LANDSCAPE DEVELOPMENT BY ERA

1891-1906 Establishing a Center
1906-1920 Clearing the Way
1920-1940 Building a Core
1940-1960 Distributed Growth
1960-1980 Infrastructural for a Contemporary Campus
1980-2005 Building within the Core
2005-2013 Expanding the Sense of Campus
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 arboretaums and botanical 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).
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.

CITY AND UNIVERSITY GROW UP TOGETHER
Seattle was founded in 1853, and the University of Washington was founded in this vicinity in 1861.

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.
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.

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

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.

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

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.
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 OLMISTED 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.
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.
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.

4 **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.

5 **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.

6 **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.
IMPELLING 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.

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.
REVISED GENERAL PLAN
UNIVERSITY OF WASHINGTON
MCMXV

CREATING A LEGACY: LANDSCAPE IN MOTION
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 overlayed 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.
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.

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.

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.

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.
CREATING A LEGACY: LANDSCAPE IN MOTION

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.”

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.
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.

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.
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.

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.

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.

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.

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

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.
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.

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.
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.

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

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

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.
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.

**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.
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.

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

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

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

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.

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**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 overlayed 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.
CREATING A LEGACY: LANDSCAPE IN MOTION

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 RTP20 floating bridge, transforming the character of the space into one that is cherished by many every spring.
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.
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.

**I-5**
Interstate 5 would not open in Seattle until 1967, but its construction was already well underway by 1964.

**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.

**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.
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 landfill. 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.

HAGGERT 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.

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

PADELFORD 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.
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.

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.

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.

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.

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.
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 overlayed 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
**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.

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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.
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.

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.
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.
CREATING A LEGACY : LANDSCAPE IN MOTION

ELM HALL

RAINIER VISTA AND SOUND TRANSIT STATION

E1 PARKING LOT

WATERFRONT ACTIVITIES CENTER CANOE RENTALS