

### III. General Policies

General policies related to the Campus Master Plan are the broader-level guidelines to be considered with development projects. They include issues related to general land use of the campus, building design, landscape and open space, site development policies, and issues specific to the campus waterfront. These policies apply to every campus area (Central, West, Southwest, South and East).

## General Land Use Policies

Campus land use patterns affect relationships and activities both on and off campus. Within the campus, there is a need to promote interaction among members of the campus community. To achieve this, it is desirable to group similar types of uses within close proximity and to eliminate impediments to interchange. Campus land uses, especially those on the periphery, also influence off-campus activities. It is important to develop complementary land uses to the extent possible, both on and off campus. While this master plan does not specify uses for the potential development sites, the following policies provide guidance in meeting land use needs.

- Land use patterns must support and enhance University programs.
- Academic land use patterns should promote academic interchange in instruction and research.
- When feasible, access should be provided so uses are not separated by arterials or other natural or man-made barriers.
- Academic facilities should be located within a ten minute walk to the Central Campus.
- Functions and facilities should be located to minimize the need for travel by vehicles on campus.
- Uses which serve both the University and the larger community should be accessible to the community.
- Non-University uses may be incorporated on University property if they do not conflict with University uses.
- Community uses of University facilities are encouraged when such uses are supportive of the University's mission and will not have negative impacts on the University and its environs.
- The University shall monitor student housing supply and demand and shall seek to develop additional University housing facilities at a rate that keeps pace with the demand for on-campus housing.
- The University will participate in land use planning for the University District and other surrounding communities.
- The University's campus boundaries on the north, east, and south of the existing campus will be retained, but development in the West Campus should provide integration of the campus with the community.
- Land use and circulation elements should be integrated in a manner that reinforces the campus structure. Campus roads, such as Stevens Way, should be respected as major form-giving elements.
- University land uses located outside the boundaries and on the campus periphery should be compatible in size and nature with the surrounding uses.

## General Design Policies

The physical design emphasis of previous campus plans has left the University with a rich heritage of attractive buildings, open spaces, axes, and vistas. In addition, close attention to landscaping has provided a unifying, attractive element. The major issue to be addressed in development of buildings and open space for the next ten years is the best means of conserving what is attractive on the campus while providing for development which respects and improves its aesthetic qualities.

Major design elements established over many years, including formal and informal open spaces, views, vistas, and axes, should be preserved and reinforced in the future development. Similar design elements will be established to provide structure to developing campus areas, especially in the West Campus.

### Building Design

While each area of campus has different characteristics that imply varying architectural responses, all University projects must meet a high level of quality. All campus areas have and must respond to a context, built form, structure, natural beauty, and scenic views. Following are general guidelines that should be followed in new development throughout the campus.

All new projects must satisfy the following design requirements:

- Maintain continuity with the context of surrounding buildings, or if the existing context is not clear or valued, contribute to the establishment of a new context.
- Conserve valued elements of existing buildings and landscape; enhance their presence with the new development.
- Express function in the design concept of the building through form and organization.
- Express the structural rhythm of the structure.

- Express entrances, places of gathering, transition from outside to inside, and protection from weather.
- Additions to existing historically designated buildings, or new construction in those portions of campus having a distinct historic character, such as the Quadrangle and Rainier Vista, shall be similar in materials and scale to the existing historic buildings or environments, and/or should complement them architecturally and aesthetically.
- Promote low maintenance and operating costs.
- Express a sense of permanence and provide for opportunities for buildings to age well.
- Express designs that consider the broadest possible spectrum of human ability in use of spaces and products.
- Building design and placement should accommodate convenient pedestrian circulation.
- Buildings proposed adjacent to or near the Burke-Gilman Trail should be designed to consider impacts on the Trail from light and glare, shadows, height, bulk, and scale.

Exterior lighting will be designed to consider the impact of light and glare on surrounding buildings and spaces in the community and on campus consistent with the needs of safety and security.

Design solutions responsive to context, climate, and energy conservation are encouraged unless the project is an addition to a historically designated building and deviation from the original is not suitable. Contextual responses can be accomplished through siting, choice of materials, form, scale, massing, and aesthetic references. These should be considered as ways to respond to the positive attributes of buildings in the surrounding area. Response to context may be expressed with the overall form and scale of the building or as an element or detail which places or anchors the building in context. Examples are an entrance, corner, tower, roof, profile, and details.

It is important to consider the existing or emerging context in order to develop a project, building, and/or landscape appropriate to a specific place and the University as a whole. The time, the uniqueness of the function of the building, and the objective of contributing to, enriching, and adding to that place and context is also important. While buildings are used for different programs over time, they usually express in their form and elevations specific functions such as lecture halls, classrooms, offices, laboratories, and circulation.

Climatic responses and energy conservation measures may include natural light-filled interior spaces for gathering and circulating (especially where related to entry) and “green” roof technology that considers storm water treatment and softened views from the upper levels to buildings below (especially fitting on the east slope and the South and Southwest Campus areas).

Depending on the context and nature of existing buildings, new buildings may be background or foreground. They may stand alone or be part of a larger grouping. Almost always, buildings should be conceived in concert with pedestrian circulation, open space and landscape and often will form outdoor space.

Development guidelines are described in *Chapter IV, Development Program*, and *Chapter V, Development Standards*. Designers of individual projects should be provided with sufficient flexibility to foster innovative design solutions which are responsive to program needs and consistent with the Campus Master Plan. Urban design and site studies providing more specific design criteria should be prepared for all major projects and campus sectors.

### **Building-Open Space Relations**

The campus success and quality depends on buildings and open space being conceived in concert. Buildings and open space should enhance each other.

It is common on all university campuses throughout the world, and here at the University of Washington, that open spaces are often formed and surrounded by buildings. Consequently, portions of the

open space may be cast in shadow at various times of the day, depending on time and season. The siting of new buildings will take into account the impact of shade on existing and new spaces and the landscape. The use of the space and the types of plant materials proposed or existing will also be taken into account.

Open space will be included as a part of a project’s program and budget. A large building project such as the Physics/Astronomy Building or the Fisheries Building may form an outdoor space or another project may contribute to the formation of a space along with existing or future buildings. This is anticipated on the Portage Bay Vista and with the phased development of the Electrical Engineering and Computer Sciences building. Other projects will contribute to the improvement of existing landscapes and open spaces. Mary Gates Hall and the Chemistry Building are examples. Expectations for building/open space relations will be developed on a site-by-site basis and described in the site guidelines developed after the Campus Master Plan has been approved. The site guidelines will follow the general policies as described in this section of the Campus Master Plan as well as *Chapter IV, Development Program* and *Chapter V, Development Standards*.

### **Building-Circulation Relations**

A building’s relationship to campus circulation must be considered with every project. Main entrances should be clearly identified and relate to the pedestrian circulation system. Pedestrian conflicts at the juncture of building entrances and major pathways should be avoided. Circulation of all modes of access to a building must not deteriorate the surrounding campus form and open space. For example, parking and service entrances should be screened. Where service access and pedestrian circulation coincide, the pedestrian environment should dominate, but not conflict.

### **Scale, Materials, and Detailing**

The scale of the buildings should be considered in two ways. First, the overall scale—size, footprint, height, and profile—must be considered in relation to its surrounding buildings and open space. Usually, buildings will be “in scale,” similar to their surroundings and

appropriate to the development area and use, unless the building or site is a landmark deserving special prominence. Second, a building should be experienced at various scales, one superimposed on another that is either reinforcing or contrasting. The overall scale of a building and smaller, more intimate levels of scale simultaneously should be perceived and understood. Elements that contribute to legibility at more intimate scales include windows, entrances, bases, and roof edges.

Material choices should emphasize integrity of materials in their natural state. They should be of a permanent nature, able to age well, and express appropriate craftsmanship in their detailing and application. Material options will vary depending upon the campus area.

Detailing should convey a building's function, contemporary use of technology, and the nature of materials, structure, and systems used. Details should also address scale by helping to make the buildings sensitive to the pedestrian through providing multiple levels of perception at varying distances.

### **Sustainable Construction & Resource Conservation**

In accordance with the proposed Policy on Environmental Stewardship and Sustainable Practices at the University of Washington, the University of Washington will implement environmental stewardship and sustainability principles and practices in the development and management of buildings and capital projects.

Sustainable building is an integrated framework of design, construction, operations and demolition practices that encompasses the environmental, economic and social impacts of buildings. Sustainable design includes: efficient management of energy and water resources, management of materials and waste, protection of health and indoor environmental quality, protection of the environment and reinforcement of natural systems, and an integrated design approach.

The University is developing specific policies and implementation plans related to sustainable buildings. Policies which will be

developed during the life of the Campus Master Plan include:

- Adoption of Leadership in Energy and Environmental Design (LEED) standard for all new development.
- Adoption of Life Cycle Cost Analysis standards to optimize energy and water efficiency in buildings and better coordinate between capital and operational budgets.
- Use of criteria related to integrated sustainable design capabilities in the selection of architects and engineers.
- Incorporation into the University of Washington Facility Design Information (FDI) manual requirements for specific sustainable practices where appropriate.
- Integration of sustainable solutions at the campus/community level, in addition to the building level.
- Provision of training in sustainable building practices.

The University follows sustainable policies both in consultant guidance and in action with water-conservative landscape design. The University also follows Integrated Pest Management guidelines in using pesticides judiciously in horticultural maintenance. Further, fertilizers are used in compliance with environmental regulations. Runoff is being addressed in compliance with conservation efforts to reduce storm water channeling. Tree canopy is considered for retention with each campus modification and loss is most often compensated with replacement. The policy is to retain mature canopy where there is opportunity.

### **Historical Preservation Policies and Practices**

History of Stewardship by the Board of Regents

Over the last century, the University of Washington Board of Regents has been the steward of the University of Washington campus. The Regents recognize the value of the campus to the University, the greater University area community, the City of Seattle, the State of Washington and future generations. The campus provides a sense of permanency and place. It is a place of civic pride and beauty. The architecture and open spaces demonstrate and preserve the accomplishments of the past while providing for the future and allowing development of architectural innovations.

The campus layout is based on a foundation of planning concepts, which began when the campus moved from downtown Seattle to its present location in 1895. Planning, preservation and innovation have been continuous for over 100 years and continue to provide the context for campus development in the future. Major design elements established over many years, including formal and informal open spaces, views, vistas, and axes, continue to be preserved and reinforced in development on the campus. The University's physical environment continues to satisfy social and cultural requirements of students, faculty, and staff consistent with its primary mission.

### History of Campus Planning

The first plans for the present campus, the Oval Plan of 1898 (also known as the Fuller Plan), and the Olmsted Plan of 1904, sited the first buildings including Denny, Parrington, Lewis and Clark Halls and established a respect for the value of the landscape, open space and vistas. The 1909 Olmsted Brothers Plan for the Alaska-Yukon Exposition established the Rainier Vista, the Drumheller Fountain, and accompanying radials, including what was to become Stevens Way. The 1915 Regents' Plan prepared by Carl Gould and refined in 1920 by Bebb and Gould, established the liberal arts quadrangle and the pivotal hinge space, the Central Plaza, which became the site of the Suzzallo Library. Additionally, Memorial Way was established, linking north into 17<sup>th</sup> Avenue N.E. These important axes and open spaces, a part of the historic structure of the campus, continue to be recognized as an essential component of campus planning and will be conserved. These buildings are listed in the "History of Campus Planning" in Appendix C. In the mid-1920's Carl Gould proposed the development of an additional axis and entrance to the campus from the west, which became Campus Parkway. However, the entrance and building described in association with Campus Parkway was not developed.

The University's long-established planning process has provided flexibility to meet the mission of the University, promoted continued use of its facilities and spaces, while at the same time considered buildings as sites of special historical, aesthetic and architectural significance. In addition, plans for new buildings have been sensitive to historic plans, and the context created by nearby buildings, open spaces and objects. Over the past 107 years, this careful approach

has been successful and has improved both the aesthetic and economic vitality of buildings and sites on campus.

### Historic Features Under the Campus Master Plan

In this Campus Master Plan, the significant buildings sited as part of the Oval Plan of 1898 and the 1904 Olmsted Plan, the 1909 Plan's Rainier Vista, Drumheller Fountain and accompanying radials, and the 1915 Plan's Liberal Arts Quadrangle, and Memorial Way depicted in Figure III-2 will all remain prominent features of the campus. These important features, axes, and open spaces are part of the historic structure of the campus and will continue to be recognized as essential components of the University campus.

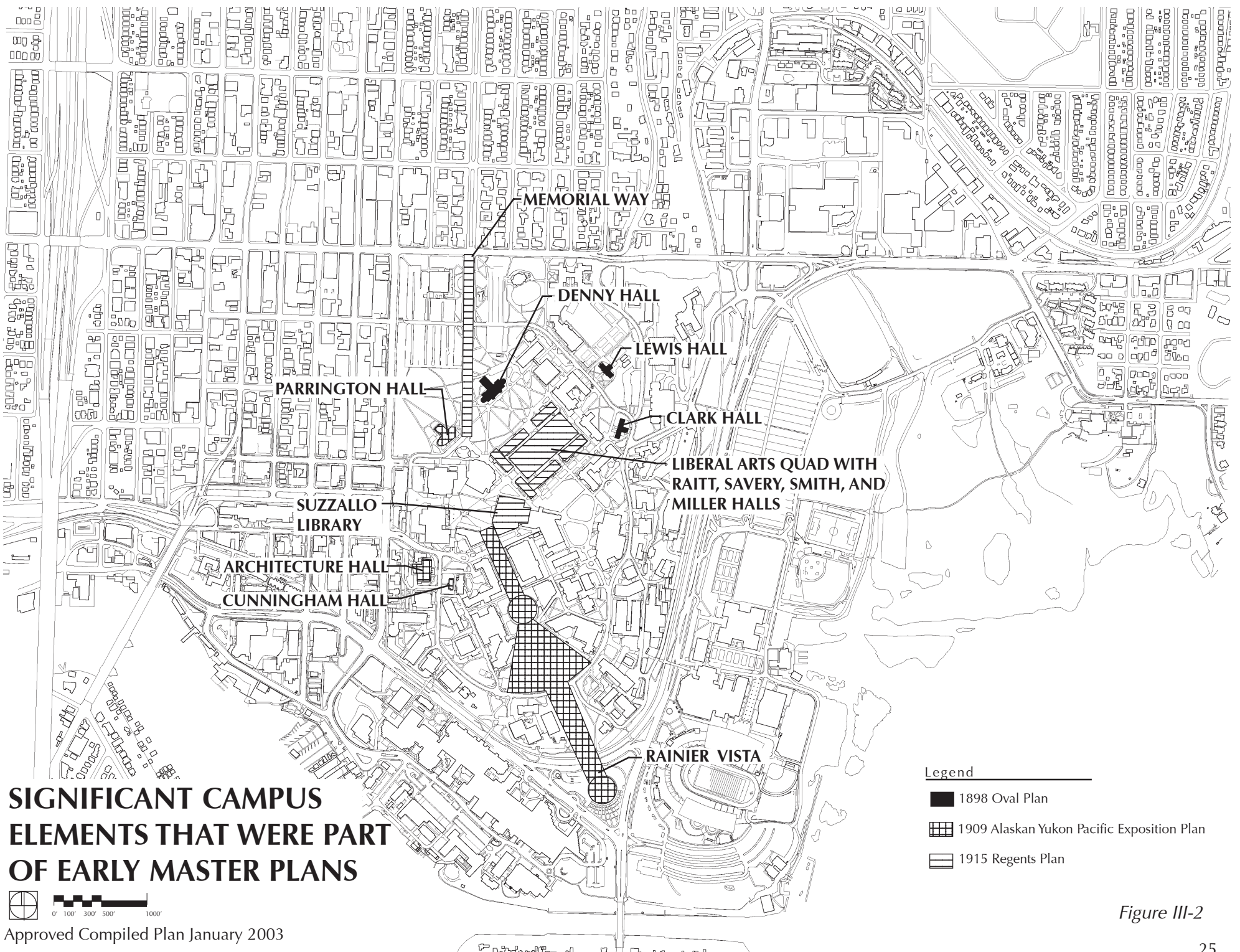
In addition to these well-known features, there are other prominent features for which the University is recognized. Many of these are open spaces and are identified in Figure III-2. Those spaces as well as these prominent buildings will be treated with the respect they deserve as keys to the evolution of a campus which has come to



*Denny Hall*

Source: <http://www.washington.edu/home/historical/denny.html>

*Figure III-1*



**SIGNIFICANT CAMPUS  
ELEMENTS THAT WERE PART  
OF EARLY MASTER PLANS**



Approved Compiled Plan January 2003

- Legend**
- 1898 Oval Plan
  - ▤ 1909 Alaskan Yukon Pacific Exposition Plan
  - ▬ 1915 Regents Plan

Figure III-2

support world-class education, research, and public service. They are understood as the connections between the University's past and future.

### Project Review to Insure Historic Context

While fostering continuous use, required improvements and innovations for significant buildings, the University works to insure that historic significance, value and association of the campus is preserved for the community, City, State and nation. To insure that this occurs on a project by project basis, the University utilizes a multi-step process involving several review points: the Capital Projects Design Review Board, the Campus Landscape Advisory Committee, the Architectural Advisor to the University, the University Architectural Commission and the Board of Regents. Advice is sought from faculty with expertise on University campus history and architecture. The University has several processes that ensure the consideration of historic resources, including the University's implementation of the State Environmental Policy Act and the Architectural Opportunities Report (AOR). The AOR addresses many important elements and its relationship to the University Design Review process is described in Chapter V, page 124. Through the SEPA process, the University considers the potential impacts of development on historic and cultural resources. The University's SEPA process is set forth in chapter 478-324 WAC.

To further ensure that historic resources are considered, the University will prepare an Historic Resources Addendum (HRA) for any project that makes exterior alterations to a building of over 50 years old. The HRA will be an attachment to all project documentation and be considered by the appropriate decision maker.

The information and analysis provided in the HRA provides a framework and context to insure that important elements of the campus, its historical character and value, environmental considerations and landscape context are preserved, enhanced, and valued. The HRA further insures that improvements, changes and modifications to the physical environment may be clearly analyzed and documented.

### General Guidelines To Be Utilized in the Historic Resource Addendum

In preparing the HRA, the following information shall be provided to the degree known. Not all of these considerations are available or relevant for each proposed development. Others become available as the project progresses in programmatic development or design. The HRA may be updated as the project evolves at any point prior to final Regent action.

- Age of project building, adjacent buildings and open spaces. (See Appendix G for the age of campus features.) For proposed development in a building older than 50 years or adjacent to a building or campus feature older than 50 years, information described in the bullets below will be addressed in the HRA.
- Information regarding architect of the original building.
- Description of interior and exterior, and site surroundings of the building or campus feature, including the traditional views of the site, if any.
- Information regarding the distinctive visible characteristics of an architectural style, or period, or of a method of construction, if any.
- Information regarding the role of the structure, site and surroundings has played on campus and in the community, if any.
- Information regarding the character, interest or value as part of the development, heritage or cultural characteristics of the campus, City, State, or nation, if any.
- Information regarding the association with an historic event with a significant effect upon the campus, community, City, State, or nation, if any.
- Information regarding the association with the life of a person important in the history of the campus, City, State, or nation, if any.
- Information regarding the association with a significant aspect of the cultural, political, or economic heritage of the campus, community, City, State or nation, if any.
- Information regarding the prominence of the spatial location, contrasts of siting, age, or scale that makes it an easily identifiable visual feature of the campus and contributes to the distinctive quality or identity of the campus.

- Information regarding the location of the new project, entrances, service, access and circulation, front/back, bulk, scale, materials, architectural character, profile, open space and landscape siting, relative to the building or feature older than 50 years, including opportunities to compliment the older surroundings and buildings literally or through contrast.
- Potential mitigation measures, such as facade treatment, street treatment and design treatment sympathetic to the historic significance of the development site or adjacent campus feature, if any.

Each body reviewing the project is responsible for raising issues for consideration and balancing the desirability and means of protecting, enhancing, and perpetuating historical (person, event or structure), cultural, engineering and architectural campus resources in terms of buildings, spaces and elements of the environment, with the desirability of fostering continuous use, required improvements and innovations for significant buildings. The Associate Vice President (AVP) for Capital Projects reviews the SEPA determination, the AOR, and any HRA to determine the appropriate action that should be taken to balance all the issues raised by the reviewing bodies. The AVP consults with UW Architectural Advisor to ensure the points listed above have been adequately addressed before determining the appropriate course of action to recommend to the Board of Regents for the project. The Board of Regents makes the final decision on a project. Once the Board of Regents has made a decision, the opportunities and constraints for the project are relayed to the Project Manager and associated architects for the project.



*Columns from the Territorial University  
relocated in the Sylvan Theater*

Source: <http://www.washington.edu/home/historical/territorial.html>

*Figure III-3*

## General Open Space and Landscape Policies

Open space on campus is typically defined by landscaping and architectural edges. Similarly, buildings are typically integrated with open space through the use of plants adjacent to architectural edges. The general policies of open space and landscape follow the primary mission of the University, “preservation, advancement, and dissemination of knowledge” (see page 8).

In addition to defining open space and integrating buildings into a unified fabric, plants are used for teaching and research in biological sciences, forest resources, and landscape architecture. The plant inventory should provide a balance between exotic rare plants, exotic common plants, and native plants. In campus development and redevelopment, plant species diversity must be increased, protected, and specimen species preserved. In order to provide unity and structure there should be contrasting, yet not conflicting, large-scale plantings. These plantings may be of one species to reinforce the form and character of the design. In addition to plantings, architectural and built elements including paving, walls, steps, and street furniture create quality open space. Public art can also punctuate and enrich the total space design. All of these elements are critical in guiding the design of open space and landscaping.

Campus landscape unifies buildings whose styles differ and provides an environment that is central to the well-being of students, faculty, staff, visitors, and the community.

Open space and landscape policies have been grouped into four equally important and interrelated categories:

- **Campus Plant Collection:** educational material integral with teaching.
- **Design Form:** physical and visual form reflecting history and tradition in design.
- **Functional Role of Open Space:** the relationships with recreation, circulation, service, and parking.
- **Horticultural Practices:** the maintenance management of the landscape.

## Campus Plant Collection

- Existing individual plantings and plant masses of significant teaching and research value will be identified and preserved through appropriate management or replaced. Loss of habitat or vegetation of substantial aesthetic, educational, ecological, and/or economic value will be minimized or prevented.
- Over-planting of individual taxa will be avoided. Where large-scale structure of the campus landscape requires large tree masses such as street trees and Bosques, uniformity of planting may take precedence over variety within plantings.
- Areas providing important habitat for wildlife will be identified and preserved. Conversely, plantings and open space which lose function and quality because of wildlife overpopulation or invasion will be studied and may be modified.

See the listing of Unique and Significant Landscapes (page 31)

## Design Form

- Significant open spaces with design and value to the history of campus have been identified and will be conserved. Circulation spaces, which sequentially serve as linkage for major and minor open spaces, will be designated as essential elements. (see page 31)
- Opportunities to create new open space or to reconfigure existing open spaces currently lacking spatial definition will be realized as the campus is developed and redeveloped.
- Diversity in spatial form and scale is encouraged to allow continued variety in character of space.
- Landscape forms will be utilized to establish campus boundaries, gateways, views, and axes. These forms may include plants, walls, monuments, art forms, stairways, or other landscape architectural elements.

- Opportunities to gain landscape open space will be sought. These will include roof decks, replacement of surface parking and service areas, roads, and other circulation corridors. These opportunities should be gained by creating a high quality of landscape forms with appropriate elements and materials to enhance the use and appearance of the space.
- Site furnishings such as lighting, benches, trash cans, signs, and fences will conform to established campus standards to act as unifying elements in the campus fabric and improve the visual quality of spaces. This will not preclude the occasional use of custom-designed elements that reinforce special aesthetic or functional aspects of particular spaces.
- Sculpture, fountains, or other art will be incorporated in existing and new open spaces to enhance their visual quality, spatial identity, and provide for aesthetic stimulation.
- Landscaping should be provided to soften building form and enhance the natural environment along the Burke-Gilman Trail.

### Functional Role of Open Space

- Circulation between places on campus should be safe, convenient, direct, and visually attractive. Corridors will be appropriately located, paved, and defined for all users, including the physically restricted.
- Planting design and maintenance will consider personal safety on campus. Night lighting of corridors will be encouraged but placed as low as practical to preserve tree canopies and avoid light pollution.
- Above-ground service and parking areas will be designed to function properly and appropriately and may also serve as aesthetically appealing open space with paving design and planting.
- Vacated circulation routes and service or parking areas which are not required for building sites will revert to landscaped open spaces. “Short-cut” paths (or “social trails”) may be legitimized by

proper paving or other circulation elements or eliminated and deflected from reoccurrence with correct landscape treatment.

- Building and service facilities will be designed to protect adjacent open spaces from unpleasant noise, air impurities, or other environmental impacts which preclude use and enjoyment of the area. For safety and aesthetic reasons, major building service areas requiring substantial truck access should be below grade or separated from pedestrian circulation areas.
- A variety of outdoor active and passive recreation areas will be maintained or replaced if affected by development. Open spaces suitable for active or passive casual recreation will be located throughout the campus.

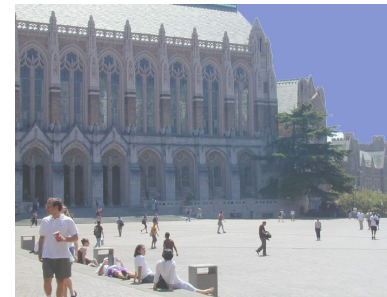


Figure III-4 Unique and Significant Landscapes  
From top: Central Plaza, Grieg Garden, Denny Field

- Bicycle storage will be designed and located to minimize impacts on open space and landscape resources but will be located conveniently close to major destinations.
- It is appropriate to have open spaces that are shaded and others that have direct sunlight.

### **Horticultural Practices**

- New building programs will include specific site planning, design, and landscape/horticultural requirements. Design and maintenance will be developed concurrently to ensure a successful, sustainable landscape.
- Each area of campus will be maintained at the level appropriate for function, continuation of intended character, and enhancement of the overall character of campus. Maintenance levels will range from intensively managed to undisturbed native. To use water efficiently, monitored irrigation will continue to be installed in all new and restored landscapes.
- The implementation of the Campus Hazard Tree Program will continue. This program detects hazard trees, monitors treatment, and provides replacement. Hazard trees are documented and removed after site review with the Campus Landscape Architect and, if necessary, the Campus Landscape Advisory Committee.
- Pesticides will continue to be used judiciously using Integrated Pest Management standards.
- Personal safety will be considered in design and maintenance standards.
- Temporary and seasonal plantings will be located where they enhance the campus. Such installations should be limited to entries and intersections and should not require excessive maintenance.
- Replacement of key plants and plantings such as the Yoshino Cherries in the Liberal Arts Quadrangle will be made quickly, allowing growth to maturity as soon as possible.

- Vegetative waste will continue to be recycled.

### **Support of Open Space and Landscape Improvements and Activities**

- Capital projects should include adequate funding for open space and landscape improvements associated with individual projects including funding to mitigate the direct and indirect impacts of the proposed development on existing open space and landscape resources. Funding for these improvements should be given a high priority.
- The funding of open space and landscape improvements should not be restricted to those associated with building projects and should be given a priority which reflects their importance to the campus environment .
- The funding of improvements to the University's plant collection should be given a priority which reflects its value as a learning tool.
- Funding of landscape maintenance activities should be provided commensurate with the growing complexity and value of the campus plant collection.
- Funding should be provided to prepare and maintain a complete plant inventory and a specific campus open space and landscape master plan.

### **Unique and Significant Landscapes**

The following existing landscapes are critical to the overall campus form and must be conserved:

*Medicinal Herb Garden:* Significant plant collection and significant open space

*College of Forest Resources Courtyard:* Intimate scale and native plant collection

*Burke Museum:* Tagged ethnobotanical collection at entry

*Grieg Garden:* Intimate scale and diverse collection with historic Norwegian ties

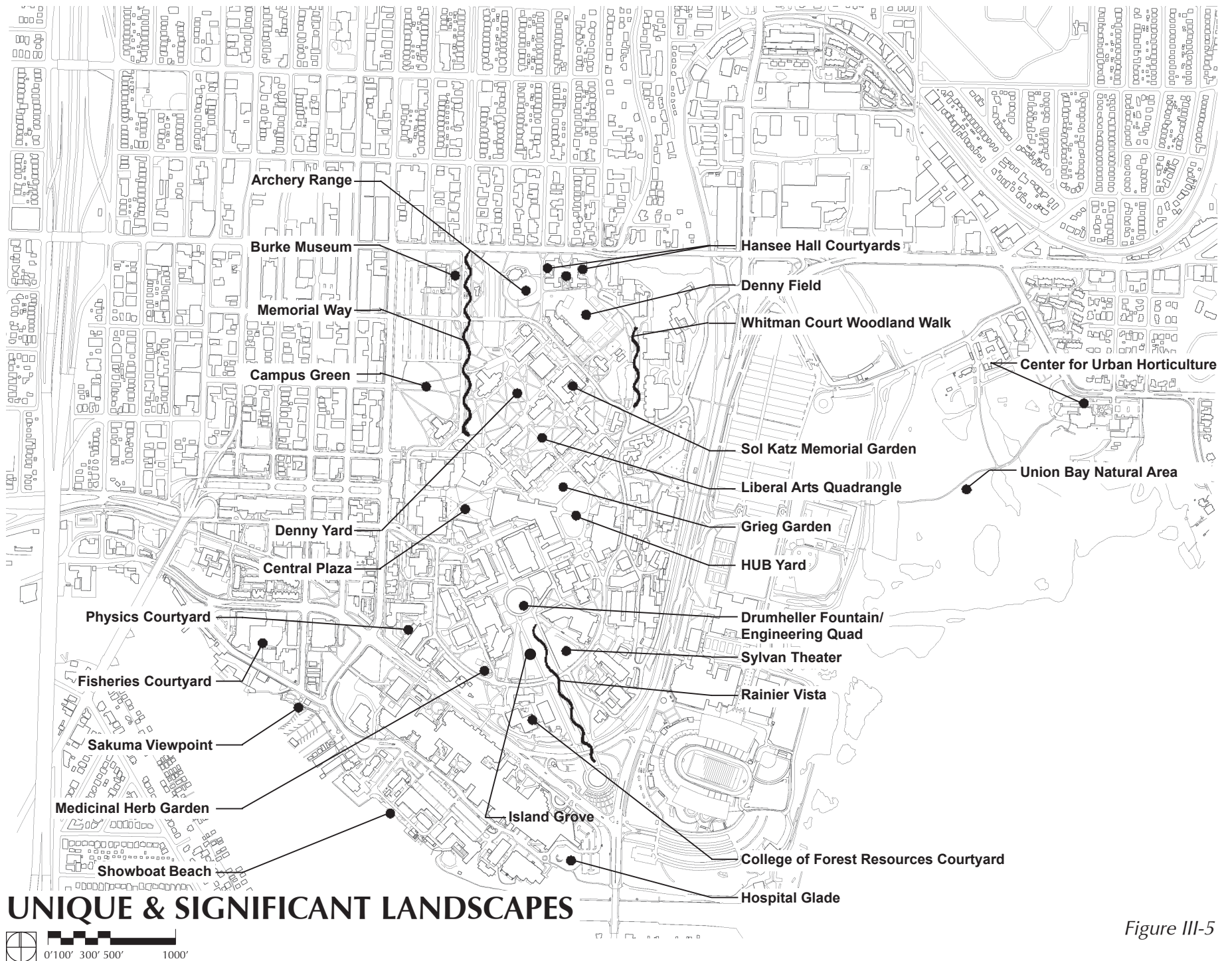


Figure III-5

*Liberal Arts Quadrangle:* Unique collegiate yard with valued cherries

*Central Plaza:* Spare urban design with sculptural massing

*Rainier Vista:* Unique framed view dominated by plantings, water, and background

*HUB Yard:* Large lawn panels bisected and surrounded by wide paths, significant planting

*Union Bay Natural Area:* Research area, native landscape over restored sanitary fill

*Center for Urban Horticulture:* Display gardens, rare and common plants used in strong design context

*Hospital Glade:* Sculptural landscape by artist Mary Miss

*Sakuma Viewpoint :* Waterfront park

*Denny Yard:* Classic informal lawns canopied by trees originally planted as the first arboretum

*Campus Green:* Similar to Denny Yard but more accessible to off-campus users

*Denny Field:* Original football field behind Hutchinson Hall

*Archery Range:* Originally developed for Women’s Physical Education archery classes

*Sylvan Theatre:* Ceremonial open space enclosed by trees and understory plants; original columns of first University building set against planting

*Hanse Hall Courtyards:* Three elegant classic Tudor courtyards

*Whitman Court Woodland Walk:* Native and ornamental walk with woodland feeling

*Drumheller Fountain/Engineering Quad:* Part of AYP and Rainier Vista; historic Frosh Pond with Drumheller Fountain and surrounded by boxwood-edged rose beds

*Fisheries Courtyard:* New abstract ecologic landscape

*Showboat Beach:* Restored Portage Bay water edge park

*Sol Katz Memorial Garden:* Designed for student art display

*Memorial Way:* Tree lined boulevard honoring those who died in World War I

*Physics Courtyard:* Classic rooftop landscape with major views and sculpture (future connection to the Southwest Campus)

*Burke-Gilman Trail:* major pedestrian/bicycle route with varying character and significant views

*Flag Plaza and World War II Memorial:* Sculptural plaza with elements of seating and paving depicting the chaos of war and healing. Names of UW Alumni fallen victim to war are inscribed on the flag pole.

## General Site Development Policies

Available development sites for both the ten-year period and beyond have been identified within the design framework provided by the general, open space, and landscape policies. The identification of these sites and criteria for development is based on the following:

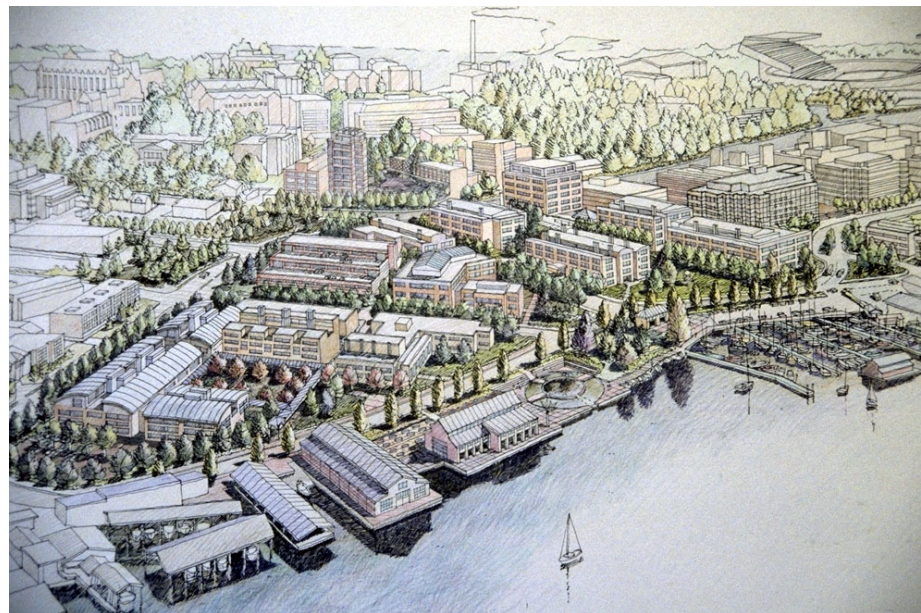
- Sites which do not occupy or will not conflict with valued open spaces, landscape, axes, or vistas as listed on pages 25 and 30-32.
- Sites which include buildings which are considered obsolete, and/or are underbuilt.
- Sites which are feasibly and economically of a size and shape for development in one or more phases or as an addition to an existing building.
- Sites which can be served by infrastructure.
- The designation of specific building sites should be made in the context of opportunities for including and defining open space and establishing or reinforcing campus axes, vistas, and entrances.
- The size of designated building sites should be considered in terms of scale relationships with adjacent buildings.
- Buildings and open space should enhance each other—this is a strength of all great campuses including the University of Washington.
- Buildings proposed adjacent to city and campus streets, and bus layover areas should be designed to minimize the impact of auto, truck and bus operations on the inhabitants.

Building site selection will be confirmed by the Board of Regents as part of the project approval process.

## General Transportation Policies

University-related transportation to and around campus includes multiple modes of traffic that are closely connected to the public street system. The following transportation policies address issues connected to neighborhood traffic, transit, bicycles, access, commuters, and traffic flow.

- The University, the City, and community groups recognize that they need to work together if growth is to be accomplished in a manner that achieves and maintains acceptable traffic levels.
- The University will cooperate with the City in providing a network of pedestrian and bicycle paths to, from, and on campus. Adequate bicycle parking, including secure racks and lockers will be provided in safe, convenient locations on campus, but not in a manner which would promote unnecessary intra-campus bicycle travel.
- The University will continue to improve campus accessibility for the disabled through provisions of graded pathways, ramps, curb cuts, elevators, and disabled persons' campus transportation.
- The University will cooperate with the City and adjacent communities in improving traffic flow on street networks surrounding and leading to the University including decreasing the impact of street parking. The University and the City recognize that streets in neighborhoods in the university area may also be impacted by street parking by commuters who continue their commute trip by other means such as walking, roller-blading, bicycle, carpool, and transit.
- The University will continue to act in partnership with King County Metro, Community Transit, and Sound Transit to provide a high level of transit service to the campus, the university area, and nearby residential and neighborhood business districts.



*Southwest Campus Plan*

*Figure III-6*

- The University will work with the City and transit agencies to implement improvements to the transit operating environment and to ensure adequate layover to support transit operations.
- The University supports light rail service to the university area and has reached an agreement with Sound Transit under which Sound Transit would construct two stations on campus under the original, locally preferred alternative (LPA). Since the time the agreement was reached, the Sound Transit Board has decided to re-evaluate its alignment, time table for operation and budget. The University will continue to give input and work with the Sound Transit Board and staff as new alignment options and timetables are considered.
- The University recognizes that it plays an important role in non-University processes designed to study and address transportation issues that ultimately affect the university area. It will continue to address transportation problems with other major employers in and around the university area, community councils, the neighborhood planning organizations, King County Metro, Community Transit, Sound Transit, Washington Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC), and the Elevated Transportation Company (Monorail) Public Development Authority. The City and the University recognize the importance of their active participation in the WSDOT Trans Lake Washington Study.

## General Circulation Policies

Circulation is a critical element in defining campus form and structure, linking buildings and open spaces and providing access to a wide range of users. The Circulation Guidelines outline general design requirements specific to pedestrians, bicycles, the disabled, vehicles, and transit.

### Pedestrian Pathways

- Directly connect campus pedestrian routes to major external routes to facilitate commuting by walking.
- Generally align to serve origins and destinations as directly as possible. Site buildings and pathways to facilitate this objective.
- Facilitate finding ones way around campus by providing sight lines to destinations, intermediate places, and major landmarks from which a person can comprehend their relative location.



*Metro Bus Stop on 15th NE Figure III-7*

- Establish pathway widths adequate for unimpeded passage during peak pedestrian volumes. Widths must be a minimum of 6' wide and unobstructed with appurtenances, whether sidewalks are on streets or separated.
- Minimize conflicts with vehicles, service, and bicycles Separate as much as feasible.
- All major pedestrian pathways will be well lighted to promote after-dark pedestrian travel on those paths.
- Surfaces should be nonslip, especially when wet; they should also drain well.
- Accommodate changing pedestrian circulation needs resulting from the light rail entrance locations and related volume increases.
- Wherever possible, provide accessible grades.
- Where different travel modes intersect, incorporate design elements which provide clear distinction of right-of-way:
  - Continue UW crosswalk marking standard on major roadways—scored, tinted concrete paving tiles with reflective white markers on the side.
  - Where driveways and service roads intersect with major roadways, maintain constant sidewalk elevation, providing driveway apron to bring vehicles up to sidewalk level.
  - Pedestrian walks within service roads should be well marked.
  - Provide texture distinction.
  - Light Stevens Way and Columbia Road to 2.0 foot candles.
  - At high-use pedestrian entrances to the campus, provide gateway features that announce entrance. At these and high-volume internal crossings, provide

appropriate signage and maps.

- Provide covered pathways by openings or walkways through buildings or colonnades on buildings.
- Provide enhanced pedestrian linkages across 15<sup>th</sup> Avenue NE into the University District at NE 45<sup>th</sup> Street, NE 43<sup>rd</sup>, NE 41<sup>st</sup> Street and NE 40<sup>th</sup> Street especially at light rail stations and through the Hospital and Health Sciences complex and in the vicinity of the University Bridge and Campus Parkway

### **Bicycle Pathways**

- Directly connect campus bicycle routes to external routes to facilitate commuting by bike, particularly in the vicinity of the University Bridge/Campus Parkway.
- Place and sign pathways so as to avoid conflicts with pedestrian circulation. Restrict circulation in most dense pedestrian areas within the Central Campus.
- Work with City to establish external routes and improve interfaces/continuity with internal routes.
- Establish bike routes on vehicular and service roads where possible, rather than on pedestrian pathways.
- Pursue additional bicycle routes to, and possible through and into, the heart of Central Campus if ways can be found to avoid pedestrian-bicycle conflicts.
- Dedicated bike lanes should be established on the uphill grades of vehicular roadways (specifically at Pend Oreille and 40<sup>th</sup>).
- Secure, covered bicycle storage will be provided with each new building project. Locate near entrances so as not to conflict with pedestrian access. If bicycle lockers are included, place as out of sight as possible (while still providing access) to avoid conflict with the landscape or buildings.

- Secure changing and locker facilities should be accessible throughout campus by bicycle and close to large concentrations of population. Also consider providing lockers.

### Access for the Disabled

- Access will be provided to main entrances of buildings and open spaces. Where feasible, access should not be distinctly separate, but integrated with the main entrance sequence.
- Accessible parking will be provided close by and accessible to the building or space being served. Parking should not, where possible, be sited within service dock areas.

### Vehicular/Parking/Service

- Vehicular access should not conflict with pedestrian access and should in most instances on campus be subservient to the pedestrian, open space, and building entrance area.
- Separate vehicles from pedestrians whenever possible, but note that drivers and passengers usually become pedestrians and the link or transition from vehicle to pedestrian must be considered and developed in site design.
- At the NE 40<sup>th</sup> Street and Pend Oreille vehicular entrances, provide a gateway feature that announces the entrance.
- Bollards will be used to mark intersections between service, vehicular, and pedestrian circulation. For aesthetic reasons the bright yellow bollards should be avoided.

### Parking

- Many potential sites for new development are located on existing parking lots. Increasingly, replacement and additional parking will need to be in parking structures.
- New parking structures by their location and design should

not compete with other buildings on the campus or detract from the essential campus/university environment. They should be as unobtrusive as possible.

- When parking is included in the program for a new project or is required to replace lost parking on site, the parking should be placed below grade or in a parking structure as a part of the project.
- Parking lots as well as garages will be landscaped on the perimeter. In the case of lots, interior landscaping should also be provided to diminish the presence of vehicles and breakdown the expansiveness. Perimeter landscaping will serve to screen parking from view. However, safety and security must be provided for as well.
- Where through-pedestrian circulation crosses parking lots (for example, N-1 and E-1) separated landscaped pathways should be provided.



*Structured Parking at Padelford*

*Figure III-8*

## Service

- Service to new projects shall be placed to minimize conflicts with pedestrians, below grade if necessary. In some instances, existing or new below-grade service areas should be extended to serve additional projects.
- Service docks, storage areas, dumpsters, and service parking, if at grade, must be located and/or screened to be out of sight of pedestrian walks, open spaces, and streets.
- Access to service must not necessitate backing across pedestrian circulation.
- Concrete driveway aprons of main roads should be installed marking service access roads.
- Where access to service areas is shared with pedestrian circulation the two should be separate and identified by differences in paving elevation, landscape buffers, bollards, or by other means. If this is not possible, the route should be designed primarily to serve pedestrian access and open space while satisfying the need for service access.

## Emergency

- Emergency access must be provided to all buildings through existing service or vehicular routes.

## Transit

- Develop direct pedestrian linkages to possible light rail transit stations and bus stops.
- Enhance pathways and amenities (especially covered shelters) to all transit services.
- Provide continuity of signage for route and schedule information.

## General Waterfront Policies

The University of Washington campus includes approximately 12,000 linear feet of waterfront on Portage Bay, Union Bay, and the Lake Washington Ship Canal. The character of this waterfront varies from the marshy edge of Union Bay to the highly developed shoreline south of Boat Street. The waterfront and associated wetlands support the University's mission of teaching, research, and public service. Examples of support for academic programs include wetland areas for nature study and a working waterfront for fish hatcheries and moorage of University research vessels.

The waterfront and associated wetlands are also important amenities for the University and the larger community. The public nature of most of the shoreline provides water access and visual enjoyment for the campus population and thousands of Seattle residents. The Campus Master Plan aims to enhance the shoreline as an important public amenity.

A general regulatory framework regarding the University's waterfront and associated wetlands is implicit in the General Policies. The University is also subject to the Endangered Species Act and is responsible for being a good steward of its waterfront property. Additionally, the Seattle Shoreline Master Program has classified the University's shoreline into three zones: 1) Conservancy Preservation, 2) Conservancy Management and 3) Urban Stable. More specific waterfront use and development policies for these three zones follow:

## General Planning Policies

The existing Union Bay Advisory Committee, appointed to provide advice to the Center for Urban Horticulture in the management of the Union Bay Natural Area and the Union Bay Master Plan, will be consulted regarding any proposed plans involving the Union Bay waterfront and wetlands. Additionally, the Montlake Landfill Advisory Committee will be consulted regarding any proposed plans involving the landfill area.

## Conservancy Preservation Zone

### Use Policies:

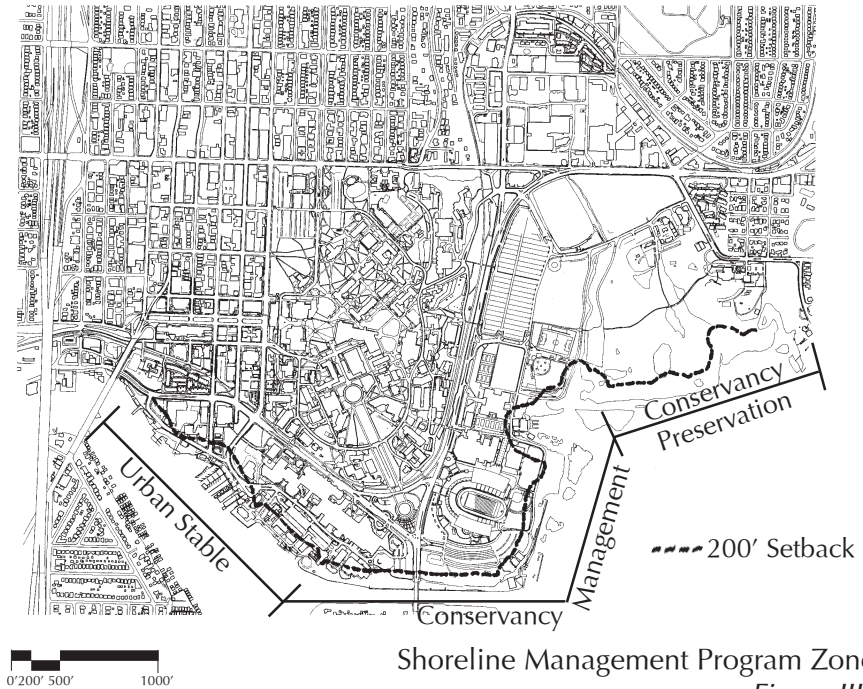
- New uses within the Conservancy Preservation shoreline environment from Waterway #2 to the Union Bay Slough, including associated wetlands, will be limited to those involving wildlife habitat, nature study, environmental research, and passive recreation. Boating activity near the shoreline environment will be discouraged, other than to provide access consistent with the Access Policies associated with the Conservancy Preservation Zone. Other uses permitted in the Conservancy Preservation Zone may also be allowed.

### Access Policies:

- Access in the Conservancy Preservation shoreline environment and associated wetlands will be limited to boats and pedestrians utilizing designated foot paths, view points and boat access points. Access will be available to the general public, provided that such access does not degrade the wildlife habitat. Bicycling, jogging, and dog walking will be discouraged in the Conservancy Preservation shoreline environment except on designated paths. Temporary restrictions on access may be required during nesting periods or to restore habitat. Except for a few dead-end pathways terminating at viewpoints, pedestrian access within the Conservancy Preservation shoreline environment will not be provided directly on the shoreline, but will be set back to protect wetland areas. No access will be provided to the peat islands in Union Bay.

### Development Policies:

- Development within the Conservancy Preservation shoreline environment and associated wetlands will be limited to pathways, pedestrian bridges, viewing platforms, floats, dikes to retain seasonal ponds, and the plant collections of the Center for Urban Horticulture.
- Landscaping in the Conservancy Preservation Zone will place emphasis on plants which enhance the wildlife habitat. An inventory of plants will be completed and maintained for teaching and research.



Shoreline Management Program Zones  
Figure III-9

## Conservancy Management Zone

### Use Policies:

- New uses within the Conservancy Management shoreline environment, extending from the Union Bay Slough and associated wetlands to the existing Fisheries Pond, will include wildlife habitat, nature study, research, active and passive recreation, intercollegiate athletics, boat moorage, boat rental, boat launching, dry storage of boats, streets, utilities, and parking associated with these uses. Other uses permitted in the Conservancy Management Zone may also be allowed.
- The primary uses of the high-bank, ship canal waterfront will be passive recreation related to viewing boating activities, including crew races and other special water-based events. The open space character of this area will be retained as a major amenity for the large Health Sciences population, University faculty, students, staff, and the general public.

#### Access Policies:

- Access at designated points in the Conservancy Management shoreline environment will be provided for pedestrians, bicyclists, and boats. A continuous bicycle and pedestrian path will be provided along this shoreline. Portions of the bicycle path may utilize University streets, which will be allowed in this shoreline environment.
- Boat moorage and launching facilities in the Conservancy Management shoreline environment will be provided at the Waterfront Activities Center and the Conibear Shellhouse. The highest priority will be given to student recreational and intercollegiate athletic uses. Public use of the Waterfront Activities Center moorage facilities will be allowed for boat rentals and special events, e.g. Husky football games.
- Canoe and rowboat rental provided at the Waterfront Activities Center will be available to the general public.
- Parking lots and garages will be located on upland lots within convenient walking distances from the waterfront. Designated spaces within these facilities will be available for public use.

#### Development Policies:

- Development within the Conservancy Management shoreline environment will be located and designated to minimize disturbance of any critical habitat areas, including the wetlands of Union Bay.
- The maximum building height in the Conservancy Management shoreline environment will not exceed that allowed by the Seattle Shoreline Master Program (currently 30 feet with minor exceptions for special features).
- The maximum structure coverage in the Conservancy Management shoreline environment will be 35% when the Conservancy Management shoreline property owned by the University is considered as a single unit.
- The view corridors in the Conservancy Management shoreline environment will be 35% when the Conservancy Management

Shoreline property owned by the University is considered as a single unit from Columbia to Walla Walla Roads, including the area with parking lot E-12.

- A minimum of one-half of the area within the designated shoreline zone will be landscaped with plant material in the Conservancy Management shoreline environment.

#### Urban Stable Zone

##### Use Policies:

- New uses within the Urban Stable shoreline environment, extending from the existing Fisheries Pond to the western University boundary on NE Boat Street, may include all of the uses permitted in the Conservancy Management shoreline environment, plus other uses permitted in the Urban Stable environment by the Seattle Shoreline Master Program.
- The primary use of the Urban Stable shoreline in the South Campus will be passive, land-based recreation related to the waterfront environment, including sunning, strolling, picnicking, and viewing water-based activities. Uses which provide educational value and public access to the waterfront will be given the highest priority.
- The primary uses of the Urban Stable shoreline in the West Campus will be University boat moorage and other water-related uses. The highest priority will be given to the water-dependent instructional and research uses of the College of Ocean and Fishery Sciences, including boat moorage, servicing and staging, and fish ponds and hatcheries.
- Uses within the Urban Stable shoreline environment which are not water-dependent or restrict public access to the waterfront will be phased out as the property is needed for University water-dependent uses or to provide improved public access. These include the University Police, Custodial, Recycling, Surplus Property facilities, and parking which does not serve water-related or water-dependent uses. However, existing space may be used on a temporary basis to fill other academic needs.

- Construction staging may be temporarily located in this area during the potential development of the Sound Transit Stations at NE Pacific Street and between NE 43<sup>rd</sup> Street and NE 45<sup>th</sup> Street.

#### Access Policies:

- Access in the Urban Stable shoreline environment will be provided at designated points for pedestrians, bicyclists, vehicles, and boats. A continuous bicycle and pedestrian path will be provided along the shoreline, but will be set back in areas to avoid conflicts with uses which would present safety hazards (e.g. ship staging and loading) or in areas requiring security (e.g. fish tanks). In some areas, the bicycle route may utilize roadways.
- Commercial water-dependent uses, including moorage for private boats and boat rentals, may be included in the Urban Stable shoreline in the West Campus where their requirements do not conflict with the water-dependent uses of the College of Ocean and Fishery Sciences or limit public access to the waterfront. Potential uses could include a passenger ferry dock. Uses which would require additional single-purpose public parking will be discouraged.
- Some boat moorage facilities in the Urban Stable shoreline environment will be available for public use. Priority will be given to transient boat moorage and moorage which would provide the fewest restrictions for public access. The specific quantity and types of moorage facilities will be determined in consultation with affected user groups.
- Parking lots and garages will be located on upland lots within convenient walking distances from the waterfront.
- If a water taxi or passenger ferry serving the campus is proposed by other agencies or private operators, the University will cooperate in providing a suitable space for a terminal facility, assuming impacts can be mitigated, but no exclusive parking facilities will be provided for such a facility.

#### Development Policies:

- Development within the Urban Stable shoreline environment will meet or exceed all Seattle Shoreline Master Program development

standards when the shoreline is considered as a single unit; for example all property within the designated Urban Stable shoreline environment. Lot coverage and view corridor requirements will be considered for the entire Urban Stable shoreline environment, not on a lot-by-lot or individual project basis.

- Additional landscaping in the approximately 110-foot to 125-foot wide and 570-foot to 600-foot long of Portage Bay Vista will be completed once construction on the Biosciences, Bioengineering and Biotechnology buildings are completed, as specified in the 2001 Property Use and Development Agreement (PUDA).
- As specified in the 2001 PUDA, construction of the Car Top Boat Launch will be completed within 18 months of the completion of the potential Sound Transit construction in the Southwest Campus, subject to the issuance of necessary permits from the City and environmental agencies. The Car Top Boat Launch will include a pedestrian ramp and stairs from NE Boat Street to the shoreline for hand-carried boats, hillside landscaping, a load/unload zone on the NE Boat Street for the unloading of boats, an overlook with a bench, and fixed and floating docks from which to launch boats.
- The maximum building height in the Urban Stable shoreline environment will comply with the Seattle Shoreline Master Program (currently 30 feet with some exceptions).
- The maximum coverage in the Urban Stable shoreline environment will be 50% of land or water for waterfront property and 100% for upland property, with exceptions when the Urban Stable Shoreline owned by the University is considered as a unit. "Waterfront Property" and "Upland Property" are defined in Chapter V.
- The view corridors in the Urban Stable shoreline environment will not be less than 35% of the Urban Stable shoreline environment owned by the University when that environment is considered as a unit.