

1973


UA3/4 WKU Development Plan Report

Ryan Associated Architects, Inc.

Johnson, Johnson & Roy, Inc.

WKU President's Office

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WESTERN KENTUCKY UNIVERSITY
DEVELOPMENT PLAN REPORT

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FOREWORD

The purpose of this study is to review the physical expansion of Western Kentucky University since the adoption in 1966 of the Long Range Development Plan, and further to analyze this with known requirements for the immediate future. This review and up-date is in keeping with the recommendations of the author of the original plan.

In this study the basic concepts and direction established in the initial documents were found to be as valid today as when originally adopted in 1966. Therefore, this report is directed to specific points and recommendations based on the past seven years' developments and projected needs.

The University has experienced a substantial growth in the intervening years and this physical expansion has generally been developed within the parameter set forth in the Master Plan.

LAND ACQUISITION AND CIRCULATION

The following areas of development are flexible but are listed in a recommended priority sequence.

1. Acquire additional land between State and Chestnut Streets for the construction of a minimum 400 car parking facility to service the new Fine Arts Center and proposed Environmental Sciences Building. Upon completion of this, all but authorized vehicular traffic and parking can be eliminated from the Hilltop.

2. Close Virginia Garrett Avenue as a through-street, but maintain a portion as feeder street to parking lot at Grise Hall. This would eliminate a major zone of pedestrian/vehicle conflict, thus allowing the major pedestrian way to flow uninterrupted from the Hilltop to Regent Avenue. At the present point of conflict a specimen landscaped area should be developed.
3. Acquire remaining parcels of land on east side of Normal Drive from State Street to Regent Avenue and extend State Street to Regent Avenue. This would create an approximate 10 acre tract.
4. Eliminate Normal Drive from Regent Avenue at the south to State Street at the north. This would then bring within the campus, at a most prime location, the newly assembled 10 acre parcel. This area then would be assigned for academic expansion at a maximum of 40% land use. The remaining open space should then be developed into a highly landscaped area.
5. Close Regent Avenue as a through street from Russellville Road to Normal Drive. This will eliminate the major pedestrian barrier at the South campus and allow the primary pedestrian way to extend uninterrupted longitudinally through the campus.
6. Connect 14th Street between College and State Street and acquire remaining properties in the two block area bounded by 14th to 15th Streets and Center to State Street. This would allow creation of a green buffer and some academic expansion to the north of the Hilltop area.
7. Acquire remaining properties bounded by Old Morgantown Road, L & N Railroad and practice field. To be used for additional sports fields and vehicular storage.

ACADEMIC EXPANSION

No attempt has been made to identify a proposed academic building for a specific college or use, but rather with location, scale (ground area, gross area and height) and other special considerations.

TABLE FOR ACADEMIC EXPANSION

<u>Location</u>	<u>G.S.F.</u>	<u>Height</u>	<u>Remarks</u>
1. Across 15th Street from Gordon Wilson Hall	121,200	6	Terrain will allow 3 levels of parking below a portion of structure
2. *Across 15th Street from Science and Tech. Hall	200,000	3	
3. East of Industrial Education Building	48,000	3	Removal of existing structures required
4. *Immediately southwest of Environmental Science Building	22,000	2	
5. Corner of Ogden Drive and Chestnut Street	36,000	3	
6. East of Normal Drive opposite East Hall	140,000	4-5	Removal of four existing structures
7. *East of Normal Drive opposite South Hall	120,000	3	
8. *East of Normal Drive southeast of South Hall	160,000	4	
9. East of Academic Complex(55)	100,000	4	
10. South of Dero Downing University Center	30,000	3	
11. Southwest of College of Education	90,000	3	Pedestrian Passageway through building on ground floor

*Property must be acquired prior to construction of building.

RE-CAP OF AREAS LISTED ABOVE:

595,200 G.S.F. of academic space available on existing property.

472,000 G.S.F. of academic space available on property to be acquired.

1,067,200 Total G.S.F.

STUDENT HOUSING EXPANSION

At this time, student housing is experiencing a great change and indeed the demand of traditional housing has declined greatly. We are in a period where the type of housing is in question, not the need. Based on the original valid parameter of this long range development plan, a balanced physical growth of all facilities at the University must be considered. The following table lists location and scale for expansion of student housing:

<u>Location</u>	<u>Height</u>	<u>Remarks</u>
1. Southeast of Rodes-Harlin Hall	9	Trees in the area should be preserved.
2. North and northwest of Hugh Poland Hall	3	Area not conducive to high-rise construction. It is recommended to locate a food service facility within this complex.
3. Northeast of Pearce-Ford Tower	9	
4. South and southeast of Pearce-Ford Tower	3	

SPECIAL PEDESTRIAN/VEHICULAR CONFLICTS

There exists now and within the foreseeable future four major areas of conflict. The location of these pedestrian/vehicle conflicts are:

1. University Boulevard and L & N Railroad to practice field.
2. State at 15th Street.
3. Russellville Road at Academic/Athletic Complex.
4. Russellville Road at Women's Dormitory Complex.

Certainly the most practical solution to this problem is the construction of a pedestrian overpass. There seems to be no alternative but to build same for Items #1 and #2 above.

The recent Urban Area Transportation Study includes an extension of Russellville Road to Morgantown Road along a route west of the L & N right-of-way. At the time this construction is implemented, the old Russellville Road through campus should be acquired by the University and downgraded for campus use only.

SPECIAL LAND ACQUISITION

In order to protect the boundaries and the quality of the immediate environment of the campus, it is recommended that a buffer zone which is residential in character be established contiguous to the University. The specified buffer areas lay generally east and south of the campus and are identified as such by notation on the Development Plan which is attached and a part of this report. This will necessitate the acquisition of these properties as they become available. Also a continuous vigilance should be maintained on proposed changes in land use and/or sale of properties, not necessarily adjoining, but situated in such strategic locations that the proposed change or sale of same would have adverse effects on the University community. In these cases, special consideration should be given to the acquisition of such properties.

SPECIAL AREAS FOR DEVELOPMENT

As the physical growth of the University begins to stabilize, consideration should be given to development of the following:

1. Image areas, landscaped sites at major entrance points such as Russellville Road and University Boulevard, Normal Drive and University Boulevard, etc.
2. Reduce slightly the parking lot at Russellville Road between the Arena and the Stadium to provide planting area to soften the visual impact of this space along Russellville Road.
3. Eliminate parking around Central Hall and develop campus green.
4. Screen plant the parking areas located on the south campus.

SPECIAL CONSIDERATIONS

Shown on the Development Plan is the proposed grade separation and interchange, as indicated in the Urban Area Transportation Study, between Old Morgantown Road and University Boulevard. At this time no detail design or schedule has been established for this work. However, there is an implication in this that may place the environment of the Log House in jeopardy, which would suggest a contingent plan for the possible relocation of this landmark.

PARKING

The following tables are a re-cap of the existing parking and additional parking as reflected on the updated Long Range Development Plan.

Faculty and Staff

<u>Present</u>		<u>Future</u>
59	Lab School	59
104+47	College of Education	35+40
105	Grise Hall	105
18	Helm Library	-
29	Classroom Building	-
23	Faculty House	20
128	Sciences Complex	110+25
161	Hilltop Drive	161 (restrict traffic)
50	Center Street Lot	165 new parking
8	Alumni Center	8
21	Administration Building	21
14	Kentucky Building	14
4	Rodes-Harlin Hall	4
20	Service Building	20
		20 new lot (with academic development on Normal Boulevard
		100 new parking
		907 on Normal Boulevard
<hr/> 791		<hr/>

PARKING (continued)

Students

<u>Present</u>		<u>Future</u>
200	Chestnut & 14th Street Lot	200
9	Womens' Dorms - North	-
94	Central, Bates Runner	50
61	Schneider, McCormick Halls	61
369	Men's Dorms	225
60	Virginia Garrett Avenue	-
84	Regents Avenue	-
350	Russellville Road Lot	650 (dorm storage parking)
850	Arena Lot	825
55	Service Building	55
1,000	Parking Structure	1,000
		200 Service Building (storage)
		700 West of railroad tracks (storage)
		300 new parking
<u>3,132</u>		<u>4,266</u>
<u>800</u>	Adjacent Streets	<u>800</u>
3,932		5,066

February 10, 1973