

**UNIVERSITY OF WASHINGTON
FACULTY COUNCIL ON UNIVERSITY FACILITIES AND SERVICES**

The Faculty Council on University Facilities and Services met on Thursday, **October 25, 2004**, at 3:30 p.m., in 36 Gerberding Hall. Chair John Schaufelberger presided.

PRESENT: **Professors** Schaufelberger (Chair), Balick, Devasia, Heerwagen, Korshin and Treser;
 Ex officio members Chamberlin, Chapman and Pike.
 Guests Jan Arntz, Environmental Planner, Capital Projects Office; Aaron Best, Co-
 President, Sustainable UW Alliance (SUWA); Steve Topley, Sound Transit; John Walser,
 Sound Transit; Olivia Yang, Capital Projects Office.

ABSENT: **Professors** Rorabaugh and Souter;
 Ex officio members Fales, McCray, Stygall and Waddell.

Introductory Remarks by the Chair – John Schaufelberger

Schaufelberger welcomed new and returning members of the Faculty Council on University Facilities and Services (FCUFS). Council members introduced themselves and gave their departments or administrative units and their areas of focus or specialty. Schaufelberger briefly reviewed several issues taken up by the council during the 2003-04 academic year, including the removal of Annex 7 near the Nuclear Reactor Building, site planning for UW Educational Outreach, the Faculty Restoration Plan prioritizing major renovations through 2017, the West Campus Parking Garage Expansion, the demotion of the Nuclear Reactor Building, improvements to general assignment classrooms, Computing and Communications (C&C) facilities, the placement of temporary facilities to support Johnson Hall construction, new facility design coordination, predesign studies for Architecture Hall and Guggenheim Hall Renovation Projects, South Lake Union Development, and the Environmental Stewardship Policy. He asked members to E-mail him with topics they would like the council to address during the 2004-05 academic year, and he will try to get them on the agenda of a future FCUFS meeting.

Approval of minutes

The minutes of May 20, 2004 were approved as written.

Voting Rights for all FCUFS non-administrative ex officio members

The council voted unanimously to approve voting rights for all FCUFS non-administrative ex officio members. This includes the Emeritus representative, the ALUW (Libraries) representative, the PSO (Professional Staff Office) representative, and ASUW and GPSS representatives.

Sound Transit Campus Station – Jan Arntz, Environmental Planner, Capital Projects Office; Steve Topley, Sound Transit; John Walser, Sound Transit; and Olivia Yang, Capital Projects Office

North Link Light Rail

John Walser of Sound Transit said the goal of the project is to construct and operate an electric light rail system connecting the region's major activity centers: the City of Seattle (Northgate, Roosevelt, the University District, Capitol Hill, downtown, and the Rainier Valley area); the City of Tukwila; the City of SeaTac; and Sea-Tac Airport. These areas – as his handout ("University of Washington Architectural Opportunities Report: August 24, 2004") explained – include the state's highest employment areas and generate the highest transit ridership in the region.

Walser pointed out that the initial segment of the Central Link rail line that will run from Northgate to SeaTac is now under construction, and will connect downtown Seattle, the Duwamish area, Beacon Hill, the Rainier Valley, the City of Tukwila, and the City of SeaTac. When the Central Link line is fully implemented, approximately 160,000 people will ride the line every day by the year 2030, making it one of

the most effective new transportation systems in the nation. Future phases, including the North Link, will extend light rail to the north, south, and, potentially, east.

Extending Link Light Rail north to the University District and Northgate is a top commitment at Sound Transit. On May 20, 2004 the Sound Transit Board chose a preferred route for North Link and directed staff to complete the Final Supplemental Environmental Impact Statement, proceed with preliminary engineering and perform the work necessary for the route to become eligible for federal funding. The preferred route begins in a tunnel under Pine Street in downtown Seattle and serves two stations, First Hill and Capitol Hill, before reaching the Stadium Station on the University of Washington campus.

The Board's identification of the preferred route followed public review and comment on a recent North Link Draft Supplemental Environmental Impact Statement (SEIS) and environmental addendum that analyzed more than 14 different route combinations. Sound Transit is proceeding with preliminary engineering and other work necessary for the preferred route to become eligible for federal funding.

In early 2005, a Final SEIS will be completed and the final route will be adopted along with a project budget and schedule. The Final SEIS will list and formally respond to comments submitted during the public comment periods for the Draft SEIS and Addendum. Sound Transit is working with local jurisdictions, businesses, community groups, affected institutions, and citizens to identify appropriate measures to mitigate major impacts of construction or operation of North Link. Sound Transit will also provide opportunities for neighborhoods to help shape the design of the North Link light rail stations and other project elements to ensure cost-effective, community-sensitive designs.

The North Link Light Rail Stadium Station is a 110' deep cut and cover tunnel station with entrances at the north and south ends of the station. The station is located between Montlake Boulevard and Husky Stadium beneath the surface parking lot E11. Below grade facilities include two bored tunnels with trackwork and related utilities, a crossover track south of the station platform, vertical circulation, emergency ventilation fans, and system rooms. There are three to four above grade structures associated with the station: the north station entrance and vent, south station entrance, and a vent structure at the south end of the crossover track.

Topley said the North Link tunnel that, as mentioned, will be 110' deep at the Husky Stadium parking lot, will be approximately 100' deep as it crosses the University campus, and be somewhat more shallow as it approaches Brooklyn Avenue N.E. He said there is no solid rock and quite good soil in the concerned area of the campus.

Topley was asked how the excess soil would be removed from the Husky Stadium station site. He said it would be trucked away. This assuaged council members who had heard that consideration had been given to taking the soil away by barge, which would have been unsettling for a host of reasons.

Balick said there is an issue of pedestrian conveyance at the Husky Stadium site. Walser said this issue is being carefully scrutinized, and that council concerns will be noted in the deliberations surrounding this issue. He said it is well known how congested in particular the triangular area at the southernmost part of Rainier Vista is, and several council members emphasized that this area is very difficult for pedestrians already, with vehicles rounding the curve at that juncture traveling quite rapidly and not slowing for foot traffic. This must be taken into consideration when decisions on vents and passenger platforms and crossover tracks are made, the council exhorted. Walser said it is important to avoid "long tunnels" as there are issues regarding the perception of safety. Another question, he added, is: How far do you have people travel in the underground tunnels? Again, this is a security question. And tunneling, he noted, is very expensive.

Walser said Sound Transit is providing an update in December to the architectural commission. And there will be a public update in January 2005. Public hearings have already been held in University Heights and at Montlake, he noted. Jan Arntz, Environmental Planner with the Capital Projects Office, informed the council that the Regents have approved further study of the route.

Schaufelberger said that, if the Husky Stadium Station is the temporary “end of the line”, all sorts of problems will be present. Treser, picking up an earlier topic of discussion, said the parking triangle area should be an area of concern. And Schaufelberger pointed out that no one will want to put a building anywhere in the Rainier Vista area. Regarding the issue of parking as it relates to public transportation, Balick said the campus philosophy is that “public transportation trumps parking”. And he said that there are questions about “people capacity” in the underground tunnels: people being jammed together for brief but harried periods of time. The goal is to try to avoid a New York-style subway crush.

Schaufelberger asked council members to E-mail him their concerns, and he will “put something together”. Balick emphasized: “Our allegiance is with the campus community.” Schaufelberger said, “We’ll talk about our statement in the November FCUFS meeting.” He noted that “many people on campus are concerned about this issue.”

Clean Energy + Green Buildings Initiative – Aaron Best, Co-President, Sustainable UW Alliance

Aaron Best, Co-President, Sustainable UW Alliance, said SUWA started during the 2003-04 academic year, and the Clean Energy + Green Buildings proposal continues to be the alliance’s primary focus. Best said the SUWA proposal has three key elements: 1) to get all new construction projects and major renovations at the UW certified as LEED Silver; 2) to get 20% of the University’s electrical power from non-hydroelectric, renewable sources by 2010; and 3) to get a 1% annual decrease in energy consumption until 2015.

Best said the policy, if successfully put into practice, would place the University of Washington among the nation’s leaders in “going green”. The LEED Silver certification is particularly desired for the new construction projects. And the goal for energy efficiency is seen by SUWA as something that will be to everyone’s advantage. (Though in this regard, it was mentioned that the University had considerably reduced heating throughout the past academic year.)

Best stressed that the current SUWA proposal is in the draft stage, and requires an extensive process of faculty, staff, and student discussion. He said the proposal’s model is based on what the University of California campuses have made their policy, a policy that states that all retail sellers of electricity must generate 20% of electricity from non-hydro renewable sources by 2017 (passed in Sept., 2001). 76 universities have constructed LEED Silver buildings (as of Sept., 2003). Though it was pointed out that most of those buildings are not yet officially LEED Silver certified. Richard Chapman, Associate Vice President for Capital Projects, has said the UW already is engaged in LEED Silver certification. Best said SUWA is encouraged by this, and also is encouraged by President Emmert’s approval of “The Environmental Stewardship Statement”, and the “early attention” President Emmert has given the overall issue of environmental stewardship at the University of Washington. (SUWA sent an open letter to President Emmert, in effect making a plea for establishing an Environmental Stewardship Advisory Committee.)

Best said key concerns of the proposal are cost (a CA study revealed that it costs about 2% more on average to build LEED Silver certified buildings, but they yield an average 10-fold return, or 20% of construction costs), and “Green Tags” (the “Green Tags” option would increase electricity costs by 3%, or \$7.70 per person, but would make campus electricity 100% climate neutral). He said, “We need LEED Silver certification for bragging rights.”

Best said SUWA is “trying to set a vision, then see what is possible”. He said the proposal has been presented to the Regents, who have responded favorably and have given SUWA excellent feedback. He said he would like to get the viewpoints of FCUFS council members. “I think this is a worthwhile effort,” he averred. Asked about the composition of SUWA, he said, “This is a student group. There are five officers, and there have been 10 to 15 people at our meetings thus far. We work on issues like the one I’m presenting to you today.” Korshin said, “This is a grass-roots goal which I support, but I need to know your specific plans. You need realistic goals, goals that are acceptable economically.”

Best said, "Our proposal is a concrete request. As I mentioned earlier, we're trying to get a committee established. We want to draft a letter, or get this council to draft a letter." Devasia said, "This is in some measure tame. There are faculty and students at the University active right now, doing studies on the very issues you're talking to us about." Schaufelberger said, "We need to look at the actual, financial value of the 'bragging rights'. We need to have a close look at the costs, the impact of possible surcharges, and the like." Treser noted that Richard Chapman said that LEED Silver certification "can be expensive or inexpensive, depending on the specifics of the building and the project." Pike said, "We have to look at the life-cycle aspects of new buildings and renovated buildings, and at all aspects of costs."

Schaufelberger and the council as a whole thanked Best for his presentation, and showed genuine appreciation for SUWA's goals and efforts. The council encouraged SUWA to continue its efforts and to keep the council apprised of further developments.

Next meeting

The next FCUFS meeting is set for Monday, November 29, at 3:30 p.m., in 36 Gerberding Hall.

Brian Taylor
Recorder