

CHAPTER SEVEN

Conclusion

A. Summary Statement

In the coming 20 plus years of facilities planning and development at the University of Wisconsin-Madison, the 2005 Campus Master Plan will be our general guide on which green spaces to preserve, which open spaces to enhance, where to build, where not to build, and what our buildings should look like. The plan will give us direction on how to successfully implement transportation systems. It will establish utility corridors and assure that campus facilities will be served by needed services. In all that we do, we will assure that sustainability is key by protecting our precious natural resources and constructing buildings that meet certified standards for sustainable design and development.

B. Overview of Main Themes

The 2005 Campus Master Plan began with an ambitious agenda:

- Be grounded in our history
- Respect the inherent beauty of our setting
- Anticipate no significant change in our campus boundary or student enrollment
- Appropriately accommodate our current future facilities needs
- Maintain the current capacity of parking spaces
- Connect the intellectual and physical components of the institution
- Increase space for research, teaching and student life functions

A broad set of master plan goals were also defined which provided direction for the plan:

Goal #1 - Sustainability

Protect, enhance and celebrate our lakeside setting. Develop sustainability guidelines using “green” building materials and techniques. Reduce our impact on the land and better manage energy use.

Goal #1 – Community, Academic and Research Connections

Promote the Wisconsin Idea by enhancing community connections. Define our borders and enliven streetscapes with more trees and more public gathering places. Make boundaries inviting and transparent, providing a sense of arrival. Enhance academic connections by replacing aging buildings, adding research space, improving the quality and providing more room in our existing academic facilities. Promote interdisciplinary learning and research with new facilities.

Goal #3 – Student Life

Renew a commitment to student-life by renovating, rebuilding or restoring our unions and adding recreation facilities. Add on-campus housing space and continue to promote learning communities. Create new outdoor spaces for informal student gatherings.

Goal #4 – Buildings and Design Guidelines

Renew campus by removing obsolete buildings that cannot be renovated. Provide new buildings that are flexible enough to be used for at least a century. Preserve significant historic buildings. Organize the near-west campus to connect the central campus with the west campus. Improve connections in the south campus to the Vilas and Greenbush neighborhoods and Regent Street. Define existing neighborhoods of design to ensure that new buildings fit into their campus context. Develop comprehensive design guidelines to provide architectural coherence.

Goal #5 – Open Space

Protect and enhance existing open spaces and create new gathering areas. Maintain lands in the Lakeshore Nature Preserve as natural areas that support our mission of teaching, research and outreach. Protect and enhance known historic cultural landscapes, quadrangles and courtyards.

Goal #6 – Transportation and Utilities

Provide attractive options to driving alone. Maintain parking capacity at approximately 13,000 spaces, yet free up space by building more ramps. Provide more pedestrian areas, bike lanes, connected paths and bicycle commuter facilities. Plan for future development of commuter rail and streetcars. Improve streets, making them safer and pedestrian friendly. Provide a reliable utility network to meet current and future demands. Plan for future utility corridors, taking into account new building needs and existing corridors. Investigate use of alternative fuel sources for heating plants and fleet vehicles.

To address these issues, a broad cross section of the on- and off- campus community came together through a series of workshops. Together these groups assessed the campus history and existing conditions, established planning principals and over-arching development strategies, evaluated many design options, and refined proposed solutions. The process built a strong consensus around the plan's recommendations. This consensus will be crucial to implementation in the years ahead.

As noted, the planning process has been highly interactive. We held over 225 meetings with a variety of campus user groups and local constituencies to gather input and reaction to the proposed master plan elements. As a result, we have an engaged body of users that participated in the planning process, understand the overall goals and recommendations, and can easily assist in the implementation as we move forward with the plan. As projects are brought forward, campus and community members are fully informed as to how each project fits into the overall campus master plan and understand when changes are made that better fulfill the programmatic needs of the campus.

During the master plan process, we analyzed our existing facilities to assure they are being used for their highest and best use in support of our academic, research and outreach mission. The plan recreates our self in place without expanding our official campus boundary. The question of needing a satellite campus was clearly ruled out since we are actually able to grow our facilities by nearly 7 million gross square feet with this master plan. To accomplish this, building densities will be increased on the west health sciences campus and west central Agricultural & Life Sciences campus. The plan recommends that we build more compact structured parking across campus replacing inefficient surface parking lots in order to open up land for more open space and future building development. In doing so, we actually gain 72 acres of potential new open space on campus.

West Campus

Around the UW Hospital, we will increase wayfinding by creating a new major entrance plaza, rebuild the visitor parking below ground and create a new, improved drop-off sequence for hospital patients and visitors. We will move the McClimon Track and Soccer complex to Lot 60 after we consolidate the parking into nearby parking structures. This frees up developable land for expanded health science facilities on the west campus while creating new and pedestrian friendly quadrangles of green space.

We will increase building density, replacing single-story buildings in the near west campus to tie the west and central campus together in a more traditional campus setting. We will also add housing and a new dining facility in the lakeshore residence hall area to alleviate the chronic shortage of on-campus housing capacity for first-year students.

Central Campus

Buildings along the south side of Linden Drive, from Charter Street to Henry Mall, will be redeveloped to better meet program needs and create a more pedestrian-friendly environment along Linden Drive. We will redevelop the Union South area and 1200 and 1300 blocks of University Avenue in support of the governor's initiative for the Wisconsin Institutes for Discovery, a planned interdisciplinary biology research center. We will consolidate and move Physical Plant services to the Lot 51 area to make way for the construction of the institute. We will redevelop the Union South block to support student and faculty needs for meeting space, guest facilities, food service, open space and replacement parking.

New facilities will be built on the Engineering campus to consolidate their services and replace existing aging facilities.

East Campus

We will support the redevelopment of the Arts and Humanities District in the lower campus with an addition to the Chazen Museum of Art and new Music Performance and School of Music facilities. A new Art facility will also be built off of Francis Street east of the Kohl Center. In doing so, we will promote an understanding of different cultures

and societies through an enriched arts and humanities program. The lower campus redevelopment will benefit by the development of the East Campus Mall, a lively new urban pedestrian landscape connecting Regent Street to the south with Lake Mendota to the north.

The plan will create development opportunities for new academic buildings in the 900 block of West Dayton and West Johnson streets and on the north side of the 1200 block of Spring Street. Over the next 20 years, we will remove inefficient and obsolete 1960s and 1970s era buildings, including Brogden Hall, Humanities, Van Hise Hall, Biotron, the Engineering Research Building and others, to allow for the development of new sustainable academic facilities.

We will add hundreds of street trees to create a more green campus within the urban streets south of University Avenue which we believe will also serve to slow traffic as it passes through campus.

BUILDINGS & DESIGN GUIDELINES

A functional, attractive campus contributes to the ongoing success in higher education's competitive environment. Today's cutting-edge work of teaching, research and outreach is different, more demanding and requires larger more flexible interiors than in the past. To continue to thrive, our facilities must be periodically renovated and remodeled to serve current needs.

The rapid growth of campus in the post-WWII era has left us with many outmoded facilities – built for an obsolete single use, with an extreme emphasis on economy of construction rather than flexibility. These 40 year old buildings are now at the functional end of their use and are costly to heat, cool, repair and maintain. To serve the campus' current and future needs, many of these facilities must be updated or replaced. Existing buildings were evaluated based on their current physical integrity and the condition of their major systems, including HVAC, windows, roofs, walls, exterior finish, electrical, plumbing, and code compliance. Existing buildings were also analyzed for their ability to be either downgraded or upgraded from their current use to meet a variety of program needs. Clearly, additional buildings will be required to keep pace with the growth of programs, especially in our research facilities.

The massing, scale, and character of campus buildings are crucial to good open space development and contribute to a strong sense of identity. This campus has two distinct scales of buildings – those that define a traditional, residentially scaled campus and those that house the large and demanding programs found in a modern urban research university. Regardless of size and function, all campus buildings share the responsibility to create an environment that is humane in scale and elegant in detail. As part of the overall master plan process, a set of design guidelines have been developed to help define specific characteristics of new buildings and how they should be integrated into the campus setting of which they are a part. A great campus such as the University of Wisconsin-Madison is most memorable and vibrant due to the balance between its

buildings and open spaces. The university's new Design Review Board continues to develop detailed design guidelines and is working with the University Architect to implement these new guidelines as they review proposed building projects.

OPEN SPACE

The campus' spectacular lakefront setting is its greatest physical asset. The natural areas, historic landscapes and public spaces are the places that create astounding first impressions and lasting memories for those who visit, work, and learn at this institution. They are the essence of its physical quality and its greatest hope for the future recreation of the campus environment.

The master plan approach to open space has three aims: we will preserve, protect and rehabilitate existing open spaces; we will create new quality open spaces and renovate existing spaces; and we will transform the existing street grid into urban open space corridors that connect our buildings and open spaces with tree lined streets and small outdoor gathering areas.

To preserve precious natural areas along the lakeshore and to concentrate growth in a more dense pattern in the central campus, we will continue to promote the concept of a minimal development zone. This area comprises all land north of a line from University Bay Drive on the west, just north of the Waisman Center, to Walnut Street running north of the Rennebohm Pharmacy building, following Walnut Street around to Observatory Drive; east on Observatory Drive to North Park Street and north to Lake Mendota. Facilities development projects within these areas will receive a higher level of review as to their impacts.

A separate master plan that focuses on the Lakeshore Nature Preserve has been developed concurrent with the overall campus master plan. Inventory, analysis and recommendations for the areas are contained in that report. The overall campus master plan calls for those spaces to be carefully managed; protecting, preserving and in some cases removing inappropriate uses from within the Lakeshore Nature Preserve area or around its perimeter is key to the plan. Our intent is to use these natural areas as an outdoor learning and research laboratory for all to use and enjoy. In some areas, we will open views to Lake Mendota by removing non-native, invasive vegetation. In other areas, evolving networks of prairie, woodland, marshland and savannah will be maintained or created to study the progression of plants, animals and their environment in this urban ecosystem. All the while, the social and cultural aspects of natural areas are preserved.

The cultural landscapes on campus are defined as outdoor places where stories related to past activities can bring the history of these places to life for people who use, visit, and explore these sites today. From the Memorial Union Terrace and Library Mall, to Bascom Mall and Henry Mall, all the way to Picnic Point and Eagle Heights, spaces across campus provide a great sense of culture and history. A master plan process specific to identifying and managing our cultural landscape resources is also being developed concurrent with the overall campus master plan. A detailed inventory, analysis

and recommendations for these areas and sites are contained in that report. All new developments will be planned in accordance with this framework.

Quadrangles and courtyards are open spaces that enable collegial interaction, allowing people to meet informally or accidentally. They are identifiable “places” within the campus fabric that keep us in touch with the outside world and each other. The open spaces are as essential to the quality of the university environment, and as directly, the quality of innovation, research and learning that occur there. The master plan introduces over 17 acres of new open spaces. These spaces have a certain spatial sensibility that relate to the size, proportion and surrounding enclosure created by buildings. Spaces that are more human scale, that have more detail and support formal or informal social interaction, are more apt to be pleasing to the user. Specific recommendations relative to building placement, scale and relationship to open spaces is included in the design guidelines component of the master plan.

Much of the campus south of University Avenue exists within the original urban city street grid. Heavy traffic volumes are present throughout the day and are extreme in the peak traffic periods. Cross streets are essential to local traffic patterns; these streets will remain part of the campus environment and need to be supplemented with more mid-block north-south pedestrian crossings. They represent a particular challenge and opportunity. Re-design of public and campus streets can improve pedestrian, bicycle and transit circulation and beautify these transportation corridors. These redeveloped corridors will reconnect all areas of the campus and support the distinction of campus from the surrounding city. We will add hundreds of new street trees to help improve the aesthetics of the street corridors and to help slow traffic.

TRANSPORTATION

A Long Range Transportation Plan, including a Transportation Demand Management (TDM) Plan has been developed in concert with the physical facilities master plan for the campus. As with the physical master plan, it identifies short- and long-term goals and recommended improvements. The development of the plan was a collaborative effort, involving meetings with groups across the campus and several public agencies, including the city of Madison, Metro Transit and the Madison Area Metropolitan Planning Organization. These meetings, together with a comprehensive motivational survey of how and why people in the university community travel to, from and around the campus, formed the basis for the plan. The recommendations are divided into two sections: travel to and from campus; and travel around campus.

The overarching goal of the plan is to provide the campus with affordable, customer-oriented alternatives to driving alone in a car. The university plans to develop even more options and more convenient ways for people to use transportation alternatives. The plan details improvements to transit service to the campus, including recommendations for express bus service, increased park-and-ride sites, and expanded service into neighboring communities. Central to our transportation plan is the ability to offer a free bus pass to all

58,000 students, faculty and staff, which allows full access to Madison Metro services.

The plan also identifies station locations and possible routes for potential commuter rail and streetcar service. It includes recommendations for improved multi-use path connectivity for pedestrians and bicycles, particularly an extension of the Southwest Bike Path along the railroad right of way to the engineering campus, and a new pedestrian and bicycle path to the north of Campus Drive. These improvements will be accompanied by new amenities such as bike stations, showers in new buildings and more covered bicycle parking. The plan also recommends addition of a pedestrian and bicycle bridge over Campus Drive, connecting to the bicycle route on Kendall Avenue via Chamberlain Avenue, down to Linden Drive just east of Veterinary Medicine.

Another central component of the plan is the increased availability of information regarding alternate modes of traveling to and from the campus, including an interactive website hosting both information and online user groups and printed material such as a campus bike map. The university will also work with city officials in support of housing incentive programs for faculty and staff to purchase homes closer to campus so they can take full advantage of transportation alternatives.

The plan recognizes that for many, the automobile will continue to be the commuters' mode of choice. The plan includes new, structured parking to continue to provide approximately 13,000 campus parking spaces across campus, while surface parking lots are redeveloped into building sites and campus open spaces.

The plan makes several recommendations for improving travel within campus. It establishes the goal of creating a transit system that allows travel to anywhere on the campus within the 15-minute class change time. This goal will be achieved through both increased bus and transit frequency and improved routes. Since some people drive to campus because existing transit systems do not work for them due to frequent meetings across the campus, the plan concentrates on improving the intra-campus transit system. Bicycle travel on the campus will be improved through increased connectivity, including several miles of new bike lanes and paths as well as the cyclist amenities mentioned above. In particular, improvements to a rebuilt Observatory Drive that includes bike lanes, will easily connect the central core of the campus with the health sciences facilities on the west campus.

Many of the on-campus elements of the plan focus on improvements to pedestrian circulation. The centerpiece of these improvements is the phased conversion of Linden Drive to a pedestrian corridor with very limited vehicle access. This will not only improve the quality and safety of the corridor, but also introduce a central pedestrian artery along what is now a road. The plan recommends the expansion of the sidewalk along University Avenue and West Johnson Street to better accommodate the existing pedestrian flows at the same time that the streetscape is enhanced with added trees for shade and beauty. As part of this initiative, several improvements will increase pedestrian safety along these corridors and reduce vehicle speeding. Also included are several new

signalized midblock crossings of University Avenue and West Johnson Street and improvements generally to other crossings on the campus.

Improvements elsewhere include the creation of pedestrian priority zones on Observatory Drive near Social Sciences and Bascom Hall; improvements to sidewalk and building accessibility; the enhancement and expansion of West Campus pedestrian facilities; addition of several pedestrian bridges at high-traffic locations over Charter Street and University Avenue and West Johnson Street, primarily in conjunction with the new Union South and Wisconsin Institute for Discovery development; and the reconfiguration of the Campus Drive/University Avenue intersection to slow traffic entering the campus from the west and to create a safer and more direct crossing between Babcock Drive and the engineering campus.

UTILITIES

The university has a combination of self-generated, municipal and utility-owned systems that comprise the utility services on campus. The primary utilities studied include steam and condensate, compressed air, chilled water, electric power, information technology systems, sanitary sewer, domestic water and storm sewer.

A number of existing systems require upgrades to improve reliability and operation. Improvements include:

- Upgrade boiler controls for increased efficiency and operation
- Alleviate piping bottlenecks in select areas of campus
- Replace aging equipment with more sustainable, modern equipment in central plants
- Add metering at all buildings to improve monitoring and benchmarking of consumption
- Reinforce the electric distribution system and improve system monitoring
- Add substation capacity to increase flexibility and reliability
- Relocate signal cabling from steam tunnels
- Improve water and sewer system reliability by replacing older, obsolete piping materials and adding isolation valves
- Improve quality of storm water effluent

Future utility systems on campus will be guided by the following principles:

- Create a high level of reliability and redundancy
- Implement planned phase out of old equipment
- Maximize energy efficiency, minimize energy cost and maintenance
- Maintain flexibility for future technologies
- Coordinate utility distribution systems with building/transportation plans
- Investigate alternative energy resources
- Reduce or manage improved environmental impacts on air, land and water quality

- Coordinate utility system design and construction with campus master plan to maintain campus aesthetics

Utility Load Impact of Master Plan

Renovation and expansion of campus facilities will significantly increase the demand on the utility infrastructure. Growth in the utility load is attributed to the additional gross square feet of building space as well as the need to meet current health and safety requirements, especially in campus research labs. In an effort to minimize this new load impact, the UW will continue to minimize and control energy consumption.

Increased utility demands on campus will require additional capacity and new substations, as well as improvements to existing plants and expansion of the utility distribution systems. The major efforts include:

- A new electrical substation to improve reliability for the UW Hospital and our health science facilities
- Chiller expansions at the West Campus Cogeneration Facility
- A new chilled water plant and thermal storage system on the east end of campus to meet new capacity demands without expensive replacement of the existing distribution system
- Construction of major utility distribution system extensions and selected relocations
- Higher efficiency boilers/power generation at Charter Street using “clean coal” technology, including a new coal storage facility or the use of alternative fuels
- Consideration of purchasing electrical power at a higher voltage (69 kV)
- Adoption of Best Management Practices to improve storm water quality and reduce the quantity of sediment and pollutants entering the lakes

In addition to these improvements, the University remains committed to investigating options for renewable energy and sustainable design, including:

- Increasing the co-firing of coal boilers with renewable biomass energy resources
- Wind power (purchased off-site through local utility providers)
- Fuel cell technology
- Energy conservation and daylighting concepts

C. Next Steps & Priority Areas

The next steps in the planning process are about implementation. Clearly the campus already has many projects on the drawing board and many are underway for completion in the next several years. As always, the recommendations in this master plan are just that, recommendations for further study and analysis as they become real projects addressing real needs with real budgets and timelines.

For the near term, our priorities for planning and development include:

- Expand and redevelop the Arts and Humanities campus.
- Provide university housing for all first-year students who choose to live on campus.
- Complete the Wisconsin Institute for Discovery and the redevelopment of the Union South block.
- Implement design guidelines and a design review board.
- Provide expanded and improved facilities for bicycles and pedestrians.
- Move surface parking spaces into structured ramp parking in key locations.
- Allow for health sciences campus expansions with greater density around open gathering spaces.
- Redevelop the Agricultural campus with more density, especially on the west end.
- Redevelop the Linden Drive corridor, reestablishing the “Greater Mall” open space concept and pedestrian features.
- Partner with US Veterans Administration and the USDA Forest Products Lab on new buildings and/or parking facilities.

We will provide connections allowing individuals to easily traverse the campus and extend a sense of welcome to our visitors by making our boundaries identifiable, yet transparent and open to all. We will support our mission by providing facilities that meet the demands of teaching and scientific study. We will support student life by providing on-campus housing opportunities, and by rebuilding and restoring our unions and recreation facilities.

As we move forward with implementing the campus master plan, projects will be forwarded through the biennial capital budget process and inserted into the campus’ six-year capital development plan. Staff in Facilities Planning & Management meet with the various schools, colleges and major departments across campus every two years to review their current facility needs and to project into the future what needs may need to be met over the next 6 to 10 years.

D. Unresolved Issues

Several issues remained unresolved as the campus master plan process came to a close. Those are included below for future study and analysis.

1. Meat & Muscle Laboratory – The existing College of Agricultural & Life Sciences' Meat & Muscle Biology Laboratory is currently housed in a facility west of the Stock Pavilion along the south boundary of the campus. In fact, the building encroaches upon the rail road right-of-way. The existing building is extremely outdated and lacks basic modern functionality for meat processing. Two sites were identified as possible locations for a new facility, one as a south addition to the current Babcock Hall and one as a rebuild on the existing site (both noted at W-26 on the master plan map). (Note: In 2007, a further 3rd site was identified on the north side of Linden Drive (W-20). This would allow for inclusion of the meat processing side of the Poultry Science department as well. The College continues to look at options and appears to be moving forward with a project that supports this 3rd option.)
2. Redesign of Campus Drive/University Avenue Intersection – The master plan shows a redeveloped intersection where University Avenue turns into Campus Drive north of the Mechanical Engineering Building. Discussions with the City of Madison Traffic Engineering staff proved uneventful without any commitment from the city on pursuing the concept. The university remains committed to dramatically changing the character of this intersection to suggest to eastbound drivers that they have entered into a more urban space rather than the suburban solution that current exists. Vehicles will come to a T-intersection and be forced to make a more deliberate left turn into the campus area.
3. Vehicular Traffic on Henry Mall – Vehicular traffic on Henry Mall was debated at length during the master plan process. At one point, campus bus traffic was even considered to run south from Linden Drive through the mall on its way to Union South. The final master plan shows the two north-south roadways on each side of the mall as more pedestrian than vehicular, similar to the design of the “Greater Mall” for Linden Drive. It would allow vehicular access but be mainly pedestrian in character with a fewer vehicles and a greatly reduced service access function. To accommodate deliveries and service access to the buildings on Henry Mall, it is suggested in the master plan that the access the buildings from the rear, (i.e. from Linden Drive behind the buildings on the east and west sides of the mall – currently this type of access is available on the east via Lorch Court; a new service drive would be necessary on the west between Bock Labs and Horticulture, which is actually in planning as part of the Biochemistry II project). Henry Mall still, however, remain with fire lanes on each side to service the buildings in the event of a fire. This dichotomy between vehicular needs and the dominant pedestrian function has yet to be worked out.

E. Updates Since 2005

1. School of Medicine & Public Health Faculty Office Building – southwest of the UW Hospital complex, a site for a potential sizeable electrical substation was identified (W-4B). Since the development of the plan in 2005, Madison Gas & Electric has decided to extend their service along University Avenue and back feed the hospital complex from the west. This decision lessens the need for a large substation in this area. A smaller electrical switchgear facility is still needed. Also since 2005, the School of Medicine and Public Health have identified a critical need for faculty offices in and near the hospital to relieve over crowding and decompress the existing hospital office spaces within the hospital. The site of the prior substation was offered as a potential solution since this was close to the hospital operating rooms and could provide easy access into the hospital via an overhead pedestrian bridge. The school is currently moving forward with those plans and hope to have a building under construction in the fall of 2008.
2. Commuter Rail West Transit Station – The master plan shows a potential west campus commuter rail station southwest of the UW/VA Hospital complex along University Bay Drive. Further study by the Transport 2020 committee suggested that the station would work better on Highland Avenue where it would be closer to the existing employment base and with better pedestrian connections to the north and the UW Hospital.
3. Lakeshore Residence Hall Complex – In 2005, additional residence hall beds were identified in several small four story buildings along the lakeshore northeast of the Natatorium (L-1A & B, L-2, L-3 & L-4). After further detailed planning, UW Housing determined it would be more efficient programmatically to have a larger connected complex with a single “front desk” and control point for security purposes. They also determined that a new dining facility would be appropriate as a connected feature to this complex with its lake views and large open space to the north. Planning continues in this area to meet the needs of first year students who desire to live on campus. It is still unclear if additional beds will be needed after this first phase or if additional buildings will be needed to the east near the Kronsage complex (L-5 & L-6) or even further to the east near Tripp Hall (L-7).
4. Ingraham Hall Additions – In 2006, further study was completed for the westerly additions to Ingraham Hall. A major steam line runs directly north-south along the west side of the building that somewhat hampers construction. The grade in this area is also significant with the ground sloping from the north to the south. Also, in order to efficiently layout new floor space in the addition, it was determined that a larger single addition to the south and west would be more appropriate. A central courtyard would still be developed as defined in the 2005 Campus Master Plan, created with the open-U created by the existing building. Accessible entry to the courtyard would be off the northwest corner of the building.

5. Overhead Pedestrian Bridges – Pedestrian bridges connecting the proposed Wisconsin Institutes of Discovery and the proposed new South Campus Union were discussed at length in the campus master plan process. Debate raged on if they were feasible, cost effective and didn't negatively impact the pedestrian vitality of the streets around each building. Elevating the pedestrian traffic would provide safe passage for users of the building but would also reduce the liveliness of the streets. Doing so also makes the streets less safe at night with less "eyes on the street". Funding continues to remain an issue as well as to who would fund the overhead bridges. The current design of the Wisconsin Institutes of Discovery and the pending design for the South Campus Union will include the potential for future overhead connections over University Avenue and Campus Drive. At this point, neither are funded or being pursued.

The pedestrian bridge proposed over Charter Street remains in the Campus Master Plan as the topography makes an easy connection from east to west over the street. Further studies of this solution will be needed as the proposed building at the corner of Charter Street and Linden Drive is analyzed and designed.

6. Humanities Building Replacement – Discussions continue on how the Humanities building will be replaced by two new buildings on the existing site with parking below grade. Also, since 2005, the need for a Proscenium Theatre on campus has arisen. The northerly of the two buildings (N-11A) may still be developed as a classroom building to replace the existing general assignment classrooms in the existing Humanities building. The southerly building (N-12A) is currently being discussed as a potential site for a Proscenium Theatre.
7. Athletic Performance Facility – In 2007, the Athletic Department completed a comprehensive review of their facilities which resulted in the definition of a new building for academic support, training and athletic student services. The building is also envisioned to include additional space for the College of Engineering on one floor. The site for the building was identified as between the Lot 17 parking ramp and Engineering Hall.
8. Hockey Facility – Additionally, the 2007 Athletic Master Plan identified the need for a new hockey facility west of the Kohl Center, south of the SERF building. This new ice hockey sheet would provide a home for women's intercollegiate hockey and serve as a practice facility for the men's team when the basketball team is using the Kohl Center facility. The proposed site (near S-14) will need to incorporate the proposed chiller expansion project as identified in the master plan process.
9. Gordon Commons – The 2005 Campus Master Plan identified two small additions to the west side of Gordon Commons along with a fairly major remodeling project at Gordon. Since that time, UW Housing has re-evaluated their need to have a totally new Gordon Commons and proposed a new facility on the site of removed

old Ogg Hall. This would then suggest that the prior proposed open space for this site would then be built on the north side of the block after the existing Gordon Commons is removed. This could also allow for underground parking for approximately 200 cars that would then have an overhead green roof that would be used as general open space for the residence hall complex.

10. Outdoor Recreational Sports Tennis Courts – Several outdoor tennis courts managed by Recreational Sports where to be displaced with the Lakeshore Residence Hall development, west of Elm Drive. As detailed planning progressed on the Housing project, it was clear finding a new location for 6 of the 12 existing tennis courts was necessary. These courts are now proposed for relocation just west of an existing set of 6 courts, west of Allen Centennial Gardens on Observatory Drive. This will provide then a complex of 12 tennis courts and still maintain some green space along Observatory Drive. This move allows the Lakeshore Residence Hall complex more flexibility in their planning.

11. Roundabout at Walnut Street & Observatory Drive – As part of the West Campus Utilities Extension project, the intersection of Walnut Street and Observatory Drive will need to be reconstructed. At the encouragement of both campus and local municipal officials, the State of Wisconsin and university agreed to reconstruction as the campus' first roundabout. The feature will be a single lane roundabout with a raised center median incorporating a new campus sign carved into its face and plantings in the middle. This then moves the campus' only traffic light to the west and the new intersection of Observatory Drive with Highland Avenue.
