

CAMPUS PLAN PROGRESS REPORT NO. III
Preliminary Long Range Campus Plan

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Planning and Design Consultant
23 Main Street, Watertown, Mass.

December 1965

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TABLE OF CONTENTS

	<u>page</u>
<u>Letter of Transmittal</u>	
I. Introduction	1
II. Preliminary Design Objectives	4
III. Preliminary Land Use Objectives	9
IV. Preliminary Housing Objectives	14
V. Preliminary Parking and Traffic Objectives	18

LIST OF ILLUSTRATIONS

Figure	<u>following page</u>
1. Sketch Illustrative Plan	3
2. Sketch Land Use	8
3. Tentative Housing Site Allocations	13
4. Sketch Circulation Plan	17

Appendix

Outline Program: 30,000 Student Enrollment	21
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December 31, 1965

Dr. Howard R. Bowen, President
University of Iowa
Iowa City, Iowa

Dear Dr. Bowen:

We are pleased to submit Campus Plan Progress Report No. 3, "Preliminary Long Range Campus Plan". This report summarizes the materials presented to the Board of Regents on July 9, 1965, and represents an initial synthesis of the various factors of University expansion that have been studied this year.

The Preliminary Plan and its analytical basis, Progress Reports No. 1 and No. 2 should now be subjected to careful review and more detailed study to determine if the concepts adequately reflect the University's goals and programs, provide sufficient space for the growth of various departments, and organize the land and space in a workable arrangement. The Campus Plan will also have to be coordinated with the City's Urban Renewal Planning.

We wish to acknowledge the splendid cooperation and thoughtful advice of all at the University who have participated in this project, and we look forward to continuing these efforts in the coming year.

Sincerely,

Sasaki, Dawson, DeMay Associates, Inc.

John Adelberg

JA:cs

INTRODUCTION

Progress Report No. 3 presents a sketch long range campus plan for the University. The proposed plan accominodates an enrollment of 30,000 students, comprised of 17,000 undergraduates and 13,000 graduate and advanced students.

The plan culminates the preliminary planning studies conducted during 1965. Progress Report No. 1 outlined the University's estimated requirement for teaching and office facilities, examined alternate development concepts and recommended a southern expansion of the academic core of the University. Progress Report No. 2 developed space and land density standards for the University's proposed housing program as well as a first tentative site allocation of University housing facilities. The sketch plan presented in this report synthesizes the physical planning elements presented in the two prior reports into a physical framework which incorporates aesthetic and functional values.

The plan is preliminary and subject to change since it is based on assumptions of policy and rough estimates of program needs. In addition, the University exists in an urban environment adjacent to and overlapping the City's Central Business District. Currently, the City is developing an urban renewal project for the downtown commercial center and an area into which the University would expand. More detailed programming and planning studies must be made in order to properly dovetail University and Municipal development. Nevertheless, this sketch plan provides, for the first time, and overall context in which to test the many development decisions the University must make in the next few years. A delineation of the physical implications of University growth is a valuable aid in determining the goals, policies and programs which will shape and guide that growth.

Figure 1
SKETCH ILLUSTRATIVE PLAN
overleaf

SKETCH ILLUSTRATIVE PLAN

Figure 1

The Illustrative Plan depicts the overall design of the central campus area. The drawing indicates a three-dimensional arrangement of building volumes and open space. At this preliminary stage the building masses are based on approximated long range building programs and do not represent specific building shapes or locations.

The Sketch Plan proposes to retain the central skyline of the campus with the Old Capitol as a focus. More intense development could occur to the north and south in taller buildings which define the edges of the campus and command views of the river. Low buildings set back from Iowa Avenue will define the approach to the Pentacrest and the pedestrian axis from the West Campus. Another pedestrian axis also focusing on Old Capitol extends to the dormitory areas lying to the north and south.

From Park Road to Burlington Street and south of the Power Plant, the river front forms a major natural campus amenity. Its shore would provide areas for informal recreation and physical education. The wooded ravines on the West Campus offer another natural amenity which, like the river front, would be retained and improved.

Dormitory groupings would take advantage of their proximity to the existing natural features. The complexes would mix low and high rise structures to achieve good utilization of land, yet maintain the scale appropriate for residential use.

The Science Research Area would continue to grow along Iowa Avenue east of Old Capitol. Development would have to be moderate or high rise structures since land is limited relative to estimated requirements.

Development of the Fine Arts Center will take place on the west river bank around the existing Art Building and Theatre. Current architectural plans indicate a complex of low structures extending along the west bank giving an architectural edge to that side of the river.

The Schools of Nursing, Dentistry, Pharmacy and Medicine would occupy space in the Medical Center. Existing buildings are utilized in the proposed plan, but in the main, future space requirements for the three schools are met by new and larger structures.



SKETCH ILLUSTRATIVE PLAN

- EXISTING BUILDINGS
- FUTURE BUILDINGS

CAMPUS PLAN
UNIVERSITY OF IOWA
IOWA CITY, IOWA

BARBARA DAWSON, CLARK, ASSOCIATES, INC.
DESIGNED AND DRAWN BY BARBARA DAWSON, CLARK, ASSOCIATES, INC.
1000 WEST 10TH STREET, DES MOINES, IOWA 50319
JULY 1965

PRELIMINARY DESIGN OBJECTIVES

The primary design goal for the physical planning of the University is to capitalize on and improve the existing campus amenities, particularly the skyline, the river front open spaces, topographic features such as the ravines, and the basic design structure of the campus. In addition, the Preliminary Plan illustrates an arrangement of future buildings and space which would compliment the existing campus and provide a handsome environment for academic pursuits.

Main Campus Skyline

The University, the City and the State all have historical ties to the Pentacrest. Aside from its historical role, the complex has been developed skillfully over the years, and now, without doubt, the Pentacrest is the most significant grouping of buildings on the campus. Figure 1, the Sketch Illustrative Plan, suggests a way to achieve the necessary development in the central campus without impairing the visual dominance of the Pentacrest. New buildings are indicated between the Pentacrest and the river which should be no higher than the Memorial Union and set back from Iowa Avenue. These buildings compliment the existing allee of green and reinforce the axial approach to the Old Capitol. Buildings south of the Pentacrest should increase in height. This development would tend to balance the existing high skyline lying north of the Old Capitol.

Riverfront Development

It is suggested that the riverfront land on the east bank north of the Union extending to Park Road be retained for open space and recreational uses. This area would partially replace the women's playfields west of the Pentacrest which would best be used for new academic buildings. Additional playfields would be related to other student housing areas and the existing athletic facilities. Development between the Iowa Avenue and Burlington Street bridges would combine open space with academic buildings. Since the area is within the teaching core of the University, the development must be intense, yet should give the visual impression of being open and informal. This could be achieved by varying the setback from the river's edge and the heights of buildings along it.

The river south of Burlington Avenue has never been developed with any thought to appearance, but it, too, offers a potential for beautification and a use relating to the University. The plan proposes a screen of planting to soften the close-up view of the Power Plant. Farther south, the river provides the opportunity to develop playfields and recreation areas for student housing that would be located south of the Central Business District.

Residential Areas

The Sketch Illustrative Plan suggests dormitory complexes which mix high and low structures in an overall development. The mixture of high and low buildings tends to impart a more residential scale to the student living area. The dormitories south of Court Street assume a more urban character while the Melrose area dorms could take advantage of the topography and be developed somewhat more informally.

Medical Center Area

The Medical Center Campus should experience a rapid growth in physical plant during the next few years, yet very little land is available for expansion. It will be necessary to consolidate land parcels and restructure the circulation and parking. The Sketch Plan illustrates a possible development potential of the area which preserves and accentuates many of the existing visual amenities while providing for considerably more building area. A memorandum dated June 24, 1965, discusses the aesthetic and function considerations of the Medical Center.

Development in the Medical Center Area should respect the river bluffs and ravine. Low buildings placed back from the crests of either bluffs or ravines would not infringe upon the integrity of the natural open spaces. Sites for taller structures, available farther from the crests, would provide a building foreground and permit landscape development which will serve to blend future high-rise structures with the existing medical facilities.

Axial Design Structure

The design concept utilizes the significant axes that presently structure the Campus and focus on Old Capitol to establish the principal lines of pedestrian flow. These major axes are Capitol Street, in a north-south direction, and Iowa Avenue, in an east-west direction.

The Capitol Street axis, both north and south of the Pentacrest, recognizes the linear structure of the East Campus resulting from its containment on the west by the river and the east by the downtown area. As a pedestrian way, the axis would knit together functional areas and provide a means to separate vehicular traffic from foot traffic. North of the Pentacrest, this axis would lead from the existing women's dormitories to the teaching core. Traffic on North Capitol could be limited to service vehicles and garage access. Capitol Street from the future dormitories south of Court Street to Washington Street could be closed. Residential, academic and parking structures along allee of trees impart a strong sense of linkage between teaching and living activities.

The second major pedestrian spine lies along Iowa Avenue and utilizes the Iowa Avenue Bridge as a connecting link between East and West Campuses. East of the Pentacrest, Iowa Avenue may be recreated as a boulevard-

type street through the downtown area under the City's urban renewal program. On the West Bank, the highway overpass leads to a ravine which in turn provides access to the dormitory, pharmacy, field house and medical area. Previous landscape improvements to the ravine and its natural character make an extremely pleasing environment. The East-West Axis differs considerably in character from the North-South spine. The north-south linkage is formal and sharply defined by buildings while the east-west axis is open, spacious and formal only at its eastern end.



Figure 2
SKETCH LAND USE
overleaf

SKETCH LAND USE







Figure 2

The concept of the future functional organization of the campus calls for a compact and centralized teaching core on the east side, strongly supported by close-in housing, recreational and ancillary facilities on both sides of the river. The teaching core would contain the majority of undergraduate and graduate instructional facilities for classes that are scheduled within a ten-minute class change interval. The size of the teaching core is therefore determined by the average distance that can be covered on foot during the interval between classes, as indicated by the circle on the sketch land use map.

Academic, research and housing activities are also located on the west bank of the river, and as the University grows the demarcation between east and west campuses would become less pronounced. For instance, recreational and athletic facilities now found primarily on the west bank would be greatly expanded on the east campus. Conversely, academic functions such as fine arts, life sciences, nursing and dentistry would be newly developed on the west side. In the future the major academic, dormitory and support activities of the University would occupy a central campus area generally from the Athletic Fields on the west to Gilbert Street on the east; and from Park Road on the north to the Rock Island Railroad on the south. Outlying University properties would be allocated to less intensive activities for which central locations are not required.



SKETCH LAND USE

- | | | |
|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
|  INSTRUCTIONAL & RESEARCH |  SPORTS & RECREATION |  MAJOR PARKING AREA |
|  SUPPORTING FACILITIES |  HOUSING |  UNIVERSITY WIDE FACILITIES |

SCALE 1" = 1000' 0' 200' 400' 600' 800' 1000'
JULY 1988

CAMPUS PLAN
UNIVERSITY OF IOWA
IOWA CITY, IOWA
SABAKI DAWSON DEWAY ASSOCIATES, INC.

PRELIMINARY LAND USE OBJECTIVES

Figure 2, Sketch Land Use, delineates the organization of general areas required for the functions and activities of the University. The size of the areas occupied by various functions are based on estimates of future land requirements as identified in Progress Reports No. 1 and No. 2. (See Appendix).

The functional organization proposed in the plan reflects certain basic objectives. Among these are the following:

1. A grouping of the majority of scheduled teaching space within a central and conveniently traversed area related to the main Library.
2. An organization of land uses along the lines of related functional and disciplinary groupings.
3. Close integration of housing and teaching areas to maximize pedestrian movement over vehicular movement.
4. A balanced mixture of functions on both sides of the river. In particular, the strengthening of housing and recreational uses on the east side.
5. Maximize support of and interconnection with the Central Business District.
6. Appropriate and attractive development of the river front for recreational uses.
7. The provision and arrangement of parking to reduce traffic through core areas.

Instructional and Research

Academically, the University would be organized around four main teaching and/or research centers. On the east bank, the teaching core would contain general classroom and faculty space for most Liberal Arts disciplines, as well as Engineering. Humanities and Social Sciences would develop around the Library. Engineering and Sciences would expand south of the Pentacrest along Madison, Burlington and Clinton Streets. Another group of Sciences is located at the northern edge of the teaching core. This arrangement would locate undergraduate science facilities primarily within the teaching core, allowing land between Dubuque and Gilbert Streets in the general East Hall vicinity to be reserved as a center of research and graduate level work in the Physical Sciences. Use of East Hall as a major general classroom facility should be gradually phased out

as new classroom space is developed within the teaching core.

On the west bank, the major academic centers include the Health Sciences, Fine Arts and the Law School. Health Sciences would be an integral part of the general Medical Center development and would include the Colleges of Medicine, Dentistry and Nursing. In general, teaching facilities would occupy the eastern portion of the Medical Center Area, while hospital and research facilities would be developed north, west and south of the existing buildings. Expansion room for the Medical Center is limited because of physical barriers and existing uses. The Medical Area, therefore, will have to be developed at higher densities to accommodate future programs.

The Fine Arts Center will bring together the various disciplines of the creative arts in a single location along the west bank of the Iowa River. The Law School site provides sufficient room for growth of its program.

Laboratory School

A portion of the abandoned Upper Nine of the Old Finkbine Golf Course would provide a site for the proposed University Laboratory School. Good access to the City's traffic system exists and would be improved in the future when the Sunset Road-Rocky Shore Road connection is completed. Access is important since students will be drawn from the entire Iowa City School District.

The Laboratory School's site would be convenient to the Medical Center, especially the Hospital School, and thus facilitate the School of Education's participation in the program for handicapped children. The site area indicated can accommodate a facility for the currently-planned enrollment of 1,200 students.

Physical Education, Sports and Recreation

New recreational and physical educational areas and facilities are indicated in the plan with a view toward a better integration of these activities with student housing.

The present Field House and Stadium Area would remain as the center of intercollegiate sports and physical education, but would also become one of three recreation centers related to the major dormitory groupings. Plans for remodelling the Field House, now being considered by the University, would provide more student facilities for general recreation and intra-murals. The outdoor playfields expand into the Finkbine Park Temporary Housing area, and the Stadium Park Temporary Housing area would become a parking area, primarily for sport events, but also for student car storage.

A new recreation building, proposed west of Burge Hall, would provide new space for women's physical education instruction and informal recreation. Necessary outdoor play areas can be developed along the river bank from the Union to the Park Road Bridge.

Another new recreation building is suggested to serve the dormitory complex south of Court Street. Outdoor activity areas can be provided about a block away. Both of these new facilities on the east side could accommodate physical education courses in the morning and early afternoon hours, while providing recreation facilities for the dormitory residents later on. These locations close to the teaching core are convenient for students who must attend class prior to or just after physical education instruction.

Physical Plant Area

The preliminary plan indicates that the existing permanent physical plant facilities and those requiring a location within the campus will continue in the areas south of Burlington Street. It is suggested, however, that the existing shops, garages and open storage areas which have deteriorated physically or represent a minor investment in structure, be relocated on a new site away from the main campus. A new physical plant area offers the following advantages. First, adequate land area would be available. Second, future shop buildings can assume an industrial character rather than attempting to blend with the surrounding dormitories. Third, it would provide more land for expansion of physical plant functions which must remain close-in or for other academic or housing uses.

Figure 3

**TENTATIVE HOUSING SITE
ALLOCATION**

overleaf

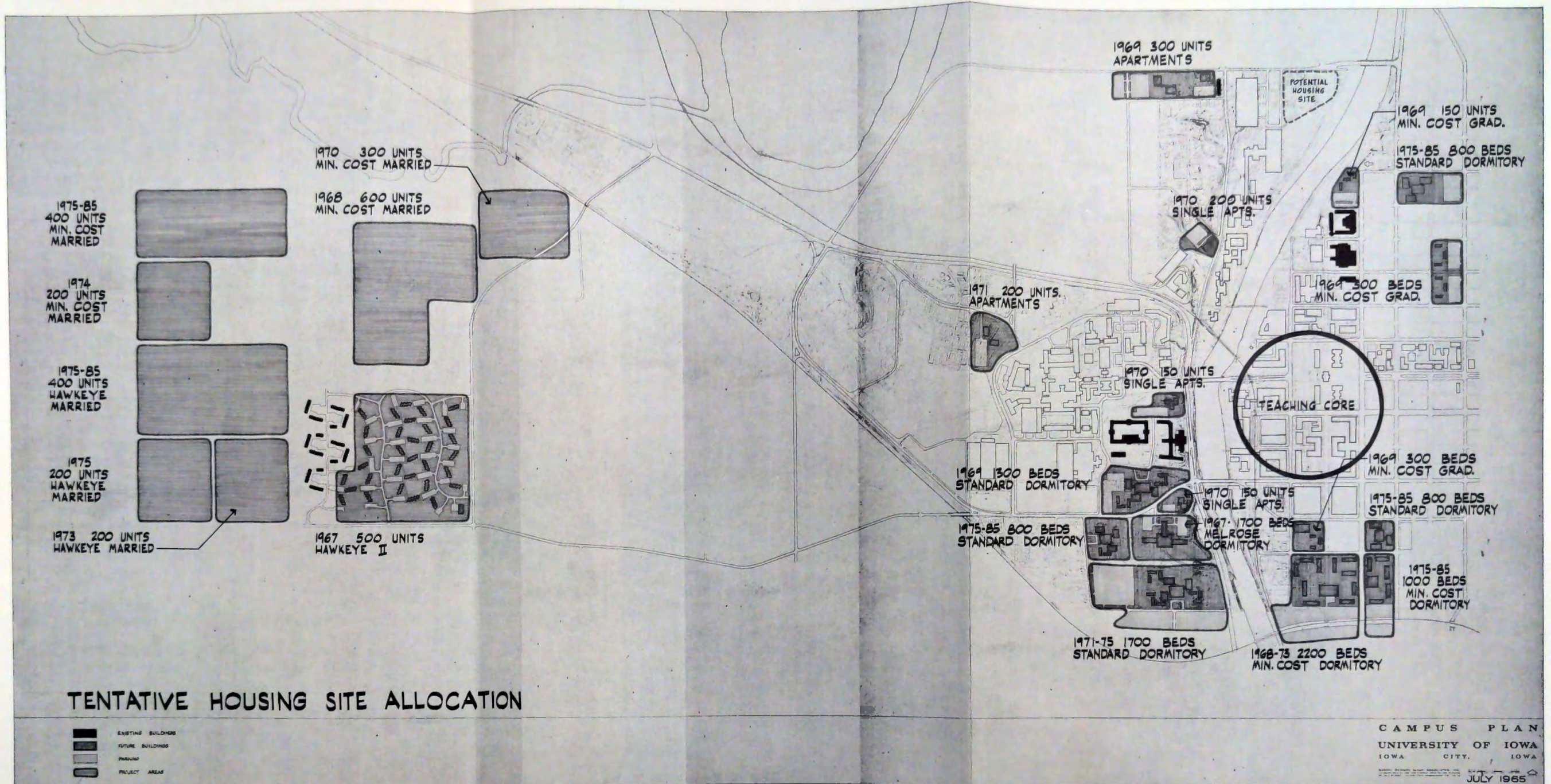
TENTATIVE HOUSING SITE ALLOCATION

Figure 3

The map opposite illustrates the relationship of the various housing areas to the future teaching core of the University and indicates the total number of new housing units proposed in the various areas and the year that they will be constructed. Proposed locations both on University property and on property which the University might obtain in the future remain tentative until all facets of campus expansion are evaluated and meshed with the City's downtown planning.

The largest grouping of single students will occur on the West Campus as an extension of the present men's dormitory area. It is proposed to add 5,800 co-ed units, bringing the total number of single student units to 8,000. The area south of Court Street is close to the teaching core of the University as well as the City's Central Business District. Approximately 4,300 co-ed dormitory units are suggested for this site. An additional 1,250 units are proposed in the general vicinity of the existing women's dormitories, making the total number of students in this area 4,300.

Most of the proposed married student housing is located in the Hawkeye Village area. At the present time, 200 garden type units are in use and another 500 expect to be constructed. An additional 2,300 units could be accommodated as an integral part of the existing development. Apartments for married couples without children or possibly with a single child will be located closer to the center. Currently, 200 of these units are proposed west of the Medical Center and another 300 units are proposed west of Parklawn.



PRELIMINARY HOUSING OBJECTIVES

Programs and Criteria

The tentative housing programs proposed by the University were the subject of considerable preliminary study which was summarized in Progress Report No. 2, dated May 1, 1965. Space standards, housing modules and staging for the proposed housing have remained essentially unchanged; however, the tentative locations of projects made in May, 1965 have been slightly modified. Figure 3 illustrates the current proposed locations for the various housing units.

The University proposes to house 17,000 single students or 75% of the single student enrollment and 3,700 married students or 50% of the married student enrollment. The number of off-campus single students will remain at slightly more than 4,000. Off-campus married housing will increase from 2,000 units in 1963 to slightly less than 4,000 units.

It is desirable to locate single student housing as close as possible to the academic centers of the University, preferably within a ten to fifteen minute walk. A relatively close location facilitates the movement of students between classes and living quarters and enables students to return to the dormitory dining halls for the noon meal. A walk longer than fifteen minutes would encourage the use of the automobile.

Married housing falls into two general categories: higher density housing for couples without children, or perhaps with one child, and low density housing for family housing where low buildings and open space are needed for children. These types of housing need not be always completely segregated. Indeed it would be desirable to provide a reasonable mix of all kinds of housing where appropriate to do so. In general terms, the preliminary plan allocates family housing to the Hawkeye area where sufficient land is available for low density development. Higher density married housing is indicated closer to the central campus.

Tentative Housing Areas

Three groupings of single student housing are indicated in the plan:

1. The land south of Court Street in the vicinity of Capitol Street could provide sites for undergraduate and graduate housing. The areas delineated could accommodate approximately 4,300 students, and are based on space standards required for predominantly "minimum-cost" type facilities. Students in this area would be close to the University Library, the Union and the downtown area. Storage parking is indicated as part of the development.

2. Development north of the teaching core in the vicinity of the existing women's dormitories could accommodate approximately 1,250 additional undergraduate and graduate students. Adding this number to the existing 3,100 capacity, a total of 4,350 students would be housed here. Areas delineated are based on space standards for "minimum-cost" and "standard" types of facilities.
3. The largest new dormitory area, south of the existing men's housing on the west bank could contain slightly less than 6,000 men and women students. Including the existing buildings, the total area could serve 8,000 students. The separate stages of development are clustered into four sub-units, separated by landscaping and the natural topographic features of the site. Within each cluster, the physical arrangement of dormitory and dining buildings could blend both high-rise and walk-up units creating complexes with attractive and appealing residential qualities. Areas delineated are based on space standards for "standard" type of dormitory facilities. Apartments for single students are also included in this major housing area as well as on a site north of the Law School. Potentially, a fourth single student housing area lies at the north end of the Fine Arts Center. Studies are currently underway to determine if single student housing could be designed in a manner compatible with the Fine Arts development.

Two areas have been allocated to higher density married housing. 200 of these units are tentatively sited west of the Hospital and an additional 300 units are located along Park Road, west of Riverside Drive.

The area around the existing Hawkeye Village contains sufficient land to accommodate the 2,300 proposed low density family housing units. These units are in addition to the existing 200 units and the 500 Hawkeye II units. Areas delineated are based on space standards for both "minimum-cost" and "Hawkeye-type" units.

Figure 4
SKETCH CIRCULATION PLAN
overleaf

SKETCH CIRCULATION PLAN

Figure 4

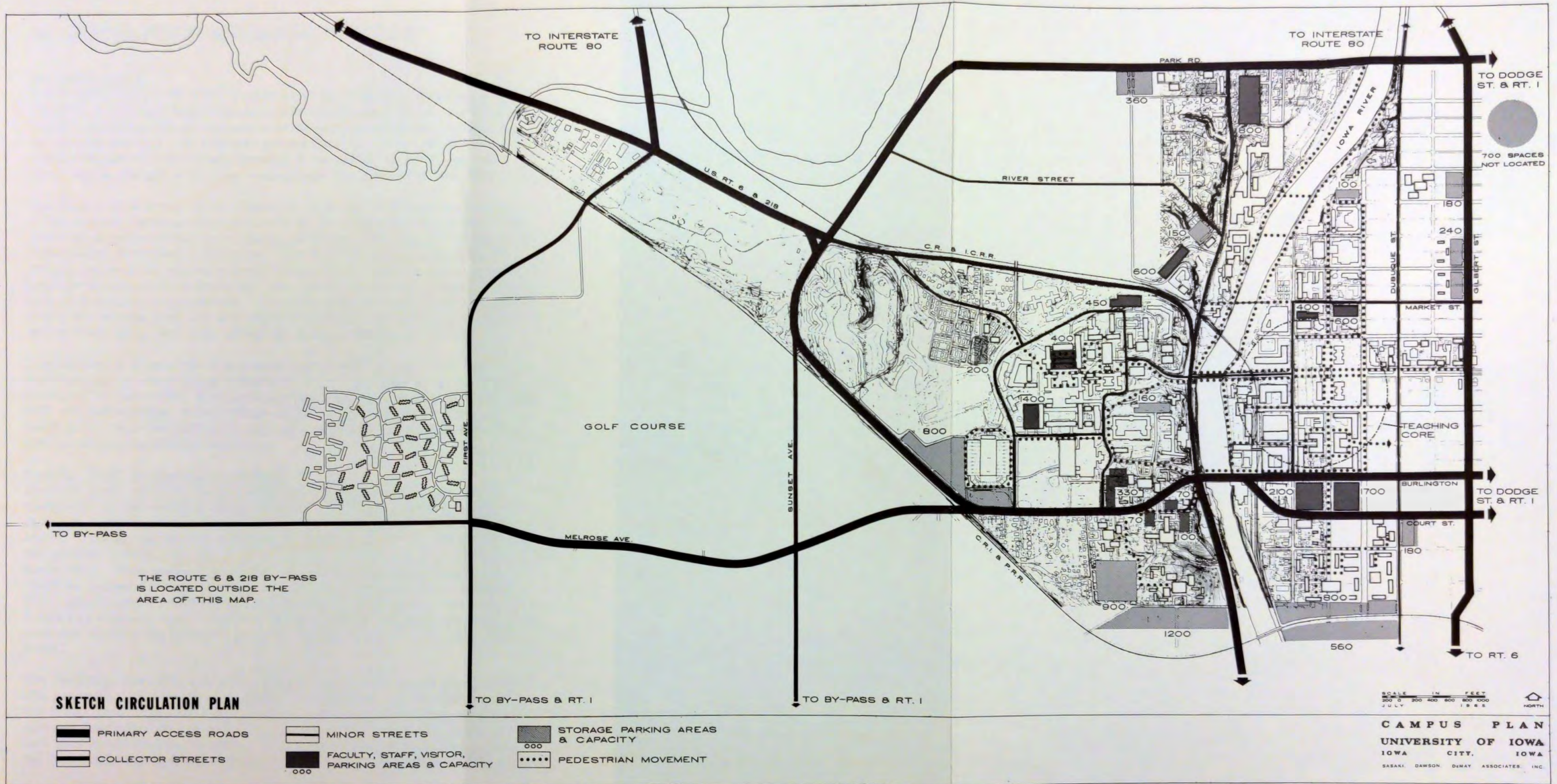
The Sketch Circulation Plan sets forth a concept or intent rather than a definitive solution for the complex problems of traffic curculation. At the present time, the campus is bisected by the two most heavily traveled routes in the Iowa City Urban Area, Route 6-218 and Iowa Avenue Bridge. Other routes within the campus area are also heavily traveled. The goal of the circulation concept is to relieve these heavy internal campus flows while maintaining necessary intra-city circulation.

Heavy traffic is disruptive to a campus or a downtown; and in the core areas it is particularly harmful because of the heavy concentration of pedestrians that are present. The Sketch Circulation Plan suggests arterials which surround the contiguous core activities of the Medical Center, the East Campus and the Central Business District. The various roads permit traffic which is not destined to these cores to by-pass the congested areas easily. The roads also serve as the primary access to the various parking areas which surround the two University core activities and which undoubtedly will surround the Central Business District.

Traffic flow within and through the cores would still be possible but would be reduced so that student movements between classroom buildings would not be hindered and that the shopper could cross between commercial establishments with a minimum of delay.

The major features of the circulation concept include:

1. A connection of U.S. Route 6-218 to Melrose Avenue along the Rock Island Railroad.
2. Connection across the river of Melrose Avenue to Burlington-Court Street.
3. Tieing of Park Road-Rocky Shore Drive to Dodge Street on the east and to the Melrose connection proposed in 1 above with a new intersection at U.S. 6-218.
4. The diverting of Newton Road to create an internal circulation loop for Medical Center.



PRELIMINARY PARKING AND TRAFFIC OBJECTIVES

Storage Parking

In the past, about 10% of the women and 50% of the men resident students registered cars and thus required a storage parking space. As the University increases its on-campus housing accommodations, the demand for storage parking will increase proportionally. At the 30,000 student enrollment level, the storage demand is estimated at 6,000 spaces, assuming no change in current student auto use policies of the University.

The Sketch Circulation Plan, Figure 4, indicates the tentative location of the storage parking areas proposed by the Preliminary Campus Plan. The Plan accommodates the majority of storage space south of two of the three major dormitory complexes. The third complex, generally comprising the existing women's dormitories, also requires storage parking; however a suitable location is not now readily apparent. Figure 4 makes note of this latter requirement. The suggested storage areas are generally far enough from the dormitories to discourage students from casual use of their cars, yet close enough to make parking convenient.

The storage of student cars occupies a great deal of land, and the proliferation of automobiles compounds traffic congestion on the East Campus. In the future, it is probable that a great percentage of students will own automobiles. Restrictions on the use of cars by students is a basic policy step the University can take to reduce congestion and the amount of parking it must provide.

Faculty, Staff and Commuter Parking

Faculty, staff, visitors and commuting student parking is the largest component of University parking demand. This demand has been estimated at 8,000 spaces and is in addition to storage parking requirement above. Ideally, parking should be reasonably close to the destination of the parker, that is, his office, place of work, or the commuting student's home base. This parking, however, generally is of long duration and could be located three or four blocks from final destinations. In Iowa City, unfortunately, land several blocks from the academic areas is as limited as adjacent land. For this reason, the Preliminary Campus Plan provides most of the necessary spaces through the use of parking structures.

The teaching, research and administrative activities on the East Campus will generate a parking demand roughly estimated at 5,600 spaces out of the 8,000 total. The plan suggests two multi-leveled parking structures between Burlington Street and Court Street which would contain slightly less than 4,000 spaces. Another 1,000 spaces are immediately north of the University's proposed teaching core. The capacity of the existing parking

ramp can be expanded to 400 spaces and a new structure containing about 600 parking spaces is indicated at the corner of Market and Clinton. The remaining East Campus parking demand (approximately 600 spaces) would be accommodated in facilities on the west side of the river. A proposed parking structure lies west of the Law Building and another is located at the Riverside Drive-Park Road intersection. These two structures serve a dual role. The Law Building garage would normally provide parking for the College of Law as well as East Campus, but can be used by the patrons of the University's Art Galleries or as overflow parking for drama and musical presentations. The garage south of Park Road is located primarily to serve the proposed auditorium and recital hall, but can also be used for daytime parking for commuters and staff.

Parking demands will be increased around the Medical Center-Field House Area by the large number of hospital and dental visitors and outpatients. The large parking demand and the limited amount of available land again requires use of multi-leveled parking structures. The plan shows slightly more than 2,200 spaces accommodated in parking structures surrounding the medical complex. Even greater capacities are possible. In addition to these parking facilities, the West Campus would contain a number of surface lots to supplement the parking structures and provide parking near the Field House and dormitories. The various dormitory clusters contain parking areas for employees and visitors. In the evening, these lots could be used for student social activities.

Vehicular Circulation

The Sketch Circulation Plan (Figure 4) illustrates a concept of overall vehicular flow. Known City and State plans or proposals for circulation improvements have been incorporated into the Sketch Circulation Plan (e.g. Park Road and Sunset improvements and widening of the Burlington Bridge). As outlined earlier, parking areas provided by the University are located to encourage traffic to approach and enter the campus at its edges. The improved or proposed roads encircle the core activities; feed inwards to provide access to parking areas. The concept distributes traffic around a large peripheral loop, as against the present situation which concentrates traffic in the central area on a very short length of road. The concept suggests roads to encourage traffic to skirt the edges of the Medical Center, the East Campus and the Central Business District. The primary access routes suggested would provide direct and convenient access to major University and Central Business District parking areas and would shorten travel times for trips from one portion of the City to another. The main features of this circulation concept are as follows:

1. **Primary east-west access routes could include an improved Rocky Shore Road and Park Road with an extension to Dodge Street, and a new connection to Melrose Avenue, parallel to the Rock Island Railroad through University land. These**

routes would meet at a new intersection on U.S. 6-218, adjacent to the Lower Finkbine Golf Course. City and University traffic could then flow between east and west without penetrating the Central Business District or the teaching core of the University.

2. A direct connection between Melrose Avenue and the Burlington Street Bridge could replace the present circuitous Grand Avenue connection. This new connection would greatly facilitate east-west movements to the Medical Center, the East Campus and the Central Business District. The route would serve the major University parking areas on the East Campus directly and reduce the necessity to traverse the teaching core. Farther east, the Melrose-Burlington route would connect a north-south route to increase accessibility to University parking areas.
3. A primary north-south access route in the vicinity of Gilbert Street would serve the Central Business District and the University. The campus and the downtown areas are similar in that both are intensively used areas where pedestrian traffic must be safe and convenient between different classroom buildings or commercial establishments. Neither should be congested with heavy or fast moving traffic that might disrupt pedestrian movement. The suggested route would place through traffic outside both core areas yet provide convenient access to the major downtown parking facilities.
4. An inner loop or ring road encircling the Medical Center would connect to the Melrose-Burlington route, U.S. 6-218 and Riverside Drive. The portion of Newton Road, which presently divides the Medical Area, would shift to a position just north of the present Psychopathic and Rehabilitations Hospitals to form the northern leg of the loop road. Other existing roads would form the remaining segments of the circulation ring. The major parking areas would surround the Medical Area and lie adjacent to the loop road.

Presently, most traffic destined for any part of the Medical Center must travel through it on Newton Road to reach the major parking areas. A large volume of traffic on a short length of road naturally creates considerable congestion. The loop road and its several points of connections would sort traffic into a number of smaller volumes destined for particular facilities within the Medical Center. The relocation of Newton Road would discourage its use by traffic not destined to the Medical Center.

APPENDIX

OUTLINE PROGRAM: 30,000 STUDENT ENROLLMENT

(See Progress Reports No. 1 and No. 2 for detailed data and methodology)

Building Space and Land Needs for an Additional 15,000 Students¹

Classroom and Teaching Labs	1,125,000 Gr. Sq. Ft.	21.7 ac. ²
Research Space and Offices for Faculty and Administration	495,000 Gr. Sq. Ft.	(upper floors)
Supporting Facilities	1,305,000 Gr. Sq. Ft.	25.0 ac. ²
<hr/>		
TOTAL	2,925,000 Gr. Sq. Ft.	46.7 ac.

¹ Assumes that existing buildings and buildings under construction will provide accommodations for 15,000 students.

² At an assumed land coverage of 30%.

Parking Required

Faculty, Staff and Commuters	
East Campus	5,600 spaces ¹
West Campus	2,400 spaces ¹
Visitors	300 spaces ²
Hospital Visitors	500 spaces ³
Storage Parking	
On Campus Residents	6,000 spaces ⁴

¹ These figures assume that 70% of the personnel using campus parking during the day will do so during the same period.

² Estimated at 1% of enrollment.

³ Estimated at 0.5 spaces per hospital bed.

⁴ Estimated at: 0.3 spaces per undergraduate dormitory bed.
0.7 per apartment or graduate dormitory bed.

Physical Education - Recreation Playfields

Total Area Requirements	35 Acres ¹
Existing Area	18 Acres
<hr/>	
Additional Requirement	17 Acres

¹Based on data contained in a Big Ten University survey conducted in 1958-59 entitled "Sports and Physical Play Areas."

University Housing - Total Enrollment

Single Students

Existing 1963	3,864 Beds
Proposed Total	16,880 Beds

Married Students

Existing 1963	885 ¹ Units
Proposed Total	3,720 Units

¹Includes 665 temporary units to be removed.