city and the overall identity of the UW. This could include provisions for new green spaces within West Campus as well as comprehensive improvements to street design as new parts of the neighborhood are developed.

Case studies that support this strategy include:

13. University Bridge Landing
14. West Campus Streetscape

SETTING THE CONTEXT FOR AN ECOLOGICAL FRAMEWORK

The landscape ecology of the University of Washington campus can be described as an urban ecosystem comprised of a heterogeneous mosaic of spatial elements: vegetation patches of various sizes, vegetated corridors, and the surrounding urbanized and regional matrix in which they are embedded. Each piece of the mosaic interacts with and impacts ecological processes in specific ways, resulting in a suite of modified ecological services, the processes by which the environment naturally produces resources such as clean water, flood protection, carbon sequestration, and pollination of native and agricultural plants.

As human-dominated systems, urban ecosystems differ from natural ecosystems in a number of ways. While a natural ecosystem performs fundamental life-support services, upon which human civilization depends, an urban ecosystem differs in the following ways:

- It is comprised of small habitat patches isolated from each other by a matrix of built environment. This isolation makes migration and dispersal difficult and risky for less mobile organisms. The extent and connectivity of green spaces is an important factor impacting the occurrence of species in urban landscapes.
- Many of its habitats are kept at an early successional stage by regular disturbance, such as mowing of turf lawns or active use of waterfront edges.
- Introduction, and in many instances, successful invasions, by non-native species of plants. Some of these species have become invasive and now dominate certain areas of campus, ultimately reducing the biodiversity and habitat quality.
- Warmer microclimates due to the urban heat island effect of excessive amounts of pavement and manmade materials radiating heat generated from solar exposure.
- Natural hydrologic flow above and below ground is altered through the introduction of impervious cover, which leads to increased runoff and piped/channelized storm water systems, topographic changes, and underground structures.
- Altered soils which suffer from compaction, erosion, and contamination.

AN EVOLVING ECOLOGY

Over the last century, the land that comprises the UW campus has been dramatically altered and highly manipulated; forest habitat was cleared, topography was altered, streams were buried in pipes, the lake level was lowered, many species of non-native plants and animals were intentionally or unintentionally introduced, and most, if not all, of the living layers of the soil profile were removed. Humans are now the predominant species, largely determining the form and function of the landscape, and in the process creating new ecosystems directly or indirectly.

When evaluating such urbanized landscapes in terms of ecological health, relevant factors include vegetative structure, functionality, biodiversity, habitat value, adaptability to changing environmental conditions, and the extent to which the system is capable of self-regulation to maintain the desired condition. Recommendations for ecological enhancement consider the importance of incorporating native plants of the greater Seattle region, but also recognizes a healthy urban ecosystem can include non-native ornamental species without limiting its ability to provide valuable ecosystem services.

URBAN FORESTS

Less than 200 years ago, the Seattle area was dominated by coniferous forests of Douglas fir (*Pseudotsuga menziesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*). A Seattle Public Lands Habitat Survey, conducted in 1999-2000 by Seattle Urban Nature (SUN) assessed citywide vegetation on 8,000 acres of public land and open space, and revealed only 11% of the city's public forests, nearly 293 acres, are dominated by conifers, indicating a significant decline in the historically dominant forest type for the region. Within these forests, 97 plant species were identified; 65 native, 30 non-native, 2 identified only to genus. The most common canopy tree is Douglas fir, with smaller amounts of western hemlock and western red cedar. Surprisingly, the survey identified 70% of 2,737 total acres of forest are now dominated by deciduous species. This drastic altering of the forest ecosystem has many ramifications for forest health and the ecosystem services they provide, such as:

- Intercepting and slowing precipitation and storm water in urban areas. Most of the precipitation in the Pacific Northwest occurs during the winter months, when conifer forests are actively growing but deciduous trees are dormant. Evergreen trees therefore intercept more rain than deciduous trees.
- Regulating and improving air quality in urban areas by producing oxygen, taking up carbon dioxide from the atmosphere, and removing pollutants and particulates from the air year-round.
- Improving water quality in urban areas by filtering pollutants from water and preventing sediments from entering streams and degrading salmon habitat.
- Preventing erosion on steep slopes by anchoring the soil with deep roots.
- Reducing global warming by storing carbon in woody tissues for the lifetime of a tree (conifers can live for more than 1,000 years whereas deciduous trees live about 100 years).
- Providing visual and noise buffering.

URBAN BIODIVERSITY

A report on the biodiversity of the Puget Sound by the Center for Biological Diversity (2001) concluded that of the 7,013 species in Puget Sound, 957 (14%) are imperiled, including 519 plants, 296 animals, 129 fungi and 13 marine algae. The imperiled animals include 119 invertebrates, 80 birds, 44 mammals, 38 fish, 11 amphibians and 4 reptiles. Seventeen species are listed as threatened or endangered under the Endangered Species Act and another 13 are candidates for listing.

Local and landscape scale attributes are important for biodiversity and abundance of species. Habitat fragmentation in urban ecosystems can be extreme, leaving fragments of natural vegetation that are too small or isolated to support some species. Urban woodlands are important for bird diversity; the larger the woodland, the more species supported. Tree species selection is also important. For instance, conifers provide nesting and winter cover for various bird species, fruit trees attract fruit-eating birds, and other bird species rely on shrub thickets for nesting and foraging.

WEATHER AND CLIMATE

As a result of its location on the eastern shore of the Puget Sound, in a lowland area between the Cascade Mountains to the east and the Olympic Mountains to the west, Seattle has a mild, moderately moist climate. Winters are relatively warm, with average temperatures in January of 40.8° F, and summers are relatively cool, with average temperatures in August of 66.1° F. Average annual rainfall is 36.6 inches, falling mostly between October and March.

GLOBAL WARMING

Seattle and the larger Pacific Northwest can anticipate significant climate change related to global warming, as well as associated ecological and sociocultural impacts. According to the Washington Climate Change Impacts Assessment prepared by The Climate Impacts Group at the University of Washington in June 2009, climate change could affect regional ecology relative to temperature increase, intensity of precipitation, reduction of snow pack, and air quality.

TEMPERATURE

Records indicate that Pacific Northwest temperatures have increased 1.5°F since 1920. Climate models from the Intergovernmental Panel on Climate Change project increases in annual temperature on average of 2.0°F by the 2020s, 3.2°F by the 2040s, and 5.3°F by the 2080s. Regional models indicate that climate warming rates will be greater in the 21st century than those observed in the 20th century.

PRECIPITATION AND HYDROLOGY

Regional climate model simulations generally predict increases in extreme high precipitation of the next half century, particularly around Puget Sound. April 1 snowpack is projected to decrease by 28% across the state by the 2020s, 40% by the 2040s, and 59% by the 2080s compared with 1916-2006 historical average.

Peak river flow will shift from late spring (driven by snow melt) to winter (driven by precipitation). In the major river systems of Puget Sound and lower elevation basins in the interior Columbia Basin, flood risk will likely increase, which in turn increases the risk of streambed scouring of salmon spawning habitat. Design standards developed to accommodate mid-20th-century rainfall records and existing drainage infrastructure built in accordance with these standards may need to be modified.

The amount of water stored in reservoirs will be lower from late spring through early fall, affecting water supply for campus or municipal use and other operating objectives, such as hydropower production.

AIR QUALITY

Global warming will likely lead to significantly more heat- and air pollution-related health impacts.

IMPACTS OF GLOBAL WARMING

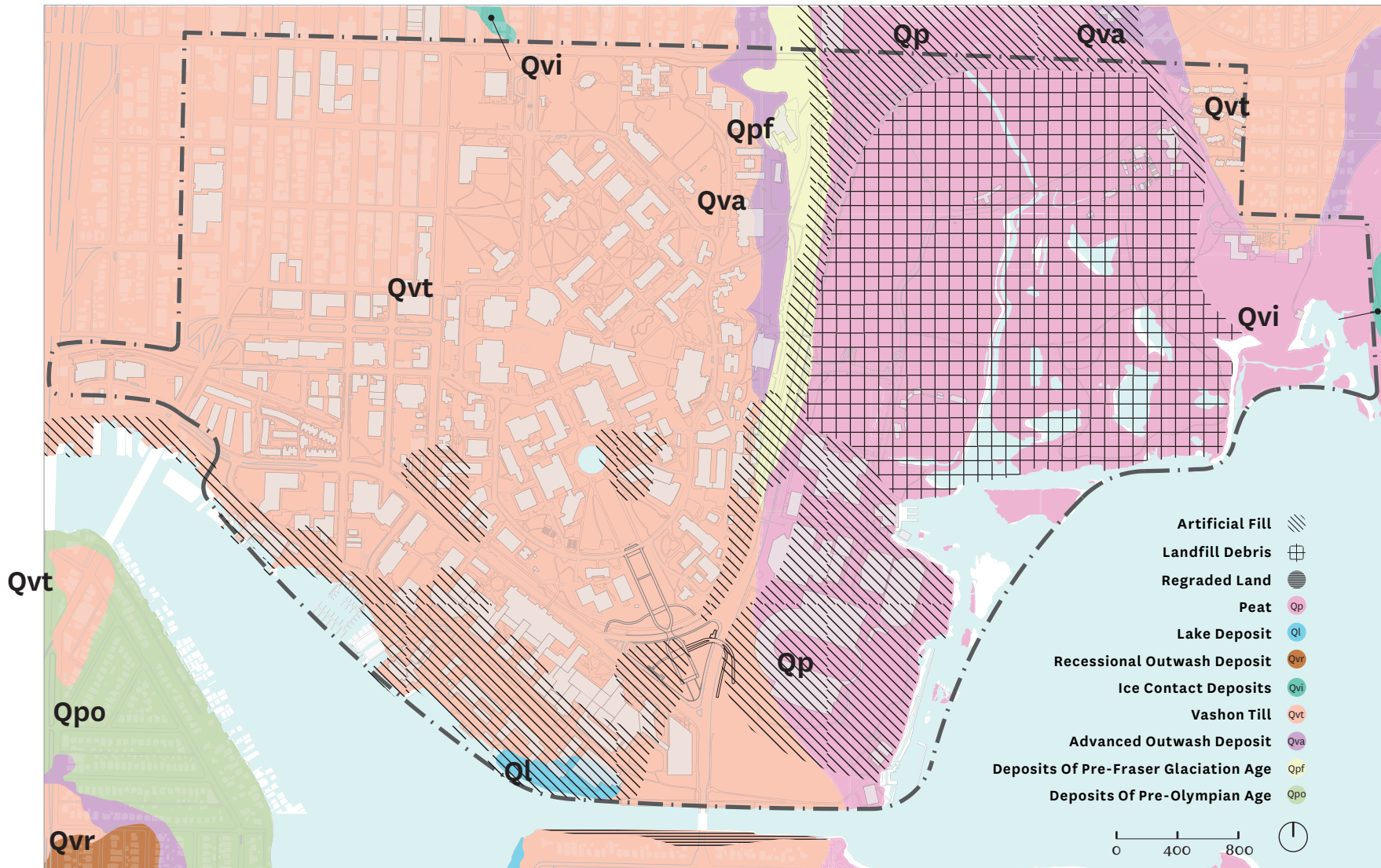
Combined impacts on tree growth, regeneration, and greater susceptibility to insects and disease will fundamentally change the nature of forests, particularly in ecosystems where water deficits are greatest.

Rising stream temperatures will likely reduce the quality and extent of freshwater salmon habitat. The greatest increases in thermal stress would occur in the Interior Columbia River Basin and the Lake Washington Ship Canal.

In a report by the Washington Department of Fish and Wildlife and the National Wildlife Federation (Summary of Climate Change Effects on Major Habitat Types in Washington State, July 2011), the following impacts are predicted:

- Douglas fir: About 32% of the area currently classified as appropriate climate for Douglas fir would be outside the identified envelope; decline in climatically suitable habitat for Douglas fir is most widespread at lower elevations, particularly in the south Puget Sound/southern Olympics.
- Pine Forests: Climate is likely to be a significant stressor in pine forests in the Columbia Basin and eastern Cascades as early as the 2040s. About 85% of the current habitat for pine will be outside the climatically suitable range for one or more pine species.
- On the scale of individual plants, temperature may influence rates of leaf photosynthesis and respiration, frost tolerance of tree needles, flowering, bud dormancy, and the ripening of fruits and cones. On a larger scale, mean and annual variation in annual temperature and precipitation may jointly determine general patterns of distribution and growth.
- Changes in ecosystem productivity and phenology
- Increased frequency and magnitude of wildfires
- Increased susceptibility to insects and disease

CAMPUS SOILS AND SURFICIAL GEOLOGY



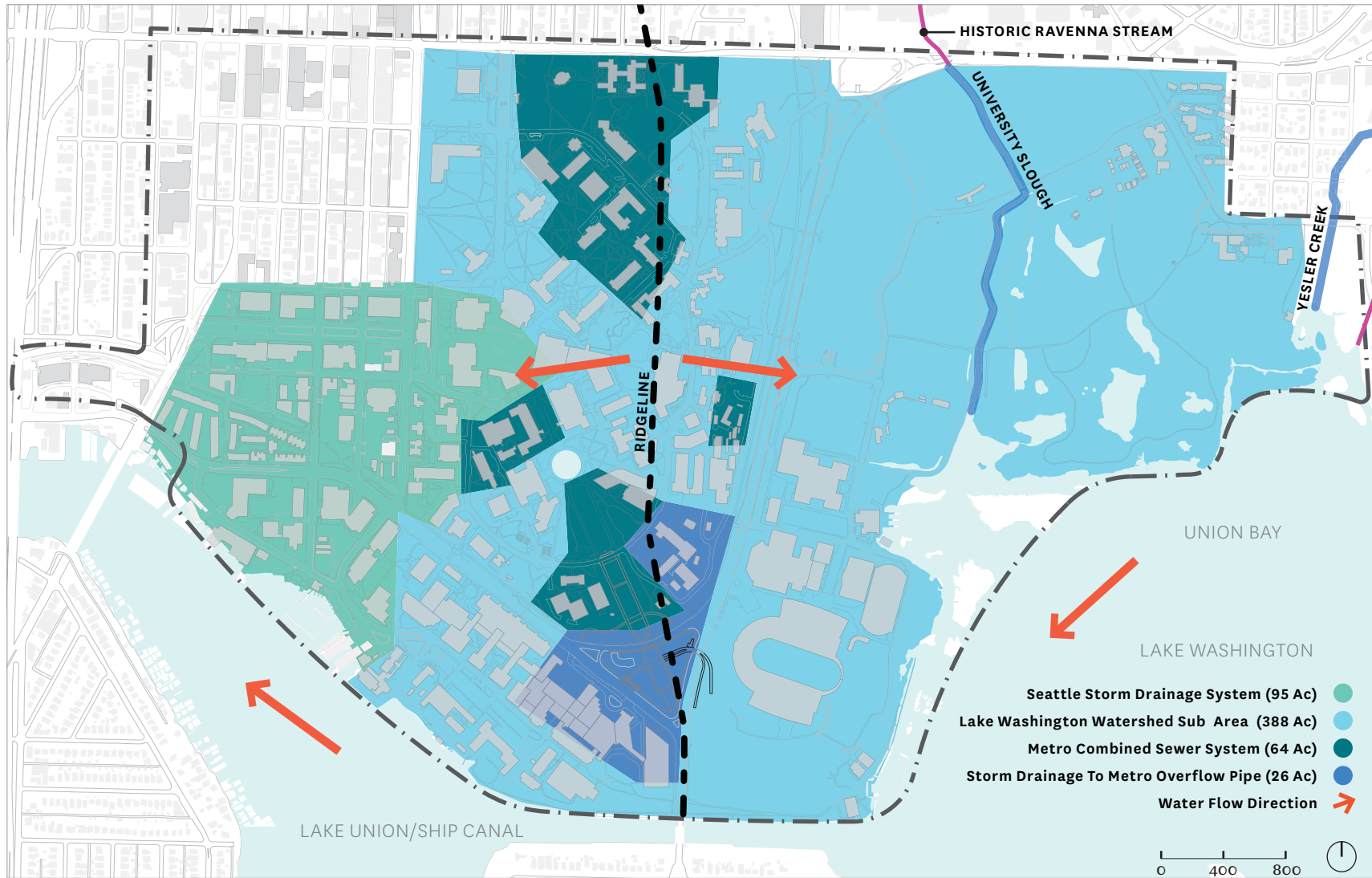
GEOLOGY & SOILS

According to the USGS Geologic Map of Seattle, the UW campus west of Montlake Blvd. is underlain predominantly by younger Pleistocene (12,000 – 18,000 YA) deposits, mainly subglacial till consisting of silt, sand, and subrounded gravel, with some small areas of ice-contact deposits and glacial outwash. East of Montlake Blvd, the geology is mainly Holocene (12,000 YA) peat – predominantly organic matter consisting of plant material and woody debris. Peat accumulations are greatest in the floors of recessional-outwash channels and where the lowering of Lake Washington 100 years ago exposed extensive lake floor deposits. This organic material is commonly interbedded with silt and clay. A small area north of 45th St consists of alluvium – sand, silt, and cobbles deposited by streams and running water.

In several areas, numerous examples of loose stones, rocks, and gravel comprising various mineral compositions were observed, which is consistent with the USGS map. Such surficial geology often promotes relatively rapid drainage of stormwater. Consistent with this scenario, observations of campus areas during the prolonged rain events reveal very few areas of accumulated surface water.

However, it is not clear from this level of geological analysis whether the rocky soil composition on campus is naturally occurring or the result of human activity. Urban soils are notoriously highly disturbed as a consequence of activities such as earthwork (excavation, grading), demolition and construction. Naturally occurring soil profiles are often mixed or inverted, and native materials could have been supplemented or replaced entirely by imported fill.

CAMPUS HYDROLOGY



HYDROLOGY

Visible or invisible, water in various forms is a defining feature of the UW campus. Viewed from some distance, UW is literally perched along and atop Lake Washington. Various wetlands interweave between campus upland and open waters of the lake. Thirty-plus inches of rain per year drain over sloping streets and hardscape of the campus or infiltrate into planted areas and natural areas. Pools and fountains dot the campus. Municipal water is consumed for various purposes. Each of these water facets may be viewed as a subsystem of an overall hydrologic system. To varying degrees, each hydrologic system interacts with some or all of the others. With progressive hydrologic strategic planning, all of these subsystems can be made to interact beneficially at a functional level much higher than that which currently exists.

OPEN WATER

Several areas of shoreline along Lake Washington and Union Bay contain valuable emergent marsh habitat. In contrast, the highly channelized ship canal and Portage Bay contain little to no natural shoreline, and the ship canal is constantly subject to wake action produced by numerous passing vessels.

Posted signs warning against human consumption of fish caught in Lake Washington speak of chemical inputs impacting the ecological health of lake waters. According to Union Bay Natural Area and Shoreline Management Guidelines (2010), a pipe connection between Ravenna Creek and North University Slough was established in 2006, thereby providing for a flowing stream system. This stream emerges on the south side of NE 45th Street. The northern reaches of the daylighted portion of the stream contain minimal streamside buffer and generally poor riparian habitat. Ecological conditions improve after the stream passes the golf driving range. Even with compromised ecological conditions, the relatively protected waters of the University Slough, as well as Central Pond in Union Bay Natural Area (UBNA), provide valuable habitat for various mammals, birds, reptiles, amphibians, fish, and macro

invertebrates. From a natural history perspective, the University Slough is significant for serving as the continuation of largely groundwater fed Ravenna Creek, which—prior to the lowering of Lake Washington—served as an important tributary and major provider of sediment to Union Bay. Outside of Union Bay Natural Area, the UW campus is essentially devoid of natural or naturalistic bodies of water.

WETLANDS

The only detectable wetland habitats on campus are found in UBNA. These habitats exhibit varied vegetative structure, making for valuable diversity of vegetative cover. Most of the wetlands in the interior of UBNA are seasonal, their hydrology fluctuating in accordance with Seattle's typical precipitation patterns. Perennial wetlands generally occur at the mainland edges, offering valuable cover for waterfowl. The remote reaches of the Yester Swamp appear particularly inviting to a range of wildlife.



THE UNIVERSITY SLOUGH

CAMPUS VEGETATIVE COVER



LAND COVER TYPES

Built elements such as buildings and pavement comprise the largest land cover type on campus: buildings, 112 acres; city roads, 39 acres; university internal roads, 132 acres; university paths and walks, 82 acres; and parking, 59 acres. This impervious land cover type functions as the matrix in which vegetative patches and corridors are situated and function. Turf sports fields and courts comprise 4.38 acres of campus land cover and are a mix of impervious and pervious surfaces.

LAWN

There are 75.5 acres of lawn areas consisting of common turf grass species. Since most turf species are native to areas in Europe that are generally wet year-round, these lawns go dormant and turn brown during dry seasons unless they are regularly irrigated. During rainy months in Seattle, UW's lawns generally appear green and lush. Most are managed by frequent mowing, with mowing height across the campus generally uniform. In addition to many open spaces covered by expanses of turf grass, many sidewalks and walking paths are bordered by closely cropped lawn.



NON-IRRIGATED LAWN

PLANT BEDS

Planted beds constitute 44.3 acres of the campus land cover. These areas vary widely in terms of aesthetic appeal, plant community health, extent of soil cover, density of planting, and species used. In many instances, planted beds appear to be performing successfully as intended. In such spaces, the plants thrive, visual impact is strong, stormwater is managed effectively, and weeds are minimal. In many other instances, however, plants are struggling, bare soil is prevalent, weeds are abundant, and aesthetic appeal is compromised. Usually in such spaces, the installed plants are not appropriate for the environmental conditions of the site. Some commonly observed issues include plants poorly suited to existing light conditions, plants overly stressed by the heat island effect from buildings or paved areas, and wetland plants struggling in rain gardens and stormwater collection areas where drainage is relatively rapid because these systems are actually designed to mimic upland forests, not wetlands.



FERNS AS UNDERSTORY PLANTING

WOODED OR MINIMALLY MANAGED LANDSCAPES

Kincaid Ravine serves as one of the most important natural areas on the UW campus. At about four acres, this urban forest is the largest natural area after UBNA. Benefits provided by this tract of forest include varied vegetative habitat for wildlife, good water storage capacity, and microclimate regulation in the area between the Burke-Gilman Trail and North campus.

Kincaid Ravine is primarily a deciduous forest with big-leaf maple (*Acer macrophyllum*) as the dominant canopy tree, accompanied by species such as black cottonwood (*Populus balsamifera*) and red alder (*Alnus rubra*). The woody understory is predominantly non-native, including English holly (*Ilex aquilifolium*), Himalayan blackberry (*Rubus armeniacus*), and English laurel (*Prunus laurocerasus*). The forest floor is likewise dominated by non-native species, such as English ivy (*Hedera helix*), bindweed (*Convolvulus arvensis*), and garlic mustard (*Alliaria petiolata*). Noteworthy within this forest is the absence of typical native Seattle-area conifers in the canopy and understory layers.

A small system of rogue trails is present in parts of the forest. However, no clearly defined pedestrian trail system is apparent. During visits to this area, usage by various bird species was high in comparison to other sections of the campus. Although Kincaid Ravine is rightly classified as a disturbed forest ecosystem, even in its present state, it provides a valuable array of ecosystem services.

Current student-initiated activities to restore the Kincaid Ravine and Whitman Court forested landscapes have contributed to the public awareness of the significant contributions these landscapes provide to the ecological health of the campus. These efforts should continue to be supported by the University as a unique and valuable use of the campus for research and learning opportunities and direct engagement of students in the understanding of natural systems, leadership in organizing student work parties, and public outreach.

HERBACEOUS AND GRASSLANDS

At 73.5 acres, the Union Bay Natural Area (UBNA) is the most ecologically significant land parcel on campus. From both a campus and regional perspective, the size and continuous nature of the natural area by itself is of paramount value: UBNA comprises over 10 percent of UW's total land cover, and it is the second-largest naturalized ecosystem residing along the shoreline of Lake Washington.

The parcel supports many mammal, bird, fish, and herptofaunal species, along with numerous invertebrates. According to the 2010 Union Bay Natural Area and Shoreline Management Guidelines, UBNA is considered the best birding area in Seattle, with more than 200 species recorded by birders on eBird (ebird.org) including waterfowl, songbirds, and raptors.

UBNA also provides significant urban ecosystem services such as stormwater management, capture and filtration of sediments and pollutants, and mitigation of heat island impacts.

Much of the high ecological value provided by UBNA derives directly from its wide variety of plant community and habitat types, which provide breeding, roosting, cover, hunting, and foraging opportunities for numerous vertebrates and invertebrates. These communities and habitat types include:

- upland grassland / meadow/ prairie
- wet meadow
- emergent marsh
- upland forest
- riparian forest
- swamp forest
- creek/slough
- pond
- littoral zone (vegetated standing water extending out toward open water)
- open water (lake)

Of significant ecological note, UBNA is a very young natural area. Prior to 1916, UBNA was part of a submerged delta formed by sediment flow from Ravenna Creek, Yester Creek, and Kincaid Ravine drainage. After a lowering of Lake Washington, the delta was exposed and soon used for landfill purposes. The closing of the Montlake Landfill in the late 1960s essentially marked the “birth” of the ecosystems comprising UBNA. Other than about 15 acres that have been subject to intervention for restoration purposes, nearly 60 acres of UBNA are in the early stages of development and “natural healing.” Hence, the majority of UBNA land cover is in the early phase of its successional trajectory, and accordingly, much of the UBNA vegetation is composed of early successional species, including common exotic species, several of which are considered invasive. From an urban ecology perspective, the ecosystem dynamics occurring at UBNA are highly typical of recently disturbed areas reverting to nature.



UNION BAY NATURAL AREA

TREES AND TREE CANOPY

The UW Campus contains a well-established population of mature canopy trees, with a much higher proportion of deciduous species than conifer species. The campus deciduous-conifer ratio is markedly different from historic natural conditions in the region, where coniferous species tend to predominate in the canopy. Typical of many university campuses, monocultural groves or single-species allees (e.g., flowering cherry, London plane, horse chestnut) are prominent in several areas. Tree health, in general, appears good. The climactic conditions of the Seattle area are favorable to a wide variety of tree species, both native and non-native alike. The Brockman Campus Tree Tour Species List serves as a good illustration of the wide array of species that grow well amidst the environmental conditions present on campus.



CHERRY TREES IN QUAD

KEY CAMPUS CORRIDORS



CAMPUS CORRIDORS

In landscape ecology, corridors are elements that may connect different vegetative patches in the surrounding matrix, or they may exist as isolated strips. Small strategically located patches can also function as corridors (stepping stones). Corridors can provide habitat for wildlife (typically edge and generalist species predominate); act as a conduit for movement (e.g., animals, water, sediments, nutrients, invasive species); and act as a filter or barrier to movement (e.g., roadways where animals are killed) (Forman, 1995). Attributes such as interior width, gaps and connectivity, and context (adjacent landscape character) influence how well a corridor contributes to overall ecological landscape health (Forman, 1995; Cook, 2002). Corridors may be beneficial to some species (e.g., reducing habitat fragmentation) and harmful to others (e.g., filter/barrier effect), especially in an urban landscape.



RELATIVELY UNMAINTAINED TRAIL

SHIP CANAL EDGE UPLAND

Much of the land adjacent to and above the constructed bays of the Lake Washington Ship Canal is composed of mixed vegetation that appears minimally managed. On either side of the support structure of the Montlake Bridge, vegetation is generally dense and includes various trees, shrubs, vines, forbs, and grasses. This area is traversed by several poorly defined footpaths. Steep slopes characterize much of the terrain.

While much of this waterside edge displays signs of typical edge effects, such as vine overgrowth and abundance of opportunistic species, the vegetation also provides valuable habitat and protective cover for wildlife. A variety of vegetative structure and density of plant growth immediately adjacent to a land-open water interface is especially beneficial to many species of birds.



LAKE WASHINGTON SHIP CANAL

NE 45TH STREET

Like 15th Avenue, 45th Street is a heavily utilized connector for pedestrians, cars, and buses, providing direct east-west connection. Vegetation planted in layers along the south side of 45th Street is nearly continuous. Canopy trees along the street have a direct connection to the forest of Kincaid Ravine.

Between 15th Avenue and 22nd Avenue, much of the campus edge along 45th Street is covered by vegetation that is narrow in planting width but generally high in plant density. The mix of plant species in this area is somewhat diverse and includes native species, exotic specimens, and patches of invasive growth (most notably English ivy and Himalayan blackberry). From roughly 18th Avenue to 22nd Avenue, a line of tall conifers is prominent. Running along the sidewalk edge of this area is a mowed turf edge that is green in April and brown in August. During visits to this area, wildlife activity was relatively high.

The woodland edge along 45th Street is a valuable natural area providing stormwater management, microclimate control, and protective habitat for wildlife. Strategically, it lies adjacent to Kincaid Ravine and provides animals with a mostly continuous, vegetation-covered connection between the ravine forest and the semi-wild landscape outside the Burke Museum.

NE CAMPUS PARKWAY

NE Campus Parkway is a wide connecting boulevard located in west campus. Notable along this roadway is a wide median that runs between 15th Avenue and the University Bridge. Street trees and turf grass are prominent within this green swath. Also of note is a stately American elm growing amidst a lush native groundcover planting established during the phase 1 of the west campus housing in 2010. A somewhat large patch of cool season grasses is located in front of Condon Hall. Ecological value within the green space of NE Campus Parkway is currently low to moderate, but potential for marked improvement is high.



45th AVE NE ALONG KINCAID RAVINE



NE CAMPUS PARKWAY / OLYMPIC VISTA

MEMORIAL WAY

Memorial Way is a relatively short corridor that offers moderate ecological value. The defining element of the drive is the ceremonial double row of London Planes extending from 45th Street to the War Memorial. In addition to intersecting the minimally managed wooded corridor of NE 45th St, Memorial Way connects to Parrington Lawn, Denny Yard, and the wooded grove near Paccar. To the north, it serves as a connector to 17th Ave NE, which in turn connects to Ravenna Boulevard with key greenway connections to Green Lake and Cowen Park.

NE STEVENS WAY

NE Stevens Way serves as the primary modal connector for users within the core of the UW campus. Other than direct connections with several green pockets located within the inner campus, its ecological value is low. Such green pockets include the Medicinal Herb Garden, planted areas near the Botany Greenhouse and Plant Lab, Island Grove, Sylvan Grove, the wooded area near McMahon, and the wooded area near Paccar Hall. Much of Stevens Way is planted with premature canopy trees.

PACIFIC STREET – MONTLAKE BOULEVARD

The corridor formed by Pacific Street and Montlake Boulevard is heavily used by cars, buses, and pedestrians. Throughout much of the day, intense traffic activity is present in the vicinity of Montlake Blvd. On Pacific Street, much of the streetscape is dominated by the interconnected complex of UW Medical Center. Along Montlake Boulevard, the street level is largely consumed by an athletic complex that includes Husky Stadium, Edmundson Pavilion, numerous athletic fields and facilities, and vast surface parking lots. A new light rail station next to Husky Stadium is slated for completion in 2016.

The ecological value of the Pacific Street – Montlake Boulevard corridor is low. In fact, the corridor acts as a barrier to terrestrial wildlife that may attempt to pass between the waterfront area and the inner portion

of the UW campus. Occasionally planted beds and street trees offer little in the way of valuable habitat or ecosystem services.

RAINIER VISTA

Rainier Vista is a very wide pedestrian corridor distinguished by vast lawn areas. Following the current construction in the lower region of this promenade, turf lawn coverage will increase considerably. Rainier Vista offers marginal ecological value through its adjacency to Island Grove, Sylvan Grove, and to its connection with the Burke-Gilman Trail. Opportunity for ecological improvement within the vicinity of Rainier Vista Way is high.

Currently, the crabapple trees in front of Guggenheim Hall provide a seasonal source of food for Canada geese, which are often viewed as a nuisance rather than benefit. The wooded areas of Island Grove and Sylvan Grove have in the recent past been home to a small heron colony, with up to twenty-four nests sighted in one year. Although the location provides immediate access to the wetlands, a source of food, it has yet to establish as a stable nesting site, potentially attributed to the various activities of the University during critical nesting season. Also, the water of Drumheller Fountain serves as resting habitat for various waterfowl species and often welcomes an annual hatchling of ducks.



RAINIER VISTA / DRUMHELLER FOUNTAIN

BURKE-GILMAN TRAIL

The Burke Gilman Trail (BGT) is a significant pedestrian corridor for both the UW campus and the overall region. Free of motorized vehicles, it is regularly and frequently used by walkers, joggers, and bicyclists, many of whom ride at high speeds. Most of the trail is lined with vegetation and a tree canopy – some managed, some minimally managed.

Throughout the eastern edge of central campus, the BGT is a valuable provider of ecosystem services for UW. It is essentially perched on a graded terrace, formerly used as a rail bed. As such, the trail is a primary receptor of storm water runoff that flows from the campus down a generally steep gradient. The vegetation on the north and west sides of the trail slows the velocity of overland flow and captures much of the sediments and particles suspended in the stormwater. At various points along the BGT, stormwater infiltrates, enters storm drains, or sits in swales before evaporating or infiltrating. The layered vegetation along the BGT also regulates the microclimate of adjacent built areas.

The BGT provides significant ecological value as a wildlife corridor. At various spots along the trail, habitat is suitable for small mammals, birds, reptiles, and amphibians. At certain points, such as Kincaid Ravine, the BGT intersects relatively large swaths of natural area. The proximity of the BGT to Lake Washington allows the trail to serve as a useful island flyway alternative for avian wildlife and bats. Along the BGT, the wider the vegetated buffer, the higher the ecological value.

Portions of the BGT from Rainier Vista west are not as fully or consistently vegetated, and the corridor is more frequently intersected by roadways and major pedestrian crossings, reducing the ecological value somewhat. However, the potential to retain a generous buffer and improve the vegetative quality of the plantings that line the trail could provide significant impacts that will encourage corridor connections along the trail, particularly with enhanced connections to the water.

SMALLER PATHWAYS

The UW campus contains an established network of smaller pathways, many of which are for pedestrian use only. Depending upon factors such as density of vegetation and proximity to larger tracks of vegetated space, the small paths vary widely in their value in terms of ecosystem services and wildlife habitat connectivity. An example of a small pathway offering relatively high ecological value is the footpath that runs parallel to Whitman Court on North Campus, which has been actively managed by a group of students from the Society of Ecological Restoration housed within the School of Environmental and Forest Sciences. Another higher value path is the one passing through Island Grove. A pathway with moderate ecological value is the connection between NE43rd Street and Memorial Way, which benefits from the dense growth of vegetation along the northern edge of William Gates School of Law. The grassy median running along this lane offers additional opportunity for ecological improvement.



ISLAND GROVE PATHWAY

OPEN WATER-TERRESTRIAL EDGE

An outer edge of upland terrestrial vegetation begins just southeast of the Marine Sciences building and runs nearly continuously around the southern and western campus rims to the relatively large confines of the Union Bay Natural Area. Woody vegetation is densest along NE Walla Walla Lane, parallel to the Lake Washington Ship Canal. Connectivity in this area is broken by the Montlake Bridge. As a whole, this outer edge of vegetation serves as a wildlife habitat corridor of moderately high ecological value. To varying degrees along this corridor, depending upon width and thickness of vegetated sections, wildlife can find protective cover and relatively safe options for passage or migration. Further, the vegetation growing along the steep slopes above the Ship Canal and Union Bay serves as a buffer that helps to lessen overland stormwater flow velocity, capture suspended solids before they enter open water, and reduce hillside erosion.



UNION BAY

UNIVERSITY SLOUGH STREAM CORRIDOR

The University Slough/Drainage Canal is a flowing stream system fed via sewer pipe by base flow and surface flow from Ravenna Creek. The stream system is daylighted just after passing beneath the University Village Shopping Center and 45th Street, close to the northeast corner of the Golf Driving Range. Between this point and the open water of Union Bay, the stream and its bays serve as a riparian corridor. The stream corridor is clearly stressed in terms of its ecological health; it is highly confined and channelized, and occasionally subject to combined sewer overflow (CSO). However, this riparian ecosystem provides suitable habitat for small mammals, birds, reptiles, amphibians, fish, and macroinvertebrates. Hence, when considering all of the natural systems found on the UW campus, the University Slough stream corridor provides relatively high ecological value.



UNIVERSITY SLOUGH

KEY CAMPUS PATCHES



GENERAL CAMPUS BIODIVERSITY

The apparent overall level of biodiversity on the UW campus, excluding the Union Bay Natural Area and lake-front wetlands, is typical of similar urban campus landscapes.

Campus plant communities include a relatively diverse array of tree species, which appears to have resulted from the combination of intentional specimen plantings throughout the campus and a fairly good representation of typical native forest trees in several wooded areas. Diversity of shrubs and herbaceous species is relatively low.

Wildlife is comprised of common urban species. Mammals sighted include: Eastern gray squirrel (*Sciurus carolinensis*) and Norway rat (*Rattus norvegicus*). Birds frequently encountered included American crow (*Corvus brachyrhynchos*), Canada goose (*Branta canadensis*), gulls (species not identified), mallard (*Anas platyrhynchos*), black-capped chickadee (*Poecile atricapillus*), and American robin (*Turdus migratorius*). Thirty-nine bird species were recorded by area birders for the campus on eBird during April 2014, including several migratory songbirds (e.g., Orange-crowned warbler, *Vermivora celata*; ruby-crowned kinglet, *Regulus calendula*). No presence of reptile or amphibian activity within the campus core was observed. No inventory was made of invertebrate species. There is a possible correlation between low diversity of understory shrubs and groundcover and low diversity of vertebrate species.

A landscape ecology view shows that the UW campus mosaic is composed, with few exceptions (Union Bay Natural Area and wetland edges near the athletic facilities, Kincaid Ravine), of spatial elements designed almost exclusively for human use. The matrix consists primarily of buildings and infrastructure. Patches (lawns, plant beds, etc.) are designed primarily for aesthetics and recreation, although these areas still retain various levels of ecological function depending on such factors as the type and amount of human usage, campus

location, size of planted area, and proximity to less human-dominated landscapes. Corridors (streets, paths) are generally vehicular/pedestrian thoroughfares with limited wildlife value that do not provide true ecological linkages. Campus-wide ecological enhancement and restoration, therefore, depend on strategies to improve the habitat and ecosystem services quality of vegetative patches and corridors, as well as the functional connectivity between them.

ECOLOGICAL VALUE

The ecological value of the campus is varied as noted by vegetation type and management practices. In addition, the following factors can affect ecological value of landscapes (adapted from Forman, 1995; Cook, 2002):

Type of Landscape

- Remnant : original character following changes in surrounding matrix
- Regenerated : previously disturbed/changed and has since naturally re-established vegetation
- Introduced : previously disturbed/changed and vegetation is of human origin

Patch Size

- Large : better, large benefits
- Small : small, supplemental benefits
-

Corridor Size

- Internal area/width : more distance from edges is better
- Length/continuity/gaps/connectivity

Context

- Adjacent conditions compatible, adequate buffers
- degree of isolation : proximity to other patches or corridors

Habitat Quality

- Structural diversity : layers/stratification typical of native community
- native species diversity
- limited/lack of fragmentation
- limited/lack of invasive species
- Connectivity

Ecological Stressors

- Altered hydrology/impervious surfaces
- Invasive species
- Soil compaction
- Habitat fragmentation
- Obstacles to movement, collision hazards

SAMPLE ECOLOGICAL VALUE RANKINGS

	LOCATION	TYPE	PATCH/CORR. SIZE	CONTEXT	HABITAT QUALITY	ECO STRESSORS	AVERAGE RANKING
CULTIVATED LANDSCAPES	Parrington Lawn	Introduced	2.0	1.5	1.0	1.0	1.4
	Sylvan Grove	Introduced	2.0	1.5	1.5	1.5	1.6
	Island Grove	Introduced	2.0	1.	2.0	2.5	2.0
	North Physics Lab Roof	Introduced	1.5	2.0	1.5	1.5	1.6
	Drumheller Rose Garden	Introduced	1.0	2.0	1.0	1.0	1.3
	Golf Driving Range	Introduced	2.0	2.5	1.0	1.0	1.6
	Whitman Court Woodland	Introduced	1.5	2.0	2.0	1.5	1.8
MIN MANAGED LANDSCAPES	UBNA	Regenerated	3.0	2.0	3.0	2.0	2.5
	Kincaid Ravine	Remnant	2.0	2.0	2.0	1.0	1.8
	45th Street Wooded Edge	Introduced	2.0	3.0	1.5	1.0	1.9
	Ship Canal Edge	Regenerated	2.0	1.5	1.5	1.5	1.6
	Wetland Edge	Remnant	2.0	3.0	2.0	1.5	2.1
CAMPUS CORRIDORS	15th Ave NE	Introduced	1.0	2.0	1.0	1.0	1.3
	NE 45th Street	Introduced	2.0	3.0	1.5	1.0	1.9
	NE Campus Parkway	Introduced	2.0	1.0	1.0	1.0	1.3
	Burke Gilman Trail	Regenerated	2.0	3.0	1.5	1.5	2.0
	NE Stevens Way	Introduced	1.0	2.0	1.0	1.0	1.3
	Memorial Way	Introduced	1.0	2.0	1.0	1.0	1.3
	Rainier Vista	Introduced	2.0	2.0	1.0	1.5	1.6
	Pacific St / Montlake Blvd	Introduced	1.0	1.0	1.0	1.0	1.0
	Smaller Pedestrian Paths	Introduced	1.0	1.5	1.0	1.5	1.3
	Open Water - Terrestrial Edge	Regenerated	2.0	1.5	1.5	1.5	1.6
University Slough	Regenerated	2.0	3.0	3.0	1.5	2.1	
	Ecological Ranking	3 = Good	2 = Moderate	1 = Poor			

ECOLOGICAL ENHANCEMENT AND RESTORATION OPPORTUNITIES

Moving forward, campus ecosystem improvements can be designed with strong appeal to the primary users along a spectrum of formal garden to apparent naturalness or wildness. While continuing to prioritize human use, this would help rebalance the relationship with nature on a bustling urban campus like UW.

Specific areas where there is significant room for ecological improvement, in the form of ecological horticulture principles, include alternatives for:

- lawns
- planted beds
- tree canopy (urban forest)
- naturally occurring/minimally managed landscapes
- ecological corridors

APPLYING ECOLOGICAL HORTICULTURE

The ongoing stewardship of the UW campus should be based in an understanding of ecological context including climate; soils; hydrology; diverse flora and fauna and their native communities; and other site, local, and regionally specific factors. Applied to landscape design and management, the practice of ecological horticulture will maximize the ecological health of planted environments on the campus and enable UW to achieve the vision articulated in the University of Washington Climate Action Plan:

We strive to envision the whole campus landscape as an ecological sustainable urban system that satisfies University functions while promoting healthy aquatic and terrestrial ecosystems. Landscape should be viewed as more than an aesthetic amenity. Understanding the campus ecology and the vulnerability of certain ecosystems relative to new construction will help UW design, build, restore, maintain, and manage the built environment more knowledgeably and

GUIDING ECOLOGICAL HORTICULTURAL PRINCIPLES

The following high-level guiding principles for ecological horticulture relative to landscape design and maintenance practices should be applied to all projects and provide an opportunity to re-examine and evaluate current practices.

1. LET SITE CONDITIONS GUIDE SPECIES SELECTION
2. ENHANCE PLANT COMMUNITY STRUCTURE
3. PROMOTE DIVERSITY, RESILIENCE, AND REGENERATION
4. UNDERSTAND AND ENHANCE MICROCLIMATES
5. APPLY STRATEGIC MAINTENANCE
6. MANAGE STORMWATER ECOLOGICALLY

preserve and enhance our ecosystem services.

1. LET SITE CONDITIONS GUIDE SPECIES SELECTION



BURKE GILMAN TRAIL - PACIFIC STREET LANDSCAPE

FUNCTION AND CHARACTER

Plants that are suited to their location have the greatest potential to thrive and grow with the least amount of maintenance. Plant selection can help contribute to optimizing campus experience while also conserving resources.

STRATEGY

Determine site conditions and properties prior to plant selection, e.g., soil characteristics, hydrology, light exposure, proximity to reflective building surfaces and pavement (urban heat island impacts). Select plant species that are well-suited to specific conditions. Place high priority on selecting native plants from the Seattle area (see lists at the end of this chapter).

2. ENHANCE PLANT COMMUNITY STRUCTURE



DIFFERENT LAYERS WITHIN PLANTING

FUNCTION AND CHARACTER

Single specimens have less experiential and ecological value as compared to layered plant communities. Complex community structure provides habitat, food for wildlife, carbon sequestration, improved localized air quality, efficient stormwater management, and enhanced weed suppression.

STRATEGY

For new construction, or simply to add value to an existing landscape, plant in layers to mimic the vertical stratification in naturally occurring ecosystems, e.g., tree canopy, understory, shrub and tree seedling, groundcover.

3. PROMOTE DIVERSITY, RESILIENCE, AND REGENERATION



DIVERSE TREE CANOPY

FUNCTION AND CHARACTER

In its earliest days, the campus landscape was conceived of as an arboretum. The legacy of this idea, along with its periodic revivals, has contributed to a good range of tree species on campus that add to the experience of the campus and its ecological resilience.

STRATEGY

Maintain the campus tree inventory through strategic planting of seedlings and young trees. Select diverse plant species to ensure resilience to changing climatic conditions. Develop a contingency plan to respond effectively to potential mass mortality events (e.g., disease, insect infestation) that may impact single-species plantings such as allees and groves of London plane or flowering cherry.

4. UNDERSTAND AND ENHANCE MICROCLIMATES



PROTECTED MICRO-CLIMATE

FUNCTION AND CHARACTER

Diverse microclimates make the campus a more comfortable place for plants and humans. Depending on the season and the weather, the combination of architecture and existing plant communities creates environments that can shelter from or provide exposure to sun, rain, and wind. New plantings respond to existing microclimates and contribute to new ones.

STRATEGY

Determine existing microclimatic conditions such as wind and urban heat island effects that will impact plantings and/or that can be mitigated by plantings. Include canopy trees in planted beds and along pathways. Deciduous, single leader conifers planted near buildings provide summer shade, allow winter light penetration, and can be successfully long lived in tight spaces.

5. APPLY STRATEGIC MAINTENANCE



DIFFERENT APPROACHES TO LAWN MAINTENANCE

FUNCTION AND CHARACTER

Ongoing maintenance helps sustain the experiential excellence of the campus, as well as its overall function. The size of the campus and the available resources suggest that efforts should be made to maximize need and maximize the effectiveness of maintenance.

STRATEGY

Find opportunities to reduce need for irrigation through reuse of precipitation, allowing lawns to brown out, and selection of drought-tolerant species. Maintain turf at a taller height. Less frequent mowing will reduce soil compaction, cut carbon emissions, and increase savings in energy costs. Taller grass is also more effective at slowing stormwater runoff and managing the “first flush” during a storm event. Convert lawns to meadows and grasslands, which generally perform best and require less intensive maintenance when planted in large, sunny areas.

6. MANAGE STORMWATER ECOLOGICALLY



RAIN GARDEN AT MOLES

FUNCTION AND CHARACTER

Plantings can be intentionally designed to add value to the experience of the campus while also minimizing the amount of stormwater conveyed from impermeable surfaces to CSOs during storm events.

STRATEGY

Increase infiltration and reduce stormwater runoff-related stressors by installing porous pathways made of gravel, wood chips, or other loose material. Create roof garden ecosystems, which are well-suited to Seattle’s climate, to capture precipitation on buildings and reduce the urban heat island effect.

ALTERNATIVE LAWN STRATEGIES

Similar to many university campuses, the UW campus has abundant expanses of lawns planted in common exotic turf grass species. Keeping grass lawns green throughout the year requires irrigation when water resources are the most strained. There are simple, effective alternatives to lawn that would contribute to greater biodiversity, improved hydrologic functioning, and lower maintenance. These include replacing turf with plant species and/or communities that are suited to the environmental conditions present on the specific site, as well as the governing regional climatic patterns. Such plant communities include native warm season grasslands, wildflower meadows, savannas, shrubland, or forest (see sample lists at the end of the chapter). The UW campus contains various turf-covered areas that receive full sun that would benefit ecologically if converted to a more complex plant community.

Balancing the desire for greater biodiversity of lawn areas with aesthetic considerations and student recreational needs (passive and active) requires thoughtful consideration. The following potential lawn conversions are merely suggestions for areas that could provide the greatest ecological functions if implemented and would not markedly change the overall use of the UW campus landscape, but they could add to the overall experience and portray the University's commitment toward a more sustainable landscape ecology.

VARIED TURF HEIGHTS

A simple intervention that could be considered for large grassy areas, such as those within Parrington Lawn and Rainier Vista Way, would entail varying height levels of turf and allowing unused sections of lawn to grow higher. A visual precedent for such a landscape practice can be observed within the large meadow spanning the entrance area at Bloedel Reserve on Bainbridge Island. In this meadow, a permeable walkway is flanked by short, frequently mowed turf, which gives way to taller, infrequently mowed grass. When turfgrass is mowed infrequently, stormwater management is improved and biodiversity is improved, as random forbs are able to grow amidst the grass.



PARRINGTON LAWN

PARRINGTON LAWN

Parrington Lawn is vast and well connected in several directions. There is room to accommodate both traditional turf landscape and managed meadow landscape while maintaining the various uses and overall character of the lawn. If meadow placement were to include frontage along 15th Ave. NE, visual interest from the street would be enhanced, as meadow grasses and forbs would provide flowing motion and varied color near the ground plane.

RAINIER VISTA

At present, Rainier Vista contains several large lawn sections. Once current construction is completed, there will be even more more turf sections framed between paths. Conversion of some of these turf sections to grassland or meadow would significantly improve the ecological value of this entire area. Varied land types in proximity offer valuable choices for habitat and food for wildlife. Rainier Vista is adjacent to multiple wooded areas: Sylvan Grove Theater and Island Grove and the landscape near Anderson and Bloedel. Locating open meadow habitat close to these wooded areas would encourage greater wildlife diversity in this area. Also, tall grasses and forbs would improve natural stormwater management of this downward-sloping area.

SYLVAN GROVE THEATER

The open lawn of Sylvan Grove Theater slopes downward to a low point close to the columns. A storm drain sits at the base of the section. If feasible from a programming perspective, disabling the storm drain and installing a mix of mesic and wet meadow species would enhance both the ecology and systems functionality of the spot. If a wet meadow creation at Sylvan Theatre coincided with meadow creation within the Rainier Vista, the biodiversity of the entire area would noticeably improve.

NE CAMPUS PARKWAY

The median of NE Campus Parkway is currently planted with turf grass interspersed with street trees. Converting this median to savanna habitat, by adding meadow grasses and forbs, along with selected shrubs, would improve the ecological viability of this corridor. In addition, properly selected species installed within strategically graded storm water catchment areas/rain gardens would greatly promote beneficial stormwater management of runoff flowing down 11th Ave., 12th Ave., Brooklyn Avenue and University Avenue.

WALLA WALLA LANE

Much of the area surrounding Walla Walla Lane, on both sides of the Montlake Bridge, is composed of mowed turf. This lightly used open space could easily be transformed into meadow, savannah, or forest habitat, each of which would promote increased biodiversity and improve stormwater management.

NORTH PHYSICS LABORATORY

An expanse of vegetation composed largely of non-native cool season grasses and weedy forbs sits atop the roof of the physics laboratory building cyclotron. Converting this area to native warm season grasses and forbs would prove ecologically valuable.

GOLF DRIVING RANGE

The expanse of turf that comprises the Golf Driving Range is vast, and the potential exists to provide ecological uplift while still maintaining

the athletic function of the range. One possibility would be to reduce the size of the range and convert the portion along the forested edge of the University Slough to short grass meadow. This scenario assumes that most golf balls would be easily retrievable in the mowed turf portion of the range. Placement of a meadow near the University Slough corridor would be a boon to wildlife.

NE STEVENS LANE

The turf median set within NE Stevens Lane could be converted to a few species of warm season grasses to improve ecology and hydrology.

TURF EDGES ALONG SIDEWALKS

Along several campus walkways, mowed strips of turf of varying widths separate wooded areas from the sidewalks. Examples include sections of 45th St., 15th Ave., and Rainier Vista Way. In such areas, converting these to meadow landscapes or adding low shrubs and ground cover herbaceous species would add habitat and improve stormwater capture, significantly reducing maintenance requirements.



TURF AREA ALONG CAMPUS WALK/DRIVE

ALTERNATIVE PLANTING BED STRATEGY

The UW campus contains many planted beds of various types and sizes. A planting bed is any consciously planted landscape or garden, other than lawn areas and minimally managed natural areas. Given the extremely wide range of landscape types that fall within this definition, recommending specific treatments for every planting bed on campus is well beyond the scope of this report. Each decision regarding a plan for a particular bed is a product of the demands and interests surrounding that particular site. However, the guiding ecological horticulture principles presented previously have broad relevance and can be applied to all planted bed decisions.

To maximize the long-term success and ecological performance of planted beds throughout the campus, UW should undertake a campus-wide planted bed inventory, similar to a tree inventory. To pursue this strategy, each bed on campus could be identified and georeferenced on a base map. Field observations would include soil type, hydrology, gradient, light conditions, and microclimatic extremes, if any, for each bed. In addition, each site would be ranked in terms of its aesthetic appeal, ecosystem service functionality, level of required maintenance, and ecological value (primarily potential habitat structures and food offering). Intervention priorities would generally start with the lowest ranking bed sites. When contemplating any intervention strategy for a particular site recorded conditions and observations of that specific site would be available for consultation. A comprehensive planted bed inventory followed by a prioritized, systematic intervention program over time will maximize long-term performance of the campus ecosystem and minimize long-term maintenance of planted beds across campus.

TREE CANOPY STRATEGY

Compared to the number of trees that existed prior to the mass clearing that paved the way for campus development, the present number of large canopy trees contained on campus is quite small. Also, the overall total of deciduous canopy trees far outnumbers the total of conifer trees – a pattern that contrasts sharply with pre-development conditions, when coniferous forest would have been the predominant plant community type. Notably, out of the 67 tree species that comprise the Brockman Campus Tree Tour Species List, only 25 are conifers. In general, the campus would benefit greatly from an increased number of large trees, which contribute greatly to wildlife habitat, stormwater management, microclimate regulation, and air purification. Because opportunities for substantial increase in quantity are limited, additional tree plantings must generally be implemented on an incremental basis. Specifically, a large percentage of additional tree installations should be native conifers where conditions permit.

OPPORTUNISTIC TREE INSTALLATION

The density of the existing infrastructure on campus, and the likelihood of future development, would complicate efforts to introduce many new large trees to campus. For this reason, the decision to install one or more canopy trees should be made on a case-by-case basis to ensure that long-term goals for each site are met and that undesirable long-term results are avoided. Opportunistic tree planting decisions could be made in conjunction with the suggested planting bed inventory.

A FOREST ECOSYSTEM APPROACH

The forest that once occupied the UW site featured tall climax species that including Douglas fir, western hemlock, and western red cedar. For reasons related to ecological uplift, priority should be placed upon reintroducing more of these native tree species to the campus canopy. While these species can be planted (and, in fact, are planted throughout Seattle) successfully as individual specimens, their long-term viability is increased when they are planted in association with plants that typically accompany them in natural forest settings.

Assuming that UW follows the recommended guidance to diversify certain lawn areas, implement a planting bed inventory, and analyze minimally managed areas, there will undoubtedly be opportunities to plant small native forest ecosystems in various places throughout the campus. Restoration of forest ecosystems can be facilitated by using a mix of species that are readily available from local nurseries. However, to the extent feasible, plants that represent local ecotypes (locally/regionally adapted subspecies) would provide even greater ecological resilience.

CAMPUS AS “URBAN PINETUM”

Indigenous forests in the Seattle region are primarily dominated at the canopy level by coniferous species, and the general visual character of the Pacific Northwest landscape is often framed or defined by the presence of tall coniferous trees. The climate of the Seattle region is generally favorable to a wide range of conifers, including some that are not native to the region. For an acclaimed research institution with strong departments in forestry and botany, conifers offer a valuable platform for ecological study. Conifers and other gymnosperms are a more ancient taxon of plants than angiosperms (flowering plants). Certain species of conifers, e.g., dawn redwood, are considered by some scientists to be akin to “living fossils.” With the onset of global warming, evergreen conifers may be viewed as indicator species worth long-term study.

A key defense mechanism that allows deciduous species to survive stressful conditions is the ability to defoliate and enter a state of dormancy. Evergreen conifers are not able to reach such a state. In Seattle, evergreen conifers generally perform photosynthesis year-round. While this offers many advantages during normal environmental conditions, photosynthesis requires the expenditure of energy. Not having the capability of effectively shutting down during times of environmental stress may render conifers initially more susceptible than deciduous species. Designating the UW campus as an urban pinetum may promote valuable long-term study of the effects of climate change upon plants.

LOCAL NATIVE FOREST COMMUNITY SPECIES PALETTE

Botanical Name	Common Name
Canopy Trees	
<i>Acer macrophyllum</i>	Bigleaf maple
<i>Arbutus menziesii</i>	Pacific madrone
<i>Pseudotsuga menziesii</i>	Douglas fir
<i>Thuja plicata</i>	Western red-cedar
<i>Tsuga heterophylla</i>	Western hemlock
Understory Trees and Shrubs	
<i>Acer circinatum</i>	Vine maple
<i>Amelanchier alnifolia</i>	Serviceberry
<i>Cornus nuttallii</i>	Pacific dogwood
<i>Corylus cornuta</i>	Hazelnut
<i>Oemleria cerasiformis</i>	Indian plum
<i>Philadelphus lewisii</i>	Mock-orange
<i>Ribes sanguineum</i>	Red-flowering currant
<i>Rubus parviflorus</i>	Thimble berry
<i>Sambucus racemosa</i>	Red elderberry
<i>Symphoricarpos albus</i>	Snowberry
<i>Symphoricarpos occidentalis</i>	Coralberry
Low Shrubs	
<i>Rosa nutkana</i>	Nootka rose
<i>Vaccinium ovatum</i>	Evergreen huckleberry
<i>Vaccinium parvifolium</i>	Red huckleberry
Vine	
<i>Lonicera ciliosa</i>	Honeysuckle
Wildflowers	
<i>Achlys triphylla</i>	Vanilla leaf
<i>Dicentra formosa</i>	Bleeding heart
<i>Maianthemum dilatatum</i>	False lily-of-the-valley
<i>Oxalis oregana</i>	Redwood sorrel
<i>Smilacena racemosa</i>	False Solomon’s seal
<i>Tellima grandiflora</i>	Fringe cup
<i>Trillium ovatum</i>	Trillium
Woody Groundcover	
<i>Gaultheria shallon</i>	Salal
<i>Mahonia nervosa</i>	Oregon grape
Ferns	
<i>Polystichum munitum</i>	Sword fern
<i>Pteridium aquilinum</i>	Bracken fern
<i>Polypodium glycyrrhiza</i>	Licorice fern

STRATEGIES FOR MINIMALLY MANAGED AREAS

There are many areas of campus that contain forest-like characteristics and appear to be left in a “natural” state with tall canopy trees and an understory mixed with woody shrubs and groundcover. Many of these areas on campus and throughout Seattle suffer from overrun invasive species, predominantly English ivy and Himalayan blackberry, that are difficult to manage without strict and ongoing management plans. They are also often areas that attract vagrant activities, making them less ecologically viable for wildlife and areas that are often perceived of as unsafe and undesirable. The following are some minimally managed wooded areas of campus that could benefit from additional management to make them more ecologically beneficial.

UNION BAY NATURAL AREA

Because a mitigation-related restoration plan has been approved for UBNA, this report does not make specific recommendations regarding intervention strategies for the area. What follows, instead, are some general observations that may provide additional benefit.

As stated earlier, as a recently disturbed site, UBNA has been recovering quite successfully, with some oversight but mostly on its own. UBNA contains at least ten distinct plant communities that are currently being beneficially utilized by numerous wildlife species. Most of these communities are highly dynamic, as they have emerged relatively recently and are still in the early stages of colonization and establishment. It is difficult to predict accurately how the various inter-related ecosystems at UBNA will change and evolve over time. Intentional change introduced to such areas, even if enacted in support of the goal of “restoration,” should be carried out with extreme caution since even physical restoration activity (such as re-grading plant removal, herbicide application, etc.) constitutes a new site disturbance.

From an educational value perspective, the case can be made that the opportunity for students and others to observe and interact with evolving ecosystems, especially during a scenario of impending climate change, is much more valuable than assertive attempts to quickly “restore”

or “improve” ecosystems that some consider “impaired.” According to “Union Bay Natural Area and Shoreline Management, 2010,” the University uses UBNA “primarily” as a natural laboratory for the teaching of restoration ecology. The value of such a natural laboratory cannot be overstated.

As documented bird-sighting lists attest, UBNA is an ecological magnet for avian activity and is regarded as one of the top birding areas in Seattle. The area may have the potential to be considered an Important Bird Area (IBA). Usually this designation is applied to predominantly natural areas, not human-made habitats such as landfills. However, discussion with the local Audubon Society may still be warranted since other criteria for IBA designation, such as enhanced management for the benefit of birds, may be possible to meet. Such a distinction could enhance UBNA’s stature as a valued natural resource in both the local community and the greater Seattle region.

KINCAID RAVINE

There is an existing ecological improvement strategy for this area outlined in the report entitled “Kincaid Ravine Urban Forest Restoration Project – University of Washington Seattle Campus.” According to this report, project goals include:

1. Increase habitat function and complexity of the Kincaid Ravine.
2. Increase hydrological function of the Kincaid Ravine.
3. Increase habitat opportunities for area wildlife.
4. Increase community/student awareness and involvement.
5. Increase public safety.

A key objective of this restoration project is to significantly “increase native plant diversity and canopy complexity in order to transition the Ravine forest from an early successional forest with deciduous canopy to a mixed conifer forest with a layered understory.” This objective aligns with the recommended strategy, mentioned above, for enhancing and increasing the number of native coniferous forest ecosystems on the UW campus.

Based upon review of the Kincaid Ravine restoration document, one caveat to the report's recommendation is to minimize the use of herbicide specified for invasive tree removal. Based on the relatively small scale of the project and the implied heavy student involvement, we surmise that manual removal of the invasive species would be successful without the need for herbicides. An additional recommendation would be for selective girdling of mature native deciduous canopy species to allow light penetration for newly planted seedlings and to provide valuable snag habitat.

SHIP CANAL EDGE UPLAND

The woodland edge between Walla Walla Lane and the Lake Washington Ship Canal currently offers positive ecological value. Accordingly, enhancement of this area would be preferable to wholesale restoration. An inventory of plant species should be conducted prior to implementation. Priority should be placed upon preserving valuable native plants and tree specimens. The site would benefit from the removal of invasive growth of English ivy and Himalayan blackberry, and selective thinning of dense shrub growth in places would open up growing opportunities for more desirable species. Once low-quality vegetation is removed, species to be planted in place of removed vegetation should be selected from the suggested Local Native Forest Community Species Palette.



VIEW OVER UBNA

STRATEGIES FOR ECOLOGICAL CORRIDORS

In general, strategies for improving ecological health and connectivity of the various corridors on campus are based upon appropriate strategies that have already been proposed for lawn alternatives, plant beds, tree plantings, and minimally managed spaces. This is the case because open space that lies adjacent to the streets and pathways of UW fall under the category of either lawn, bed, tree planting, or minimally managed space. If the ecological health of each of these different landscape types is maximized, then the ecological value of all campus corridors will likewise be maximized.

15TH AVENUE NE

Wildlife connectivity along 15th Avenue would improve considerably if native shrubs and groundcover were planted in place of the lawn strip adjacent to the sidewalk. Further improvement would follow from conversion of the eastern portion of Parrington Lawn to meadow or grassland habitat.

NE 45TH STREET

As discussed, valuable habitat presently exists along much of the campus side on 45th Street. Accordingly, it makes better sense to enhance this corridor rather than engage in wholesale restoration. Prior to implementation, an inventory of plant species should be conducted. Priority should be placed upon preserving valuable native plants and tree specimens. The corridor would benefit from the removal of invasive growth of English ivy and Himalayan blackberry. In addition, selective thinning of dense shrub growth in places would open up growing opportunities for more desirable species. Once low-quality vegetation is removed, species to be planted in place of removed vegetation should be selected from the suggested Local Native Forest Community Species Palette.

If the wooded habitat in this corridor was improved and the lawn edge bordering the sidewalk was replaced with native shrubs and groundcover, overall ecological value of 45th Street as an important wildlife corridor will measurably increase. Also, because of the direct

connection between the natural sections of 45th Street and Kincaid Ravine, the ecological well-being of Kincaid Ravine will benefit from any improvements made along 45th Street.

NE CAMPUS PARKWAY

The median of NE Campus Parkway should be converted to savanna, along with four low sections designed to capture stormwater flow from intersecting sites. Such steps would significantly increase the habitat choices available to wildlife passing through this corridor, thereby improving its overall ecological value.

STEVENS WAY AND MEMORIAL WAY

Both Stevens Way and Memorial Way can be improved as habitat connectors through opportunistic enhancements to planting beds along the roads combined with opportunistic installation of additional trees and small tree ecosystems in areas where there are currently gaps.

RAINIER VISTA

As the widest pedestrian-only corridor on campus, Rainier Vista would benefit significantly if new habitat creation were to replace a sizeable portion, for instance, half, of the turf areas that presently exist. Introduced meadow habitat flanked by the existing wooded areas nearby would greatly encourage wildlife usage without obstructing the protected viewshed. Additional habitat variety could be achieved by installing floating wetland islands in Drumheller Fountain at the upper end of the corridor.

PACIFIC STREET & MONTLAKE BOULEVARD

Because of the density of developed spaces in these busy corridors and the volume of automobile traffic, opportunities to markedly improve habitat connectivity are limited, although additional trees might slightly benefit birds. The location of any contemplated dense installation of plants close to ground level should be carefully evaluated so as not to create a vegetated cover spot that inadvertently invites animals to attempt to cross busy lanes of traffic.



RAINIER VISTA CONSTRUCTION 2015

ADDITIONAL RECOMMENDATIONS

The following list captures additional salient ideas and suggestions that do not fit neatly into our main categories.

- Expand the available root zone for the oaks in Red Square.
- Where feasible, add planting in traffic islands or along perimeters in parking lots.
- Maximize ecologically based stormwater management opportunities in conjunction with any Burke Gilman Trail reconstruction and minimize habitat loss and plant mortality resulting from future improvements.
- Maximize stormwater capture from steep cross streets and maximize ecological stormwater management functionality along NE Campus Parkway.
- Consider extending the Kincaid Ravine restoration plan to include the minimally managed forested edge along 45th street to Burke Museum and further south along the Burke Gilman Trail corridor.
- Plant native, bird-supportive plant species in campus core areas.
- Consider floating wetland islands (planted simply with uniform, low-growing sedge and rush) in Drumheller Fountain.
- Conduct an analysis of campus building roofs and walls for potential green roof and living wall opportunities.

ECOLOGICAL MONITORING PROGRAM

Among the most low-cost, high-return ecological improvement activities is collection of good ecological data. Useful monitoring already appears to be occurring in Union Bay Natural Area and Kincaid Ravine. Recorded observation of ecological conditions over time directly supports sound ecological decision-making. Further, regular and on-going recorded observations of ecological conditions throughout the entire campus will provide the university with an up-to-date inventory of its natural resources. An effective monitoring program will also allow UW to stay abreast of changes to the natural components of the campus landscape that are occurring in response to changing environmental conditions.

Given the strength and breadth of academic programs related to environmental science at UW (forestry, botany, ecology, soils, urban horticulture, etc.), a successful faculty/student led monitoring program appears feasible. While providing UW with valuable knowledge about campus resources, such a program would also provide students with valuable laboratory and field experience.

The details of a practical student monitoring program would best be determined by appropriate faculty members with knowledge of research goals and student capabilities. Useful data collection may include floral and faunal surveys, plant community structure and function, nutrient cycling, soil properties and function, water quality analysis, as well as observations on phenology and sudden changes in floral and faunal communities, such as sudden plant mortality, or newly established wildlife, nesting or habitat use, new alien species invasions, and new native species colonization.



PROPOSED KINCAID RAVINE\UBNA STUDY AREA

POTENTIAL URBAN ECOLOGICAL AWARENESS MAP



URBAN ECOLOGICAL AWARENESS

The opportunities for experiential learning about urban ecology run throughout the campus, and the grounds themselves should be considered an integral part of the classroom experience. With appropriate programming, many intriguing aspects of urban ecology can be made apparent or discoverable to UW students, as well as visitors to the University.

Increased awareness and understanding of the dynamic interactions between the natural and the built environments is of high value not only to students of the sciences, but to students of the arts and humanities as well. Greater comprehension of systems leads to greater appreciation and enjoyment of the natural and built wonders of the land itself. Accordingly, a program that takes advantage of the numerous opportunities that presently reside throughout the campus landscape would directly support the mission described in the University of Washington Climate Action Plan (page 51): “Leveraging the stewardship of campus ecology to create synergies between the built environment and academic research and teaching will optimize the conditions for education and learning over time. The hands-on learning and understanding that would be gained, if fully integrated into our academic programs, can be expanded to regional and global scales.”

Initiating a program similar to the Brockman Campus Tree Tour might prove valuable. Locations and discussion points for a potential urban ecological awareness program are shown on the Ecological Awareness map and following highlights.



1. KINCAID RAVINE

POTENTIAL DISCUSSION: REMNANT FOREST CHARACTERISTICS, URBAN FOREST STRUCTURE AND FUNCTION, ECOLOGICAL RESTORATION



2. NORTH PHYSICS LABORATORY

POTENTIAL DISCUSSION: WILD ROOF GARDEN, SUITABLE PLANT SPECIES/ COMMUNITIES FOR SITE CONDITIONS



3. NORTH PHYSICS LABORATORY

POTENTIAL DISCUSSION: ROOFTOP WATER “FEATURE,” SUITABLE PLANT SPECIES/COMMUNITIES FOR SITE CONDITIONS



4. MCMAHON BUILDING PLANT BED

POTENTIAL DISCUSSION: EDIBLE NATIVE GARDEN, NATIVES VS NON-NATIVES



5. MACKENZIE PLAZA
POTENTIAL DISCUSSION: BAMBOO GARDEN, COLONIZATION OF BUILT SURFACES, URBAN ECOSYSTEM SUCCESSION



6. PACCAR BUILDING
POTENTIAL DISCUSSION: ECOSYSTEMS ON BUILDINGS, STORMWATER MANAGEMENT



7. BURKE GARDEN
POTENTIAL DISCUSSION: PLANT COMMUNITY STRUCTURE, NATIVE VS. NON-NATIVE SPECIES, CORRIDOR CONNECTIVITY TO KINCAID RAVINE



8. PARRINGTON LAWN
POTENTIAL DISCUSSION: ECOLOGICAL VALUE OF TURF VS. NATIVE GRASSES, LAWN ALTERNATIVES



9. THE QUAD

POTENTIAL DISCUSSION: MICROECOSYSTEMS, EPIPHYTE ADAPTATIONS



10. WAR MEMORIAL

POTENTIAL DISCUSSION: CLUES TO GEOLOGIC HISTORY, BIOLOGY OF ULTRAMAFIC ROCKS AND SOILS



11. NE CAMPUS PARKWAY

POTENTIAL DISCUSSION: LANDSCAPE SPATIAL CONFIGURATION AND ECOLOGICAL FUNCTION, URBAN HYDROLOGY



12. GOULD COURTYARD

POTENTIAL DISCUSSION: PLANT GROWTH ON STRUCTURES, ECOLOGICAL VALUE OF PLANTING ON WALLS



13. DRUMHELLER FOUNTAIN
POTENTIAL DISCUSSION: URBAN AQUATIC ECOSYSTEMS, AESTHETICS AND ECOLOGY, URBAN WILDLIFE HABITAT



14. ISLAND LANE HERON ROOKERY
POTENTIAL DISCUSSION: URBAN WILDLIFE HABITAT



15. BURKE-GILMAN TRAIL
POTENTIAL DISCUSSION: ECOLOGICAL CORRIDORS, URBAN HYDROLOGY AND STORMWATER MANAGEMENT



16. BOTANY GREENHOUSE BRIDGE
POTENTIAL DISCUSSION: OVERPASS MICROCLIMATE, URBAN LIMESTONE "OUTCROP," ACID RAIN AND URBAN STALACTITES



17. SAKUMA VIEWPOINT

POTENTIAL DISCUSSION: PREDEVELOPMENT CONDITIONS, IMPACTS OF BOATS AND SHIPS ON URBAN AQUATIC ECOSYSTEMS



18. FORMER SALMON HOMING POND

POTENTIAL DISCUSSION: SALMON LIFECYCLES AND ECOLOGY, ADAPTIVE REUSE OF SITE



19. CLIMBING ROCK

POTENTIAL DISCUSSION: CONIFEROUS FORESTS, CLIMATE CONDITIONS AND GLOBAL WARMING IMPACTS



20. WATERFRONT ACTIVITY CENTER

POTENTIAL DISCUSSION: URBAN WETLANDS AND HYDROLOGY, URBAN WILDLIFE



21. PARKING LOT E1
POTENTIAL DISCUSSION: URBAN HEAT ISLAND EFFECT

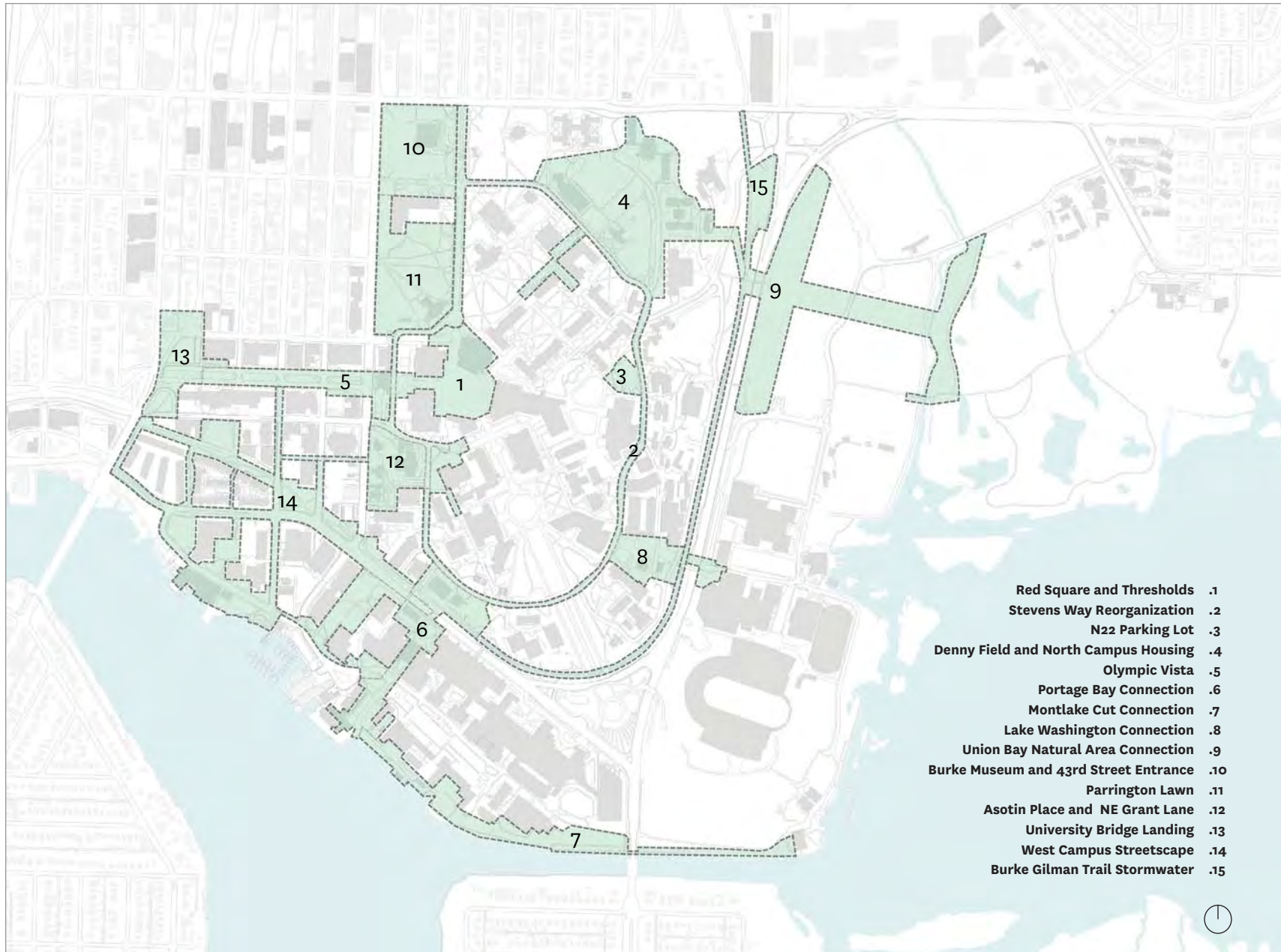


22. RAVENNA CREEK AT CLARK ROAD
POTENTIAL DISCUSSION: URBAN STORMWATER INFRASTRUCTURE AND HYDROLOGY, ECOLOGICAL UPLIFT, DAYLIGHTING URBAN STREAMS



23. UBNA AND URBAN HORTICULTURAL CENTER
POTENTIAL DISCUSSION: NATURAL AND ARTIFICIAL LANDFORMING, URBAN ECOLOGICAL SUCCESSION, LANDFILL RESTORATION

CASE STUDIES: TESTING ECOLOGICAL STRATEGIES AT A PROJECT SCALE



The UW functions primarily as a human use environment. At the same time, it is a major waterfront green space within a major metropolitan area, presenting unique opportunities for permeability, ecological connections, and large-scale green infrastructure. The areas with the greatest capacity for improvement are those where human uses overlap with natural ecology, presenting opportunities to better weave the campus into a healthy regional ecosystem, or integrate basic university functions with ecological health.



REINFORCING THE HISTORIC CAMPUS CORE

The Campus Core retains major patches of valuable green space, particularly along the northern border, as Kincaid Ravine connects to the archery range landscape and then beyond to the Burke Museum frontage. As identified in the CLF, the Historic Core is one of the most maintained areas of campus, which means there are greater opportunities to fine-tune resource management and plant palette in ways that support improved overall sustainability.

In addition to general recommendations related to planting and maintenance strategies, case studies that support this strategy include:

- 4. Denny Field and North Campus Housing
- 10 Burke Museum and 43rd Street Entrance
- 11. Parrington Lawn
- 15. Burke Gilman Trail Stormwater

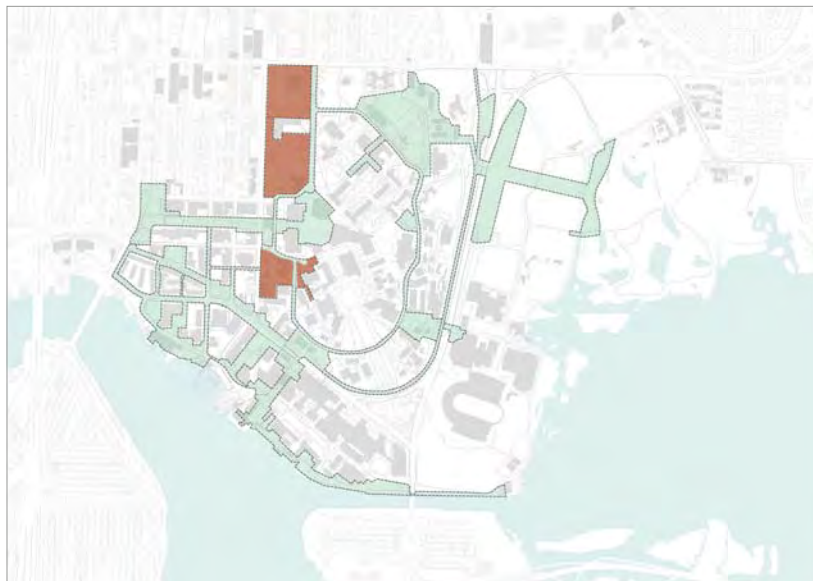


IMPROVING CAMPUS CORE TO EDGE CONNECTIVITY

The UW's four neighborhoods are structurally separate, a fact that obstructs larger ecological connections. In addition to improving human experience, strategic new landscape connections can provide a two-way conduit between ecological systems, thus allowing much broader and more valuable connections.

Case Studies that support this strategy include:

- 6. Portage Bay Connection
- 9. Union Bay Natural Area Connection
- 15. Burke Gilman Trail Stormwater



TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR

The 15th Avenue NE edge is primarily green space for much of its length, but it offers only marginal ecological value. Modifications to the plant palette and maintenance regime could dramatically improve the ecological value of this important edge.

Case studies that support this strategy include:

- 10. Burke Museum and 43rd Street Entrance
- 11. Parrington Lawn



WEST CAMPUS & GREEN NETWORK

West Campus currently has very little green space, so there is tremendous room for ecological improvement in terms of introducing new permeable areas, habitat value, and connections to the waterfront. The West Campus Framework Plan will develop ideas about the appropriate locations for destination green spaces in more detail, thus reinforcing this approach.

Case studies that support this strategy include:

- 14. West Campus Streetscape



THE CAMPUS EXPERIENCED IN MOTION

Although the signature moments on the UW campus are truly iconic, and can be captured through the lens of a camera or by a moment's quiet contemplation, the campus landscape is most commonly experienced in motion: a walk between classes, arriving or leaving for the day's work, an informal game with friends. Most members of the university community are not tied to a single location on campus throughout any given day, so the exquisite setting must therefore be supported by an engaging, welcoming, and comfortable experience of travelling between parts. This is not merely a question of wayfinding and orientation, although this is a key component, but it goes to the heart of the role of the campus landscape as a place for mental refreshment between tasks, a place for social interaction, and a place of inspiration.

The management of convenient navigability is not simple, and should support the pleasure of moving through the campus – a visit to the UW can start in the car, on a bus, on a bike, or on foot, and each person can have multiple origins and destinations throughout the day, but vigilance is required to ensure the landscape does not become overwhelmed with wayfinding information. Connections are used for different purposes – some users might be in a hurry to get where they are going, and seek a direct path, whereas other might be looking to engage the campus and the community by immersing themselves in an outdoor environment, or a social space. All of these aspects of moving through the campus should be supported. The network of paths and visual relationships on the UW campus should be considered as a complete system, and a landscape in its own right, with functional and aesthetic characteristics complementing each other. It should be user-friendly and inspiring in the broadest possible sense, creating an environment that adds value to the different types of trips that different users make at different times in the day or in different seasons of the year.

Observations

The campus is organized around radiating axes that emanate from a strong center and weaken as they reach outward

Accessibility networks are available but are often not direct

Different people use pathways for different modal purposes, at different times

The individuals who know the campus best are those who live, work, and study here

The campus is a vast and complex environment that needs to provide clarity for visitors as well as interest for daily users

Strategies



Integrate experience of center and periphery by strengthening connections throughout the campus



Obstacles to access should be overcome wherever possible, but particularly within the most publicly accessed areas, such as the central iconic spaces of the campus



Embrace the diversity of the pedestrian network to ensure that purposeful movement is accommodated alongside experiential richness



Solicit ongoing feedback about what is or is not working on the campus and value the needs of different user groups



Supplement structure of landmarks, sight lines, and axes with unobtrusive wayfinding and orientation information

CAMPUS SURVEY : CIRCULATION MODES AND IDENTITY



PEDESTRIANS

This series of “heat maps,” generated with data input by the UW community for the 2013 online campus survey, represents in red the greatest intensity of use and white the absence of use. The pedestrian network shows the concentration of activity in the Central Campus, particularly within the Stevens Way loop. Connections to the East and South Campus are particularly poor, and the role of 15th Avenue as the connector between the urban grid of West Campus and the historic pedestrian-oriented patterns of the Central Campus can be clearly read.



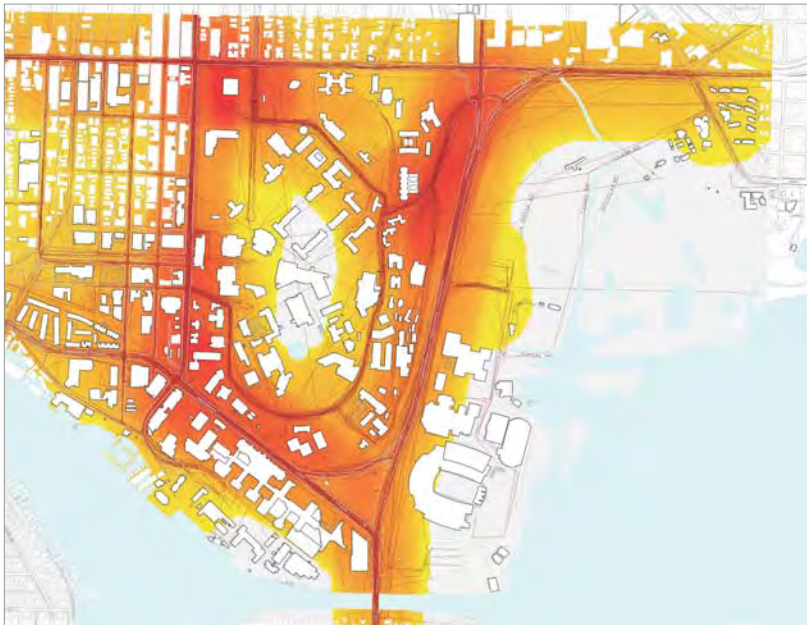
BICYCLES

The importance of the Burke Gilman Trail as the major bicycle route to and from campus reads very clearly. The consistent shallow grade of the trail, as an historic rail corridor, contributes to its popularity in a city that is otherwise defined by steep slopes. Its complete separation from automobile traffic, except at crossing points, makes it an especially safe and inviting biking environment. Within the core campus, roadways are also major bike routes, in this case most likely as a result of the separation from the slower pace of pedestrians. The inner loop, travelling along Grants Lane and across the lower end of the Quad, however, is equally important to bicycles and pedestrians.



TRANSIT

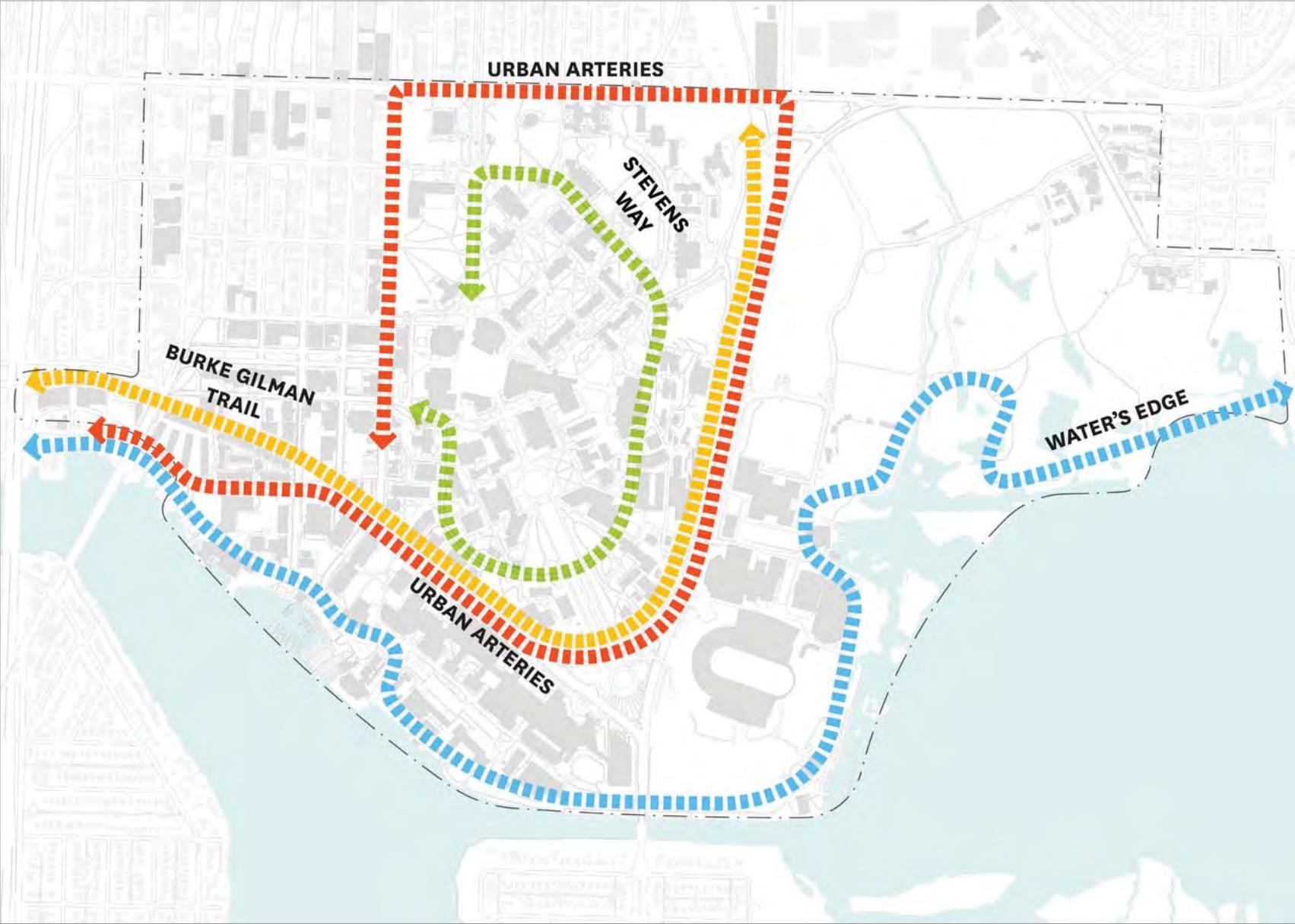
The UW is well served by bus routes that pass by major university entrances, as well as routes that pass through campus, particularly Stevens Way, whose narrow travel lanes can be dominated by buses at certain times of day. The UPass program, which gives UW students the opportunity to buy a deeply discounted unlimited-ride bus pass, has been a highly successful means of encouraging bus ridership. A transformative new transit opportunity will arrive in 2016, with the completion of the light rail station at Husky Stadium, and then again in 2021, with the completion of the Brooklyn Avenue station in the UDistrict. Both of these new transit services will radically alter the current transit map, creating a much stronger emphasis in the northwest and southeast corners of the campus.



CARS

Vehicular access into the central core of campus was historically quite permissive, but has become increasingly restrictive over time. Points of entry onto the core campus are limited to three: Memorial Way, 41st Street, and Pend'Oreille Drive. East Campus can be accessed by car along its length, and South Campus can be accessed at either end, though there is a strong wayfinding directive and parking strategy that concentrates entry and exit at the western end of this neighborhood, resulting in traffic bottlenecks during peak volumes. West Campus, with its underlying city grid and pedestrian sidewalks, is very porous for cars.

MAJOR CAMPUS EDGES : A SERIES OF CONCENTRIC SYSTEMS SERVING MULTIPLE MODES





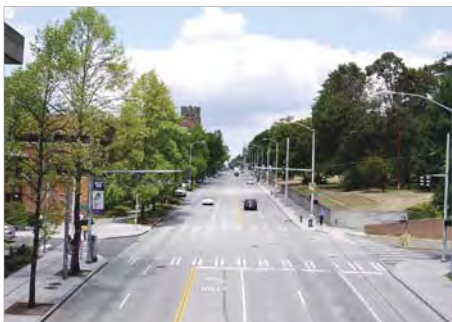
STEVENS WAY

The backbone of intra-campus travel, Stevens Way is a vital service road designed for vehicles. It is one of the few means of experiencing the UW by car, and as part of the pedestrian experience, it has plenty of “front door” obligations that require it to uphold a high landscape value. Stevens Way’s biggest functional drawback is its narrow right-of-way, which can become dominated by buses, with very little space for bicycles. The narrowness might be considered an experiential asset in that it encourages relatively slow traffic and it is an easy road to cross, even when you are not at an official crosswalk. The CLF will assess the balance of motorized and non-motorized use of Stevens Way.



BURKE-GILMAN TRAIL

The Burke Gilman Trail is a consistently gentle-grade, car-free, tree-lined route that runs mid-slope around the eastern and southern edges of campus. As part of a much larger trail system, it is heavily used by bicycle commuters coming from the north and south, but also by cyclists who are passing through. It is also a convenient route for walkers, some of whom use it for connecting between campus programs. For instance, it is the most direct route for students walking between classes at Hitchcock and the Urban Horticulture Center.



URBAN ARTERIES

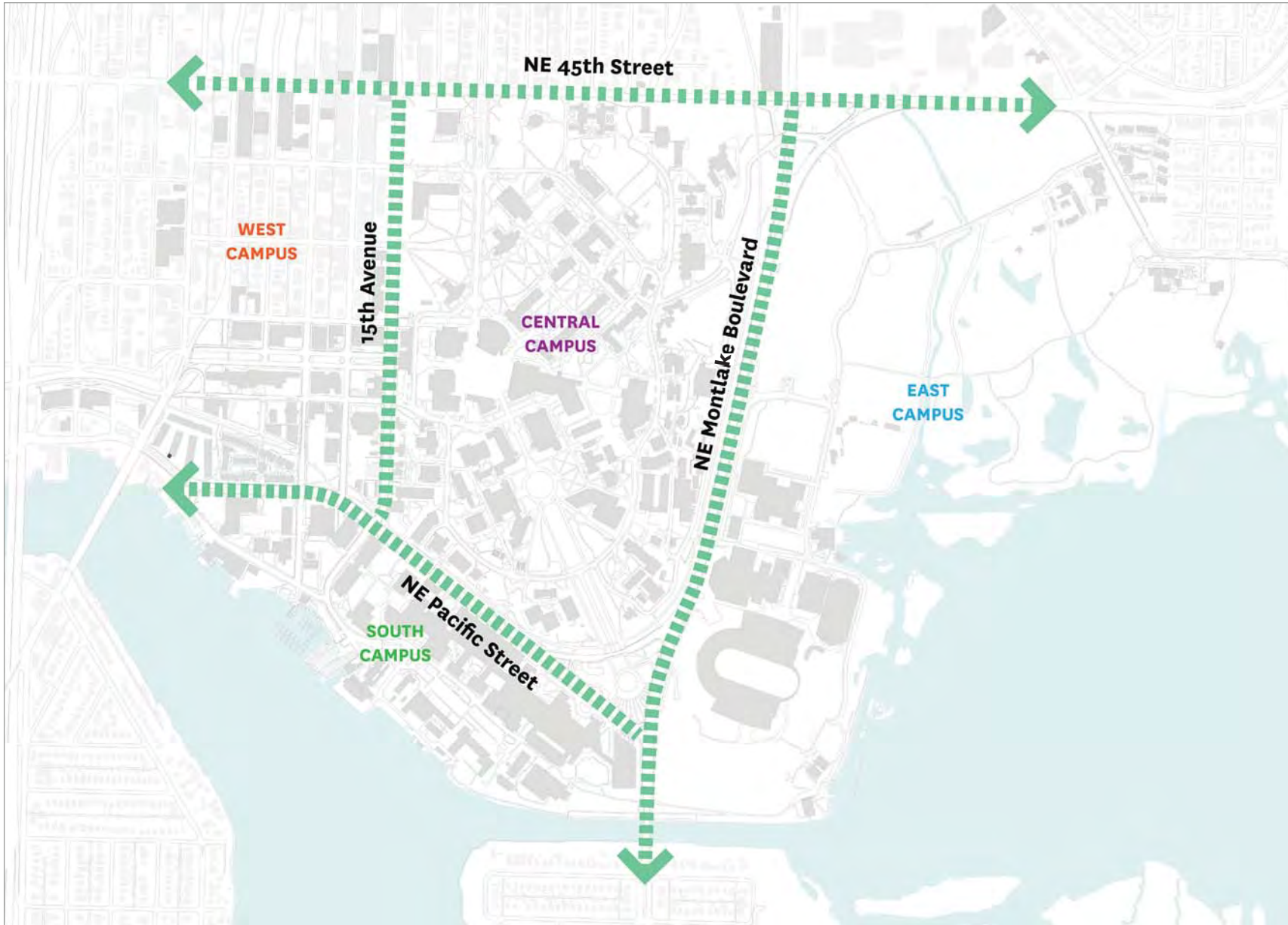
Four major urban arteries, each with its own identity and core characteristics, combine to create a frame around the UW. 15th Ave NE has one entry onto campus and frequent traffic signals, which make it possible to cross, but it is not necessarily pedestrian friendly due to the high speeds and heavy bus traffic. Montlake is a heavily used route with no access points along the eastern edge of the core campus, save for the Pend’Orielle entrance, and limited access to East Campus. Pacific Street has no points of entry directly onto South Campus or Core Campus, aside from a drop off at the hospital. NE 45th Street has one major entry at 17th Street. Like 15th Ave NE, there are many traffic signals which make it relatively easy to cross, despite the heavy volume of fast traffic.



WATER’S EDGE

The water’s edge is currently underutilized, but it has tremendous potential to offer more to the university experience, particularly as the final concentric ring around the UW Center. There is a significant connection issue along the Montlake Cut, with an accessible route impossible to achieve along the constructed Montlake Cut. Minor disruptions are unavoidable due to existing architecture, but slight modifications could be made to wayfinding and landscape elements that will allow the waterfront to become a memorable outer ring.

CENTRAL CAMPUS EDGES : URBAN ARTERIES BRING ACTIVITY, BUT CREATE BARRIERS

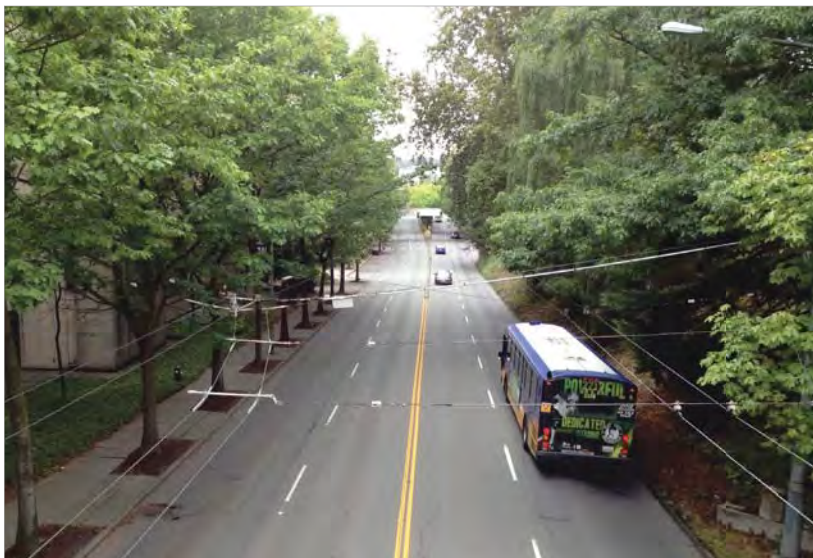




15th Avenue



NE 45th Street

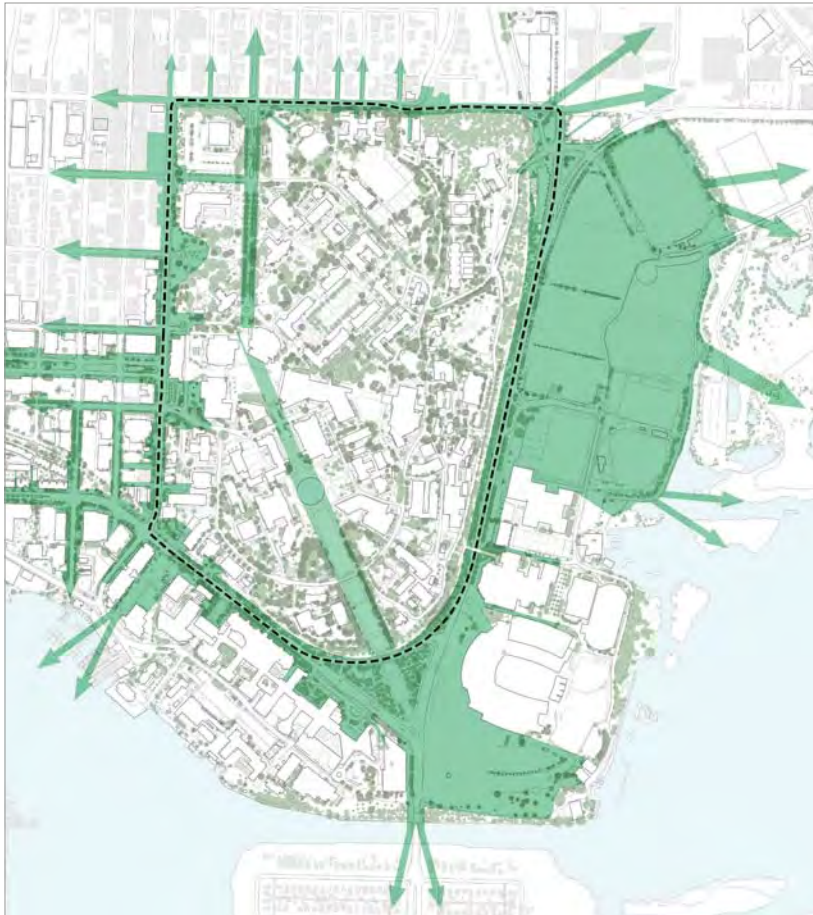


NE Pacific Street



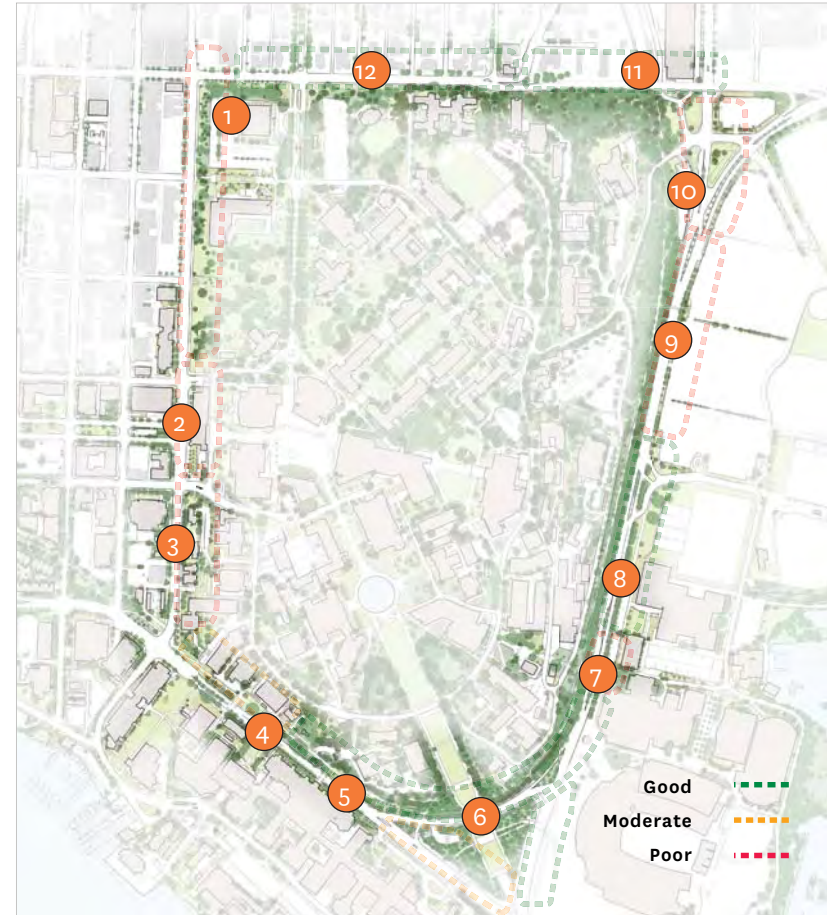
NE Montlake Boulevard

URBAN ARTERIES VISUAL ENVELOPE : NURTURING A SENSE OF WELCOME TO THE CAMPUS



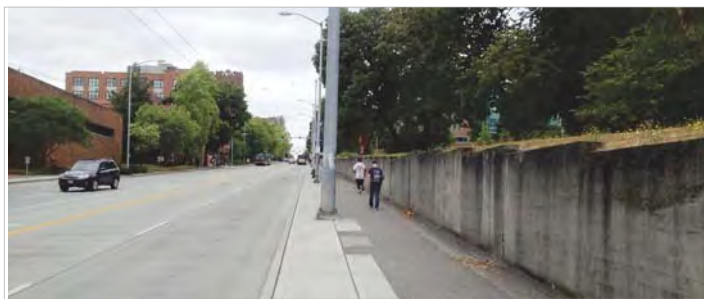
VISUAL ENVELOPE

The Urban Arteries provide an important experience of the UW campus from the outside. Views from vehicles can penetrate deep into campus, giving passers-by a connection to the university. The visual envelope map, showing the parts of campus visible from the Urban Arteries, illustrates the perception of the campus as largely separated from the surrounding context, but with individual views giving a flavor of the campus within.



QUALITY MAPPING

The experience of navigating the arterial ring around the campus forms an important part of the identity of the UW, particularly as it relates to the welcome offered to visitors at key campus gateways. The quality of experience in the Urban Arteries is quite varied, with improvements particularly needed along the whole of 15th Avenue and the northern stretch of Montlake Boulevard. Both deep views and close views can be valuable or of low value, depending on what aspects of the campus landscape they conceal or reveal.



1 BURKE MUSEUM AND PARRINGTON LAWN/15TH AVE NE

This stretch of the campus that fronts 15th Ave NE offers important moments of entry at urban intersections, but otherwise it is dominated by an off-putting concrete wall of varying height. A vestige of a street widening, this wall gives the impression of a fortified edge, which is completely at odds with the larger character of the campus and mission of the University.



2 HENRY ART GALLERY/15TH AVE NE

Although this location is essential to both the identity and the function of the UW, it presents an unwelcoming face to the campus community and to the outside world. The combination of structured entries (parking garage, spiral ramp, bridge, elevator) is difficult to navigate and does not add up to a welcoming sense of arrival, which is particularly problematic given that this is the most direct point of access from West Campus to Red Square, the undisputed center of campus. This poor connection is becoming more of a problem as the West Campus continues to develop.



3 ASOTIN PLACE/15TH AVE NE

Although Central Campus has undergone major changes in its many decades of use, there are still areas where there is obvious potential for positive change. The southern stretch of 15th Avenue is hard to penetrate, due to the towering concrete wall and loading dock entry, and underwhelming, due to a row of residential-scale structures. Connections into Central Campus become worse toward the south, stranding pedestrians along the street rather than inviting them into the campus. The lack of accessible routes is a particular problem with the anticipated development of West Campus in this area.



4 HEALTH SCIENCES CENTER AND PORTAGE BAY VISTA

A rare view to Portage Bay is available from Pacific Street, as well as a view into the open lawn area in front of Health Sciences. Along the north, the lack of a street level sidewalk makes the green edge of the Burke Gilman trail feel very close. The planted median adds to the greenness of the corridor, but not necessarily a strong University identity along this stretch.



5 NE PACIFIC PLACE

NE Pacific Place is a challenging environment for pedestrians and bicycles at street level, but the Burke Gilman Trail offers an alternate route that is of high experiential value, and even more so following its planned improvements. By car, this segment offers a close engagement with the campus as it wraps around the lower end of the Rainier Vista. The street trees on both sides, and the woodland grove on the north side of the street, create a strong, shaded frame to the street.



6 MONTLAKE TRIANGLE

Although there is no entry road in this location, the Montlake Triangle is a nice moment for vehicle users where the presence of Husky Stadium and views up the Rainier Vista offer clear UW landmarks. For pedestrians on the east side of the roadway, an exciting urban network connects the Montlake Bridge, the new Sound Transit Station, and a pedestrian bridge over Montlake to the Triangle and then up the Rainier Vista. On the west side, the same progression exists, but requires an at-grade crossing of Pacific Street.



7 SNOHOMISH LANE INTERSECTION

Although this is an exciting and active campus area to drive past, the current Hec Ed Bridge offers pedestrians and bicyclists a relatively weak and difficult-to-navigate link between the core campus and popular East Campus destinations such as the IMA, the Hec Edmunson Pavillion, the Waterfront Activities Center, and Husky Stadium.



8 IMA

Although activity tends to be pushed away from the curb, this is one of the more lively street fronts along Montlake Boulevard, with students coming from bridges at either end to visit the IMA, or the athletic fields to the east. Framed on the North side by the forested hillside and veiled views to the Burke Gilman Trail, this stretch of arterial road presents an active and varied glimpse into campus life.



9 E1 PARKING LOT

Although the Burke Gilman Trail creates a green edge along the north, and there are distant views to the east, the expanse of the E-1 Parking lot creates an unappealing and poorly defined environment along this stretch of Montlake.



10 N25/PEND OREILLE PLACE/NE44TH PLACE

This intersection is a major vehicular entry into the UW by multiple modes of transit. The prominence of parked cars in this area and the difficult pedestrian crossings makes the UW feel disconnected from residential, commercial, and recreational areas to its east. The roadway continues north under the 45th street viaduct and does not allow for a straightforward loop around the University.



11 NE 45TH STREET VIADUCT

The viaduct cuts across the canopy of the woodland edge of Kincaid Ravine, giving the street and the sidewalk a green, shaded edge with views into the treetops. The speed of traffic along NE 45th can be daunting for pedestrians. The viaduct does not connect with other campus arterials, but lands at the intersection with U Village, creating potential confusion and disorientation for cars trying to circumnavigate the university.



12 NE 45TH STREET / CENTRAL CAMPUS

The wooded northern edge of the UW campus is punctuated by the main gate at 17th Street/Memorial Way, but is otherwise a consistently green urban edge to the university. In many places, the woodland could be pushed further forward, eliminating unnecessary lawn spaces. North of the roadway is not part of campus but feels tied to the university due to the sororities and fraternities, as well as other off-campus housing.

URBAN ARTERIES CASE STUDY

PROPOSED CONDITIONS

Each edge of the University presents different challenges and opportunities. The 15th Ave NE edge, for example, seems to present an obstacle to connection between the UDistrict and the University. The fact that the elevational difference between campus and 15th is not great, and the fact that the campus edge is landscaped along much of its length, suggests that this sense of separation might be easily overcome. By comparison, the NE 45th Street edge seems to offer the appropriate level of connection to accommodate the large number of students living to the north.

Along the southern edge of the campus, elevational difference and the heavy city traffic along Montlake means that revising old or creating new connections has the potential to be costly and difficult to permit. Similarly, the extremity of slope between Core Campus and East Campus means that the best that could be achieved would be stronger, more meaningful connections in key locations, rather than a sense of continuous connectedness.



1 BURKE MUSEUM

Once a lush remnant grove, the Northwest corner of the University has existed for almost the past 50 years as a parking lot thinly veiled by trees. With the redesign and relocation of the Burke Museum along 15th, as well as the construction of a new light rail station, an opportunity exists to make this entire corner feel more welcoming.

2 PARRINGTON LAWN

Parrington Lawn could feel much more connected to the street front along 15th. The current abrupt edge created by a high concrete wall makes the lawn feel very separated from the sidewalk, particularly to the south. A strong and welcoming threshold at 43rd Street could transform Parrington Lawn.

3 OLYMPIC VISTA

The indirect bridge connection across 15th, which necessitates climbing stairs, creates a weak link between Red Square and the concentration of West Campus residential program. An accessible connection between the vista and George Washington Lane is needed as a welcoming gesture at this critical entrance.

4 NE GRANT LANE AND ASOTIN PLACE

This is a primary vehicular entry into the University that is not arranged to be comfortable for pedestrians, bicycles, or the mobility impaired. The timber-framed houses could be replaced with new, larger buildings, which could help to open up accessible connections between West and Central Campus here.

5 PORTAGE BAY CONNECTION

Pacific Street sits well below the elevation of the Central Campus and the Burke Gilman Trail. The most straightforward means of accessing South Campus are pedestrian bridges. What is currently lacking is a pedestrian bridge that offers a clear pathway between the heart of Central Campus and South Campus.

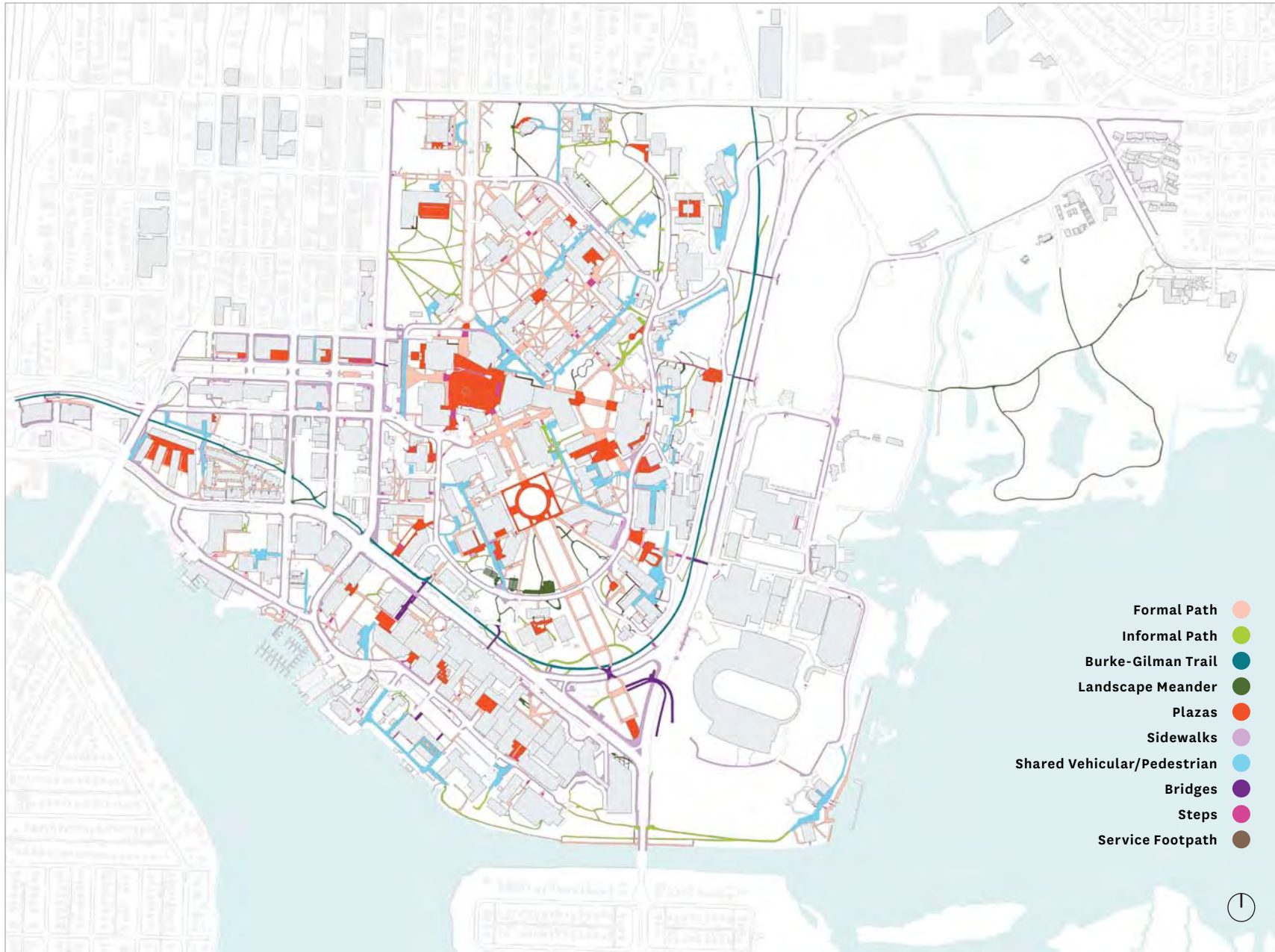
6 LAKE WASHINGTON CONNECTION

The current Hec Ed bridge springs from the Burke Gilman Trail and terminates awkwardly in a small plaza at the Hec Edmundson Pavilion. What is missing is the sense of a larger connection to the core campus, from Stevens Way, all the way down to the Lake Washington shore and the Waterfront Activities Center.

7 UNION BAY CONNECTION

East Campus feels very disconnected from the Core Campus, due to its inaccessibility and the extent of the parking program that dominates its western edge, but also due to the lack of academic program. As other parts of the University densify, a strong connection here could open up new development potential.

PEDESTRIAN CIRCULATION - DIVERSITY IN TYPE AND EXPERIENCE



PATHWAY TYPES

Just as there are diverse places within the UW landscape, there are diverse ways to navigate the campus. In the full range of variables that defines the difference between formal paths and services footpaths, there are many different factors that influence the appropriate type, size, layout, and materials for different campus connections. In some instances, such as the Arts Quad and Red Square, the paving materials form strong associations with the surrounding architecture and a particular historic moment. In other locations, such as Memorial Way or the Burke Gilman Trail, the spatial enclosure of adjacent planting determines the character of a pathway while the material of the paving seems of secondary importance.

FUNCTION

Given the multi-directional nature of circulation on campus, all pathways at the University of Washington get some pedestrian traffic, even in cases where the primary use for the space is envisioned to be service, or for a different mode of travel. For instance, pedestrians make use of the Burke Gilman Trail as well as the service access routes along Skagit Lane. In some cases, this may be due to the fact that a given route is the shortest distance between two points. In other cases it might be a question of preferring the most experientially satisfying route between two points.

STRATEGY

The diverse functions and experiences of the campus network of pedestrian circulation require a flexible approach that does not try to homogenize the experience or material treatment. Identifying and describing the different components of the pedestrian network will allow future design teams to locate their work within the larger whole. Similar to the way campus architecture may involve many different materials but should still aim to preserve a sense of belonging to the whole, the different moments within the pedestrian circulation network can be designed to effectively meet a particular need within the context of the campus landscape as a whole.

FORMAL PATH

CHARACTER

Formal paths on the UW campus come in a variety of different material types and at a variety of scales, including the curbsless brick walkways of the Arts Quad, the asphalt sidewalks of Memorial Way, and the gravel surfaces of the lower Rainier Vista. Formal Paths are found predominantly in Central Campus and are part of a traditional collegiate landscape design language. Many of the most iconic UW landscapes include formal pathways, but so do many less celebrated moments on campus.

FUNCTION

A formal path is destination-oriented, whether connecting two spaces, or connecting two buildings across a space. In locations with well-understood pathway hierarchies, a formal path is usually the shortest distance between two points, providing the opportunity for purposeful movement through the landscape.

STRATEGY

Formal paths help people get to where they want to go, so they are an important orienting tool for the campus landscape where clear desire lines can be identified. Even within this formula, however, the desire for purposeful movement does not supersede the responsibility for providing an accessible route, which might need to be more circuitous to accommodate grades. In ambiguous situations, moreover, cues should be taken from context, including landscape scale and materials, to determine the degree to which formalizing a connection is necessary or desirable.



The Quad



INFORMAL PATH

CHARACTER

Although Formal Paths can come in many different widths, Informal Paths are generally on the narrow end of the range and usually do not have special finishes or expensive materials. Informal Paths extend the pleasure of being outside, and can be seen as a form of landscape program in their own right. Informal paths can be found mostly in Central Campus and along the waterfront, and are generally associated with more natural landscape types or more relaxed forms of figured landscapes, like Parrington Lawn.

FUNCTION

Informal Paths are integrated into environments to a greater degree than Formal Paths, either following irregular topography or adjusting to accommodate trees or other landscape features. Although Informal Paths may be used for circulation, they are not a direct route between two points, and they sometimes use curved alignments to give outward views to the landscape, rather than creating clear sight lines to a single destination.

STRATEGY

Informal pathways are a highly valued complement to the formal pathways of the campus, and opportunities should be sought for introducing more moments of informality with respect to materials, widths, and landscape setting, as the campus expands and evolves.



Callam Lane



● LANDSCAPE MEANDER

CHARACTER

A landscape meander creates an opportunity to explore environments whose primary function is landscape experience. They are highly curvilinear in nature, encouraging pedestrians to slow down and to enjoy the rich planting that is often a feature of their experience.

FUNCTION

Landscape meanders are a destination in their own right, providing opportunities to immerse yourself in more naturalistic environments. These provide access to a moment of escape within the city, and serve the important function of giving users a brief respite from a busy day.

STRATEGY

Landscape meanders are a rare luxury within a campus that has rapidly densified over the last three decades. Existing meanders need protection and new meanders should be considered in areas where a complement to extreme architectural density might be desirable.



Approach to South Stevens Way



PLAZAS

CHARACTER

The larger plazas are generally found at major confluence points on campus and are places where pathways open out into broad areas of paved circulation space. Although they exist within a defined spatial envelope, most often with buildings around their perimeter, movement within the space is non-hierarchical, guided only by the number of thresholds that enter into the space. Smaller plazas are more tightly associated with individual buildings.

FUNCTION

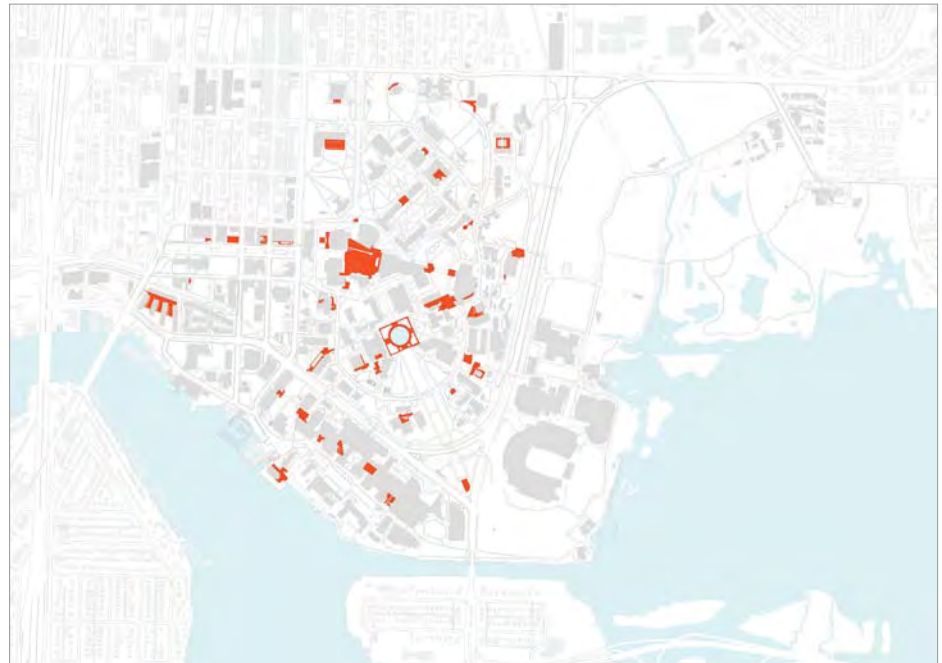
Plazas avoid the need to inscribe particular routes into a landscape, which makes them particularly valuable in highly active spaces that are used for passage through as well as being destinations in their own right. Plazas are highly durable and can accommodate events and a high level of active programming.

STRATEGY

Although Plazas are robust landscapes with a high degree of paving, they should be designed to provide comfort and experiential complexity for those who wish to sit and stay, as well as provide good accessible routes to support campus circulation. Red Square is a good example of a Plaza that could be a more comfortable and inviting place to stay rather than just pass through. Plazas can play an increasingly important role in the landscape mosaic as West Campus becomes denser. In this part of campus, Plazas can welcome both campus and neighborhood users.



Red Square



SIDEWALKS

CHARACTER

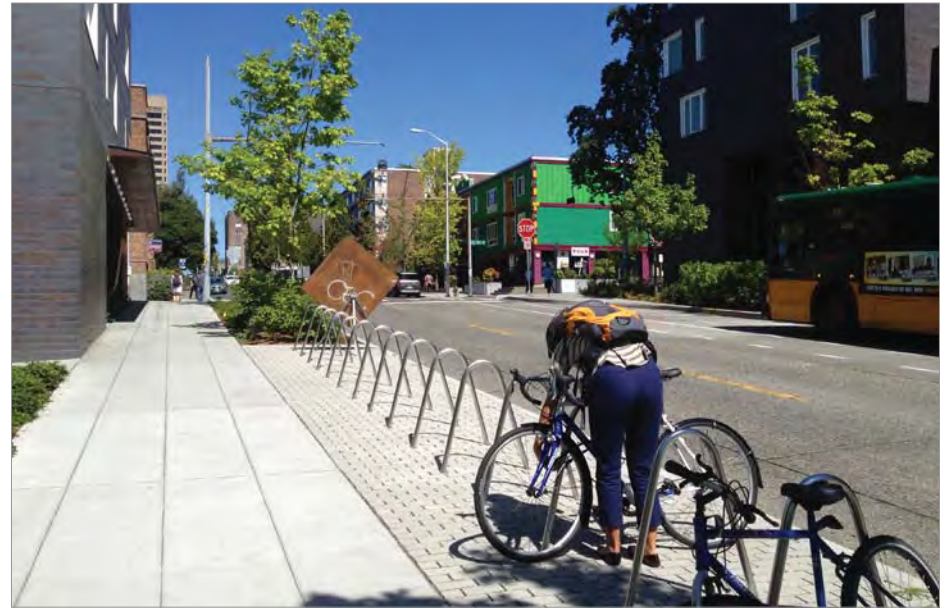
Sidewalks are pathways, typically concrete, that provide a route along a road. The width and experiential richness a sidewalk provides is governed to a large degree by context, but can be influenced by various design decisions. Sidewalks are found in all areas of campus, and they predominate in West Campus. The inclusion of street trees, underplanting and other amenities such as bicycle parking, benches and other street furniture provide critical distance from car traffic and can enrich the character and use of sidewalks.

FUNCTION

Public sidewalks that serve University buildings are part of the campus experience, and, through their intensity of use, complement the more verdant parts of campus. In addition to conveyance, university sidewalks also involve social uses, and support non-motorized modes of transport.

STRATEGY

Emphasis should be on the overall pedestrian experience, which includes getting people to their destinations, but also providing a setting that contributes positively to the campus experience in broader ways. The University can partner with the city to work on creative ideas that will improve the experience of the street as both part of the campus and part of the urban environment.



Brooklyn Ave.



SHARED VEHICULAR/PEDESTRIAN

CHARACTER

One of the characteristics of an academic campus, and something that is particularly true at UW, is how different parts of the landscape can serve multiple functions, and that circulation can be highly multi-directional, particularly in the way that pedestrians move. This means that spaces that are designed specifically to accommodate service vehicles are frequently used by pedestrians as well, creating a hybrid character somewhere between a small driveway and path. These shared routes often have a distinctly “back of house” character, but are often on the edge of important landscapes. The more successful examples feel as welcoming to pedestrians as to vehicles. Many of these shared routes are found in Central, West and South Campus.

FUNCTION

Although there are many spaces on the campus where the absence of cars is preferable, there should not be any spaces where pedestrians are made to feel unwelcome. To this end, shared vehicular/pedestrian spaces provide low-speed vehicular access to university buildings while still accommodating pedestrian users and ensuring their safety. They are inherently flexible in their function and can be subtly adjusted to favor vehicles or pedestrians.

STRATEGY

Even in designated roadways, such as Stevens Way, the landscape should be organized to encourage slow traffic and provide easy pedestrian movement or crossings. It should similarly be assumed that service alleys will be spaces that are shared between vehicles and pedestrians. The acceptance of shared spaces is one way of minimizing the width and impact of roadways without creating unnecessary impediments to pedestrian movement.



NE Chelan Lane



BRIDGES

CHARACTER

The character of the current bridges on the UW campus is very mixed. Many of the bridges feel extremely utilitarian, such as the two connecting the Burke Gilman trail with the E-1 parking areas, and the bridge connecting George Washington Lane with Schmitz Hall over 15th Ave NE. The Hec Ed Bridge offers more in terms of campus experience, but even this bridge is inaccessible and lands in an awkward way on the east side of Montlake.

FUNCTION

The steep slopes and major roadways found on the eastern and southern edges of the core campus create connectivity issues that cannot be overcome by at-grade connections. The existing bridges create important links between Core Campus and the other campus neighborhoods, but none of the current bridges, apart from the new one between Rainier Vista and the Sound Transit station, successfully address the issue of accessibility.

STRATEGY

As bridges are repaired or replaced, greater efforts should be made to link bridges to accessible routes that are easy to find and that reach into the core campus, as far as Stevens Way, if possible. New bridges on the campus, such as the Rainier Vista crossing over Pacific and the new Husky Stadium bridge, are steps in this direction.



Hec Ed Bridge



STEPS

CHARACTER

In some places on the UW campus, steps are an exciting foreground to campus buildings and create broad seating areas for socializing and other types of large-scale gatherings. In other places, such as the thresholds into Red Square, steps are an impediment to landscape accessibility. Due to the pronounced topography, steps are found throughout the campus.

FUNCTION

Prior to the passage of the Americans with Disabilities Act, stairs were frequently used to make landscape connections on campus. Particularly in the Central Campus, stairs are used to differentiate adjacent spaces, providing a change of pace and height at thresholds to many of the figured landscape spaces. Because stairs can not function as accessible routes, they now have to be modified or bypassed to serve that purpose.

STRATEGY

While recognizing the landscape value of stairs in many circumstances, the emphasis should be on expanding the degree to which accessible routes follow major pedestrian movement through the campus, rather than being relegated to a second tier of connections. Where stairs are an impediment to making generous, clear connections, efforts should be made to increase the range and quality of accessible options.



Red Square Threshold



SERVICE FOOTPATHS

CHARACTER

Service footpaths make up a very small percentage of pathways on campus. They are generally small in scale and extent, and they are mostly useful for very specific routes and destinations, often at the sides or back of buildings.

FUNCTION

Service footpaths provide access to hard-to-reach areas primarily for the purposes of maintenance and upkeep.

STRATEGY

Service footpaths should not create unsafe or experientially negative environments on campus, but should be integrated, where possible, in wider circulation systems.



Roberts Hall



BURKE-GILMAN TRAIL

CHARACTER

The Burke-Gilman trail is a major bicycle thoroughfare that passes through the University of Washington. The UW segment of the trail offers dappled shade and clear sight lines and a variety of experiences as it moves around campus. Pedestrians use the space for short-distance trips, but the primary users of the trail are cyclists and joggers. It is one major example of public infrastructure penetrating the Central Campus, and is a daily experience of the campus for many outside the UW community.

FUNCTION

The primary purpose of the larger trail is for commuting and recreation, but on the UW-owned segment, it is also used for campus circulation, connecting the bridges between the core campus and neighborhoods to the south and east. There are considerable conflicts between bicycles using the trail and pedestrians crossing the trail in Central Campus and in West Campus.

STRATEGY

The rich complexity found in the woodland edges of the Burke Gilman trail is of very high landscape and ecological value and should be preserved. Current plans to widen and repave the trail and separate bicycles from pedestrians should preserve the sometimes thin veil of woodland that protects the trail from adjacent roadways and buildings.



Burke-Gilman Trail Near Mercer Court



SLOPE ANALYSIS



1 KINCAID RAVINE AND STEEP SLOPES IN NORTH CAMPUS

The steepness of the Kincaid Ravine has likely prevented this area from being developed, allowing it to remain one of the last woodland areas on the campus.

2 EAST SLOPE BETWEEN CENTRAL AND EAST CAMPUS

For the first seven decades of the University's growth on its present site, the Eastern slope was avoided. When new buildings were finally built into the slope, they tended to be very large and tall, taking advantage of the steep slope to have a Stevens Way entry, as well as a downslope garage entry, such as the McMahon, Haggett, and McCarty garages, as well as Padelford Hall's terraced parking structure.

3 15th AVE SLOPES AND RETAINING WALLS

As 15th Avenue heads south towards the waterfront, the difference between campus level and sidewalk level becomes progressively greater. A concrete retaining wall becomes the outward face of the campus for much of its length, with relatively welcoming access points at NE 45th Street, the Law School, and Parrington Lawn, and almost no landscape entries south of there. In many places, the wall towers over adjacent sidewalks.

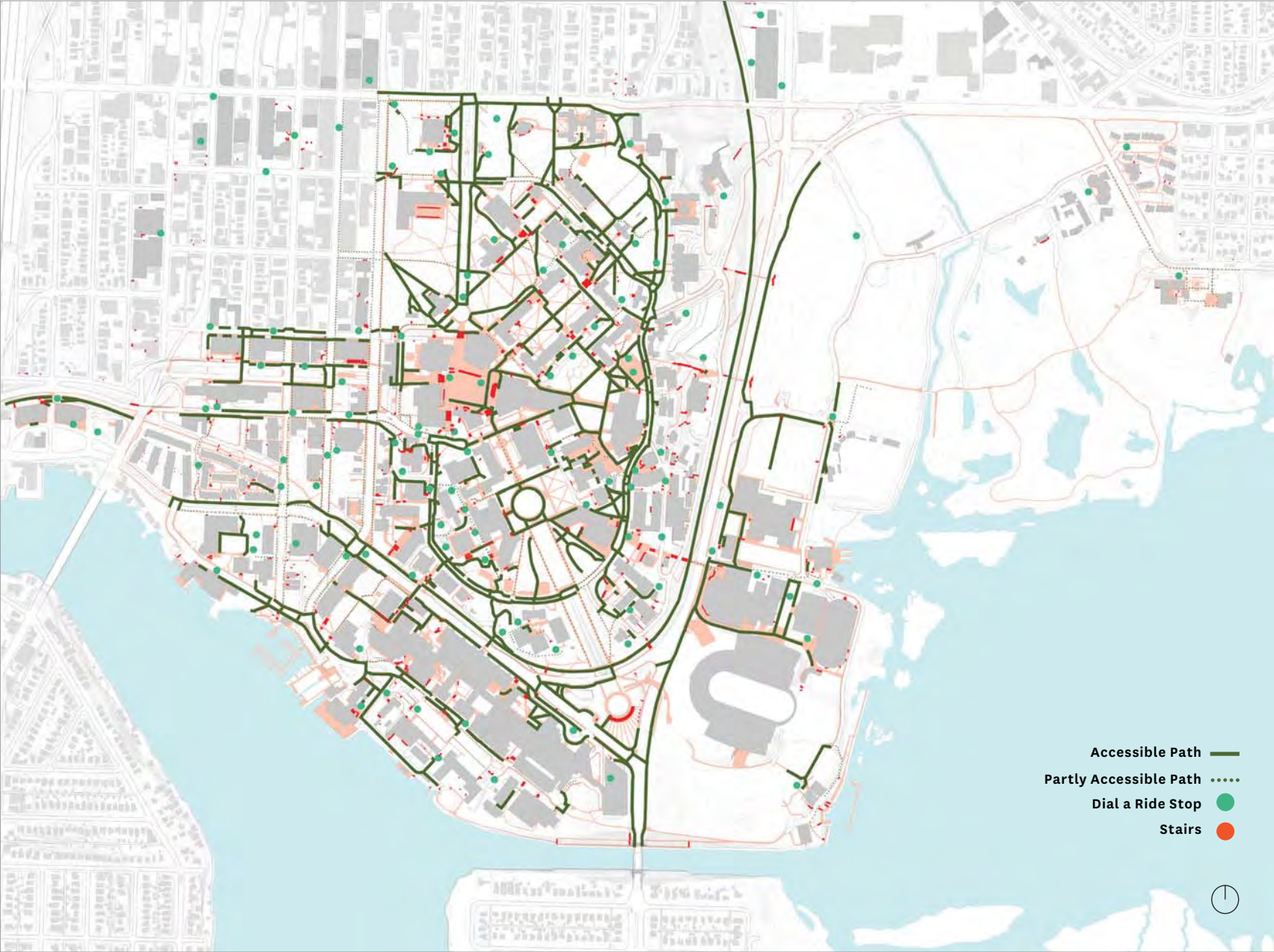
4 A SERIES OF INACCESSIBLE CONNECTIONS

The major vehicular entry from West Campus is an uninviting pedestrian entry set within a relative desert of pedestrian points of entry along southern 15th Ave NE. Starting with the entrance to the parking garage, and continuing down to the Physics and Astronomy courtyard, there are no accessible entries onto campus that do not include elevator access.

5 SLOPES ALONG NE PACIFIC AND BURKE GILMAN TRAIL

The elevational drop from the Burke Gilman Trail to NE Pacific Street is so abrupt that there is not room for a street level sidewalk for much of the roadway. From NE Pacific to the waterfront, the slope is more gradual, but still substantial, felt in landscape spaces such as the Portage Bay vista and San Juan Lane.

ACCESSIBILITY AND MOBILITY





STEEP PATHWAYS

The campus has many pathways that are steep enough to be inaccessible to individuals in manual wheelchairs or with other types of mobility challenges. In many circumstances, modest landscape changes could make the difference between an inaccessible and an accessible connection.



HIDDEN ACCESSIBLE CONNECTIONS

In some places access exists, but it feels out of the way, and not part of the positive and direct landscape experience. These connections often represent a minimal accommodation of accessibility requirements, such as ramps with handrails and switch-back alignments.



STAIRS AT CRITICAL CAMPUS CONNECTION POINTS

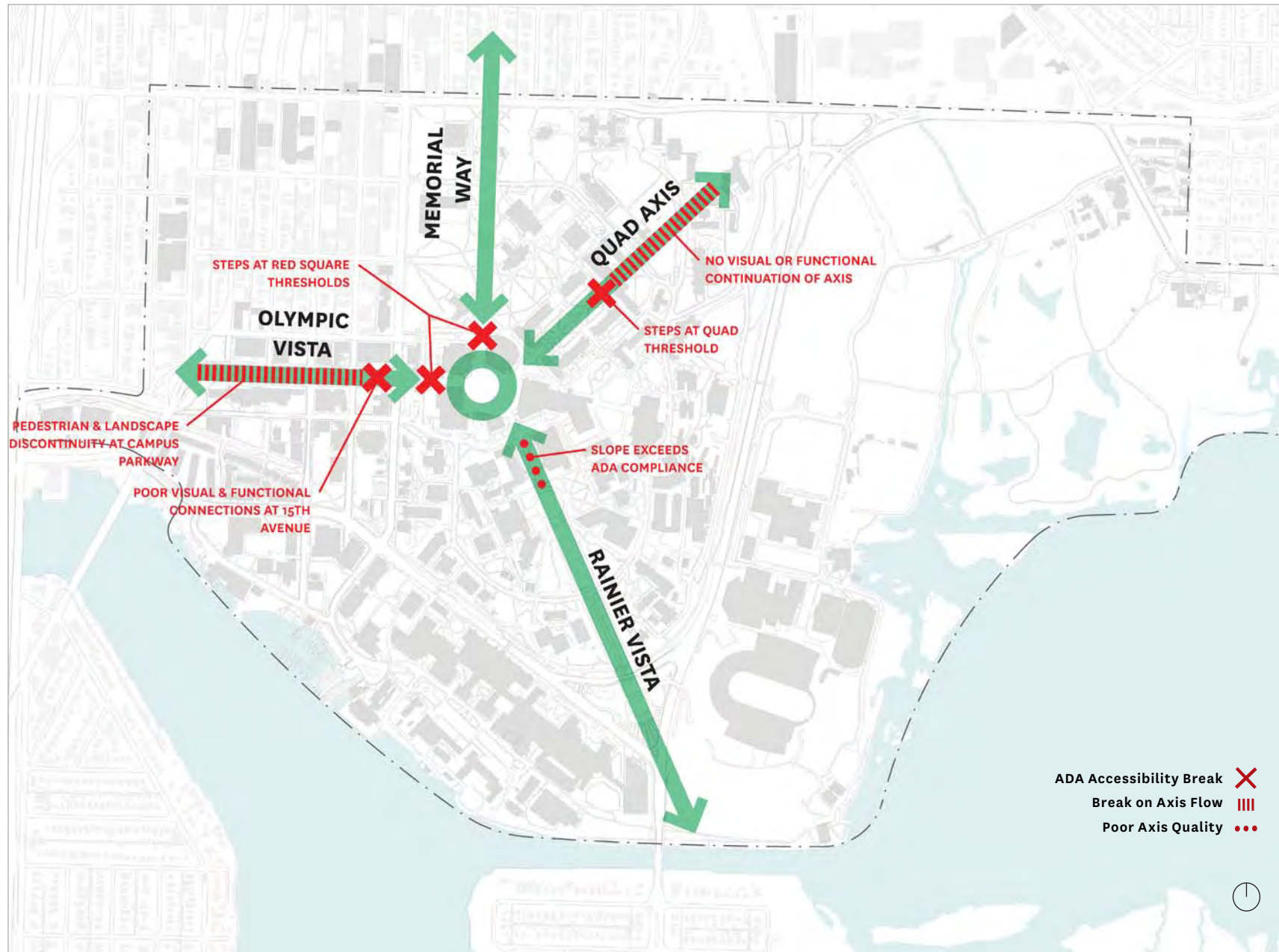
Stairs are a frequent solution to the steep slopes that exist in many places on the campus. Although this may be unavoidable in some circumstances, stepped connections between critical campus locations should be replaced with, or supplemented by, accessible connections wherever possible.



POOR PEDESTRIAN ENVIRONMENT

Outside of the core campus, the accommodation of faster speeds or higher volumes of car traffic has created environments that are unpleasant for pedestrians.

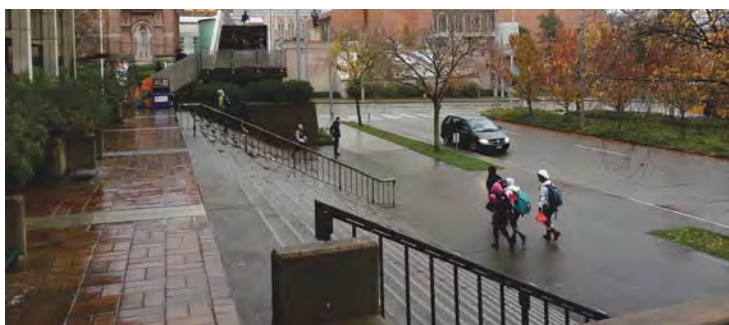
RADIAL AXES AND VISTAS : A CLEAR STRUCTURE WITH COMPROMISED CONNECTIONS





STEEP SLOPES

The steep slopes that characterize the UW campus create many challenging connections for people with compromised mobility. In some cases, this includes pathways that are too steep to navigate safely and comfortably. In some cases, for instance the entry off 15th Street in front of the Henry Gallery, architectural density matched with slope extremity preclude a simple accessibility solution for the time being, so elevators have been installed to bridge the gap. Not every pathway can accommodate accessible slopes, but every attempt should be made, such as on the Rainier Vista, where there is sufficient landscape depth to address the issue through a subtle regrading.



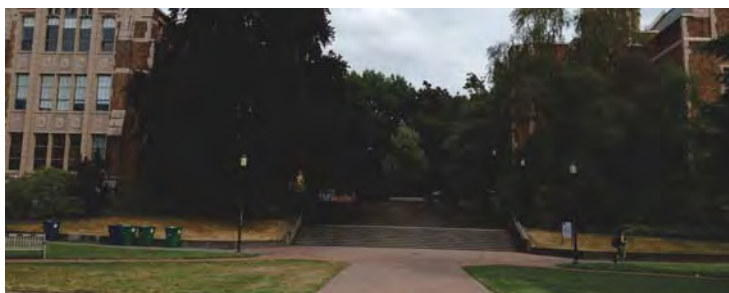
STEPS TO BUILDING ENTRANCES

Prior to the passage of the Americans With Disabilities Act of 1990, stairs were an expedient and code-compliant means of bridging elevational drops within a relatively small footprint. Since the majority of campus buildings were built before the ADA became federal law, there are many buildings whose primary entrances are up a flight of steps. While many of these conditions have been retrofitted for wheelchair access, there are still many entrances to major buildings that are not accessible.



STEPS AT KEY CAMPUS CONNECTIONS

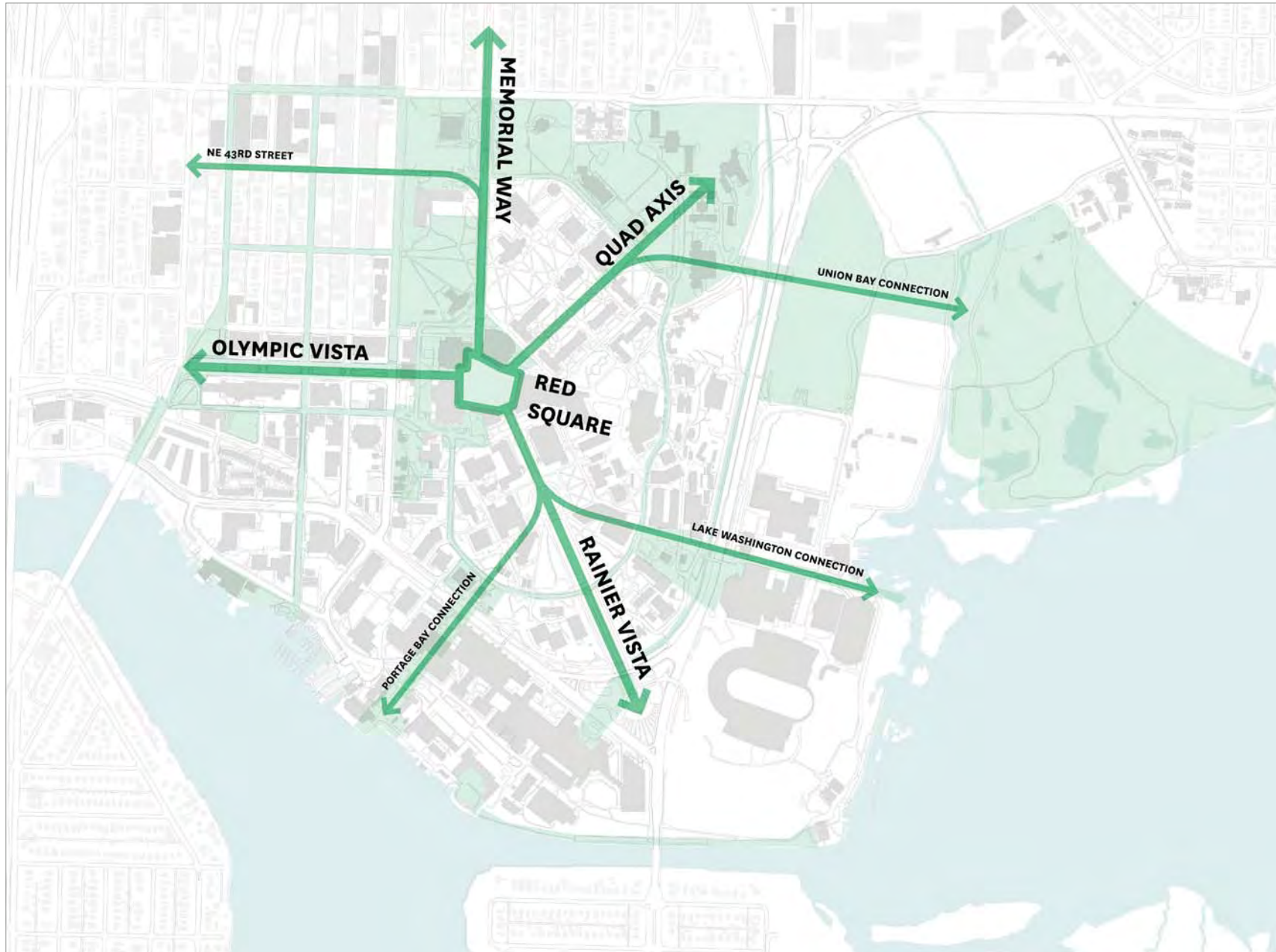
Accessibility is something that also needs to be addressed in major landscape connections, not just conditions immediately adjacent to buildings. For instance, Odegaard Library has an accessible connection to Red Square, but Red Square itself is accessed by steps at many key points, including the connection to Memorial Way to the north.



INCOMPLETE AXIS CONTINUITY

Conditions that preclude a mobility challenged person's ability to travel major campus pedestrian routes can dramatically affect their ability to navigate campus. With every project it undertakes, the UW should be seeking ways to implement an appropriate hierarchy of accessible circulation on campus, starting with the major axes first. In some cases, for instance the stairs at the end of the quad, alternatives to a staired route should be designed as major landscape connections.

IMPROVE CORE TO PERIPHERY CONNECTIONS



RAINIER VISTA

The Rainier Vista has a long-standing history as a visual connection, and for many years it was a vehicular entry between Montlake and Stevens Way. Improvements to the lower portion of this connection are currently under way to allow it to become an important new pedestrian entrance for transit riders. Continuation of these improvements to Red Square is necessary to provide universal access.

MEMORIAL WAY

Memorial Way is dominated by cars in its northern half, but feels more like shared space to the south, despite the number of buses that “lay over.” Stronger accessible connections from Memorial Way to Red Square are essential.

THE QUAD

The Quad is one of the most uniform zones on the campus, where the architecture, axis, and landscape expression are so deeply intertwined that they almost cannot be thought of separately. The axis currently dissolves at the northern end with a large staircase.

OLYMPIC VISTA

The Olympic Vista provides a strong visual connection between Central Campus and West Campus, but the physical connections are weak. The current bridged connection from Schmitz Hall to George Washington Plaza is inconvenient, undersized, and not a universally accessible route.

LAKE WASHINGTON CONNECTION

Between the steepness of the slope and the high traffic volumes on Montlake Boulevard, creating access to East Campus and the Lake Washington waterfront will never be easy. Strategies need to start at Stevens Way in order to provide the clearest and safest connections that can serve the greatest number of users.

PORTAGE BAY CONNECTION

With similar challenges to the Lake Washington Connection, combined with the architectural density of the Health Sciences and Medical complex, pedestrian connections to South Campus are few, particularly to the waterfront beyond. Multiple clear and direct routes to the waterfront, both inside and outside, are highly desirable.

NE 43RD STREET

NE 43rd Street is currently one of many pedestrian access points west of 15th Ave NE that, in general, are located at roadway intersections. The current configuration will need to be reconsidered in light of the Burke Museum project and the completion of the Brooklyn Avenue Sound Transit Station in 2021.

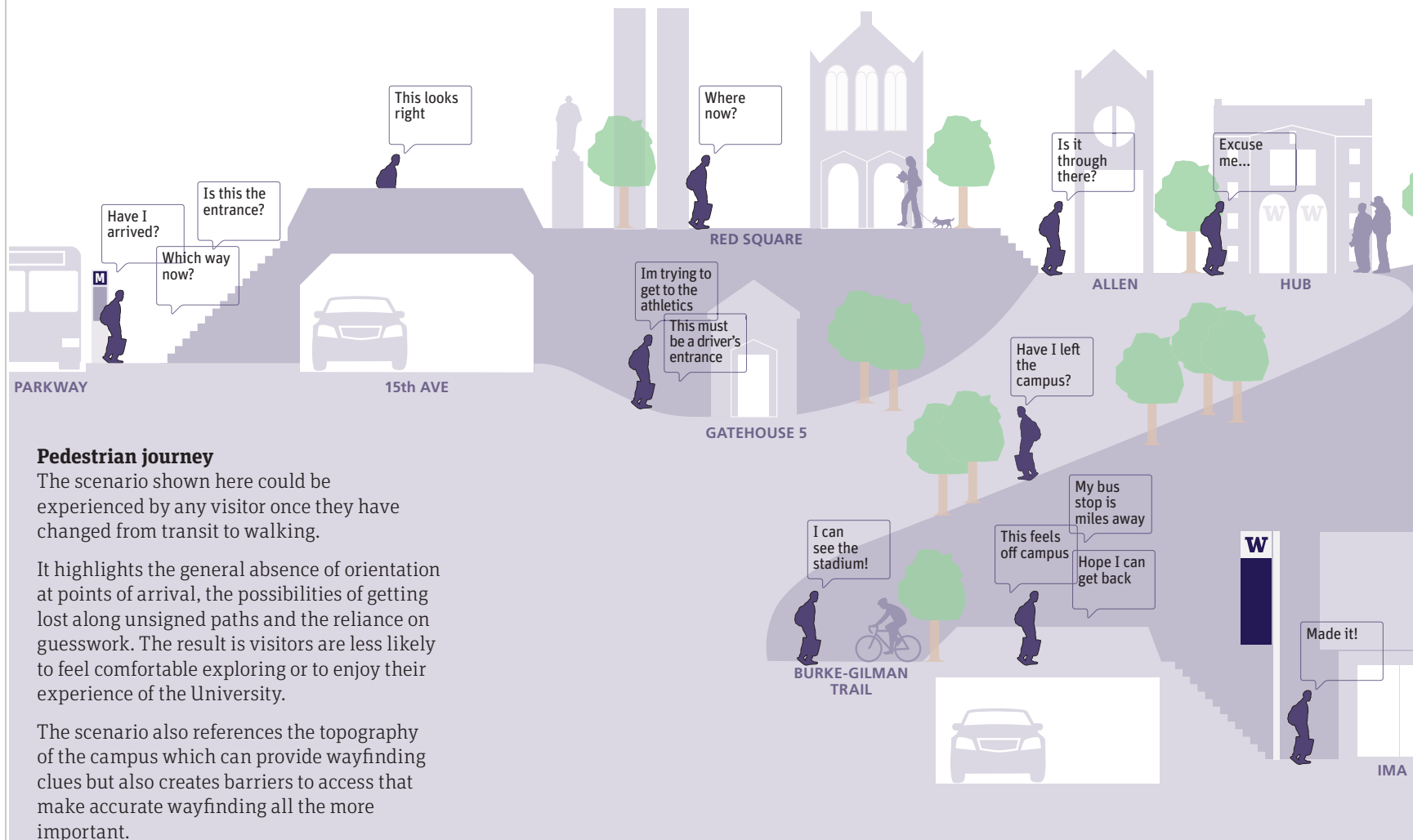
UNION BAY CONNECTION

At present, connections from Central Campus to the northern half of East Campus are limited to two narrow pedestrian bridges springing from the Burke Gilman Trail that lead to the large parking facility. Extending these connections further east to Union Bay Natural Area and beyond is desirable. As the UW looks to increase and diversify university program in this neighborhood in the future, stronger connections will be needed.

CAMPUS WAYFINDING AND SIGNAGE STRATEGY

2.1 Site review

The issues faced at the University can be explained illustratively using typical scenarios.



Pedestrian journey

The scenario shown here could be experienced by any visitor once they have changed from transit to walking.

It highlights the general absence of orientation at points of arrival, the possibilities of getting lost along unsigned paths and the reliance on guesswork. The result is visitors are less likely to feel comfortable exploring or to enjoy their experience of the University.

The scenario also references the topography of the campus which can provide wayfinding clues but also creates barriers to access that make accurate wayfinding all the more important.

A COMPLEMENT TO THE CAMPUS LANDSCAPE FRAMEWORK

The UW has recently completed a Campus Wayfinding and Signage Strategy to complement the CLF, and to ensure that all campus users' experiences are supported with appropriate and well-located navigation information, whether they are first-time or long-time users, as pedestrians, bicyclists, transit riders and drivers, who may be students, faculty, staff, visitors, neighbors and/or making deliveries.

The goal of the Strategy is to:

- Support campus user experience
- Be relevant to all types of visitors
- Be Respectfully designed and located
- Link all transportation modes
- Enable coordinated implementation

The study explored the potential for the wayfinding strategy to contribute to the objectives of the University in the following areas:

- **Transportation:** The planned shift from driving and transit to active transportation suggests wayfinding has an important role as a means to inform, encourage and enable different travel choices.
- **Campus identity:** The emergence of the One University platform to unify external communication provides an opportunity to ensure wayfinding helps confirm location and the University's diverse range of visitors.
- **The Campus Landscape Framework:** The wayfinding strategy will support the tools that will provide ongoing planning, design and stewardship of the setting of the campus site and its buildings.

The objectives and principles for wayfinding at the University of Washington place considerable reliance on consistency and continuity to assist with user navigation and to help unify the identity of the Seattle campus. The recognition and reliable placement of information is part of the consistency users expect and is important to the success of the

system. However, there are many other objectives to consider, including the conservation of heritage and sensitive visual settings. The Campus Landscape Framework provides an overarching direction for landscape stewardship that the Wayfinding project must respect as well as assist.

The sign placement strategy can be described as having two levels of development: information need and environmental context. The information needs are evaluated by preparing hierarchies of destinations and routes. These hierarchies provide a simplification of reality for the efficient and reliable placement of information.

The destination hierarchy attempts to define areas, or "containers," as well as specific buildings to enable addressing methods to be used in directions. The route hierarchy aims to represent both existing desire lines and potential priority routes that will be important to movement in the area. This process produces logical intersections where decisions will be made that could be informed by wayfinding signage.

UW Wayfinding Principles:

1. Name the places
2. Use landmarks
3. Create reliable routes
4. Establish orientation points
5. Make stepping stones
6. Use progressive disclosure
7. Describe visually
8. Support sightlines
9. Create a welcome

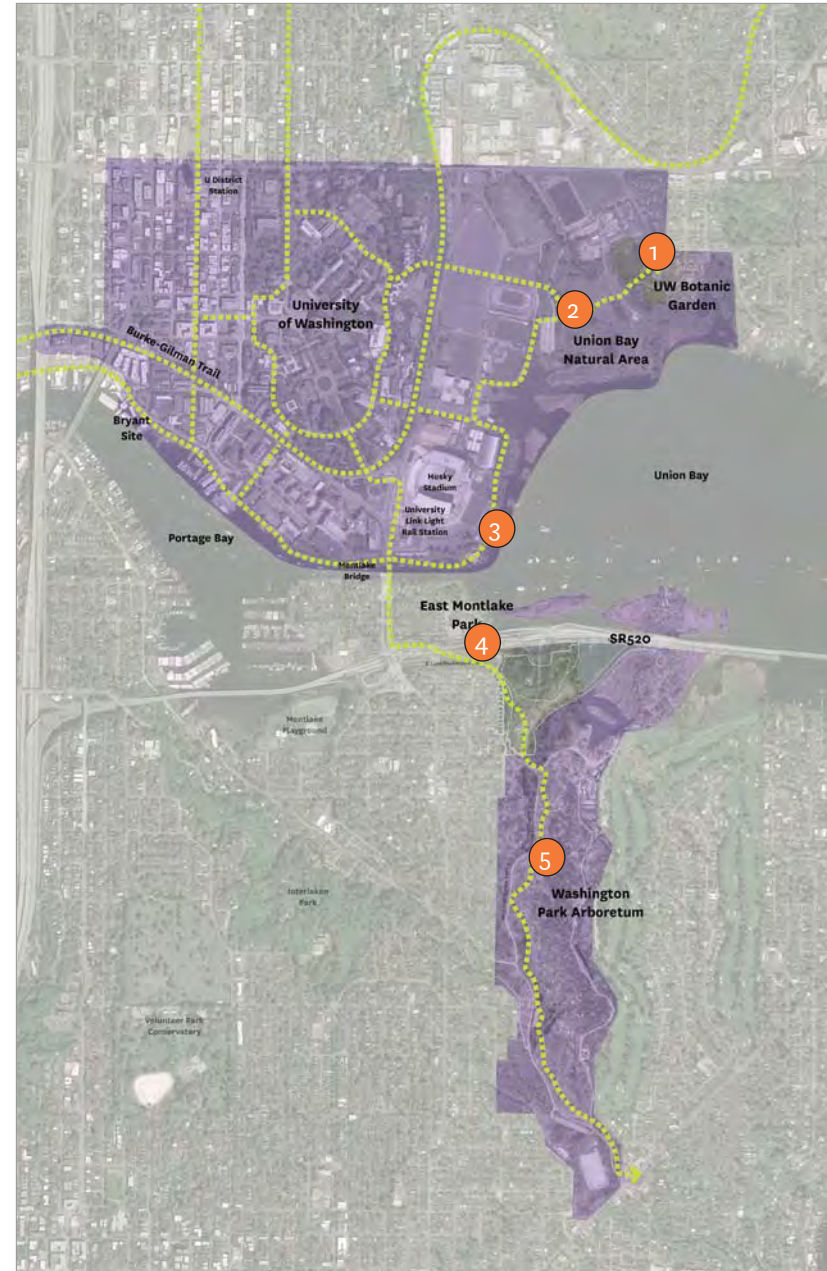
The Campus Wayfinding and Signage Strategy can be found on the Office of the University Architect website.

UW BOTANIC GARDENS - A WIDER CONNECTED NETWORK

MAJOR CONNECTIONS

The University of Washington Botanic Gardens unite two related landscapes that are separated by the Montlake Cut and Union Bay. To the north is the Center for Urban Horticulture, which includes the 74 acre Union Bay Natural Area (UBNA), as well as administrative offices, classrooms, and research facilities. To the south is the Washington Park Arboretum, a 230-acre landscape that showcases a vast plant collection.

The Arboretum and UBNA are not connected directly by land, but, with the UW campus, comprise a system of related landscapes around Portage Bay and Union Bay that complement each other powerfully.



1 IMPROVE CONNECTION TO CENTER FOR URBAN HORTICULTURE

The Center for Urban Horticulture (CUH) contains both academic and research facilities and is an opportunity for students to gain hands-on experience working with a landscape that is in the process of being regenerated after two severe disturbances - the lowering of the lake and serving as a landfill. Although the distance from other campus programs will always be substantial, more direct connections would make the CUH easier to find and better integrated with the rest of campus.

2 IMPROVE CONNECTIONS TO THE UNION BAY NATURAL AREA

A larger portion of the Union Bay Natural Area is poised to become wetland as part of the required mitigation for work that is currently underway on the 520 Bridge. As this work is done, pathways through the UBNA need to be preserved so that connections to campus remain and are improved.

3 MAKE A CONTINUOUS CONNECTION ALONG WATERFRONT

The UW waterfront contains many different conditions and it will always be episodic in character. Within this context of difference, greater efforts could be made to fill in the gap between major destinations along the waterfront, and to make a continuous recreational connection between Portage Bay and Union Bay Waterfronts.

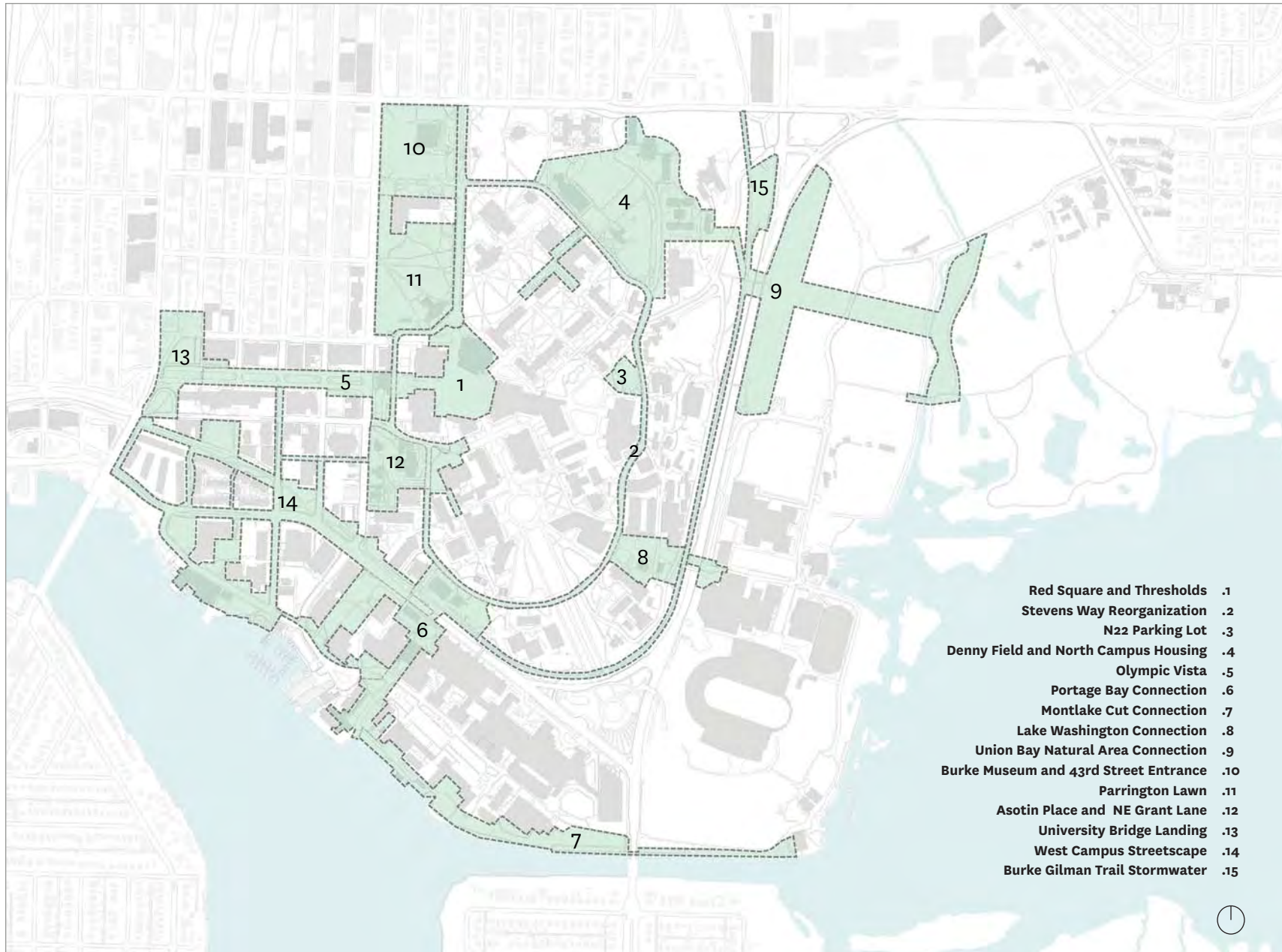
4 IMPROVED CONNECTIONS ACROSS THE SR 520 LID

When the 520 bridge was initially built in 1963, connections through the Montlake neighborhood, particularly in the direction of the University, were severely frayed. One initiative related to the widening of the bridge is a new lid that will bridge over the freeway, creating a landscape connection between the north and south sides of the highway, and ultimately between the UW Campus and the Arboretum.

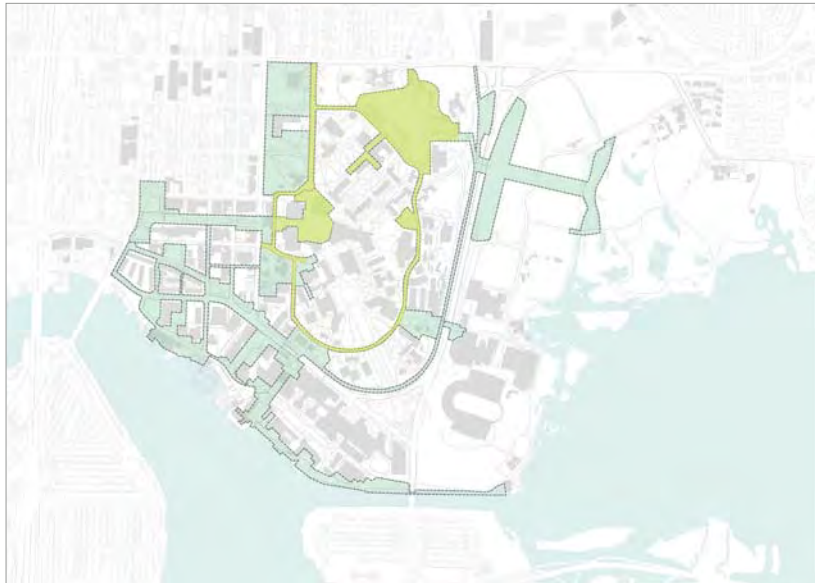
5 IMPROVE CONNECTIONS TO ARBORETUM

Related to the disturbance caused by the original construction of the 520 bridge, pedestrian and bicycle entries into the Arboretum are currently set amidst on- and off-ramps for the highway. As plans continue to evolve for the new bridge, a high priority should be placed on improved connections for non-motorized traffic.

CASE STUDIES: TESTING MOBILITY STRATEGIES AT A PROJECT SCALE



Campus mobility occurs within a vast and complex network of intertwining uses. The strong central organization of campus works well for pedestrians but is not supported by universal accessibility. Furthermore, bike use on campus is permitted everywhere, but not specifically accommodated anywhere. Attempts to improve conditions for one group will always need to take into account the impacts on others. Taken together, the CLF embraces the diversity of the existing mobility network to ensure that purposeful movement is accommodated alongside experiential richness. This can be best accommodated through improved connectivity between neighborhoods along with strategic improvements within each.



REINFORCING THE HISTORIC CAMPUS CORE

The center of campus is very strong, both as a physical point of connection and as a identity-giving moment. Relatively small-scale stand-alone projects to improve accessibility, particularly into Red Square, will go a long way in ensuring that the entire UW community has comparable access. Logical, conflict-free, bicycle circulation through campus, by contrast, will likely require a significant modification of the way that cars enter, leave, and traverse the campus.

Case studies that support this strategy include:

1. Red Square and Thresholds
2. Stevens Way Reorganization
3. N22 Parking Lot

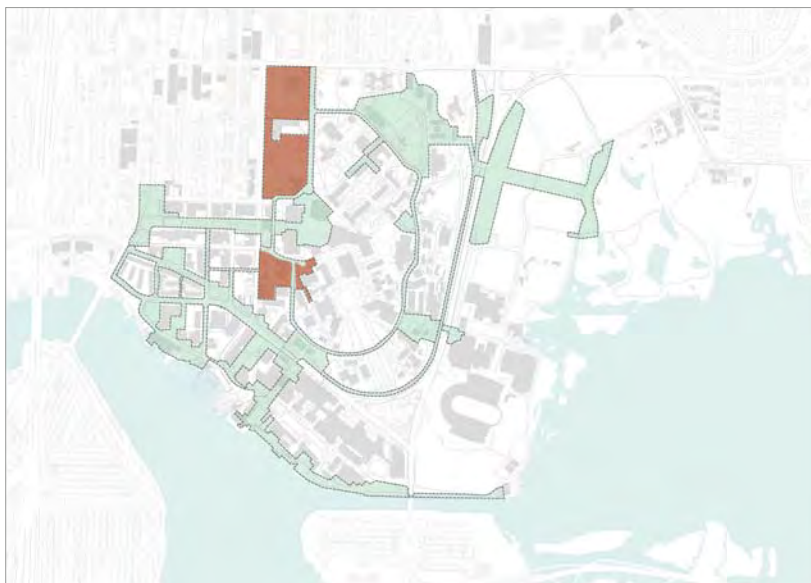


IMPROVING CAMPUS CORE TO EDGE CONNECTIVITY

Movement between neighborhoods is currently a weak component of the UW's structure, largely due to a combination of topographic structure and heavily trafficked roadways. The goal is to not only provide the means of connection, but to also link new and existing bridges to larger mobility networks so that there is a seamlessness to the way that core to edge connections, as well as connections between the peripheral neighborhoods, are discovered and used.

Case studies that support this strategy include:

5. Olympic Vista
6. Portage Bay Connection
7. Montlake Cut Connection
8. Lake Washington Connection
9. Union Bay Natural Area Connection
12. Asotin Place and NE Grant Lane



TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR

15th Ave NE has always been an important edge to the campus, both as a link to regional transportation and as a route to the restaurants and shops in the U District. Connections into campus along this edge are already too few and too small, and will become only more so as the pressure to connect becomes greater, with the development of West Campus and the opening of the new light-rail station on Brooklyn Avenue. In general, a strategy of the CLF is to make this edge more porous and open to use.

Case studies that support this strategy include:

- 5. Olympic Vista
- 10. Burke Museum and 43rd Street Entrance
- 11. Parrington Lawn
- 12. Asotin Place and NE Grants Lane



WEST CAMPUS & GREEN NETWORK

West Campus has a much more urban structure than the rest of campus and this, in and of itself, makes mobility and wayfinding relatively straightforward. At the same time, the sense of pleasure in moving through a campus neighborhood should still be cultivated as part of the new development.

Case studies that support this strategy include:

- 14. West Campus Streetscape

Strengthen the Institutional Ethos and Fortify the Campus Landscape
for the Enjoyment of Future Generations

A COMMUNITY OF STEWARDS

Although the task of tending the campus grounds is in the hands of a relatively few dedicated individuals, the responsibility of stewarding the UW landscape is shared by the entire UW community. Landscape stewardship comes in many forms: from careful maintenance to the design and construction of new places; the preservation of views and open space; the creation of new connections; and the oversight of the ecological health of campus systems. An early tradition of the UW was “Campus Day”, a work party where students volunteered their time to making improvements to the campus. Although this particular tradition ceased in the 1930s, it is important the community continue to share a landscape ethos that guides the protection and development of the campus landscape.

EMBRACING POSITIVE CHANGE

The campus landscape will continue to transform and develop along with the University. As change comes about, the stewards of the campus landscape need to guard against changes that threaten iconic moments or important landscape systems on campus, but there should also be a willingness to embrace the potential for positive landscape change. For all of its clear strengths, the existing UW landscape has places that are substandard either in their character or function. These shortcomings are not systemic, nor campus-wide, but are in specific locations and are often related to places that have been overlooked but play an important role in the campus mosaic. Often places lack connectivity or accessibility, which can easily translate into a perceived lack of welcome. Other places serve a certain function to the detriment of other campus functions and could be altered to be more multifaceted in the way they work. Although it would be impossible, and probably inadvisable, to address all of these conditions at once, greater efforts need to be made in the direction of catalyzing positive landscape changes, and fixing the places on campus that are not working to their full potential.

IDENTIFYING LANDSCAPE PRIORITIES

Strategic use of resources will be key to achieving the greatest landscape benefits over the long term. This means that landscape priorities will frequently be impacted by their ability to be combined with other developments on the campus, rather than simply their stand-alone merits. As case studies and priorities projects are established in this document, a degree of flexibility should be preserved to continue to fine-tune landscape initiatives to be integrated with other changes underway. At the same time, however, there are landscape conditions that are of a sufficiently poor quality that their resolution should not be postponed.

AID FOR CAPITAL PLANNING

Currently, most landscape projects at the UW are funded as part of architectural projects and there is no clear mechanism for raising landscape-specific funds. This frequently puts the needs of a shared campus asset in tension with the needs of individual departments or user groups. Clear parameters for appropriate capital planning and budgeting mechanisms for this important “infrastructure” element of the University’s “common good” is required, much like the utility and

circulation infrastructure, or the computer systems needed to operate the University’s human and financial resources, or general purpose classrooms funded by the central administration rather than a specific school or unit. New protocols are needed to support this approach, including processes for establishing landscape capital projects and budgets, from scoping to identifying budget resources and priorities.

CREATING A WELCOMING ENVIRONMENT

The University of Washington is vast, with over 650 contiguous acres and four major points of arrival, it’s often overwhelming for first time visitors to understand where to go to get started. On top of this, the sequence of arrival and the quality of that experience is often understated, with an uncertainty of where the University and surrounding community intersect. Some of this is intentional, as the lines between the University and UDistrict are blurred to create a more seamless urban experience, but at other times is simply a result of unplanned growth. Efforts to improve the welcome experience both on and adjacent to campus require a variety of tactics that encompass signage, wayfinding, parking, transit, lighting, pathways, and visitor amenities.

Observations

Most building and infrastructure projects require the repair or change of landscape systems, but often the aspirations for this work is very narrowly defined.

The high value the community places on the UW landscape as a shared asset of university life is not reflected in a funding structure that is focused on the needs of individual schools.

The iconic landscapes on the UW campus all started as strongly figured spaces that were developed as landscapes in their own right. They did not come about through the accretion of smaller landscapes associated with buildings.

The landscape is a major contributor to the quality of life at the UW. The identity of the UW is inextricably tied to its landscape quality, influencing the institutions ability to attract and retain students and faculty.

The landscape is used by the entire campus community and many others, and is not the domain of just one school.

Although they usually represent a small portion of the overall budget, and they are a larger amenity that serves the entire university, landscape improvements are often the first to be value-engineered to help building projects stay on budget during design and construction.

Strategies



A multifaceted understanding of the role that even small landscapes play in larger campus-wide systems and goals should guide every project.



A cohesive approach to landscape planning and the funding of important landscape projects will protect the integrity of the landscape experience at the UW.



When considering district or neighborhood planning, look for opportunities to create strong landscape centers that can anchor a variety of architectural program.



Do not rely on piggyback projects as the primary means of funding major landscape improvements. Initiate a capital fund for landscape projects that are vital to the future expansion and excellence of the campus.



Funding that is specific to landscape improvements should be made available, either to fund stand-alone repairs or improvements or to create the capacity to add landscape scope to capital projects in ways that benefit the campus as a whole.



Fix the landscape budget after schematic design approval and then treat the two budgets as separate projects moving forward.

Observations

New landscapes at the UW should always be of a quality that is consistent with the rest of the campus, providing a landscape that will stand the test of time while also being flexible enough to adapt as needed over time.

The problems that need to be fixed in the Central Campus tend to be episodic rather than systemic

The challenges that face the East and West neighborhoods tend to be underutilization

South Campus has landscape range and unique landscape spaces along the waterfront, but the architectural structure feels impenetrable, discouraging exploration beyond Pacific

The UW has a phenomenal range of ecosystems on campus, many notable for their generous size, all of which are under stress and are not well connected to each other

Standard guidelines for new landscapes, including scope and quality of site improvements is inconsistent and often underfunded

Strategies

When setting preliminary budgets, be realistic about the needs of landscape improvements, assuming plantings, materials and other design elements that are consistent with the desired landscape quality of the UW campus.

Focus on how localized changes to the campus mosaic can create widespread and multifaceted benefits

Look for opportunities to form meaningful programmatic, experiential, and physical bridges between Central Campus and the East and West neighborhoods

Create landscapes where wayfinding is intuitive that help facilitate a greater sense of openness and a welcoming environment for moving through South Campus

Ecological principles and zone connectivity need to guide all decision-making regarding land use, construction, and maintenance, so the campus ecology can thrive

Develop guidelines for design standards and policy regarding scope and budget standards for landscape improvements

CASE STUDIES : TESTING A RANGE OF STRATEGIES THROUGH DESIGN



THE CASE STUDY APPROACH

The UW campus is remarkable in its complexity and richness, and also in the fact that it has a very robust structure that has developed over more than 100 years, with very few systemic campus-wide flaws. The over-arching goal, for example, to better connect the major campus neighborhoods and to ease the pressures on Central Campus by further developing the peripheral neighborhoods, can only be effectively addressed at the scale of the landscape mosaic by operating on specific sites. Looking more closely at questions of orientation, navigation, accessibility, and identity, the same appears to be true: changes to individual mosaic pieces are the key to unlocking campus potential. The CLF adopts a Case Study approach for testing how the campus landscape can be improved in character and function through transformations of specific pieces of the mosaic. The Case Study sites were chosen for a variety of reasons; some because they are places that are under immediate pressure; they represent immediate opportunities because they are under consideration for development; because they represent examples of problematic conditions found in multiple locations across campus; and because they represent strategic moves that could have profound effects on the way the campus develops over time.

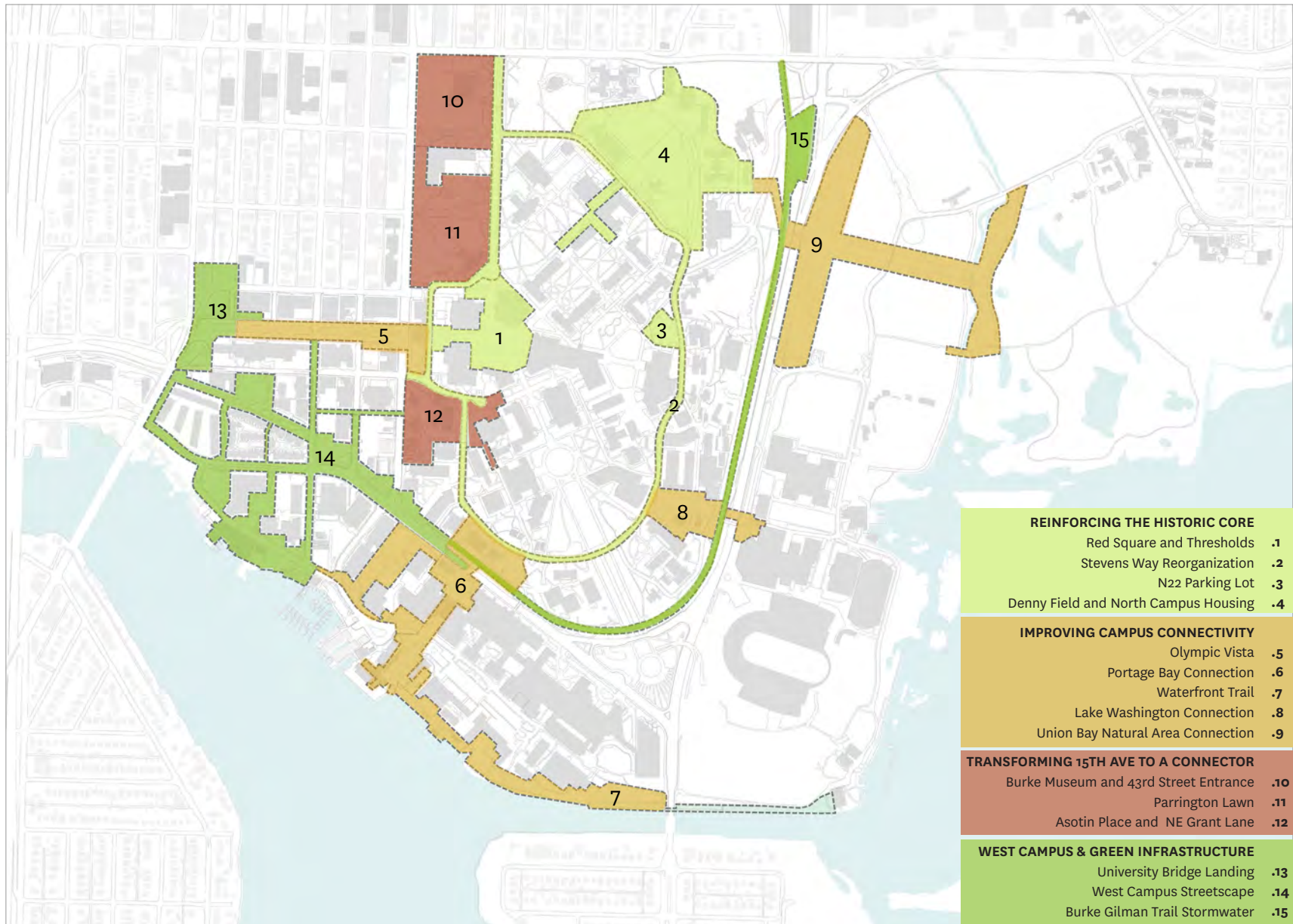
PROOF OF CONCEPT

The Case Studies serve a “proof-of-concept” role. They establish the issues that need to be resolved in a particular part of campus and demonstrate that these issues can be solved in ways that yield particular benefits to the campus landscape, both at the immediate site, and to wider landscape systems. As general problems were considered, for instance a lack of connection along the eastern slope of the campus, a case study would be undertaken to see what possible solutions might exist in which potential locations. Establishing that it was physically possible to achieve certain goals such as accessible slopes or continuous connections is a proof-of-concept that supports a general idea, without limiting a wider range of possible outcomes. In many cases, for example in solutions to accessibility issues, bicycle parking, or stormwater strategies, the case studies serve to give examples of approaches that could be adopted in multiple locations across campus.

AN AID TO DECISION-MAKING

The Case Studies suggest locations on campus that are deserving of particular attention, and approaches to landscape improvements that are tangible, but open to multiple design solutions. In this way the CLF creates an action-oriented tool that will be useful to decision-makers when considering capital projects and planning initiatives. The CLF, by establishing both an understanding of campus-wide systems and a site-specific approach to individual mosaic pieces, has a dual lens useful to decision making. No one part of the campus landscape should be considered as separate from its role in campus-wide systems, and no system should be considered without an understanding of how it will impact individual places on campus. This parts-to-whole and whole-to-parts methodology is a useful means of guiding future landscape decision-making, both as a required step for future design consultants, and also as a general philosophy that guides landscape stewardship.

CASE STUDIES : GENERAL ORGANIZING STRUCTURE



CASE STUDIES

The campus contains vastly different academic, urban, natural, and recreational areas within its borders, its diversity is its strength. In the course of a single day, a student might study in a courtyard at Hansee Hall, meet a friend in the large Arts Quad, stop to admire a view down the long Rainier Vista, go to an event in the Sylvan Grove, and take a canoe out from the Waterfront Activities Center. The complementary range of daily life experience these spaces provide can be replicated in very few other environments that a person will encounter in their lives.

The Case Studies showcase the diversity of the campus and demonstrate the full spectrum of approaches that need to be taken to preserve and enhance that diversity. From the conception of the North Campus Housing as an extension of the historic campus core, to 15th Avenue as a connector rather than a divider, to the planting of individual thresholds, the Case Studies create a framework vision for the campus that is simultaneously ambitious and achievable in small increments. The individual case studies, in detail, can be found in Appendix B of this document.

POTENTIAL FOR ENHANCED CONNECTIONS

Possible enhanced connections are highlighted across campus to illustrate the importance of strengthening the pedestrian network. Of particular note are connections between neighborhoods, but also the creation of accessible routes within the Central Campus. Some connections are long term visions, and extensive in nature, for example the system of pathways between the North Campus Housing and the Union Bay Natural Area as a way of opening up the East Campus for development, and some are immediate priorities, modest in scale, for example the accessible thresholds at Red Square.

POTENTIAL UW DEVELOPMENT SITES

The Central Campus has a finely tuned interaction between open space and built structures, and is close to development capacity. The character of Central Campus could easily be thrown out of balance by new building program, but the CLF identifies sites where development is planned, and shows how that development can be used to improve the campus landscape. By comparison, other neighborhoods, such as West Campus and East Campus, would benefit from an increase in academic program, or other types of new architectural development.

POTENTIAL DEVELOPMENT SITES BY OTHERS

At the west end of the Olympic Vista there are three potential development sites, whose development by others will improve the urban environment and sense of arrival at the university.

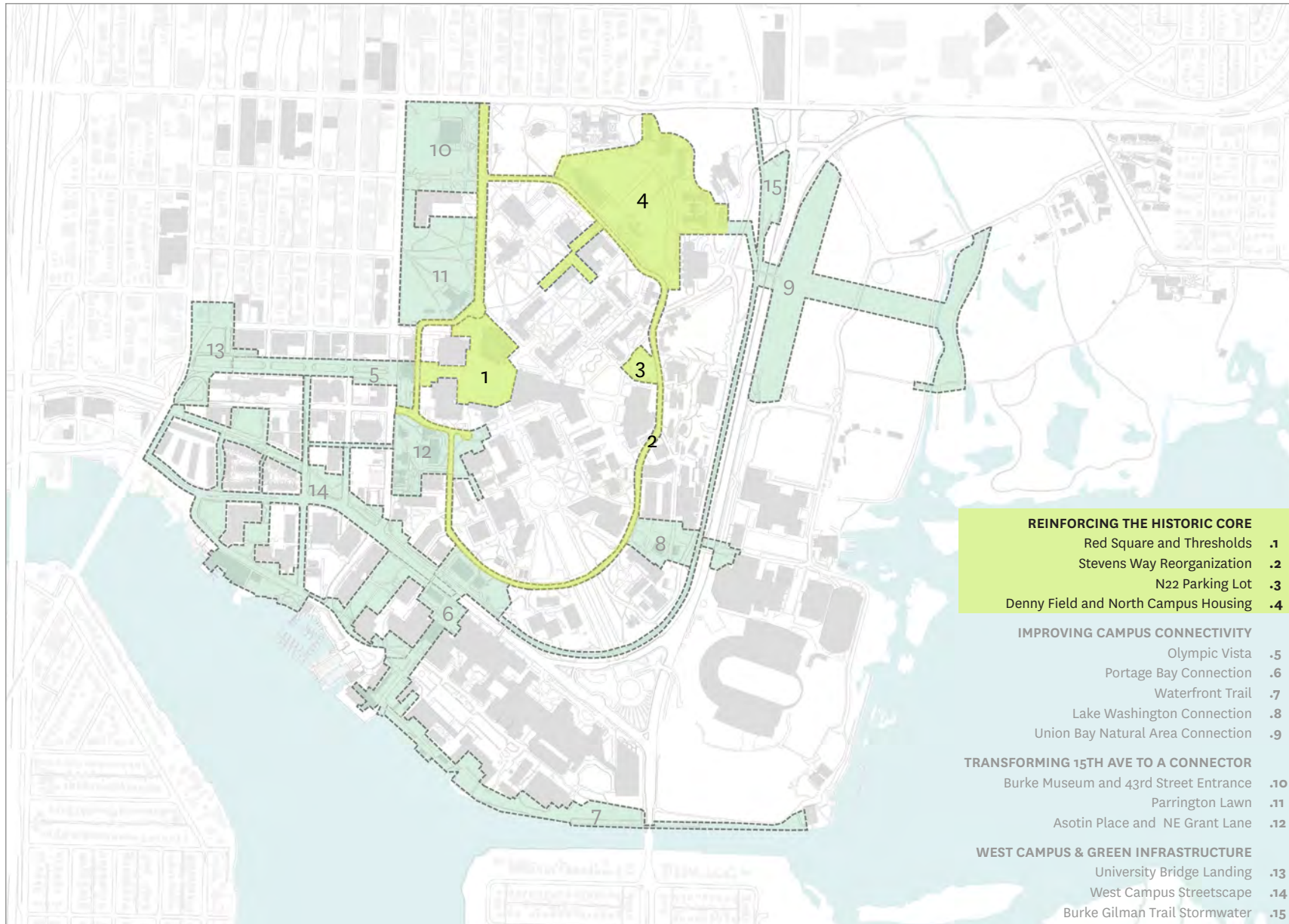
A RANGE OF SCALES, A RANGE OF APPROACHES

The case studies have been organized in a way that highlights the range of issues relative to the aesthetic and functional role of the campus landscape. These are intended to be illustrative of the many opportunities to be found for improving the campus experience, but are by no means a complete inventory of the only areas requiring attention. They are also not intended to be conceived of as a set of priorities for improvement projects. Rather, the priorities should be evaluated based on current projects, available funding sources, and immediate need.

The organizing structure for presenting the case studies closely follows the analysis of the campus environment and aligns with the strategies associated with operating on the campus mosaic and systems. In general, the greatest needs and design explorations were focused on the following issues:

- Reinforce the Historic Core
- Improve Campus Connections
- Transform 15th Ave from an Edge to a Connector
- Define the West Campus Landscape Character

REINFORCING THE HISTORIC CORE



REINFORCING THE HISTORIC CORE

The landscape spaces most closely identified with the history of the UW, including the Quad, Denny Yard, the HUB Yard, and Rainier Vista, are all strong contributors to the current campus experience. Direct improvements are not necessary to these iconic landscapes, but indirect improvements can help reinforce their function and the contributions they make to the experience of the campus. The top priorities for this area include providing better services for cyclists, improving accessibility for the mobility impaired, and creating landscape connections that support residential life on campus.

RED SQUARE AND THRESHOLDS

The construction of the multilevel Central Parking Garage, with the Red Square Plaza above it, was hugely successful in reducing the need for surface parking in the core campus, but also created complex accessibility challenges due to the inflexible grade datum set by the top of the garage structure. Furthermore, the relative lack of planting or shaded seating in Red Square makes the space feel less than welcoming for studying or social use. The scale of the square and its centrality to campus life is sufficient to warrant accessibility and environmental improvements in a few key locations.

DENNY FIELD AND NORTH CAMPUS HOUSING

Denny Field is the oldest recreational landscape on campus, and it continues to be popular, but it is currently in a poor physical condition, with compacted soils and a threadbare lawn. Furthermore, Denny Field feels disconnected, almost hidden from its surroundings, with many edges that are obscured by extensive chainlink fencing around its tennis courts. As the North Campus Housing is reconsidered, Denny Field should play a more prominent role in supporting the daily lives of on-campus housing by providing a welcoming space for relaxation and socializing, and continue to play its role as a location for intramural sports. Stronger and more visible accessible connections between Denny Yard and the major campus axes also need to be developed.

STEVENS WAY REORGANIZATION

As the sole remaining loop road through a largely pedestrianized campus, Stevens Way is an access route, service route, pedestrian route, and campus drive all rolled into one. The narrowness of the roadway in certain areas, combined with steep grades in parts, currently make it an unappealing route for bicyclists so long as there is two-way vehicular traffic along its length. A reconsideration of bus routes, the introduction of a bicycle track, and ample high quality bicycle parking, have the potential to make Stevens Way more pedestrian friendly, and the engine for increased bicycle commuting onto the campus, while still fulfilling all of the important roles it already performs for the campus.

HUB PARKING LOT

The N22 Parking lot is a major entry point onto campus from the Padelford Parking Garage. While retaining the capacity of the parking lot, which is a vital location for disabled parking on campus, the space could be rearranged to provide a major bike parking facility, and a safe and vegetated pedestrian route rather than the current crosswalk through the lot.

IMPROVING CAMPUS CONNECTIVITY



IMPROVING CAMPUS CONNECTIVITY

As demonstrated by feedback from the My Places survey, navigation challenges exist throughout campus, with some areas of particular concern. In general, connections between Central Campus and the other neighborhoods need to be improved. Connections across NE Pacific between South and Central Campus are thought to be highly difficult to navigate in a very concentrated area. Connection challenges between the Central Campus and neighborhoods to the East and West areas are spread across a wider area.

OLYMPIC VISTA CONNECTION

Olympic Vista provides some visual connection between the Central and West Campus neighborhoods, but all types of pedestrian connections, including pedestrian, accessible, bicycle, and automobile, are difficult to navigate.

PORTAGE BAY CONNECTION

The Portage Bay waterfront is a major untapped resource. Although more inviting for recreational use than the majority of the Union Bay Natural Area, Portage Bay is relatively under utilized. A stronger connection from Central Campus and West Campus would help to open this area up to more people.

WATERFRONT TRAIL

The University's engagement and attitude toward the waterfront has evolved and changed over the many years since the University located on this site. The rich and diverse setting that exists today is a testament to demands for waterfront access, maritime transport, recreation, leveraging acres of flat land, and reclamation of brownfield sites that spans the spectrum of naturalized to structured edge conditions. Although points of access are provided, experiencing the 2.75 miles of waterfront continuously is challenging.

LAKE WASHINGTON CONNECTION

There is not currently a direct, well-marked route, from Stevens Way to East Campus, despite the heavy flow of students from north campus traveling in the direction of the IMA and the other athletic facilities in this neighborhood.

EAST CAMPUS /UNION BAY NATURAL AREA CONNECTION

Union Bay Natural area is currently accessed by means of a circuitous path system down the east slope, crossing the Burke Gilman trail, across a bridge, terminating with a flight of steps into a vast parking lot. From there, pedestrians weave across the parking lot to discover the one or two pathways into the natural area trails. The development and recreational potential of East Campus can be unlocked with an accessible connection here.

TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR



TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR

Within the realm of campus connections, the 15th Ave NE boundary between Central and West Campus is unique in that there is a relatively manageable grade difference and important program on both sides. The experience of UW as an urban campus will be improved by strategically eroding the concrete wall along 15th Ave NE, diversifying the edge experience along 15th, and opening up the possibility of multiple welcoming connections.

15th Ave NE has always been an important edge to the campus, both as a link to regional transportation and as a route to the restaurants and shops in the U District. Connections into campus along this edge are already too few and too small, and will become only more so as the pressure to connect becomes greater, with the development of West Campus and the opening of the new light rail station on Brooklyn Avenue. In general, a strategy of the CLF is to make this edge more porous and open to use.

BURKE MUSEUM & 43RD STREET ENTRANCE

Currently the UW has a very subdued presence at the 45th Street corner: a veil of woodland faces 15th Ave NE, partially obscuring a wall that lifts the campus landscape from the sidewalk, providing level ground for a parking lot between NE 45th and NE 43rd.

The 43rd Street pedestrian entrance onto campus leads to the key intersection between Memorial Way and Stevens Way. The importance of this entrance will be transformed by the light rail transit station currently under construction.

PARRINGTON LAWN

After the wooded edge along the Law School, Parrington opens up into a canopied lawn. Except for where the lawn slopes down toward 42nd, most of this landscape is elevated above street level and so the street side experience is dominated by a concrete wall.

ASOTIN PLACE & NE GRANT LANE

Along this stretch of 15th Avenue, only service docks and steep staircases connect campus level with sidewalk level below. Existing connections into campus do not provide universal access and the congestion created by the Metro bus stop adjacent to the gatehouse create unsafe conditions for bicyclists and pedestrians crossing Stevens Way.

The corner of Stevens Way and 15th Avenue provides a significant development opportunity for a gateway building that can anchor the corner and provide much needed universal access into campus.

WEST CAMPUS GREEN NETWORK



WEST CAMPUS & GREEN INFRASTRUCTURE

West campus isn't defined by a singular character, but is a composition of the urbanized man-made grid of the University District, the grand gesture of the Campus Parkway median, the active pedestrian and bicycle use of the Burke Gilman Trail, and the lower and more open waterfront edge. The desire for this part of campus to develop as a vibrant, creative, and active neighborhood, anchored around ideas of innovation, will distinguish it from central campus. Providing thoughtful connections and public realm improvements will be imperative to its seamless integration as part of campus and as part of the University District. Innovative strategies for stormwater, roadways, pathways, planting, research, etc. have the opportunity to express the forward-looking character through the built environment.

UNIVERSITY BRIDGE

The current terminus of Campus Parkway offers an unfriendly pedestrian experience at both at the level of the University Bridge and at the level of the east-west roadway as it passes under the bridge. Multiple comments in the campus survey speak to pedestrians feeling unsafe in this area. A reorganization and normalization of this intersection, adjusting grades to bring bridge traffic and campus traffic together, would help to overcome a sense of a barrier to the west of Campus Parkway. Additional improvements, including a rethinking of the number of lanes dedicated to vehicular traffic on Campus Parkway itself could help to overcome this area's current state of dereliction. These pedestrian and vehicular realm improvements could also be achieved in such a way to create a new building site for the University or City and provide an opportunity to create an identity gateway for both.

WEST CAMPUS STREETScape

Recognizing the West Campus Framework Study was already underway to help define a new character for this currently underutilized campus precinct, the CLF team worked with the West Campus planning team to explore the various opportunities to create new development opportunities for the UW that extend into the urban fabric. The larger goal would be to have UW's urban precinct mix the best of city and campus, with reconfigured sidewalks and new landscape program to improve the pedestrian environment. In some places this would include re-establishing an urban grid, in other areas pedestrian realm improvements might include new crosswalks across the Campus Parkway

median, accessible pathways that provide access within the median, and improved pedestrian and accessibility connections to Central Campus, by means of an additional or replacement skybridge, from Campus Parkway to George Washington Lane.

BURKE GILMAN TRAIL STORMWATER

Wet bioswales connected along the shoulder of the Burke Gilman Trail or below the paved surface could provide for conveyance, limited flow control and water quality treatment of stormwater flows collected from elsewhere on campus. The facility that ultimately receives this flow would be sized for water quality using the Department of Ecology and City of Seattle standards, hopefully through a strategy of banking stormwater mitigation for future projects that would trigger stormwater management requirements. In addition to conveyance along the Burke Gilman trail, areas that might serve well for bioretention include parking lot N25 off Pend Oreille Place, landscape strips in parking lot E1, and in the vicinity of San Juan Road.

PRIORITY PROJECTS

As illustrated through the case studies, in addition to exploring design solutions for what were current projects, there are a number of projects that have been highlighted for future consideration to support emergent issues. These are by no means meant to presume a complete inventory of landscape improvements needed on campus, which also include restoration of existing cherished open spaces and areas of campus that are under performing or are anticipated to change in use.

Priorities for the next ten years for stand-alone landscape improvements should include the projects listed below (in no particular order). Concept plans and estimates for improvements should be developed for each of these projects, if not already available, and a plan for funding and implementation should be developed.

CASE STUDIES

- Red Square Universal Access Connections
- Stevens Way Reorganization
- Olympic Vista/Campus Parkway Improvements
- Montlake Cut Connection and Waterfront Trail
- 43rd Street Entrance

ADDITIONAL PRIORITY PROJECTS

- Rainier Vista
- The Quad
- Denny Yard, Parrington Lawn, and Memorial Way
- Pend Oreille Entrance

RAINIER VISTA

The improvements to the southern end of Rainier Vista have transformed a formerly underutilized part of campus into a grand entrance in anticipation of the Sound Transit link light rail opening in early 2016. The improvements implemented a significant portion of the 2008 Rainier Vista Concept Plan, which conceptualized the vista for modern day use by simplifying the disparate parts and enhancing the core asset, the view of the mountain.

While these improvements are significant, the portion of the vista between Red Square and Stevens Way is in need of upgrades that continue the aesthetic and functional qualities found below, providing universal access to the heart of campus and a vista landscape that is worthy of this cherished space.

THE QUAD

The quad is by far one of the most photographed iconic open spaces on campus and the spring flush of cherry blossoms draws thousands of visitors annually. In 2009, the fifty-year reunion class of 1959 provided a one hundred thousand dollar endowed fund for the preservation of the cherry trees in the quad. The endowment has been unspent, but an initiative to grow replacement trees was undertaken with a local nursery using scions from the existing trees, in anticipation of replacing any trees that are lost due to health issues. There was also an initiative to improve the health of the trees by aerating the soils and applying a foliar spray annually.

Although the improvements initially helped improve the health of the cherry trees, the amount of use the quad experiences throughout the year is substantial and the effects are expressed in poorly draining soils, which reduces the availability of oxygen and nutrients to the trees. The resulting stress on the trees is noticeable and in recent years, younger trees have declined in health and have required removal. Given the reverence for the cherry trees, a plan needs to be developed to improve the conditions in the quad that are lasting, while also improving the access in and around by resetting the heaved brick paved pathways.

DENNY YARD, PARRINGTON LAWN & MEMORIAL WAY

Denny Yard has been surrounded by new construction and renovation projects for over ten years, but has only seen minimal restoration of the yard itself. Additionally, Parrington Lawn and Memorial Way have had small areas restored, but a comprehensive overhaul of these three major open spaces as one continuous landscape has never been performed.

The importance of these large open spaces in greeting visitors and providing a first impression is significant and care should be taken to ensure they represent the values of the University through the quality of the landscape and accessible to all. Upgrades to plantings, irrigation, pathways, lighting and gestures such as removing the wall along 15th Ave NW and the bus layover on Memorial Way should be incorporated into a comprehensive renovation of these areas. A concept plan was developed in 2015 that provides a vision for these improvements, but requires a detailed estimate and phasing plan to identify costs.

PEND OREILLE ENTRANCE

Pend Oreille has often been referred to as a back door to campus given the utilitarian expression of parking lots, minimal sidewalks, no signage, a lackluster landscape, and expanse of asphalt. The growth of University Village across the street and the high quality landscape they maintain further emphasizes the need to bring this entrance to campus up to a higher standard.

A concept plan for Pend Oreille was completed in 2011. The plan looked at a realignment of the road to create a better functioning intersection at NE 25th Street, adding bike lanes and sidewalks along Pend Oreille, removing the visible parking lots, and celebrating the sense of arrival with landscaping and signage. The goals developed from the concept plan are still relevant, but the plan itself should be updated to reflect current conditions and initiatives with new cost estimates provided to reflect those changes.

LANDSCAPE IMPROVEMENT FUNDING STRATEGIES

Peer institutions were consulted as part of the CLF, to see what other funding strategies might be available. Strategic landscape plans, similar to the CLF, were frequently cited as opportunities for funding integrated landscape improvements over the course of several years. After an assessment of 26 peer institutes, 14 public and 12 private, as well as assessing not-for-profit organizations that help build and maintain public parks within major cities, the recommendation for appropriate funding mechanisms is varied and wide reaching to cover the range of needs found at the UW.

The following strategies require further investigation into the feasibility and applicability for the UW and should be looked at with both an eye toward major capital projects as well as minor renewal of existing landscapes to bring them up to current standards functionally, aesthetically, and ecologically. It is increasingly important to find mechanisms to combine funding sources to make more meaningful impacts and to strategically look into synergies that can be created by combining the wide range of projects initiated by all departments and units that may be interrelated or impact one another in order to minimize the amount of disturbance and redundancy of construction activity, and leverage funding through more effective deployment of projects.

CAPITAL PROJECT INFRASTRUCTURE/IMPACT TAX

Many Universities and Colleges have initiated a construction assessment infrastructure tax of 1-5% levied on all construction projects. The revenue from this tax is used primarily for maintaining the quality of the broader campus civic environment through minor projects or supplements to capital projects to improve quality or increase scope to economize construction opportunities. This is in addition to site improvements typically required by the project. To implement this type of funding source, it will require developing policy and protocol for contributions and allocation of funds.

Examples:

- University of North Carolina requires a 1% tax of all construction budgets to fund a landscape improvement fund.
- Stanford University requires a 4.6% construction assessment to fund the Stanford Infrastructure Program.
- University of British Columbia requires an Infrastructure Impact Charge on all new development, with market housing projects paying a higher rate than student housing or academic projects.
- Ohio State University requires 2% of construction costs for projects over \$1.5 million to fund the Civic Structure.
- Johns Hopkins University has an Infrastructure Tax component of their annual space rate charge to all occupants. Spending of these funds requires a lot of negotiation and prioritization.

MINOR PROJECT ALLOCATION

Regular, ongoing investment cycle to provide necessary stand-alone infrastructure upgrades to the campus landscape including universal access, irrigation upgrades, pathway/plaza improvements, planting, and seating. Source of funding could be provided by minor State allocations or Provost funds. To implement this type of funding source, it should require a complete list of potential projects under \$2 million for a 10-year cycle and an annual/biennial assessment of project costs for funding.

Examples:

- Duke University initiated landscape projects as a top priority during the 2008 economic slowdown, spearheaded by the Facilities & Environment Committee.
- Princeton University has a ten-year plan that allocates \$19M from the capital plan and is supplemented by special donor funding. These funds are used for all of the landscape projects that are not identified as part of capital projects. They have a separate landscape master plan that identifies the projects and they tackle two to three annually.
- Wellesley College has an established annual facilities budget that is used to fund small projects or supplement larger projects.
- Dartmouth College funds small stand-alone landscape projects as part of their annual capital budget.

MAJOR PROJECT ALLOCATION

Projects like the Rainier Vista/Montlake Triangle can't happen without a commitment of funds that exceed the minor allocation limit of \$2 million, even when combined with other funding sources. Major infrastructure projects, or large scale landscape renovation projects are vital and necessary for the University to steward in order to preserve some of its most cherished spaces or to create new major open spaces or networks. These projects should be incorporated into the One Capital Plan as stand-alone major landscape/infrastructure improvement projects. To implement this type of funding strategy, it requires a 10-year plan of major projects with concept level documentation with relevant cost estimates and time lines for implementation.

Examples:

- University of Chicago separates funding requests for buildings from the associated landscapes and projects are managed by separate project management teams. While this at times creates a few minor turf and money skirmishes when the boundaries of projects overlap and scopes of work require close coordination, it also detaches the improvements for the outdoor environment from program related improvements, reducing inherent conflicts.
- Purdue University puts forth all future capital projects as coordinated plans established by their Physical and Capital Planning offices, be they buildings, infrastructure, or landscape. The information is shared with the Treasurer to secure funding in a timely manner so all projects stay on schedule and the upper administration is not surprised by unforeseen prerequisite or associated projects.

CAPITAL PROJECT FUNDING

The typical method for funding landscape improvements is done via capital projects that are directly related to program enhancement. The concern with relying solely on this method of funding landscape change is the inherent conflict it creates between the greater campus needs and the program needs. Additionally, depending on the source of funding, whether State allocated or donor funded, there's an increased attitude of ownership of the funds and with it comes the perception of decision-

making authority to define the boundary of improvements and quality of materials. This approach to improvements also has the tendency to create landscape "islands" of improvements with little funding to improve the areas between, creating a discrepancy in the level of care and consistent quality of the outdoor environment.

Alternatively, some colleges and universities have removed the installation of landscaping from the bid contracts and has their in-house grounds staff perform the work. The advantage of this is a high quality landscape planted at a great value.

To better utilize this method of funding, a clear policy and process of defining the project boundaries, taking into consideration the construction laydown and access areas, and providing a budget line for landscape improvements is necessary prior to establishing a project cost to be submitted for funding. Breaking out the plant installation from the contractor's scope requires a policy that clearly establishes the roles and responsibilities of all parties, as well as an increase in the grounds staff to manage such projects.

Examples:

- University of Texas in San Antonio primarily relies on capital projects to improve the outdoor environment. The result has been the creation of a series of landscape "islands" with little funding available for the spaces between. A 2007 plan proposed a sweeping project intended to rectify this island effect along two key pathways in the center of campus, but the project continues to remain one of their most important unfunded projects.
- College at Brockport, SUNY mentioned LEED certification has effectively expanded the scope of landscape improvements and been a useful proponent in retaining funding during value engineering exercises.
- University of North Carolina and University of Georgia utilizes their in-house grounds staff to install plant material for all of their capital projects.

PHILANTHROPY

Donor funding at the University of Washington is department focused and there currently is no mechanism for soliciting donations for landscape improvements. This is a missed opportunity to garner support from many individuals who value the outdoor environment and would greatly support projects that improve the experiential and physical qualities.

To implement a program for philanthropy targeted to improving the campus landscape, a few dozen specific priority projects of a range of scales needs to be developed with associated cost estimates, supporting graphics, and project descriptions that can be shared with potential donors. Additionally, advancement staff personnel will need to be assigned to Capital Planning and Development Office of the University Architect to develop a program of philanthropy and investigate potential donors.

Examples:

- Wellesley College undertook a major capital campaign following the completion of their master plan, which funded major landscape improvement projects across the campus.
- The University of Chicago received a large Botanic Garden Endowment donation in 2001 which has funded the design, installation, and maintenance of many major landscape restoration projects around campus. The maintenance of these gardens is outsources to local companies and the design of the projects are required to use small, local landscape design firms.
- Johns Hopkins University received a large donation from a trustee after the 2000 master plan was presented, suggesting they could transform the campus by eliminating roads, parking, and loading docks from the campus interior while restoring the neglected landscape and unifying the site materials and furnishings. There was no endowment established to maintain these new landscapes, which has been an increasing problem and has resulted in increased staff.
- Harvard University often targets donation throughout a project and in amounts that exceed the cost of the project. The money is put into a general fund that can be used for multiple projects.

MEMORIAL DONATIONS

The University currently supports memorial donations for outdoor improvements in the form of memorial benches and trees, and in specialized circumstances, memorial gardens. Private funds are given to the University specifically for these elements via the Gift Transmittal Form processed by University Advancement. Location of benches and trees are coordinated through the Office of the University Architect with support from the Grounds Shop for installation. There is currently a policy for both benches and trees, but a new policy related to memorial gardens should be prepared.

REUNION AND CLASS GIFTS

There are a handful of small landscape improvements that are the result of reunion and class gifts distributed throughout the campus. This is potentially a valuable source of supplemental funding to initiate a project, or implement a portion of a larger project. On average, annual class gifts range between \$25-50 thousand and fifty-year reunion gifts range between \$100-150 thousand. To rely more heavily on this type of funding, a list of small scale projects, similar to those created for a philanthropy program are required.

SPONSORSHIP DONATIONS

There's an increased intensity around soliciting sponsorship donations from local corporations for various programs and related projects. This could be expanded to improving the outdoor environment, similar to other donor gifts, but possibly at a larger scale. Recognition is often a component of large donations and care must be taken to ensure the University's policy regarding corporate logo use on campus is upheld. There have been a few small corporate donations used for annual tree planting associated with the Tree Campus USA certification that have provided funds for volunteer tree planting, but these typically result in under \$5 thousand.

To implement a sponsorship program will require a selection of priority projects for donors, and coordination with the sponsorship team in University Advancement.

GRANTS

The University often seeks grants for program research and facilities, but rarely seeks grants for landscape improvement. The PSRC grant for the Phase 1 of the Burke Gilman Trail was the University's first multi-million dollar grant. Research into the stipulations behind the grant funding should be fully understood before a project begins design and should also be assessed to understand the commitments the University is required to agree to in order to comply with the regulations. The project type and funding source should be adequately paired to ensure the highest and best value. To pursue this type of funding, a dedicated staff person should be responsible for researching funding opportunities and a review group should be established to assess project compatibility.

PARTNERSHIPS

The integration of the University into the University District and surrounding neighborhoods, as well as the integration of regional transit services onto and around campus has brought with it a multitude of partnership opportunities. Leveraging these partnerships to combine funding sources, as was done with the Rainier Vista/Montlake Triangle project, which used funding from the University, Sound Transit, SDOT, and WSDOT is a great opportunity to achieve large scale projects that benefit a broader constituency.

REPLACEMENT FUND

While this has been loosely applied to tree removal, the practice could be expanded to require all projects to provide replacement funds for the removal of significant landscape elements (trees, benches, plaza, art, etc.) to be combined in a separate fund used to restore these elements elsewhere on campus. Annually or biannually these funds could be used for projects that enhance the campus experience. To implement this type of funding, a policy is required that will

ACTIVE TRANSPORTATION IMPROVEMENT FUND

Revenue collected from parking violations could be used more centrally to provide improvements to active transportation systems, with a particular emphasis on bicycle infrastructure and pedestrian

enhancements. Implementing this type of project funding requires developing a policy for collecting and allocating the funds, and active transportation improvement project plan with associated cost estimates.

DISTRICT IMPROVEMENT ASSESSMENT

Creating a District Improvement Fund to provide landscape improvements and maintenance & operation expenses within certain defined districts of campus could use a process similar to what cities do for open spaces like Bryant Park, Brooklyn Bridge Park, and Post Office Square. This might be a way to generate revenue to construct the park in west campus or other open spaces that would be defined by multi projects. Typically the funding for these parks are managed by a not-for-profit organization through a long-term lease arrangement.

PLANNING POLICIES TO SUPPORT A ROBUST STEWARDSHIP ETHOS

The university should consider broadening the number of ways it initiates landscape projects. For instance, rather than only being a part of major capital projects, consideration should be given to stand-alone renewal projects and new landscapes considered on their own merits. Moreover, when landscape projects are triggered by architectural or infrastructural projects, they should be undertaken with an understanding of their impact on the continuous landscape systems of the campus.

The need for policy development that includes protocol as it relates to improvements has been expressed throughout this document. Policies related to scope definition, budget allocation, funding requirements, and decision-making are all required to ensure the stewardship of this campus asset is viewed and managed holistically, with an equal eye on the future and a nod to the past.

TRANSFORMATION OF THE OUTDOOR PHYSICAL ENVIRONMENT SHOULD CONSIDER THE FOLLOWING, SUMMARIZED IN A SITE PROGRAM

1. THE CAMPUS MOSAIC

- OPEN SPACE TYPE
- PUBLIC TO PRIVATE TRANSITIONS
- CONNECTIONS TO ADJACENT OPEN SPACES

2. MATERIALS

- DURABILITY
- TIMELESS DETAILING
- SUSTAINABLE ASPECTS - CONTENT OR RECYCLABILITY
- EASE OF REPAIR/REPLACEMENT
- CAMPUS STANDARDS (LIGHTING, BENCHES, BIKE)

3. HISTORIC QUALITY AND CHARACTER OF THE CAMPUS

- CULTURAL SIGNIFICANCE
- ACADEMIC SIGNIFICANCE
- ENVIRONMENTAL SIGNIFICANCE

4. TREES & VEGETATION

- DIVERSITY OF SPECIES
- PRESERVATION OF MATURE SPECIMENS
- URBAN FOREST GOALS & CAMPUS CHARACTER
- EDUCATIONAL OPPORTUNITIES
- WATER CONSCIOUS

5. MOBILITY

- CAMPUS CONNECTIONS & ADA
- SITE SPECIFIC CONNECTIONS
- PEDESTRIAN - MINIMUM WIDTH?
- BICYCLE - CONVENIENT BUT OUT OF HEAVY PED AREAS
- VEHICULAR - SECONDARY TO THE BIKE ENVIRONMENT
- PARKING FOR BICYCLES & CARS
- SERVICE ACCESS
- TRANSIT

6. MAINTENANCE

- LEVEL OF CARE - VISIBILITY AND USE
- ACCESS FOR STAFF & EQUIPMENT
- IRRIGATION & WATER

7. INFRASTRUCTURE

- STORMWATER OPPORTUNITES
- SITE WALLS

PERMANENT WAYFINDING & SIGNAGE

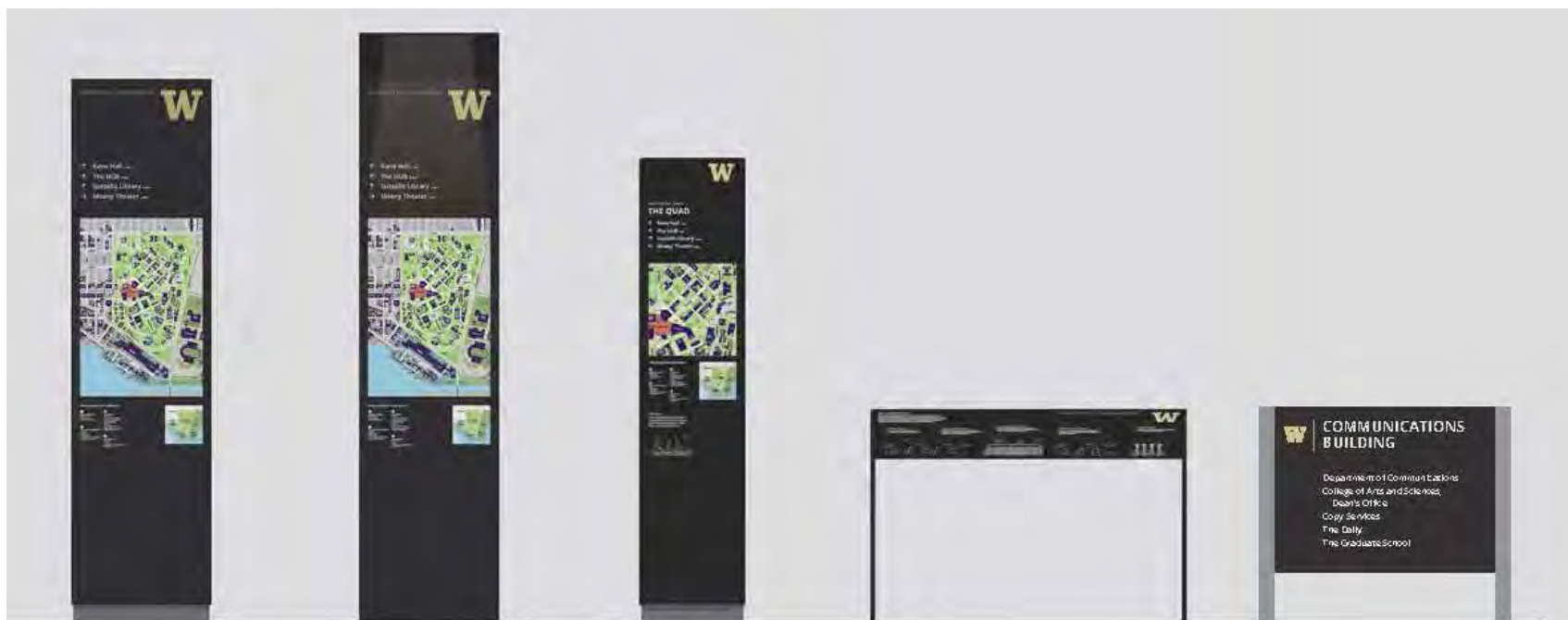
The University is comprised of a complex network of streets and pathways that traverse campus. The organizational structure of central campus, with paths radiating outward from Red Square, is often difficult to comprehend for the first time visitor. Additionally, the scale and vastness of buildings in east and south campus create physical barriers to views and knowledge of what's beyond, as much as they impede passage through.

With all of these challenges, wayfinding is a critical need to assist in navigating the campus environment and make it a more welcoming experience for visitors. In tandem with the CLF, a Wayfinding & Signage study was developed that recommends a map-based approach to wayfinding and strategically locates signage at critical, decision-making intersections on campus. This system is designed to be minimal in both quantity and appearance, while providing the necessary support

for understanding the layout and physical assets of the campus environment.

Additional permanent signage on campus consists of a collection of regulatory, identification, informational, and a handful of old maps and ADA signage. Much of this has been added over time and is inconsistent in character, messaging, and placement.

There is currently no guideline for permanent signage on campus, but the desire and will to create guidelines and templates is great and necessary to preserve the integrity of the campus environment from an unnecessary proliferation of signs, rather a deliberate approach to incorporating useful wayfinding guidance while systematically eliminating outdated signage on campus.



RECOMMENDED PEDESTRIAN SIGNAGE FAMILY

TEMPORARY SIGNAGE AND IDENTITY MARKING

The identity and recognition of the University to visitors coming to campus or those just passing through should be celebrated. Likewise, the entrances to campus should be clearly visible and identifiable, and provide a sense of welcome and arrival to enhance the campus experience for all. Permanent signage and markings can contribute to this, but in some circumstances, temporary graphics can be utilized to keep the messaging fresh and current.

Examples of this are the vinyl banners that have been installed along many of the arterial streets around the campus and along the streets within the campus boundaries. These banners provide awareness of being on or near the campus, but could also be more strategic in their use and location to clearly identify and celebrate campus entrances. The construction graphics program, which is designed to provide a consistent appearance to construction sites and provide a bit of useful information about the project by installing large vinyl mesh banners on construction fences, is another example of a longer duration temporary signage system.

Other temporary signage on campus is often installed to announce events, organizations, department identity, wayfinding for events, parking, construction detours, subtle messaging, etc. There are some existing policies related to Registered Student Office use on Kane Hall and sandwich board permitting, but in general, temporary signage is not currently regulated. In recent years, the use of yard signs and building mounted signs promoting departments and campaigns has increased, somewhat unregulated, yielding inconsistent and often visually distracting messaging that verges on advertisement rather than guidance or University identity.

The need for guidelines, templates, and policies related to temporary signage is significant and should be addressed holistically from appropriate use of temporary signage, design approval, duration, and placement.



EXISTING TEMPORARY BANNER ON KANE HALL



RECOMMENDED TEMPORARY BANNER SYSTEM

CAMPUS LIGHTING

As is typical at most universities, exterior lighting on campus has evolved in both physical form and performance as technological advances in lighting systems and styles become available. The University of Washington is no exception and based on a current inventory of lighting elements, the University hosts over seven different lamp types housed in forty plus different luminaire styles. This eclectic mix of fixtures provides an equally challenging mix of architectural styles, maintenance needs, perception of safety and light quality, resulting in a disjointed experience when traveling through campus.

With a twenty-four hour, seven days a week campus environment, the role campus lighting plays in providing a safe environment for students, faculty and staff is significant. There are many pathways, open spaces, and parking facilities that are poorly lit and in need of upgrades. A comprehensive campus-wide lighting assessment has never been performed and is recommended to fully understand the current state of lighting on campus. There is significant opportunity to develop a lighting strategy and guidelines for campus that integrates and enhances the campus mosaic concept and range of campus experiences, with improved energy efficiency, and reduced maintenance.



SAMPLING OF EXISTING LIGHTING FIXTURES ON CAMPUS

PARKING, TRANSIT AND VISITOR AMENITIES

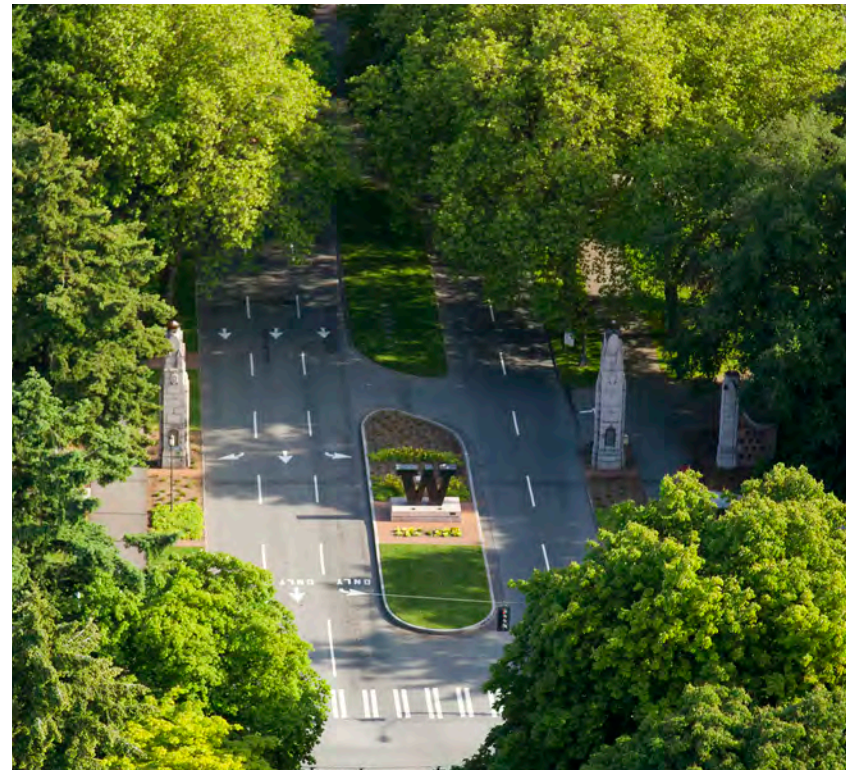
The experience of welcoming visitors to campus starts well before they arrive on campus. However, once here, the University has the opportunity to make that experience as pleasant or challenging as possible. Currently, most visitors arrive by car and are directed to park in the Central Parking Garage (CPG) for general visits, or are notified to request a permit from one of the campus gatehouses to place them closer to their destination if it's known. In both circumstances, a gatehouse attendant becomes an essential component in welcoming visitors, however, the concern is, after they leave the gatehouse, they're on their own to find their way out of the garage and onto their destination. In return, after their visit, they need to find their way back to where they parked. Both of these tasks can be challenging for those that come here every day given the configuration of the CPG, and is exaggerated for first time visitors.

A strategy that's been well received from a visitor experience perspective is to direct visitors to a limited number of parking lots rather than the CPG, while assuring the distance of travel to final destinations are no greater than five minutes for the average person. In addition, these lots could be renamed to better correspond to their surroundings (such as Memorial Way Parking Lot) in lieu of the current numeric code, giving the visitor a sense of place specific to the University setting.

The future potential for campus visitors to choose the Sound Transit Link Light Rail as a means of accessing campus, with connections from SeaTac Airport and destinations south in 2016, and future connections north in 2021, presents a new challenge. The location of the stations will shift the point of arrival to campus significantly with one located at the lower end of Rainier Vista and the other along the 43rd Street corridor. The recent improvements to the lower portion of Rainier Vista were designed to provide a grand sense of arrival, but only extend to Stevens Way. Continuing this language of design and intent further up the vista to Red Square is essential to provide universal access to the heart of the campus. Additionally, the entrance at 43rd Street and 15th Ave will see

some upgrades with the construction of the Burke Museum along 15th Ave, but has potential to be more continuous and welcoming as one moves from the station at Brooklyn Ave into the campus to Memorial Way.

The synergies that could be realized through combining the inter-related goals of initiatives relative to improving signage, wayfinding, parking, lighting, and primary universal routes of travel could be leveraged to combine sources of funding and help prioritize projects over the next five to ten years that accomplish multiple objectives as expressed by many units and departments across campus.



THE CEREMONIAL MEMORIAL WAY ENTRANCE

SITE FURNISHINGS AND PAVEMENTS

The campus landscape has the unique ability to seamlessly coordinate disparate parts of the campus aesthetic into a cohesive experience that exemplifies the sense of place. Modern and classic architectural style buildings sit adjacent to one another; occasionally engaging in a harmonious dialogue relative to scale and proportion, articulation of fenestration, or materiality. The way in which these buildings sit within the landscape differs as some form figured formal greens, others are nestled into the woods, and others seem to float within an open setting. With all of the variables related to the architectural expression of the physical setting, as one travels through the campus, the consistency of site elements is critical to reduce the sense of visual clutter and create a continuous experience that provides a backdrop in which the diversity of architectural expression and landscape typologies can be fully appreciated. The landscape plantings, displayed as forested groves, canopied lawns, ornate beds, and allées provide the structure and character of the outdoor environment, but the role of site furnishings and paved surfaces is also critical in providing continuity at the human scale. Site furnishings include benches, tables, lighting, site walls, signage, bollards, bike racks, bike shelters, bike enclosures, handrails, guardrails, fences, gateways, bus stops, and other site elements that are found throughout the outdoor environment. The University has guidelines relative to some of these elements based on time-tested, functional qualities desired, such as standard benches, bike racks, lighting, and bollards. In other circumstances, precedents found around campus, such as site walls, guardrails, and fences serve as unspoken guidelines for new developments.

More attention and study relative to seating, bicycle facilities, and outdoor lighting is needed in the form of guidelines to be used both internally by campus staff and externally by design teams retrofitting or creating new landscaped spaces.

OUTDOOR SEATING

The University has a variety of outdoor seating scattered throughout campus in the form of seatwalls, benches, and tables with chairs that provide areas to rest, places to study, enjoy a meal, or catch up with a colleague. From the quiet bench in a secluded garden to the steps that front Kane Hall, each of these types of invited or opportunistic perches nurture the well-being of those who spend a moment out of doors, immersed in the social or planted enclaves of campus life.

Expanding the options for seating throughout campus, with an emphasis on creating social hubs associated with building entrances or at major crossroads is encouraged. Additionally, provided opportunities for resting or quiet study in more remote areas of campus is also encouraged.



MEMORIAL BENCH

BICYCLE FACILITIES

An increase in bicycle use on campus as a means of commuting to and from work or school, or to move about campus throughout the day has resulted in an increased demand for bicycle parking facilities. In the past, simple galvanized racks called “toast racks” were placed near entrances and on any paved surface in close proximity to where the demand centered. Although these were somewhat haphazardly placed when first used, the current model for major capital projects requires teams to calculate the demand for bicycle parking based on anticipated occupancy and replacement of any racks displaced by construction. The siting of these racks as part of a project results in more intentional placement, allowing ease of access balanced with other modes of mobility.

The desire to provide more secure bicycle storage resulted in an influx of bicycle lockers that have been located throughout campus in loading areas, parking lots, landscape nooks, and plazas. While the lockers provide more secure bicycle storage, the footprint per bike exceeds the carrying capacity of many outdoor areas, resulting in double stacked

lockers and courtyards filled with lockers. As part of constructing Paccar Hall, the University built its first bike house, a secure, limited access, multi-bike storage enclosure that dramatically reduces the square footage per bike, but are more challenging to locate in the campus setting.

Moving forward, the desire to phase out existing bike lockers and incorporate additional covered open racks and where possible, secure bike houses will require careful siting and design. The optimal location for these types of facilities are close to final destinations, but with access primarily supported through the network of shared roads, minimizing the use of bicycles on major pedestrian pathways.

Further development of a bicycle storage plan that identifies areas of campus currently underserved, areas of potential growth, and opportunities for improvements that can be phased in over time through a variety of funding models is recommended to ensure this mode of travel is adequately supported.



POPULAR BIKE SHELTER AT IMA



I-COURT BIKE LOCKERS

CAMPUS CONSTRUCTION

The University of Washington is in a constant state of development, with an average annual growth of 290,000 GSF of new construction and demolition of approximately 40,000 GSF annually over the past twenty years. This translates to approximately four acres of new landscapes annually. While much of the recent development has occurred in west campus, where the impact on existing landscapes is minimal, a significant amount of development has, or is planned within the historic core, in which the iconic landscaped open spaces are much more sensitive.

The impacts of construction activities can be lasting and are often not visible in the landscape until years after as the effects of soil compaction, resulting in storm water runoff and lack of oxygen to existing trees, materializes with plant health decline. Additionally, the quality of landscape construction is inconsistent and is often compromised to meet project schedule and budget constraints, despite the effort to provide robust specifications and documents to ensure quality.

Given the majority of landscape improvements consists of living materials, the need for quality construction, warrantee follow-through, and heightened maintenance during the plant establishment period is essential. Considerations to minimize disturbance during construction activities is also critical and includes care and protection of mature landscapes; adequate detours for pedestrians, bicyclists, and vehicle travel; access to vegetated areas to be preserved within project limits for maintenance staff; and construction access for large vehicles to be carefully coordinated.

MEMORIALS & ART

Honoring individuals associated with the University who have provided significant contributions, were tragically lost, or are revered by their peers is a time honored tradition. Physical monuments are often sought to memorialize individuals or events and are frequently requested within the campus setting.

The University provides a variety of options that create a consistent approach to memorials without over burdening the landscape environment with a proliferation of markers and plaques. Instead, memorials contribute to the aesthetic and functional needs of the University, primarily with benches and trees, and in special approved circumstances, small gardens and monuments. Plaques are kept to a minimum and are typically standardized in size, material and mounting, which all help to reduce clutter and maintenance needs.

There is a limited amount of outdoor public art scattered across campus, primarily sponsored by the state required one half of one percent for art program. Commissions, donations, and maintenance of outdoor sculpture are managed by the Public Arts Coordinator and are scrutinized on how they contribute to the value of the overall art collection through artist recognition and notoriety.



PLAQUE ON MEMORIAL BENCH

CONTRIBUTORS

UW OFFICE OF THE UNIVERSITY ARCHITECT

Rebecca Barnes, University Architect & Associate Vice Provost

Kristine Kenney, University Landscape Architect & Director of Campus Design & Planning

UW PARTICIPATING DEPARTMENTS

FS Grounds Shop

FS Campus Engineering

Transportation Services

Office of Regional Affairs

UW Advancement

Capital Projects Office

Housing & Food Services

Intercollegiate Athletics

UW Medical Center

UW Botanical Gardens

UW PARTICIPATING COLLEGES

College of Built Environments

College of the Environment

College of Engineering

MICHAEL VAN VALKENBURGH ASSOCIATES

Michael VanValkenburgh

Chris Matthews

Matthew Urbanski

Rachel Gleeson

Mateo Schwartz

SUB-CONSULTANTS

Applied Ecological Services

SvR Design Company

Transpo

Mahlum Architects

APPENDIX CONTENTS

REINFORCING THE HISTORIC CORE B6
Red Square and Thresholds
Stevens Way Reorganization
N22 Parking Lot
Denny Field and North Campus Housing

IMPROVING CAMPUS CONNECTIVITY B46
Olympic Vista
Portage Bay Connection
Waterfront Trail
Lake Washington Connection
Union Bay Natural Area Connection

TRANSFORMING 15TH AVE TO A CONNECTOR B90
Burke Museum and 43rd Street Entrance
Parrington Lawn
Asotin Place and NE Grant Lane

WEST CAMPUS GREEN INFRASTRUCTURE B112
University Bridge Landing
West Campus Streetscape
Burke Gilman Trail Stormwater

CASE STUDIES: TESTING A RANGE OF STRATEGIES THROUGH DESIGN



THE CASE STUDY APPROACH

The UW campus is remarkable in its complexity and richness, and also in the fact that it has a very robust structure that has developed over more than 100 years, with very few systemic campus-wide flaws. The over-arching goal, for example, to better connect the major campus neighborhoods and to ease the pressures on Central Campus by further developing the peripheral neighborhoods, can only be effectively addressed at the scale of the landscape mosaic by operating on specific sites. Looking more closely at questions of orientation, navigation, accessibility, and identity the same appears to be true; changes to individual mosaic pieces are the key to unlocking campus potential. The CLF adopts a Case Study approach for testing how the campus landscape can be improved in character and function through transformations of specific pieces of the mosaic. The Case Study sites were chosen for a variety of reasons, some because they are places that are under immediate pressure, or represent immediate opportunities because they are under consideration for development, some because they represent examples of problematic conditions found in multiple locations across campus, and some because they represent strategic moves that could have profound effects on the way the campus develops over time.

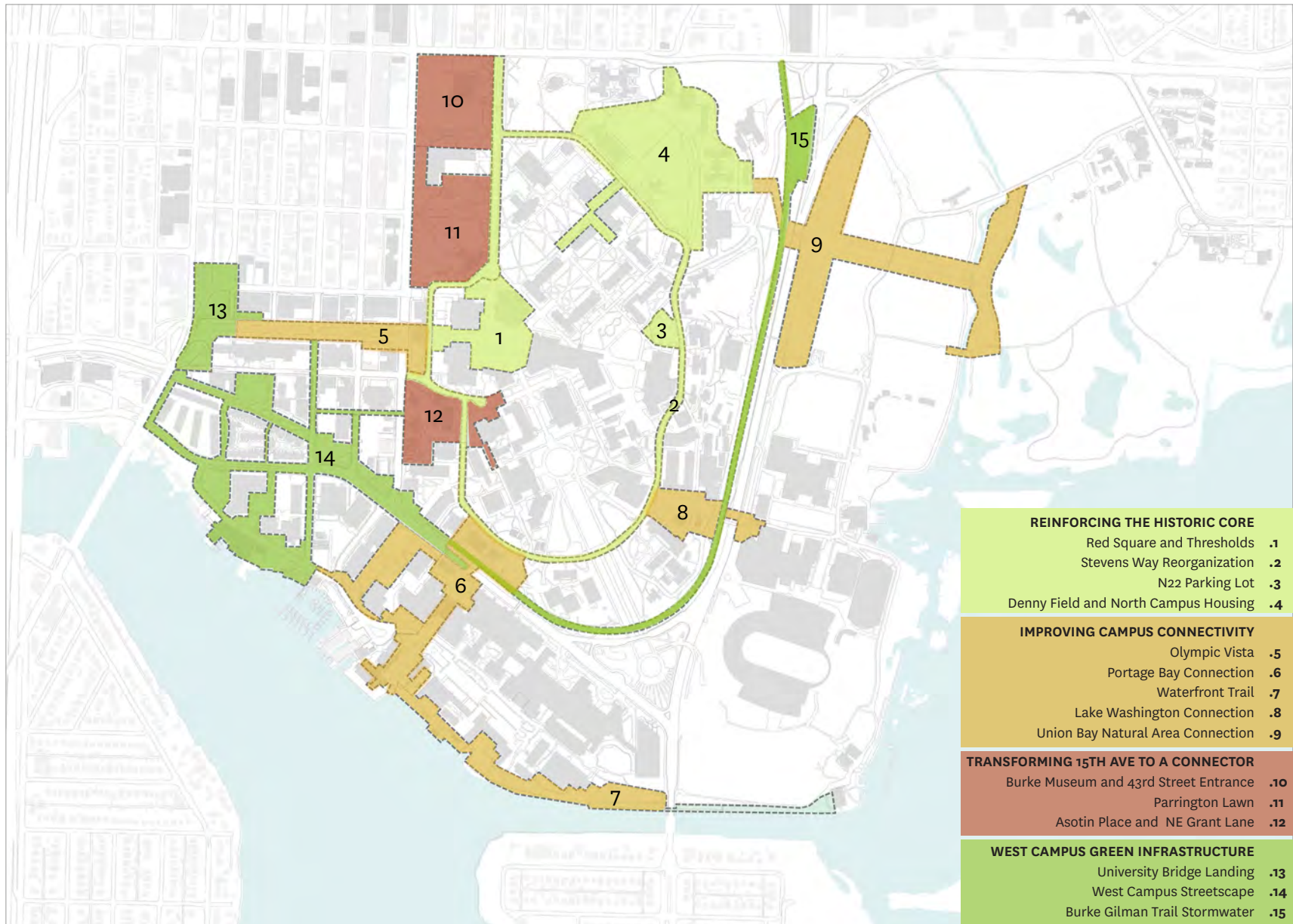
PROOF OF CONCEPT

The Case Studies serve a “proof-of-concept” role. They establish the issues that need to be resolved in a particular part of campus and demonstrate that these issues can be solved in way that yields particular benefits to the campus landscape, both at the immediate site, and to wider landscape systems. As general problems were considered, for instance a lack of connection along the eastern slope of the campus, a case study would be undertaken to see what possible solutions might exist in which potential locations. Establishing that it was physically possible to achieve certain goals such as accessible slopes or continuous connections is a proof-of-concept that supports a general idea, without limiting a wider range of possible outcomes. In many cases, for example in solutions to accessibility issues, bicycle parking, or stormwater strategies, the case studies serve to give examples of approaches that could be adopted in multiple locations across campus.

AN AID TO DECISION MAKING

The Case Studies suggest locations on campus that are deserving of particular attention, and approaches to landscape improvements that are tangible, but open to multiple design solutions. In this way the CLF creates an action-oriented tool that will be useful to decision makers when considering capital projects and planning initiatives. The CLF, by establishing both an understanding of campus-wide systems and a site-specific approach to individual mosaic pieces, has a dual lens useful to decision making. No one part of the campus landscape should be considered as separate from its role in campus-wide systems, and no system should be considered without an understanding of how it will impact individual places on campus. This parts-to-whole and whole-to-parts methodology is a useful means of guiding future landscape decision-making, both as a required step for future design consultants, and also as a general philosophy that guides landscape stewardship.

CASE STUDIES : GENERAL ORGANIZING STRUCTURE



CASE STUDIES

The campus contains vastly different academic, urban, natural, and recreational areas within its borders, its diversity is its strength. In the course of a single day, a student might study in a courtyard at Hansee Hall, meet a friend in the large Arts Quad, stop to admire a view down the long Rainier Vista, go to an event in the Sylvan Grove, and take a canoe out from the Waterfront Activities Center. The complementary range of daily life experience these spaces provide can be replicated in very few other environments that a person will encounter in their lives.

The Case Studies showcase the diversity of the campus and demonstrate the full spectrum of approaches that need to be taken to preserve and enhance that diversity. From the conception of the North Campus Housing as an extension of the historic campus core, to 15th Avenue as a connector rather than a divider, to the planting of individual thresholds, the Case Studies create a framework vision for the campus that is simultaneously ambitious and achievable in small increments.

POTENTIAL FOR ENHANCED CONNECTIONS

Possible enhanced connections are highlighted across campus to illustrate the importance of strengthening the pedestrian network. Of particular note are connections between neighborhoods, but also the creation of accessible routes within the Central Campus. Some connections are long term visions, and extensive in nature, for example the system of pathways between the North Campus Housing and the Union Bay Natural Area as a way of opening up the East Campus for development, and some are immediate priorities, modest in scale, for example the accessible thresholds at Red Square.

POTENTIAL UW DEVELOPMENT SITES

The Central Campus has a finely tuned interaction between open space and built structures, and is close to development capacity. The character of Central Campus could easily be thrown out of balance by new building program, but the CLF identifies sites where development is planned, and shows how that development can be used to improve the campus landscape. By comparison, other neighborhoods, such as West Campus and East Campus, would benefit from an increase in academic program, or other types of new architectural development.

POTENTIAL DEVELOPMENT SITES BY OTHERS

At the west end of the Olympic Vista there are three potential development sites, whose development by others will improve the urban environment and sense of arrival at the university.

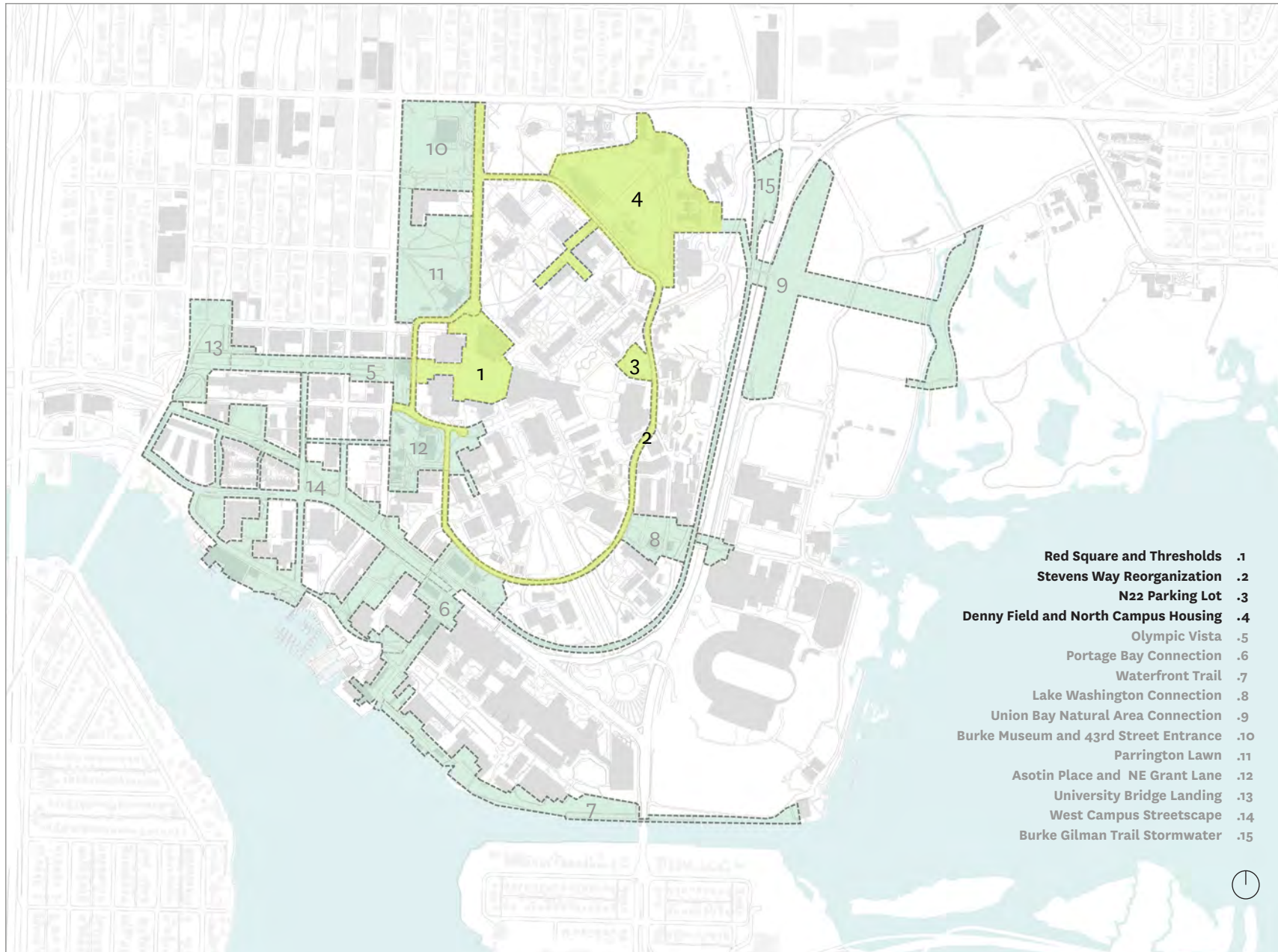
A RANGE OF SCALES, A RANGE OF APPROACHES

The case studies have been organized in a way that highlights the range of issues relative to the aesthetic and functional role of the campus landscape. These are intended to be illustrative of the many opportunities to be found for improving the campus experience, but are by no means a complete inventory of the only areas requiring attention. They are also not intended to be conceived of a set of priorities for improvement projects. Rather, the priorities should be evaluated based on current projects, available funding sources, and immediate need.

The organizing structure for presenting the case studies closely follows the analysis of the campus environment and aligns with the strategies associated with operating on the campus mosaic and systems. In general, the greatest needs and design explorations were focused on the following issues:

- Reinforce the Historic Core
- Improve Campus Connections
- Transform 15th Ave from an Edge to a Connector
- Define the West Campus Landscape Character

REINFORCING THE HISTORIC CORE



REINFORCING THE HISTORIC CORE

The landscape spaces most closely identified with the history of the UW, including the Quad, Denny Yard, the HUB Yard, and Rainier Vista, are all strong contributors to the current campus experience. Direct improvements are not necessary to these iconic landscapes, but indirect improvements can help reinforce their function and the contributions they make to the experience of the campus. The top priorities for this area include providing better services for cyclists, improving accessibility for the mobility impaired, and creating landscape connections that support residential life on campus.

RED SQUARE AND THRESHOLDS

The construction of the multilevel Central Parking Garage, with the Red Square Plaza above it, was hugely successful in reducing the need for surface parking in the core campus, but also created complex accessibility challenges due to the inflexible grade datum set by the top of the garage structure. Furthermore, the relative lack of planting or shaded seating in Red Square makes the space feel less than welcoming for studying or social use. The scale of the square and its centrality to campus life is sufficient to warrant accessibility and environmental improvements in a few key locations.

STEVENS WAY REORGANIZATION

As the sole remaining loop road through a largely pedestrianized campus, Stevens Way is an access route, service route, pedestrian route, and campus drive all rolled into one. The narrowness of the roadway in certain areas, combined with steep grades in parts, currently make it an unappealing route for bicyclists so long as there is two-way vehicular traffic along its length. A reconsideration of bus routes, the introduction of a bicycle track, and ample high quality bicycle parking, have the potential to make Stevens Way more pedestrian friendly, and the engine for increased bicycle commuting onto the campus, while still fulfilling all of the important roles it already performs for the campus.

HUB PARKING LOT

The N22 Parking lot is a major entry point onto campus from the Padelford Parking Garage. While retaining the capacity of the parking lot, which is a vital location for disabled parking on campus, the space could be rearranged to provide a major bike parking facility, and a safe and vegetated pedestrian route rather than the current crosswalk through the lot.

DENNY FIELD AND NORTH CAMPUS HOUSING

Denny Field is the oldest recreational landscape on campus, and it continues to be popular, but it is currently in a poor physical condition, with compacted soils and a threadbare lawn. Furthermore, Denny Field feels disconnected, almost hidden from its surroundings, with many edges that are obscured by extensive chainlink fencing around its tennis courts. As the North Campus Housing is reconsidered, Denny Field should play a more prominent role in supporting the daily lives of on-campus housing by providing a welcoming space for relaxation and socializing, and continue to play its role as a location for intramural sports. Stronger and more visible accessible connections between Denny Yard and the major campus axes also need to be developed.

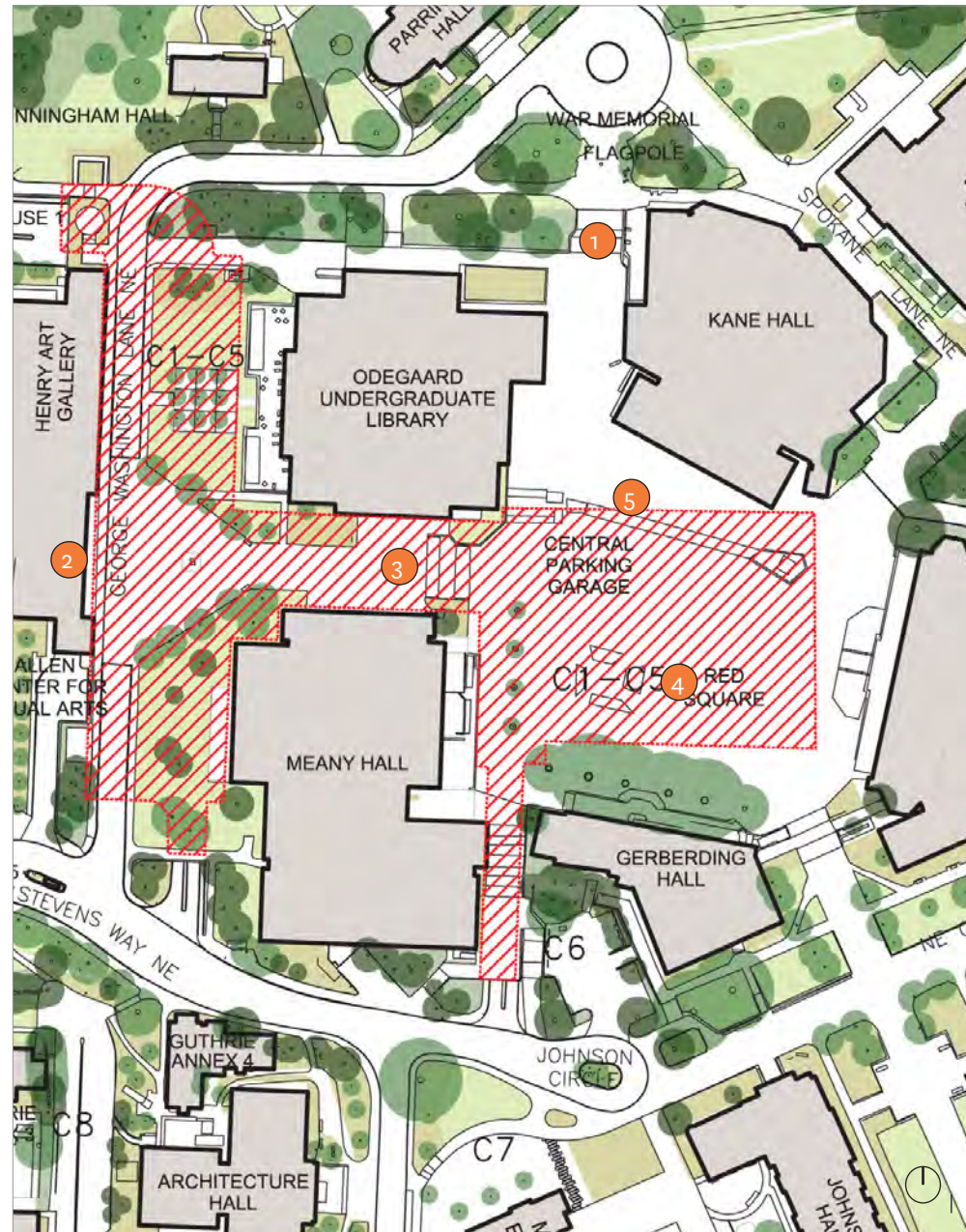
1. RED SQUARE & THRESHOLDS : EXISTING CONDITIONS

RED SQUARE : THE HEART OF CAMPUS

Red Square is a major point of arrival for visitors and daily users of the campus. Given that the visitor's center for the campus is located on the lower level of Odegaard Library, the Central Parking Garage, below Red Square, is often the place people park when they come to visit the campus. Red Square's axial connection to Campus Parkway makes it the primary point of entry for the various West Campus housing facilities and its proximity to 15th Ave NE make it a major point of entry for bus commuters.

RED SQUARE IS HARD TO ACCESS

From the west and north, most routes into Red Square are either disorienting, inaccessible, or both. From the east and south, there is strong landscape connectivity and an excellent sense of orientation, but accessibility remains imperfect.



1 INACCESSIBLE CONNECTION FROM MEMORIAL WAY

Memorial Way was designed to lead directly into the University's Central Plaza. With the Construction of the Central Parking Garage, and Kane Hall, however, the landscape connection was severed both visually and elevationally. Memorial Way leads to a steep flight of stairs that leads to a secondary access point into Red Square.

2 INACCESSIBLE CONNECTION FROM OLYMPIC VISTA

Although Campus Parkway is a major axis, for students in particular, it does not lead directly into the campus. Pedestrians either have to go up to the Schmitz Hall Pinth and take the stairs and a ramp, or head south to the 40th street entrance of the campus, or take some other indirect route around the Henry Art Museum's expanded galleries. Even entry to the museum is impossible from the level of 15th Ave NE.

3 INACCESSIBLE THRESHOLD TO RED SQUARE

The steps at the western edge of Red Square create an inaccessible moment at an important intersection, denying disabled users direct access to the Meany Hall Entrance on the level below, as well as breaking the desire-line axis between Red Square and Campus Parkway.

4 UNDERGROUND PARKING GARAGE STRUCTURAL LIMITS

Red Square is unlike the rest of campus in many ways, one of which is that it is built over the structured spaces of the Central Parking Garage. The weight and depth limitations that are associated with this subterranean condition may have contributed to the paucity of landscape features within the square.

5 LACK OF SHADE AND SEATING OPPORTUNITIES

Red Square is considered uncomfortable as a place to stop and stay. It is a vast paved space, making it perfect for certain types of gatherings and events, but its lack of shade or comfortable places

to sit limits its usefulness as a place of relaxation or socializing. The steps are the most inviting area of Red Square, but lack any shade or cover that would create a welcoming microclimate on hot, sunny days.

EXTENT OF CENTRAL PLAZA PARKING GARAGE

One of the disorienting aspects of the Central Parking garage is its vast size. Visitors can exit through elevators and stairs in a variety of locations, sometimes surfacing great distances from the central vehicular point of entry off of 15th Ave NE.



A FRINGE OF SENTINEL CONIFERS WITH SEATING

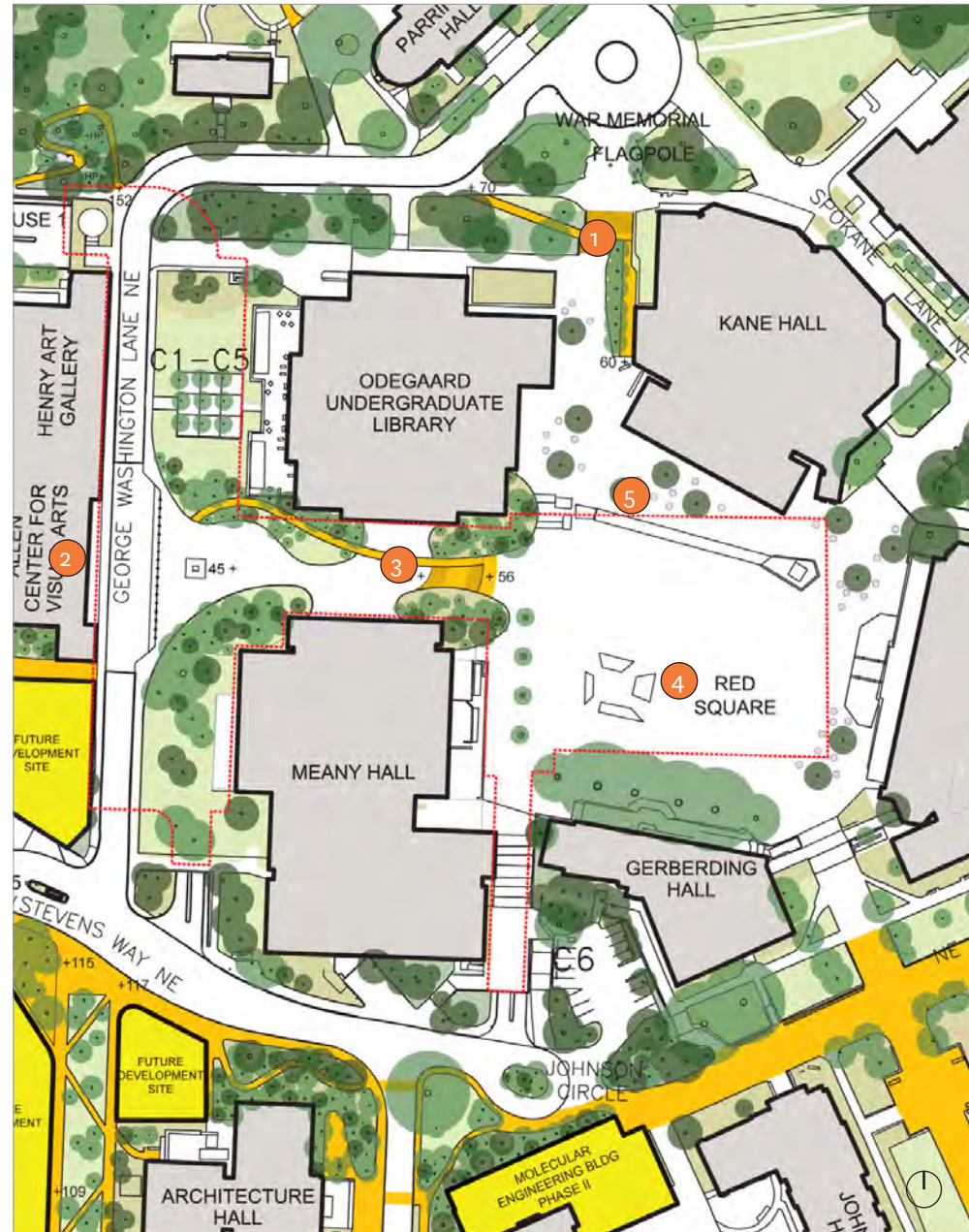
1. RED SQUARE & THRESHOLDS : DESIGN EXPLORATION

ACCESS STRATEGY

A series of new accessible path connections would vastly improve access into Red Square, replacing stepped connections and elevator connections with relatively direct routes through the space.

COMFORT STRATEGY

Introducing more vegetation and seating would bring a greater sense of welcome to Red Square, increasing the number of ways in which it might be used. Placing these improvements around the edge of the square would avoid conflict with the roof of the Central Parking Garage.



1 AN ACCESSIBLE PATH FROM MEMORIAL WAY

The UW's most iconic plaza and its most iconic entry drive intersect at a disappointingly inconsequential and inaccessible flight of stairs. A generous accessible connection in this location would improve disabled access to Memorial Way and Parrington Lawn, and, combined with new planting, would make this route more inviting for pedestrians of all abilities.

2 AN ACCESSIBLE PATH FROM CAMPUS PARKWAY

The lack of accessible campus entrances at the terminus to Campus Parkway creates a strong sense of separation between the residential halls of west campus and the intellectual heart of the campus at Red Square. An accessible bridge and pathway that bypass the Henry Art Museum, could help ameliorate this problem if these elements were combined with other accessibility improvements.

3 AN ACCESSIBLE THRESHOLD TO RED SQUARE

The main level of Red Square could be joined with George Washington Lane by means of an accessible ramp that rises through the plaza between Odegaard Library and Meany Hall. The length of the ramp and its curvature are determined by the need for accessibility, but the materials of the ramp and its exact configuration could take on several forms that might add new character and function to the space.

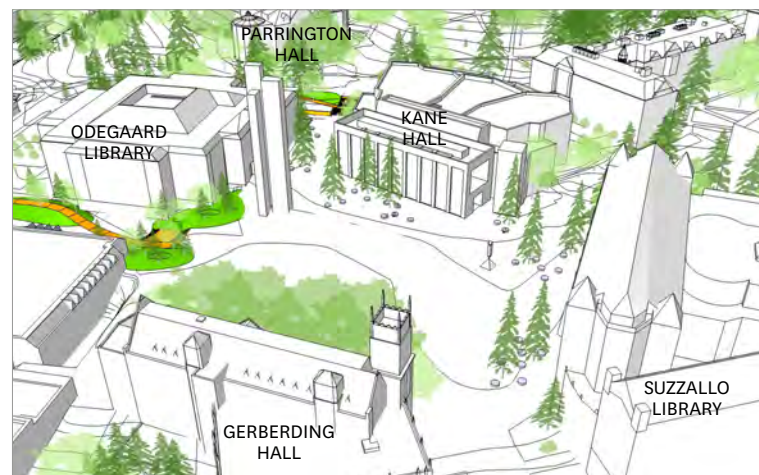
4 AN OPEN CENTER ABOVE UNDERGROUND PARKING GARAGE

New trees and benches can be added to the edges of Red Square without adding new weight to the underground parking garage or interrupting the openness of the central space, with its capacity for large events.

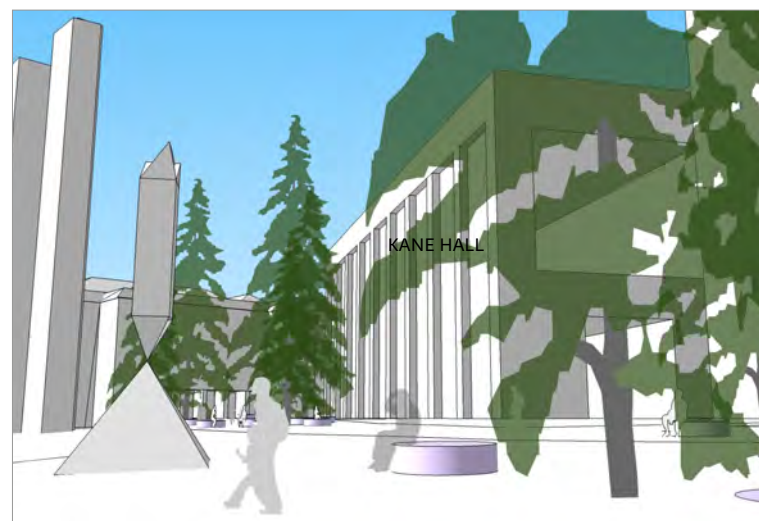
5 SENTINEL TREES AND SEATING CLUSTERS IN RED SQUARE

Red Square is a prime people-watching location, but this function has been thwarted by the relative lack of seating and shade given the vastness of the plaza. A strategic placement of new columnar

evergreen sentinel trees around its edges would accent the materials and spatial quality of the square. The trees would also provide shade that could be combined with new benches or other types of seating to create a ring of comfortable sociability around the main space. Large, rustic stone seating could introduce a sense of the wooded "wilds" to complement this highly formal space.



IMPROVING MICROCLIMATE - A PLANTED EDGE



A FRINGE OF SENTINEL CONIFERS WITH SEATING

1. RED SQUARE & THRESHOLD : DESIGN EXPLORATION

1 MEMORIAL WAY CLEARLY VISIBLE FROM RED SQUARE

Memorial Way and Red Square are visually connected, but feel separated from each other, due to the dramatic grade separation between the two.

2 STAIRS AS BARRIER TO ACCESSIBILITY

The stairs are generous in scale, but do not provide an accessible route that would link several important spaces on the campus.



MEMORIAL WAY THRESHOLD - EXISTING CONDITIONS

1 5% PATH ON EXISTING PLANTED SLOPE

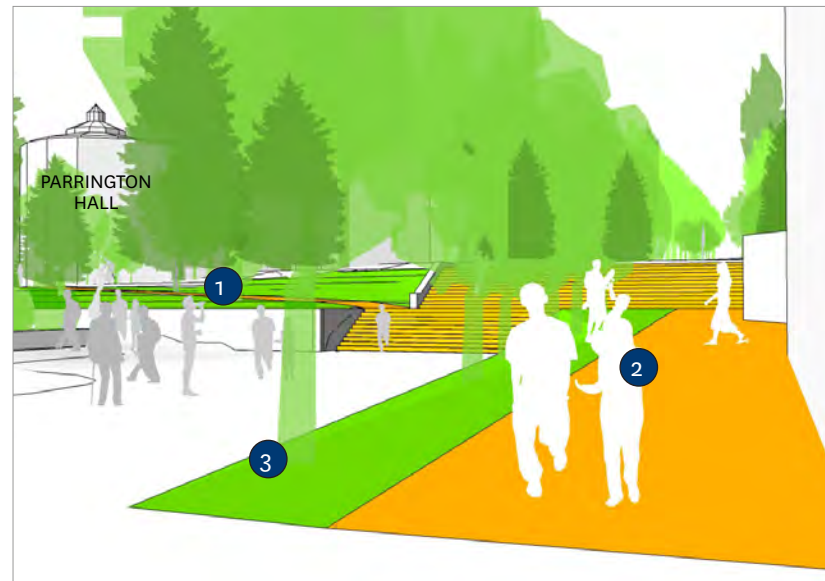
The existing planted slope would be negotiated by the introduction of an accessible path entry.

2 5% PATH

A new path would reduce the sense that the outer wall of Kane Hall towers over this space while also providing an accessible connection.

3 NEW PLANTING FRAMES VIEW TO MEMORIAL WAY

New planting would help integrate the accessible path into the threshold and suggest an extension of Memorial Way into Red Square.



MEMORIAL WAY THRESHOLD - DESIGN EXPLORATION

1 PEDESTRIAN THRESHOLD ON 15th. AVE

A widened sidewalk leads into an accessible path and wraps around a lawn bowl, curving back eastward to connect with a new pedestrian bridge.

2 5% PATH FROM GW LANE TO RED SQUARE

An accessible route through this space is possible with a sinuous ramp that arcs from north to south.

3 PEDESTRIAN BRIDGE OVER 15th. AVE

Working around the Henry Art Museum Annex, the new pedestrian bridge could land to its southern edge, connecting to Campus Parkway at sidewalk level and providing an entirely accessible route without need for an elevator.

4 DEVELOPMENT SITE AT STEVENS WAY ENTRANCE

A building in this location could help to bridge the abrupt grade transitions from the sidewalk to the Henry Loading Dock, to the campus grade level.

1 ACCESSIBLE PATH TO RED SQUARE

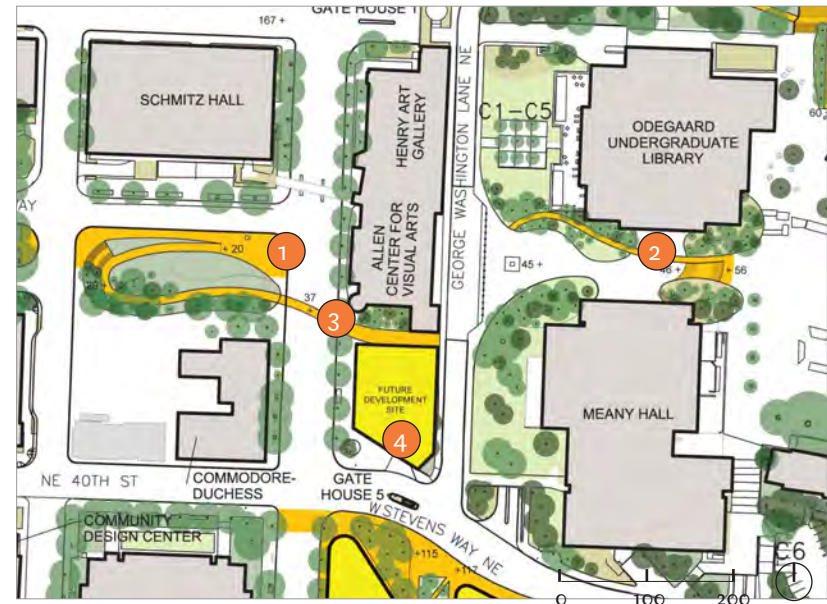
The pathway creates a direct outdoor accessible route to Red Square that supplements the stepped connection.

2 TREES & PLANTING ENRICH THRESHOLD EXPERIENCE

A more robust planting in this plaza, partially as a means to integrate the ramp supports, would create a more welcoming environment in the plaza between Odegaard and Meany Hall.

3 GRADED LANDSCAPE WITH SEATING EDGES

A lawn slope and seating edges, built in conjunction with the ramp could create a more sociable environment around the George Washington statue.

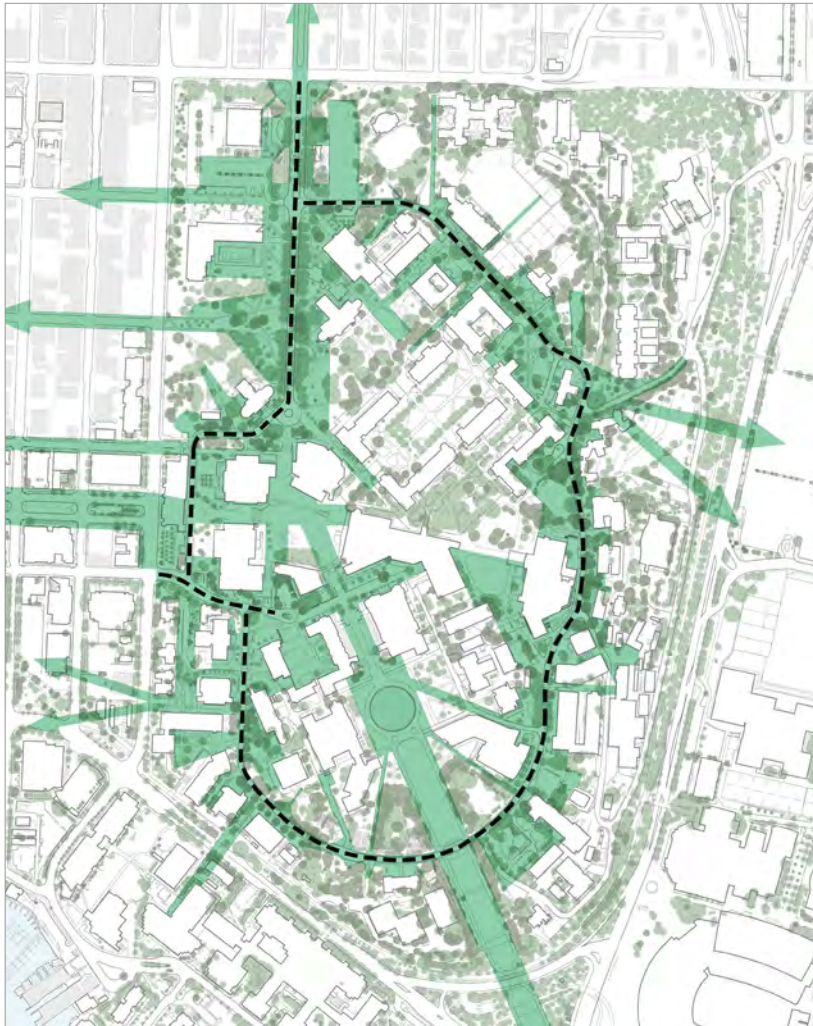


OLYMPIC VISTA - DESIGN EXPLORATION



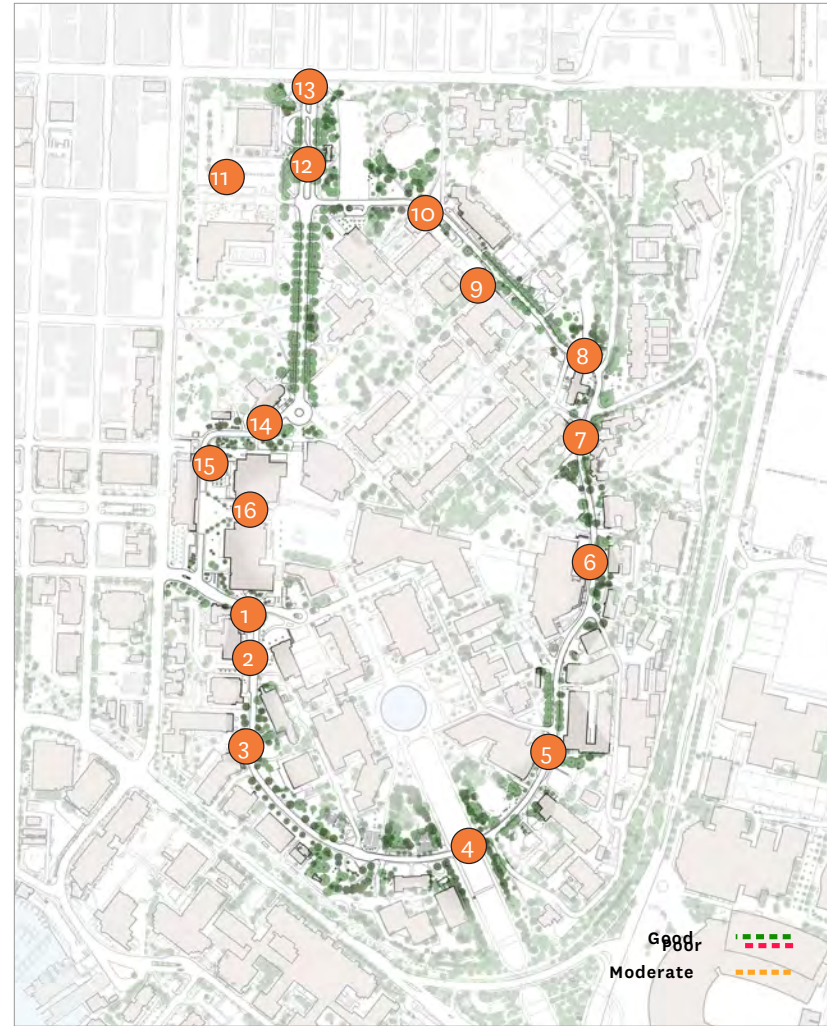
GW THRESHOLD - DESIGN EXPLORATION

2. STEVENS WAY REORGANIZATION : EXISTING CONDITIONS



VISUAL ENVELOPE

Tremendous landscape range is found along the curved loop of Stevens Way, including views out to the surrounding city and landscape, as well as views into the heart of the campus. These views indicate Stevens Way's potential as a connective and orienting feature of the Central Campus.



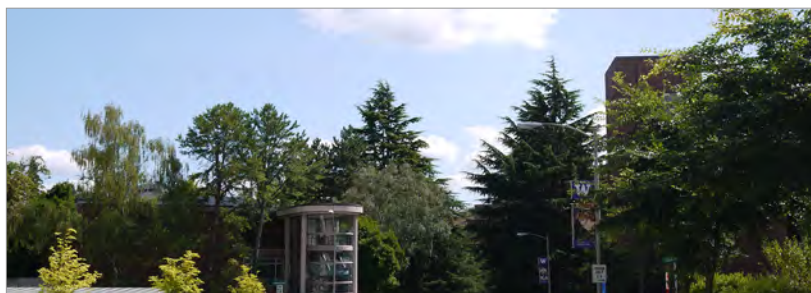
QUALITY MAPPING

For all of the work it performs for the campus, Stevens Way offers very high landscape value along its length with relatively few spaces that are of moderate or poor quality.



1 NE GRANT LANE

The major entry onto campus from the west is underwhelming in its character and sense of welcome. Its steepness makes it inaccessible for people with disabilities and off-putting for bicyclists, while the width of the roadway and the narrowness of the pedestrian pathways makes it an unwelcoming entry for pedestrians.



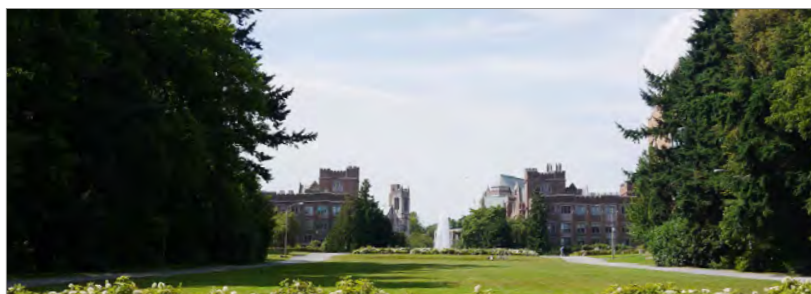
2 ASOTIN PLACE NE INTERSECTION

The intersection between Stevens Way and Grant Lane is a topographic high point, with a relatively steep downward slope following the ninety degree turn onto Stevens Way. Architecture Hall and Molecular Engineering are both set back a substantial distance from the roadway without substantial canopy coverage over the road.



3 VIEW TO BOTANY GREENHOUSE

Old Deodar Cedars planted on either side of the roadway create shaded sidewalks and roadway going through this area as Stevens Way curves around. Academic program on either side of the road, as well as service entrances and exits, are veiled by the large trees and many other substantial trees and shrubs.



4 ICONIC SPACE - RAINIER VISTA

Stevens Way intercepts Rainier Vista in the middle of the lawn panels, curving around the low point of the roadway. Along with Memorial Way, this is perhaps the most quintessentially UW landscape moment to be found along Stevens Way. It is a relatively short moment within the whole, and thus hard to appreciate the view from a moving car, even at slow campus speeds.

2. STEVENS WAY REORGANIZATION : EXISTING CONDITIONS



5 COMPUTER SCIENCES

The landscape on either side of Stevens Way opens up as the roadway crosses the Rainier Vista. As it passes the Allen Center for Computer Science, the architectural density on either side of the roadway increases as it begins to head uphill, along the eastern edge of the upper campus plateau. Despite being a major crossing point of Stevens Way for pedestrians heading towards the Hec-Ed Bridge and IMA, this area is not well defined.



6 VIEW NORTH TO THE HUB

Stevens Way continues to climb uphill toward the HUB, where there is a steady stream of pedestrians crossing the roadway. Stevens Way is a major bus route through the campus with one of its main stops positioned in front of the HUB. Narrow sidewalks can make this area seem over-crowded at busy times of the day.



7 VIEW NORTH FROM PARKING LOT N22

North of the HUB, the proximity and lack of cover for the N22 parking lots creates a rare moment of looking into a parking lot along the inside edge of the roadway. The steep upward climb, combined with the narrow roadway and heavy bus traffic make this stretch of Stevens Way a challenge for bikes and pedestrians alike.



8 VIEW NORTH TO LEWIS HALL

Past the intersection with Pend Oreille and then Whitman Court, Stevens Way levels out and opens up, with high canopied trees and spacious lawns on either side of the roadway. This creates a very comfortable environment for bikes and there is sometimes heavy pedestrian traffic crossing the roadway in this area, given its proximity to the North campus dorms.



9 NE CHELAN LANE INTERSECTION

At the intersection with NE Chelan Lane, Stevens Way feels contained to the north due to the high fencing that surrounds the Tennis Courts. To the south, the abundance of service spaces and vehicular drop-offs related to Arts, McKenzie and Dempsey Halls disrupt the sense of campus landscape continuity along Stevens Way.



10 KLICKITAT LANE NE INTERSECTION

Passing Hutchinson Hall, which has a long facade along Stevens Way, the intersection at Klickitat Lane initiates a steeper grade climb. A large population of students enter campus from the north along Klickitat lane, resulting in a high volume of pedestrian crossings. The lush landscape in front of the Archery Range is the deepest part of the University's northern woodland grove edge, in this one case reaching all the way to Stevens Lane.



11 N5 PARKING LOT

The N5 Parking Lot comes as something of a surprise after the deeply wooded outward edge of the roadway that precedes it. Coming to the crest of the hill and the intersection with Memorial Way, the facade of Paccar Hall is one of the few buildings that has a conspicuous front door onto Stevens Way.



12 MEMORIAL WAY NE

Stevens Way officially ends at the intersection with Memorial Way, but the loop road continues with a ninety degree downhill left turn. The mature London Plane trees planted on either side of Memorial Way dapple the roadway and sidewalk with shade. Expansive views out into Parrington Lawn and into campus at Denny Hall make this one of the most beautiful moments along the drive. Comparatively little car traffic heads in this direction, and what is there moves slowly, meaning that pedestrians and bicycles have an easy time coexisting with cars, moving buses and parked buses.

2. STEVENS WAY REORGANIZATION : EXISTING CONDITIONS



13 ICONIC SPACE - MEMORIAL WAY NE

Memorial Way NE is the iconic entry point onto the University of Washington Campus. Entering through a gateway space, the rows of London Plane trees on either side of the roadway create a cathedral-like space that is far more memorable and welcoming than any of the other entries. The newly built Paccar Hall and Law School currently frame the mid-point of Memorial Way, but other than that it seems very separated from campus buildings, with views to the backs of Parrington and Denny Halls. The median and double row of trees are a continuation of 17th Ave NE's street structure, which feeds into Ravenna Boulevard, to the north.



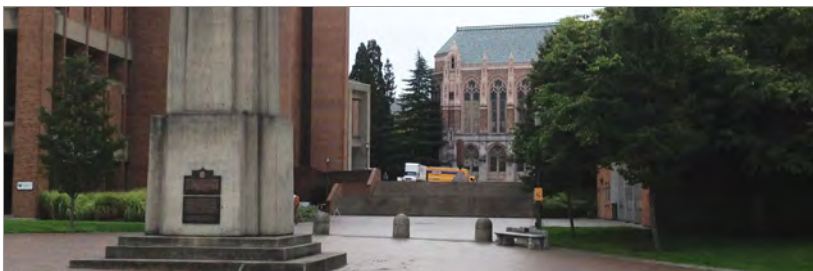
14 VIEW WEST TO PARRINGTON HALL

Memorial Way was originally designed to connect into Central Plaza, so the current terminus at the backside of Kane Hall feels abrupt and unsatisfactory. The roadway curves around and more steeply downward at this point, with almost no car traffic aside from service vehicles, and very little pedestrian traffic. Although the 15th Ave NE border of campus is quite close to the roadway, the grade separation created by the Central Parking Garage entrance makes this section of the road feel distant from both city life and campus life.



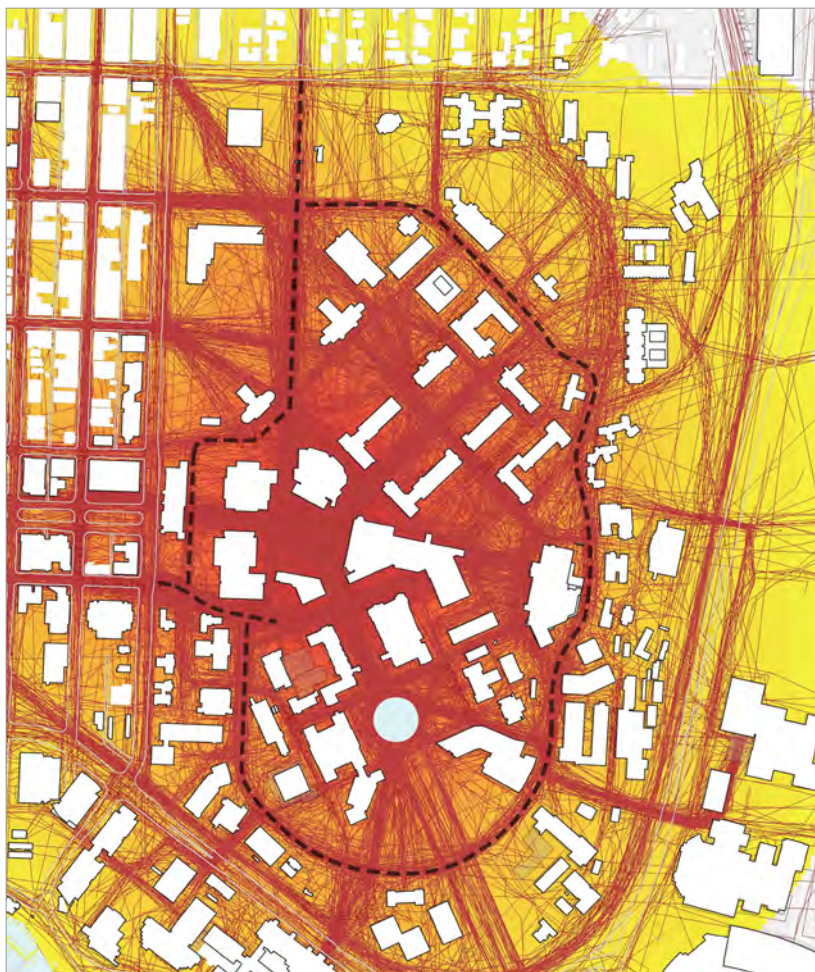
15 GEORGE WASHINGTON LANE

Only service vehicles are allowed to drive along George Washington Lane and yet the roadway feels very much like a continuation of the more active parts of Stevens Way, with asphalt paving, curbs and sidewalks. The final connection back to the Grant Lane entrance is by far the steepest section of the roadway with sidewalks so steep that they discourage pedestrian and bike use, in addition to being inaccessible.



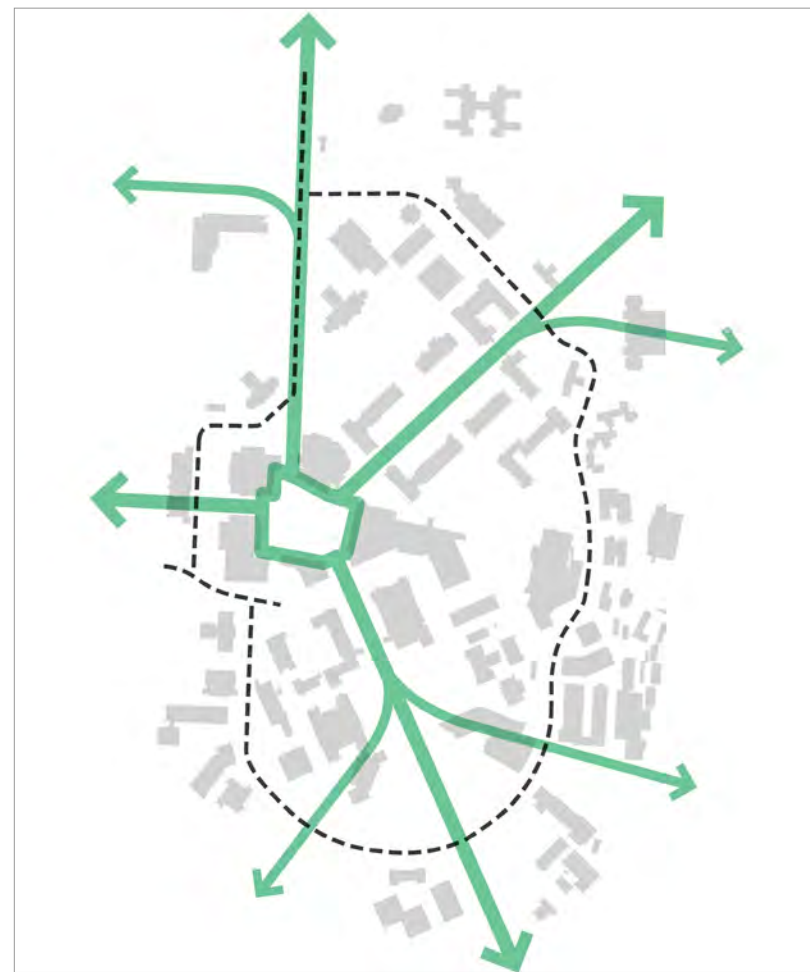
16 ICONIC SPACE - RED SQUARE THRESHOLD

The elevated statue of George Washington is the foreground to a long threshold view into Red Square, including a partially revealed glimpse of Suzzallo Library. This is as close as cars can get to the central space of the university, though its current use is restricted to service vehicles.



PEDESTRIAN ACTIVITY

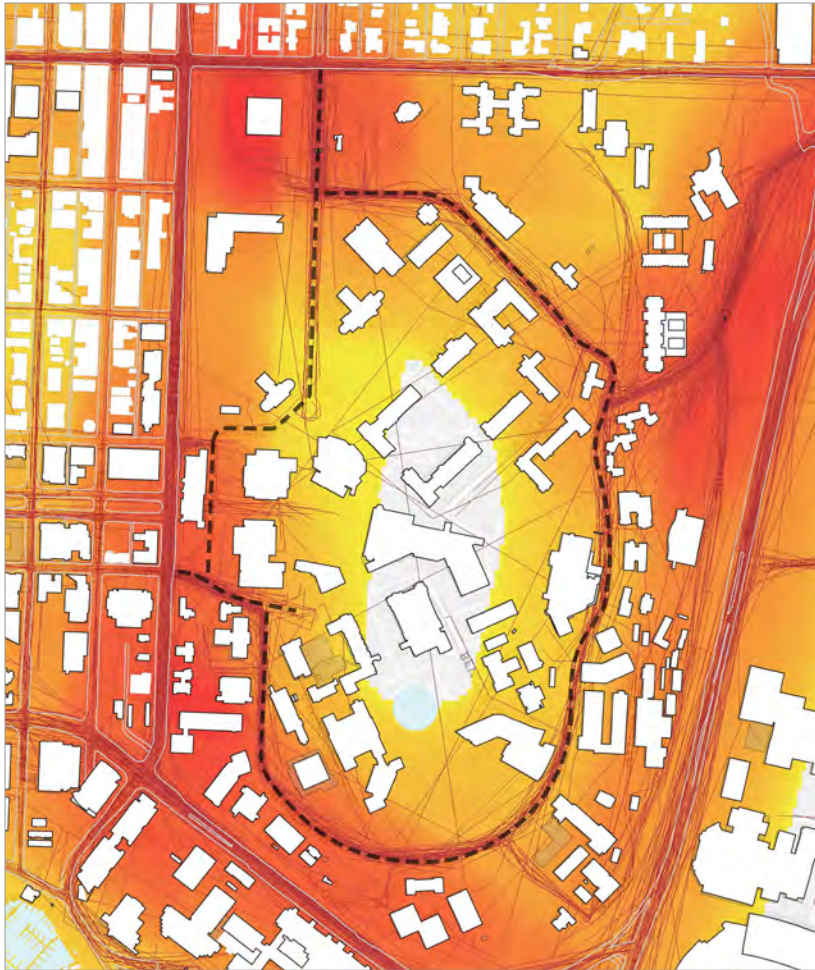
Stevens Way divides the heaviest pedestrian activity in the core of Central Campus from the rest of campus, as demonstrated by this heat map generated from the 2014 UW My Places Survey. Stevens Way is used for circulation within this system, but is not a corridor that would be walked for long distances as there are many shortcuts across central campus that would lead you to your destination faster and more comfortably.



MAJOR CAMPUS INTERSECTIONS

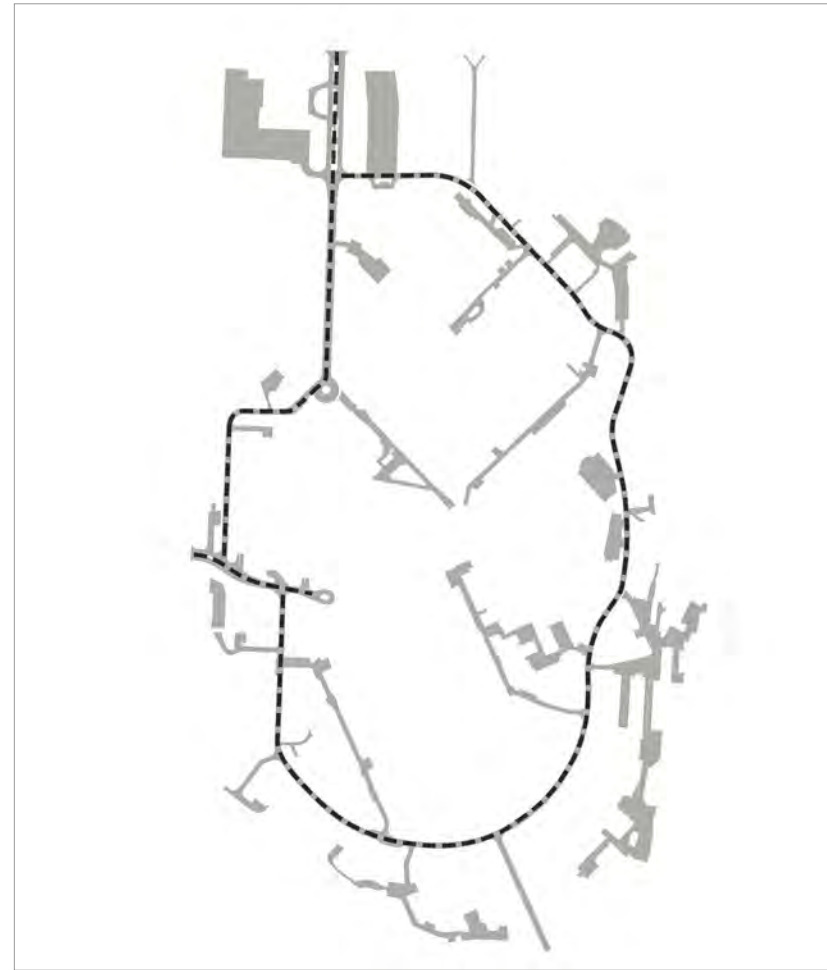
Stevens Way intercepts all the major axes that radiate from Red Square, providing a straightforward means of moving from one to another. These points of intersection suggest the potential to create nodes of activity and meeting along Stevens Way.

2. STEVENS WAY REORGANIZATION : EXISTING CONDITIONS



USE BY CARS AND SERVICE VEHICLES

The gradual reduction of car travel and parking within the historic core of the campus over many years has been highly successful, as demonstrated by the user-generated heat map from the 2013 My Places Survey.



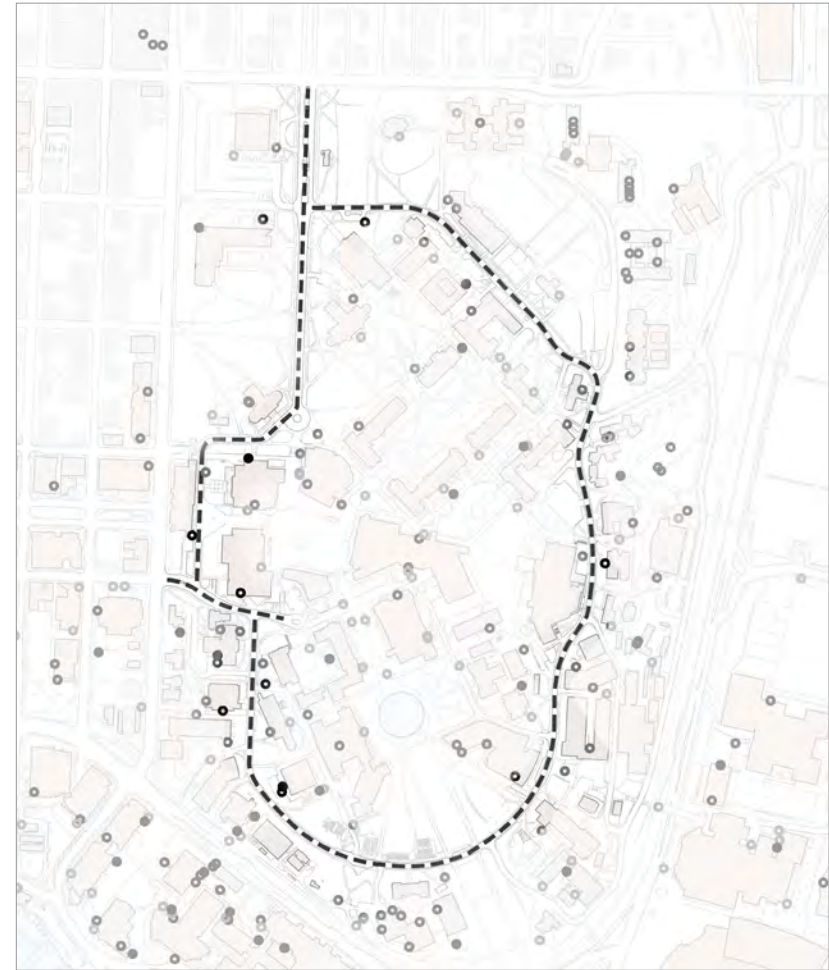
EXISTING SERVICE AND PARKING

A network of service and shared-use routes unobtrusively supports the needs of the academic buildings, spoking off from Stevens Way. Small parking lots accommodate disabled parking on Central Campus.



CYCLING ROUTES INTERSECTION

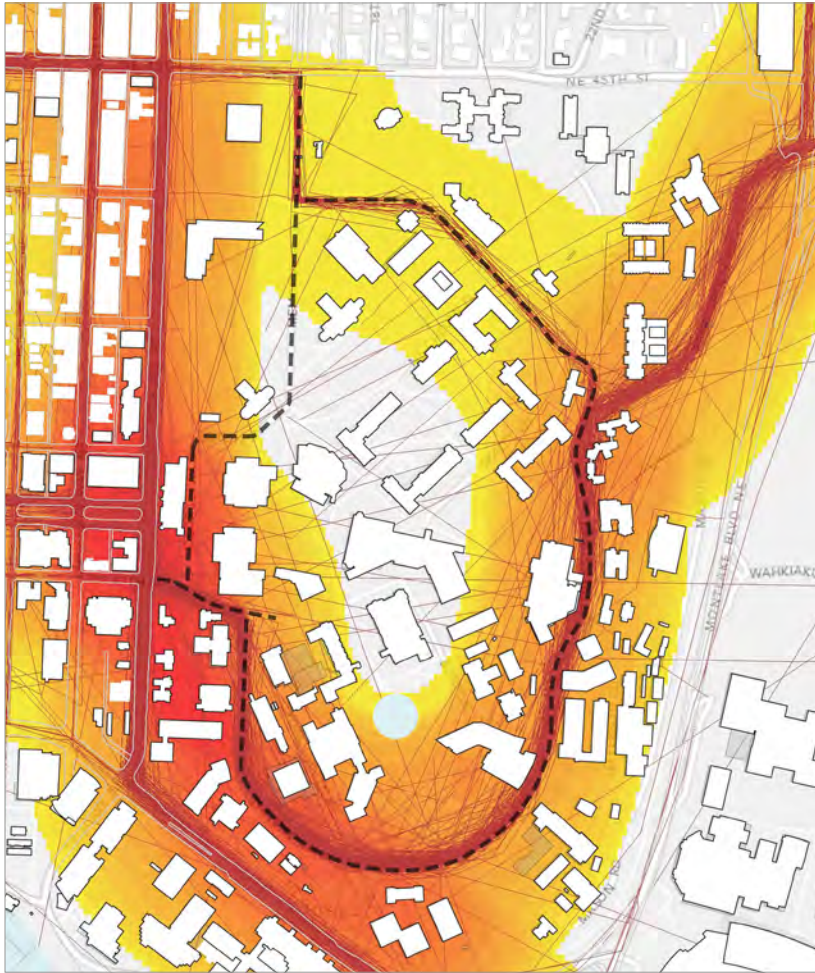
All major cycling routes into campus intersect Stevens Way. With the exception of the Burke Gilman Trail, all campus bicycle facilities are shared with pedestrians or vehicles. Bicycle use is concentrated around the roadways and bike trail, where bicyclists can move comfortably at their own speed, or along wider walkways where the potential for conflicts with pedestrians is reduced.



DISTRIBUTION OF BIKE PARKING

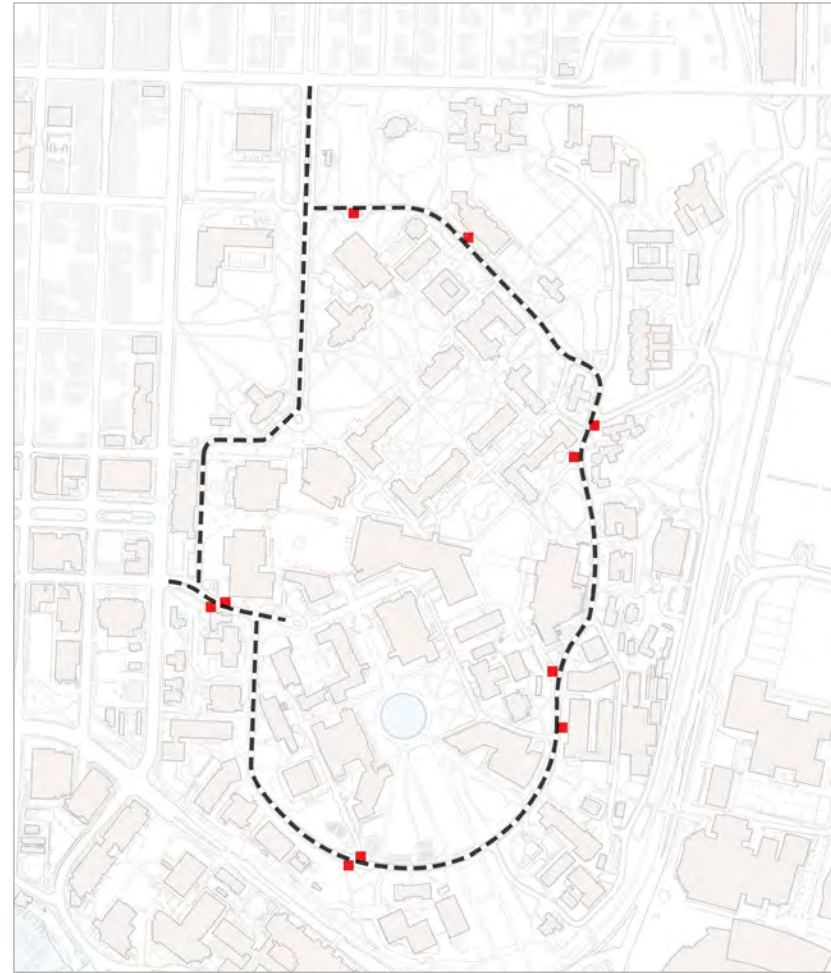
Currently, bike parking is spread throughout the campus. In general, bike parking is easy to find, but there is no orientation system that guides bike users to specific racks or facilities such as covered parking. Similarly, there is not a close relationship between popular bike routes, such as Stevens Way, and secure bike parking.

2. STEVENS WAY REORGANIZATION : EXISTING CONDITIONS



STEVENS WAY AS TRANSIT CORRIDOR

Despite its narrow curb-to-curb width, Stevens Way is a major bus corridor, with the stretch between the 40th street entry and the Pend'Oreille entry used for 7 different routes, each with two way Metro Bus service. Multiple routes for Community Transit and Sound Transit service use Stevens Way in the clockwise direction, entering from 17th.



EXISTING BUS STOPS

Bus stops are located all along Stevens Way. Frequently, large numbers of people wait at each stop during peak hours. Each stop is paired so it is easy to identify where to catch a return bus on the same route.



PEND OREILLE ROAD NE INTERSECTION BUS STOP

1 GENEROUS COVERED WAITING AREA
Seating and cover make the wait more comfortable.

2 CONNECTING CAMPUS TO THE EAST
This stop sits at the head of Pend Oreille Road, which is the only roadway onto Central Campus from the east, and also a logical point of entry for people coming from the south.

3 A BUS TAKES UP ALMOST THE ENTIRE LANE
In many places, the roadway is only just wide enough for a bus, making for an uncomfortable biking environment, particularly with two way bus traffic.



OKANOGAN LANE NE

1 SHARED SPACE
The slow pace of travel on service lanes allows for pedestrians to successfully share the corridor with the low volume of cars that pass through.

2 CAMPUS ENVIRONMENT
Although this is a space that is designed primarily for service uses, it is not devoid of charm and maintains a level of landscape continuity with the rest of campus.

2. STEVENS WAY REORGANIZATION : DESIGN EXPLORATION

SUPPORTING ALL MODES OF MOVEMENT

The character of Stevens Way is not uniform, but unfolds in relation to the campus conditions it intersects. Stevens Way is the primary service road of the campus, but it is also the primary campus drive, which means that service functions need to coexist with an environment that reflects the identity and character of the university. Serving this dual nature has been made easier by the fact that Stevens Way is not generally used as a route for general traffic passing through the campus, as these type of drivers typically use the urban arteries along the outside of Central Campus. Similarly, Stevens Way does not access any of the major parking areas on campus, meaning that it does not experience commuter-related peaks in usage.

A series of projects along its length, some tied to proposed architectural projects, some tied to landscape-specific initiatives or major axes, have been identified for their ability to improve the experience of intersecting Stevens Way as part of cross-campus movement. Taken in conjunction with the recommendation to transform Stevens Way into a multimodal roadway, these improvements would make Stevens Way a connector rather than a divider, improve bicycle and pedestrian connections, and amplify the already vital role it plays in the life of the campus.



1 NE GRANT LANE ACCESSIBILITY

The steep slope of the sidewalk alongside NE Grant Lane makes this an inaccessible entrance to the campus. A series of accessible connections in the adjacent landscape, some in conjunction with new buildings, could extend accessibility across the intersection with Stevens Way, all the way along Grant Lane.

2 ASOTIN PLACE

As UW continues to develop new academic, research, and residential program in West Campus, more accessible entries should be developed along 15th Ave NE. A crosswalk south of Gould Hall could be connected through Asotin Place and Stevens Way, making an accessible connection to the Drumheller Fountain area.

3 HEALTH SCIENCES CONNECTION

The construction of a new Life Sciences Building, which is currently being designed, will transform the sleepy character of this stretch of Stevens Way, but it should do so in a way that preserves the deeply shaded edges. If possible, the new building should also facilitate new connections to Health Sciences over Pacific.

4 CONNECTION TO UNION BAY

A strong desire line between Stevens Way and the South Campus Athletic Facilities could be accommodated with an pathway that relies in part on elevators and stairs, but that generally follows an accessible open air route. This would reinforce the visual connection between Stevens Way and Union Bay.

5 HUB PARKING LOT

Many of the commuters making their way up onto campus from the Padelford Parking garage emerge on Stevens Way in front of the HUB Parking Lot. Improvements to this pedestrian entry onto campus could also create an opportunity for a new bike parking area.

6 WHITMAN COURT INTERSECTION

With the development of a new arrangement for North Campus Housing, Whitman Court will still be an important pedestrian connection that splits off from Stevens Way to the North. While it will no longer be used for daily car travel, it will still be used for special events, service, and emergency vehicles.

7 NORTH CAMPUS HOUSING THRESHOLD

All of the northern area of central campus will be opened up to increased north-south traffic. The entrance to the new dormitory complex that is directly across from the Art Building service court will take on new importance as a major pedestrian axis between Denny Yard, the Quad, and the new dorms and fields.

8 43RD STREET THRESHOLD

The Brooklyn Station will bring light rail to north campus, with a new concentration of pedestrian traffic directed toward the 43rd street entrance to the University. This, in conjunction with a new Burke Museum, will require an accessible entry from 15th Ave NE all the way to Memorial Way.

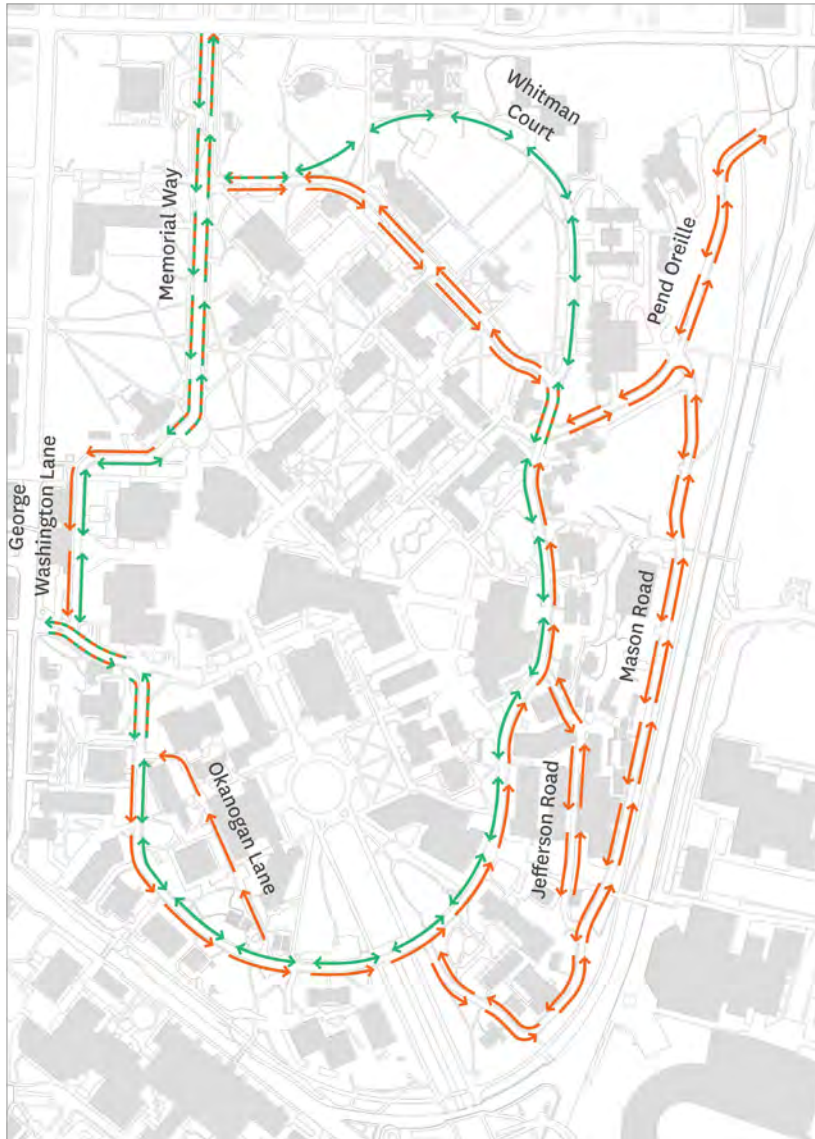
9 PARRINGTON HALL CONNECTION

A new accessible threshold into Red Square, between Odegaard Library and Kane Hall could cross Stevens Way along the west side of Parrington Hall, connecting to Parrington Lawn and 15th Ave NE.

10 41ST STREET ENTRANCE

An accessible entrance exists at this intersection, but is not visible and is marginalized by its proximity to the Central Garage vehicular entrance. A reassessment of this entrance could result in dramatic improvements to this entry, and the connection it makes with Stevens Way.

2. STEVENS WAY REORGANIZATION : DESIGN EXPLORATION



REDUCING VEHICLES, INCREASING BIKES

To make Stevens Way more attractive as a route for bikes, and to reduce the sense of a roadway dominated by buses, preliminary studies were undertaken to investigate the implications of converting one vehicular lane on Stevens Way into a two-way cycle track south of Pend Oreille Road, making the remaining lane one-way traffic, and opening George Washington Lane to one-way traffic and a two-way cycle track. In this scheme, Whitman Court would be primarily a shared pedestrian, bike and service route with access for emergency vehicles, and special use such as move-in and move-out days.

ENHANCE PEDESTRIAN EXPERIENCE

Focusing bike travel and bike parking along Stevens Way and limiting the narrower parts of Stevens Way to one-way traffic would benefit pedestrians.

A DEDICATED CYCLE TRACK

The university is actively working to increase the number of bike commuters. A designated cycle track around the campus would help this effort.

BUS ACCESS MAINTAINED

Bus service to central campus should be maintained, although the location of bus stops might be changed.

ANTICIPATE CHANGES

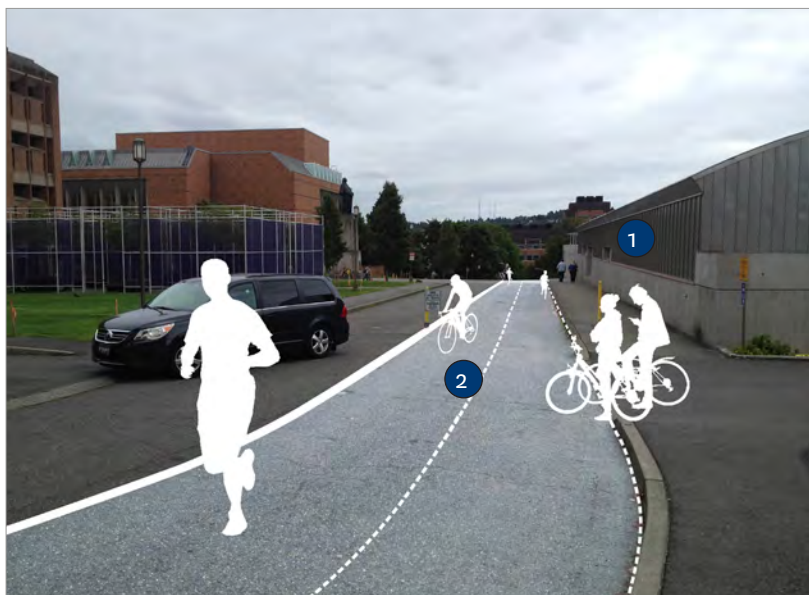
The future openings of Sound Transit stations at Husky Stadium, and Brooklyn Avenue means that bus service on campus might need to change in response.

SERVICE AND EMERGENCY ACCESS MAINTAINED

All areas of the campus need to be accessible by vehicle for service and emergency. This scheme has been designed to continue to achieve that goal while improving the non-motorized experience of the campus.



A DEDICATED CYCLE TRACK



GEORGE WASHINGTON LANE

1 ONE WAY VEHICULAR ACCOMMODATION

One lane of vehicular traffic going one way would allow for a lane of bicycle traffic in either direction.

2 ENCOURAGING BIKE COMMUTING

The easier it is for bicyclists to use Stevens Way for intra-campus travel, the more appealing it will be for people to travel to campus by bike. Additional strategically located bike parking would support this approach.

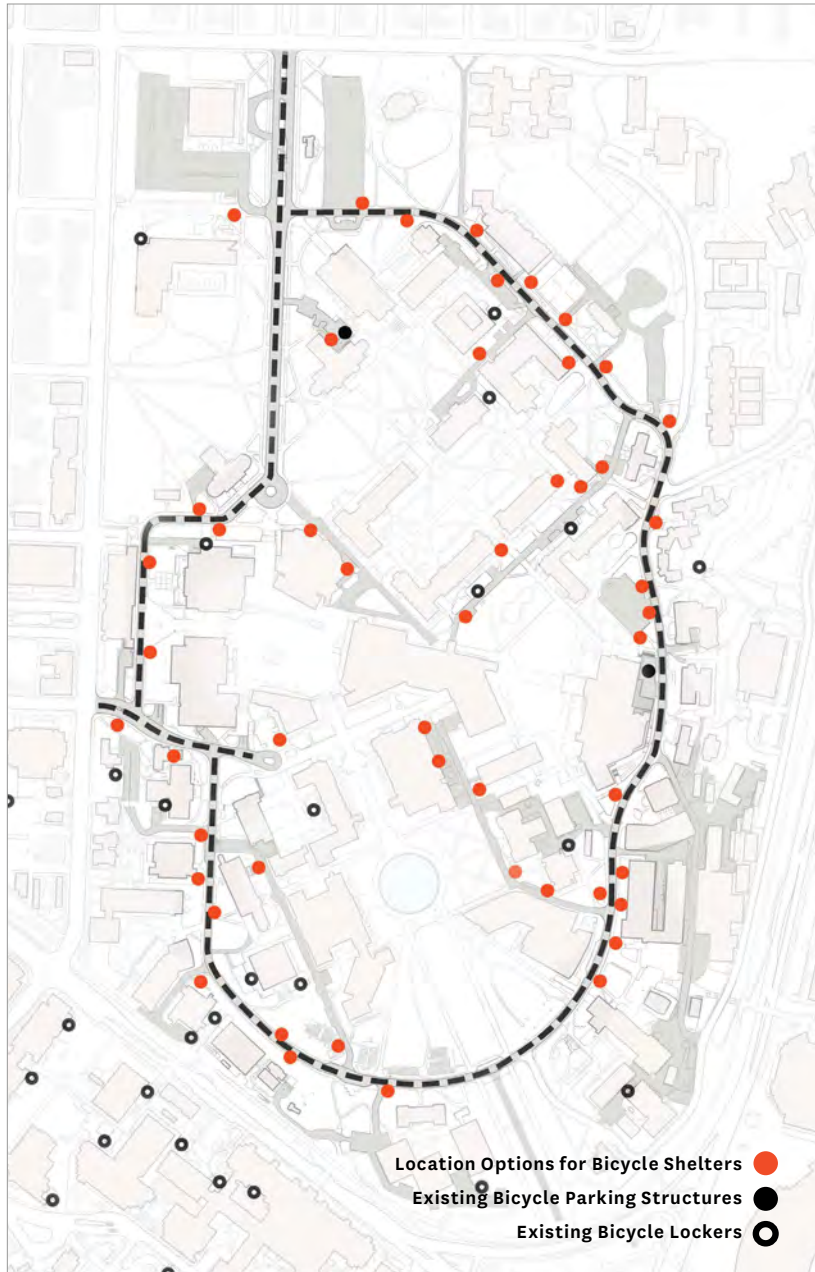
1 COMPLETING THE LOOP

George Washington Lane is a critical connection south from Memorial Way. Its current roadway design matched with restrictions on use make it feel abandoned.

2 INCREASED USE

Service uses and the complications of infrastructure have depleted the landscape character of this space. Introducing a two-way cycle track and one-way car traffic will increase its visibility and value.

2. STEVENS WAY REORGANIZATION : DESIGN EXPLORATION



PROPOSED BICYCLE SHELTERS AND STORAGE

With a dedicated bicycle track on Stevens Way, increasing sheltered bike parking here, and on adjacent service routes will encourage bicycle use while discouraging bike penetration into the heart of Central Campus where the pedestrian volumes are highest.

PROVIDE HIGH QUALITY BICYCLE PARKING

By locating desirable parking close to major cycle routes, they will be more convenient and encourage higher levels of use.

PROXIMITY

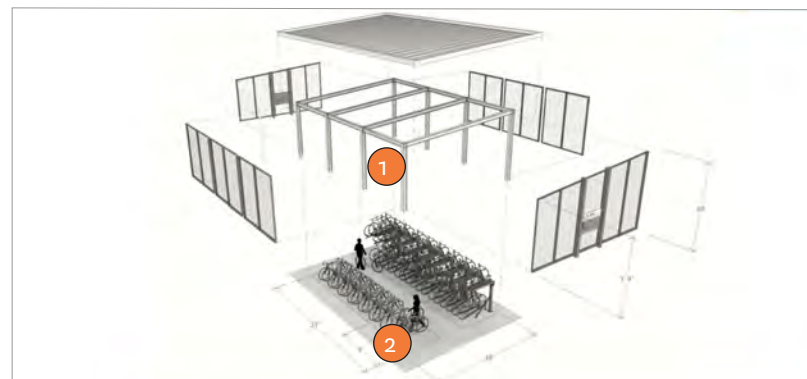
Between Stevens Way and the service roads, almost every building in Central Campus would be close to a covered parking facility.

REDUCE CONFLICTS

By concentrating bike parking on routes where cyclists can travel at a comfortable pace, the conflicts with pedestrians will be minimized.

1 EXPANDABLE

These modules can be added to one another to create bigger shelters.

2 9' x 18' MODULES

MODULE

1 COVERED

Bicycles are protected from rainfall. These have a lesser visual impact in the landscape and should be sited to be convenient and visible, yet integrated with the landscape context.

2 GENERAL USE

No special permit is required to park a bike in the shelter.



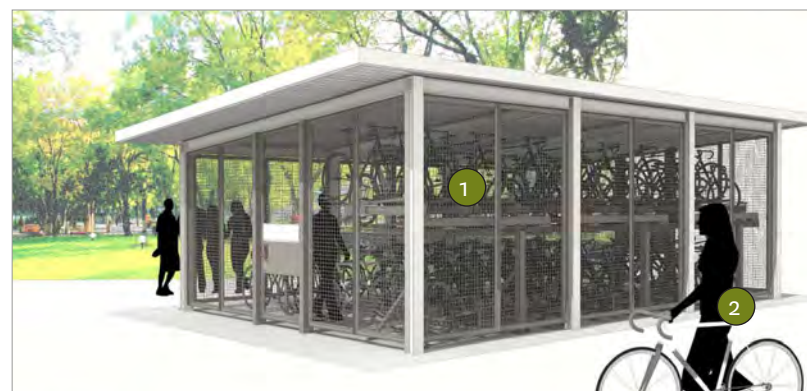
SHELTER

1 COVERED AND ENCLOSED

Bicycles are protected from rainfall by the roof and from theft by the mesh fence. These have a higher visual impact in the landscape and should only be used where they will not negatively affect the landscape experience.

2 PERMITTED USERS

Only cyclists who are part of the UW will have access to the enclosed shelters.



ENCLOSURE

3. N22 PARKING LOT : EXISTING CONDITIONS

VISITOR PARKING

N22, or the HUB Parking Lot, is the only sizeable parking lot inside the Stevens Way loop. Highly visible from the outside, its main function at present is to provide parking spots for disabled permit holders, as well as some spots for service vehicles, short term parking, and the recharging of electric cars.

Commuters entering campus from the Padelford Parking garage arrive on Stevens Way directly across the street from the N22 lot. A major desire line exists between this point of entry and the HUB Yard, resulting in a major crosswalk that cuts across the width of the parking lot. Bike parking is available near the front door of the HUB, but it is not visible from Stevens Lane.



1 PARKING LOT LOOP ERODES PEDESTRIAN REALM

The northern parking loop with an insubstantial landscape strip crowds the adjacent pedestrian route, and does not screen the parking lot from a major access route to the HUB Yard. The northern parking loop with an insubstantial landscape strip crowds the adjacent pedestrian route, and does not screen the parking lot from a major access route to the HUB Yard.

2 STEVENS WAY CROSSWALK

The crosswalk from Wahkiakum Lane brings substantial pedestrian traffic from the eastern parking lots to Central Campus.

3 NE WAHKIAKUM LANE

Wahkiakum Lane, which is a major point of entry from the Padelford Parking garage, approaches Stevens Way along a steep flight of stairs.

4 UNPROTECTED PATH THROUGH PARKING LOT

Following a strong desire line to the HUB Entrance and HUB Yard, pedestrians cross the width of the parking lot on an unconventional painted path.

5 PARKING LOT ENTRANCE

Traveling north on Stevens Way, the entrance to the parking lot is highly visible, providing an uncharacteristic view that is dominated by parked cars.

6 CONFUSING CONNECTION TO HUB YARD

The grove to the southwest of the parking lot is richly planted, but the collection of pathways through it does not create a strong connection to the HUB Yard.

3. N22 PARKING LOT : EXISTING CONDITIONS

1 VIEW FROM ENTRANCE INTO PARKING LOT

The parking lot is highly visible from Stevens Way.

2 CROSSWALK TO PARKING LOT

Crossing Stevens Way from Wahkiakum Lane, pedestrians are led directly across the wide parking lot. The return trip lacks reassuring landscape cues.



E STEVENS WAY NE AND NE WAHKIAKUM LANE

1 HUB SERVICE YARD

Entry to the major service yard for the HUB is also off Stevens Way, just slightly downslope from the N22 parking area.

2 ENTRY TO HUB SERVICE YARD

The entry is necessarily wide and highly exposed from Stevens Way. Combined with the N22 parking area, this creates an unfriendly pedestrian environment.

3 NARROW SIDEWALK

The sidewalk on the opposite side is narrow but heavily used.



E STEVENS WAY NE CHARACTER



N22 PARKING LOT PATH

1 WOODLAND GROVE DEFINES CAMPUS EDGE

The outer edge of the parking lot is delineated by a towering woodland grove, which protects the HUB Yard from views into the parking area.

2 PEDESTRIAN ROUTE IS UNCONVENTIONAL

The desire line through the space is so strong that it is acknowledged to be the primary route through the space, despite the conflict of uses.



EXISTING CONNECTION TO HUB YARD

1 SIDEWALK CONNECTION

A sidewalk in the south of the lot provides an indirect connection to the HUB Yard that does not necessitate crossing the parking lot.

2 ANOTHER POTENTIAL DESIRE LINE

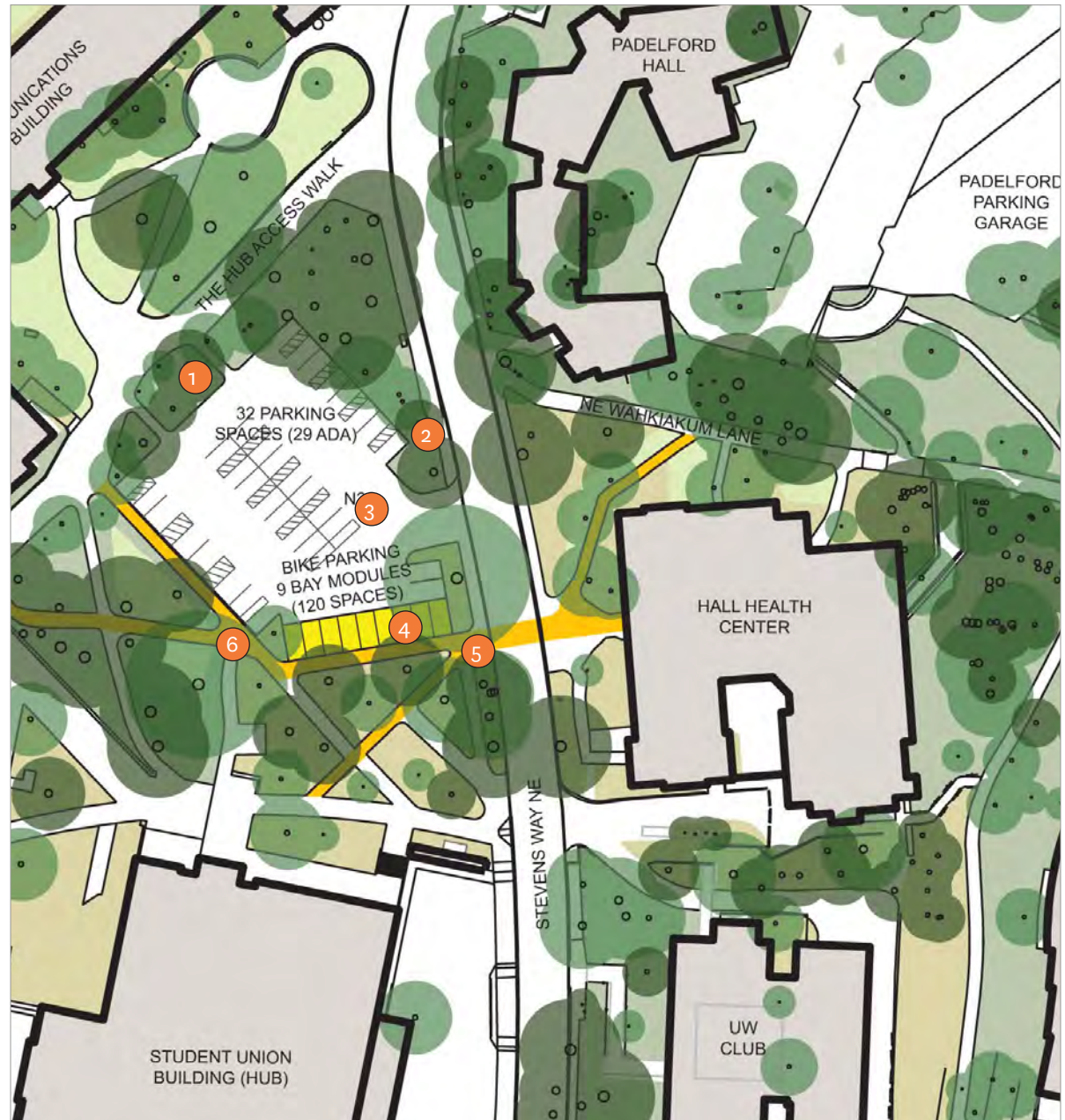
The sidewalk veers to the south, but there is a second strong desire line across the parking lot in the direction of the HUB Yard and connections to further points on camp.

3. N22 PARKING LOT : DESIGN EXPLORATION

IMPROVED PARKING

The HUB parking area can continue to provide a concentration of disabled parking while still supporting the pedestrian routes across Stevens Way into the HUB Yard and beyond. Additional plantings along the Stevens Way edge of the lot reduce its visibility from the outside while a reorganization of pathways leading into the lot provide pedestrians with a clear route.

In addition to reducing the visibility of the parking area, these modifications will lay the groundwork for an additional programmatic element in this space: a new bike parking area. This area of high quality, covered, bike parking could serve as a prototype for future bike areas along Stevens Way.



1 IMPROVED SCREENING TO PARKING LOT
A more robust planted screen defines the walkway to the HUB Yard and separates cars from pedestrians. The parking lot is still accessible from the pathway, and cars can still loop around.

2 INCREASED DENSITY OF STEVENS WAY PLANTING
Fortified planting along Stevens Way partially obscures the parking area from the roadway, better preserving the character of Stevens Way as a campus drive.

3 ADA PARKING LOT MAINTAINED
The size of the ADA parking area is maintained in this central location.

4 PREMIUM BICYCLE SHELTER INTRODUCED
The introduction of a new covered bike shelter in a highly visible location off of Stevens Way will give bicyclists an easy way to transition to pedestrians as they enter into the center of campus. Up to 120 bicycles can be accommodated here.

5 SAFER CROSSWALK PROVIDED
By directing pedestrians off Wahkiakum Lane toward the front of Hall Health, a safer crosswalk that crosses Stevens Way leads to a path system, rather than into a parking lot.

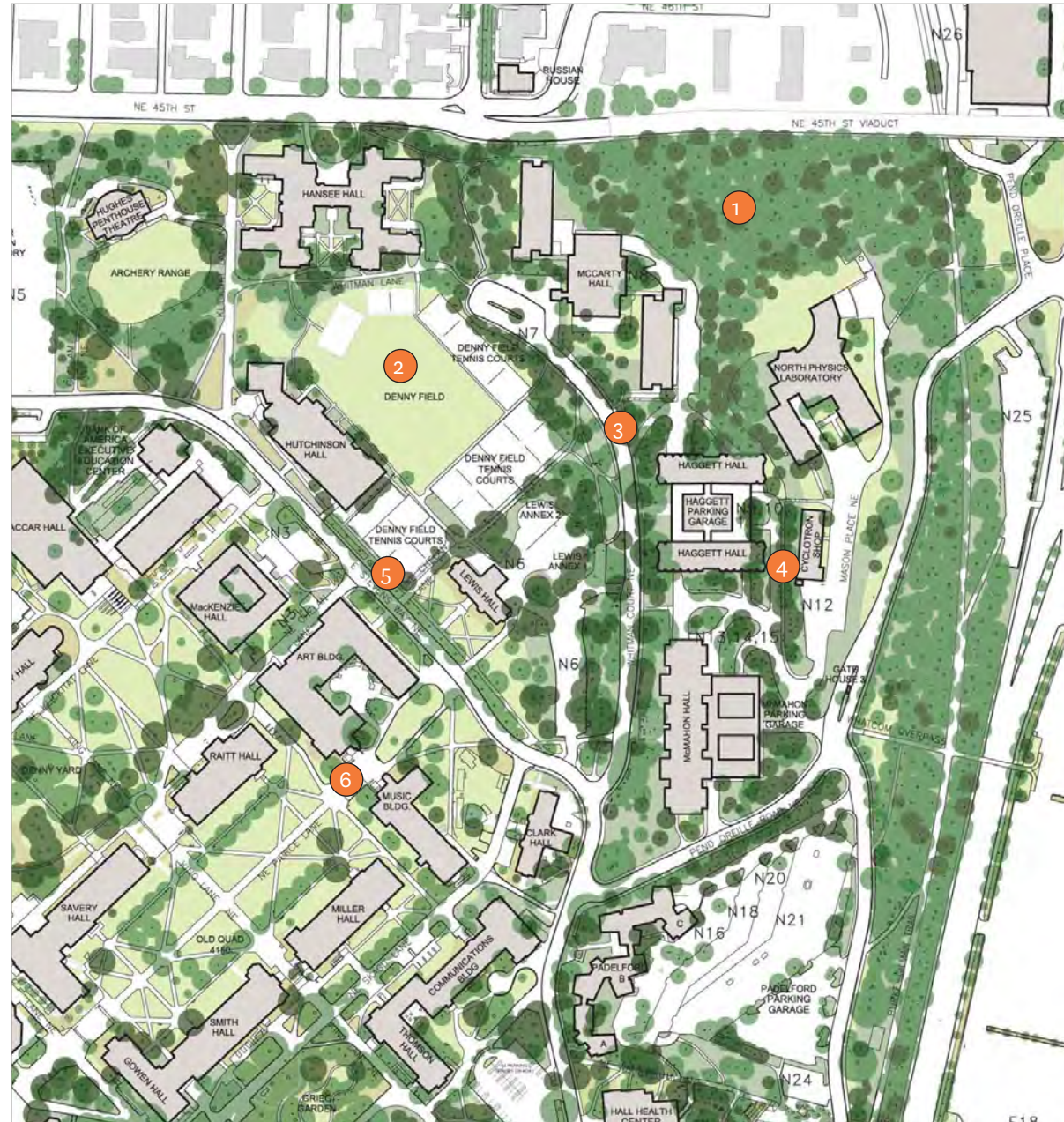
6 ENHANCED HUB YARD CONNECTION
The new pathway system provides direct access to the HUB and to the HUB Yard, giving clearer landscape cues for pedestrians traveling in both directions and serving the bicycle parking.

4. DENNY FIELD & NORTH CAMPUS HOUSING : EXISTING CONDITIONS

NORTH EAST CAMPUS

The current North Campus Dormitories are set in a richly mixed woodland that helps ameliorate the large scale of the buildings and gives context to the parking garages that are entered at a lower elevation on the east slope. The dormitories do not have adjacent landscapes that are usable for recreation, and are very embedded in the woodland, particularly McMahon and Haggett which are entered on bridges that cross through tall tree canopies. The dorms face Whitman Walk, a pathway that is also embedded in the woods, but their campus side views do not face into any major recreational or social landscapes. The wonderful sweeping east side views from the dormitories are of the lake and distant mountains.

Denny Field is located in close proximity to the current North Campus dorms, but it feels separate from all but Hansee, by virtue of the wall of tennis courts that surround it. Furthermore, the dorms are on axis with the Liberal Arts Quad's primary axis, but this route is interrupted in several places by grade changes and service spaces, resulting in a connection that is weak and hard to navigate. This results in a North Campus neighborhood that, despite its proximity, feels quite separated from the rest of Central Campus.



1 KINCAID RAVINE - RICH HABITAT HIDDEN FROM SURROUNDING USES

Kincaid Ravine is beautiful to look into from McCarty Hall, or the 45th Street Viaduct, but it is difficult to access. The Ravine supports a diverse habitat and is the most “wild” environment on campus.

2 DENNY FIELD - AN UNDERUSED AND POORLY CONNECTED HISTORIC CAMPUS SPACE

Denny Field is the oldest recreational field on the campus, at one time the field for Husky football. Subsequent to that, it was the hub of women’s athletics when Hansee Hall was the women’s dormitory and Hutchison Hall was the women’s gym. Given this venerable past, the current status of this landscape is surprising. Current use includes casual field sports, but the field is cut off from the residential dormitories and Stevens Way by the tennis courts that surround it.

3 WHITMAN COURT - A QUIET ROADWAY WITHIN THE WOODLAND GROVE

The rich woodland that parallels Whitman Court creates a serene environment, different from anywhere else on campus, framing and giving context to the relatively large-scale North Campus Dormitories.

4 EAST SLOPE - STEEP TOPOGRAPHY AND POOR CONNECTIVITY TO EAST CAMPUS

The steep topography of the East Slope precludes direct connections between the main spaces of Central Campus and the various programs of East Campus. This sense of separation is exacerbated by Montlake Boulevard, which does not have on-grade pedestrian crossings.

5 STEVENS WAY - AN IMPORTANT CIRCULATION SPINE PASSES THROUGH THE CENTRAL CAMPUS

Stevens Way connects the 40th Ave NE Entrance with the Memorial Way and Pend’Oreille entrances. The orbital structure of this roadway allows it to intersect with, and provide service to, all major central campus axes and buildings, but it is underperforming in this area as a threshold to North Campus

6 QUAD VISTA - AN HISTORIC CONNECTION WEAKENS IN THE NE CAMPUS

At its southwest end, the primary Quad axis feeds into the Red Square, while the minor quad axis connects Denny Yard with the HUB Yard. At the northeast end of the primary axis, however, the forward momentum terminates in a flight of stairs that lead simply to a plaza between Music and Art before petering out at Stevens Way.

4. DENNY FIELD & NORTH CAMPUS HOUSING : EXISTING CONDITIONS



Meander along Whitman Court NE



Denny Field



Canopied Green North of Music Building

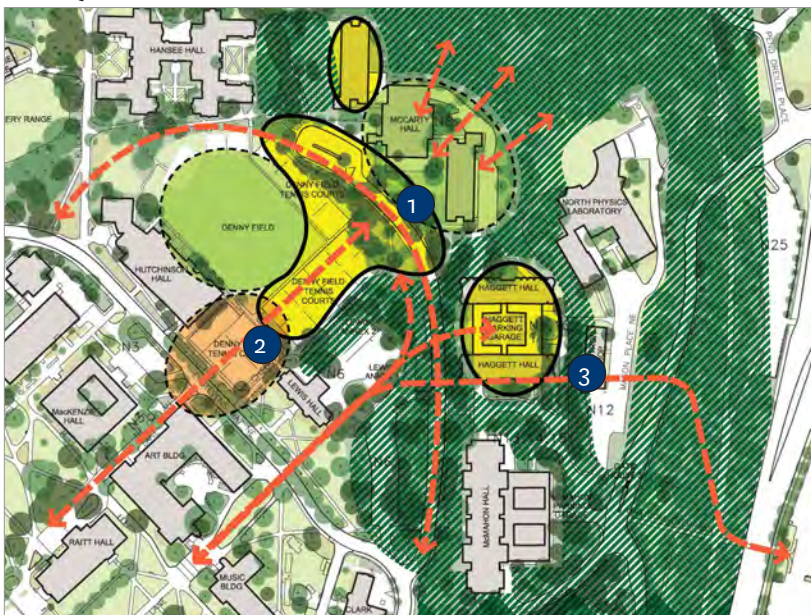


NE Chelan Lane



NEW QUAD SPACES FOR STUDENT LIFE

- 1 KINCAID FIELD**
 With the demolition of McCarty Hall, an opportunity exists to create connections into Kincaid Ravine, and a sports field that re-uses the architectural plinth.
- 2 DENNY FIELD**
 Located at the heart of a new arrangement for North Campus housing, Denny Field can become the major landscape terminus for the Quad/Denny Yard axes.
- 3 DENNY YARD AND THE QUAD**
 With stronger connections to North Campus Housing, Denny Yard and the Quad will play an even more important role in the quality and variety of campus life.



CONNECTIONS BETWEEN CENTRAL AND EAST CAMPUS

- 1 WHITMAN COURT**
 Instead of terminating at the dormitories, Whitman Court could be extended to create a pedestrian, bicycle and service spine looping around Denny Field and through the North Campus Housing.
- 2 STEVENS WAY THRESHOLD**
 The intersection of the major Denny Yard axis and Stevens Way should be developed as a threshold into North Campus and a major arrival point for buses.
- 3 EAST SLOPE CONNECTION**
 Using the new dormitory buildings to negotiate the East Slope, the Quad axis could be extended to make a strategic new connection to East Campus.

4. DENNY FIELD & NORTH CAMPUS HOUSING : DESIGN EXPLORATION

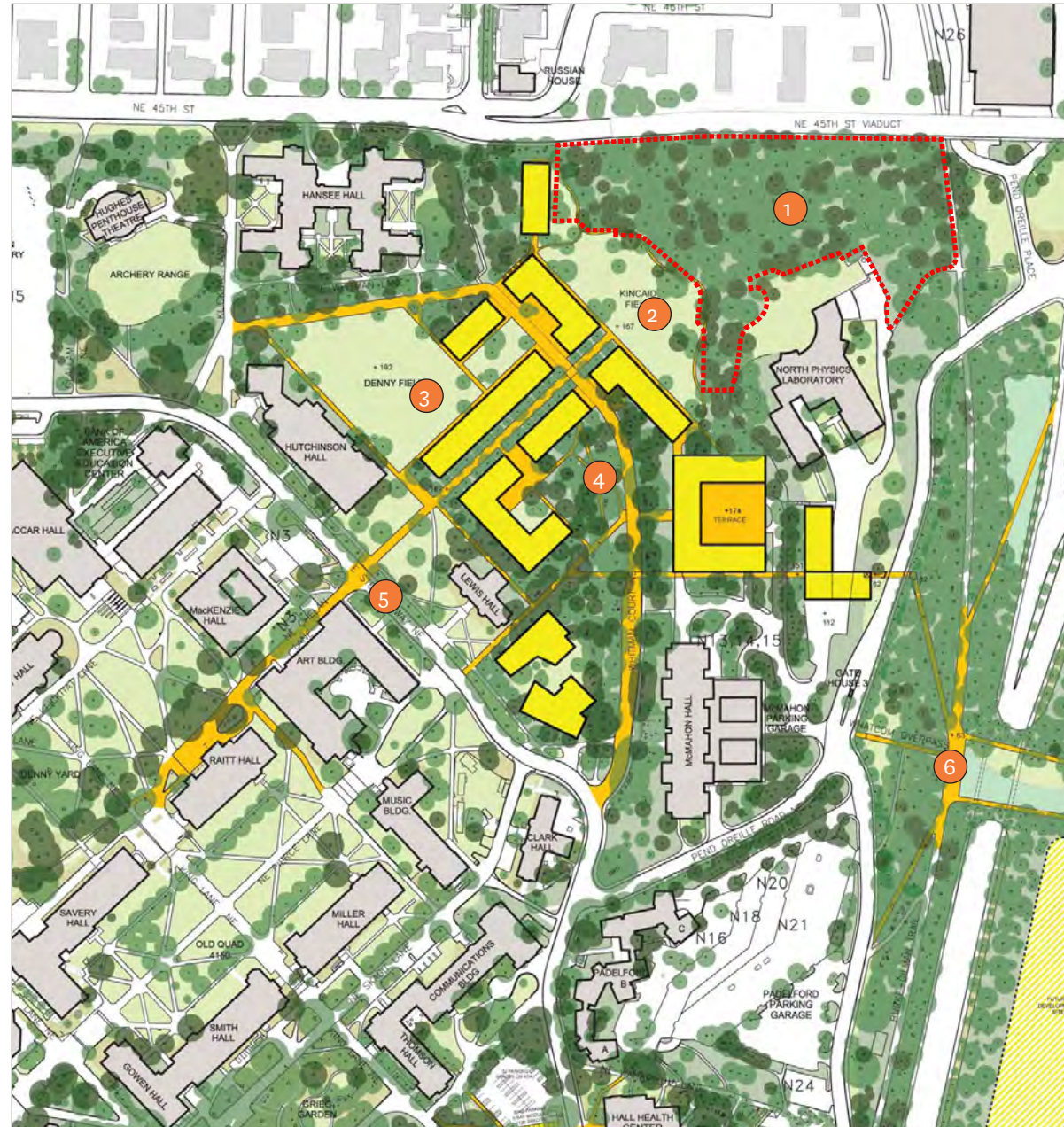
STRATEGY

The need to replace McCarty and Haggett Halls and to add housing to north campus, presents an opportunity for a closer integration of on-campus housing, social landscapes, and connections between the center and periphery of campus.

There exists the potential for the new North Campus housing to be served by a variety of landscape types, giving students an accessible range of ways to socialize, exercise, and relax in the landscape. Arrayed around the new complex of buildings, there could be a central social space between the major buildings, at least two recreational fields, a cultivated woodland, and a steep, slightly wild woodland.

CONNECTIONS

North Campus is not currently well connected to other parts of campus, nor even within its own residential precinct. A comprehensive circulation plan for this area would improve accessible connections into the heart of the campus, create well-identified internal walkways that connect Whitman Court with Klickitat Lane, and create new connections to the east, in the vicinity of Kincaid Ravine, and leading down to East Campus.



1 KINCAID RAVINE URBAN FOREST RESTORATION

Kincaid Ravine has developed its wild character through benign neglect over the years, but it would benefit even further from active stewardship of its trees, shrubs, groundcovers, and the various type of habitat it provides. This will help prepare the ravine for the greater visitorship that is envisioned for the future, perhaps even serving as a future connection to University Village.

2 KINCAID FIELD - AN INFORMAL RECREATION SPACE

Kincaid Field, a new landscape space, could supplement some of the informal recreational uses that are currently taking place on Denny Field. Using the area at the top of the slope that was cleared and levelled with the construction of McCarty Hall, a field overlooking the ravine would take full advantage of the rich site context.

3 DENNY FIELD - A FOCUS FOR NORTH CAMPUS LIFE AND RECREATION

Denny Field would take on a new prominence as the recreational and social focus of North Campus, giving the whole area a strong central identity, and encouraging greater use on a daily basis. The landscape should be prepared for this increase in use, with a robustly planted edge that will provide shade and space for seating as well as a central lawn with soils specifically designed for heavy recreational use.

4 WHITMAN COURT - A REINFORCED WOODLAND GROVE

Whitman Court's existing woodland plantings could be reinforced in the vicinity of the new dormitories with a layered planting of canopy and understory trees with shrubs and a herbaceous layer below. One existing campus space that might prove a model for this area would be Island Grove, where seating and pathways are casually interwoven within a small campus woodland.

5 STEVENS WAY THRESHOLD - A NEW LANDSCAPE CONNECTION

The connection between Denny Yard and Stevens Way is currently a service corridor, but it offers an easily accessible gradient to the Quad, which makes it ideal as the accessible continuation of the Quad Axis. The reconfiguration of this space, along with the introduction of the new North Campus housing, and the removal of the tennis courts, will create a landscape threshold that crosses Stevens Way in a highly visible location, giving a front door to the housing, and a well defined arrival point for buses.

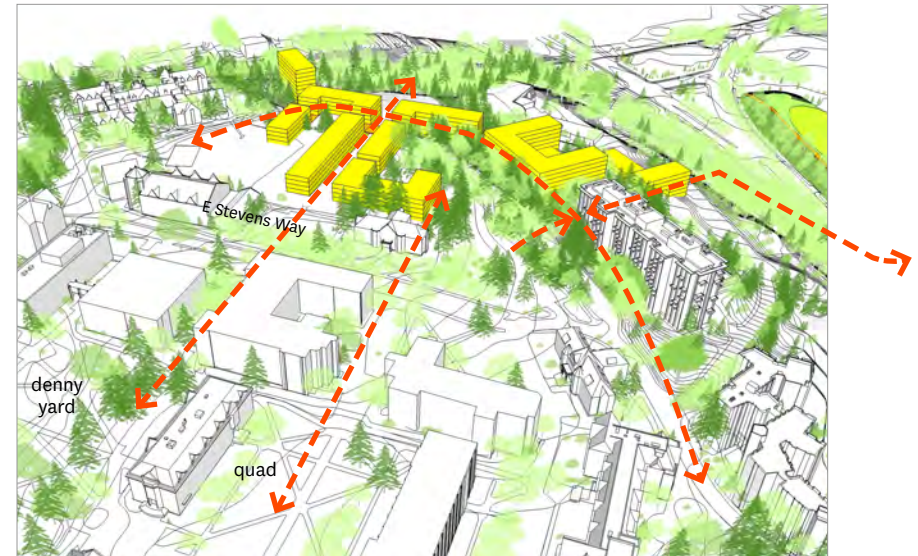
6 ACCESSIBLE UNION BAY CONNECTION

One of the obstructed "desire lines" on campus with the greatest elevational changes is from North Campus housing area to East Campus. Architectural program could be used to create accessible routes down this slope, while a new land-bridge that takes campus pedestrian traffic over Montlake Boulevard would create a strong connection and allow development possibilities in East Campus.

4. DENNY FIELD & NORTH CAMPUS HOUSING : DESIGN EXPLORATION

A PEDESTRIAN NETWORK THROUGH NORTH CAMPUS

As the population and outdoor social life of northeast campus increases, and the residential buildings are more central to the campus, rather than at the periphery, there will be need for more connections to the dorms and between the buildings. Major pathways could cross Stevens Way from the direction of the Quad, and Denny Yard, which would also help to activate the landscapes related to Art, Music, Lewis and the new Intellectual House. A new connection could also link Klickitat Lane with Whitman Court, and beyond to Stevens Way.



CONNECTIONS DIAGRAMS

1 KINCAID FIELD

The use of Kincaid Field for informal recreation would take up a portion of the former footprint of McCarty Hall and provide a trail head for trips into Kincaid Ravine.

2 DENNY FIELD

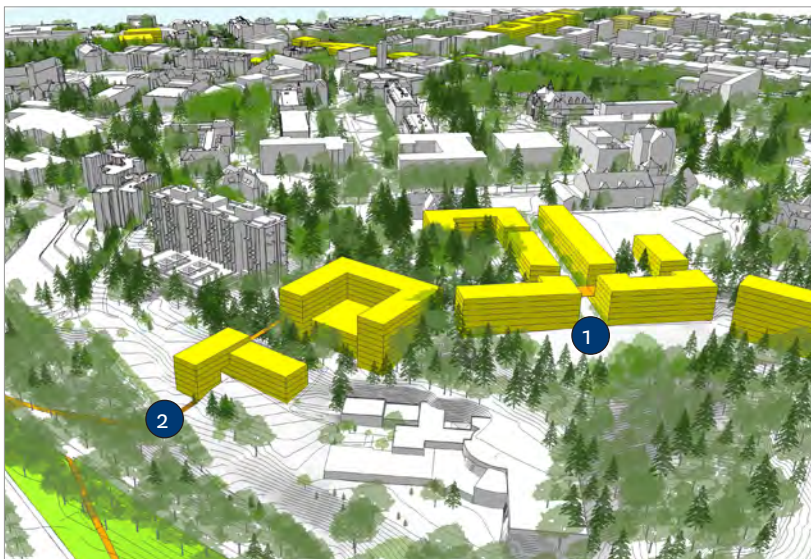
Proximity to a new concentration of dorms combined with landscape improvements could restore Denny Field to its prominent role in the recreational life of the campus.

3 STEVENS WAY THRESHOLD

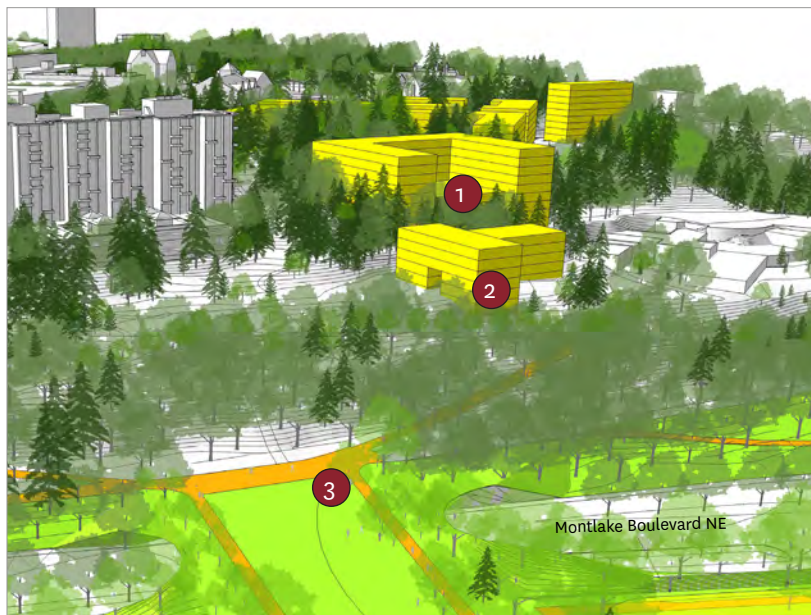
The removal of the tennis courts will open up the landscape east of Hutchinson Hall, allowing it to serve as a threshold on Stevens Way between the major academic program to the south and the student housing to the north.



THREE MAJOR NEW CAMPUS OPEN SPACES



VIEW FROM NORTHEAST/ KINCAID RAVINE



EAST SLOPE VIEW

1 KINCAID FIELD

Kincaid Field will make the views from this plateau and potential connection to Kincaid Ravine available to a greater number of people, not just the residents of a single dorm.

2 ACCESSIBLE CONNECTION TO UNION BAY

New architectural program can help provide stepping stones down the steep hillside, ultimately connecting with a pedestrian land-bridge with links to the East Campus and Union Bay Natural Area.

1 HAGGETT HALL TERRACE

A terrace open space at Haggett Hall will maintain the sweeping views across Lake Washington and beyond, and provide a focus for dormitory life.

2 MID-SLOPE DORMITORY & CONNECTOR

A new mid-slope dormitory could take advantage of existing road infrastructure and create new opportunities for core to periphery connections downslope.

3 CONNECTION OVER MONTLAKE BOULEVARD

A substantial land-bridge connecting the western edge of central campus across Montlake Boulevard would help to open this neighborhood for increased academic or research program.

4. DENNY FIELD & NORTH CAMPUS HOUSING : DESIGN EXPLORATION

1 LEWIS HALL

Lewis Hall, the original men's dormitory, is one of the oldest buildings on campus and a sense of openness has been maintained around its periphery.

2 TENNIS COURTS

The high fencing around the tennis courts gives them the opacity of a building, blocking views to Denny Field beyond.



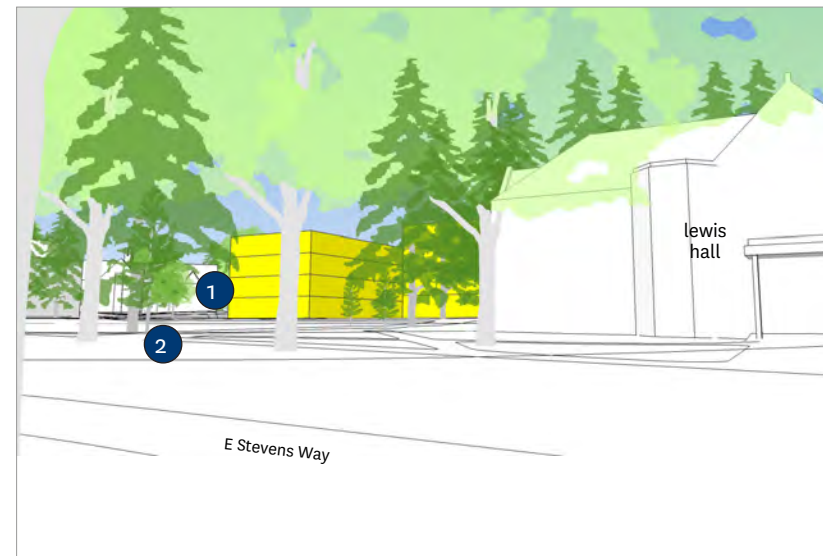
STEVENS WAY & LEWIS HALL - EXISTING VIEW

1 OPEN VIEWS TO DENNY FIELD

Removal of the tennis courts provides space for new dormitories, as well as visual continuity between Lewis Hall, the new dormitories, and Denny Yard.

2 LANDSCAPE THRESHOLD SPACE

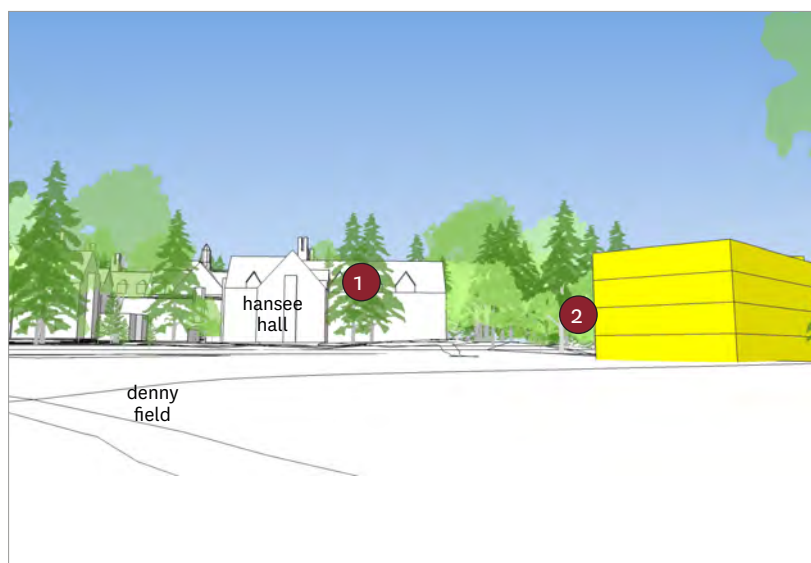
A generous landscape north of Stevens Way connects new and existing architectural and landscape program, creating the sense of a front door to this neighborhood of central campus.



DENNY FIELD THRESHOLD VIEW



DENNY FIELD & HANSEE HALL - EXISTING VIEW



DENNY FIELD & DORMITORIES

1 OPEN VIEW TO HANSEE HALL

Originally a women's dormitory Hansee Hall is widely felt to be the most beautiful of all the UW dorms, despite the fact that it feels relatively isolated.

2 TENNIS COURTS

The high opaque fencing of the tennis courts form a barrier between the dormitories placed along Whitman Court and the recreational space of Denny Field.

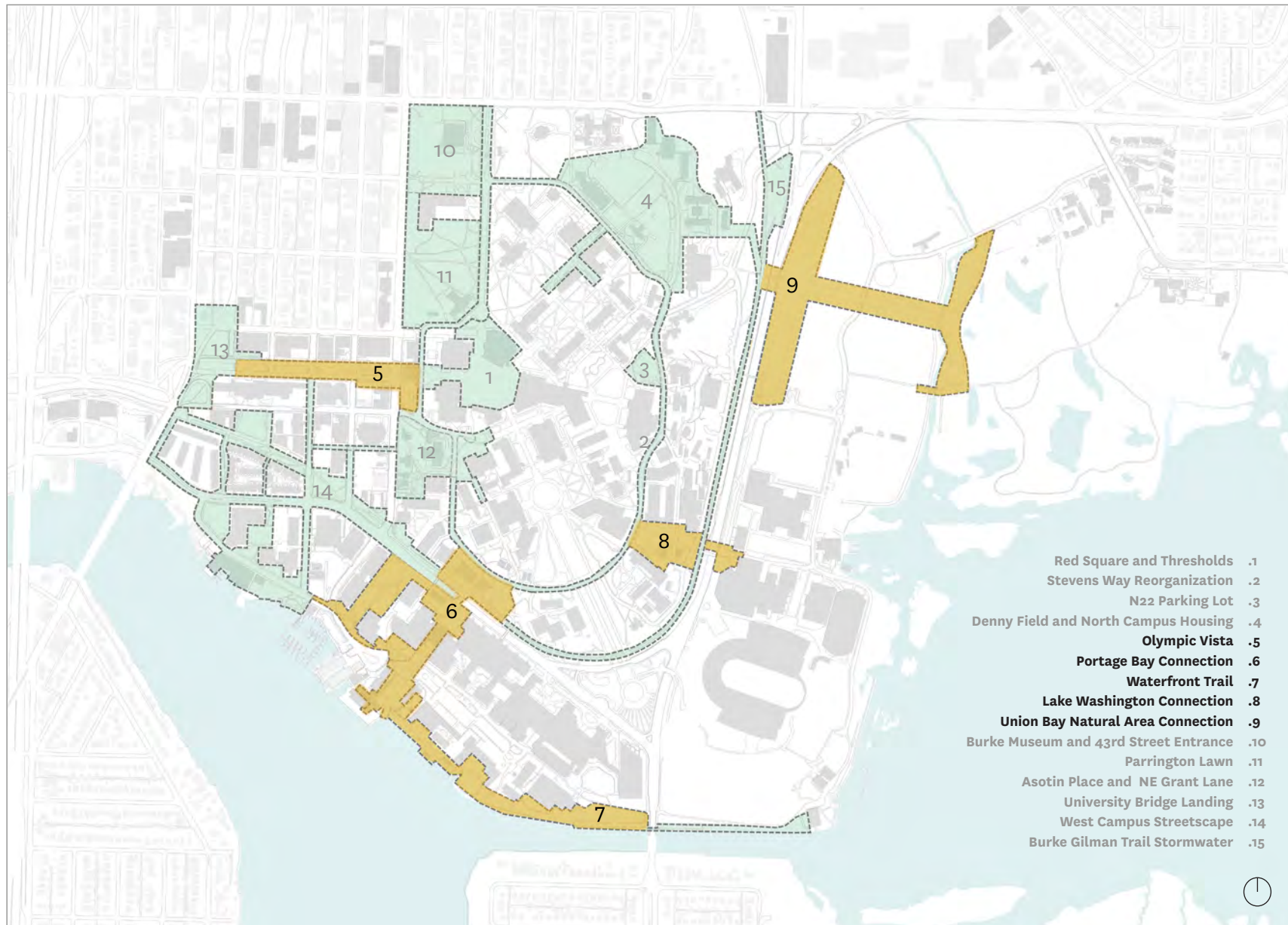
1 OPEN VIEW TO HANSEE HALL

Long views to Hansee Hall would be preserved, but the context of the dorm would change in positive ways, making it feel much more connected to residential life.

2 NEW DORMITORY

A new dormitory would replace the tennis court, preserving Denny Field's figured edge, while also making it feel more social and welcoming, and drawing more people to it.

IMPROVING CAMPUS CORE CONNECTIVITY



NAVIGATION CHALLENGES

As demonstrated by feedback from the My Places survey, navigation challenges exist throughout campus, with some areas of particular concern. In general, connections between Central Campus and the other neighborhoods need to be improved. Connections across NE Pacific between South and Central Campus are thought to be highly difficult to navigate in a very concentrated area. Connection challenges between the Central Campus and neighborhoods to the East and West areas are spread across a wider area.

OLYMPIC VISTA

Olympic Vista provides some visual connection between the Central and West Campus neighborhoods, but all types of pedestrian connections, including pedestrian, accessible, bicycle, and automobile, are difficult to navigate.

PORTAGE BAY CONNECTION

The Portage Bay waterfront is a major untapped resource. Although more inviting for recreational use than the majority of the Union Bay Natural Area, Portage Bay is relatively under utilized. A stronger connection from Central Campus and West Campus would help to open this area up to more people.

WATERFRONT TRAIL

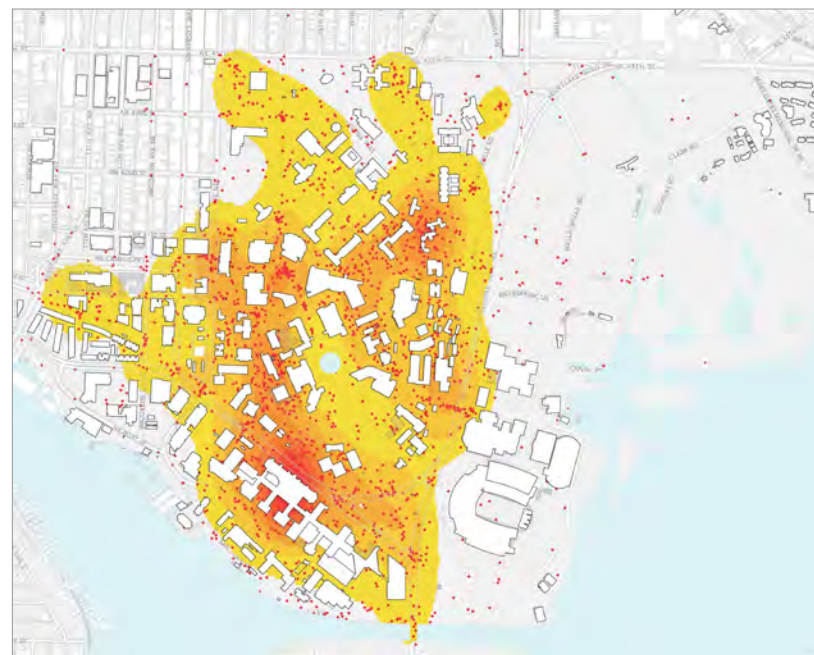
The University's engagement and attitude toward the waterfront has evolved and changed over the many years since the University located on this site. The rich and diverse setting that exists today is a testament to the demands for waterfront access, maritime transport, recreation, leveraging acres of flat land, and reclamation of brownfield sites that spans the spectrum of naturalized to structured edge conditions. Although points of access are provided, experiencing the 2.75 miles of waterfront continuously is challenging.

LAKE WASHINGTON CONNECTION

There is not currently a direct, well-marked route, from Stevens Way to East Campus, despite the heavy flow of students from north campus travelling in the direction of the IMA and the other athletic facilities in this neighborhood.

EAST CAMPUS /UNION BAY NATURAL AREA CONNECTION

Union Bay Natural area is currently accessed by means of a circuitous path system down the east slope, crossing the Burke Gilman trail, across a bridge, terminating with a flight of steps into a vast parking lot. From there, pedestrians weave across the parking lot to discover the one or two pathways into the natural area trails. The development and recreational potential of East Campus can be unlocked with a connection here.



MY PLACES SURVEY - AREAS THAT ARE DIFFICULT TO NAVIGATE

5. OLYMPIC VISTA : EXISTING CONDITIONS

URBAN CORRIDOR

The western end of Campus Parkway has a very high level of service for automobiles, despite relatively low traffic loads. At the same time, it is a hostile environment for pedestrians trying to walk through the space in any direction.



- 1 EASTLAKE AVENUE CONNECTOR DISRUPTS URBAN GRID**

The northbound lanes of travel from Eastlake Ave branch diagonally to connect with one-way traffic on 11th Ave NE. This roadway arrangement disrupts the urban grid, creating small and irregular plots to the west dominated by high speed vehicular traffic.
- 2 11TH AVENUE PEDESTRIAN CONNECTION**

The dramatic grade separation between the sidewalk and the blocks to the north interrupts north/south pedestrian movement in this area.
- 3 VEHICULAR DOMINATES PEDESTRIANS ENVIRONMENT**

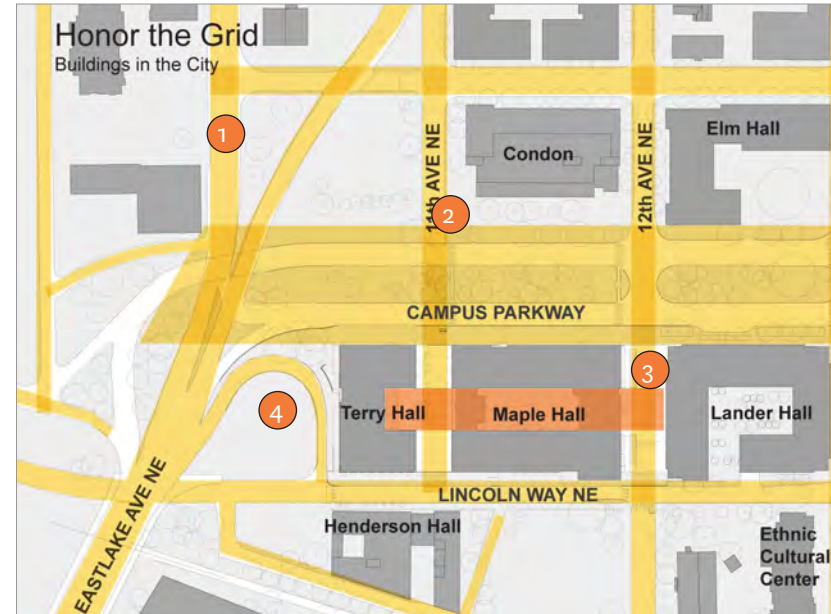
Traffic loads on campus parkway could be serviced with just one lane of active traffic, supplemented with areas for buses to pull over. Pedestrians crossing the two lanes of traffic are at greater risk, reducing the draw of Campus Parkway as a recreational space.
- 4 POOR PEDESTRIAN AND VISUAL CONNECTIVITY**

As one approaches Red Square on Campus Parkway, the core of the campus becomes progressively less visible and the entrance-less facade of the Henry Art Gallery addition prevents any views into campus. The single pedestrian bridge, which is not accessible, does not compensate for the lack of crosswalks or at-grade entries in this area.
- 5 DOMINANCE OF VEHICLES AT EASTLAKE AVENUE RAMP**

The Eastlake ramp captures a sizeable landscape area next to a major population center on the campus, but the dominance of vehicular traffic and the lack of connection from the dormitories or street severely limits its use.

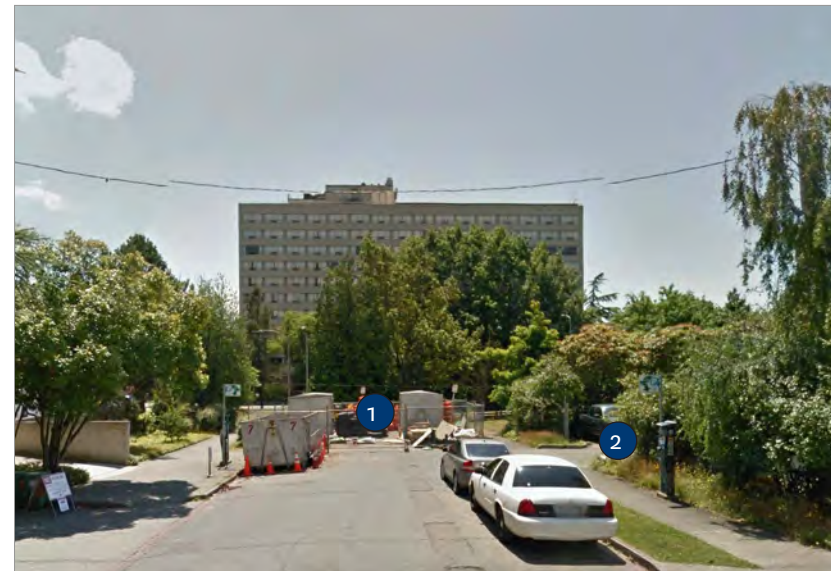
5. OLYMPIC VISTA : EXISTING CONDITIONS

- 1 REINSTATE URBAN GRID WHERE POSSIBLE**
Irregular block sizes creates underutilized zones.
- 2 RECONNECT THE 11TH AVENUE CORRIDOR**
Direct north-south pedestrian connections are very important to making pedestrians feel welcome in this area.
- 3 12 TH AVENUE PEDESTRIAN CONNECTION**
Increased population of West Campus will benefit from greater urban connectivity.
- 4 DEVELOPMENT OPPORTUNITY AT EASTLAKE AVENUE EXIT RAMP**



MITHUN ANALYSIS DIAGRAM NOVEMBER 2013

- 1 NE CAMPUS PARKWAY AND 11TH AVE NE**
This is a welcoming pedestrian environment from the north that terminates in a poor connection with Campus Parkway.
- 2 W41 PARKING LOT**
This parking lot is on the far periphery of campus, increasing the sense of a derelict in between zone, rather than a campus edge. It represents a good development opportunity, at a location that can become a major gateway to the West Campus.



11TH AVE NE EXISTING CONNECTION



NE CAMPUS PARKWAY AND 11TH AVENUE NE

1 STEEP CLIMB ALONGSIDE DERELICT LANDSCAPE

Following the upward slope of the wall toward Eastlake Avenue, the landscape is overgrown and uninviting

2 CONDON HALL

Condon Hall has access at different levels to accommodate the elevational context, but nevertheless feels isolated along its western edge.

3 SIDEWALK BETWEEN ROAD AND WALL

Pedestrians can continue along Campus Parkway through to the south, but the sidewalk is extremely uninviting and is little used.



UNIVERSITY LANDING AT ROOSEVELT WAY

1 DISTANT PEDESTRIAN CROSSING

Crossing the University Bridge, pedestrians have to walk quite some distance north before finding even an unsignalled cross walk for a westbound crossing.

2 MINIMAL PEDESTRIAN ACCOMMODATION

A narrow sidewalk parallels Eastlake Ave as it branches off to 11th Ave NE. To the East, the green median of Campus Parkway is separated by a dramatic grade drop.

3 CAR CROSSINGS

Cars heading south on Roosevelt can cross northbound lanes to enter Campus Parkway from the west.

5. OLYMPIC VISTA : DESIGN EXPLORATION

ACTIVE STREETScape

Ultimately, this intersection of Roosevelt and Campus Parkway should be a major gateway to West Campus, and made to feel more welcoming for pedestrian travel in all directions. This includes a more active street

life that is made possible by new development as well as improvements to the sidewalk environment. By maintaining the separation of bridge traffic from east-west traffic, this scheme does not necessitate structural changes to University Bridge.



1 REESTABLISH URBAN GRID AND CREATE NEW DEVELOPMENT OPPORTUNITIES

By replacing the diagonal road alignment with a more typical right angle intersection, the opportunity to build on adjacent parcels improves. Furthermore, the two turns needed to move from Eastlake to 11th Ave NE will help slow the speed of northbound traffic and institute stops that will improve pedestrian safety.

2 RECONFIGURE PEDESTRIAN SIDEWALK IN NEW OPEN SPACE

The sidewalk arcs through a redesigned landscape edge, providing enough horizontal distance to achieve an accessible connection to Eastlake without the need for stairs.

3 RECONNECT 11TH AVENUE AS A PEDESTRIAN PATHWAY

A pedestrian crossing connects 11th Ave NE across the Olympic Vista, transforming a dead end into a network of pedestrian connectivity serving the West Campus residential neighborhood.

4 REBALANCE VEHICLES, TRANSIT, BIKES, PEDESTRIANS AND LANDSCAPE

Eliminating a lane of traffic will reduce the presence of cars, eliminate the need to cross two lanes of traffic, and create the opportunity to increase the amount of land available for bicycles, pedestrians, and landscape amenities such as planting and seating.

5 NEW ACCESSIBLE PEDESTRIAN CONNECTION TO THE CENTRAL CAMPUS

The importance of Olympic Vista as the front door to the University and the direct route onto campus from West Campus housing needs to be recognized with an accessible crossing that connects street level with campus level. Supplementing the existing inaccessible bridge at Schmitz Hall, this new connection could become a landscape centerpiece with other program, as well as an accessible front door to the campus.

6 DEVELOPMENT OPPORTUNITY AT EASTLAKE CONNECTION

Reconfiguring the Eastlake off-ramps frees up an underutilized landscape space for development, either as a building or as a new public open space.

6. PORTAGE BAY CONNECTION : EXISTING CONDITIONS

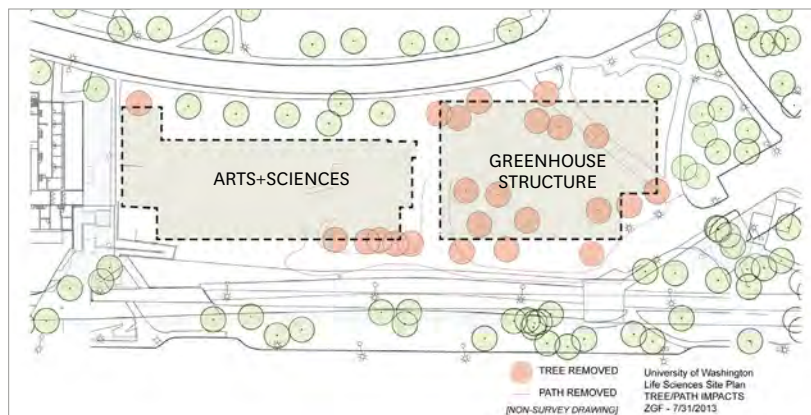
WATERFRONT VISTA

There are no easy connections to be made between Central Campus and Health Sciences without a major reconfiguration of architecture and infrastructure.

Working resourcefully with the existing structure of the site, however, a relatively direct path to the waterfront might be established in a key location.

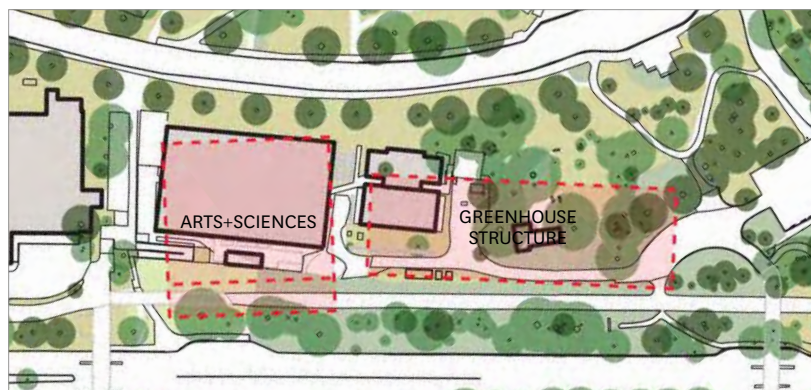
- Campus Green ●
- Informal Green ●
- Recreational Field ●
- Courtyard/Terraces ●
- Plaza ●
- Woodland Grove ●
- Interstitial/Buffer Space ●
- Threshold ●
- Passage ●
- Urban Frontage ●
- Garden ●
- Service and Parking ●
- Wetland ●
- Meadow ●
- Waterfront ●





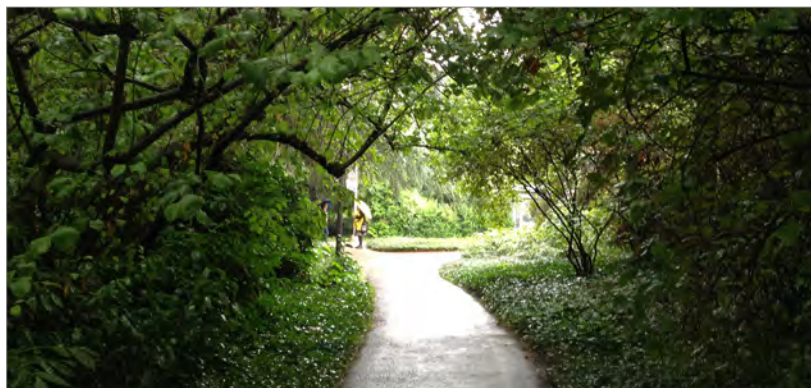
ZGF TREE/PATH IMPACTS FROM JULY 31, 2013

The initial studies for a new life sciences building adjacent to the Burke Gilman trail revealed a conflict between desired building program and the preservation of existing landscape program, particularly the area of Woodland Grove south of the Stevens Way bus stops.



EXISTING CONDITIONS WITH PROPOSED FOOTPRINT

Shifting the proposed building footprints south to fully engage the Burke Gilman Trail, and making the greenhouses footprint longer and thinner, make it possible to maintain more of the woodland edge that contributes to the character of Stevens Way, and the Woodland Grove south of the bus stops.



WOODLAND MEANDER

The meandering pathways through the Woodland Grove need to be protected as a delightful moment of connection between Central and South Campus.

6. PORTAGE BAY CONNECTION : EXISTING CONDITIONS

WATERFRONT ACCESS

Portage Bay offers some of the best opportunities on the UW campus to comfortably enjoy the waterfront, but its current lack of connection to Central Campus has limited its use and value. The connection issues are very closely tied to the dense architectural configuration of the Health Sciences/Hospital complex, which forms a relatively impenetrable barrier between Pacific Street and the Waterfront. Compounding this obstacle is the grade separation between Central and South Campus as well as the heavily used Pacific Street corridor, which has two lanes of traffic in each direction, as well as various turning and transit lanes.

Currently bridges crossing Pacific toward Health Sciences are limited to two, one of which springs from the Burke Gilman Trail, the other of which passes over the trail and originates in the woodland edge that is to the west of the forestry school buildings. Connections to these spaces from Stevens Way are not well marked, nor do they lead to easy waterfront connections on the other side.



1 **BUS STOPS, A MAJOR ARRIVAL POINT ON STEVENS WAY**

This bus stop at the intersection of Stevens Way and Okanogan Lane is heavily used by commuters travelling to Health Sciences and the hospitals. These commuters use the beautiful woodland grove pathways and the eastern-most pedestrian bridge to move between the bus stop and the complex.

2 **WOODLAND GROVE AND MEANDERING PATHS, PART OF A WIDER SYSTEM**

This is a particularly lovely and well-used moment within the wider woodland grove system that follows the outer edge of the Central Campus, along the curve of the Burke Gilman trail. Its relative depth, the age and high quality of its trees, and the excellent connections it provides through the campus combine to make it one of the most valuable parts of this wider system.

3 **BURKE GILMAN TRAIL AND FLANKING TREES IMPORTANT TO CHARACTER OF NE PACIFIC ST.**

NE Pacific Street is an heavily used conduit for traffic that bypasses the campus, but it is also vital as a public face of the university and an arrival route for people coming to and from the Hospital complex. Despite the high volumes of traffic it sustains, and the intense bus service and abundance of turn lanes, Pacific Street NE has a relatively positive character as a roadway seam that both separates and unites two neighborhoods within the university. In large part, this is the result of the deep shade provided by the woodland edge that flanks the northern edge of Pacific, along the Burke Gilman Trail.

4 **CAMPUS GREEN LANDSCAPE, AN ARRIVAL POINT ON SOUTH CAMPUS**

This downward sloping lawn and accessible pathway system leading into a popular Health Sciences food court is one of the most successful open spaces in South Campus. Its location along Pacific Street NE helps to give a more welcoming face to the long facade of connected buildings, and creates an important point of entry into Health Sciences.

5 **I WING ATRIUM, IMPORTANT COMMON SPACE WITHIN HEALTH SCIENCES CENTER**

The I wing Atrium functions as a central social space for Health Sciences, with ample cafe seating and easy outdoor access to both the north and the south.

6 **SAN JUAN ROAD CONNECTION TO PORTAGE BAY WATERFRONT**

San Juan Road is framed by narrow parking lots and cherry trees, and it leads directly from I-wing to the waterfront, although its alignment terminates at the high gates and fence around the Marine Sciences wharf. Traffic on San Juan Road is slow and infrequent, allowing pedestrians and cars to successfully share the space, although it has the character of a vehicular road.

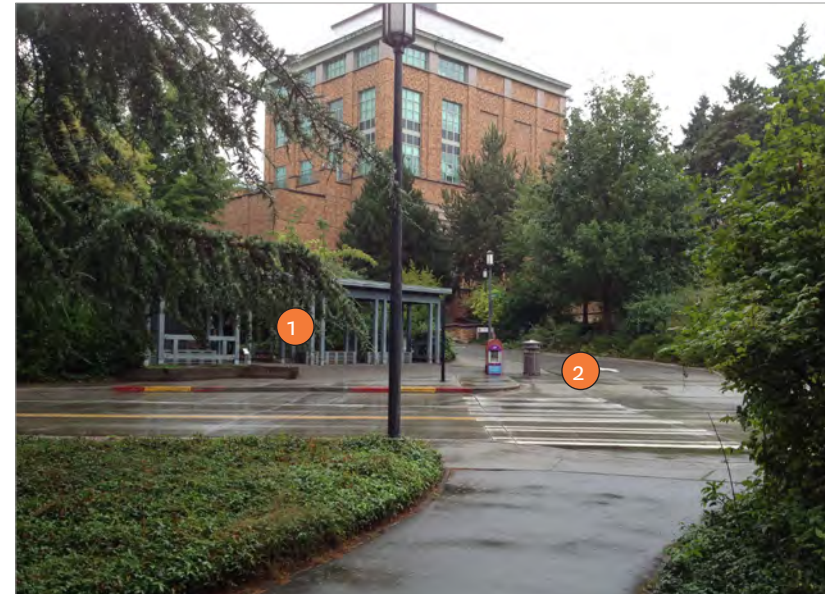
6. PORTAGE BAY CONNECTION : EXISTING CONDITIONS

1 BUS STOP AT MEDICINAL HERB GARDEN

The setting, structure, seating, and location of this bus stop make it popular and highly used.

2 OKANOGAN LANE NE

Although officially known as a service road, Okanogan Lane NE is an important pedestrian connection from the bus stop to academic and research facilities located between Stevens Way and the Rainier Vista.



BUS STOP ON STEVENS WAY

1 ICONIC TREES

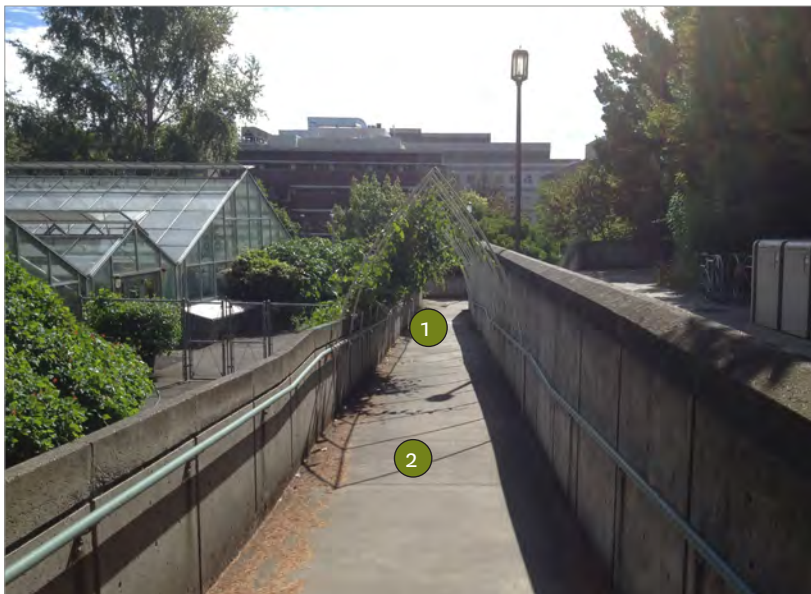
The towering Deodar Cedars planted on either side of Stevens Way give this stretch of the roadway a deeply wooded and shady environment without a strong architectural edge.

2 MEDICINAL HERB GARDEN

The Medicinal Herb Garden is one of the oldest, and best known, small gardens on the UW campus.



STEVENS WAY CHARACTER



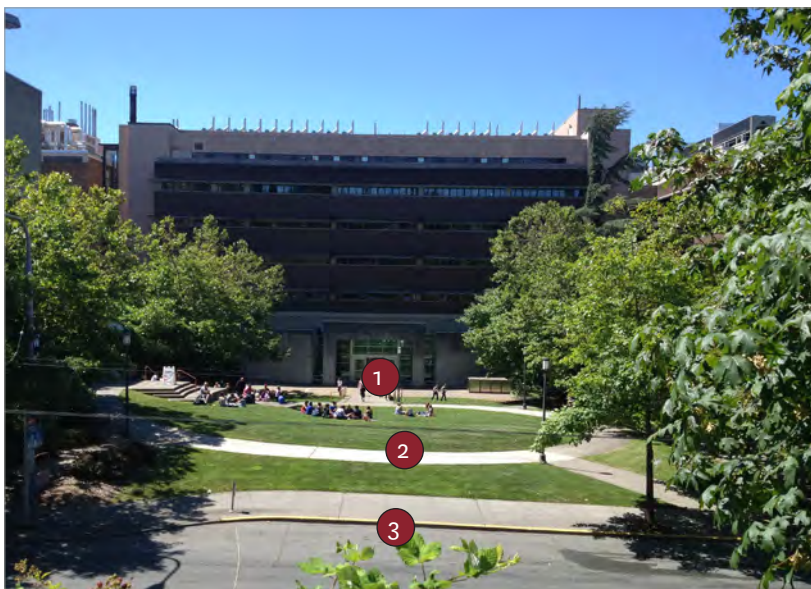
BOTANY GREENHOUSE CONNECTOR

1 DIRECT CONNECTION FROM STEVENS WAY

Although the pathway traverses switchbacks at its Burke Gilman connection, the initial descent from Stevens Way makes it clear that the Health Sciences is the ultimate destination.

2 ACCESSIBILITY INFRASTRUCTURE

The route, defined by a concrete ramp and hand rails, connects accessibly to the Burke Gilman Trail, and further on to a pedestrian bridge and an elevator connection into health sciences. Nevertheless, it lacks landscape continuity, and is isolating in its layout and material expression.



VIEW TO HEALTH SCIENCE ACROSS NE PACIFIC STREET

1 I WING ENTRANCE

Beyond these doors are the social spaces and cafe facilities of I Wing, which sits at the center of the Health Sciences complex.

2 OUTDOOR SOCIAL SPACE

The southward sloping, well-drained, lawn space is a popular sunny day hang out spot for the South Campus community.

3 DROP OFF

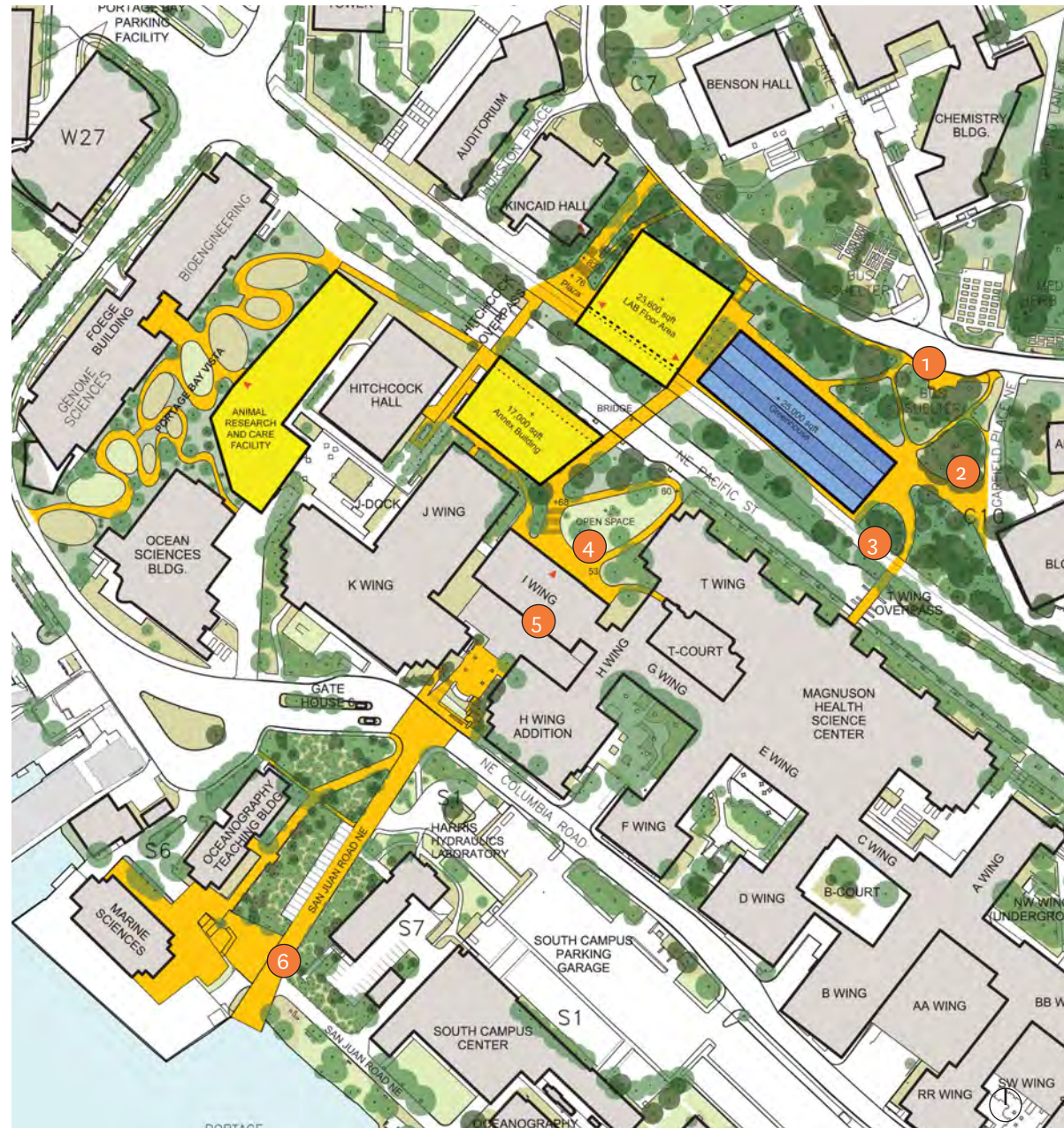
A car drop off area allows this open space to serve as a public front door to Health Sciences, despite its location along a busy thoroughfare.

6. PORTAGE BAY CONNECTION : DESIGN EXPLORATION

IMPROVED CONNECTIONS

The two existing pedestrian bridges across NE Pacific land in sub-optimal locations on South Campus as welcoming moments, and to facilitate wider campus connectivity. The ongoing Portage Bay Vista project will improve the connection east of Hitchcock Hall, by providing a newly accessible ramp to a generous threshold at the top of the vista, and from there an accessible connection down to Boat Street.

The life sciences building, currently in design on the north side of Pacific, adjacent to the Burke Gilman Trail could provide the opportunity to create a new pedestrian bridge across Pacific, with a series of connections that can potentially be strung together to create an experientially rich and intuitive connection from Drumheller Fountain all the way to Portage Bay. A connection that was originally part of the AYPE over 100 years ago.



1 MAINTAIN EXISTING BUS STOPS, ARRIVAL POINT ON STEVENS WAY

Bus service along Stevens Way may ultimately be rearranged in response to changing transit needs as a result of the introduction of light rail service, or simply the traffic patterns on Stevens Way. So long as there is bus service in this area, however, the current location is an excellent point of arrival and departure and will become even more important with the construction of new Life Sciences facilities to the south of Stevens Way.

2 MAINTAIN WOODLAND GROVE AND MEANDERING PATHWAYS

The woodland meander in this area will be put under severe pressure by the construction of the Life Sciences greenhouses, locating these structures to avoid the rich planting and meandering paths in this area should be a project priority. Tremendous care should be taken during construction to prevent unnecessary disturbance and extra care should be taken to maintain the health of the remaining trees after construction is complete.

3 MAINTAIN TREES ALONG BURKE GILMAN TRAIL AND NE PACIFIC STREET

The woodland between the BGT and NE Pacific is quite narrow and yet it provides an important environmental and identity-giving role for the campus landscape. As construction begins, care should be taken to maintain this woodland edge intact.

4 RECONFIGURE CAMPUS GREEN TO BE AN ACCESSIBLE MAJOR ARRIVAL POINT ON SOUTH CAMPUS

Already having the makings of an arrival point into Health Sciences, the campus green can be better connected by accessible paths to a new pedestrian overpass and pathways that strengthen the pedestrian network on both sides of Pacific Street.

5 USE THE I WING ATRIUM TO IMPROVE CAMPUS CONNECTIONS

I Wing is a barrier to direct landscape connection, but it is a relatively thin and open barrier that has direct sight lines through to the other side. Lacking other possibilities, this location shows strong promise as a stepping stone that helps connect Health Sciences with the South Campus waterfront on Portage Bay.

6 RECONFIGURE SAN JUAN ROAD FOR PEDESTRIANS AND IMPROVED VISUAL CONNECTIVITY

San Juan Road would need only a slight realignment to create a direct connection down to the waterfront that terminates with a water view and slips past the secure Ocean Sciences compound. The relocation of the adjacent parking spaces, redesign of the road as a shared vehicular and pedestrian surface, and new richly planted flanks would transform this into a welcoming landscape connection with the water at the end.

6. PORTAGE BAY CONNECTION : DESIGN EXPLORATION

BRIDGING PACIFIC

Ongoing design efforts related to the new Life Sciences building and greenhouses present a perfect opportunity to improve currently lackluster connections between Stevens Way and South Campus. Currently an accessible ramp leads to a pedestrian bridge crossing of Pacific, but it is poorly connected to the landscape fabric in this area, which is something that could be fixed by a reconsideration of its approach from Stevens Way toward Pacific. Simultaneously, a new pedestrian route could be considered southeast of the Life Sciences building, perhaps working in conjunction with a new annex building structure, and modifications to the campus green that already exists in front of I-Wing.



1 IMPROVE EXISTING CONNECTION

The current Botany Greenhouses already have a bridge that passes over NE Pacific Street, but its presence on Stevens Way is currently muted and it is not well-integrated into the campus landscape. The construction of the new building can be used as an opportunity to create a context that better supports this connection.

2 A PLAZA FOR LIFE SCIENCES AND A NEW CAMPUS CONNECTION

This site is currently not a very active one, but the construction of the new complex will change that. The new life sciences plaza can have additional importance as a connection beyond to South Campus, bringing people through the heart of the Life Sciences project, in addition to serving as the major social space for the department.

3 ENGAGING THE BURKE GILMAN TRAIL

While the Burke Gilman Trail should continue to have a wooded downslope, it could sustain greater variety along its uphill side, including a much more intimate relationship with the Life Sciences building, perhaps travelling under a cantilevered overhang created by the building.

4 CONNECTIONS IN DIFFERENT DIRECTIONS

The existing connection to the west directs pedestrian traffic toward the Portage Bay Vista, making it an indirect route for individuals headed toward I-Wing. A new pedestrian bridge on the east side of Life Sciences could provide direct access to I-Wing, the open lawn in front of it, which are both social spaces, and San Juan Road beyond.

5 FUTURE CONNECTING ELEMENT

South campus is strapped for classroom and research space. The current portable in this location is both low quality and low capacity, and will be removed as part of the Portage Bay construction. As future plans are made for a permanent annex building, its ability to help connect pedestrians east and west, as well as across Pacific, should be considered a key part of the project.

6 A NEW FRONT DOOR TO HEALTH SCIENCES

A redesign of the green space in front of I-Wing could create an accessible pathway from the new bridge landing to the sidewalk, and then from the sidewalk directly into I-Wing, giving the space the opportunity to perform more effectively as a front door to Health Sciences.

6. PORTAGE BAY CONNECTION : DESIGN EXPLORATION

ENHANCED OPEN SPACE

South Campus needs more open space for socializing and relaxing and yet its waterfront, which is not a far walk, tends to be underutilized. Starting at the top of the hill, the small but visually obstructive S5 parking lot is eliminated in this scheme, in order to strengthen landscape connections to Marine Sciences and the Oceanography teaching building. With a slight realignment of San Juan Road, downhill sight lines would terminate at the Portage Bay waterfront, rather than the chainlink fence in front of the driveway entrance to the Marine Sciences wharf. San Juan itself, which receives very little traffic, could be narrowed and the parking reorganized to make it feel more like a landscape progression.

Given its relationship with underground stormwater utilities, this site is an opportunity for a demonstration of stormwater collection and treatment. The location would make it easy to showcase the fact that water captured in this landscape would otherwise flow to a combined sewer outlet into Portage Bay. A stormwater treatment landscape could also help shape the landscape experience, replacing the existing alley of cherry trees with wetland plantings.



1 A WATERFRONT PROSPECT PLAZA

The relationship with the waterfront should be reinforced as a direct sight line from this plaza. Reducing the amount of parking and expanse of roadway between San Juan Road and the waterfront will help with this, as would the reorientation of the road toward the publicly accessible shoreline.

2 STREET LEVEL ACCESSIBILITY

Although the steps leading to the Rotunda cafe are too steep to change into a ramp, elevator connections could be provided to the street level, meaning that an accessible pathway to the waterfront should start at this point, including sidewalk and street infrastructure that allows for wheelchair crossings.

3 STORMWATER COLLECTION AND TREATMENT

The UW is not obliged to treat its stormwater before it enters Portage Bay, but there would be stewardship benefits to reducing the amount of untreated stormwater released into Portage Bay. Located at the confluence of several major water lines leading to a CSO, this neighborhood of South Campus could become a showcase of sustainable technology that would have the additional benefit of contributing to an improved landscape setting, compatible with the teaching and research function of the surrounding buildings.

4 REPLACE PARKING LOT WITH IMPROVED PEDESTRIAN CONNECTIONS

This parking lot is visually obstructive despite the fact that it serves very few cars. Landscape connections to existing academic and research program would be enhanced by a more visible and engaging pathway system related to the Oceanography Teaching Building. Furthermore, connections to the waterfront would seem less frayed if all pedestrian routes through this landscape were accessible and welcoming.

5 RECONFIGURE JAN JUAN ROAD AS SHARED PEDESTRIAN AND VEHICULAR ROUTE

San Juan Road serves only a small number of parking lots and loading docks along the waterfront. The low speed and infrequency of car and truck traffic along this roadway allow San Juan to already function as a shared pedestrian and vehicular route. This already shared space could be reconfigured to better serve pedestrians without interfering with its service functions.

6 SHIFT SAN JUAN ROAD ALIGNMENT TO CONNECT DIRECTLY TO WATERFRONT

The lower wharf of the Marine Sciences Building is protected by a chain link gate and fence. The current road alignment leading directly to this gate creates an unnecessarily direct connection to Marine Sciences while missing the more appealing view to the waterfront that is available just slightly to the east. Realigning the road to take better advantage of the view would benefit all users of the South Campus waterfront.

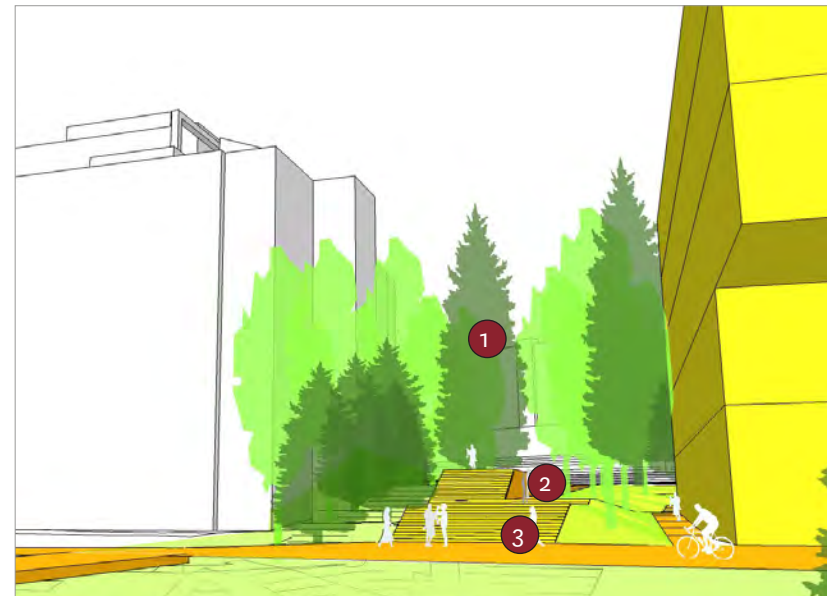
6. PORTAGE BAY CONNECTION : DESIGN EXPLORATION

- 1 PROPOSED HEALTH SCIENCES BUILDING AND ANNEX**
The two facing buildings would create a greater sense of connection across NE Pacific Street.
- 2 RELOCATED GREENHOUSES**
The narrow north south axis of the greenhouse will help overcome the conflict between the greenhouse's need for direct sunlight and the preservation of the woodland grove.
- 3 WOODLAND GROVE**
This is one of the most beautiful and well-used groves on campus, its large trees and landscape character should be preserved.



VIEW FROM CENTRAL CAMPUS

- 1 EXTENSION OF WOODLAND GROVE**
Crossing over NE Pacific to the west of the new Life Sciences building, the woodland grove will be a landmark that guides orientation.
- 2 ACCESSIBLE PATHWAY**
Redesigning the whole space between Kincaid Hall and the new Life Sciences will make it possible for this Stevens Way connection to be accessible and welcoming.
- 3 CONNECTION TO BURKE GILMAN TRAIL**
This location allows bikes to transfer easily onto Stevens Way in a currently underserved location.



ACCESSIBLE CONNECTION TO STEVENS WAY



S5 PARKING LOT EXISTING CONDITIONS



S5 PARKING LOT PROPOSED CONDITIONS

1 WATER IS VISIBLE, BUT ACCESS IS NOT CLEAR

The water surface of Portage Bay can be seen from deep within the campus, but there are no landscape cues to indicate that there might be open space at the end. The focus is on the Ocean Sciences wharf, secured by a high fence.

2 VEHICLES DOMINATE, LOW TRAFFIC FLOWS

The combined expanse of roadway plus sidewalks allows the asphalt to dominate the space at the expense of the landscape experience. The S5 parking lot to the west is disproportionately prominent in the view.

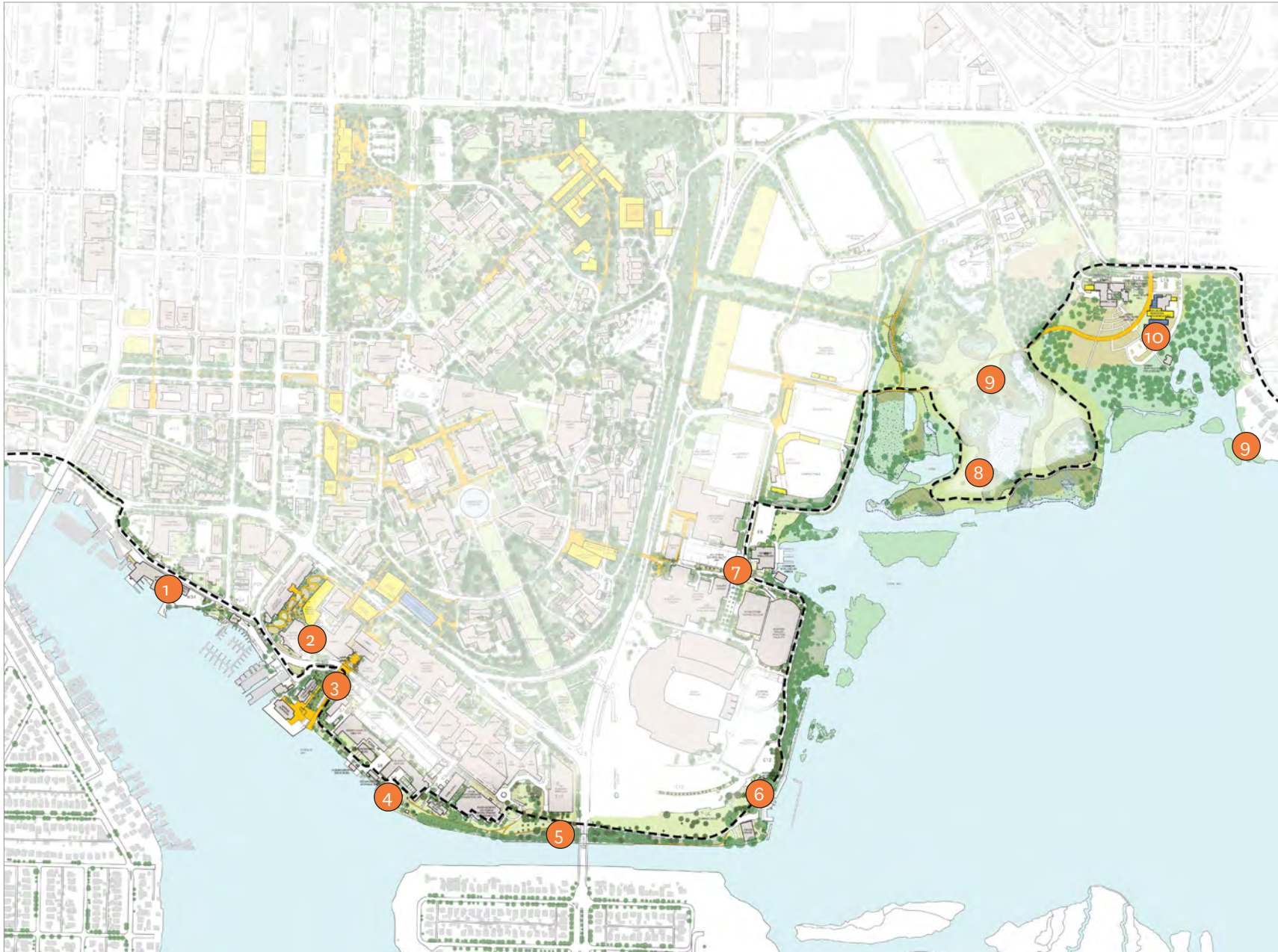
1 SAN JUAN ROAD WELCOMES PEDESTRIANS

The roadway should be more inviting, repaved as a shared pedestrian space, including enriched plantings, wetlands, and seating.

2 CONNECTION TO MARINE SCIENCES TERRACE

Redesigned as a pedestrian pathway rather than vehicular route through the parking lot.

7. WATERFRONT TRAIL : EXISTING CONDITIONS



1 BRYANTS PARK

This is the site of a future city park that will replace the current UW police station. The site sits at the end of Brooklyn Ave NE, which is a green street, so it is an excellent point of arrival to or departure from the waterfront.

2 PORTAGE BAY VISTA

A new Portage Bay Vista landscape design associated with the ARCF project will provide more spaces to gather outside and enjoy views to the waterfront. The major pedestrian route through the Vista is accessible from as far back as Stevens Way, which will help connect Central Campus with Portage Bay.

3 SAN JUAN ROAD

Ownership along the waterfront is partly private in this area, pushing the waterfront path inland for a short stretch. Improvements to San Juan Road can enhance the sense of a continuous campus landscape that connects the waterfront to the South Entry gate and continues forward in both directions.

4 SALMON HOMING POND

The salmon homing pond is a defunct research facility that offers the intriguing potential of re-use in and around its interesting structures, offering a different type of water access. A new public space plan for this area will help waterfront continuity and create a destination in this part of campus.

5 MONTLAKE CUT CONNECTION

The bascule bridge precludes easy upland travel, but the pathway along the cut is an exciting and unique experience within the city of Seattle. Improvements to the path at the east and west ends would make this an accessible connection between Union Bay and Portage Bay.

6 WATERFRONT ACTIVITIES CENTER

The Waterfront Activities Center is a popular recreational destination along the waterfront. Currently the most direct access is found through the Rainier Vista and the Husky Stadium Parking Lot, but improved waterfront access in other areas might help strengthen waterfront routes to this facility.

7 LAKE WASHINGTON CONNECTION

On axis with the proposed connection between East Campus and Stevens Way, the lakefront in this area could be improved by more public facilities to complement wetland mitigation and shellhouse activities.

8 UNION BAY NATURAL AREA CONNECTION

This area would be much more accessible from the west as part of the proposed land bridge over Montlake and East Campus Vista. Its juncture with the waterfront path would help connect student populations in North Campus connect with this underutilized resource.

9 WETLAND MITIGATION

The wetland itself will undergo tremendous positive changes as part of the 520 mitigation project. The waterfront meander could provide visual access into the wetland as it transforms.

10 URBAN HORTICULTURE CENTER

The Urban Horticulture Center is an important destination for researchers and students. It is poorly connect to the rest of campus, a situation that the waterfront path would help to overcome, particularly in conjunction with other new core to periphery connections.

7. WATERFRONT TRAIL : EXISTING CONDITIONS

1 ISOLATED WATERFRONT OPEN SPACE

The current Bryant Park is a pleasant green open space with good views over Portage Bay, but isolated from wider waterfront connections

2 PARKING LOT AND POLICE STATION

The planned redevelopment of the adjacent parking lot and UW police station as a city park will expand access to the waterfront and provide opportunities for improved connections at this key location at the end of Brooklyn.



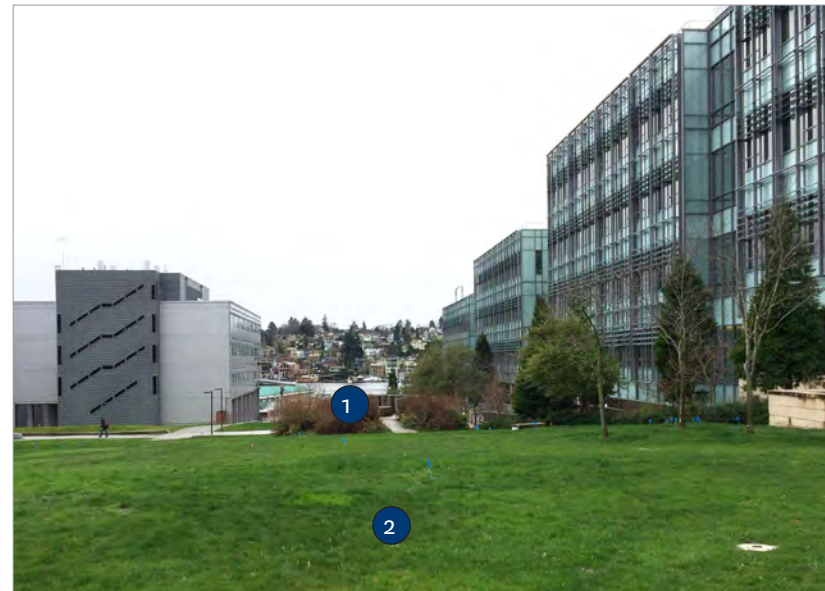
BRYANTS PARK

1 VIEWS TO PORTAGE BAY

Views down the Portage Bay Vista provide strong connections to the waterfront from Pacific Street and the Burke Gilman Trail, which will be improved as a result of the current Animal Research and Care Facility.

2 INACCESSIBLE CONNECTION

The current pathways between Pacific and Boat Streets are too steep to be considered accessible.



PORTAGE BAY VISTA



SAN JUAN ROAD

1 ROADWAY DIMINISHES PEDESTRIAN EXPERIENCE

The waterfront connection has potential, but the strong delineation of the roadway, despite low traffic flows, discourages pedestrian use.

2 S5 PARKING LOT DISRUPTS LANDSCAPE CONNECTION

This site is an important hinge between the South Campus entry gate and San Juan Road. Though small and serving few cars, the parking lot in this location disrupts wider landscape connections.



SALMON HOMING POND

1 CONVEX PENINSULA

The Salmon Homing Pond is at a peninsular bend in the waterfront, extending its waterfront edge and providing a fascinating interlude on Portage Bay.

2 UPLAND WATER BODY

Portage Bay is several feet below the top of the bulkhead wall. The Salmon homing pond keeps water perched at pedestrian level, and creates a second waterfront edge.

7. WATERFRONT TRAIL : EXISTING CONDITIONS

1 STAIRS TO MONTLAKE CUT

A steep set of stairs leads to a pedestrian walkway alongside the cut, raised a few feet above the water, which is the only continuous route under the bridge.

2 ACCESS ROAD

This road terminates at Montlake Boulevard but does not lead to a direct pedestrian connection through to the waterfront south of the bridge.



MONTLAKE CUT CONNECTION

1 RECREATIONAL MARINA

The waterfront activities center is a structured edge, offering boat ramps and floating docks. It is the transition point leading to a more naturalized edge to the north.

2 WATERFRONT RECREATION

The canoes and other boats that are available to rent at the WAC help connect students and the public to the UW's waterfront in a different way. This activity provides access by water towards the arboretum, which is part of the UW Botanical Gardens, but currently feels quite separate from the campus.



WATERFRONT ACTIVITIES CENTER



LAKE WASHINGTON CONNECTION

1 WALLA WALLA ROAD NE - SOUTH END STUDY

The dense planting at the waters edge is ecologically robust but obscures access and views out.

2 E9 PARKING LOT

The roadway and parking infrastructure in this area make it feel very service oriented, lacking the wayfinding cues that make pedestrians feel invited to come explore the waterfront.



UNION BAY NATURAL AREA CONNECTION

1 DOUGLAS ROAD NE

This north/south road offers important connections within an area of campus that is difficult to navigate.

2 E5 PARKING LOT

This parking lot seems out of place in the naturalistic setting. Long plagued by an unstable substratum, it will be removed and mitigated as part of the SR 520 project.

8. LAKE WASHINGTON CONNECTION : EXISTING CONDITIONS

BRIDGING MONTLAKE

There are very few direct connections between Stevens Way and East Campus due to the steep gradient of East Slope, and none of the connections are accessible. Because of the popularity of the East Campus program, including the IMA facilities, and Hec Ed Pavilion the steep connections are heavily used.

The existing Allen Center for Computer sciences faces onto a sparsely used plaza connected to the defunct nuclear plant in the Moore Hall Annex. Although it sits directly in line with the existing Hec Ed Bridge, the east slope down hill from this plaza intersects multiple service roads and is difficult to navigate, with no direct sight lines to the Lake Washington waterfront or East Campus program. With the planned replacement of the Hec Ed Bridge and the redevelopment of the area around the Moore Hall Annex there is an opportunity to reconceive pedestrian connections through this part of campus.



1 UNDEVELOPED LANDSCAPE CHARACTER AT CRITICAL POINT ON STEVENS WAY

This outer edge of this particular stretch of Stevens Way lacks a clear sense of purpose or landscape character and does not help build a sense of place in conjunction with the heavily used Computer Sciences building across Stevens Way.

2 SERVICE ACTIVITIES, ‘BACK OF HOUSE’ CHARACTER ON EAST SLOPE

This route does not feel like it is part of the continuous network of campus open spaces and pedestrian paths.

3 MULTIPLE FLIGHTS OF STAIRS, LACK OF ACCESSIBLE CONNECTION

Starting with the steps to get up to the deck level of the Hec Ed bridge, this direct route between major campus spaces is entirely inaccessible.

4 HEC ED BRIDGE ORIENTED TOWARDS PAVILION

The bridge is the closest point of connection between the campus and a broad range of popular program. The sense of being delivered directly to the Hec Ed Pavilion feels overly determined and makes wider campus connections somewhat awkward.

5 UNDERSIZED AND INACCESSIBLE PLAZA SPACE AT HEC ED ENTRANCE

The Hec Ed Plaza is undersized for big events and does not adequately convey a sense of landscape welcome as one arrives onto East Campus. The stepped plaza is inaccessible and cramped in character.

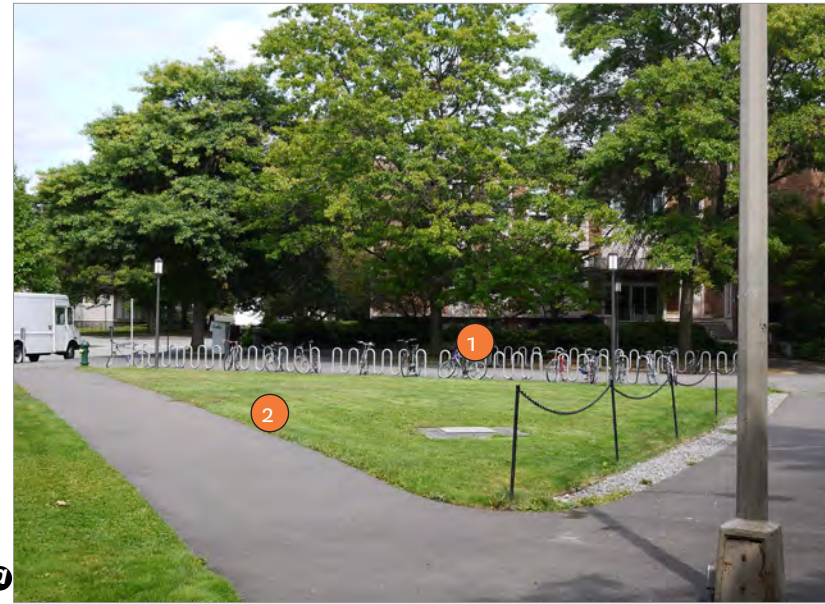
8. LAKE WASHINGTON CONNECTION : EXISTING CONDITIONS

1 BIKE STORAGE

An abundance of bike storage has been provided in this location, effectively shutting off one edge of the lawn.

2 LAWN AS INFILL

Along a major campus drive, this plaza is in the wrong location to draw much use for its lawn.



a

EXISTING PLAZA ON E STEVENS WAY NE

1 BURKE-GILMAN TRAIL

The current crossing is connected to the Burke-Gilman Trail, creating conflicts between the heavy pedestrian movements and the high-speed bicycle circulation.

2 MASON ROAD NE

The stairs that indirectly connect Stevens Way with the Hec Ed Bridge intersect the service roads that traverse the east slope of the campus.



b

SNOHOMISH LANE



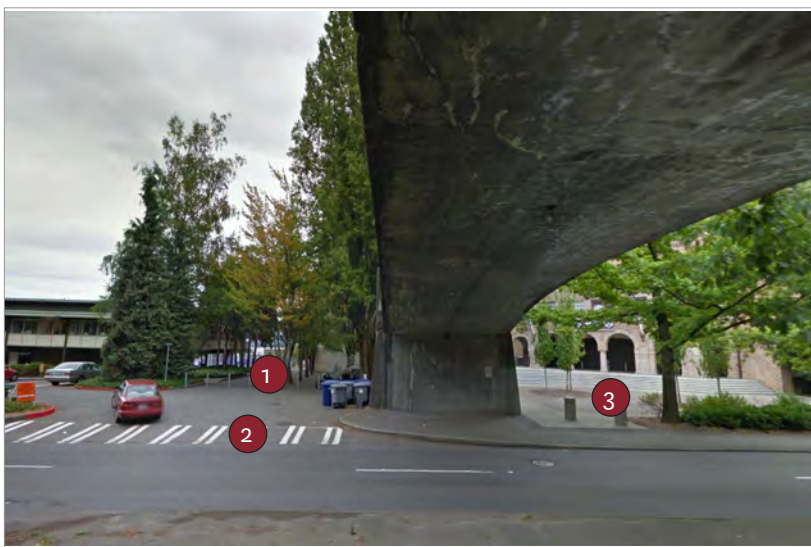
HEC ED BRIDGE

1 WELL KNOWN LANDMARK

Although the Bridge is hard to find from Stevens Way, it is a well know landmark of East Campus. The bridge delivers pedestrians directly to the Hec Ed Pavilion, at the expense of wider campus connections.

2 BIKE PARKING

The steps on the east side of the Hec Ed Bridge discourage cyclists from using the bridge, when going to East Campus from the Burke Gilman Trail. This is perhaps not a great impediment for those going to the Hec Ed Pavilion or the IMA, but is inconvenient for destinations further afield in East Campus.



MONTLAKE BOULEVARD NE

1 SNOHOMISH LANE N

On the north side of the bridge is a narrow sidewalk leading to the IMA building.

2 E97 CURB CUT

This provides access to the parking area in front of Graves Hall.

3 HEC ED PAVILION PLAZA

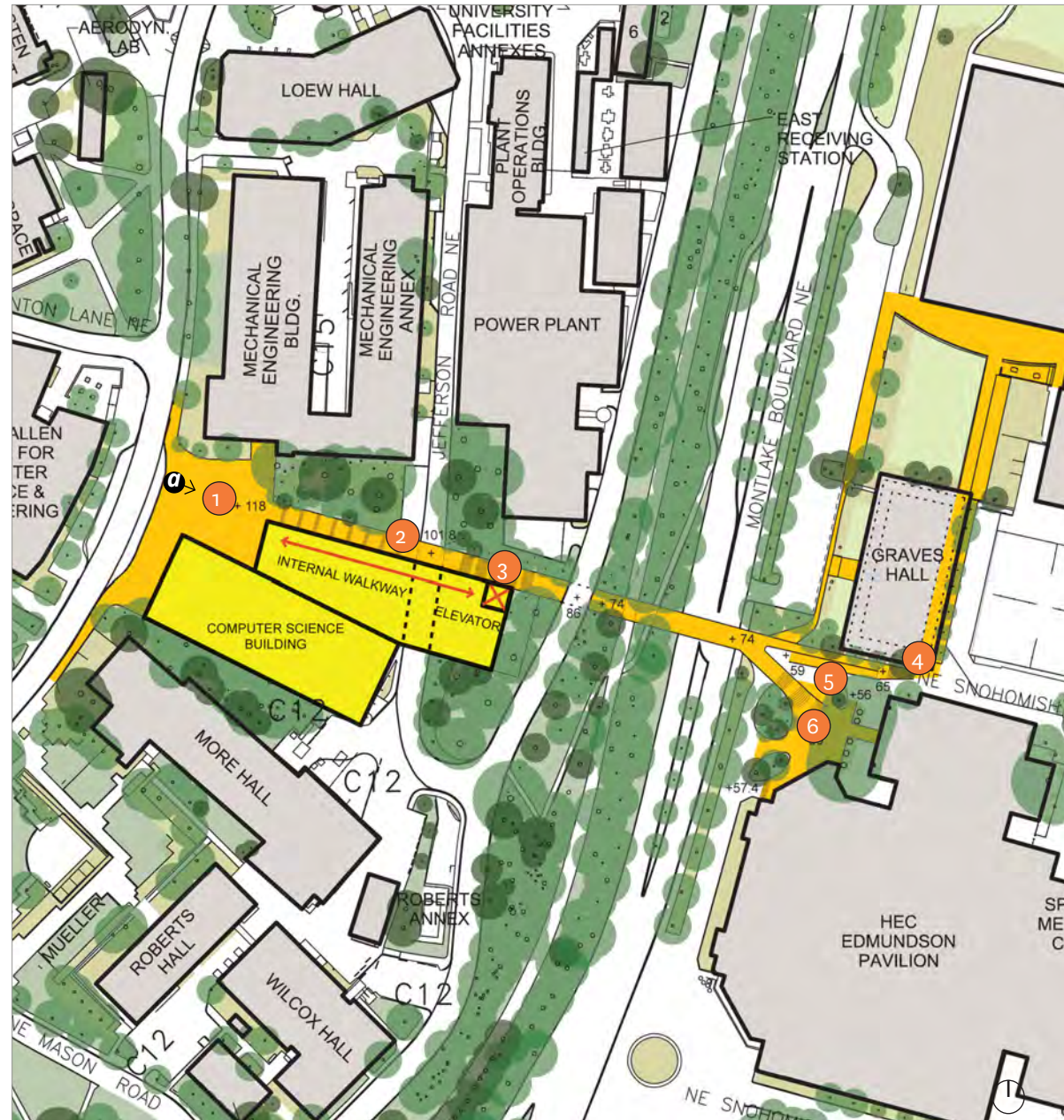
The plaza is isolated on its northern side, and is undersized. Steps in the plaza render it inaccessible.

8. LAKE WASHINGTON CONNECTION : DESIGN EXPLORATION

NEW NODES

This case study looks at ways of achieving several larger framework plan goals. The primary goal is to create a new physical connection between Stevens Way and East Campus that is built around a visual connection from Stevens Way to Lake Washington. Additional benefits of this approach would be to create a node of activity, safe crossing point, and new plaza on Stevens Way at Computer Sciences. This plaza would have an axial view all the way to Lake Washington, encouraging connections to East Campus. This upper plaza would be mirrored by a new plaza at the bottom of the slope at the eastern landing of the Hec Ed Bridge.

This plan is partially guided by the clear development potential of the site around the Moore Hall Annex east of Stevens Way. However, a direct accessible connection to East Campus in this location would benefit the function and experience of the campus even in the absence of new architecture.



1 **NEW PEDESTRIAN PLAZA ON STEVENS WAY**

A redesigned plaza connecting both sides of Stevens Way would become a focus for campus life in this location, a strong starting point for the Lake Washington Connection to East Campus, and a good location for a concentration of bicycle parking. For as long as two-way transit on Stevens Way continues in its current form this would also be a good new location for a major transit stop.

2 **AXIAL CONNECTION FOCUSES ON LAKE WASHINGTON VIEWS**

The lake view can serve as an orienting device, reinforcing the close proximity between Central Campus and the lake, and encouraging the connection to East Campus. The axis requires the Hec Ed Bridge to be shifted slightly to the north to align with Snohomish Lane, slipping down the northern side of the Hec Ed Pavilion.

3 **PUBLIC WALKWAY AND ELEVATOR IN NEW BUILDING PROVIDES ACCESSIBLE CONNECTION**

While this slope is too steep to be traversed by an accessible pathway, the potential of a new building that engages the East Slope presents an opportunity to build a publicly accessible elevator and walkway associated with the building that can help negotiate the large grade change.

4 **STEPS CONTINUE TO SNOHOMISH LANE AND LAKE WASHINGTON**

The new bridge proposed at the bottom of the slope would include a stepped descent that continues the axis directly to Snohomish Lane and the lake beyond.

5 **ACCESSIBLE RAMP ACCESS TO HEC ED PAVILION AND IMA**

The bridge would also allow for an accessible descent to a centralized west-facing landing where users could access East Campus program to the north and to the south.

6 **NEW STAIRS AND ENLARGED PEDESTRIAN PLAZA AT HEC ED ENTRANCE**

A new Hec Ed Plaza would be designed to function better as a gathering space, as a connection between other East Campus program, and as a face of the UW along Montlake Boulevard.

8. LAKE WASHINGTON CONNECTION : DESIGN EXPLORATION

1 UNINTERRUPTED AXIAL CONNECTION

A direct visual axis would communicate the importance of the East Campus connection, and improve wayfinding between neighborhoods.

2 CONNECT TO BURKE GILMAN TRAIL

Building on the UW's structure of axial/radial intersections, the new Lake Washington axis helps connect Stevens Way with the Burke Gilman trail.

3 REORIENT BRIDGE PAST HEC ED PAVILION

The new orientation of the bridge serves East Campus as a whole rather than giving undue emphasis on the arrival at the Hec Ed Pavilion.



VIEW TO CENTRAL CAMPUS

1 CONNECTION TO IMA

For daily use, the IMA is one of the most popular East Campus destinations. It will be easier to reach directly by virtue of the reoriented and reconfigured bridge, with steps that land on the east side of Graves.

2 ACCESSIBLE RAMP

The accessible ramp stays on axis as far as Graves and then reverses direction at the end of its descent, bringing users to street level along Montlake Boulevard, serving both access to Hec Ed and the IMA.

3 ENLARGED PLAZA AT HEC ED ENTRANCE

The new orientation of the bridge creates a larger space in front of Hec Ed, creating a more generous arrival on East Campus, and a smoother transition south towards Husky Stadium, particularly important on game day.



BRIDGE LANDING ACROSS MONTLAKE BLVD NE



VIEW FROM STEVENS WAY



VIEW DOWN SNOHOMISH LANE



LOOKING NORTH ON MONTLAKE BOULEVARD NE

1 LAKE WASHINGTON

The view out to the lake from Stevens Way helps orientation and strengthens the physical connection to East Campus.

2 AXIAL STAIRS

The stairs negotiate the steep slope, but are inaccessible and would need to be supplemented with a public walkway and elevator in the future adjacent building.

1 BRIDGE EXTENSION

Descending from Central Campus, the view to Lake Washington continues to be the focus of the experience.

2 ACCESSIBLE RAMP TO HEC ED PAVILION

To meet grade in a spot that provides access in many directions, the ramp switches back to head toward the west for its final stretch.

1 PLANTINGS AT BRIDGE LANDING

The bridge landing could be more fully integrated as part of the landscape of the campus.

2 HEC ED PLAZA

Hec Ed Plaza could become less insular, creating a more welcoming environment for gathering before games or meets. Sloped paths make new accessible connections between the sidewalk and pavilion entrance.

9. UNION BAY NATURAL AREA CONNECTION : DESIGN EXPLORATION

RECONFIGURATION

The northern half of East Campus is poorly connected to the northern half of Central Campus and has therefore remained largely undeveloped despite its proximity to many of the campus' best known and highly used spaces. As development pressures grow elsewhere at the UW, solving the East Campus access problems would help to open up the potential of an increased academic or research presence in this neighborhood.

Plans are currently being developed to reconfigure the north campus dorms, all of which currently have their primary pedestrian access onto the upper level of the Central Campus. As the design develops, UW could look for opportunities to make the dorms more multidirectional in how they relate to the surrounding campus, combining pathway networks, slope, and architecture to build a more direct route to the East Campus. With publicly accessible walkways and elevators in these planned buildings a fully accessible connection could be created between North and East Campus.



1 EAST SLOPE CONNECTIONS AT NEW DORMITORY BUILDINGS

With a series of publicly accessible walkways and elevators, two dormitory buildings could be configured to create an accessible connection negotiating the considerable grade change here on East Slope. The route could pass beneath Pend'Oreille Road.

2 LAND-BRIDGE OVER MONTLAKE BOULEVARD

An accessible path could connect the Pend'Oreille underpass with the Burke Gilman Trail, which in turn could be connected to a generous land-bridge connecting the campus landscape over Montlake Boulevard.

3 MONTLAKE TO INTRA-MURAL ATHLETICS

Taking advantage of the lack of existing structures in this area, the UW would have tremendous flexibility to construct the large footprint buildings that are needed to meet the needs of today's research. These types of building are increasingly difficult to accommodate in other campus neighborhoods. Existing parking functions could be replaced with structured parking under new buildings, creating a newly defined urban edge on the east side of Montlake.

4 BRIDGE TO UNION BAY NATURAL AREA - EAST CAMPUS VISTA

The connection from the North Campus housing could continue through to the Union Bay Natural Area, creating a front door onto an important recreational and research asset that is currently hard to find and underused as part of the campus.

5 UNION BAY NATURAL AREA HABITAT IMPROVEMENTS

Increasing the visibility of the Union Bay Natural Area will help bring greater awareness of the changes that will take place through the state-sponsored habitat improvements, funded as part of the mitigation of the 520 bridge project.

9. UNION BAY NATURAL AREA CONNECTION : DESIGN EXPLORATION

1 EAST CAMPUS VISTA

A strong landscape spine, in the UW campus tradition descends from the Burke Gilman Trail to the Union Bay Natural Area, providing an organizing element for the future development of East Campus.

2 MONTLAKE TRAFFIC UNIMPEDED

Montlake is not a welcoming environment for pedestrian at-grade crossings so this overpass would be a valuable community asset.

3 LANDSCAPE CONNECTION

The land bridge's crossing of the Burke Gilman trail would be one of the most generous landscape intersections along its length, creating a continuous bike route to the Union Bay waterfront.



VIEW TOWARDS UNION BAY NATURAL AREA

1 WOODLAND GROVE ALONG MONTLAKE

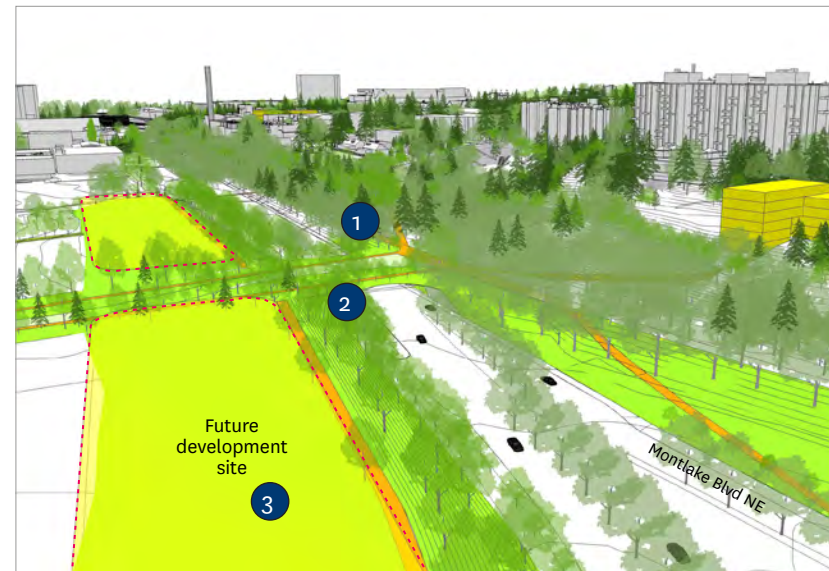
The woodland edge between Montlake and the BGT is an important and ecologically rich component of the campus landscape.

2 A TREE LINED CORRIDOR

A planted slope on the east side of Montlake could conceal new structured parking below future development and would improve the landscape character of Montlake, mirroring the richly planted East Slope.

3 FUTURE DEVELOPMENT SITES

The expansive and undeveloped nature of this area could be transformed by the kind of large-footprint buildings required by new research program.



VIEW DOWN MONTLAKE BOULEVARD NE



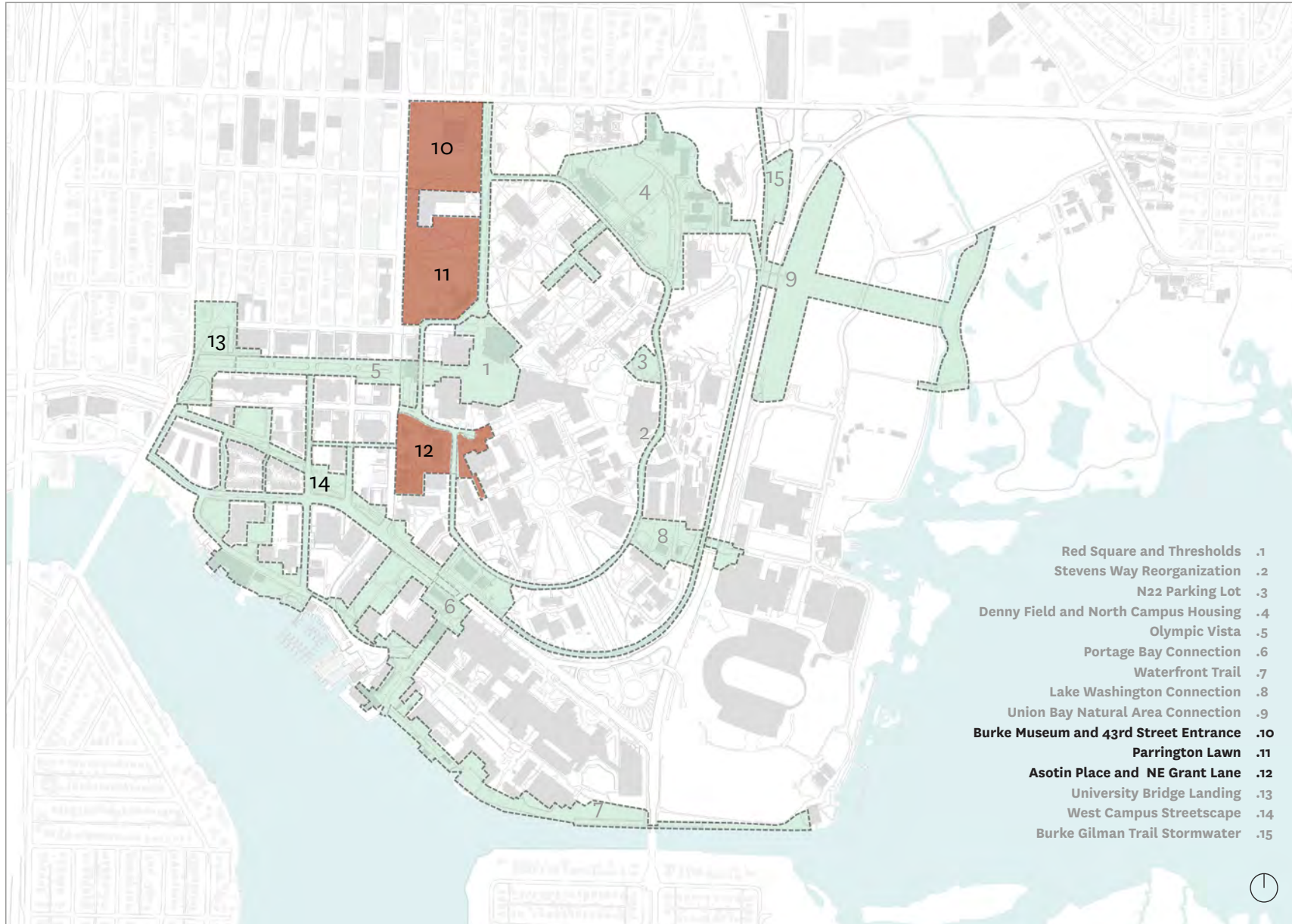
VIEW UP EAST CAMPUS VISTA

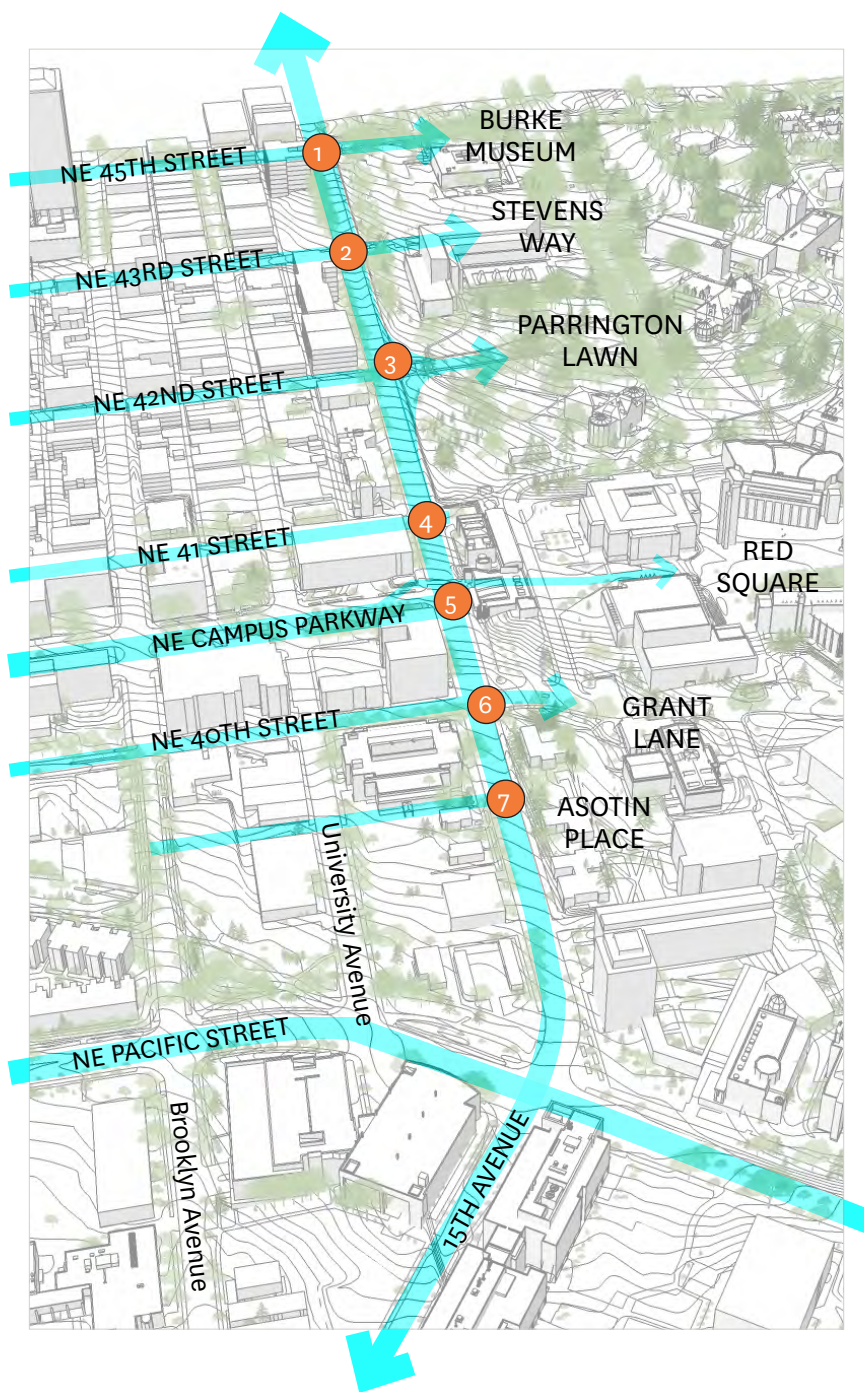


BRIDGE TO THE UNION BAY NATURAL AREA

- 1 EAST SLOPE**
 Views back to the dormitories at the top of East Slope are reminders of the proximity of Central Campus
 - 2 EAST CAMPUS VISTA WETLANDS**
 As a contemporary expression of a traditional UW landscape type the vista could be comprised of storm water wetlands, filtering runoff from Central Campus and providing a wildlife connection to the Union Bay Natural Area.
 - 3 A SOCIAL SPACE FOR EAST CAMPUS**
 The East Campus Vista could be the social focus for this part of campus, with broad lawns for frisbee and informal gathering, reminiscent of the Rainier Vista.
-
- 1 TERMINUS OF THE EAST CAMPUS VISTA**
 As the Rainier Vista terminates at the distant Mount Rainier, and the Olympic Vista on the Olympic Range, the East Campus Vista terminates at a much more immediate example of nature - the Union Bay Natural Area
 - 2 NEW FOOTBRIDGE**
 A new footbridge at the end of the East Campus Vista provides an accessible connection to the Union Bay Natural Area, raising the profile of this unique part of campus, and encouraging increased levels of recreational and academic use.

TRANSFORMING 15TH AVENUE FROM AN EDGE TO A CONNECTOR





1 BURKE MUSEUM

Currently the UW has a very subdued presence at this corner: a veil of woodland faces 15th Ave NE, partially obscuring a wall that lifts the campus landscape from the sidewalk, providing level ground for a parking lot between NE 45th and NE 43rd.

2 43rd STREET ENTRANCE

This pedestrian entrance onto campus leads to the key intersection between Memorial Way and Stevens Way. The importance of this entrance will be transformed by the light rail transit station currently under construction.

3 PARRINGTON LAWN

After the wooded edge along the Law School, Parrington opens up into a canopied lawn. Except for where the lawn slopes down toward 42nd, most of this landscape is elevated above street level and so the street side experience is dominated by a concrete wall.

4 41 st STREET ENTRANCE

The wide vehicular entry for the Central Parking Garage, along with the high walls that line the sidewalk, obscures the sense of pedestrian welcome and entry, despite the fact that there is also an accessible ramp onto campus up to George Washington Lane.

5 OLYMPIC VISTA THRESHOLD

The east side of 15th Ave NE is dominated by structures at this important junction. None of these structures have a street level entrance and there are no nearby crosswalks, which creates an uncomfortable sense of disconnection.

6 GRANT LANE ENTRANCE

Seemingly built as a vehicular entrance, the approach to the western gate of campus is steep, discouraging bikes and some pedestrians. The large parking garage entrance and service roads further detract from the sense of arrival onto campus.

7 ASOTIN PLACE CONNECTIONS

Along this stretch only service docks and steep staircases connect campus level with sidewalk level below.

10. BURKE MUSEUM & 43RD STREET ENTRANCE : EXISTING CONDITIONS

WOODLAND EDGE

Currently the Burke Museum faces Memorial Way and has a relatively strong presence on NE 45th. It has a strong woodland to the north, a plaza and wooded edge to the east, and is surrounded by parking on the other two sides. Individuals entering campus from its NW corner walk briefly down a woodland path before being dispersed diagonally through the parking area.

The wall that runs along 15th Ave NE between NE 45th and NE 43rd separates the campus from the sidewalk and precludes campus entry along its edge. The woodland edge helps to obscure the extent of the parking here. A robust woodland creates a setting for the front of the Burke along NE 45th. Although the building is visible from this edge, there are no entrances or access paths that would connect the building to the street through the woodland.



1 PEDESTRIAN PATHWAY AT 45th STREET

The entry into campus begins in a promising way, with a woodland on either side, but quickly degenerates as the pathway leads directly into a parking lot.

2 WOODLAND GROVE EDGE

The planting in front of the Burke is some of the most robust on campus, the beginning of the woodland grove that runs along the northern boundary and East Slope. One drawback to its density and lack of program, however, is that it attracts a number of illicit uses.

3 BURKE MUSEUM INTERNAL CAMPUS SETTING

The Burke Museum is designed to be accessed from the interior of the campus, with entrances on the east and south sides. At the same time, however, the Museum is relatively isolated from the rest of the campus, with its two closest neighbors, Law and Paccar, separated by parking and roadways.

4 SURFACE PARKING LOT

This is the largest remaining parking lot on the Central Campus. A large part of its current use is related to visitor parking for the Burke. Similar to the Burke, the parking lot is accessible only from the interior of the campus and it is necessary to pass through the 17th Avenue entrance and gatehouse to access the lot.

5 PARKING LOT ACCESS AT MEMORIAL WAY

When Memorial Way was originally planted and built, this precinct of the campus was a dense woodland. The access to the parking lot, as well as to the Burke itself, had to be threaded through the large trees, and care had to be taken not to cause damage to the memorial trees. This access road gives the illusion of being an extension of Stevens Way, as it continues its trajectory across Memorial Way.

6 PEDESTRIAN ENTRANCE AT 43rd STREET

This pathway continues forward as the parking lot access road curves up to the north. Coupled with the service zone for the Law School, the width and detailing along this pedestrian trajectory given the feeling of a pedestrianized roadway, even though there has never been a vehicular access in this spot. The entrance is currently too steep to be accessible, though there is a rather hidden ADA ramp in addition to the staircase that connects this space to the sidewalk on 15th Ave NE.

10. BURKE MUSEUM & 43RD STREET ENTRANCE : EXISTING CONDITIONS

1 LIMITED VISUAL CONNECTION INTO CAMPUS
The concrete walls constrict views into the campus. This is the only pedestrian entrance onto the campus between the NE 45th street corner and Parrington Lawn.

2 STEPS WITH SECONDARY ACCESSIBLE ROUTE
At this important campus threshold the accessible route takes a secondary role, rather narrow and hidden from view.



43RD STREET ENTRANCE

1 INACCESSIBLE PATH SLOPES
The path slopes are steeper than allowable under the Americans With Disabilities Act of 1992.

2 NO BICYCLE ACCOMMODATION
The pathways are too narrow for bicycles and pedestrians to share.

3 UNDER-DEVELOPED LANDSCAPE CHARACTER
The west-facing unshaded open lawn panels have never been embraced as a recreational lawn, and the space feels like a bare corridor, despite its generous size.



NE STEVENS LANE



45TH STREET ENTRANCE



45TH STREET CORNER

1 WOODLAND GROVE DEFINES CAMPUS EDGE

Part of a continuous grove that surrounds a good portion of the Central Campus the woodland character at this north western corner of campus is an important part of the campus landscape.

2 PARKING LOT

Following the short stretch of an attractive pathway that leads through the woodland edge pedestrian flow is interrupted by the Burke parking lot.

1 UNDER-DEVELOPED ENTRANCE EXPRESSION

This key location at the north western corner of campus lacks a sense of arrival or orientation for those approaching from the U District.

2 RETAINING WALL RESTRICTS 15th AVE SIDEWALK

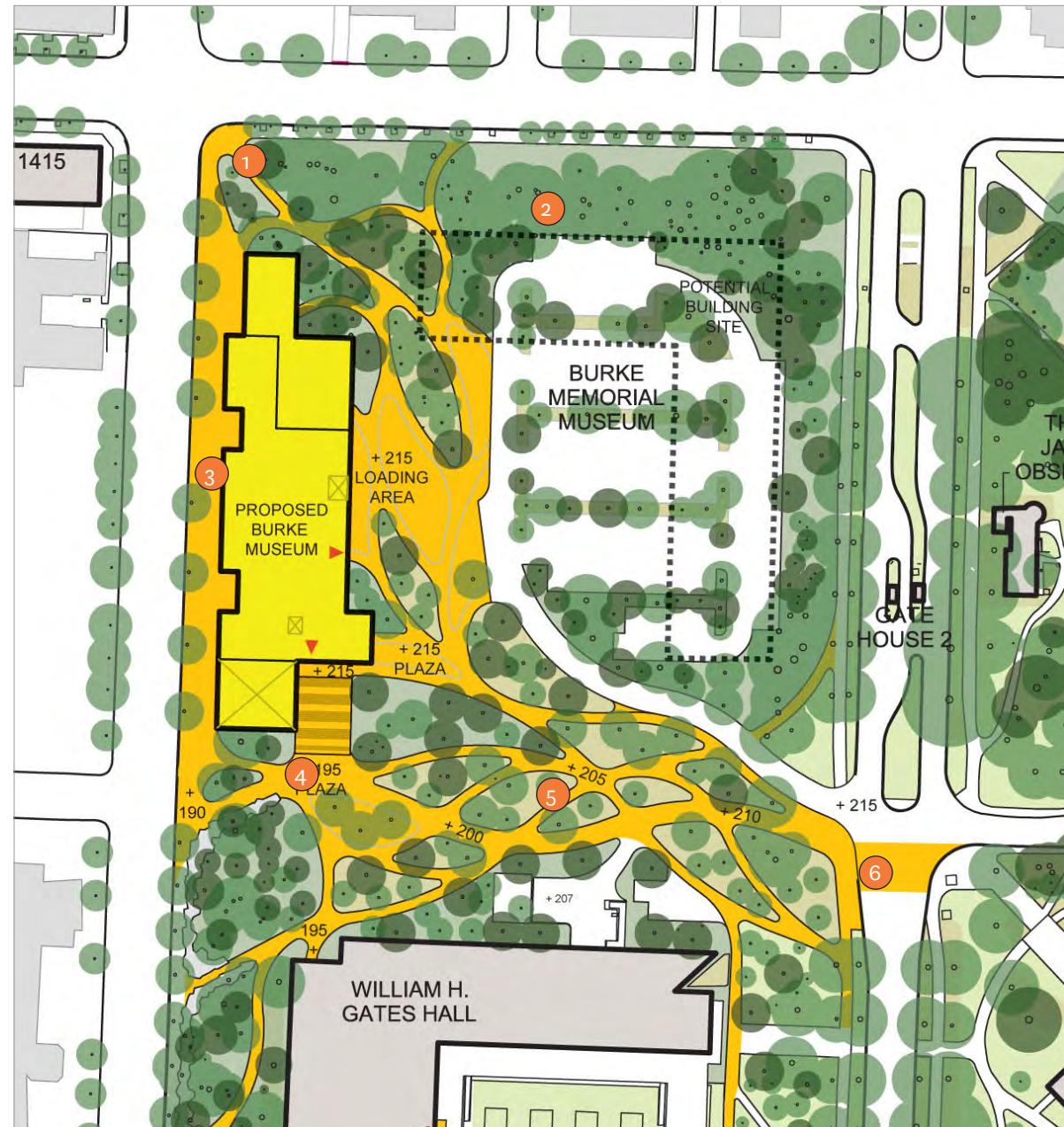
The final stretch of the concrete retaining wall that runs along most of the 15th avenue edge limits the sense of welcome onto Central Campus.

10. BURKE MUSEUM & 43RD STREET ENTRANCE : DESIGN EXPLORATION

NEW CAMPUS EDGE

A new building for the Burke Museum is currently being proposed close to its present location. The developing concept gives the museum a highly visible presence along 15th Ave NE, welcoming access from the edges of campus, rather than being set firmly within the interior. Car access to the museum is still under discussion, with access points from 15th Avenue NE being considered alongside plans that are similar to the existing access route for the Burke.

In addition to enlivening the UW's streetfront along 15th Ave NE the plans to move the building offer the potential to transform two pedestrian entrances -- the corner entrance at NE 45th, and the 43rd Street entrance north of the Law School, which will grow in importance and use with the completion of the light rail transit station, currently under construction. This case study explores the various ways that these two entries might provide a stronger sense of welcome, with accessible routes into main campus, as well as creating a social landscape between the Museum and the Law School that capitalizes on the proximity to the campus' urban edge.



1 PEDESTRIAN ENTRANCE AT 45th STREET

As pedestrians enter from the northwest edge of campus, they will enter in through a landscape, rather than being directed into a parking lot. Although current plans still include a generous surface lot in this area, the new entry plaza landscape east of the Burke provides a clear pedestrian diagonal route towards the Memorial Way and Stevens Way intersection.

2 MAINTAIN WOODLAND GROVE EDGE

The dense woodland that is currently north of the Burke is part of a larger stretch of forested edge that defines the north campus edge. As future development scenarios are considered for the site of the former Burke, this edge should retain its woodland grove character.

3 A NEW PRESENCE ON 15th AVENUE

The Burke Museum will be a powerful new presence that will replace the current concrete wall and woodland edge of campus. This new location will give greater public visibility to the Burke and will also enliven the 15th Avenue sidewalk edge, which currently feels walled-off from the campus.

4 ENTRANCE PLAZA THRESHOLD TO CENTRAL CAMPUS & BURKE MUSEUM

The entrance to the University at 43rd Ave NE has the potential to be much more generous, opening up as it approaches 15th Ave NE and giving a glimpse into campus beyond. This sense of welcome would be beneficial under present circumstances, but it will become even more appropriate when the Brooklyn Avenue Sound Transit Station opens, which will make NE 43rd a major pedestrian and bicycle entrance onto campus.

5 ACCESSIBLE PATHS AND LANDSCAPE CONNECT 15th AVE AND MEMORIAL WAY

The simplicity of the current pedestrian connection fails to accommodate all of the types of connection that are desirable in this location. A more complex arrangement, with curved pathways could be designed to provide an accessible walkway from 15th Ave NE to Memorial Way, with no stairs or ramps. Furthermore, multiple routes could be provided, improving conditions for bicycle connections through this space that do not conflict with pedestrian safety.

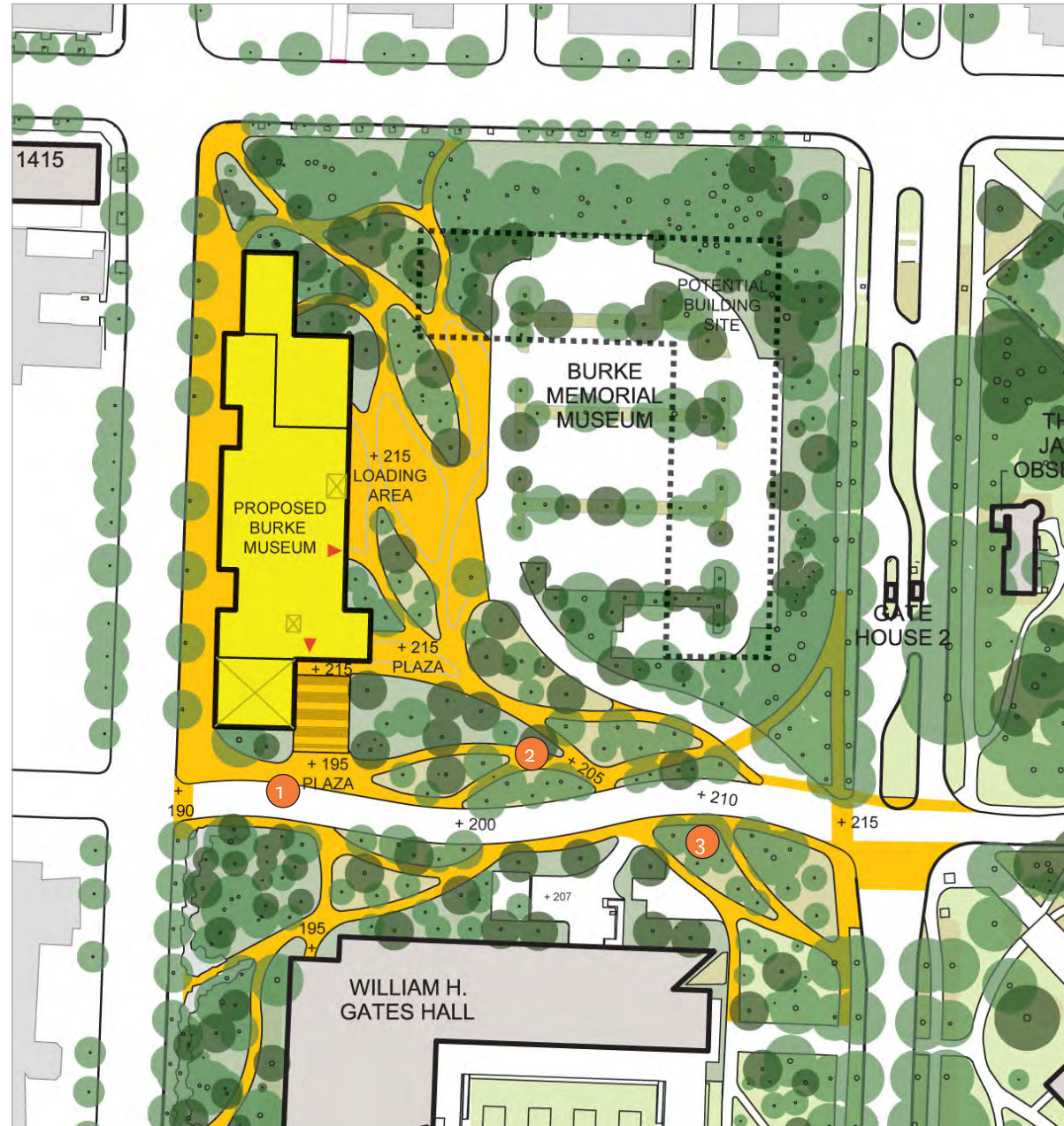
6 MEMORIAL WAY THRESHOLD

Memorial Way is one of the best-loved and most memorable landscape features of the campus. Arrival at the intersection of Memorial Way with Stevens Way, should be celebrated as the major northern threshold into the pedestrianized campus. To the degree possible, this means minimizing the effects that service access and other types of vehicular movement have on the experience of the place.

10. BURKE MUSEUM & 43RD STREET ENTRANCE : DESIGN EXPLORATION

A MULTI - MODAL ENTRANCE

The alignment of Stevens Way, NE 43rd, and the new Brooklyn Sound Transit station, suggest that there might be benefits in re-routing metro buses through the northern half of campus between Pend'Oreille and 43rd Street. This study looks at the potential to allow buses to travel between Memorial Way and 15th, thus linking major commuter modes, as well as reducing volumes on the southern half of Stevens Way to allow for a new cycle track.



1 TRANSIT ACCESS BETWEEN 43rd STREET AND STEVENS WAY

Stevens Way is an incomplete loop that currently terminates at Memorial Way. In this scheme, Metro Bus routes would be able to travel through this alignment in both directions, exiting or entering campus at NE 43rd and fostering efficient multi-modal transfers with the Sound Transit station on 43rd and Brooklyn.

2 MAINTAIN ACCESSIBLE PATHWAYS BETWEEN WEST AND CENTRAL CAMPUS

An accessible pathway and major campus entrance could be accommodated in the landscape alongside the bus route.

3 MAINTAIN A STRONG LANDSCAPE CHARACTER TO THE ENTRANCE EXPERIENCE

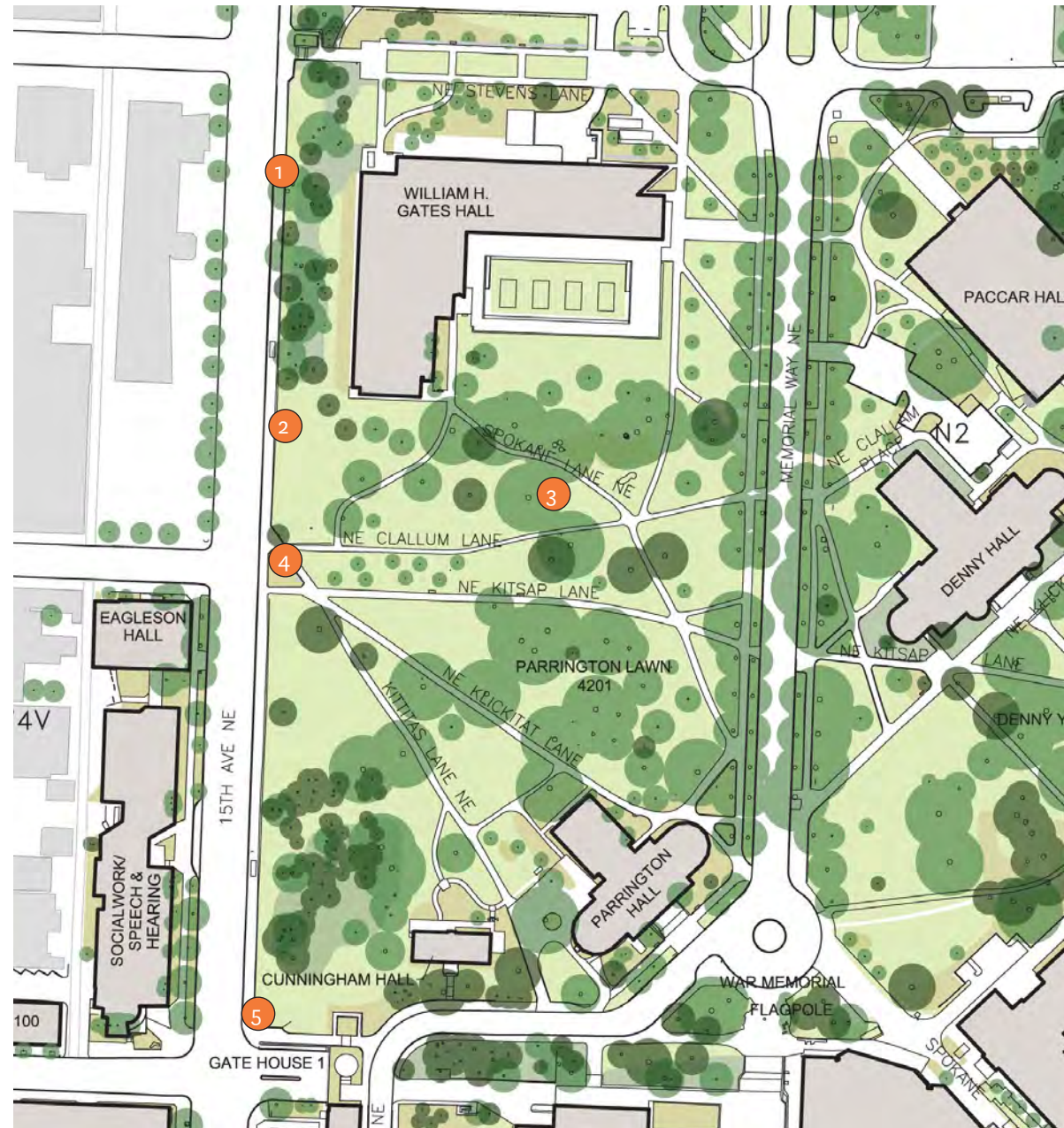
The presence of buses along this corridor would change the nature of the landscape experience, but there is ample space to the north and the south of the proposed bus route which could be leveraged to maintain the strong landscape character of pedestrian connections through this important entrance space.

11. PARRINGTON LAWN : EXISTING CONDITIONS

42ND GATEWAY

Parrington lawn has a very fluid connection with Memorial Way -- the two landscapes parallel each other, benefitting from visual and spatial continuity while maintaining their individual identities. The 15th Ave NE edge of Parrington is quite different -- although the landscape is very visually open, the high retaining wall along the edge of Parrington prevents landscape connections aside from the entrance at 42nd street, where the lawn dips down to sidewalk level with two pathways split around a large planting bed.

Although not a desirable condition in general, the lack of connection between the sidewalk and Parrington Lawn is especially problematic at the southern corner of the lawn, where the landscape is perched above the 41st Street entrance to the campus. The lack of connection between street level and campus level at this spot has the effect of making both spaces less useful and welcoming.



1 WOODLAND GROVE AT 15th AVENUE EDGE

The Law School parallels 15th Ave NE, but has no public face along this urban streetfront. Instead, it is elevated along the concrete wall and veiled behind a dense woodland that is similar to, but not connected with, the woodland to the north, alongside the western edge of the parking lot.

2 RETAINING WALL BETWEEN SIDEWALK AND CAMPUS

The concrete retaining wall is the defining experience of the campus edge along 15th Ave NE, obstructing any connection onto campus from the sidewalk except for at the intersections with east-west street alignments.

3 PARRINGTON LAWN, HISTORIC CANOPIED GREEN

The origins of Parrington Lawn go back to the origins of the campus, with the decision to locate Denny Hall well within the interior of the land parcel. Parrington has thus provided a social space between town and gown and a threshold that leads towards the academic core of campus. This has been the case for the entirety of the UW's history on the Interlaken site.

4 INACCESSIBLE THRESHOLD AT 42nd STREET

The connections onto the campus at 42nd street are sloped too steeply to be compliant with the needs of wheelchair users or others with limited mobility.

5 POOR ACCESSIBILITY AT 41st STREET

Pedestrian and wheelchair access at this entrance feels constrained by the presence of the wide vehicular entrance to the Central Parking Garage. Although this entrance is very close to many important buildings and landscapes, it feels initially as though you've arrived through a back door, with a direct view into the Odegaard loading dock and poorly defined connections to the core of the campus.

11. PARRINGTON LAWN : DESIGN EXPLORATION

URBAN - CAMPUS CONNECTION

Parrington Lawn presents an opportunity for a major expression of landscape along a highly visible campus edge. Primary goals for this space include reducing the sense of separation between the sidewalk edge and the campus above, introducing an accessible option through the lawn, increasing the number of places that the lawn can be entered, and establishing an ecological corridor along the length of the lawn that helps extend the woodland edge around the campus.

Replacing the concrete wall with a more complex edge that steps down to the sidewalk level gradually would help connect the two levels without lowering grades back into the lawn to the detriment of existing trees. Adjustments to the grading could provide a direct accessible connection between this entry and the northwest corner threshold into Red Square, which could also be reconfigured to provide a major accessible route. A more robustly planted edge would improve the ecological value of the entire 15th street corridor, and bring the campus feel of Parrington Lawn right up to the street edge, as well as providing more shade that will protect the lawn in summer months. If the new edge were made of irregular large rocks, there would be many opportunities to increase stepped connections into the lawn along the length of 15th, as well as introducing a new accessible entry on the southwest corner of Parrington Lawn, which is currently an under-utilized space because it does not lead anywhere. In addition, the case study scheme recommends a plaza, with places to sit and gather, at this major entry into campus.



1 REINFORCE WOODLAND GROVE, INCORPORATE PATHS

More of a woodland context around the grove west of the Law School would make it feel like part of the campus landscape program, rather than a buffer between the building and the sidewalk. Furthermore, pathway connections through the grove would help tie this edge into the pedestrian networks of the campus, moving some of the pedestrian traffic off the sidewalk and providing a new experience on this urban edge.

2 STREET TREES ON 15th AVE

15th Ave NE is wider than a typical Seattle street and it supports a high volume of bus traffic. Planting street trees along the sidewalk would improve the microclimatic comfort of sidewalk travel as well as helping to provide a foreground that connects the avenue to the elevated green edge of the campus.

3 REPLACE RETAINING WALL WITH PLANTED “ROCKERY SLOPE” WITH SEATING SPACES

The large trees that provide Parrington Lawn with shade and grandeur preclude substantial regrading to improve connections to 15th. A less disruptive solution would be to replace the wall with a more variable edge condition of natural boulders that could incorporate planting and seating and small stepped pathways between the sidewalk and the campus.

4 THRESHOLD PLAZA & GATHERING SPACE AT 42nd STREET

A plaza would provide a place to meet and hang out at this important entrance to campus, perhaps as a place for small events, and supplementing the waiting area associated with the bus shelter on fair days, or simply providing a space for meeting friends. Seating in this area would be a welcome complement to the social use of Parrington Lawn, which is less inviting during the damp seasons.

5 ACCESSIBLE PATHWAY FROM 15th AVE TO PARRINGTON LAWN

This accessible route could be combined with proposed improvements to accessibility in Red Square to create a continuous accessible route from the 42nd Street entrance into Red Square.

6 ACCESSIBLE PATHWAY FROM 15th AVE AND 41ST ONTO PARRINGTON LAWN

A generous pedestrian route in this location would open up this corner of Parrington Lawn to increased use as well as making the intersection with 41st a more welcoming point of entry and an experientially rich alternative to following the sidewalk north.

11. PARRINGTON LAWN : DESIGN EXPLORATION

- 1 UNDER-DEVELOPED SENSE OF WELCOME**
The backdrop is impressive, but the foreground is not a strong expression of the UW's identity. Nobody would pose for a graduation photo at this entry.
- 2 INACCESSIBLE PATHWAYS**
Although the pathways do not include steps, and give the appearance of an accessible connection, they are too steep for safe wheelchair access.

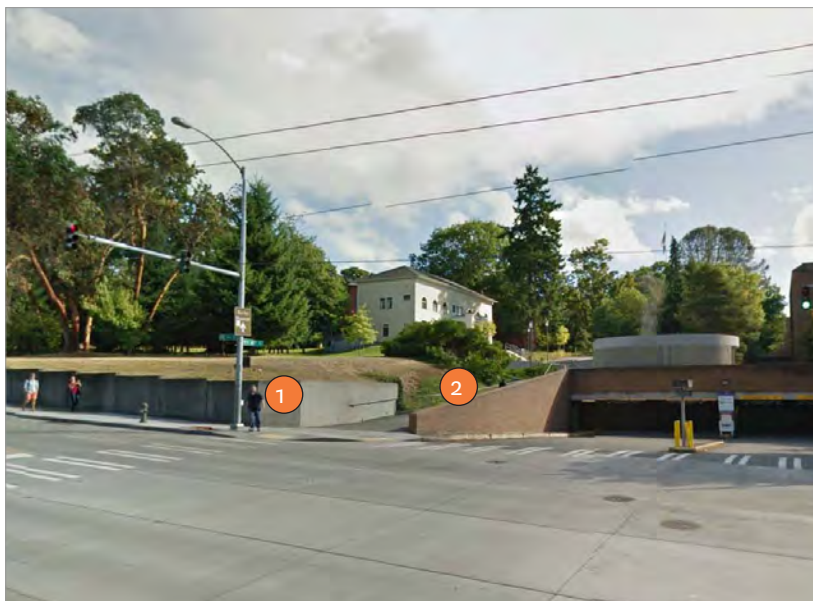


42ND STREET ENTRANCE AT PARRINGTON LAWN

- 1 THRESHOLD PLAZA & GATHERING SPACE**
The large trees in the background are more powerful by the elimination of the planting bed in the foreground. A small plaza would create a stronger sense of welcome, a meeting place and social focus between the campus and U District.
- 2 ACCESSIBLE PATHWAY**
A direct accessible route in the direction of Red Square could be provided without disturbing the mature trees in Parrington Lawn.



PROPOSED ENTRANCE



41ST STREET RAMP AT EDGE OF PARRINGTON LAWN



PROPOSED ENTRANCE

1 RETAINING WALL

The retaining wall increases in height at this corner, creating a sense that this is a less important entrance than the location and connectivity within Central Campus demands.

2 HIDDEN ACCESSIBLE RAMP

The entrance to campus at this point is accessible by virtue of a hidden ramp that does not communicate a generous sense of welcome.

1 PARRINGTON LAWN EXTENDED

The retaining wall is removed and Parrington lawn sloped down and extended towards the 15th. Ave sidewalk.

2 GENEROUS ACCESSIBLE ENTRANCE

Both a new accessible path, snaking through a regraded landscape, and a more direct path converge at a widened threshold, helping orientation and improving the sense of welcome.

12. ASOTIN PLACE & NE GRANT LANE : EXISTING CONDITIONS

FORGOTTEN EDGE

As the use of West Campus intensifies, the need for improved connections through Asotin Place will dramatically increase, although it now feels like a forgotten edge of central campus. Small houses along its western margin are used for university program, but the scale and materials are residential. The concrete wall along 15th rises to its highest level along this stretch, dominating the experience of the sidewalk and preventing access. A parking lot follows the former road alignment of Stevens Way, terminating in a courtyard. All pedestrian pathways toward main campus are relatively obscure and there is no accessible route through this area, even from the main entrance on NE 41st.

Across 15th Ave NE to the west, the West Campus neighborhood currently has university program scattered throughout, but plans are underway to increase the academic and research uses of this area, much of which belongs to the university.



1 GRANT LANE ENTRANCE

Moving eastward, a steep upward climb leads into campus towards the junction with Stevens Way. Loading dock and parking garage entries on the north side, along with the steep northward ascent of George Washington Lane, force most pedestrian travel to the south side of this entrance.

2 INACCESSIBLE SIDEWALKS

The sidewalks that follow the roadway are too steep to be considered accessible and are unsafe for wheelchair travel.

3 ASOTIN PLACE PARKING LOT

Asotin Place provides valuable service access to Architecture Hall, but the surface parking it accommodates seems redundant given the proximity to the Central Parking garage.

4 INACCESSIBLE CONNECTIONS AT GRANT LANE

Moving from the junction with Stevens Way eastward into campus, the route to the pedestrianized center of campus remains too steep to meet accessibility requirements.

5 VISUALLY & FUNCTIONALLY INACCESSIBLE CAMPUS EDGE AT 15th AVENUE

The concrete wall reaches an oppressive height along this length and although there are stairs associated with loading docks, 15th Ave NE is lacking any welcoming campus entries between NE 41st to the intersection with NE Pacific to the south.

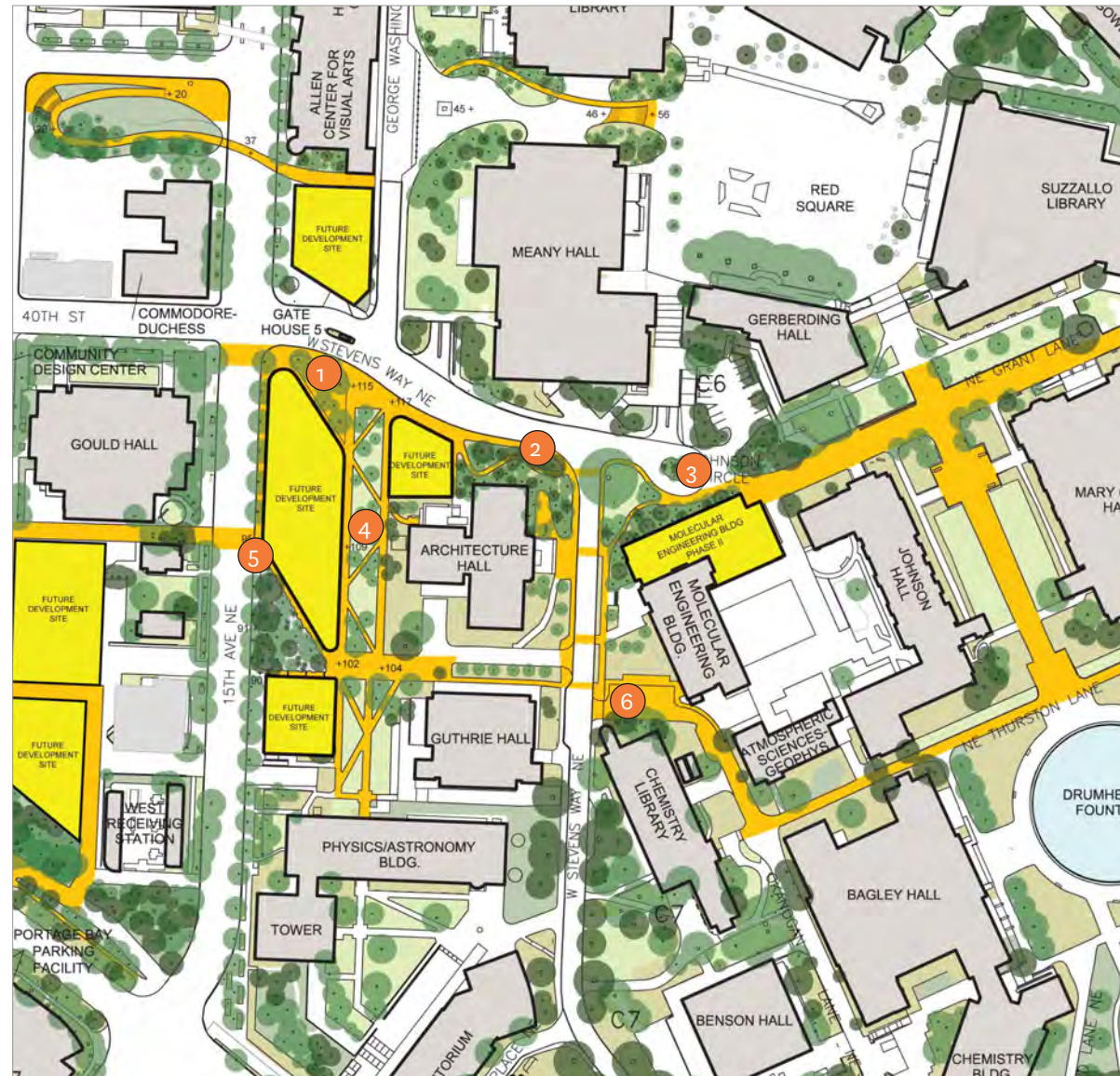
6 NO CONNECTIVITY TO WEST CAMPUS

The lack of university access on the east side of 15th Ave NE creates a visual and functional separation of Central Campus from West Campus that is compounded by the width of the roadway and the speed of traffic entering onto and arriving from NE Pacific.

12. ASOTIN PLACE & NE GRANT LANE : DESIGN EXPLORATION

LEGIBLE LINKAGES

Given the high likelihood that the University might want to replace the small houses with a larger structure, or structures that have been designed to meet specific university program needs, accessibility and connectivity through Asotin Place can be improved by working resourcefully with a combination of landscape and architectural configuration moves. The aim, through a series of modest changes, should be to create a network of accessible connections between Central and West Campuses that cross 15th Avenue, Asotin Place, Stevens Way and ultimately the Rainier Vista. These connective gestures will boost the integration of the dense new development planned in West Campus with the rest of the campus and so take pressure off the historic Central Campus.



1 GRANTS LANE ENTRANCE PLAZA FLANKED BY NEW BUILDINGS

New buildings flanking this entry would help to improve spatial definition and levels of activity and decrease the impression of a space that is dominated by vehicular and services uses. A new building on the south side could be sited to help accommodate accessible connections into campus.

2 ACCESSIBLE PATH CONNECTIONS

Without regrading the road or sidewalks, which connect to a series of immovable loading docks and driveways, a new accessible path can be created in the landscape area south of Grant Lane leading into campus from NE 41st to the junction with Stevens Way, and then to the Rainier Vista.

3 ACCESSIBLE PEDESTRIAN CONNECTIONS & VEHICULAR THRESHOLD AT GRANT LANE

Most pedestrians bypass Stevens Way at this intersection in favor of making direct connections through the pedestrianized center of campus. To be most useful, an accessible route should be extended across Stevens Way and onto the portions of Grants Lane where cars are prohibited.

4 EXTEND LANDSCAPE OF ASOTIN PLACE

New buildings flanking Asotin Place would necessitate an iconic new landscape that would be the centerpiece of this hitherto relatively isolated part of campus. This would help to make the new development feel like an integrated part of the campus landscape mosaic and to provide outdoor program to support the academic and social life of the buildings.

5 NEW PEDESTRIAN CROSSWALK & ACCESSIBLE CONNECTIONS TO WEST CAMPUS

Changes are underway for 15th Ave NE south of Gould Hall, including the construction of a new campus police station, as well as other developments to the west that will create a stronger desire for east-west travel in this area. A new crosswalk on 15th Ave NE would help increase the sense of connection across campus neighborhoods.

6 ACCESSIBLE PATHWAY TO DRUMHELLER FOUNTAIN

A second accessible pathway could connect 15th Ave NE with a lower portion of Stevens Way, and then through to the north end of Drumheller Fountain, helping to provide more choice and variety in accessible routes and reducing the need to backtrack in order to link up with pedestrian pathways.

12. ASOTIN PLACE & NE GRANT LANE : DESIGN EXPLORATION

- 1 PARKING LOT C8**

The parking lot disrupts pedestrian flow and a sense of landscape continuity.
- 2 INACCESSIBLE CAMPUS EDGE**

The sidewalk along 15th Ave NE is completely isolated from the Central Campus by a change in grade, and from West Campus by virtue of the busy roadway.
- 3 POOR CONNECTIONS TO WEST CAMPUS**

Moving further south, 15th Ave NE feels outside of the UW, with just one crosswalk providing east-west access between NE 41st and the Burke Gilman Trail.



VIEW TO CENTRAL CAMPUS - EXISTING CONDITIONS

- 1 GRANT LANE DEVELOPMENT**

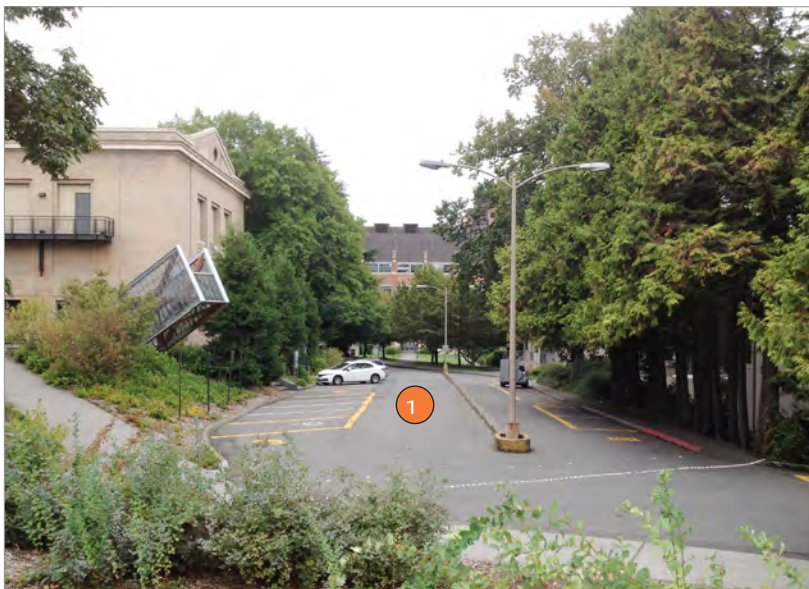
Stronger architectural edges could help to improve the identity of this entrance.
- 2 DEVELOPED & ACCESSIBLE CAMPUS EDGE**

A more complex edge, with increased opportunity to move between the sidewalk and the campus, would increase the sense of welcome and porosity.
- 3 NEW CROSSWALK TO WEST CAMPUS**

An additional crosswalk in the vicinity of the new Campus Police Station could boost pedestrian flows to West Campus, particularly if it is connected to a pedestrian route that provides clear wayfinding and access into the landmark spaces of Central Campus.



VIEW TO CENTRAL CAMPUS - CASE STUDY



PARKING LOT C8

1 LOW CAPACITY, HIGH VISIBILITY PARKING LOT

This parking lot is located in the former road alignment of Stevens Way, and its parked cars are highly visible from the campus entrance. The lot provides relatively few spaces compared to its visual impact in this key location. Furthermore, it is close to the Central Parking Garage, which indicates that it might be providing redundant parking capacity at a cost to the landscape experience.



EXTENDING ASOTIN PLACE - CASE STUDY

1 EXTEND CANOPIED GREEN OF ASOTIN PLACE

The landscape between the buildings further south provides a well-proportioned social space that could be extended north all the way to Grant Lane.

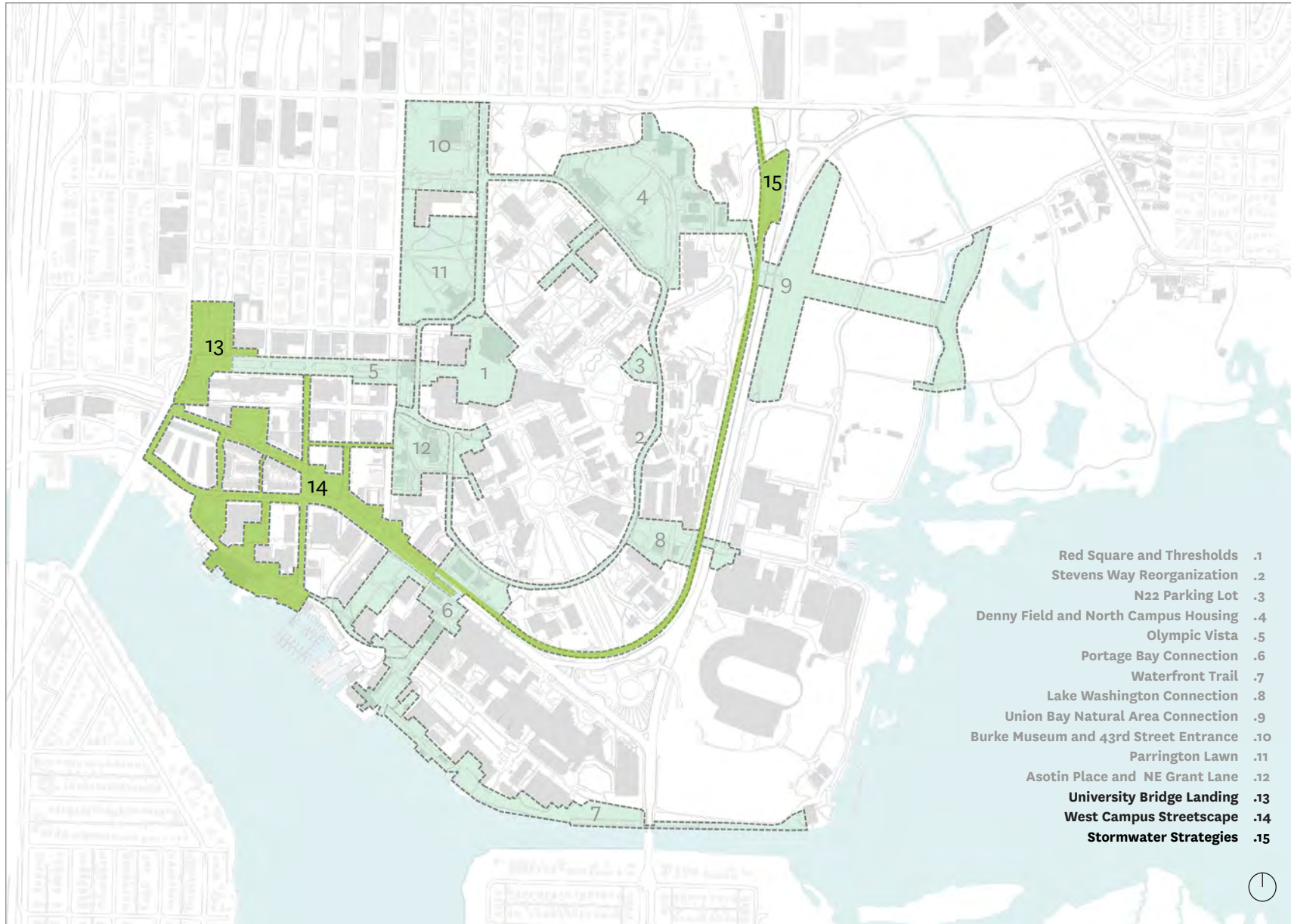
2 BUILDINGS FRAME LANDSCAPE SPACE

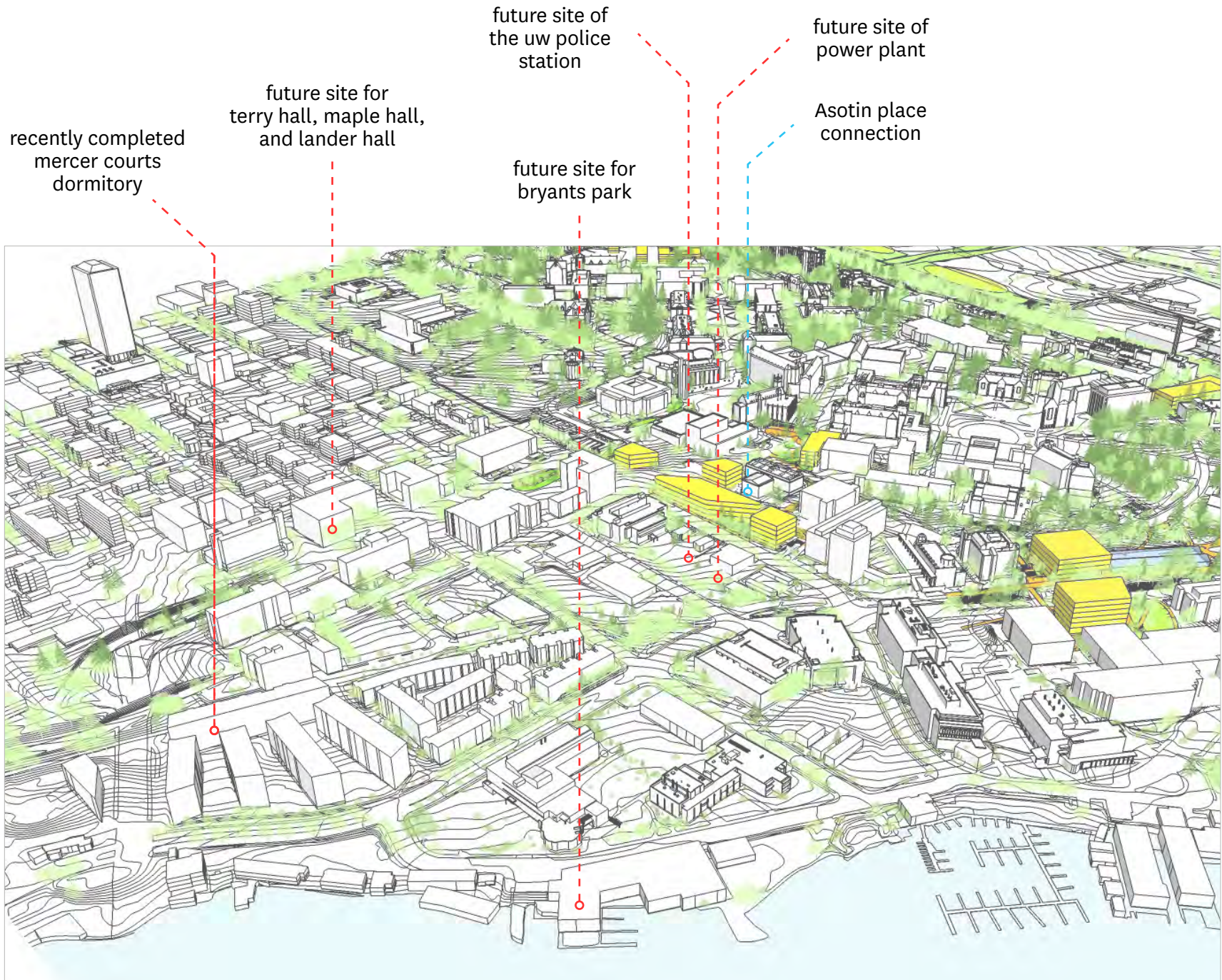
Greater definition of both edges of the space would help define Asotin Place as a focus of activity in this part of campus.

3 ACCESSIBLE PEDESTRIAN CONNECTIONS

Removing the parking lot would increase the space in which accessible connections might be created.

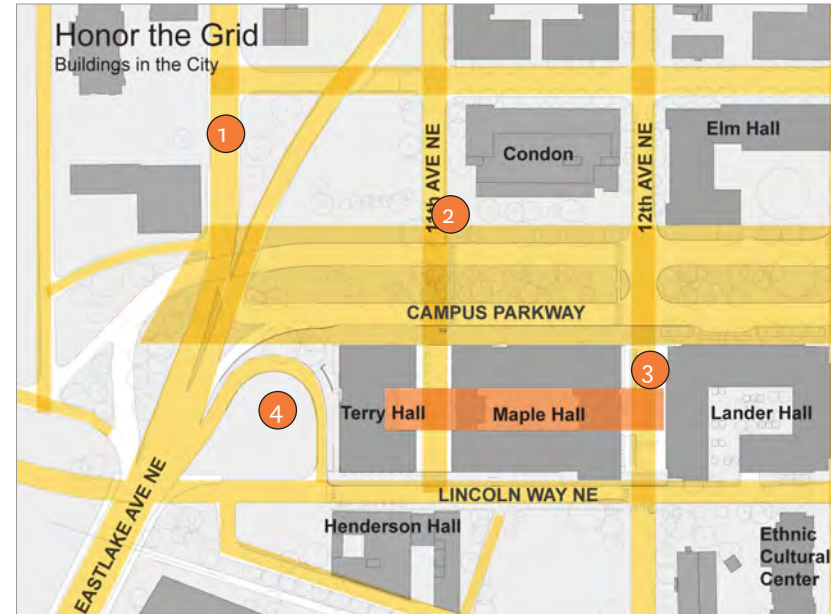
WEST CAMPUS & GREEN NETWORK





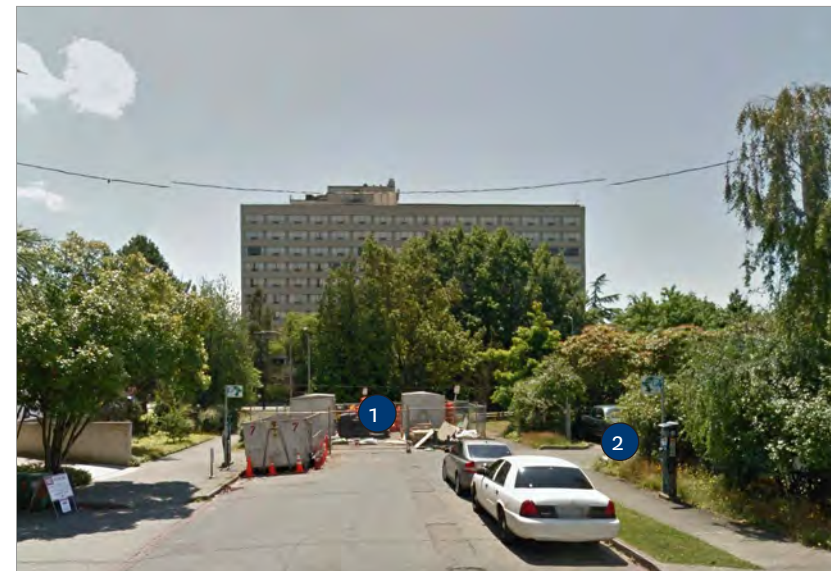
13. UNIVERSITY BRIDGE LANDING : EXISTING CONDITIONS

- 1 REINSTATE URBAN GRID WHERE POSSIBLE**
Irregular block sizes creates underutilized zones.
- 2 RECONNECT THE 11TH AVENUE CORRIDOR AS A PEDESTRIAN PATHWAY**
Direct north-south connections are very important to making pedestrians feel welcome in this area.
- 3 12 TH AVENUE PEDESTRIAN CONNECTION**
Increased population of West Campus will benefit from greater urban connectivity.
- 4 DEVELOPMENT OPPORTUNITY AT EASTLAKE AVENUE EXIT RAMP**



MITHUN ANALYSIS DIAGRAM NOVEMBER 2013

- 1 NE CAMPUS PARKWAY AND 11TH AVE NE**
This is a welcoming pedestrian environment from the north that terminates in a poor connection with Campus Parkway.
- 2 W41 PARKING LOT**
This parking lot is on the far periphery of campus, increasing the sense of a derelict in between zone, rather than a campus edge. It represents a good development opportunity, at a location that can become a major gateway to the West Campus.



11TH AVE NE EXISTING CONNECTION



NE CAMPUS PARKWAY AND 11TH AVENUE NE

1 STEEP CLIMB ALONGSIDE DERELICT LANDSCAPE

Following the upward slope of the wall toward Eastlake Avenue, the landscape is overgrown and uninviting

2 CONDON HALL

Condon Hall has access at different levels to accommodate the elevational context, but nevertheless feels isolated along its western edge.

3 SIDEWALK BETWEEN ROAD AND WALL

Pedestrians can continue along Campus Parkway through to the south, but the sidewalk is extremely uninviting and is little used.



UNIVERSITY LANDING AT ROOSEVELT WAY

1 DISTANT PEDESTRIAN CROSSING

Crossing the University Bridge, pedestrians have to walk quite some distance north before finding even an unsignalled cross walk for a westbound crossing.

2 MINIMAL PEDESTRIAN ACCOMMODATION

A narrow sidewalk parallels Eastlake Ave as it branches off to 11th Ave NE. To the East, the green median of Campus Parkway is separated by a dramatic grade drop.

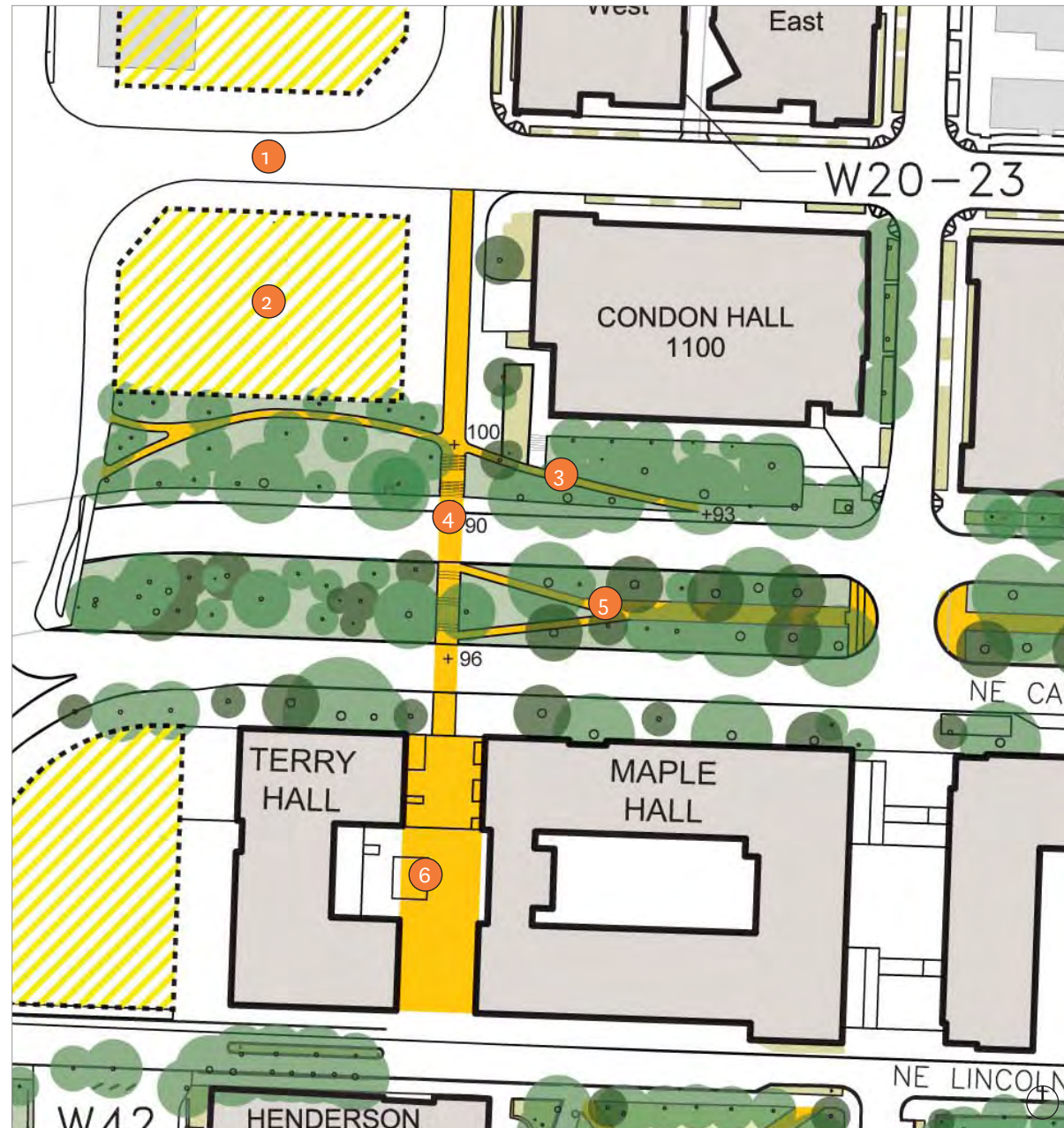
3 CAR CROSSINGS

Cars heading south on Roosevelt can cross northbound lanes to enter Campus Parkway from the west.

13. UNIVERSITY BRIDGE LANDING : DESIGN EXPLORATION

PEDESTRIAN CONNECTIVITY

The eastern end of campus parkway is in dire need of improvement. Currently little more than a car corridor on the upper level and a bus corridor on the lower level, a new layer of pedestrian experience would make the space less dangerous and more inhabitable. Among the various scenarios that were considered for this intersection, the preferred scheme achieves the greatest transformation with the least disturbance to existing structures.



1 MAINTAIN VEHICULAR FLOW WHILE REESTABLISHING THE URBAN GRID

The current intersection that directs traffic from Eastlake toward 11th Ave NE makes it too easy for drivers to maintain a high speed at the expense of pedestrians trying to cross the roadway. In this scheme, the urban grid is restored to this corner, redirecting drivers in a 90 degree right hand turn off of Eastlake leading to a second turn north, which would slow traffic in the intersection without necessarily interrupting the flow. Drivers who chose to continue eastward would be on a direct connection to the Central Parking Garage entry.

2 NEW DEVELOPMENT OPPORTUNITIES EXTEND THE URBAN FABRIC

The return of the urban street grid would create new plots of land that could be developed in ways that could create a gateway to the university. This area should feel more like part of the city and less like a vehicle-dominated space.

3 RECONFIGURED SIDEWALK, ACCESSIBLE CONNECTION

A more generous landscape space along the north side of Campus Parkway, with the retaining walls in front of Condon Hall removed, will allow for an accessible path to traverse the slope in a broad arc, and create an improved pedestrian environment.

4 NEW CROSSWALKS CONNECT PEDESTRIANS ACROSS OLYMPIC VISTA

An accessible crosswalk that creates pedestrian connections across Olympic Vista, connecting 11th Ave NE to the north and south and reinstating greater flexibility in pedestrian travel through this neighborhood.

5 ACCESSIBLE PATHWAY IN OLYMPIC VISTA MEDIAN

A new accessible pathway through the median increases the usefulness of the space and increases the fluidity of north-south movement, with the median acting more like a landscape conduit than a mere stepping stone.

6 11TH AVENUE PEDESTRIAN PATHWAY CONNECTS TO NEW DORMITORY PUBLIC SPACES

The 11th Avenue connection could continue southward, to increase access between the various UW residential buildings in west campus, and to connect the entire network to new public open spaces designed specifically to support student life in an urban environment.

13. UNIVERSITY BRIDGE LANDING : DESIGN EXPLORATION

1 INACCESSIBLE SIDEWALK

The pathway connecting Campus Parkway to Eastlake Avenue is too steep to be considered accessible.

2 CLOSE ASSOCIATION WITH DEPRESSED ROADWAY

The connection is in poor physical shape, and follows the edge of the roadway as it is depressed below grade to pass under the bridge.



EXISTING EASTLAKE AVE NE PEDESTRIAN CONNECTION

1 ACCESSIBLE SIDEWALK

The sidewalk is lengthened with a sweeping arc, reducing its grade to accessible standards below 5%.

2 ACCESSIBLE PEDESTRIAN CONNECTIONS

A new series of accessible connections across the Olympic Vista connect the pedestrian realm north and south.

3 LANDSCAPE SLOPE

The existing concrete wall is replaced with a planted slope to soften the aggressive infrastructural character of this stretch of Campus Parkway, and to create a richly planted gateway to West Campus.



VIEW FROM UNIVERSITY BRIDGE LANDING



EXISTING CROSSWALK



VIEW FROM NE CAMPUS PARKWAY SIDEWALK

1 INACCESSIBLE PATH

There is not currently an accessible route between the north and south sides of the street.

2 STAIRS

The stairway connecting up to Eastlake Avenue is not well marked as a pedestrian thoroughfare.

3 WALLS

The height of the blank retaining walls along campus parkway create a hostile pedestrian environment and prevent connection to the north.

1 NEW DEVELOPMENT AT GATEWAY

Reconfiguring the roads around this block yield a desirable development site, which could become a powerful gateway element to West Campus.

2 ACCESSIBLE SIDEWALK IN LANDSCAPE

The accessible sidewalk peels away from the road as it heads west and becomes part of a much stronger landscape experience.

3 NEW STAIRS

New stairs can be integrated into the new planted slope and create a more comfortable north south pedestrian route on 11th.

14. WEST CAMPUS STREETScape : EXISTING CONDITIONS



1 **PARKING LOT IN PRIME LOCATION**

This surface parking lot serves relatively few cars. At the same time it is in the center of a major new residential neighborhood that has none of the recreational opportunities of central campus, and it is adjacent to the Burke Gilman Trail.

2 **THE END OF THE AVE**

University Avenue terminates at Pacific. It is a congested arterial to the north, but it is only lightly used between 42nd and Pacific. The Burke Gilman Trail crosses three roadways at grade in a rapid sequence, of which University Ave is the middle.

3 **A WIDE POINT IN THE BGT**

For most of its length the Burke Gilman Trail is a linear experience, which makes its few moments of additional depth important open space opportunities.

4 **A MEDIAN THAT CREATES A SENSE OF DISTANCE**

Pacific is very wide curb to curb for a two-lane road. It includes generous shoulder areas and a median. This combination of buffer elements encourages a less urban character, faster driving and makes it harder for pedestrians to cross comfortably and safely.

5 **PARKING LOT IN PRIME LOCATION**

The parking lot immediately to the east of the Fishery Sciences Building is in a prime location to connect to the residential core of the west campus to the north and the dense South Campus neighborhood to the east.

6 **UW POLICE STATION**

The Police station's present location blocks views and access to the Portage Bay waterfront.

14. WEST CAMPUS STREETScape : EXISTING CONDITIONS

1 PROXIMITY OF SIGNALLED INTERSECTIONS

The lighted intersections at 15th and Pacific and University Ave and Pacific are very close to each other.

2 INTERRUPTIONS IN BURKE GILMAN TRAIL

The at grade roadway crossing of University Ave comes at a very short interval from the at grade crossing at Pacific, slowing bike travel in this area.

3 UNIVERSITY AVE ENDS IN A PARKING GARAGE

University Avenue continues across Pacific, but terminates at the University Transportation Center.



NE PACIFIC STREET & UNIVERSITY WAY NE INTERSECTION

1 DIAGONAL CUT-THROUGHS

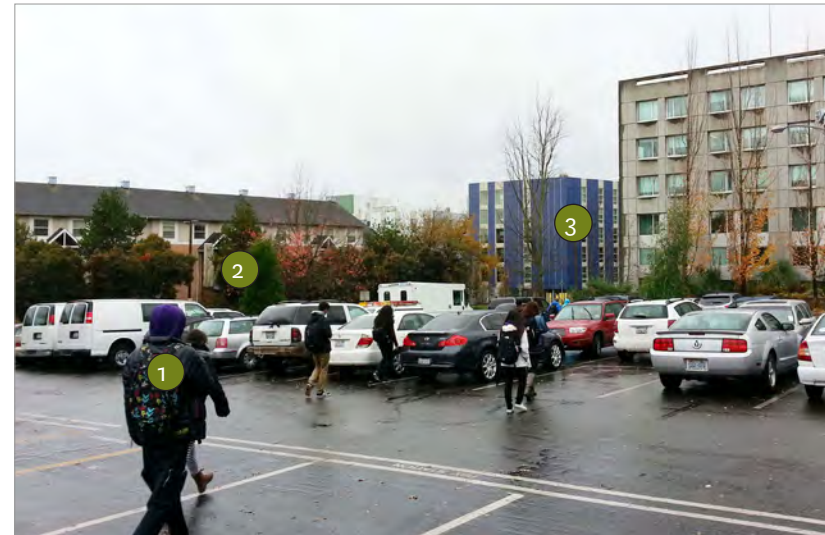
This parking lot looks like a campus residential crossroads in plan, and that is verified by field observations. There are several heavily-used pedestrian desire lines across the lot, despite the parked cars.

2 PROXIMITY TO BURKE GILMAN TRAIL

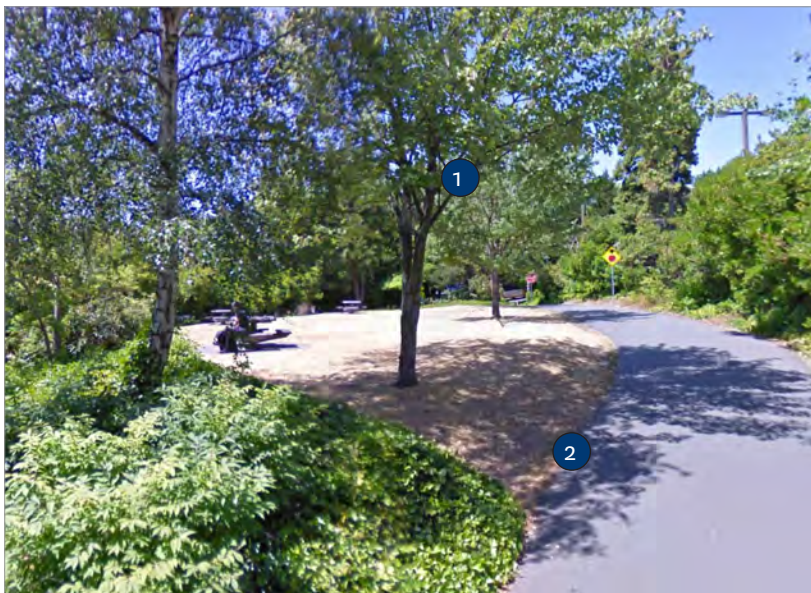
In addition to being useful as a corridor between Campus Parkway to the North and the Waterfront to the South, W10 sits adjacent to the Burke Gilman trail.

3 NEW CAMPUS HOUSING

The new campus residences are highly visible in the south west corner of the parking lot.



W10 PARKING LOT, FACING NORTH



BURKE-GILMAN TRAIL BROOKLYN AVE. NE INTERSECTION

1 PERCHED ABOVE PACIFIC

This portion of the trail is perched above the level of Pacific Street, providing great views over the roadway to the Portage Bay waterfront.

2 A SPOT TO PULL OVER

The Burke Gilman is built for travel and has very few pull-offs along its length, particularly in the vicinity of the University. The fact that this location has additional space and a place to sit makes it very attractive to trail users.



NE PACIFIC STREET AT MERCER COURT APARTMENTS

1 INCREASING CAMPUS POPULATION NORTH OF PACIFIC

A number of new and existing residences are located north of Pacific, with the University Bridge providing a gateway to the campus.

2 PEDESTRIAN REALM IMPACTED BY ROADWAY

The generous width of the single lane traffic along Pacific in this location results in increased speeds. The major entrances to the dorms are all at the uphill level

3 DIFFICULT TO CROSS

The presence of the median, along with the width of the lanes and the absence of crosswalks is a deterrent to pedestrian crossings to south campus.

14. WEST CAMPUS STREETScape : DESIGN EXPLORATION



1 NEW LANDSCAPE FOR RESIDENTIAL COMMUNITY
An existing parking lot that is positioned alongside the Burke Gilman Trail, as well as in between multiple new and proposed housing units could be a new social center of West Campus, providing flexible spaces for active recreation and general socializing

2 RECONNECTING THE BURKE GILMAN TRAIL
If University Avenue terminated two-thirds of the way down from NE 40th Street, it would allow the Burke Gilman Trail to be uninterrupted between Pacific and Brooklyn. Furthermore, it would open up new opportunities for reducing the proximity of signalled intersections along Pacific.

3 A POCKET PARK ON THE BGT
The perched public open space adjacent to the BGT could be expanded, allowing for riders to stop and enjoy views to the water, and also to mark a major point of entry into the U District commercial neighborhood.

4 CREATE A PEDESTRIAN FRIENDLY CROSSING
Starting with the removal of the median, efforts should be made to slow traffic and invite pedestrian connections across NE Pacific, creating stronger links between a major residential neighborhood and the new waterfront park that will be built by the city.

5 A NEW BUILDING IN A KEY LOCATION
Creating a new campus building in this location could help to frame the edge of the Fisheries Courtyard and also create opportunities for the various departments in the tightly-packed South Campus to be located in a less dense neighborhood while remaining within a short walking distance away from affiliated South Campus programs.

6 PORTAGE BAY PARK
The current plans being undertaken by the City of Seattle to build a new park in place of the UW Police station will create a much stronger draw for daily north-south pedestrian trips between the campus residences and the Portage Bay waterfront.

15. STORMWATER STRATEGIES

STORMWATER TREATMENT

Given the size of the UW campus, and the consolidation of services, it seems logical to explore the possibility of a comprehensive approach to stormwater treatment, rather than addressing water quality on a site by site basis.

CITY OF SEATTLE STORMWATER CODE (2009)

The UW campus presents a special case that is not precisely aligned with a City Code that was drafted to apply to discrete urban sites. The 2009 code current at the time of CLF investigations stipulates that:

- Projects adding more than 2,000 square feet of new or replaced impervious surface shall provide Green Stormwater Infrastructure to the Maximum Extent Feasible (GSI to the MEF) Exempt in areas designated as competing needs.
- Projects adding more than 5,000 square feet of pollution generating impervious surface shall provide water quality (WQ) treatment if the project is located in separated storm basins.
- Projects adding more than 10,000 square feet of impervious surface shall provide Detention or Flow Control if project is within a combined sewer basin.

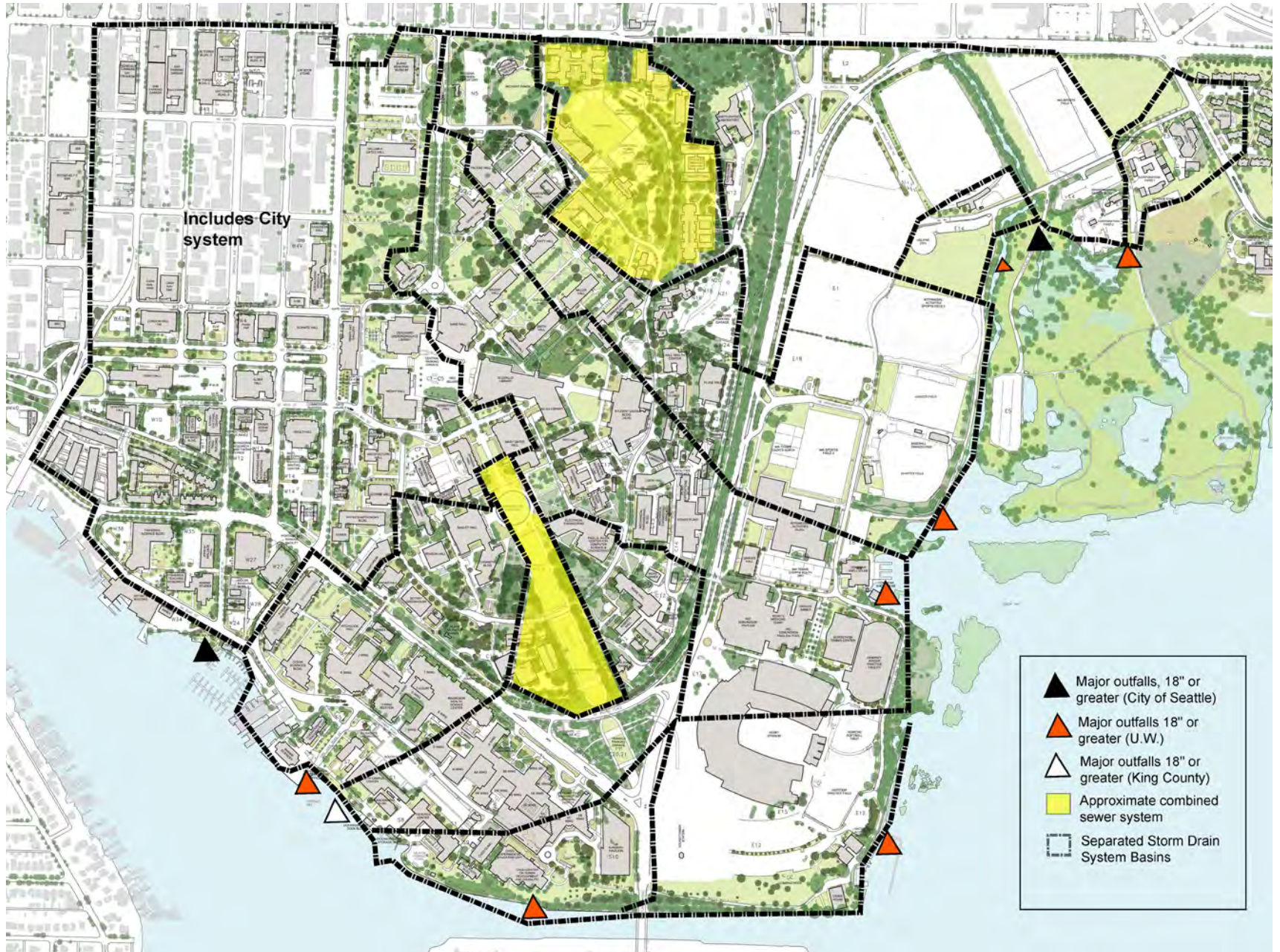
CITY OF SEATTLE STORMWATER CODE (FUTURE)

Potential code changes in the upcoming Stormwater Code revision relate to the implementation of GSI to the MEF. The revised code is expected to stipulate that 100% of all new impervious areas must pass through a GSI system.

BANKING REGIONAL FACILITIES STRATEGY

Banking refers to a strategy of building capacity now for stormwater mitigation that could be applied to future projects. Banking for regional facilities refers to mitigating for stormwater requirements after projects have been constructed. The banked facility could be located elsewhere than adjacent to the project site that triggers the requirements.

Based on discussions with Seattle Public Utilities, banking or providing a regional facility as a compensatory approach is allowed for WQ treatment and flow control, but not for GSI to the MEF. Compensatory WQ treatment is allowed assuming that the existing basin draining to the new facility has an equal pollutant load as the compensated new impervious surface. Compensatory flow control is allowed assuming that the existing basin draining to the facility has equal site area and land coverage characteristics as the compensated new surface.



- ▲ Major outfalls, 18" or greater (City of Seattle)
- ▲ Major outfalls 18" or greater (U.W.)
- △ Major outfalls 18" or greater (King County)
- Approximate combined sewer system
- ▭ Separated Storm Drain System Basins

15. STORMWATER STRATEGIES

A RANGE OF APPROACHES

There are potential facility options that can be applied in urban areas to address detention/flow control and/or WQ requirements. These mitigation scenarios could be banked for future UW development projects or leveraged as a regional facility (facility expanded as new projects are developed).

BIORETENTION

Large scale bioretention facilities or regional detention ponds can provide for WQ treatment or flow control of large impervious areas. In order to provide adequate compensatory treatment of stormwater runoff, sizing of the facility is based on an assumed volume of pollutant removal as opposed to area. Underdrains are often used in a water quality design. Similarly, flow control compensatory treatment is most effective if the area draining to the regional facility has similar characteristics to the compensated area.



MADISON VALLEY STORMWATER OVERFLOW FACILITY

WET BIOSWALES

Wet bioswales cells connected along the shoulder of trails or roads could provide for conveyance, limited flow control and water quality treatment of stormwater flows. These cells are a cross between a wetland and swale, providing for the settling of suspended solids and biological uptake of nutrients and pollutants in the stormwater runoff. The facility would be sized for water quality using the Department of Ecology and City of Seattle standards.



3 RIVERS WET WEATHER GREEN INFRASTRUCTURE PROGRAM

GEOGRID SUBSURFACE STORAGE

A shallow, 1-foot deep plastic paving system running beneath the trails or parking lots can provide for conveyance or storage of stormwater flows with limited infiltration into the native soils. This type of system has a high storage capacity with a 95% internal void area. This type of geogrid subsurface drainage would most likely be sized for flow control.



SUBSURFACE GEOGRID INSTALLATION



FINAL APPEARANCE OF GEOGRID INSTALLATION

LINEAR SAND FILTER

Linear sand filters connected along the shoulder of trails or roads could provide conveyance, WQ treatment (basic, enhanced, and oil control) and limited flow control through infiltration. The facility would be sized using the Department of Ecology and City of Seattle standards.



SAND FILTER ALONG A BIKE PATH IN COPENHAGEN



GRAVEL FILTER IN EAGLE LANDING. OR

15. STORMWATER STRATEGIES

SITE ANALYSIS

A variety of best management practices were investigated for applicability at four sites:

Site 1a: Parking lot N25 off Pend Oreille Place

Site 1b: Landscaped area in E1 parking lot

Site 2: San Juan Road

Site 3: Burke Gilman Trail

The following approaches to stormwater facilities was assumed:

1. Future long range changes to stormwater code include focus on area outfalls and WQ at outfall pipes.
2. Sites located downstream or near discharge outfalls are most effective in managing runoff due to volume and pollutant load of runoff.
3. Sites on the west side of campus are typically difficult to site as the conveyance systems are city-owned and there are policy issues against public water on private property.

SITE SPECIFIC STORMWATER STRATEGIES

The treatment options were evaluated to determine the stormwater benefit they provide: water quality treatment, flow control or conveyance. The facility recommendations are as follows:

Site 1a: Bioretention area of approximately 0.49 acres will provide WQ treatment for approximately 54 acres.

Site 1b: Bioretention area of approximately 1.61 acres will provide WQ treatment for approximately 121.3 acres.

Site 2: Bioretention area of approximately 0.75 acres will provide basic WQ for approximately 52.1 acres.

Site 3: Gravel trench for conveyance.

ADDITIONAL RECOMMENDATIONS

The 2012 Ecology Stormwater Management Manual for Western Washington, Chapter 5, section 5.3.1, provides guidance for on-site stormwater management BMPs compliance with regards to:

- Historic preservation
- ADA standards
- Special zoning district design criteria
- Transportation regulations pertaining to future expansion or multi-modal transportation

The onsite BMPs may be superseded or reduced if they are in conflict with regulations listed above.

As part of a short term strategy the UW should define areas of campus that have historical competing needs and define landscapes around building that should be deemed exempt from GSI. The UW may also want to consider their own GSI designs standards for other areas of campus (ie West Campus).

Due to potential upcoming code revisions in the long-term future, end of pipe treatment may be required at significant outfalls. Sites adjacent to outfalls may need to be preserved from development for these stormwater treatment facilities. Locations with larger outfalls are listed below:

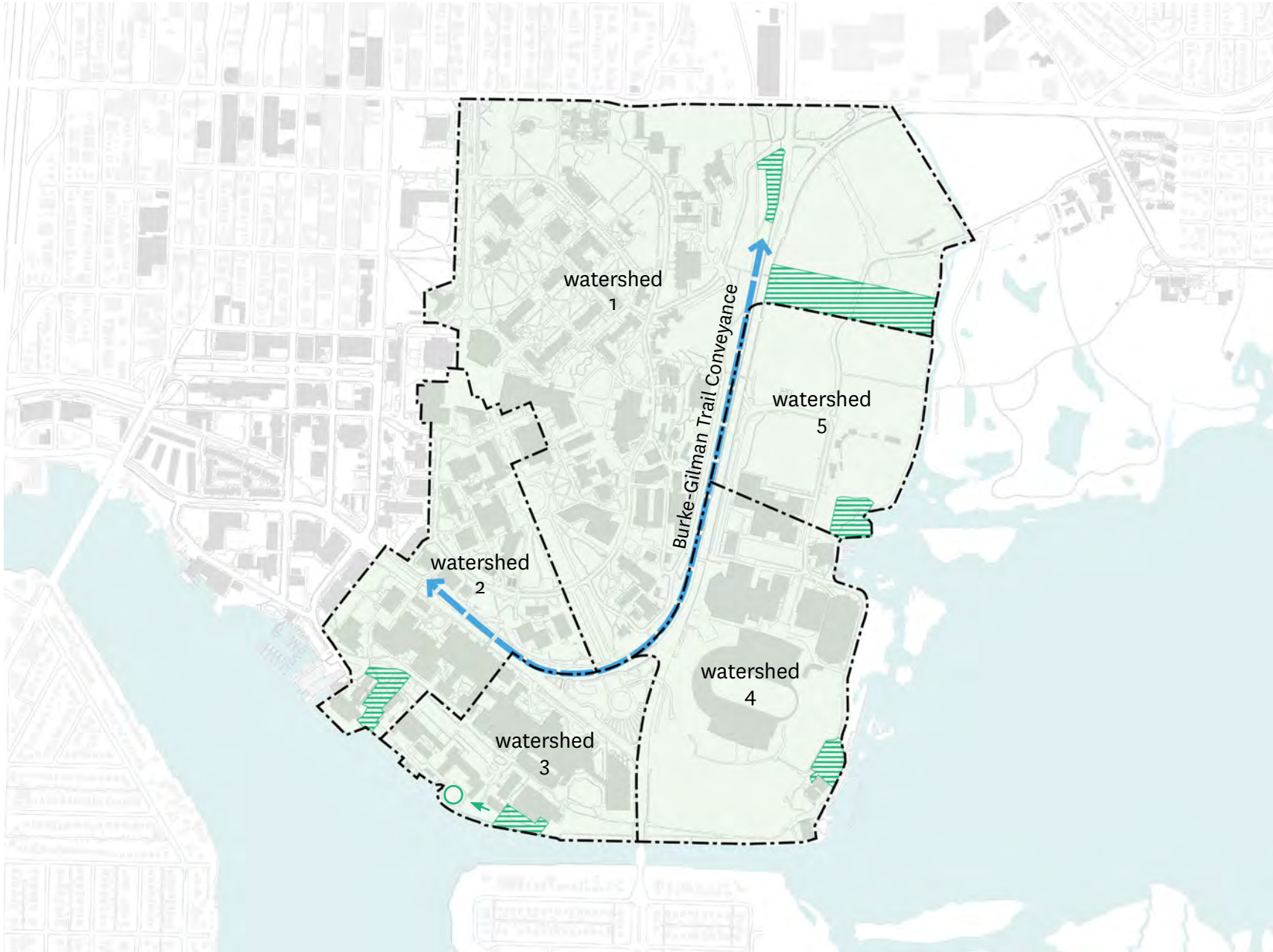
Site 4: Two outfalls near Health Sciences buildings

Site 5: Waterfront Activities Center

Site 6: The Shellhouse Annex



15. STORMWATER STRATEGIES : BURKE GILMAN TRAIL & BEYOND



WATERSHEDS, CONVEYANCE, AND COLLECTION AREAS

The campus is divided into multiple watersheds which divert water to Union Bay in Lake Washington, or Portage Bay. A combination of strategies is required to convey, collect, and ultimately discharge water to meet current and anticipated future code requirements.

WATERSHED 1 - N25 PARKING LOT

All of the stormwater from watershed 1 could be conveyed along the Burke Gilman Trail with only minor modifications to the trail. Following current grade relations, stormwater from this watershed could be collected in a new collection area in the N25 parking lot

WATERSHED 1 - E1 PARKING LOT

If East Campus is further developed as academic program, per recommendations found elsewhere in the CLF, water could be conveyed from the BGT across the land bridge to irrigate new landscape features, and perhaps connecting to additional collection areas.

WATERSHED 2 - SAN JUAN ROAD

San Juan Road offers the potential for controlled conveyance and collection at the edge of South Campus. The proximity to Harris Hydraulic offers additional potential to combine the needs of the lab with the availability of stormwater.

WATERSHED 3 - MONTLAKE CUT CONNECTION

Existing water systems related to the former Salmon Homing Pond could be reused in conjunction with stormwater conveyance and collection.

WATERSHED 4 - E12 PARKING LOT

A water detention area to service the Husky Stadium and athletic neighborhood.

WATERSHED 5 - UW WATERFRONT NEAR E8 PARKING LOT

This area of campus drains directly into the Union By Natural Area Slough, increasing the need improved water quality.