

University Of Washington
Faculty Council on University Facilities and Services
10:00 a.m. – 11:30 a.m., March 14, 2013
26 Gerberding

Meeting Synopsis:

1. Call to Order
2. Approval of minutes from February 21, 2013
3. Transportation Issues
4. Burke Museum Remodel
5. Terry/Maple Housing on West Campus
6. New Business
7. Adjourn

1) Call to Order

The meeting was called to order by Chair Rorabaugh at 10:02 a.m.

2) Approval of minutes from February 21, 2013

Minutes from the February 21, 2013 meeting were approved.

3) Transportation Issues

Joshua Kavanagh introduced John Shaheen as a new member of Transportation Services as a result of the retirement of Peter Dewey. He will be leading the transportation improvement program and will be important in broadening improvements as well as leading the strategic planning process of various initiatives.

The Secured and Weather-Protected Bicycle Parking Project has been ongoing for a year and a half. It began as a demand for a study on bike parking on campus. The goal is to build a bicycle parking system within the background of growth rates associated with the region and incorporate the unique feature of the campus and how it is growing. The need to increase bicycle parking on campus has increased and the expectation is to have long-term goals achieved by 2020. The intent is not to just provide peripheral parking throughout the campus, but provide more desirable choices to commute by bicycle. Through the learning process it was realized that weather protection and heightened security is the most important issue for bicycle commuters. They have worked with Rebecca Barnes and Kristine Kenney on prototypes that can be installed throughout the campus at a reduced cost and avoid high costs which in past cost \$2,000-\$3,000 per installation.

Parking taxes continue to be a conflict with the City of Seattle. The agreement brokered between the UW and Seattle to offset losses, primarily influenced from a recent grant, will expire within a year. Long-term remedies are not forthcoming and an audit will be conducted shortly. Seattle's current commercial parking tax rate is at 12.5% and UW is considered commercial parking. Parking dollars subsidize alternatives which have always been done on a post-tax basis. One consideration is an independent fee setting authority that would designate a new fee and saves UW an estimated \$6.5 million per year in costs subject to city taxation. However, Seattle is pushing back against this proposal.

A question was raised about how much spare capacity there is currently. It comes down to a distribution issue in which most empty spaces are situated on the Northeast side of campus and the total is around 2,000 spaces out of 14,000 since the last time they checked which was about a year ago.

A question was raised about capacity for underground parking east of Montlake. Underground parking is not desirable other than the south side of the stadium because it serves the medical center. A follow-up question asked about a commercial parking center and the response was that it creates a lot of issues which were discussed and UW decided not to become involved because the capacity is used for other purposes such as the University Village, construction parking, and Children's Hospital.

E-1 is due for renovation to bring back green space. E-5 is due for wetlands restoration and will be part of mitigation for 520. An important note to remember is that WASDOT money will be used for the restoration. The goal is extracting what they can while reducing idle capacity, and this anticipates a solution to commercial parking taxes. The problem is that it challenges market rates for parking. One innovative alternative would be implementing a stall tax based on capacity, making it the nation's first nonresidential parking tax. The idea was warmly met by Seattle, but Transportation Services could not generate enough political support from the state. E-12 is undergoing two projects with the new stadium and sound transit which has disrupted the lot. There will be restoration component but the problems they are facing deal with runoff and slope, heat sink and opportunities for green space. The new master plan will take on a 3rd project to match up new alignment with the north and west segment. John Shaheen contributed to the discussion by giving dates of the construction deadlines.

As for 520, Transportation Services will continue to monitor and influence as appropriate. There has been a community effort at creating a bike and pedestrian connector from Capitol Hill and Montlake. A question was raised asking if there will be a path that continues to campus and why the University Bridge is not part of the plan. A second question was raised asking if the second Montlake Bridge plan can come up for consideration if the threshold issues are not met. The response was there are lots of efforts. A follow-up statement argued that pedestrians and bikes are at risk especially during basketball games because of the very high capacity of foot traffic. The response was that there were a lot of political issues.

Parking at the Intellectual House has been raising significant issues due to parking problems for the School of Music. The issues are not resolved and a remedy has to be made in order to manage a better way to meet the increasing needs. However, they are not sure if it's possible to remedy the issues due to the number of people that use this parking area. It appears that the land use issue is a problem that limits solutions.

Joshua Kavanagh brought up the 40th Street Corridor Analysis to put it on the Council's radar. The goal is to implement a low cost, high value project within the corridor. This would include incorporating planter boxes, intersection paintings, park benches that engage the street and other additions. Overall, this is good analysis and they will send the report to the Council for review. This project is the beginning of a partnership between SDOT and the institution to create real change in the U-district. The important note is that having these conversations creates a durable partnership with SDOT. A question was raised if it includes better access for the Burke-Gilman and the answer was "yes", it creates a connecting street between the Burke-Gilman trail and campus. It will also create growth in the residential footprint as well.

4) Burke Museum Remodel [Exhibit A]

Randy Everett introduced the Burke Capital Expansion project. This project goes back several years. The last time it was brought to the Council the project had concluded a Predesign phase and was waiting for funding for design. They now have design funding, restarted the project, and are reporting back to the Council. They are now in the pre-schematic design phase and are still getting comments for further development.

Julie Stein began explaining the project. In 2011 as part of the Predesign the Museum was considering a project with a budget of \$52 million. However, with that budget they could only renovate the building they currently reside in. They brought the pre-design for a renovation project to the Council at that time, and the Council discussed support for behind-the-scenes concept, concern for museum employees, concern regarding pedestrian traffic, and concern to further limit north campus parking. When the Burke subsequently showed the renovation project to stakeholders, they received negative comments, especially from donors who did not think the remodel concept to be compelling. The current idea, which they are presenting today, is to build a new building west of the current Burke and adjacent to 15th Ave that turns the museum inside-out and allows greater connection to and usage from the public, compared to today's museum, in which less than 1% of the items at the museum are displayed to the public.

The feedback from the council was that it is good to have a behind-the-scenes concept. The Museum is working with the UW architect to make the building consistent with the UW Master Plan. They have also developed a good working relationship with UW parking and have been having lots of discussions. The goal for the new museum is to foster understanding of the Northwest and our place in the world. The collection and study of objects is at the forefront of everyone's experience – from curators to visitors, educators to students. The new Burke emphasizes the connection between people and the environment in every aspect of the museum – from research, exhibits, and programming, to the museum's building, grounds, and business practices. The Burke Museum is the state's natural history museum.

For the Burke Museum, along with all other museums in the nation, the majority of its collection goes inside a box that nobody sees. The goal of the new museum is to take that box and let everyone see what is inside. Typically, most museums only show 10% of their collection; however the new Burke Museum will show off the majority. This will be done by using "window experiences". Stein went into detail of how it would be achieved and provided diagrams. The museum's hope is that this resolves the Council's concern with the "fishbowl" issue.

Stein also discussed how the proposed location along 15th Ave. would influence the experience of pedestrians, including geographical topography, surrounding vegetation, pedestrian and car flow around the new museum, and wait times at lights. The important thing to consider is the pedestrian entry zones, especially since Sound Transit will have a presence in the area in 2022 and there will be a busy intersection where many people will come together at 15th and 43rd.

The big change that will occur with the redevelopment is building the new Burke Museum west of the current location. The collections will be able to stay in the existing museum which can remain open until the new museum is built, at which time they will be moved. The old museum, if the UW decides to do so, can then be demolished. Discussion ensued about the new plot location. The question about parking came up. Josh Kavanagh has also been involved with the current project planning, including the discussion of an underground parking structure either below or adjacent to the new Burke. However,

Transportation Services would have to fund any such parking structure. Their response was at this point in time they could not make the decision in the time frame given by the museum. They did suggest moving the new Burke Museum as close to 15th as possible to maximize the remaining site which could be used for building a below-ground parking structure sometime in the future.

A question was raised about including a green (sustainable) wall. Discussion ensued about the high costs and whether pedestrians would be able to look into the museum. This is the museum's opportunity to create an engaging presence for the public. Pedestrians will be able to look inside the building and see that this is a natural history museum and will want to go inside. The pedestrian issues of the north 45th corner will be embraced by the architecture. It will be open in such a way that it will direct people to walk past the museum and have a courtyard experience. It will provide opportunities to engage pedestrians, allow a place to relax, and provide opportunities for outdoor programming.

One question raised was the challenges for the casual visitor. When they look at the exhibits, and there is nobody there, how can the museum communicate the importance of the exhibits they are looking at? Strategies will be implemented to engage and serve those interests which are part of the new museum's plans. A question was raised about lessons learned from a recent trip by the project team to UBC. They did learn a lot, and being accompanied by Tom Kundig, the project's architect, was very helpful. There have been other lessons learned from peer universities including the University of Utah and North Carolina. In addition, a recent trip to the Darwin Center in London provided very good ideas. So there have been lots of useful examples as part of the planning process.

5) Terry/Maple Housing on West Campus [Exhibit B]

Jon Lebo introduced the development project for future Terry/Maple housing construction. They have completed the design phase and will send the final design out for bidding proposals. The current Terry/Lander building is in the construction phase for Lander Hall and the next phase is Terry. The design principle is to make it part of the university and the surrounding city. The current building was constructed to be built within a park; this new building will be built as part of the urban community. It also will be built to respond to the natural light that is common in Seattle, such as overcast days, which is actually good because it is a balanced light.

Phase 1 of the housing re-designs was for Alder, Poplar and Elm Halls. Lander is planned to open Winter Quarter of 2014 in which students from Terry Hall will transition to during the Christmas break. Once that is completed, the Terry/Maple Hall construction will commence. Lebo provided a detailed description of what will be included in each hall. A question was raised asking about space for processing mail and packages. The answer is that the facilities handle mostly packages now, not mail. But it is an important aspect to think about it in future plans.

Currently, the space below the hall is the loading dock for food services. The parking lot south of the W10 building will not be green space because it was not included as part of the UW Master Plan. A statement was raised that students need pocket-parks around the University. Lubin explained that it is good to have open space, but the plan has already created a pocket park at Elm Plaza and outdoor space will be built into the building.

Discussion continued about Level 4 where students will be able to enter the building in addition to entry/exits point through extensions to other nearby buildings. The rooms are designed for 2 students per room along with private baths. Group spaces will be included in different parts within the building.

A question was raised if the new building will utilize roof space. For Terry Hall there will be "passive space" to mill around. A follow-up question asked what exactly would be included and the explanation was that the roof space would be a combination of both paving and landscaping. Lebo was asked if they were in contact with the student group SEED and the response was that SEED has played a strong role in planning and had direct input throughout the process.

There will be tree thinning around NE Campus Parkway to make the area more visually appealing. There will be some planting and will be composed of all trees and no understory. A diagram of the tree placement was provided. Additionally, the plans include opening up 11th and 12th Avenues that will be pedestrian only. Smoking stations will be provided on the median structures on NE Campus Parkway and in one other location.

Lebo showed several "before and after" pictures to demonstrate the visual changes that will occur from construction. There will be a bicycle access route through Lincoln and 40th and the goal is to also quiet down Lincoln by encouraging less traffic. The exterior designs will be brick patterns with a lighter, orange color. The windows will be in a staggered pattern allowing for varying levels of light to enter the building. Typically, lower rooms to get less light than on the top and the plans will modify the size of the glass openings to be larger on the lower floors to ensure there is no lack of "perceived lighting".

Lebo restated that construction will begin Winter Quarter 2014 and finish in autumn 2015. This new design will meet critical mass demands. A question was raised about how it will impact the boundaries of the campus, such as nearby neighborhoods. Planners have received a good response from stakeholders because of the proposed services that will be provided. Also, developers are planning to make adjacent residential building near the student housing. With all these changes the UW will see a more diversified University District. A question was raised if this will be the new U-Village on the west side of campus. While there will be more housing and services, there will not be much of a retail expansion as in the U-Village.

A question was raised asking what proportion of students will be living on the west side of campus. About 6,000 students will be on the west side, an increase from the 2,500 students that currently reside in the area. This expansion will also encourage more students to live on campus. This is consistent with the demand to have students live on campus in order to have them more engaged with the institution.

The council briefly discussed issues that impact peer institutions, such as UCLA in which 90% of students that live on campus live in triple rooms and have to deal with overcrowding. Currently, there is not a great deal of affordable housing around UW and this re-development will be a good improvement.

6) Adjourn

The meeting was adjourned by Chair Rorabaugh at 11:40 a.m.

Minutes by Grayson Court, Faculty Council Support Analyst. gcourt@u.washington.edu

Present: **Faculty:** Rorabaugh (Chair), Balick, Christie, Stecker
 Ex-Officio Reps: Zuchowski
 Guests: John Shaheen, Rob Lubin, Joshua Kavanagh, Randy Everett, Julie Stein, Jon Lebo, Elaina Smith

Absent:

Faculty: Gates, Ozubko, Proksch

President's Designee: Kennedy

Ex-Officio Reps: Byrne, Vardy, Coslett, Goldblatt