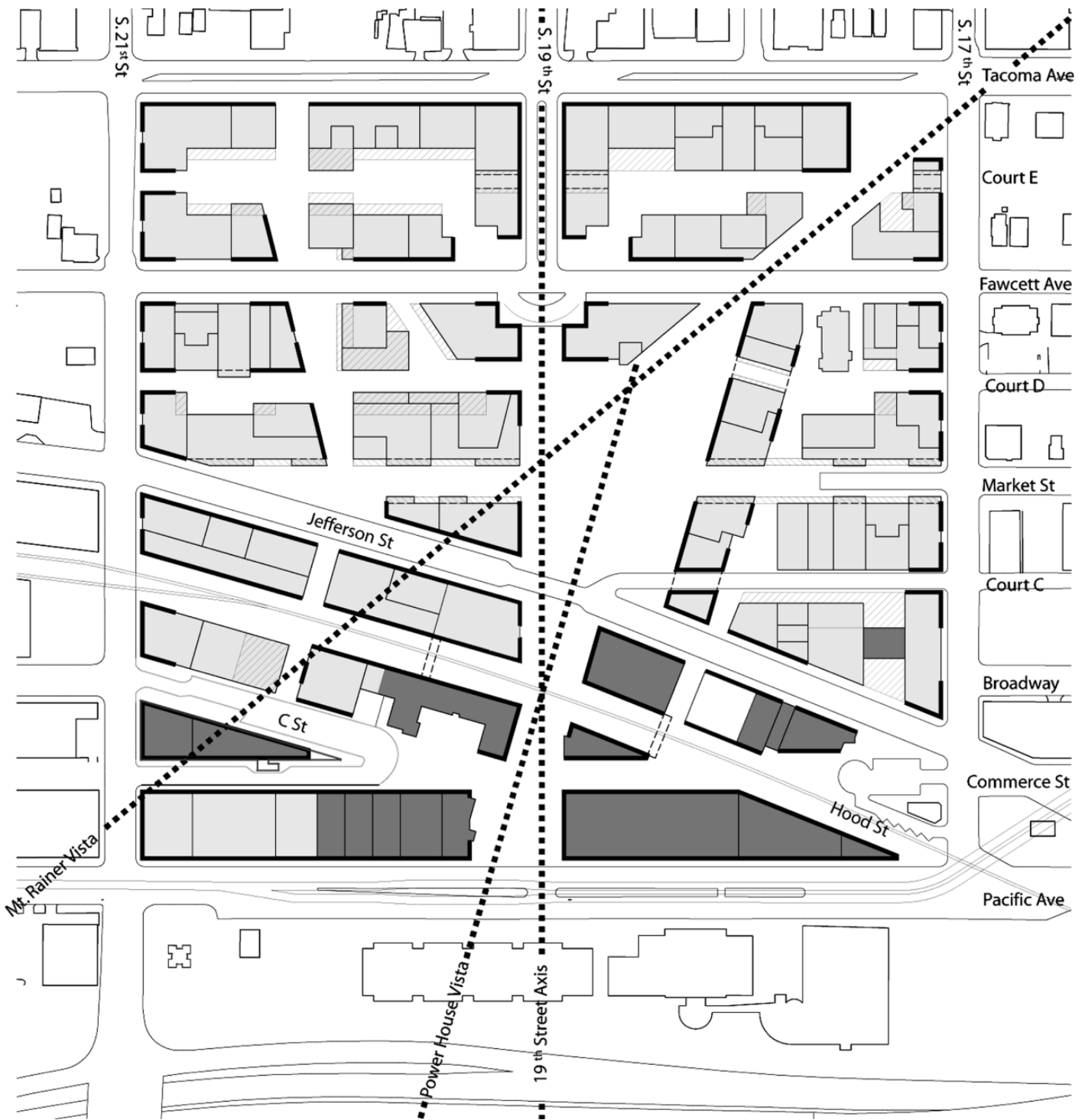




1993 Master Plan Diagram





2003 Campus Master Plan Diagram

— Build-to Lines

KEY	
	UW Tacoma Campus Buildings
	

2. Design Overview

2.1 An Overview of Campus Form

The illustrative site plan, 3D model views and site sections depict a fully-realized “built-out” campus which would be the product of phased development occurring over many years according to the guidelines contained in the design sections of this document.



3D Model Plan View

Light-colored buildings illustrate the limits of the campus.



A plan view of the computer model (page 14) shows the scale and relative density of the fully built campus in its context. The angular geometry of east-west passages and axial vistas help to connect the campus visually to regional features such as the Thea Foss Waterway at the bottom of the plan.

A view uphill along the South 19th Street axis (this page) highlights the plan's main sequence of open spaces: Pacific Gateway Plaza, University Green and Takomah Grove, each of which is given distinctive form by the combination of built edges and site topography. Building volumes respect street corridors as open space, with the exception of Courts C, D, and E, which are bridged over by academic buildings.



Oblique View to West

Light-colored buildings illustrate the limits of the campus.

4. Transportation

4.1 Access to Campus

An initial assumption in the conception of the University of Washington, Tacoma, was its role as a commuter campus serving the south Puget Sound region. Consistent with this role, and ten years into campus development, the challenge continues to be responding to a changing set of conditions and use patterns over time. Although private automobile commuting still dominates, the shift towards the use of more accessible public transportation has begun.

Current development in the City of Tacoma suggests that future campus growth will parallel a new civic focus on activating the City core as a pedestrian friendly place. In particular, the construction of new urban housing and a light rail system can potentially reduce automobile commuters, and reinforce the campus as an urban district within a walkable, bike-able City (refer to the Parking and Vehicle Circulation Analysis).

4.2 Vehicular Access

Major regional highway access is from the 705 spur of Interstate 5 to the exits at South 21st Street and South 15th Street, the Pacific Avenue/ I-5 interchange, and the SR-16/Sprague Avenue interchanges. Local access to campus uses a set of arterials, including Tacoma Avenue, South 21st Street, Pacific Avenue and Jefferson Street.

4.3 Transit

Bus access is provided on Pacific Avenue, Tacoma Avenue and Jefferson Street. The Sound Transit Plan provides a light rail system linking the Tacoma Dome Station with the Central Business District. This line runs north-south along Pacific Avenue, shifting to Commerce Street north of the campus. A stop is located on Pacific Avenue at South 19th Street, immediately in front of the campus.

4.4 Pedestrian and Bicycle

Currently, only a small percentage of employees and students live within walking distance of campus. New higher-density residential projects planned or completed on and near campus will offer new living choices for students, faculty and staff. Apartment projects are planned for north of South 17th Street, and a "loft" district is emerging south of South 21st Street. Additionally, the 2003 Campus

Master Plan locates four housing projects within campus boundaries to take maximum advantage of pedestrian access. Recently completed housing along the Foss Waterway is connected to campus by pedestrian bridges on the South 19th Street axis.

The steep topography of the campus and prevalent vehicular traffic on surrounding streets combine to make bicycle commuting a challenge. Nevertheless, the City of Tacoma and the UWT can work together to improve bike access. The City has a bicycle lane improvement plan that will help improve access to the area and UWT will include covered bike storage facilities in future building development plans.

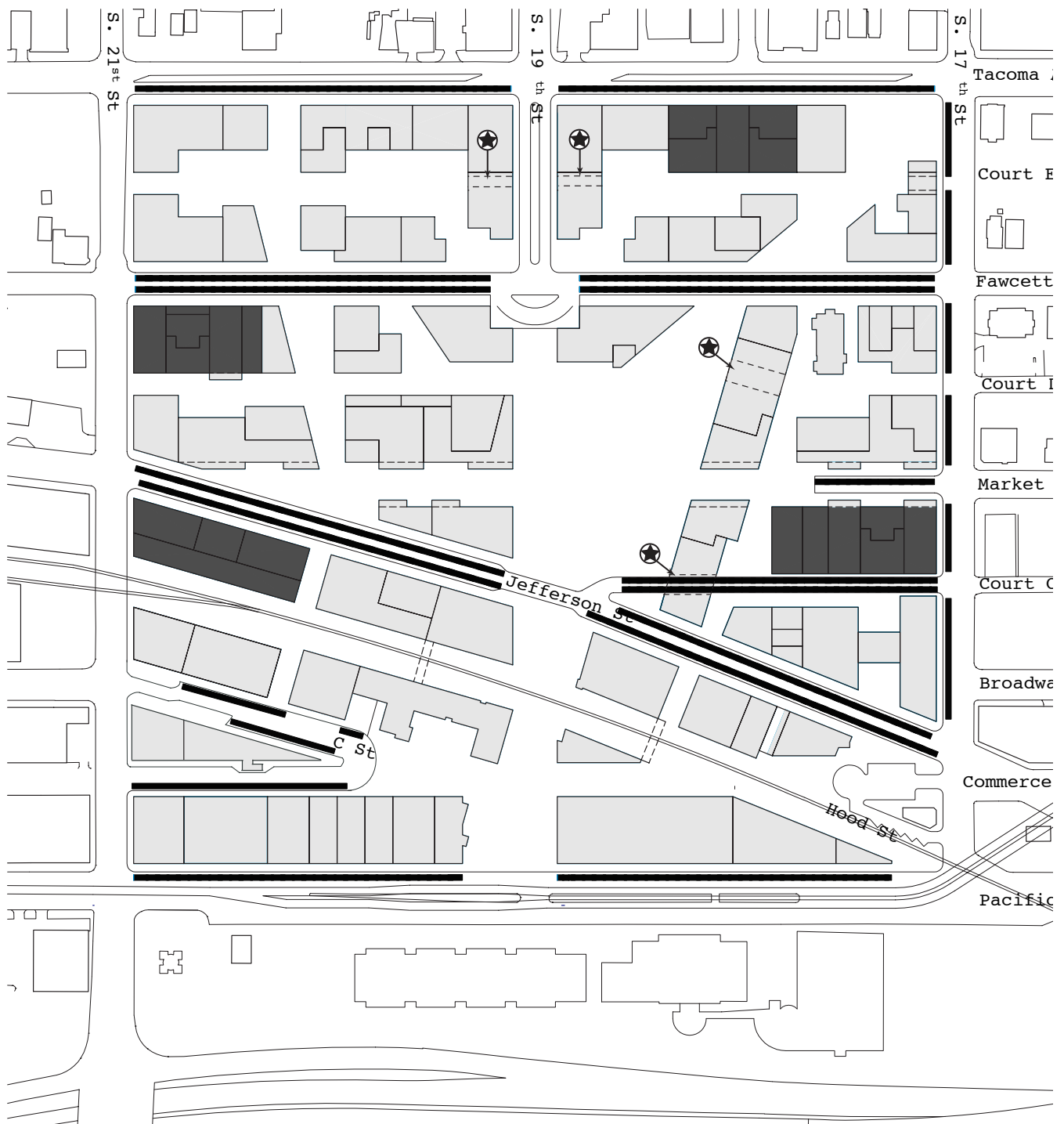
4.5 Transportation Management Plan

The implementation of a Transportation Plan (TMP) on the UWT Campus is a significant step towards reducing private automobile commuters. The current plan is a combination of parking management and the provision of the UWT PASS to encourage the use of transit service.

The UWT PASS is a contractual agreement with transit services that provides for discounted fares, subsidized by parking revenue. The success of this effort is expected to increase with the convenient campus access to light rail.

As the neighborhood surrounding the campus develops, the City of Tacoma is moving in the direction of limiting free, unrestricted on-street parking. Similarly, the UW has established paid on-street parking on vacated streets (owned by UWT) within the campus borders. All other paid parking on the UWT campus is provided on three surface lots.

As the campus grows, and density increases, vehicular traffic on campus and parking availability will become more of a problem. UWT anticipates that a very aggressive TMP will respond as the campus needs escalate. Measures to encourage ride sharing and van pools, together with preferential parking locations are already under consideration.



Parking

KEY

- Proposed Parking/
Housing Structure
- Street Parking
- ★ Building Bridges Over

0' 75' 150' 225' 300'

5. Parking

5.1 Surface Lots

In the short term, the campus has relied upon surface parking lots to accommodate students, faculty and staff and to satisfy the City's parking ratio requirements. Eventually, given the limited size of the campus relative to the build-out program, surface lots will be eliminated and most parking will be in structures.

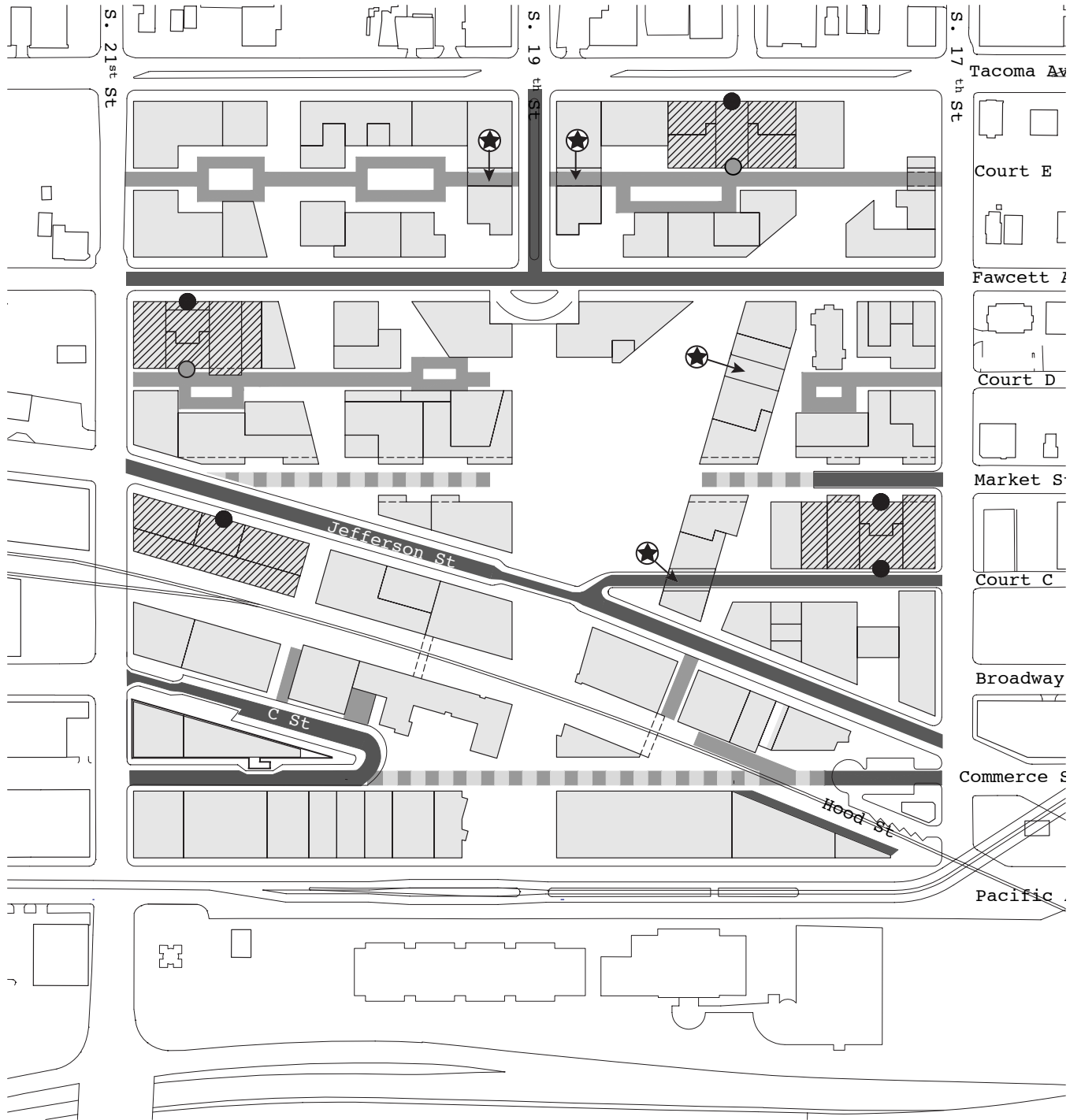
5.2 Street Parking

Street parking opportunities, emphasizing convenient short term and disabled parking, would be maintained - and enhanced - in the 2003 Campus Master Plan. Proposed street parking configurations respond to the nature of adjacent land use along the street, adjacent businesses and other uses, as well as to street design speeds. Limited-access mid-block courts will offer convenient disabled parking near building entries.

5.3 Parking Structures








The 1993 Master Plan proposed a future strategy for placing parking in multi-level structures. Two options were mentioned: (1) Integrating parking with each main building block, at or below grade; and (2) Providing two centrally located parking structures, 6-8 stories tall.



The 2003 Campus Master Plan proposes a third option: a combination of parking and housing, in four structures, located around the perimeter of campus. These buildings are envisioned as two or three parking levels, with at least one level at grade and the others below grade, and possibly four housing levels above. This parking would serve the residential community as well as the campus. Please refer to Section 9.3, page 64, in this Master Plan for development guidelines for this building type.



Vehicular Circulation

KEY

 Housing/Parking Structure	 Parking Structure Access
 Open Use Street	 Secondary Parking Structure Access
 Deliveries	 Building Bridges Over
 Restricted Deliveries & Emergencies	

6. Vehicular Circulation

6.1 Circulation

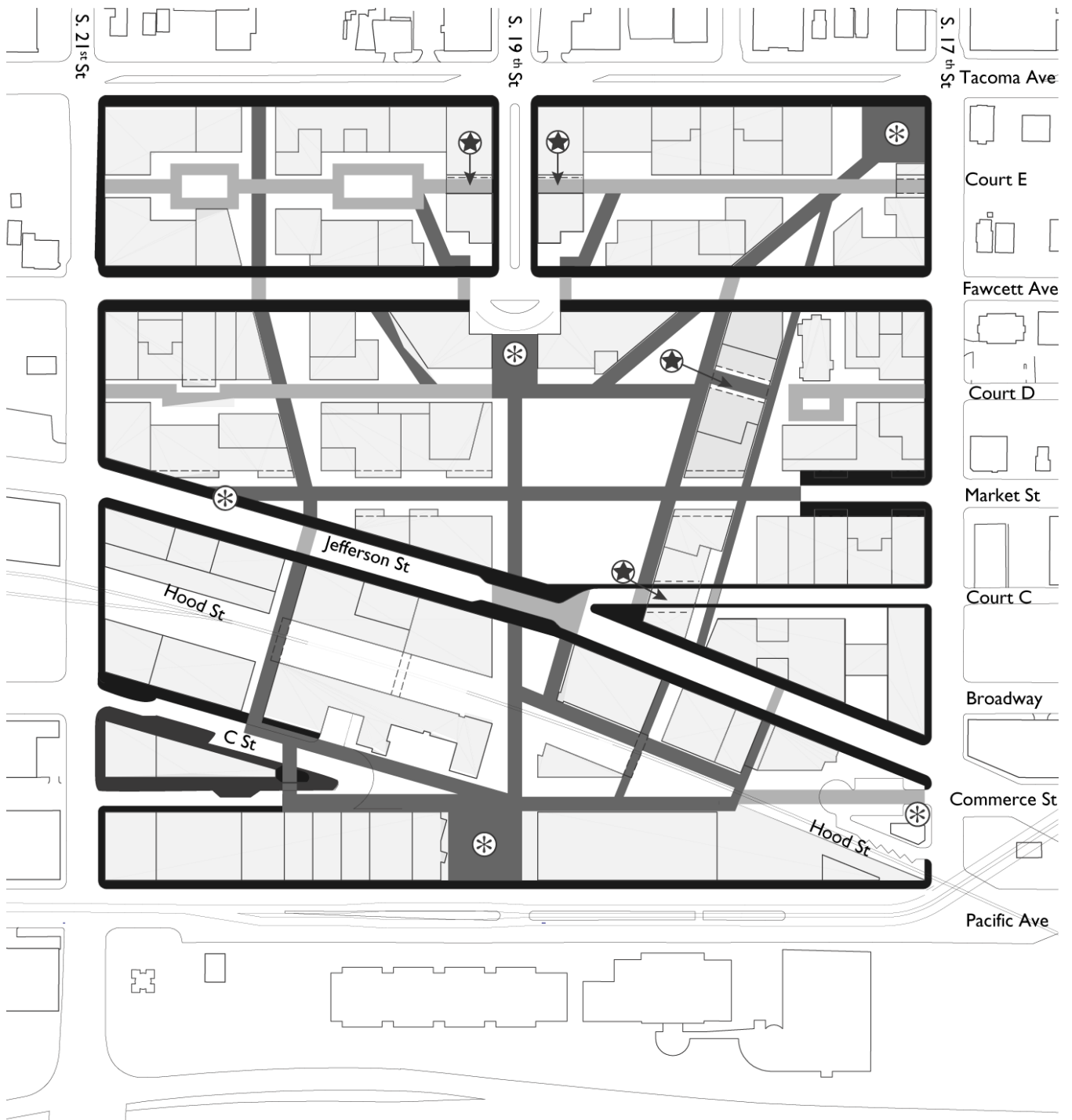
In establishing the University as an urban campus, the 2003 Campus Master Plan seeks to reinforce the identity of streets within its boundaries. Many streets remain as two-way vehicular thoroughfares (one lane in each direction), and most allow on-street parking.

North-south (contour) thoroughfares include:

- Jefferson Street: open through campus
- Fawcett Avenue: open through campus
- Court C: acts as one-way link from South 17th Street to Jefferson Street. A building at the north edge of University Green provides a unique portal access.
- Broadway: short spur from Jefferson to South 17th Street closed
- Market Street: closed to create the University Green. A short spur from the north provides vehicular access to buildings north of the Green.
- Commerce and C Streets near South 21st Street: a vehicular loop that provides local access to the campus and parking.
- South 19th Street: A steep corridor at the heart of campus, South 19th Street acts as the ceremonial entrance and center axis. It remains open to vehicles between Tacoma and Fawcett Avenues.

Courts/Alleys:

Court C will continue to act as a through street. However, Courts D and E will provide vehicular mid-block access primarily for accessibility and service requirements.



Pedestrian Circulation

KEY

	Gateway		Pedestrian Route
	Pedestrian Crossing & Low-Intensity Vehicular Circulation		Sidewalk
	Building Bridges Over		

0' 75' 150' 225' 300'