

REINFORCING THE HISTORIC CORE

The landscape spaces most closely identified with the history of the UW, including the Quad, Denny Yard, the HUB Yard, and Rainier Vista, are all strong contributors to the current campus experience. Direct improvements are not necessary to these iconic landscapes, but indirect improvements can help reinforce their function and the contributions they make to the experience of the campus. The top priorities for this area include providing better services for cyclists, improving accessibility for the mobility impaired, and creating landscape connections that support residential life on campus.

RED SQUARE AND THRESHOLDS

The construction of the multilevel Central Parking Garage, with the Red Square Plaza above it, was hugely successful in reducing the need for surface parking in the core campus, but also created complex accessibility challenges due to the inflexible grade datum set by the top of the garage structure. Furthermore, the relative lack of planting or shaded seating in Red Square makes the space feel less than welcoming for studying or social use. The scale of the square and its centrality to campus life is sufficient to warrant accessibility and environmental improvements in a few key locations.

STEVENS WAY REORGANIZATION

As the sole remaining loop road through a largely pedestrianized campus, Stevens Way is an access route, service route, pedestrian route, and campus drive all rolled into one. The narrowness of the roadway in certain areas, combined with steep grades in parts, currently make it an unappealing route for bicyclists so long as there is two-way vehicular traffic along its length. A reconsideration of bus routes, the introduction of a bicycle track, and ample high quality bicycle parking, have the potential to make Stevens Way more pedestrian friendly, and the engine for increased bicycle commuting onto the campus, while still fulfilling all of the important roles it already performs for the campus.

HUB PARKING LOT

The N22 Parking lot is a major entry point onto campus from the Padelford Parking Garage. While retaining the capacity of the parking lot, which is a vital location for disabled parking on campus, the space could be rearranged to provide a major bike parking facility, and a safe and vegetated pedestrian route rather than the current crosswalk through the lot.

DENNY FIELD AND NORTH CAMPUS HOUSING

Denny Field is the oldest recreational landscape on campus, and it continues to be popular, but it is currently in a poor physical condition, with compacted soils and a threadbare lawn. Furthermore, Denny Field feels disconnected, almost hidden from its surroundings, with many edges that are obscured by extensive chainlink fencing around its tennis courts. As the North Campus Housing is reconsidered, Denny Field should play a more prominent role in supporting the daily lives of on-campus housing by providing a welcoming space for relaxation and socializing, and continue to play its role as a location for intramural sports. Stronger and more visible accessible connections between Denny Yard and the major campus axes also need to be developed.

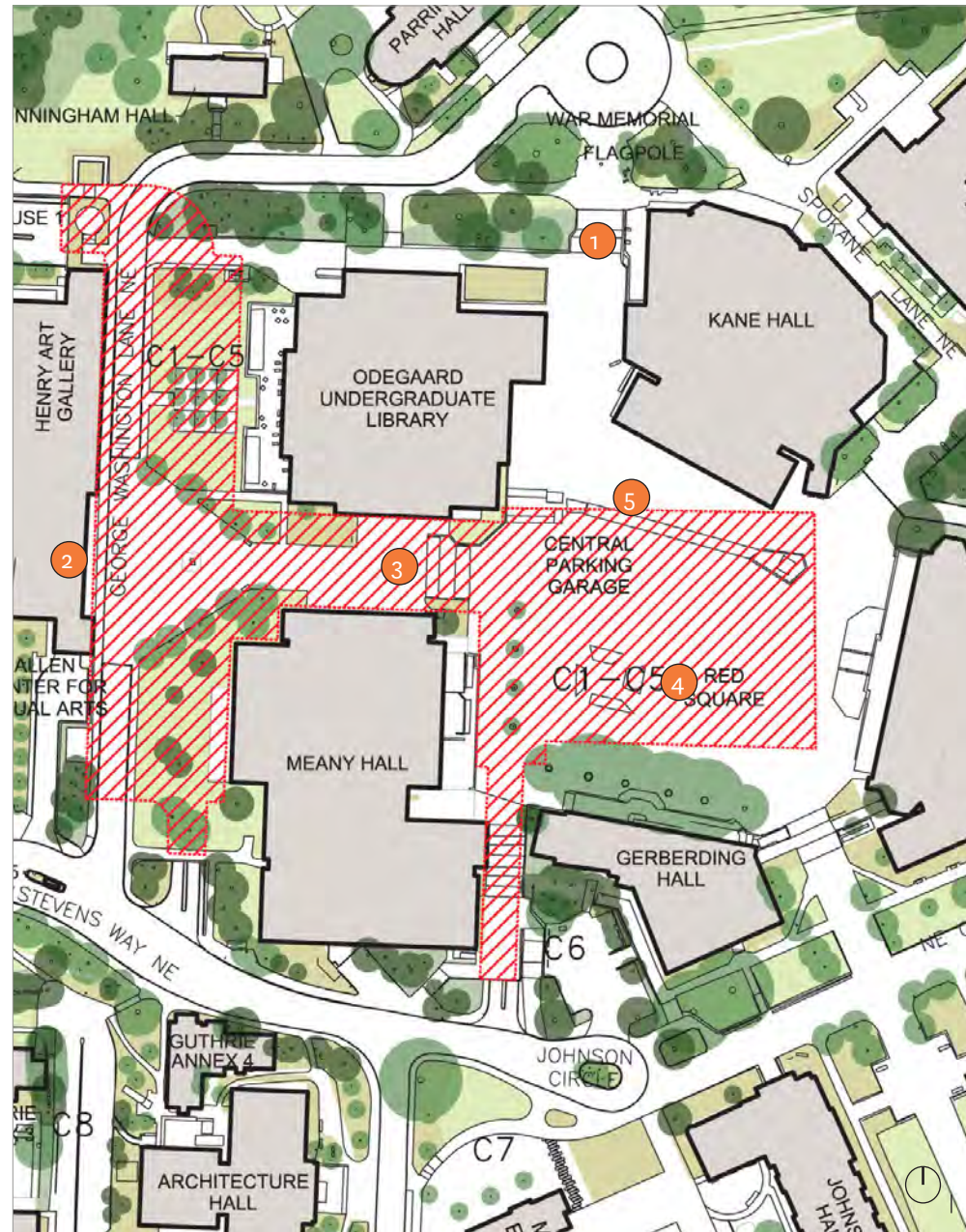
1. RED SQUARE & THRESHOLDS : EXISTING CONDITIONS

RED SQUARE : THE HEART OF CAMPUS

Red Square is a major point of arrival for visitors and daily users of the campus. Given that the visitor's center for the campus is located on the lower level of Odegaard Library, the Central Parking Garage, below Red Square, is often the place people park when they come to visit the campus. Red Square's axial connection to Campus Parkway makes it the primary point of entry for the various West Campus housing facilities and its proximity to 15th Ave NE make it a major point of entry for bus commuters.

RED SQUARE IS HARD TO ACCESS

From the west and north, most routes into Red Square are either disorienting, inaccessible, or both. From the east and south, there is strong landscape connectivity and an excellent sense of orientation, but accessibility remains imperfect.



1 INACCESSIBLE CONNECTION FROM MEMORIAL WAY

Memorial Way was designed to lead directly into the University's Central Plaza. With the Construction of the Central Parking Garage, and Kane Hall, however, the landscape connection was severed both visually and elevationally. Memorial Way leads to a steep flight of stairs that leads to a secondary access point into Red Square.

2 INACCESSIBLE CONNECTION FROM OLYMPIC VISTA

Although Campus Parkway is a major axis, for students in particular, it does not lead directly into the campus. Pedestrians either have to go up to the Schmitz Hall Pinth and take the stairs and a ramp, or head south to the 40th street entrance of the campus, or take some other indirect route around the Henry Art Museum's expanded galleries. Even entry to the museum is impossible from the level of 15th Ave NE.

3 INACCESSIBLE THRESHOLD TO RED SQUARE

The steps at the western edge of Red Square create an inaccessible moment at an important intersection, denying disabled users direct access to the Meany Hall Entrance on the level below, as well as breaking the desire-line axis between Red Square and Campus Parkway.

4 UNDERGROUND PARKING GARAGE STRUCTURAL LIMITS

Red Square is unlike the rest of campus in many ways, one of which is that it is built over the structured spaces of the Central Parking Garage. The weight and depth limitations that are associated with this subterranean condition may have contributed to the paucity of landscape features within the square.

5 LACK OF SHADE AND SEATING OPPORTUNITIES

Red Square is considered uncomfortable as a place to stop and stay. It is a vast paved space, making it perfect for certain types of gatherings and events, but its lack of shade or comfortable places

to sit limits its usefulness as a place of relaxation or socializing. The steps are the most inviting area of Red Square, but lack any shade or cover that would create a welcoming microclimate on hot, sunny days.

EXTENT OF CENTRAL PLAZA PARKING GARAGE

One of the disorienting aspects of the Central Parking garage is its vast size. Visitors can exit through elevators and stairs in a variety of locations, sometimes surfacing great distances from the central vehicular point of entry off of 15th Ave NE.



A FRINGE OF SENTINEL CONIFERS WITH SEATING

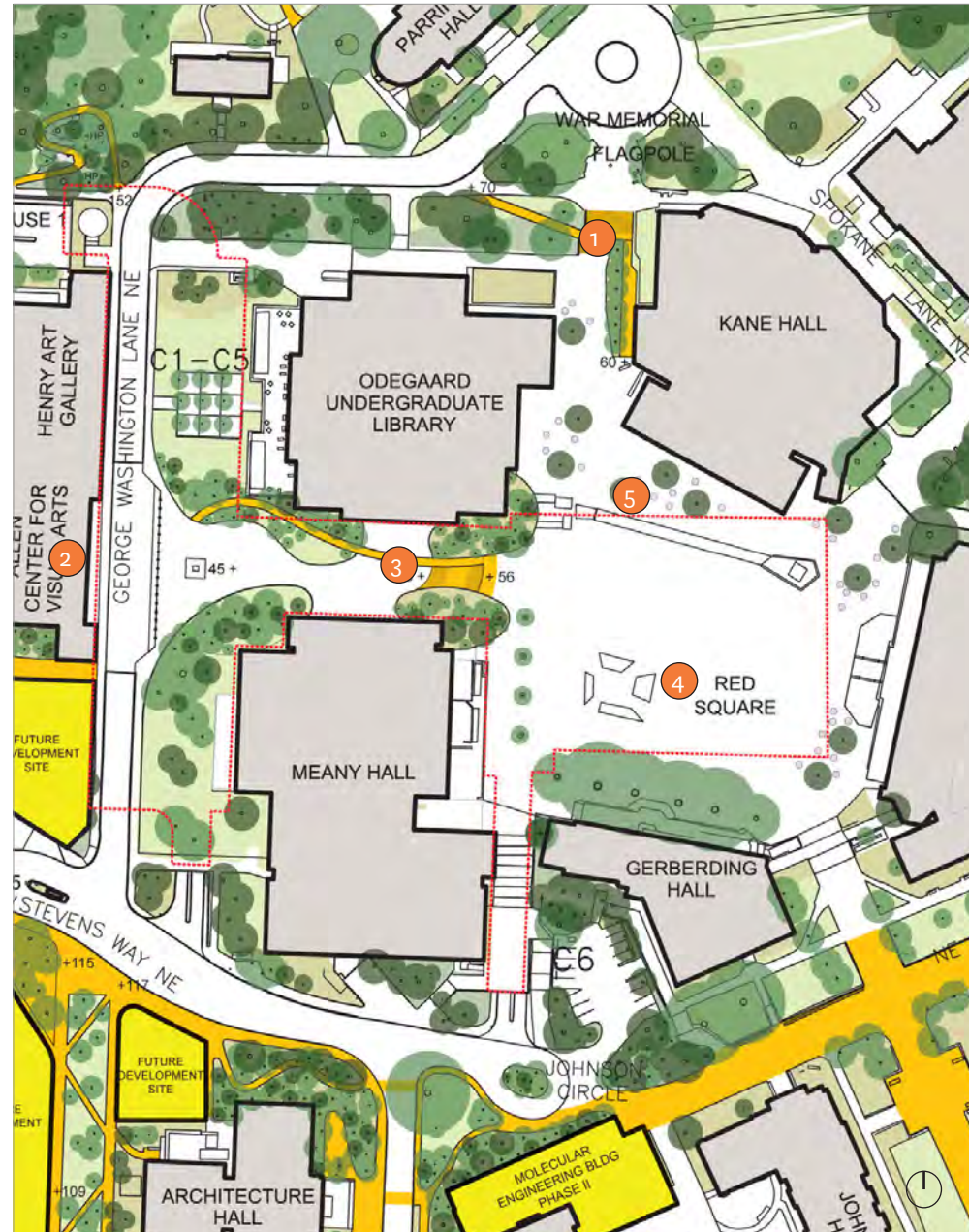
1. RED SQUARE & THRESHOLDS : DESIGN EXPLORATION

ACCESS STRATEGY

A series of new accessible path connections would vastly improve access into Red Square, replacing stepped connections and elevator connections with relatively direct routes through the space.

COMFORT STRATEGY

Introducing more vegetation and seating would bring a greater sense of welcome to Red Square, increasing the number of ways in which it might be used. Placing these improvements around the edge of the square would avoid conflict with the roof of the Central Parking Garage.



1 AN ACCESSIBLE PATH FROM MEMORIAL WAY

The UW's most iconic plaza and its most iconic entry drive intersect at a disappointingly inconsequential and inaccessible flight of stairs. A generous accessible connection in this location would improve disabled access to Memorial Way and Parrington Lawn, and, combined with new planting, would make this route more inviting for pedestrians of all abilities.

2 AN ACCESSIBLE PATH FROM CAMPUS PARKWAY

The lack of accessible campus entrances at the terminus to Campus Parkway creates a strong sense of separation between the residential halls of west campus and the intellectual heart of the campus at Red Square. An accessible bridge and pathway that bypass the Henry Art Museum, could help ameliorate this problem if these elements were combined with other accessibility improvements.

3 AN ACCESSIBLE THRESHOLD TO RED SQUARE

The main level of Red Square could be joined with George Washington Lane by means of an accessible ramp that rises through the plaza between Odegaard Library and Meany Hall. The length of the ramp and its curvature are determined by the need for accessibility, but the materials of the ramp and its exact configuration could take on several forms that might add new character and function to the space.

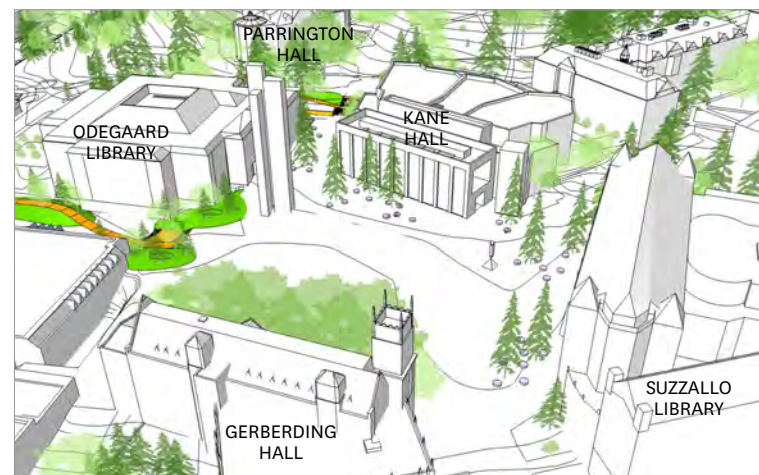
4 AN OPEN CENTER ABOVE UNDERGROUND PARKING GARAGE

New trees and benches can be added to the edges of Red Square without adding new weight to the underground parking garage or interrupting the openness of the central space, with its capacity for large events.

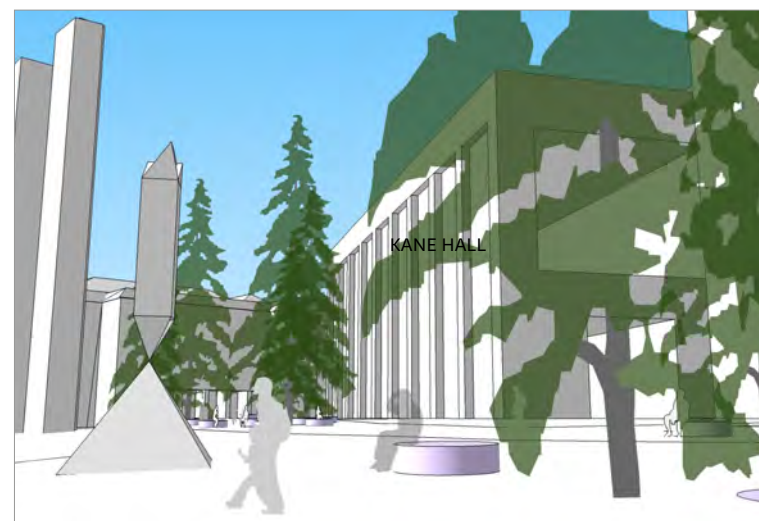
5 SENTINEL TREES AND SEATING CLUSTERS IN RED SQUARE

Red Square is a prime people-watching location, but this function has been thwarted by the relative lack of seating and shade given the vastness of the plaza. A strategic placement of new columnar

evergreen sentinel trees around its edges would accent the materials and spatial quality of the square. The trees would also provide shade that could be combined with new benches or other types of seating to create a ring of comfortable sociability around the main space. Large, rustic stone seating could introduce a sense of the wooded "wilds" to complement this highly formal space.



IMPROVING MICROCLIMATE - A PLANTED EDGE



A FRINGE OF SENTINEL CONIFERS WITH SEATING

1. RED SQUARE & THRESHOLD : DESIGN EXPLORATION

1 MEMORIAL WAY CLEARLY VISIBLE FROM RED SQUARE

Memorial Way and Red Square are visually connected, but feel separated from each other, due to the dramatic grade separation between the two.

2 STAIRS AS BARRIER TO ACCESSIBILITY

The stairs are generous in scale, but do not provide an accessible route that would link several important spaces on the campus.



MEMORIAL WAY THRESHOLD - EXISTING CONDITIONS

1 5% PATH ON EXISTING PLANTED SLOPE

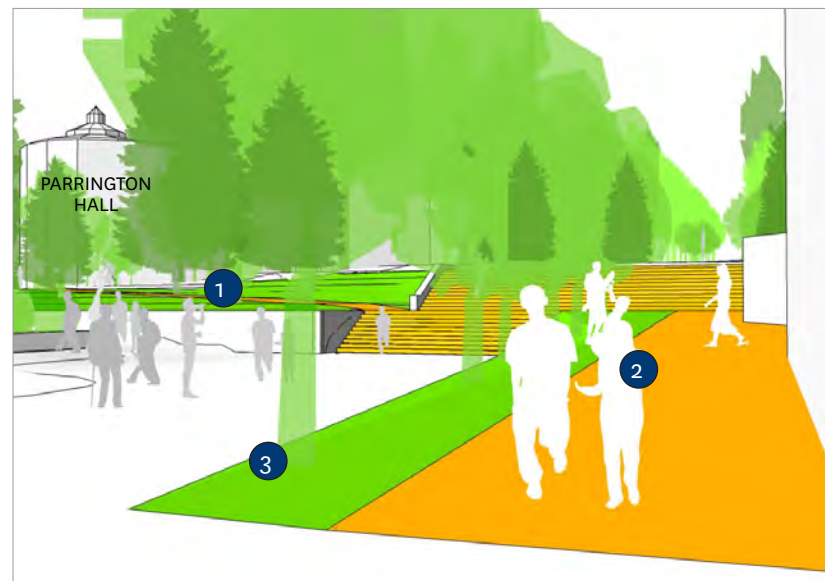
The existing planted slope would be negotiated by the introduction of an accessible path entry.

2 5% PATH

A new path would reduce the sense that the outer wall of Kane Hall towers over this space while also providing an accessible connection.

3 NEW PLANTING FRAMES VIEW TO MEMORIAL WAY

New planting would help integrate the accessible path into the threshold and suggest an extension of Memorial Way into Red Square.



MEMORIAL WAY THRESHOLD - DESIGN EXPLORATION

1 PEDESTRIAN THRESHOLD ON 15th. AVE

A widened sidewalk leads into an accessible path and wraps around a lawn bowl, curving back eastward to connect with a new pedestrian bridge.

2 5% PATH FROM GW LANE TO RED SQUARE

An accessible route through this space is possible with a sinuous ramp that arcs from north to south.

3 PEDESTRIAN BRIDGE OVER 15th. AVE

Working around the Henry Art Museum Annex, the new pedestrian bridge could land to its southern edge, connecting to Campus Parkway at sidewalk level and providing an entirely accessible route without need for an elevator.

4 DEVELOPMENT SITE AT STEVENS WAY ENTRANCE

A building in this location could help to bridge the abrupt grade transitions from the sidewalk to the Henry Loading Dock, to the campus grade level.

1 ACCESSIBLE PATH TO RED SQUARE

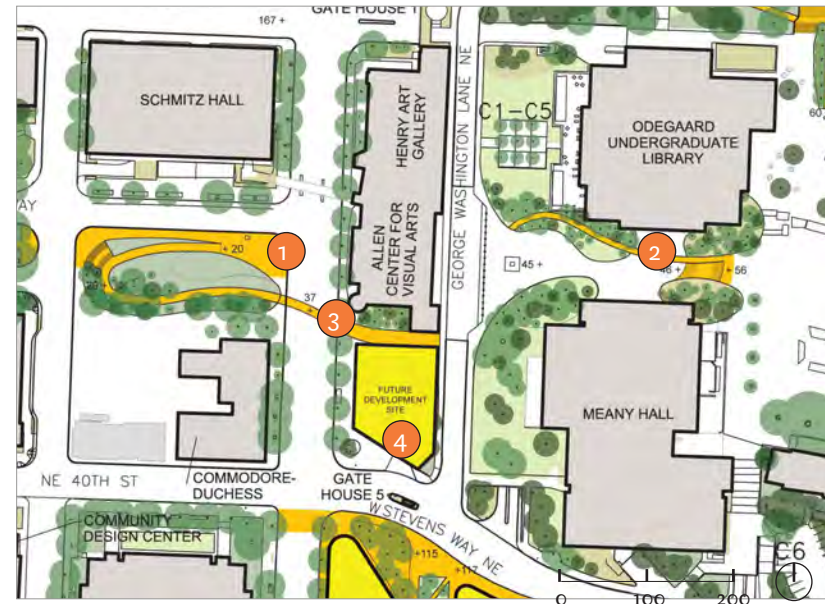
The pathway creates a direct outdoor accessible route to Red Square that supplements the stepped connection.

2 TREES & PLANTING ENRICH THRESHOLD EXPERIENCE

A more robust planting in this plaza, partially as a means to integrate the ramp supports, would create a more welcoming environment in the plaza between Odegaard and Meany Hall.

3 GRADED LANDSCAPE WITH SEATING EDGES

A lawn slope and seating edges, built in conjunction with the ramp could create a more sociable environment around the George Washington statue.



OLYMPIC VISTA - DESIGN EXPLORATION



GW THRESHOLD - DESIGN EXPLORATION