Master Plan Recommendations

Illustrative Plan - General Description

Figure 11 illustrates the Master Plan Update for the EWU Cheney campus. This plan builds on the strengths of the campus - compactness of the academic core, an identifiable "campus housing neighborhood", defined historic and other districts, as well as extensive recreational and sports facilities and fields, and the integration of the campus and the city.

The university campus is adjacent to many of the City's most historic properties and oldest properties. Upgrades or construction on university property adjacent to these areas would be in conjunction with input from the City and the local community so as not to negatively impact or distract from these private properties.

The plan also promotes the idea of enhancing the identity of campus through the use of entrance features ("gateways"), wayfinding signage, and the use of common site elements (e.g., mall paving materials, pedestrian scaled light standards, site furniture, landscape plantings), to create a sense of continuity throughout the campus. A comprehensive signage plan has been developed as a separate study and will be implemented within the same time frame as the Master Plan.

Designs for new and remodeled buildings should be respectful of the general architectural character of the campus. Building materials common to most buildings on campus (e.g., dark red brick, precast concrete, vertical window with mullions) should be used to provide campus continuity.
Buildings should be articulated, have strongly defined entries, and should be pedestrian scaled. Unusual or trendy architectural approaches should be avoided as they tend not to age gracefully, and do not fit with the "small town college" feel that is one of EWU's greatest assets. Similarly, excessively large structures should be avoided because it is hard to mitigate their negative impacts on the campus character.

The plan takes a conservative approach in terms of transportation and parking. By encouraging classes to be scheduled more evenly during the 8:00 AM to 5:00 PM period, traffic and parking peaks can be moderated. If traffic flows are spread more evenly during the course of a day, existing streets will handle traffic without widening and extensive traffic controls. The EWU staff is implementing a parking management program designed to reduce single occupancy vehicle use, encourage greater use of alternative forms of transportation and encourage students, staff and faculty to use available off-street parking lots. The City of Cheney is also enhancing enforcement of on-street parking regulations in an effort to reduce impacts on nearby residents. For further information on this parking management program refer to "Parking Recommendations, EWU Cheney Campus," prepared in the spring of 2003.

The plan proposes a number of changes to that portion of the campus west of Washington Street:

1. Recreation sports fields are proposed to the southwest of PHASE. This area will provide adequate size and flexibility to accommodate various recreational activities (eg., softball, soccer, Frisbee). A trail system is proposed to link this facility with other fields, parking and the PHASE.

2. An area has been identified between the townhouse development and the fields south of the PHASE buildings as an appropriate location to accommodate research and similar activities. Uses can be sited here that would benefit from a close association with EWU, but which need not be located in the academic core. The first uses developed in this area are the Washington State Archives Building and the Washington State Patrol Crime Laboratory. (Note: Also see comments on the next page related to further integration of the Campus and the City).

3. Entrances to parking areas are proposed to be relocated or modified to enhance safety and to create better pedestrian linkages. Additional landscaping is also proposed to soften views into parking lots from Washington Street.

4. The existing deteriorated tennis courts will be replaced with new courts located adjacent to the Jim Thorpe Field House. This will free up the present tennis court area and practice field located between the PHASE complex and the Washington State Archives Building, to be reserved for a future parking facility. This site has good access from Washington Street, is within a six minute walk of the center of campus, will provide convenient extra parking for athletic events, and will free up an existing parking area on the eastside of Washington (P-3) for conversion to academic use. Initially, this site can be developed for surface parking and, if needed in the future, would be an ideal location for a parking garage.
5. The maintenance area adjacent to Surbeck Services is to be enlarged and modified to screen views into working areas. A large storage building is proposed to eliminate the need to store building materials, equipment, and supplies in every available space on campus. Having a centralized stores facility will enhance the staff's ability to maintain appropriate levels of needed materials, equipment, and supplies. By siting this building carefully, and adding vegetation where needed, the maintenance area can be appropriately screened from view. This area will also provide a secure location for the existing campus motor pool.

The City is proposing to develop a Tech Park on West 1st to house uses which would benefit from a close association with EWU, and would also add to the economic vitality of downtown Cheney. The development of an "off-campus area in Cheney" would help with the further integration of the City and the University and should be encouraged.

**Emergency Vehicle Access**

As the campus develops, it is important that emergency and service vehicle access be provided to all buildings and to larger outdoor athletic and recreation areas. The public street system is, of course, available to emergency vehicles and also to "street legal" service vehicles and equipment. In addition to the street system, it is important to identify and preserve off-street routes through campus for use by emergency and service vehicles, and to accommodate off-street maintenance equipment. Figure 11 illustrates the location of proposed emergency vehicle routes.

For that portion of the campus east of Washington Street, these proposed routes generally follow the building pattern already established by the street grid that was vacated to accommodate campus development. The area west of Washington Street was never platted and has developed in a less formal manner than the eastern portion of the campus. The proposed emergency vehicle route links together several dead end connections, providing greater access and circulation flexibility should one of the existing routes be closed at the time of an emergency event. As the terrain is hilly to the west of the PHASE, a reasonable amount of grading may be needed to develop a route acceptable to the City.

These routes need to be protected against future encroachment and should have a 20 foot wide corridor that is clear of obstructions above grade. Within this corridor, a strengthened area at least 16 feet wide should be provided. This strengthened area can consist of at least 12 feet of concrete, asphalt, or pavers plus additional structured width, as necessary, using modular load spreading units (eg., grasscrete, grass grids). At locations where the route turns sharply, a strengthened turning area should be provided to accommodate the largest fire apparatus used or anticipated to be used by the City.
The remainder of this section discusses specific recommended campus improvements. These improvements are identified by district for ease in locating proposed improvements. As stated earlier, these improvements are generally independent of each other and can be accomplished in any order desired.
1. Create Visitor's Center Complex
2. Extend Pedestrian Mall to 6th Street
3. Create Head-In Parking
4. Improve Historic District Landscape
5. Renovate Showalter Hall
6. Create the Theater Garden
7. Construct Wiman (Shared Pedestrian / Service Route)
8. Renovate Plum House
9. Improve Parking Lot
10. Construct the Rose Circle
11. Renovate Magruder Hall
12. Remodel Martin Hall
13. Create Landscape and Entry at One-room School House
14. Extend Mall Paving to Dresdner Hall
15. Extend Mall Paving to Washington Street
16. Improve Toomey and Surrounding Landscape
17. Improve Dorm Entry Landscapes
18. Improve Pub Parking Lot
19. Create Bus Lobby
20. Improve Pedestrian Routes
21. Restore Will House and Landscape
22. Create Eagle Quad
23. Renovate Patton Hall
24. Renovate Info Hall
25. Improve Parking Lot (Reserve Site for Future Academic Building)
26. Develop Raised Crossing
27. Build Additional Sports Courts
28. Create Basketball
29. Build Student Recreation Center
30. Acquire Washington Court Properties
31. Improve Basketball Court and Landscape
32. Create Park Around City Water Towers
33. Expand and Improve Head-in Parking
34. Improve Parking Lot
35. Improve Parking Lot (Reserve Site for Future Parking Structure)
36. Expand and Improve On-street Parking
37. Improve Landscape
38. Create Parking Lot (Project Deleted)
39. Develop Multi-use Trail System
40. Improve Landscape Around Stadium
41. Improve / Expand Parking
42. Improve Pedestrian Connection
43. Improve Parking Lot
44. Relocate Tennis Courts
45. Plant Rows of Wind Breaks
46. Create Sports Field Complex
47. Improve Parking Lot (Reserve Site for Future Academic Building)
48. Enhance Arts / Communications Complex
49. Create "Art Walk"
50. Create Informal Amphitheater
51. Improve Parking Lot (Reserve Sites for Future Academic Hills.)
52. Create Science Commons
53. Improve Parking Lot
54. Create Research Campus
55. Reserve for Housing
56. Improve Parking Lot
57. Reserve for Housing
58. Improve Housing Perimeter Landscape
59. Remodel Ballard Barn
60. Create Maintenance Compound
61. Create Storage Building
62. Create Scenic Landscape
63. Create Campus Pathway
64. Create New Entry Area
65. Improve / Create Pedestrian Crossings and Amenities
66. Create "Main" Structures
67. Improve Pedestrian Amenities on Street
68. Improve Pedestrian Amenities on Street
69. Improve Pedestrian Amenities on Street
70. Reserve 2-way Traffic
71. Improve Pedestrian Amenities on Street
72. Enhance "G" Street
73. Reserve for Parking
Improvements by District

Historic District

Project 1- Create Visitor Center Complex and Formal Entry

Building
The main feature of this recommended project is the Visitor Center building. This structure will be the location where visitors are directed to be welcomed to campus, oriented, and further assisted in reaching campus and city destinations.

This should be a significant building of high architectural quality with respect to materials and design. This building should be a generous structure with a recommended minimum ground floor to ceiling height of 15 feet. The building scale should provide a transition between the institutional scale of major university structures and nearby single family homes. The building should be of a timeless design, and formal in character. Emphasis should be placed on creating a structure that is stately and handsome. The exterior facades should be constructed of brick, stone, and/or architectural precast concrete, with a 100-year design life.

The ground floor should be mostly dedicated to reception and orientation functions. A centrally located reception desk, as well as self-serve displays and information areas, should be included. Comfortable seating areas should be available for visitor use. Restrooms and other support spaces should also be provided. It may be desirable to locate small historic displays, artifacts, and artwork on the ground floor to further enhance the formal and grand character of the Visitor Center. The lower level could be used for support operations (e.g. storage, mail room, and possibly for meetings and presentations).

Access
The main access to the Visitor Center will be via G Street, a wide two-way street which connects to SR 904 in downtown Cheney, and via 7th Street to Washington Street. Consistent wayfinding signage from SR 904 to the various campus destinations, including the EWU Visitor Center, is currently being designed and will be implemented in the 2005-07 biennium. The main driveway accessing the Visitor Center should be on G Street, and should be designed to act as a welcoming gateway for visitors.

Parking lot
Associated with the Visitor Center building is a parking lot for visitors and building occupants. The site is sufficiently large to accommodate approximately 40-50 cars including required ADA stalls. Fifteen to twenty of the spaces should be reserved for visitors with no fee required and a two-hour time limit. The balance of the spaces could be used to support the offices in the building and to augment parking for Sutton Hall, Showalter Hall, and Holter House.
Figure 15: Concept Sketch: View West over Campus
The parking area should be designed with generous landscape areas including trees, shrubs, and groundcovers. Street frontage screening around the parking lot would be appropriate and could take the form of a hedge or a fence with a design complementary to the Visitor Center building. A central walkway is proposed to facilitate pedestrian circulation through the lot to the Visitor Center. Lighting and signage would be components of the parking facility and well as the area around the building. Perimeter curbs, driveways, and sidewalks should be rebuilt as necessary, to include concrete sidewalks and planting strips with continuous rows of street trees. (Project Update: As of December 2004, some paved parking is available, concrete sidewalks have been replaced or repaired, and street trees have been planted. Additional parking is to be added and the project will be completed in December 2005.)

**Project 2 - Extend pedestrian mall to 6th**

*Closure of "F" Street between 6th and 7th Streets*
This project would begin with closure and possible vacation of "F" Street between 6th and 7th Streets. Except for emergency and maintenance vehicles, the street should be closed to vehicles. EWU should make a formal request for street closure or vacation to the City. This action will likely lead to a public hearing and then a decision on the request by the City Council. If the Council approves closure or vacation, this project can proceed. (Project Update: Work is scheduled to be complete in September 2005.)

*Extension of Mall Along "F" Street to 6th*
The palette of materials and design elements used in the central mall should be extended to a new terminus at 6th Street. The circular and square banding themes would be used to connect pedestrian circulation routes and to acknowledge the entries of the adjacent buildings. The Woonerf (see project 7) would cross this area and may be a location where a raised crossing should be considered. Signage would be incorporated into these elements in keeping with overall recommendations for campus. Lighting should be based on the existing mall fixtures. The historic district materials and details as well as scored concrete minor paths would interface with the mall paving at the edges of the main path. A separate study of transition landscapes related to the historic district was prepared and should be referenced for additional information about this project. (Project update: As of December 2004, the mall extension is being designed.)

*Entry Garden*
Between the new Visitor Center and Showalter a formal path intersection is recommended. This area could be developed into a small entry garden with planting beds and seating. The framework of this garden area would be the path intersection and the circular motifs established by the mall design.
**Entry sign**
A significant feature in the entry garden would be a new campus entry sign. For visitors arriving from downtown Cheney, this entry statement will say much about Eastern Washington University. The design would be based on a curved wall with lettering attached or embossed. The sign design should carefully address the juxtaposition of the contemporary mall extension within the framework of the historic district.

**Project 3 - Create head-in parking**
As part of the Visitor Center Project, parking along 7th Street between "F" and "G" Streets will be evaluated to determine how to maximize parking and reduce vehicular and pedestrian traffic conflicts. The design will need to accommodate bicycle and emergency service vehicles and deliveries to Tawanka Commons. A curb extension might be appropriate at "G" Street and 7th to identify the end of the public street system and identify the beginning of the parking/service area. Since this proposed improvement is within a public right-of-way, approval will need to be obtained from the City before this project can proceed. (*Project Update: Work is scheduled to be complete in September 2005.*)

**Project 4 - Improve Historic District landscape**
A separate study has been prepared addressing materials and furnishing standards, as well as transition landscapes and features around the historic district. That study should be referenced for additional comments and recommendations for the historic district and its edges.

**Drop-off and parking**
Two drop-off areas are shown on the north side of the driveway to the Showalter Hall parking lot. These will allow easy drop-off and pick-up of people accessing Showalter, the proposed Visitor Center, and other nearby buildings. The drop-offs flank the main path connecting the Visitor Center and Showalter Hall. The existing parking lot will be reduced in size to provide additional landscape space and to facilitate pedestrian movement. (*Project Update: This project is scheduled for completion by November, 2005.*)

**New Showalter terraces**
Three new terrace areas are shown; one at each of the main entrances to Showalter Hall. These are proposed to be constructed of materials described in the Historic District study. These terrace areas should be designed with benches, historic lighting, and garden plantings.

The existing foundation planting around Showalter should be modified. Some of these plants have grown too large and are obscuring the windows and façade of the building. These overgrown trees and shrubs should be removed. New plants can then be planted to add color and seasonal diversity. New and existing plant material should be selected and maintained to not exceed four-feet in height.
Main path
The main path from 5th Street to Showalter Hall is proposed to be improved in the near future. Improvements should include repaving with brick pavers, installation of period light fixtures, and the addition of benches. A small garden landscape is proposed around the existing historic pillars. (Project Update: As of March 2003, main path improvements are complete.)

Circle plaza
A circular plaza is proposed between Showalter and Senior Halls. This design will resolve the alignment of several paths and provide an orientation reference point in the historic district. Garden plantings are proposed to frame the paved area, creating the sense of a circular outdoor room in the landscape.

Interpretive signage
Installation of an interpretive signage system is recommended in the historic district. These signs could incorporate text and images that tell the story of the buildings and landscape features in the historic district. This system should be coordinated with similar efforts in downtown Cheney to provide another connection between the city and campus. These interpretive signs could become part of a walking tour and added to campus maps and other orientation materials. These maps could be available at the Visitor Center as a way to introduce people to campus using the historic district. This will capitalize on the positive impact of this area. (Project update: As of March 2003, Historic District signage has been installed.)

Site furnishings
Recommended site furnishings were identified in the historic district study referenced before. The study also recommended removal of many of the existing furnishings. Placement of additional site furnishings and other elements in the historic district landscape should be carefully considered to ensure that the integrity of this landscape is preserved.

Secondary path system
The secondary path system in the historic district is proposed, using the historic district materials. The new system proposed is practical yet artful, and is based on forms that fit the classical architecture of the existing historic structures.

Tree plantings
The high quality experience of the historic district is derived primarily from the character of the existing historic structures and from the presence of a large number and variety of mature trees. Efforts should be made to replace trees that die, as well as to install new trees that will mature in upcoming decades.

The informal landscape placement of the trees, including openings and groves, should be maintained and augmented. At the same time allees or rows of trees could be installed in some locations to reinforce the paths extending from the of Showalter Hall terraces.
Project 5 - Renovate Showalter Hall

Showalter Hall has been partially renovated, including construction of a sloped floor lecture hall/theater on the lower level. Additional remodel work is programmed for construction during the 2007 period. (Project update: As of December 2004, phase one of the remodel work including construction of a sloped floor lecture hall/theatre has been completed.)

Project 6 - Modify the Theatre Garden

The existing garden south of Showalter Hall will be impacted by proposed parking and circulation changes in the immediate vicinity. This garden can be modified to provide an intermission area for the lecture hall/theatre and act as a gathering space for students. As this area is well cared for and enjoyed, it appears that retention and modification would be appropriate.

Project 7- Construct Woonerf (shared pedestrian/service route)

"Woonerf" is a Dutch word for a pedestrian path that is constructed to allow occasional use by vehicles. The woonerf would be constructed to connect 7th Street through the historic district. This path would be constructed of pavers engineered to withstand emergency and service vehicle loads. The woonerf would allow for bicycles, emergency vehicles, delivery access to food service, the campus mail facility and the print shop in Tawanka (see project 16), and will also improve pedestrian and bicycle linkages through the historic area.

Project 8- Restore pump house

Restore façades
The facades of this building should be restored to enhance the historic district.
New landscape and paths
New trees and plants should be added around this building. Enlarged paving areas would be created to resolve path connections and to provide small plaza spaces with the building as a backdrop. Access for well pump replacement would be retained, but no drive or path specific for this purpose would be created.

Project 9 - Improve parking lot
Perimeter and interior landscape plantings should be added to improve the visual appearance of the lot on the same block as the Indian Education Center building. The parking area should be defined by concrete curbing. Design solutions that address treatment/retention of storm water runoff could be investigated. The interior planting areas could become bioswales or dry ponds and could be planted with appropriate plant species. Most of the existing large trees should be preserved. Additional landscape areas with walkways may be appropriate around the building.

Project 10 - Construct the Rose Circle
The Rose Circle is proposed to be a garden landscape with paths, hedges, roses and possibly other ornamental plants. This garden landscape is located as a terminus point and entry landscape from "C" street onto campus. It will also function as a transition feature between the historic district and the rest of campus. Most of the existing large trees would be incorporated into this feature.

Project 11 - Renovate Hargreaves Hall
Hargreaves Hall is proposed to be renovated to return it to its historic character. In addition, several functional aspects of this building should be addressed. The soundproofing between classrooms needs to be improved, upgrades to bring the building into compliance with ADA codes need to be addressed, and the HVAC system should be upgraded. The possibility of creating several 40+ person flat floor lecture rooms should be investigated to address an identified need for some additional large classrooms. (Project update: As of March 2003, roof replacement is complete. Pre-design and design resources have been requested for the 2005-2007 period. If approved, construction money will be requested in the 2007-2009 budget.)
Academic Core - North Portion

Project 12 - Remodel Martin Hall / Williamson Hall

Martin Hall requires a minor renovation to create one or more 40+ person flat floor lecture rooms to address this campus wide need. These rooms would be created from rooms that currently have a relatively low level of utilization. As part of this renovation, audio visual capabilities and electronic technology capabilities should be upgraded in these rooms, and possibly in adjacent classrooms. The bulk of the space affected will likely be in the more recent addition, Williamson Hall. *(Project update: Pre-design resources have been requested in the 2005-2007 budget. If approved, Design Resources will be requested for 2007-2009 and construction resources for 2009-2011.)*

Project 13 - Locate a one-room schoolhouse on campus

An authentic one-room schoolhouse has been placed on campus and sited to engage the circular path feature opposite the entry to Williamson Hall. The building, a historic structure, can also be used as an actual "classroom" or conference room. The entry includes a small garden landscape for gatherings and provides a good location for interpretive signage. In addition, a small zone of landscape plantings around the foundation of the building creates a distinct space around the schoolhouse. *(Project update: As of Spring 2004, interior work has been completed and the building is now in use.)*

Project 14 - Extend mall paving to Dressler Hall

The mall paving materials and motifs would be extended from the library to Dressler Hall. This extension would also reach Pearce Hall in combination with Project 17 (see below).

Project 15- Extend mall paving to Washington Street

The mall paving materials and design details could be extended to connect the central mall to Washington Street. A parallel path should be added upslope to improve ADA access. It may also be appropriate to add a line of trees to visually reinforce this main spine across campus. *(Project update: As of March 2003, this project is complete.)*

Project 16- Improve Tawanka Commons and surrounding landscape

Create lobby spaces
The existing building could be modified to create significant atrium spaces at the northeast and northwest facades. At the front of the building, towards the mall, the existing roof deck could be removed to the interior walls. A new perimeter wall would then be added to enlarge the space to enclose a two to three story interior space with a high proportion of glazing. The lobby space thus created could be used for dining and informal student activities. At the north corner of the building, a smaller glass lobby space could be created to provide visual access to the proposed Eagle Quad (See project 22).
Enclose the ground floor area
The ground floor spaces under the second floor of the existing building are open and used for storage, which detracts from the appearance and usability of the building. These areas should be enclosed and converted to useful interior space in concert with overall façade renovations. A University print shop, University mail service, and a variety of student and other offices could be accommodated in this new ground floor space (see below).

Façade improvements
Façade improvements are essential to create a better overall appearance to the building. A strong base, improved window proportions and articulation, and a new façade using materials appropriate to campus are recommended. It may also be possible (and appropriate) to include a taller parapet or other architectural response to obscure the existing folded plate roofline and the obtrusive mechanical equipment on the roof.

Print Shop
The southern ground floor space could accommodate the University print shop, which is currently housed in the lower level of Showalter. This would decrease service access requirements and traffic to Showalter and create an opportunity to develop a vital "retail print shop" to help activate Tawanka. This printing function could be divided into three zones. Toward the mall would be the retail area. The exterior façade treatment could include awnings and large windows to denote a retail function. The middle portion could include print shop offices. The production printing area would be located near the building service and loading area.

Create entry terraces
An entry terrace should be developed from the mall to reinforce the new identity of Tawanka Commons. This area could be used for outdoor dining and casual student activities.
Enclose service yard with an architectural wall
The existing service yard is heavily used by service personnel, delivery drivers, and others. This open yard should be enclosed with an architectural wall. A wall with articulated pilasters, faced in brick and topped with an architectural precast concrete cap is recommended.
*(Project update: As of Summer 2004, this project is complete and the building is fully occupied.)*

**Project 17 - Improve dorm entry landscapes**

The entry plazas at Pearce and Dressler Halls could be improved by installing unit pavers. The paving palette and motifs would draw from the existing mall paving to unify these spaces with other pedestrian areas. In addition, landscape plantings, lighting, and seating should be added to encourage increased use of these spaces and to improve their appearance.

**Project 18 - Improve PUB parking lot**

The existing parking lot should be carefully studied and redesigned to ensure safe pedestrian/vehicle and bus interaction around the PUB. In addition, consideration should be given to minimizing the amount of asphalt paving, while retaining the current STA bus circulation pattern and truck access to the PUB loading area. New curbing should be installed to define the new parking lot edges. Additional landscape enhancement would be appropriate to provide shade and screening.

A safe pedestrian route through the parking lot should be defined with striping, landscape islands, and trees. The additional open space created from reconfiguring the parking lot should be landscaped with trees and grass or groundcovers, and would enhance the pedestrian route. Additional screening plantings should be added around dumpster enclosures, transformers, and other utility features. *(Project update: As of March 2003, a new retaining wall has been constructed and trees have been planted between the PUB and Pearce Hall.)*

*Figure 18: Plan enlargement*
**Project 19 - Create a "Bus Lobby"**

This project could be part of an expansion to the existing seating area in the new portion of the PUB. Another possibility is to create a new room off of the existing waiting area in the PUB. This room should have a large amount of glazing, provisions for vending and information about bus schedules and routes.

Both locations for this feature have merit and should be studied. The proximity to existing food service and the possibility of satisfying multiple goals are the strongest features of the expansion area near the new food service area. The opportunity to create an architectural feature that defines an entry point to the PUB, and to add a pedestrian feature at the Elm and 10th intersection are the strongest features of expanding the existing waiting area.

**Project 20- Improve pedestrian routes**

This project includes three areas where extension of the mall paving system is proposed. The linkage between the major path alongside the PUB terrace and the raised crossing at Elm and 10th Streets (see Project 26) is proposed to be enhanced. This improvement would require the design of stairs, wall, ramps, and curbs to address pedestrian circulation and grades, and would include landscape enhancement.

The path between Patterson and Isle Hall should be improved and formalized with additional tree plantings and the creation of a new path design based on the use of mall materials and design details.

The main path from the mall to Elm Street should be completed in unit pavers based on the mall materials and motifs. The terminus of this path at Elm would require demolition and removal of the bus pullout. This would improve pedestrian flow across Elm Street at this point and improve views into campus from Elm. The bus pullout function will need to be discussed with STA but it may be possible to eliminate this stop given the proximity to the stop at the PUB. *(Project update: As of March 2003, a new pathway has been constructed between the PUB and the City Well House.)*

**Project 21 - Restore well house and landscape**

*Remove vehicle storage*

The well house is a City structure and this project would need to be pursued in partnership with the City of Cheney. City utility vehicles are frequently parked off-street near this structure. Vehicles could be relocated to a few reserved on-street spaces near the building to eliminate the need to park vehicles around the building. Paving used for vehicle access could then be removed and the landscaped portion of the site restored. Vehicle access for pump removal would be preserved through design of an aisle of appropriate width between trees.
Landscape
The landscape around this significant building could be improved with foundation plantings and the addition of trees located to frame views to the facades of the structure. The facades should be repaired and restored to original condition.

Interpretive sign
The restored city well building would be another possible location to install interpretive signage.

Project 22 - Create Eagle Quad
This area is also discussed in the separate historic district study. The open space would be improved by the addition of new paths and plantings. A formal quad space could be created with some existing trees preserved and others added. Views to the renovated Tawanka Commons and Monroe Hall would be opened and framed. The formal path system is proposed to be constructed using a modified version of the mall paving materials and motifs. The central plaza space could have a sculptural focus piece. The existing centennial monument should be relocated to the center of this space and could become the base for a commissioned sculpture of an eagle. It is important to note that this piece should be funded in a manner that will insure the University has control over the content, artist selection, and final execution of the piece. (Project update: As of March 2003, the Eagle sculpture has been installed.)

Project 23 - Renovate Patterson Hall
Patterson Hall should be renovated to address deficiencies outlined in the space utilization study. These improvements include an upgrade of the mechanical system, replacement of finish materials (e.g. carpets), and upgrades to the interior to enhance compliance with ADA codes.

In addition, the loading dock area between Patterson and Isle Hall should be removed and reconfigured to enhance pedestrian use of this building entry. The ramp connection to the mall should also be remodeled and upgraded both for ADA compliance and to enhance this feature that is both an entry to the building and a significant element in the mall. (Project Update: Pre-design and design resources have been requested for 2005-2007. If approved, construction funding will be requested for 2007-2009 with completion of anticipated late in 2009.)

Project 24- Renovate Isle Hall
Isle Hall should be renovated to address deficiencies outlined in the space utilization study. These improvements include upgrading the HVAC system, and replacing worn finish materials (e.g. carpets). In addition the idea of expanding and enhancing document storage (primarily maps) should be considered. This would result in a map archives space that could be similar to a small library with some common space, as well as other features to preserve and showcase these interesting documents. (Project Update: Pre-
design funds have been requested for 2005-2007. If approved, design
funding will be requested for 2007-2009 and construction funding requested
for 2009-2011.)

Project 25- Improve Parking Lot (Reserve Site for Future Academic
Building)

Additional trees could be added to the space between wheel stops in this
parking lot. Curbs and asphalt should be repaired and upgraded where
needed.

The need for additional academic space has not been identified based on
growth figures and building capacities developed in this and other studies.
However, this parking lot is in a key central location and should be reserved
as a site for a future academic building when needed.

Housing District

Project 26- Develop raised crossing at Elm and 10th Streets

The intersection of Elm and 10th Streets should be reconstructed to make
the pedestrian crossing safer. Consideration should be given to including a
raised crossing. Consideration should also be given to adding stop signs on
Elm to make this an all-directions stop sign controlled intersection. As this
proposed improvement occurs in a city street, concurrence from the City
will be required before proceeding. Elm Street is proposed to ramp up to the
existing curb height to create a pedestrian crossing zone. This entire
intersection should be treated as a pedestrian plaza that vehicles could cross.
The pedestrian access route from Elm to the PUB could be visually opened
up through the removal of evergreen hedges and solid concrete guardrails.
The concrete guardrails would then be replaced with an ADA compliant,
open picket metal guardrail. The existing stair could be widened and a
crossing zone of pavers could be created across the service access drive.
Pedestrian scale lighting should be integrated into the design of the
crossing.

Project 27- Build additional sports courts

The existing service area in back of Louise Anderson Hall is no longer used.
The retaining wall that creates this relatively flat area could be expanded to
create and upper and lower areas for the construction of two basketball
courts. This space could also be developed as a passive landscape area or
reserved for future housing if needed.
Project 28 - Create pedestrian boulevard

If acceptable to the City, 10th Street between Elm and Cedar could be developed as an enhanced pedestrian route between the housing area and the academic core by reducing the street width to two 12-foot lanes and eliminating parking. The recaptured street width would then be used to create eight-foot wide planting strips and ten-foot wide sidewalks on both sides of the street. Tree species that grow to a large mature size are proposed to be planted in these strips. *(Project Update: Design and construction funding for this project have been requested in the 2005-2007 Capital budget.)*

Project 29- Build new student recreation center

Eastern students support the development of a recreation center designed to broaden the range of activities available to commuters and campus residents. The Married Student Court (MSC) is an underutilized site and is in an excellent location to support the proposed Recreation Center. The Recreation Center will accommodate a range of activities including basketball, wall climbing, ice skating, concerts, fitness, strength and conditioning programs, running, multipurpose studios (e.g., yoga, dance), lounge space and late evening food service.

With its location across Elm Street from the PUB, the Recreation Center will help create a true nucleus for residential/student life and community health and wellness. The site appears to be large enough to accommodate a parking structure along the westerly edge of the Recreation Center building.

Project 30- Acquire Washington Court Properties

The campus has grown over the years and now completely surrounds a small residential enclave on Washington Court (near the intersection of Washington and Elm Streets). Of the six parcels fronting on this court, five are privately owned and one is owned by EWU. While these privately owned parcels are not needed immediately for campus residential purposes, within the next 10 years it is anticipated that the best use of this property will be to support expansion of campus housing.

It is recommended that EWU approach these owners in the near future to determine their desires in regards to these houses. As EWU’s needs for these properties is not imminent, it may be possible to find appropriate approaches that meet owner desires, and will allow EWU to take ownership at a future date. Approaches that might be considered include, but are not limited to the following: sale and leaseback, partial charitable contribution and partial sale, charitable contribution and life estate, sale of the land and relocation of the house to another land parcel, property trade. *(Project update: EWU staff is continuing to pursue acquisition of these properties.)*
Figure 19: Concept sketch - raised crossing at Elm & 10th and new Recreation Center
Project 31 - Improve basketball court and landscape

This existing facility occupies an extremely prominent location, and is an important feature of the housing district. The current use should be maintained, but the facility and its surrounding should be enhanced. Some elements of this enhancement include paving repair, upgrading fencing, addition of benches, repair of lighting, addition of signage, addition of some paving, and additional plantings of trees, shrubs, and groundcovers.

Project 32 - Create a park around the water towers

The City owned land around the City water towers should be improved to provide passive and active recreation opportunities, and better quality open space. The City staff is amenable to this proposal and is willing to work with the EWU staff to resolve liability, maintenance, and other potential issues.

Sports courts (volleyball)
Within this area a few volleyball courts could be developed north of Dryden Hall. One of these courts could be provided with lighting if desired.

Trail system
A system of trails and overlooks could be developed to allow strolling and to lead to benches and view points. This trail system should be developed to accommodate ADA access to the maximum extent practical.

Landscape
Trees should be added in groupings to frame views, provide shade, and create spaces within this area. The ground plane should remain in rough meadow grass to reduce the need for maintenance and irrigation.
**Project 33 - Expand and improve head-in parking**

If acceptable to the City, head-in parking can be provided along both sides of 10th Street between Cedar and Oakland Streets. This street could also be improved with the addition of a sidewalk on the east side of the street and additional planting of street trees on both sides of the street. Planting islands to divide the parking area should occur frequently and be planted with trees and groundcover. Pedestrian scale lighting should be installed along both sides of the street. *(Project update: As of March 2003, head-in parking has been provided on both sides of 10th Street.)*

**Project 34 - Improve parking lot**

The existing lot could be reconfigured to add planting islands. A concrete walk would be constructed to connect the southernmost bays to the 10th Street sidewalk. Perimeter plantings should be augmented with additional trees, shrubs, and groundcovers. The parking lot design should preserve large trees around the perimeter of the lot to buffer views from surrounding private housing areas.

Storm water detention requirements may need to be accommodated in underground facilities. Storm water treatment might also be accommodated in underground facilities as required. There are three large parking lots in this general area that are recommended for improvement (see Projects 35 and 38). It may prove cost effective to create common storm water facilities for all three of these as part of one project. Installation of a large diameter underground pipe may be an appropriate way to store storm water from these three parking facilities.

**Project 35 - Improve parking lot (reserve for future parking structure)**

This existing parking lot is proposed to be reconfigured. Access to the lot should be consolidated to two locations. Planting areas with trees and groundcovers would be created. Existing large trees around the perimeter should be retained.

This plan did not identify a need between now and 2010 for additional resident parking beyond that shown. However, parking is an on-going concern to EWU staff and the City of Cheney. This parking lot should be reserved as a site for a future multi-level parking garage should additional parking for residents be required. If this facility does become necessary, it should be designed to include ground level pedestrian-oriented uses on the Cedar and 10th Street frontages.

**Project 36 - Expand/ improve on-street parking**

Head-in and parallel parking is proposed to be retained and, if acceptable to the City, expanded as practical along 11th Street. Landscape areas are suggested at intervals to define smaller bays of parking stalls. These areas are proposed to be planted with street trees and groundcovers. Curb extensions are suggested at curb cuts and access points to off-street lots and loading areas. Continuous sidewalks and rows of street trees are proposed along both sides of 11th Street.
Project 37 - Improve landscape

The open space west of the steam plant is proposed to be improved with tree plantings as this area is highly visible from Washington Street. This area also provides a visual backdrop to the new entry area (see project 64).

(Project update: The design will be refined in Spring 2005, with construction tentatively scheduled during 2005-2007, if funding is available.)

Project 38 - Create parking lot

A large surface parking area is proposed to be created immediately east of Washington Street and north of the steam plant. This lot should be reserved for students who reside in the housing district. This land is not currently owned by EWU and would have to be purchased or leased.

Partner with private owners
There are several privately owned apartment buildings north of this area. Currently, each apartment complex has a separate parking area with individual drives. Some land could be converted to open space if the parking for some or all of these buildings could be consolidated in common lots.

Retaining wall
A relatively large retaining wall would need to be constructed between this proposed lot and Washington Street. This wall would maximize the land area available for construction of parking spaces, and would provide an area adjacent to Washington Street for screen plantings.

Landscape
Generous landscape areas planted with trees, low shrubs, and groundcovers are proposed in and around this lot. Two walks are proposed to provide pedestrian connections from the parking lot to the sidewalk along 11th Street. The northern of these walks could also be integrated into a "garden court" entrance for the apartments north of the parking lot.

(Project Update: As of December 2004, the owners of this property have determined it is in their best interest to develop the area for housing, rather than sell the land to EWU for parking.)
Sports/Recreation District

Project 39 - Develop multi-use trail system

A multiple-use trail system is proposed to be developed west of the recreation facilities consisting of three major elements: 1) the main perimeter path, 2) secondary paths, 3) native plantings.

Main path
The main path should be 8-10 feet wide and constructed of asphalt. The path will connect to Washington near the north property line of campus. An entry node with pull-off space, a limited amount of lawn or meadow grass, and a trail system map should be installed at this location. The main path will then meander south, creating a recreational edge between the campus to the east and the agricultural lands to the west. At the south end of the campus, the main path joins with the circulation system at the Red Barn. This path may be lighted if desired.

Secondary paths
The secondary paths lead from the main path to the various nearby facilities. Other secondary paths are proposed to connect the large parking lot and PHASE buildings to the trail system. Areas disturbed by path construction and non-recreational spaces east of the perimeter path should be planted with native grass seed mixes.

Native plantings
In a few locations along the paths, it may be appropriate to plant areas with woody native plants to augment wildlife habitat, reinforce a sense of the unique landscapes of the region, and create visual interest for trail users. A limited signage system could be installed to interpret native vegetation and other features.

Figure 21: Plan enlargement, Woodward Stadium
Project 40- Improve stadium seating and landscape around the North Bowl

The large area around the northern end of the stadium parking area is to be enhanced with fixed bleacher seating and tree, shrub, and groundcover plantings. Sufficient space may exist to address storm water requirements for these parking areas (see project 41) just west of the lower tier of stalls. If this is practical, the storm water feature should be designed with attention to the aesthetic results. Plantings, paths, and careful grading to eliminate the need for safety fencing will insure that these water management requirements are satisfied in a way that creates visual enhancement to the important views of this area from Washington Street. *(Project update: As of October 2004, the bleacher seating, a pedestrian pathway and landscape enhancement is in place.)*

Project 41- Improve/expand parking

The existing parking lots around the stadium area are proposed to be expanded and enhanced. As part of this action, the access route to the large, free parking lot west of the stadium is proposed to be realigned and rebuilt with sidewalks and street trees.

*Retaining wall*

The size of the level area available for parking can be increased through the installation of retaining walls. It is estimated that an additional 60 parking stalls could be developed in this already impacted area.

*Sidewalks/trees*

Areas for tree planting should be created in the interior of the lot. Additional tree and groundcover plantings are proposed around the perimeter of the lot. A concrete walk with trees is proposed along the fence line of the track. The trees will enhance the view of the track and provide a visual cue for pedestrians moving to and from their cars.

Project 42- Improve pedestrian connection

The pedestrian linkage between the existing free parking lot and Washington Street is proposed to be enhanced to serve stadium users as well as people parking and walking to the center of campus.

*Implement stadium facilities improvements*

There is an existing plan for expansion of the restroom and press box facilities including a paved plaza space and new fencing. This plan is proposed to be implemented with slight revisions to address the proposed "beacon structure" (see below).

*Construct "beacon structure" with informational kiosk*

A "beacon structure" is proposed at the southeast corner of the free parking lot to guide pedestrians to the path to campus. A small roofed, but open sided structure containing a campus map and emergency phone is proposed for this location. This area is to be well lighted and will receive the path from Washington Street.
**Treed Allee to Washington Street**

The existing pedestrian path should be enhanced and made more inviting. The enhancements could include paving the path, planting continuous rows of trees, providing lighting, and possibly installing a few benches for people to stop and rest.

**Construct plaza at ticket office**

A small plaza is suggested at the east end of the ticket office building; paved with concrete pavers in a pattern and motif that recalls the mall paving. The plaza should include a drop-off zone, and tree plantings around the perimeter. The ticket building should be repaired as necessary and improved with new paint and signage. Renovation of the interior of this building, if necessary, should also occur. *(Project update: As of March 2003, the Woodward Field entry gate and plaza project is complete.)*

**Pedestrian Walkway**

A pedestrian corridor separated from automobile activities, should be created between the ticket building and Washington Street. The walkway is proposed to consist of scored concrete paving and be flanked with rows of trees and shrubs, and groundcover plantings. The intersection of this walkway with Washington Street is a potential location for installation of a pedestrian directional "pylon." Campus wide signage is addressed in greater detail in a separate study.

**Project 43- Improve parking lot**

This parking lot is proposed to be repaired and reconfigured. More generous landscape areas planted with trees and groundcovers are proposed to soften the appearance of this parking lot. A central pedestrian walkway is proposed to be constructed running north/south through the center of the parking area. A concrete walk is also proposed along the southern bays of the reconfigured parking area. This parking lot is proposed to be segregated from stadium parking to the north by a pedestrian walk corridor (see project 42).

**Project 44 - Build New Tennis Courts**

In order to free up space for parking (see Project 73), the existing tennis courts along Washington Street will be demolished and replaced with new courts closer to the Jim Thorpe Fieldhouse. *(Project Update: This project is due to be completed by July 2005.)*

**Project 45- Plant windbreaks**

The western portion of the campus that rims the upper playfields, Chissus baseball field and the water storage tower is reserved for future campus expansion. Until this land is needed for campus expansion, a series of planted windbreaks is proposed to complement the proposed trail system and develop a sense of enclosure at the west campus perimeter. Rows of trees are proposed to recall regional settlement patterns, mitigate drying winds, create drift zones for snow, and improve habitat for birds and small mammals.
These plantings will add additional visual interest to the recreational experience of the trails and sports fields. These windbreaks will also help to define the agricultural edge of the campus and draw people to interact with the unique landscape of the Palouse.

**Project 46- Create recreation field complex**

*Fields*
A multiple use recreation field complex is proposed southwest of the PHASE buildings. These fields should be sized and constructed to accommodate recreational use and also to accommodate team practice needs, and intramural league play. The possibilities of shared use of these fields with the City, County, and School District, should also be explored.

*Terrace landscape*
As this portion of campus contains rolling hills, significant grading will be required to create the fields. The easternmost field is located on an area already constructed for field use. The other fields will need to be placed on terraces elevated above the eastern field. These terraces can provide opportunities for viewing and will be visually prominent. Rows of trees, with underplantings of native grasses and shrubs are recommended to landscape the banks between terraces.

*Emergency vehicle access*
An emergency and service vehicle access route is proposed to loop around the north side of the PHASE building complex to serve the recreation field complex. This route might be accessed from the east via the drop-off near the basketball arena and from the west via the Research Campus area.

*Parking*
No new parking is suggested for this facility. The improved trail system will provide an adequate pedestrian linkage between this facility and the large existing parking areas located to the north of PHASE. *(Project Update: Design and construction funding has been requested in the 2005-2007 biennial request).*
Academic Core - South Portion

Project 47 - Improve parking lot (preserve site for future Academic Building)

This parking lot is proposed to be improved with trees and groundcover plantings. The northwestern parking bays could be moved back five to ten feet to allow a row of trees to be planted between the parking lot and the adjacent ballfield.

A need for additional academic space has not been identified based on growth figures and building capacities developed in this and other studies. However, this parking lot is in a key central location and should be reserved as a site for a future academic building when needed.

Project 48 - Enhance arts/communication complex

Awning at Arts Building
The existing western façade of the Arts Building could be modified to create a more significant presence including a larger door opening and an entrance vestibule. The new entrance area could be glazed or could be covered with a large awning. A fanciful design for this awning may be appropriate to identify this building, and may be an opportunity for public art.

Lobby at the walk leading to the mall
The mall extension ends abruptly at a service door to the communications building. An enclosed lobby space is suggested to inform visitors that this route does lead to the arts/communications complex and is an appropriate route to follow. This circulation space could either be fully or partially enclosed but should contain a significant amount of glazing and be well lighted.

Theatre Improvements
To help improve circulation and access to the theatre, an area on the north side of the building is proposed to be enclosed. The enclosed space should include a circulation core of stairs and an elevator, an enclosed atrium space, expansion of the theatre lobby, a coatroom, and space for concessions. A small expansion of the theatre itself may also be feasible if desired. The elevator should be accessible from the parking lot located north of the theatre. This will allow for the development of an accessible route from the parking area to the lobby level of the theatre. It may also be appropriate to develop a "marquee" over the front entrance to the theatre to enliven the space and provide a covered area for use before events and during intermission.

Garden / park space
The southern outdoor space, between the theatre and music buildings, should be improved with additional trees, and possibly shrub plantings. This would provide a useful outdoor area for the arts/communication complex and may provide outdoor workspace. There may also be an opportunity to create a small informal "stage" or focal area for casual performances.
(Project update: As of December 2004, fire alarms and elevators have been identified as the highest priorities for accessibility improvements during the 2005-2007 biennium, pending funding. Other improvements will be designed and constructed as possible during 2005-2007.)

Project 49 - Create an "art walk"

The existing pedestrian path from the arts complex to the mall could become an "art walk". A series of small pads or simple low podiums could be provided for the temporary display of student artwork. An art location every 60-120 feet along the walk is envisioned. Signage and additional lighting might be added that relate to the temporarily sited pieces. The installation of benches in key areas would also allow people to view the art pieces in a relaxed manner. Identity/special event banners could also be added along the artwalk to further enhance the connection of arts and communications to the mall. (Project Update: Design funding has been requested in the 2005-2007 biennial request.)

Project 50 - Create informal amphitheatre

The space behind the JFK Library should remain an informal large lawn space. However, regrading of the slope to ease grades and creating a bowl shape would encourage additional use of this area. This curved shape could be reinforced with rows of trees and a path along the upper edge. A small area of sand amended turf could be installed to support occasional large outdoor performances, such as concerts and plays. (Project Update: The Computer and Engineering Science Building will use up a portion of the amphitheatre area, requiring rethinking of the remaining open area.)

Project 51 - Improve Parking Lot (Reserve sites for future academic buildings and expansion)

This parking lot could be improved by the removal of overly tall evergreen hedges and the installation of trees, new shrubs, and groundcovers. A tree-lined walk at the east edge of the lot is suggested to connect the arts complex to the science district. This parking area should be reserved for expansion of Cheney Hall, and the development of future science and/or arts/communications buildings. (Project Update: A portion of this parking lot has been removed to accommodate the Computer and Engineering Science Building.)

Project 52 - Create Science Commons

Courtyard improvements

The space between Cheney Hall and the Science building is proposed to be enhanced through the removal of a minor amount of parking and the addition of tree plantings to reinforce pedestrian routes.
**Lobby attached to Mechanical Building**
A common lobby space is proposed to be added to the existing mechanical access structure. This will take advantage of the views available from this position. The mechanical access structure would be preserved and a small building would be built adjacent to and partially around it. This lobby is proposed to accommodate an espresso cart, some indoor seating, a perimeter counter, lots of glazing, and roll-up doors. The building should have deep eaves to allow for outdoor seating and protection during rain. This building could also serve as a concession/announcing area for events held in the amphitheatre (see project 50).

This lobby area is proposed to be surrounded by a paved plaza space. The paving should be concrete unit pavers in patterns and motifs derived from the mall paving system. Trees should be placed to define the circular shape of this space.
Southwest Campus

Project 53- Improve parking lot

This parking lot is proposed to be improved with asphalt paving, concrete curbs, and landscaped planting areas. Perimeter plantings should also be installed around the parking areas. A row of trees is suggested between the children's play area and the parking areas as a green buffer, and to also provide shade.

Project 54- Create Research Campus

One of the many functions of a university is to foster research, which includes providing a physical environment supportive of the needs of researchers. Eastern has a location on the west side of Washington Street that can be developed as a "research campus". The area is close to the academic core, is reasonably level, essentially unencumbered, and easily accessible for employees and visitors.

Access to this area is proposed via an east-west street, which will also provide access to the proposed softball complex. The first two research buildings to be constructed should be sited adjacent to Washington Street to create street presence and establish an appropriate architectural gateway for the research area. As additional occupants are identified, the road and utility services can be extended westward from Washington Street to provide for additional sites.

Parking should be provided either to the side or the rear of research campus buildings, and should not be allowed between the street and the building. As a large underutilized parking area is available at the Red Barn, only a nominal amount of parking need be provided to serve each individual building. (Project Update: The Washington State Digital Archives Building was completed in June 2004, and the Washington State Patrol Crime Lab is set for completion in March 2005. The Computing Engineering and Sciences Building, located on the east side of Washington, is set for completion in June 2005)

The City is also attempting to develop a Tech Park on West 1st to house research and development activities. As this development would help integrate the City and the Campus, and enhance the economic vitality of downtown, the EWU staff should cooperate with the City as practical.

Project 55- Reserve for housing

This area is proposed to be reserved for future apartment-style student housing.
Project 56- Improve parking lot

This parking area can be improved with the addition of trees and groundcovers between rows of stalls. The streetscape along Washington should also be improved with new curbs, a planting strip, and a new sidewalk.

Project 57- Reserve for housing

This area should be reserved for future apartment-style student housing.

Project 58- Improve housing perimeter landscape

The existing townhouse area contains only a limited amount of perimeter landscaping and appears "stark". The appearance - - and sense of privacy for residents - - could be much improved by planting trees and shrubs and by adding visual demarcation between housing units.

Project 59- Remodel Red Barn

The visitor functions currently housed in the Red Barn will be partially relocated to the new visitor center (see project 1). This space may require remodeling to make it useful for other functions, or to allow expansion of existing functions that will continue to be accommodated here. (Project Update: As of March 2003, exterior improvements to the Red Barn are complete. Design for interior remodel is complete and construction is scheduled for the end of 2004, subject to funding.)

Maintenance District

Project 60 - Create maintenance compound

A plan for the maintenance area was prepared by Zeck, Butler Architects in September 1998. This Master Plan update recommends implementation of a slightly modified version of that plan. Prior to implementation of physical improvements, the maintenance area plan should be reviewed and correlated with the recommendations of the Master Plan Update.

The following modifications to the maintenance area plan are recommended. The print shop and mail service are now located in the renovated Tawanka Commons (see project 16) rather than in the maintenance area. Parking has been reworked and expanded so the University motor pool can be accommodated within the compound. The storage building is proposed to be positioned to be expandable and to provide screening of the maintenance yard. (Project Update: As of March 2003, garbage and recycling facilities have been improved. A paving project was completed in Spring 2003.)
**Project 61- Create storage building**

A large University storage building has been located at the southern edge of the compound. This is assumed to be a large, open span building with a minimum of windows and doors. The building could allow drive through access and should be configured to allow for ease in expansion. *(Project Update: As of March 2003, a storage building is complete. An additional storage building has been proposed.)*

**Project 62- Create screening landscape**

The maintenance area is essential to campus operations and must contain and accommodate uses that are often unsightly. Along the south edge of the compound a large space will be retained for planting of trees. Fencing along the south and eastern portion of the compound should be compatible with campus design standards and should also help screen views into the compound.
Project 63- Create campus parkway

This proposed project would provide a much improved entry to campus from the north, and would create a strong visual edge to the urban area. This project involves improvement of a public road and would need to be approved and constructed by the City and County. EWU should act to encourage and partner with these entities and to develop a boulevard leading to the campus.

The planning for the campus parkway will be a cooperative planning project with the City and the university. This cooperative planning will address issues of the campus, the city and the State Department of Transportation related to vehicular traffic, pedestrian crossings and architectural elements on and adjacent to Washington Street.

Betz and Washington Streets are proposed to be developed as a boulevard. The proposed roadway section includes a center planted median strip, one traffic lane in each direction, a bicycle lane in each direction, a large planting strip on either side, a multiple-use sidewalk on either side, and a row of trees outside of the walk on either side. The center planted median would end before intersections to allow for left turn lanes and stacking space.

Inside the campus area, the boulevard section is proposed to transition to the existing two-way street with parallel parking, bike lanes, planting strips, and sidewalks on both sides. This transition is proposed to occur at the point where the new campus entry (see project 64) is proposed. (Project Update: Design and construction funding has been requested in the 2005-07 biennial capital requests. Projects 64, 65 and 66 are included in the funding request.)

Project 64- Create new campus entry

The existing campus entry from the north along Washington Street is very weak. Visitors are left wondering if they have really arrived at Eastern. A new, much stronger entry statement is appropriate for this growing institution. A new entry structure ("gateway") is proposed to flank Washington Street in the vicinity of the Surbeck Services building.

While the design of this entry structure needs substantial additional thought, it should be of significant size, be constructed of high quality materials, and create a dignified approach to campus. This would also be an appropriate location for a few short-term parking stalls, provide a campus map, and provide summary information and directions for visitors.

Figure 24 provides a conceptual illustration of one approach to developing an appropriate campus entry feature. (Project update: see project 63 comments)
Figure 24: Concept sketch - new campus entry
Project 65- Improve / create pedestrian crossings

Pedestrian movement across Washington Street is proposed to be improved with the installation of curb extensions at key mid-block crossings and at street intersections. The pedestrian experience along Washington can also be improved by the installation of planting strips with trees. Sidewalks should be repaired and extended as necessary. Vertical elements, including lighting and pole banners, should be placed in these locations to further help drivers identify locations of pedestrian crossings. (Project update: see project 63 comments)

Project 66- Create "gate post" structures

A pair of "gate post" structures, similar to those at the new north entry (see project 64) are proposed to be installed at the south entrance to campus on Washington. The exact siting of these structures needs to be considered in terms of the location of the existing concrete sign located in Sutton Park. (Project update: see project 63 comments)

Project 67- Improve pedestrian amenities at Elm and "C" Streets

The streetscape should be improved with the addition of planting strips with street trees, sidewalk repair as necessary, and curb extensions at key pedestrian crossing points. This intersection of Elm and "C" Streets should be reconfigured to require a 90 degree turn onto "C" from Elm. The additional space freed up by this change should be planted with trees and lawn.

Figure 25: Recommend traffic changes
Project 68- Improve pedestrian amenities on "C" Street

The streetscape should be improved with the addition of planting strips with street trees, sidewalk repair as necessary, and curb extensions at key pedestrian crossing points. Care will be taken to preserve existing large street trees.

Project 69- Improve pedestrian amenities on 5th Street

Trees and sidewalks
The streetscape should be improved with the addition of planting strips with street trees, sidewalk repair as necessary, and curb extensions at key pedestrian crossing points.

Connect to downtown
In cooperation with the City, curb extensions and sidewalk improvements could be continued into downtown Cheney to encourage pedestrian movement between downtown commercial areas and campus. These improvements should be designed to respond to the historic development pattern of the city and the University. While beyond the scope of this plan, the City could be encouraged to use pavers and lighting similar to those proposed for the main path to Showalter Hall to further the perception of "connectedness" between the City and EWU and to encourage pedestrian movement (see project 4). Signage routing EWU visitors to the Visitors Center should be located at the intersection of 5th and College (see project 1).
Four way stop at F and 5th
The intersection of "F" and 5th is confusing and encourages high vehicle speeds. EWU should recommend to the City that this intersection be rebuilt as a typical four-way intersection with stop sign control if needed.

Project 70- Restore 2-way traffic on "F" Street
EWU should encourage the City to designate "F" Street for two-way movement. Curb extensions, sidewalks, and planting strips with trees would improve this street but would require action by the City. (Project Update: This project is being deferred as a decision has been made to focus on G Street as a major campus entry to the proposed Visitor Center.)

Project 71- Improve pedestrian amenities on 7th street
The streetscape should be improved with the addition of planting strips with street trees, and sidewalk repairs as necessary along the west side of 7th Street.

Project 72 - Enhance "G" Street
The City and the University have agreed that G Street would be an appropriate main entrance to campus from downtown. G Street would benefit from streetscape enhancement similar to what has been accomplished on College Avenue. EWU and the City should work together to enhance "G" Street to increase its appeal to visitors and to further strengthen the connection between downtown and the campus.

Project 73 - Reserve for Parking
The existing tennis court site and the adjacent grassy area to the south is an ideal location to provide for future campus parking needs. It is likely that parking for up to 500 additional vehicles will be needed as student enrollment increases. Sometime before 2010 it will probably be necessary to develop additional surface parking to reduce pressure on neighborhood streets. In the long term, if parking demand continues to increase, this centrally located site is in an ideal location to construct a parking structure.

In order to free up this site for parking, the existing tennis courts are being reconstructed in a location closer to Jim Thorpe Fieldhouse. The new tennis courts will be completed by summer 2005. The playfield south of the existing tennis courts can be considered for future parking expansion.

Recommendations for Partnerships
Many of the recommended improvement projects present opportunities to form partnerships with other organizations. These partnerships can be mutually beneficial, allowing resources to be used wisely to satisfy multiple goals. In some instances the formation of partnerships may be an aid in securing funding. Partnerships may involve sharing of initial costs, as well as maintenance costs. The following section identifies specific partnership opportunities and issues to consider.
**Regional trail system**

The multi-use perimeter trail described in project 39 may provide an opportunity to partner with the City of Cheney. Cheney's residents would benefit from development of this facility as it will add to the diversity of open space facilities in Cheney. Cheney's reputation as a good place for bicycling, both recreationally and in competitions is expanding. This facility could increase opportunities for bicycling. There is also an opportunity for interpretation of agricultural, geologic, and vegetative features along this trail. People attracted to Turnbull National Wildlife refuge may be interested in this facility as it represents a different landscape within the Palouse/Scablands mosaic. The designation and development of this trail may also be of interest to public and private entities interested in soil conservation, habitat creation and improvements, and/or the reestablishment of native vegetation. These partnership opportunities could be cultivated to fund creation of these facilities and to insure long-term maintenance of them once constructed.

**Mass transit**

EWU is the main trip generator in Cheney for the local transit agency, the Spokane Transit Authority (STA). The routes serving EWU from Spokane are already some of the best used in the STA system. EWU should continue to work with STA and the City of Cheney to enhance service and encourage additional riders. Providing reduced price bus passes, providing weather protected and heated waiting areas, and working with STA to minimize on-campus conflicts with automobiles, are all ways that EWU can encourage ridership. EWU should specifically advocate for bus service that has reasonable headway times, operates on consistent routes, and has easy to understand maps and schedules. (These are frequently heard complaints that negatively impact bus usage).

EWU should focus particularly on encouraging and assisting STA to increase service in off-peak hours (evenings and weekends). Provision of regular bus service at these hours will be important to enhancing student life and recreational opportunities, especially for those students who do not have access to a private vehicle. In addition to bus service, EWU should support van pools, shuttles, and other transit elements that fit with the needs of the staff, faculty, and students. Federal, state, and local funding may be available to EWU and/or STA to assist with progressive ideas that have merit in terms of reducing trips generated and vehicle miles traveled.

**Campus parkway**

The development of Washington and Betz Streets as a parkway or boulevard will need to be undertaken in partnership with the City of Cheney. The City may be able to work with other agency partners such as County or State transportation officials. Federal and State dollars are allocated for transportation projects each year, based on a project's priority ranking. Generally, these funds are administered by the State Department of Transportation. The creation of partnerships and spending dollars to satisfy multiple goals are often well received when funding requests are
The County should also be approached as a potential partner as the proposed regional park site at the intersection of Betz and Washington (see below), would be accessed via this route.

The campus parkway will benefit EWU by creating a strong approach and entry sequence to campus. In addition, the campus parkway would offer recreation amenities and encourage alternate transportation modes attractive to students (multi-use trails, and bike lanes). The city would benefit from the reinforcement of the urban/rural boundary, beautification of the north area of town, establishment of mitigation features for increased traffic on this roadway, and increased recreational opportunities for Cheney residents.

Irrigation Water
The University’s water is provided by several on-campus wells. A recently conducted engineering study concluded that EWU is drawing almost all of the well water to which it is entitled under State regulations. In summary, this means that while there is sufficient water for domestic use and for cooling water, the amount of water available for irrigation is limited. In order to develop additional recreational use fields west of Washington Street, it will be necessary to secure an additional source of water.

Cheney and EWU have a history of working together with regard to water usage. In addition to the development and implementation of water conservation strategies both on campus and in Cheney, this plan recommends the development of a separate water system using treated water to irrigate the campus, public schools, and park facilities.

The City's wastewater treatment plant produces a high quality effluent which is "polished" in ponds and then discharged into a wetland area. This effluent, while unacceptable as a potable water source, is perfectly acceptable for irrigation purposes. The City of Cheney recently completed a Wastewater Re-Use Study which shows that re-use water could be used to meet EWU's irrigation needs. A separate irrigation system could be developed that would satisfy the needs of large users of irrigation water - - including EWU, Cheney School District, and the City (for its parks). This shift of irrigation water from a potable to a non-potable source would free up additional well water to support domestic use. This would provide a significant opportunity for partnering between the City and EWU (and possibly also the School District and the County).

Interpretive signage
This idea was mentioned in description of the historic district as well as a few other locations involving historic structures. EWU could partner with the City of Cheney and/or non-profit groups such as Pathways to Progress to develop a comprehensive system for interpretive signage located both on and off campus. The signs themselves should be of a consistent design, the content of each would be synchronized to relate the area's history. Maps of the interpretive sign locations could then be made available in locations both on campus and in downtown Cheney.
Housing
In addition to 'on-campus housing', student housing is also provided in private apartments and multi-unit residential structures in Cheney as well as in other areas around the region. As with retail, EWU benefits from having good quality private rental housing available in the community for student use.

While it would be inappropriate for EWU to directly assist owners of private rental units, the provision of adequate housing in the community is good for both EWU and the city. Actions that the City and/or EWU could take to encourage private property owners to maintain their rental properties in good condition include:

- On a periodic basis, inform the rental and development communities of projected student levels (provide rolling five-year forecasts).
- Maintain a registry of available rental units including information on size, rental rates, and other details.
- Develop and maintain a rental unit rating system to be applied on a voluntary basis (owners of rental properties would ask to have their properties rated).
- Ask the City's Code Enforcement Department to implement a program to periodically review rental units to ensure they meet minimum health, safety and welfare requirements.