



University of Wyoming Campus Masterplan

Task Force on University of Wyoming Housing

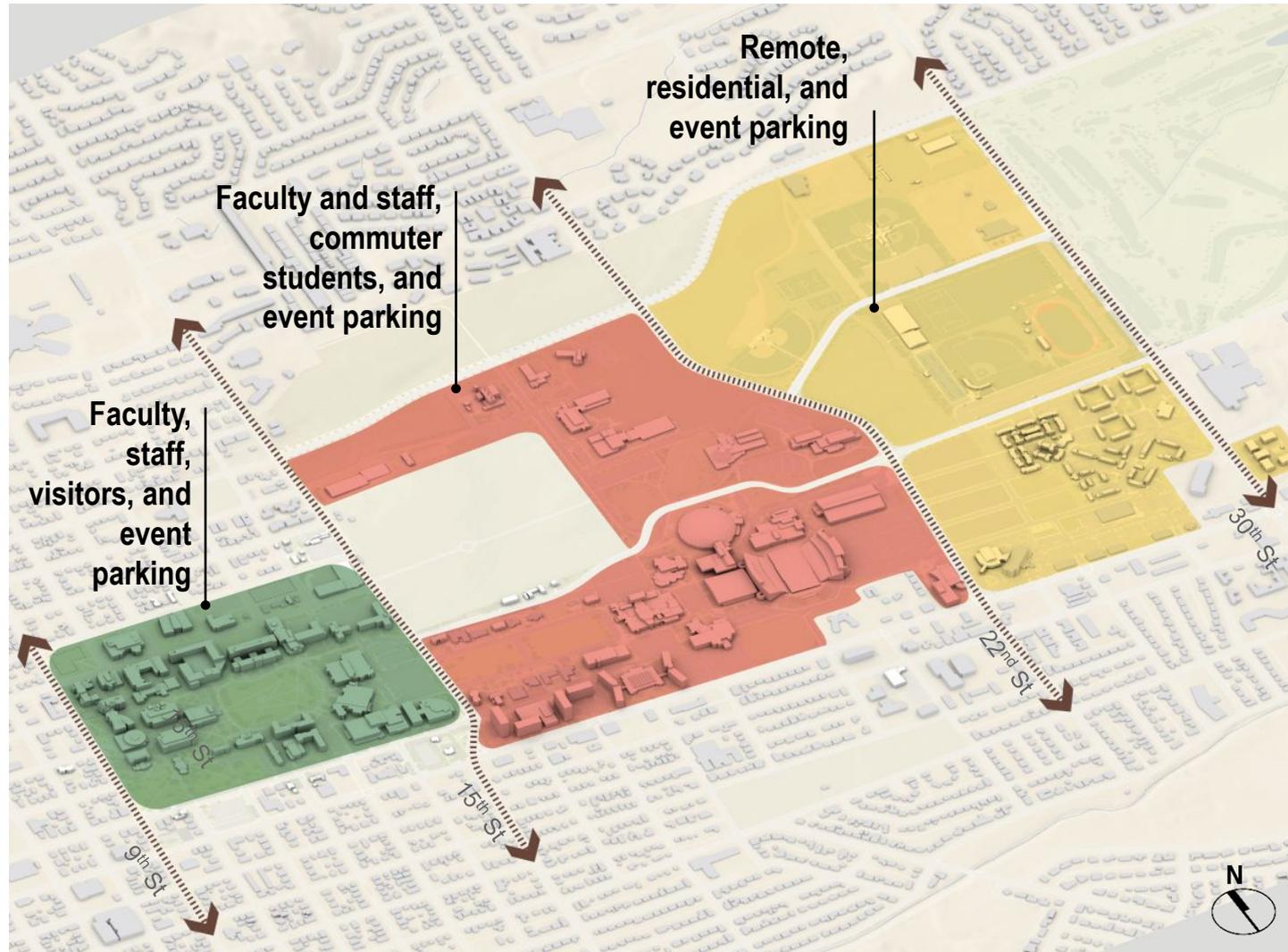
June 17 2019



Goals for Mobility

What is on the long-term campus plan in terms of mobility / walkability?

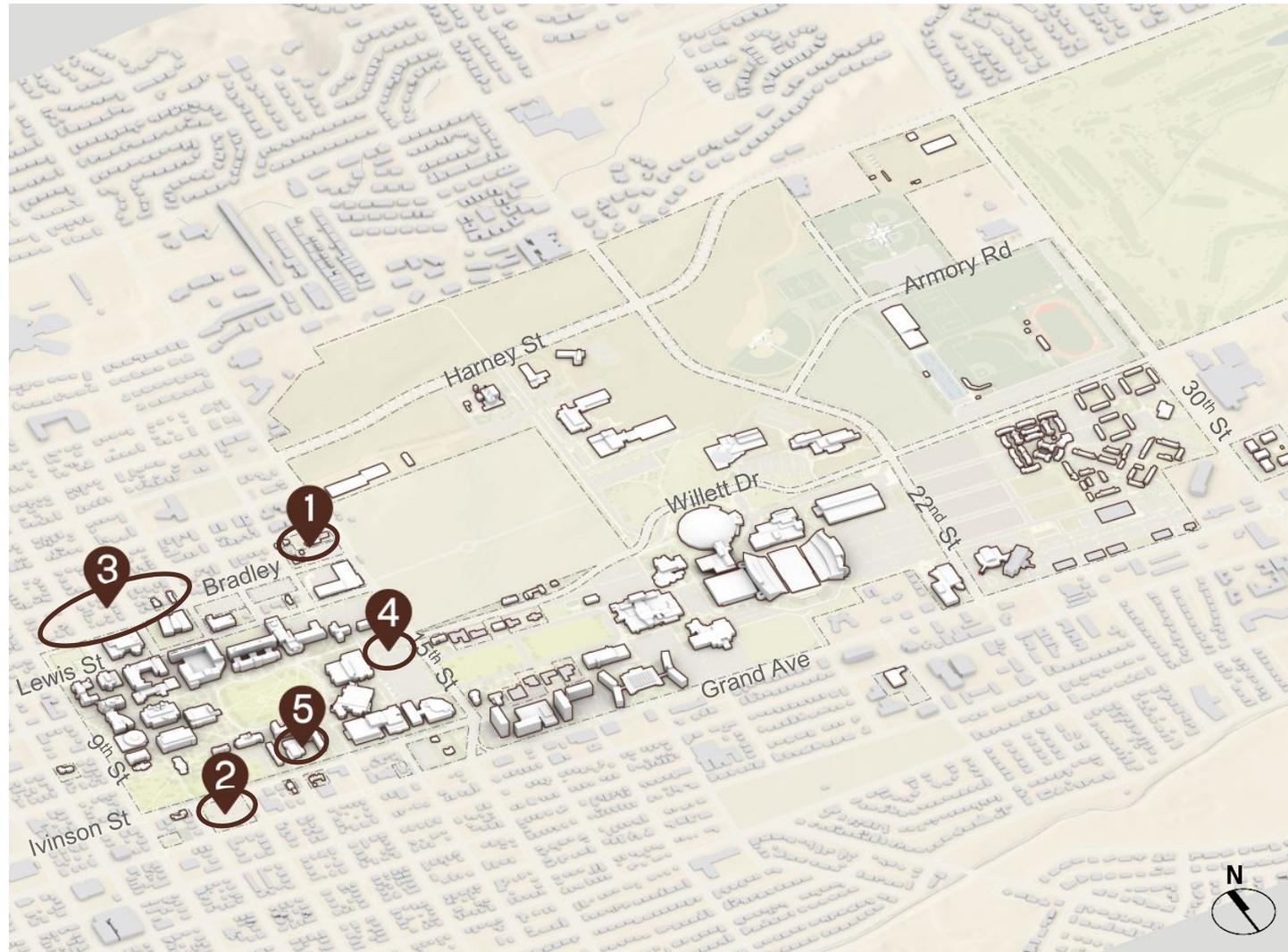
- Clear mobility framework that minimizes auto dependence / use, and promotes efficient transit and service functions
- Integrated mobility hubs that promote efficient service and intermodal connections
- Provide appropriate parking facilities and locations for campus user groups





What location(s) are best for parking garages?

1. Bradley & 15th Street
2. Between Ivinson & Grand Avenue
3. Northwest Zone
4. East of Half Acre
5. Knight Hall Site





What location(s) are best for parking garages?

1. Bradley & 15th Street

Pros

- Relatively proximate to campus core
- Could build into slope
- Provides substantial parking capacity

Cons

- Increases traffic along 15th (South and West)
- Neighborhood traffic impacts
- Visual impact on residential context
- Does not service the Union





What location(s) are best for parking garages?

2. Between Ivinson & Grand Avenue

Pros

- No demolition required
- Close to user destinations
- Adjacent to ceremonial entry and visitor experience
- Diverts traffic from 15th

Cons

- Fewer net new spaces
- Does not service the Union
- Visual impact on residential context
- Alley vacation required





What location(s) are best for parking garages?

3. Northwest Zone

Pros

- Provides parking for the northwest core
- Diverts traffic from 15th
- Could reduce off-campus parking in neighborhood
- Less visual impact from campus gateway

Cons

- Do not own site
- Neighborhood traffic impacts
- Visual impact on residential context
- Does not service the Union





What location(s) are best for parking garages?

4. East of Half Acre

Pros

- One-level of parking built into slope and integrated with housing
- Good access to Union and campus core
- No demolition required

Cons

- Increases traffic along 15th (South and West)
- Less capacity than other options
- Places employee parking in a residence
- Opportunity cost for housing





What location(s) are best for parking garages?

5. Knight Hall Site

Pros

- Good access to Union and campus core
- Located at functional entry to campus
- Diverts traffic from 15th
- Good location for a new mobility hub coupled with garage
- Replacement of poor quality office space

Cons

- Requires demolition of Knight Hall
- Opportunity cost of other uses
- Visual impact



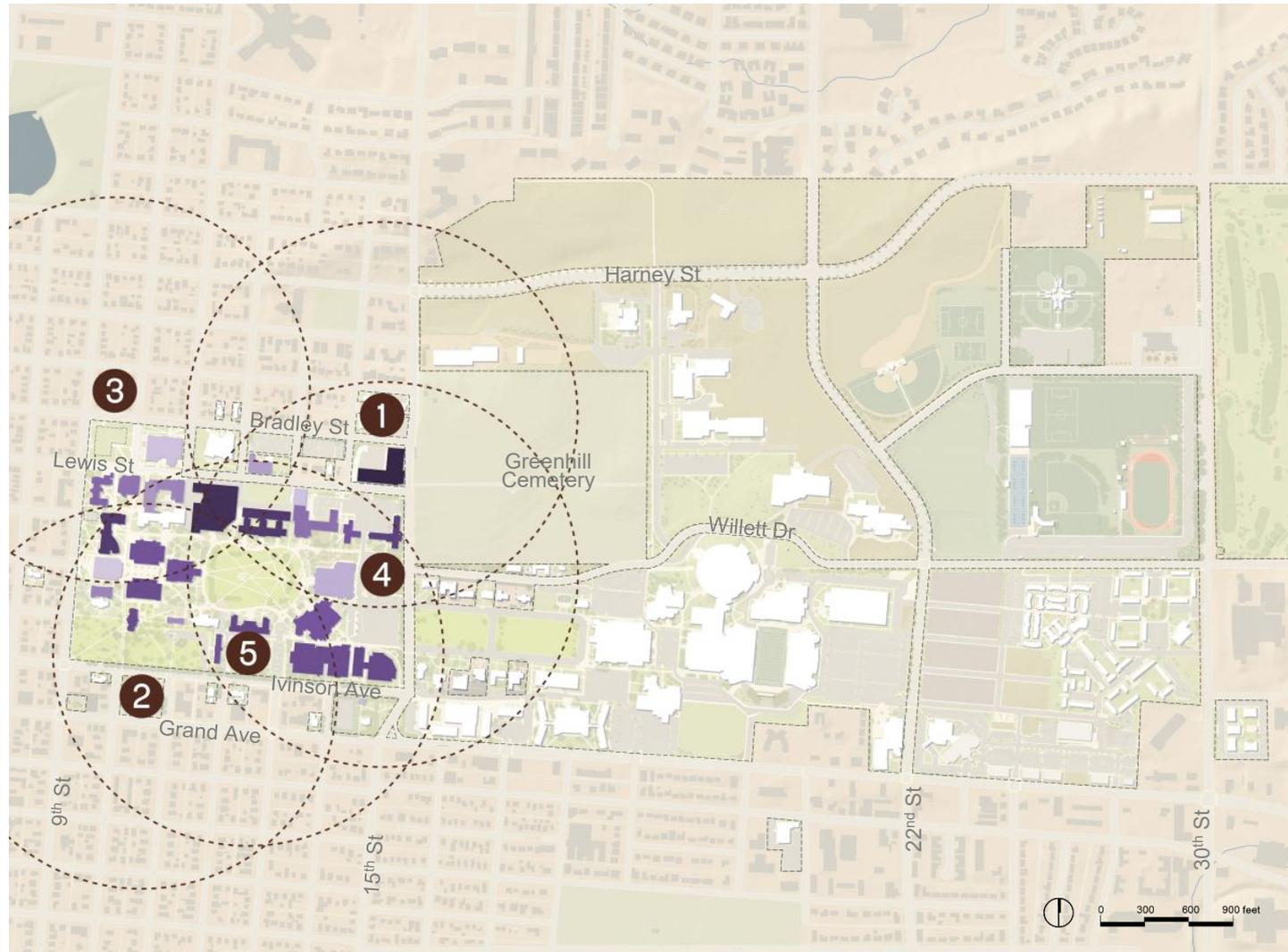
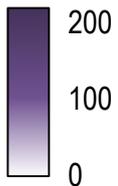


Where do people need to go? How far will they walk?

- Knight Hall site provides best access to the campus core
- Northwest zone site serves areas not otherwise served

 10-minute walk circle (5 minute radius)

Heat map of number of employees



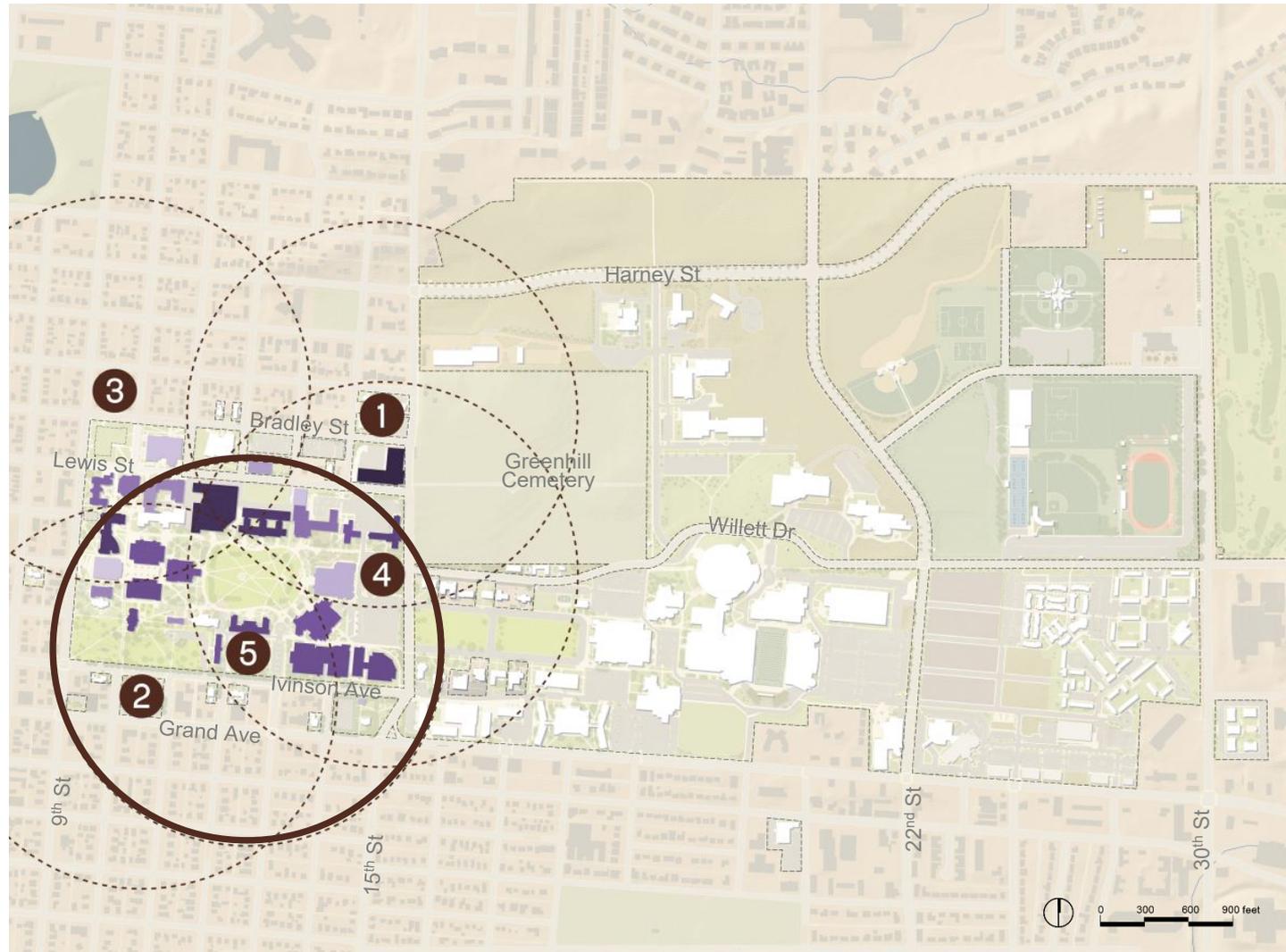
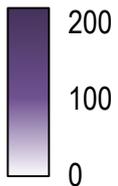


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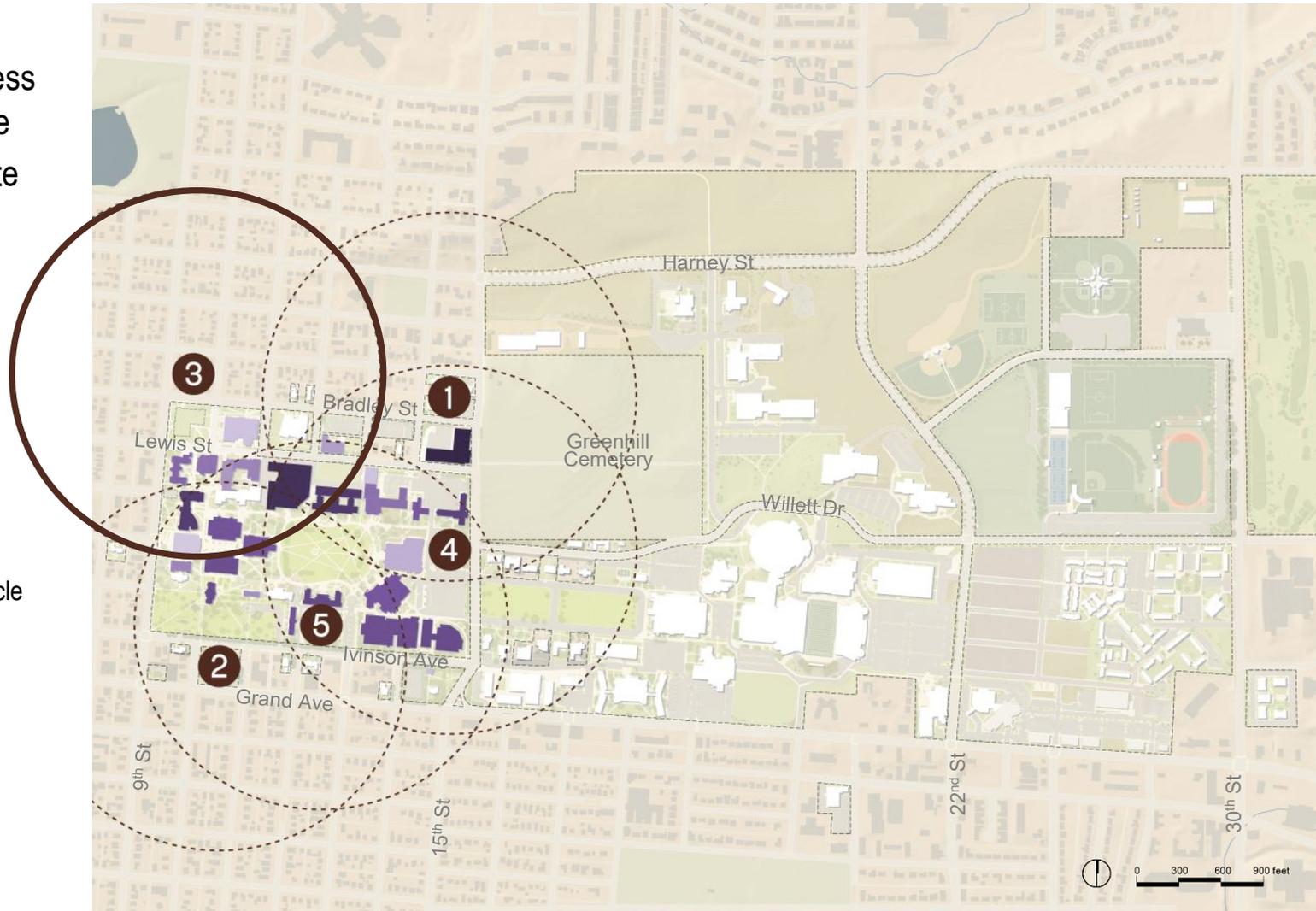
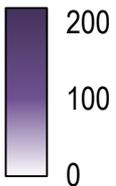


Where do people need to go? How far will they walk?

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 10-minute walk circle (5 minute radius)

Heat map of number of employees





Are we being sensitive to the winter wind-chill temperatures?

- Sites 4 and 5 minimize walking distance and wind exposure

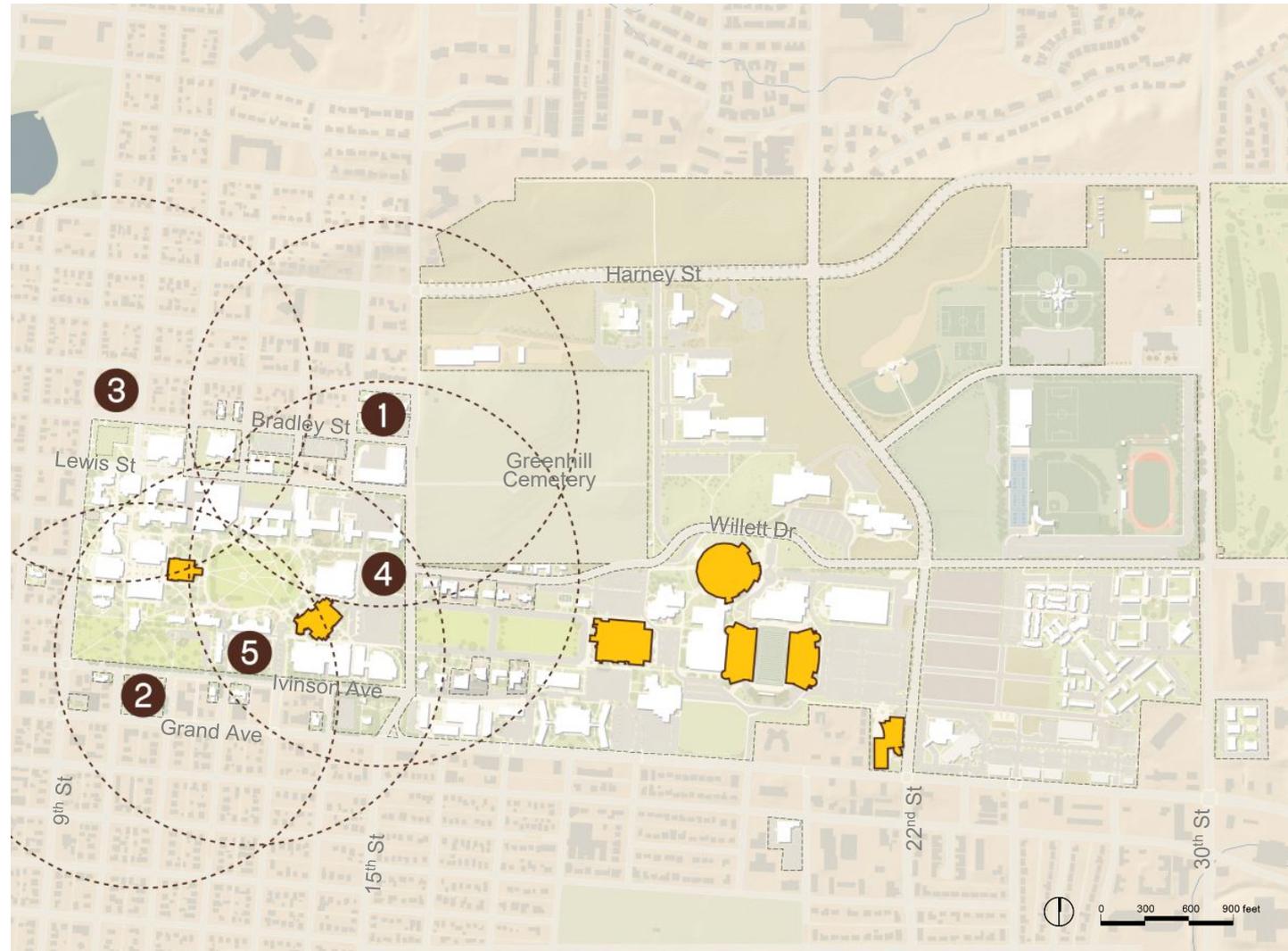


Perceived Temperature



Are we being cognizant of event parking?

- Garage sites serve core campus events
- Surface parking ideal to accommodate event demand east of 15th
- Parcels east of 22nd can be formalized as event parking
- Potential to increase VIP parking at stadium



 10-minute walk circle
(5 minute radius)

 Key event locations



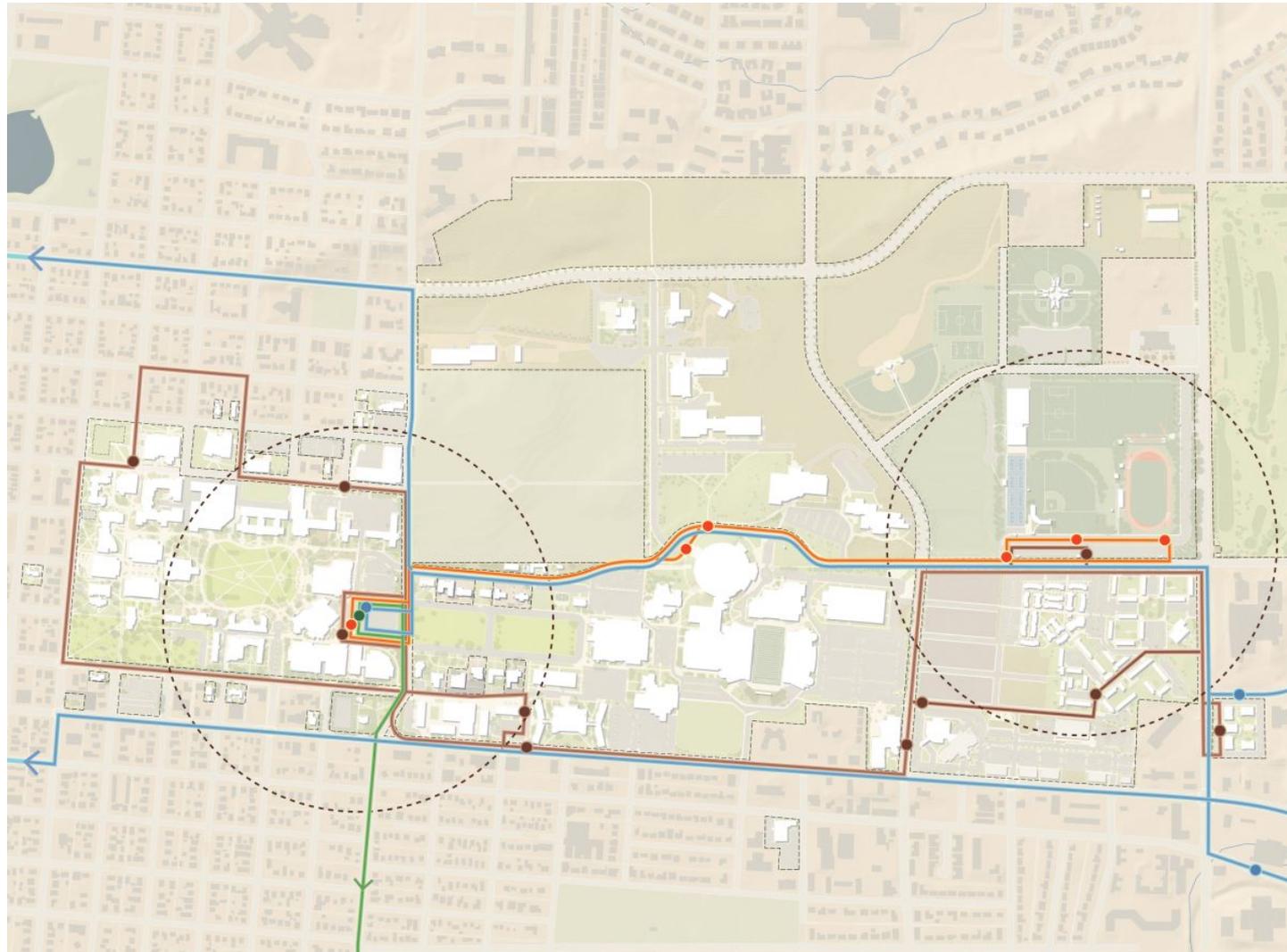
Are current park-and-ride lots sufficient?

Existing Condition

- South and East remote lots are at 90% capacity (functionally full)
- Transit routes concentrated along 15th Street

 10-minute walk circle
(5 minute radius)

-  Campus Commuter Route
-  Union Express Route
-  LaramieLink Route
-  South Express Route





Are current park-and-ride lots sufficient?

Potential Proposed Routes (Diagrammatic)

- Converts loop system to two point-to-point routes for efficiency
- Coordinates intermodal hubs with parking near demand
- Removes transit hub near 15th Street



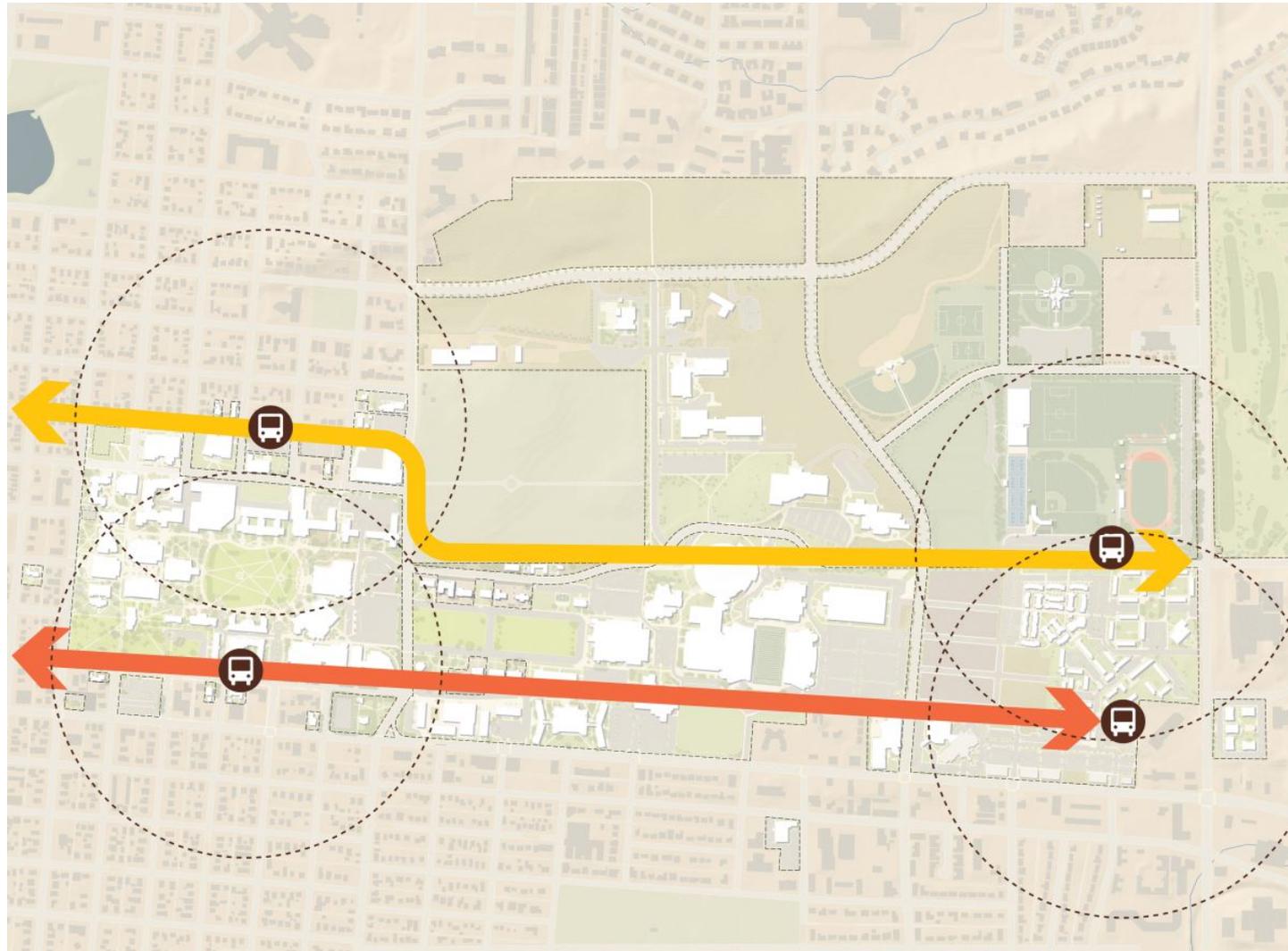
Mobility Hubs



10-minute walk circle
(5 minute radius)

— Diagrammatic North Route

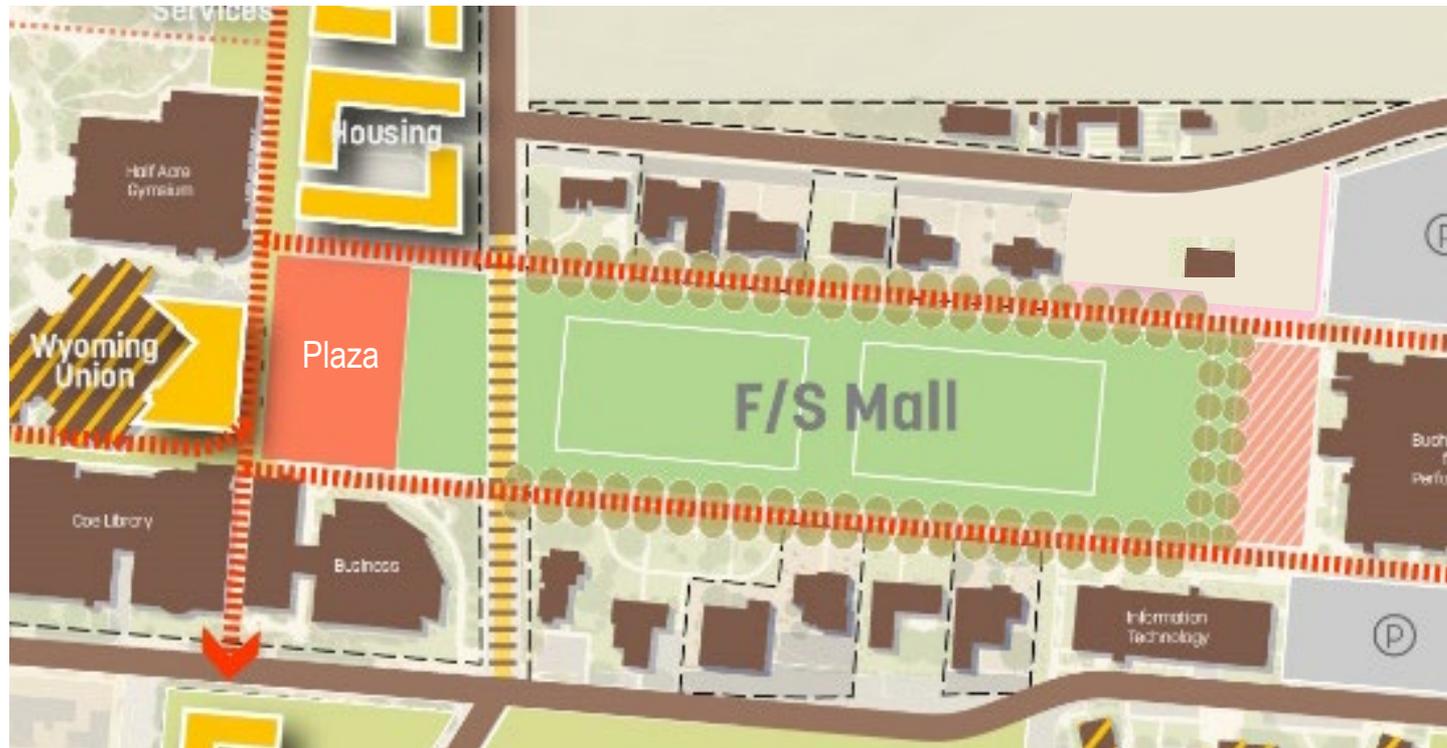
— Diagrammatic South Route





Connected New Green Space East of Union across 15th Street

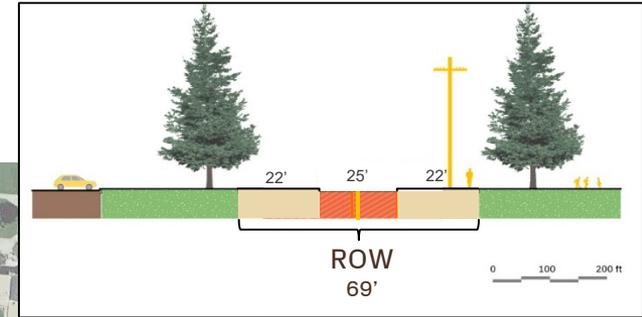
- Conceptual diagram of future connected open space





15th Street (shown L-R) Options – Road Diet

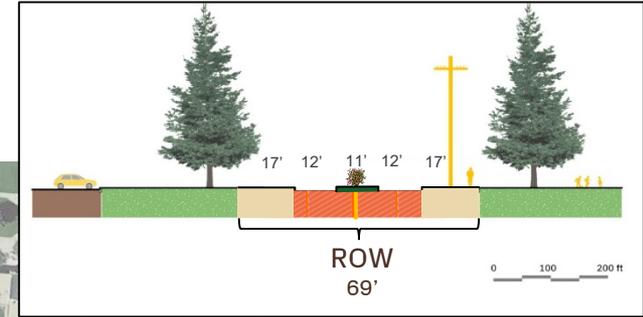
- Narrows carriageway to two lanes total
- Widens sidewalks on either side
- Strengthens crosswalks on north and south sides of F/S Mall





15th Street (shown L-R) Options – Boulevard

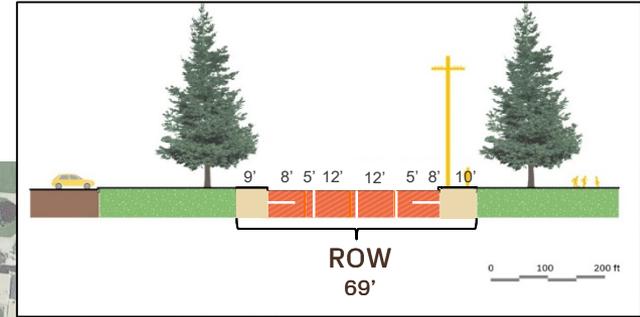
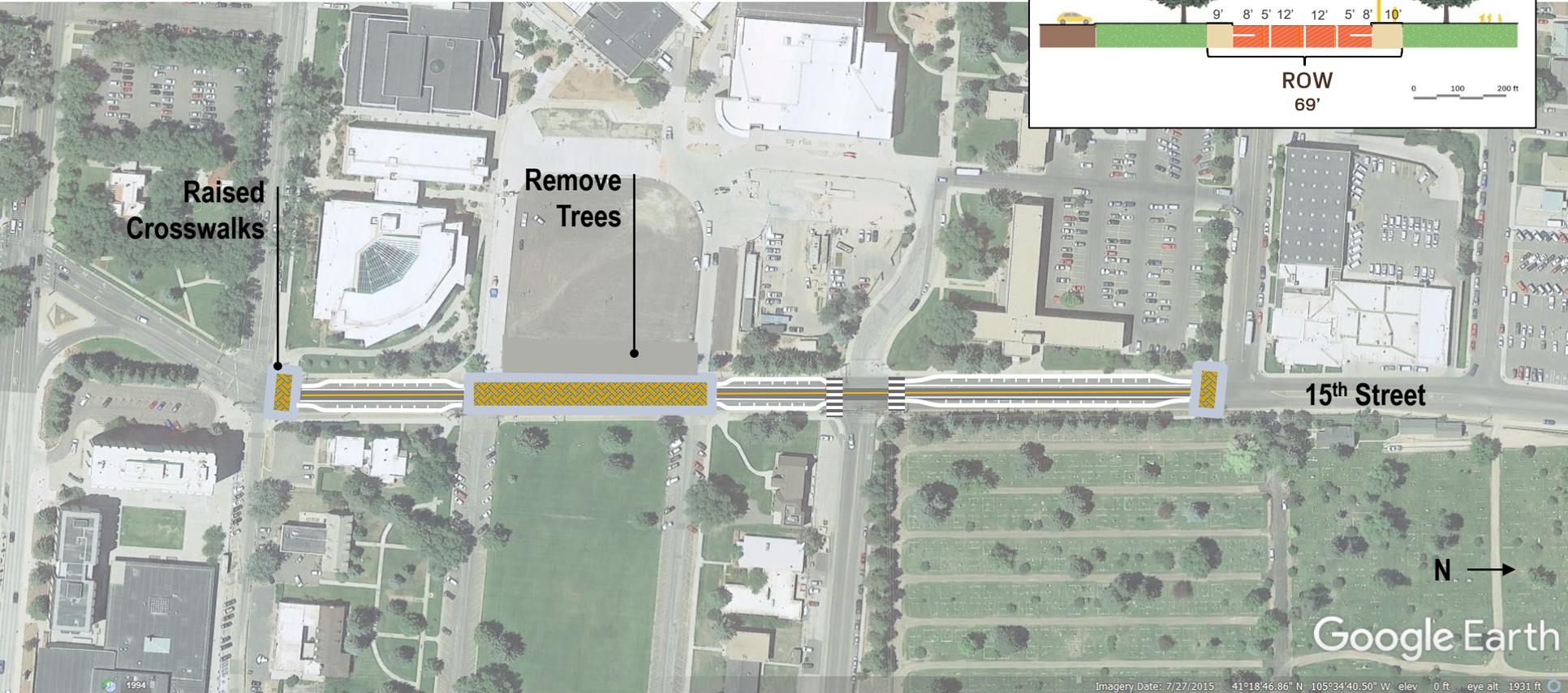
- Narrows carriageway to two lanes total
- Introduces a vegetated median and pedestrian refuge
- Strengthens crosswalks on north and south sides of F/S Mall





15th Street (shown L-R) Options – Traffic Calming

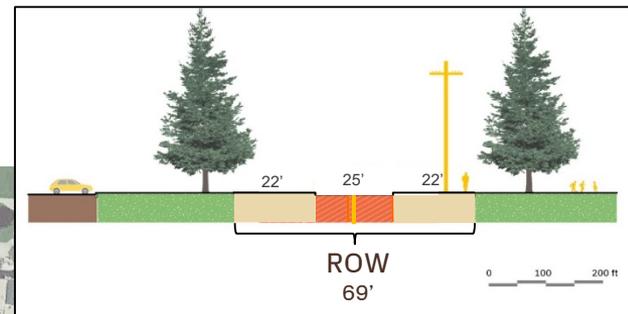
- Narrows carriageway to two lanes total
- Introduces parallel parking and bike lanes on either side
- Introduces raised crosswalks and center plaza





15th Street (shown L-R) Options – Road Diet and Center Plaza

- Narrows carriageway to two lanes total
- Widens sidewalks on either side
- Introduces raised crosswalks and center plaza





15th Street (shown L-R) Options – Overpass

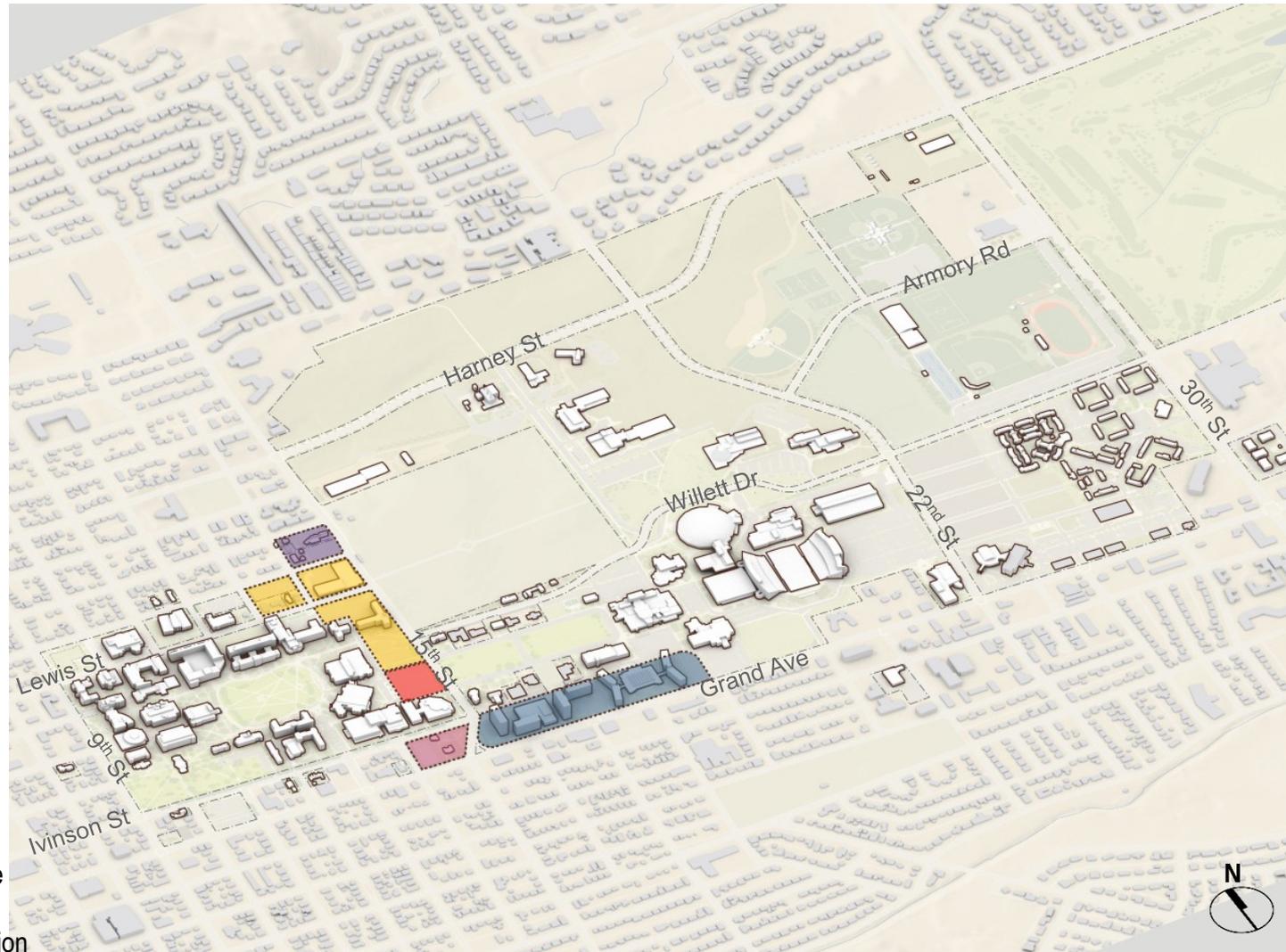
- True separation of pedestrians and vehicles
- Designed to accommodate a significant volume of traffic
- Costly to implement
- Reduces east-west mobility except at crossing





Housing – HB 293 Sites

- Key location adjacent to the heart of the campus
- Shifts the focus of residential beds toward the campus core
- Opportunity for spatial and pedestrian integration across 15th
- Future of existing residential district



- Phase 1: Housing Site 1
- Phase 1: Housing Site 2
- Phase 1: Wyoming Union Site
- Phase 1: Parking Garage
- Phase 2: Demolition/Renovation



Conceptual Massing & Capacity Studies (May 29, 2019)

- Dining
- Residential
- Open Space Connections
- Key Pedestrian Connections

Feedback

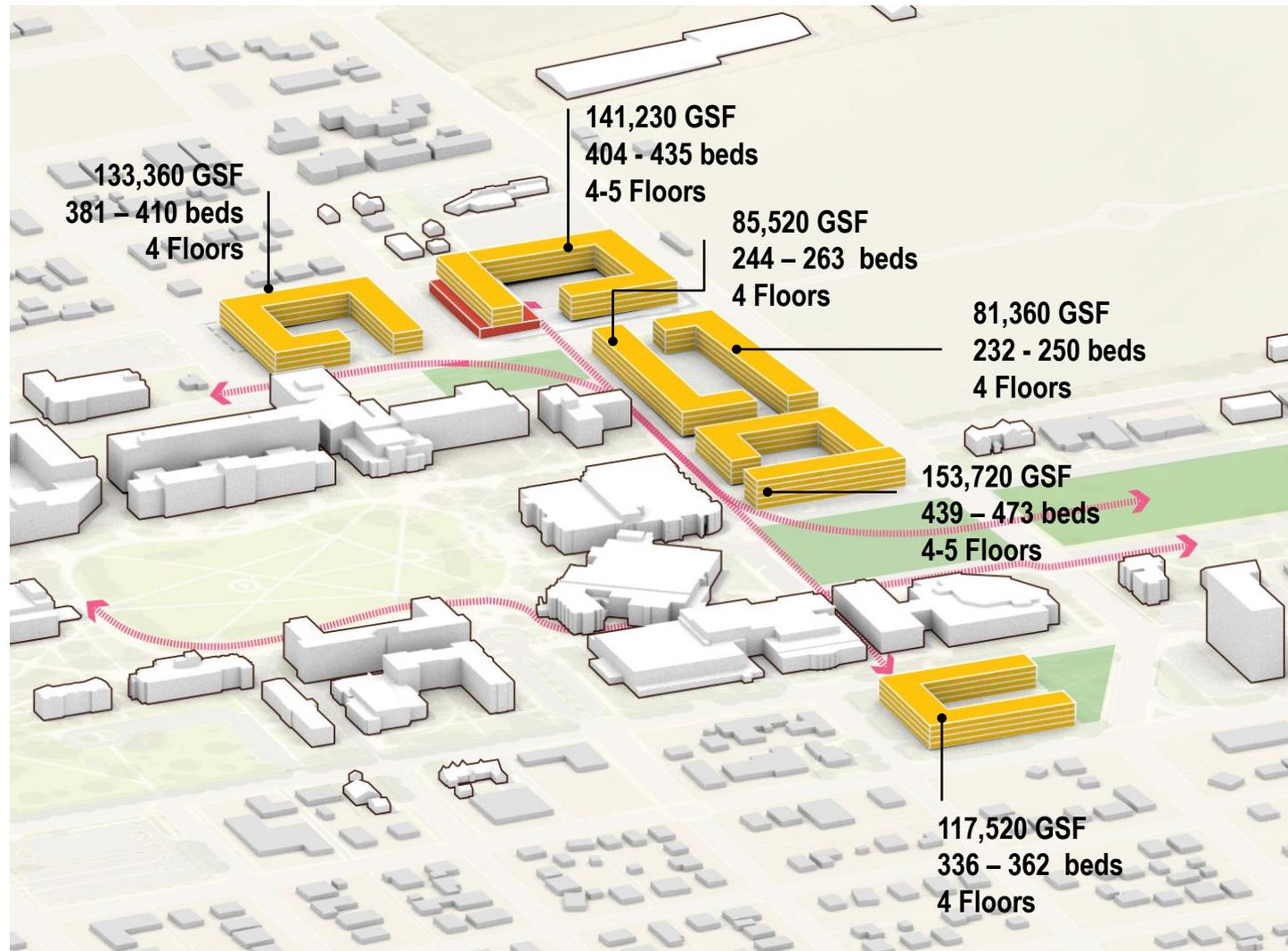
- Too dense, need more open space relief
- Some buildings are too long

Total GSF:

- 712,710 GSF (Beds)
- 20,500 GSF (Dining)

Total Beds:

- 2,036 (350 GSF/ Bed)
- 2,193 (325 GSF / Bed)





Updated Conceptual Massing & Capacity Studies

- Dining
- Residential
- Open Space Connections
- ⋯ Key Pedestrian Connections

Modifications

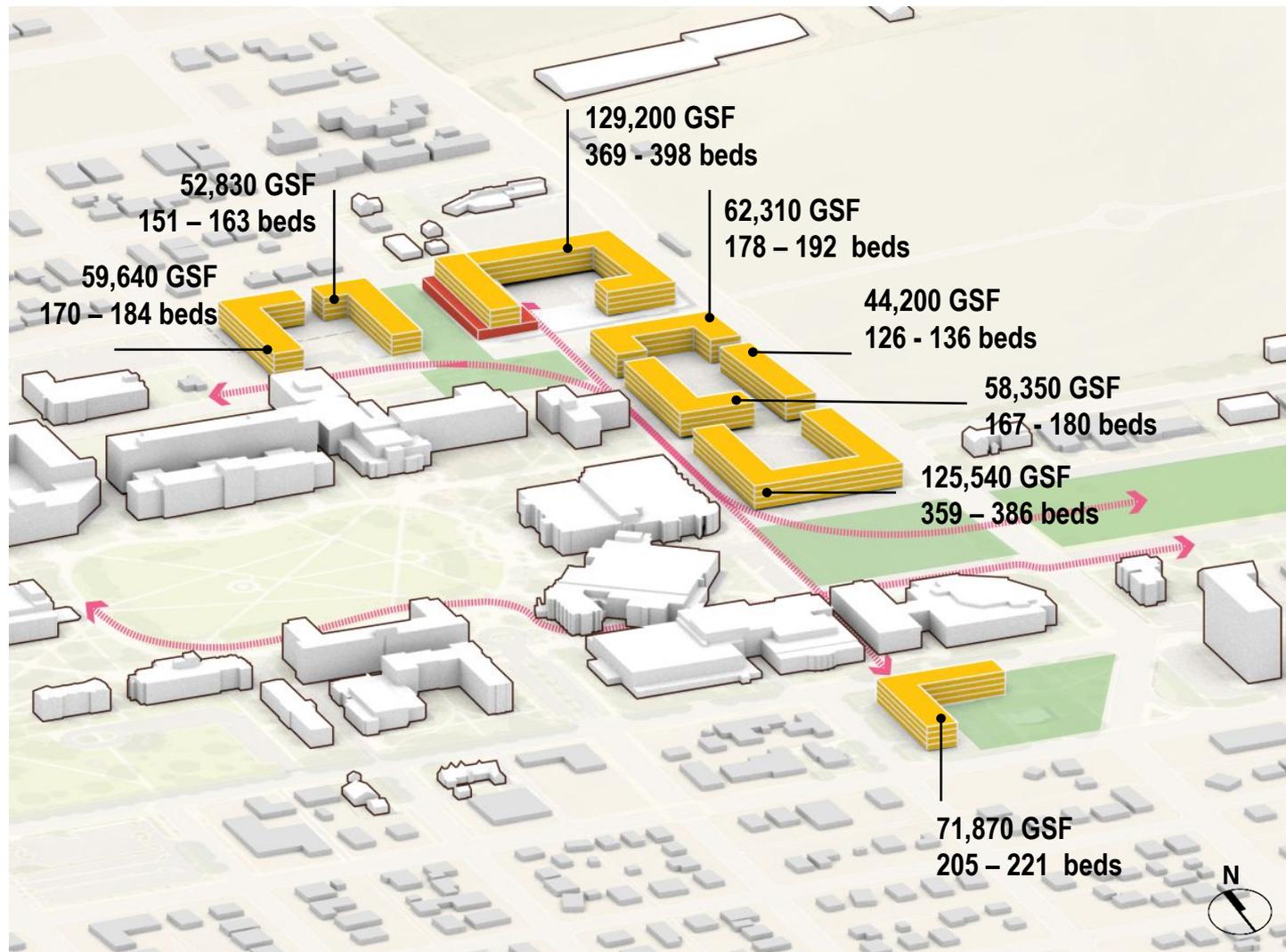
- All buildings at 4 floors
- Create courtyards
- Introduce south facing open spaces

Total GSF:

- 603,940 GSF (Beds)
- 20,500 GSF (Dining)

Total Beds:

- 1,726 (350 GSF/ Bed)
- 1,858 (325 GSF / Bed)





Updated Conceptual Massing & Capacity Studies

- Dining
- Residential
- Open Space Connections
- ⋯ Key Pedestrian Connections

Modifications

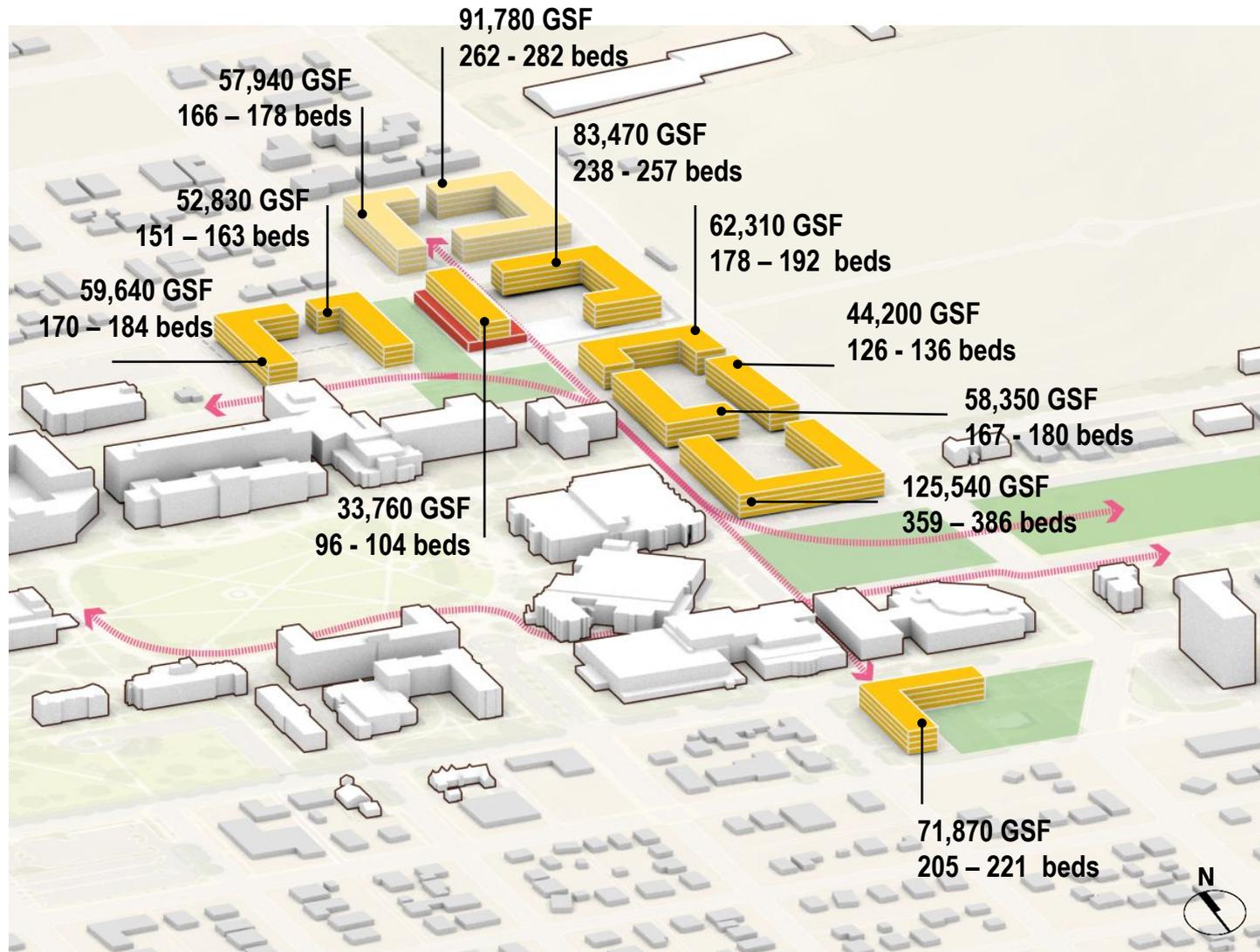
- All buildings at 4 floors
- Create courtyards
- Introduce south facing open spaces
- Tests residential capacity on site between Bradley and E Flint, west of 15th

Total GSF:

- 741,690 GSF (Beds)
- 20,500 GSF (Dining)

Total Beds:

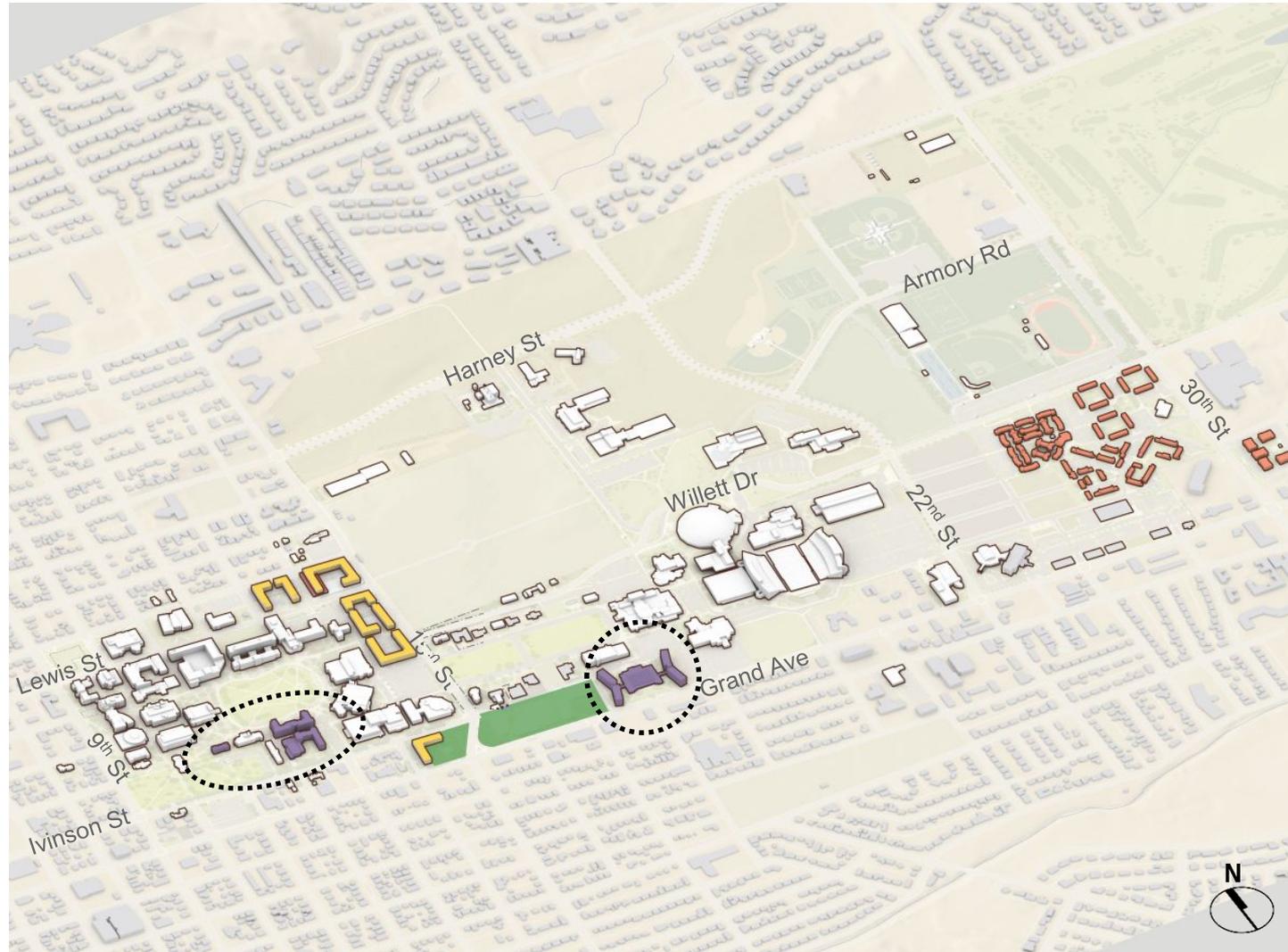
- 2,119 (350 GSF/ Bed)
- 2,282 (325 GSF / Bed)





Other Options to Increase Residential Capacity

- Renovates and converts former residence halls into residential facilities:
 - Ross Hall (300 beds)
 - Knight Hall (75 beds)
 - Merica Hall (75 beds)
- Retains and lightly upgrades Crane-Hill for 400 singles
- Also reflects beds that should be retained in the 10 year timeframe



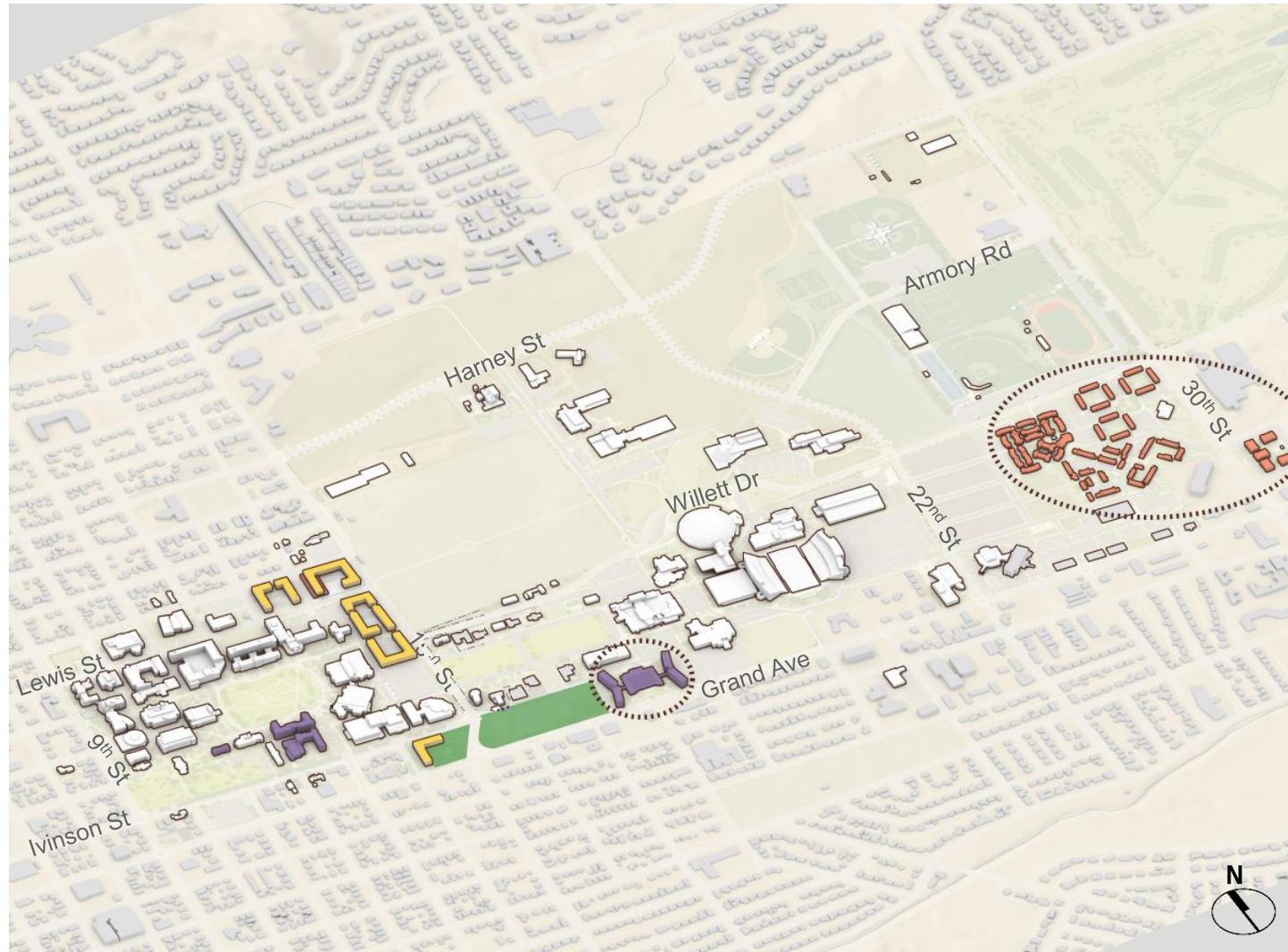
- Dining
- New Residential
- Renovation Residential
- Existing Residential
- Welcoming Lawn



Which university housing should be kept in long term?

20-Year Timeframe

- Remove Crane-Hill
- Remove Apartments
- Create a new residential precinct, site to be determined



- Dining
- New Residential
- Renovation Residential
- Existing Residential
- Welcoming Lawn



What is best long-term use of the footprint from demolished residence halls?

- Introduces a park-like landscape that serves as a welcoming front door to campus
- Signals to the user that they are approaching a special destination
- Includes pedestrian pathways
- Serves as a long term land-bank for the university



- Dining
- New Residential
- Renovation Residential
- Existing Residential
- Welcoming Lawn



What is best long-term use of the footprint from demolished residence halls?

- Introduces a park-like landscape that serves as a welcoming front door to campus
- Signals to the user that they are approaching a special destination
- Includes pedestrian pathways
- Serves as a long term land-bank for the university
- Could include surface parking on north edge

- Dining
- New Residential
- Renovation Residential
- Existing Residential
- Welcoming Lawn
- Parking





Is there an optimal short-term use of this footprint that differs from the best long-term use?

- Similar welcoming front door landscape, with Crane-Hill along east edge



- Dining
- New Residential
- Renovation Residential
- Existing Residential
- Welcoming Lawn



Where should task force travel to see “best and brightest housing and parking ideas near UW”?

Montana State University, Yellowstone Hall

- Bozeman, Montana
- Opened in Fall of 2016
- 115,000 GSF
- Houses 400 first year students
- Ten residential communities of 40-students per community





Where should task force travel to see “best and brightest housing and parking ideas near UW”?

University of Colorado Boulder, Williams Village North

- 2012
- 500 beds
- Incoming freshman and returning undergraduate and transfer
- 131,246 square feet
- 7 smart classrooms
- 2 residential academic programs (RAP)
- LEED Platinum



University of Colorado Boulder, Kittredge Central Hall

- 2014
- Incoming freshman and returning undergraduate and transfer
- 265 bed
- 70,000 gsf new Kittredge Central Residence Hall
- 30,000 gsf Community Commons
- LEED Gold

