



# Storrs Campus Master Plan Update

January 2006



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# University of Connecticut

## Storrs Campus Master Plan Update

January 2006



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# Introduction

## **The Need to Update**

As a result of the UCONN 2000 initiation, the 1998 University of Connecticut Campus Master Plan was adopted. The master plan set the principles, goals, concepts, and guidelines for a bold transformation of the Main Campus at Storrs.

Because of the remarkable success of Phase 1 and 2 of UCONN 2000, the university is now embarking on 21<sup>st</sup> Century UConn (technically phase 3 of UCONN 2000) that identifies additional academic and research facility needs including new buildings and numerous projects to replace and upgrade existing outdated, ineffective, and unsafe facilities.

The University of Connecticut Storrs Campus Master Plan Update (Master Plan Update) was commissioned as a result of significant changes to the physical campus setting since the substantial completion of UCONN 2000 improvements. These significant changes, while both positive and in keeping with the principles of the master plan, have also changed the operational dynamic, vehicular and pedestrian circulation routes, and parking and open space systems. The Master Plan Update will focus on these and other remaining issues relating to the creation of a cohesive campus.

The Master Plan Update is not a rethinking of the 1998 Campus Master Plan, but a refinement. At the onset of the UCONN 2000 initiative, the physical infrastructure of the university was in such poor condition that nearly any project would be a step in a positive direction. Now, at the commencement of the 21<sup>st</sup> Century UConn initiative, there must be a focused effort to ensure that the allocation of resources is driven by programmatic needs and the enhancement of safety and operational efficiencies.

The Master Plan Update will strive to continue the successful transformation of the Main Campus at Storrs from one that was once dispersed and automobile dependent to one that is increasingly interconnected and welcoming to pedestrians.





*2004 Aerial Photograph of the Main Campus at Storrs*



## Planning Purpose

The purpose of the Master Plan Update is to:

- Assess the current campus composition after the substantial completion of UCONN 2000 improvements and identify priority issues requiring planning and design guidance.
- Focus on the Central Campus, South Campus, West Campus, Research, East Campus, and North Campus Neighborhoods, determine what makes each neighborhood unique and develop ways to unite them as one cohesive campus.
- Identify additional specific enhancements that will improve campus pedestrian and vehicular circulation, open space, parking, wayfinding, image, and building operation in support of master planning principles and goals. The principles and goals are clearly explained in the 1998 Campus Master Plan Technical Report and were reaffirmed in this update process.



### *Planning Principles*

- Respect what is already in place.
- All campus elements must inter-relate.
- Campus is about people, not just buildings and spaces.

### *Planning Goals*

- Establish a clear organizational concept.
  - Develop an articulated hierarchy of spaces and paths.
  - Create a humane campus in scale, function, and materials.
  - Provide a flexible framework to accommodate future university needs.
  - Articulate a plan of conservation and development.
- 
- Identify opportunities for accommodating 21<sup>st</sup> Century UConn projects within the fabric of campus. Priorities include: enhancing academic facilities (e.g., replacement of the Jaime Homero Arjona Building and the Henry Ruthven Monteith Building), additional research facilities (e.g., collocation of all biology activities), consolidating the now scattered fine arts facilities into a single Fine Arts Complex, the North Hillside Road extension to Route 44, and residential and student life enhancements.
  - Project campus space capacities for meeting future programmatic needs.
  - Develop environmentally sustainable design guidelines for consideration in future project implementation.



In addition to the Master Plan Update, several supplemental planning reports were prepared with more specific detailed recommendations. These companion studies are referenced here (see the individual reports for more detail).



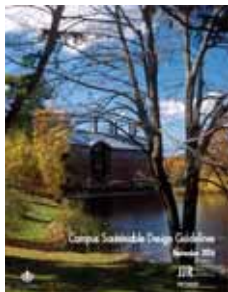
#### *Athletic Master Plan*

This report assesses the existing and future program requirements of all athletic programs and presents recommendations for accommodating future needs.



#### *East Campus Plan of Conservation and Development*

This report is an update of a study conducted in 2000. It refocuses the earlier study into a more balanced conservation approach for future planning on East Campus.



#### *Campus Sustainable Design Guidelines*

This report sets forth guidelines for low-impact, sustainable design of the campus environment and represents the university's commitment to protect our natural resources.



#### *Campus Wayfinding*

This report sets recommendations for an efficient, effective, and consistent wayfinding system both on and off campus.



#### *Classroom and Laboratory Utilization Study, Classroom Mix Study, and Space Needs Analysis*

This document analyzes the current university space and offers recommendations based on present and future needs.

Master plan reports were also developed for three regional campuses concurrently with the Master Plan Update. The reports analyze space needs as well as vehicular, pedestrian, open space, parking, and other needs which led to recommendations for future opportunities on these campuses.



*Avery Point Campus Master Plan*



*Torrington Campus Master Plan*



*Greater Hartford Campus Master Plan*



*Storrs Campus Master Plan Update*



## Planning Methodology

The Master Plan Update process was initiated in April 2003. A kick-off session was held with the Master Plan Advisory Committee (MPAC) to review and renew the plan's principles and goals, review the process and expectations, and discuss the opportunities and issues on campus. A campus-wide open house was held in Homer Babbidge Library to inform faculty, staff, and students of the master plan process and to facilitate a dialogue on priorities, observations, and concerns regarding the campus and its facilities. An open planning method was utilized with input from the campus and neighboring community through periodic open houses, an interactive website, committee workshops, and university leadership reviews.

An analysis of existing conditions and improvements since the 1998 Campus Master Plan was conducted, and areas requiring attention were identified. Space needs assessment interviews were conducted with assistance from the provost, deans, and administrative staff in order to assess program needs to inform the planning of future facilities with a focus on maximizing utilization and minimizing redundancy.

The 21<sup>st</sup> Century UConn project list was reviewed and discussed with MPAC to understand the priorities and critical adjacencies of each. Alternatives were explored for each proposed facility and shared with the campus community to facilitate discussion and set preferred directions. The 21<sup>st</sup> Century UConn projects were then assessed in context with one another and the rest of the university campus framework, and further refinement and discussion took place.



Priority issues identified in the analysis, workshops, and open houses were investigated generating alternative concepts that were further refined through dialogue. Specific projects were identified that would strengthen the connectivity and continuity of campus, facilitate efficient movement of pedestrians and vehicles, provide a safer environment, and create memorable open spaces. As recommendations were finalized, they were tested within the framework of the campus environment in order to prepare a preliminary master plan. Input received from MPAC, students, faculty, and university administration was incorporated into the master plan document.

It is important to remember that the master plan is a living document and therefore is never "final." A master plan is not the physical representation or a plan to hang on the wall. It is the planning principles and goals that guide the process of creating the master plan. Although the plan helps visualize patterns, a campus is ever-changing and plans are altered as administration, budgets, and trends evolve. This Master Plan Update represents an important point in time in the evolution of the University of Connecticut.



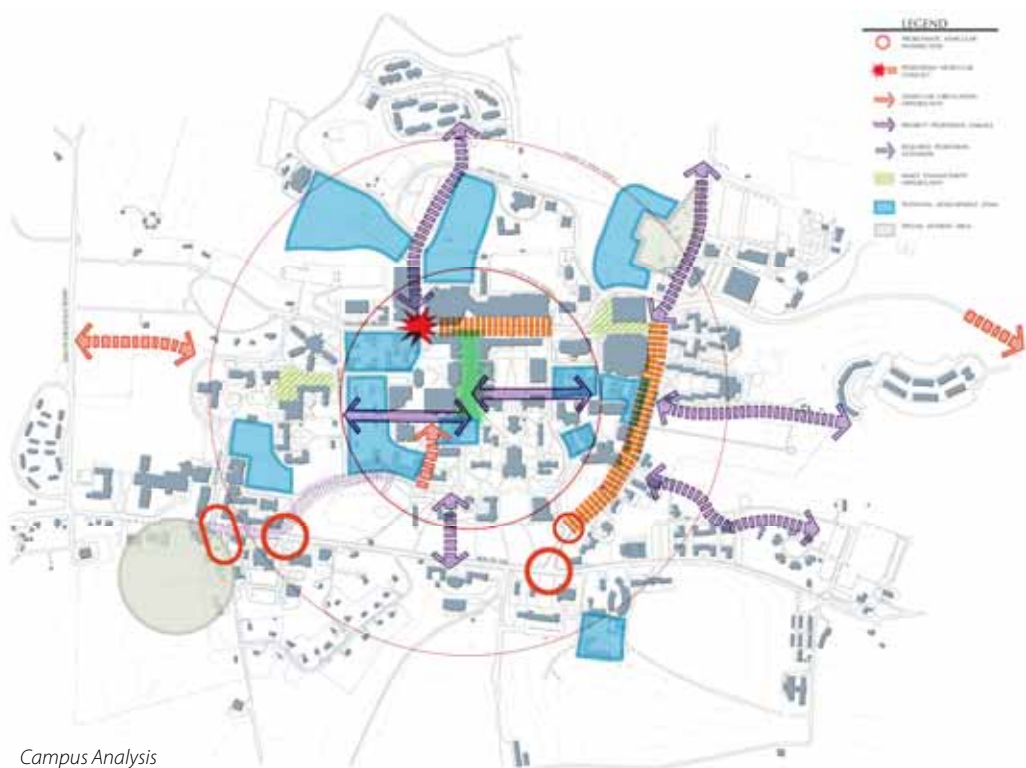
# Analysis of Existing Conditions

## Prelude

The transformation of the Main Campus at Storrs since the implementation of the UCONN 2000 initiative is stunning. There have been a great number of buildings constructed that improve the academic and research space on campus resulting in the University of Connecticut (UConn) being named the top public university in New England. Vehicular circulation routes have been altered and parking largely removed from the heart of campus, enabling the transformation from a vehicle dominated environment to a pedestrian centered campus.

While the transformation is dramatic, there are elements of the campus setting which remain unresolved. Many of the grand and difficult moves of the 1998 Campus Master Plan have now been made, and this update seeks to identify remaining issues and provide recommendations that will allow the university to knit together the individual projects into a cohesive, vibrant, functional, and beautiful campus environment.

The following observations were critical in the process of setting forth the recommendations for the Master Plan Update.



## Buildings & Facilities

- A space needs and facility utilization assessment was prepared as a companion document to the Master Plan Update. The report analyzed space utilization at a critical time – after substantial completion of the UCONN 2000 initiative and prior to building 21<sup>st</sup> Century UConn space. It was important to take a step back and analyze the types of spaces that had been built and the types needed in the future.
- Classroom utilization for the fall 2002 term showed the overall campus classroom utilization at UConn (Main Campus at Storrs) to be reasonable for a campus of its size and mission with centrally scheduled classrooms being utilized more effectively than those scheduled by the departments.
- Findings for the teaching laboratory utilization showed the overall campus teaching laboratory utilization at UConn (Main Campus at Storrs) to be within the expected range of hours per week of use and expected occupancy rate.
- At the current enrollment level, the consultants believe that the overall number of general purpose classrooms is reasonable, but the room sizes are not optimal. The mix analysis showed a need for 11 more rooms with less than 30 seats, 16 less rooms with 48 stations, 7 additional rooms between 64 and 80 seats, and 3 more rooms of 160 to 190 stations. Since faculty often desires larger rooms for small enrollment sections, the consultants urge further study before small classrooms are added unless they directly support seminar or discussion section needs.
- At fall 2002 enrollment and staffing levels, UConn (Main Campus at Storrs) showed a campus-wide need for nearly 900,000 additional assignable square feet of space.
- Please see the Appendix (*Classroom and Laboratory Utilization Study, Classroom Mix Study, and Space Needs Analysis*) for more specific information.
- Consolidation of campus support services on North Campus is working well. These operations require better visual screening from North Hillside Road, which will be more important with the North Hillside Road extension to Route 44 creating a new campus vehicular gateway.
- Indoor student recreation facilities are not adequate to support the current and projected student populations. Based on these student populations, approximately 320,000 square feet of additional space is needed. Student recreation facilities are very popular, assist in both recruitment and retention, and provide productive on-campus activities. The ideal facility would be consolidated with the outdoor playing fields in a central location. While not a part of the UCONN 2000 or 21<sup>st</sup> Century UConn initiatives, its potential should be seriously considered.





## Open Space

Beyond implementation of the Fairfield Mall, the campus open space system and landscape improvements need prioritized attention. The buildings at UConn have gone through a much needed upgrade, but the open space system has not kept pace. It is the spaces that occur between the buildings that make a campus. Open space ties disparate architectural styles together into an understandable whole, and creates that indelible image and memory of UConn. Therefore, a great deal of effort should be put into both the design of individual spaces as well as how they knit together to form a cohesive, memorable whole.



- An effort to improve the open space system should be made on both building-specific projects as well as campus-wide landscape initiatives. The redesign process for the Main Quadrangle is laudable for such an important campus space, but should be expanded to smaller site efforts as well.
- The building identification signs and other campus sign systems are very successful unifying elements. However, there are many wayfinding issues approaching campus as well as on campus that must be addressed. There are many unnecessary and obsolete signs, and there are many signs which are confusing. The size, quantity, location, and message on visitor signs are inadequate, and vehicular gateways to campus are not identified in a manner that is appropriate to UConn. These and other issues are addressed in a companion *Campus Wayfinding* report. Please see this report for specific recommendations.
- No area of campus was so impacted by increased density as the Research Neighborhood. With the recent addition of the Chemistry Building, Biological Sciences and Physics Building, and Pharmacy/Biology Building, and the future redevelopment of George Stafford Torrey Life Sciences Building and Edward V. Gant Science Complex, a great deal of additional space has been added. Because of this increase in square footage and building heights, it will become imperative to balance the high development density with adequately proportioned and appropriately designed open spaces.
- There are no student recreation fields on the Main Campus at Storrs. For a university the size of UConn, approximately 20 acres should be devoted to active recreation fields. There are very few areas on campus that are large enough and have the appropriate topography and soils for athletic fields. A specific study of this and other issues relating to intercollegiate athletics are addressed in a companion *Athletic Master Plan* report. Please see this report for specific recommendations.



## Circulation

- Pedestrian circulation has improved dramatically with the implementation of the Fairfield Mall, the Forum, and the southern segment of the north/south Academic Way. The northern portion has not been implemented because of ongoing construction.
- A vibrant pedestrian environment has been created on Central Campus, and with the implementation of popular student housing options at the perimeter, there is a need for improved pedestrian linkages. The South Campus Residence Halls are a good example of how to effectively connect housing with Central Campus. However, in several areas, such as the Hillside Apartments, housing has been created with no pedestrian connection to the Central Campus, and in other areas, such as Towers Residence Halls, Husky Village, Hillside Residence Halls, and Charter Oak Apartments/Suites, the connection is untenable. The university must provide safe, efficient, accessible pathways from university housing into the heart of campus in order to increase pedestrian activity and further reduce the dependence on the automobile.
- Pedestrian desire lines develop and change as new buildings are implemented. There are many examples on campus of pedestrian desire lines appearing, especially adjacent to some of the newer buildings. The university needs to be cognizant that when changes occur on campus such as a new building, a road closure, or a new open space, pedestrian patterns change as well and many times ripple across an entire district. When developing new projects, care should be taken in planning and integrating new pedestrian and open space systems into the existing framework.
- There are numerous areas of serious pedestrian/vehicular conflict. The most troublesome pedestrian safety concerns occur at the Stadium Road/Hillside Road intersection, along Hillside Road in front of the Student Union, and along North Eagleville Road.



Construction of the South Parking Garage and new UConn Co-op west of Hillside created new pedestrian and vehicular circulation patterns. A negative aspect of these new patterns is increased pedestrian/vehicular conflicts at the intersection of Hillside Road and Stadium Road. This intersection is the principal circulation issue for the university to address.

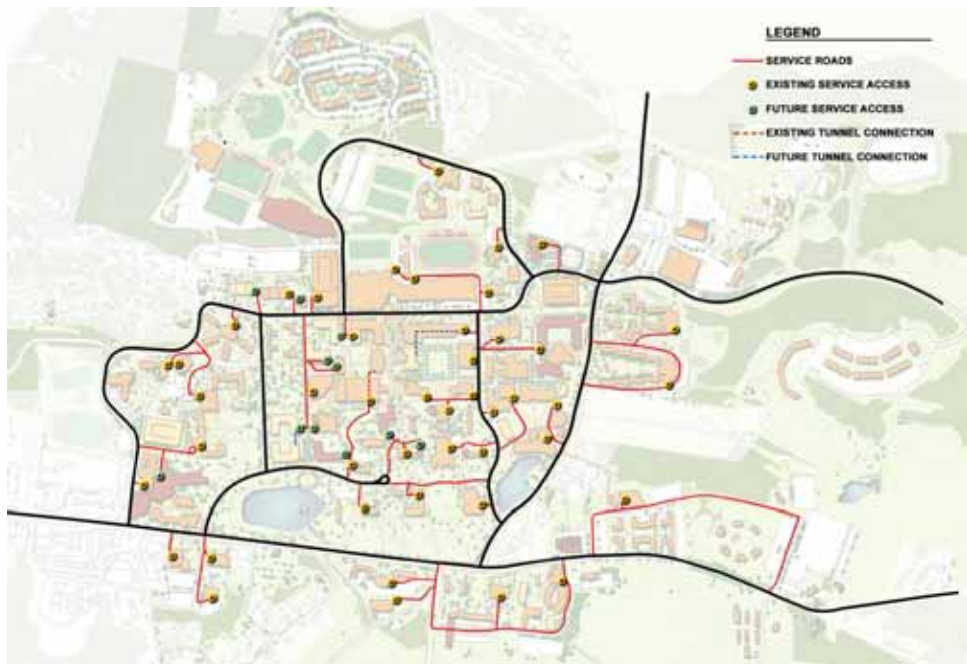


With the construction of Husky Village and Charter Oak Apartments/Suites, there are now approximately 5,000 students that cross North Eagleville Road several times a day. The North Eagleville Road conflicts were amplified by on-street parking, which has subsequently been removed by the university. There are numerous improvements to be made to the roadway cross-section in order to facilitate safe pedestrian crossings.

- The Bolton Road connection from Route 195 to Hillside Road has improved vehicular circulation by reducing traffic on Mansfield and Gilbert Roads. The ultimate

extension of North Hillside Road to Route 44 is imperative to optimize the effectiveness of this road in servicing the campus from the north, reducing campus-related traffic on Route 195, and opening up development opportunities on North Campus.

- Traffic on Route 195 has continued to increase as the university grows. Vehicular access from Bolton Road to South Eagleville Road is still worthy of future implementation to help disperse university-related traffic to the community roadway system and to eliminate traffic through the adjacent residential neighborhood (Eastwood and Westwood Roads).
- Construction of the Nathan Hale Inn & Conference Center has increased visitor vehicular traffic within the South Campus Neighborhood. Traffic utilizes Gilbert Road, creating pedestrian/vehicular conflicts at the Academic Way where students move from the South Residence Halls to the Central Campus (see *Campus Wayfinding* report for recommendations). The site plan of the inn has also severed any pedestrian connectivity between uses to the South and Central Campuses.
- The busway in front of the Wilbur Cross Building has improved bus system efficiencies. Overall ridership of the bus system has increased immensely. Between 1998 and 2002 (academic years), undergraduate enrollment grew by 26% (11,715 to 14,716). During that same time period, ridership on the transportation system grew by 129% (from 482,802 riders to 1,105,669 riders). The university should study the continued expansion and improvement of the transit stops on campus and encourage this trend.
- Service, delivery and accessibility to all buildings continue to be a challenge on campus as the road patterns change. Careful consideration should be given to the manner in which goods and services are delivered to each and every building.



*Goods & Service Delivery Diagram*





- Access to buildings along the Fairfield Mall for the physically disabled is complicated by the restricted access. Special considerations for university operated vehicles will need to be made for these activities.
- Alumni Drive will become increasingly important to the overall circulation system on campus in an effort to reduce traffic on Hillside Road. Major improvements need to be made in order to make it a safe and efficient roadway.

## Parking

- The quantity of parking is adequate for the university population. There may be some argument about the distribution, but the numbers are as follows:

- Parking spaces lost since 1998 = 1,549
- Beds added since 1998 = 2,427
- Parking spaces added since 1998 = 3,274
- There is a very slight increase in employee permits overall.
- These figures illustrate parking activity, but no real deficit exists due to excess parking prior to 1998.



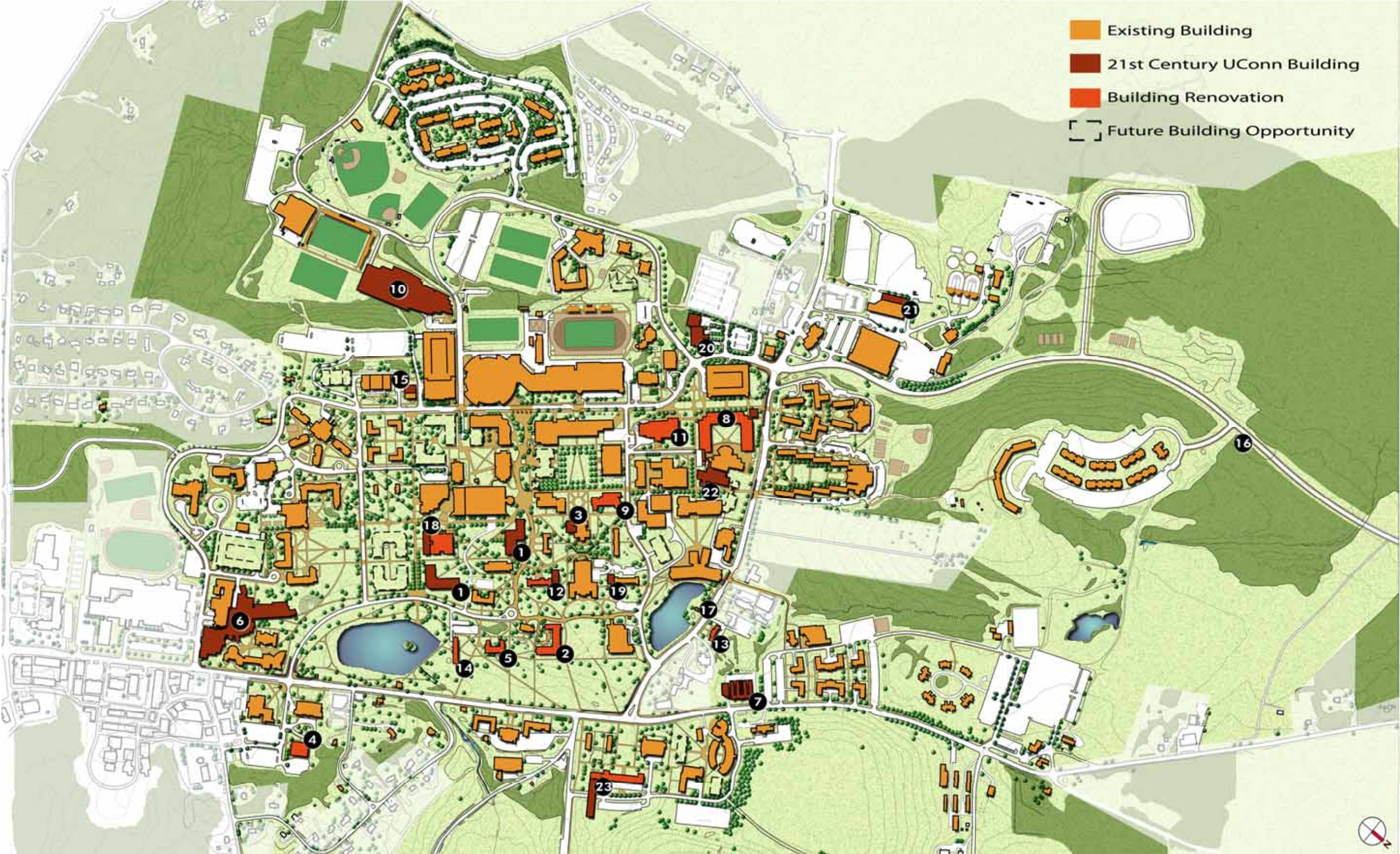
- Regarding parking permits:
  - Total permits fall 2003 = 11,352
  - Total spaces = 11,660
  - Oversell of 0.97
    - Oversell ratios are difficult to calculate by category (faculty/staff/student) due to the ability of one category to park in another's space, but the oversell campus ratio is very low compared to many campuses.
    - The permits do not contain visitor parking demand, but at present there are more spaces than permits.



- The North Parking Garage occupancy is now 80% on a peak Tuesday morning, and the South Parking Garage occupancy is 60% on a peak Tuesday period just before noon. This means that 600 spaces still remain vacant in the garages at peak times.
- Construction of a remote parking lot capping the landfill will provide adequate additional supply for converting S Lot over to faculty/staff.
- The final program and visitor functions for the Fine Arts Complex as well as future displacement for academic/research facilities will determine when and if the third parking garage is necessary (future assessments required).
- Policy issues relative to the parking and transportation system that need to be addressed include: (1) financial self-sufficiency for parking and transportation (currently two separate operational units), (2) relative rates of surface parking and garage parking (garage rates are high and utilization is not optimal), (3) evening student parking in the garages (desired by students at no additional cost), and (4) location of parking to serve resident students (adjacent or remote) with differential rates based upon convenience.







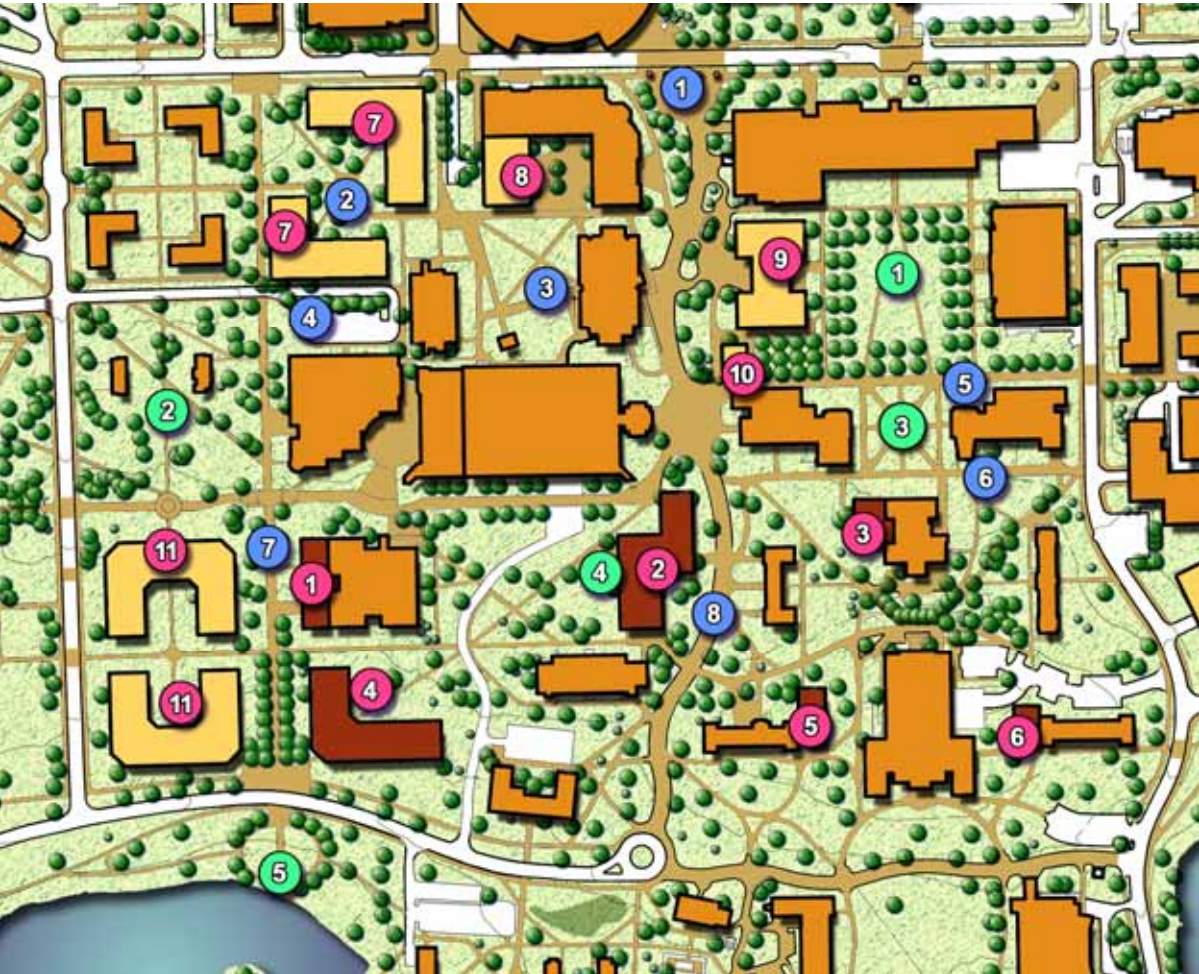
Preliminary Master Plan



21<sup>ST</sup> CENTURY UCONN PROJECTS

- 1 Arjona and Monteith (new classroom buildings)
- 2 Beach Hall Renovations
- 3 Benton State Art Museum (completion addition)
- 4 Bishop Renovation
- 5 Family Studies (DRM) Renovation
- 6 Fine Arts Phase II
- 7 Floriculture Greenhouse
- 8 Gant Building Renovations
- 9 Gentry Completion
- 10 Intramural, Recreational & Intercollegiate Facilities
- 11 Jorgensen Renovation
- 12 Koons Hall Renovation/Addition
- 13 Lakeside Renovation
- 14 Manchester Hall Renovation
- 15 Natural History Museum Completion
- 16 North Hillside Road Completion
- 17 Observatory
- 18 Psychology Building Renovation/Addition
- 19 Storrs Hall Addition
- 20 Student Health Services
- 21 Support Facility (Architectural & Engineering Services)
- 22 Torrey Renovation Completion & Biology Expansion
- 23 Young Building Renovation/Addition

Central Campus Neighborhood





### Buildings & Facilities

- 1 – Weston A. Bousfield Psychology Building Addition
- 2 – New Classroom Building
- 3 – William Benton Museum of Art Addition
- 4 – New Classroom Building
- 5 – Benjamin Franklin Koons Hall Addition
- 6 – Augustus Storrs Hall Addition
- 7 – Future Academic/Research Buildings
- 8 – Future School of Business Expansion
- 9 – Future Academic/Student Services Building
- 10 – Bell/Clock Tower Designed
- 11 – Future Academic Building

### Open Space

- 1 – Central Campus Open Space Redesign
- 2 – Preserve Oak Lawn
- 3 – Develop the Sundial Space
- 4 – New Open Space
- 5 – Reinforce Connection to Mirror Lake

### Circulation

- 1 – Eliminate Vehicular Access
- 2 – New Walkway Connection
- 3 – Reconfigure Walks to Reflect Pedestrian Desire Lines
- 4 – New Drop-Off and Accessible Parking Spaces
- 5 – Develop and Reinforce the Academic Way
- 6 – Create Combined Pedestrian Walkway/Service Corridor
- 7 – Whitney Road Converted to Pedestrian Walkway/Service Corridor
- 8 – Realign Fairfield Mall to Accommodate New Classroom Building



### Goals

- Locate all 21<sup>st</sup> Century UConn projects.
- Enhance image of existing open spaces.
- Reinforce safe pedestrian environment.
- Accommodate service in a safe and aesthetic manner.
- Preserve future building opportunities beyond the 21<sup>st</sup> Century UConn initiative.

### Buildings & Facilities

#### 1 – Weston A. Bousfield Psychology Building Addition

The addition to the south of the Psychology Building will reinforce the future Whitney Road pedestrian/service corridor. Carefully consider which side of the building is most appropriate to add onto.

#### 2 – New Classroom Building

This building reinforces the Forum as the heart of campus by placing many students in the area. The form of the building should respond to adjacent buildings in terms of height and should respect their historic character through careful setbacks. The building should be placed near the edge of the Fairfield Mall, but not terminate it. It should both respect the mall and the Academic Way, form the edge of a new open space to the south, and should form several smaller, more intimate open spaces/plazas. Building entrances should be accessible from both Fairfield Mall and the Academic Way.



*Fairfield Mall*

#### 3 – William Benton Museum of Art Addition



The building addition to the Benton Museum of Art should be placed to the south and should respect the architecture of both the historic structure and the successful later addition that was added to the west.

*William Benton Museum of Art*

#### 4 – New Classroom Building

This building becomes an important link between the South Campus Neighborhood and Central Campus. In order to facilitate this north/south movement, this building should accommodate a pedestrian corridor. Because of its prominent location with clear views from Route 195, careful consideration of its scale and design should be given. The building should define open space, take advantage of its proximity to Mirror Lake, and reinforce the campus open space system.

### 5 – Benjamin Franklin Koons Hall Addition

The Koons Hall addition should be carefully placed to respect both the historic architecture as well as the open space character of the surrounding area.

### 6 – Augustus Storrs Hall Addition

The Storrs Hall addition should be carefully placed to respect both the historic architecture as well as the open space character of the surrounding area. Koons and Storrs Hall additions should be considered together because of their collective impact on the architectural symmetry that is prevalent in this historic area of campus.

### 7 – Future Academic/Research Buildings

Relocation of the Graduate Residence Halls would provide future academic/research opportunities. Several buildings could together create a courtyard open space and connect West Campus Residence Halls to Central Campus.

### 8 – Future School of Business Expansion

If the School of Business expands, the addition should enclose the courtyard space that exists adjacent to the existing building. The addition should respect the current walkway systems, service corridors, and adjacent open spaces.

### 9 – Future Academic/Student Services Building

This building could serve as either additional academic space or student services (Student Union expansion). The placement would reinforce the Fairfield Mall and enclose the large Main Quadrangle. Prior to the need for this additional building, this space could serve as an open space that connects Fairfield Mall with the Main Quadrangle.

### 10 – Bell/Clock Tower Designed

With the recent addition of the Center for Undergraduate Education, implementation of the Academic Way and Fairfield Mall, and the future addition of a major academic building, the Forum will finally become the true academic crossroads that the original 1998 Campus Master Plan intended. An iconic, vertical feature that can be seen from all over campus such as a bell/clock tower should be placed adjacent to the Forum, Academic Way, and Main Quadrangle to strengthen the center of campus.



*The Forum*



*The Academic Way*

### 11 – Future Academic Building

These buildings should help reinforce the campus fabric, define open space, strengthen connections to South Campus, and reinforce the Academic Way.



### **Open Space** 1 – Central Campus Open Space Redesign

The Main Quadrangle should be redesigned to function as the most significant open space on campus. A large expanse of open lawn with large shade trees placed formally along the perimeter would provide an organizing feature for the entire campus and allow a variety of active and passive activities to occur, thereby becoming the “living room” of campus. If laid out carefully, large ceremonial events, including graduations, can be held here.

### 2 – Preserve Oak Lawn

The area between South and Central Campus is important for several reasons. The space is a serene transition between neighborhoods, the tall canopy of mature oaks creates a unique open space that cannot be found anywhere else on campus, and it is an area that is unique to UConn. This Oak Lawn should be preserved and utilized for passive recreation.



*Oak Lawn*

### 3 – Develop the Sundial Space

The sundial space west of the Benton Museum of Art should be further designed in conjunction with the Main Quadrangle and Academic Way to relate to all these spaces, and yet it should have a unique character. The space should be landscaped so it is unique to UConn.

### 4 – New Open Space

The open space between the two proposed academic buildings should be carefully developed as several smaller spaces. The space should act as a connection between the two academic buildings and should be a unique space unlike any other on the Main Campus at Storrs. The space should also relate in some way to the Academic Way. In addition, small plazas adjacent to the buildings for casual interaction or perhaps an amphitheater as an outdoor classroom could be incorporated by utilizing the natural change in grade.

### 5 – Reinforce Connection to Mirror Lake

UConn has a tremendous asset on campus in Mirror Lake. Although technically a stormwater retention pond, it creates a unique foreground feature that has gone relatively unused. With the redevelopment of the Jaime Homero Arjona Building and Henry Ruthven Monteith Building sites, it presents an opportunity to make a meaningful connection from campus to Mirror Lake. Using plazas, walks, and landscaping, the connections to campus can be reinforced.

### **Circulation**

#### 1 – Eliminate Vehicular Access

Create a welcoming transition between the vehicular and pedestrian environment in this very important area. Form a true gateway for pedestrians to enter Fairfield Mall, and decrease the size of the space to reduce its overall importance and increase the significance of the Forum.

#### 2 – New Walkway Connection

Connect the open space to the rest of campus with well-planned walkways.

### 3 – Reconfigure Walks to Reflect Pedestrian Desire Lines

Reconfigure walks in this important confluence area so that they reflect the desire lines of pedestrians. In this area as well as others across campus, walks should connect doorways where pedestrians wish to go.

### 4 – New Drop-Off and Accessible Parking Spaces

In order to provide additional accessible parking spaces to the Central Campus, and especially the library, reconfigure the parking lot, add a drop-off, and designate all spaces as accessible only. The accessible only designation for this lot would eliminate heavy vehicular traffic.

### 5 – Develop and Reinforce the Academic Way

One of the main concepts of the 1998 Campus Master Plan is the implementation of the north/south pedestrian connection called the Academic Way. The Academic Way has been implemented very successfully from the Forum to the South Campus Residence Halls. Now that the Center for Undergraduate Education (CUE) and the Charles B. Gentry Building have been renovated, the Academic Way should be fully implemented from the Forum north to the Research Neighborhood and reinforced with large canopy trees.



*South Campus Residence Halls*



*The Academic Way*

### 6 – Create Combined Pedestrian Walkway/Service Corridor

With the implementation of the Academic Way as the major north/south pedestrian connection across campus, service access should be developed east of CUE and Gentry Building, and combined with a secondary pedestrian walk. The shared pedestrian walk/service access should be designed carefully to look like a campus walkway, yet allow the occasional necessary service vehicle.

### 7 – Whitney Road Converted to Pedestrian Walkway/Service Corridor

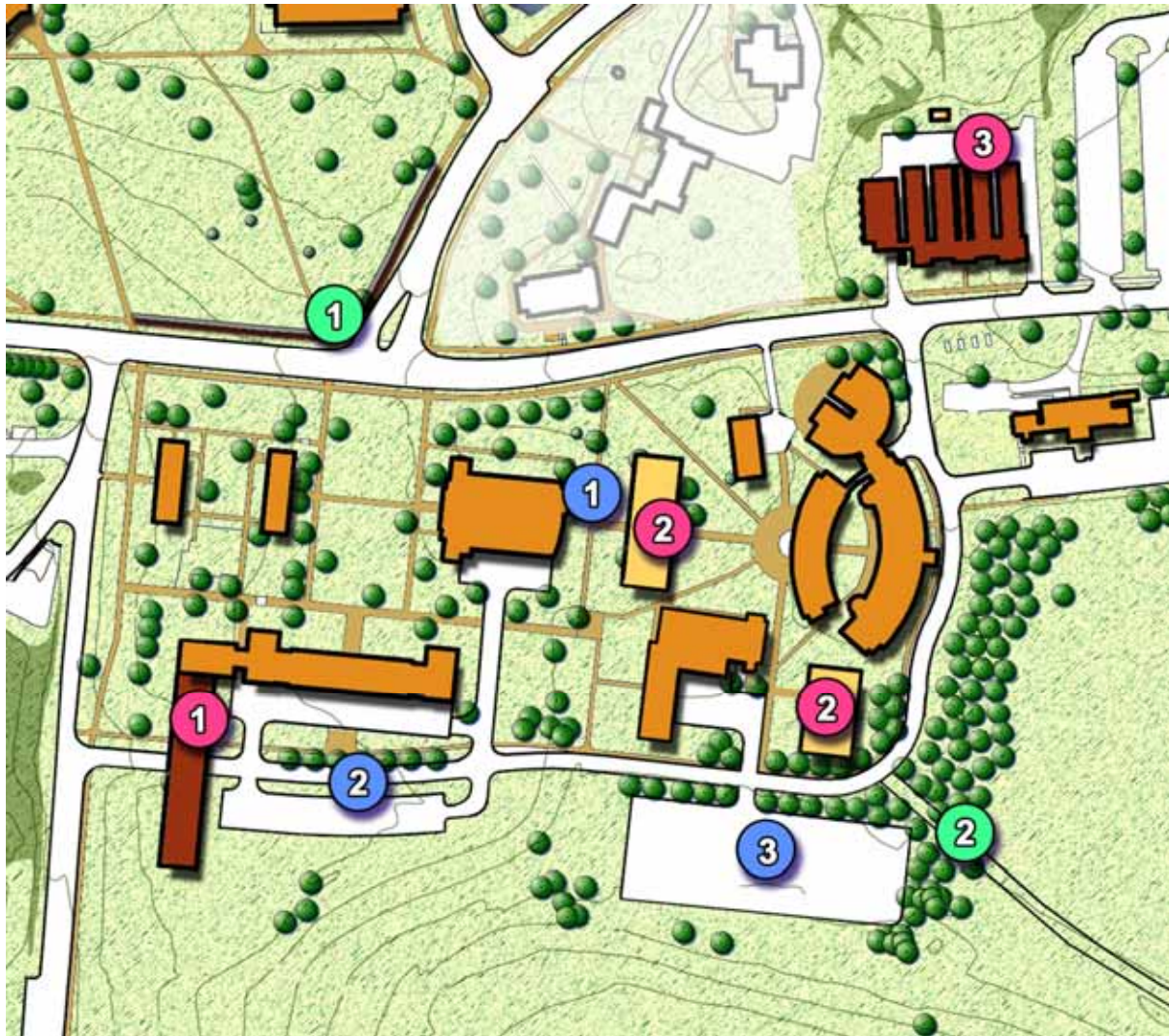
In the future, Whitney Road will no longer be necessary to accommodate regular campus vehicular traffic. By removing the road and turning it into a shared pedestrian walk/service access, the Central Campus Neighborhood gets ever closer to reaching the goal of becoming pedestrian oriented.

### 8 – Realign Fairfield Mall to Accommodate New Classroom Building

Fairfield Mall should be slightly modified to allow the development of a new academic building. The mall will remain curvilinear, and the academic building should not terminate the very important east/west pedestrian connection and views. The current asphalt pavement on the mall emphasizes vehicular dominance. Therefore, pavement of the path should be changed from asphalt to concrete or brick to reinforce the pedestrian dominance. Emergency access along Fairfield Mall will remain.

# Planning Recommendations

## East Campus Neighborhood





### Buildings & Facilities

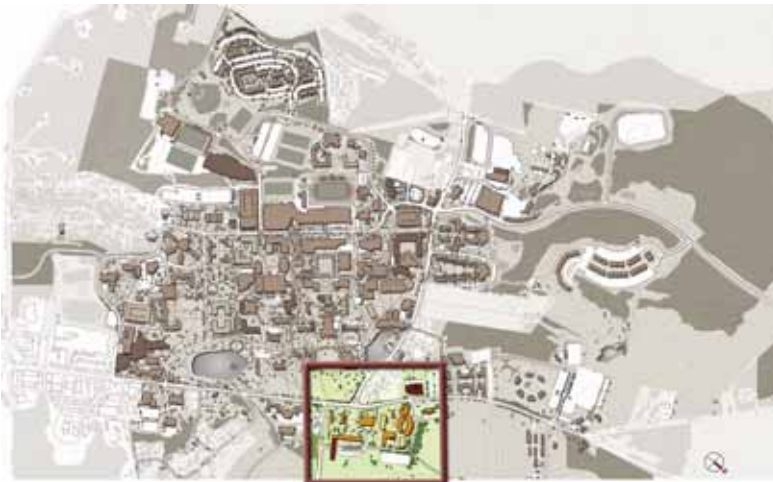
- 1 – Wilfred B. Young Building Addition
- 2 – Future Agriculture Research Buildings
- 3 – Rebuild the Floriculture Greenhouse

### Open Space

- 1 – Create Campus Gateway/Entry Image at Route 195/North Eagleville Road Intersection
- 2 – Landscape Buffer to Protect Views from Route 195

### Circulation

- 1 – Remove the Roadway to the North of the Ratcliffe Hicks Building and Arena
- 2 – Create a Loop Road
- 3 – Create East Campus Parking



### Goals

- Preserve existing character of key natural features.
- Enhance image and identity along Route 195.
- Improve circulation and wayfinding.
- Identify future infill opportunities.

### Buildings & Facilities

#### 1 – Wilfred B. Young Building Addition

Add to the Young Building in such a way as to protect the integrity of the existing building, create open space, and preserve the new loop road.

#### 2 – Future Agriculture Research Buildings

As buildings become obsolete in this area, new buildings should be developed within the loop road. Building locations should be chosen for their ability to create open spaces and respect the historic character of this campus neighborhood.

#### 3 – Rebuild the Floriculture Greenhouse

The existing location of the Floriculture Greenhouse is programmatically and practically ideal. When rebuilding the facility, create a new head house that is more appropriate to the image of UConn along Route 195.

### Open Space

#### 1 – Create Campus Gateway/Entry Image at the Route 195/North Eagleville Road Intersection

Create an appropriate gateway image to UConn (see *Campus Wayfinding* report for more detail). Incorporate the stone wall theme that currently exists at the Hillside Road/North Eagleville Road corner with text that proclaims the University of Connecticut.



### 2 – Landscape Buffer to Protect Views from Route 195

Views of East Campus from Route 195 are among the most scenic in the region and form a positive first impression of the university. There are some views into service areas and parking that could be screened with planting. One such area is the loop road/service drive north of the Agricultural Biotechnology Laboratory. Large groves of trees should be planted in this area to buffer the views from Route 195. Trees should be appropriate species for a wetland edge.

### **Circulation**

#### 1 - Remove the Roadway to the North of the Ratcliffe Hicks Building and Arena

The existing roadways within the East Campus academic area should be reconfigured and consolidated to simplify circulation and reduce the number of intersections along Route 195.

#### 2 – Create a Loop Road

Simplify vehicular circulation by creating a single loop road connecting Horsebarn Hill Road and Route 195 behind the existing facilities. While there are challenges with the topography in several places, this loop road will create a pedestrian environment within the East Campus academic district.

#### 3 – Create East Campus Parking

East Campus is challenged by an inadequate parking supply. As buildings become obsolete in this area, new buildings should be developed within the loop road with parking supplied outside the loop road. When new parking areas are developed in this area, it will be imperative to screen them adequately and respect the heritage of the Horsebarn Hill area.



*Horsebarn Hill*



# Planning Recommendations

## North Campus Neighborhood



### Buildings & Facilities

- 1 – New Architectural and Engineering Services Building
- \* New Student Recreation Facility

### Open Space

- 1 – Landscape Screening of Vehicle Storage/Central Receiving
- 2 – Replace Existing Riprap; Introduce Vegetation for Erosion Control
- 3 – Landscape Buffer for Husky Village

### Circulation

- 1 – Gateway Parking Lot
- 2 – Walkway Upgrades
- 3 – North Hillside Road Extension to Route 44
- 4 – Improvements to the Pedestrian Walk to Charter Oak Apartments/Suites
- 5 – Walkway Improvements
- 6 – New Pedestrian Walk to W Lot
- 7 – Remove “University of Connecticut” Sign
- 8 – Remove Existing Road



<b>Goals</b>	<ul style="list-style-type: none"> <li>• Ease traffic on Route 195 and open development opportunities on North Campus – North Hillside Road extension to Route 44.</li> <li>• Resolve pedestrian/vehicular conflicts on North Eagleville Road.</li> <li>• Ensure safe pedestrian connections to student residential areas (include Celeron Square Apartments).</li> <li>• Improve image and appearance of campus facilities and related activities.</li> </ul>
<b>Buildings &amp; Facilities</b>	<p><u>1 – New Architectural and Engineering Services Building</u> Architectural and Engineering Services should be relocated as an addition to the Facilities Operations and Locksmith Services (FO) building. The small addition should respect the F Lot and be of a similar architectural vocabulary as the FO building.</p> <p><u>* – New Student Recreation Facility</u> Student recreation facilities are vitally important to campus student life. While UConn currently has a facility on campus, the <i>Classroom and Laboratory Utilization Study</i>, <i>Classroom Mix Study</i>, and <i>Space Needs Analysis</i> and <i>Athletic Master Plan</i> report shows a severe shortage of space per student. This shortage is also reflected in comparisons to other peer institutions. There is not enough space to expand the current facility, so several alternative locations were studied. Ideally, the student recreation facility would be collocated with intramural athletic fields (which are also in severe shortage on the Main Campus at Storrs), occupy gently sloping land, have adequate parking supply, and be located on a transit line to reduce parking. A site near the former landfill and proposed Gateway Parking Lot has been identified as meeting many of the criteria above, but further study must be done to locate this building if it is ever to become a campus priority.</p>
<b>Open Space</b>	<p><u>1 – Landscape Screening of Vehicle Storage/Central Receiving</u> When the North Hillside Road extension is connected to Route 44 and becomes the main visitor entry to campus, the image of the roadway should be enhanced to reflect the quality of the campus environment. There are many service oriented uses along the roadway that should be screened. Landscape screening of these functions should be implemented.</p> <p><u>2 – Replace Existing Riprap; Introduce Vegetation for Erosion Control</u> As the North Hillside Road extension to Route 44 is constructed and it becomes an important road into campus, the image of this area becomes increasingly important. The riprap stone for erosion control on the north slopes along North Hillside Road should be replaced with a mix of native trees and shrubs/grasses with fibrous root systems to serve the same function.</p> <p><u>3 – Landscape Buffer for Husky Village</u> The views to campus along Route 195 create a first impression for visitors. The height of the Husky Village buildings and their setback from the road creates a need to plant larger trees closer together to mitigate the perceived scale. The university should consider requiring planting of larger trees with building projects in critical viewsheds.</p>
<b>Circulation</b>	<p><u>1 – Gateway Parking Lot</u> Construction of the Gateway Parking Lot on the former landfill will provide necessary automobile storage for on-campus residents and/or daily commuter parking. Adequate transit and pedestrian connections to Central Campus will be critical.</p>

## 2 – Walkway Upgrades

Improve the walkway between Celeron Square Apartments and campus. Provide adequate lighting, paving, and emergency phones. The walkway could become more active through the placement of uses adjacent to it, such as a student recreation facility. Create better sight lines on the walkway by clearing vegetation further away from the walkway.

## 3 – North Hillside Road Extension to Route 44

Completion of North Hillside Road extension to Route 44 will change the vehicular approach to campus. This new campus entrance will reduce traffic on Route 195 by allowing visitors, students, and staff to access and depart campus without having to use Route 195. All signs to the Main Campus at Storrs will guide visitors to North Hillside Road (see *Campus Wayfinding* report) so they can easily access the parking garages and Lodewick Visitors Center. No longer will it be a “road to nowhere.”



*North Hillside Road Looking North to Route 44*

## 4 – Improvements to the Pedestrian Walk to Charter Oak Apartments/Suites

The current walk should be improved with new pavement, lighting, and grading. Trees should be removed to open views to Central Campus. Like the walk to W Lot, this walk must be heavily maintained during winter months because its steep slope can be hazardous. An improved walkway will encourage students to walk to campus rather than drive, reducing the demand on Central Campus parking.

## 5 – Walkway Improvements

Complete the walk (uninterrupted) to North Hillside Road for a safe crossing at the proposed traffic light. Remove some parking at North Campus Residence Halls to provide an adequate pedestrian path.

## 6 – New Pedestrian Walk to W Lot

Create a dedicated walk between W Lot and Towers Dining Hall along the edge of Tower Loop Road. Many pedestrians use this connection. Provide adequate width, lighting, and emergency phones along the walkway.

## 7 – Remove “University of Connecticut” Sign

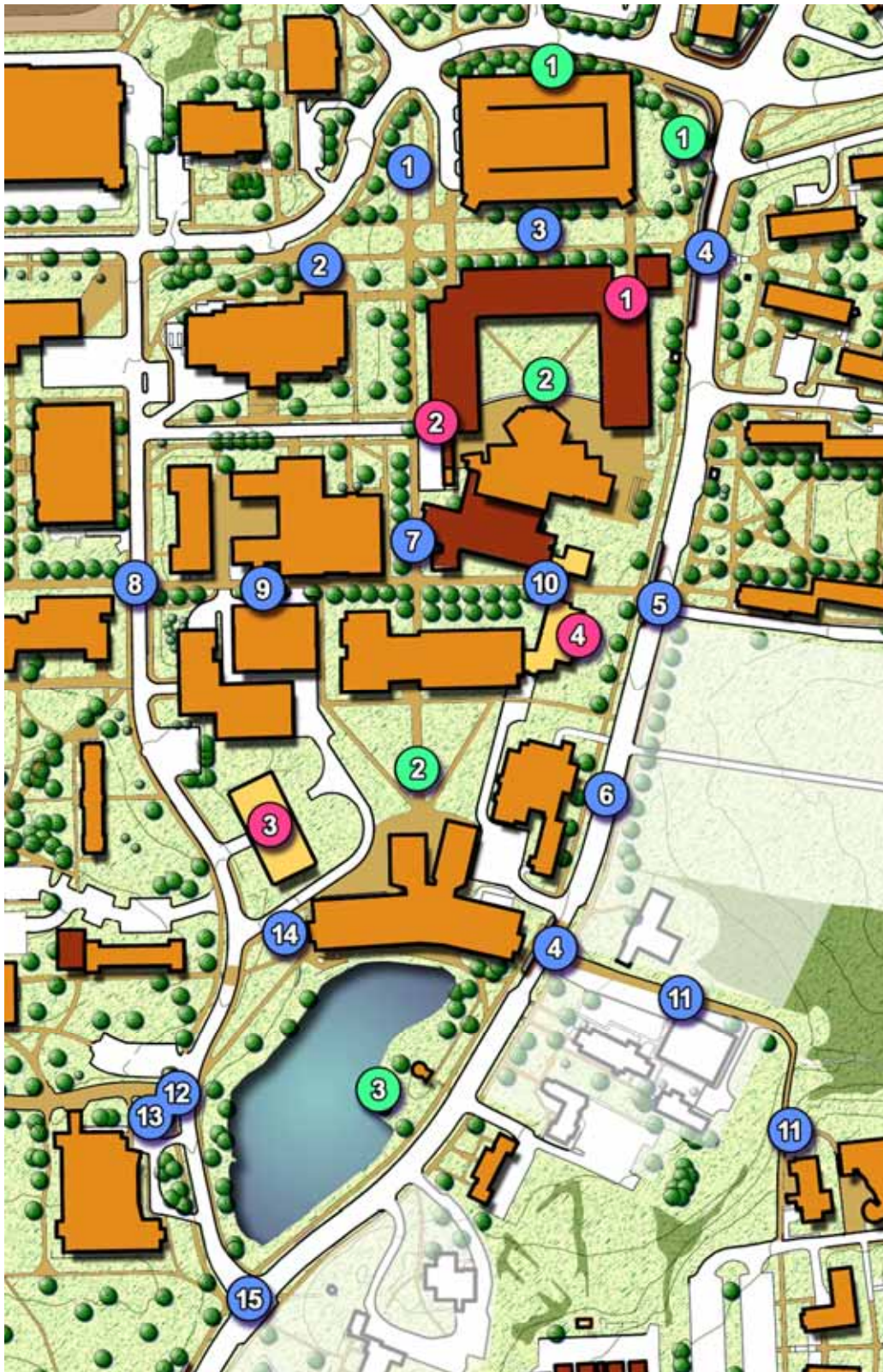
Remove the confusing “University of Connecticut” sign at the entrance to W Lot on Route 195. This sign remains from a time when all visitors were guided to this entrance. A sign in this location prematurely announces the “arrival” to UConn. If this sign is removed, the “arrival” to UConn happens appropriately at the Route 195/North Eagleville Road corner where the Central Campus vistas open. This is an appropriate location for a temporary event sign (see *Campus Wayfinding* report).

## 8 – Remove Existing Road

The roadway system at the entry to W Lot should be improved by eliminating confusing and redundant entrances left over from a time when all visitors were guided here.



## Research Neighborhood



## Buildings & Facilities

- 1 – Edward V. Gant Science Complex Replacement
- 2 – New Combined Loading/Service Dock
- 3 – Future Research Building
- 4 – George Stafford Torrey Life Sciences Building Replacement

## Open Space

- 1 – Screen Parking with Landscaping
- 2 – Create Research Courtyards
- 3 – Encourage Use of Swan Lake for Passive Recreation

## Circulation

- 1 – Walkway and Landscape Enhancements
- 2 – Improve Jorgensen Center for the Performing Arts' Relationship with Surrounding Walkways
- 3 – New Pedestrian/Service Corridor
- 4 – New Pedestrian Crosswalk
- 5 – New Signalized Crosswalk
- 6 – Remove Street Cross-Section
- 7 – Replace the East/West Portion of Auditorium Road with a Pedestrian Mall
- 8 – New Crosswalk on Glenbrook Road at the Academic Way
- 9 – Develop the Academic Way
- 10– Create Academic Way Connection through the Redeveloped Torrey Life Sciences Building
- 11– Improve Pedestrian Connection to Student Housing and W Lot
- 12– Walkway Realignment
- 13– Transit Stop Improvements
- 14– Walkway Enhancements
- 15– Revise Traffic Flow; Require Glenbrook Road Traffic to Stop



### Goals

- Create north pedestrian portal to the campus.
- Alleviate high density, height, etc.
- Impart sense of organization.

### Buildings & Facilities

#### 1 – Edward V. Gant Science Complex Replacement

Rebuild Gant Science Complex in a phased way. The new building should respond to its surroundings on all sides and create a welcoming image along North Eagleville Road. Special consideration should be given to the setback along North Eagleville Road and how it interfaces with the Biological Sciences and Physics Building.



*Biological Sciences  
and Physics Building*

#### 2 – New Combined Loading/Service Dock

When Gant Science Complex is redeveloped, it will provide an opportunity to change how service is provided to the complex. Service access should be provided from Jorgensen Road via Glenbrook Road. The existing Biological Sciences and Physics Building loading dock should be enlarged to include loading and access for the rebuilt Gant Science Complex. A single service courtyard could serve the entire complex through lower level corridors. Care should be taken to screen the loading area from surrounding pedestrian corridors.

#### 3 – Future Research Building

The current location of Hilda May Williams Student Health Services provides an opportunity for a future research/technology related building. Because of the grade change, this building could step down the slope and have entrances on multiple levels. Care should be given to how close the building is ultimately placed to the Chemistry Building. A service corridor and heavily used pedestrian path creates a constrained site.



*Chemistry Building*

#### 4 – George Stafford Torrey Life Sciences Building Replacement

The placement of this building, or series of buildings, should respect and accommodate the Academic Way. Special care should be given to the setback from North Eagleville Road and the creation of an open space adjacent to the Pharmacy/Biology Building.

### Open Space

#### 1 – Screen Parking with Landscaping

Once North Hillside Road is connected to Route 44, all visitors will be guided to the Hillside Road/North Eagleville Road intersection, increasing its significance as an important campus entry. A landscape buffer should be added to the east side of the road to reduce the visual impact of the parking garage to the east.

#### 2 – Create Research Courtyards

When Gant Science Complex is rebuilt, remove the plaza level and create an at-grade green open space framed by the buildings. Create a small plaza or courtyard space within the open space as a quiet, reflective area. In order to keep the scale of campus,



look for opportunities to create sunny, open lawn areas, such as the space between the Pharmacy/Biology and Chemistry Buildings, to contrast the large research buildings in this campus neighborhood.

### 3 – Encourage Use of Swan Lake for Passive Recreation

Like Mirror Lake, Swan Lake is a great campus asset near the front door of UConn, but has gone mostly unused as an open space. Look for opportunities to enhance the edge of Swan Lake by adding amenities such as walks, benches, and lighting, and tie the walks into the overall campus pedestrian system.

## **Circulation**

### 1 – Walkway and Landscape Enhancements

The area to the south of the North Parking Garage is an important campus space that has been underutilized. Opportunities for enhancement:

- Create walkways that facilitate the many different desire lines across this space.
- Create a small plaza or memorial in the center to give it a focus and a western terminus of the east/west pedestrian path through this neighborhood.
- Landscape with large canopy trees and ornamental flowering trees to screen views of the parking garage and help tie it into the campus fabric.

### 2 – Improve Jorgensen Center for the Performing Arts' Relationship with Surrounding Walkways

Create a more meaningful connection between Jorgenson Center and the surrounding pathways. The connection between the North Parking Garage and Jorgensen Center is a very important pedestrian area and should be improved with landscaping and paving to signify its importance to campus.

### 3 – New Pedestrian/Service Corridor

Remove the north/south portion of Auditorium Road (between Gant Science Complex and the North Parking Garage) and replace with a pedestrian/service corridor. This walk would be an important pedestrian connection between the North and Central Campuses and should be treated as such with appropriate paving, landscaping, and lighting. Small plazas at important intersections could also enhance the physical environment and create places for student interaction.

*Crosswalks on North Eagleville Road:* There are approximately 5,000 students living on North Campus and crossing North Eagleville Road several times during the day. Additionally, W Lot and the proposed Gateway Parking Lot add even more students crossing North Eagleville Road, creating potentially dangerous pedestrian/vehicular conflicts. The removal of parallel parking from both sides of the road was important in order to increase the visibility of pedestrians. A set of well-defined, dedicated, visible crosswalks at critical locations is important to create a safe pedestrian environment. There are many ways to enhance crosswalks: raised tables or speed bumps, a change in paving, vertical elements such as columns or banners, a change in lighting, crosswalk signs, and flashing lights or in-pavement LED lights. If safe, dedicated crosswalks are developed in favorable locations, the students will use them.

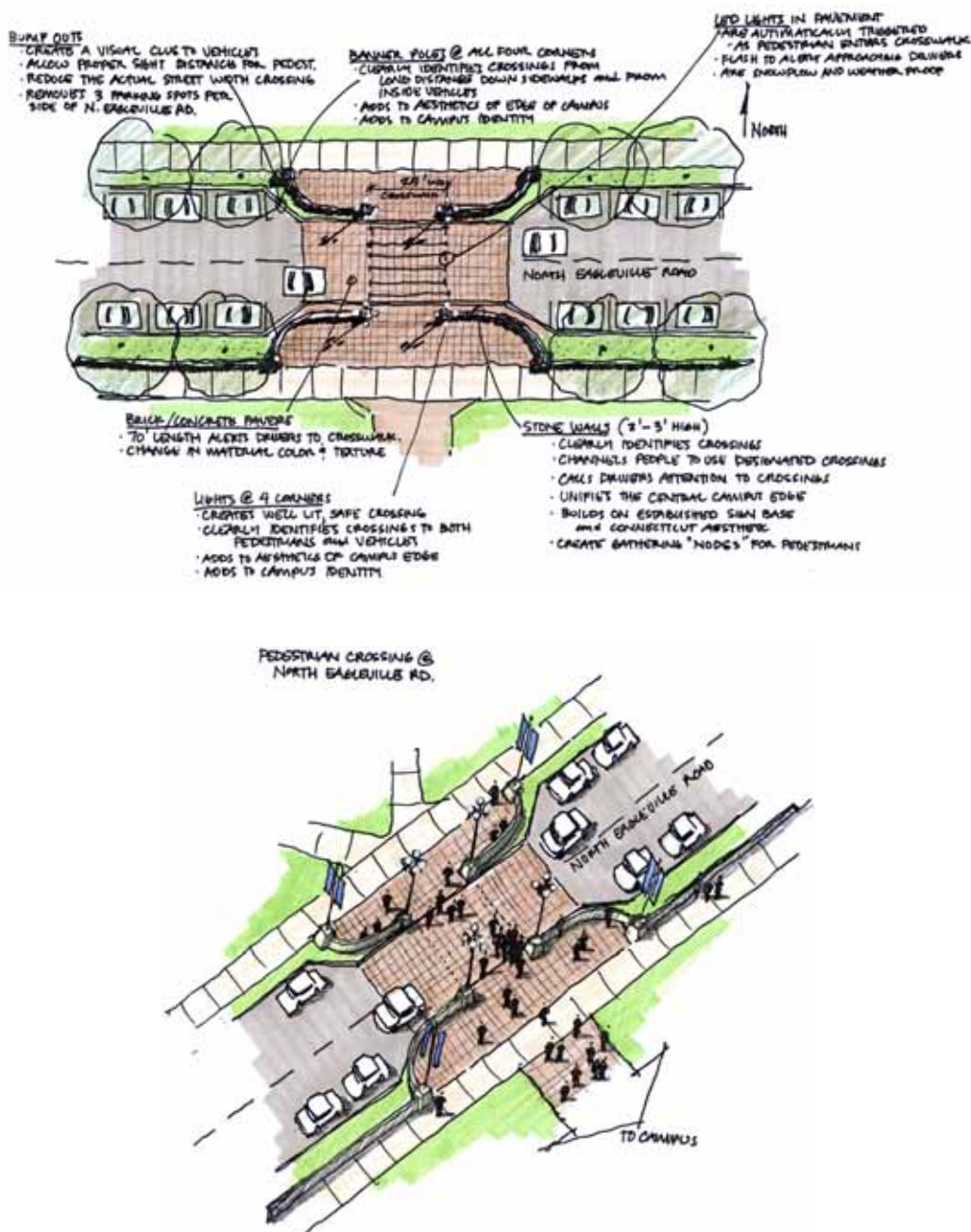
### 4 – New Pedestrian Crosswalk

Create a significant crosswalk at the old Hillside Road/North Eagleville Road intersection. This location is important to capture pedestrians who cross from Northwest Residence Halls and would enter a new pedestrian corridor connecting into the Central Campus and

Research Neighborhoods. The traffic signal, which is a remnant of the old Hillside Road/North Eagleville Road intersection, should be removed from this crossing and placed further east at a more prominent crossing.

### 5 – New Signalized Crosswalk

This location becomes the most important crosswalk along North Eagleville Road. First and foremost, it is at the north end of the Academic Way. This major pedestrian walk serves to unite North Campus and South Campus to the most important activity space, the Forum. Therefore it becomes the most efficient way to access the center of campus. It serves not only North Campus Residence Halls but also Charter Oak Apartments/Suites. The signal removed from the old Hillside Road/North Eagleville Road intersection should be moved here to create a signalized crosswalk.



### 6 – Reduce Street Cross-Section

With the removal of parallel parking on North Eagleville Road, the cross-section of the roadway is uncomfortably wide for pedestrians to cross. Opportunities to narrow either the entire length of road or, at the very least, at the crosswalks should be seriously considered. This would slow the vehicular traffic and allow a shorter and easier pedestrian crossing.

### 7 – Replace the East/West Portion of Auditorium Road with a Pedestrian Mall

Auditorium Road will be an important pedestrian gateway into the Research Neighborhood from the North Parking Garage and transit stops to the west.

The roadway should be removed, and it should be replaced with a wide, landscaped, and well lit pedestrian path, connecting the Chemistry Building, Pharmacy/Biology Building, and the North Parking Garage.



*Auditorium Road View of  
Pharmacy/Biology Building*

### 8 – New Crosswalk on Glenbrook Road at the Academic Way

Create a significant crosswalk at the Academic Way to encourage crossing Glenbrook Road at a single point for safety. Use similar elements to those on North Eagleville Road to signify the importance of the crossing.



*The Academic Way*

### 9 – Develop the Academic Way

Create the northern section of the Academic Way using materials and guidelines from the recently built southern portion to unify the various neighborhoods. It is important to use landscaping, lighting, and paving to reinforce the importance of this walk to the overall campus.



### 10 – Create Academic Way Connection through the Redeveloped Torrey Life Sciences Building

Create a 24-hour, unenclosed connection through the redeveloped Torrey Life Sciences Building. It is important that pedestrians are not forced through the building. This connection becomes the northern terminus of the north/south Academic Way and guides pedestrians to a new enhanced and signalized pedestrian crossing of North Eagleville Road.

### 11 – Improve Pedestrian Connection to Student Housing and W Lot

Improve the pedestrian connection between Central Campus and Towers Residence Halls/Husky Village/W Lot across North Eagleville Road. Work with St. Thomas Aquinas Chapel to separate pedestrian and parking conflicts at the southern end of the walk



where students currently travel through the chapel parking lot. As the walkway moves uphill towards Towers Dining Hall, the walk becomes difficult to navigate, especially in winter. Replace and widen pavement, replace lighting and handrails, and provide careful snow/ice removal due to its steep grade.

*Central Campus Pedestrian Connection*

### 12 – Walkway Realignment

Improve the alignment of walks crossing Glenbrook Road in this location. Provide adequate sight distance for pedestrians and motorists to navigate this area safely, and provide a crosswalk.

### 13 – Transit Stop Improvements

Significantly enlarge the paved area adjacent to this heavily used bus stop. With the increase in ridership of the UConn transit system, most bus shelter locations could benefit from bigger outdoor waiting areas that consist of larger paved areas, benches, information kiosks, and other amenities that would both encourage the use of transit and reduce the amount of maintenance necessary adjacent to the bus shelters.



*Transit Stop*

### 14 – Walkway Enhancements

Dangerous desire lines exist in this very steep lawn area. Consideration should be given to improving the pathway or landscaping the area in such a way as to prevent pedestrian access.



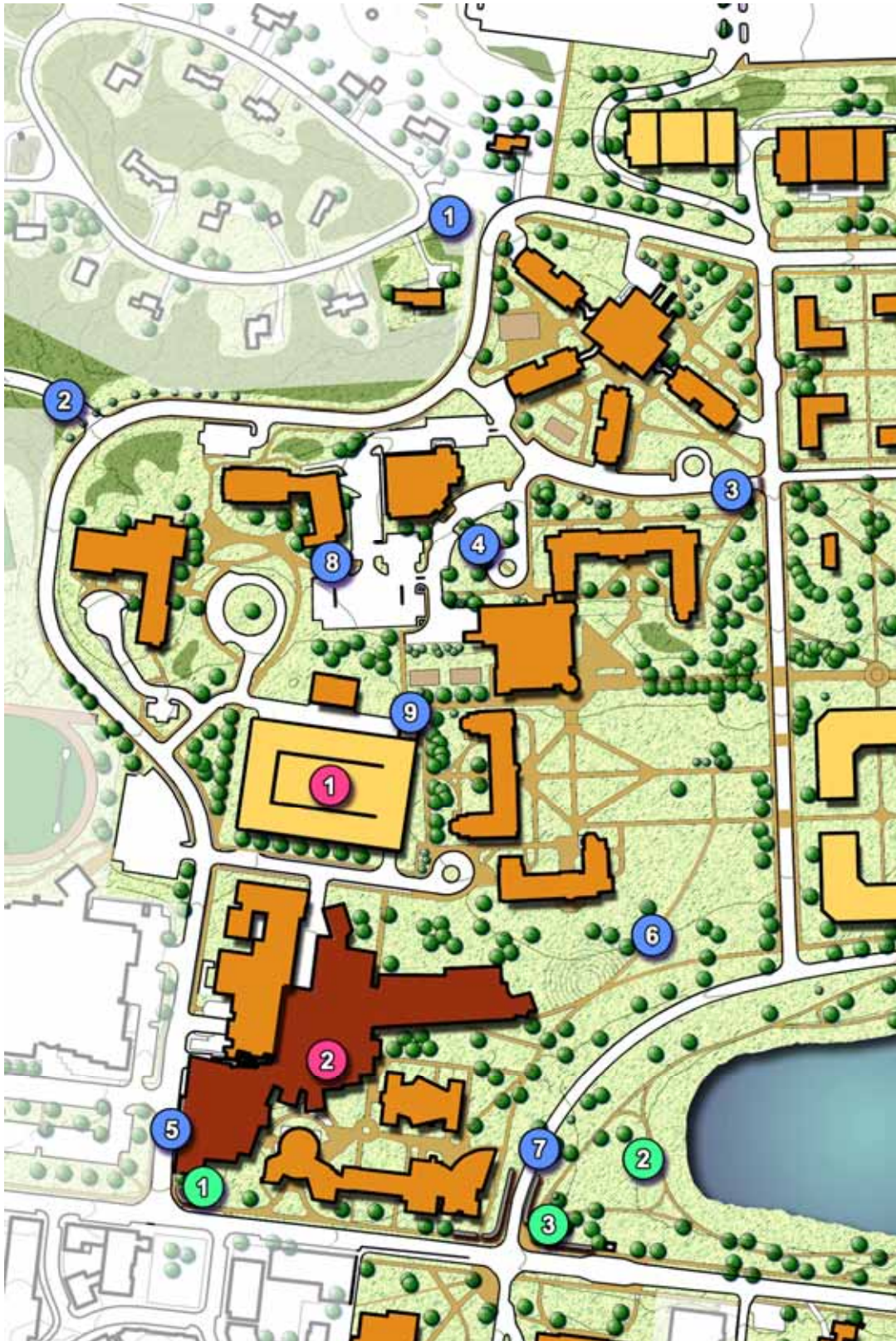
*Desire Line*

### 15 – Revise Traffic Flow; Require Glenbrook Road Traffic to Stop

The North Hillside Road extension to Route 44 is intended to reduce the traffic congestion on Glenbrook Road, North Eagleville Road, and Route 195. To further improve traffic flow at the Glenbrook Road/North Eagleville Road intersection, consider requiring all traffic to stop. This new three-way stop would also alleviate traffic congestion at the Route 195/North Eagleville Road intersection.

## Planning Recommendations

### South Campus Neighborhood





### Buildings & Facilities

- 1 – Potential Bolton Road Parking Garage Location
- 2 – New Fine Arts Complex

### Open Space

- 1 – Create Bolton Road Campus Gateway/Entry Image
- 2 – Develop Mirror Lake as an Effective Campus Space
- 3 – Create Mansfield Road Campus Entry Image

### Circulation

- 1 – Disconnect Hillside Circle from Hillside Road
- 2 – Connect Bolton Road to South Eagleville Road
- 3 – Close Connection to Gilbert Road
- 4 – Reconfigure Parking to Promote Pedestrian Safety
- 5 – Bolton Road Improvement
- 6 – New Pedestrian Connection
- 7 – Mansfield Road Improvements
- 8 – Pedestrian Connection to David C. Phillips Communication Sciences Building
- 9 – Provide Garage Access at Top and Base of Hill



### Goals

- Fit the Fine Arts Complex within the campus fabric.
- Construct a new parking garage.
- Alleviate pedestrian/vehicular safety concerns.
- Facilitate Bolton Road roadway improvements to alleviate future traffic concerns.
- Ease traffic on Route 195/South Eagleville Road connector.

### Buildings & Facilities

#### 1 – Potential Bolton Road Parking Garage Location

If it is necessary to develop a parking garage in this location, place it to make meaningful connections to the Academic Way (east of Lewis B. Rome Commons) and the new Fine Arts Complex, and navigate the topographic grade difference to allow easy access to Rome Commons and the Nathan Hale Inn & Conference Center. Provide adequate space to accommodate service requirements for the chiller plant and an adequate separation from South Campus Residence Hall B. Create two separate entrance/exits to/from the garage, and consider a lower level (ground floor) use that could service this campus neighborhood (i.e., coffee shop, convenience retail, ticket office for the Fine Arts Complex, etc.).

#### 2 – New Fine Arts Complex

The new Fine Arts Complex, being designed by Frank O. Gehry, assists in making a meaningful connection from proposed Storrs Center development to the Central Campus. There is an opportunity to create several memorable small outdoor spaces adjacent to the building.

### Open Space

#### 1 – Create Bolton Road Campus Gateway/Entry Image

Create an appropriate gateway image from the south to the university at the Bolton Road entrance (see *Campus Wayfinding* report for more detail). Incorporate the stone wall theme that currently exists at the Hillside Road/North Eagleville Road corner with text that proclaims the University of Connecticut. When developing a gateway at this location, it will be very important to take the proposed Fine Arts Complex and the Storrs Center development into consideration.



*Hillside Road/North  
Eagleville Road Intersection*

#### 2 – Develop Mirror Lake as an Effective Campus Space

Mirror Lake and its open space surroundings is a tremendous asset to UConn and the community, but the potential of this space is greatly unrealized. The area should be developed as a more useful campus open space by creating pathways and benches to form a park-like environment that acts as a common ground between UConn and the community.

### 3 – Create Mansfield Road Campus Entry Image

Create an appropriate entry image at the Mansfield Road/Route 195 entrance. Use stone walls similar to those proposed at the other entrances, but without a “University of Connecticut” sign. This entrance will be ceremonial only – no visitors will be guided here (see *Campus Wayfinding* report for more detail).



### **Circulation**

#### 1 – Disconnect Hillside Circle from Hillside Road

Remove the connection between Hillside Circle and Hillside Road. With the new connection between Bolton Road and South Eagleville Road, the campus traffic through this neighborhood will be completely eliminated.

#### 2 – Connect Bolton Road to South Eagleville Road

Create a new road connecting Bolton Road to South Eagleville Road to reduce some congestion from Route 195 and eliminate the shortcut through the Hillside Circle residential area. The road alignment should line up with the western end of the Mansfield Apartments loop road to help tie them into campus. This location for the new connector also creates the best sight distance onto South Eagleville Road.



### 3 – Close Connection to Gilbert Road

Permanently close the Bolton Road/Gilbert Road connector using removable bollards, leaving the infrastructure in place to allow temporary access during student move-in.

*Gilbert Road Crosswalk*



### 4 – Reconfigure Parking to Promote Pedestrian Safety

Reconfigure the parking between Nathan Hale Inn and Rome Commons to simplify circulation and promote an open space connection between the two facilities. Because of heavy pedestrian traffic between the two, remove a bay of parking and create a green space. Retain the service road and drop-off, and create parking in front of the Nathan Hale Inn.

*View of Rome Commons Entry from Nathan Hale Inn*



### 5 – Bolton Road Improvements

When the Fine Arts Complex is developed, there will be added traffic demand on Bolton Road during special events. Bolton Road should be widened to three lanes (two travel lanes and a center turn lane) from Route 195 to S Lot (or a potential parking garage location on S Lot) to alleviate congestion into and out of the parking lot.

### 6 – New Pedestrian Connection

Create a pedestrian walkway connecting the Fine Arts Complex through the academic buildings to the Academic Way, and into Central Campus. This new walkway will become an important link between the campus neighborhoods and to the proposed Storrs Center development. This area also makes a very good location for an outdoor amphitheater because of the change in elevation and the proximity to the Fine Arts Complex and Mirror Lake.

### 7 – Mansfield Road Improvements

Mansfield Road should be realigned with the Merlin D. Bishop Center access road across Route 195. This will increase the distance between Mansfield Road and the Fine Arts Complex, and provide a safer intersection. Landscape screening should be provided between the road and the Fine Arts Complex to soften the edges of the building.

### 8 – Pedestrian Connection to David C. Phillips Communication Sciences Building

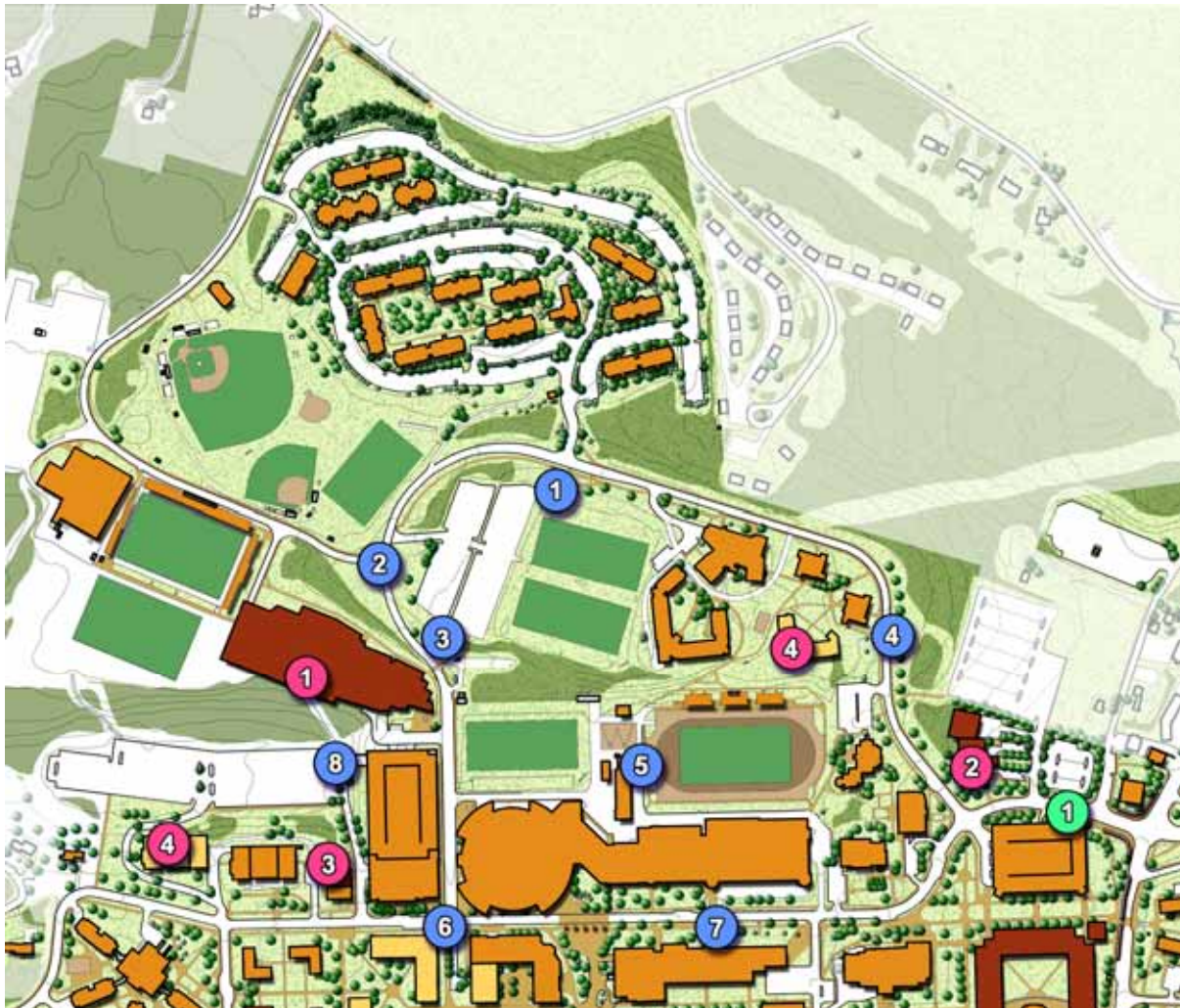
Currently, there is no pedestrian connection between the Communication Sciences Building and Central Campus, and there are desire lines through lawn areas. Create a pedestrian connection that is well lit and landscaped to tie this area into campus.

### 9 – Provide Garage Access at Top and Base of Hill

There is a steep grade change between the future parking garage at the lower level and the entrances to Rome Commons and Nathan Hale Inn at the upper level. Provide a pedestrian connection from the garage to the upper level in order to more easily navigate the grade change and fully utilize the garage for functions within Rome Commons and Nathan Hale Inn. A lower level pedestrian connection should be connected to the Academic Way to the north in order to facilitate pedestrian movement into Central Campus.

# Planning Recommendations

## West Campus Neighborhood





### Buildings & Facilities

- 1 – New Burton Family Football Complex and Mark R. Shenkman Training Center
- 2 – Relocate Hilda May Williams Student Health Services
- 3 – Museum of Natural History Addition
- 4 – Future Residence Hall

### Open Space

- 1 – Screen Parking with Landscaping

### Circulation

- 1 – New Pedestrian Connection
- 2 – Alumni Drive/Stadium Road Intersection Realignment
- 3 – Pathway and Stair Improvements
- 4 – Alumni Drive Improvements
- 5 – Improved Pedestrian Connection
- 6 – Pedestrian Improvements to Hillside Road
- 7 – New Crosswalk at Student Union Main Entrance
- 8 – Allow Ingress/Egress at South (upper level) Entry to South Parking Garage



### Goal

- Consider long term athletic and recreational needs of the campus community.
- Ensure adequate and safe pedestrian linkages to campus residential areas.
- Alleviate pedestrian/vehicular conflicts on Hillside Road.

### Buildings & Facilities

1 – New Burton Family Football Complex and Mark R. Shenkman Training Center  
Locate this new facility adjacent to the hill to reduce its visual scale.

2 – Relocate Hilda May Williams Student Health Services

This convenient location for a new Student Health Services allows easy access for pedestrians, vehicles, transit, and emergency vehicles. The size and massing of the building is consistent with the Alumni Center, University of Connecticut Foundation, and the Lodewick Visitors Center. Limited short-term parking and drop-off at the entry should be created, and the building should be effectively screened with landscape.

3 – Museum of Natural History Addition

The location of the Museum of Natural History addition should be sensitive to the historic architecture of the existing building and access to the parking to the west.

4 – Future Residence Hall

If additional on-campus residences are necessary, these two locations provide opportunities that are adjacent to existing dining facilities as well as within already established residential neighborhoods.

### Open Space

1 – Screen Parking with Landscaping

The Hillside Road/North Eagleville Road intersection is a very significant campus entry which will only increase in importance once North Hillside Road is connected to Route 44, routing all visitors here. A landscape buffer should be added on the west side of the road to reduce the visual impact of the surface parking lot to the west.

### Circulation

1 - New Pedestrian Connection

Hilltop Apartments has no pedestrian connection to Central Campus. A significant, well-lit pedestrian path should be created connecting Hilltop Apartments to campus via either D Lot, through Hilltop Residence Halls, or both.

2 - Alumni Drive/Stadium Road Intersection Realignment

The Alumni Drive/Stadium Road intersection should be realigned so that Alumni Drive has the right-of-way. The existing intersection has inadequate and dangerous sight distances. Allowing Alumni Drive to have the right-of-way will permit easier entrance/exit from the South Parking Garage on a daily basis as well as during events. Sight distances are also improved.

### 3 – Pathway and Stair Improvements

Construct an improved set of stairs (to code) connecting D Lot with Alumni Drive, improve the paths leading to and from the stairs, and pave some obvious desire lines.

*Walking Path from D Lot*



### 4 – Alumni Drive Improvements

With pedestrian enhancements to Hillside Road, Alumni Drive will become an important route to access the South Parking Garage. All parking should be removed, bus stops improved, and the road widened to allow easy vehicular travel.

*Bus Stop on Alumni Drive*



### 5 – Improved Pedestrian Connection

Improve the pedestrian connection between Hillside Road and Hilltop Residence Halls. The passageway between Harry A. Gampel Pavilion and the Student Recreation Facility could be dramatically enhanced to create a welcoming transition through the building. The pedestrian path to Hilltop Residence Halls should be improved with a dedicated pedestrian path through the athletic facilities that is well lit and landscaped.

### 6 – Pedestrian Improvements to Hillside Road

Construction of the UConn Co-op west of Hillside Road has created major pedestrian/vehicular conflicts along Hillside Road, especially at the Hillside Road/Stadium Road intersection, as students cross between the UConn Co-op and Central Campus. There are several alternatives that would alleviate the conflicts. One alternative is to add a four-way “smart” traffic signal to the Hillside Road/Stadium Road intersection to better control both pedestrian and vehicular traffic. The concept of the “smart” signal is that the traffic light stops traffic in all four directions, allowing pedestrians to cross in any direction, even diagonally. The other solution is to close Hillside Road to vehicular traffic from Glenbrook Road to Stadium Road. The closure could either be limited to certain times of the day or could be made permanent while allowing service, bus, and emergency vehicles. The closure of Hillside Road could be implemented on a temporary basis to test the feasibility of such a bold move.



### 7 – New Crosswalk at Student Union Main Entrance

If Hillside Road remains open to vehicular traffic, create a dedicated crosswalk directly across from the Student Union main entrance. The crosswalk should have a change in paving materials, signs for pedestrians and vehicles, perhaps a change in grade (raised table), and vertical elements such as columns or walls signifying the importance of the crossing.

### 8 – Allow Ingress/Egress at South (upper level) Entry to South Parking Garage

Open the south entry on the upper level of the South Parking Garage for card ingress/egress at all times to alleviate traffic congestion at the Hillside Road/Stadium Road intersection.

