Chapter 3
Preferred Concept

THE UNIVERSITY OF KANSAS
2014–2024 CAMPUS MASTER PLAN

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Great campuses present a coherent whole from the sum of their parts, with their buildings and grounds holding equal importance in defining the character of place. Nowhere is that more evident than at the University of Kansas. Each new project must contribute to the campus fabric as well as support the university’s strategic vision.

This chapter describes the preferred concept for aligning development with the goals of Bold Aspirations in order to knit the Lawrence campus into a cohesive whole. Recommendations for both the Lawrence and Edwards campuses are included and focus on creating sustainable land use patterns as well as academic and research communities that will enhance student success and life on campus.
10-YEAR PLAN

The master plan program, as described in Chapter 2, is the list of potential projects to be implemented over the 10-year planning horizon as a result of the alignment of space needs with the strategic plan. They are in no particular order, as priorities change over time. Projects are categorized as Academic, Student Affairs, Auxiliaries, and Athletics. Edwards campus projects are also listed.

Academic projects respond to the current and projected space deficits, with the goal of adding much needed new science and research space, and increasing the use of technology to allow implementation of new blended learning models and creation of flexible learning spaces. Proposed projects include North District renovations to remove or relocate non-essential administrative uses for more purely academic uses, new science buildings in the Central District, and new construction in the West District that continues to accommodate anticipated research growth.

Student Affairs projects, including an addition of a natatorium to the recreation center, expanded space for student services, and renovations to the health center address the success, health, and activity needs of the university.

Proposed Auxiliary projects, including replacement of a portion of the existing freshman housing and renovations to several other residential buildings, will improve student life. A possible new parking garage and improvements to parking areas will help accommodate vehicular access and cars on campus. Another exciting opportunity is for a proposed mixed-use development at the corner of 19th and Iowa streets. It would provide upper-division and graduate student housing, academic program space, as well as carefully chosen retail spaces. This project could link the Central and West districts by a potential pedestrian bridge to a university office building proposed for the west side of Iowa Street.

Anticipated Athletics projects include the DeBruce Center, a new facility that will provide dining and meeting facilities for students, faculty, and visitors. Moreover, it will become the permanent home of James Naismith's original “Rules of Basketball” as connected to the northeast corner of historic Allen Fieldhouse. Other anticipated projects include improvements to Memorial Stadium, and an indoor football practice facility.

Potential projects that involve partnership with the university’s host community of Lawrence include a transit transfer center, and a possible conference center.

In order to better understand the areas of potential development within each district, Figure 3-1 illustrates significant campus zones. These zones are:

- South Slope Zone (North District)
- Irving Hill Zone (Central District)
- 19th Street Mixed-Use Zone (Central District)
- Research Sciences Zone (West District)
- Research Partnership Zone (West District)

Figure 3-2 illustrates potential sites for projects in the 10-year planning horizon. Many are located in the significant development zones as defined. In addition, each project is numbered and short descriptions have been provided for quick review. It is important to point out that projects will evolve and may take greater or lesser priority over the next ten years while some may not be completed at all.

Edwards campus projects are presented at the end of Chapter 3.
FIGURE 3-1: SIGNIFICANT CAMPUS ZONES

South Slope Zone
Includes the proposed Sunnyside Lawn

Irving Hill Zone
Includes the proposed Stouffer Green

19th Street Mixed-Use Zone

Research Sciences Zone

Research Partnership Zone
### PROPOSED BUILDING PROJECTS

#### ACADEMIC PROJECTS

1. School of Business
2. Earth, Energy Environment Center North
3. Earth, Energy Environment Center South
4. Central Physical Plant Building Improvements
5. Integrated Sciences 1
6. Haworth Hall Renovation - Phase 1
7. Integrated Sciences 2
8. Haworth Hall Renovation - Phase 2
9. Integrated Sciences 3
10. Haworth Hall Renovation - Phase 3
11. Integrated Sciences 4
12. Simons Addition
13. Pharmaceutical Chemistry Lab Building*
14. School of Pharmacy Research Lab Expansion
15. West District Animal Facility
16. Interdisciplinary Research Center
17. Life Science Research Lab**
18. Life Science Research Lab**
19. Summerfield Renovation
20. Spencer Art Museum Renovation
21. Spencer Art Museum Addition
22. Ansultz Library Conversion
23. Ansultz “Convergence” Center
24. Watson Library Renovations
25. Library Annex Storage Module Addition
26. Library Annex Processing / Office Expansion
27. Malott Hall Renovations - Multiple Phases
28. Research Building #1
29. Research Building #2
30. Research Building #3
31. Lied Center Expansion
32. Theater Scene Shop Addition
33. Robinson Renovation
34. University Office Building
35. Carruth-O’Leary Hall
36. Not Used
37. Facilities Administration Building
38. Oldfather Studios**
39. Lindley Renovations
40. Lippincott Stacks Demolition*

#### STUDENT AFFAIRS PROJECTS

41. Watkins Health Center
42. Ambler Student Rec Fitness Center Natatorium Addition
43. Outdoor Recreation Fields
44. Student Center Space
45. Replacement Tennis Courts

#### AUXILIARIES PROJECTS

46. Freshman Housing
47. McCollum Demolition*
48. Mixed Use Development
49. Jayhawker Towers B & C
50. Scholarship Halls Renovations
51. Parking Improvements Program†
52. Parking Garage Options

#### ATHLETICS PROJECTS

53. DeBruce Center
54. Memorial Stadium Improvements
55. Indoor Football Practice Facility Options

#### OTHER PROJECTS

56. Not Used
57. Transit Transfer Center
58. Conference Center

#### EDWARDS CAMPUS PROJECTS†

59. Regents Center Addition
60. Renovation of Jayhawk Central
61. Building #4

* Demolition Project - Not shown on this plan  
** Project Not in North, Central, or West Districts - Not shown on this plan  
†† Campuswide Improvements - Not shown on this plan  
††† Shown at end of Chapter 3
ACADEMIC PROJECTS

1. School of Business: Currently in design, this new building provides for increased enrollment, expanded programs and outreach, and will vacate Summerfield Hall.

2. Earth, Energy and Environment Center North and South: Based on the strategic initiative theme Sustaining the Planet, Powering the World. Additions to Lindley Hall support evolving programs in geology and petroleum engineering to address the next generation of energy, environmental assessment, and program outreach.

3. Central Plant Building Improvements: This project entails heating and cooling system improvements and building structural modifications necessary to address the firm capacity for current demands and additional capacity to support future academic and research facilities.

4. Integrated Sciences 1: This new facility addresses high priority needs for program space in the basic sciences, including teaching labs, collaborative classrooms, and experiential research labs to support current and growing enrollment.

5. Haworth Hall Renovations Phases 1, 2, and 3: This project addresses necessary upgrades to deteriorated science teaching and research facilities.

6. Integrated Sciences 2, 3, and 4: These projects provide additional collaborative teaching labs, research labs, and outreach representing the next generation of facilities for multidisciplinary science.

7. Simons Addition: This project provides an addition to the existing pharmaceutical chemistry research lab supporting the strategic initiative theme, Promoting Well-Being, Finding Cures.

8. Pharmaceutical Chemistry Lab Building: Demolition of this building coincides with completion of Simons Addition.

9. School of Pharmacy Research Lab Expansion: This addition, on a site adjacent to the School of Pharmacy teaching and administration facility, provides state-of-the-art research lab and lab support space to be relocated from Malott Hall.

10. West District Animal Facility: This facility replaces vivarium space from Malott Hall and complements Pharmacy and other sciences research.

11. Interdisciplinary Research Center: This project embraces our strategic initiative theme Promoting Well-Being, Finding Cures by providing lab space for foundation hires and initiatives focused on multidisciplinary biology and chemistry research.

12. Life Sciences Research Lab: This project addresses necessary renovations and upgrades to the HVAC system and additional research and process development labs for expanding programs in engineering and other disciplines involving industry partners.

13. Summerfield Renovation: The move of the School of Business provides the opportunity to renovate for needed academic and student support programs.

14. Lied Center Expansion: This project provides a black box theater venue and other performance space.

15. Library Annex Processing / Office Expansion: This project provides additional space for the accessioning and processing of library materials.

16. Malott Hall Renovations: This project requires continued evaluation for potential reuse or selective demolition.

17. Research Buildings #1, #2, and #3: Public-private partnerships leverage resources to provide square footage for research, start-ups, and industry partnerships.

18. Anschutz Library Conversion: This project addresses the need for continued conversion of square footage from library stacks to technology-enriched learning commons space.

19. Anschutz “Convergence” Center: This project provides space for the integration of new technologies to support curriculum redesign efforts and connection to Anschutz Library service and professional staff.

20. Watson Library Renovations: This project addresses building system deferred maintenance, interior reconfiguration for suitable study space, and removal of existing stacks as print collections are relocated to the high-density storage facility.

21. Library Annex Storage Module Addition: This project provides additional capacity for the migration of materials from Central District libraries.

22. Library Annex Storage Expansion: This project provides additional space for the accessorizing and processing of library materials.

23. School of Pharmacy Research Lab Expansion: This facility provides state-of-the-art research lab and lab support space to be relocated from Malott Hall.

24. Anschutz Library Conversion: This project addresses the need for continued conversion of square footage from library stacks to technology-enriched learning commons space.

25. Library Annex Storage Module Addition: This project provides additional capacity for the migration of materials from Central District libraries.

26. Library Annex Processing / Office Expansion: This project provides additional space for the accessioning and processing of library materials.

27. Malott Hall Renovations: This project requires continued evaluation for potential reuse or selective demolition.

28. Research Buildings #1, #2, and #3: Public-private partnerships leverage resources to provide square footage for research, start-ups, and industry partnerships.

29. Lied Center Expansion: This project provides a black box theater venue and other performance space.
Theater Scene Shop Addition: Limited expansion to Murphy Hall provides space for fabrication of stage scenery.

Robinson Renovation: This project addresses general building improvements and potential repurposing of natatorium and deteriorated locker room space.

University Office Building: This project consolidates support services from the academic core, providing accessibility and connectivity with the Jayhawk Trail.

Carruth-O’Leary: This project requires continued evaluation for potential reuse or selective demolition.

Not Used

Facilities Administration Building: This project requires continued evaluation regarding repurposing.

Oldfather Studios: This project requires continued evaluation regarding repurposing.

Lindley Renovations: This project addresses building system deferred maintenance issues, lab improvements, and potential reconfiguration for better access and usability.

Lippincott Stacks Demolition: This poorly configured and deteriorated space is not suitable for occupancy.

STUDENT AFFAIRS PROJECTS

Watkins Health Center: This project includes general building upgrades and interior finishes.

Ambler Student Recreation Fitness Center Natatorium Addition: This project includes the addition of competition and recreational swimming pools in partnership with KU affiliate corporations.

Outdoor Recreation Fields: This project proposes development of three lighted artificial turf fields.

Student Center Space: This project provides for the renovation and addition of Union-based activities, including space for student activities, meeting rooms, and food service.

Replacement Tennis Courts: Currently under construction, this project provides a new site for tennis and sand volleyball courts displaced by the new School of Business.

AUXILIARIES PROJECTS

Freshman Housing: Design is underway for two new residence halls on Daisy Hill.

McCollum Demolition: This building is no longer viable for any university use and will be demolished to provide surface parking for two new residence halls on Daisy Hill.

Mixed-Use Development: This project represents partial redevelopment of the Stouffer Place site, with mixed-use residential, limited commercial, and other student support space.

Jayhawker Towers B & C: This renovation addresses deferred maintenance issues in the remaining two apartment buildings in the complex.

Scholarship Hall Renovations: This project includes general building upgrades to the scholarship halls, eight of which contribute to the East Historic District.

Parking Improvements Program: This project includes necessary upgrades to the surface parking areas throughout the Lawrence campus and addresses the strategic initiative theme Sustaining the Planet, Powering the World.

Parking Garage Options: Evaluation of additional structured parking at various locations is on-going.

ATHLETICS PROJECTS

DeBruce Center: This facility includes exhibit space for the “Rules of the Game,” as well as athlete training table and public-accessed campus dining space.

Memorial Stadium Improvements: This project includes aesthetic and functional renovations that will improve the stadium experience.

Indoor Football Practice Facility: Evaluation of the optimal location for a new indoor football practice space continues.

OTHER PROJECTS

Not Used

Transit Transfer Center: Assessment of the feasibility of a city transit hub facility continues to be evaluated with the City of Lawrence and the KU Endowment.

Conference Center: There is a proposal with the City of Lawrence to develop a joint market study to assess the need for a conference center, possibly on KU property.
To better understand KU’s potential growth capacity beyond the 10-year planning horizon, a longer vision was undertaken in order to produce a long-range capacity plan per Figure 3-3. Planners evaluated future growth opportunities based on the goals of Bold Aspirations to positively affect student success, increase opportunities for research, and grow human and physical resources. This vision was balanced with the capacity of the current real estate holdings of the university. The longer view was also considered in planning for creative and thoughtful landscape concepts as illustrated in Figure 3-4.

These opportunities for growth are conceptual and have not been identified as projects at this time. However, many of the projects as sited on the plan comprise potential future implementation phases of strategic plan elements.

- Guided by the strategic plan, the long-range view for the Lawrence campus includes:
  - Further development of the West District for translational research partnerships and entrepreneurial real estate development to advance the university’s research mission.
  - Additional residential buildings on Daisy Hill and along Naismith Drive to accommodate increased enrollment.
  - Satellite student union locations to better serve the expansion to the western side of campus.
  - Strategically placed parking garages with clear access to help institute a “park once” culture and improve the pedestrian experience.
  - Other clusters and buildings to allow for flexibility and growth as additional program needs are identified.
FIGURE 3-4: LONG-RANGE ILLUSTRATIVE PLAN

- MASTER PLAN BUILDINGS, 10-YEAR
- MASTER PLAN BUILDINGS, LONG-TERM
- EXISTING BUILDINGS
- WATER FEATURES, STORMWATER RETENTION
- STORMWATER DETENTION
- OPEN AREAS, GRASS COVER
- OPEN AREAS, NATURAL COVER
- JAYHAWK TRAIL
- RECREATION TRAIL
- WATER COURSES

PREFERRED CONCEPT: LONG-RANGE PLAN 124  KU 2014–2024 CAMPUS MASTER PLAN
The purpose of KU’s Landscape Master Plan [2002] was “to formulate a vision and strategy for improving the campus image and to arouse an appreciation of its existing conditions and potential.” This study continues to serve as a guide for enhancing, extending, and managing the campus landscape as a unifying element to the physical framework, while contributing to the university’s functional requirements. The Campus Heritage Plan [2008] advanced understanding of the contributions of defining cultural landscapes to the campus and provided detailed treatment recommendations for their preservation.

The 2014-2024 Campus Master Plan incorporates new thinking about ecology, biodiversity, systems integration, and the importance of the campus as a living laboratory as a way to influence a comprehensive approach to preserving, enhancing, managing, and extending the campus landscape. The distinguishing character of this plan envisions the KU campus not just as a collection of buildings, but as a rich fabric of civic spaces, walks, and vistas where landscape architecture continues to play an important role.
LANDSCAPE FRAMEWORK PLAN

The challenges of KU’s landscape will be met with multidisciplinary thinking to address not only plantings and design on the surface of the ground, but soil types, drainage, and underground utilities. Cultural landscapes, open space, and forested slopes add to the ecological and historic character of the campus. Improved gateways and vehicular and pedestrian corridors invite people to and help them negotiate campus.

Figure 3-5 illustrates how the campus fits together as a series of larger and smaller scale spaces and systems of movement. It also defines potentially new public landscapes that could be as much at the heart of the 21st-century campus as Marvin Grove was a century ago.

New Signature Open Spaces

Set as the foreground for the new Irving Hill Zone in the Central District, Stouffer Green is a park-like open space with dramatic views to the horizon and a prominent location at the geographic center of campus. Sunnyside Lawn is a sloping park in the South Slope Zone of the North District with opportunities for public events and student driven activities. The Recreation/Athletic Greenway, and the Research Greenway, serve as district-level pedestrian open spaces with trees, ground level plantings, and a linear serene setting.
FIGURE 3-5: LANDSCAPE FRAMEWORK PLAN

CULTURAL LANDSCAPE
PEDESTRIAN CORRIDOR
GATEWAY
CRITICAL OPEN SPACE
FORESTED SLOPES
ENHANCED VEHICULAR CORRIDOR
BLUE SYSTEMS
PROPOSED JAYHAWK TRAIL
RECREATION TRAIL
RECREATION FIELDS
ATHLETIC FIELDS

KEY LANDSCAPE FEATURES:
A. POTTER LAKE
B. MARVIN GROVE
C. SUNNYSIDE LAWN
D. STOUFFER GREEN
E. RECREATION/ATHLETIC GREENWAY
F. RESEARCH GREENWAY
Building “Complete Streets” and Street Enhancements

Historically, KU has been defined by Jayhawk Boulevard, one of the most central and defining campus streets in the country. With a rebuilding effort, it is becoming a “complete street,” meaning it can accommodate all users and many modes of travel safely and comfortably. Memorial Drive should also be rehabilitated and enhanced, with the goal of improved travel and safety.

Jayhawk Trail

Stretching from the historic districts to the southwestern edge of campus, this new shared-use corridor weaves its way between existing and proposed buildings, while navigating through open spaces to knit all three districts together. This path improves the residential quality of campus by forging a stronger physical connection of pedestrian accessibility, circulation, and movement throughout campus.

Improved Campus Gateways

To create a strong sense of arrival and orientation for visitors, the plan calls for the creation of important gateways, such as the one located at 15th Street and Iowa Street. Proposed new gateways include, Clinton Parkway and Iowa Street, 19th Street and Iowa Street, 19th Street and Naismith Drive, and Mississippi Street and 11th Street. Plantings, signage, and custom street design heighten the sense of arrival. Each of these gateways should incorporate a similar design language by using native limestone as an entry feature, historically appropriate plant material, consistent pedestrian walkways and circulation, and energy-efficient accent lighting. Each may differ in scale, due to context, orientation, traffic capacity, and street classification.

Connecting with West District

In the coming decades, much of KU’s research and partnership activities will occur in the West District. This plan proposes improvements to Iowa Street, new gateways along Iowa Street, and mixed-use residential hubs, where Jayhawk Trail crosses Iowa Street into the West District.

Preserving Historic Landscapes and Forested Slopes

The plan calls for maintenance of many of the wooded areas of the West District and campus forests which are located along the slopes of Mount Oread, near Irving Hill Road, and at Marvin Grove.
State-of-the-Art Integrated Water Management
This plan calls for several best practices for managing stormwater. For example, Figure 3-6 illustrates stormwater capture and reuse on Jayhawk Boulevard as a pioneering model for sustainable practices in a historic campus transit corridor. In addition, bio-infiltration basins along streets and pervious paving, where appropriate, should also be considered. Larger open spaces should be used for stormwater capture, water quality improvement, and slow release, such as the crescent-shaped stormwater basins proposed for the lower areas of Stouffer Green.

Another visible project would be the proposed Recreation/Athletic Greenway near Oliver Hall. Long prone to flooding, this area is an opportunity to create a bold demonstration project in habitat restoration, open space design, and integrated water management. The park-like greenway includes two basins that will fill with water after major storm events and then facilitate slow release.
While overall circulation and access is quite good on the Lawrence campus, there are many locations where the pedestrian and bicycle environment can be improved, and conflicts with vehicles reduced. These efforts are focused on Jayhawk Boulevard, Sunnyside Avenue, and Naismith Drive, sites of the most serious conflicts.

Additionally, as the campus population grows, the parking supply will shrink. It is important for the university to accommodate those who need to drive to campus. Solutions include near-term changes to the permit system to improve efficiency, and longer-term plans for additional supply.

Programs that support transit use and carpooling such as transportation demand management (TDM) decrease peak parking demand. TDM is the application of strategies and policies to reduce or redistribute travel demand, specifically that of single-occupancy vehicles.

The visitor’s campus experience is an important consideration, whether a prospective student, long-time collaborator, or civic booster. A central element is wayfinding, in particular, campus signage. The plan calls for near-term implementation of the university’s wayfinding plan.

**ENHANCING THE PEDESTRIAN EXPERIENCE**

While the pedestrian experience on the campus is quite good, there are opportunities for improvement. The current reconstruction of Jayhawk Boulevard and accompanying changes contribute toward recreating a landmark space on what is already the pedestrian focus of campus. Improved crossings and transit gardens enhance the pedestrian experience and safety.

Similarly, the construction of the Jayhawk Trail provides a high-quality pedestrian spine from residence halls in the North District all the way to the West District. Not only does the path provide a high-profile, direct connection among most popular points on campus, it improves connectivity and access for all users.

While Jayhawk Boulevard and Jayhawk Trail are the focus of most pedestrian-related improvements, the master plan recommends several others:

- Pedestrian crossings, in particular the crossings at 15th Street and Naismith Drive, need careful treatment to ensure visual prominence and clarity to drivers. Additional analysis is important to understand how best to ensure safe and timely movement of bicycles, vehicles, and pedestrians through the intersection.
- A future traffic signal at Naismith Drive and 15th Street or Naismith Drive and Irving Hill Road should be evaluated.
- Improvement of pedestrian sight distance at the intersection of 15th Street and Engel Road. Realigning Engel Road, as currently proposed, may improve the condition by reducing turning movements.
- Improvement of pedestrian infrastructure along Crescent Road, in collaboration with the City of Lawrence.

- Attention to Naismith Drive and Sunnyside Avenue, because they comprise a vehicular spine; traffic is steady, and sometimes heavy. Recommendations include streetscape improvements to transform both into complete streets.
FIGURE 3-7: EXISTING AND PROPOSED BICYCLE ROUTES

- BICYCLE LANE
- CONTRAFLOW BICYCLE LANE
- SHARROW
- UPHILL BICYCLE LANE / DOWNHILL SHARROW
- BICYCLE BOULEVARD
- SHARED PATH
- BICYCLE ROUTE
- JAYHAWK TRAIL

THICK LINE - ON CAMPUS FACILITIES
THIN LINE - OFF CAMPUS FACILITIES
SOLID LINE - EXISTING FACILITIES
DASHED LINE - RECOMMENDED FACILITIES
PROMOTING BICYCLING ON CAMPUS

Bicycles provide a very efficient means of transportation, and their use is growing on campus. Currently there are few facilities to support or promote bicycling. There are three primary components to increased bicycle use: establishing a network of on- and off-road facilities; ensuring sufficient supporting infrastructure, such as covered bicycle parking and showers; and developing support programs to raise awareness of options and ensure safe travel. All of these are very cost effective when compared to the cost of new structured parking or additional transit service.

Bicycle Network

An effective campus bicycle network optimizes intracampus trips, recognizing that bicycles provide a fast and convenient method to travel between campus destinations, as well as external trips between campus and surrounding residential areas or other destinations. The successful creation of such a bicycle network on campus requires continued coordination with the City of Lawrence, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO), and other organizations. A previously adopted regional bikeway network provided the foundation for recommendations. The type and location of facilities is based on a variety of factors, including existing facilities and potential transit routes, stops, and hubs as well as building locations, infrastructure, connectivity to major destinations, topography, roadway design, and right-of-way.

The master plan recommends a mix of striped bicycle lanes, contraflow bicycle lanes (where bicycles ride in the opposite direction of motor vehicles), shared lane markings (sharrows), a combination of uphill bicycle lane and downhill sharrows, bicycle boulevards, shared paths, and bicycle routes, as illustrated in Figure 3-7. Bicycle lanes are typically recommended where there is sufficient space within the existing pavement or right-of-way, vehicle volumes and speeds are not excessive, and/or the grade is steep in the uphill direction. Naismith Drive is an example.

An uphill bicycle lane and downhill sharrow lane markings are recommended on two-way roads with a steep grade, if bicyclists in the downhill direction are able to keep up with the flow of vehicle traffic. Contraflow bicycle lanes are recommended along Louisiana Street, in conjunction with additional treatment to extend the feel of the Jayhawk Trail. Currently, bicyclists traveling from GSP Residence Hall to Jayhawk Boulevard must travel over to Indiana Street or Ohio Street.

Sharrows are on-road pavement markings indicating that vehicles must share the road with bicycles. They are recommended where vehicle volumes and speeds are fairly low, grade is relatively flat or downhill, and/or right-of-way doesn’t allow for bicycle lanes. One example is Sunnyside Avenue. In some cases, such as portions of Naismith Drive, sharrows are recommended in the short term, until the road can be redesigned to accommodate bicycle lanes.

Bicycle boulevards are recommended predominantly on low-speed or neighborhood streets, where bicyclists can be given priority over motorized vehicles by discouraging cut-through traffic, reducing speeds, giving bicyclists free-flow right-of-way at intersections, limiting vehicle crossing access, including signage and pavement markings indicating bicycle presence, and/or traffic control devices that aid bicyclists at road crossings. Illinois Street is an example of a city street with low volume and minimal through traffic that could be designated a bicycle boulevard.

Shared paths are recommended where on-street facilities may be undesirable due to higher speeds and/or a narrow roadway, or in instances where off-road paths provide a more direct, convenient route. If the roadway is suitable for bicycle lanes or other on-road facilities, a shared path adjacent to the road (side path) should not supplant construction of roadway facilities. Most of the Jayhawk Trail, which cuts diagonally through campus, is a shared path. There is already a large shared path network in the West District. This will be augmented by a number of on-road facilities, particularly as pedestrian volumes increase and the shared paths operate increasingly as sidewalks. The new West District connections toward Yankee Tank Creek and beyond will be constructed in tandem with any new internal circulation roads. A connection to the Mulholland neighborhood, near the substation, is recommended to substantially reduce travel time for those biking and walking from the adjacent neighborhood.

PREFERRED CONCEPT: CAMPUS ACCESS
Bicycle routes are typically designated roads or series of roads that are desirable and convenient for bicyclists to use and are signed as bicycle routes, but have no other bicycle-specific facilities or amenities. Bicycle routes are recommended in locations where other bicycle facilities may not be feasible, appropriate, or desirable. Indiana Street between 11th and 12th streets is an example of a recommended bicycle route. All off-campus improvements, in particular, will require continued cooperation and coordination with the City of Lawrence.

**Bicycle Infrastructure**

A first step to improving bicycling on campus is to develop a comprehensive picture of existing infrastructure. This serves both as a template to develop a capital program, and as a basis for information that can be disseminated to users.

One focus should be on bicycle parking, generally considered essential to development of a robust bicycling community. There are several locations with insufficient supply and no generally accessible covered bicycle parking. Bicycle racks should also be evaluated to ensure they meet current standards. The provision of covered bicycle parking is most easily incorporated into new construction through the adoption of appropriate design standards. Retrofitting can be expensive and architecturally complicated, especially as land is at a premium in the core where demand is greatest. Covered bicycle parking can be incorporated into parking garages, often with minimal loss of vehicle spaces. It is also important that any new campus residence halls include accommodation for bicycles.

Another key piece of infrastructure to support the use of bicycles is shower access, which also implies changing facilities. These are important, particularly in the hot summer months and with terrain that requires exertion. To begin, it is important to inventory existing showers and map these for users. Retrofits of bathrooms should attempt to incorporate one or more showers.

Other infrastructure can include bicycle lockers to securely store bicycles and protect them from weather, and bicycle repair stations deployed throughout the campus to ensure bicyclists can perform basic emergency repairs and maintenance. As bicycle use grows, the university should investigate having a bicycle maintenance facility, perhaps as part of a union or in partnership with a local bicycle shop. Similarly, once the bicycle network is more fully developed, it is recommended that the university continue to explore the possibility of a bicycle share system.

**Bicycle Programs**

As important as capital investments are to enhancing the bicycling experience, development of programmatic elements is essential and cost-effective. These are primarily educational, providing resources on bicycle parking locations, shower locations, access to repair equipment, safety, rights, and responsibilities. They also include ambassador programs, where experienced riders accompany novice riders on their commutes the first few times to familiarize new users with routes.

*Examples of bicycle boulevards, Photo credit: Payton Chung*
TRANSIT RECOMMENDATIONS

The transit system currently functions well; coordination and cooperation between the city and the university is effective and exemplary. Although students are the primary users, there are opportunities to improve its attractiveness to faculty and staff.

Many at the university do not view the Park & Ride shuttle (Route 41) as serving more than the Park & Ride lot when, in fact, it is a high-frequency campus circulator connecting the North, Central, and West districts. As the intensity of use west of Iowa Street grows, this shuttle will be increasingly important. Evaluation of shuttle name and branding, to promote its high level of service, is essential. Evaluation of stop density will be important as demand increases to ensure travel times remain reasonable.

Similarly, while the current route connects to nearly all key destinations, it is essential to monitor the route to ensure it responds to planned development. For example, as the Irving Hill Zone develops, with new science buildings and redeveloped housing, there likely will benefit to reroute through this district on the new road segment, as shown in Figure 3-8. Additionally, if the new transit center is constructed at the suggested location along Stewart Avenue, it will be critical to provide connectivity to the center.

Other changes may improve efficiency of the system. For example, staff meeting times typically coincide with class change times. Shifting one to quarter past or quarter before the hour could promote increased transit usage by KU employees.

The transit system is tied closely to the parking system. One of the master plan’s goals is to reduce intracampus traffic, particularly by shifting toward a “park once” mentality. To support this, it is important that the transit system respond with appropriate increases in service, reflecting a system for all users, not just students. A strategy is to shift funding to an administrative fee that incorporates both funds from students and general funds.

One final recommendation is that KU should continue to reexamine its JayLift system. Currently this operates off campus, providing duplicative paratransit services to the city’s T Lift, yet it receives no operating assistance. This limits the ability to provide high quality service on campus. It is recommended that KU continue discussions with the City of Lawrence to cover KU-destined trips with the current T Lift system and focus the JayLift on campus. This should stabilize the overall finances of the operation, enhance service reliability on campus, and limit KU’s responsibility for issues off campus.
VEHICLE CIRCULATION

Campus vehicle circulation is generally good. As the campus expands, and the physical program increases, it is important to ensure continued access and circulation. Figure 3-9 illustrates several new connections and realignments of existing roadways, including:

- Realign and extend Irving Hill Road to provide a connection to 19th Street and access to the new housing on Irving Hill. This connection is essential to the success of the new housing. It also is critical to ensure alternate access to the Irving Hill Zone and relieve pressure on the Naismith Drive corridor during peaks and during events at the Allen Fieldhouse and adjacent athletic facilities. This connection should be completed prior to the construction of the proposed parking facility near the Burge Union.

- In conjunction with the new access to 19th Street, create service access to the new recreation and athletic fields. This service drive may or may not be open to 19th Street and may be closed to all but service vehicles. At the same time, it should be built and designed to consider possible long-term growth needs, which might necessitate additional parking.

- Construct a new road to provide access to the new buildings in the Research Partnership Zone.

- Connect 11th Street and Fambrough Drive to improve traffic flow through the intersection.
In addition to those changes identified in the 10-year program, a handful of additional roadways have been identified to support future growth west of Iowa Street, as shown in Figure 3-10, including:

- An additional access point likely will become essential at Lawrence Avenue, accessing Clinton Parkway. Such a connection will create a better internal grid, relieving pressure on internal intersections and allowing the research area to retain a campus scale for streets and intersections. Additional discussion with the city and the neighborhood would be required.
- The campus likely will expand west of Yankee Tank Creek. An internal connection between the existing infrastructure and these new facilities will provide similar benefits. However, such a connection will pass through a number of naturalized areas and across the creek, so it will be important to understand the environmental impacts of the connection.

Beyond new connections, the plan includes few vehicle-focused improvements. There are many locations that will benefit from the new streetscapes addressed elsewhere.

Additional proposed improvements include:

- Reconfiguration of the parking and circulation behind Strong Hall to allow for the closure of the western portion of Poplar Lane. This will allow access to and from the parking exclusively from Mississippi Street, limiting the need for this traffic to travel on Jayhawk Boulevard. While the plan does not specifically recommend the closure of Jayhawk Boulevard to automobiles by day, there are many who expressed support for such a closure during plan development.
- The Naismith Drive corridor, particularly from Sunnyside Avenue to 15th Street, is often congested. KU should perform a more detailed traffic study to determine whether installation of a traffic signal, or other traffic control device, would improve vehicle operations while accommodating increasing pedestrian volume.
- Memorial Drive needs to be reconstructed. This is planned in the near future and should include realigned parking.
Campus Parking

There is sufficient campus parking when viewed as a whole, but it is often not located where most desired. The western parts of campus have significant amounts of unused parking, whereas the core campus does not have enough capacity to accommodate all demand. Further, residential spaces are close to capacity, but there is ample commuter parking available in outlying lots. Transit provides access to the core campus areas from remote parking, which helps lower parking demand. The high frequency transit service provided by campus circulator buses helps to ease the inconvenience of remote parking. Consideration for more remote parking for resident students is encouraged.

As the campus grows, with new programs and increased enrollment, so too will the demand for parking. Depending upon the overall growth, net new parking demand is estimated at between 900 and 1,800 spaces over the next ten years. New construction is estimated to decrease supply by at least 900 spaces, primarily in the West District. Remaining losses in the North and Central districts may be replaced with a proposed new parking structure.

On days when events draw many visitors, the system will be particularly taxed, and some users will be forced out to the farthest reaches of the Lied Center and Park & Ride. Moreover, as development and infill continues, the system will potentially reach complete occupancy.

The master plan recommends a new garage near the campus core. Several sites were identified, but the preferred site is on Lot 72, adjacent to the Burge Union. This will best serve the new Irving Hill Zone, while also providing additional capacity to support events at the Allen Fieldhouse and adjacent facilities. At six levels, the structure would park 1,000 vehicles, replacing 400 spaces in Lot 72. It would take advantage of the terrain such that the top level would be only slightly above the top level of the adjacent garage. This sizing leaves room for a substantial green space between the two decks, and provides a superior front door to the athletics complex.

While new parking supply will eventually be warranted, it is important that the permit system be able to accommodate future parking shortages and work to provide as pain-free a transition from today’s world of relatively plentiful parking to one where it is an increasingly scarce resource. Changes to the permit system can help control parking by:

- The parking permit system should transition toward a “park once” philosophy, where walking, biking, and riding the bus are the primary modes of transport around campus. This will allow more efficient use of the existing supply and reduce daytime vehicle traffic. The university should monitor transit usage during the transition and be prepared to supply additional service if necessary.

- The permit system should shift toward a more market-based system, where users have a variety of options, and where scarcity and convenience are reflected in the permit price. While the goal is not to limit parking on campus, it should allow the university to capture some of the value of the increased scarcity and use this revenue to construct new parking facilities and support alternatives for those who do not want or need to commute by car. As noted earlier, there is a substantial amount of deferred maintenance of parking facilities. As this can only be funded from permit fees, revenue must go toward repairing existing facilities.

- The parking permit system should seek to improve the overall user experience, shifting from a “hunting license” to one where a permit holder has a high likelihood of finding a spot near his or her destination.

- The parking permit system should include expansion of a resident storage-type permit and location, similar to the current “Lied Center only” permit. Park & Ride is a possible location, as the shuttle operates into the evening, and there is a substantial excess supply to easily absorb the demand.
While the primary focus on parking supply in the next ten years will be in the campus core and the Irving Hill Zone, there are proposed additional locations:

- The City of Lawrence and KU have discussed the concept of a possible new transit center on Stewart Avenue near 21st Street. There are several adjacent acres that are level and cleared that could accommodate new remote parking of several hundred spaces.
- As the Research Sciences and Research Partnership Zones develop, one or more parking structures may be needed to support continued growth.

**Transportation Demand Management**

As important as it is that the plan support and improve existing travel modes, the university also recognizes that travel patterns are shifting across the country and on campus. Transit usage, particularly by students, has soared in recent years. Similarly, the university is looking to promote campus bicycle use. Technology advances also make it easier for students and employees to accomplish daily tasks at a distance. A car sharing program allows resident students to avoid needing a car on campus. Transportation Demand Management (TDM) is the set of programs that support these initiatives with the aim of reducing peak vehicle travel and parking demand on campus.

It is recommended that KU develop a ride matching program to improve the ability of commuters to share rides. KU should also consider a Guaranteed Ride Home (GRH) program that ensures a ride home in case of family emergency or other schedule change for people who carpool.

While the city already provides KU faculty, staff, and students with fare free transit access to the city bus system, few employees take advantage of this opportunity. Education and awareness programs increase understanding of all the travel options. Sometimes, added incentive is necessary to break the habit and ease of driving alone to campus. Options include reduced fare carpool passes and other benefits. This can also include a limited number of free, or near-free, daily parking passes in recognition that there will be days when a car is the only viable mode.

**Wayfinding**

KU completed its wayfinding and signage standards and plan in 2009. The document was the culmination of a multi-year effort to establish a single signage standard for the university, as well as an overall approach to signage location and priorities. The overall hierarchy for Lawrence campus signage is as follows:

1. North, Central, and West districts
2. KU Visitor Center and visitor parking
3. Primary visitor destinations and/or associated parking
4. Secondary visitor destinations and/or associated parking
5. Significant areas or street designations
6. Specific building / site information near entrances to building parking
7. ADA accessible entrance / parking directional signage

In addition to establishing overall signage standards, the wayfinding plan includes a detailed sign schedule, indicating locations and text for all of the primary signs. Funding is the only remaining hurdle to implementation of the signage and wayfinding plan.

While a signage and wayfinding plan normally is implemented as one project, it is not uncommon that funding requires it be instituted over time. While some of the primary campus monument and directional signs have been completed, most still need to be installed with the exception of the Edwards Campus. On-campus navigation to key visitor parking locations, is also essential to improving the visitor experience.

Following the installation of vehicular directional signage, the university should center its efforts on pedestrian wayfinding, notably signage from key parking areas including the KU Visitor Center and the two parking garages.
Concept Process Diagram

Important Concepts emerged through the planning process that align a physical framework for growth with the strategic vision. They build on plan Drivers that directly emanate from Bold Aspirations, the KU’s strategic plan. Concepts consist of both well-defined short-term initiatives and longer-term implementation goals.

**Strategic Goals**

**Education**

- Enhance & respect KU student experience & historic core
- Enhance & maintain community and residential qualities
- Create inclusive, accessible, safe campus

**Scholarship Engagement**

- Integrate main to west and Edwards Campus
- Utilize the campus as a living laboratory
- Develop flexible, dynamic living plan

**Enable the strategic plan**

- Develop proactive and sustainable infrastructure
- Reinforce pedestrian and multimodal experience
- Accomplish entrepreneurial, responsible stewardship

**Resources**

- Engaged innovative multi-disciplinary structure

**A Living Plan 2014 - 2024 Campus Master Plan**

**Drivers**

� Academic vision collaborative learning space & community

**Concepts**

- Student success, campus life
- Academic communities
- Sustainable land use & growth patterns
Inspired by the education-related goals of Bold Aspirations.

GOAL 1: ENERGIZING THE EDUCATIONAL ENVIRONMENT
GOAL 2: ELEVATING DOCTORAL EDUCATION

Activates the master plan Driver: ACADEMIC VISION, COLLABORATIVE LEARNING SPACE, & COMMUNITY

A priority of the strategic plan is to strengthen recruitment, teaching, and mentorship to provide a foundation for lifelong learning, leadership, innovative thinking, and success. The master plan Concept 1: Student Success, Campus Life promotes student success through learning spaces, living spaces, and social spaces. As a living/learning environment, academic success is greatly enhanced by educating the whole person and creating an atmosphere of engagement.

Concept 1 addresses:
• Learning modalities
• Learning commons/technology center
• Residence life
• Student life and support amenities
LEARNING MODALITIES
AND ENHANCED OUTCOMES

“Experiential learning – best described as ‘learning through doing’ – is a valuable complement to classroom-based or web-based education...KU will create a Center for Experiential Learning to connect students to opportunities for service learning, undergraduate research and internships, entrepreneurship, leadership, and global awareness.” (Bold Aspirations, pg. 22)

While formal teaching is at the heart of a college education, the informal learning that takes place outside the classroom cannot be ignored. Chance encounters with professors, and opportunities to work with classmates, can be enhanced through intentional insertion of program spaces throughout campus. As suggested in this plan, improved and expanded student support spaces in the Burge Union and elsewhere will provide centralized locations for access to experiential learning programs and mentorship.

In addition to facilities and centers that grow this initiative, the master plan promotes the campus as a “living lab” that provides opportunities for learning and research. From energy monitors in residence halls, to Potter Lake rehabilitation, to participation in the design and construction of new buildings, plan recommendations continue to provide opportunities for students to become engaged in learning from the physical environment. Naturalized hydrology strategies, functional and sustainable open spaces, and buildings that promote collaborative learning will contribute to this initiative.

Research also suggests the greatest learning outcomes are emerging at the nexus of the physical and virtual. Educational outcomes are enhanced when students participate actively in their own learning. “KU will support faculty members to redesign current courses or propose new courses that involve new technologies and incorporate active learning.” (Bold Aspirations, pg. 23)

These dynamics of technological and pedagogical change manifest themselves in the design of new academic facilities through such features as smart classrooms and active learning labs. “Overlap” spaces that encourage multidisciplinary collaboration and social spaces facilitating informal dialogue are also critical.
LEARNING COMMONS/TECHNOLOGY CENTER

A path to discovery, and the eventual codification of curriculum and accreditation, is enhanced with an investment in a learning laboratory, a sandbox, that helps a university find its unique path. KU utilizes existing resources such as the Center for Teaching Excellence, the Center for Research on Learning, and the Center for Online and Distance Learning to develop and enhance course design workshops and studios.

Libraries are leading the way in discovering means and methods to support a faculty and curriculum in transformation. Anschutz Library, in its central location, provides an opportunity for KU to place this critical investigation at the heart of the university.

The University of Kansas houses a variety of electronically-enabled spaces for learning, collaboration, and communication to support many disciplines and practices. Improved spaces are envisioned as technology-rich research and learning environments, offering students and faculty the latest technological capabilities. These include wired and wireless network access, visual presentation, distance learning, collaboration, media capture, streaming, and digital archiving of many classroom and lab-related activities.

Both new construction and renovation projects will offer the opportunity to examine existing pedagogy, emerging mobile technologies, shifting employer requirements, and the changing habits and expectations of both students and faculty and to explore the impact on teaching, learning, and associated spaces. This is a formidable challenge, with no easy path nor defined outcome, that has far-reaching implications for project elements such as architectural design, technology environment, construction costs, faculty acceptance, and user skill sets. Further complicating the investigation are factors outside the control of the university, such as the ongoing development of new technologies, changes to the regulatory environment, and the evolving competitive marketplace.

As a leader in innovative teaching strategies, the university desires to support contemporary pedagogies, recognizing the trend toward more engaging and active learning activities that combine both online and classroom course experiences.
RESIDENCE LIFE
“A student’s first year generally sets the tone for the college experience. Students who engage intellectually with one another will likely stay engaged throughout their time at the campus, up to graduation.” (Bold Aspirations, pg. 22)

At the very same time that technology is offering alternative delivery strategies, the residential program is recognized as having tremendous value in helping to create community, facilitate mentoring, and support recruitment and retention. New partnerships are being formed. Older models of residential colleges, freshman experience programs, and thematic housing are reasserting themselves.

Changes to KU’s housing stock are supportive of the strategic plan’s desire to strengthen the pipeline of undergraduates, increase graduate and doctoral recruitment, and promote engaged scholarship. Research into factors affecting student achievement has identified on-campus residency as a differentiator between high- and low-performing students. A well-programmed, attractive campus housing system contributes significantly to student recruitment, retention, graduation rates, academic achievement, and long-term loyalty and commitment. Appropriate residential facilities are also an effective recruitment tool for graduate and postgraduate students. Just as academic and research facilities must adapt to changing demands, so must housing adapt to demographic and lifestyle expectations among university students.

The planning team conducted focus groups and student surveys as part of its campus housing analysis. While comments indicated general satisfaction with current living arrangements, it became clear that much of the campus housing inventory did not meet the expectations of a 21st-century student body. The bulk of campus housing, including the large residence halls McCollum, Ellsworth, Hashinger, Lewis, and Templin, as well as Stouffer Place Apartments, which serve graduate students, students with children, and non-traditional students, are especially challenged, not only by their lack of amenities, and significant deferred maintenance issues, but by their low building density on a key site in the Central District. These factors suggest that the apartments have ceased to be an asset to KU’s housing inventory. Demolition would provide an opportunity to repurpose this portion of campus to higher and better use.

“A student’s first year generally sets the tone for the college experience. Students who engage intellectually with one another will likely stay engaged throughout their time at the campus, up to graduation.” (Bold Aspirations, pg. 22)
Proposed concept for mixed-use retail and housing at 19th and Iowa streets, looking northeast (conceptual rendering)
Freshman Residence Halls

The opportunity exists to reinvent the freshman community in new housing, along with the need and opportunity to consider the real value of a housing system. Two areas of new campus housing emerged from the housing analysis. There is new freshman housing, currently in design, with focused living-learning communities, to be placed west of Hashinger and Lewis Residence Halls on Daisy Hill. These will replace the soon to be demolished McCollum Hall to the south. In this community, buildings are clustered to foster the ambiance of a residential village, with siting that creates an outdoor open space to help to mitigate the scale of the adjacent towers on Daisy Hill.

Spaces within the new residence halls could be programmed to accommodate events and programs, such as the common book program, Orientation and Hawk Week events, and first-year seminars. Mentorship through peer interaction could be facilitated through commons spaces within the halls. Flexible office space could provide advising opportunities from both a residence life and academic perspective.

Weatherhead Hall, Tulane University: an example of a successful learning community
Upper-Division, Graduate, and International Apartments

A second major housing initiative is proposed as a mixed-use development at the intersection of 19th and Iowa Street. This could be a prominent public gateway and important campus connector midway between the Central and West districts.

Student social amenities, with a satellite union location and community access to ground floor retail, would create a vibrant campus destination. It is an ideal location to house upper-level, graduate, and international students who may spend time in all campus districts. It may also sponsor social spaces that draw from the larger academic community and act as a catalyst for greater interaction and collaboration as the Jayhawk Trail becomes an active pedestrian and bicycle path.

A housing system should provide attractive and reinforcing options that span a student’s university experience from freshman to graduate student. These would include a range from highly programmed residence halls to apartments. Creating a mix of on-campus housing options for a diverse student population is vital for recruitment and retention.
A holistic and engaged student experience is essential to successful recruitment and retention goals. Students spend the majority of their campus lives outside the classroom. Enhancing student amenities for study and mentorship, service, recreation, dining, and socializing provides outlets for deeper engagement in campus life. This activity builds a stronger campus community and prepares students for leadership and success.

Student life amenities are needed in all three districts. However, the Central District will see the majority of student-life related projects due to its new academic development and large student population.

A mix of uses, including student recreation, an expanded Burge Union, and informal study space in residence halls in the Central District, will create an environment of inquiry and community. Recreation projects include a natatorium addition to Ambler Student Recreation Center and new synthetic turf recreation fields south of the Irving Hill Zone. These facilities provide walkable, centrally located campus destinations that will promote greater participation.

Student amenities in the North and West districts will introduce greater vitality. A renovated and expanded Anschutz Library for a learning commons or technology center will stimulate pedagogical learning modality shifts to increase student achievement. Student union satellite locations will also bring needed informal study, social, and meeting spaces to those locations.

It is well known that college sports are an important KU tradition and a large contributor to campus life. Renovations to Memorial Stadium and an addition to Allen Fieldhouse will enhance the experience of events in those venues while better showcasing KU’s teams. Consolidation of multiple sports to an off-campus location, provide student athletes with new and improved facilities.
Inspired by the scholarship- and engagement-related goals of Bold Aspirations.

GOAL 3: DRIVING DISCOVERY & INNOVATION
GOAL 4: ENGAGING SCHOLARSHIP FOR PUBLIC IMPACT

Activates the master plan Driver:
ENGAGED, INNOVATIVE, MULTIDISCIPLINARY STRUCTURE

KU seeks an enhanced identity as an international research university that is focused on discovery and innovation through multidisciplinary scholarship. The campus master plan proposes plan concepts and facilities that attract interaction and build a community of collaboration that sparks innovation.

Concept 2 addresses:
• Innovation Way
• North District projects
• Central District projects
• West District development

“As a public international research university, it is important for KU to value and recognize scholarly innovation of all kinds.” (Bold Aspirations, pg. 30)
INNOVATION WAY

In early 2012, prior to the start of the master planning process, a plan for KU’s science facilities was developed. This effort was led by Cannon Design and concluded in early 2013.

The science plan analyzed existing facilities, including Malott, Haworth, and Lindley Halls. It studied the needs of physics, chemistry, biology, pharmacy, geology, and geography, and explored connections to the related disciplines of mathematics and engineering. Among other actions, it sought to define the future of the science program at KU, assess the capability of existing facilities to support the science program, and conceptually define and locate the new facilities required to support the present and future space needs for science.

Many of the actions of the campus master planning effort informed the science planning effort. Among these were a space needs analysis, impact of potential building infill throughout campus, and funding opportunities. Planning principles, existing conditions, and projected needs guided the process. Key among these was a focus to reinforce multidisciplinary theme-based science at KU, where collaboration with math, engineering, and social sciences is encouraged. To achieve this, it is important that new facilities strengthen connections among the existing science buildings in the campus core, and also establish a connection across Iowa Street to the developing research and partnership areas.

Other influencing factors relate to the need for more and renovated science teaching and research space. Emphasis on STEM education will require a significant investment in teaching labs and new classrooms serving the next generation of instructional models. Much of the existing teaching space, notably that assigned to chemistry, is minimally renovated and more than fifty years old.

A primary institutional initiative is to focus on science education space suitable for the next generation of lab instruction in a number of disciplines, primarily chemistry and biology. New program space, built west of Malott Hall, must include investment in the type of space suitable for recruitment and retention. The proposed building should address KU’s current facility limitations when recruiting prospective students to STEM disciplines, both in terms of the actual available seat count in class labs and classrooms, and the need to compete with the quality of student-focused instructional support spaces at other institutions.

Also of concern is the growing potential for detrimental system failures, based on the current condition of utility systems in Malott and Haworth Halls. Staged projects may be proposed to remedy current deficiencies in Haworth Hall wherein building infrastructure upgrades will be necessary. However, updates, expansion, and replacement of campus infrastructure systems are also necessary to provide primary heating, cooling, and electrical service to the North District. This includes both firm and redundant capacity for a number of these systems to be based on the expansion of academic programs, occupancy, and research demand.

The integration of the science facilities plan and campus master plan resulted in a concept called “Innovation Way,” where facilities span from Haworth Hall to the new Research Partnership Zone, as illustrated in Figure 3-11. The intent of Innovation Way is to link existing and new science facilities that will foster an environment of multidisciplinary teaching and research and also connect the North, Central, and West districts with new science facilities located in the Irving Hill Zone.

The programs located along Innovation Way would be scientific theme-based, focused on enhancing the teaching and learning experience, along with a strong research focus. This multidisciplinary concept is inspired by the continuum of basic to translational to applied science that is essential to a public research university.

Innovation Way is in response to limited development opportunities in the North District. It was determined that Central District development can help bridge the North and West districts with strategically aligned academic programs. Underutilized land adjacent to Irving Hill Road, at the current site of Stouffer Place Apartments, along with the opportunity to connect to the West District, makes this a prime location for new development.
INNOVATION WAY:
SOUTH SLOPE ZONE & SUNNYSIDE LAWN

The repurposing of Anschutz, Malott, Haworth, and Summerfield halls will make more efficient use of these buildings while resolving obsolescence, pedagogical, and deferred maintenance issues. New learning space should be included as it will play an important role in energizing the educational environment and invigorating the student experience at KU.

Engineering expansion connects programmatically into Innovation Way, while helping to create a more cohesive and pedestrian friendly environment. The Earth, Energy & Environment Center (EEEC), as well as a new science facility in the South Slope Zone, would create a critical mass of sciences in the North District that promote multidisciplinary collaboration. Haworth Hall could be improved with a complete renovation, but the future of Malott Hall will require additional study.

In addition, there is focus on creating functional space linked with sustainable landscapes throughout campus. A reconfigured landscape named “Sunnyside Lawn” could be aesthetically pleasing and improve connections to campus buildings, including a new accessible route up the hill through the new buildings in the South Slope Zone.
The Irving Hill Zone within the Central District is a proposed multidisciplinary academic and research area to provide needed space for growth in the sciences while promoting innovative collaboration and the creation of new knowledge.

Urban design concepts are important to the success of building a new academic zone. Therefore, a critical mass of new facilities is necessary to make the connection within Innovation Way. Nearby structured parking will be needed to satisfy the demand in the Central District. In addition, a reconfigured Irving Hill Road should be extended south to 19th Street, creating a needed access point.

A new signature landscape named “Stouffer Green” on the eastern facing slope of Daisy Hill could take on civic importance similar to Marvin Grove. Stouffer Green would be defined by student housing on the west, new science facilities on the east, and a mixed-use gateway to the south.
View of proposed Research Partnership Zone looking southwest (conceptual rendering)
INNOVATION WAY: RESEARCH / PARTNERSHIP ZONE

Many universities, including KU, see the need to partner with industry to support research and development in a seamless and integrated way. Creating a partnership area in direct physical connection with the university’s Research Sciences Zone at Becker Drive is a significant opportunity to move ideas from the bench top, to prototypes, to trials, to market-ready intellectual property. This can be a critical next step in growing the university’s research and reputation. Development of the Research Partnership Zone and facilities along Innovation Way is in line with KU’s strategic plan Bold Aspirations and its emphasis on research, doctoral programs, and resource stewardship.

Adjacent to an expanded translational research area at Becker Drive in the West District, and using a real estate development model on KU Endowment land, the Research Partnership Zone would promote valuable partnerships, start-ups, and private enterprise. This research area is designed to promote economic development and entrepreneurial ventures as well as bolster research and collaboration. Smaller flexible building footprints are proposed to allow a more nimble response to market demands and changing needs.

A park-like setting would provide elements of both campus and research park. As this partnership area grows, the student recreation fields could be relocated to more convenient locations in the Central District with the potential for auxiliary fields in the West District at the corner of Kasold Drive and Bob Billings Parkway. In addition, a Park & Ride lot could be relocated east of Iowa Street next to a proposed transit center.
Growth in the North District focuses on the sciences and social sciences in the South Slope Zone, with the EEEC additions to Lindley Hall, the new Integrated Science Building, and the potential renovations of Haworth, Summerfield, and Malott Halls. Additional renovations to buildings in the North District could improve facilities for the humanities. Other projects might include cultural landscapes and aesthetic improvements.

Jayhawk Boulevard and the South Slope Zone are the center of the undergraduate educational experience. Renovation and updating of existing buildings and historic assets in the North District remain critical to longer term planning.

A new multidisciplinary science building and numerous building renovations are proposed for the South Slope Zone. In coordination with these projects, a proposed Sunnyside Lawn would create a cohesive identity and better pedestrian connection between Jayhawk Boulevard and Sunnyside Avenue, including an accessible path through the new facilities. In addition, the proposed Jayhawk Trail would strengthen the east-west pedestrian connection to the Central District from Jayhawk Boulevard.

Figures 3-12, 3-13, 3-14, and 3-15 illustrate the North District as it transitions from current conditions through the proposed 10-year plan.
FIGURE 3-13: NORTH DISTRICT ILLUSTRATIVE PLAN

- MASTER PLAN BUILDINGS, 10 YEAR
- MASTER PLAN BUILDINGS, LONG TERM
- EXISTING BUILDINGS
- WATER FEATURES, STORMWATER RETENTION
- STORMWATER DETENTION
- OPEN AREAS, GRASS COVER
- OPEN AREAS, NATURAL COVER
- JAYHAWK TRAIL
FIGURE 3-14: NORTH DISTRICT 10-YEAR BUILDING PROJECTS PLAN

Building Projects

1. EARTH, ENERGY & ENVIRONMENT CENTER NORTH
2. EARTH, ENERGY & ENVIRONMENT CENTER SOUTH
3. CENTRAL PLANT CAPACITY
4. INTEGRATED SCIENCES 1
5. HAWORTH HALL RENOVATION - 3 PHASES
6. SUMMERFIELD RENOVATION
7. SPENCER ART MUSEUM RENOVATION
8. SPENCER ART MUSEUM ADDITION
9. ANSCHUTZ LIBRARY CONVERSION
10. ANSCHUTZ LIBRARY ADDITION
11. WATSON LIBRARY
12. MALOTT HALL RENOVATIONS
13. THEATER SCENE SHOP ADDITION
14. LINDLEY RENOVATIONS
15. SCHOLARSHIP HALLS RENOVATION
16. PARKING GARAGE OPTIONS
17. MEMORIAL STADIUM IMPROVEMENTS
18. INDOOR FOOTBALL PRACTICE FACILITY OPTION
FLOOR-AREA RATIO
EXISTING CONDITIONS .50
10-YEAR .54
LONG-TERM .54

IMPERVIOUS COVER
EXISTING CONDITIONS .45
10-YEAR .47
LONG-TERM .47

Infrastructure Projects

A. JAYHAWK BOULEVARD RECONSTRUCTION PHASE 1 (COMPLETED)
B. JAYHAWK BOULEVARD RECONSTRUCTION PHASE 2
C. JAYHAWK BOULEVARD RECONSTRUCTION PHASE 3
D. JAYHAWK BOULEVARD RECONSTRUCTION PHASE 4
E. MISSISSIPPI STREET REALIGNMENT, & GATEWAY
F. MEMORIAL DRIVE IMPROVEMENTS
G. POTTER LAKE & MARVIN GROVE RESTORATION
H. CARRUTH PEDESTRIAN CORRIDOR
I. CHI-OMEGA GATEWAY
J. CENTRAL PHYSICAL PLANT IMPROVEMENTS
K. JAYHAWK TRAIL IMPLEMENTATION, EAST SEGMENT (MID-HILL WALK)
L. MALOTT AMPHITHEATER
M. SUNNYSIDE LAWN IMPROVEMENTS
N. REGIONAL PLANT AT MISSISSIPPI STREET PARKING GARAGE
O. ADD FLOORS TO MISSISSIPPI STREET PARKING GARAGE
P. PARKING GARAGE AT W. CAMPUS ROAD
Q. NAISMITH DRIVE IMPROVEMENTS, 15TH STREET TO SUNNYSIDE AVENUE

FIGURE 3-15: NORTH DISTRICT 10-YEAR INFRASTRUCTURE PROJECTS PLAN
The Central District will undergo a significant transformation even in the short term, as underutilized real estate and surface parking lots are proposed for strategic projects. This district has a large contiguous, relatively flat area well-suited for new facilities and field space.

The School of Business building located south of Robinson Center is currently in design. The first phase of Innovation Way creates a critical mass of science buildings in the Central District. Stouffer Green would define a new signature landscape for this part of campus, connecting Daisy Hill and the Burge Union area. Jayhawk Trail would continue to connect across the Central District to the intersection of 19th and Iowa streets.

Sustainable revitalization of the 19th Street edge between Naismith Drive and Iowa Street could provide active recreation for students, while detaining stormwater runoff without impact to the neighborhood to the south. Other proposed student life facilities include an addition to Burge Union and a natatorium addition to Ambler Student Recreation Center. Suggested landscape upgrades to the major campus entry at Naismith Drive set the stage for future development.
Proposed new housing for freshmen, upper-division, international, and graduate students will create a revitalized residential community along the western edge of the Central District. Outwardly focused, the proposed development at 19th and Iowa streets creates a new campus gateway and identity for KU at this important intersection. A pedestrian bridge connection over Iowa Street is also being considered.

The Central District can become a dynamic mixed-use area, with a variety of student housing, student recreation and athletics, and a new academic and research area along Jayhawk Trail. Increased density, and a connected network of open space in the Central District, gives new life to this part of campus uniting all three districts.

Figures 3-16, 3-17, 3-18, and 3-19 illustrate the Central District as it transitions from current conditions through the proposed 10-year plan.
**FIGURE 3-18: CENTRAL DISTRICT 10-YEAR BUILDING PROJECTS PLAN**

Building Projects

- 1: SCHOOL OF BUSINESS
- 7: INTEGRATED SCIENCES 2
- 9: INTEGRATED SCIENCES 3
- 11: INTEGRATED SCIENCES 4
- 33: ROBINSON RENOVATION
- 41: WATKINS HEALTH CENTER
- 42: STUDENT RECREATION CENTER - NATATORIUM
- 43: OUTDOOR RECREATION FIELDS
- 44: STUDENT CENTER SPACE
- 45: REPLACEMENT TENNIS COURTS
- 46: FRESHMAN HOUSING
- 48: NEW APARTMENTS
- 49: JAYHAWKER TOWERS RENOVATION B&C
- 50: PARKING GARAGE OPTIONS
- 52: DEBRUCE CENTER
- 53: INDOOR FOOTBALL PRACTICE FACILITY
- 57: TRANSIT TRANSFER CENTER
FIGURE 3-19: CENTRAL DISTRICT 10-YEAR INFRASTRUCTURE PROJECTS PLAN

Infrastructure Projects

O  REGIONAL PLANT AT LEARNED HALL
P  REGIONAL PLANT AT ANSCHUTZ SPORTS PAVILION
Q  IRVING HILL ZONE UTILITIES
R  SUNNYSIDE TO RECREATION CENTER PROMENADE
S  NAISMITH CORRIDOR & GATEWAY IMPROVEMENTS
T  RECREATION/ATHLETIC GREENWAY
U  RECREATION CORRIDOR IMPROVEMENTS
V  ATHLETICS CORRIDOR IMPROVEMENTS
W  REGIONAL PLANT AT NEW RECREATION CENTER PARKING GARAGE
X  JAYHAWK TRAIL IMPLEMENTATION, CENTRAL SEGMENT
Y  STOUFFER GREEN
Z  PARK & RIDE LOT AT 21ST STREET & STEWART AVENUE
AA  15TH STREET CORRIDOR ENHANCEMENTS
BB  15TH STREET & IOWA STREET GATEWAY
CC  IOWA STREET AESTHETIC IMPROVEMENTS
DD  IOWA STREET BRIDGE IMPROVEMENTS
EE  19TH STREET & IOWA STREET GATEWAY & IMPROVEMENTS
FF  21ST STREET & IOWA STREET ROADWAY IMPROVEMENTS
GG  ENGEL ROAD & CRESCENT ROAD SAFETY IMPROVEMENTS (CITY ROW)
HH  PARKING GARAGE ADJACENT TO BURGE UNION
II  PARKING GARAGE AT RECREATION CENTER
JJ  LOT 61 STORMWATER HARVESTING
KK  SUNNYSIDE AVENUE IMPROVEMENTS NAISMITH DRIVE TO SUNFLOWER ROAD
LL  STREETS - IRVING HILL ROAD TO 19TH STREET AND BACK OF SPORTS PAVILION
MM  IRVING HILL ZONE PLAZA

FLOOR-AREA RATIO
EXISTING CONDITIONS  .36
10-YEAR  .42
LONG-TERM  .58

IMPERVIOUS COVER
EXISTING CONDITIONS  .48
10-YEAR  .51
LONG-TERM  .54
WEST DISTRICT
In the West District, the near-term focus for development is to grow KU’s research enterprise in order to further anchor the sound end of Innovation Way. Longer term, it could become the home to a thriving research partnership area that provides vital economic development to the regional economy, while enhancing KU’s reputation for innovation.

In addition, a potential site for a conference center at the corner of Clinton Parkway and Iowa Street would present a prominent facility to the community. Similarly, a new performance venue at the Lied Center would mark the corner of Iowa Street and Bob Billings Parkway. Both projects would help make the Iowa Street corridor feel more integrated with the campus, as would an improved Irving Hill Road bridge over Iowa Street. Expanding the width of this bridge for transit vehicles, bicycles, and pedestrians would better connect these areas and also make the Lied Center and Dole Institute of Politics feel less isolated.

Much of the West District, notably the northwest portion, would remain in conservation, providing passive recreational, living laboratory, and natural system preservation.

Figures 3-20, 3-21, 3-22, and 3-23 illustrate the West District as it transitions from current conditions through the proposed 10-year plan.
FIGURE 3-21: WEST DISTRICT ILLUSTRATIVE PLAN

- **Master Plan Buildings, 10 Year**
- **Master Plan Buildings, Long Term**
- **Existing Buildings**
- **Water Features, Stormwater Retention**
- **Stormwater Detention**
- **Open Areas, Grass Cover**
- **Open Areas, Natural Cover**
- **Jayhawk Trail**
- **Recreation Trail**
- **Water Courses**
Building Projects

12 SIMONS PHARMACY/CHEMISTRY
14 SCHOOL OF PHARMACY - RESEARCH LAB EXPANSION
15 WEST DISTRICT ANIMAL FACILITY
16 INTERDISCIPLINARY RESEARCH CENTER
25 LIBRARY ANNEX STORAGE MODULE ADDITION
26 LIBRARY ANNEX PROCESSING/OFFICE EXPANSION
28 RESEARCH BUILDING #1
29 RESEARCH BUILDING #2
30 RESEARCH BUILDING #3
31 LIED CENTER EXPANSION
34 UNIVERSITY ADMINISTRATIVE OFFICE BUILDING
58 CONFERENCE CENTER

Legend:
- MASTER PLAN BUILDINGS, 10 YEAR
- EXISTING BUILDINGS
- WATER FEATURES, STORMWATER RETENTION
- STORMWATER DETENTION
- REC FIELDS
- ATHLETIC FIELDS
- CRITICAL OPEN SPACE
- INTERSTITIAL OPEN AREAS
- LANDSCAPING/SITE WORK AT PROGRAM PROJECT
- JAYHAWK TRAIL
- WATER COURSE

FIGURE 3-22: WEST DISTRICT 10-YEAR BUILDING PROJECTS PLAN
Infrastructure Projects

- BB Conference Center Gateway
- CC Research Greenway - Phase 1
- DD Utility Connections for Simons Pharmacy and Chemistry
- EE Utility Connections for Research Buildings #1, #2, & #3
- FF Regional Plant in Research Sciences Zone
- GG Jayhawk Trail Implementation West Segment
- MM Extension of Crestline Drive
- WW Pavement Improvements at Lied Center

**Floor-Area Ratio**
- Existing Conditions: 0.05
- 10-Year: 0.09
- Long-Term: 0.19

**Impervious Cover**
- Existing Conditions: 0.18
- 10-Year: 0.18
- Long-Term: 0.23
KU has tremendous natural, built, and human resources that must be carefully sustained to flourish as an institution. New resources should be considered as to their future benefit relative to the first cost of implementing, both quantitatively and qualitatively, as well as long-term owning and opportunity costs. A strategic plan charge is to responsibly steward fiscal and physical resources, thus an effective process for these decisions is of paramount importance. The master plan embodies this notion by outlining a sustainable planning framework for growth and implementation.

Concept 3 addresses:
• One Lawrence campus
• Historical resources
• Appropriate densities
• Campus connections

“Our strategic plan is an aggressive one – requiring significant monetary resources for full success. We will identify important strategies to develop and enhance the needed infrastructure and resources... and we must be visionary in order to enlist the full financial support of our alumni and friends…”

(Bold Aspirations, pg. 44)
ONE LAWRENCE CAMPUS
A fundamental concept that has shaped the thinking throughout the planning process is that of one Lawrence campus. The current nomenclature of Main and West Campus implies a separation of programs and community, even if that is not entirely the case. Expanded academic and research programs, along with the reorganization of disciplines to spur collaboration, can better connect the campus through strategic placement of both. Iowa Street is a physical barrier, but can be bridged, physically and psychologically, through new facility development that promotes physical connection and collaboration.

Planners suggest that the West District will continue to have different development opportunities and land use issues, but this area can integrate with the rest of campus on a holistic level through the larger goals of the strategic plan. A strong multi-modal transportation system, Jayhawk Trail, and a mixed-use gateway development can begin to knit the campuses into one.

Beyond campus connections, another concept embedded in the plan is to design campus buildings and spaces that are inclusive, safe, and accessible for all users. This means siting buildings in more dense clusters that sponsor building entries at uniform elevations, utilizing internal building circulation to facilitate uphill movement, and clearly marking accessible paths and entries.

HISTORIC RESOURCES
Preserving valued key assets is sustainable from an economic and cultural perspective, as replacement costs would be extremely high and the loss of campus legacy unrecoverable. However, modern infrastructure systems must be implemented within this context to maintain usability and effectiveness. Fortunately, these proposed interventions, essential to the vitality of the campus, will have minimal or no impact on the historic context.

The University of Kansas has two state and national registered historic districts per Figure 3-24. The first is comprised of Jayhawk Boulevard, Oread Avenue, and the north bowl of Potter Lake and Marvin Grove. The second, to the east, is comprised of eight scholarship halls, Chancellor’s residence, and Danforth Chapel. These areas, including historic buildings and landscapes, characterize much of the university’s identity.

Beyond campus connections, another concept embedded in the plan is to design campus buildings and spaces that are inclusive, safe, and accessible for all users. This means siting buildings in more dense clusters that sponsor building entries at uniform elevations, utilizing internal building circulation to facilitate uphill movement, and clearly marking accessible paths and entries.

Clearly, interventions in these historic districts must be carefully planned so as not to alter or hinder historic viewsheds, architectural elements, and important open spaces. However, promoting the continued function and vitality of these areas has been consistently achieved with many thoughtful additions over the years that continue to define the layers of history.

“Energizing the educational environment at KU... will require strong action and collaborative partnerships among units and programs across campus.”
(p.18 Bold Aspirations)
FIGURE 3-24: NRHP DISTRICTS & HISTORIC RESOURCES PLAN

- HISTORIC DISTRICTS
- CURRENTLY LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES
- CONTRIBUTING RESOURCE TO THE HISTORIC DISTRICT
- NON-CONTRIBUTING RESOURCE TO THE HISTORIC DISTRICT
- POTTER LAKE
- POTENTIAL CONTRIBUTING LANDSCAPES TO HISTORIC DISTRICT
- POTENTIAL INDIVIDUALLY ELIGIBLE LANDSCAPES
APPROPRIATE DENSITIES

An important characteristic analyzed in Chapter 2 was density. The North District has a density that is connected, yet balanced with complementary open spaces, giving this part of campus a collegiate feel. The Central and West districts do not convey the same character. However, well-planned future growth would establish this over time.

For the Central and West districts, the campus master plan suggests a balance of buildings and open space similar to the North District with some intensively built areas of higher density juxtaposed with appropriately scaled open spaces. Increased density of built form will unite individual districts through the network of connected open spaces formed by the new buildings. This network will further connect all three districts into one unified campus.

CAMPUS CONNECTIONS:

JAYHAWK BOULEVARD

The campus’ “main street,” Jayhawk Boulevard, is undergoing renovations to improve infrastructure, multi-modal movement, pedestrian safety, and landscape. This work will improve both functionality and aesthetics, while honoring its historic legacy.

Better marked and well-positioned pedestrian connections across Jayhawk Boulevard provide enhanced safety. The multi-modal nature of the street continues as transit vehicles, bicycles, and pedestrians will be able to co-exist in a more organized way. On-street parking will be removed to reduce conflict and provide added room for movement.

Proposed new monumental elements at the west end next to the Chi Omega Fountain would create an enhanced gateway to the historic core. Viewsheds will be preserved and improved by the location of “transit gardens” that create outdoor rooms with views associated with transit stops. Activity zones that relate to building entry will animate the area with social activity and better utilize historic landscapes for cultural events. The “beach” in front of Wescoe Hall, and the Strong Hall front lawn are the connected centerpiece spaces along Jayhawk Boulevard.

Proposed features of the Jayhawk Boulevard upgrades include:

- Increased focus on pedestrians, bicycles, and transit with clear pedestrian crosswalks, elimination of street parking, and user-friendly transit stops.
- Creation of a sustainable “living lab” infrastructure to accommodate stormwater in rain gardens adjacent to transit stops.
- Design of new gateway elements at Chi Omega Fountain to add to the continuum of historical monuments on campus while enhancing wayfinding.
- Reinvigoration of landscape with a new tree canopy reminiscent of the historic landscape.
Proposed concept for the new Jayhawk Boulevard streetscape view looking east (conceptual rendering)
CAMPUS CONNECTIONS: JAYHAWK TRAIL

Enhancing campus connections for all users is a priority of this plan. The Jayhawk Trail is a shared use path that connects Corbin and GSP Residence Halls in northeast corner of the North District to the southwest edge of the West District, as shown in Figure 3-25. It helps open new areas of development and connects the three campus districts.

The Jayhawk Trail creates stronger connections to major campus development zones, correlating with and connecting Innovation Way. Consistently spaced, pedestrian scaled lighting and amenities such as benches, seat walls, trash cans, and recycling bins are located at regular intervals. A consistently recognizable palette of landscape and paving elements would provide a clear identity for the Jayhawk Trail which may help in wayfinding for campus movement.

The Jayhawk Trail runs through and on the edge of large and small, formal and informal social spaces. Varied spatial experiences are encouraged along its length so as to provide interest, however, functional connections to building entries and other nodes must take priority.
FIGURE 3-25: PROPOSED JAYHAWK TRAIL
CAMPUS CONNECTIONS: PEDESTRIAN CORRIDORS

Infill buildings in the South Slope Zone of the North District would create an opportunity to enhance the Hawk Route and make a direct accessible connection from Sunnyside Avenue to Jayhawk Boulevard. Other similar opportunities should be considered as growth continues.

An east-west corridor south of the baseball stadium linking the Ambler Student Recreation Center, new recreational fields, and Daisy Hill housing is an additional proposed campus connection for students. Another east-west corridor could be more highly developed south of Anschutz Sports Pavilion connecting the new science facilities in the Central District to the new building for the School of Business.

Improved alignments for pedestrian circulation to mitigate traffic congestion and conflict should be considered particularly along Naismith Drive between 15th Street and Sunnyside Avenue.
CAMPUS CONNECTIONS: CAMPUS ENTRIES

The plan recommendations attempt to enhance key campus entry points. Naismith Drive presents an excellent opportunity to improve access circulation, and parking in order to transform this important public campus gateway.

The campus plan proposes to enhance Naismith Drive through a formalized tree planting arrangement with new buildings forming its edges. New entry monumentation and a potential traffic circle at the 19th Street intersection would improve the sense of having arrived on campus.

Open space west of Robinson Center and the new School of Business would create an oval-shaped green when paired with space in front of Allen Fieldhouse. This landscape feature unites both sides of Naismith Drive and Murphy Hall to create a civic space worthy of a major campus gateway while stormwater detention within the area would showcase green infrastructure at a highly visible location.

SUSTAINABLE CONCEPTS

The campus master plan supports the concept of the campus as a “living laboratory” to promote experiential learning and research in addition to responsible stewardship of fiscal and physical resources. Functional landscape and open space projects promote resource stewardship and teaching as well as research opportunities.

Conservation of existing naturalized areas and hydrological systems in the West District and creation of new naturalized stormwater management systems in the Central and West districts, would reduce the quantity and increase the quality of runoff. Tree cover replacement and expansion, especially in the Central District, would add to carbon capture, while providing shade and aesthetic enhancements. Turf reduction strategies, and an increase in native plantings, would create resilience and minimize maintenance. Utility upgrades and expansion would provide more efficient service and reduce energy demand.

Enhancing the pedestrian-oriented campus through better, more accessible paths should reduce intra-campus auto travel and support the “park once” initiative. The plan promotes more bicycle paths and convenient parking and shower facilities to help increase bicycle commuting. A partnership with the City of Lawrence for a possible transit transfer center connected to campus transit should promote increased bus ridership.
KU classes were taught in the suburban Kansas City area as early as the 1940s. In 1993, the KU Edwards campus was established in Overland Park when its first building, the Regents Center, was opened. The physical campus brings “the high-quality academic programs, research, and public service of the University of Kansas to the greater Kansas City community to serve the workforce, economic and community development needs of the region.” ([www.edwardscampus.ku.edu/mission](http://www.edwardscampus.ku.edu/mission))

In fulfillment of this mission, the Edwards campus (KUEC) offers a wide variety of graduate and undergraduate degree completion programs, supports the local community by leased use of its facilities to Johnson County Community College and outside groups, and hosts research programs, including the Confucius Institute, Center for STEM Learning, Hartley Audiology Clinic, Kansas Center for Autism Research and Training, and KU Infant and Early Cognition Laboratory.

KUEC functions primarily as an evening campus. The student body profile skews heavily toward adult students, working full- or part-time, who are seeking degrees for career advancement or career change. More than 1,500 students attend classes at KUEC each semester, and 250 KU faculty members teach courses on this campus.

KUEC offers undergraduate degrees in:
- Business Administration
- Exercise Science
- Information Technology
- Literature, Language, and Writing
- Molecular Biosciences
- Public Administration
- Psychology
- Social Work
Graduate degrees are offered in:
- Architecture, Design and Planning
- Business - MBA
- Education
- Engineering
- Journalism
- Liberal Arts and Sciences
- Social Welfare
- Public Affairs & Administration

**CURRENT CONDITIONS**

In just 20 years, the Edwards campus has grown from one 55,000 square foot building to four buildings totaling 238,000 square feet on 30 acres. Fall 2012 student headcount included 458 undergraduate and 1,076 graduate students.

The existing facilities are:

<table>
<thead>
<tr>
<th>Facility</th>
<th>Completion Year</th>
<th>Gross Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEST Building</td>
<td>completed 2012</td>
<td>76,455 GSF</td>
</tr>
<tr>
<td>Jayhawk Central</td>
<td>completed 2005</td>
<td>19,155 GSF</td>
</tr>
<tr>
<td>Regnier Hall</td>
<td>completed 2004</td>
<td>86,255 GSF</td>
</tr>
<tr>
<td>Regents Center</td>
<td>completed 1993</td>
<td>55,485 GSF</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>237,350 GSF</td>
</tr>
</tbody>
</table>

The overall campus is designed on a suburban model for ease of commuting students’ access. Surface parking lots are the dominant feature on campus edges. A service station currently exists at a main gateway to campus on Quivira Road. Jayhawk Central is a similarly styled anchor at the northeast corner of campus.
ANALYSIS

SPACE NEEDS: ANALYSIS AND PROJECTIONS
The Edwards campus student enrollment growth used in this analysis is 1,533 students in the Fall 2012 increasing to a projected level of 2,150 students in the next ten years, an overall growth rate of 40%. The Edwards campus Fall 2012 student headcount of 1,533 students for the current year enrollment includes 458 undergraduate students and 1,075 graduate students. The Fall 2012 full-time equivalent (FTE) student numbers used is 1,100 FTE students.

For the Edwards campus, an 82% increase in undergraduate and a 22% increase in graduate enrollment has been projected. The enrollment projection of 2,150 students on the Edwards campus in the future includes 835 undergraduate and 1,315 graduate students. The future enrollment projection is for 1,535 FTE students.

KEY FINDINGS
As seen in Figures 3-26 and 3-27, the space needs analysis of the Edwards campus concluded that current needs are in the areas of research, study/library, student center, and support space. Future space needs are anticipated class lab and open laboratory space. With the recent addition of the BEST Building, classroom and service space will meet projected campus needs for the next ten years.
Floor Area Ratio
KUEC is divided into three zones: academic, parking, and undeveloped. Building density within the academic zone is .37 floor area ratio (FAR), as shown in Figure 3-28.

Of the four KUEC buildings, the BEST Building, is utilized primarily for academic and outreach activities. Regnier Hall has a mix of academic and administrative space, as does the Regents Center, which also houses the campus library. Jayhawk Central is the campus student union, containing a bookstore, study space, and limited food service.
Impervious Cover
While impervious cover is significant on the eastern two-thirds of campus, the undeveloped area has no impervious cover as shown in Figure 3-29. The land falls generally toward the northwest from a high point at the 127th Street and Quivira Road intersection. This topography helps to shed stormwater runoff away from campus, toward the parking and undeveloped areas of the property. A stormwater retention basin is sited along 125th Street.

Parking and Transit
Parking on campus is highly utilized during evening class times. Spaces adjacent to buildings begins filling up in the afternoon. Peak parking time is at 7 p.m., during the overlap between evening classes (4-7 p.m.) and night classes (7-10 p.m.). The greatest parking demand is generated when conferences or other events are held simultaneously with classes. The lack of overflow parking to accommodate the increased vehicle load can cause problems during these times.

Many students use the K-10 Connector to travel between the Lawrence and Edwards campuses. Parking for K-10 Connector riders is located to the west of Jayhawk Central.
CONCEPTS

Inspired by the goals of Bold Aspirations.

GOAL 1: ENERGIZING THE EDUCATIONAL ENVIRONMENT
GOAL 4: ENGAGING SCHOLARSHIP FOR PUBLIC IMPACT
GOAL 6: DEVELOPING INFRASTRUCTURE & RESOURCES

1 ENRICH THE STUDENT EXPERIENCE OF CAMPUS BY SHAPING SPACES FOR SOCIAL ENGAGEMENT

Recognizing that a student’s educational experience is enriched and broadened through interaction outside the classroom, KUEC should energize the educational environment by increasing student life facilities and group study spaces.

2 BOOST THE CAMPUS’ VISIBILITY AND PRESENCE: VISUALLY BRAND IT AS A UNIVERSITY CAMPUS

In addition to campus wayfinding elements recently implemented, new buildings, additions, retrofits, and landscaping would enhance campus visibility, especially along Quivira Road. These elements would help to visually differentiate the campus from adjacent commercial properties and reinforce its character as an academic campus.

3 ANTICIPATE FUTURE GROWTH

As KUEC continues to grow and expand its academic offerings, new facilities should be appropriately scaled to accommodate these programs and incorporate technological advances and new pedagogical strategies, while using resources wisely. Infrastructure such as parking, drainage, and utility support must also be factored into the planning process.
**CONCEPT 1**

**FIGURE 3-30: THE CAMPUS HEART**

- Entrance/Gateway
- Significant Building Façade
- Icon/Landmark
- Organizing Axis
- Significant View
- Open Space
- Wooded Buffer/Wooded Area

**ENRICH THE STUDENT EXPERIENCE: STUDENT SUCCESS AND CAMPUS LIFE**

Student life and group study spaces are highly utilized on the Edwards campus but insufficient for current needs. As the student population increases, this space need should be addressed.

Utilizing the campus as a living laboratory through sustainable initiatives and case studies associated with stormwater detention and building energy would enrich the student experience while promoting resource stewardship.

The heart of the Edwards campus is the open green space that connects three major buildings, as shown in Figure 3-30. It is a critical framework element of the campus. This outdoor space should act as the social engagement center, sponsoring casual and formal events.
CONCEPT 2

FIGURE 3-31: CAMPUS VISIBILITY

- Entrance/Gateway
- Significant Building Façade
- Organizing Axis
- Significant View
- Open Space
- Building Site

BOOST CAMPUS VISIBILITY AND PRESENCE: ACADEMIC COMMUNITY

There is strong institutional desire to focus the Edwards campus outward to the community, as shown in Figure 3-31. The entry drive on Quivira Road is currently centered on the east façade of the BEST Building, providing an important visual identity for the campus as well as a drop off point.

However, opportunity exists to further strengthen this gateway, and the entire Quivira Road frontage, with new architecture and improved landscape elements. Both would help to better connect services at Jayhawk Central in order to create a more vibrant community.
ANTICIPATE FUTURE GROWTH: SUSTAINABLE LAND USE AND GROWTH PATTERNS

Extending the campus framework to the west would allow for future growth, as shown in Figure 3-33. The core campus could be further strengthened by additional facilities sited to create an open green space for a quad-like feel.

Public-private partnerships for projects and programs could account for this growth and strategically enhance the Edwards campus as well as tie to programs on the Lawrence campus, thus realizing a more unified institution.
The Edwards campus 10-year plan utilizes an outwardly focused strategy to site the proposed Regents Center Addition and Building #4.

Building #4 would provide an eastern edge campus anchor that is easily accessed from parking lots to the north and west. Balanced with the Regents Center, the new building creates a crescent-shaped, appropriately civic green space at the Quivira Road entry drive and circle. The crescent’s path would connect the public face of the campus effectively and beautifully from Jayhawk Central in the northeast to the Regent Center Addition in the southeast.

The Regents Center Addition is sited to connect to the existing library and provide more collaborative and study space for students. It is also very prominently located on the southeast corner and has the potential to be a landmark for the campus and community.

Renovation of Jayhawk Central should similarly connect to the surrounding landscape and signage at the northeast corner. The building façade should be reconsidered to portray an institutional character that befits its important location.

EDWARDS CAMPUS PROJECTS

- Regents Center Addition: This project provides an internal reconfiguration and renovation of the first floor with an addition to address need for library use, commons space, and student collaborative space.

- Renovation of Jayhawk Central: This project includes interior renovation and reconfiguration, including upgrades to the unfinished lower level.

- Building #4: This represents a potential site for future classrooms and research space with a program to be determined.
Longer-term campus development should focus on extending the existing green space to the west where nearly 200,000 GSF of additional space is possible. Consideration should be given to relocating the street currently west of the BEST Building and Regnier Hall further to the west. This would allow for additional green space in a continuous pedestrian-oriented environment.

Change in elevation between spaces could be mitigated by an outdoor amphitheater, which will in turn increase the usefulness and importance of the area.

Campus entry from the south off of 127th Street could focus on a new public-oriented building with synergistic ties to the conference facilities in BEST. Overall landscape improvements around the perimeter of campus would soften the effect of large surface parking areas and create a more welcoming presence to campus appropriate for KU. There are also opportunities to link the campus with regional recreation paths that promote riding bicycles and walking to campus.

In addition, entrepreneurial partnerships could spur more development, while continuing to offer opportunities to students. Establishing a strong campus framework enhances campus identity and provides thoughtful expansion opportunities. Building on its own unique history, culture, and strategic mission, the Edwards campus will play an important role in educating the KU community.