

**UNIVERSITY OF WASHINGTON
ARCHITECTURAL COMMISSION MEETING
September 18, 2006**

DRAFT Minutes

Members: Lee Copeland, Daniel Friedman (Chair), Linda Jewell, Stephen Kieran, Norman Pfeiffer, Patricia Patkau, John Schaufelberger

Ex-Officio: Richard Chapman, Dale Cole, Weldon Ihrig

Absent:

Guests: Robert Mugerauer, former Chair of the Architectural Commission

Call to Order

Friedman

Dean Daniel Friedman called the meeting to order at 8:35am. Dean Friedman was introduced to the members and he expressed his enthusiasm on being part of the Architectural Commission.

Approval of Agenda – The agenda was reviewed and approved as written.

Minutes from the May 15, 2006 meeting were reviewed and approved. One correction noted regarding Norman Pfeiffer's attendance was made, and a question was raised as to the Architecture Hall accessible entrance ramp addition being removed from the project due to a funding shortfall. Future plans include changing the elevation of the front entrance to create a main accessible entry point. Presently there is no commitment of funding or schedule for these future building improvements.

Report: Campus Landscape Advisory Committee – Dale Cole

The Campus Landscape Advisory Committee met twice since the last Commission meeting, June 2 and September 15. A written report of the meetings was distributed and is included below.

Current Campus renewal projects are moving ahead:

- Stevens Way roadway repaving has added new irrigation and landscaping at Lewis Hall
- Stevens Way Phase IV Repaving
- Frosh Pond/Drumheller Fountain project completed
- Rainier Vista seasonal beds redesigned

Campus landscape master plan: This ongoing effort will emphasize the campus history. It is designed to show what the campus environment is today and discuss further opportunities to improve the campus. This plan is primarily focused on the Seattle campus.

Clark Hall Renovation: Committee approved the schematic design. This renovation will result in some changes to the plantings including the removal of the large ponderosa pines with deciduous trees. The Washington elm will be protected during construction and the site around significantly enhanced.

ICA Graves Annex/ICA Master plan: The annex is at the end of construction documents and master plan in draft. The master plan was approved as a concept with numerous comments. Concerns included

alignment of Walla Walla Road, connection to Urban Horticulture, east/west pedestrian flow, lawn, health of the oaks, etc.

Business School facilities and new construction: Approval of the pre-design. Committee discussed pedestrian flow issues and how they will be addressed. Committee pleased with the overall design, including setbacks from Memorial Way and protection for the forest grove northwest of the site.

Proposed new campus sculptures: Committee was given a brief update of the new campus sculptures include Brian Tolle (to be located at Portage Bay Vista. It is progressing slowly.). John Young sculpture “soaring stones” could be relocated from current site in Portland. Potential sites on campus were discussed. Because of its size and design, a very unique site will have to be located. Robert Irwin sculpture, “nine trees-nine spaces” is in construction. It was suggested that visuals of the sculptures be sent electronically to the Commission members.

UW Tacoma Assembly Hall: Informational item only. There is little in the way of landscape at this site. Green roof option will not be pursued due to costs.

Angelo Pellegrini Demonstration Garden: Subcommittee was formed to review potential sites for this demonstration garden. Three potential sites have been tentatively selected. The favored site location at the herb gardens was met with little support from Biology. Program is in limbo. The Commission supports the idea of the Pellegrini garden and strongly encouraged finding a location for the garden. One suggestion was to look at possibly locating in the Heath Sciences/UW Medical Center area.

Playhouse Theater: Committee approved design development. Existing elm will be replaced with a hybrid. It is planned to use the wood from the elm for paneling and other decorative uses in the new theater lobby.

UWMC Expansion: Site program document for the Medical Center Expansion project was approved. Major concerns from CHDD, fire department, UW Transportation Services and others were addressed in this document.

South Campus Study: Informational item. The committee was presented a quick overview of the potential options for the further development and redesign of the South Campus. The study received favorable comments, especially with traffic flow and pedestrian access on Lake Union and possible access through the Medical Center to South Pacific Avenue and the main campus.

UW Bothell Master Plan: Informational item. The committee has never been involved in discussions regarding UW Bothell campus. If it appears that landscape considerations for this campus will become a part of the responsibilities of the CLAC, the committee suggested a visit to the site would be appropriate. It was also suggested that an individual should be hired at the campus to oversee the landscape plans and their implementation.

More Hall Annex demolition and restoration: Informational item. Committee reviewed the grading and restoration plans with discussions regarding some of the existing trees (oaks), proposed new parking slots and view vista.

Campus Landscape Architect position: Search has narrowed down to three potential candidates, all of whom appear excellent. Final selection process will begin shortly. Bill Talley will remain at a 50% position to provide a transitional period for the new landscape architect.

Savery Hall: Schematic Design was presented. Issues were open space and circulation, specifically reconfiguring two entries to provide universal access, improving circulation to existing ADA entry, re-grading Spokane Lane with modified access to Kane Hall, eliminating and replacing one set of stairs to Denny Yard, maintaining Chelan Lane as an accessible route, and separating pedestrian and service uses at Chelan Lane, minimizing potential conflicts. Automobile and bicycle parking were also discussed and determined that need to provide two service parking and one ADA parking spot, provide open racks in Raitt/Savery Plaza and at northeast entry, and negotiations are underway regarding bike lockers. Existing trees were discussed including preserving many such as the Cherry and Carolina Hornbeams, Lawson Cypress at entry and at east wing, purple plum trees, Denny Yard trees and holly trees. Special constraints and requirements include preserving historic character and forms, e.g., lawn plinth and brick paving, and abating soil contaminants to allow safe access for maintenance of landscape.

**UW Bothell Campus
Master Plan and Upcoming Work Update
Steve Olswang, Interim Chancellor, UWB**

The UW Bothell (UWB) and Cascadia Community College (CCC) opened for classes in Autumn Quarter 2000 at the new co-located campus northwest of the intersection of Interstate 405 and State Route 522. UWB buildings are grouped on the southern portion of the site, CCC buildings on the northern, with shared library and dining facilities in the center. The campus currently serves about 2,200, non-residential students. The campus also currently serves as a Metro bus center, and accommodates about 400 busses per day.

Richard Chapman reviewed the history of the UWB/CCC campus, noting that the first phases of development at the co-located campus were managed by General Administration (GA) on behalf of both the University of Washington and the State Board for Community and Technical Colleges. According to a longstanding agreement, the UW Capital Projects Office will assume project management responsibility for future UW Bothell facilities development beginning with UW Bothell Phase 3. UWB welcomed its first freshman class of 145 students this fall, now offering a full four year undergraduate degree program. Housing is not anticipated on campus, more likely will be developed privately on adjacent properties.

The State Route (SR) 522 South Campus Access project, scheduled to go to bid in November 2006 and be open to traffic September 2008, will provide expanded highway access to the UWB/CCC campus. This access project is required to be open prior to occupancy of Phase 3 buildings for CCC or UWB.

The University of Washington is requesting \$5 million in the 2007-09 state capital budget for pre-design and design for UW Bothell Phase 3, in preparation for a planned construction funding request in 2009-11. CCC has completed planning for their Phase 3 facilities and is requesting construction funding in 2007-09.

GA contracted with Miller Hull to update the master plan. Norm Strong and David Miller reviewed the recently updated campus master plan. They reviewed some of the site constraints, which include a significant amount of restored wetlands, sloping site which rises approximately 80 feet from wetlands to upper campus area and the proposed Highway 522 off-ramp/south access. Their guiding principles include respecting and enhancing the pedestrian experience, creating strong identities for each institution, and creating open space for each institution. They envision the campus developing into a "hill town" idea.

The proposed development is divided into three phases:

Phase 3 includes a new CCC building, two new UWB buildings with open space, some physical plant space and additional on-grade parking to the west. Phase 4 include another parking garage south of the existing garage, new student services building (recreational facility and union facility) responding to the daytime freshman students now on campus. Phase 5 includes a new CCC building, student recreational center/parking structure; second parking garage and potentially three additional UWB buildings.

Comments included the recreational center proposed location seems odd, perhaps it would be better sited on the upper campus area since it's a large building and may block views if located as shown. Circulation, both vehicular and pedestrian, was discussed in relation to the ring road idea. Commission suggested that the lower road be limited to pedestrians, but not sure possible, given it provides a lot of service access. Currently buildings are located on the upper side of the lower road. There was discussion as to whether the buildings should cross the road or be located solely on the upper side. Thoughts about buildings being participatory in moving down the hill and crossing to the other side could be nice and not block views.

Dale Cole noted that the Campus Landscape Advisory Committee had not had any review of this project prior to last Friday. In order to fully review the site and landscape, they felt a trip to the campus was in order.

**Business School
Pre-Design Review
Steve Tatge, Project Manager**

The University of Washington Business School intends to place itself among the top-ranked business schools in the nation. The physical facilities of the Business School require significant upgrading and expansion to house desired program offerings. The Business School intends to supplement its currently assigned space in MacKenzie Hall, Lewis Hall, Bank of America Executive Education Center and Balmer Hall with a new facility funded primarily through development efforts. This new facility will join with a replacement for Balmer Hall, the existing MacKenzie Hall, and the existing BEEC to form a new unified Business School complex. Recent analysis determined that, even with substantial renovations, Balmer Hall could not house classrooms or other spaces that meet the needs of the University and the Business School. The University will seek funding from the State of Washington for the new Balmer Hall, which will begin construction upon completion of the new building to allow the Balmer occupants to surge into the new construction. MacKenzie Hall and the BEEC will not be modified under the current approach.

The major academic goals for this new facility include:

- Physically consolidate all Business School programs to the greatest degree possible.
- Provide large flexible classrooms optimally configured for multiple teaching styles.
- Provide formal and informal interaction spaces that promote synergy and collegial interaction among faculty and students.
- Provide significant technological resources and access.
- Provide student support spaces.

LMN Architects developed the Business School's original conceptual program in September 2001 and refined it further in the Pre-design Phase in 2002-2003. Because fundraising efforts were insufficient to begin full design, and because of recent and projected significant escalation in construction costs, a revised conceptual program was generated which identified approximately 123,000 gross square feet in

the Phase 1 building and 61,000 gross square feet in the Phase 2 new Balmer Hall. Program elements include undergraduate and graduate classrooms, faculty and staff offices, an auditorium, and other support spaces. Refinement of program and efforts to reduce projected project costs are ongoing. Design related issues include conceptual building siting, massing and organization; and the relationship to nearby campus buildings, trees and open spaces.

The project budget for the new building is \$80 million (2009 dollars) with an estimated construction start of September 2008. The project budget for the New Balmer is \$46.8 million (2011 dollars) with an estimated construction start of October 2010.

Mark Reddington reviewed the buildings and surrounding site noting how complicated the area is because of the number of connections, relationships with adjacent buildings, Law, McKenzie and Denny. He added that the design being presented represents the department's needs. Some program elements will remain in McKenzie. The new building will have a sense of community, interactivity. Mark reviewed the evolution of ideas by changing out pieces of the model, getting to the design that best fits the space and needs. The building stacks vertically, with offices in the upper floors, with administration below; classrooms, program offices, labs and break-out rooms are located in the middle floors. The wings are double-loaded so there is a window in every office. The design frames the courtyard, and includes a number of linkages, creating a very porous building. The existing library will remain in place; some re-working and improved connections will be added.

Comments from the Commission members included that this scheme is improved over previous schemes shown. The relationships to other building are good; stepping down to the atrium is good and makes some intimate spaces; compaction is good. This scheme sits better within the surrounding historical buildings. The lower canopy doesn't sit well; the design team recognizes this issue and is trying to resolve it. Location of café is a question. Need to coordinate loading dock and service to building. Not a clear answer yet on exterior materials, but imagining brick, masonry, and metal, with glassy opening on inner sides of the building bars. Overall, there has been very positive development since the last presentation.

**Playhouse Theater Renovation
Schematic Design Review and Approval
Randy Everett, Project Manager**

The Playhouse Theater, designed by architect Arthur Loveless, was completed in 1931 as the original Seattle Repertory Theater. Acquired by the University in 1951, it has served the School of Drama as a teaching facility. It was substantially renovated in 1968 by Nelsen, Sabin & Varey as a 200 seat thrust stage theater. Usage will remain the same.

The 10,137 gross square foot facility is one story, with a partial basement below and a three story fly loft on the southwest portion. Its general structure is a concrete foundation with brick masonry bearing walls supporting a wood frame roof structure. It is located on the southwest corner of NE 41st Street and University Way NE. The entry courtyard features an English Elm original to the site, which will be removed as part of this project.

The 1968 remodeling substantially changed the original design, reorienting and reconfiguring the original proscenium stage to a thrust stage and enclosing a large portion of the entry courtyard. Today, the building's antiquated infrastructure and environmental conditions render the building challenging as an instruction and performance space. The purpose of this project is to completely correct the facility's major building system's deficiencies including those related to seismic and life/safety codes,

accessibility, building envelop, computing/communication infrastructure and asbestos abatement. The project must achieve LEED silver certification per State mandate. The scope has been enhanced by the pledge of donor funding to include a) raising the theater auditorium and lobby roof for improved seating, acoustics and lighting, b) improving the lobby and entrances and c) providing additional theatrical equipment essential for training students in modern theater technology.

Design related issues include accessibility/providing ADA compliant access; sustainability/achieving the recent state requirement for LEED Silver; program/improving instructional and performance deficiencies; and the relationship of the new building elements with the existing building.

Funding has been approved by the State Legislature for the design phases, and donor funding has been received which allows the enhanced design and exterior programmatic changes. The project budget is \$9,886,000, including pre-design services and the enhanced scope, with a maximum allowable construction cost of \$5,640,000. Construction is expected to begin in July 2007 and be completed in July 2008.

Since the last meeting, design options were sent out for review and comment. The design team further developed Option 1 and Alt. Option 1; the other options weren't further developed because there was very little interest in them. The balcony in the lobby has been removed as it was difficult to accommodate this with the roof. The height in the auditorium is challenging and the design team has been working to minimize it. They've designed a duct system and cat walk system that minimizes the height required.

The lobby façade will be made as transparent as possible, with low brick wall, wood structure continuing up and then framing a steel plate that supports the metal armature for the sign. There will be natural ventilation in the lobby with operable windows that tilt out, and exhaust air at top chimney design. The lobby will contain moveable pieces so that maximum flexibility is available. The lobby roof will be a simple metal shed roof that will angle up to the building components behind the lobby. Variations could include ventilation in the lobby with the chimney system, or an alternative clear story with windows was shown, which reduces the scale of the lobby roof. Alternative suggested was to use vertical slots so it doesn't look like a continuous clear story.

Plans are to match and reuse as much of the existing brick as possible. The wood portions of the building will read as being wood; steel armature will be dark in color and dark window frames. Metal roof colors are still being researched.

The east gable seems not to work very well and questions were asked about how it might be re-worked. The ventilation options in the lobby were discussed and questions asked about whether the clear story might not extend all the way across, read like it's not a solid all the way across. Lobby lighting was discussed and considering locating the fixtures up higher and use bigger standards to get a bigger feel. Moving to the platform area, seems like a nice and gracious space; comments were could the doorway be enlarged, perhaps even expanding the platform to accommodate double doors.

Other comments included possibility of screening mechanical equipment better by using brick all the way up instead of the metal banding.

The Commission recommended the approval of the Schematic Design with comments above incorporated.

Savery Hall Renovation
Early Schematic Design Review
Brian Berard, Project Manager

Constructed in 1917 and 1920 in the Collegiate Gothic style, Savery Hall is one of four buildings on the Seattle campus' liberal arts quadrangle. At 102,105 GSF building is a major instructional building with 35% of its area dedicated to general purpose classrooms and a 200-seat auditorium. The Departments of Economics, Philosophy, and Sociology occupy the building. Savery also houses the Center of Social Science Research, a computer center supporting all of the social sciences. Usage is anticipated to remain the same.

Over the years a range of isolated remodels and other improvements have been made; however, a major renovation has never occurred. The purpose of this project is to completely restore and preserve the core facility while making current fire and life safety provisions, seismic upgrades, accessibility accommodations, and other improvements to enhance instruction.

The GCCM procurement method is being utilized. Hoffman Construction has been selected as the GCCM firm and is starting pre-construction services. Condon Hall will serve as the surge space.

Design related considerations include renovation concept to maintain but not increase existing assignable area, abatement and restoration of the exterior shell is a priority, achievement of ADA accessibility and LEED silver are major design considerations, and hazardous material abatement is a significant component of the construction cost.

Design funding has been appropriated by the State Legislature. Construction funding will be requested with the Pre-design report to OFM. The project budget is \$61.2 million with an estimated MACC of \$30 million. Construction is estimated to begin in the fall of 2007 and be completed in the summer of 2009.

The building has seven entrances and the majority of them contain grand entrances to the second floor. To improve accessibility, the ground floor will be raised up two feet and the landscape will be lowered by three feet. Dodi Fredericks explained that cutting the landscape down by three feet has impacts. The Commission asked to see details at the next meeting. At Spokane Lane, a new exterior stair will be created for Kane Hall, allowing transition across Spokane Lane to Savery. The new stair at Kane will replace the nine foot brick wall that's currently in place; and creates a two foot wall, which could also be used as a seating wall. Reducing this wall also helps visibility to bikes and pedestrians on Spokane Lake. The large cedar trees at this entrance will also be removed to allow space for the new entrance. Spokane Lane will also shift slightly toward Savery to accommodate these improvements. Suggestions were made about changing this area slightly at the Kane corner, perhaps not lining the whole planting area and leaving some landscaped at the edge.

Compliments were given to the design team for looking at solutions that also include adjacent areas to improve the entrance at Savery. We need to be sure that this solution doesn't get value engineered out of the project. The Commission put a lot of emphasis on keeping landscape work in the scope and not letting it get removed for cost savings.

Improvements to the interior will include an atrium in the attic space, exposed trusses, new mezzanine to replace the old and 18 foot breakout/shared spaces. Natural light will be improved by adding a large window at the end of the third floor and treating side walls with as much glass as possible.

Comments on the large, shared spaces were that need to be sure that the use is kept as intended and not end up being spaces that cubicles are created. The three separate users are excited about the creation of these spaces; functional furniture will be the key to success. TA's could use this area for meeting with students, too, as more space for them is desired. Suggestions were made that other spaces be looked at for TA's, also.

Details of how old and new are brought together are crucial and it needs to be done very carefully so it doesn't look like it was done quickly resulting in a shabby appearance. Rhythms and boxes need careful attention and not random placement. Trusses aren't exactly regular, so that's challenging. Suggestions were made about getting the railings drawn in so that we can see how they work. Also, suggested that each side can be treated differently, feeling shouldn't be that they need to be the same.

The Commission recommended the approval of the Schematic Design with comments above incorporated, particularly the non-assigned spaces need to be programmed.

During the lunch break, Bob Mugerauer was presented with kind words and mementos of appreciation for his leadership of the Architectural Commission.

Weldon Ihrig announced the acquisition of the Safeco Tower by the University and noted what a great opportunity this is for the UW. No architectural changes will be made on the exterior, and not many interior changes will be made for the most part. The space will be used to move people from other leased spaces west of 15th Avenue, as well as from other leased spaces and areas of campus.

Clark Hall Renovation Schematic Design Review & Approval Steve Tatge, Project Manager

Clark Hall, designed in 1896 by architects Josenhans and Allan, was built to house 50 women students. It was one of the first buildings on the main campus when the University moved to this site. Since then, it has served a variety of functions and currently hosts the Air Force, Army, and Navy ROTC programs, as well as three general assignment classrooms. Usage is anticipated to remain the same when the renovation is complete.

The 30,541 gross square foot, wood-framed, masonry clad building was built as a twin to nearby Lewis Hall, which is also scheduled for a full renovation. The building is largely unornamented late Victorian and is listed on the Washington Historic Register. Various interior remodeling has stripped the building of most architectural character.

The purpose of this "critical" project is to completely restore and preserve the core facility while addressing current instructional, fire and life safety, seismic, energy code, and accessibility deficiencies. Decades ago, the roof "turrets" flanking the main entrance were removed in an attempt to stop persistent water infiltration; the project intends to bring them back. A one-story wood-framed addition will be removed, and the currently condemned attic will be turned into usable space. The project must achieve LEED Silver certification per State mandate. Absher Construction has been selected as the GC/CM.

The State Legislature has approved funding for the design phases. Construction funding will be sought after a MACC has been established with the GC/CM. The project budget is \$18 million, with a MACC of \$8.99 million. Construction is scheduled to begin in October 2007 and be completed in January 2009.

Design related issues include potential modifications to the roof to provide daylight to the spaces in the attic, approach to window replacement, masonry restoration, and other façade elements, program/plan organization, character of interior spaces and finishes. The goals of the project are to improve the current program within the existing framework, to respect the historical context, to extend the life of the building and to take a sustainable approach to the building.

The design team reviewed the project noting that they have just concluded schematic design. Some revisions since the last review include the end stairs, which were previously proposed as being pulled out of the building, have been placed back in the building as a cost savings. The program space is achievable without pulling the stairs out. The second entrance area design will include a “pinched” entry walk to deter service vehicles from using the walk. This new entry is meant to read as significant. The Commission commented that it didn’t seem to look as prominent as is the intent.

The planting scheme will read as consistent, and the three large conifers will be kept. A planting screen along Stevens Way is being considered. Rhododendron plants along the front of the building make the ground floor feel like a basement due to the size of the plantings, so it is being recommended that they be removed and replaced with some log growing shrubs or ground cover. The lawn to the Music Building is being maintained.

The interior stair will be extended to the upper floor, which is open lab/study/multi-purpose space for each of the three programs. The addition of the pop out windows on this upper floor adds needed floor space. The design of the windows has not been completely finalized. It was suggested that they improve the look of what’s being shown today, as they look additive and break up the roof. Comments also included that the windows look quite “wimpy”. The design team was asked to look at alternatives, such as using skylights on the back of the building, similar to what’s shown on the front to improve light without breaking up the roof surface so much. Also suggested was the idea of replacing with a shed/dormer type window. Window treatments need to be considered to control heat gain.

The Commission recommended that the schematic design be approved, but asked that three issues be resolved: dealing with the glazing so overheating is kept under control, the roofline and design of windows be further explored, and the second entry be made to feel prominent.

South Campus Study
Informational Presentation
Will Smith, Project Manager

The scope of the project includes a conceptual planning/massing study of the area south of Pacific Avenue. This study is not a master plan, in the sense that massing and build-out opportunities will be identified, but neither building uses nor occupants will be established. Programmatically the area involves a multitude of clients, Deans, Vice Presidents, etc. Anshen + Allen was selected to do this work as an addition to the work they were selected to do for the Medical Center expansion project.

The boundaries of the study area are south of Pacific Avenue to the waterfront, and east to Montlake Boulevard and west to 15th Avenue. An assumption in studying the build-out includes that the buildings south of Columbia Road could be removed. They’re looking at density, open space, no designated programs in spaces, flexibility, and existing height limits, set-backs, etc.

Issues, assumptions and observations include:

- buildings south of Columbia Road could be removed

- viewing area south of Columbia as a sub-district of south campus
- research, healing, etc., are very important activities in this area
- vehicular and pedestrian circulation is confusing and potentially dangerous
- connections to waterfront are incidental and unintuitive
- parking is a problem
- encourage smart growth
- views and connections with open space and physical connections to the waterfront
- access to San Juan Road
- density – buildings come close to roads
- building identity
- service vehicles, loading docks along Columbia
- Glade – use spaces like this for breathing room between buildings

Four concepts have been developed:

Concept A shows a straight configuration of buildings perpendicular to the water. The A/Shared concept shares vehicular and pedestrian circulation, while the A/Separated circulation separates circulation. Option B shows a combination of straight and angled configuration of buildings, again, with an A option sharing circulation and a B option separating circulation.

Connections through to the water were identified through the Rotunda, HSC Courtyard (not a loading dock) and at the existing cafeteria at the ground level.

Organization of buildings is key; ideas of placing “towers” at the 65 foot height limit where possible, then locating 2-3 story building elements next to towers, stepping down to the water keeping within the prescribed height limits. Connections to water are located between building elements.

Questions were raised about the distance to natural light.

The Medical Center building expansion element shown isn’t the same diagrammatically as what’s being shown in this plan. Question was raised as to why the first building shown isn’t more perpendicular to the water, versus parallel, as is presented in the study. Reasoning is that the Medical Center expansion building is located as shown to keep the majority of the building in the taller height limit to achieve the needed space. Concerns are that the expansion building looks like it’s located in such a way to achieve space, not to relate to the water or the proposed building plan being presented here. Having the waterfront is pretty extraordinary, and concerns were raised that if the first move is wrong, then all to follow will be wrong.

Comments about the angled alignment of buildings were that it looks like everything shifted, and may not be the best layout. Maintaining the orthogonal grid and turning buildings so they fit the grid was suggested. Modulation may vary versus being so prescribed.

Circulation concerns were that keeping service and access along Columbia would be preferable. Separated or combined circulation could work, and encouraged continued exploration of both. Crossings over Pacific Avenue are being considered in a few places, looking to connect through to a green space. Experience of moving along San Juan Road needs to be improved, as it’s currently quite grim.

It was suggested that next time we may want to specifically discuss the health benefits of good planning.

**UWT Assembly Hall
Schematic Design Update
Catherine Vogt, Project Manager**

The UWT Assembly/Common Hall is a proposed new building to replace the University owned industrial shed structure that exists across from the Library between the Walsh Gardner and Cherry Parkes Building. The 20,250 gross square foot, concrete and steel building will be designed and used as a multi-use gathering space for a commons area, lecture events, banquets, flat floor display area, career fairs and student exhibits.

The building site is a prominent location that fronts on Pacific Avenue—an urban infill site in Tacoma’s historic district. As the existing industrial shed structure is not an historic building and is an unattractive, deteriorating structure, it has been approved for demolition. This is the only site along Pacific Avenue, between South 21st and South 17th Streets designated for a new building.

Design related issues include designing the new structure so it responds to the historic character and context of the district. The east and west facades draw inspiration from the rhythm and pattern of fenestration of adjacent historic buildings. This building will provide an enhanced UW, Tacoma identity on Pacific Avenue. Need to mitigate the heat gain and glare on the curtain wall system on the east and west facades. The project is pursuing LEED Silver Certification.

The project budget is \$12.1 million, with a \$7.1 million construction cost. Maintaining the budget continues to be a challenge in this volatile construction market. The Design Development Phase is underway. Construction is scheduled to begin in September of 2007 and we are currently two weeks ahead of the target occupancy of fall 2008.

The building includes retail on the ground floor, a lobby/pre-function area on the second floor facing Pacific Avenue; the third floor includes control space, group study room and study space. The Commerce Street side will include large sliding or glass garage door-type doors. A skylight will be located between the high and low roofs to bring in more natural light and ventilation. Questions were raised as to whether the skylight would be operable. The historic graphics on the building will be preserved. The exterior will be primarily glass, changing from clear to frosted in areas to cut down on heat gain, define programs and to allow views. Students raised money to commemorate the last two graduating classes and asked that a clock be designed into the project. The design team sees it as being transparent, like glass façade at entry off Pacific. Graphics of the clock were shown.

Comments from the last review included elevator location, which has been determined to work best in the middle, with a stair as an additive alternate adjacent to the stair in the Cherry Parkes Building next door. The steel supports will be painted an off white, to brighten them up. They are looking at using a veneer plaster in the interior, or if not available, then painted walls. Plywood sheets will be installed on the side walls by the entrance, horizontally organized with bands and grooves, to allow students to hang things on them. If not plywood, then gypsum board will be used. Use of plywood was favored by the Commission.

A coffee kiosk was talked about in the original building plan and thoughts are that it would be nice to have in the commons space. Thoughts are that there is a desire for the kiosk, and there will be outlets available so one can be accommodated.

The landmarks commission had very favorable reaction to the building design. Unless there are significant material changes, the Commission advised that there is no reason to bring this project back for another design development review.

**The Commission recommended the approval of Design Development.
Intercollegiate Athletics Facilities Study
Steve Tatge, Project Manager**

HOK was not able to attend the meeting as their flight was cancelled. Steve Tatge and Barbara Swift presented the project.

The Department of Intercollegiate Athletics has undertaken a planning study to identify, conceptually design, and estimate the cost of potential improvements to the east campus athletic complex, including Husky Stadium. This study is viewed as a precursor to developing a funding plan to finance further design and construction of any or all of the potential improvements.

A final draft of the study has been issued, and it includes recommendations for new facilities and for improvements to existing facilities and site for the portion of the campus east of Montlake Boulevard. The Study is intended to guide ICA and the University for the next ten to 15 years. Extensive site analysis has been performed and forms the framework of the planning. Project costs have been developed for all components, with assumptions as to year of construction spread over the coming decade. The design also addresses the upcoming Sound Transit light rail station and how it could be incorporated into a unified design for the area. To a lesser degree, the proposed 520 Bridge Pacific Interchange option has been examined for the impacts it would have on the master plan and opportunities for coordination.

A recommended conceptual option for the renovation of Husky Stadium has also been developed, with the complete scope broken into smaller individual phases as needed to suit funding. Cost estimates have been prepared for each phase, again with assumptions as to year of construction.

Design related issues include site planning and improvements to the exterior spaces and pedestrian paths in the east campus athletic complex; location (or relocation) of existing track from within Husky Stadium; revising vehicular and pedestrian circulation and minimizing conflicts between them; potential revisions to parking serving both the east campus athletic complex and the Medical Center; integration with planned Sound Transit station near the stadium, and coordination with its construction; renovation of Husky Stadium, and design implications of likely phasing of construction.

The goals of the project are to create a cohesive campus, improve connectivity, effective use of land and facility locations, improve circulation, develop the framework, long term phasing, athletic village identity, welcome visitors, improve spectator facilities, enhanced game day experience, activate campus visually, setting views, respect tradition, be the Huskies, take advantage of financial drivers, enhance existing facilities, cost effective facilities that provide flexibility and allocate money for outdoor spaces.

520 and Sound Transit stop were discussed; both of which could hugely impact the east campus in this area.

Stadium – goals to maintain seat count of 72,500, as many covered seats as possible, views to lake, addition of premium seating. Stadium options – showing preferred option, option 3, which meets many of the goals. Removing the track gets the seating 30-60 feet closer to the football field, which is very desirable. Football operations/functions would be included in a structure on the west end of the stadium. Main concourse starts to introduce premium seating. Phase - south premium amenities do pay for themselves so may do them first. West doesn't pay for itself and it loses seats, and probably has a 15-20 year backpack. Basic framework has been set with this study. The study is an appropriate and good response to our concerns.

The meeting adjourned at 4:30pm.