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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 a 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

REINFORCING THE HISTORIC CORE
- Red Square and Thresholds
- Stevens Way Reorganization
- N22 Parking Lot
- Denny Field and North Campus Housing

IMPROVING CAMPUS CONNECTIVITY
- Olympic Vista
- Portage Bay Connection
- Waterfront Trail
- Lake Washington Connection
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TRANSFORMING 15TH AVE TO A CONNECTOR
- Burke Museum and 43rd Street Entrance
- Parrington Lawn
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WEST CAMPUS GREEN INFRASTRUCTURE
- University Bridge Landing
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- Burke Gilman Trail Stormwater
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 and Edge to a Connector
- Define the West Campus Landscape Character
REINFORCING THE HISTORIC CORE

Red Square and Thresholds .1
Stevens Way Reorganization .2
N22 Parking Lot .3
Denny Field and North Campus Housing .4
Olympic Vista .5
Portage Bay Connection .6
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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.
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.

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.

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.

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.

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.

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.
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.
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.

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.

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.

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.

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.
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.

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.
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.
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-crowed 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.
APPENDIX B  :  CASE STUDIES

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.

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.

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.

15 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.
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.
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.

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.
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.
**ONE WAY VEHICULAR ACCOMMODATION**

One lane of vehicular traffic going one way would allow for a lane of bicycle traffic in either direction.

**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.

**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.

**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**

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.

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.
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.

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.
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.

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.

A sidewalk in the south of the lot provides an indirect connection to the HUB Yard that does not necessitate crossing the parking lot.

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.
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.

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.

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.

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.

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.

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
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.

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.

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.

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.

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.

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.
**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.

**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.

**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.

**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.

**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.

**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.

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.
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.

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.

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.

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.

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.

**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.
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.

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.

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.

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.
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.
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. 12TH AVENUE PEDESTRIAN CONNECTION
   Increased population of West Campus will benefit from greater urban connectivity.

4. DEVELOPMENT OPPORTUNITY AT EASTLAKE AVENUE EXIT RAMP

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.
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.

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.
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.

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.

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.

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.

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.

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.
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.
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.

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.

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.

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.

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.

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.

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.
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.

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.

Beyond these doors are the social spaces and cafe facilities of I Wing, which sits at the center of the Health Sciences complex.

The southward sloping, well-drained, lawn space is a popular sunny day hang out spot for the South Campus community.

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 and 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.
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 allee of cherry trees with wetland plantings.
**APPENDIX B : CASE STUDIES**

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.

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.
SAN JUAN ROAD WELCOMES PEDESTRIANS
The roadway should be more inviting, repaved as a shared pedestrian space, including enriched plantings, wetlands, and seating.

CONNECTION TO MARINE SCIENCES TERRACE
Redesigned as a pedestrian pathway rather than vehicular route through the parking lot.

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.

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.
7. WATERFRONT TRAIL : EXISTING CONDITIONS
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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.
ROADWAY DIMINISHES PEDESTRIAN EXPERIENCE
The waterfront connection has potential, but the strong delineation of the roadway, despite low traffic flows, discourages pedestrian use.

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.

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.

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.

3. 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.

4. 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.
**APPENDIX B : CASE STUDIES**

**WALLA WALLA ROAD NE - SOUTH END STUDY**
The dense planting at the waters edge is ecologically robust but obscures access and views out.

**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.

**DOUGLAS ROAD NE**
This north/south road offers important connections within an area of campus that is difficult to navigate.

**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 evens 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.

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.
WELL KNOWN LANDMARK
Although the Bridge is hard to find from Stevens Way, it is a well known landmark of East Campus. The bridge delivers pedestrians directly to the Hec Ed Pavilion, at the expense of wider campus connections.

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.

SNOHOMISH LANE N
On the north side of the bridge is a narrow sidewalk leading to the IMA building.

E97 CURB CUT
This provides access to the parking area in front of Graves Hall.

HEC ED PAVILION PLAZA
The plaza is isolated on its northern side, and is undersized. Steps in the plaza render it inaccessible.
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 Anex 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 step 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.

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.
LAKE WASHINGTON
The view out to the lake from Stevens Way helps orientation and strengthens the physical connection to East Campus.

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.

BRIDGE EXTENSION
Descending from Central Campus, the view to Lake Washington continues to be the focus of the experience.

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.

PLANTINGS AT BRIDGE LANDING
The bridge landing could be more fully integrated as part of the landscape of the campus.

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.
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.
**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.

**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.

**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.

**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.

**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.

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.
EAST SLOPE
Views back to the dormitories at the top of East Slope are reminders of the proximity of Central Campus.

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.

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.

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.

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
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.

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.

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.

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.

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.

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.

Along this stretch only service docks and steep staircases connect campus level with sidewalk level below.
WOODBAND 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.

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.
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.

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.

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.

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.
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.
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.
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.

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.
APPENDIX B  :  CASE STUDIES

41ST STREET RAMP AT EDGE OF PARRINGTON LAWN

1. **RETAILING 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.

PARRINGTON LAWN EXTENDED

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.

PROPOSED ENTRANCE
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.
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.

4. **GRANT LANE DEVELOPMENT**
Stronger architectural edges could help to improve the identity of this entrance.

5. **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.

6. **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.
**EXTENDING ASOTIN PLACE - CASE STUDY**

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.

2. **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.

3. **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.

4. **ACCESSIBLE PEDESTRIAN CONNECTIONS**
   Removing the parking lot would increase the space in which accessible connections might be created.
WEST CAMPUS & GREEN NETWORK

Red Square and Thresholds .1
Stevens Way Reorganization .2
N22 Parking Lot .3
Denny Field and North Campus Housing .4
Olympic Vista .5
Portage Bay Connection .6
Waterfront Trail .7
Lake Washington Connection .8
Union Bay Natural Area Connection .9
Burke Museum and 43rd Street Entrance .10
Parrington Lawn .11
Asotin Place and NE Grant Lane .12
University Bridge Landing .13
West Campus Streetscape .14
Stormwater Strategies .15
recently completed mercer courts dormitory

future site for terry hall, maple hall, and lander hall

future site of the uw police station

future site for bryants park

future site of power plant

Asotin place connection
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**

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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.
NE CAMPUS PARKWAY AND 11TH AVENUE NE

STEEP CLIMB ALONGSIDE DERELICT LANDSCAPE
Following the upward slope of the wall toward Eastlake Avenue, the landscape is overgrown and uninviting.

CONDON HALL
Condon Hall has access at different levels to accommodate the elevational context, but nevertheless feels isolated along its western edge.

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.

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.

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.

CAR CROSSINGS
Cars heading south on Roosevelt can cross northbound lanes to enter Campus Parkway from the west.

UNIVERSITY LANDING AT ROOSEVELT WAY
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.
**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.

**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.

**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.

**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.

**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.

**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.

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.
INACCESSIBLE PATH
There is not currently an accessible route between the north and south sides of the street.

STAIRS
The stairway connecting up to Eastlake Avenue is not well marked as a pedestrian thoroughfare.

WALLS
The height of the blank retaining walls along campus parkway create a hostile pedestrian environment and prevent connection to the north.

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.

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.

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 SIGNALED 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.

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.
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.

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.

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.

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.

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
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.

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.

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.

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.

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.

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.
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.

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.
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.

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.

SUBSURFACE GEOGRID INSTALLATION

SAND FILTER ALONG A BIKE PATH IN COPENHAGEN

FINAL APPEARANCE OF GEOGRID INSTALLATION

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 multimodal 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.