

A Procedure For

Campus Development and Improvement

Prepared for Indiana State University by Landplus West, Inc. May 1978

A JOINT VENTURE OF:

Landplus West Inc.

LAND PLANNERS and LANDSCAPE ARCHITECTS

James Associates Vincennes, Inc.

ARCHITECTS and ENGINEERS

On behalf of the joint-venture team of Landplus West, Inc. and James Associates Vincennes, Inc., we wish to acknowledge the cooperation and assistance provided by: Dr. Richard D. Landini, President; Mr. Kenneth J. Moulton, Vice-President for Financial Affairs; and Mr. Thomas Dawson, director of the physical plant.

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INTRODUCTION

The purpose of this report is to briefly summarize the conclusions and recommendations of a comprehensive planning study for the campus of Indiana State University. It is intended to present the information in such a manner that will communicate simply and directly a logical planning process.

The expressed desire to act on and develop immediate campus improvements was the rationale for this study. However, if improvements are to be truly effective and responsive to the needs of the campus as a whole, then critical attention must be given to the nature and complexity of the physical integrity of the campus environment. Therefore, an overview of the total campus plan is the fundamental focus of the study, for only with the larger picture in perspective can component parts be developed with a measure of long range success.

This study responds to that need. The resultant development plan should not be construed as fixed. It is rather a dynamic and flexible framework within which individual elements can be altered to meet the changing needs and requirements of a university campus without altering the basic organization and structure upon which the concept is developed.

Recognizing the preliminary nature of the study and its requirements for built-in flexibility, we anticipate that the study is of sufficient scope to provide sound guidance in the necessary decision making process for improvement implementation.

We look forward with sincere interest toward continued involvement in the establishment of a strong identity and efficient working organization, as outlined in this study, for the campus of Indiana State University.

1

PLANNING PROCESS

The overall goal of the planning process is the development of a basic strategy as a means of establishing and defining an implementable development direction. Critical functions of the process include:

1. Guiding and structuring decision-making throughout.
2. Establishing goals and objectives for campus improvement.
3. Reaching conclusions and making justifiable recommendations.
4. Outlining choices and options and translating them into priorities.
5. Maximizing opportunities/minimizing constraints.
6. Allowing flexibility for changing factors and attitudes over time.
7. Organizing an improvement sequence of realistic and implementable component elements.

*Unity
Linkage
Image*

2 PLANNING AFFIRMATIONS

The immediate concerns that forge both an identity and a definition of what a campus should strive for involves both tangible physical relationships as well as more intangible attitudinal characteristics. Both contribute equally in sponsoring a sense of integrity to the campus. The following issues must be addressed in the planning process:

1. Configuration

Through its overall configuration the campus should express inward unity and interconnectedness of its various parts. The campus should maintain a cohesive organization with clear, desirable relationships between facilities and systems. It should also achieve in its configuration, building organization, and scale, carefully balanced effects.

2. Context

The campus should present positive faces to the surrounding community, providing clearly identifiable access to and through the campus. It should also relate outwardly to the public for community use and interaction, and express on its periphery a link between the two.

3. Image

The campus should be strong and assertive of its symbolic importance in the overall setting. It must be expressive of its academic values, but not to the detriment of the social and community aspects of its function. The campus should provide a source of refreshment to the eye and to the spirit, in both its function and spaciousness. And finally a variety of appropriate amenities must be provided in a richly "peopled" environment.

3

PHYSICAL CHARACTERISTICS

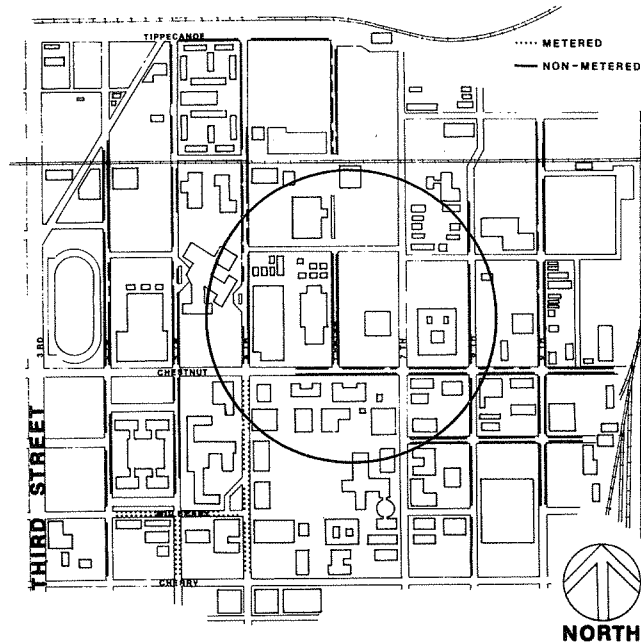
A critical understanding of campus potentials and constraints is required for the organization of a set of basic objective conclusions. These conclusions form the essential framework upon which a working concept is based. The following factors are examined, recorded and analyzed in detail in the survey and analysis stage of the process:

1. Existing site character and conditions.
2. Major influences or forces affecting campus function.
3. Patterns of use and intensity of activity.
4. Organizational relationships.
5. Capacity of campus to absorb change.

On Street Parking

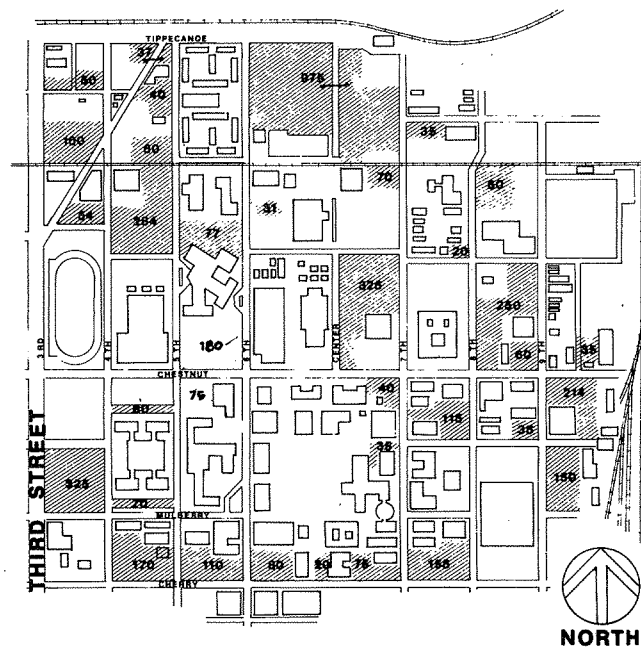
Extensive on-street parking provides convenience but inhibits the smooth flow of vehicular movement at critical points on the campus. This is particularly evident on Sixth Street between Sycamore and Cherry Streets and Chestnut between Sixth and Seventh Streets. Steps are now being taken to remove on-street parking on Seventh, Center and Sycamore Streets. Special attention must be given to the removal of parking on Sixth and Chestnut Streets in the areas mentioned above. The existing on-street parking capacity is approximately 1,320 spaces.

Total - and not solely on to the Chestnut

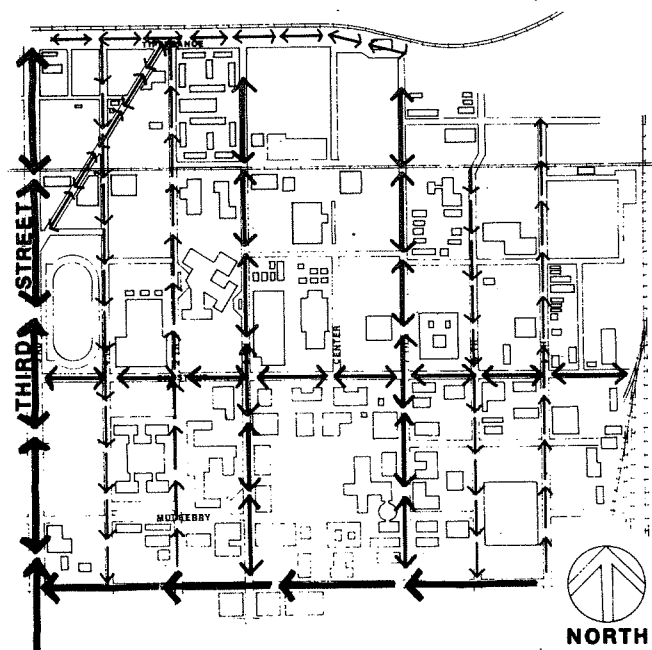
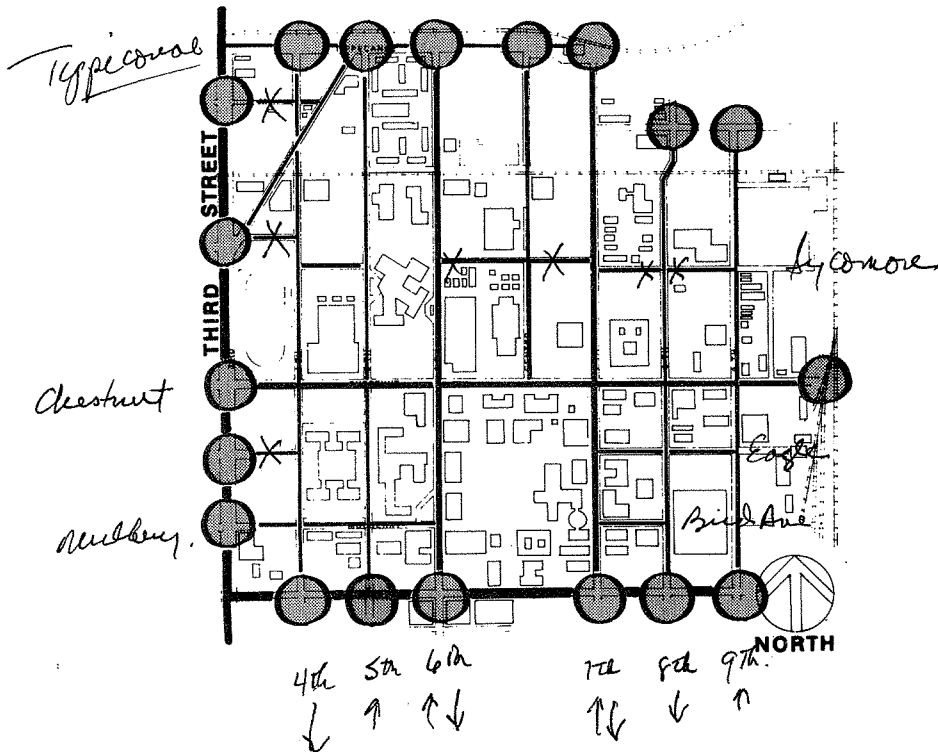


Lot Parking

Like on-street parking the distribution of Lot parking allows for convenience, but at present sacrifices the integrity of the campus by interrupting pedestrian flow and reducing the quality of the campus edge especially along Cherry Street. Gradual parking relocation, maintaining parity of existing parking lot counts and utilizing potential land acquisition areas, can alleviate these problems. Existing lot capacity is approximately 4,445, and although presently considered adequate, some increase should be anticipated for the future.



*4445
+ 1320
5765 spaces?*



Site Access and Penetration

There are 19 access points to the campus. At present there is no hierarchy establishing the main portals of the campus. Key entry portals should be defined along Cherry and Third Street to guide and simplify vehicular access to the campus.

*3rd Street
Cherry Street
6th Street*

The vehicular network of street ^{is} within the campus creates numerous conflicts with pedestrian movement and dissect the interior of the campus. The continuity and necessary spaciousness is lost. Potentials for limited street closure can begin to reestablish the character of safety and integrity to the campus, especially in the area of Sixth and Chestnut Streets.

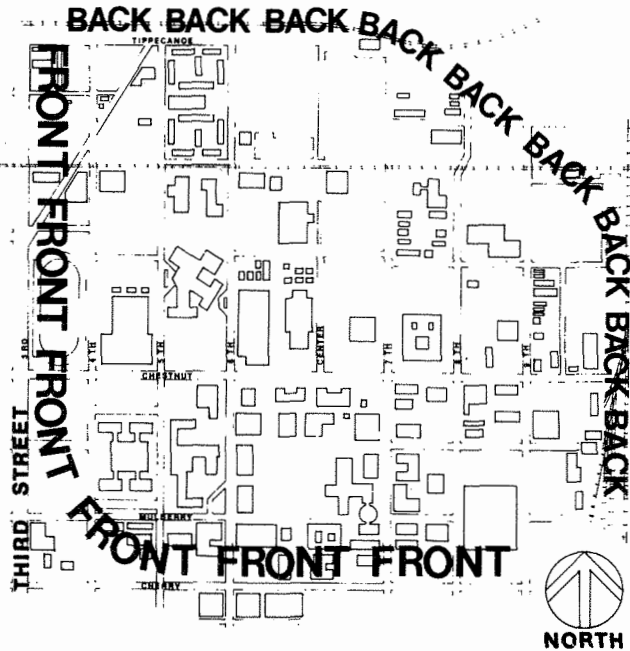
Vehicular Hierarchy and Flow

The vehicular circulation system also lacks a strong sense of hierarchy in its flow. Seventh and Chestnut Streets act as primary internal corridors and "site access and penetration" (see "on street parking"). The result is a condition of congestion which ultimately effects parking convenience and ease of movement from one side of campus to the other. Steps should be taken to establish an identifiable hierarchy with the least disruption or amount of change to the existing patterns of flow.

Campus Orientation

Cherry and Third Streets provide the primary accesses to the campus. These two faces or edges should sponsor a strong campus image. The Third Street edge in its present use as athletic and recreational space, is a strong contrast to the hodge podge of commercial strip development on the west side of the street. Efforts should be made to further strengthen this opportunity by a planting program as well as extension/expansion of needed athletic and intramural facilities. The Cherry Street edge acts as a seam between campus and downtown and should promote public oriented pedestrian spaces and linkages to the downtown core. Existing parking lots and their edges along Cherry Street should be buffered and softened to be consistent with the Third Street "Green" edge.

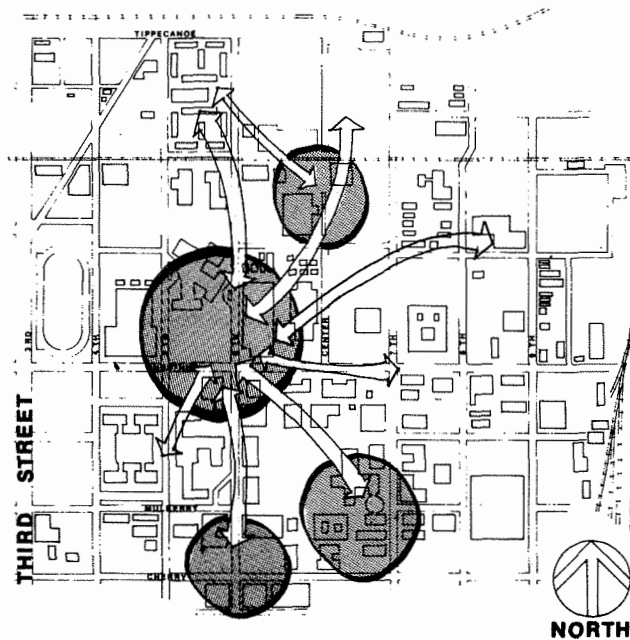
||
to Street



Major Activity Zones

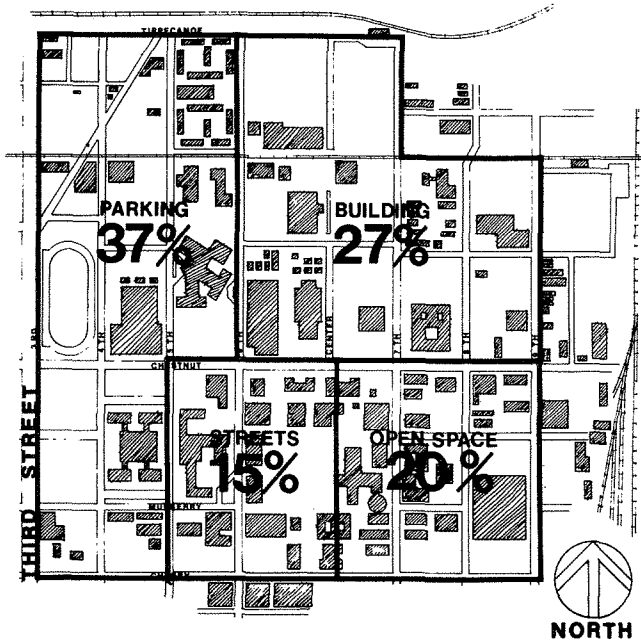
Four distinct but related activity zones are generated on the present campus. These zones are defined by the intensity of pedestrian movement. The largest and most highly visible is an area prescribed by the intersection of Chestnut Street and Sixth Street and by the science building and the gymnasium. Movement from the dormitories to the center of campus creates intense pedestrian traffic which conflicts with vehicular movement. The other three zones are prescribed by the library to the North, the student union to the East and intersection of Sixth Street and Cherry Street to the south. The latter is a prime linkage point for pedestrian traffic to downtown. All four areas should be physically linked and related in order to sponsor a campus center that is pedestrian in its character with minimal vehicular conflict.

1.
2.
3.
4.
5.
6.



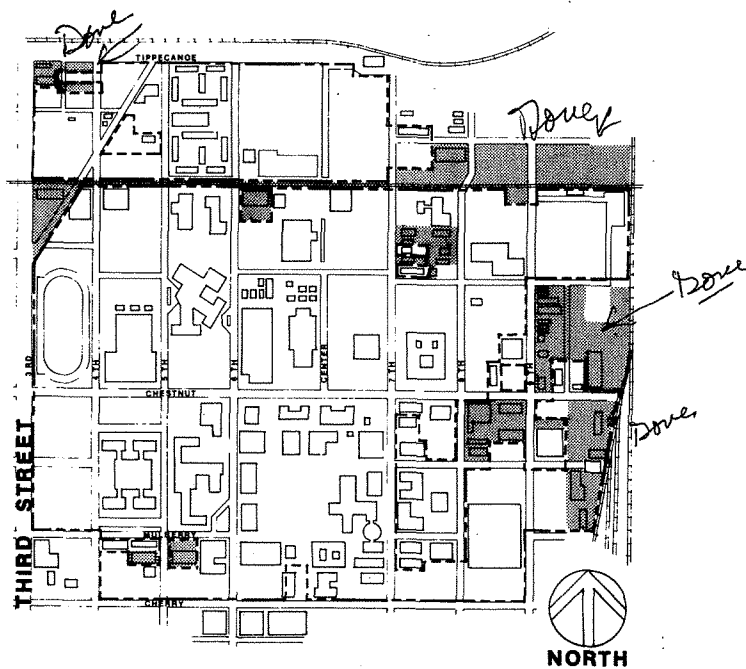
Land Use Comparison

If we compute the total surface area of the campus used for buildings, streets, and parking areas the remaining space is 20%. Actual planned open space for public activities would be approximately 15-17%. For a campus of this size and diversity the open space system as defined above should be a minimum of 20%. Efforts should be made to increase the proportion of open space in the form of plazas, courtyards and park space.



Potential Acquisition

Within the physical boundaries presented by Third and Cherry Streets on the west and south sides respectively, and by the two Penn Central railroad tracts along the east and north edges, the campus is limited in its potential flexibility for growth or expansion. This constraint limits the capacity of the campus to absorb change or reorganization that may occur as an outgrowth of campus improvement implementation programs (i.e. amenities, parking, etc.). Indicated on the map opposite are the potential areas of acquisition that the campus may consider toward increasing that flexibility. The total acreage of these parcels is ± 21 acres.

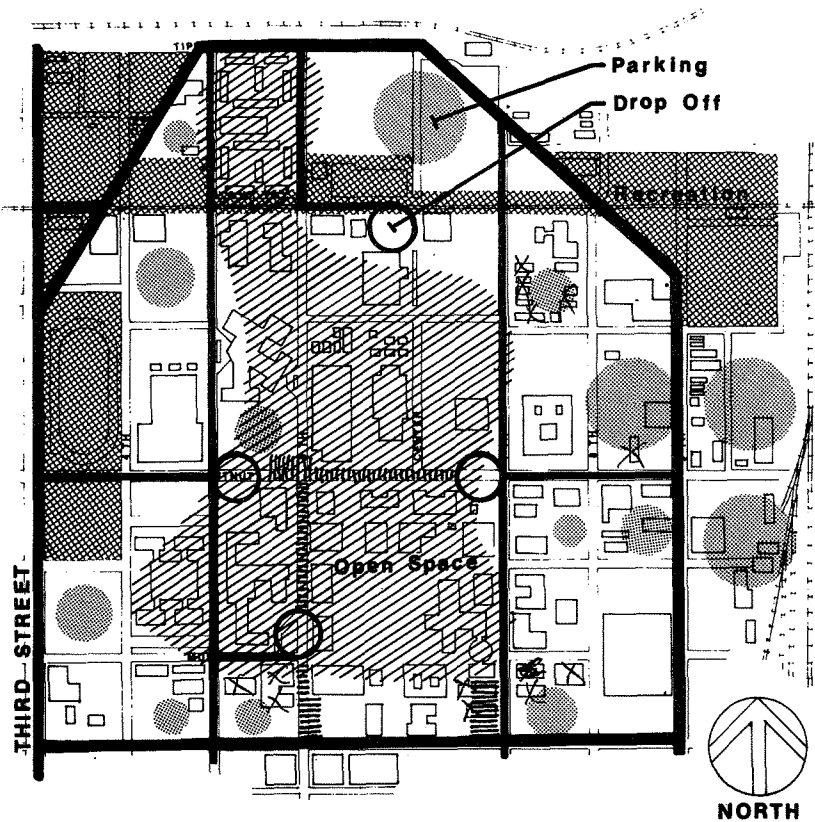


Objective conclusions from the analysis of campus physical characteristics can be summarized as follows:

1. Establish an "Academic Core" to the campus as an essentially pedestrian precinct which connects and provides easy access to the major activity centers. This should provide the campus with an important sense of center. ✓
2. Develop strong pedestrian linkages and public functions along Cherry Street. These linkages should provide an important "seam" between the campus and the downtown. ✓
3. Establish a major vehicular entry to the campus which is highly visible, accessible, and strongly related to an overall hierarchy of the circulation system within the campus.
4. Establish a strong terminus^u to the main entry sequence that signals a definite sense of arrival to the campus.
5. Organize and distribute parking areas conveniently in such a manner that all users, students, faculty, staff and visitors benefit equally. Increase the overall parking availability.

*Only one?
Cherry ←
Chestnut - 7th*

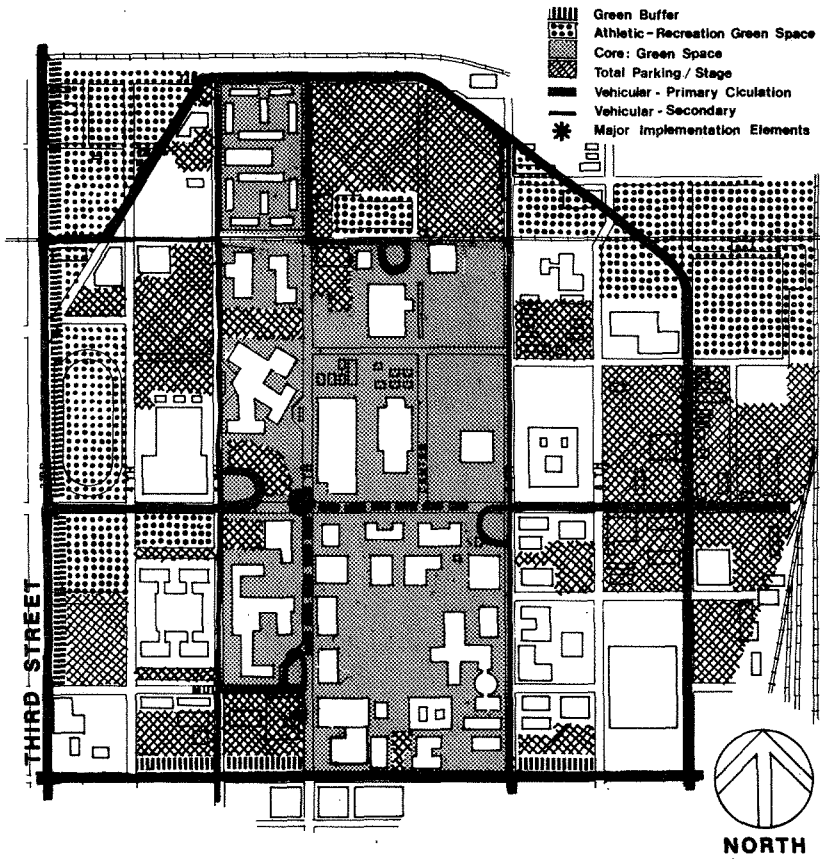
6. Increase amenities on the campus in the form of public spaces that sponsor a wide variety of activities for multiple, seasonal use. These should be in areas that have been identified as major activity zones.
7. Establish a land acquisition program for the control and direction of compatible future development.
8. Attempt to expand needed athletic/recreational facilities.



4 THE CONCEPT

A strong development concept begins to formalize a physical structure and presents an identifiable direction for campus development. The concept addresses and incorporates the objective conclusions from the analysis of campus physical characteristics. These conclusions can be considered as goals for implementation.

The organizational structure of the concept is primarily directed toward three major inter-related functions: open space, parking, and vehicular/pedestrian circulation. Although open space acts as the common denominator of campus buildings, functions, and systems, its organization is predicated on the strength of essential functional concerns for parking and vehicular access. Each must be carefully considered and planned for future needs, and should maintain a high degree of compatibility with each other. This is the overall goal and the function of the development concept.

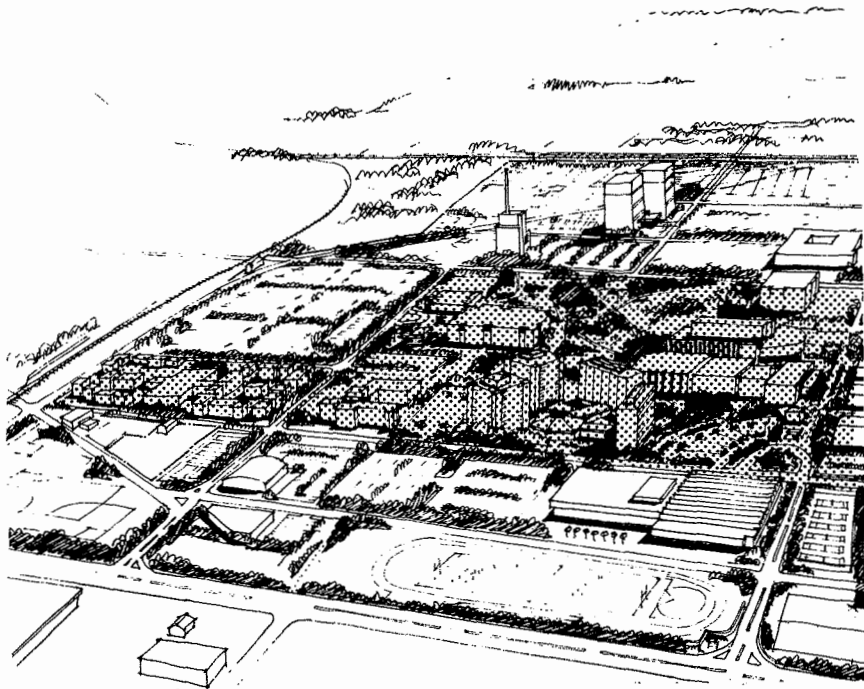


5 PRELIMINARY DEVELOPMENT PLAN

The development plan is the expressed culmination of the planning process in the sense that it reaches conclusions and translates them into identifiable programs for the campus. It must be pointed out that the plan is not final in any way. Rather it is intended to be general and quite malleable, able to accept changes as are necessary to answer future needs and requirements. The exact scope of any of the components is not determined by the plan. More detailed supporting studies directed to specific programmatic needs and feasibility will be required for any areas in order that the effects of component implementation may be addressed with regard to other improvements and the overall plan configuration.

To clarify the information indicated in the plan it may be helpful to list and characterize the suggested changes to the campus:

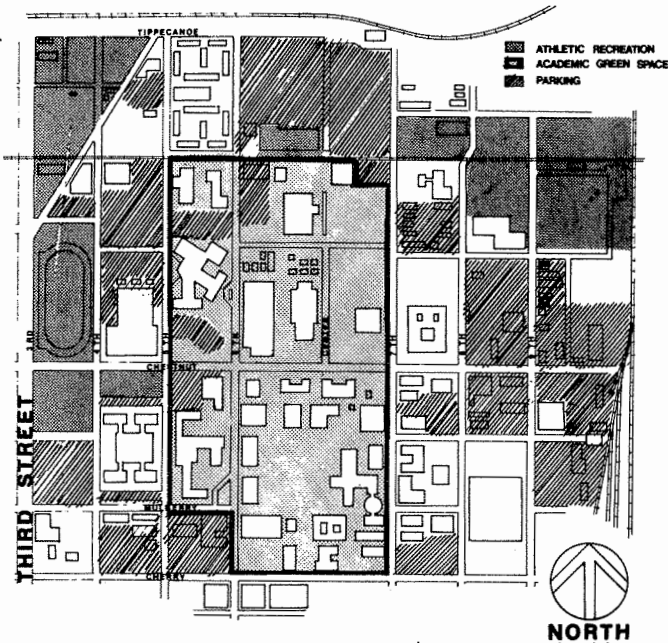
1. Establishment of an academic core between Fifth and Seventh Streets running north and south. The academic core, extended to these limits, identifies and physically connects the new library to a campus "center".
2. Introduction of public/civic oriented functions and spaces along Cherry Street to provide necessary linkages to the downtown.



Aerial view of campus looking Northeast

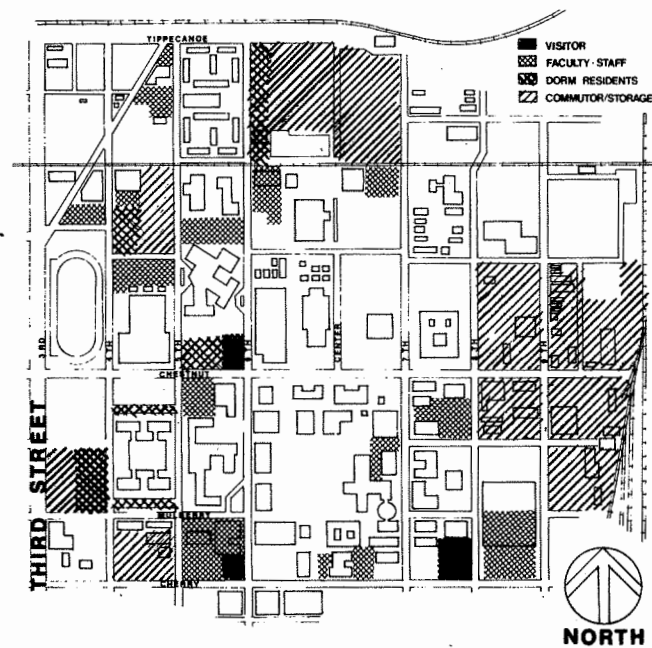
West

3. Key relocation of surface parking as well as some on street parking areas adjacent to the Hulman Civic Auditorium in order to flex up the interior academic space as well as provide for additional parking requirements of the civic auditorium. This aggregated parking relates well to the major periphery vehicular transportation loop.
4. Expansion on the west edge of campus. It needs additional recreational/green space.
5. Development of a strong, highly visible entry portal at Third and Chestnut Streets as well as a terminal plaza with drop-off, parking, and public space in the vicinity of Fifth and Sixth Streets.
6. Closure of Sixth and Chestnut Streets and development of pedestrian malls.
7. Development of key drop-off areas at the administration complex, the Chestnut and Sixth Street entry terminus, the library and Fine Arts Theater, and the intersection of Seventh and Chestnut Streets.



LAND USE PLAN

The intention of the plan is to focus on the academic green space in its immediate relationship to the other two primary surface areas, parking and recreation/athletic.



POTENTIAL PARKING ORGANIZATION

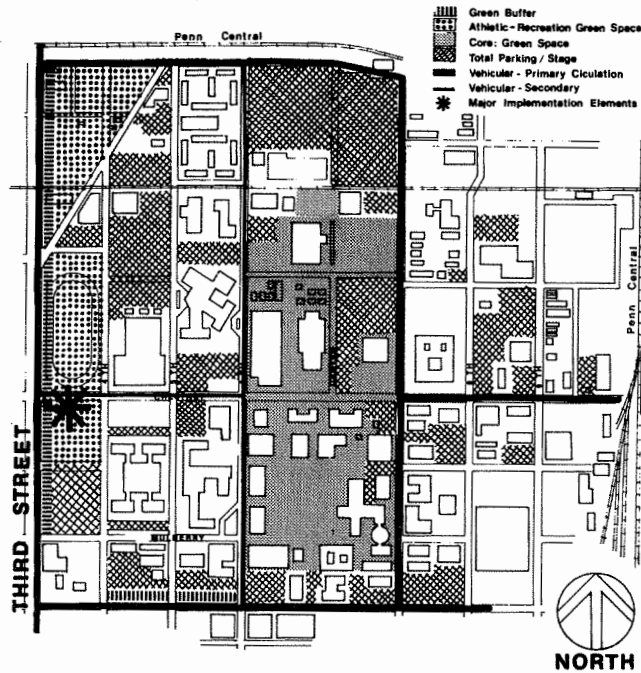
Visitor parking is provided at three key locations in the organization of the campus while faculty and staff parking is dispersed in relatively close proximity to academic functions.

Dorm resident parking is provided on a satellite basis around the major dormitory groupings.

Commuter lot parking areas are established on the periphery of the campus but within immediate access to primary vehicular circulation.

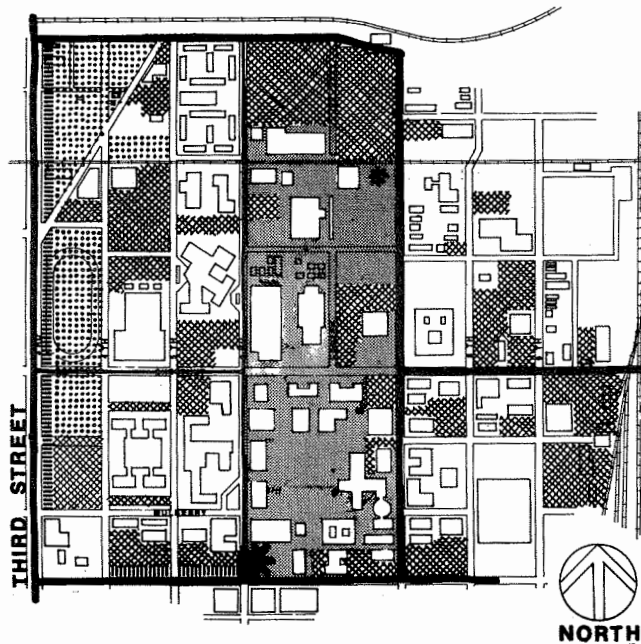
Potential Staging

The six staging plan discussions that follow are included to further enumerate and clarify elements of the final plan. They relate to no time frame or budget schedule whatsoever nor have the feasibility of any of the expressed implementations been ascertained. Generally their purpose is to express how with the above mentioned information we might begin to frame a schedule. The staging plans shown deliver attitudes and reactions which must always be solicited for a truly effective planning approach.



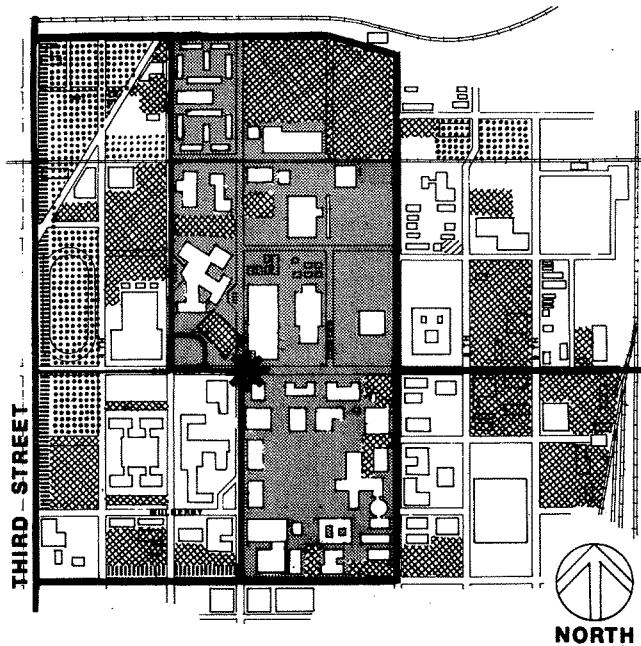
STAGE ONE:

1. Development of the main vehicular entry point. (OK)
2. Initiation of a planting program for screening and buffering the Third Street edge. (OK)
3. Acquisition and development of increased athletic/recreation/physical education facilities. ?
4. Closure of Center and Sycamore Streets in the area adjacent to the library and the Shrine buildings. ?
5. Chestnut Street closed between Seventh and Sixth Streets. ?
6. Gradual relocation of on street parking.
7. Initial land acquisitions started. (OK)
8. Cherry Street parking improvements. (OK)
9. Removal and relocation of some on-street parking in the area of Sixth and Chestnut Streets. ?



STAGE TWO:

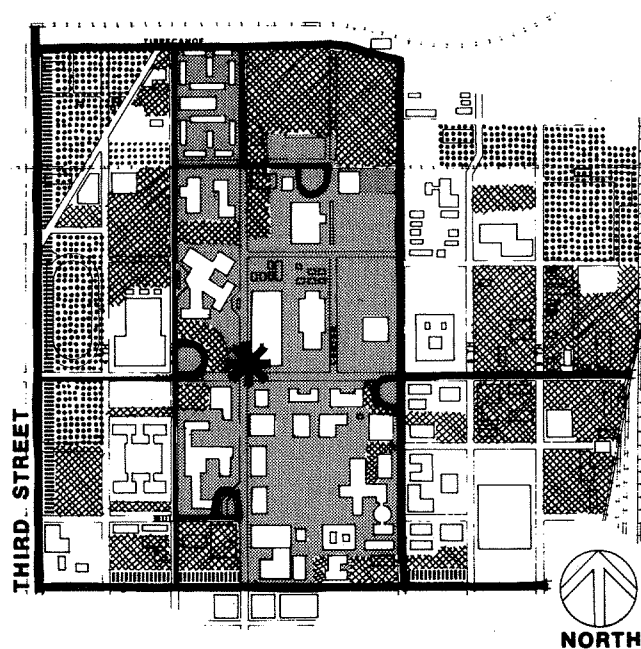
1. Development of the Fine Arts Theater site. (OK)
2. The further relocations of parking, specifically in the area adjacent to the Shrine building. ?
3. Technology expansion. (OK)
4. Cherry Street edge developed along with gradual relocation of parking facilities (primarily lot types). (OK)
5. Development of major parking areas to the north of Hulman Center to absorb relocated parking. (OK)



STAGE THREE:

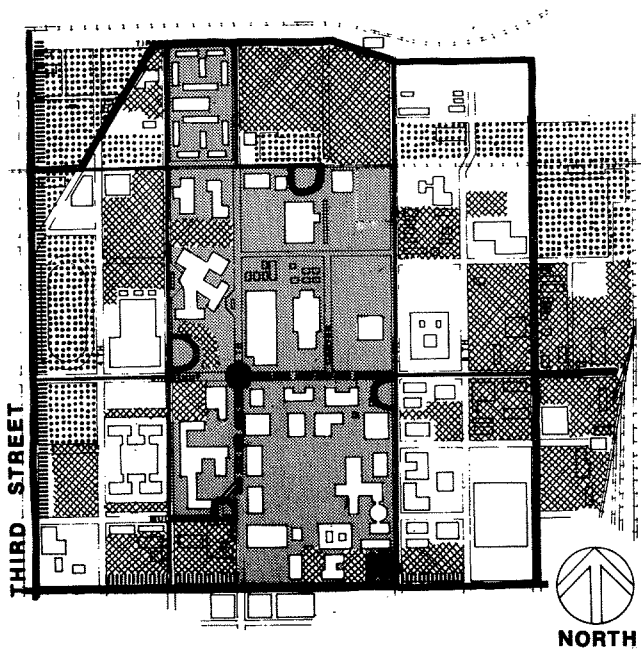
1. Increase in academic core area and shifting of interior core.
2. Development of a terminus to the main entry sequence with drop-off and visitor parking.
3. Continued relocation of on lot parking.
4. Adjustment in the inner loop organization as a response to open space needs.
5. Expansion of Cherry Street parking with landscape amenities.
6. Expansion of athletic/recreation areas.

?
?
?
?
?
OR
?



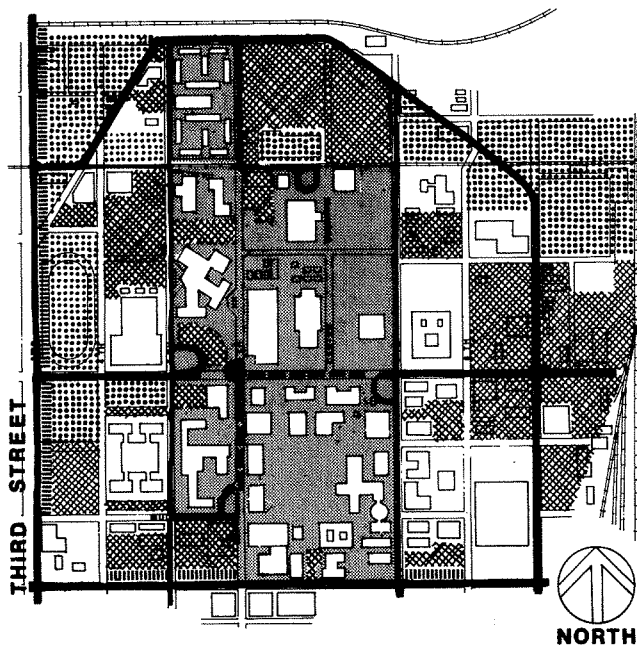
STAGE FOUR:

1. Completion of interior academic space.
2. Further relocation of parking.
3. Development of other key drop-off points to the campus.
4. Expansion and improvement of Cherry Street parking near Technology building.
5. Continued expansion of athletic/recreation area.
6. Adjustment of inner loop to now include Cherry, Fifth, Tippecanoe and Seventh Streets.
7. Continued development of terminus area to arrival sequence.



STAGE FIVE:

1. Campus development of a pedestrian mall system on Chestnut and Sixth Streets.
2. Development of the Swope Art Gallery site.
3. Expansion of athletic/recreational areas.
4. Begin developing an outside loop system.
5. Relocation of parking continued.
6. Acquire land in the northeast corner for relocation expansion and further development of outside perimeter loop system.



STAGE SIX:

1. Final adjustment to outside loop system.
2. Completion of parking relocation.
3. Completion of recreational/athletic complex.
4. Completion of amenities and other improvements.
5. Continued development of pedestrian mall system.
6. Completion of land acquisition.

6 IMMEDIATE IMPLEMENTATION

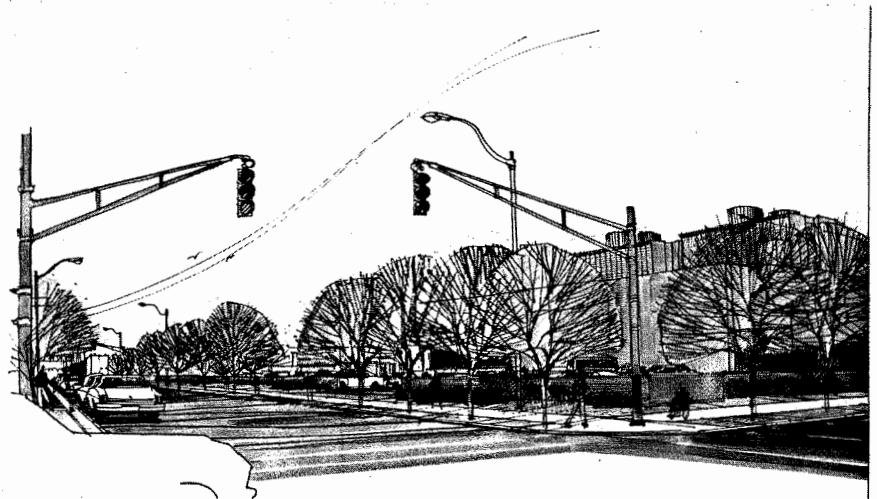
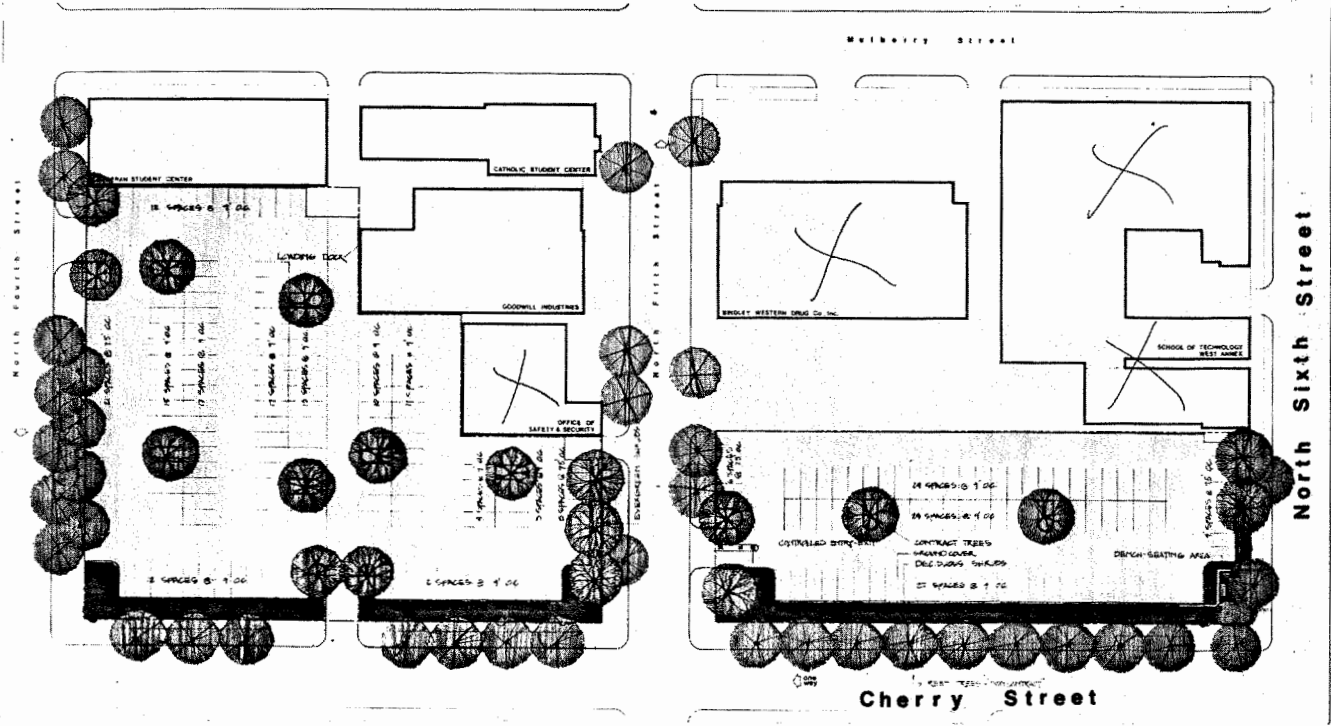
Four projects areas were determined as priority concerns for immediate implementation. These concerns are for upgrading the efficiency of overall parking use in critical areas of the campus. In each of the following implementation efforts campus image and context were specifically addressed:

Cherry Street parking lots between Fourth and Sixth Streets. *OK*

North Seventh Street Parking lot north of the proposed theatre. *OK 1/2*

Third Street parking at Mulberry and Fourth Streets. *OK*

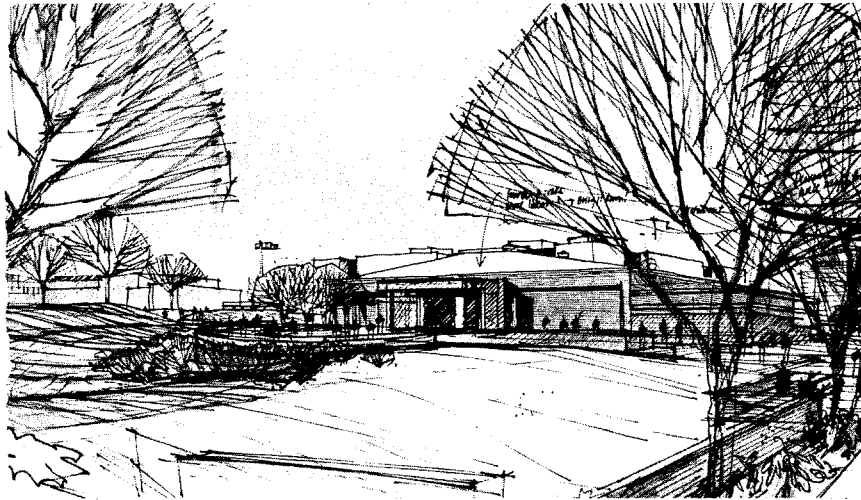
Fine Arts Theater and site. *OK*



CHERRY STREET PARKING

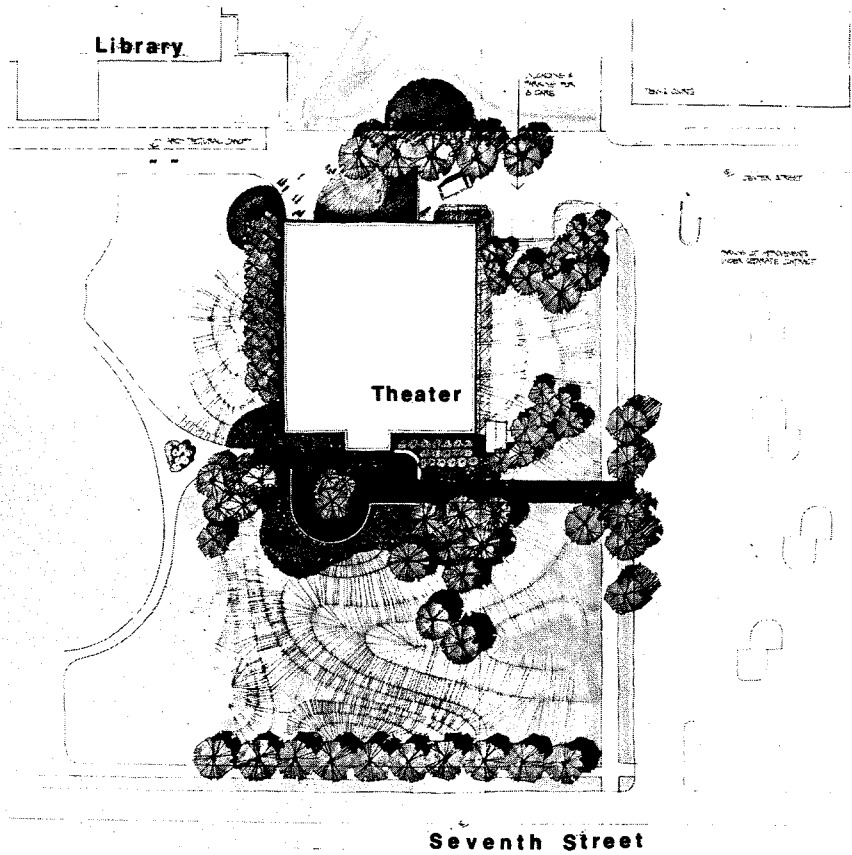
Street Trees and sidewalk edge planting will be included in the overall renovation and improvement package for the existing parking facilities between Fourth and Sixth Streets along Cherry. The improvements will provide a positive response to the efforts of the Sixth Street Demonstration Streetscape Project, as well as responding clearly to expressed needs in the analysis stages.

View of Cherry Street parking looking West from Sixth Street intersection.



View of theater from Seventh Street looking southwest.

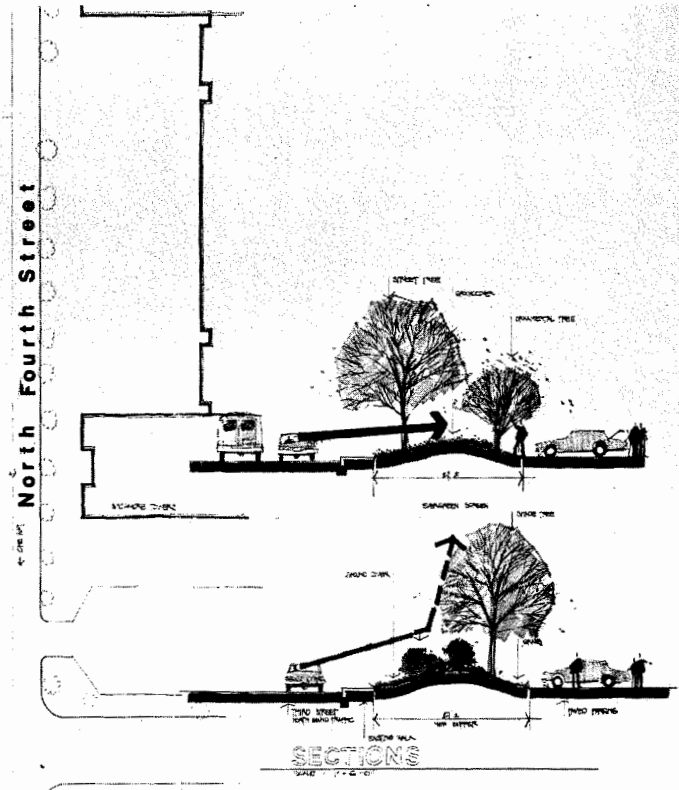
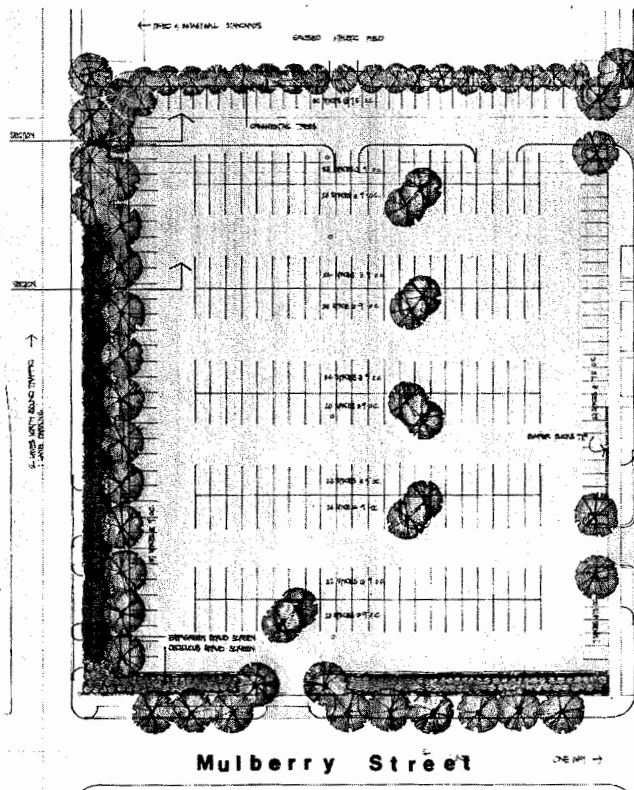
OR



FINE ARTS THEATER SITE

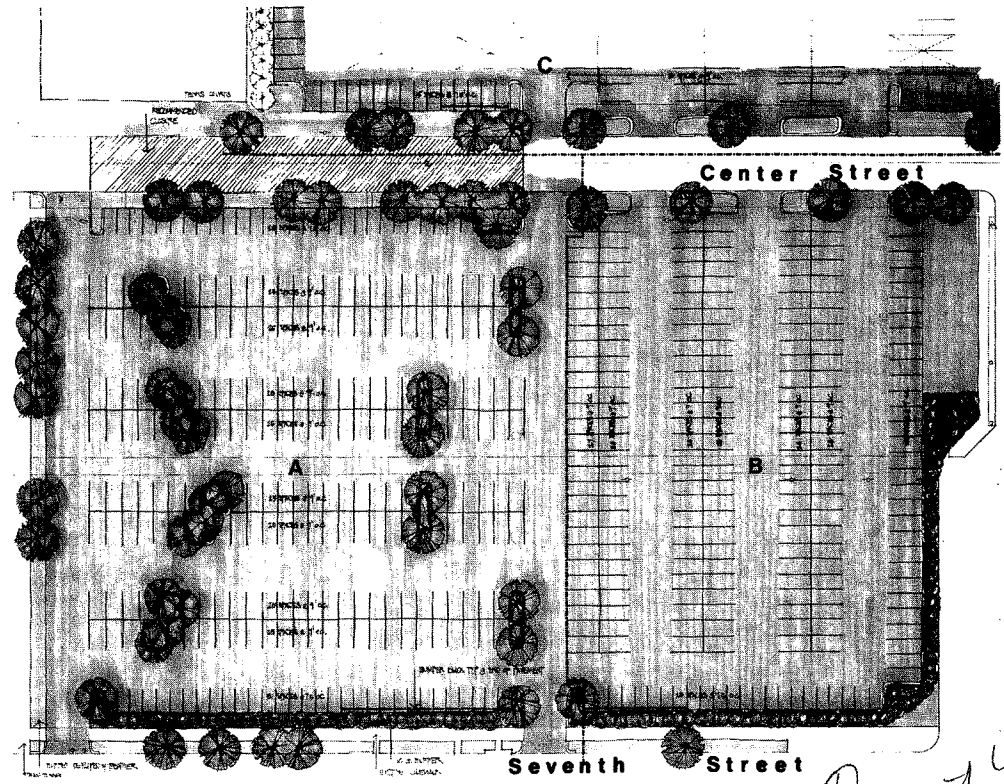
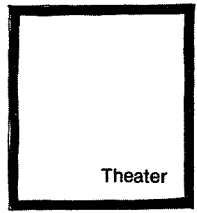
With a high degree of pedestrian traffic generated by the position of the theater between the new library and a major parking facility on the north edge of the campus. The site treatment concept calls for extending the adjacent park's landforms into the theater site and developing a pleasant walk through as well as a seating area that will read as belonging to both the theater and the park. The concept also provides for screening of the power plant which looms high immediately across the street.

OR



THIRD STREET PARKING

The closure of Eagle Street for the use of additional parking spaces will maintain parking capacity at parity with existing levels while allowing for a thirty foot wide buffer/planting strip along the Third Street edge to screen the parking at this key location on the campus. The buffer will be in keeping with the character of the campus edge along Third Street to the north. The upgrading and reorganization of this existing temporary lot will relate strongly to the dormitory areas immediately adjacent to it, as well as the system of vehicular hierarchy.



yes ↑

Not yet

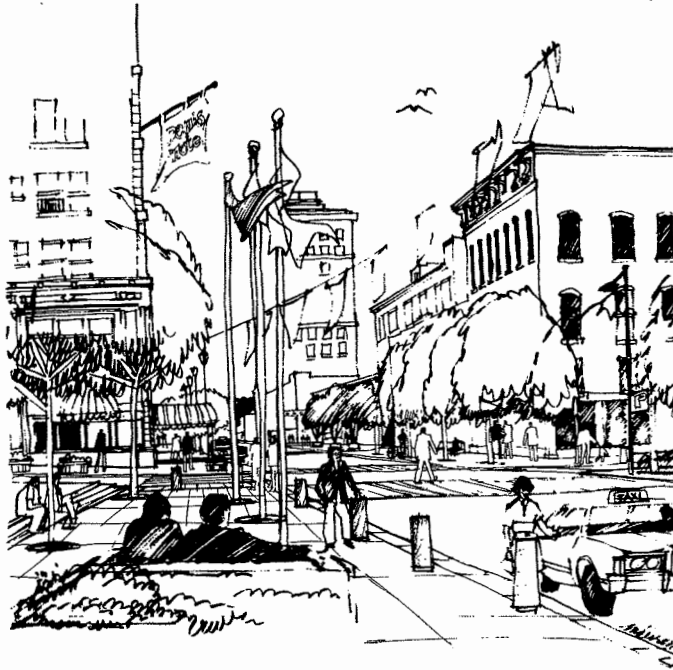
NORTH SEVENTH STREET PARKING

The existing temporary lot at Seventh and Tippecanoe Streets will be upgraded to act as a major student residence/commuter lot while accommodating parking for occasional Theater performances throughout the year. The planting treatment will interface with that of the Theater in blending the southern edge of the parking area with the Theater.

7

POTENTIAL CONSIDERATIONS

The following imagery, while not yet recognized or justified as immediately implementable, represents more detailed conceptual thinking addressing key elements or developments as called for in the plan. The various imagery is intended to elaborate and explore a wide variety of potential responses.

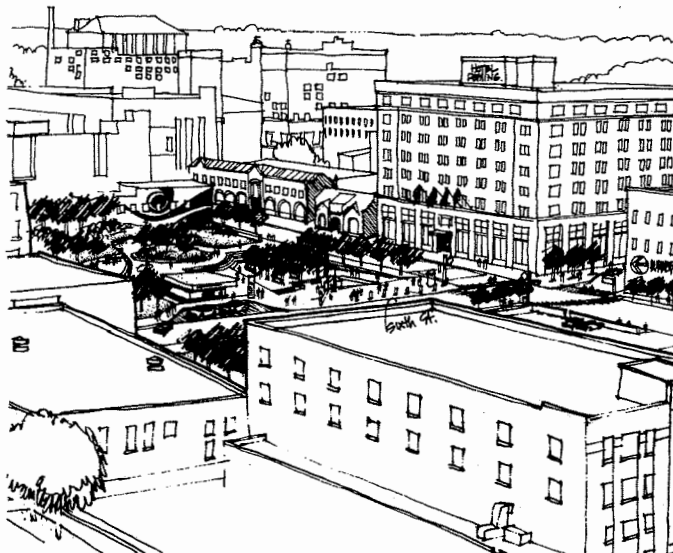


View of Cherry Street intersection looking south.

no

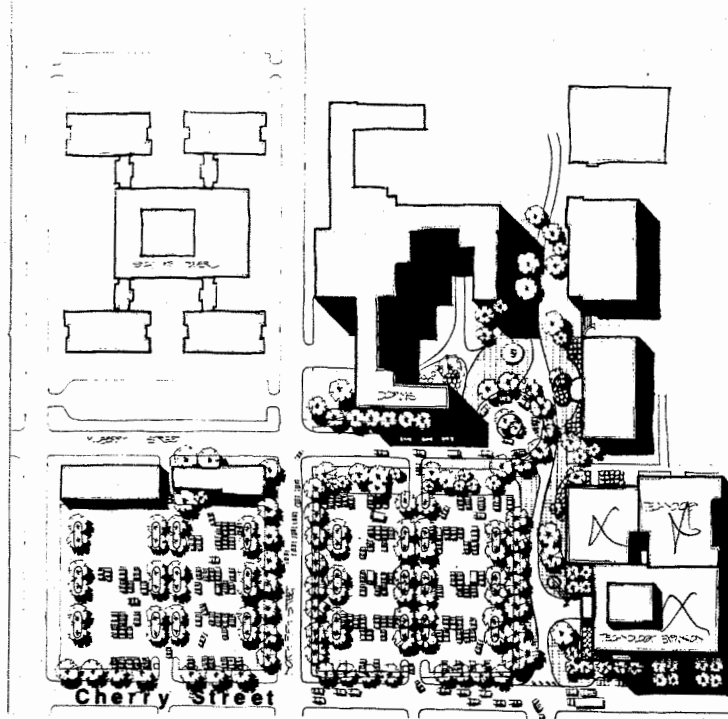
CHERRY STREET PLAZA AT SIXTH STREET

Like the discussion for the corner of Seventh Street along Cherry Street the first intention is to express a public function or statement along this vital seam or edge. In this particular sketch, it suggests a strong response to the pedestrian nature of the Sixth Street Beautification and Improvement effort. Also the suggested public space or place is an amenity which compliments the renovation of the Deming Hotel into elderly housing.



23

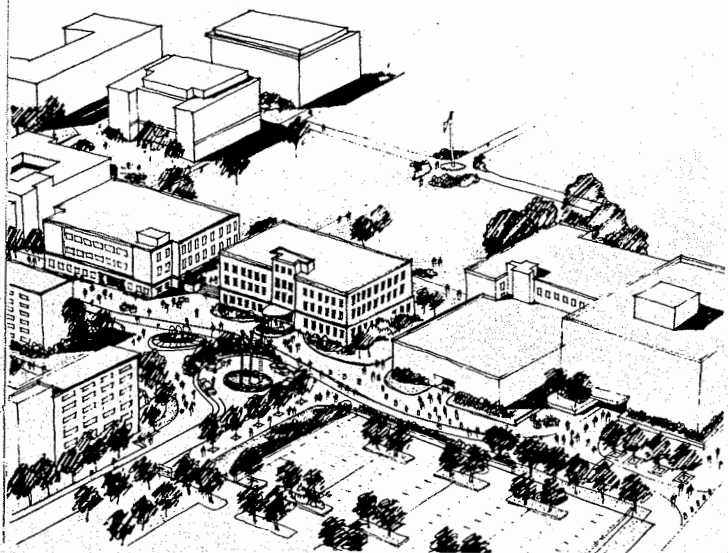
Aerial view of Sixth and Cherry Street looking southeast.



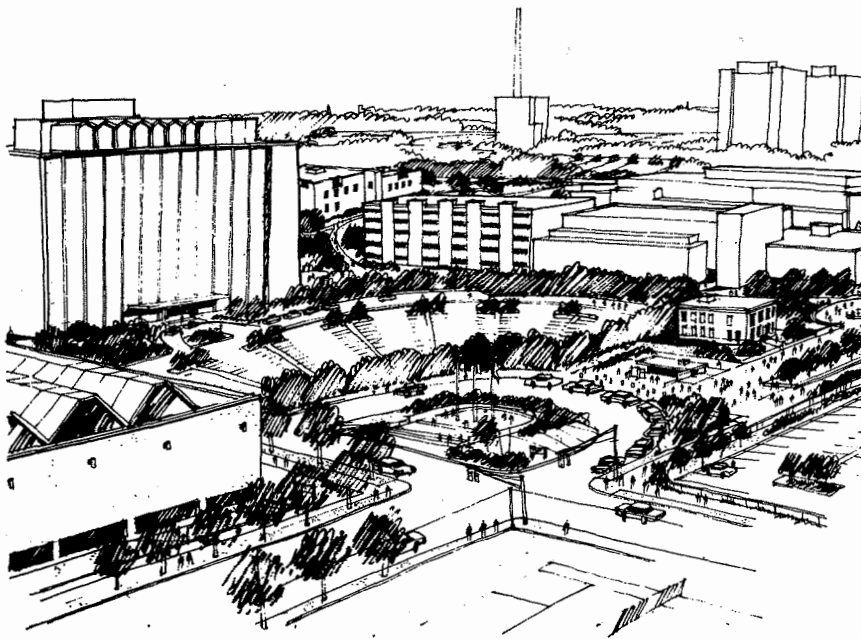
CR

SIXTH STREET PLAZA AND PARKING

Shown here is one of the four drop-off areas developed around the core of the campus. See page 25 for related discussion.



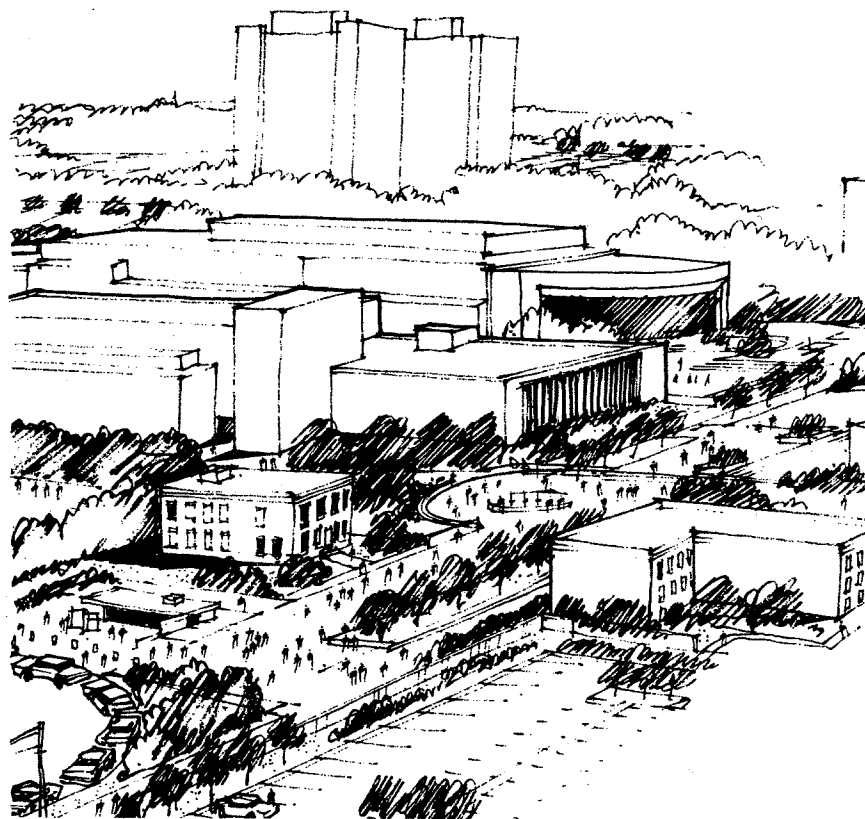
Aerial view of Sixth Street Plaza and Quadrangle looking northeast.



MAIN CAMPUS ENTRY

To compliment and complete the treatment of the Main Campus portal from Third Street onto Chestnut Street, a landscaped "Boulevard Effect" can be developed to provide a strong sense of entry and identity. This sequence may be terminated with a convenient and highly visible "arrival" point, developed in such a manner to provide visitor and short term parking, a drop-off area, and a campus information outlet. This arrival point at Fifth and Chestnut Streets would interact boldly with the pedestrian plazas leading into the heart of the campus.

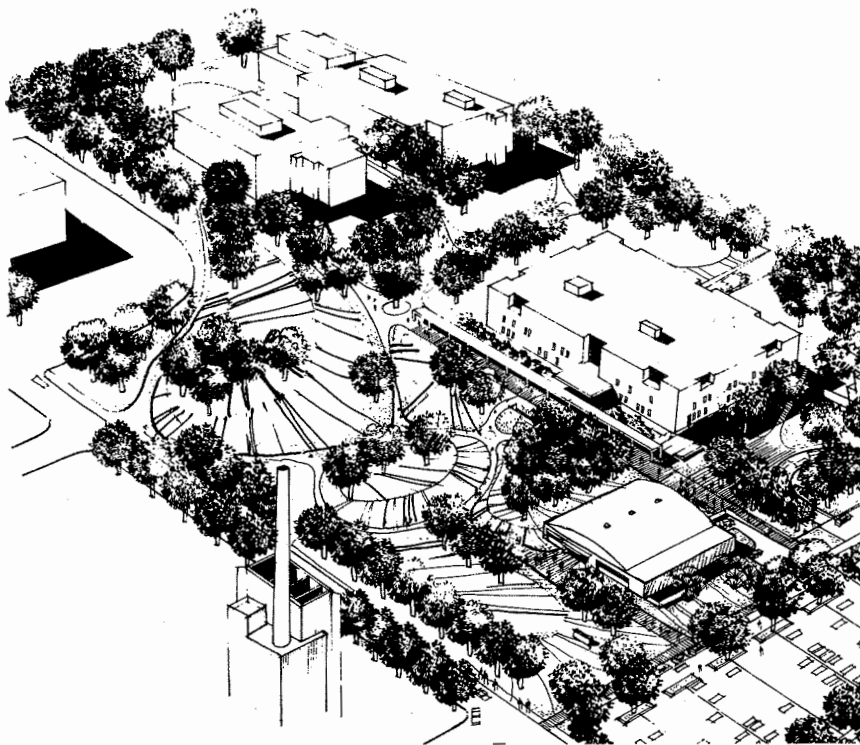
Aerial view looking northeast.



CHESTNUT STREET PLAZA

The closure of Chestnut Street to vehicular traffic and the development of a pedestrian zone predominantly urban in character with a variety of scales and activities is a direct response to the present intensity of pedestrian activity in an area that is equally intense in its vehicular traffic.

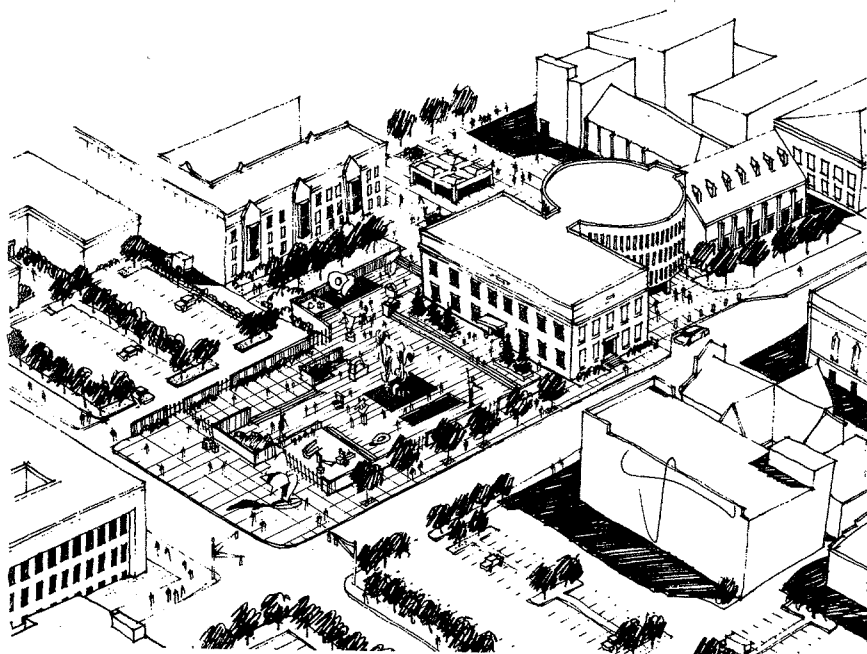
Sketch looking northeast of the pedestrian plaza at Sixth and Chestnut Streets.



LIBRARY PARK/ACADEMIC CORE

A large component of the proposed academic core can be seen in its relation to the library and Fine Arts Theater. Some suggestion of the park like character of the setting is expressed, especially in light of the adjacent park to the east of the library.

Aerial sketch looking southwest.



SWOPE ARTS TERRACE



At the northwest corner lot area of Seventh and Cherry Streets exists a strong potential to establish a link to downtown and the campus, as well as to create another form of "gateway" to the campus. The potential use of the Elks building for the Swope collection provides an opportunity to express the cultural nature of the campus.

Aerial sketch looking northwest.

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SUMMARY

The plan, developed as a result of this study, reflects the projected functional relationship of components for future implementation programs. It is predicated on assumptions, objectives, policies, principals and criteria enumerated throughout the report. The plan, by necessity is schematic in configuration, indicating only general ground coverage of suggested improvements. Specific implementation programs and their effects on the overall plan, must consider an on going process of refining and defining the necessary details for the ultimate decisions to be made. Thus we have begun, not finished the process.

