3 - URBAN DESIGN ELEMENT

The 2001 Master Plan is the first to be developed since the purchase of the 647 acre Baroco Property west of the existing 1,000-acre Campus. This acquisition effectively ensures the University's ability to grow and to satisfy the regional needs of the Northwest Florida area. (Refer to Aerial Photograph, Figure 3.1).

The proposed University is planned to be divided into areas called function use pods that will include a research/business park, a sports center, a town center/retail area, a main "Campus," and an expanded academic and support facilities area. The Plan calls for these pods to be located along a roadway spine thus avoiding traffic congestion within each area. (Refer to Figure 3.4)

The traditional "Campus" master plan elements define a new direction for the University. The Land Use studies for the Baroco property define the intended use of this new asset.

Historically the approach to physical planning has been limited to a 5-year projection and lacked a comprehensive direction for the future. This Master Plan looks to provide an extended vision for the future and locates approximately 2,000,000 square feet of proposed facilities within the existing Campus Core. Zoning guidelines for future site selections are identified. This approach provides a tool for decision making regarding infrastructure placement and need.

The Urban Design section synthesizes and integrates the information contained in many of the other sections contained within the master plan. Referencing other sections for additional detail is suggested. Major issues are summarized below:

West Campus (Baroco Property)

The new 647-acre Baroco property land uses are identified in the Land Use Section of the Master Plan. Detailed "urban design" is not included in this early planning document.
3 – URBAN DESIGN ELEMENT

Landscape

A major visual component of the UWF Campus is its landscaping. The Campus is substantially wooded and has a history as a wildlife refuge. Major discussion regarding landscape occurs in the Landscape Design Element. Landscape continues to play a major factor in the physical and visual development of the Campus. It serves to define space, soften areas of more intense development, and maintain a safe wildlife habitat.

To encourage development that includes appropriate landscaping it is suggested that a policy requiring a percentage of the construction cost of all future projects to be set aside for landscaping be implemented. Future landscaping design should be required with each development project.

Architecture

Loose guidelines have led the Campus to its current state of physical development. To some degree these guidelines will be tightened to allow for greater architectural unification and completeness of the Campus facilities.

A two-story height limitation fostered a greater need for land and served to spread out the Campus. An increase in the allowable height of buildings has been an appropriate response to University's goals and gives better direction for the future.

Maintenance and Student Interaction

The Master Plan evaluation noted the apparent conflict between excessive automobile traffic and pedestrians within the core of the Campus. The majority of the automobile traffic is generated by maintenance staff, service vehicles and at times by students moving in to and out of the older dorms located within the Campus core. The Master Plan proposes relocating access ways for maintenance/service as well as rescheduling service/maintenance access to avoid these conflicts.

Undeveloped Areas

These areas are an amalgamation of different specific land use issues including: archaeological sites, steep slope areas, natural drainage areas, flood zones, wetlands, nature trails, and habitat conservation areas. These areas are set aside and shown without development. Reference the various Master Plan sections for additional information.

Change

Over the last five years the University has seen a considerable change in the make up of its student body. The University is changing from an upper level commuter Campus to a traditional Campus as more Freshmen and Sophomore join the student ranks. The student population is growing rapidly and this trend
3 – URBAN DESIGN ELEMENT

is anticipated to continue. These changes in the student body drive the need to re-assess the future strategy and desires of the Campus.

Goals

The plan addresses and takes into consideration factors identified in the Master Plan evaluation and in follow up interviews. Criteria include:

1. Desire to promote pedestrian and bicycle modes of transportation and to reduce vehicular traffic.
2. Maintaining as much of the existing natural environment as possible
3. Considering ways to reduce maintenance and infrastructure costs
4. Reducing energy costs
5. Providing a physically safer environment
6. Improving student interaction through Campus design
7. Visually defining the sequence of arrival to the Campus
8. Clarifying pedestrian circulation paths on Campus
9. Reflecting a concern for the environment with future development
10. Developing a hierarchy of spaces on campus

Zoning and Site Selection

Zones have been identified in response to the issues noted above. For instance, residential buildings have been placed within walking distance of academic buildings. Classrooms are grouped together to increase student interaction and reduce travel distance. Major zoning categories within the Campus include:

- Residential
- Academic
- Support facilities
- Recreation
- Ancillary functions

A site selection matrix is included in the Land Use section to assist in future site selections for individual buildings.

Urban Core

Consistent with increasing pedestrian transportation, minimizing the impact on the environment, reducing energy costs, reducing development and maintenance costs, and increasing student interaction is the concept of the development of an Urban Core. The Plan identifies an infill approach within the existing Campus. The placement of facilities is consistent with other identified goals. Infill will prevent encroachment onto conservation and existing natural vegetated areas.
3 – URBAN DESIGN ELEMENT

Non-Core Elements

Significant areas for development outside of the core are indicated. They are primarily support facilities including: fraternity/sorority houses, President's house, student group facilities, other non-academic/non-administrative facilities, general use storage facilities, etc. Specific building sites have not been identified and are not included in the plan.

Automobile Circulation

Entrance onto the Campus from the surrounding community is primarily by automobile. New signage for the southern and eastern entrances is currently being designed and is separate from the Master Plan. The signage should be appropriate in scale and representation of a major University.

Currently the drive lacks appropriately noticeable cueing devices to inform the visitor of critical points of arrival. Signage is located throughout the Campus and does allow the visitor to locate various elements but is often confusing and difficult to read. The new Plan develops landmark nodes at critical arrival areas on Campus.
3 – URBAN DESIGN ELEMENT

Pedestrian Circulation

Numerous comments have been made that the current pedestrian circulation system lacks structure and is confusing even to users familiar with the Campus. The Plan introduces well defined open spaces and primary paths as organizational elements. Clarity comes from the development of hierarchy that provides a conscious understanding of the pedestrian system.

Formation of Outdoor Space

Although outdoor urban space is abundant on Campus it is mostly free form space lacking hierarchy or defined use. The existing Commons area is a small underdeveloped area located behind major Campus buildings. The new plan addresses this issue and works with the design of the pedestrian circulation.

Recreation and Open Space

For discussion, recreation and open space areas are defined as facilities and open spaces set-aside for recreational and social activities.

Uses may include group activities and structured and/or informal social events.

Included in recreational land uses are:

Outdoor fields and courts
Intramural and educational play and training fields for all sports
Bicycle trail
Distance running trails
Nature trails
Defined and developed Urban spaces within the Campus core
Social gathering spaces

Infrastructure

This Master Plan considers an “infill” approach to future development of the existing campus. This approach involves the development of additional facilities amongst other existing facilities, structures, and parking lots. The intent of this approach is to minimize cost by consolidation and use of existing facilities, to increase student and faculty interaction, and create a sense of place, while also improving campus aesthetics.
3 – URBAN DESIGN ELEMENT

The “infill” approach may reduce or eliminate the need for the upgrade of existing stormwater systems, potable water systems, wastewater collection/transmission systems, and natural gas systems. Should any of these existing systems not be adequate to serve future development, the upgrade cost and impact to surrounding areas may still be reduced compared to the cost of development spreading across campus.

The West Campus (Baroco Property) is a presently undeveloped parcel designated to include a Research/Business Park, and Academic University Support facilities. The property shall be accessed by connecting roadways from the existing campus roadway system and existing Escambia County roadways adjacent to the boundary lines. (Refer to Figure 3.9.)

The stormwater and utilities systems shall be considered to be separate systems from those on the existing campus, however may be connected where feasible to benefit both the existing campus and Baroco Property. The stormwater systems may be established by taking into consideration natural drainage basins identified by use of available topography information within the proposed research/business park.

Potable water, wastewater collection/ transmission, and natural gas service shall be provided within established right-of-ways. (Further discussion of utilities and stormwater systems is discussed in Section 9: Infrastructure.)

Evolution of UWF Campus

The UWF campus began as a collection of three buildings in the open pine forest adjacent to a natural bayou. Access was achieved through a single parking lot. Further development of the campus promoted the concept of individual campus colleges situated around an extended campus green. As the development of the campus became more dispersed, it began to grow beyond the reach of the formal campus green structure.

Current Campus Overview

The image of the main campus at the University of West Florida in Pensacola is that of an academic village in a forest. The beautiful campus setting on a woodland hilltop adjacent to Thompson Bayou and the Escambia River is unique. The majority of the campus is heavily wooded and parts of the campus have been designated as wildlife and nature preserves. The environment plays a major role in the character of the campus. The winding main campus roadway is an unusual feature for a campus and is memorable to visitors. These two elements, the environment and the winding roadway, make up the campus ‘sense of place’.

Urban Context

The areas to the south of the University are mostly large lot single family residences within an open pine forest environment. Immediately to the south of the University is an accumulation of residential health care institutions serving the Pensacola area. Running east-west below this district is Nine Mile Road, a developing traffic and retail commercial corridor.
3 – URBAN DESIGN ELEMENT

To the west and northwest of the University is a Gulf Power facility. To the north is the Escambia River corridor, a natural estuarine environment of protected wetlands. The eastern boundary touches Route 90, a major regional traffic corridor and the only access way to the north across the Escambia River. To the west is the recently acquired 647 acre Baroco Property for which, land uses have been proposed in the Land Use Section of this master plan. (Refer to Existing University Analysis, Figure 3.2.)

Urban Design Analysis

The current urban design structure of the campus is haphazard. The campus has been predominantly a commuter campus and buildings have been focused on their relationship to surface parking lots. The campus does not have a clear and distinctive hierarchy or structure. Building densities are low and most are one and two stories. As the population of the campus has grown, campus development has proceeded to sprawl. Previous development has occurred generally on the flattest sites of the campus. More recent development has been located in areas with steep slopes and large tree masses. These building sites have been cleared and have been sparsely replanted. (Refer to Existing Campus Analysis, Figure 3.3.)

Campus Entrance and Circulation

The current vehicular circulation system is confusing. Although this is less of a problem for currently enrolled students and faculty, visitors and potential students can easily become disoriented and frustrated.

The campus lacks a 'front door' or point of arrival. There are currently two entrances to the campus. One entrance is from Route 90, (Davis Highway) on the east side of campus and the other at the south via University Drive leading from Nine Mile Road. (Refer to Circulation Elements- Figure 3.4.)

Once a visitor enters the campus from either entrance, the circulation becomes confusing. The Information Center is very small and easily missed.
The administrative area and Student Center are also not easily identified visually. The recent installation of the blue informational signs is helpful but other design elements, which will give instruction and direction to the visitor, are necessary to improve campus circulation.

Currently vehicular access for service, parking, handicap parking and maintenance is allowed on almost all campus walkways. This unlimited access and mixing of pedestrian circulation with vehicular traffic on the same pathway is potentially very dangerous.

Pedestrian crossings of Campus Drive occur at many intervals. This as well is potentially dangerous.

Current studies show that existing parking is more than adequate on campus. The quantity and location of spaces is a convenience for students that promotes driving from one parking lot to another to attend class.
Other circulation issues are beginning to occur on campus. The travel on Campus Lane through the maintenance area has been identified as a problem because of the amount and speed of traffic through the area. The road was designed for maintenance and service traffic only and should be controlled to serve this purpose. (Refer to Existing Campus Analysis, Figure 3.3.)

Urban Design Recommendations

One major goal of the University is to promote campus growth that strives to preserve the natural environment. Some of the recent development has been inconsistent with this goal. Proposed development should attempt to save existing trees, avoid developing on land that is unsuitable (because of steep slopes or environmental features) and infill within the Campus core.

Infill Development

Currently the campus has 1,021,980 square feet of classroom, 356,580 square feet of administration space and 435,621 square feet of residential space. Studies show that this square footage could be greatly increased within the core campus through infill development of three and four story buildings and structured parking garages.

### TABLE 3.1 – BUILDING AREA AND PARKING

<table>
<thead>
<tr>
<th>New Buildings</th>
<th>Area</th>
<th>Parking Ratio</th>
<th>Parking Req’d</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academic</td>
<td>1,258,500 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration &amp; Student Support</td>
<td>476,817 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>541,000 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Campus Support</td>
<td>55,000 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,331,317 sf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New &amp; Existing Buildings (Net Total)</td>
<td>3,982,307 sf</td>
<td>3/1000 s.f.</td>
<td>11,946</td>
</tr>
</tbody>
</table>

### Parking

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Campus Parking</td>
<td>5,827</td>
<td></td>
</tr>
<tr>
<td>Existing Parking deleted for New Buildings and Garages</td>
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<td></td>
</tr>
<tr>
<td>New Surface Spaces</td>
<td>374</td>
<td></td>
</tr>
<tr>
<td>Proposed Parking Garage Spaces</td>
<td>5,177</td>
<td></td>
</tr>
<tr>
<td>Total Proposed Parking Spaces</td>
<td>10,283</td>
<td></td>
</tr>
</tbody>
</table>

To meet the space requirements of the projected student enrollment of the year 2014, several buildings and parking garages have been proposed. In general, future residential development has been planned to the northern and eastern peripheries of the campus core. These locations are adjacent to existing parking lots and allow for the development of centralized classroom and administration facilities. The arrangement of
the proposed buildings creates much needed structure for the campus. (Refer to Urban Design Elements, Figure 3.5 for campus structure and Proposed Buildings, Figure 4.4 for proposed building uses.)

New development in the center of campus is focused around the revitalized ‘Campus Green’. Building edges define this space and pathways lined with straight rows of trees will reinforce the formal structure. Buildings 20E, 20W and the 'Pizza Hut' dorms, (Buildings 14, 15, 16, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34 and 35) are removed to create the large ‘Campus Green’ surrounding the library and the student center creating a formal ‘center’ of campus. The center of the Campus Green is the Canon Lawn.

The design of the Campus Green should remain simple with open lawn and low plantings. The area should be used for student gatherings and to encourage students to casually greet and socialize. The formal design of the spaces will contrast the rest of the campus and its surroundings, which are very informal. Extending from the Campus Green are several other formal walks. One of which is the Magnolia Walk that leads to Building 10 and is planted with a straight line of Magnolias.
The removal of parking lot 22 creates the opportunity to extend the north/south axis created between Buildings 12 and 37 across Magnolia Walk. This element of campus will be the Administrative Mall, the axis that defines the administration portion of campus. The removal of Building 38 allows for the continuation of this axis to the campus informal open space system beyond to the north.

The removal of the temporary buildings, 45 (1-7) will allow for the uninterrupted continuation of the informal open space system through the campus and provides an area for the arboretum.

The new buildings along the east and west side of the former 'propeller' will take advantage of the views to the bay and the adjacency to the central campus open space system. Other buildings identified to be removed are buildings 55, 65, 67, 68, 87, and 209. (Refer to Removed Buildings Drawings, Figure 3.7.)
3 - URBAN DESIGN ELEMENT

Campus Entrance and Vehicular Circulation

The proposed urban design scheme includes a roundabout adjacent to the Student Center, which will provide a sense of arrival. This location was chosen because of its proximity to the campus core and because of the future campus entrance proposed from the west leading from Ten Mile Road. The visitor's center will be a prominent building facing the roundabout with surface visitors parking available immediately adjacent. Reforestation around the new visitor's center will frame the building and welcome visitors. This will serve as the 'front door' for the campus with a belltower, fountain and signage in the center of the roundabout as a focal point.

Proposed Entry Round About

At termination of Campus Drive at the north end of campus the master plan proposes a roadway loop with a focal point surrounded by several proposed buildings. This arrangement provides closure to the roadway system.

Section through Administrative Mall
Leading from the roadway loop is a small roadway leading to a future boating facility located on the Escambia River. The facility should include a dock for small boats, a dock for a 65' research vessel, recreation area, boat ramp and launch facility, restrooms, storage and parking.

Service Access

Vehicular access to the pathways should be limited to only occasional service, maintenance and emergency vehicles. Handicap parking should be relocated from within the walkway system to the main parking lots. Maintenance and service access should be restricted to designated paths and access times should be established during non-peak student hours. (Refer to Figure 3.8 Service Access.)

All paths should be constructed to allow for maintenance and emergency vehicle access. The material for the pathways should be concrete. Maintenance on concrete pathways is low. The durability is high and it can be used for pedestrian, vehicular and service traffic. Standard gray concrete with a medium broom finish is cost effective and is easily matched as different phases of construction occur. Areas of brick paving for special engraved donor brick should be limited to formal areas of the campus such as the Administrative Mall or the Canon Lawn and should be used as decorative panels or borders to concrete paving to match the rest of the campus paving.
Pedestrian Circulation

The goal for the enhancement of the walkways is to create an overall hierarchy and sense of direction for students and visitors to campus. Two systems are being proposed to accomplish this. One is the Informal Campus Connector path system the other is the Enhanced Connector path system. The Informal Campus Connector path system is an informal path, which leads from the eastern sports fields, fraternity/sorority houses and student group houses through the heart of campus, (formerly the ‘propeller‘) to the proposed residential development and parking on the north side of campus. The proposed arboretum will be developed along this pathway in the core campus, which can be used as a teaching tool and serve to enhance the campus landscape. The Informal Campus Connector path system intersects the north end of the ‘Campus Green’ and also connects to a future bridge across Thompson Bayou to the future sports complex and other planned uses for the Baroco Property where future campus expansion will occur. (Refer to Landscape Elements, Figure 16.1.)

The path is envisioned as being constructed of concrete with brick details. The width should accommodate pedestrians and bicyclists (approximately 12 feet wide). Nodes along the path will include seating and trash cans. The path will be lit at night over the entire length.

Funding for the path can be generated in several ways including project specific donations. Plaques, set in the concrete path or at nodes, acknowledging donors are appropriate. Alternately, as is recommended for landscaping, a portion of all new facilities budget (1-2%) can be set aside for deposit into the “Path” account. As monies become available sections of the path can be developed from standardized plans and details.

The Enhanced Connector path system will be formally developed with straight lines and rows of matched trees. The Enhanced Connector system outlines the Campus Green, extends south from the Campus
Green to the Field House. The Magnolia Walk, the new Administrative Mall and Dogwood Lane are also part of the Enhanced Connector System.

The 'Campus Green' becomes the center of campus with other pathway systems extending from its core. The connection across Campus Drive and the reuse of existing Dogwood Lane will tie the Field House and historic Oak Grove to the 'Campus Green'.
3 – URBAN DESIGN ELEMENT

Concentrating pedestrian traffic on these proposed campus pathways will improve pedestrian safety crossing Campus Lane by defining crossing points. Primary and secondary crossing points should be well signed and marked. Special paving and planting will reinforce their visibility. These pathways systems will serve to clarify pedestrian circulation on campus and help to reinforce the urban design scheme. (Refer to Circulation Elements- Figure 3.4.)

The proposed urban design scheme encourages infill development in an effort to save the natural environment surrounding the campus core, arranges new campus elements to provide structure and organization and adds pathway systems to link the campus together. The plan is looking forward to the growth and future of the University and seeks to give direction to development.

Arboretum

The Arboretum is planned to be developed within the Core Campus to enhance site development and create an educational opportunity for students and visitors. To allow off-campus visitors access to the Arboretum, it should be developed including parking and an information center. The Arboretum should be developed with signage/text that serves to educate both the student and visitor. Funding options include locating donors to develop this Campus-wide “Garden”.
3 - URBAN DESIGN ELEMENT

Goals, Objectives and Policies

Goal 1: Develop an urban design scheme that gives structure and direction to campus growth while focusing on preservation of the existing character and natural environment of the campus.

Objective 1.1: Development of new buildings should occur on sites suitable for development.

Policy 1.1.1: Development in areas dedicated for conservation is prohibited.

Policy 1.1.2: Test development of new building sites against the proposed development plan.

Policy 1.1.3: Special natural environments and open spaces as identified in this master plan shall not be developed with buildings, roads or parking lots.

Policy 1.1.4: Buildings should be sited in accordance with the proposed zoning map.

Objective 1.2: New development should focus on infill development of the campus core.

Policy 1.2.1: Development shall occur in the core area of the campus as defined by the proposed zoning map.

Policy 1.2.2: Classroom and administration buildings shall be three and four stories.

Policy 1.2.3: Residential buildings shall be limited to three stories.

Policy 1.2.4: Parking for proposed infill development should be structured parking. The concept of large area of surface parking does not fit the environmentally conscious image of the campus. Parking garages shall be four and five levels.

Objective 1.3: Minimize the interaction of pedestrian and vehicular traffic.

Policy 1.3.1: Vehicular circulation on-campus should be limited to controlled maintenance, emergency and necessary handicap access. Maintenance traffic should be limited and scheduled to avoid peak student hours.

Policy 1.3.2: Accessible parking should be located out of campus core areas where possible.

Policy 1.3.3: Trash pick-up, deliveries, and maintenance operations activities should be performed to minimize impact on pedestrians. Concepts include:

1) Using smaller vehicles
2) Scheduled to avoid peak hour conflicts
3 – URBAN DESIGN ELEMENT

3) Develop pick-up areas and routes separate and remote from pedestrian activity

Policy 1.3.4: Parking along the former ‘propeller’ and other visually important places of the campus should be eliminated.

Policy 1.3.5: Maintenance routes to each building should follow defined routes.

Policy 1.3.6: Campus Lane should be gated to allow controlled access only.

Policy 1.3.7: Locate building service functions (trash pick-up, mechanical equipment, service drives, etc.) away from major pedestrian routes. Screen service and loading areas with landscape elements.

Objective 1.4: Give structure and hierarchy to pedestrian circulation.

Policy 1.4.1: Define pedestrian paths that link throughout campus.

Policy 1.4.2: Develop pathways consistent with the two defined styles of pathway systems the Enhanced Connector Paths and the Informal Campus Connector Paths.

Policy 1.4.3: Establish hierarchy by paving material and pattern, planting design, lighting, and site furnishing such as benches, picnic tables and trash cans.

Policy 1.4.4: Establish accessible routes for access to buildings.

Objective 1.5: To provide an organization of buildings, open spaces and linkages that reinforce the interaction of students, staff and visitors on campus.

Policy 1.5.1: Define major pathway systems that provide access to all areas of campus.

Policy 1.5.2: Place buildings to define exterior spaces and orient entrances to reinforce the use of exterior spaces and main pathways.

Policy 1.5.3: Use landscape elements to organize spaces and give hierarchy.

Policy 1.5.4: Reduce excessive parking to encourage pedestrian circulation across campus.

Objective 1.6: To maintain the existing compatibility of the University within the host community through maintaining the character of the boundary areas of the campus.

Policy 1.6.1: New development shall maintain a vegetative buffer at the University property boundaries.
Existing Campus Analysis

- Existing Buildings
- Existing Campus Drive
- Informal Open Space
- Formal Open Space
- Campus Entry Point
- Potential Campus Entry Point
- High Point
- Views
- Pedestrian Circulation
- Visual/Perceived Barrier

Refer to existing university analysis for steep slopes and wetland information.

FIGURE 3.3
## Buildings to be Removed

<table>
<thead>
<tr>
<th>Building #</th>
<th>Building Type</th>
<th>Removed (Sq. Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Residential</td>
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<tr>
<td>15</td>
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<tr>
<td>16</td>
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<td>23</td>
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<td>5,318</td>
</tr>
<tr>
<td>25</td>
<td>Residential</td>
<td>5,318</td>
</tr>
<tr>
<td>26</td>
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<td>5,318</td>
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<td>87</td>
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<tr>
<td>209</td>
<td>Support Student</td>
<td>6,283</td>
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**Total** | **163,772**
Proposed Building Entrances

- Existing Building Entrance
- Future Building Entrance
- Existing Building
- Future Building
- Future Primary Pedestrian/Bicycle Path.

FIGURE 3.9
New Service and Short Term Parking Areas

Existing Pavement to be Widened as Required. Typical Throughout Campus.

Parking for 2 Service Vehicles
(Typical 3 Places)

New Walkway and 6 Service Vehicle Parking Spots

Remove Existing Service Parking Area
Existing Service Access

- **PEDESTRIAN TRAFFIC ONLY**
- **VEHICULAR TRAFFIC (EXISTING PATHS)**
- **NEW PAVEMENT ADDED TO EXISTING**
- **NEW PARKING AREAS**
- **"CAMPUS GREEN"**

**NOTES:**

1) ALL VEHICLES, INCLUDING SERVICE, VENDOR, MAIL, CENTRAL STORES, POLICE, STUDENTS, ETC. ARE RESTRICTED FROM USING SPECIFIC WALKWAYS AS DESIGNATED ON THIS DRAWING.

2) CONVERT EXISTING WALKWAYS TO SERVICE DRIVES AND PARKING AREAS AS NOTED ON THIS DRAWING.

3) ADDITIONAL LANDSCAPING, POST AND CHAIN FENCING, BOLLARDS AND SIGNAGE TO BE PLACED IN RESTRICTED AREAS AS REQUIRED.

4) ADDITIONAL PARKING FOR SERVICE VEHICLES MAY BE REQUIRED AT SPECIFIC BUILDINGS AND LOCATIONS.

5) REFUSE/RECYCLE RECEPTACLES TO BE RELOCATED AS REQUIRED IN NEW SERVICE AREAS.

6) ARROWS INDICATE SUGGESTED TRAFFIC FLOW.

**FIGURE 3.10**
Campus Illustrative

FIGURE 3.12