

# *6. Transformative Projects*

A large, faint watermark of the University of Utah seal is visible in the background of the dark grey banner. The seal features a sunburst design with the text "FEB. 28<sup>TH</sup> 1850" at the bottom.

Introduction

The following chapter outlines the general concept and scope of the projects that contribute in a prominent manner to the transformation of the physical character of the campus. They have been developed in response to the campus “vision” and serve to create viable solutions that:

- Enhance student life;
- Improve transit nodes and create campus gateways; and
- Clarify circulation and strengthen the campus’ sense of place.

Even though these projects do not encompass all of the improvements recommended in the Plan, they are considered to be central to achieving the established vision for the campus. Transformative projects may be implemented in phases that generally reflect a 5 – 7 year timeframe. However, the actual extent and timing of each phase will be subject to a number of factors, including priorities and preferences, sequencing issues, and funding availability. These issues are described in greater detail in Chapter 7 - Implementation.

Project-specific master planning guidelines have also been established where supplemental guidance is recommended. Master planning standards have been established for the following project elements:

1. *Open Space Program:* Intended use of new and transformed open spaces is defined. Use is an important determinant of the appropriate ratios of hardscape/softscape and lawn, and helps indicate the need for pedestrian amenities such as seating, lighting and shade/ shelter. New and transformed landscape spaces should be considered integral parts of the campus fabric, with uses that enhance and relate to existing and new building program.

2. *Building Placement:* A general set of siting requirements are established in order to promote a well-defined campus environment. The preferred location / siting of infill buildings are described in relation to adjacent right-of-ways, campus boundary, or special site conditions such as underground utilities. In many cases, the siting of infill buildings aims to reinforce the predominant alignment of adjacent buildings and facilities.

3. *Primary Entrance:* The entrances of campus buildings are frequently used as a meeting and gathering space for students. Their location, therefore, can have a direct impact on the quality of life and level of activity of adjacent pathways and streets. In general, the Plan recommends that building entrances be oriented towards the primary adjacent pedestrian pathway.

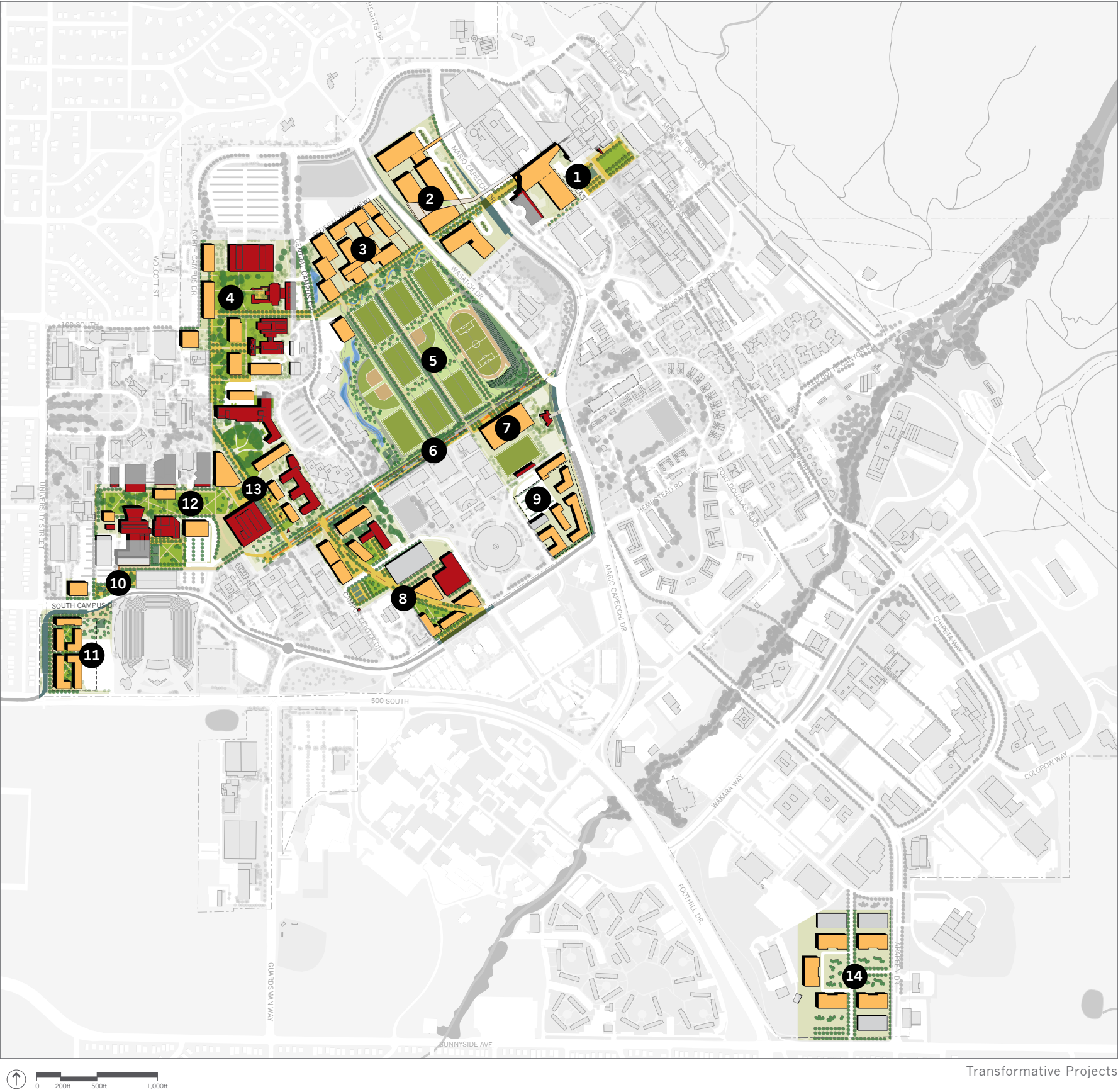
4. *Service Access:* The preferred location of service access is defined in order to facilitate viable and coherent building servicing.

5. *Landscape and Open Space Typology:* Fundamental landscape character is defined in relationship to buildings, infrastructure, and location on campus.

6. *Preservation of existing features:* Landscape, trees and other existing built features to remain are noted. In general, these features have historic or cultural significance, or may be recognized as iconic elements on campus.

7. *Sustainable Design Approach:* Applicable approaches to sustainable building, planting and water use are described.

1. School of Medicine Replacement
2. Ambulatory Care Complex
3. Interdisciplinary Quad
4. Engineering Mall
5. Central Playing Fields
6. HPER Mall
7. Student Life Center
8. South Campus Walk
9. South Campus Housing
10. Stadium TRAX Link
11. Universe Project
12. Science Yard
13. Marriott Library Plaza
14. Business Incubator



Transformative Projects

Medical School Replacement  
& Medical TRAX Infill Building

The School of Medicine facility (Building 521) has been deemed seismically unsafe and it generally provides an outdated clinical environment for staff and patients. The University intends to replace and demolish the building.

A replacement building will be constructed behind the John A Moran Eye Center at the site currently occupied by Parking Structure 56. Located adjacent to a TRAX station, this new School of Medicine Building will provide a public front door for the Health Sciences Center via an open, multi-story atrium space that extends to Mario Capecchi Drive. The atrium provides clarity to the vertical circulation from Mario Capecchi Drive to the University Hospital and connects the University Hospital to Moran Eye Center II and Primary Children’s Medical Center.

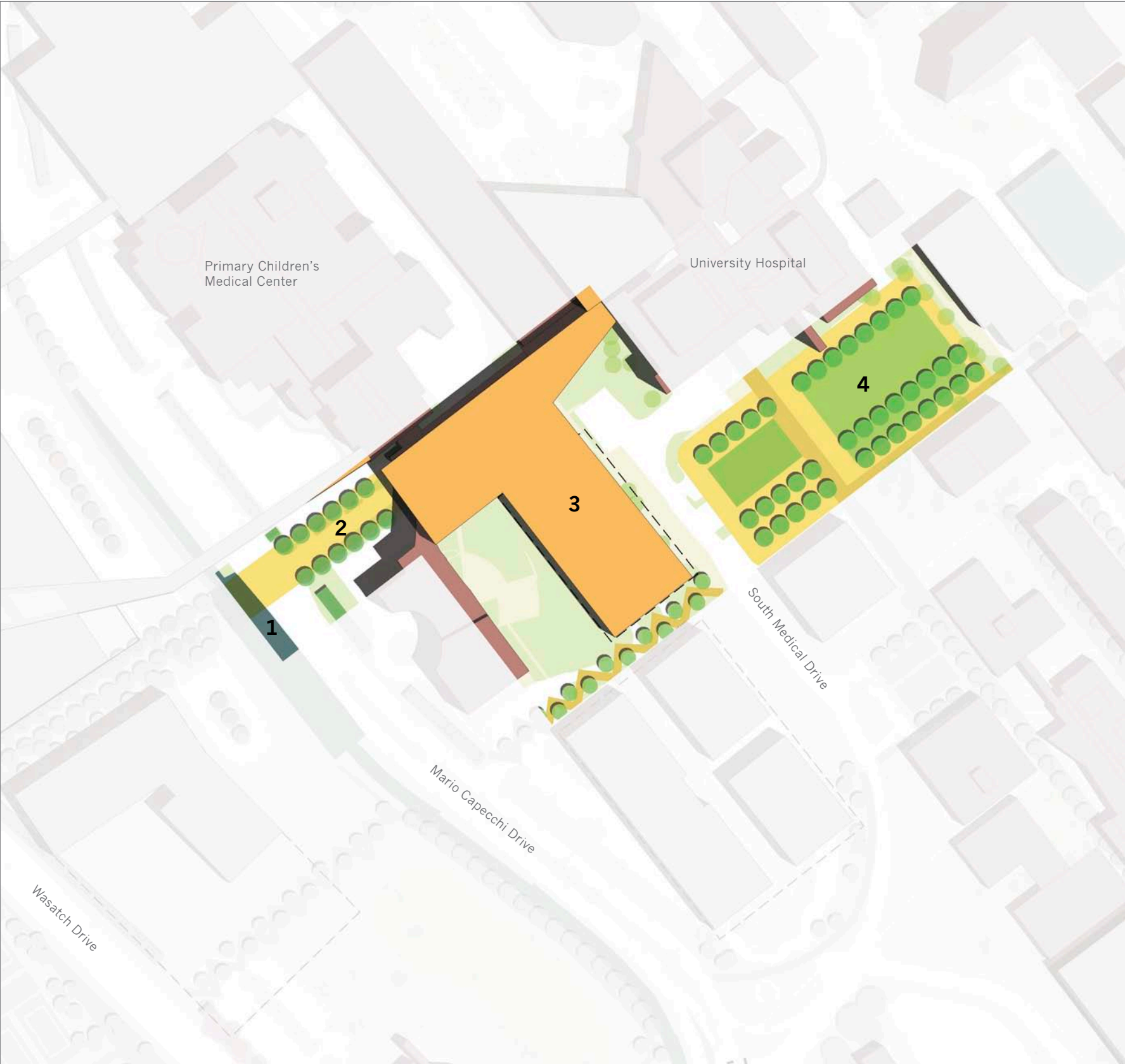
It is envisioned that the new School of Medicine building will provide 640,000+ square feet of programmable space over 7 to 8 floors for academic, research and hospital support functions.

The Health Sciences Center Plaza and the other smaller plazas proposed for East Campus are intended to provide usable plazas and courtyard spaces connecting existing and new buildings. The current East Campus landscape is dominated by parking and service access, and lacks a coherent connective landscape or any significant outdoor gathering areas. This is in spite of East Campus’ phenomenal natural setting. The proposed plazas will offer expansive views over Salt Lake City, while providing outdoor resting and gathering places set into the steep slope of the Wasatch foothills.

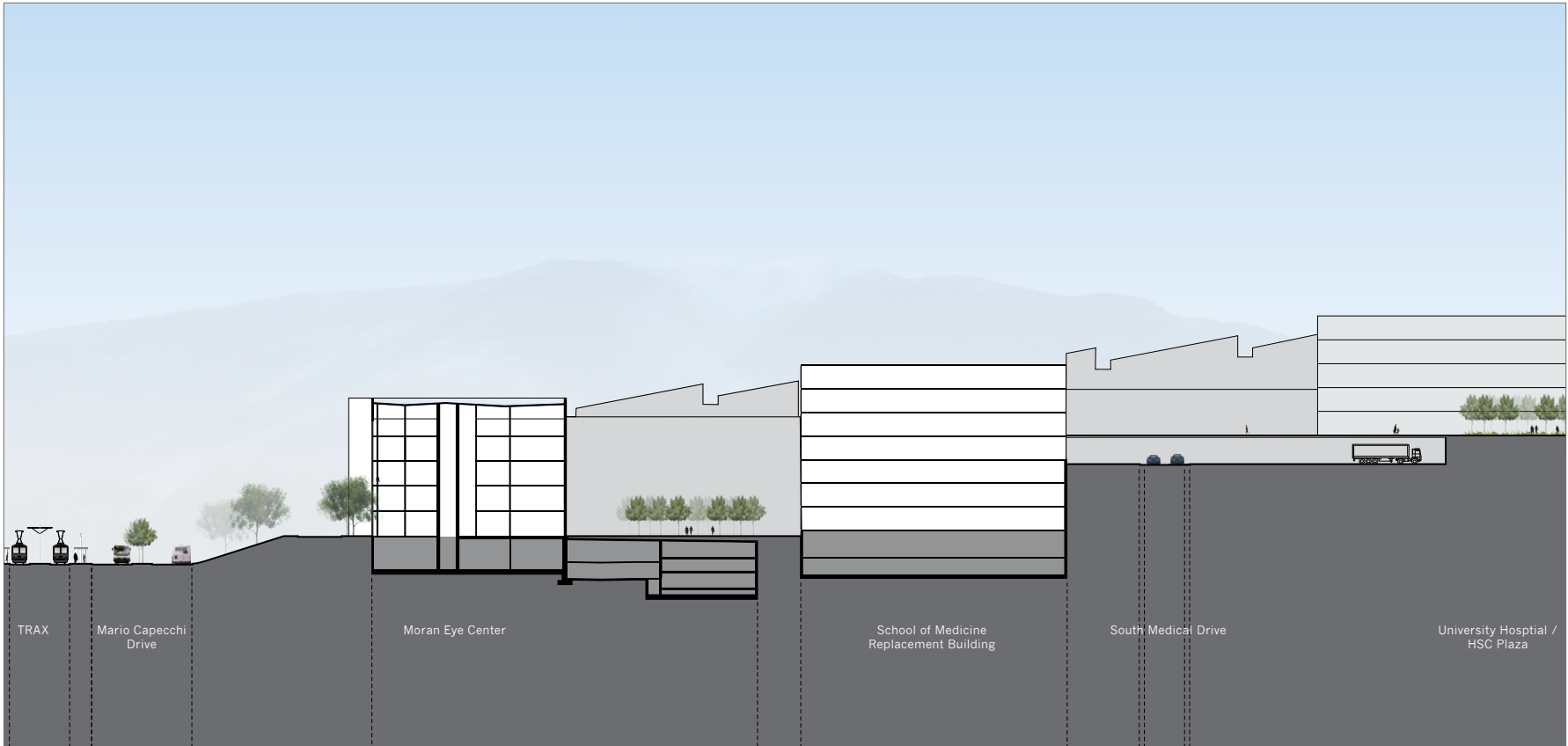
New plazas may be sited partly or completely on structure, allowing for parking and service to exist beneath as needed. These plazas should be designed with the goal of creating intimate gathering spaces whose character is defined by shade trees, xeriscape gardens, and comfortable seating areas. A lawn may be included at the Medical Campus Plaza in order to provide flexible gathering space and the possibility for outdoor recreation; however, lawn should not be included elsewhere at East Campus. The proximity of East Campus to the Wasatch Mountains presents an ideal opportunity to incorporate the native, xeriscape character of the foothill landscape into campus.

- 1. HSC TRAX
- 2. School of Medicine / PCMC Drop off
- 3. School of Medicine Replacement
- 4. HSC Plaza





Medical School Replacement Building



Medical School Replacement Building



Medical School Replacement Building



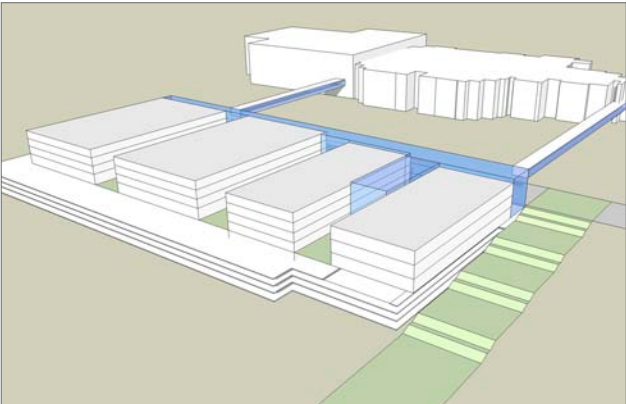
Ambulatory Care Complex

The University of Utah Health Science Center (UUHSC) and Primary Children’s Medical Center (PCMC) will develop ambulatory services and parking in a combined Ambulatory Care Complex (ACC). While the ambulatory services will be developed separately, the parking, and perhaps other non-clinical support or retail space, will be developed jointly.

The University of Utah may lease land to Primary Children’s Medical Center for its future expansion and replacement facilities. The overall site for the ACC is bounded to the north by North Campus Drive, to the east by Mario Capecchi Drive, to the south by a straight line extending the existing south edge of the PCMC site across Mario Capecchi Drive to Wasatch Drive and to the west by Wasatch Drive.

The site, currently part of the golf course, forms a transition from the center of The University of Utah campus to the west of Wasatch Drive to the Medical Center to the east of Mario Capecchi Drive. It is accessed along Mario Capecchi Drive by the Medical Center TRAX station, which provides light rail public transit to both the Medical Center ‘up the hill’ and the main campus ‘down the hill.’ As part of the Medical Center, the ACC should have its primary address and entrances along Mario Capecchi Drive, with immediate access to TRAX. The public circulation between the two main elements of the University, including access to TRAX will be along Interdisciplinary Corridor, which will be developed in conjuncture with the ACC.

The underlying development concept process began with programs developed individually by UUHSC and PCMC followed by scenarios jointly established by UUHSC and PCMC. Two of these scenarios are illustrated herewith and will be referred to by name – the Spine Scheme and the Angle View Scheme. These schemes provide the basis for the detailed description that follows.



Spine Scheme



Angle View Scheme

- 1. U. Medical Center TRAX Station
- 2. Moran III
- 3. Ambulatory Building #1
- 4. Ambulatory Building #2
- 5. Ambulatory Building #3
- 6. Ambulatory Building #4



Ambulatory Care Complex



### Master Planning Guidelines:

#### *Organizational Concept*

The ACC campus should read as a series of related but distinct buildings resting on a tiered base/ground plane, with parking below. The design should allow for future flexibility of use, including the possibility of change of use by institution, or transfer of use from one institution to the other. The buildings should provide for connectivity between inter-institutional buildings, public connection between all buildings and connectivity back to the Medical Center.

- PCMC buildings should have a distinct identity from UUHSC buildings, reflecting the institution and its patient population.
- Parking may be provided as a single structure below the campus, but entries to the buildings from both parking and grade should be distinct and clearly identified.
- Building depth should respond to the need for natural light in inhabited areas.
- Building orientation and design should respond to the unique views in all directions.
- Footprints should allow for large contiguous services (54,000 BGSF for PCMC).
- When possible, major diagnostic and treatment services should be grouped to allow matching floor to floor heights across the campus.
- Structural grids and planning modules should be consistent to allow for maximum future flexibility.

#### *Size and Phasing*

- The ACC will be developed in two phases. Phase I of the development will consist of one PCMC building of approximately 220,000 - 250,000 BGSF and one or two UUHSC buildings totaling approximately 350,000 BGSF. At a minimum, PCMC reserves the option to develop a Phase II ambulatory building and additional parking to the north and contiguous to Phase I. UUHSC may plan all additional ambulatory care services south of Interdisciplinary Corridor. Distinct locations will depend on which scheme is selected for the final design.
- Acreage of lease to PCMC is highly dependent on chosen scheme. The range is from 8 to 11 acres.

#### *Height and Setbacks*

- None of the ambulatory care buildings will be more than 70' in height above the elevation of Mario Capecchi Drive, and will have minimal or no mechanical services on the roof, respecting the intent of the Moran View Corridor.
- The south edge of the complex will face a pedestrian open space (Interdisciplinary Corridor) of approximately 120' in width that will connect the TRAX station to Wasatch Drive. This open space is to be developed by the University, at the time of construction of the ACC.
- The north edge of the complex will remain green space during Phase I. A portion of this green space will be developed during Phase II for PCMC's second ambulatory building. The north edge development will serve as a buffer along North Campus Drive and should reflect the residential scale and character of the buildings on the north side of the drive, which consist of low-rise institutional (Jewish Community Center) to large residential homes. There should be a minimum 60' setback from North Campus Drive.

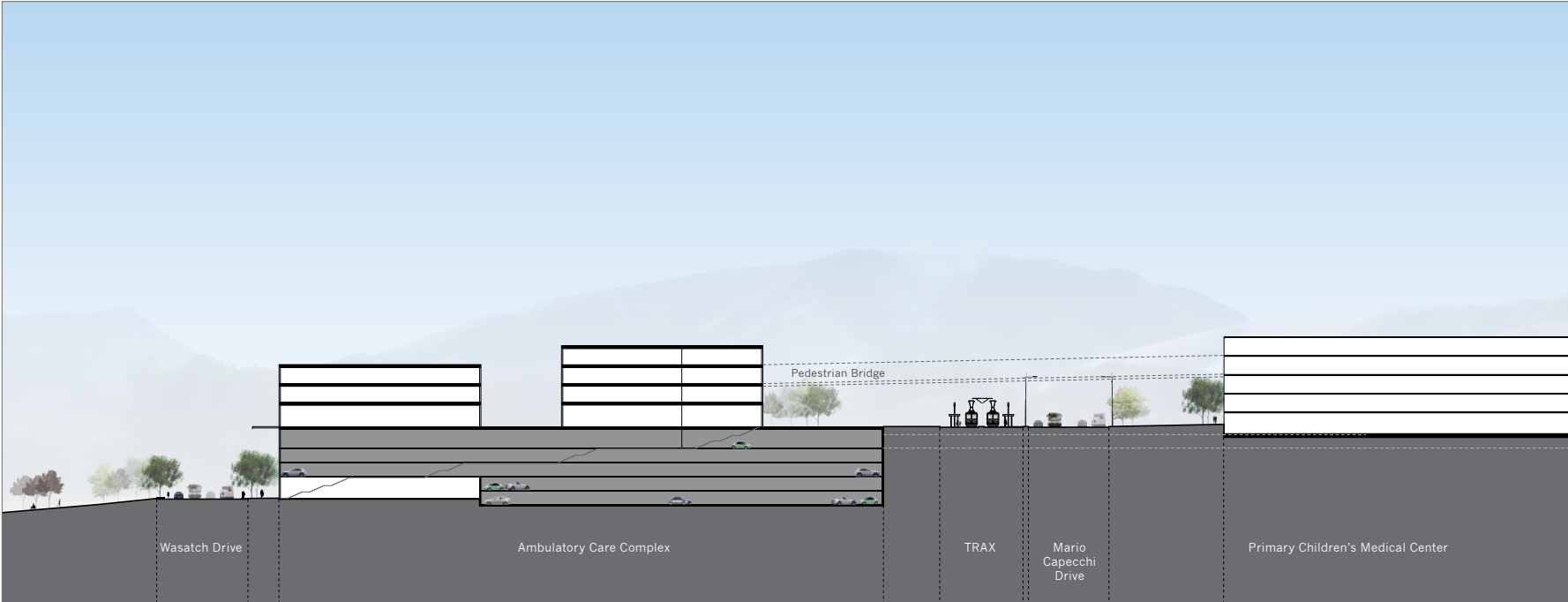
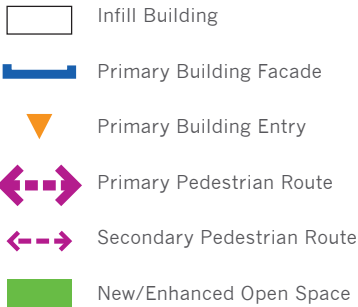
*Parking*

- Parking is anticipated to be located below the ACC buildings and adjacent outdoor courts and plazas.
- Parking will be developed jointly by UUHSC and PCMC. The Ambulatory Care Complex Study demonstrates a potential **“parking capacity”** of approximately 2,700 spaces in Phase I, and approximately 1,200 spaces in Phase II.
- The **“parking need”** in Phase I for PCMC is a range of 660 - 800 spaces; and approximately 1,300 spaces for the University’s need. The parking need in Phase II for PCMC is approximately 1,400 spaces. Transit first initiatives may reduce total spaces required.
- The main entrance to the Ambulatory Care Complex will be off of Mario Capecchi Drive via an entrance drive which will serve all buildings with each having its own entrance.
- East side of Mario Capecchi Drive Entrances: PCMC Ambulatory Care Center I, UUHSC Ambulatory Care Center I (may be two buildings), PCMC Ambulatory Care Center II.
- West side of Mario Capecchi Drive Entrances: PCMC Hospital, Moran Eye Institute, Atrium Link to U Hospital, and other possible developments.
- TRAX Station: visibility and ease of access to all addressing entrances from TRAX is very important, and supports “transit-first” objectives.
- One or more public entrances will be created along Mario Capecchi Drive and parking, staff, service, and secondary clinic entrance(s) along Wasatch Drive. No parking should be above the level of Mario Capecchi Drive.
- In later phases PCMC will expand their current inpatient hospital; displacing 1491 parking spaces that will be accommodated under Phase II of the PCMC Ambulatory building at the northern edge of the ACC site.
- Structured parking entrances to the Ambulatory Care Complex will be off both Mario Capecchi Drive entrance drive and Wasatch Road.
- Mario Capecchi Drive: primary entrances to parking from covered vehicular drop-offs.
- Wasatch Drive: Parking will also be accessed from Wasatch Drive. Circulation pattern of the parking structure(s) should allow for inter-parking structure access of Mario Capecchi Drive and Wasatch Road.
- Service Access: UUHSC and PCMC should have separate service docks. They should/may share access off of Wasatch Road, and could be contiguous.
- UUHSC and PCMC should have similar parking fee structures and technologies.
- A single, contiguous series of parking decks would increase flexibility and may decrease the overall demand by lowering peak need multipliers vs. multiple individual parking structures.

*Connectivity*

- The public entry and patient and family access to parking will be off of Mario Capecchi Drive. This will require the development of a drive and drop-off from Mario Capecchi Drive to the west of the TRAX line, to be developed jointly by PCMC and the University.

- At a minimum, the ACC will be linked to PCMC and UUHSC via a pedestrian bridge spanning Mario Capecchi Drive and the TRAX line. All connections will be jointly developed by PCMC and UUHSC. It is anticipated that the existing bridge system that links various institutions on the medical campus is the prime location for connecting to the ACC. The new bridge should be available for public access and should line up in plan with the existing bridge connection to University Hospital, and at a height and design to be determined jointly by PCMC and the University. The bridge will be part of a system of connections that will include at grade connection as well as the possibility of below grade connection.
- Conditioned connectors will be provided between all clinical buildings.
- Either as part of the bridge system or a separate below grade connection system, the development should facilitate appropriate separation of service and patient transportation from public traffic.
- Interdisciplinary Corridor will serve as the primary pedestrian link between the main campus and medical center, as well as the access route to TRAX.
- ACC structures north and south of Interdisciplinary Corridor should be built without setbacks to the corridor edge.
- Entrances to both buildings and parking should be encouraged along Interdisciplinary Corridor.
- Elevators for disabled access along Interdisciplinary Corridor should be incorporated within the adjacent buildings.





Master Plan Guideline



Phase 1



Phase 2



Phase 3



**What is USTAR?**

The Utah Science Technology and Research (USTAR) Initiative supports economic development in Utah by providing funding to Utah’s research universities to support the creation of fundamental technologies with the potential to encourage the growth of major industries in Utah.

The USTAR funds support start-up packages for world-class faculty with proven track records of research and commercialization.

The University of Utah anticipates hiring new faculty to expand our existing competencies in eight key areas:

- 1. Fossil Energy
- 2. Biomedical Device Innovation
- 3. IT Networks & Memory
- 4. Imaging Technologies
- 5. Nanotechnology & Biosensors
- 6. Circuits of the Brain
- 7. Diagnostic Imaging
- 8. Personalized Medicine

(Source: [www.ustar.utah.edu](http://www.ustar.utah.edu))

**Interdisciplinary Quad**

The University is currently developing a Master Plan for an Interdisciplinary Quad which explores planning scenarios and programmatic organization options for a cluster of interdisciplinary research facilities. A total of four buildings are proposed with a total floor area of 800,000 - 1.0 million square feet.

The first phase of this development is the USTAR project supported by the State in an effort to expand existing competencies in eight key areas: Fossil Energy, Biomedical Device Innovation, IT Networks & Memory, Imaging Technologies, Nanotechnology & Biosensors, Circuits of the Brain, Diagnostic Imaging, and Personalized Medicine.

USTAR Phase I will incorporate a nanofabrication facility, wet and dry labs, other core facilities and the Principal Investigator offices. Future phases will incorporate additional laboratories, conference center, and below-grade parking.

Following an evaluation of numerous potential development sites across campus, the CMP consultant team determined that Interdisciplinary Corridor will be located east of the College of Engineering, between Central Campus Drive and Wasatch Drive. This location provides the opportunity to create a new non-vehicular connection between the Health Sciences Center to the Colleges of Engineering and Science. This connection is envisioned as Interdisciplinary Corridor – a multi-purpose pathway and planted area that comprises a

pedestrian connection along the build-to line of new development, and an informal pathway whose curvilinear form provides a shallower grade for bicycle access. This informal pathway provides an alternative circulation route that engages the existing trees and proposed stormwater collection systems. The current elevation difference between Central Campus Drive and Wasatch Drive is approximately 60 feet (6% slope). Therefore, it is recommended that the Corridor be designed with level landings and ramps that comply with relevant Americans with Disabilities Act (ADA) of 1990 Accessibility Guidelines.

It is intended that development along Interdisciplinary Corridor will highlight the integration of architectural design with sustainable stormwater management. Conventional development across campus allows stormwater that runs off of rooftops and paved surfaces to drain into the storm sewer system. The intended design strategy for Interdisciplinary Corridor is to collect rainwater (and snowmelt) from viable catchment surfaces (particularly rooftops of new and existing buildings) and convey that water through a series of bioswales along the informal path on the south side of the Interdisciplinary Corridor. These bioswales drain to proposed retention ponds that are sited at the eastern edge of Central Campus Drive. Ideally, this water will be re-used to irrigate nearby landscapes. Alternatively, it may be allowed to infiltrate in order to recharge the existing aquifer.

- 1. Interdisciplinary Corridor
- 2. USTAR Buildings
- 3. Bioswales
- 4. Parking Lot





Master Planning Guidelines:

1. Open Space Program:

Interdisciplinary Corridor will be comprised of two primary open space types — connective landscapes and courtyards. The connective landscape (the Corridor) should be designed to facilitate pedestrian and bicycle movement. Smaller gathering spaces and entrance plazas should also be incorporated along its length. The USTAR interdisciplinary research facilities should be organized around human-scaled courtyards that can help to promote interaction and opportunities for passive recreation.

2. Building Placement:

Building setbacks to Interdisciplinary Corridor should be minimized to support the creation of an active and pedestrian-friendly edge. The intersection of Watatch Boulevard and Interdisciplinary Corridor should gain emphasis from building form and architectural detail. A building entrance is encouraged at this corner. Blank walls and exposed basement structures should be minimized to the greatest extent possible. Ground floor facades, especially facades facing onto the Corridor, should be highly transparent in order to promote visual connections, pedestrians and internal building activity.

3. Primary Entrances:

Primary building entrances should be located along Interdisciplinary Corridor. All buildings should have multiple public entrances to provide access and movement options. Building entrances from Interdisciplinary Corridor should be located at-grade. Additional building entrances may be provided from internal courtyards and quads.

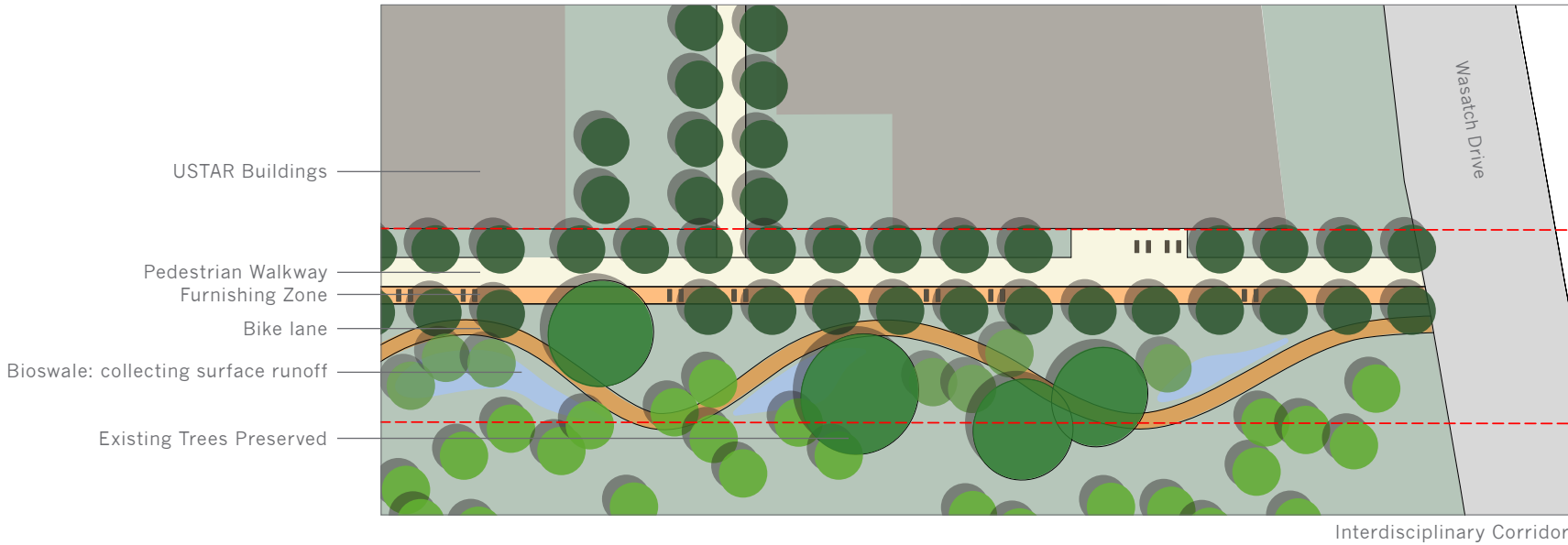
4. Service Access:

Service access should be provided via New Federal Way located immediately north of the Interdisciplinary Quad.

5. Landscape Typology:

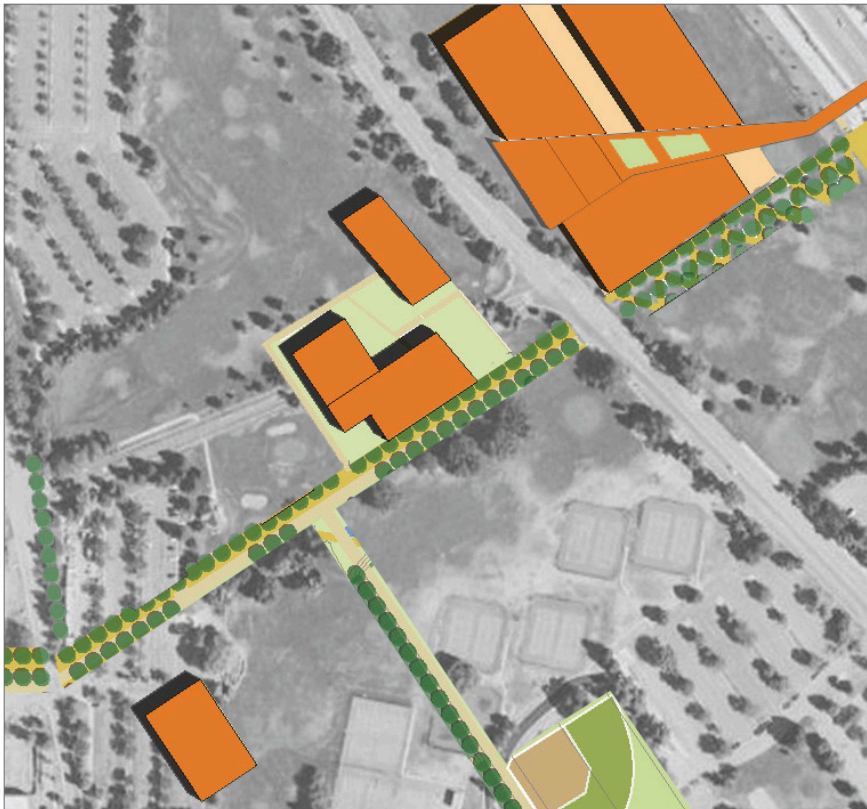
A system of bioswales should be established along Interdisciplinary Corridor to treat and slow down stormwater runoff from all new development, as well as peripheral runoff from the Fields and other areas as feasible. A retention pond should be established along Central Campus Drive to treat stormwater runoff and either infiltrate it or reuse it for irrigation. This retention pond should be at least 50 feet wide (75 feet is preferred).

- Infill Building
- Primary Building Facade
- Primary Building Entry
- Primary Pedestrian Route
- Secondary Pedestrian Route
- New/Enhanced Open Space

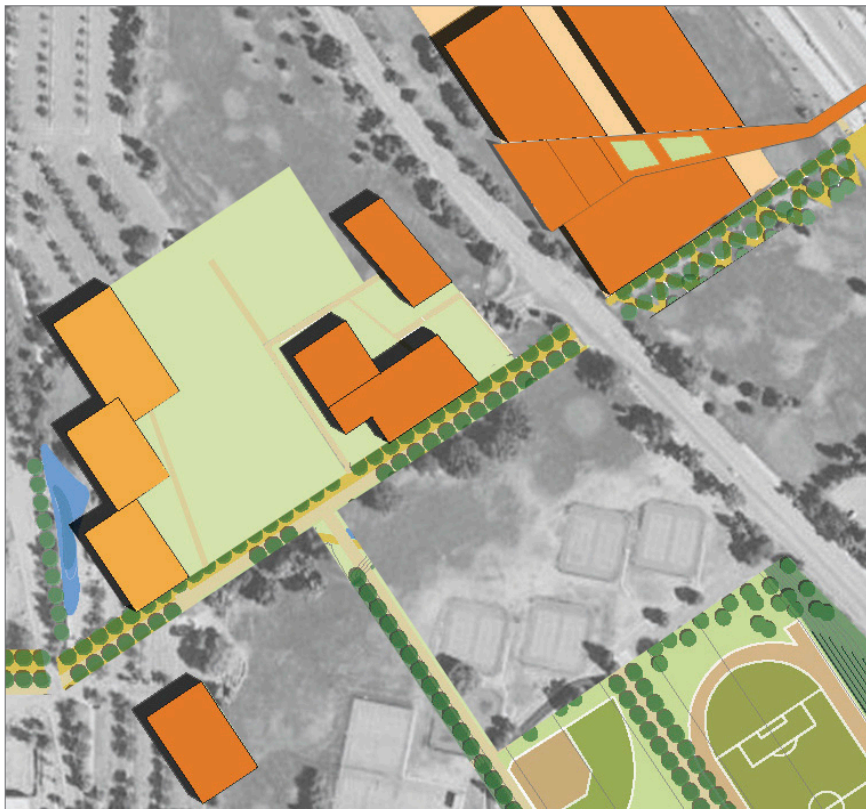




Master Plan Guideline



Phase 1



Phase 2



Phase 3



6. *Preservation of Existing Features:*

Existing mature trees located within Interdisciplinary Corridor should be mapped, assessed (tree health, age, etc.), and incorporated into the open space design.

7. *Sustainability:*

The focus of sustainable design in Interdisciplinary Corridor is on stormwater capture and reuse.

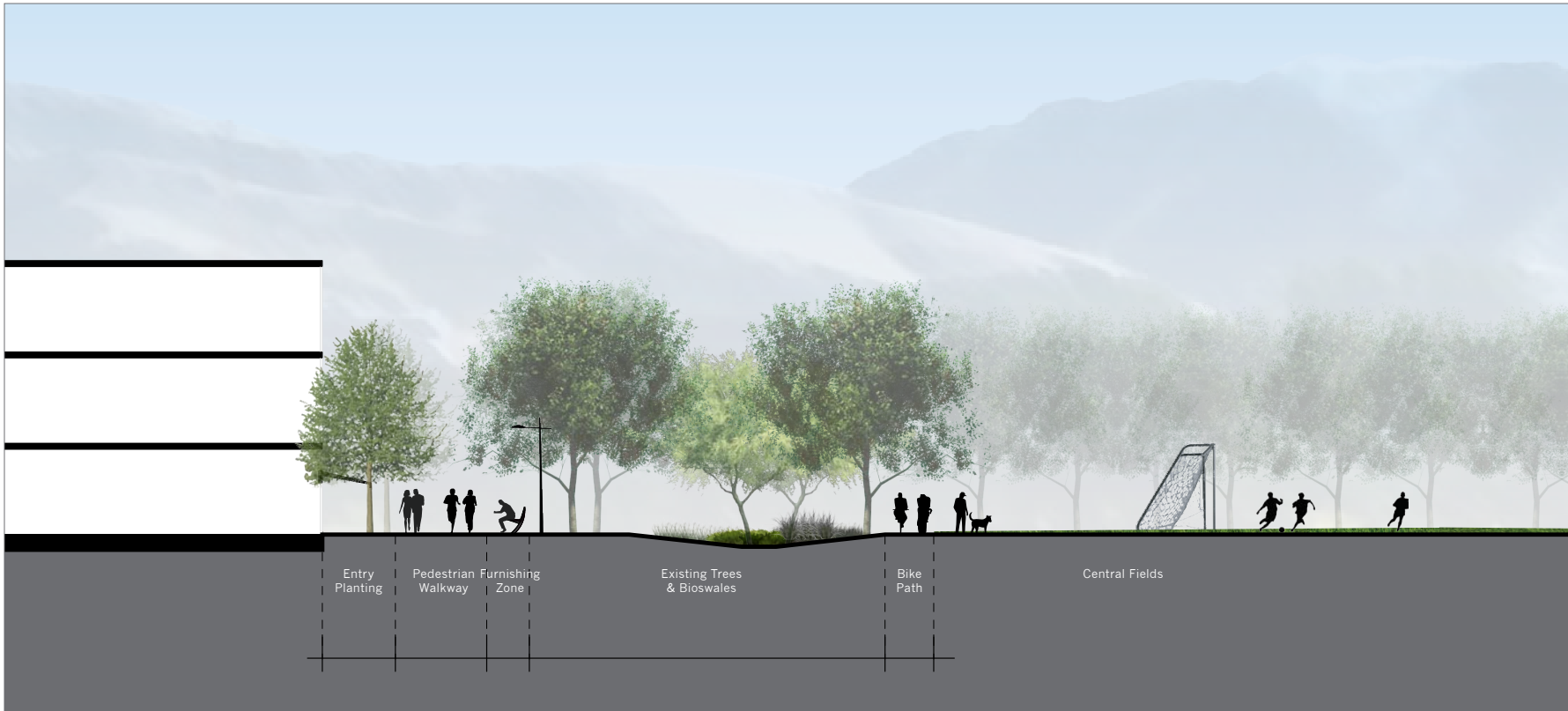
Sustainable hardscape elements may also be selected as appropriate, such as permeable paving.

The new buildings associated with this development are encouraged to pursue sustainable design measure although a campus-wide adoption of a specific set of sustainable principles is yet to be established.



Interdisciplinary Corridor





Interdisciplinary Corridor





Engineering Mall

Engineering Mall is a major pedestrian thoroughfare that links the plaza between Student Services and the Student Union Building to Merrill Engineering. The Mall is characterized by a “suburban” landscape that is dominated by a uniform treatment of expansive areas of lawn and concrete pathways. Visibility through the space is generally limited due to a series of berms that extend upwards from the pathway edges to a height of approximately 4 feet. Low building density also contributes to the Mall’s suburban feel and lack of identity. The College of Engineering is anticipated to grow in response to future research and teaching opportunities. This growth will translate into new classroom and research buildings.

The Plan proposes to transform Engineering Mall into a coherent open space that provides a center for the expanded engineering program, encouraging student interaction in an outdoor academic setting. A substantial proposal that stems from earlier planning in the 1998 LRDP recommends a realignment of North Campus Drive where it turns into 100 South at the Kennecott building. This current Campus Master Planning team has revisited this intersection as it continues to be considered a hazardous pedestrian crossing and recommends that North Campus Drive be realigned to the west, allowing infill buildings to be sited along the western edge of Engineering Mall. In this proposal, the Kennecott Building would be demolished.

The Engineering Mall will engage with the new Interdisciplinary Corridor as its western starting point. The new Engineering Mall will be a primary pedestrian path with enhanced lighting and pedestrian amenities. The Mall will frame the Engineering Quad and help to reinforce its important role as a connective open space between Interdisciplinary Corridor and the Student Union.

The existing axial nature of the Mall will also be strengthened with the introduction of new infill buildings to the east, engaging the adjacent pedestrian environment with plazas and building entrances. Gardens, seating, furniture, and lighting will be incorporated into these plazas to create a more comfortable pedestrian experience and to provide smaller gathering spaces within the larger quad. All of the infill buildings play an important role in defining the extents of the mall and allowing for surveillance from occupants throughout the day and night.

Engineering Mall possesses some existing elements which may be modified or incorporated into its new structure. The existing walkway, currently a two-lane concrete path, will be reduced in width and reprogrammed to dedicate one lane for pedestrian travel and the other for cyclists. The cul de sac at the end of the existing walkway will be removed in the interest of creating a central lawn and gathering space in the northern area of the Quad. Existing trees in this area are to be retained to the extent possible.

- 1. Merrill Engineering
- 2. Warnock Engineering
- 3. Energy & Mineral Research Lab.
- 4. Infill Teaching Lab.
- 5. Infill Teaching Lab.
- 6. Infill Teaching Lab.
- 7. Infill Teaching Lab.
- 8. Infill Teaching Lab.
- 9. Infill Teaching Lab.
- 10. Sutton Geology & Geophysics
- 11. Engineering Quad
- 12. Engineering Mall



Master Planning Guidelines:

1. *Open Space Program:*

Open space should be occupiable and internally focused. It will comprise both linear connective open spaces with tree-lined walkways, and more intimate plazas with gardens, seating, and furniture.
2. *Building Placement:*

Infill buildings should be consistently oriented east-west and north-south in order to reinforce the pattern and framework of adjacent city streets and adjacent existing buildings. This orientation will also minimize the amount of excavation required to accommodate buildings within the sloped site. Building siting should consider the location of existing utility trunk lines located between the Union and Hedco buildings.
3. *Primary Entrances:*

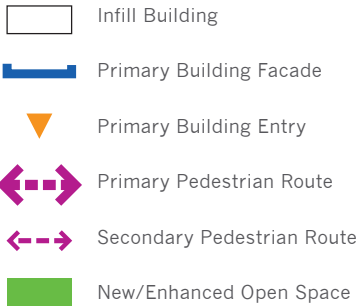
Primary building entrances should face onto the Engineering Mall.
4. *Service Access:*

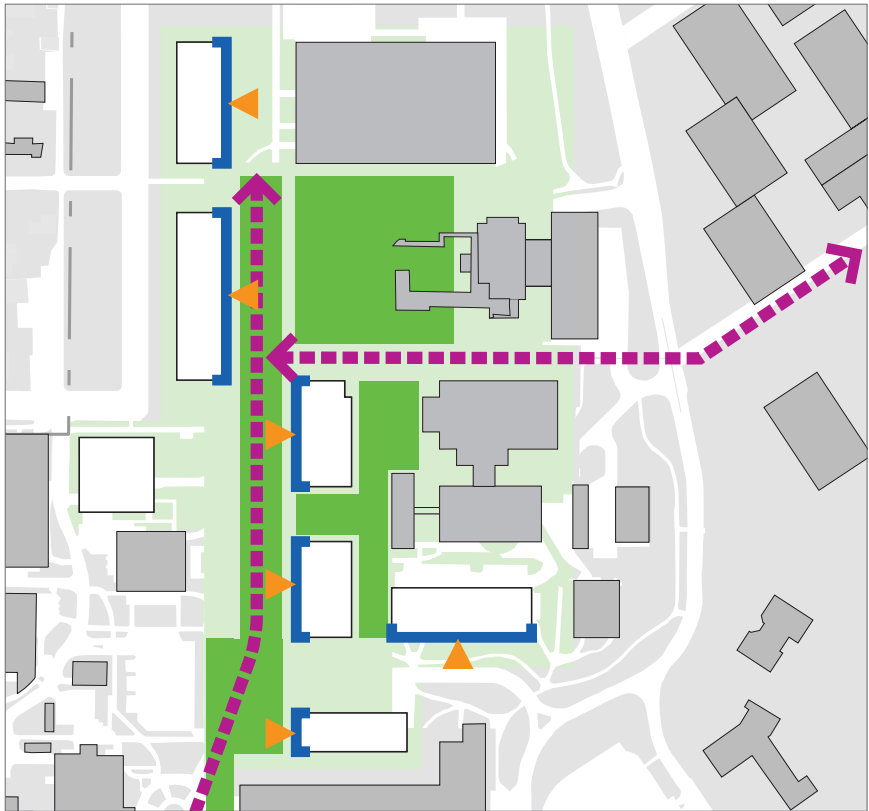
Access for service vehicles will be provided from Central Campus drive. Service vehicles may be required to travel along the Engineering Mall.
5. *Landscape Typology:*

Lawn, Shade Trees, and Plazas are appropriate as the dominant landscape character.
6. *Preservation of Existing Features:*

Existing trees are to be retained where feasible.
7. *Sustainability:*

The extent of lawn area will be minimized through the use of xeriscape and native plantings. Permeable paving may be integrated into pedestrian plaza areas.





Master Plan Guideline



Phase 1



Phase 2



Phase 3



Central Playing Fields

A new cluster of terraced, multi-use recreation fields and athletic facilities will create an active green center for the campus, ultimately replacing the Ozone parking lot, Lots 24 and 30, abandoned tennis courts, and the practice driving range. Since this central campus area is currently dominated by paved surface parking and a jumble of outdated athletics facilities, the Central Playing Fields are an extremely important project, and their implementation will go a long way to reinvigorate student life on campus. The Central Playing Fields will provide green frontage for HPER Mall, and also create a core campus space linking South Campus and Interdisciplinary Corridor development to the north.

In concept, the Central Playing Fields may comprise three or four terraces to accommodate the slope and allow for the integration of flat playing surfaces. The project includes a total of six multi-use recreation fields (turf and synthetic), an NCAA Division I Athletics track and Women’s Soccer field, and an NCAA Division I Women’s Softball Diamond. NCAA Division I tennis facilities with 12 outdoor courts may also be included should a need be demonstrated. The two existing softball diamonds will remain, and form the lowest terrace along with one of the multi-use fields.

The Athletics Track is intentionally sited on the top terrace so that seating can be integrated into the slope west of Wasatch Drive. As well, a parking structure (with access from Wasatch Dr.) may be incorporated below the track. The existing slope also makes it possible for the parking structure to be exposed on its western edge, thereby providing natural ventilation and minimizing excavation. The Athletics Track also has an important relationship with the proposed Student Life Center; as a primary athletics facility with outdoor seating its location here will help create a lively anchor for the east end

of HPER Mall and a new gateway into central campus from Wasatch Drive.

If the University decides to build a new NCAA tennis facility, it should be located along Wasatch to the north of the Athletics track. This location affords the possibility of parking being integrated below the courts, with access from Wasatch, and also helps preserve open views from HPER Mall across the central portion of the Fields.

North south pedestrain walkways linking HPER to Interdisciplinary Corridor are included along the grade breaks between each row of fields. These walkways are primary connections, and include a basic level of pedestrian amenities, including shade trees and seating. North-south pedestrian connections are also included; these walkways are of a smaller scale, and may take the form of simple paths and/or steps with informal trees for shade along their edges.

The central pedestrian walkway which connects HPER Mall to Interdisciplinary Corridor will be established above a north-south utility corridor serving North Campus, the Interdisciplinary Quad, and the Ambulatory Care Complex.

- 1. Central Chiller Plant
- 2. Intramural Fields or Tennis Courts
- 3. Women’s Softball Field
- 4. Pedestrian / Utility Corridor
- 5. Intramural Field
- 6. Athletics Track
- 7. Stadium / Berm Seating
- 8. Bioswales





Recreation & Athletics Fields

Retention ponds are proposed along the entire western (downhill) edge of the fields. These ponds will collect water from the bioswales along Interdisciplinary Corridor and HPER Mall, and provide an opportunity to store and reuse water for local irrigation. A combination of above grade retention ponds and below grade cisterns may be needed to optimize water storage throughout the summer. Other non-athletic space in the Fields area may be reserved as flexible open lawn or for experimental/ community gardens.

**Master Planning Guidelines:**

*1. Open Space Program:*

The Fields are intended to enhance recreational opportunities on campus and also to provide flexible open space at the center of campus. The terraced character and tree lined pathways are critical to providing the space with landscape character, and will make it attractive for general, ongoing use.

*2. Building Placement:*

A below-grade parking structure should be located beneath the proposed Athletics Track and also beneath other fields adjacent to Wasatch Drive if feasible.

*3. Primary Entrances:*

Parking structures should have access directly from Wasatch Drive.

*4. Service Access:*

Access to the Central Playing Fields for movers and other field equipment will be from Wasatch Drive, HPER Mall, or Central Campus Drive.

*5. Landscape Typology/ Character:*

The existing slope may be terraced in a variety of ways; its form should be designed in conjunction with plans for HPER Mall and Interdisciplinary Corridor so that north-south pedestrian pathways can link these spaces together effectively and at the same level. North-south pathways should be considered primary; east-west pathways are secondary but still important for providing connection between each level. One of these east-west pathways is intended to meet a new pedestrian crossing on Wasatch south of the proposed Moran III building.

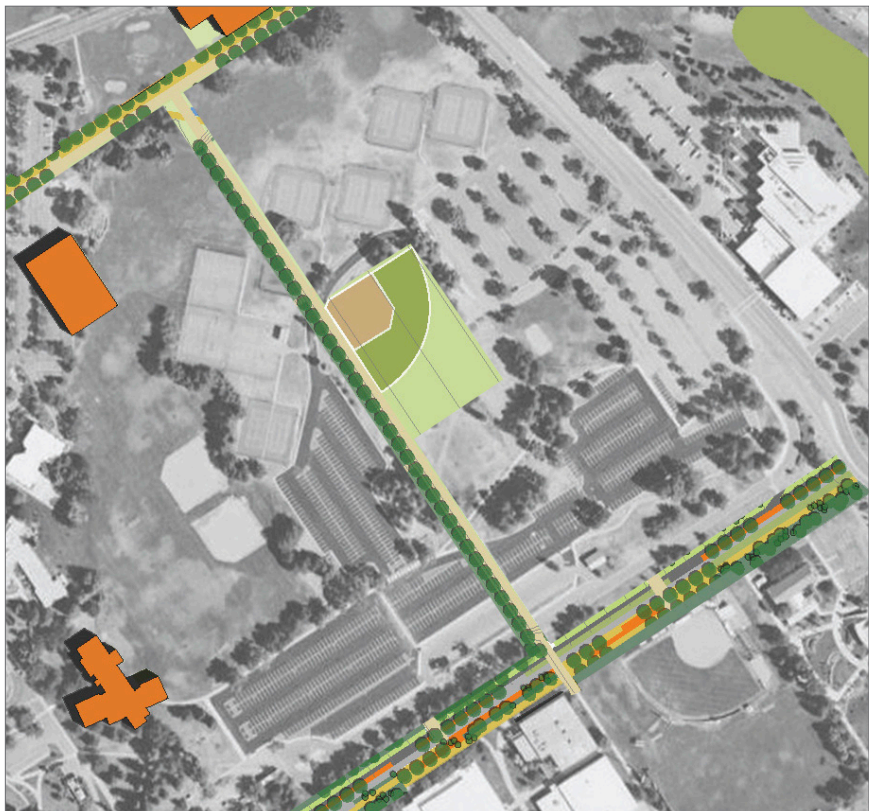
*6. Existing Features to be Retained:*

There are a number of existing trees at the periphery of the Fields that should be retained. In particular, the substantial grove of trees near HPER Mall, south of the Humanities building, should be preserved and integrated with any new landscape associated with the retention ponds.

*7. Sustainability:*

One of the most important strategies for implementing the Fields in a sustainable manner is to balance the amount of cut and fill required. Because grading of the terraces is flexible, efforts should be made to coordinate the construction of the fields with surrounding campus development such as the Ambulatory Care Complex and USTAR. These projects may generate a significant volume of excavated earth that can be utilized to build the terraces.





Phase 1



Phase 1 Alternative

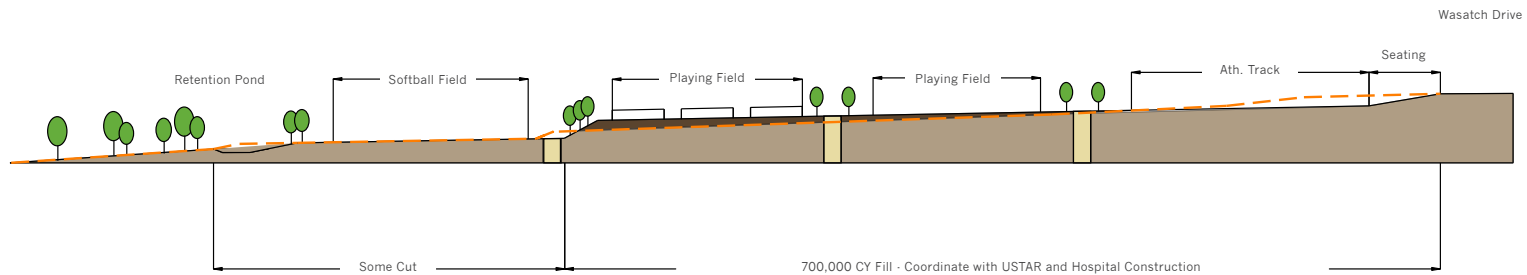


Phase 2

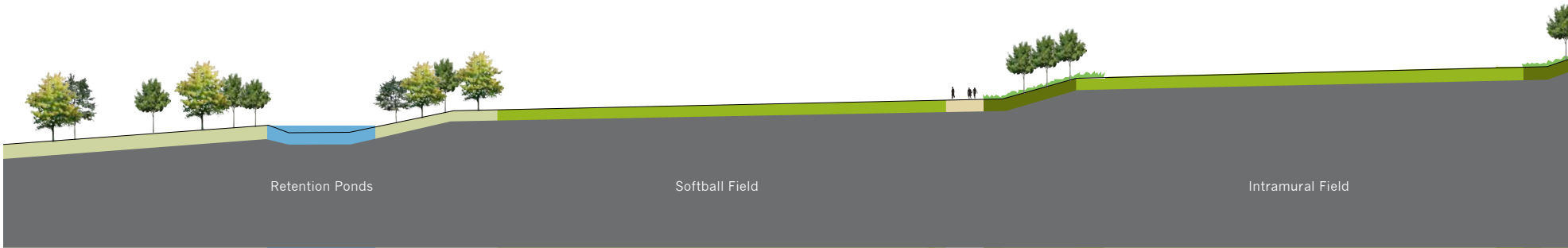
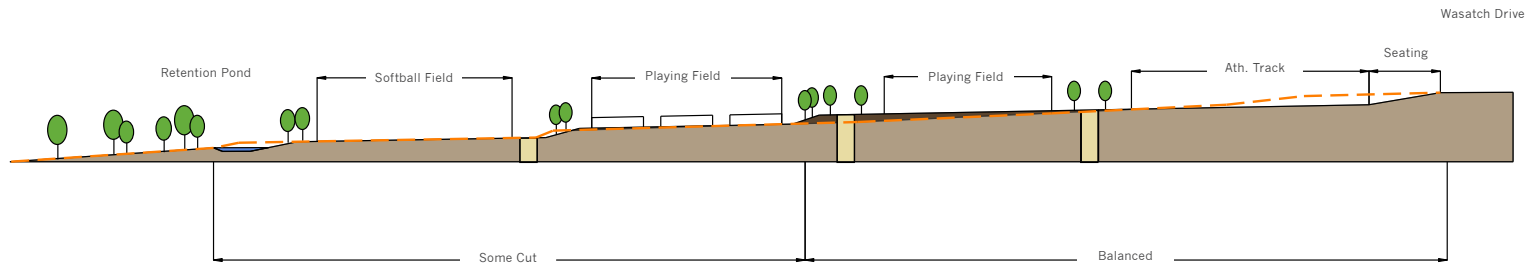


Phase 3

2 Terraces

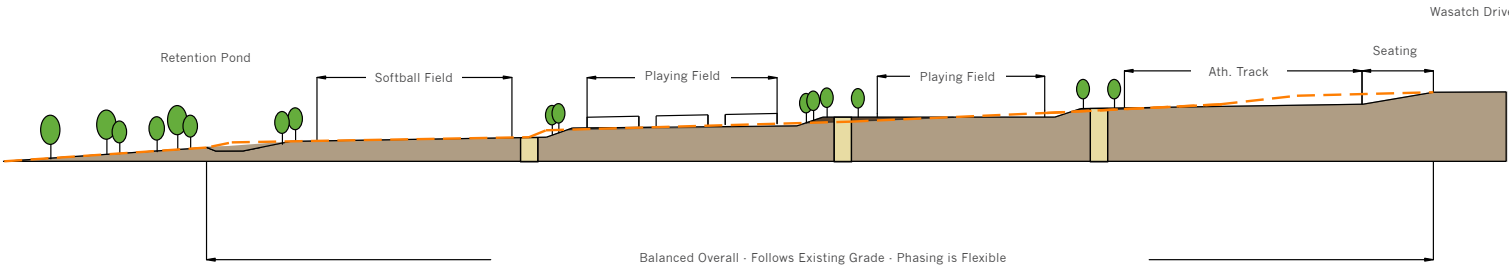


3 Terraces

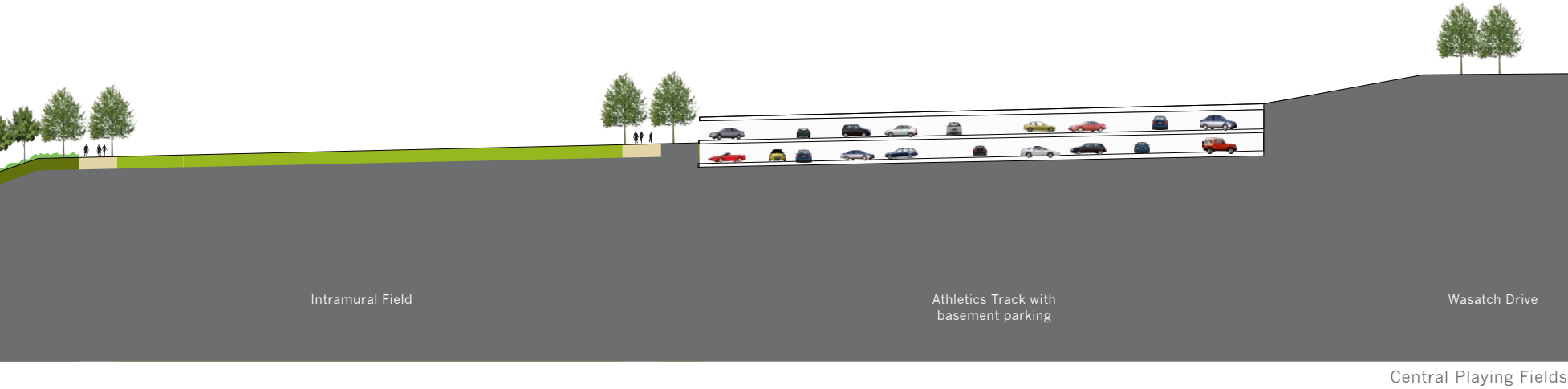
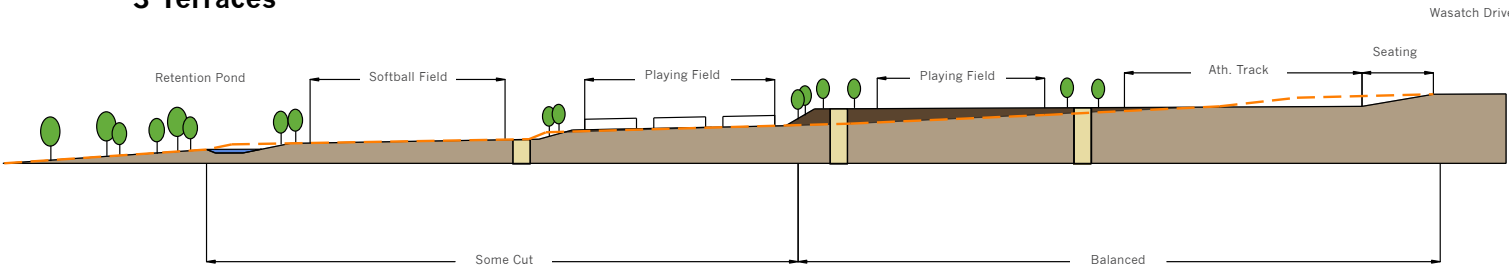




4 Terraces



3 Terraces

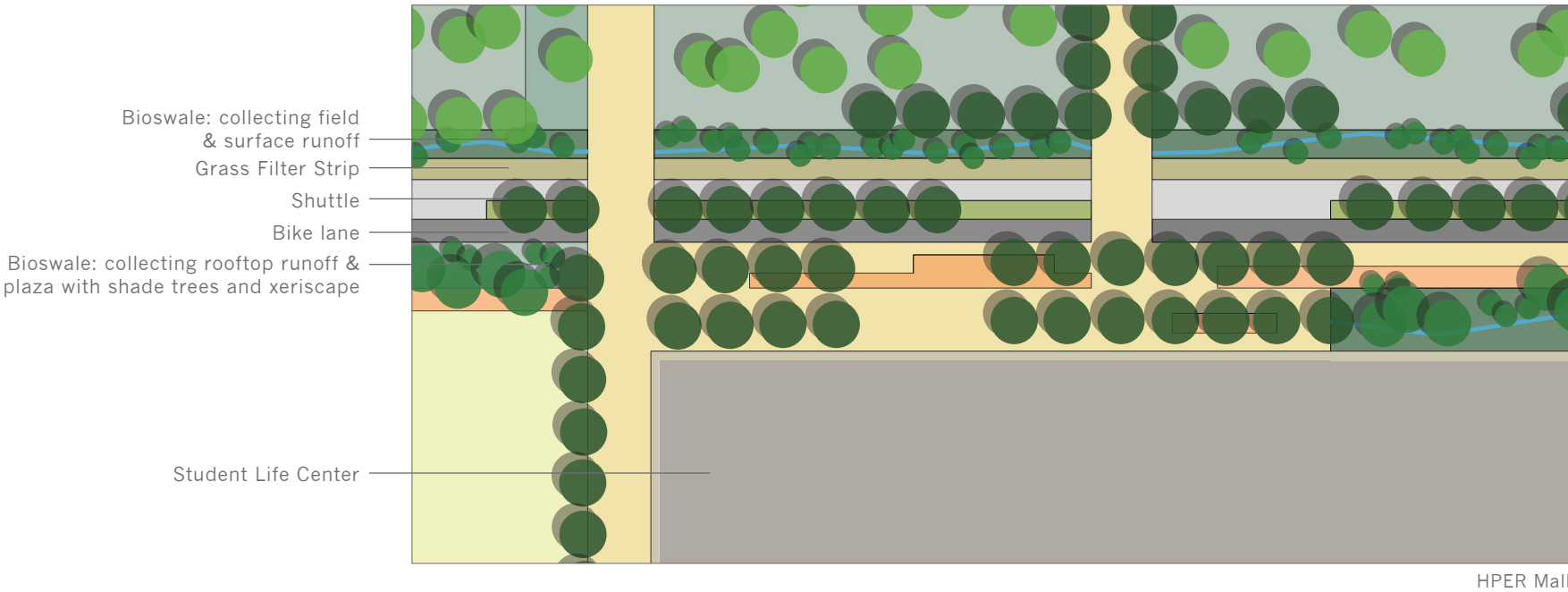


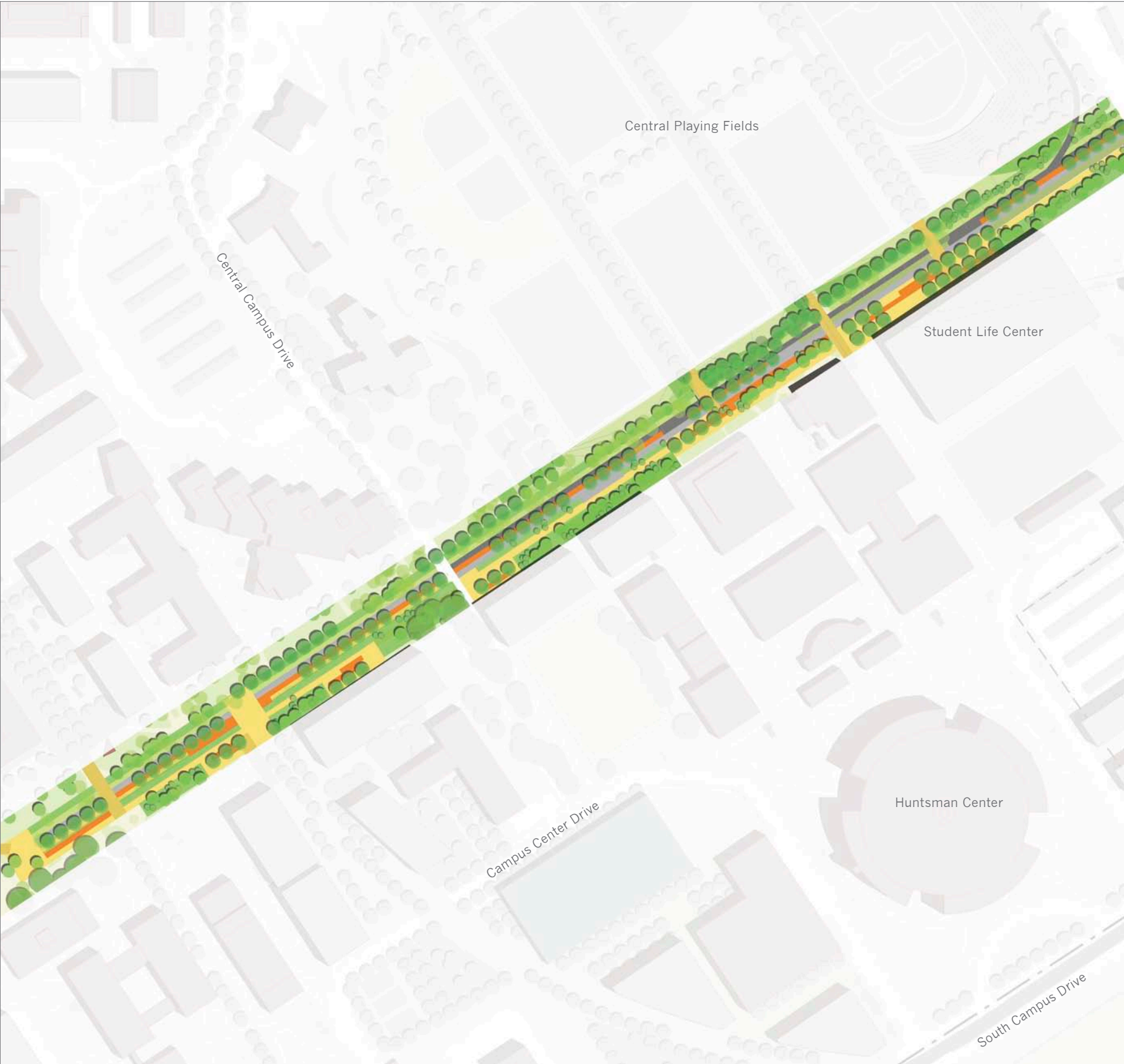
HPER Mall

HPER Mall is the only existing pedestrian connection between Main Campus and East Campus. In its current form, HPER Mall is a wide pedestrian boulevard separated by a lawn median, with isolated xeriscape gardens at pedestrian crossings. With an average grade of approximately 5%, the downhill route is particularly appealing to cyclists and skateboarders, whose fast speed of travel results in potentially dangerous situations for slower moving pedestrians. Conversely, all forms of uphill travel are made difficult by the grade and by the lack of pedestrian-scaled spaces along it. Gaps in the building fabric and large building setbacks encourage the use of HPER Mall as a thoroughway instead of an integral campus landscape. Stormwater and irrigation runoff course down the concrete gutters in the spring and summer and are eventually collected in the storm sewer system.

HPER Mall possesses a major underground utility corridor; these utilities are beginning to fail and need to be replaced in the near future. As an important east-west connection, HPER Mall is strategic to the future development of the campus. The Student Life Center (already planned to occupy the women’s softball field area) will create an anchor of activity at the east end of HPER Mall and will be a convenient stopping place for students coming from the Historic Fort Douglas housing area down to Main Campus. Other open sites along HPER Mall will be infilled and will contribute to the intensification of the academic campus core.

A complete renovation of the Mall itself is recommended, with the goal of creating a new “multi-modal” connector with separated circulation routes for pedestrians and cyclists, as well as a new shuttle route. In general,





HPER Mall Pedestrian Connection with Proposed Landscaping



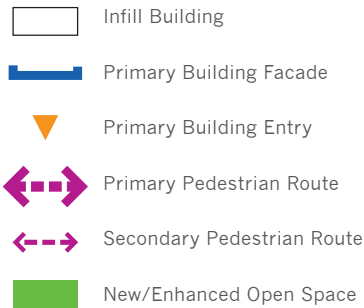
these circulation routes should be separated by planted areas comprised of both xeriscape selections and shade trees and should incorporate clearly delineated spaces for shuttle drop off and/or seating areas. New buildings should be designed with plazas that are integrated into HPER Mall, so as to highlight and enhance building entries and punctuate the pedestrian experience with points of interest and gathering places. Because a comprehensive utility upgrade is critical for the redevelopment along HPER Mall and for the campus at large, a new utility tunnel is proposed beneath the shuttle route and should be planned concurrently with above grade improvements.

A pedestrian and shuttle connection will be created across Wasatch & Mario Capecchi Drive to connect HPER Mall to major centers of student activity at the East Campus such as the Eccles Health Sciences Education building. A new pedestrian crosswalk will be established across both Wasatch and Mario Capecchi Drive in order to facilitate safe pedestrian movement. A left-turn lane will be established at Mario Capecchi Drive in order to allow the campus shuttle to travel across to Mario Capecchi Drive South.

HPER Mall plays a key role in the sustainable water strategy planned for the campus. Bioswales planted with grasses and woody vegetation should be integrated along the length of the Mall along its north and south edges as needed to pick up rooftop runoff from new buildings and irrigation runoff from the fields. Rooftop runoff from new East Campus development may also be conveyed in pipes to the east end of HPER Mall and daylighted there. The bioswales should be designed to replace the existing concrete channels and below grade storm sewer system, cleansing stormwater and slowing its release into the retention ponds planned for the downhill edge of the fields. That water may be reused

for irrigation or allowed to infiltrate directly into the groundwater for aquifer recharge.

The installation of a utility tunnel is a major sustainable implementation measure. Consolidating utilities into a 12' zone that currently spans approximately 120' of land in this central artery of campus will reduce, if not eliminate, the random excavation that is necessary to repair the increasingly failing utility lines. The current utility lines are intentionally spaced apart to prevent digging errors. The ongoing operating and maintenance costs that will be contained as a result of this utility tunnel are not immeasurable. Plant operations leadership will use this evidence-based design to make a case for the tunnel's installation to be high priority. Phasing of the utility tunnel is still under study. The current thought is to begin at the eastern edge to accommodate the needed infrastructure for projects such as the Student Life Center. However, there is also ample reasoning to promote starting at the South Campus High Temperature Water Plant and working eastward.

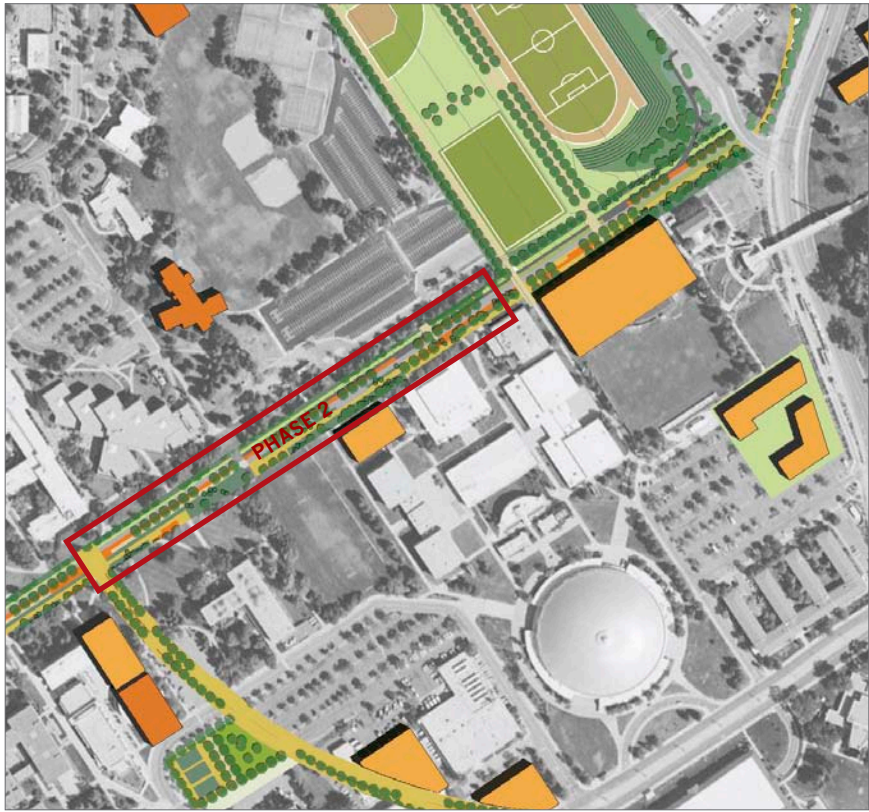




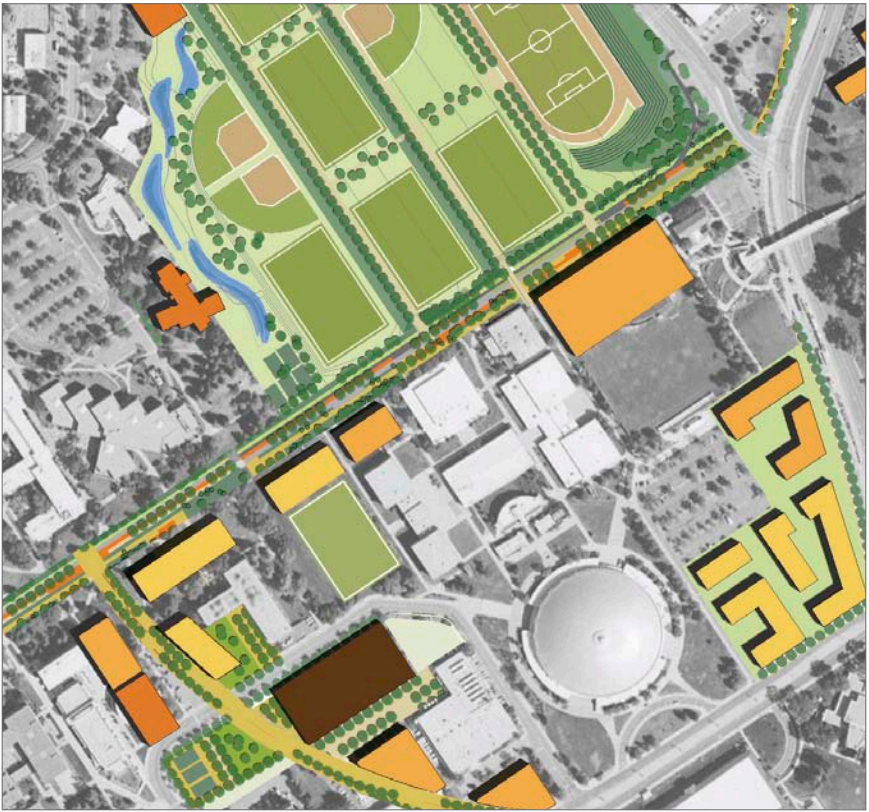
Master Plan Guideline



Phase 1



Phase 2



Phase 3



Master Planning Guidelines:

1. *Open Space Program:*

HPER Mall is intended to be one of two major east-west connectors. As a connective landscape, it should be designed to facilitate movement but also scaled for pedestrian experience, with smaller gathering spaces and entrance plazas incorporated along its length.
2. *Building Placement:*

The north edge of the Student Life Center should define the build-to line for new buildings along HPER Mall. Setbacks of new buildings along HPER Mall should be eliminated or minimized in the interest of enlivening the Mall and making it an actively used and vibrant campus corridor.
3. *Primary Entrances:*

All primary building entries should be oriented towards HPER Mall.
4. *Service Access:*

Service access may be provided by the Shuttle Route located along HPER Mall.
5. *Landscape Typology:*

As a new east-west landscape connector, HPER Mall should be designed primarily to facilitate an engaging and safe pedestrian experience and the integration of bicycle and shuttle routes. The pedestrian route should be intentionally designed to traverse plazas with shade trees and seating areas in order to help





discourage the use of these areas by cyclists and skateboarders. Pedestrian connections across HPER Mall between the Fields and South Campus should also be thoughtfully integrated with changes in pavement or markings.

HPER Mall will contain the most visible aspect of the proposed sustainable stormwater system. Bioswales should be designed to include woody vegetation and trees along their edges so that they are both functional and attractive. The benefits they provide include stormwater treatment, shade, wind protection and habitat.

#### 6. *Preservation of Existing Features:*

Healthy trees along the north edge of HPER Mall should be retained where feasible or relocated.

#### 7. *Sustainability:*

Sustainability may be addressed in a variety of ways at HPER Mall. As described above, landscaping should include xeriscape planting and bioswales. Permeable paving may be integrated into pedestrian plaza areas, and may also have the benefit of discouraging bicycle and skateboard use of pedestrian zones.



HPER Mall

**Student Life Center**

The Student Life Center is envisioned as a large-scale, multi-purpose recreation facility which features over 150,000 square feet of indoor exercise equipment with cardio machines, circuit and free weight areas, a climbing wall, natatorium with lap pool, leisure pool, running track, sport courts for basketball, soccer, volleyball, lacrosse, multi-purpose room/dance studio, wellness clinic, racquetball courts, locker rooms, classroom and meeting rooms, administrative offices, and a student lounge zone.

The preferred site for the Student Life Center is currently occupied by the Women’s Softball Field located at the eastern end of HPER Mall, adjacent to the George S. Eccles 2002 Legacy Bridge. It is proposed that the Softball Field be displaced by the Student Life Center and a replacement field would be located within the Central Playing Fields Area proposed by this Plan. The existing facility of the Virginia Tanner Creative Dance Program (Building #101) would also be displaced by the new Student Life Center.

Given the intended location of the Student Life Center, an opportunity exists for the building to serve as an extension of the George S. Eccles 2002 Legacy Bridge and to provide a continuous pedestrian connection between the “east” and “main” areas of the campus. This connection may be realized as an extension of the bridge that passes over or through the Student Life Center building and connects with HPER Mall at ground level.

The Student Life Center should have a positive interface with HPER Mall. A contiguous built edge should be provided along the southern boundary of HPER Mall in order to promote a comfortable pedestrian environment. Building entrances and outdoor plazas should engage with HPER Mall, and a high degree of ground floor glazing should be provided along the building’s northern façade in order to promote visual connections between indoor and outdoor spaces.

Parking will be available at Lot 22 adjacent to the Huntsman Center Arena and at Lot 24 to the north of HPER Mall. However since both parking lots will be displaced by 2025 as the result of future campus developments, it is anticipated that new parking to meet the needs of the Student Life Center may be provided under the proposed Athletics Track facility that will be located immediately to the north of the Student Life Center. This parking facility will provide approximately 800 parking spaces.

- 1. HPER Mall
- 2. Student Life Center
- 3. George Eccles Legacy Bridge
- 4. Women’s Soccer Field





Student Life Center



Master Planning Guidelines:

1. *Open Space Program:*

Comfortable gathering spaces and entrance plazas should be incorporated along the length of the Student Life Center.
2. *Building Placement:*

The northern facade of the Student Life Center should be flush to the setback established by HPER North (Building #92). Existing pedestrian connections south from HPER Mall to the proposed South Campus Housing site should be preserved.
3. *Primary Entrances:*

The primary Student Life Center entrance should be oriented towards HPER Mall.
4. *Service Access:*

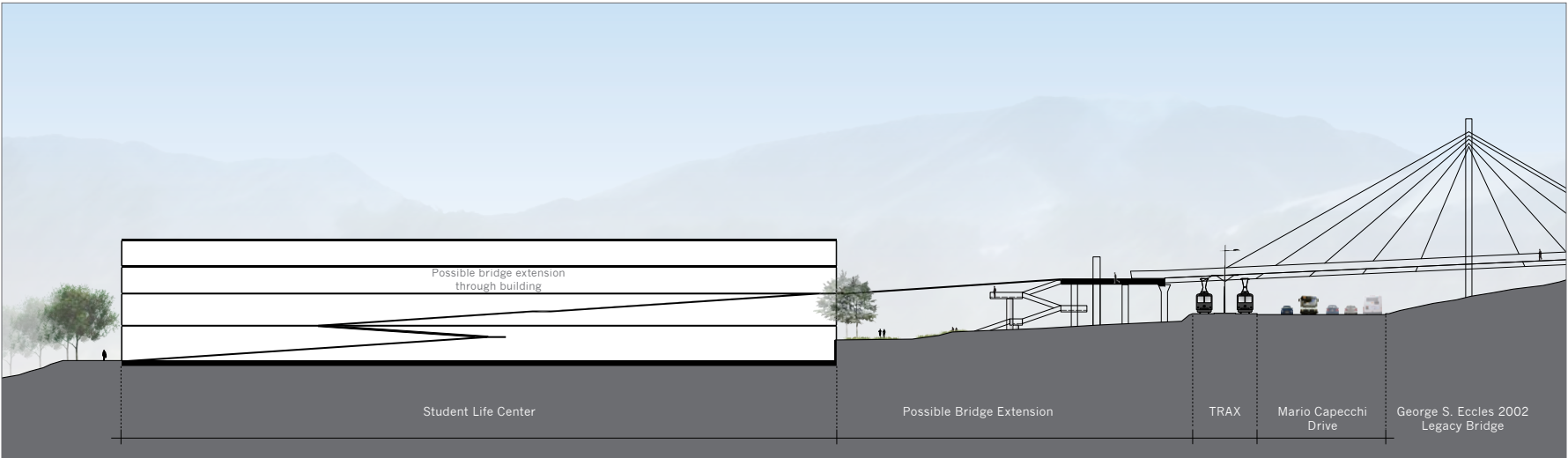
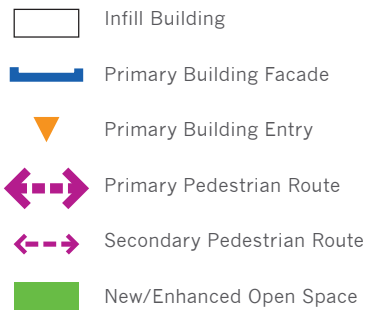
Service access should not interrupt or conflict with existing or proposed pedestrian circulation paths. It is recommended that service access be provided via Parking Lot #22 or Parking Lot #23.

5. *Landscape Typology:*

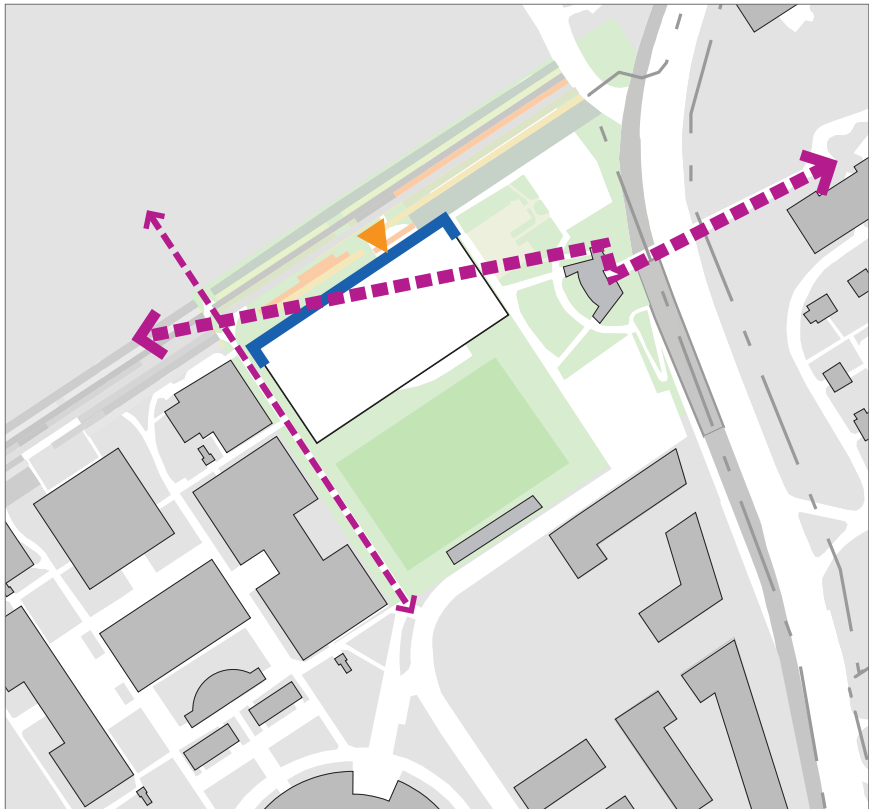
Landscape and open space character should complement the proposed HPER Mall upgrade treatments and should therefore include upgraded pedestrian amenities such as lighting and signage and provide ample opportunity to sit, rest and gather.
6. *Preservation of Existing Features:*

There are no existing features located within the proposed Student Life Center site that should be preserved.
7. *Sustainability:*

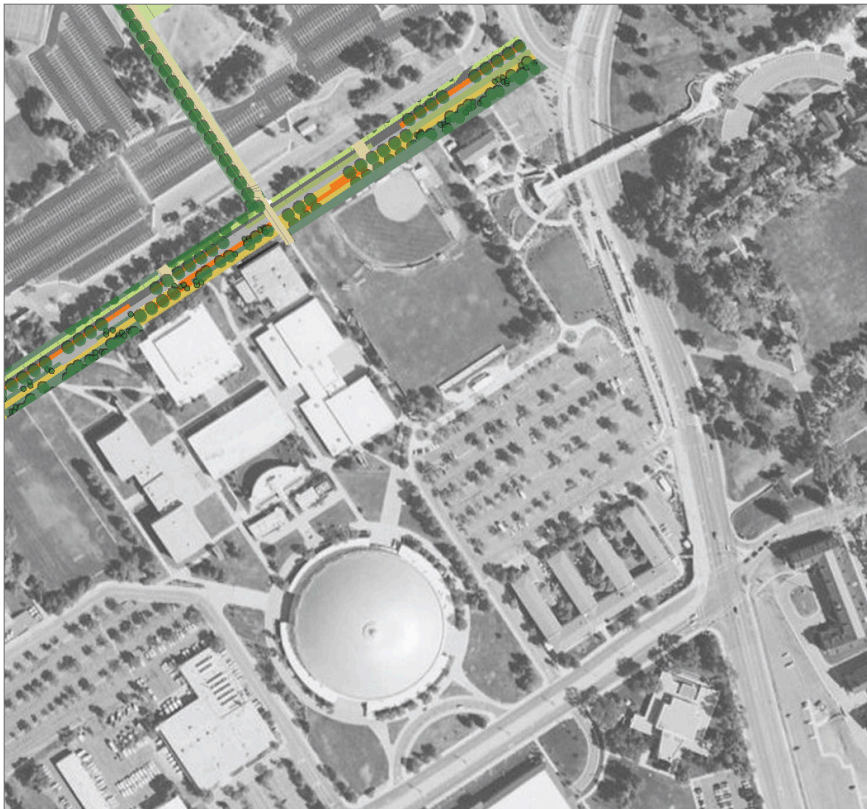
Given the potential for a large roof, a variety of sustainable design strategies are possible including, for example, usable green roof space, rainwater harvesting, and wind micro-turbines or photovoltaic panels for energy production.



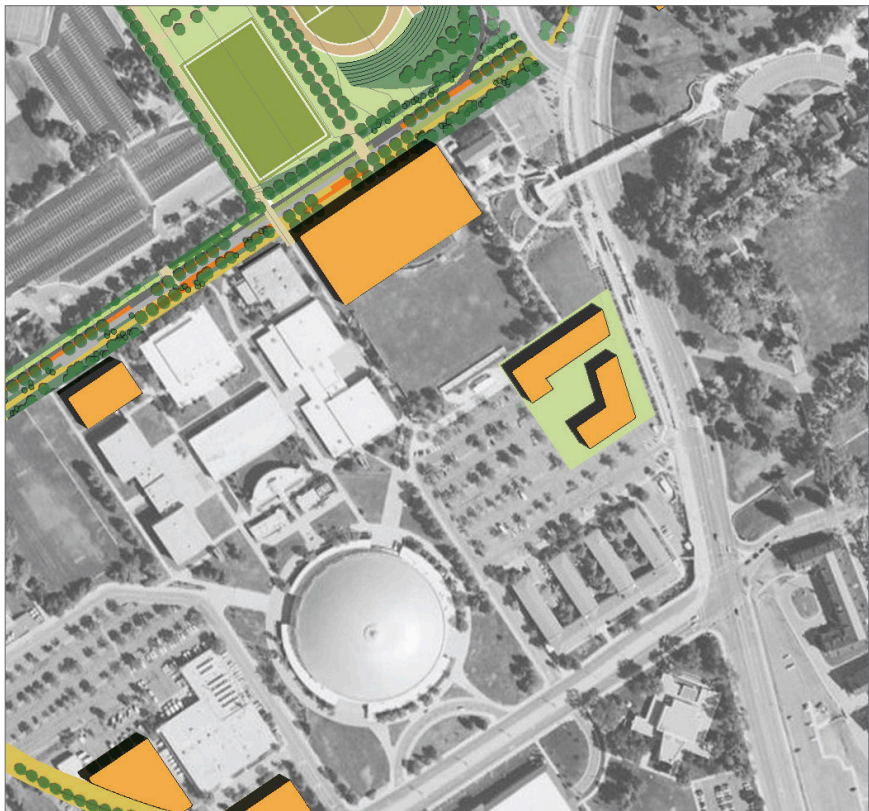
Student Life



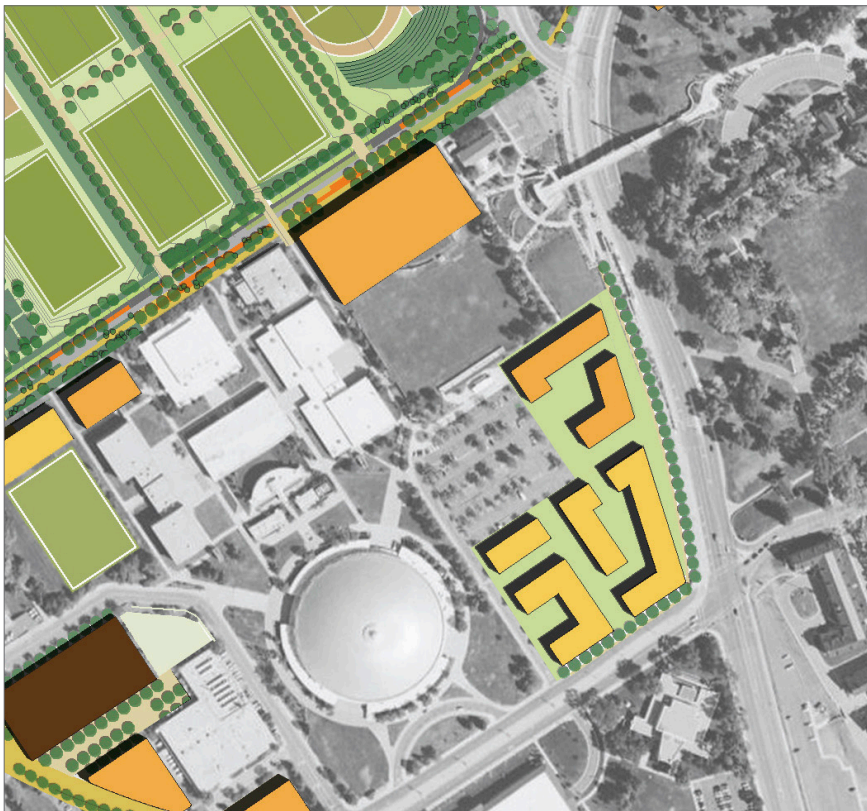
Master Plan Guideline



Phase 1



Phase 2



Phase 3



South Campus Walk

South Campus TRAX is a major pedestrian gateway into campus with over 2,000 transit riders walking from the station to the core campus area on a weekly basis. The station is conveniently located at a similar elevation to the Marriott Library, the Union, and Orson Spencer Hall. This has helped to establish a “desire-line” of pedestrian movement that passes through a gauntlet of parking lots, drive aisles, and loading bays, and results in potentially dangerous conflicts between pedestrians and vehicular traffic.

The Plan proposes to transform South Campus into an iconic mixed-use gateway featuring a clear, direct, and safe pedestrian connection into campus. The Plan envisions a sweeping pedestrian pathway – South Campus Walk – linking South Campus TRAX to the core campus. South Campus Walk should feature high quality paving materials, lighting, seating, and shade trees which support a comfortable pedestrian environment day and night and during all seasons. In place of

Parking Lot 12, a landscaped courtyard is proposed in order to help link South Campus Walk to the Art Museum. This courtyard forms a new gathering space in the heart of the Business Loop, helping to activate South Campus and transform it from a web of parking lots and service areas into a vital campus space.

Three-storey mixed-use shopfront buildings may face onto South Campus Drive. It is intended that ground floor uses include campus-centric retail such as a news agency, University bookstore outlet, bakery, computer supplies store, coffee shop, pharmacy, etc. Upper floors may be used by the University as offices and or classrooms.

A multi-level parking structure is proposed to serve the Business School, Art Museum, College of Education and Tanner Dance as well as the Huntsman Arena. This parking structure would occupy the Parking Lot 12 site.

- 1. South Campus TRAX Station
- 2. Shopfront Buildings
- 3. Shopfront Buildings
- 4. South Campus Walk
- 5. V. Randall Turpin University Services Building
- 6. Possible Graduate Education Center
- 7. Parking Structure
- 8. Plaza
- 9. David Eccles School of Business
- 10. David Eccles School of Business
- 11. College of Education
- 12. College of Education
- 13. Infill Classroom Building



South Campus Walk





South Campus Walk

The Plan for South Campus envisions the establishment of a Graduate Education Center building located adjacent to V. Randall Turpin University Sciences Building, which would provide additional teaching facilities for the School of Business. This building may have a curved façade that helps to reinforce the character and geometry of South Campus Walk. Other infill classroom buildings, such as replacement facilities for the David Eccles School of Business and the College of Education, will frame the northern edge of South Campus Walk.

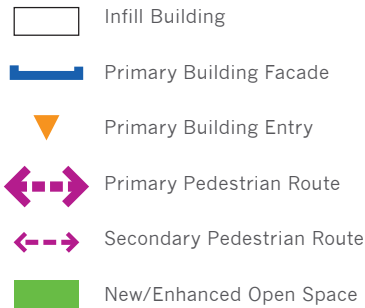
In support of the Plan’s TDM objectives, there is the potential to establish a new bicycle station as part of the proposed South Campus Walk development. Similar to the bicycle station proposed at the Universe Project, this bicycle station could provide storage facilities, an administration office, and potentially a retail outlet for bicycle repairs and supplies.

**Master Planning Guidelines:**

1. *Open Space Program:*  
South Campus Walk is intended to be an active, vibrant pedestrian connection into campus. It should engage new mixed-use and academic development with smaller plazas and seating areas.
2. *Building Placement:*  
New buildings, such as the David Eccles School of Business classroom buildings and the College of Education building, should be set back a sufficient distance from the existing below-grade utility corridor that extends north towards HPER Mall from the High Temperature Water Plant and along HPER Mall. Site surveys should be undertaken to identify the precise alignment of existing below-grade utilities prior to commencing architectural concept development.

Ground floor facades of all buildings should incorporate large windows to encourage strong visual connections between indoor and outdoor spaces.

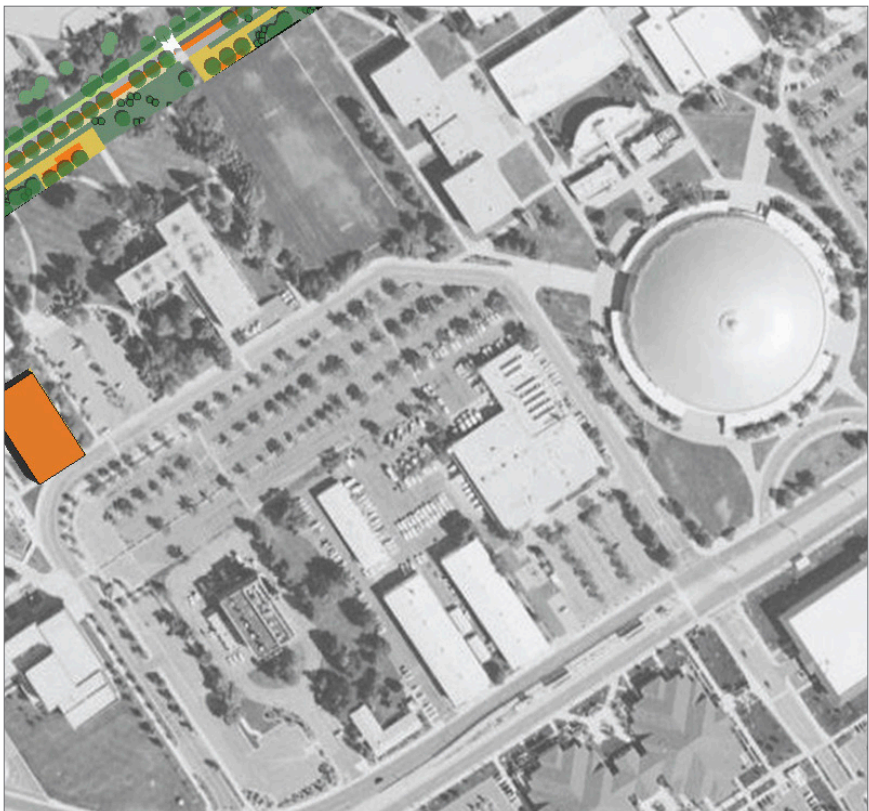
3. *Primary Entrances:*  
Primary entrances should be oriented towards the proposed South Campus Walk.
4. *Service Access:*  
Access for service vehicles may be provided via Center Campus Drive.
5. *Landscape Typology:*  
Landscape character is primarily paved and should incorporate shade trees, lighting, furnishings and pedestrian amenities. Adjacent plazas and courtyards may incorporate xeriscape planting and limited lawn areas where outdoor gathering is expected.
6. *Preservation of Existing Features:*  
Although South Campus Walk does not incorporate existing features, existing trees around Milton Benion Hall should be retained if possible.
7. *Sustainability:*  
As a significant new hardscape element, sustainable surface materials should be selected. Permeable and/or locally sourced concrete unit pavers are recommended. All plantings should be drought-resistant. South Campus Walk is the ideal location for a bicycle station given its proximity to an existing TRAX station.



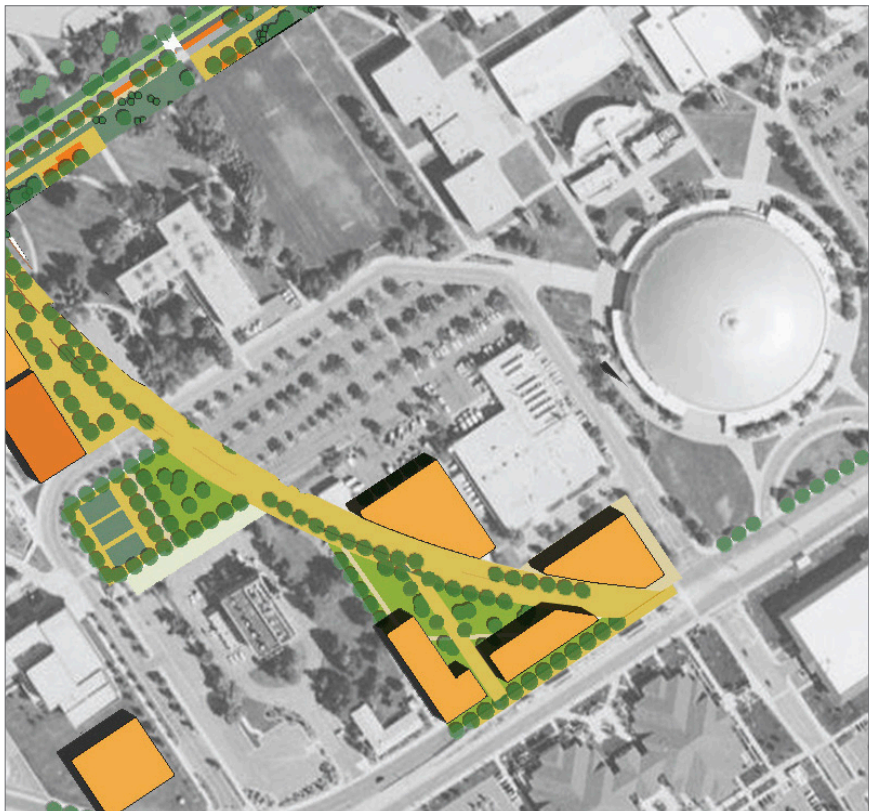




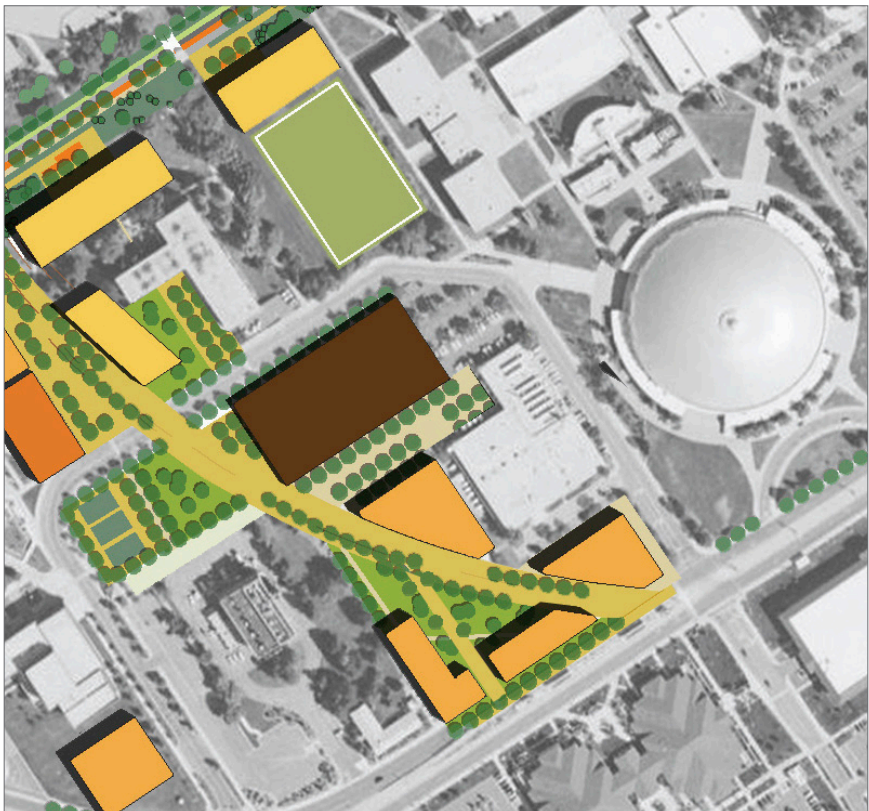
Master Plan Guideline



Phase 1



Phase 2



Phase 3



**South Campus Housing**

Located at the corner of Mario Capecchi Drive and South Campus Drive, the old Annex site is a strategically important area of campus. The site is currently occupied by the Annex building and Parking Lot 22. The Annex was constructed in 1942 by the Army as a temporary building to house administration functions. It was acquired by the University in 1948 to accommodate the School of Business, History Department and Political Science Department. Today, the Annex is home to Aerospace Studies, Continuing Education, the English Language Institute, the Matheson Center for Health Care Studies, the Center for Mine Land Redevelopment, the Purchasing and Commuter Services Department, the Office of Sustainability and the Air Force ROTC.

By 2025, the Plan envisions the development of a village of single student housing located at the current Annex site. Development could occur in two phases, with approximately 600 beds constructed by 2016 and 1,200 units constructed by 2025.

The residential buildings are envisioned as stacked apartments above structured parking. To reinforce the importance of South Campus Drive and Mario Capecchi Drive as a major campus gateway, primary building facades will be oriented parallel to the street and built to the campus property line. Such street oriented housing will give the South Campus Housing project a distinctly urban character that is appropriate at this location.

Buildings will be organized around garden courtyards internal to the site. These “outdoor rooms” will underscore the sense of community with common, intimate spaces that are comfortable, are well connected to the larger campus context and provide opportunities for social interaction and intellectual exchange by student residents.

Proximity to the Fort Douglas TRAX station will be a major benefit to students who work downtown or at other locations away from campus. Direct connections via pedestrian and bicycle pathways should be provided to connect housing to the TRAX station.

Parking will be located within a single storey basement. Given the site’s proximity to campus and TRAX, parking will be provided at the rate of 0.5 parking spaces per unit or bed. However, based on the conceptual footprint of this project, approximately 800 parking spaces could be provided below-grade. Since most parking located beneath the new housing will be provided for exclusive use of residents, alternative parking will need to be provided to serve the Huntsman Center Arena. The following existing parking lots are located within a 5 minute walking distance to the Huntsman Center Arena and can be used during events:

- Lot 15: 656 spaces
- Lot 18: 592 spaces
- Lot 19: 413 spaces
- Lot 21: 138 spaces

The location of the above-mentioned Lots is identified within the Plan Elements chapter.

1. Fort Douglas TRAX Station
2. Parking Lot 22
3. South Campus Housing



South Campus Housing

Master Planning Guidelines:

1. *Open Space Program:*

As a new residential “neighborhood,” the South Campus housing project should be designed primarily to provide a comfortable semi-private outdoor experience for future residents. Amenities such as seating, gardens, lawn areas and the integration of shade trees will help to reinforce the residential character of the project.
2. *Building Placement:*

Buildings should have minimal setbacks to South Campus Drive and Mario Capecchi Drive in order to achieve a desirable balance between the creation of a positive street interface and the need for an adequate buffer between vehicular traffic and residential development. The setback zone should accommodate a high quality urban landscape treatment that includes a sidewalk and shade trees and/or xeriscape planting.
3. *Primary Entrances:*

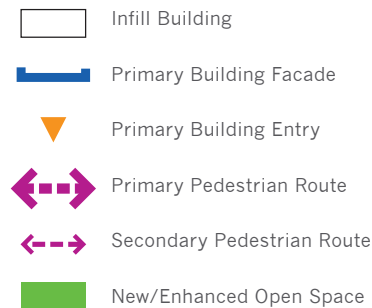
The primary ground floor entrance of ground floor units should be accessible directly from adjacent sidewalks located at South Campus Drive and Mario Capecchi Drive. The ground floor should be elevated approximately 2 – 5 feet in order to enhance privacy and security while maintaining visual connection with external spaces.
4. *Service Access:*

Access for service vehicles will be provided via Mario Capecchi Drive or South Campus Drive.
5. *Landscape Typology:*

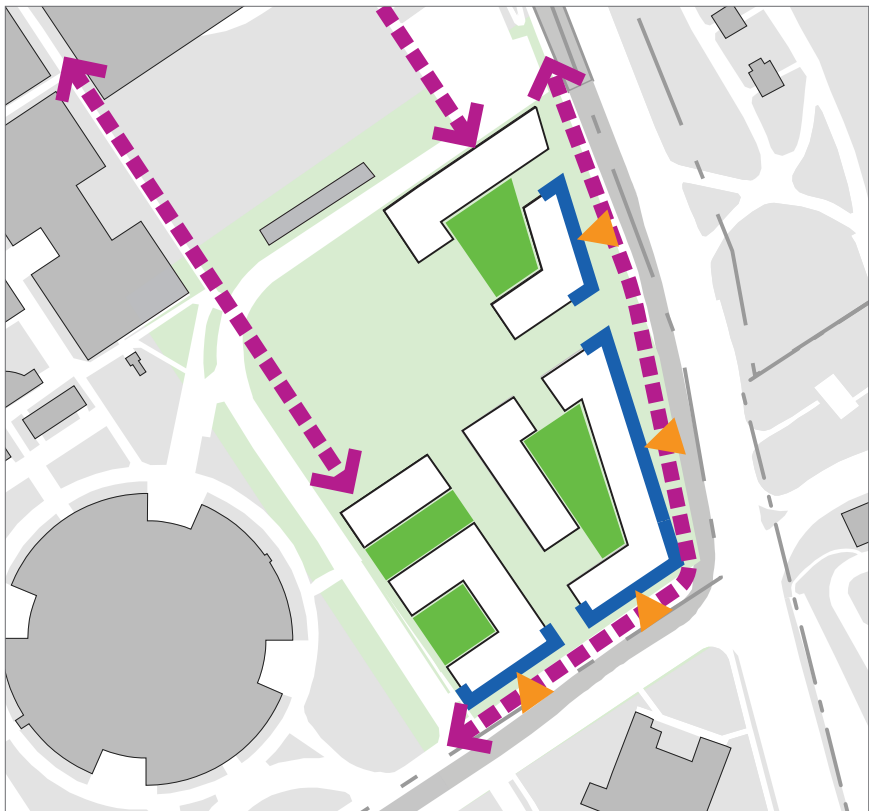
A low-maintenance landscape is proposed which can support a range of passive recreational and social activities. A series of courtyards may be established which provide shade trees and seating areas, and a network of pedestrian paths should be provided to allow direct connection to the adjacent TRAX station, HPER Mall, and nearby recreation and athletics facilities.
6. *Preservation of Existing Features:*

Wherever possible, existing trees located at the Annex site should be retained and incorporated into the landscape treatment of the project.
7. *Sustainability:*

The focus of sustainable design at the South Campus Housing project is on stormwater capture and re-use. Sustainable hardscape elements may also be selected as appropriate, such as permeable paving.



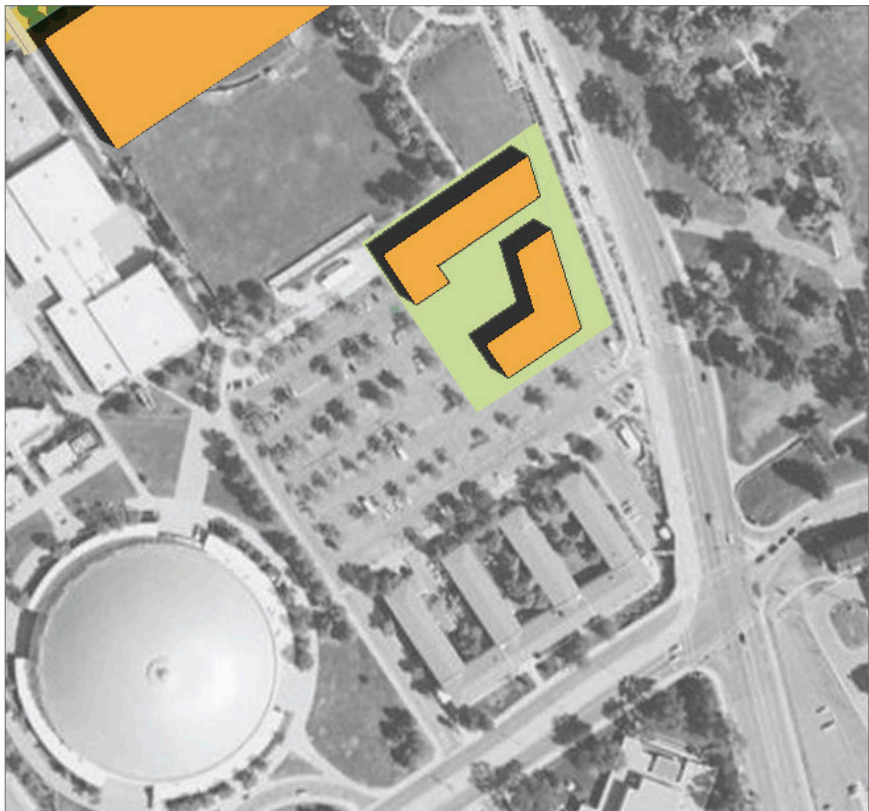




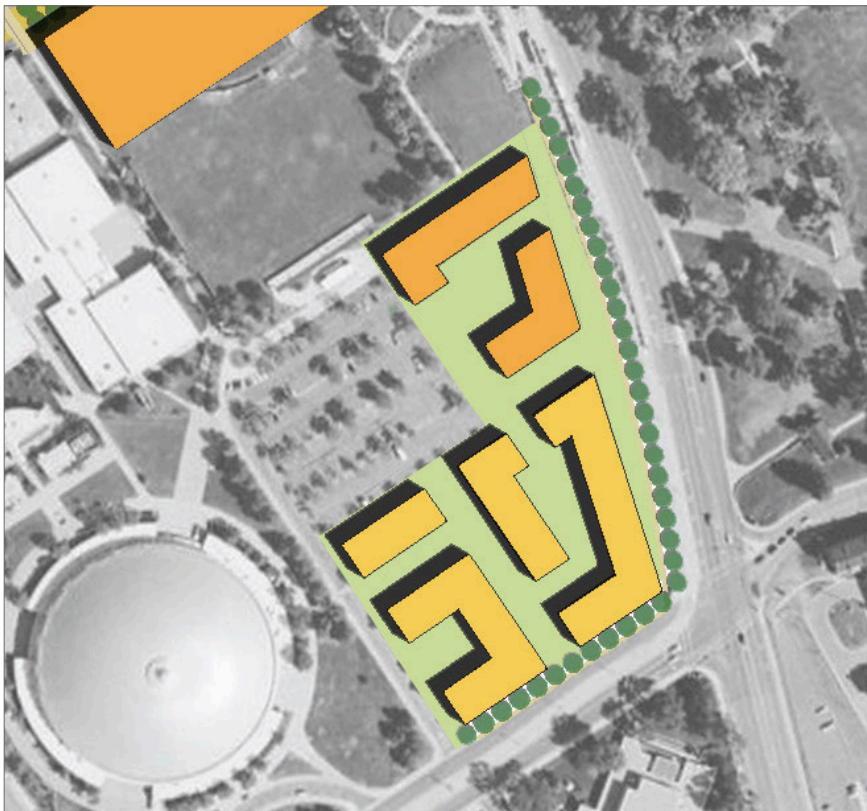
Master Plan Guideline



Phase 1



Phase 2



Phase 3

**Stadium TRAX Link**

According to the UTA, approximately 5,000 transit riders use the Stadium TRAX station on a weekly basis. Given that the University is the primary land use adjacent to this station, it is assumed that the majority of these transit riders are students, staff and faculty traveling to or from the campus.

The primary pedestrian routes into campus from the Stadium TRAX station are University Street via the crosswalk located at the intersection of University Street and South Campus Drive, and the pedestrian underpass located at South Campus Drive which connects to the elevated walkway located at the south side of the Einar Neilson Field House building.

The sidewalk located on the east side of University Street is narrow and provides limited physical protection from adjacent vehicular traffic since there is no planted median or on-street parking. Even though the route is actively used, the elevated walkway located at the south side of the Einar Neilson Field House also provides limited pedestrian comfort. Many students are coming from Presidents Circle academic buildings and walk through the large parking lot to the west of the Chemistry Building.

The Plan therefore proposes to upgrade the pedestrian connection from Stadium TRAX to Marriott Library by directing pedestrians along the north side of the Einar Neilson Field House through a series of connected landscape spaces. The Stadium TRAX Link is envisioned not only as a safe pedestrian circulation route, but also as a primary entrance into the heart of west campus, engaging pedestrians immediately in new courtyards and open spaces associated with infill development.

The College of Law commenced a capital campaign in 2007 seeking funds to renovate its current facility in an attempt to achieve the following objectives:

- meet important short-term facility needs;
- improve the spatial characteristics for experimentation with new educational programs;
- explore creative uses of pre-existing spaces; and
- build institutional momentum for the school and its reputation.

The Plan provides an infill building between Carlson Hall and the Einar Neilson Field House. This creates the opportunity for the College of Law to relocate into a new building or other college program needs to be fulfilled, such as the sciences.

A multi-level parking structure is proposed at the site currently occupied by Parking Lot 3. This parking structure will provide approximately 360 parking spaces and is an important element of planning strategy to enhance access to university facilities that currently serve the public, including Pioneer Theatre, David P Gardner Hall, and Kingsbury Hall.

1. Infill Classroom Building (Law)
2. Enhanced Underpass Courtyard
3. Enhanced Field House Courtyard
4. Chemistry Expansion
5. Courtyard
6. Infill Teaching Lab.
7. Pedestrian Pathway
8. Pedestrian Pathway to HPER





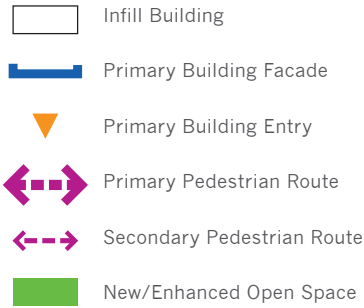
Localized landscape improvements should be implemented along with the infill building located adjacent to Carlson Hall and parking structure, transforming the entrance from the underpass into a space that marks arrival on campus. A clear pedestrian route should be defined that links this arrival space to the existing plaza on the west side of the Einar Neilson Field House, and then to a new proposed courtyard at the back of the Marriott Center for Dance. This new courtyard is a key component in the campus arrival sequence, and will aid in transforming the pedestrian experience from one that traverses a service area and parking lot into one that engages an active campus space via a clear, well defined pedestrian connection. It is intended to be an occupiable space, whose design could include a plaza associated with the Dance Center as well as xeriscape gardens, lawn and shade trees. The Stadium TRAX Link traverses existing Parking Lots 4 and 6, where a safe crossing will be established with the continuation of pedestrian paving and/or markings and concludes at the new entrance to the Marriott Library. A sweeping pedestrian stair will provide access from the lower level of the Library up to the south-western end of HPER Mall.

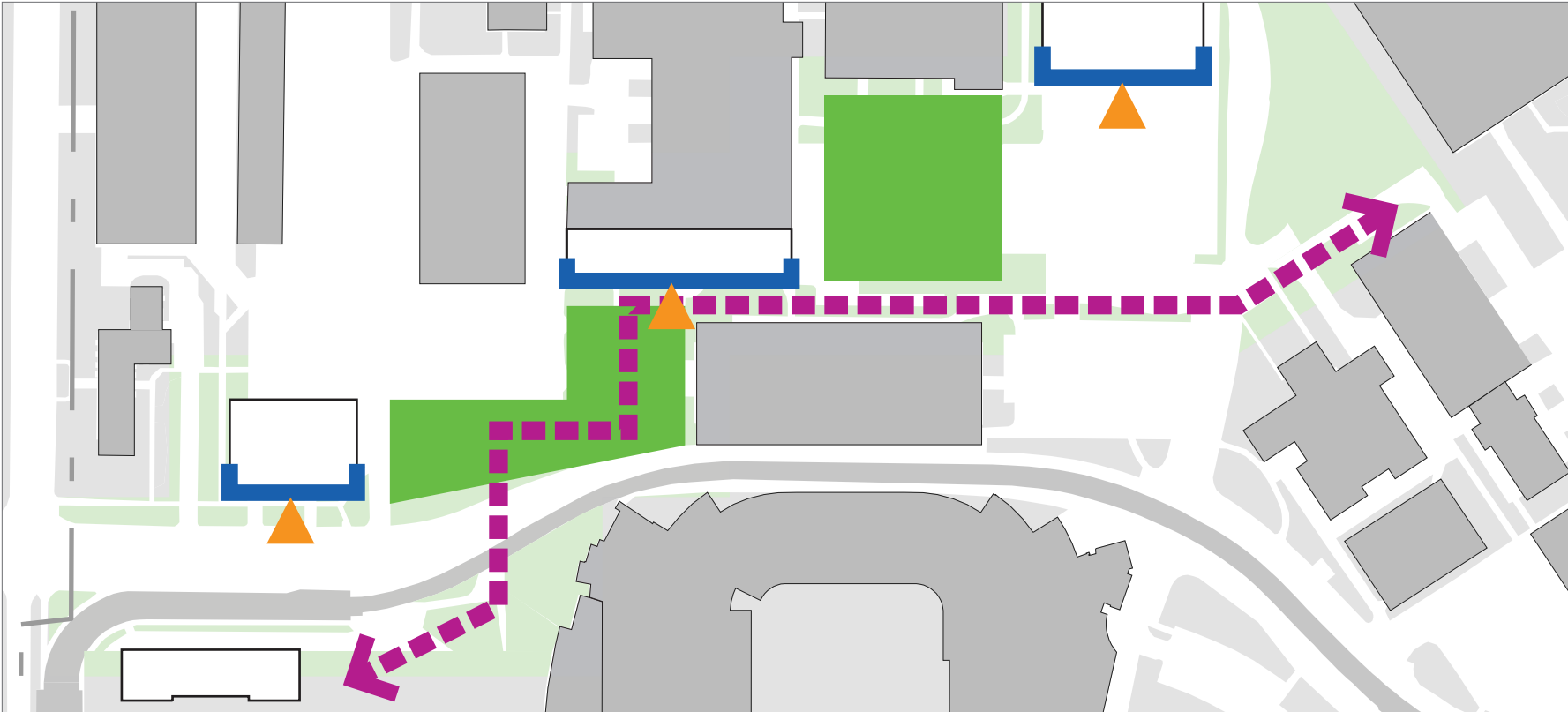
Master Planning Guidelines:

1. *Open Space Program:*  
Stadium TRAX Link is intended to provide a series of connected, occupiable spaces. The pedestrian route through these spaces should be clear and provide an inviting entrance into campus. Pedestrian sidewalks should be provided on the east side of University Street and the south side of South Campus Drive, which provide a direct connection to the underpass located at South Campus Drive.
2. *Building Placement:*  
In order to create a high quality, pedestrian friendly urban environment that supports retail and TRAX,

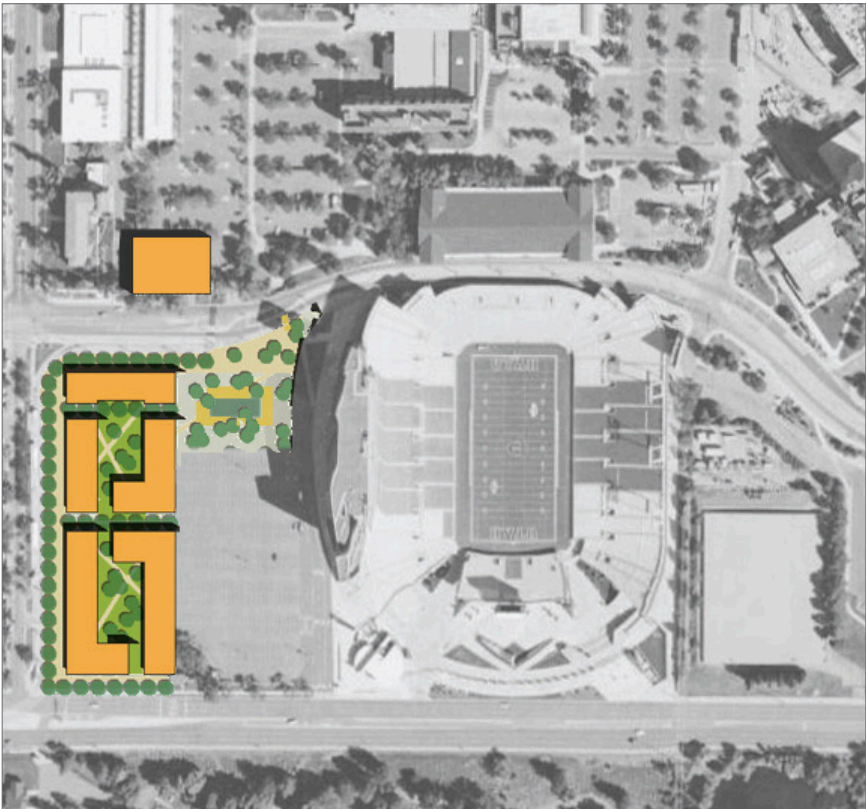
buildings should be configured so that their edges help to reinforce the primary pedestrian corridors that connect north to Presidents Circle and east towards the Marriott Library, including University Street.

3. *Primary Entrances:*  
The primary entrance of infill buildings should be oriented towards the adjacent pedestrian sidewalk.
4. *Service Access:*  
Existing service vehicle access from 1500 East should be maintained. Service vehicle access to the Marriott Center for Dance should be provided through the proposed plaza / courtyard.
5. *Landscape Typology:*  
Landscape and open space character is flexible, but should include upgraded pedestrian amenities such as lighting and signage, and provide ample opportunity to sit, rest and gather.
6. *Preservation of Existing Features:*  
Large, existing trees should be retained where possible. This specifically includes the row of trees to the west of the Field House, which already help define a strong entrance into campus.
7. *Sustainability:*  
Localized approaches to sustainability are most appropriate for the landscape, and could include some xeriscape planting, preservation and/or relocation of existing trees and permeable paving.

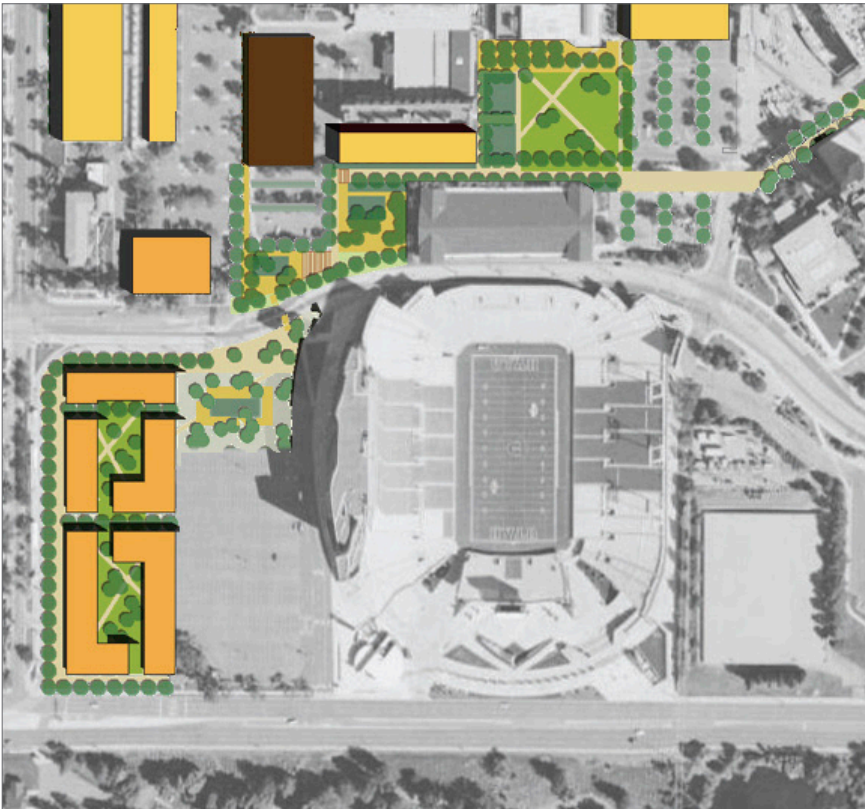




Master Plan Guideline



Phase 1 & 2



Phase 3

Universe Project

The Universe project will be located at the site currently occupied by Lot 1 (approximate street address is 450 South University Street). Lot 1 is one of the largest surface lots on the campus with over 900 spaces. It is one of the most publicly accessible and visible areas of campus. The site’s elevation ranges from 4,596 feet to 4,632 feet with an average slope of 7.0 percent.

During August 2006, the College of Architecture + Planning developed a preliminary concept for the development of land located adjacent to the existing Stadium TRAX station. This mixed-use project was envisioned by the College of Architecture & Planning to include basement parking, retail, movie theatre, continuing education, and student housing.

The Plan proposes to build on the intent of this preliminary study and establishes an urban, mixed-use project consisting of student apartments and retail. The development is envisioned as a cluster of multiple storey stacked apartments with ground floor retail and two levels of below-grade parking. The University has established minimum programming elements which includes a 40,000 square feet building for the Department of Continuing Education and certain other University administrative functions, 500 structured parking stalls on the site, 150 town home or condominium units, and 85,000 square feet of entertainment, restaurant and life-style retail.

Centrally located open spaces conceived as “outdoor rooms” would provide a community focus for the development and support retail with the opportunity for outdoor café-style seating. A network of pathways would provide multiple routes for pedestrians moving between Campus and TRAX.

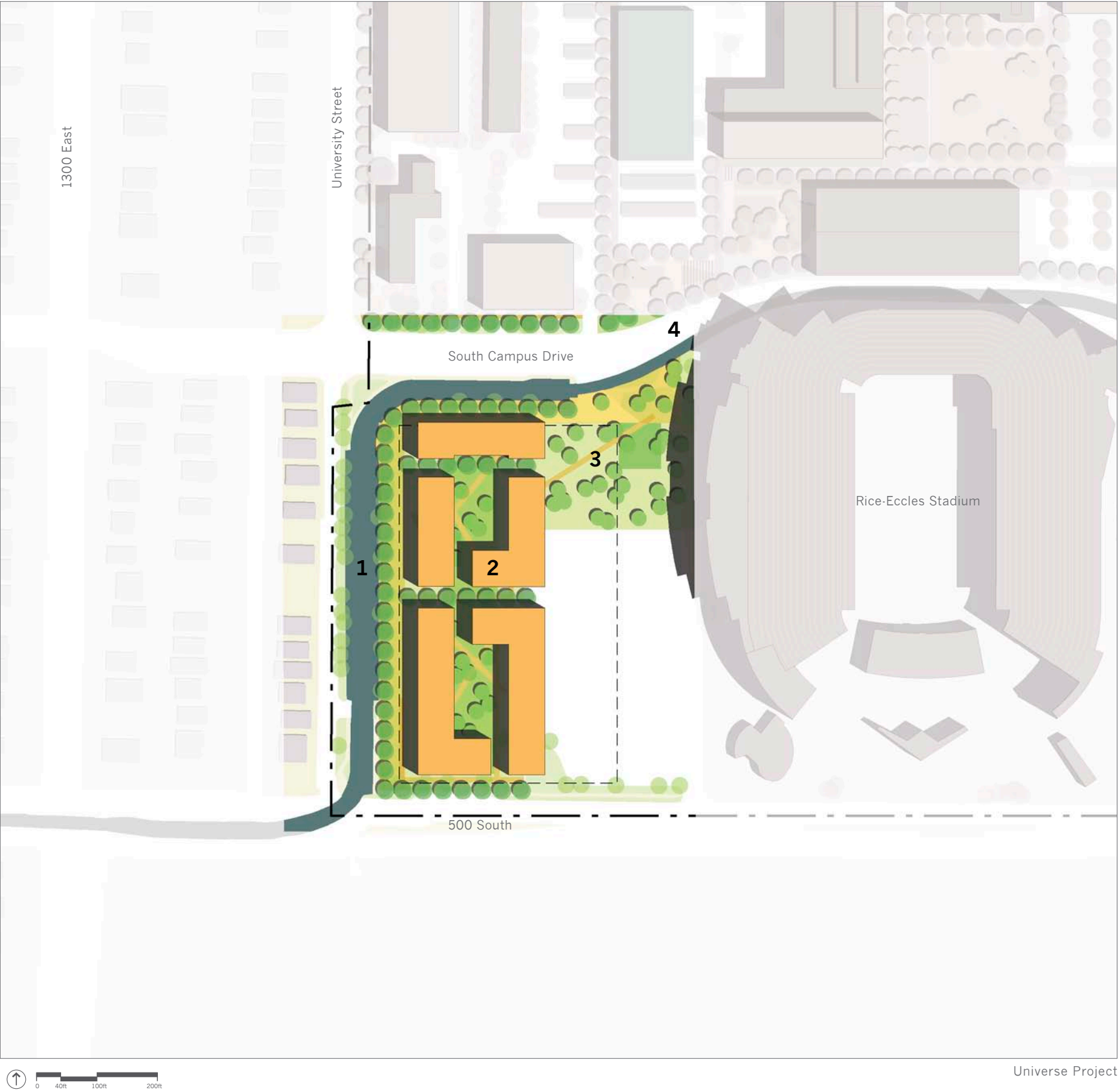
Two levels of basement parking can be constructed beneath the proposed buildings to meet the parking needs for this project and replacement parking for stalls displaced from Lot 1. Approximately 400 surface parking spaces located between the proposed mixed-use development and the Rice Eccles Stadium could be preserved. These parking spaces will continue to provide a suitable venue for special events at the Rice Eccles Stadium.

A broad range of campus-centric retail uses may be located in the Universe project. As seen at other universities around the country, viable options include a bookstore, bakery, restaurant, computer supplies, cosmetics, juice bar, coffee shop, pharmacy, etc. Based on input from the campus community, there is a general preference for local retail business over national chain brands.

Consideration should also be given to locating a bicycle station at the mixed-use Rice Eccles Stadium development. As with other bicycle stations proposed at campus transit hubs, it would provide a safe and convenient location for the storage of bicycles, change rooms with showers, a small administration office, and potentially a retail outlet for bicycle repairs and supplies.

- 1. Stadium TRAX Station
- 2. Universe Project
- 3. Campus Gateway Plaza & Pedestrian Connection
- 4. South Campus Drive Underpass





**Master Planning Guidelines:**

1. *Open Space Program:*

The Universe project is intended to create an urban, mixed use gateway at the edge of campus. The project should facilitate pedestrian movement into the campus proper by providing, for example, clear and direct pathways through the mixed-use complex connecting to the existing pedestrian underpass at South Campus Drive.

2. *Building Placement:*

Ground floor retail and other commercial uses should be physically and visually oriented towards the adjacent public sidewalk. Ground floor facades should incorporate large windows to encourage a strong connection between the commercial activity within and external environments. Buildings should be set back sufficiently from the University Street right-of-way boundary in order to accommodate a larger volume of pedestrian traffic associated with the TRAX station, high quality landscape treatments, and outdoor seating and cafés.

3. *Primary Entrances:*

The primary entrance of ground floor retail should be oriented towards University Street.

4. *Service Access:*

Service vehicles should access the Universe Project via existing vehicular entries to Parking Lot #1 located at 500 South and at South Campus Drive. Both existing entries are located adjacent to Rice-Eccles Stadium.

5. *Landscape Typology:*

Landscape and open space character is flexible, but should include high quality pedestrian amenities including lighting and signage, and provide ample opportunity to sit, rest, and gather.

6. *Preservation of Existing Features:*

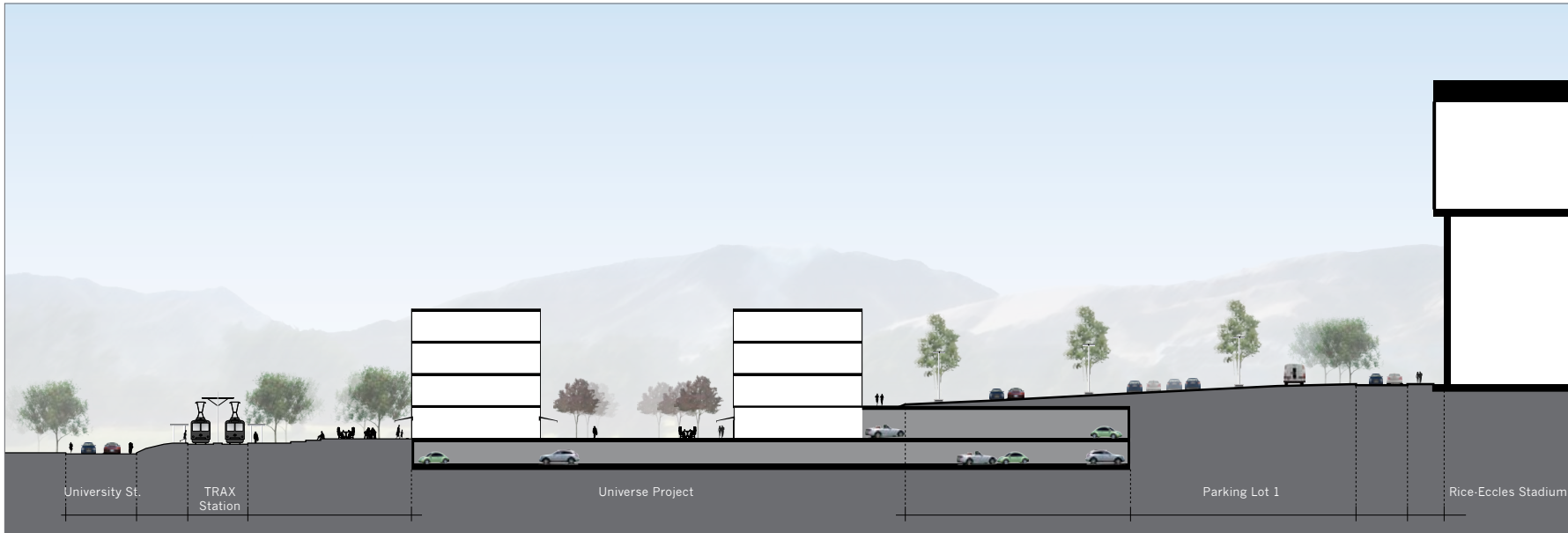
An electrical transformer and water pumping station are located at the southwest corner of the site. It is assumed that both facilities cannot be relocated due to technical and cost issues.

7. *Sustainability:*

Opportunities for sustainable design include rainwater harvesting from rooftops and hardscapes for local use, water-wise and low maintenance landscape treatments, and the integration of bicycle station facilities.



Universe Project



Universe Project



**Marriott Library Plaza**

Library Plaza is located between the Marriott Library and Orson Spencer Hall and extends from the Olpin Student Union Free Speech Area to HPER Mall. The plaza generally functions as a “pass-through” space. This is particularly evident when students and faculty move from one class to the next and between key centers of campus activity, such as Orson Spencer Hall, Marriott Library, and the Student Union. However, at other times, the Plaza has very little activity.

Library Plaza is partially constructed over an underground portion of the Marriott Library and, as a result, it incorporates a minimal amount of landscape treatment. The plaza’s large scale, combined with limited plant material and furniture, contributes to an overall perception of emptiness. In winter, the unprotected nature of the space allows gusts of wind to create an uninviting space that is either avoided or moved through very quickly during class changes. Equally so, the warm weather seasons yield unbearably hot pavement.

Infill classroom buildings are proposed to frame and intensify Library Plaza and help to create a more intimate and human-scaled environment. Two classrooms buildings, which may be realized as either an extension to Orson Spencer Hall or as free standing buildings, are proposed to be located at the eastern edge of the Plaza.

Another classroom building, located between the Union and Orson Spencer Hall, and a Campus Learning Center, located adjacent to the University Bookstore, are also proposed adjacent to the Library Plaza and will serve to frame the Free Speech Area. These infill buildings will help to break down the scale of this open space corridor so that it can be perceived as two smaller and more intimate spaces.

Library Plaza will be renovated with the goal of creating smaller, more habitable spaces and an overall reduction in the amount of hardscape. Plazas with new paving materials, high quality lighting, comfortable seating and shade trees will be created in front of each new infill building, while the pedestrian connection between HPER Mall and the Union will be better defined and enhanced with shade trees in planters, trellis shading structures, lighting, and seating. Low water use gardens may be incorporated to reduce the amount of hardscape, and to add visual interest. Together, these new landscape elements will strengthen the aesthetic and functional qualities of the Plaza and encourage an increased level of active uses. Library Plaza will be transformed from a mere through-way to a vital campus gathering space that can serve as a central meeting place and can better accommodate outdoor classes and student events.

Since the Plaza is partially constructed above the Marriott Library, it is recommended that infill buildings are not located above any structured portion of the Plaza. Landscape improvements will likely require additional waterproofing and careful integration with the structure below. Coordination between future design teams and the University’s Facilities Management Office will be required during the development of detailed design concepts for Library Plaza.

- 1. Olpin Student Union Building
- 2. Free Speech Area
- 3. Infill Classroom Building
- 4. Student Learning Center
- 5. Infill Classroom
- 6. Marriott Plaza
- 7. Marriott Library
- 8. HPER Mall
- 9. Orson Spencer Hall



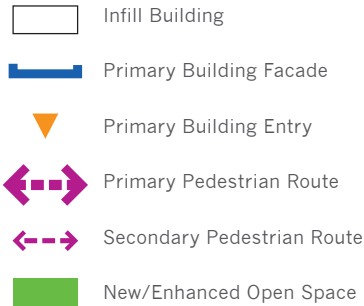
Library Plaza

It should be noted that the fate of Orson Spencer Hall will require additional study. Its renovation or replacement will influence the development of this region of campus.

**Master Planning Guidelines:**

- 1. *Open Space Program:*  
Library Plaza should offer opportunities for informal gatherings, outdoor classes, and student fairs, speeches, and events, and can serve as a central meeting place between the Central Campus and South Campus precincts
- 2. *Building Placement:*  
The orientation and siting of infill buildings should reinforce the predominant axis of existing development. The primary intent of infill development is to define smaller scaled open spaces and to frame important pedestrian pathways. The ground floor façade of all infill buildings framing Library Plaza should feature extensive glazing or large windows than can be opened during warmer summer months to create an attractive indoor-outdoor interface. Buildings should not be built within the Olpin Student Union Free Speech Area.
- 3. *Primary Entrances:*  
The primary entrance of all infill buildings should be oriented towards Library Plaza.
- 4. *Service Access:*  
Existing service vehicle routes, including Central Campus Drive and 1500 East will provide access to infill buildings located along Library Plaza.

- 5. *Landscape Typology:*  
The scale of the existing plaza should be mitigated by the creation of two smaller plaza spaces that relate to each infill building. These plazas, as well as the central connection between Student Union and HPER Mall, should be attractive gathering / resting places with ample seating and shade trees.
- 6. *Preservation of Existing Features:*  
The “Oasis in the Desert” waterfall and garden located between Marriott Library and Orson Spencer Hall should be preserved and enhanced as part of any future development within Library Plaza.
- 7. *Sustainability:*  
Xeriscape gardens may be integrated in order to reduce the overall paved surface area of the plaza. Lawn areas, if any, should be small and clearly defined for the purpose of providing outdoor classroom or gathering spaces. Shading devices or arcades should be employed on new classroom buildings to mitigate the west facing facades and to provide opportunities for occupiable zones for indoor and outdoor seating.



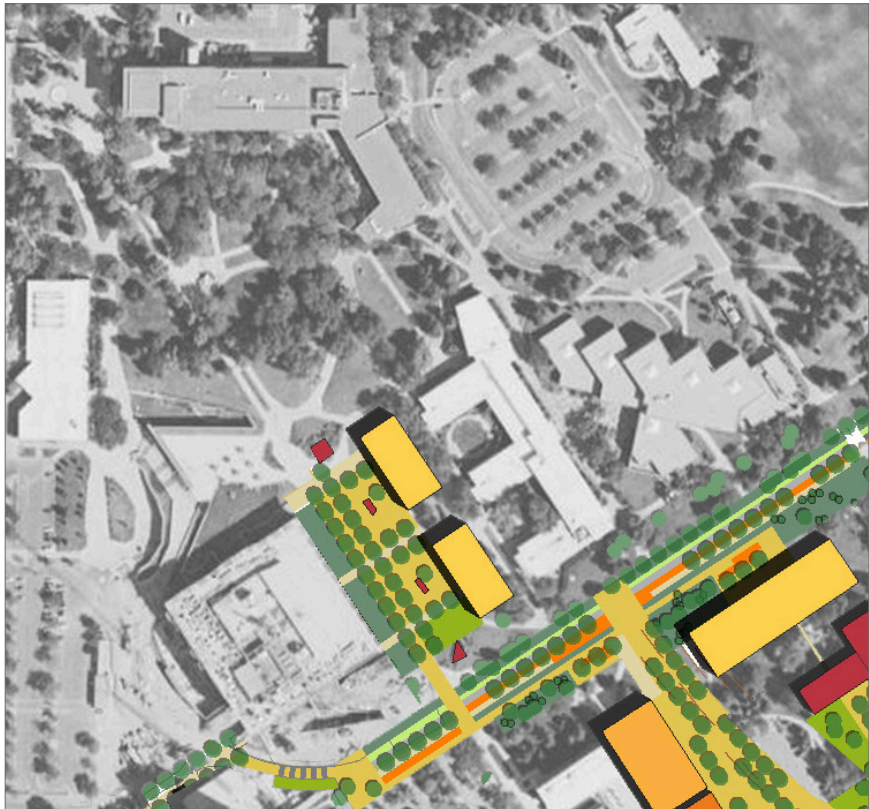




Master Plan Guideline



Phase 1



Phase 2



Phase 3

Science Yard

Science Yard is an existing pedestrian corridor that extends from Pioneer Memorial Theatre to the Marriott Library. In spite of its use as an important pedestrian connection, the quality and sequence of the existing “heritage” or “picturesque” landscape that extends eastward from William Stewart is abruptly terminated at Parking Lot 6, which is located between the Marriott Center for Dance and Marriott Library. The poor visual quality of this parking lot has a detrimental impact on the function and overall image of Science Yard.

The scale of Science Yard is generally well defined with buildings aligned along both the northern and southern boundaries of the open space. The intimate relationship of these buildings and the adjacent linear open space, combined with the concentration of science-based academic activities, is vital for supporting a high degree of social and cross-disciplinary interaction that is central to the University’s mission. This strong building to building, and building to open space relationship is characteristic of the West Campus.

Science Yard can be transformed into a core connective open space by extending lawn and trees westward across Parking Lot #6 to the downhill side of Library Plaza. Widened pedestrian connections along the north and south edges of the Yard, replete with shade trees, outdoor furniture and lighting, will help to reinforce the role of Science Yard as both an integral element of pedestrian circulation on campus, while a central lawn and shade trees will provide an intimate space for social and educational interaction. Pedestrian connections to Presidents Circle will be maintained and can be enhanced with new landscape elements.

The character and function of Science Yard will be further enhanced by new infill buildings, including new teaching labs for the College of Science.

Building 44 is an old infirmary building and it has been slated for demolition. This building may be replaced with a new facility, the “Center for Cell & Genome Science,” which is proposed to include 70,845 square feet of teaching and laboratory space. In addition, two new teaching laboratories are proposed to infill available buildings sites located on the south side of Science Yard. One of these buildings will be located at the northern edge of Lot #6, immediately east of the Marriott Center for Dance and the other building will be located between Pioneer Memorial Theatre and Henry Eyring Chemistry Building. An existing small storage facility currently utilized by the Theatre and Biology Department and an at-grade “cooling tower” will be displaced and subsequently replaced by this infill building.

Approximately 120 parking spaces from Lot 6 may be displaced by the proposed infill development. The replacement strategy for these parking spaces has been determined as part of an evaluation of the parking supply and demand for the entire West Campus Precinct. Service access to the Campus bookstore will be maintained with a curbless, paved vehicular route across the Yard.

In order for Science Yard to remain vital, it should be considered the “front yard” or the “primary” address of buildings that frame it. Currently, the “official” front doors of William Stewart, Biology, Marriott Library, Marriott Center for Dance, and Henry Eyring Chemistry Building are oriented towards Science Yard.

- 1. Infill Teaching Lab.
- 2. Center for Cell & Genome Science
- 3. Infill Teaching Lab.
- 4. New Open Space
- 5. Student Learning Center
- 6. Marriott Library Entrance
- 7. Marriott Library



Science Yard



Master Planning Guidelines:

1. *Open Space Program:*

Science Yard is intended to be a core gathering space in the heart of the west campus, and can facilitate connection and interdisciplinary collaboration between the Sciences. It should offer space for outdoor classes and informal gatherings, and serve as a simple, consistent open space that connects the academic buildings that frame its edges.
2. *Building Placement:*

Infill buildings should respect the axial nature of Science Yard and provide consistent setbacks that further help to define strong northern and southern edges. Existing north-south pedestrian and vehicular circulation corridors should be preserved. In some cases, underground utility lines are located within these corridors.
3. *Primary Entrances:*

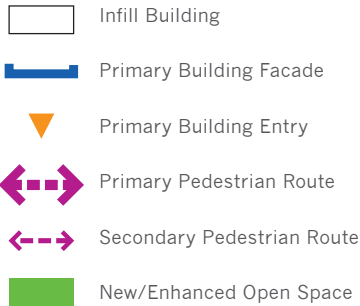
All future infill buildings should provide their primary entrance oriented towards Science Yard.
4. *Service Access:*

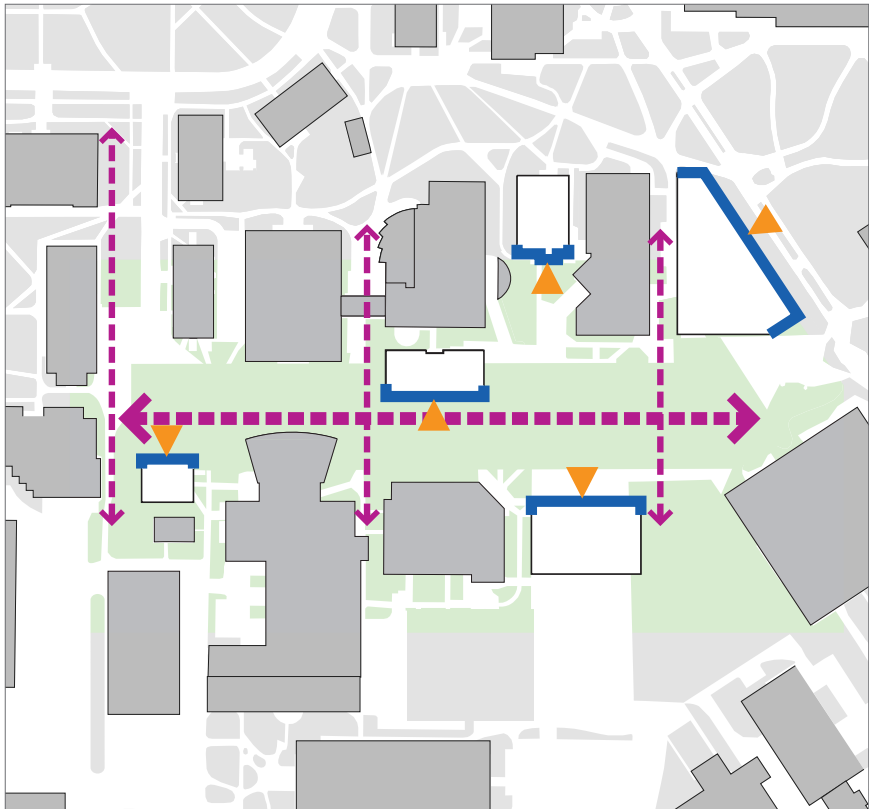
Existing service vehicle routes, including 1400 East and 1500 East will provide access to infill buildings located adjacent to Science Yard.
5. *Landscape Typology:*

The north and south edges of the Yard should be emphasized with widened pedestrian paths, seating and lighting. The center of Science Yard should be simple and informal to facilitate flexible use. Direct path connections should be made across the yard to provide cross circulation and entrances to new buildings.
6. *Preservation of Existing Features:*

Existing trees and landscape at the west end of Science Yard are to be preserved.
7. *Sustainability:*

As a core gathering space in the heart of the historic Main Campus, lawn and trees should be the defining character of the Yard. Although xeriscape planting is not appropriate, there may be opportunities to create a more water-wise landscape by capturing roof runoff from new buildings and storing it in cisterns for irrigation.





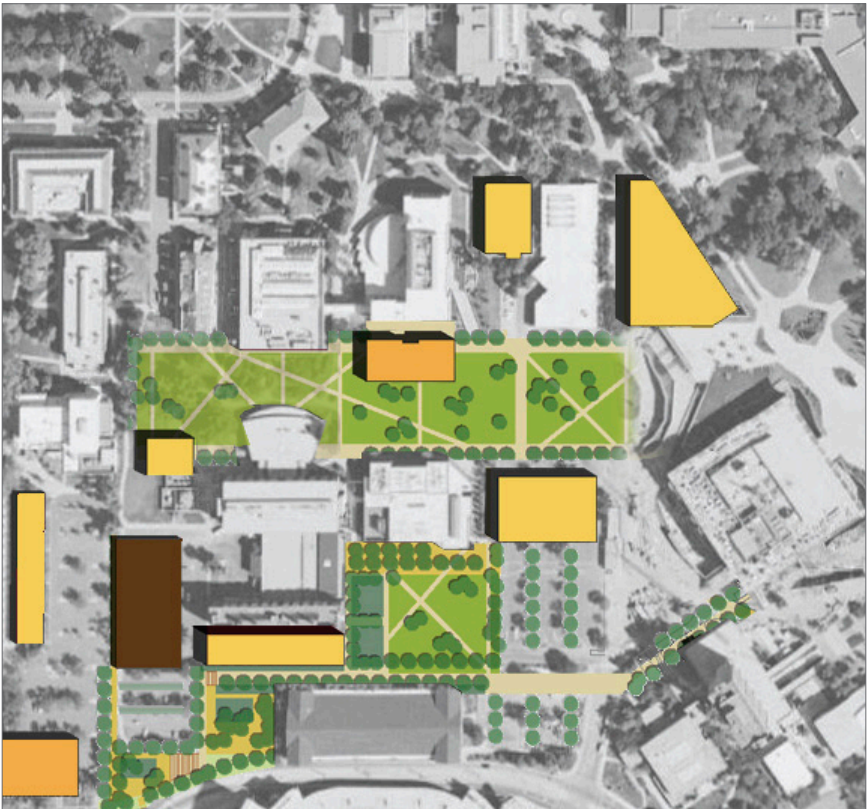
Master Plan Guideline



Phase 1

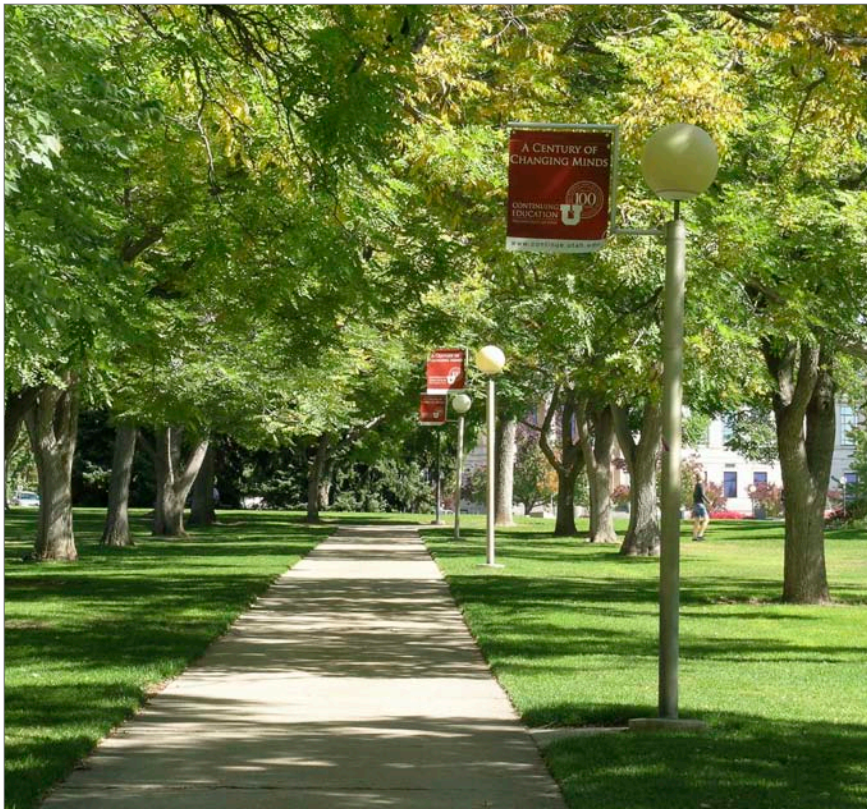


Phase 2

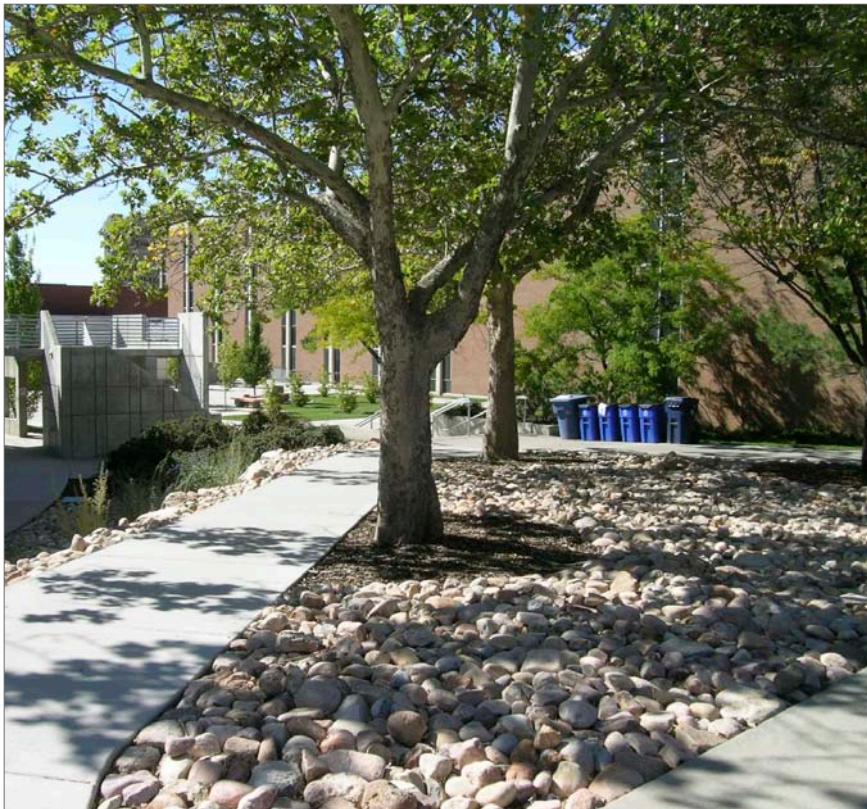


Phase 3





Pedestrian pathway precedent (Presidents Circle)



Xeriscape precedent (West Campus)



Harvard Yard





Science Yard

**Business Incubator**

In order to maintain competitive in the local real estate market, Research Park must create value for its existing and prospective tenants by exceeding the alternatives in terms of facilities and amenities. The major opportunity for Research Park to differentiate itself is by strengthening its tangible and perceived connections with the University. Adding value and differentiation will help to attract and retain new tenants, which in turn, will enable Research Park to achieve its mission to “attract and promote the growth of research oriented, high technology industry to assist the economic development of Utah.”

The Plan proposes the development of a Business Incubator – a group of buildings providing flexible accommodation for start-up and fledgling companies – located at the existing East Village site. Support services that encourage the accelerated development of these new companies could also be provided, including shared services and amenities, including but not necessarily limited to the following:

- Video-conference & communications equipment
- Multi-media meeting rooms
- Recreational and exercise equipment
- Meeting, Conference, & Board Rooms
- Secretarial services

Importantly, access to the University’s specialized facilities and equipment by tenants located at the Business Incubator could be facilitated by Research Park management through existing relationships and connections with the staff and faculty of the University.

The project is envisioned to include a cluster of buildings located around a central green space or quad which is provided as an informal passive recreation space for tenants and residents of the adjacent neighborhoods. A formal entrance will be located at Arapeen Drive and an internal drive aisle will provide access to parking structures located at the site’s perimeter. A new north-south oriented road extending from Komas Drive to Sunnyside Avenue would be established. This new road would extend from 2200 East, located within the Sunnyside Neighborhood, into Research Park and create a more permeable boundary between the campus and community.

**Master Planning Guidelines:**

- Buildings and parking structures should be set back from the Sunnyside Avenue curb line by a maximum of 100’. The setback area should incorporate extensive landscaping treatment featuring indigenous plant material.
- Buildings and parking structures should be set back from the Arapeen Drive curbline by a maximum of 70’. The setback area should also incorporate extensive landscaping treatment featuring indigenous plant materials.
- Buildings should generally be oriented east-west to provide greater access to daylight and to reduce heat gain.

1. Business Incubator Building
2. Central Green
3. Parking Structures





