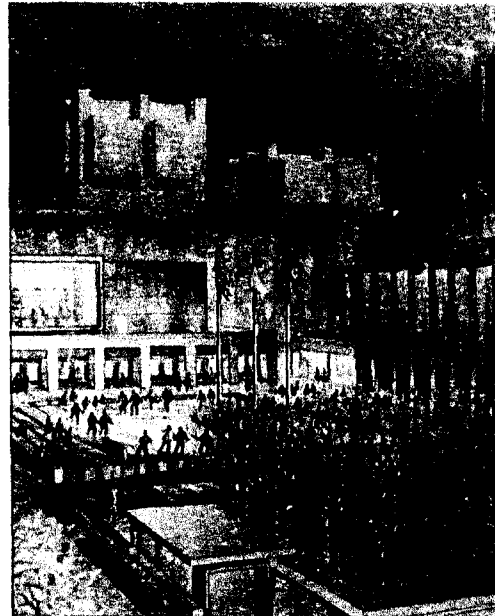


A Livable Campus



University of
Minnesota
Twin Cities
Campus

Master Plan

1996

A Livable Campus

Prepared for:

The University of Minnesota Twin Cities Campus

Master Planning Advisory Committee

By:

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University of
Minnesota
Twin Cities
Campus

Master Plan

1996

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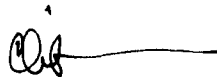
February, 2001

This second printing of the Twin Cities Campus Master Plan, **A Livable Campus** affords an opportunity to acknowledge the leadership and pay tribute to the person who brought the original document to fruition.

Catherine Brown, Director of Special Projects in the University Design Center for American Urban Landscape, took on the responsibility of bringing the Master Plan to conclusion at a critical juncture in its development. She assumed leadership of the Master Planning Advisory Committee after Harrison Fraker, Dean of the College of architecture and Landscape Architecture and Chair of the committee left the University. This occurred at a phase in the development of the plan where all of the pieces of the planning process needed to be tied together. Catherine's disciplined management of the committee and determination to keep the momentum of the committee's efforts high, brought a focus that enabled the committee to find resolution to un-addressed issues, and to stay on course in completing the Plan.

Sadly, Catherine did not have an opportunity to enjoy the fruits of her labor in getting the Master Plan completed, nor the opportunity to provide the advocacy that it needed, as shortly after the Plan's approval she lost a long battle with cancer. Most remarkable, is that Catherine believed so strongly in the importance of a Campus Master Plan that she did not let her illness keep her from agreeing to serve the University by accepting the responsibility to complete the preparation of the Plan.

This re-issuing of the Twin Cities Campus Master Plan is dedicated in her honor.



Clinton N. Hewitt, ASLA
Associate Vice President
and Associate Professor





REGENTS OF THE UNIVERSITY OF MINNESOTA

**RESOLUTION RELATED TO THE APPROVAL OF CAMPUS MASTER PLANS
AT THE CROOKSTON, MORRIS, DULUTH, AND TWIN CITIES CAMPUSES.**

WHEREAS, in 1992 the Chair of the Board of Regents and the President of the University of Minnesota appointed a Master Plan Steering Committee to "design and recommend a set of principles which will discipline and inspire the development of a master planning process"

WHEREAS, in 1993 , the Board of Regents adopted the following four Campus Master Planning principles as developed by the Master Plan Steering Committee:

- The principle of creating and maintaining a distinctive and aspiring vision for the physical development of each campus;
- The principle of enriching the experience of all who come to the campus;
- The principle of maximizing the value of existing physical assets while responding to emerging/changing physical needs;
- The principle of an inclusive, accountable, and timely process for creating and implementing the master plan vision;

and directed the preparation of a Master Plan for each of the campuses.

WHEREAS, in January, 1996, the Board of Regents received a presentation of the Master Plan for the Crookston campus, and

WHEREAS, in February, 1996, the Board of Regents received a presentation of the Master Plan for the Morris campus, and

WHEREAS, in March, 1996, the Board of Regents received a presentation of the Master Plan for the Duluth campus, and

WHEREAS, in July, 1996, the Board of Regents received a presentation of the Master Plan for the Twin Cities campus;

WHEREAS, the Administration from each campus has recommended the adoption of these Master Plans;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Regents directs that these Campus Master Plans be used to guide the future development of the campuses in accordance with the four planning principles and that the policies, procedures and strategies therein will be the basis for all future master planning decisions.

BE IT FURTHER RESOLVED, that in accordance with the fourth planning principle, the leadership of each campus will submit its Annual Report on its conformance with the Master Plan to the Board of Regents in July of each year.

APPROVED BY THE BOARD OF REGENTS - September 6, 1996

Acknowledgements

We would gratefully like to acknowledge the assistance of the following people in the preparation of this document:

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Organization of the Master Plan Document

The Master Plan is intended to be a user-friendly and accessible guide to University staff, faculty and students and proponents of existing and future projects. It consists of numbered policies and figures which are supported by descriptive narrative explaining the intent. The numbered policies and figures take precedence over the accompanying narrative in all cases.

The Master Plan is constructed as a layered document that moves from a statement of overall values that underscore all ideas, through progressively more detailed direction.

The Master Plan is underpinned by eleven Guiding Principles which interpret and amplify the Board of Regents four planning principles and University 2000.

Structure Plan Elements and Policies are created to implement the Guiding Principles. The Structure Plan Elements are the key physical elements of the plan - open space, buildings, services, transportation routes, etc. The Policies outline the strategy for achieving the Structure Plan Elements. The Structure Plan Elements and Policies provide broad level guidance for the Twin Cities Campus generally, and for each of the Minneapolis and St. Paul Campuses.

The Twin Cities Campus is divided into fifteen Precincts and a Corridor. Grounded in the Guiding Principles and the Structure Plan Elements and Policies, Precinct Plans and Precinct Guidelines are developed to address

more localized opportunities and issues. Design workshops have been held for two of the fifteen precincts, resulting in a greater degree of plan resolution in these areas. It is anticipated that each of the Precinct Plans will ultimately be resolved to a greater level of detail in response to specific projects and initiatives.

The Implementation process recommends the administrative procedure for reviewing and approving projects. Proponents of projects and initiatives must follow the Implementation procedure in seeking approval for projects.

Proponents of initiatives should consult all three levels of the Plan in conceptualizing new projects: the Guiding Principles, the Structure Plan Elements and Policies and the Precinct Plans and Precinct Guidelines.

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A LIVABLE CAMPUS

The Vision

The University of Minnesota is at an important juncture in its history. As the millennium approaches there is growing awareness that a new approach is necessary to face a rapidly changing climate of limited resources and increasing competition. In response to this challenge the University has entered into a strategic planning process, of which

the Master Plan is an important component, supported by four principles adopted by the Board of Regents in 1993, to: create a vision for the physical development of the campuses, enrich the campus experience, maximize existing physical resources while allowing for change, and ensure an inclusive and accountable process for implementation. As the physical expression of that process, this Master Plan sets out a vision that will sustain the Twin Cities Campus through the next stage of its evolution and contribute to ensuring the University's continued high standing in the Big Ten and as one of the top institutions of higher learning in the United States.

The Master Plan starts from a clear recognition of the past strengths of the Twin Cities Campus, celebrating the rich heritage that exists as well as the opportunities that are inherent in its setting. The Twin Cities Campus is renowned for Northrop Mall and Knoll on the Minneapolis Campus and the Lawn on the St. Paul Campus. The Master Plan recaptures and draws into the campus the Mississippi River and Washington Avenue in Minneapolis and protects the distinctive agricultural setting and wetland in St. Paul. These elements remain at the heart of the Master Plan, with their symbolic importance preserved and enhanced.



Illustration of the Lawn on St. Paul Campus

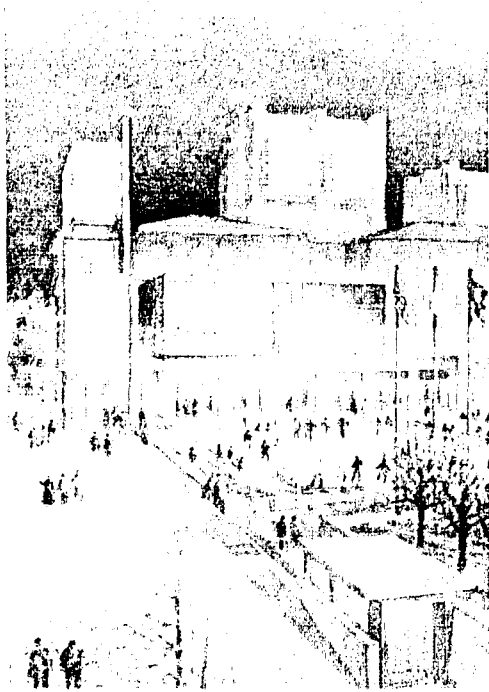


Illustration showing potential reflecting pool/skating rink and new mixed use pavilion in front of Coffman Memorial Union

This Master Plan offers a vision of **A Livable Campus** which will engender pride in the people who study, work and live on the campus and for those who visit it. The idea of a livable campus encompasses the underlying values associated with:

- creating a richly layered and safe urban environment that is thoroughly integrated within its physical context;
- ensuring coherent and inspiring public spaces;
- responding to the diversity of access needs;
- realizing the full worth of natural and built assets.

A Livable Campus is, above all else, an inviting place for people. It means creating an environment to which people feel a sense of loyalty, where they are inspired to excel academically and where they feel welcome and secure. It offers opportunities for study and recreation, living and working, socializing and exchanging ideas. It is a campus where basic needs can be met easily and pleasantly in attractive and congenial surroundings.

A series of Guiding Principles shape the Plan that express these values and amplify the Regents' principles for campus master planning. The Guiding Principles establish the direction for future planning and design decisions that will cumulatively create a livable campus. The underlying Guiding Principles are:

Guiding Principle 1: Instill a genuine sense of community.

Guiding Principle 2: Identify, preserve and enhance natural features.

Guiding Principle 3: Create a cohesive system of open spaces.

Guiding Principle 4: Achieve a balanced system for movement and access.

Guiding Principle 5: Promote optimization and rationalization of the campus facilities.

Guiding Principle 6: Increase the mix of uses on the campus, including housing.

Guiding Principle 7: Develop connections.

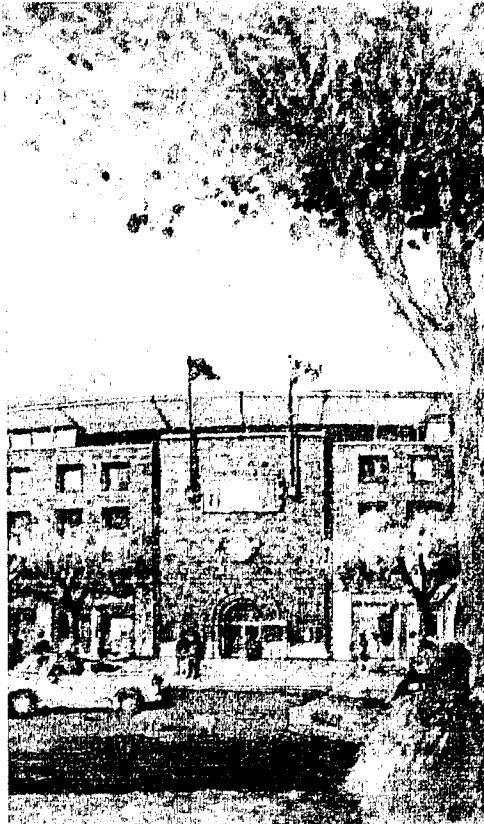


Illustration showing potential integration of the historic Memorial Stadium Processional Arch into proposed new construction

Guiding Principle 8: Foster accessibility, and a sense of safety and security.

Guiding Principle 9: Promote architectural integrity.

Guiding Principle 10: Preserve historic buildings and landscapes.

Guiding Principle 11: Facilitate and ensure healthy collaborative ventures.

The future of a great institution such as the University of Minnesota is too important to limit dreams to the purely pragmatic. This Master Plan proposes bold moves, yet it is also implementable. It is intended that the Master Plan will be realized over time, step by step, as initiatives and projects arise creating new opportunities.

The Master Plan works on two levels allowing flexibility and refinement over time. Campus-wide Policies outline a strategy for achieving the Structure Plan Elements. Precinct Plans and Precinct Guidelines interpret the campus wide policies, identifying opportunities and providing detailed guidance at the local scale. The Precinct Plans will be amend-

ed from time to time in response to changing conditions and initiatives, ensuring the Master Plan remains a living and relevant document.

Vision for the Minneapolis Campus

Acknowledging the Minneapolis Campus as separate yet connected to the surrounding neighborhoods, the Master Plan embraces the city as a positive and vibrant environment offering a host of resources and opportunities for synergy and overlap. Each is a valued resource to the other.

The location on the Mississippi River becomes a central and defining feature and an icon of the Master Plan. Regionally, the river is evolving from an industrial corridor to a great urban green way. Northrop Mall, the heart of the historic campus, is extended to meet the Mississippi River through the creation of a new South Mall. A refurbished Coffman Memorial Union and Northrop Auditorium help enhance the sense of community and encourage members of the surrounding neighborhoods to seek out the campus as a destination.

A campus is created which fosters academic pursuits, which is welcoming and walkable, and which provides the opportunity for leisure and social activities to occur spontaneously.

Washington Avenue is the major east-west axis which links the East and West Bank Campuses. It is a lively and animated urban mainstreet, friendly to pedestrians, cyclists, transit users and drivers.

A mix of uses, particularly housing, is introduced to enliven the campus during and after class hours and to foster a greater sense of community. A number of magnificent sites for housing are situated along the Mississippi River bluffs. Food services are distributed into a few, conveniently located foci of activity. Sports and recreational facilities are consolidated in the north east quadrant of the campus.

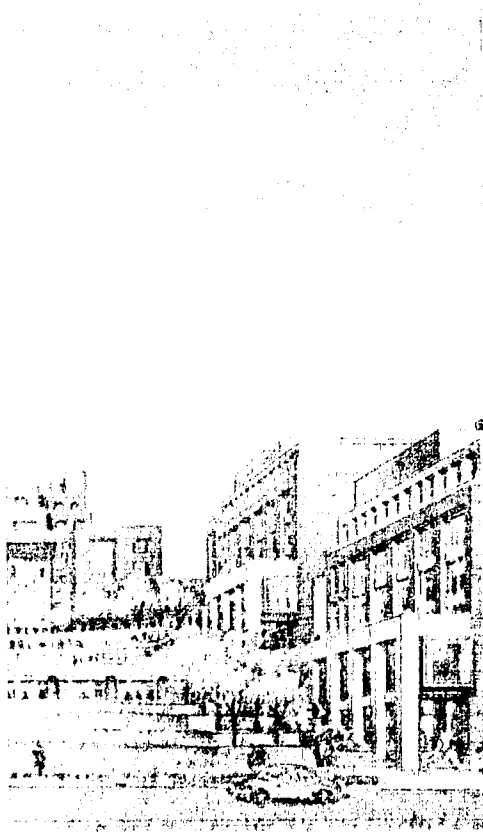
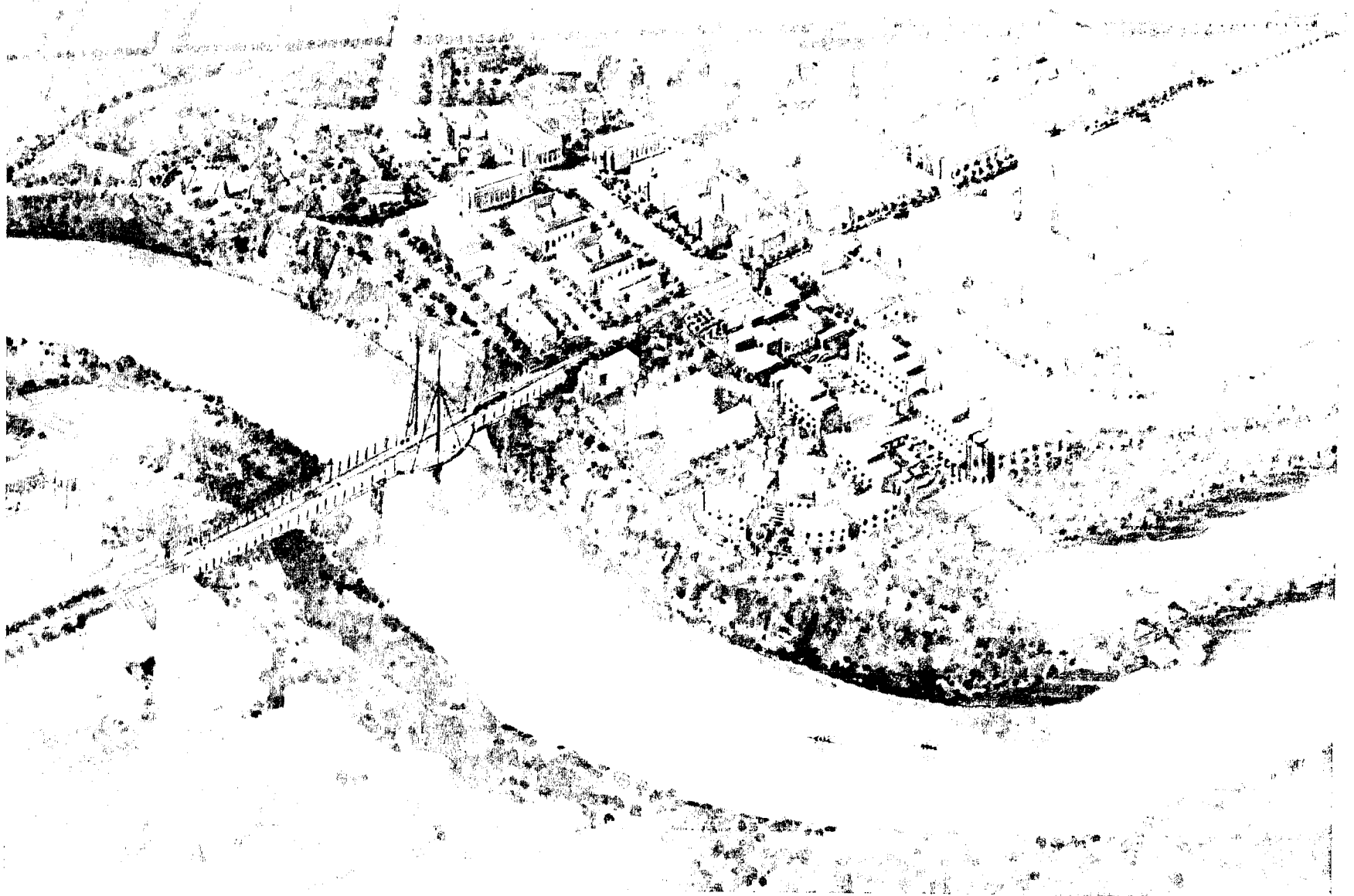


Illustration showing potential terraced student housing flanking the new South Mall, extending the campus to the river

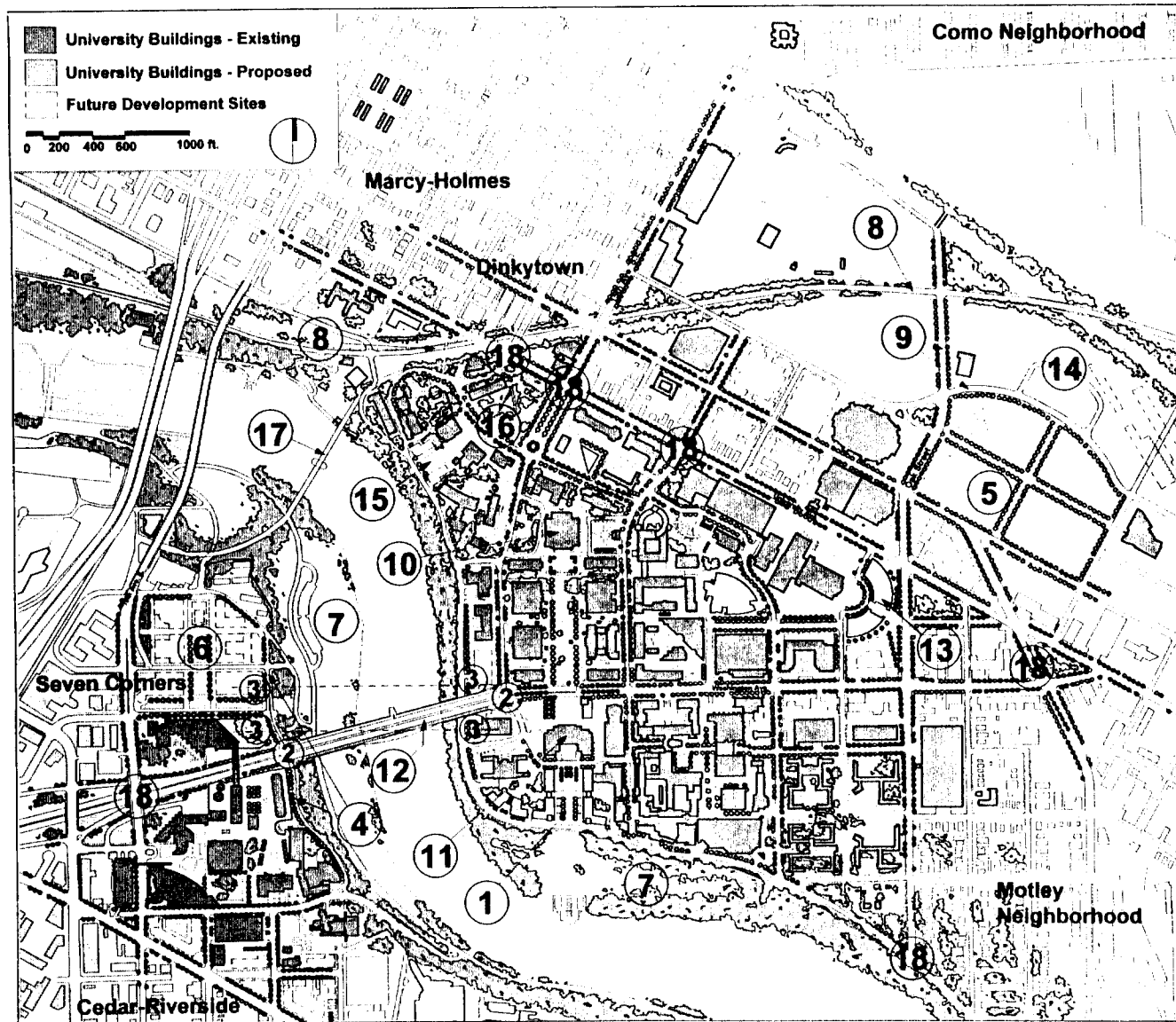


Watercolor illustrating vision of the principles for the Minneapolis Campus Master Plan

Summary of Key Master Plan Initiatives - Minneapolis Campus

Application of the Guiding Principles translates into planning and design decisions that will cumulatively create A Livable Campus:

- 1 The symbolic center of campus, Northrop Mall, is extended to connect with the river flats through a new terraced South Mall, flanked by University housing.
- 2 Traffic on Washington Avenue is “calmed” through the use of new signalized intersections, which also allow for a safer at-grade pedestrian environment.
- 3 Prime river bluff sites are reserved for significant landmark buildings on the axis of the historic Washington Avenue Bridge.
- 4 Access to the bluff edge and views of the river gorge are increased by creating a West Bank Bluff Road/pedestrian promenade.
- 5 Consolidated sports and recreation fields promote increased activity on campus and offer a range of recreation options to the campus user.
- 6 The West Bank Mall creates a strong, figural open space around which potential future development is organized.
- 7 As a component of the regional open space system, the river flats are animated through new sports and recreation facilities.
- 8 Plans for the development of the Dinkytown Underpass are endorsed as a critical campus connection to the regional open space system.
- 9 Street connections to the surrounding communities offer greater campus access for all modes of travel.
- 10 The premier icon of the University, Northrop Auditorium, is preserved and revitalized as a community gathering place.
- 11 Campus community is enhanced through renovation and expansion of Coffman Memorial Union and its services, creating a vital center for student life.
- 12 Pedestrians are brought “back to grade”, and dramatic views of the campus and river gorge are opened up through the removal of the pedestrian deck and reconfiguration of the Washington Avenue Bridge.
- 13 Opportunities for collaborative ventures, such as the Gateway/Alumni Center, help achieve a range of long term campus goals with less financial commitment by the University.
- 14 The continued importance of the role of research in the University’s mission is highlighted by an expanded research park near the Lions Research Building.
- 15 Through strategic “pruning” of obsolete buildings, the opportunity to reconnect the Knoll to the river is created while improving the setting for significant historic buildings.
- 16 Encouraging the preservation of historic buildings and landscapes reflects the significant contribution they make to the campus’ sense of time and place, and promotes a responsible use of these resources.
- 17 Alternate modes of campus access are facilitated by the renovation of Railway Bridge #9 into a bicycle and pedestrian connection across the river gorge.
- 18 A welcoming sense of entry, as well as a more clearly defined edge, is created through a series of “gateway” parks.



Minneapolis Campus Structure Plan

Vision for the St. Paul Campus

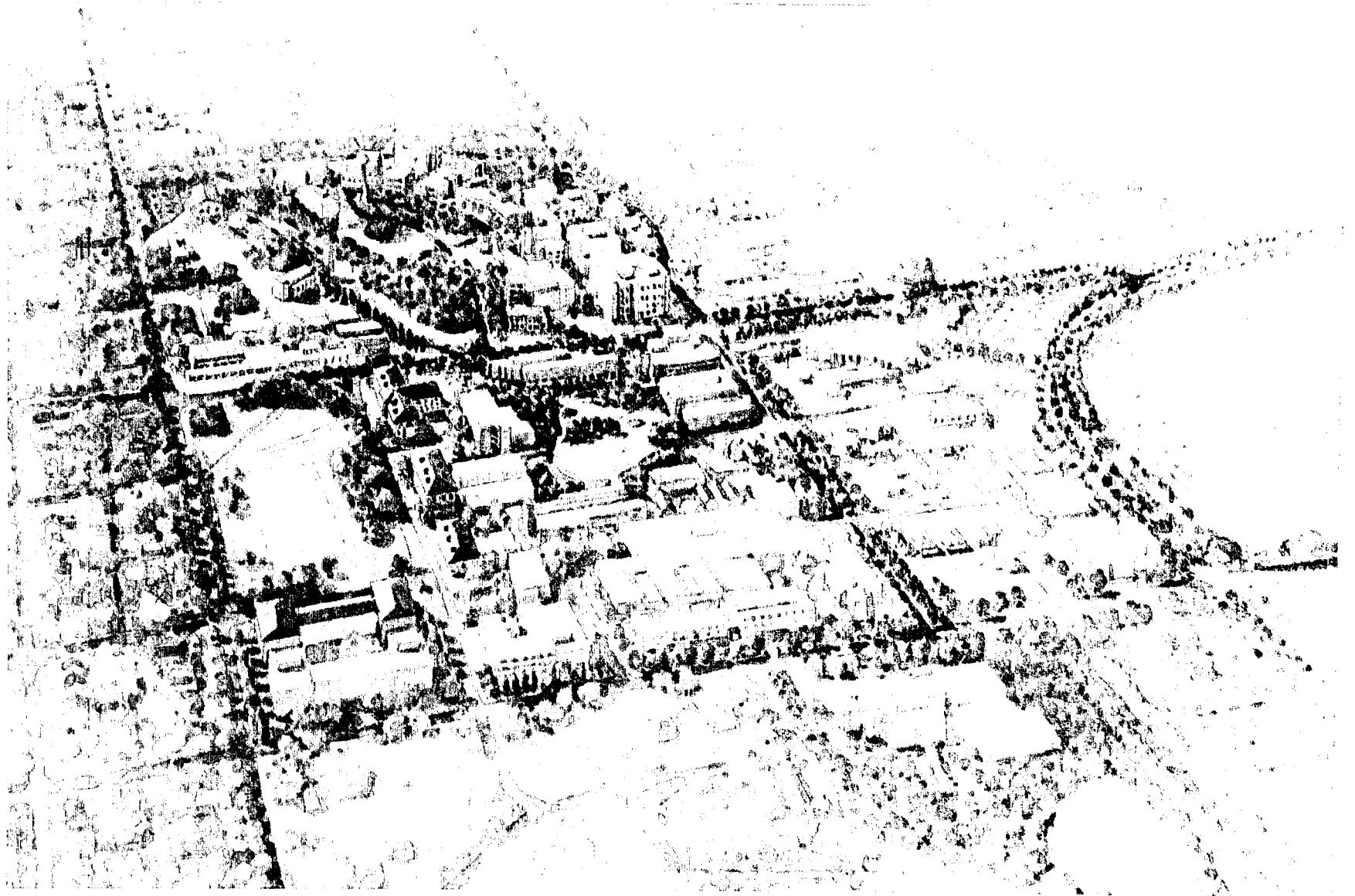
The St. Paul Campus is a green and peaceful environment surrounded by the experimental fields which are highly valued by the neighboring community. The Master Plan acknowledges and respects the moraine topography and the clusters of buildings which have been shaped by this landform. It preserves the essential and characteristic organization of this campus.

The existing harmonious relationship with the surrounding residential community is preserved. The Master Plan attempts to improve the boundary of the campus with the Minnesota State Fair.

A number of surface parking lots are relocated into strategically located mixed use structures to reclaim important open spaces and to make access to the campus more convenient. An informal quadrangle is created south of the Central Library. Gortner Avenue, a landscaped corridor, is an attractive connection to the naturalized wetland and new stormwater detention pond, treated as a landscaped open space. The existing focus of activity in the vicinity of the St. Paul Student Center is enhanced by a new structure fronting onto Buford Avenue which contains ground floor space for uses such as cafes, stores, etc.



Illustration showing Dairy Cattle Barn fronting onto potential informal quadrangle on St. Paul Campus

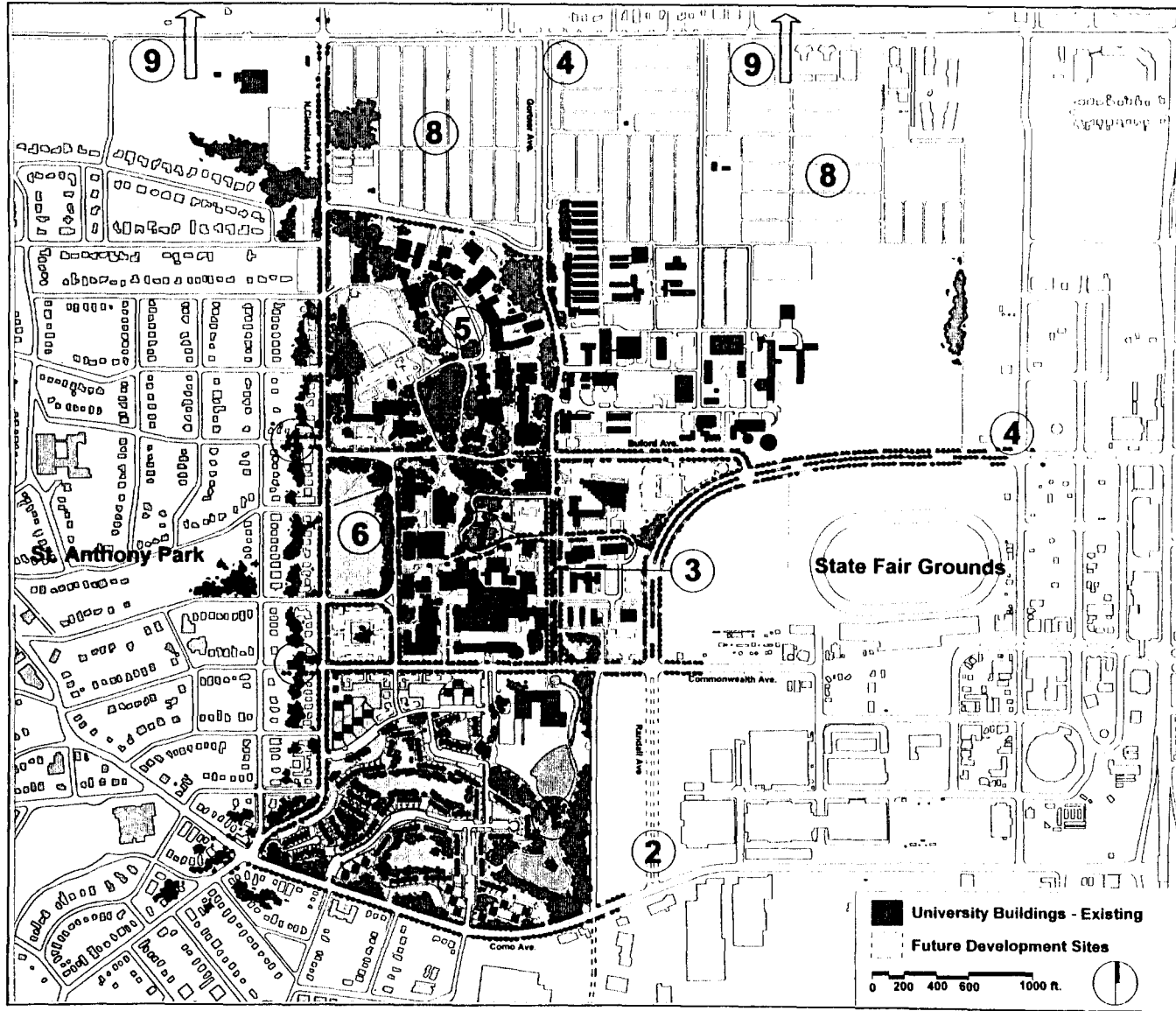


Watercolor illustrating vision of the principles for the St. Paul Campus Master Plan

Summary of Key Master Plan Initiatives - St. Paul Campus

Application of the Guiding Principles translates into planning and design decisions that will cumulatively create A Livable Campus:

- 1 The unique natural resource of the campus's wetlands is reclaimed, and greater access is accommodated.
- 2 The "seam" between the campus and the State Fairgrounds could be strengthened through collaboration, improving access to both.
- 3 A green corridor along Gortner Avenue connects the Bowl and Ridge landscape at the north end of the campus with the wetland on the south.
- 4 Campus access and orientation are clarified through enhanced gateways on all sides.
- 5 Important landscapes are reclaimed by relocating large surface parking lots into smaller, well integrated parking facilities, and expanded on-street parking.
- 6 The symbolic front yard to the campus, the Lawn, is preserved and enhanced, as are the historic buildings that face onto it.
- 7 An open space is reclaimed by integrating existing parking into a structure that forms its eastern edge.
- 8 Agricultural fields are preserved as a landscape that is important to the history, character and academic mission of the campus.
- 9 Agricultural fields and recreation areas north of Larpenteur Avenue are preserved as important community and University assets.



St. Paul Campus Structure Plan

1

Introduction

What is a Master Plan?

A Master Plan establishes the framework for the long term evolution of the University campus. It sets out a vision for the future which builds upon the existing physical attributes of the campus, including the natural features, the open

spaces, the existing buildings and the network for movement to, from and within the campus. The Master Plan ensures that the unique qualities of the campus will be enhanced and that targeted areas will evolve so as to contribute to the long term vision of the campus.

The physical environment plays an integral role in assisting a university achieve its Mission. The quality of the physical campus creates the first and often most lasting impression, and contributes significantly to the ongoing quality of life and educational experience by supporting and nurturing intellectual activity and growth. It is also important in ensuring a university's standing and competitiveness in the United States and internationally.

This Master Plan establishes a Vision embodied in eleven Guiding Principles. A series of Structure Plan Elements and Policies is established to guide decision making at a campus wide scale. The campus is divided into a series of Precincts which are accompanied by Precinct Plans and Precinct Plan Guidelines addressing the development of each discrete part of the campus.

Finally, an implementation plan is outlined which describes the translation of the Master Plan into practice.

The Master Plan is not a building program and therefore cannot be specifically costed. Rather, the Master Plan directs decisions on issues which will inevitably arise in the course of the University's evolution, due to growth or decline, including:

- capital budget items - major building programs, physical plant improvements, grounds keeping
- obsolete facilities
- vacant lands
- real estate acquisitions
- independently funded projects
- joint ventures and partnerships with third parties.

The Master Plan process

The Master Plan was developed through a comprehensive and inclusive process by a multi-disciplinary Master Planning Team, in conjunction with the University of Minnesota Master Planning Office and

the Twin Cities Campus Master Planning Advisory Committee (MPAC), comprised of staff, faculty, representatives of the local community and students. During the course of development of the Master Plan, regular meetings were held with the Master Planning Advisory Committee which provided valuable feedback on concepts and initiatives as they emerged and played a critical role in the formulation of the Master Plan.

The study was divided into three main phases: **Inventory and Analysis, Master Plan Options, and Refinement of the Preferred Option.** The Inventory and Analysis phase began in 1994 with a comprehensive consultation process, through which some 40 members of the University community, City staff and residents of the community were individually interviewed.

Concurrently, inventories of the existing campuses were prepared and a number of key reports provided by the University were reviewed. The material gathered was consolidated into an interim report entitled **Campus Master Plan, Issues and Agenda** which identified the main issues and opportunities to be considered in the preparation of the Master Plan. This document was

submitted to the Master Planning Advisory Committee and broadly distributed for review and response.

Master Plan Options were prepared and presented at Open Houses, held over two days, one each at the St. Paul and Minneapolis Campus. A summary brochure, **Options for the Master Plan**, was prepared for broad distribution outlining the options for specific areas. Interested persons were invited to submit comments.

A Draft Final Master Plan was submitted to the Master Planning Advisory Committee and distributed within the University community in November 1995. Comments were again received and have been incorporated into this Final Master Plan Report. This Master Plan is submitted to the Master Planning Advisory Committee and recommended by it for adoption by the Board of Regents.

Why create a Master Plan now?

The development of the Twin Cities Campus Master Plan was initiated on

April 16, 1993 when the University of Minnesota Board of Regents approved a strategic planning effort by adopting four principles for campus master planning (outlined on the two following pages). This initiative commenced approximately 20 years after the last Master Plan for the Minneapolis Campus was produced, which is a reasonable lifespan for a Master Plan. The Board of Regents initiative recognized that a new Master Plan was needed to respond to the challenges and opportunities of the future and carry the Twin Cities Campus into the 21st century.

The Campus Master Plan complements **University 2000**, adopted by the Board of Regents on January 14, 1994. **University 2000** lays out a strategy to achieve the threefold mission of the University of Minnesota: research and discovery, teaching and learning, and outreach and public service. It envisions the University of Minnesota as “one of the premier land-grant research universities in the nation and the world”.

University 2000 identifies the creation of a “user-friendly university community” as one of five strategic directions necessary to realize the vision.

“Educational excellence depends on the creation and maintenance of a humane and physically appropriate environment in which all members of the academic community can thrive and work to their fullest potential.” In order to enhance the physical environment, University 2000 indicates that the University’s Campus Master Plan and Capital Improvement Program must:

- Build and renovate campuses to be useful for modern educational techniques, physically accessible, environmentally sound, attractive, safe, and secure - campuses that include modern classrooms and quality study space, that encourage students to remain on campus, that facilitate interaction among students, faculty, and staff, and that are responsible to the needs of a changing student population.
- Preserve and protect historic resources.
- Cooperate with local municipalities to strengthen University community neighborhoods and relationships.

Board of Regents Campus Master Planning Principles (Board of Regents Resolution passed in 1993)

The Board of Regents established four Planning Principles to guide the preparation and implementation of the University of Minnesota Master Plans:

1. The Principle of creating and maintaining a distinctive and aspiring vision for the physical development of each campus.

The campus master plan should:

- 1.1 Establish how the physical setting will embody the distinctive missions of each campus.
 - 1.2 Highlight and celebrate the special realities of each campus, including its natural setting and ecological structure, architectural and landscape heritage, and its surrounding settlement patterns. The unique and special qualities of each place should be made an integral part of the educational experience.
 - 1.3 Organize the landscape and places to establish a coherent circulation and infrastructure pattern for the campus as a whole.
 - 1.4 Determine building location and design guidelines so each incremental addition to the campus will contribute to a distinctive and inspiring vision of the whole.
 - 1.5 Encourage exemplary architecture and landscape architecture which demonstrates sensitivity to local conditions and contributes to the master plan vision.
2. The Principle of enriching the experience of all

who come to the campus.

The campus master plan should:

- 2.1 Accommodate the specific needs, experiences and requirements of the various user groups, giving highest priority to students, faculty and staff, while extending hospitality to visitors, surrounding communities, and the people of Minnesota.
- 2.2 Provide coherence to the campus entrances, movement systems, landscape spaces and architectural vocabulary in order to create a sense of welcome, orientation and presence for a special community which celebrates learning.
- 2.3 Create a positive system of campus circulation. This necessitates minimizing conflict between pedestrians and the needs of other vehicular circulation including bicycles, cars, service vehicles, parking and other transit modes, especially buses and LRT. The pedestrian environment should be given special priority and be made comfortable, secure, pleasant, and acceptable so as to dignify and show respect for all participants in campus life.
- 2.4 In creating a positive pedestrian environment, integrate all supporting amenities including information, signage, lighting, phones, outdoor furnishings, and landscape into the overall master plan concept.

- 2.5 Organize campus activities into functional and or organizational affinities while supporting the overall aesthetic character and intent of the campus plan.

- 2.6 Devote special attention to non-scheduled campus use by providing informal spaces (interior and exterior) for study, meeting, and participation in campus life. The purpose is to create a campus community where people "want to be" rather than one where they "have to be".

- 3 The Principle of maximizing the value of existing physical assets while responding to emerging/changing physical needs.

The campus master plan should:

- 3.1 Be based on a realistic assessment of all the physical and financial constraints and opportunities on each campus - the assets and liabilities. The assessment should include: a determination of the unique physical assets and enduring features of each campus; a determination of the most significant physical liabilities; an evaluation of the quality and level of maintenance of buildings, landscapes and infrastructure; a determination of which buildings and landscapes are historically significant and worth maintaining and enhancing, and which structures are obsolete and not capable of or worth the investment in adaptive reuse; a determina-

Board of Regents Campus Master Planning Principles

tion of priorities for the maintenance of existing buildings, landscapes and infrastructure; and evaluation of the most significant opportunities for physical enhancement of lasting value.

- 3.2 Measure and determine the need for new construction against the following criteria: the need for deferred maintenance; the demand of changing student enrollments; the need for appropriate teaching and research facilities; the opportunities for adaptive reuse and renovation; the opportunities for attracting new capital resources; the need of the pedestrian environment, landscape spaces or vistas.

This principle involves a careful evaluation of the tradeoffs between the need for new construction and the six criteria listed immediately above in the effort to build long-term value of the University's capital resources.

- 3.3 Insofar as possible, anticipate and allow for rapidly evolving developments in instructional technology.
- 3.4 Require that each capital improvement project demonstrate how it contributes to enhancing the specific goals of its campus master plan and adds long-term value to the University. One of the measures of long-term value should be a careful analysis of life cycle costs for any capital project.

- 3.5 Pay attention to the special role and value of the natural landscape in creating and enhancing the quality of experience on each campus. The natural landscape is one physical asset which, with appropriate maintenance, grows in value.

4. The Principle of an inclusive, accountable and timely process for creating and implementing the master plan vision.

Each campus master plan should:

- 4.1 Be developed by an open and inclusive process representing each constituency of the campus community. Such representation requires ample time for input and feedback during the entire process.
- 4.2 Be guided by a Campus Planning Committee representing those important constituents, appointed by the Senior Officers for the Twin Cities Campus or the Chancellors for the Duluth, Morris, and Crookston Campuses, and prepared by professional consultants with staff support.
- 4.3 Be prepared in conformance with these principles and recommended procedures.
- 4.4 Be approved by the Senior Offices for the Twin Cities Campus or the Chancellors for the

Duluth, Morris, and Crookston Campuses, by a separate Master Plan Oversight Committee and the Board of Regents.

Once the master plan has been completed and approved:

- 4.5 Each campus must continue to be involved in the implementation of the master plan. Therefore a procedure must be established whereby the plan can be continuously applied to the dynamics of change; subjecting such change to an open and inclusive forum for campus and community participation.
- 4.6 Each capital project must be in conformance with the master plan. A process for uniformly determining conformance must be established by the Senior Officers, the Chancellors and the President.
- 4.7 The President, the Senior Officers, and the Chancellors must be held accountable to the Board of Regents for progress in implementing the master plan. For this purpose the Board of Regents needs to be provided an Annual Report which assesses implementation of the campus plans, recommends adoption of minor amendments, cyclical revisions to the plans, and advises on the criteria for designer selection.

Challenges for the Master Plan

The current fiscal, educational, economic, social and physical context presents particular challenges for the new Master Plan.

Consolidation of resources

Like many institutions of higher learning the University is facing cutbacks in funding. Since 1987, the proportion of the total State budget allocated to higher education has declined by 21%. The period of rapid growth during 1970's and 1980's is being replaced by a period of retrenchment with direct repercussions on the overall rate of growth, as well as the human, physical and financial resources available. More than ever before, public accountability is being demanded and increasingly, higher education must demonstrate its relevance to society.

The emphasis in the Master Plan must be on sustainable development; the shift must be from growth to quality. There

must be a consolidation and rationalization of existing resources. Limited new growth is to be coupled with a reduction in existing space. Existing resources must be used more efficiently. The University must build on its strengths and fine tune areas of the campus to contribute to the achievement of the University's mission. The challenge responding to the current fiscal constraints is magnified when coupled with the fact that demands placed on Universities, and the rate of change expected, have also never been greater.

Changing expectations

Universities are being asked to renew themselves as flexible and responsive institutions to train the population for an increasingly globalized and competitive economy. Future workers must be flexible and adaptable to respond to a variety of circumstances. The physical environment must be conducive to a rapidly changing and adapting educational mandate. Universities are increasingly required to be more accountable to their numerous clients.



The changing student body

The average adult will now have a number of careers and be required to upgrade his/her skills a number of times in order to keep abreast of new knowledge and technologies. With lifelong learning, students will be older and more sophisticated. This may mean a move to year round use of the campus, longer hours, and the need for more accessible food and student services, having impacts in turn on parking, public transit, accessibility and safety.

More students work than ever before at full and part time jobs, creating a commuter campus. A survey of students by the University of Minnesota Office of the Vice President for Student Affairs in 1992 found that 55% of first year students work, a figure which rises to 82% by the fourth year. This presents particular challenges in terms of establishing a sense of community.

Students are also more diverse. The ethnic and racial diversity in the Minneapolis and St. Paul school system is increasing. Access issues for disabled students have never had a higher profile. The University's environment must be hospitable and conducive to learning for people of varying racial, religious and ethnic backgrounds, varying sexual orientations and varying levels of physical ability.

Competitive environment

The environment within which the University is operating is becoming increasingly competitive. The University's standing in the nation continues to be a function of the quality of students, faculty and staff. It is important that the University attract the best. Staff

are being asked to do more with less and top faculty and students are being aggressively recruited by other institutions. The Master Plan must make the physical environment as attractive as possible, as well as improve working conditions and the quality of life on the campus.

Shrinking student population and impact of technology

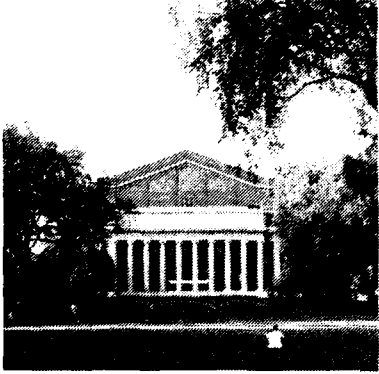
Part of the University's strategy to improve the quality of the student body, in particular undergraduates, has resulted in a reduction of the total number of students. Since 1986, the student population has decreased from 45,000 to an estimated 38,000, and is only projected to rise to some 40,500 by the year 2000. The number of students in attendance will likely have an impact on the amount of space utilized.

Uncertainty regarding space and land requirements is augmented by the fact that the full impact of information technologies on distance learning is only beginning to be understood and its implication on space needs are yet to

be revealed. In the face of these uncertainties, the Master Plan must create a flexible, responsive physical environment. It must identify options for reduction in space, adaptation of existing space and for growth in the event it is required.

Dominance of the automobile

Another significant challenge relates to the role of the automobile on campus, an issue which is not confined to the University. The continued reliance on the private automobile as the primary means of movement to and from the University means that there is an apparent insatiable demand for parking in close proximity to destination points. Existing policies support the status quo. The result is that a significant amount of land and financial resources go into the development of surface parking lots, ramps and garages with direct impacts on physical appearance and overall image. The priority placed on rapid movement of cars through and around parts of the campus over other forms of transportation also has significant impacts on the physical environment, especially for pedestrians. To the extent



building stock, the adaptation of existing buildings or the construction of new buildings will be guided and prioritized by the Master Plan. Expansion will be carefully weighed against the alternative of “infilling” the existing campus and strengthening existing precincts. Rationalization, consolidation, and strategic decision making to optimize existing resources and direct limited new growth are called for in this Master Plan.

possible, the Master Plan must develop a more balanced range of solutions for movement, access and parking.

Flexible and responsible

Although significant growth is not expected in the next two decades, in the current climate of change and uncertainty an effective Master Plan is of greater importance than ever. The Master Plan will enable the University to extract the maximum potential from existing resources. It will assist the University in developing a flexible and responsive environment. Decisions regarding the “pruning” of existing

2

The evolving Twin Cities Campus

In making proposals to guide future growth, the Master Plan must be firmly rooted in an understanding of the previous “layers” of campus growth as well as the existing regional, metropolitan and campus context. Broadly speaking, the physical development of the

campus can be divided into eras, each defined by a particular philosophy which has left its mark on the campus

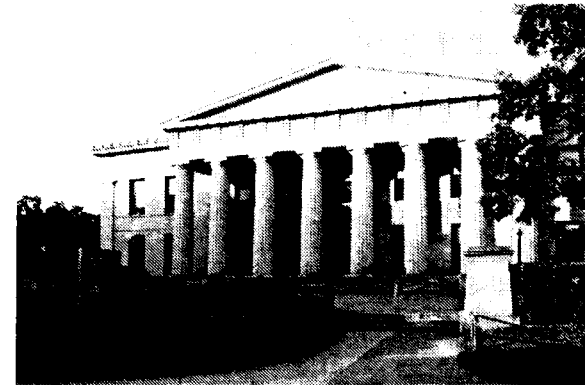
The Metropolitan Regional Context

The Twin Cities Campus of the University of Minnesota is situated in the heart of the Twin Cities metropolitan region, a highly livable community. The campus's history is closely linked to the Cities' development, beginning in 1851 when the Minnesota State Legislature passed the University's charter and a preparatory school was opened on a donated site overlooking St. Anthony Falls on the Mississippi River. The campus evolved to include a 25-acre bluff site just downstream from the St. Anthony location, on what is now the 350-acre Minneapolis Campus, and a 755-acre site in present Falcon Heights on what has become the St. Paul Campus, where The University Farm and first agricultural experiment station were located. While distinct in character, over time the two campuses have come to function as a single Twin Cities Campus. Students take courses on both campuses, share facilities and the campuses are now linked

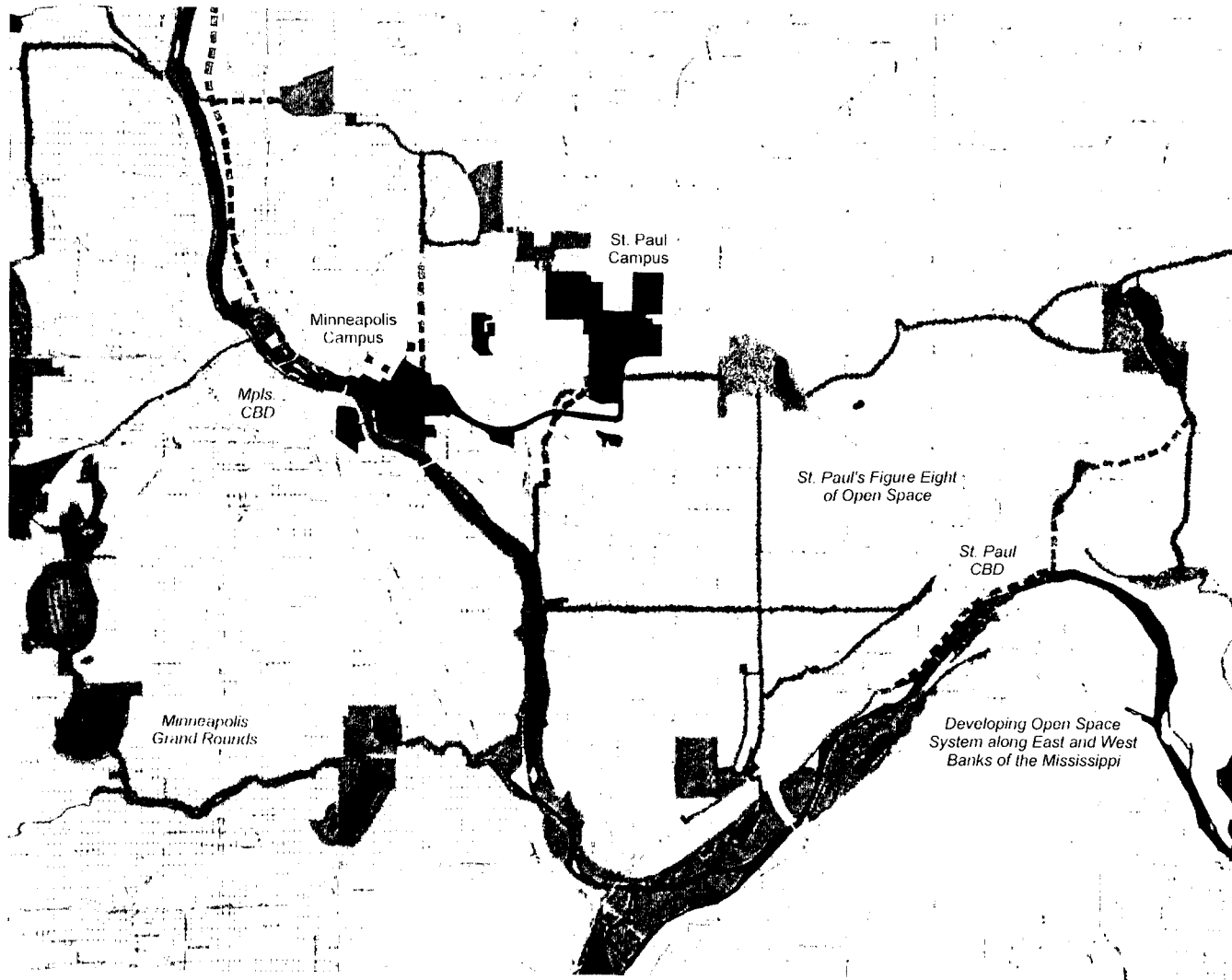
by the Transitway that greatly facilitates inter-campus movement over the 2.5 miles separating them.

Lying within the regional open space system defined by Minneapolis' historic Grand Rounds and St. Paul's Figure Eight parks and parkways, the Twin Cities Campus is a key element in connecting the surrounding urban fabric to the Mississippi River and its watershed.

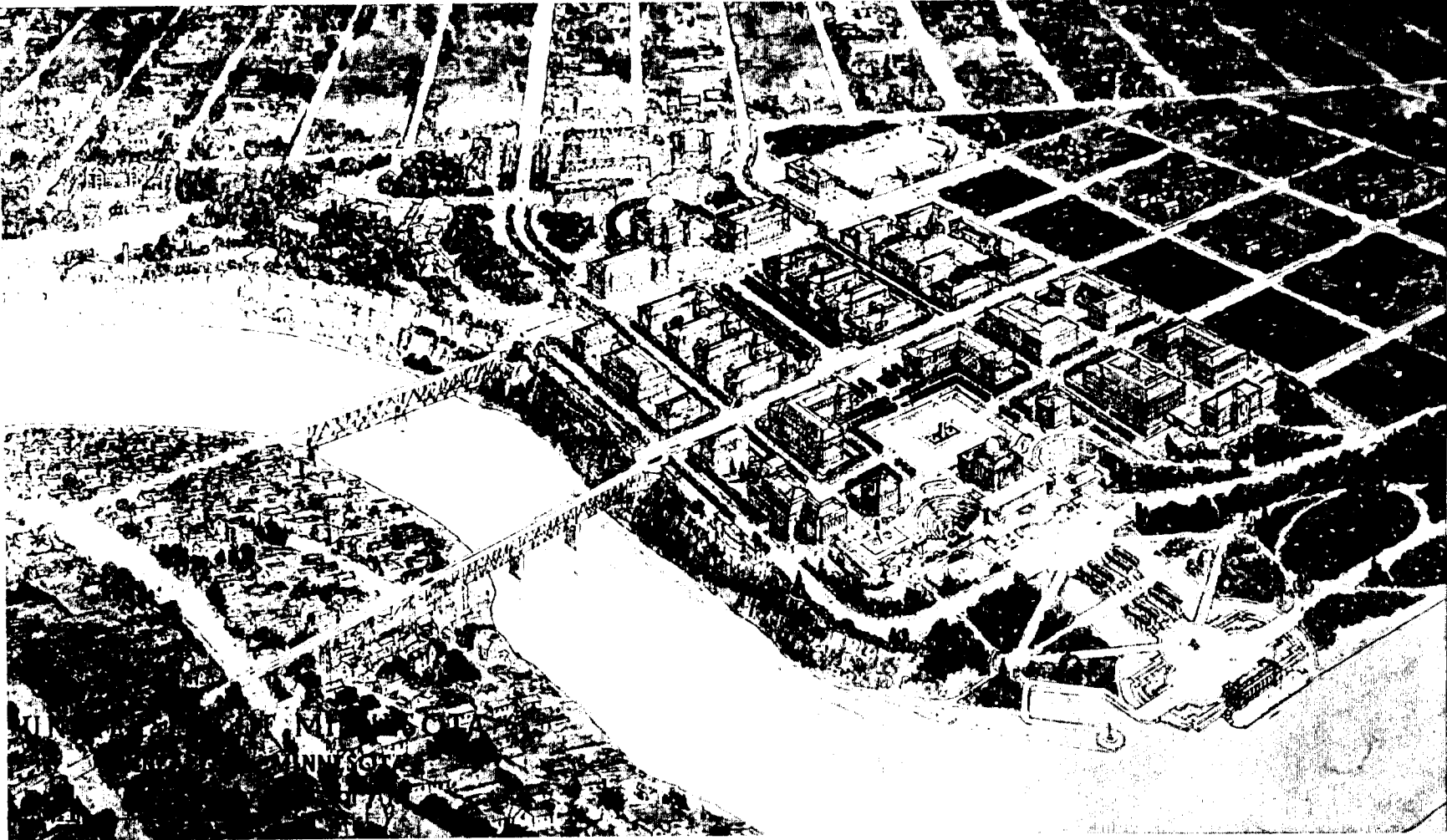
The Minneapolis Campus



Since 1854, in which year the Board of Regents purchased 25 acres on the east bank of the Mississippi River to establish the University of Minnesota, the Minneapolis Campus has been shaped over its 140 year history according to a variety of campus designs and beautification plans.



The Twin Cities Campus is a critical link in the Metropolitan Regional open space system shown here. (Source: Minneapolis Park and Recreation Board, Hennepin Parks, St. Paul Parks and Recreation, Metropolitan Council)



Cass Gilbert's 1907 Master Plan (Source: University of Minnesota Archives)

The early years - The Horace W.S. Cleveland Plan

Campus growth through the years 1884-1911 was structured around Old Main, the first building constructed on campus in 1856-57, and Agricultural Hall, built in 1875-76. Both these buildings are gone from the campus Knoll, but H.W.S. Cleveland's landscape plan for the campus (1892) kept focus on the Knoll as the organizing element for buildings. Bounded by Pillsbury Drive, University Avenue and Pleasant Street, Cleveland's plan shaped the early campus which by 1894 consisted of Mechanic Arts (Eddy Hall, 1881) the student Christian Association (Music Education, 1888), Pillsbury Hall (1889) and ten other buildings that today are listed on the National Register as part of the Old Campus Historic District.

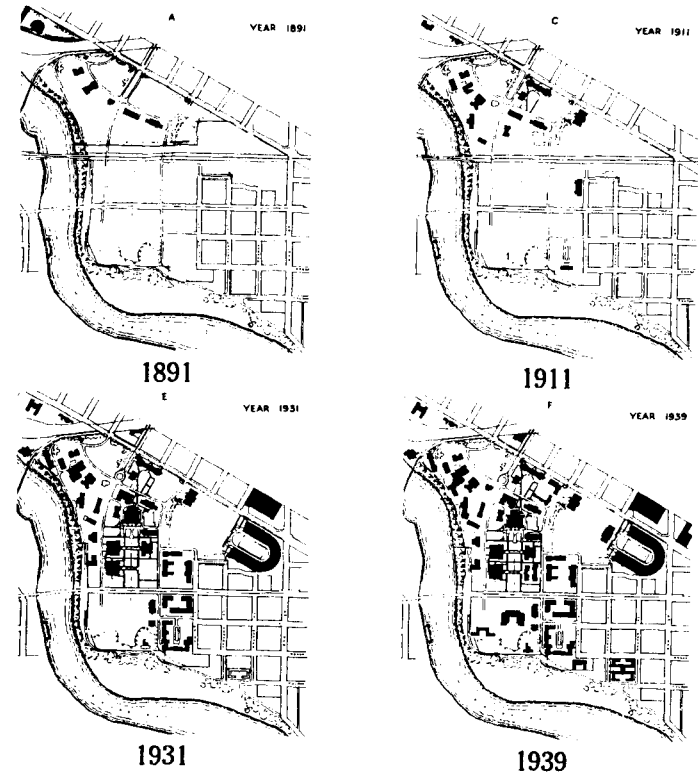
Recent research (Preservation Plan, in progress) indicates that Warren Manning's campus design work (1902-1908) modified Cleveland's design by focusing on construction of buildings to enclose the Knoll as a yard, for example Folwell Hall, built in 1907. Manning's plan for an east river road restructured

the orientation of the University by linking the Knoll to the river.

The Cass Gilbert Plan

After 1903, the Regents acquired additional property south and west of the original tract, enlarging the campus to approximately 120 acres and a major expansion was planned. In 1907 the architect, Cass Gilbert, prepared a Master Plan in the City Beautiful tradition. Gracefully linking to the Knoll, it envisioned a formal north-south mall flanked by symmetrically arranged neo-classical buildings, anchored at Northrop Memorial Auditorium and culminating in a series of terraces cascading down to the Mississippi River. Semi-circular amphitheaters at Washington Avenue provided a transition between Northrop Mall and the "south mall". The plan also incorporated an east-west extension of the urban grid and railway bridges through the campus.

The realization of Northrop Mall began with the construction of Smith Hall in 1914, Walter Library in 1923, Morrill Hall in 1925, Tate Laboratory of Physics in 1927 and Northrop Memorial Auditorium in 1929. The construction



Evolution of the Minneapolis Campus (Source: Campus development, Minneapolis: 1891-1939, Morell and Nichols, 1939. In University of Minnesota Archives)

of the Coffman Memorial Union in 1939, and the subsequent construction of the East River Ramp in 1963, for a time closed off the opportunity to fully achieve the visual and physical connections to the Mississippi River.

Northrop Mall and the Knoll constitute the historic core of the Minneapolis Campus. They create an enduring image, a sense of place, and a sense of history. Although not fully realized, the Cass Gilbert Plan also created an enduring and persistent image of a campus integrally linked to the Mississippi River.



West Bank Plaza

Mid 1960's - The West Bank Campus

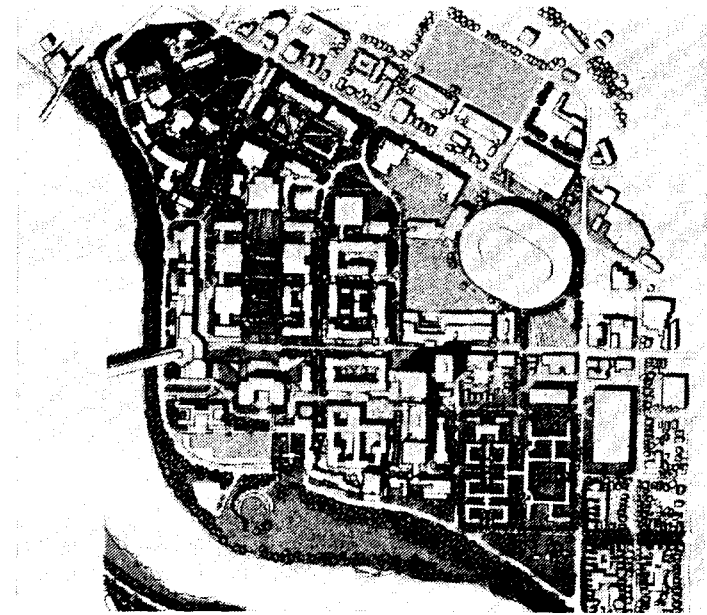
Planning for a campus expansion to the west bank of the river began in the late 1930's and in 1954 land was acquired. Blegen Hall, the Management and Economics Tower, and the Social Science Tower were all built in the 1960's. Washington Avenue Bridge, constructed in 1962, was later modified by the addition of a second tier to facilitate pedestrian and bicycle as well as service vehicular movement between the East and West Bank Campuses.

Much of the development in the 1960's and 1970's, especially the Health Sciences complex and the West Bank, reflects architectural concepts of the time and is primarily composed of towers set on landscaped or hard surfaced podiums.

1976 Long Range Development Plan

The most recent plan for the Minneapolis Campus is the Long Range Development Plan of 1976 which, among other objectives, sought to create

internal weather protected pedestrian movement separated from vehicular traffic. Buildings were connected by tunnels and skyways, which essentially located movement indoors which had previously occurred primarily outdoors. The tunnels and skyways are a defining characteristic of the campus. To separate cars and pedestrians and remove cars from the campus, the Plan also attempt-



1976 Long Range Development Plan (Source: University of Minnesota Physical Planning Office)

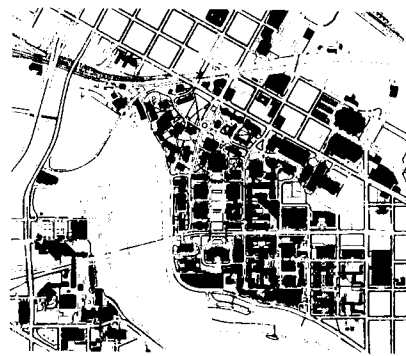
ed to restrict the location of parking lots to the edges.

A number of facilities were built following the development of the 1976 Master Plan including: the West Bank Union in 1980, Ferguson Hall in 1985, the University Hospital in 1986, a football complex in 1985, Electrical Engineering/Computer Science in 1989, the University Aquatic and University Recreation Center in 1990 and the new Hockey Arena in 1993. The Weisman Art Museum was opened in 1993. The Basic Sciences and Biomedical Engineering and the soon-to-be constructed Carlson School of Management are the most recent buildings on campus.

The decision to move University football to the Metrodome and to take down Memorial Stadium in 1992 created a significant gap in the existing built fabric and changed the nature and pattern of social events on campus.

The Minneapolis Campus Today

Building on the layers of historic development, the Minneapolis Campus has a wealth of significant historic and contemporary buildings and landscapes, natural features and open spaces.



Current figure ground

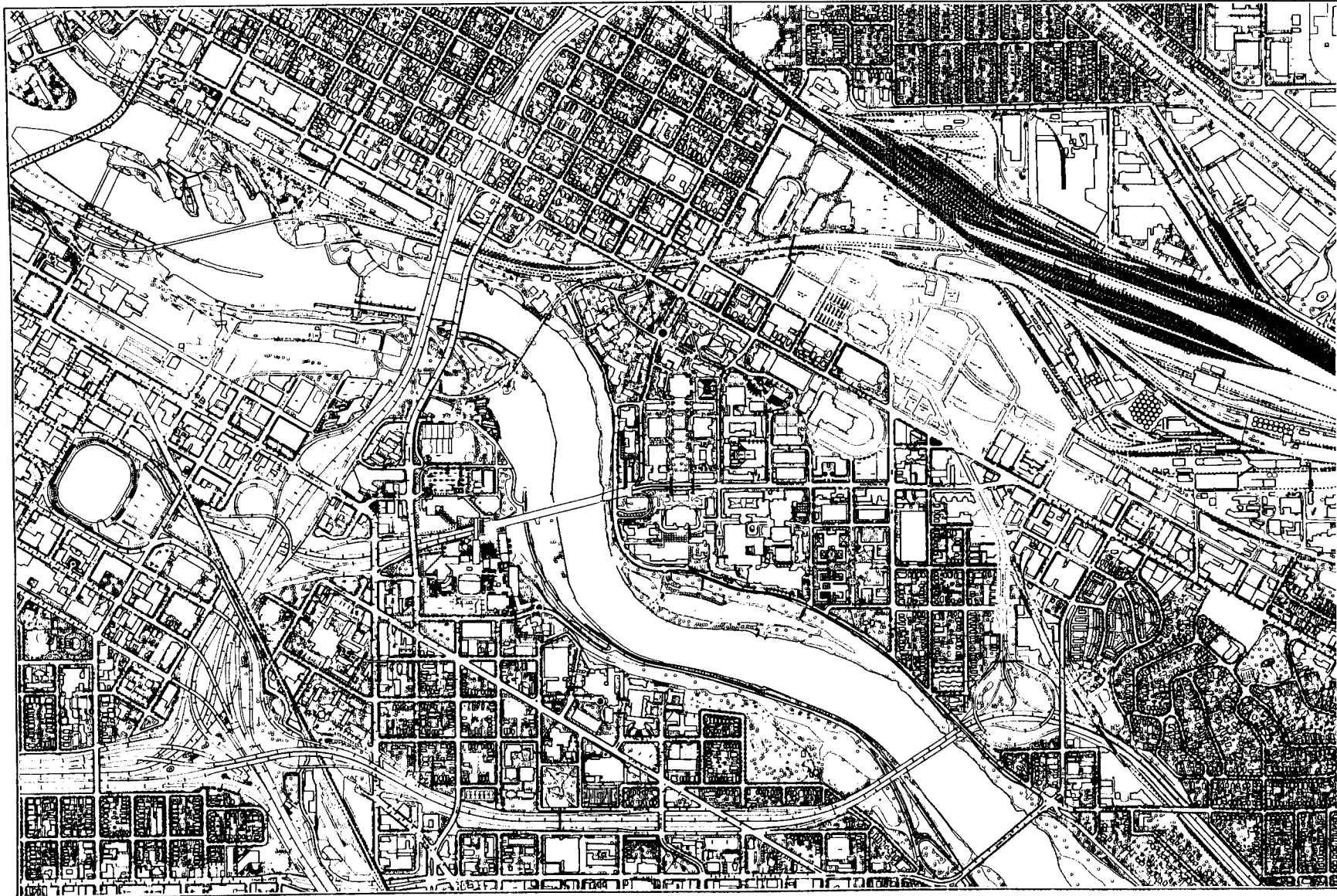
Natural Setting

Divided into the East and West Banks, the Minneapolis Campus straddles the Mississippi River and is situated on a plateau 100 feet above the water. A dramatic bluff separates the campus from

the course of the 500 foot wide river through the campus. The recent pattern of development on the campus has not integrated this spectacular natural feature. The Weisman Museum and the Ted Mann Concert Hall are the first structures on campus to strongly respond to the unique riverside location.

Built Form

The campus has a number of distinct building precincts which are legible, exhibiting well defined relationships between buildings and open spaces. These building groupings broadly define discrete precincts which partially coordinate with academic programs. They are generally defined by era and many can be associated with specific historic master plans. These precincts include the Knoll, comprised of romantic and neo-classical buildings sited as pavilions in a radial plan; the Mall, comprised of beaux-art style buildings which form strong and continuous edges to Northrop Mall; the Housing Superblock, comprised of low, dormitory wall buildings which form strong edges to courtyards and streets; and, the large, geometric, modern building complexes of the West Bank.



Location and context of Minneapolis Campus (Source: City of Minneapolis)

Heritage

Within these precincts, the campus contains many significant historic buildings. The exteriors of these buildings are generally architecturally interesting and they offer the campus human scale, good proportions, rhythm and texture. They also provide a counterpoint to the many newer structures on the campus.

Buildings already listed on the National Register of Historic Places as part of the Minneapolis Old Campus District created in 1984 include:

- Eddy Hall, 1881, L.S. Buffington
- Music Education, 1888
- Pillsbury Hall*, 1889, L.S. Buffington
- Pattee Hall, 1889, J. Water Stevens
- Nicholson Hall, 1890, L.S. Buffington
- Wulling Hall, 1892, Reed and Stern
- Burton Hall*, 1894, L.S. Buffington and Charles Sedgwick Architects
- Wesbrook Hall, 1896, Frederick G. Corser

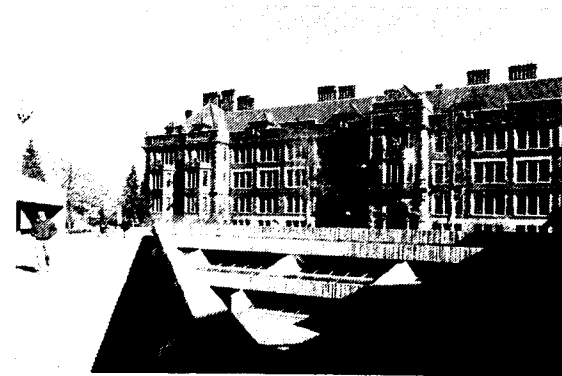
- Armory Building, 1895, Charles Aldrich
- Jones Hall, 1901, Charles Aldrich
- Child Development, 1903, C.H. Johnston, Sr.
- Shevlin Hall, 1906, Ernest Kennedy
- Folwell Hall*, 1907, C.H. Johnston Sr.

- * Board of Regents designation

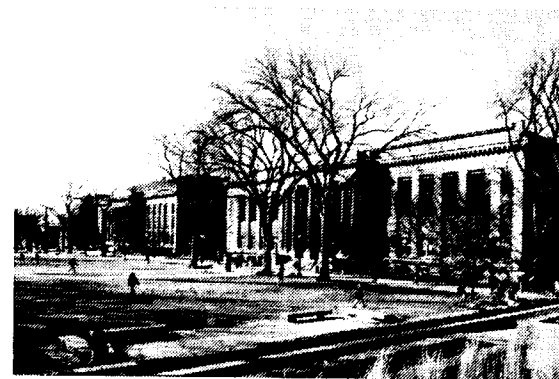
The University Preservation Plan (in progress) addresses the treatment and re-use issues of all identified historic properties on campus, including these and other buildings and landscapes.

Open Spaces

The building precincts define the major open spaces on the campus, most notably Northrop Mall and the Knoll. Both historic landscapes contain mature oak and elm trees. Though quite different in nature, Washington Avenue is another significant open space and represents the main east-west axis across the campus. The intersection of



Folwell Hall



Northrop Mall

Washington Avenue with Northrop Mall is an important junction and public space but is diminished by Washington Avenue's dominant character as a traffic thoroughfare. The Washington Avenue Bridge is the connecting link between the East and West Banks.

Edge Conditions

The most clearly defined boundary lies along University Avenue where sorority and fraternity buildings establish a clear edge condition. Within the urban fabric of the surrounding city, the edges of the campus are otherwise frequently characterized by surface parking lots and vacant spaces. There are a number of key entrances to the campus. Those from the east and west along Washington Avenue are not well defined. The historic Pillsbury Gate at University and 14th Avenue marks a clear pedestrian entry into the campus from Dinkytown and adjacent neighborhoods.

Services

Coffman Memorial Union (CMU) is the focus of student activities on campus. The facility is used primarily by students

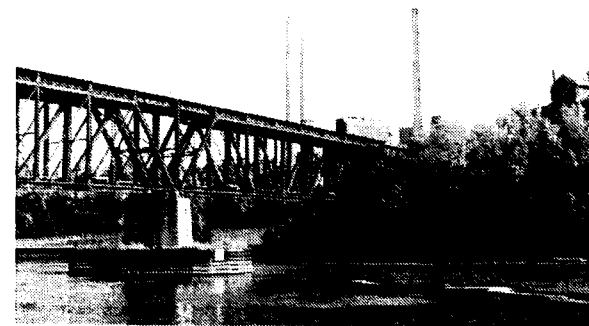
for studying, reading and social activities. There are few activities, however, to encourage students to stay into the evening hours. Nevertheless, the lounges are well utilized and students can be seen socializing early in the morning and during class hours. CMU and the West Bank Union also provide a number of basic services in addition to programs and activities. Food services are available in or near both unions and other amenities can be found at various service centers. Student administrative services, such as admissions, registration, the bursar, etc, are scattered throughout the campus in Williamson Hall, Fraser Hall, Eddy Hall, West Bank Union Skyway, and Coffman Memorial Union. Northrop Auditorium, the Weisman Art Museum and Ted Mann Concert Hall also provide venues for a number of artistic and cultural events.

Movement

The campus is heavily commuter oriented. Only a small percentage of students live on campus and many leave after class to work. Even though, approximately 40% of students walk, cycle or take public transportation as a means to get to campus, the significant number of

students driving creates a large demand for parking and there is constant wrestling with the issues of parking and its quality, proximity and cost. The main parking lots are the Transitway Lots and a number of ramps including the 4th Street, East River Road, Oak Street Washington Avenue, and West Bank Ramps.

The surrounding peripheral streets and many internal streets are dominated by vehicular or motorized traffic. Some streets are oversized for their traffic use. Indeed, some arterial routes have con-



Railway Bridge #9

tinued to be expanded despite increases in regional mobility afforded by the freeway system. The public streets surrounding and penetrating the campus are not visually appealing. They are in need of rebuilding and have not had systematic attention to street tree planting.

Historically, the University administration has attempted to deal with the private automobile through restricting the movement of vehicles in parts of the campus, creating pedestrian "superblocks" and concentrating vehicle movement in other areas.

In the cold weather, much of the pedestrian traffic on campus travels through the skyways, linked hallways and the network of underground pathways.

Student Housing

Those students who live on campus live in a number of generally attractive residence halls, the majority of which are situated near the river. Centennial, Pioneer, Territorial, Frontier, Sanford, and Comstock Halls are situated on the East Bank. Middlebrook Hall is on the West Bank. Off campus University hous-

ing is concentrated between the Minneapolis and St. Paul Campuses at the Como Student Family Housing. Private developers have built student residences in the Motley neighborhood. Many students live in shared rental housing in the residential neighborhoods surrounding the University.

Sports, Recreation, Leisure

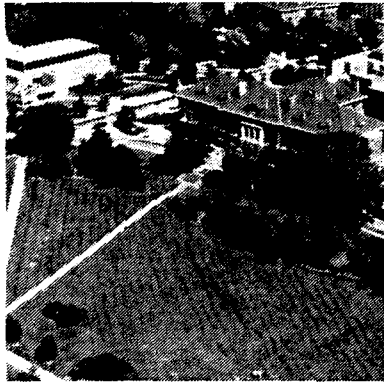
A high percentage of students use the state-of-the-art athletic facilities at the University. Significant investment in a new Aquatic Center and a Recreation Center have created superb facilities. A number of regional and national athletic events are held at these facilities. The large parking lots servicing them form the north east campus edge.

Many students choose to spend leisure time off campus in one of the several surrounding neighborhoods such as Dinkytown, Stadium Village, Seven Corners or the West Bank.



Student housing garden party adjacent to Nolte Hall

St. Paul Campus



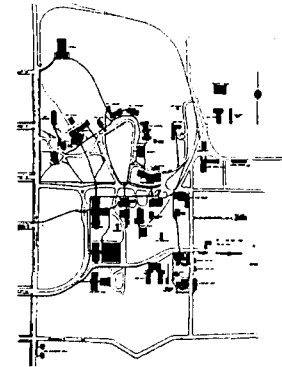
The Early Years

No comprehensive plan appears to have been created for the early period of development of the St. Paul Campus, but the rolling moraine topography heavily influenced the first arrangement of buildings. Early classroom buildings and dormitories, the School of Agriculture Building (1887, current site of Bailey Hall), Pendergast Hall (1889) and the Dining Hall (North Hall, 1895) were built on the ridge oriented toward a south bowl (what became the Lawn).

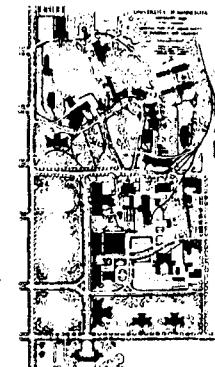
Later nineteenth century buildings were placed on remaining ridge-top sites circling an east bowl. The recreational playing fields that now occupy the bowl have displaced some of the hundreds of trees that were planted in 1890-91, as part of an arboretum created on campus by the head of Horticulture and Forestry, Samuel Green.

The earliest campus buildings, the Farm House and Barn, as well as a collection of greenhouses and sheds, were located in the flat lands to the east of Gortner Avenue, a street that still marks the division between the agricultural lands and the rest of campus. After 1901, most new campus buildings were designed by the architectural firm of Clarence Johnston, Sr. The character of the expansive lawn in the south bowl was essentially established by the Johnston-designed Administration Building (Coffey Hall, 1906-07), the Agricultural Engineering Building (1913) and Haecker Hall (1923).

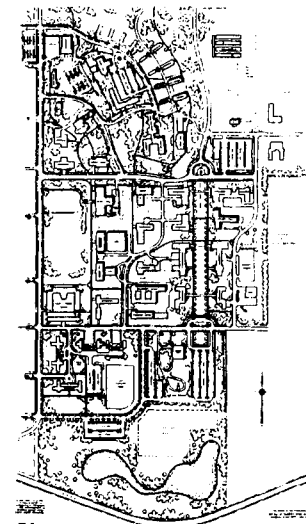
The construction of the inter-campus trolley in 1914 drew the farm campus closer to Minneapolis. The line ran from the Minneapolis Campus along Como Street and through a ravine at the



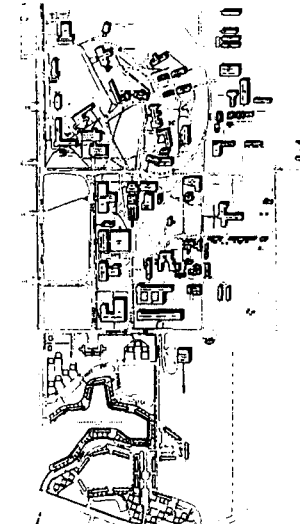
1923



1940



1954



1961

Evolution of the St. Paul Campus (Source: University of Minnesota Archives)

south side of the University golf course to Gortner, ending at the Power House at the center of the campus.

In the late 1920's, University Grove was platted at the north edge of St. Anthony Park. Designed by Morell and Nichols, the small subdivision provided building sites for University faculty homes.

1954 Plan

Morell and Nichols developed plans for the St. Paul Campus between the 1930's and 1950's creating an organization of buildings around geometrically regularized landscape spaces. They prepared a Plan in 1954, in collaboration with the University Architect Winston A. Close, which recognized the desirability of a new formal north-south connection and suggested a grand boulevard located within the Gortner corridor. Existing and proposed structures defined its edges and formed a continuous enclosure.

The Lawn was to be enhanced by the addition of new buildings on the north and south sides, confirming its role as the primary communal open space. The plan also proposed a major recreational area at the south end of the property,

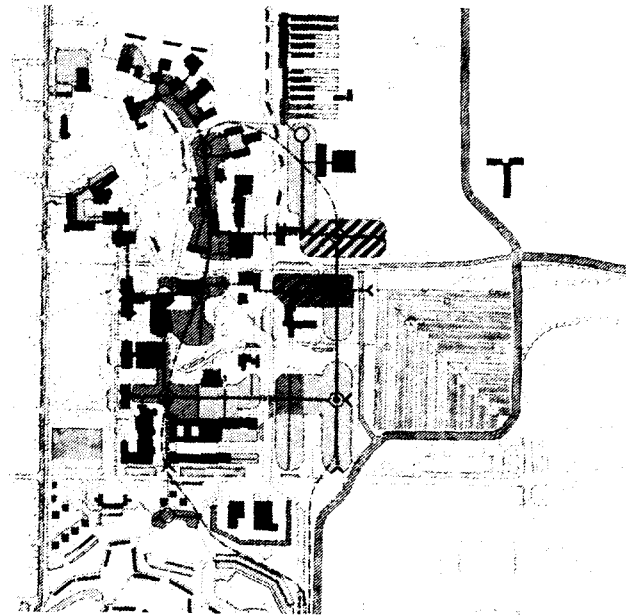
taking advantage of the lowest point of the campus to create a water feature. By this time, the streetcar line had disappeared.

At the same time as planning for buildings on the new West Bank Campus was underway in Minneapolis, a new generation of buildings rose in St. Paul in the 1950's including the Poultry Building, Agriculture Library, and Bailey Hall. Commonwealth Terrace Student Housing was built in 1958 and, in keeping with the pastoral feel of the campus, is low density and typically suburban in style. Land purchases from the 1930's through the 1950's expanded the campus to the north.

The 1972 Long Range Development Plan

The 1972 Long Range Development Plan, prepared by John Andrews Architects, was the first full scale formal Master Plan. A precursor to the Minneapolis 1976 Long Range Plan, the inter-connection of all buildings and uses through a series of at grade and underground concourses was encouraged, thereby separating pedestrian and

vehicular movement. The Plan oriented new development towards the east, on either side of Gortner Avenue and along Buford Avenue. It placed most of the parking on the edge of the campus on the Minnesota State Fair grounds, separating it from the academic uses and reducing the number of cars on campus.



1972 Long Range Development Plan (Source: University of Minnesota Physical Planning Office)

The St. Paul Campus Today

Today, the St. Paul Campus occupies approximately 755 acres. It has a strong sense of place and a well understood pastoral image. Notwithstanding development on the campus, it has remained



Current figure ground

green with a predominantly agricultural feel due to the presence of the experimental fields and animal related uses. The surrounding community is generally

proud of the campus and pleased to have it as an icon in its midst.

Natural Setting

The St. Paul Campus is a terminal moraine landscape changing 110 feet in elevation between the highest point, the hilltop, and the lowest point at the southern end, the wetland. The state designated wetland is currently filling in with silt and its visibility is reduced by coal storage associated with the steam plant. To the north, vast experimental fields and an associated golf course stretch into the adjacent neighborhoods.

Built Form

Building clusters are still influenced by the landscape, wrapping around the hilltop, at the edges of bowls and responding to the grid of the agricultural fields. The key building precincts on the campus include the Bowl and Ridge, comprised of neo-classical and contemporary buildings; the Lawn, comprised of neo-classical blocks that form a strong edge to the open space; and the fields, comprised of regular and repetitive greenhouses and sheds.

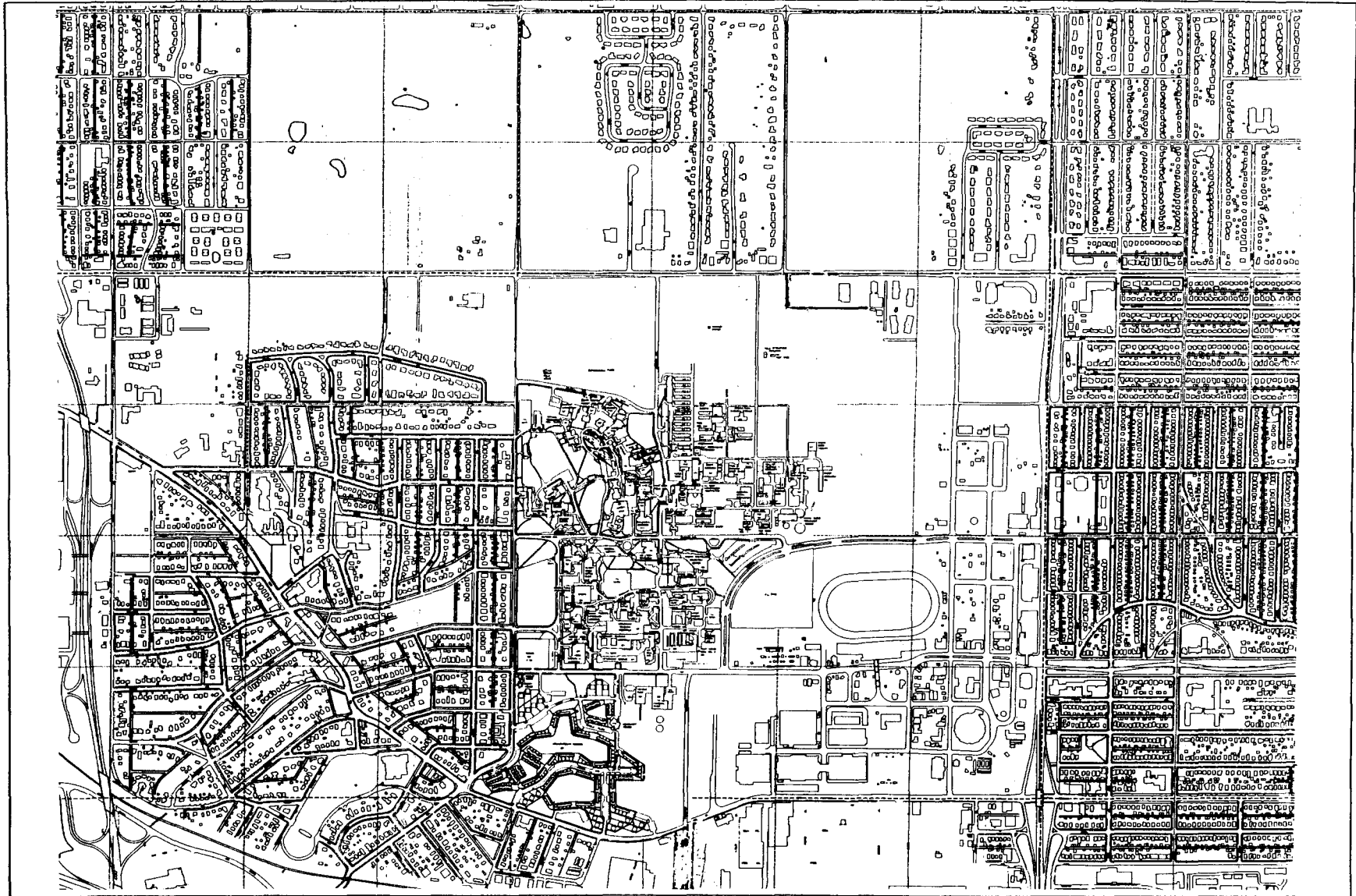
Heritage

The St. Paul Campus contains a number of historic buildings which contribute to the image and quality of the environment. The University Preservation Plan (in progress) presents a strategy for the preservation and reuse of some of these and other historic properties on the St. Paul Campus which include:

- Veterinary Anatomy, 1901, C.H. Johnston, Sr.
- Coffey Hall, 1906, C.H. Johnston, Sr.
- Dairy Nutrition Building, 1907, A.M. Bull
- McNeal Hall of Home Economics, 1914, C.H. Johnston, Sr.
- Agricultural Engineering Building, 1913, C.H. Johnston, Sr.
- Gymnasium, 1915, C.H. Johnston, Sr.
- Dairy Cattle Barn, 1917, A.M. Bull
- Haecker Hall, 1924, C.H. Johnston, Sr.

Open Space

The historic Lawn and the Bowl and Ridge remain the two most prominent



Location and context of St. Paul Campus (Source: Ramsey County)

signature open spaces on the campus. The Lawn, to the south of the Buford and Cleveland Avenues entrance, is an attractive, wide open "green" used for recreational sports activities as well as providing a "front door" to the campus. The Bowl and Ridge is more informal in character and contains a grove of mature trees on the ridge overlooking a recreational green. Its sense of unity is broken up by a surface parking lot which is proximate to a number of buildings edging the hilltop.

Movement

Bounded by four major arterial roads, the campus shares a large block of land with the Minnesota State Fair which lies to its south east. The most urban edge of the campus is along Cleveland Avenue. The boundaries to the south and east which are shared with the Minnesota State Fair are well used entrances which nonetheless feel like "back doors".

Vehicular movement on the campus is facilitated by a well connected internal street network. Despite movement of vehicles and agricultural machinery, the campus is not heavily traveled by auto-

mobiles and the environment is comfortable for pedestrians and bicycles. The campus is also a commuter campus and the primary mode of transport is by private vehicle. The use of bicycles and transit is lower than on the Minneapolis Campus. Much of the pedestrian movement in cold weather occurs in grade related linked hallways and the network of underground pathways and skyways.

Student Housing

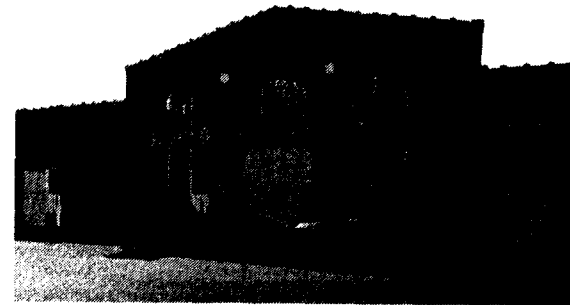
There are relatively few students living on campus as there appears to be limited demand. Bailey Hall is situated immediately adjacent to the St. Paul Student Center and caters primarily to undergraduates. Commonwealth Terrace occupies the southern end of the campus. Accommodating mostly married students and families, it functions as a separate entity within the campus.

Services

While the St. Paul Student Union is the center of life on the campus, the activities and services are relatively limited. The variety of basic services supplied by the Center are augmented by food services, including vending machines, dis-



Coffey Hall



Agricultural Engineering Building

tributed throughout the campus. Students regularly take classes on both campuses. Administrative student services such as the bursar's office, admissions and records, financial aid, the registrar and counseling are located in Coffey Hall on the St. Paul Campus. Other functions are on the Minneapolis Campus.

As there are few opportunities in the surrounding neighborhoods for leisure activities, most students travel along the Transitway to the Minneapolis Campus or to surrounding communities for evening and recreational activities. While the Transitway service is excellent for much of the day, there is limited weekend and evening service thereby requiring students to return to the St. Paul Campus by a specific hour.

3

The Livable Campus: Guiding Principles

The overarching ambition of this Master Plan is perhaps best expressed by the phrase **A Livable Campus**. This Master Plan offers a vision of of A Livable Campus which will engender pride in the people who study, work and live on the campus and for those

who visit it. The idea of A Livable Campus encompasses the underlying values associated with:

- creating a richly layered and safe urban environment that is thoroughly integrated within its physical context;
- ensuring coherent and inspiring public spaces;
- responding to the diversity of access needs; and,
- realizing the full worth of natural and built assets.

A series of Guiding Principles which interpret and amplify the Board of Regents Planning Principles are established which will direct future planning and design decisions to create A Livable Campus.

A Livable Campus is a campus which is a comfortable place for people. It means creating a compelling image, one which is designed for the user - students, faculty, staff and visitors. It is an environment toward which people feel a sense of loyalty, where they are inspired to excel academically and where they feel comfortable and secure. It is an environment with opportunities

for study, contemplation, recreation, living and working, socializing and exchanging ideas. It is a campus where basic needs are met easily and pleasantly in attractive and inviting surroundings. It is an environment where people are offered a range of convenient alternatives for movement including walking, cycling, public transit and the automobile.

P o l i c i e s

1 Guiding Principles

1.1 The Master Plan is based upon the following Guiding Principles:

- instill a genuine sense of community
- identify, preserve and enhance natural features
- create a cohesive system of open spaces
- achieve balanced systems for movement and access
- promote optimization and rationalization of campus facilities
- increase the mix of uses on the campus, including housing
- develop connections
- foster accessibility and a sense of safety and security
- promote architectural integrity
- preserve historic buildings and landscapes
- facilitate and ensure healthy collaborative ventures.

Guiding Principle 1 Instill a real sense of community

People live, work and play on a livable campus. A livable campus accommodates a mix of uses and activities organized into focal points which are recognizable, appealing and viable. The campus is comfortable, safe and evokes a sense of belonging. The physical campus inspires the pursuit of intellectual activity and provides venues for artistic and creative expression. The campus becomes a place to spend leisure time for the immediate and surrounding community. It is welcoming, easy to navigate and attracts people during and after class hours. On a livable campus, the relationships and involvement which are the essence of a sense of community are evoked and facilitated by the physical environment.

Guiding Principle 2 Identify, preserve and enhance natural features

The Twin Cities Campus has a number of important and in some cases spectacular natural features. On a livable campus, natural features such as rivers, native plant communities, and topographic features are acknowledged as important contributors to the quality of life. They are preserved, enhanced and their position within the broader ecosystem respected. The desire for "naturalization" of these features is balanced with the need and desire of the campus community to enjoy them for recreation and contemplation. Links to surrounding regional networks integrate the campus with regional open space systems.

Guiding Principle 3 Create a cohesive system of open spaces

On a livable campus, the open space system provides diverse and attractive public areas for all aspects of community and academic life and stitches the diverse parts of the campus together. From grand civic gathering spaces, to green and vibrant streets, to intimate courtyards, open space supports and enriches human activity. Framed in part by building ensembles and natural features, the quality of open space contributes to the image of the campus. Quality, diverse and connected spaces help people to feel comfortable, secure and welcome.

Guiding Principle 4 Achieve a balanced system for movement and access

In a livable campus, the needs of vehicular movement are balanced with a broad array of other values. An emphasis on more sustainable development shifts the focus from growth to quality and fosters a holistic view of travel as part of the entire campus experience. The role of streets as exclusively vehicular arteries is altered to accommodate pedestrians, bicycles and public transit. Streets become shared corridors which are safe and convenient for all modes of movement. Activities, services and other uses are strategically located to support and encourage these alternative modes of movement.

Over time, decreased reliance on cars reduces total parking demand, thereby reducing the quantity of surface parking lots required and improving the image of the campus. Remaining parking is located in strategically placed facilities ranging from “fringe” decks to satellite parking. New buildings are constructed with underground parking in safe and well designed garages.

Guiding Principle 5 Promote optimization and rationalization of the campus facilities

On a livable campus, the inventory of buildings and land holdings is used efficiently. Decisions regarding space utilization are ordered to maximize use of existing space. New space needs are met first in ways other than building additions or new free standing structures. Coordinated, cooperative interdepartmental ventures creatively identify mutual interests and develop solutions which achieve a multiplicity of goals. On a livable campus, there is a culture of “place”. Projects and initiatives are designed and evaluated to contribute to the campus as a “place” and as a whole.

Guiding Principle 6 Increase the mix of uses on the campus, including housing

A livable campus has a diversity of convenient, safe and accessible spaces for learning, working, recreation, entertainment, contemplation, shopping, socializing, and living. Services are conveniently located and grouped so that related and multiple tasks can be achieved simultaneously. People are able to meet most basic needs within a 5 minute walking distance during hours of operation responsive to the schedule of students, faculty and staff. A sense of liveliness is created by attracting people to the campus for more hours of the day. More “eyes on the street” make the campus safer. On a livable campus, diversity and quality of activities make the campus a destination, attracting the surrounding community and decreasing reliance on the automobile by reducing the number of trips to and from the surrounding city.

Guiding Principle 7 Develop connections

On a livable campus, there are connections which knit the campus seamlessly into the surrounding urban fabric and facilitate movement and relationships between uses, programs and facilities within the campus. There is an emphasis on creating synergies, relationships and compatible built form. The entwining of the surrounding city with the campus creates resources and opportunities for both. Connections within the campus enhance the daily experience by improving access to outstanding natural features, open spaces, services, programs and facilities.

Guiding Principle 8 Foster accessibility and a sense of safety and security

A livable campus ensures equal opportunities for access through the design of new buildings and the retrofit of existing buildings, landscape projects, and in the cross section and layouts of new streets and paths. All development meets the requirements of the Americans with Disabilities Act (ADA).

A livable campus feels safe, allowing freedom of movement and a high quality campus experience. The real and perceived sense of safety is enhanced through a diversity of strategies including the encouragement of a mix of uses, design measures related to landscaping, and the configuration and detailed design of individual buildings and open spaces. Corridors accommodating various modes of travel are safer and more vibrant than single use corridors. Pedestrian movement is encouraged at grade level.

Guiding Principle 9 Promote architectural integrity

A livable campus is an ensemble of buildings and landscapes that work in concert to create a collective image of place. Individual buildings are understood as important elements within comprehensive building ensembles. Every campus building has multiple roles to play, balancing the needs of interior function with the need for appropriate external representation and relationships. Buildings and groups of buildings form and support a continuous network of campus spaces.

On a livable campus there is high quality architecture. New buildings are designed to respond to the functional requirements of the educational programs served and to the campus character as whole. A procedure is established to preserve the best of the existing campus and to selectively remove those elements deemed obsolete or no longer useable after thorough analysis. Unique treatments are sought for landmark locations.

**Guiding Principle 10
Preserve historic buildings
and landscapes**

On a livable campus historic buildings and landscapes are preserved as important cultural artifacts which contribute to the image and sense of place. Effective reuse of historic buildings contributes to the quality of open spaces by framing and defining them. The presence and continued use of historic buildings and landscapes solidifies the image of the campus as an enduring institution and creates an inspiring environment within which to live and work.

**Guiding Principle 11
Facilitate and ensure
healthy collaborative ven-
tures.**

On a livable campus, there are opportunities for joint ventures and third party partnerships, both internal and external to the University. These arrangements, appropriately directed, create opportunities to achieve objectives without unnecessary costs. Such ventures are used in the development of housing, food, and high profile buildings. Healthy partnerships allow both parties to benefit and to achieve long term goals.

4

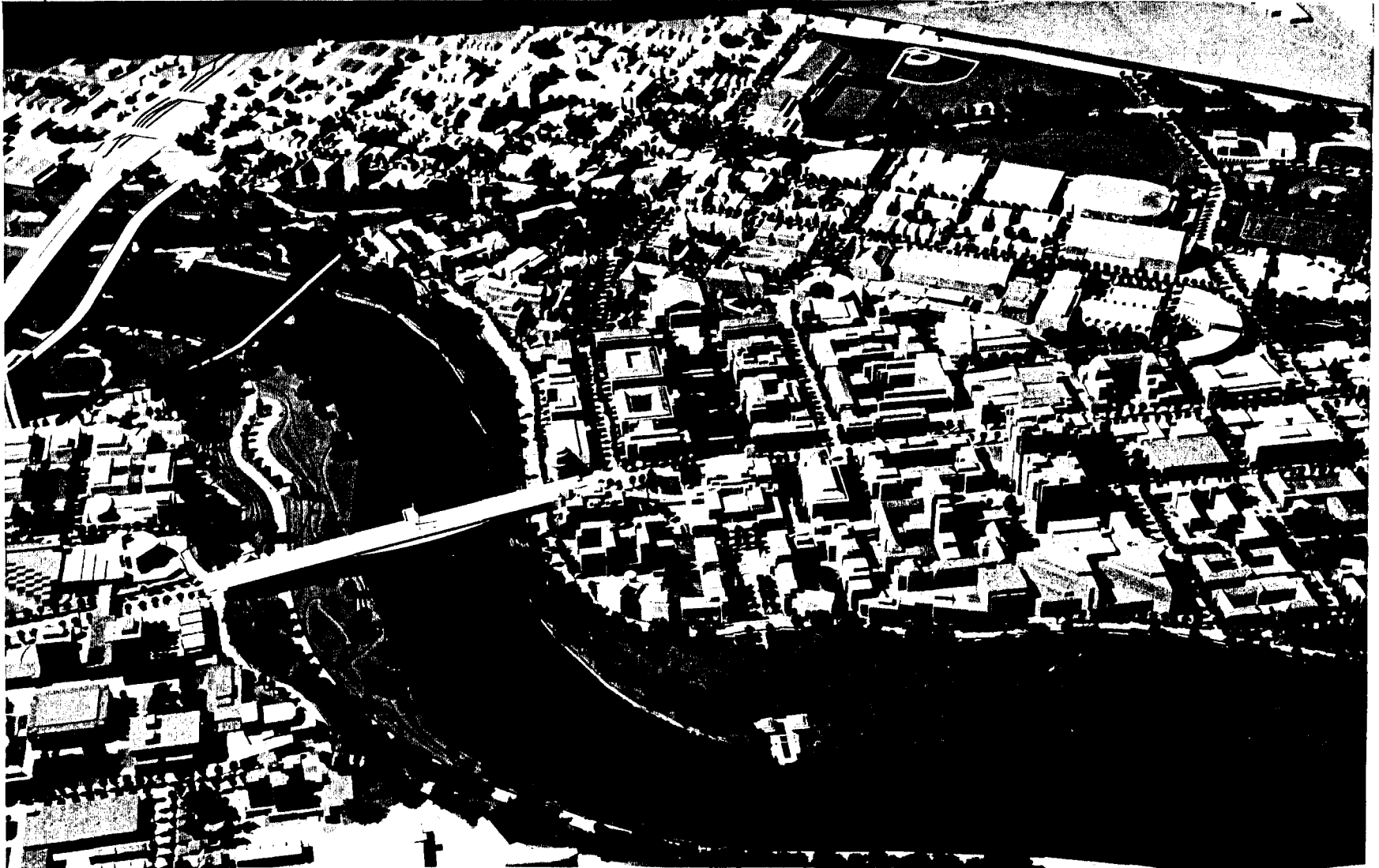
Structure Plan Elements and Guidelines: Vision for the Twin Cities Campus

This section identifies the **Structure Plan Elements** and **Policies** which implement the **Guiding Principles** of A Livable Campus. The **Structure Plan Elements** are the key physical elements of the plan - open space, buildings, services, transportation routes, etc. The **Policies** outline the strategy for achieving the **Structure Plan**

Elements. Policies are developed which apply to the Twin Cities Campus generally as well as those which apply to the Minneapolis and St. Paul Campus specifically.



Aerial view of existing Minneapolis Campus (Source: Saari & Forral Photography Inc.)



Model illustrating potential build out of Minneapolis Campus Master Plan (Source: Lenscape Inc.)



Aerial of existing St. Paul Campus (Source: Saari & Forrai Photography Inc.)

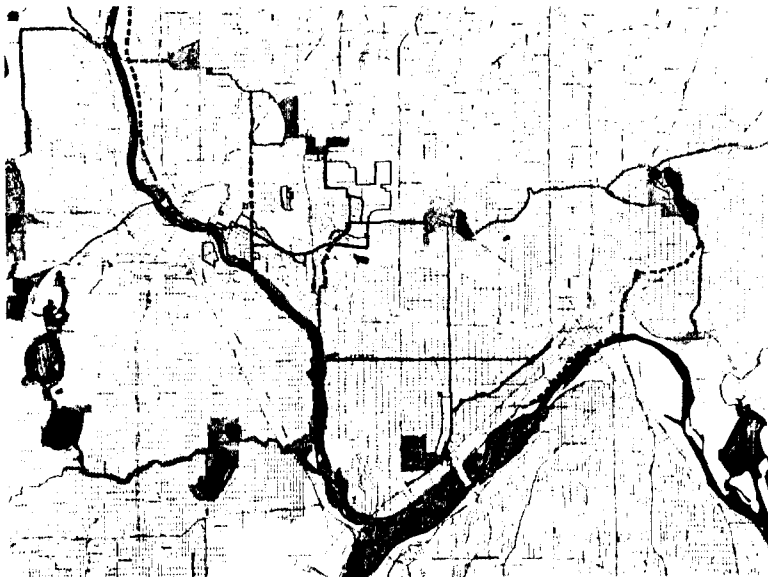


Model illustrating potential build out of St. Paul Campus Master Plan (Source: Lenscape Inc.)

Links to Regional Open Space Systems

The regional open space system provides significant recreational resources in the Twin Cities area. Neither the Grand Rounds in Minneapolis nor the Figure Eight in St. Paul are easily identified through the campuses, despite the fact that both campuses are important links within these systems.

The intent of this element of the Master Plan is to make these regional green systems as well as connections to them more complete and visible on the campus through the creation of pathways and signs.



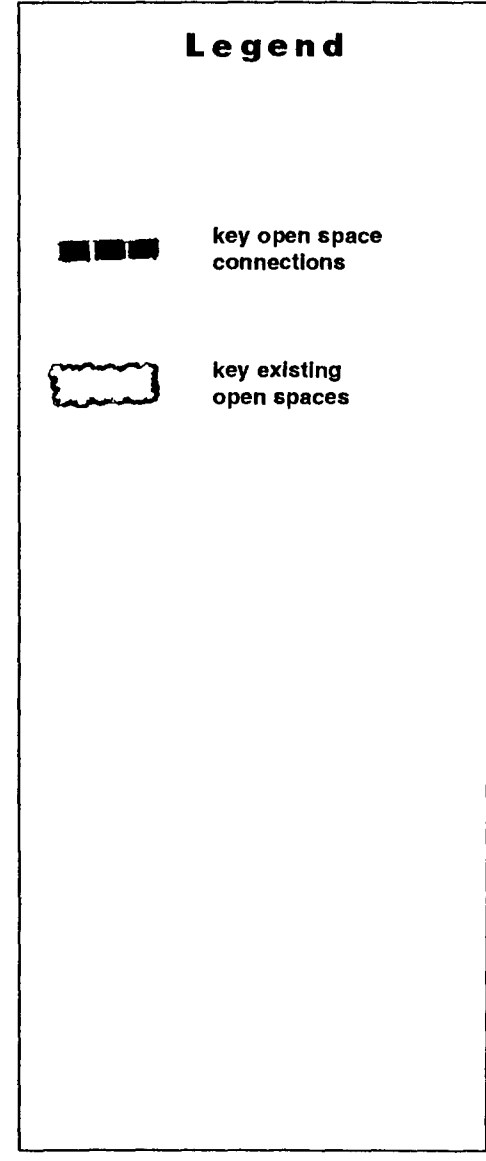
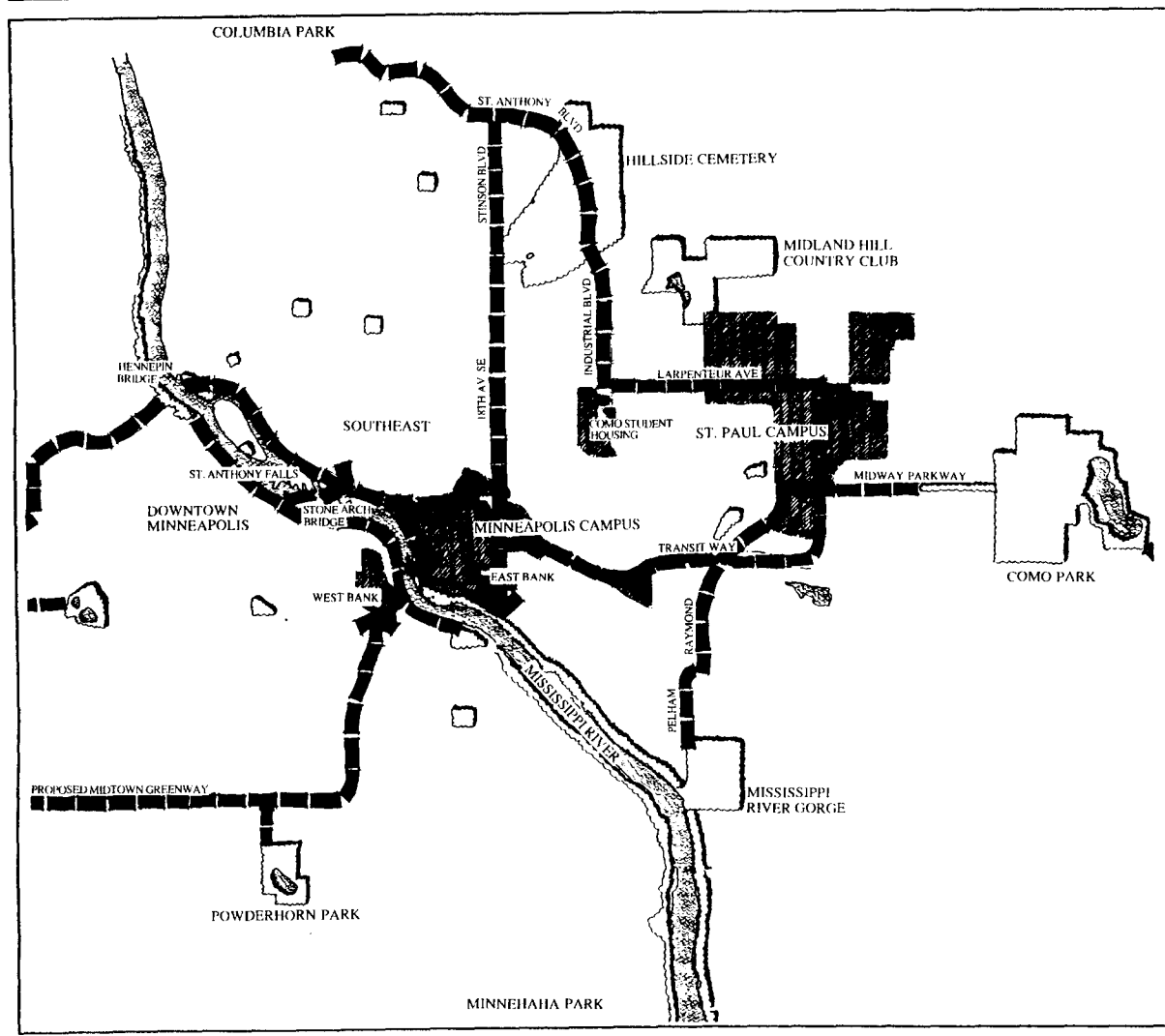
Grand Rounds and Figure Eight (Source: University of Minnesota, Minneapolis Parks and Recreation Board, Hennepin Parks, St. Paul Parks and Recreation , Metropolitan Council)

P o l i c i e s

2. Links to Regional Open Space Systems

- 2.1 Connections to the regional Grand Rounds and Figure Eight should be developed as shown on Figure 1.

Figure 1 : Links to Regional Open Space Systems



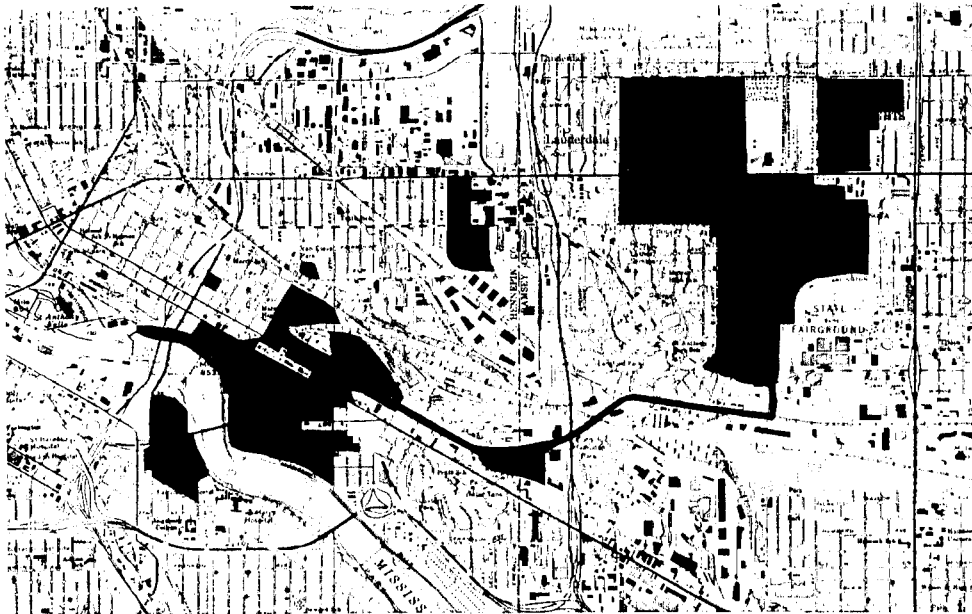
Integration of the Two Campuses

Further integrating the Twin Cities campuses to function as a single campus will improve the campus experience for staff, faculty and students by ensuring easy access to the multitude of facilities, programs and services available on each campus.

Through the University's participation in the Southeast Minneapolis Industrial Area/Bridal Veil Master Plan Study, there is a potential to correlate this

work with the Campus Master Plan and to increase the sense of connectedness between the two campuses. Ideally, future uses of these lands would include opportunities for collaborative, mutually reinforcing efforts between the University and local business, agencies and organizations.

Integration of the two campuses will also be enhanced by improving opportunities for movement between them.



The Minneapolis and St. Paul Campuses (Source: United States Geological Survey)

P o l i c i e s

3 Integration of Two Campuses

3.1 Connections between the two campuses should be improved as shown on Figure 2.

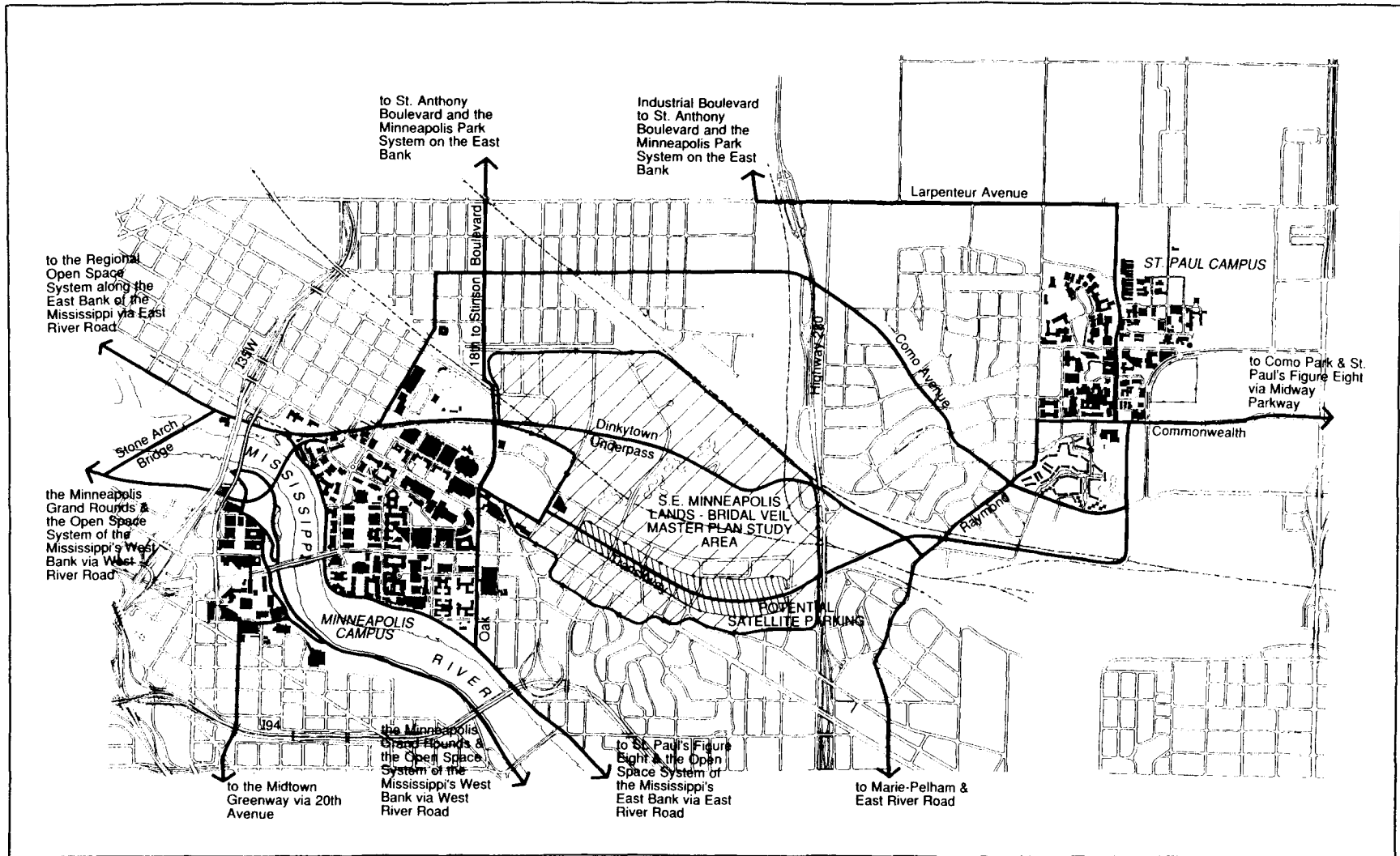
3.2 The University should seek to:

- facilitate physical linkages
- encourage compatible uses including opportunities for university related ventures.

3.3 Movement between the two campuses should be enhanced by:

- improving transit service through more simplified routes, greater frequency and more appropriate equipment
- improved bicycle connections
- satellite parking.

Figure 2: Integration of the Two Campuses

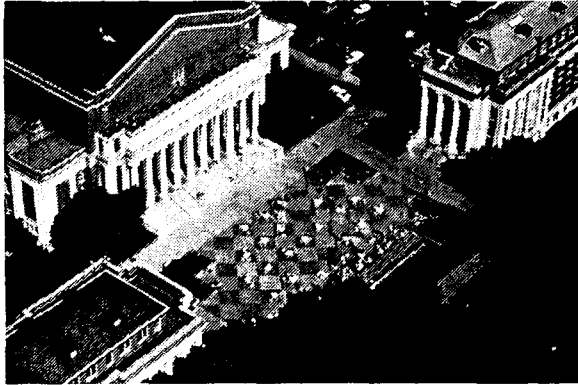


Natural Features and Green Structure

Natural features within an urban setting physically and spiritually link the built environment and its inhabitants to larger regional ecosystems. Natural areas also provide outstanding locations for recreation and contemplation.

The intent of this element of the Master Plan is to identify and create connections to natural features that exist within and adjacent to the campuses, thereby respecting and positioning these features as incomparable resources that improve the quality of daily life.





Minneapolis Campus

The Mississippi River valley is a powerful natural feature which until now has been largely ignored on the campus, despite its proximity. The University has an unparalleled opportunity to benefit from the ongoing transformation of the Mississippi River from a primarily industrial waterway and corridor to one which is being restored as a valued ecosystem and increasingly offers opportunities for recreation.

The intent of the Master Plan is to use the naturally occurring bluffs, plateaus and stream beds to connect the campus to the river valley through special attention to adjacent bluff roads, boulevards,

parks, utility corridors and streets. Future development is oriented to benefit from views of the river and to increase awareness of the river on the campus. Opportunities are created for people to enjoy access to the river banks and recreational trails.

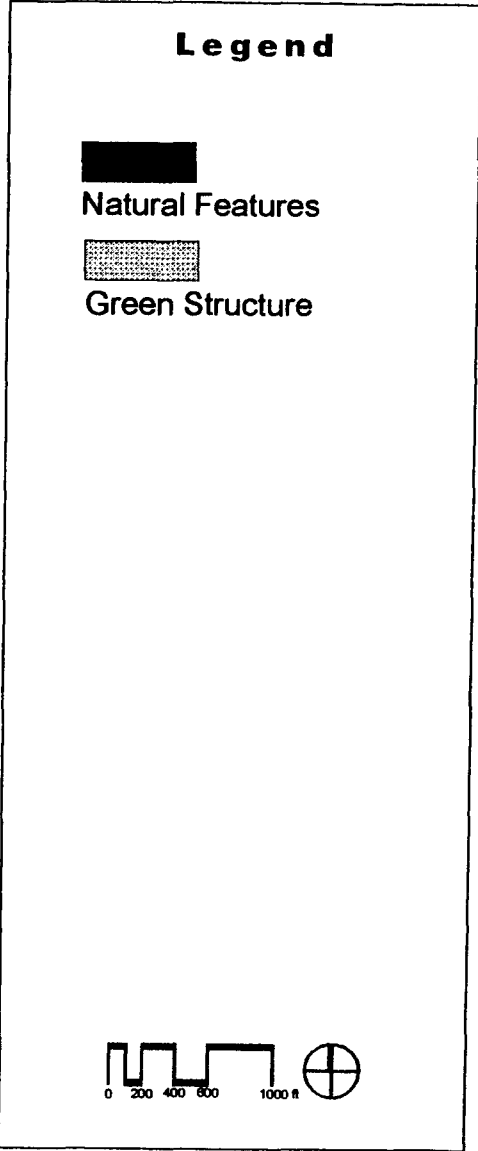
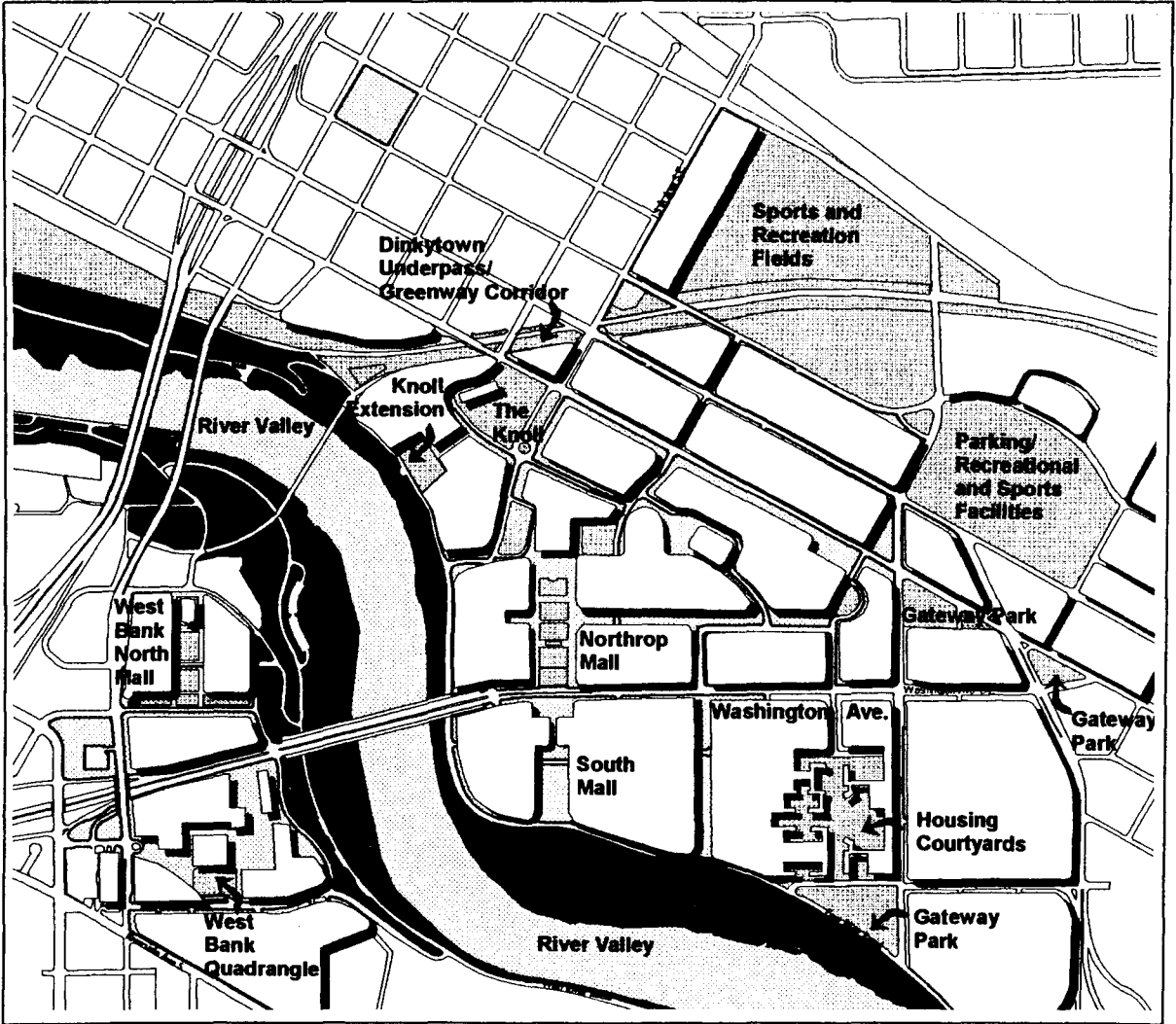
P o l i c i e s

4 Natural Features and Green Structure

Minneapolis Campus

- 4.1 The network of natural features and green structures should be developed as shown on Figure 3.
- 4.2 The relationship between the campus and the Mississippi River should be enhanced through:
 - facilitating views from bridges, overlooks, and buildings
 - orienting individual buildings and building ensembles to respond to unique riverside locations
 - using the river flats, including the steam plant corridor, for sports and recreation facilities
 - extending Northrop Mall to the river
 - creating a new Bluff Road/pedestrian promenade on the West Bank
 - selective demolition in the Knoll to create visual and physical links
 - improving Washington Avenue Bridge.
- 4.3 Any initiatives in the part of the campus adjacent to the Mississippi River area should address and respond to the policies and intent of the University of Minnesota Mississippi River Corridor Critical Area Plan and the Mississippi National River and Recreation Area Comprehensive Management Plan and the Minneapolis Park and Recreation Board.

Figure 3: Natural Features and Green Structure



St. Paul Campus

The undulating terminal moraine topography including the ridges and bowls, the pockets of woodlands, the protected wetland and the vast flat research fields are the most dramatic natural features on the St. Paul Campus and have

strongly influenced the pattern of development. The focus of the Master Plan is to capitalize further on the topography and to preserve and protect the natural features as well as provide opportunities to enjoy them.



Wetland in St. Paul Campus

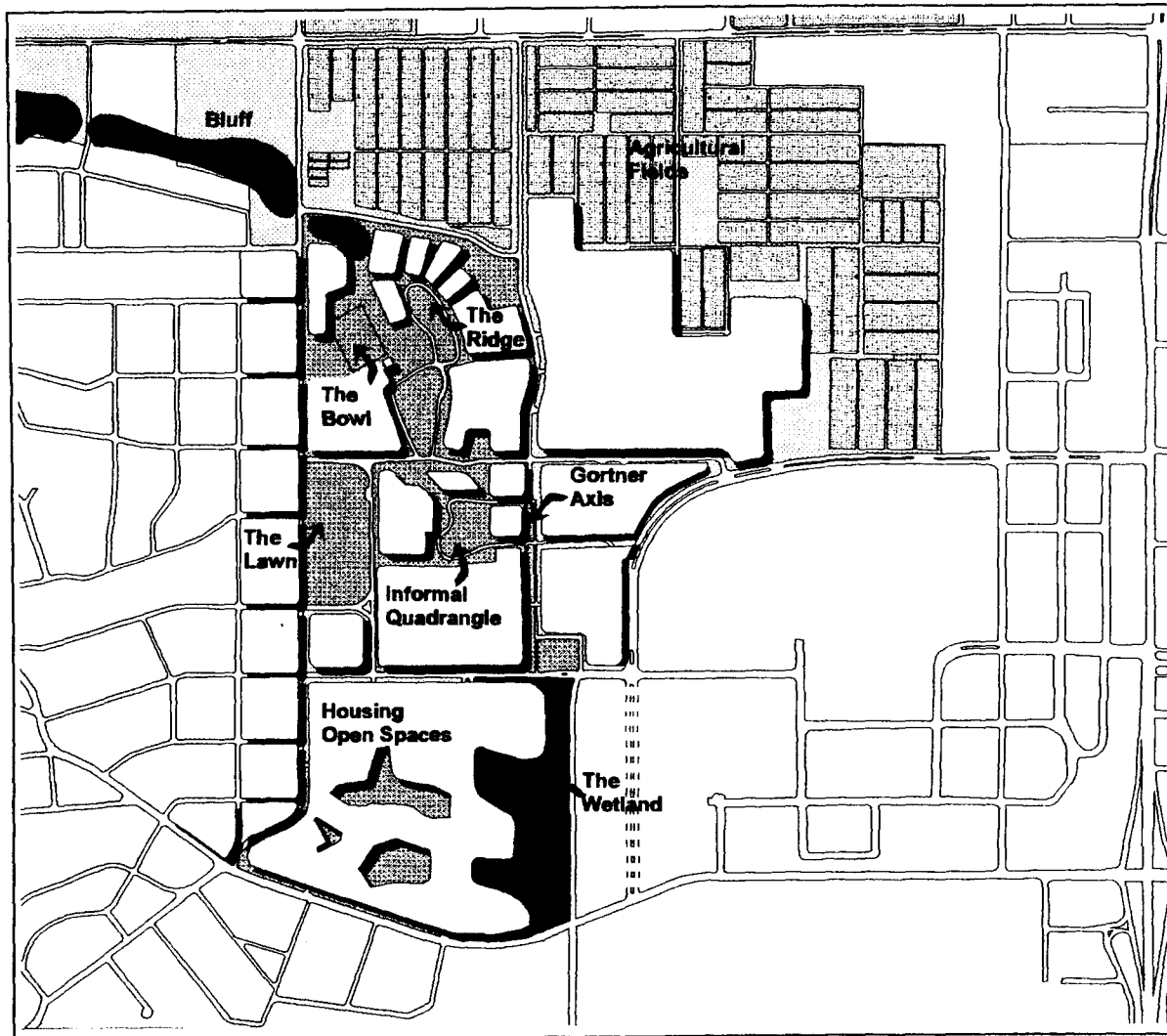
P o l i c i e s

Natural Features and Green Structure




St. Paul Campus

- 4.4 The network of natural features and green structures should be developed as shown on Figure 4.
- 4.5 New development should respect and respond to existing natural and topographic features by:
- the appropriate siting of buildings
 - facilitating views
 - preserving or restoring associated vegetation
 - preserving or restoring wetland areas.

Figure 4: Natural Features and Green Structure



Legend

-  Natural Features
-  Green Structure
-  Agricultural Fields



Open Space

The University's open space system is a network of public outdoor "rooms" and spaces connected by corridors. It includes the entire network of streets, quadrangles, squares, courtyards, gardens, woods, rivers and wetlands. It provides people the opportunity to circulate, socialize and enjoy quiet contemplation in an environment which is at times inspiring, at times relaxing and at times playful.

The open space system on the Twin Cities Campus varies in quality and cohesiveness. There are many examples of highly successful, well defined open spaces as well as those which are less well defined but offer the potential to become important elements in the campus wide network. Streetscapes are important elements with the opportunity to enrich the pedestrian experience. The extensive use of land for surface parking is a major challenge to the quality of the open space system.

The intent of this element of the Master Plan is to create a visually appealing, connected, and safe open space system for visitors, staff, faculty and students, catering to pedestrians and cyclists.

The University open space system is to include a diversity of spaces including:

urban boulevard: an active street with a consistent vocabulary of paving, lighting, and street furniture. Trees provide an overhead green canopy of trees for the pedestrian;

urban plaza/corridor: broad expanses of paving where vegetation is absent or contained in planters;

mall, quadrangle, and courtyard: designed spaces which are essentially formal and green;

formal green: geometric shapes of open lawn under trees with circulation contained to a grid or diagonals;

informal green: open, park-like lawns defined by desire lines of circulation with informal plantings of trees and shrubs;

natural: remnants of ecological communities and native vegetation - woods, savannah, prairie, bluffs, rivers and wetlands;

recreational: land designed for, or suited for, formal or informal athletic and recreational sports; and,

agricultural research fields: fields, pastures, woodlots and nurseries used in University research.

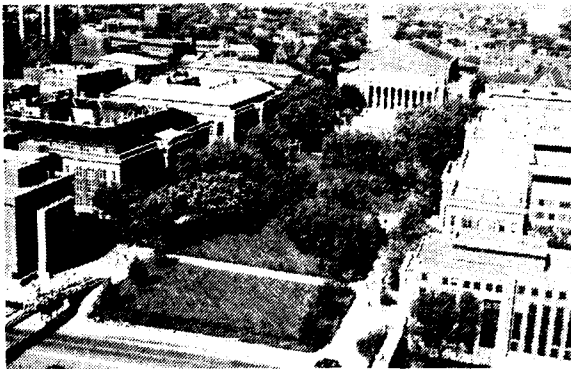
P o l i c i e s

5 Open Space

- 5.1 A network of open spaces is a key structural element of the Master Plan in enriching the pedestrian experience and should be strengthened through:
- preserving and maintaining successful open spaces
 - identifying and enhancing new or existing residual open spaces
 - creating attractive comfortable, safe connecting routes.
- 5.2 Future landscape design should be appropriate to the intensity of its anticipated use, stress the use of native plant materials, be sustainable and easy to maintain.

The Minneapolis Campus

The Master Plan adds to the legacy of well defined formal and informal spaces on the Minneapolis Campus which includes the Knoll and Northrop Mall. It extends Northrop Mall to the river, re-establishes the historic Pillsbury Drive, and transforms Washington Avenue, running through the campus, into a more pedestrian oriented, urban boulevard. The athletic fields are concentrated in the north east quadrant of the campus within walking distance of other parts of the campus. A new pedestrian "mall" is anticipated on the West Bank and a greenway corridor is created in the Burlington Northern Line linking the East Bank to downtown Minneapolis via the Stone Arch Bridge.



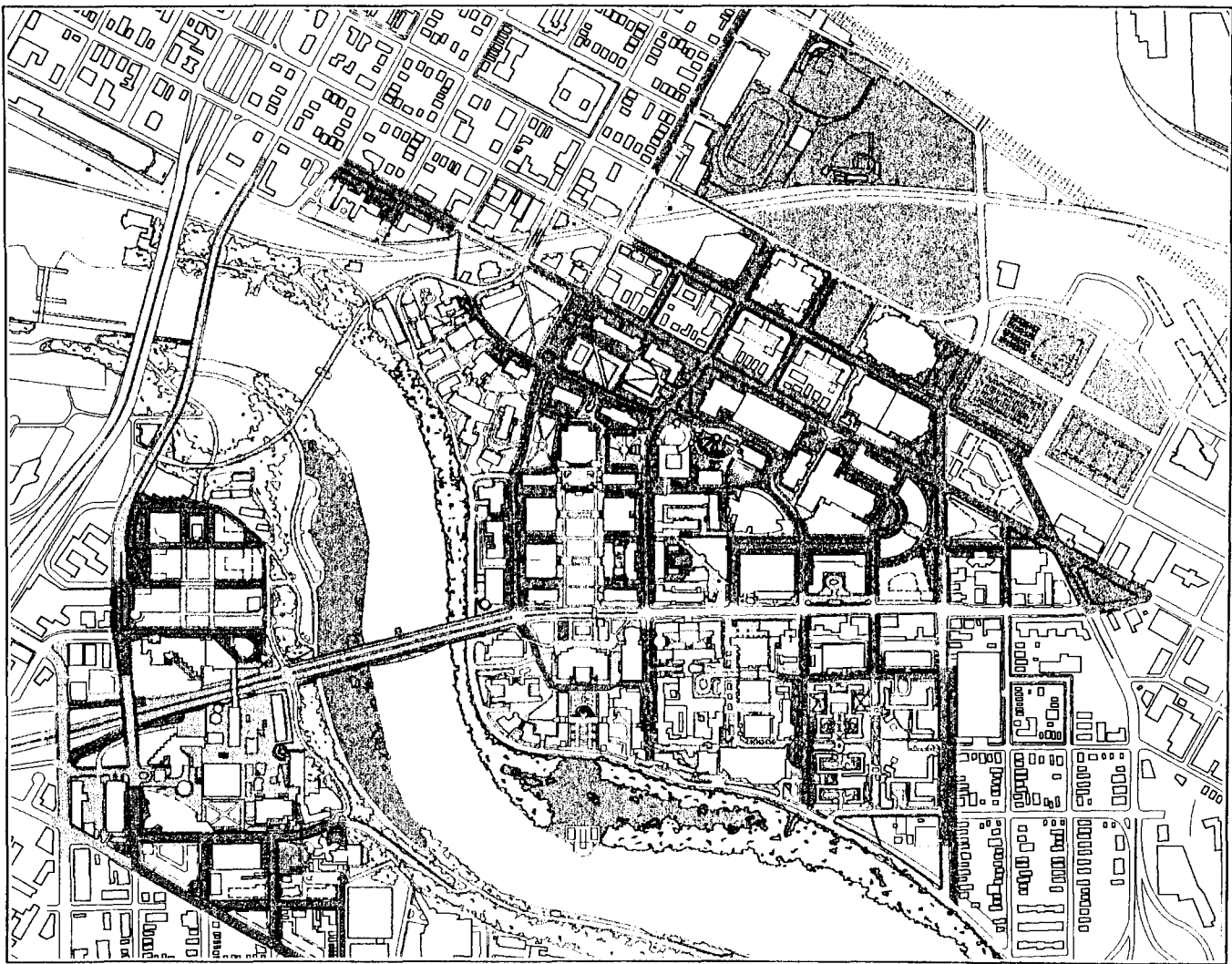
P o l i c i e s

Open Space

Minneapolis Campus

- 5.3 Open space elements should be developed as shown on Figure 5.

Figure 5: Open Space



Legend

- Urban Boulevard
- Urban Plaza / Corridor
- Pedestrian Malls, Courtyards, and Quadrangles
- Formal Green
- Informal Green
- Natural Landscapes
- Recreational / Athletic Landscape

North

0 200 400 800 feet

The St. Paul Campus

The highly visible and connected open space system on the St. Paul Campus contributes to the pastoral image. The most successfully defined open spaces are the Lawn, the agricultural fields and the Bowl and Ridge. The Master Plan reclaims the parking lot south of the Central Library as a new informal green space or quadrangle. Gortner Avenue is greened to create a new north-south, pedestrian oriented axis which extends the historic network.



St. Paul agricultural research fields

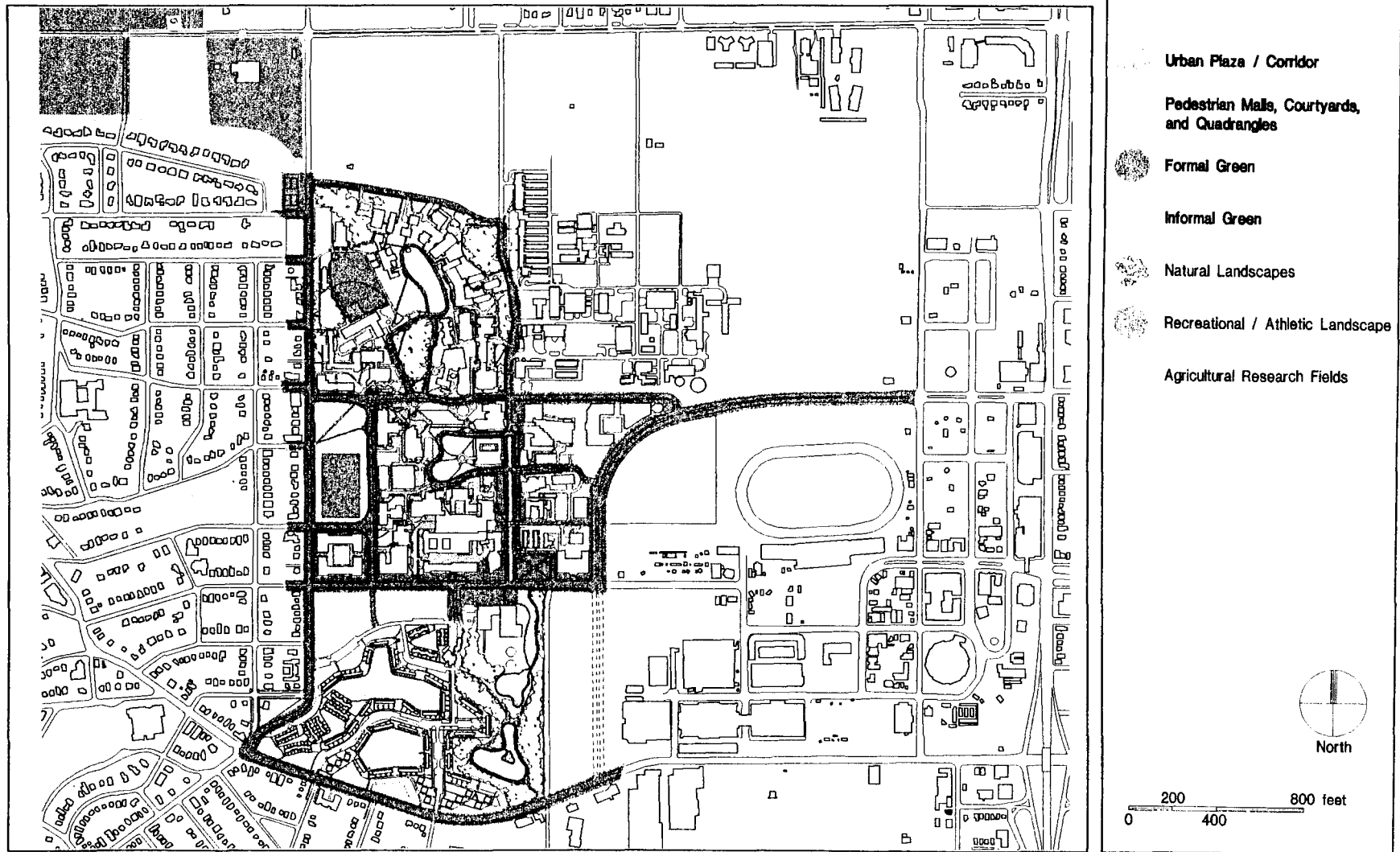
P o l i c i e s

Open Space

St. Paul Campus

- 5.4 Open space elements should be developed as shown on Figure 6.

Figure 6: Open Space



Development Lands and Edge Conditions

The intent of this element of the Master Plan is to strengthen the campus fabric and clearly define the boundaries by encouraging infill development within the existing limits and particularly along the edges of the campus which currently contain surface parking lots. This encourages a more walkable campus by locating the majority of uses within a limited radius. Much of this development may be mixed use development.

P o l i c i e s

6 Development Lands

- 6.1 Future development should be directed to sites within the existing campus to:
- consolidate and strengthen the campus
 - define the edges and boundaries
 - make best use of underutilized facilities and investment in infrastructure.
 - reinforce the pedestrian orientation and experience
 - increase the sense of campus community.

Minneapolis Campus

The existing campus is poorly defined along certain edges where it borders on adjacent neighborhoods. This is particularly the case at the north-east quadrant of the campus in the vicinity of the Transitway Lots and on the West Bank adjacent Cedar Riverside. The location of the University administrative uses in the off campus FMC building increases

dependence upon the automobile and removes an important opportunity to increase the mix of uses on the campus. The intent of the Master Plan is to strategically site new University and mixed use development where it will contribute to defining, consolidating and adding to the vibrancy of the campus.



Fraternities along University Avenue in Minneapolis

P o l i c i e s

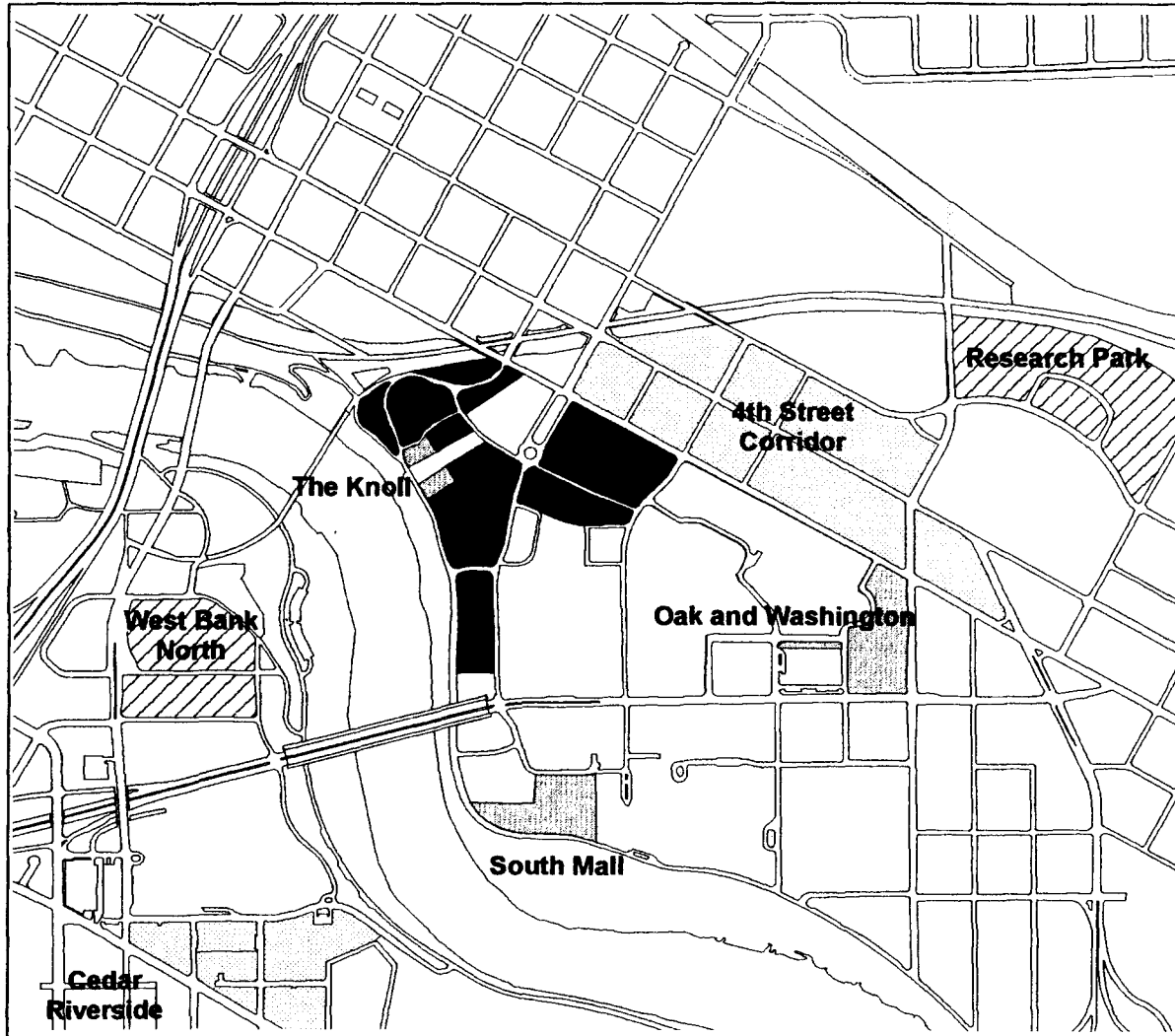
Development Lands and Edge Conditions

Minneapolis Campus




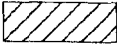
6.2 Figure 7 outlines lands appropriate for future development:

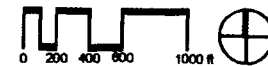
- sites with buildings identified for **adaptive reuse** should be considered for renovation to accommodate new uses and should have the highest priority
- sites identified as **strategic campus Infill** should be considered high priority for new construction and/or redevelopment
- sites identified as **Infill areas** should be developed in the medium term
- sites identified **long term development** should be developed in the future and potentially incorporate a mix of uses.

Figure 7: Development Lands and Edge Conditions



Legend

-  Adaptive Reuse
-  Strategic Campus Infill
-  Infill Areas
-  Long Term Development



St. Paul Campus

The boundaries on the St. Paul Campus are more clearly defined than those on the Minneapolis Campus. One neighborhood edge along Cleveland Avenue creates a clearly defined and inviting entrance to the campus. The least clearly defined edge is that which abuts the Minnesota State Fair. The intent of the Master Plan is to strengthen all of the edges and particularly improve the shared boundary with the State Fair.



Cleveland Avenue fraternities in St. Paul

P o l i c i e s

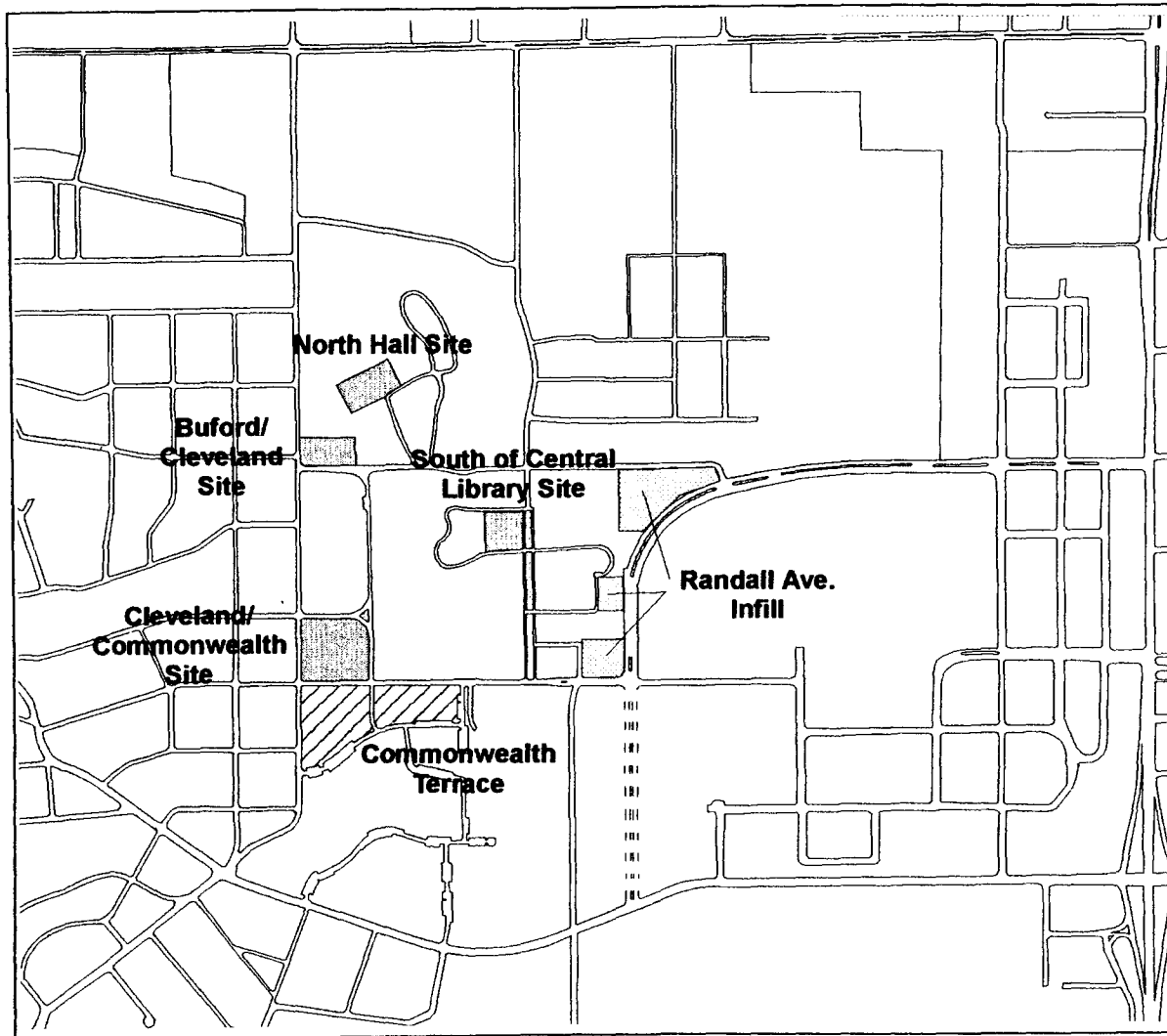
Development Lands and Edge Conditions

St. Paul Campus

6.3 Figure 8 outlines lands appropriate for future development:

- sites identified as **strategic campus Infill** should have the highest priority for development
- sites identified as **Infill areas** should be developed in the medium term
- sites identified **long term lands** should be developed in the future and potentially incorporate a mix of uses.

Figure 8: Development Lands and Edge Conditions



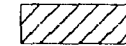
Legend



Strategic Campus Infill



Infill Areas

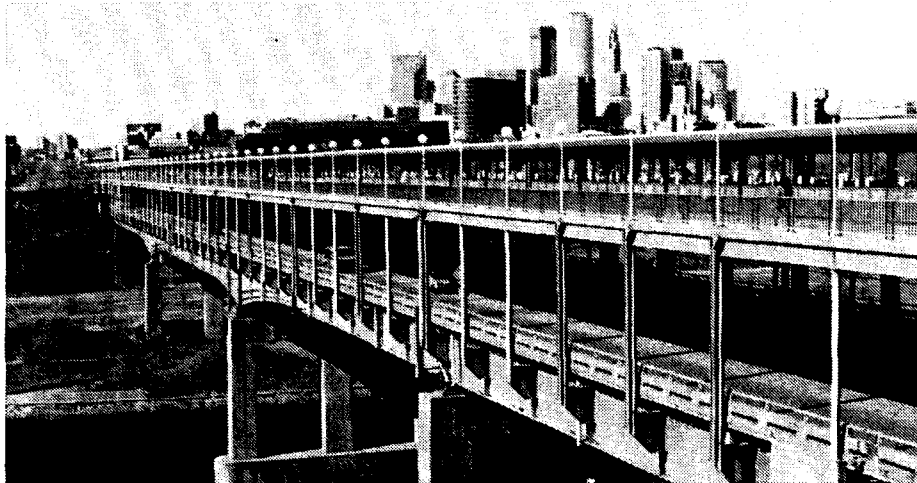


Long Term Development



Gateways

Attractive and high profile gateways enhance the experience of arriving on campus for visitors, staff, faculty and students by vehicles, transit, bicycles or as pedestrians. They establish an image and a sense of place. Signs which are clearly visible and legible make visitors feel welcome by providing useful information and directions. There are currently only a few gateways to the Twin Cities Campus which are clearly and attractively marked. The intent of this element of the Master Plan is to enhance all entrances and to improve the interface with the surrounding communities in the vicinity of these entrances.



P o l i c i e s

7 Gateways

7.1 Campus gateways should be clearly articulated and made readily identifiable by:

- signs and orientation devices to guide users and visitors to parking and/or reception points
- landscape features such as fences, planting, sidewalk treatments, lighting
- the infill of vacant sites at the campus periphery
- architectural treatments of strategically located buildings.

The Minneapolis Campus



There are a number of well defined retail and shopping districts immediately adjacent to the gateways to the Minneapolis Campus, including Dinkytown, Stadium Village, Cedar Riverside and Seven Corners. These are exceptional amenities for the University, providing activity both day and night with a variety of retail and eating establishments and places to gather for students. The intent of the Master Plan is also to improve the interface with the surrounding communities in the vicinity of the gateways.

Of the three major gateways on the Minneapolis Campus the University and 15th Avenue entrance has the strongest identifiable presence. From the east and west along Washington Avenue, it is unclear where the campus begins. Pillsbury Gate is the only secondary entrance that is clearly marked. The Master Plan calls for a number of well defined, high profile gateways.

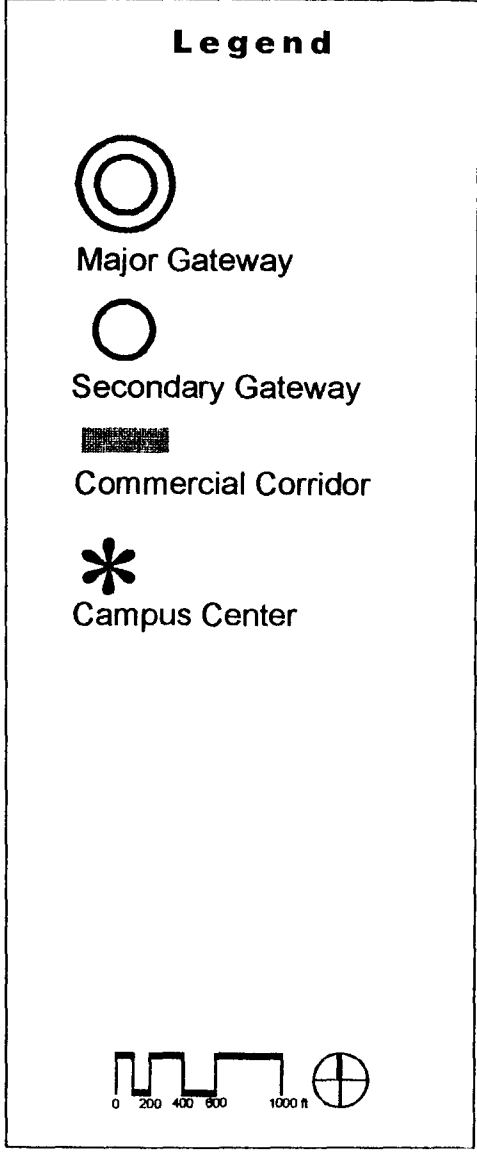
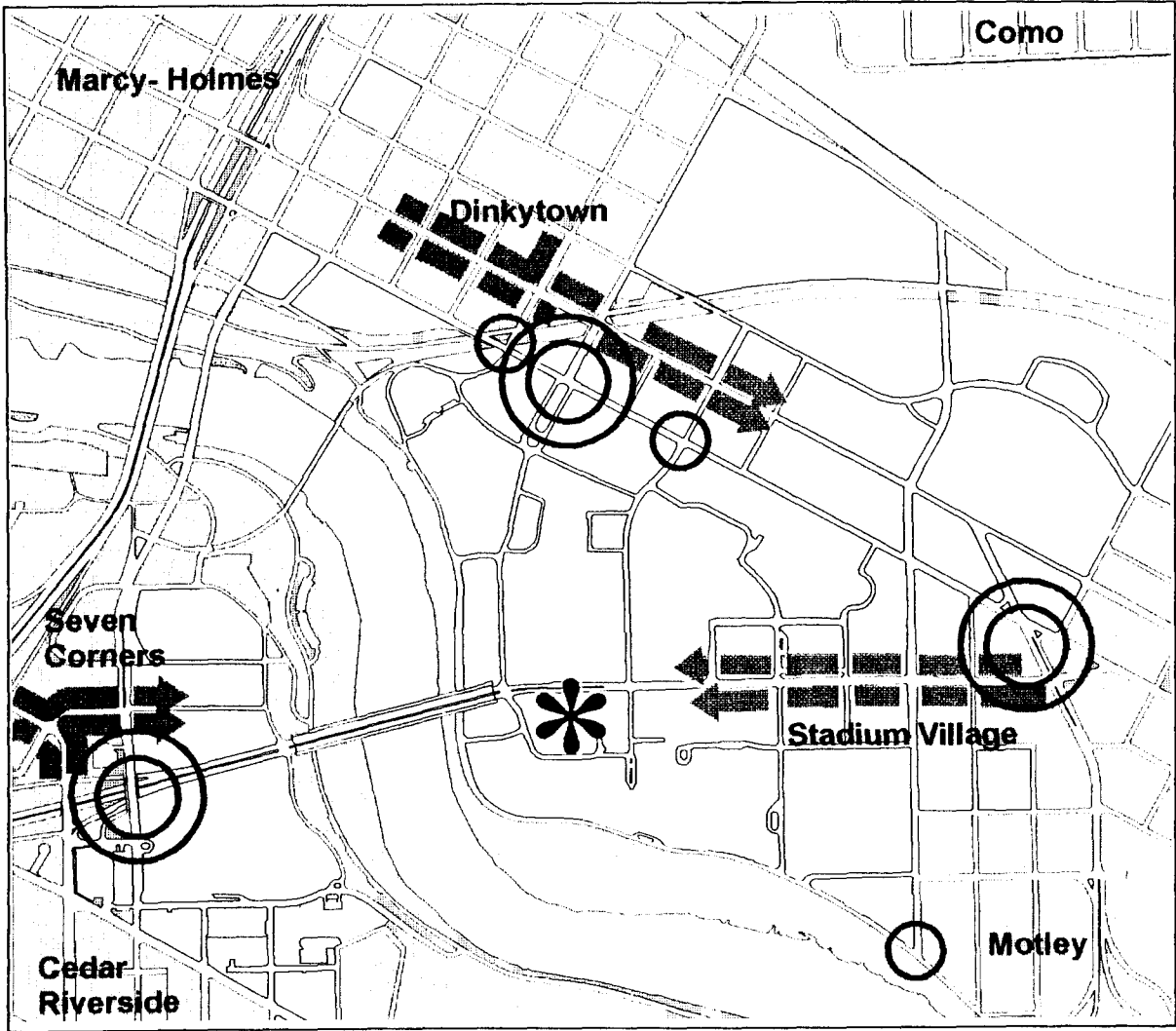
P o l i c i e s

Gateways

Minneapolis Campus

- 7.2 The primary and secondary gateways should be developed as shown on Figure 9.
- 7.3 Physical connections to the surrounding communities should be improved through appropriate urban design and landscaping initiatives.

Figure 9: Gateways



The St. Paul Campus

The symbolic front door to the campus is at Buford and Cleveland Avenue, adjacent to the Lawn and the St. Paul Student Center. Other key entrances to the north, east and south are not as clearly defined and although there is considerable traffic, they are generally perceived as the "back door". The Master Plan seeks to modify the entrance at Buford and Cleveland Avenue to allow cars to enter and to change the "back door" image. Cooperation with the State Fair is required to achieve some of these improvements.

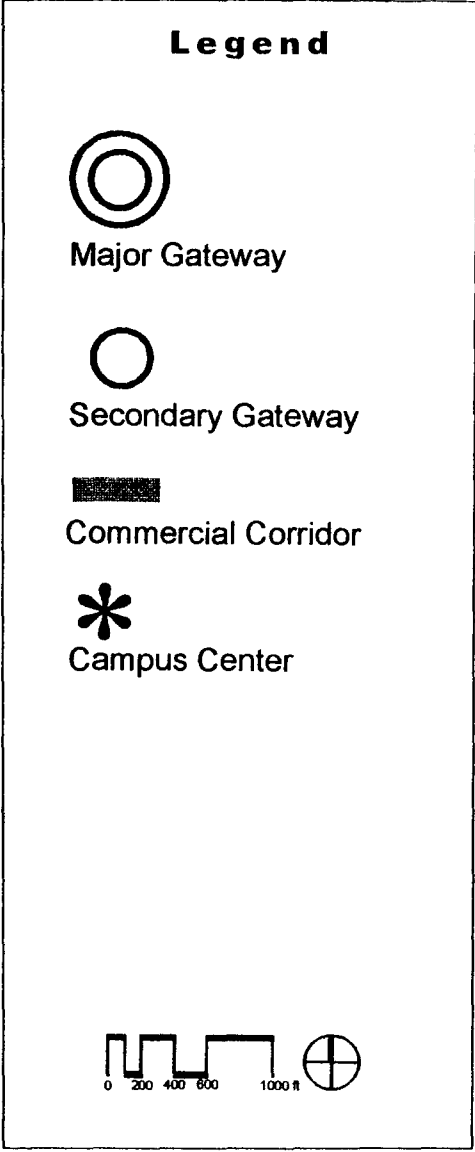
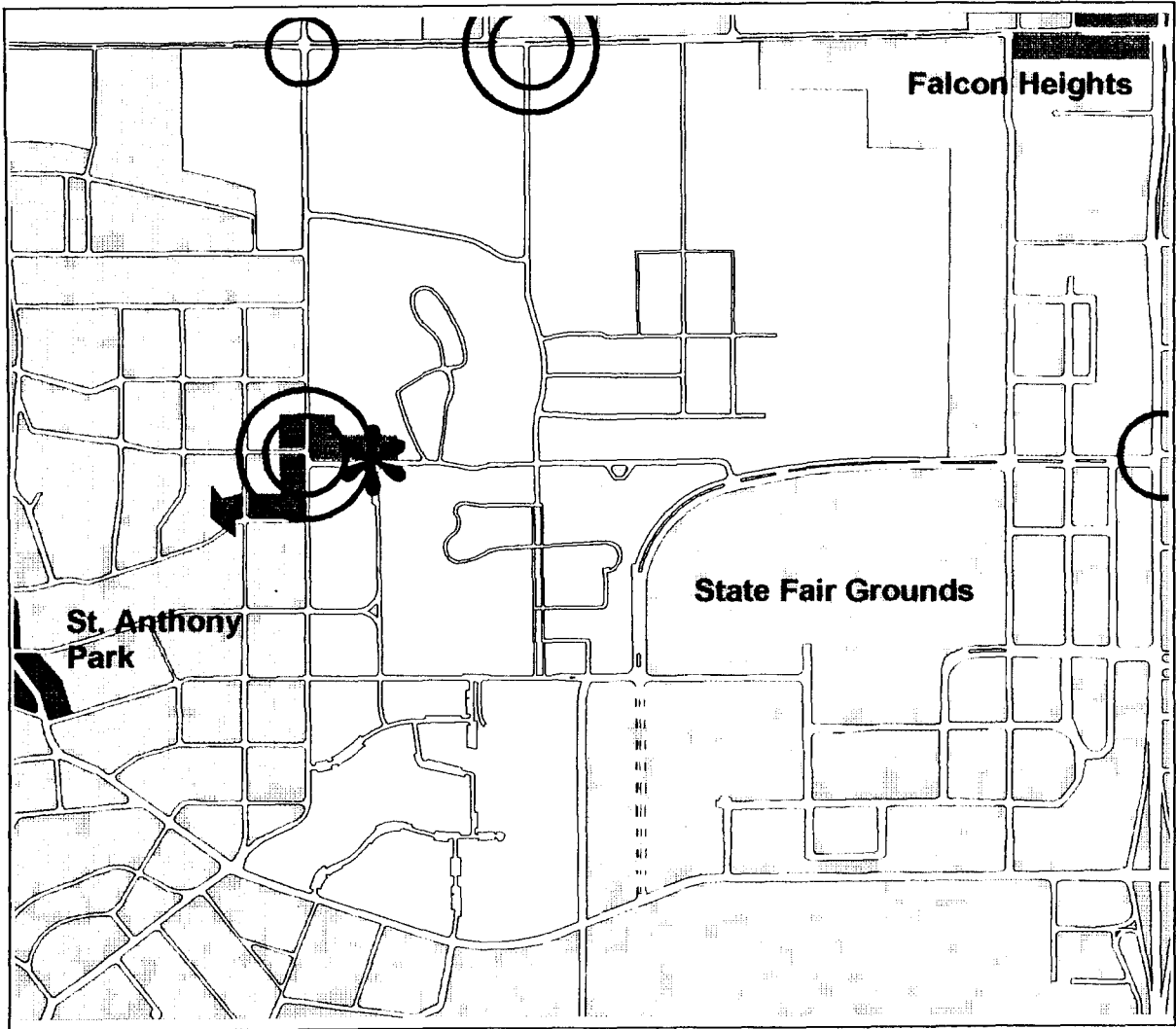
P o l i c i e s

Gateways

St. Paul Campus

- 7.4 The primary and secondary gateways should be developed as shown on Figure 10.
- 7.5 Physical connections to the surrounding communities should be improved through appropriate urban design and landscaping initiatives.

Figure 10: Gateways



Rationalization of Space

The University has reported that it has more space than it can afford to maintain and almost a billion dollars in deferred maintenance. The University must think in terms of modifying its general space reservoir in ways which improve its overall space efficiency and decrease deferred maintenance costs, not in ways which are most convenient to individual initiatives requiring space, which are typically additions or new free standing buildings.

The University must focus on a coordinated process of rationalization and consolidation where mutual needs and opportunities are identified and realized. Rationalization and consolidation can involve making more efficient use of existing space. It can also involve the construction of targeted new space through inter-departmental joint ventures, concurrently achieving multiple space needs and master planning objectives. It can also involve "pruning", the selective and strategic removal of obsolete buildings or parts of buildings to reduce high maintenance costs, improve the legibility of remaining resources, improve the relationships to natural features, and create open spaces.

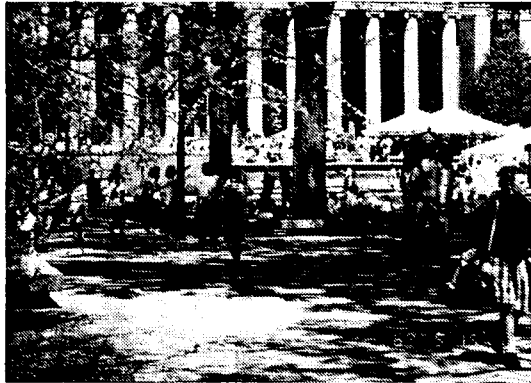
The intent of this element of the Master Plan is to establish the framework for an integrated space needs evaluation which will encourage rationalization and consolidation of the existing campus.

P o l i c i e s

8 Rationalization of Space

- 8.1 Demand for new or additional space should be met in the following order of priority:
- a) through greater efficiency of use of existing space
 - b) through adaptation, renovation or re-use of existing space
 - c) through re-deployment and/or elimination of existing space
 - d) through selective construction of new space.
- 8.2 The notion of "pruning", the judicious and selective process of removing obsolete buildings which cannot be adapted for new uses, should be endorsed to:
- improve the relationship between buildings
 - improve the relationship to open spaces and natural features
 - reduce maintenance costs.
- 8.3 Interdepartmental joint ventures as well as public/private joint ventures are strongly supported as a means to meet multiple and related space needs, to achieve master planning objectives, and to improve the overall space efficiency.

Mixed Uses and Campus Services



A healthy campus mixes a variety of uses in close proximity to each other. A mix of uses promotes vitality and improves safety by having more activity and eyes on the street at all times of the day and night. It strengthens the sense of community by providing local opportunities for campus users to work, shop, and take time off. High quality services, cultural venues and eating places enhance the image of the campus, make the campus experience more enjoyable and can position the University as an inviting destination point for the surrounding community.

There is already a diversity of services on campus including food and retail services, student lounges and places for informal socializing. However, the day to day needs of campus users for food and retail services are not adequately met by the distribution, quantity or quality and hours of operation of existing services. An important opportunity is being lost to establish a sense of community on campus.

There is also a diversity of administrative services on campus including admissions, the bursar and financial aid. The general division of administrative services between the Minneapolis and St. Paul Campus is successful and easily accessed by students.

The intent of this element of the Master Plan is to make higher quality food and retail services easily accessible in a number of strategic locations to create sustainable nodes of mixed use activity. The viability of on-campus services is premised upon an increase in on-campus population and the expanded use of the campus as a city resource. The Master Plan positions the campus as a destination point, increasing its overall market share in the Twin Cities.

P o l i c i e s

9 Mixed Uses and Campus Services

- 9.1 The campus should incorporate a mix of uses including academic, retail, housing, and food services, etc, strategically sited to ensure a critical mass of people to support viable activity nodes.
- 9.2 High quality, diverse retail and food services should be available within a five to ten minute walking radius in an environment which is comfortable and conducive to informal socializing and lingering.
- 9.3 Mixing of uses is enhanced through encouraging mixed use zones and/or buildings.
- 9.4 Places for casual meeting, studying and eating should be integrated into the common circulation spaces of new buildings, fostering a sense of community.
- 9.5 Joint public/private ventures should be considered an appropriate means to provide retail and food services.
- 9.6 The distribution of administrative student services to serve both campuses should be preserved.
- 9.7 Where it is not reasonable or advantageous to provide multiple locations for administrative services, such as admissions, bursar, or financial records, they should be aggregated into a one stop "services center", supported by broad access via computer networks.

Minneapolis Campus

The main student union buildings on the Minneapolis Campus are Coffman Memorial Union and the West Bank Union. Although CMU has the highest percentage of use of all the unions on the Twin Cities Campus, its role as a union is limited by the paucity of activities available as well by the relatively short hours of operation. Food services generally are not of sufficiently high quality nor located in environments conducive to lingering. Vending machines, as a key food services component, do not respond adequately to the needs of students, faculty and staff in terms of quality and diversity of choice or atmosphere. As well, many uses are contained

in the basement, a less than optimal space.

Administrative services on the Minneapolis Campus are in scattered locations, often requiring students to make cross campus treks to complete related tasks.

The intent of this element of the Master Plan is to distribute food and retail services throughout the campus into several viable activity nodes. CMU is renovated as a destination point to accommodate a diversity of high quality services. Administrative functions are concentrated into one precinct.

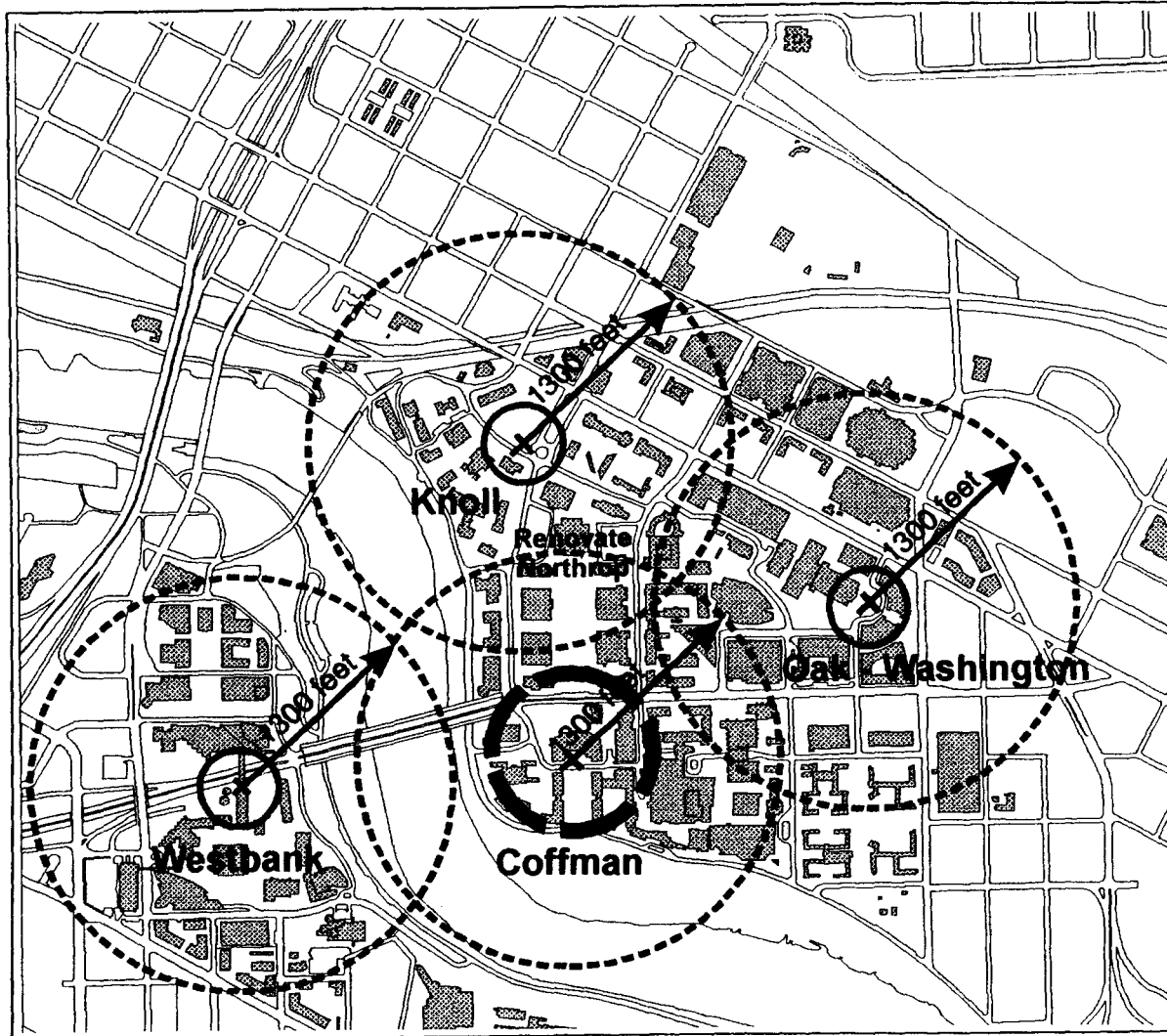
P o l i c i e s

Mixed Uses and Campus Services

Minneapolis Campus

- 9.8 High quality, diverse food and retail services, and lounges should be distributed into activity nodes as shown on Figure 11.
- 9.9 CMU should remain the symbolic focus of student life and activities on the Twin Cities Campus and support the development of other campus community uses.
- 9.10 A "one stop" center for student administrative services, including admissions, registrar, financial aid, counseling and disability services, etc, should be located in the heart of the historic campus as part of a strategy to aggregate these uses while also adapting and preserving historic buildings.

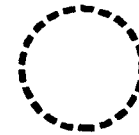
Figure 11: Mixed Uses and Campus Services



Legend



Main Student Center



Five Minute Walking Radii



Student Activity Nodes



St. Paul Campus

Limited services in the St. Paul Student Center are supported by a network of secondary food service locations and vending machines. Although the St. Paul Student Center is well used, its role is limited by the lack of diversity, nature and hours of the services. As the services are located below grade, there is little sense of activity upon arrival. To increase the visibility of activities and enhance the sense of liveliness, the Master Plan proposes a new structure at the corner of Buford and Cleveland Avenue in the vicinity of the St. Paul Student Center.

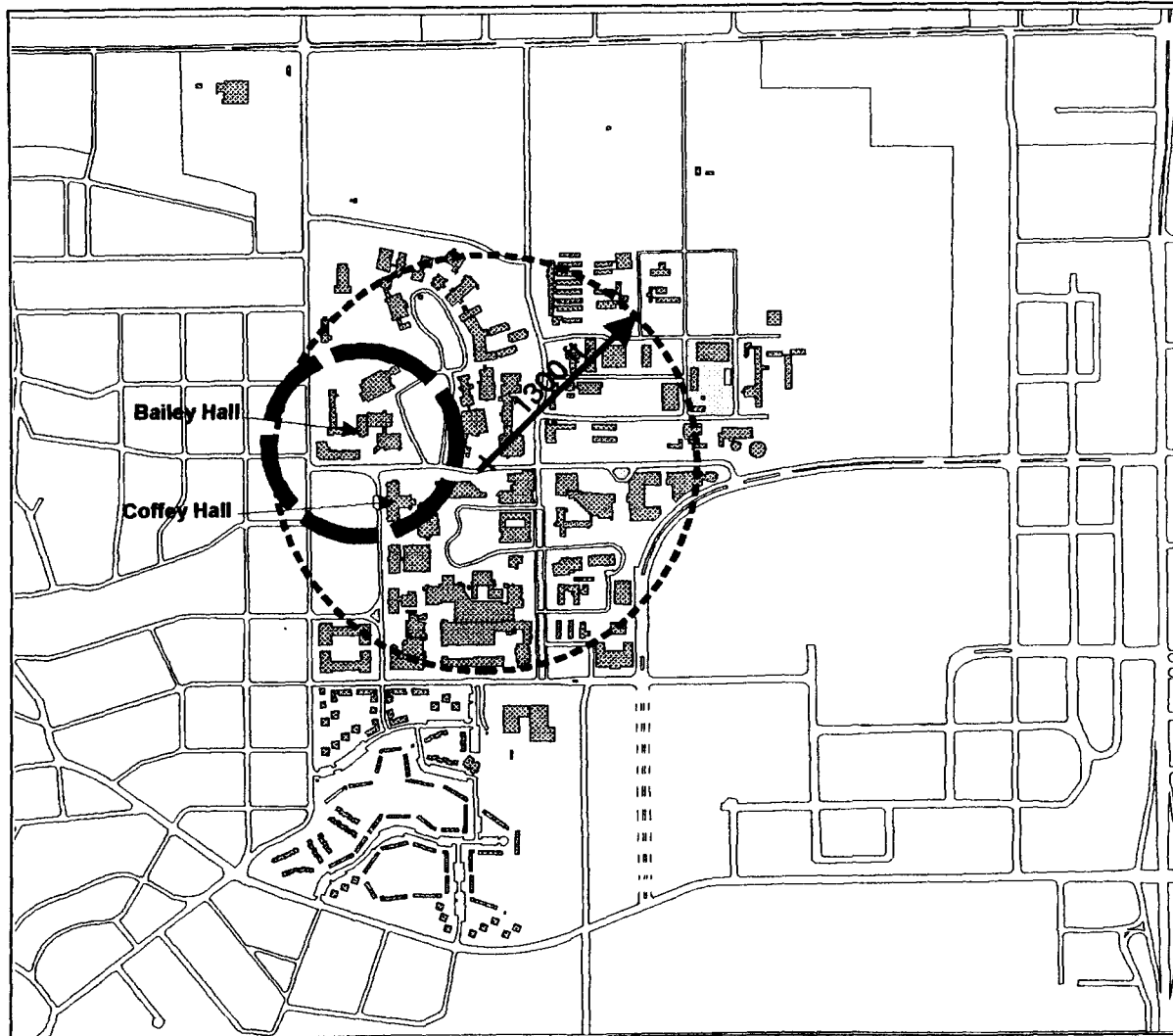
P o l i c i e s

Mixed Uses and Campus Services

St. Paul Campus

- 9.11 High quality, diverse food and retail services, and lounges should be distributed to create a critical mass of activity as shown on Figure 12.
- 9.12 Student administrative services should continue to be focused in Coffey Hall.

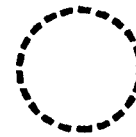
Figure 12: Mixed Uses and Campus Services



Legend



Main Student Center



Five Minute Walking Radii



Housing

A critical mass of housing on campus keeps the campus alive after class hours, facilitates the participation of students in extra-curricular activities and has been shown to improve student retention. All of these are key factors in creating a sense of community. The level of housing on the Twin Cities Campus has not yet reached this critical mass. The intent of this element of the Master Plan is to identify a number of sites where mixed use development, including a significant student housing component, will concurrently achieve a number of Master Plan objectives.

P o l i c i e s

10 Housing

- 10.1 Housing should be planned to create concentrations of people in order to support services and create vibrant residential precincts.
- 10.2 Opportunities to adapt historic buildings for housing which are no longer suitable or required for academic purposes, should be considered prior to decommissioning and demolition.
- 10.3 Housing should be a component of mixed use projects.
- 10.4 All housing projects should have contiguous open space for informal and recreational use and/or provide easy access to adjacent open space corridors and systems.
- 10.5 The Twin Cities Campus Housing Master Plan will address development objectives of specific sites.
- 10.6 Joint public/private ventures should be considered an appropriate means to develop housing.
- 10.7 The University should purchase fraternities as they come up for sale and convert them into special needs housing.

Minneapolis Campus

The University of Minnesota Office for Housing and Residential Life reports that the largest demand for new housing is on the Minneapolis Campus. Much of the existing student housing is already concentrated along the Mississippi River. Existing housing primarily targets the undergraduate student population and is predominantly in the traditional residence hall format. The Master Plan sites much of the new housing along the river valley to take advantage of views and reinforce visual and physical linkages. A variety of other sites are also identified. A diversity of types of housing is encouraged to appeal to a broader segment of the student population.



Housing superblock in Minneapolis

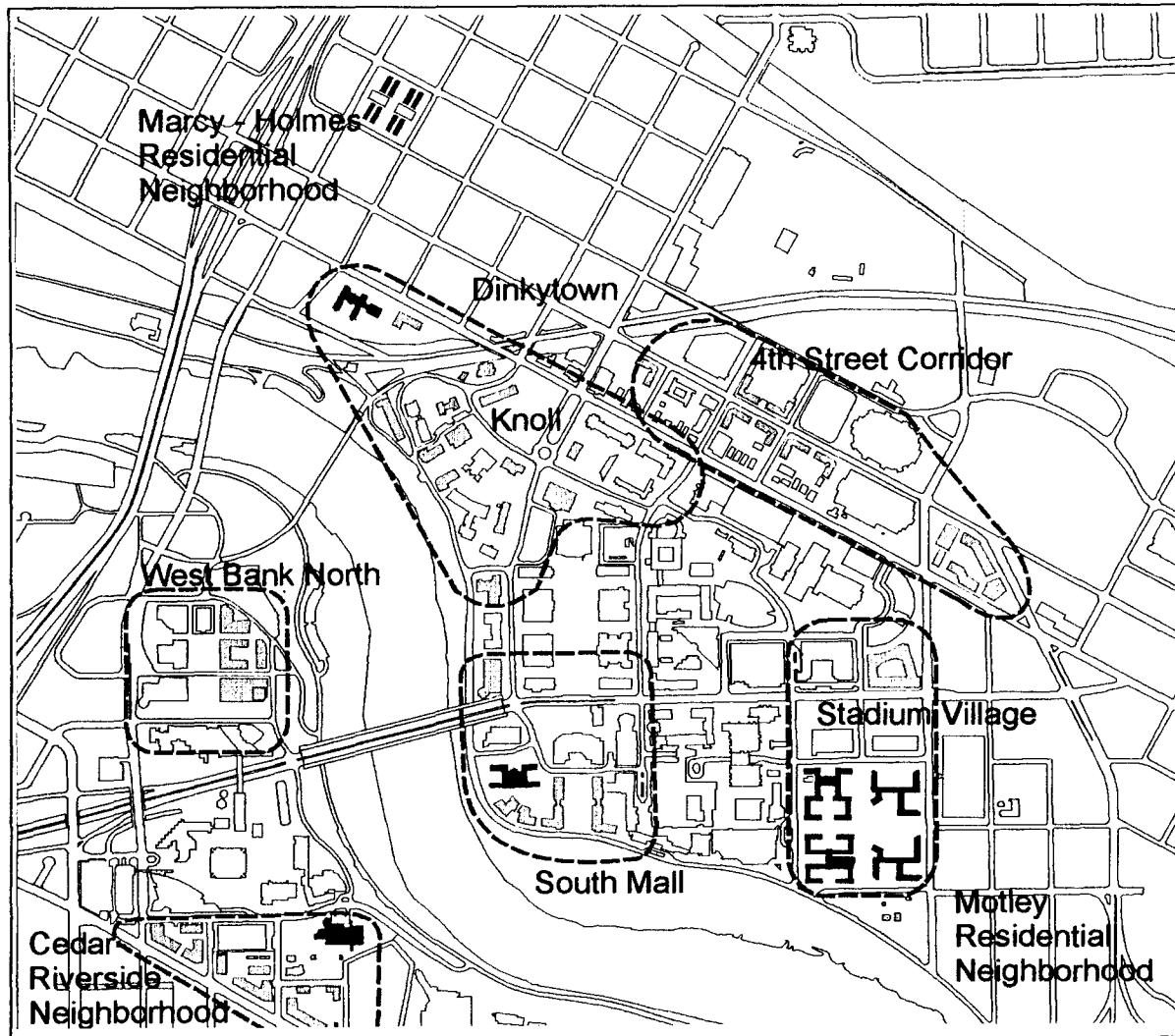
P o l i c i e s

Housing




Minneapolis Campus

- 10.8 The Minneapolis Campus should accommodate the majority of all new housing.
- 10.9 Housing should be geared toward specific and diverse student markets including undergraduates, seniors, graduates, married students, families, University and visiting faculty, staff etc.
- 10.10 New housing should be developed in the areas and sites shown on Figure 13 in the following order of priority:
- historic buildings
 - south of Coffman Memorial Union
 - in close proximity to the Mississippi River
 - along the edges of the campus to assist in defining the edges and improving the interface with surrounding neighborhoods.
 - in close proximity to recreational corridors and facilities.
- 10.11 Historic buildings to be considered for re-use and renovation for housing include, but are not limited to, Shevlin Hall, Pattee Hall, Music Education, Nicholson Hall, Jones Hall, Fraser Hall, Eddy Hall, and the Mineral Resources Research Center.
- 10.12 Privately funded University housing should be built on University lands at the edges of the campus to create vibrancy and increase the market for retail and other services.
- 10.13 The fraternities along University Avenue are considered a vital element in university life and should be preserved and supported.

Figure 13: Housing Potential



Legend

-  Existing Housing
-  Potential Housing Sites
-  Potential Mixed Use Housing Area



St. Paul Campus

There are a few opportunities for students to live on the St. Paul Campus and little growth in demand is anticipated. The Master Plan identifies a limited number of potential housing sites to increase the sense of community in the event that demand increases.

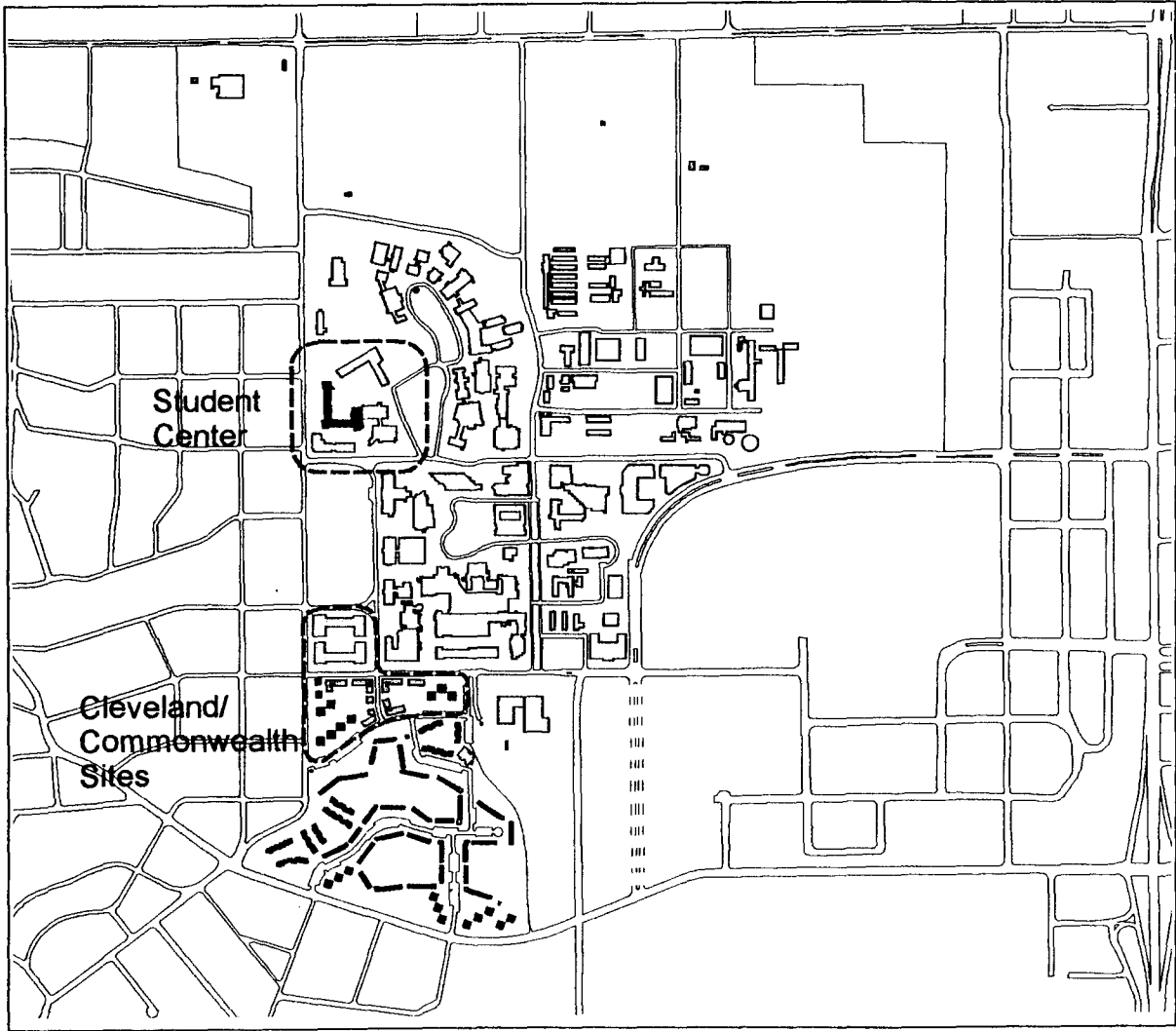
P o l i c i e s

Housing


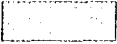

St. Paul Campus


- 10.14 New housing should be developed in the areas and sites shown on Figure 14 in the following order of priority.
- in close proximity to existing open spaces and student services
 - adjacent to existing housing
 - south of Commonwealth Avenue.

Figure 14: Housing Potential

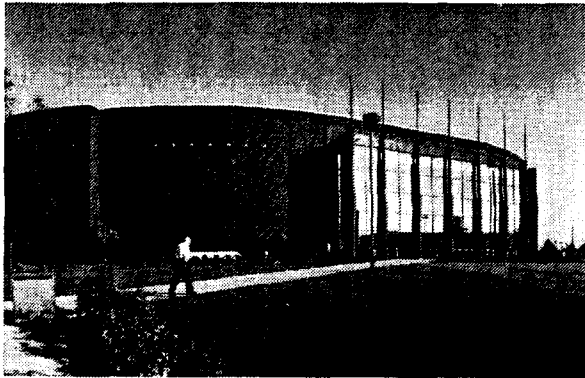


Legend

-  Existing Housing
-  Potential Housing Sites
-  Potential Mixed Use Housing Area

0 200 400 600 1000 ft 

Sports and Recreation Facilities



The University is experiencing significantly expanding space needs for sports and recreational facilities, in part due to the imperative of gender equity and in part because the demand for recreational facilities has grown. As well, the competitive nature of sports organizations and venues in the Twin Cities forces “customer satisfaction” to be a top priority, placing great emphasis on parking and access. However, expanding space needs, as proposed in present requests for capital funding, are creating tensions in terms of fit within the University’s

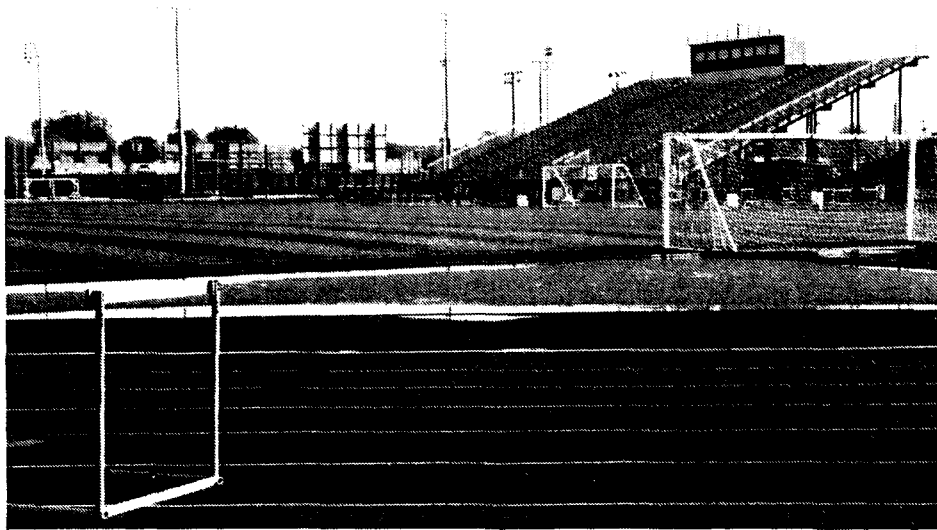
boundaries and limited land area. Given the demand, there is some urgency to the resolution of these issues.

The intent of this element of the Master Plan is not to resolve specific facilities issues in detail, but to consider broader principles regarding locations, issues related to degree of need, and desirable relationships between sports and recreation programs and the campus as a whole. Within this framework, specific facilities needs can be addressed in a timely fashion.

P o l i c i e s

11 Sports and Recreation Facilities

- 11.1 A comprehensive inventory of programs and facility needs should be prepared by each constituent containing a graphic and written description as well as required program adjacencies and support infrastructure.
- 11.2 A campus wide strategy should be developed for recreational sports and athletics that would provide the context for discussing development and allow for needs to be explored comprehensively, considering campus wide constraints and opportunities. Unified sports priorities would be clarified, as well as general guidelines for more detailed planning.
- 11.3 Approaches to sports planning should address the main criteria of visibility, safety, access, cost, proximity, convenience, and timing/phasing.



Minneapolis Campus

Even when lands are included that could potentially be acquired when the Dinkytown Underpass is built, it is still not possible to meet the expanding land needs for sports programs within the campus. In the recent past, consideration has been given to using the lands north of the railway line for sports facilities to meet increased demand.

The focus of the Master Plan is to discourage the further expansion of the University north to accommodate sports and recreational facilities in remote locations because of concerns regarding

inaccessibility and safety. Sports and recreation facilities are consolidated in close proximity to the campus south of the railway lines in order to encourage a walkable campus and easy access for all programs. The stacking of functions, whereby some parking is located in decks or beneath new fields may be an appropriate means to meet demand for space in a confined area. There are also a number of opportunities to locate informal recreational fields in other parts of the campus to reduce demands upon the facilities in the Sports and Recreation Precinct.

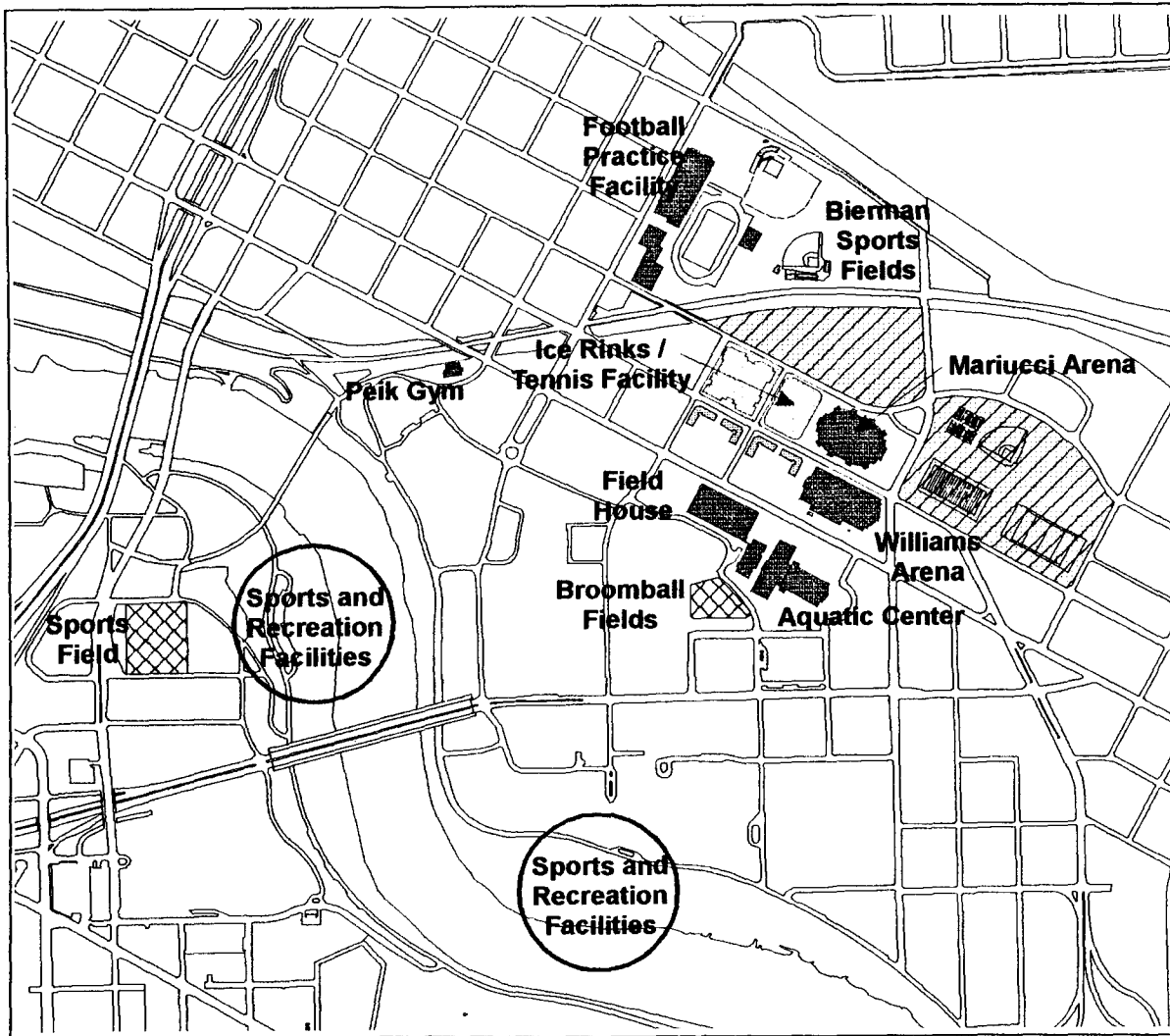
P o l i c i e s

Sports and Recreation Facilities

Minneapolis Campus

- 11.4 Sports and recreational facilities should be generally developed as shown on Figure 15 with a number of options for consolidation of parking as outlined in Figure 21 Parking.

Figure 15: Sports and Recreation Facilities



Legend



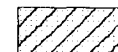
Existing Sports Facilities



Building Sites with Sports Related Use Potential



Uses to be Relocated



Sports Fields Expansion



St. Paul Campus

Apart from the Golf Course north of Larpenteur Avenue, there are few formal outdoor sports and recreation facilities on the St. Paul Campus. Students typically travel along the Transitway to use facilities on the Minneapolis Campus. There are however a number of informal recreational facilities. The focus of the Master Plan is to ensure the preservation of the formal and informal facilities.

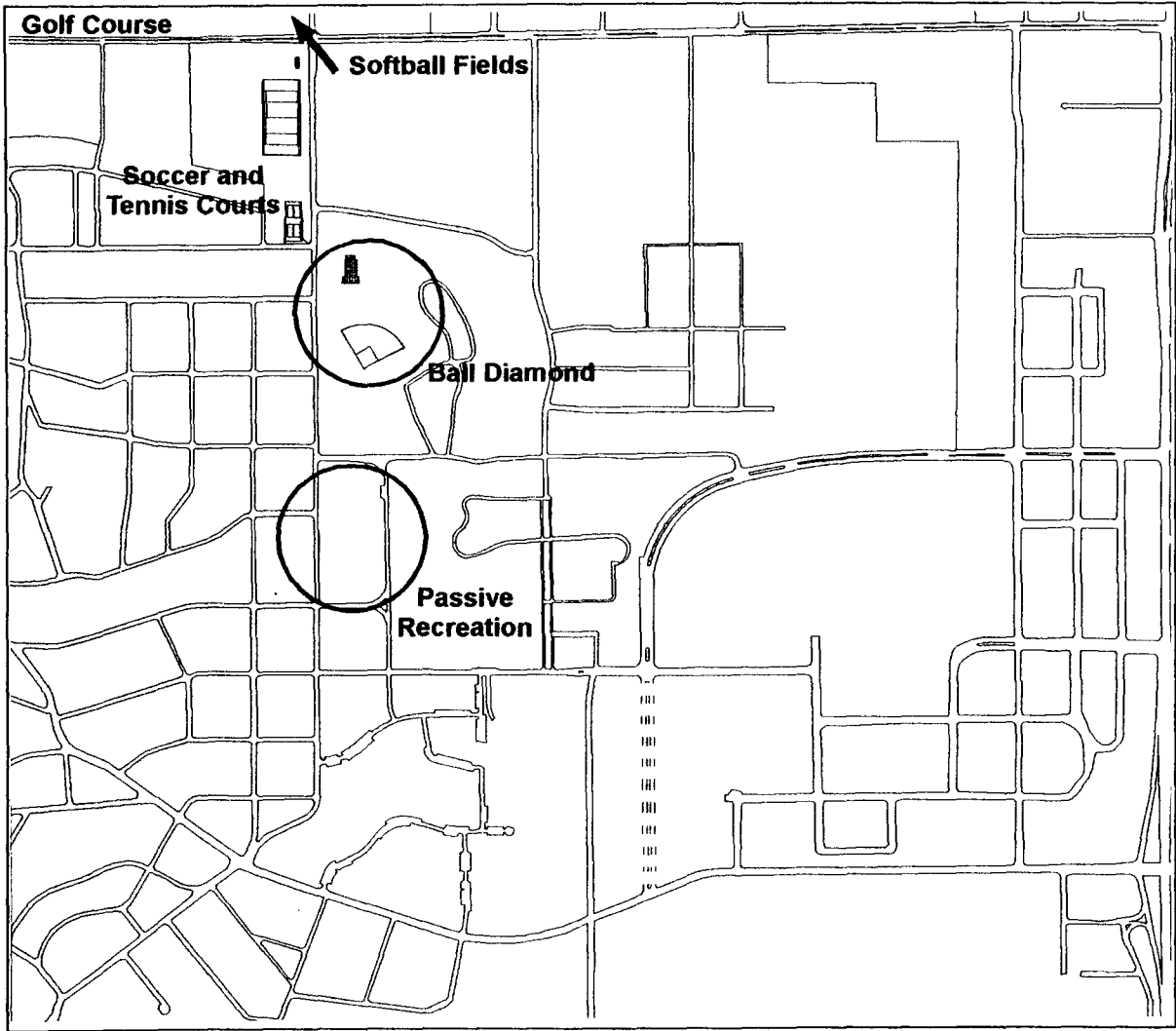
P o l i c i e s

Sports and Recreation Facilities


St. Paul Campus


- 11.5 Sports and recreational facilities should be generally developed as shown on Figure 16.

Figure 16: Sports and Recreation Facilities



Legend

 Existing Sports Facilities

0 200 400 600 1000 ft 

Built Form



Cohesive building ensembles comprising individual, high quality buildings create an environment of which the University community can be proud. They enrich the campus experience by providing a legible, user-friendly environment within which to live and work. The built form and open space settings form recognizable icons.

The campus has an extensive legacy of buildings, most of which are of high quality and are identifiable as belonging to a specific ensemble of buildings. Many of these shape and define the open spaces created by previous master

plans. Newer structures and groupings of buildings tend to have little contribution to the overall coherence of the campus environment as compared to earlier buildings and groupings of buildings.

To create a coherent environment, the intent of this element of the Master Plan is to encourage development and redevelopment which responds to the surrounding context, adjacent buildings, natural features and open spaces. As outlined in Policy 8.2, "pruning" is endorsed.

P o l i c i e s

12 Built Form

- 12.1 The siting, massing and articulation of new buildings and additions should be undertaken within a careful understanding of the historic, physical, academic and social context of the associated campus precinct.
- 12.2 Each new building and addition should reinforce the identity of the precinct as a whole, building on the historic legacy where appropriate. New additions should relate positively to existing buildings and open spaces in terms of scale, proportions and materials.
- 12.3 New projects should create useable and attractively landscaped public spaces including streetscapes, courtyards, improved river edges, lawns, gardens, and pedestrian ways as appropriate.
- 12.4 Buildings which are in contact with larger natural and urban corridors should also relate to these regional systems.
- 12.5 The potential removal of any buildings should be considered in light of its impact on the whole building ensemble.

Historic Buildings and Landscapes

Historic buildings and landscapes provide a sense of continuity which adds to the daily campus experience. The Twin Cities Campus has a number of historic structures and landscaped spaces that form coherent groupings. Maintenance costs have resulted in a decision to consider a number of these buildings for decommissioning, thereby threatening to diminish the integrity of the heart of the campus.

The intent of this element of the Master Plan is to identify opportunities to adapt, renovate and reuse these structures to ensure their preservation. At the same time, the Master Plan recognizes the need for judicious and strategic "pruning" of some obsolete building stock to improve the relationships between buildings, open spaces and natural features.



Shevlin Hall

P o l i c i e s

13 Historic Buildings and Landscapes

- 13.1 The University should take all necessary steps to ensure the preservation, conservation and adaptive reuse of historic buildings and landscapes.
- 13.2 The University's Preservation Plan is a companion piece to this plan. As such, its principles and recommendations shall, upon adoption by the Board of Regents, form part of the Master Plan.

Access

The need for balance

Vehicle access, whether by automobile or transit, is a key part of the campus experience. When measured by the normal traffic engineering criteria of level of traffic service, vehicle access to the University campus is good - travel speeds are high and congestion is not reported.

Despite high levels of traffic service, however, there are considerable challenges associated with vehicular circulation. More and more, the ideal "perfect traffic flow", where unlimited numbers of cars reach their destination in the shortest possible time, is recognized as unaffordable and even undesirable. Increasingly, the transportation challenge is not confined to moving/parking cars but includes a broad spectrum of other measures oriented toward moving people rather than cars, improving the quality of travel and reducing the need for travel. These challenges are not with the traffic capacity, per se, but rather with the balance between traffic and other street uses to improve the quality of the campus experience.



Access: Vehicle Movement

The problem with street closures

Within the University, the occasional closure of streets, intended to create pedestrian precincts, has instead created areas of traffic concentration. In some instances, this has created conflict with high volume pedestrian areas, for example Washington Ave. and Union St.

The closure of internal streets operates at cross-purposes to the University's parking strategy, which disperses parking spaces to smaller, highly convenient sites throughout the campus. Closure of internal streets hinders visitors, often overlooked as part of the campus population. These visitors include potential students, express deliveries, computer servicing, food service delivery and numerous other regular visitors, perhaps not significant individually, but adding up to a major element of campus visitor populations.

In response to these challenges, the intent of this element of the Master Plan is to work toward a new balance between vehicles and all other modes of movement in streets in and around the University. The intent is also to ensure a connected network of streets to create a diversity of possible routes.

Traffic Calming

Traffic calming devices are simple street design features that cause motorists to drive with more care, to drive more slowly or perhaps via another route. These changes in driver behavior improve the appeal of the street to all of its users, particularly walkers, bicyclists, service vehicles and visitors.

The great majority of traffic calming devices make slight alterations to the street's geometry, reducing its real or perceived width or causing the driver to negotiate curvature or pavement texture. These modifications, almost always made within the street right-of-way, are usually accompanied by extensive landscaping, and serve as neighborhood landmarks as well as traffic calming devices.

Borrowing heavily from European and Australian experience, US cities have installed hundreds, possibly thousands of traffic calming devices over the past decade. Originally seen as devices to "retrofit" existing streets, traffic calming is now also seen as part of original street design in new communities, campuses and institutions.

P o l i c i e s

14 Access: Vehicle Movement

- 14.1 Further increases in vehicular capacity on the external streets of either campus should be limited.
- 14.2 Capital improvements to the arterial routes surrounding and penetrating the campus should focus on the sharing of the street corridor by pedestrians, bicyclists, transit riders and motorists.
- 14.3 Campus local streets should be key public spaces accommodating street furniture, landscaping and all modes of travel including walking as the highest priority followed by bicycling, transit and private vehicles.
- 14.4 Through traffic should be limited through the design of campus local streets, traffic operation features, and the use of traffic calming techniques.
- 14.5 Traffic calming should be achieved through a number of techniques used individually or in combination including: speed bumps, streetscaping, landscaping, stop signs, street texture, etc.
- 14.6 Campus local streets should have a pronounced "street-like" appearance, with a single lane of traffic in each direction, on-street parking where appropriate, broad sidewalks, and streetside plantings.

P o l i c i e s

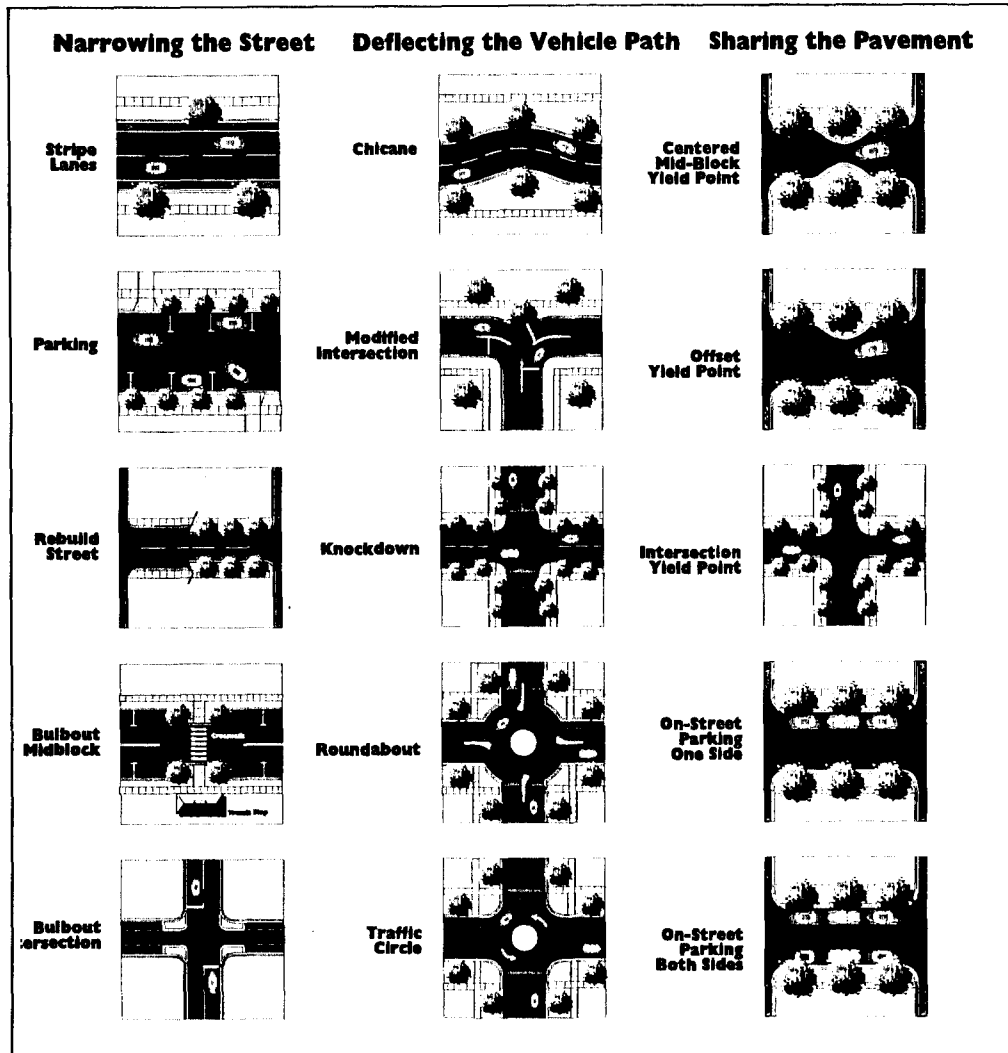


Illustration of concept

Samples of traffic calming devices appropriate for the University campus.

Access: Vehicle Movement

- 14.7 Campus local streets should have consistently low-speed, 15 to 20 miles per hour geometric design, with narrow (10- to 11-foot) lanes, street plantings, textured pavement surfaces at pedestrian crosswalks and small curb radii at intersections.
- 14.8 The full range of on-street parking configurations should be considered on campus local streets including both sides, one side, or none.
- 14.9 New precincts should be organized around an inter-connected network of streets to facilitate their integration with surrounding areas and to define appropriate parcels of land for new development.

The Minneapolis Campus

Existing access to the campus is well served by the surface arterial street network consisting of Washington Avenue, University Avenue, 4th Street and 15th Avenue. For the West Bank, Interstate 35W provides direct access, and Riverside Avenue and Cedar Avenue provide arterial street access. The quality, cost and proximity of vehicular parking is one of the critical factors which constitute "user-friendliness" of a campus visit. Almost three quarters of staff, around one-half of students, and virtually all visitors park in University provided parking spaces.

The Master Plan enhances the local street network with extensions to existing streets, the reconnection of streets that have been closed, as well as the addition of new streets. Washington Avenue is redesigned to be a pedestrian-oriented boulevard which accommodates transit lanes in the short-term and which could accommodate Light Rail Transit (LRT) in the long-term. The Dinkytown underpass is introduced between Huron Boulevard and Interstate 35W.

The term "underpass" has been specifically chosen instead of "bypass". This reflects the fact that the latter implies a single purpose, traffic artery where the sole function is to go around an area of use. The former implies a multi-purpose corridor where traffic movement is balanced with other modes of movement including bicycles and pedestrians, and the corridor plays a more comprehensive urban role.

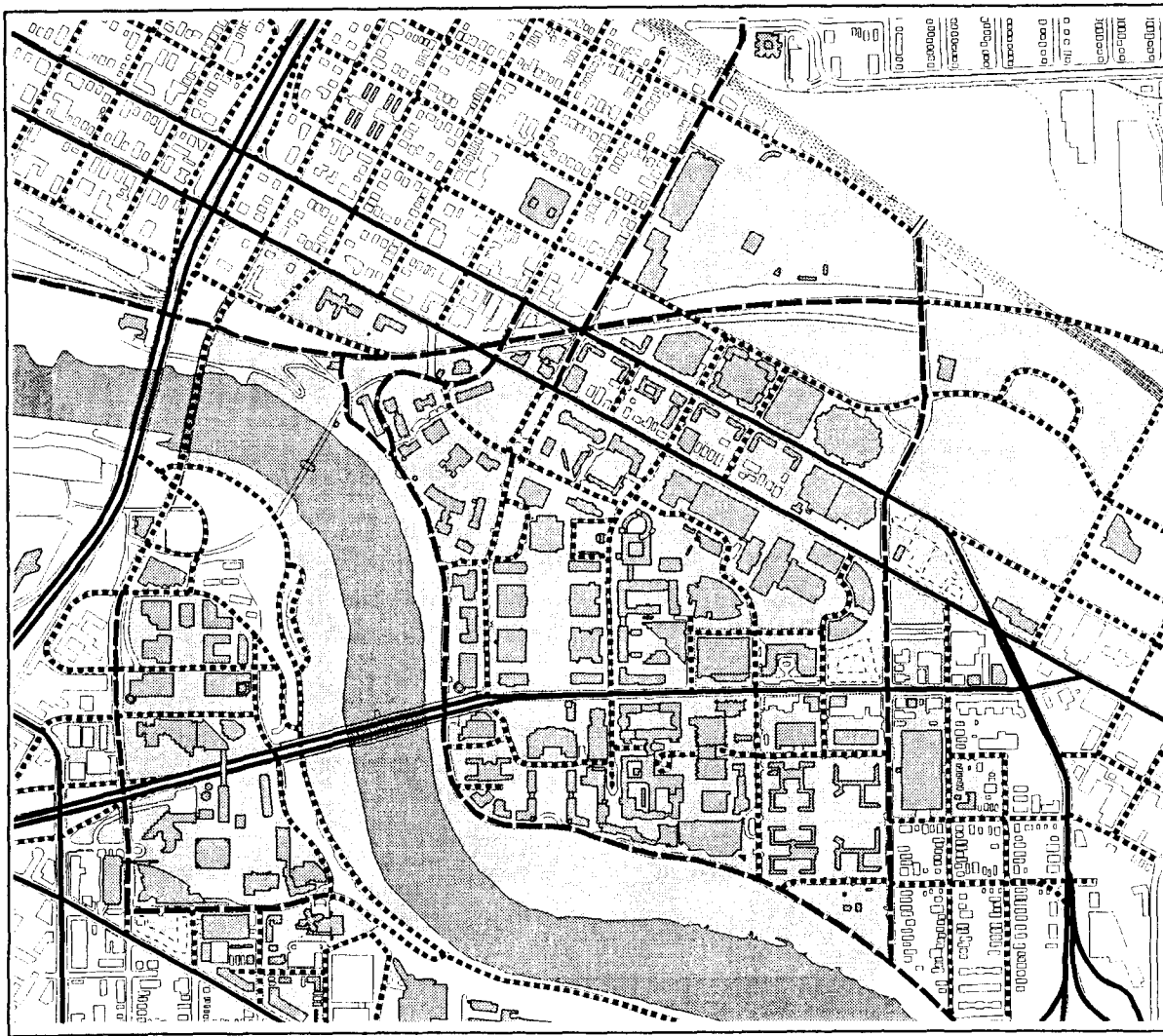
Significant changes to vehicular routes should be completed in conjunction with MnDOT and the City of Minneapolis.

P o l i c i e s

Access: Vehicles Movement Minneapolis Campus

- 14.10 A hierarchy of streets should be established as indicated on Figure 17.
- 14.12 Streets should be reclaimed, realigned, reopened and new signals developed as indicated on Figure 18.
- 14.13 Washington Avenue is acknowledged as the key east-west public space on the campus, consistent with reduced vehicular speed and capacity, and enhanced public environment.
- 14.15 Bus-only lanes should be shared, in various combinations depending on location, by intra- and inter-campus and commuter bus services.
- 14.16 Long term development of the LRT should be considered for Washington Avenue.
- 14.17 The University should support the development of the "Dinkytown Underpass" between Huron Boulevard (extended) and Interstate 35W. Most of the roadway should be in the existing railroad cut which is shared with the tracks and bike path.
- 14.19 The University should support creation of a local street network on University lands to the north of 4th Street to assist in integrating the campus with the SEMI Lands. The configuration of these new streets should be developed to create:
 - important public spaces
 - a small, two-lane cross-section
 - a closely spaced and well-connected network of streets
 - spines for non-motorized travel
 - well-defined frontage for new building sites
 - multiple connections to the Transitway and the Dinkytown Underpass.

Figure 17: Street Hierarchy

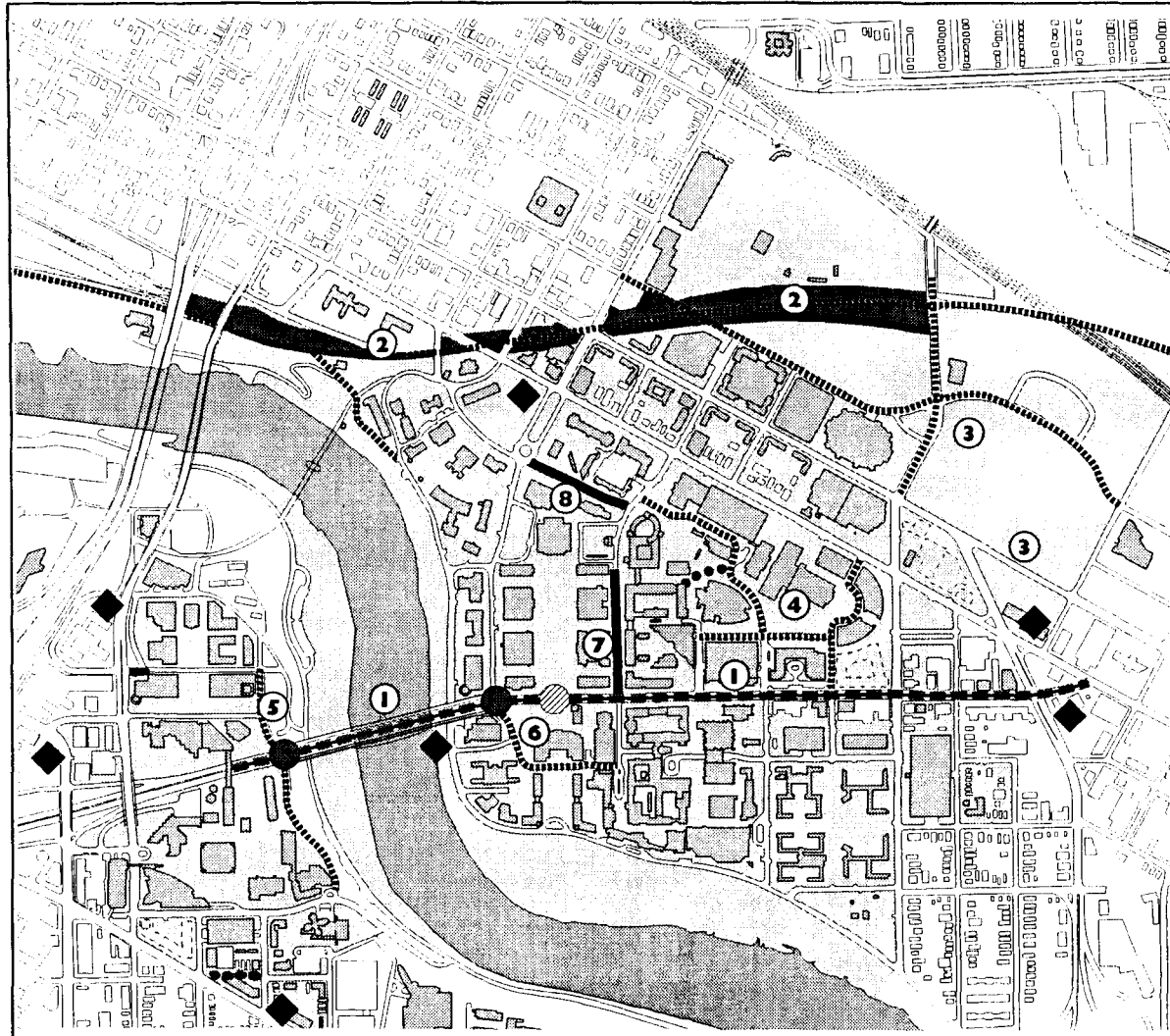


Legend

- Arterial
- - - Collector
- Local



Figure 18: Street and Traffic Summary



Legend

-  RECLAIMED STREET WITH BUSWAY AND EVENTUAL LIGHT RAIL
- 1** Washington Avenue
-  NEW OR REALIGNED STREETS
- 2** Dinkytown Underpass
- 3** Sports & Recreation
- 4** Stadium Village Local Street
- 5** West Bank Bluff Road / Pedestrian Promenade
- 6** Delaware Street
-  CAMPUS STREETS RE-OPENED
- 7** Church Street
- 8** Pillsbury Drive
-  NEW TRAFFIC SIGNALS
-  NEW PEDESTRIAN SIGNAL
-  CAMPUS INFORMATION SIGNS
-  Streets Closed



St. Paul Campus

Access to the St. Paul Campus is easily achieved through the surface arterial streets, primarily along Larpenteur and Cleveland Avenues. The internal campus street network is well connected and there is a high degree of mobility. The Master Plan preserves, as well as adds to this network.

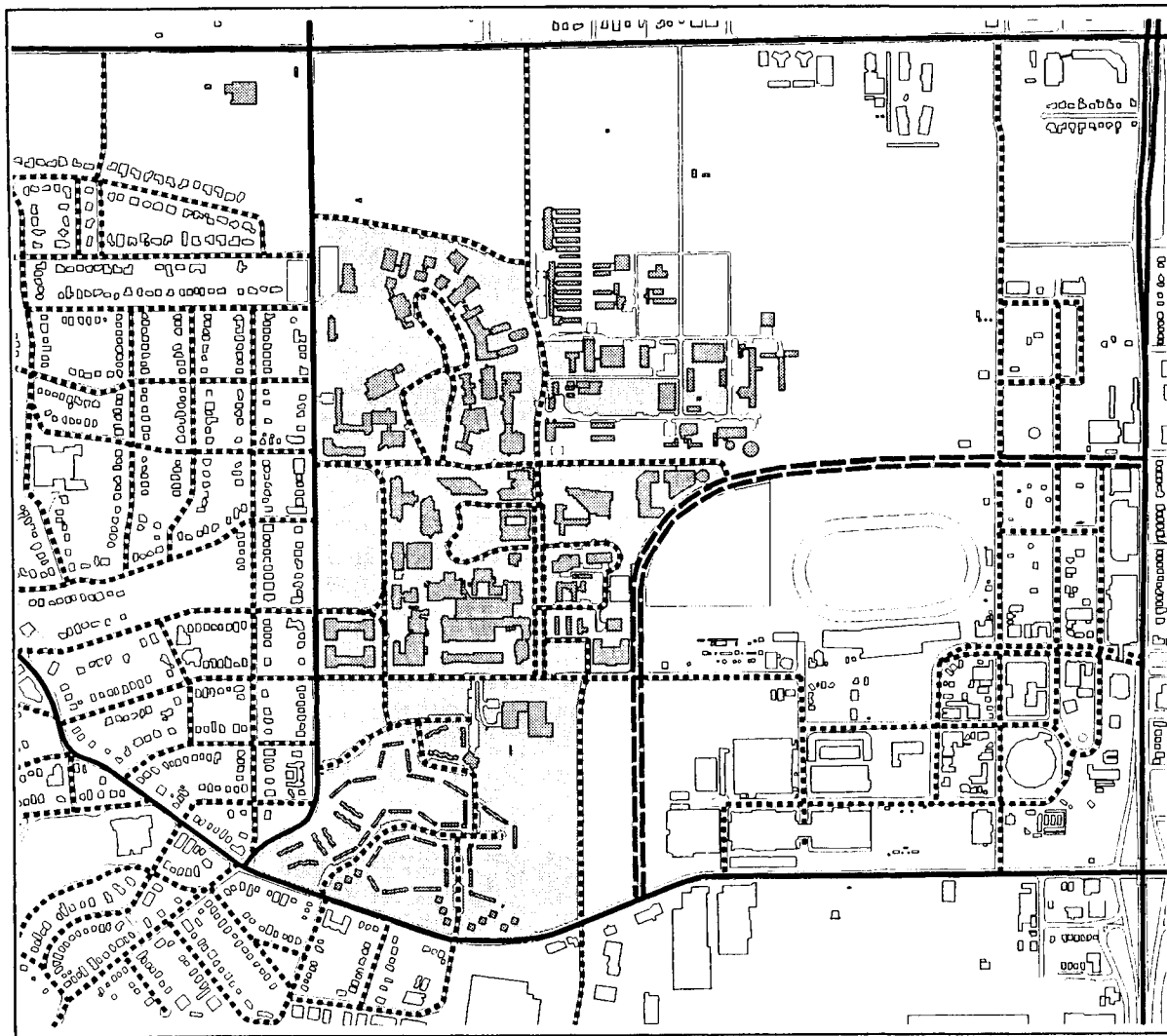
P o l i c i e s

Access: Vehicle Movement

St. Paul Campus

- 14.20 A hierarchy of streets should be established as indicated on Figure 19.
- 14.21 Streets should be reclaimed, realigned, reopened and new signals developed as indicated on Figure 20.

Figure 19: Street Hierarchy

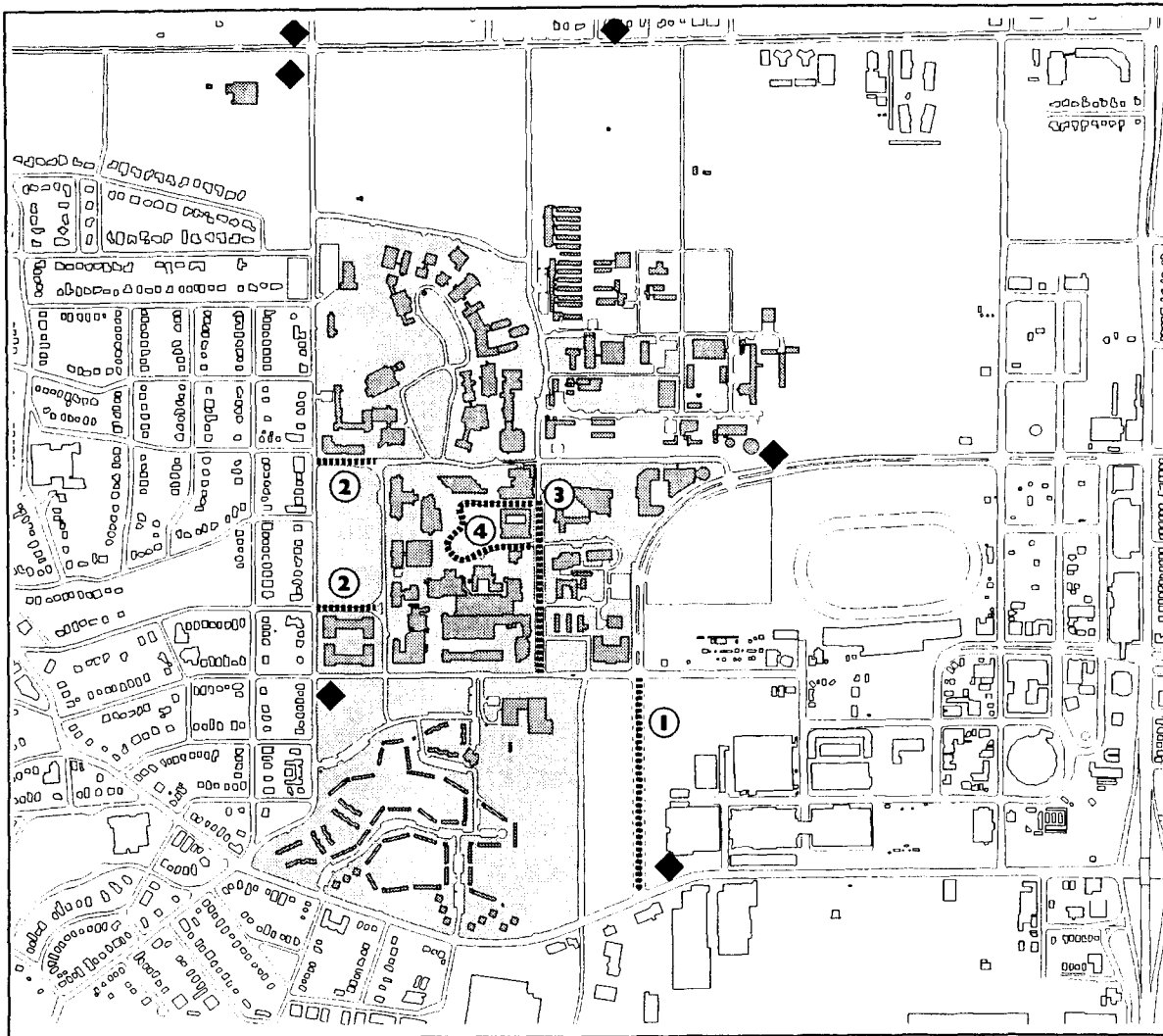


Legend

- Arterial
- - - Collector
- Local



Figure 20: Street and Traffic Summary



Legend

- NEW OR REALIGNED STREETS
- ① Randall Avenue -
New Collector Street
- ② Buford / Carter Avenue - Two Way
- ③ Gortner Avenue - Parkway
- ④ Local Street in New Quadrangle
- ◆ Campus Information Sign



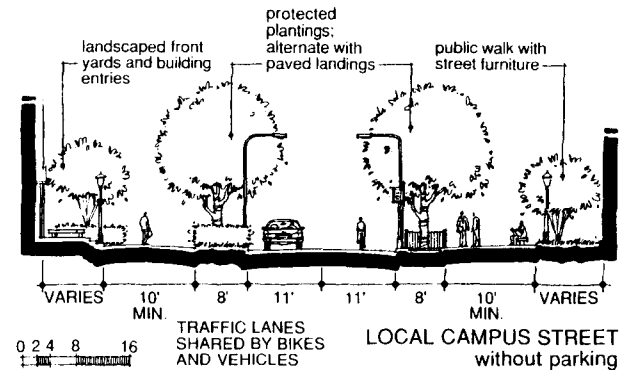
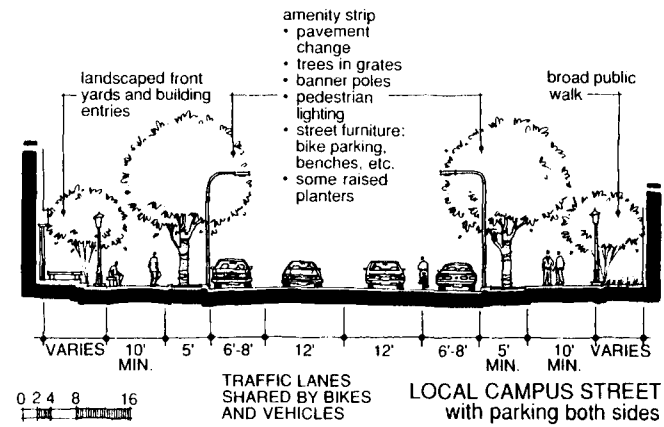
Illustration of Concept

Illustration of local campus street cross-sections showing the potential for streets to become shared corridors of movement - accommodating vehicles, bicycles and pedestrians safely and comfortably.

Each street cross-section accommodates two way traffic. Traffic lanes are shared by vehicles and bicycles. An amenity strip, which alternates paving and plantings, separates pedestrians from cars and bicycles.

A 10 foot wide pedestrian sidewalk creates a pleasant environment for walking, and reflects the high priority placed on pedestrian movement. High quality streetscaping, such as lighting, street furniture and plantings, also improve the pedestrian environment.

The cross-section to the right (above) shows the potential to accommodate on-street parking while the cross-section to the right (below) shows one without parking. On-street parking can be located on local campus streets where appropriate and feasible.



Access: Parking

The campus is commuter-oriented giving rise to a steady demand for parking. The University's Parking Services energetic program has, to date, been able to provide parking while balancing three competing objectives: (1) locating parking reasonably close to the user's final destination; (2) acceptable appearance of new parking facilities; and (3) containing cost to users. This success has been made possible in part by having a large number of spaces in older facilities where the costs are retired, by having many spaces in temporary surface lots, and by building single-purpose, free-standing efficient parking structures.

All of these conditions are changing and will cause re-direction of the University parking program. Some important older facilities, for example the East River Road Ramp, now require replacement, at high cost per space. A decrease in surface spaces is expected due to the use of surface parking land for other University needs. Campus livability requires an ever-higher standard of parking structure design and integration into surrounding context.

The intent of this element of the Master Plan is to balance the competing objec-

tives of accessibility, design and cost. A range of parking products are proposed including underground spaces associated with new development, decks at the fringe of the campus, and temporary surface lots. In the long term, satellite lots are also proposed along the Transitway.

In the long term, the intent of the Master Plan is to reduce parking demand by creating the opportunity for more of the University population to live on or near campus, and by creating realistic alternatives for movement, such as bicycling, walking, and LRT. In so doing, the Master Plan takes a significant step toward a new paradigm for movement and the creation of a campus which is characterized by a vibrant sense of community.

P o l i c i e s

15 Access: Parking

- 15.1 Losses in current parking supply should be replaced with a combination of (1) high quality space at new building sites; (2) lower cost "fringe" facilities (3) temporary surface spaces; and (4) satellite facilities.
- 15.2 Parking facility design should be guided by, and fully supportive of the Plan's Guiding Principles.
- 15.3 New buildings should be self sufficient in terms of parking, ideally by incorporating underground spaces.
- 15.4 Where possible, parking facilities should be part of an overall development project and should not be isolated, stand alone structures.
- 15.5 New, lower-cost parking should be located in efficient decks on the fringe of the campus, and should be served by an upgraded campus transit system.
- 15.6 A detailed program for satellite parking along the inter-campus Transitway should be developed and parking lot locations, phasing, and transit stops identified.
- 15.7 Campus transit service should be upgraded to serve as a shuttle for satellite parking.
- 15.8 On-street parking should be a permissible option on campus local streets, with the decision on the extent of such parking made at the time of re-design of the particular street, or in conjunction with a precinct plan.

Minneapolis Campus

The major parking challenge on the Minneapolis Campus is to replace spaces about to be lost due to obsolescence, for example, the East River Road Ramp, and to accommodate some parking in new or redevelopment sites, such as the Gateway Center and Coffman Memorial Union. The Transitway Lots are to be replaced through a range of parking products in order to facilitate consolidation of the sports and recreation facilities.



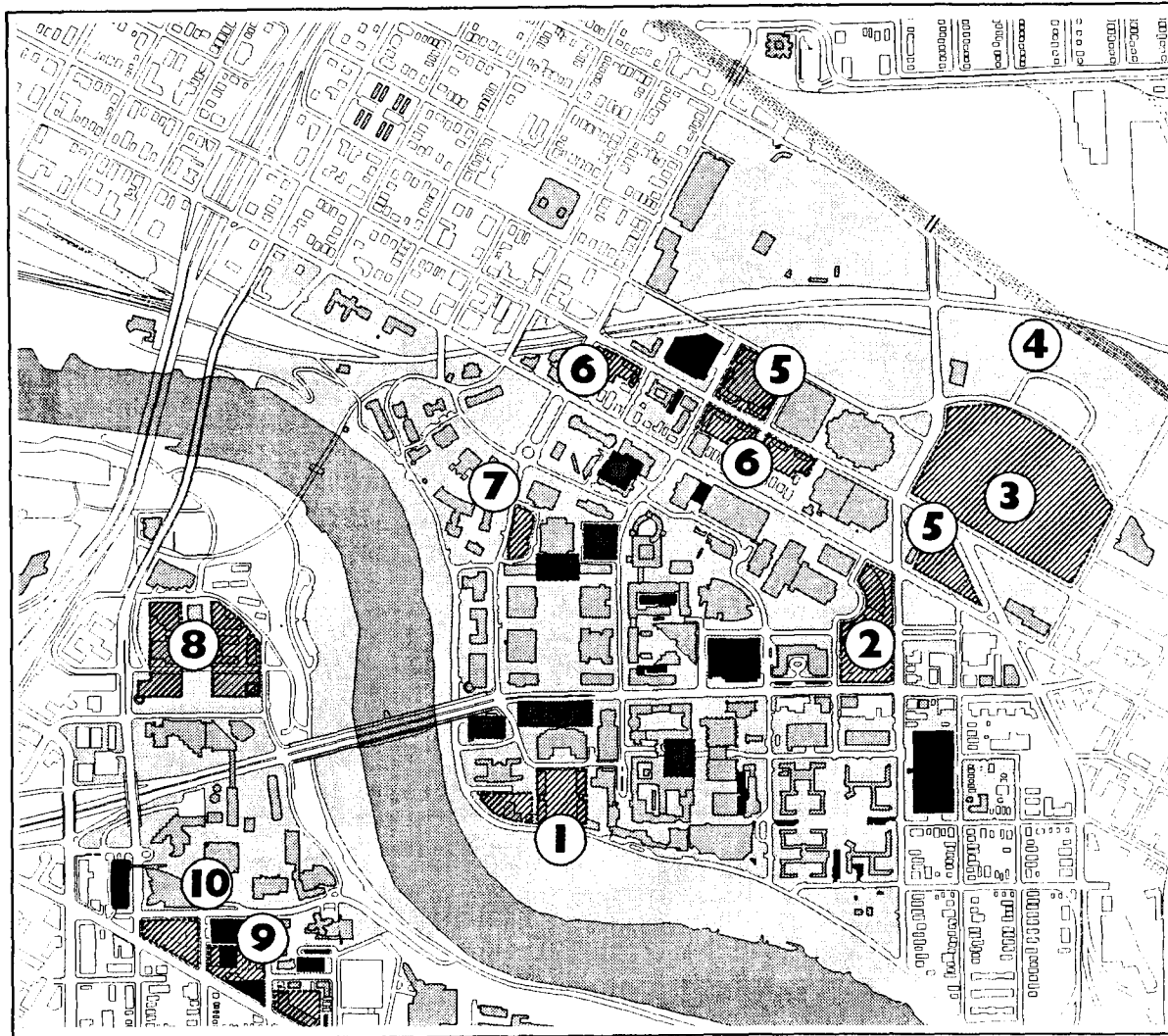
P o l i c i e s

Access: Parking

Minneapolis Campus

- 15.9 Parking needs should be met through the existing and proposed parking locations as shown on Figure 21.
- 15.10 Where feasible and environmentally sound, deep space should be utilized to take advantage of the unique geological formation of the Minneapolis Campus.
- 15.11 Where "replacement" parking is required, some should be located in fringe decks and/or satellite lots served by a simplified and improved internal campus transit system.

Figure 21: Parking Summary



Legend

Existing Parking

■ Surface or Above Ground Deck

▨ Underground Garage

Proposed Parking Locations



- ① East River Road Underground Terrace / Joint Housing
- ② Stadium Village Underground
- ③ Recreational Fields Over Decks
- ④ Temporary Surface Parking
- ⑤ Potential Ramp Lined With Street front Uses
- ⑥ Potential Underground / Joint Housing
- ⑦ Ramp under Open Space
- ⑧ Potential Underground & Ramp
- ⑨ Potential Underground / Joint Housing
- ⑩ Potential Underground Parking Under Plaza



St. Paul Campus

Existing surface parking has been located in some significant open spaces, such as the Bowl and Ridge. The parking shared with the Minnesota State Fair is far from many destination points and is an unpleasant walk in cold winter months.

The intent of the Master Plan is to reclaim open spaces and reduce reliance on surface parking lots over time and replace them with a comprehensive range of parking products including decks, ramps and satellite lots. Decks and ramps are sensitively and strategically reintroduced into the campus in locations which are closer to destination points where the visible impact is minimized.

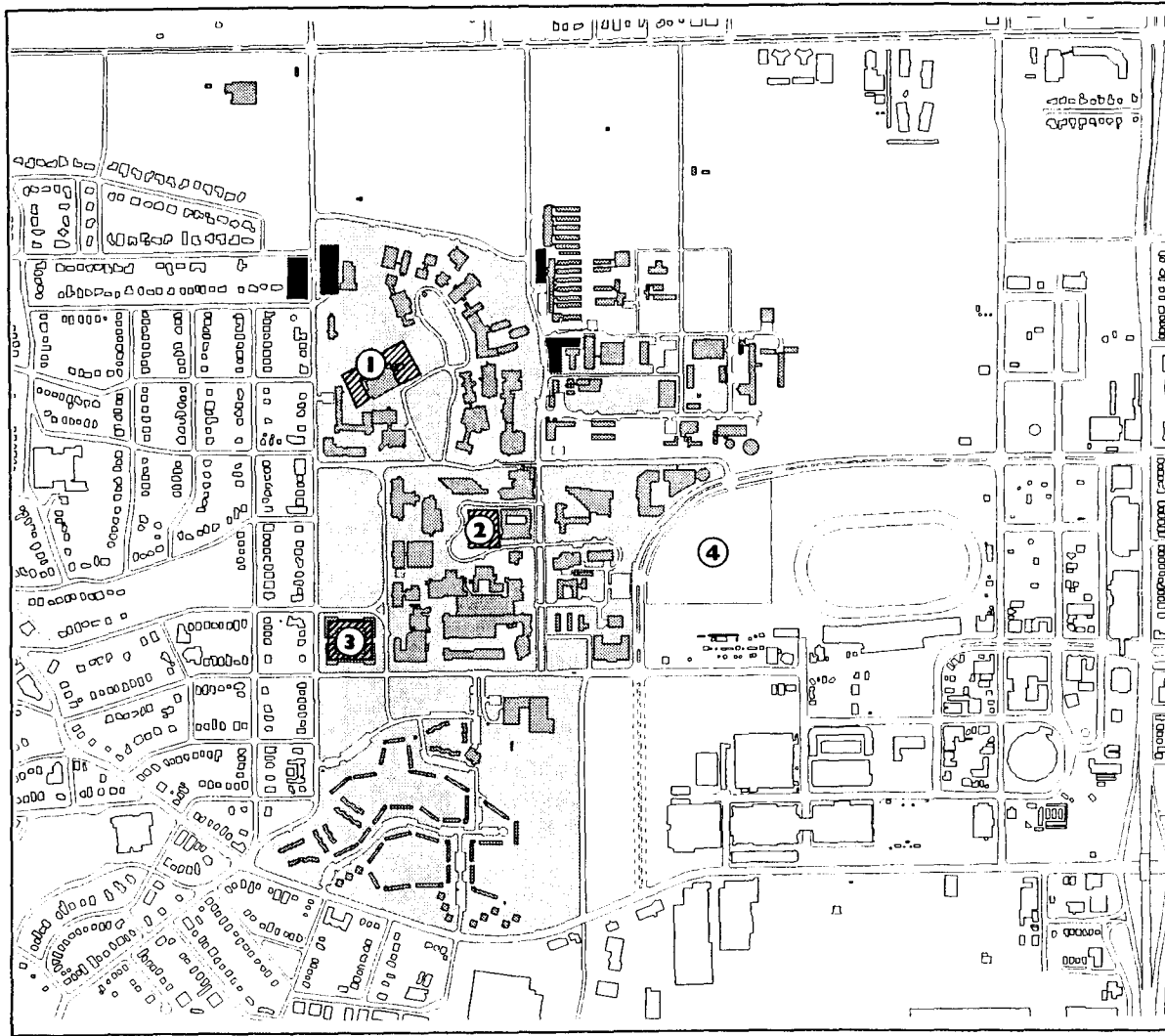
P o l i c i e s

Access: Parking

St. Paul Campus

- 15.12 Parking needs should be met through the existing and proposed parking locations as shown on Figure 22.
- 15.13 Select surface parking lots should be phased out in order to sensitively and strategically introduce new parking products into campus, such as on-street parking and vest pocket surface lots.
- 15.14 In the long term, satellite parking should be added to the range of replacement parking products.

Figure 22: Parking Summary



Legend

Existing Parking

■ Surface

Proposed Parking Locations



- ① North Hall Site
- ② Central Library Quadrangle
- ③ Commonwealth Ave
- ④ Fairground Parking



Access: Transit

Transit service is already an important factor in the quality of campus life. The University's internal transit service is an essential link between the West and East Bank of the Minneapolis Campus, and between the St. Paul and Minneapolis Campuses. The commuter service is also an important amenity.

Transit service is important in a financial sense to all users of the parking system. The cost of accommodating a transit user is less than the cost of providing a new parking space. Therefore, the overall parking cost is reduced by the University-sponsored transit service. Conversely, reduction of transit service would increase parking demand and raise the cost of parking.

The regional LRT service is the most important increment of campus access that is on the planning horizon. This mode of transit is rapidly gaining acceptance in cities across the USA. The currently inactive status of the regional LRT plan should not deter the University from anticipating LRT service as an eventual feature of campus access and making LRT into a centerpiece of the

University's appeal. Such acceptance will add to the likelihood of the ultimate support for an LRT system in Minneapolis.

P o l i c i e s

16 Access: Transit

- 16.1 Transit should be an integral part of an all-mode campus access program.
- 16.2 Bus services should be provided with facilities planned for future adaptation to LRT requirements. Regional LRT service should be the centerpiece of the next generation of campus access and the University should take the lead in developing an appealing conceptual plan for the LRT route and stations within the University.
- 16.3 Intra-campus transit service should be upgraded by:
- developing a simplified route structure
 - focusing on increased frequency of service
 - shuttle service between new fringe and satellite parking lots and all three campuses
 - locating transit stations on the East and West Banks of the Minneapolis Campus and south of the St. Paul Student Center on the St. Paul Campus, which are highly visible, comfortable, and "user-friendly"
 - introducing mid-size transit vehicles that improve the image of service and are more appropriate for the on-campus routings and service.
- 16.4 University support of the commuter transit services should continue.

Minneapolis Campus

In the short term, the primary transit emphasis is on the simplification and upgrading of Route 13 services. Washington Avenue should also be modified to create a bus only lane which can accommodate LRT in the long term.

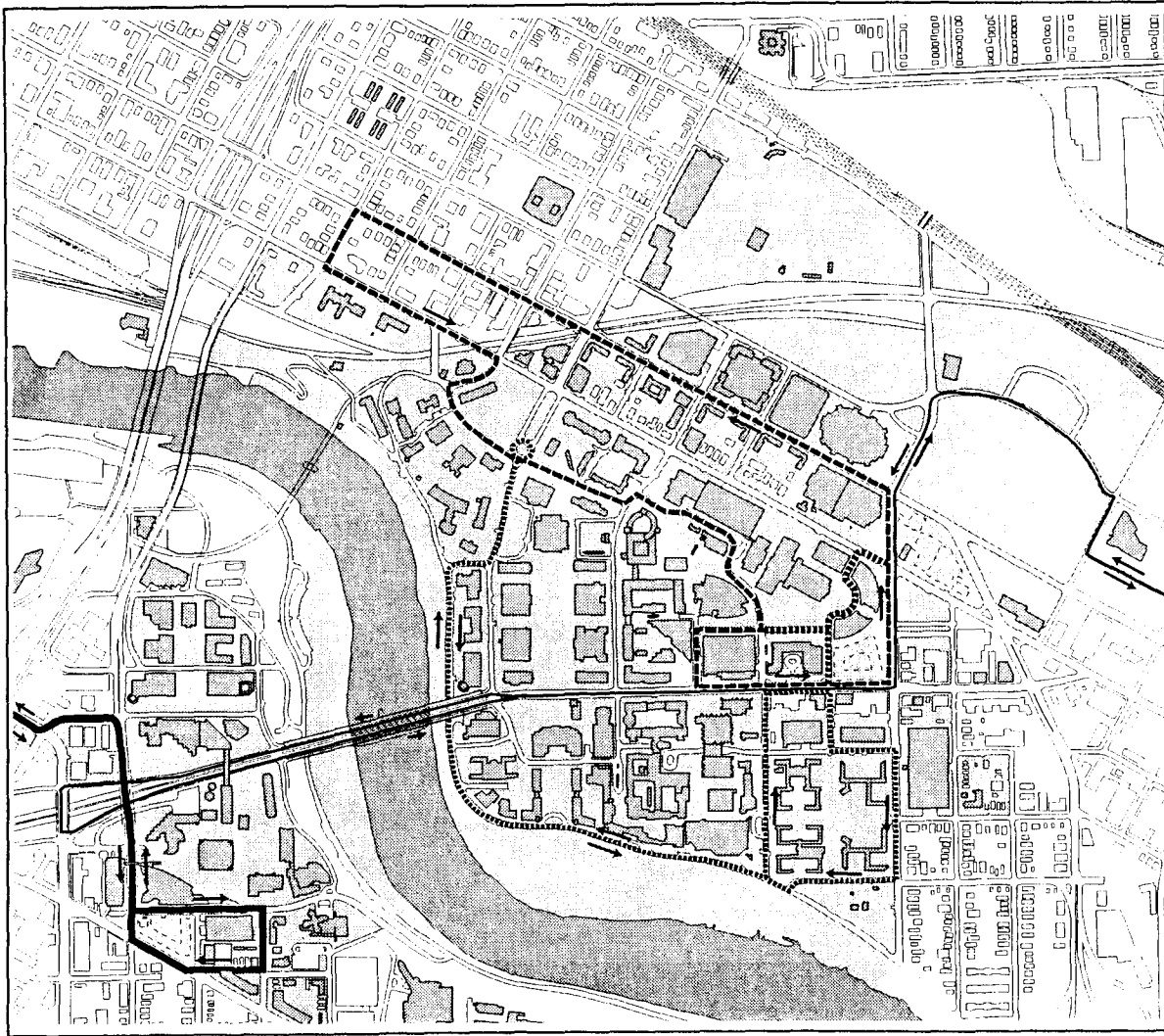
P o l i c i e s

Access: Transit





Minneapolis Campus

- 16.5 University transit routes should be developed similar to those proposed by the University of Minnesota Parking and Transportation Services as indicated on Figure 23.

Figure 23: Transit



Legend

-  West Bank Circulator
-  East Bank Circulator Southern Route
-  East Bank Circulator Northern Route
-  U of M Connector Route



St. Paul Campus

Transit access using the surrounding arterial streets is good, owing to the absence of traffic congestion in the area. The University's goal of increasing transit's share of the total travel is challenging due to the ease of access by car. The Master Plan encourages transit ridership to the St. Paul Campus through route and service improvements to Route 13 and development of satellite parking facilities.

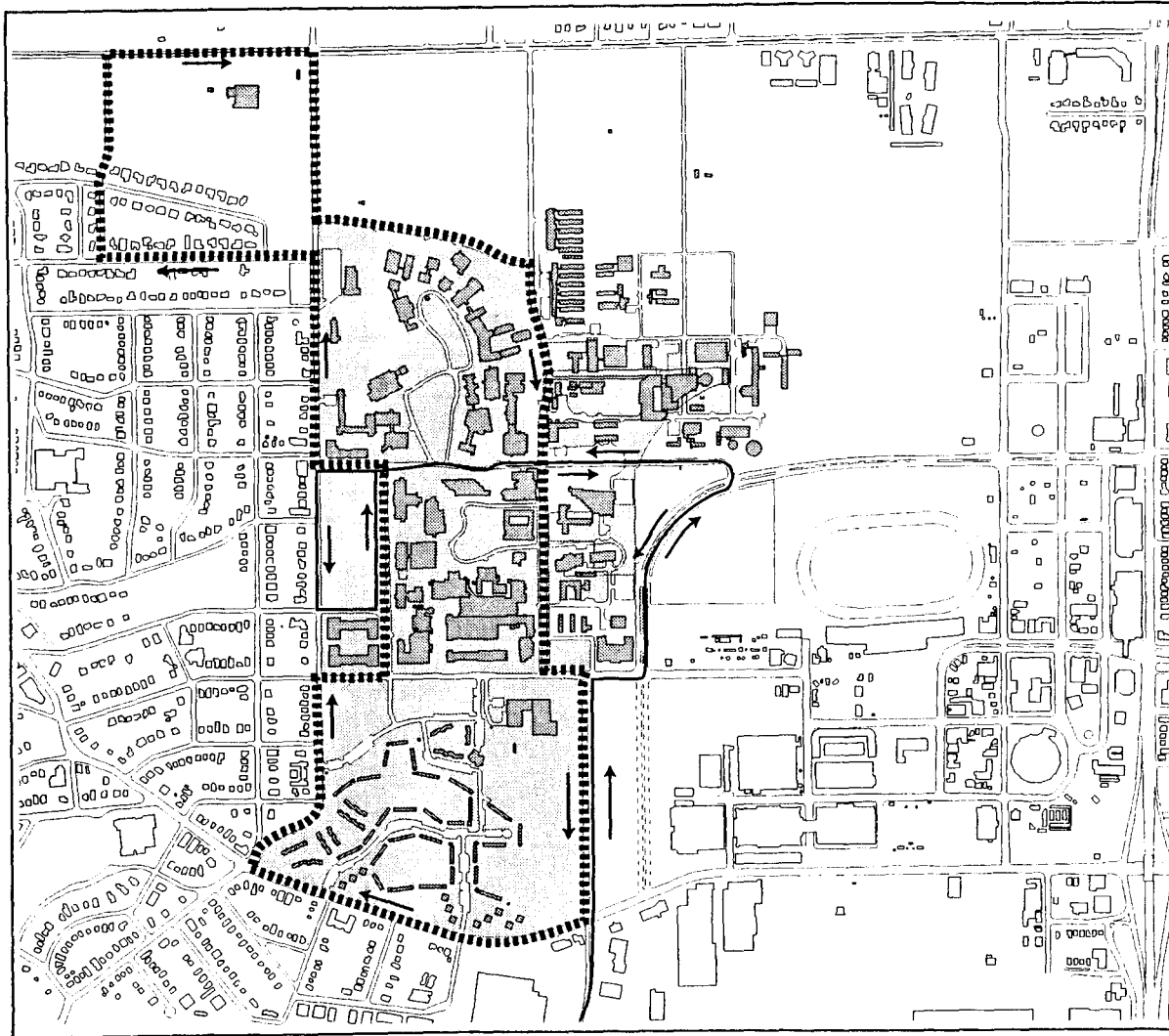
P o l i c i e s

Access: Transit

St. Paul Campus

- 16.6 University transit routes should be developed similar to those proposed by the University of Minnesota Parking and Transportation Services as shown on Figure 24.

Figure 24: Transit

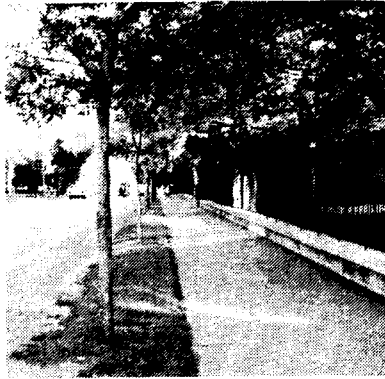


Legend

- ▬ St. Paul Campus Circulator
- U of M Connector Route



Access: Bicycles



Early consideration in the campus planning process and effective facility design will further promote the bicycle as a viable transportation mode in a balanced transportation system. In enhancing accessibility to the campus, it improves the daily life of students, staff, faculty and visitors.

The University is currently sponsoring the development of an Intermodal Bicycle Transportation Plan through the Department of Landscape Architecture. This Master Plan substantially adopts the recommendations of the ongoing Bicycle Transportation Plan. The bicycle component of the University of Minnesota Master Plan employs standard American Association of State Highway

and Transportation Officials (AASHTO) bicycle terminology. For ease of understanding and implementation between the AASHTO bicycle terminology and the University's Intermodal Bicycle Transportation Plan, the following are equivalent terms:

Bicycle Path = Bicycle Expressway
 Bicycle Lane = Bicycle Boulevard
 Bicycle Route = Bicycle Byway.

Important policies of the University Bicycle Transportation Plan are summarized in this Master Plan.

P o l i c i e s

17 Access: Bicycles

- 17.1 The University should develop a comprehensive network of bicycle paths, lanes, and routes connecting with and complementing the existing and planned City of Minneapolis and City of St. Paul bicycle networks similar to those recommended by the Intermodal Bicycle Transportation Plan and shown on Figure 25 and Figure 26.
- 17.2 All bicycle paths (Bicycle Expressways) on campus should be multi-use facilities available to bicyclists, skaters, skateboarders, runners, walkers and skiers and should provide a pleasant place for recreation separated from streets and conflicts with automobiles.
- 17.3 Bicycle lanes (Bicycle Boulevards) should be portions of streets reserved for the exclusive use of bicycles which are to be designated by signs and pavement markings showing a bicycle and a diamond-shaped restricted lane symbol. Bicycle lanes shall typically be found on arterial streets. Sidewalks are not substitutes for bike lanes.
- 17.4 Bicycle routes (Bicycle Byways) should be low volume or low speed campus and residential streets well-suited for bicycling. They should not have pavement markings and should be identified with green bike route signs.
- 17.5 Bicycle and pedestrian traffic should be separated where possible by:
- integrating the bicycle network with street network
 - utilizing dismount zones and speed limits in highly congested pedestrian zones.



P o l i c i e s

- 17.6 Bicycle parking should be provided at all buildings on campus as well as all major transit stops.
- 17.7 The campus transit system should be interconnected with the bicycle network by:
- providing bicycle lockers at all park-and-ride lots
 - providing sheltered bicycle parking areas near transit facilities on campus.

Figure 25: Bicycle Network

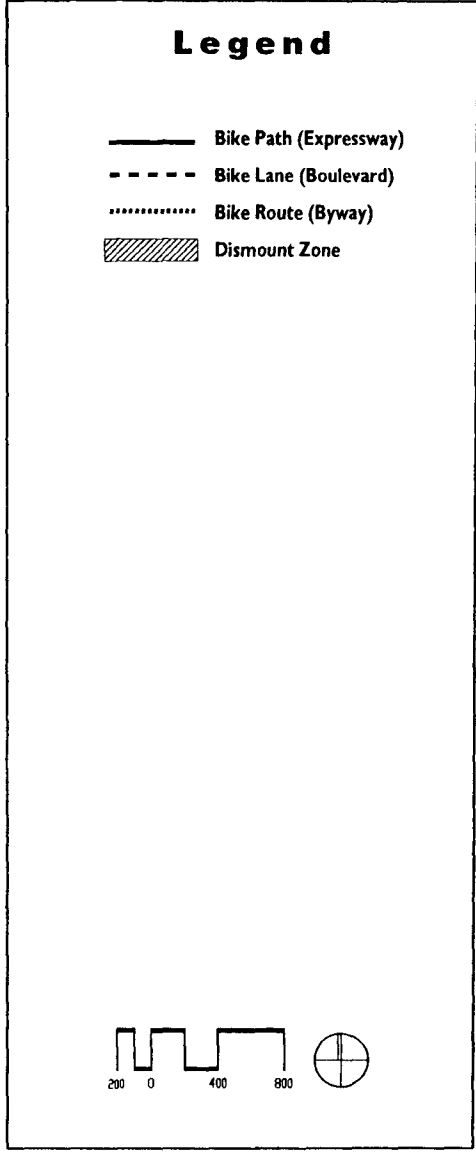
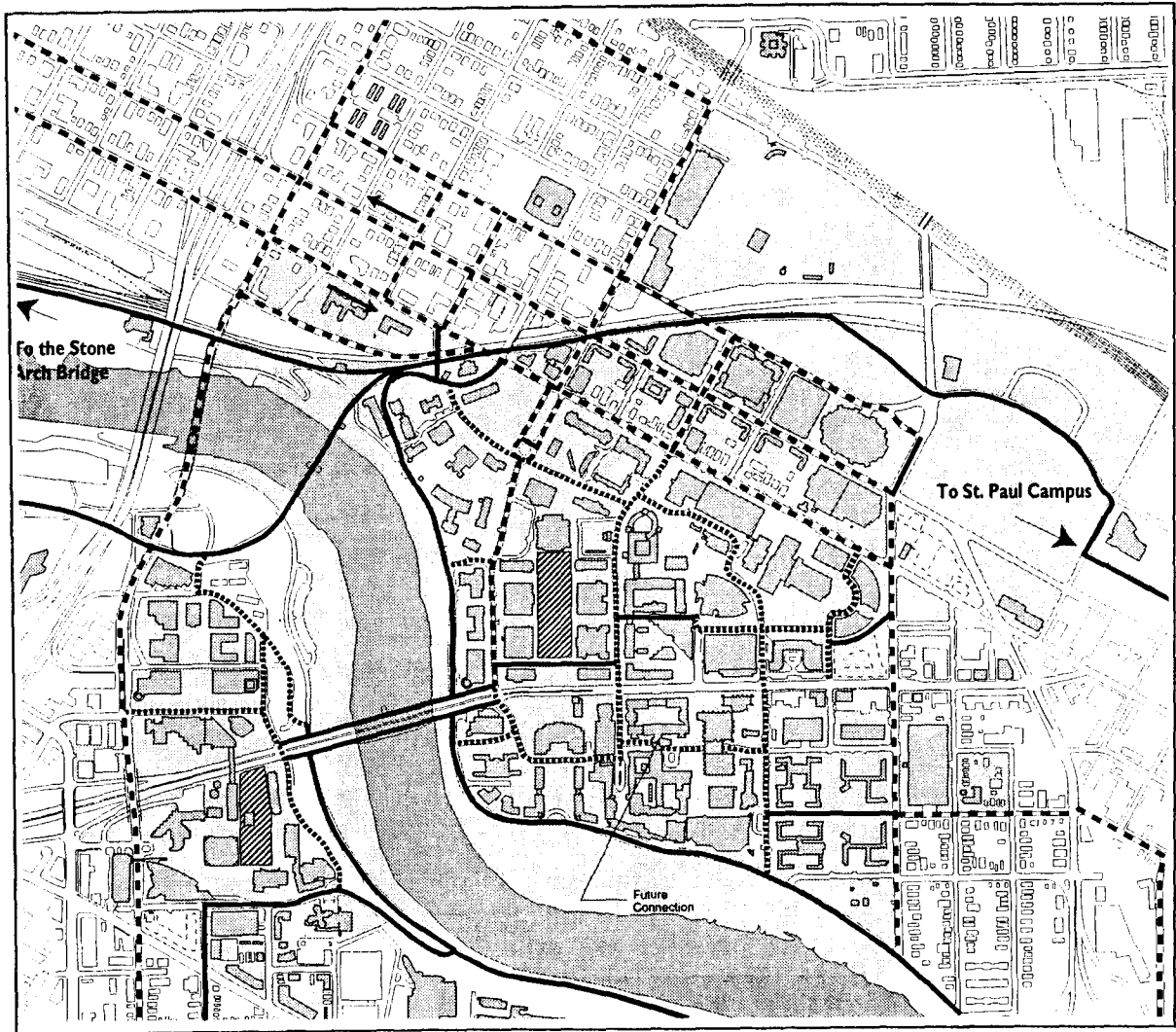
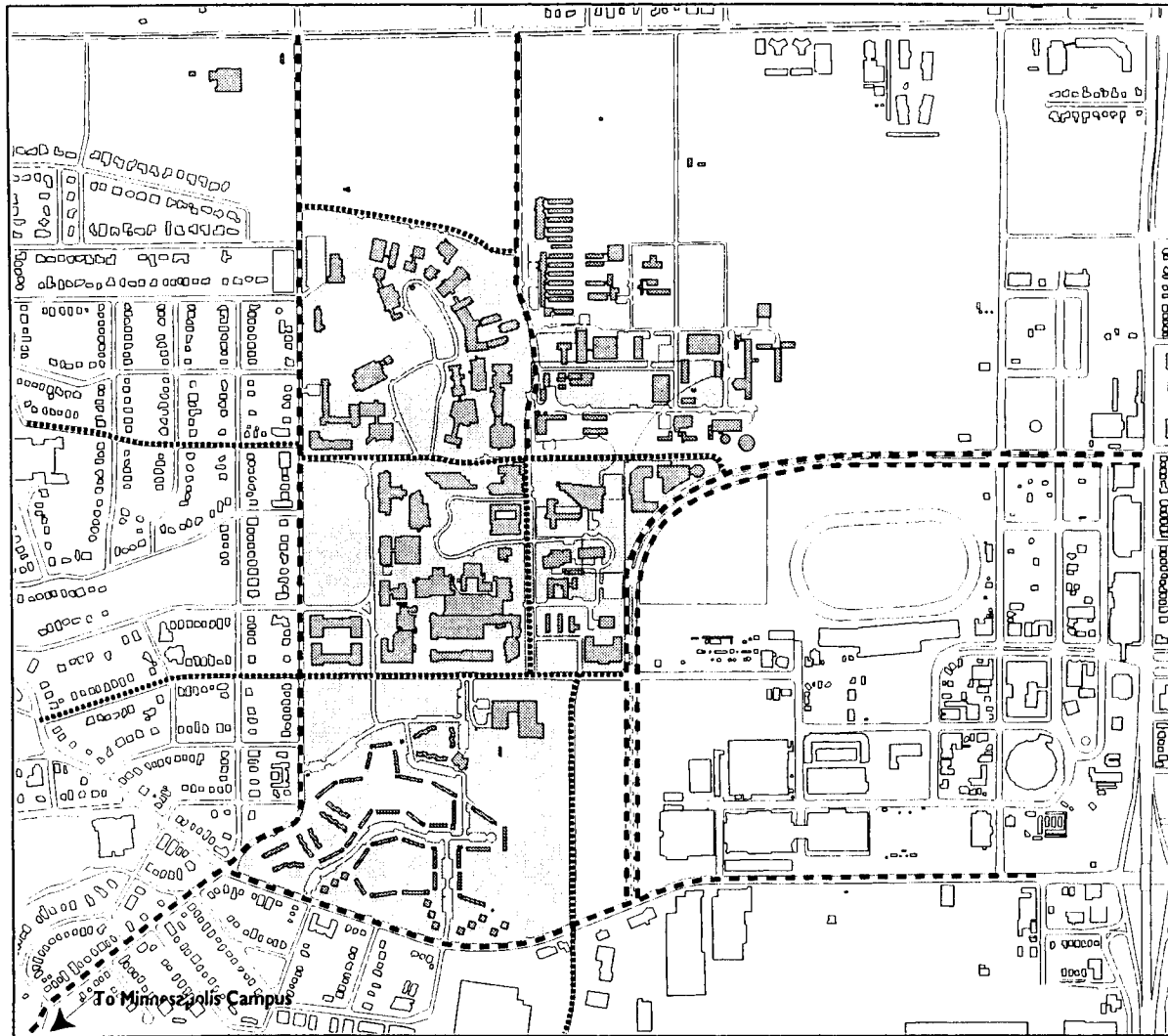


Figure 26: Bicycle Network

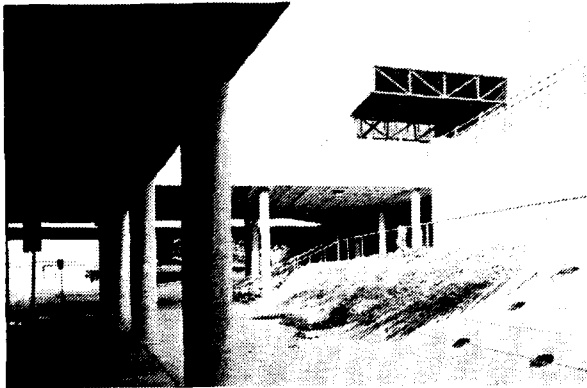


Legend

- Bike Path (Expressway)
- - - - - Bike Lane (Boulevard)
- Bike Route (Byway)



Access: Pedestrian Movement, Response to Grade, and Safety



An attractive, safe and accessible pedestrian network is a key element in a livable campus. The existing interior circulation system is hidden from view, disorienting for the visitor, and disconnects the user from the campus. It also diminishes safety by reducing the number of eyes on the street. A sense of safety ensures freedom of movement and is a basic requirement to promote a healthy environment for education.

Accessibility enhances the campus experience for all campus residents and visitors and is essential to the disabled. All new construction must comply with the

Americans with Disabilities Act (ADA). Steps to improve the accessibility of existing infrastructure continue on the Twin Cities Campus.

Improved pedestrian network

The intent of this element of the Master Plan is to improve the pedestrian environment, winter and summer, and the sense of safety by emphasizing at-grade pedestrian movement on the streets and walking paths with attractive, rich exterior spaces in corridors shared with other modes of movement.

P o l i c i e s

18 Access: Response to Grade, Pedestrian Movement, and Safety

Improving the pedestrian environment

- 18.1 The pedestrian network should incorporate:
- a choice of routes with some identified as preferred after-dark routes
 - a sequence and rhythm of well-designed and detailed linear routes and "outdoor rooms"
 - adequate maintenance
 - good way-finding system of signs.
- 18.2 To increase campus safety and livability, the system of pedestrian walks should continue to share corridors with other modes of movement.
- 18.3 Bicycles should generally share movement space with vehicles rather than pedestrians
- 18.4 When bicycles are permitted in the same space as pedestrians, a sense of safety should be created through the use of planted medians, transparent fencing, changes in elevations, pavement changes, lane striping, clear signs, etc.



Complementing existing below grade network

In the newer or redeveloped portions of the campus, the intent of this element of the Master Plan is to complement the existing below grade network with ground level/convertible arcades that offer pedestrians protection from harsh weather. These are pedestrian walkways built into the ground floor of the building which can be opened in the summer to create open air walkways. In order to ensure ease of pedestrian movement in all directions between buildings, these arcades would be confined to the length of the buildings and/or be designed to ensure ease of cross movement.

Enliven ground floor of buildings

Buildings with lively grade, or ground floor uses, enliven the campus atmosphere and increase safety by locating more eyes on the street. The intent of this element of the Master Plan is to enliven streets and open spaces by encouraging buildings which can accommodate retail, services and venues for activities on the ground floor.

Accessibility

The intent of this element of the Master Plan is to ensure that the process of improving accessibility is fully supported.

P o l i c i e s

18.5 Along a street, the “seam” between pedestrian movement and vehicular and bicycle traffic can be created by:

- a paved amenity strip with trees in grates, benches and other street furniture, bollards, lights, etc.
- a boulevard with alternating sections of paving and protected plantings
- a boulevard with plantings only.

18.6 A more pedestrian friendly and safe environment should be created by:

- avoiding the creation of isolated, dead end spaces
- establishing transparency at grade to create a casual means of surveillance.
- avoiding sunken or elevated plazas
- establishing corridors of shared movement
- creating and identifying safe routes through campus at night
- creating convenient services at arrival points
- encouraging mixed use to extend the hours of liveliness
- designing lighting scaled for pedestrians and cars
- maintaining open views in a zone between 2' and 6' above grade
- providing diverse and abundant places to sit
- enriching the experience of movement with points of interest such as public art, landscape elements, water features and interpretive signage.



P o l i c i e s

Complementing existing network

- 18.7 Wherever new development creates the opportunity, the existing network of pedestrian links should be augmented with at grade systems consisting of convertible arcades, awnings, bicycle shelters, cloisters, breezeways, wind screens and windbreaks.
- 18.8 Where links between buildings are necessary, they should be designed to ensure ease of pedestrian movement across the connection.
- 18.9 Vertical connections between grade and the existing system of skyways, bridges and tunnels should be designed to be visible and accessible.
- 18.10 The ground floors of buildings should generally be flush with sidewalk level.
- 18.11 Additions to the existing tunnel and skyway network of pedestrian paths should be made at-grade wherever possible.

Enlivening ground floor of buildings

- 18.12 Building program elements should be distributed strategically to support the creation of a lively ground level.
- 18.13 The ground floor to floor heights should be appropriate for a mix of uses, including retail, where appropriate.



A new pedestrian walkway from Northrop Mall ends at a crescent shaped open space on the west side of the Gateway/Alumni Center.

P o l i c i e s

Accessibility

- 18.14 All projects and initiatives on the Twin Cities Campus must respond to ADA requirements and be fully accessible in all other aspects.

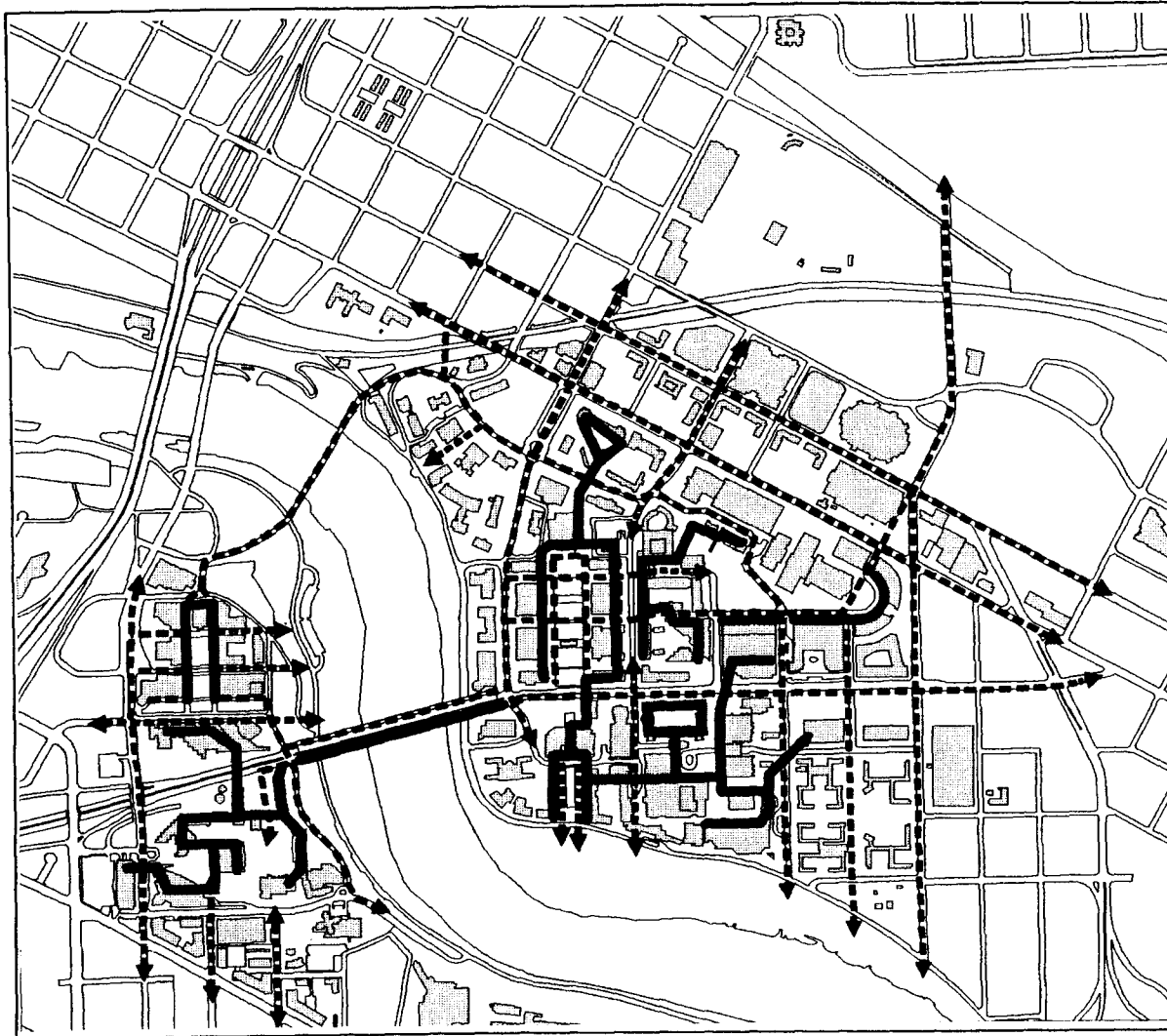
Minneapolis Campus

- 18.15 The existing pedestrian network should be enhanced through the at grade connections shown on Figure 27.

St. Paul Campus

- 18.16 The existing pedestrian network should be enhanced through the at grade connections indicated on Figure 28.

Figure 27: Pedestrian Network



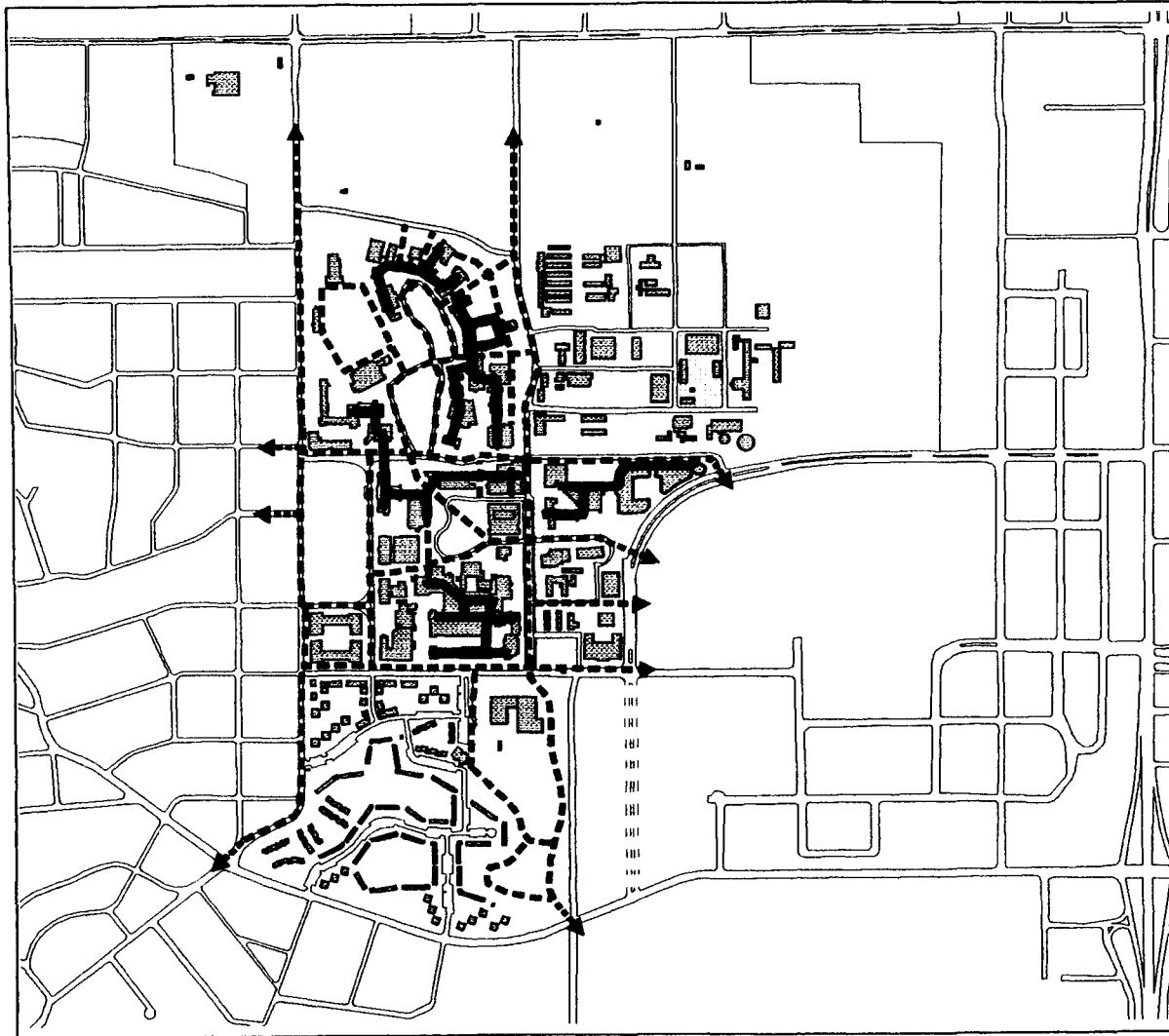
Legend

 Weather Protected Network



 Exterior Network



Figure 28: Pedestrian Network



Legend

-  Weather Protected Network
-  Exterior Network



Deep Space

Deep space, the unique geological features on the Minneapolis Campus, is potentially an important resource and has the long term potential to efficiently meet parking and storage needs and make the most efficient use of existing land holdings. The intent of the Master Plan is to ensure that use of deep space is considered when appropriate projects arise.

P o l i c i e s

19 Deep Space

- 19.1 The use of deep space should be considered in the context of a Deep Space Master Plan which will ensure the efficient use of the initial investment, the optimal location of portals for access and the location of vertical access points to the campus grounds.
- 19.2 Studies of deep space should compare the relative life cycle costs and benefits of alternative parking or storage options.
- 19.3 Where feasible and environmentally sound, deep space should be utilized to develop parking.

Joint Ventures and Third Party Owners

Joint ventures between University departments as well as public/private joint ventures can be a creative means for the University to achieve its goals. The University has already begun a tradition of third party ownership in the construction of the Radisson Hotel on Washington Avenue and the soon to be completed sale of the UMHC. The Coffman Memorial Union/South Mall Planning Charrette outlined important and critical opportunities for interdepartmental joint ventures. These relationships contribute toward meeting campus planning and design objectives.

P o l i c i e s

20 Joint Ventures and Third Party Owners

- 20.1 Interdepartmental joint ventures are critical to achieving the key elements of this plan.
- 20.2 Public/private joint ventures should be considered in the provision of:
 - food services and other basic day to day needs on the campus.
 - student housing
 - retail uses.
- 20.3 All of the policies of the Master Plan should apply equally to joint ventures as well as third party owners.

5

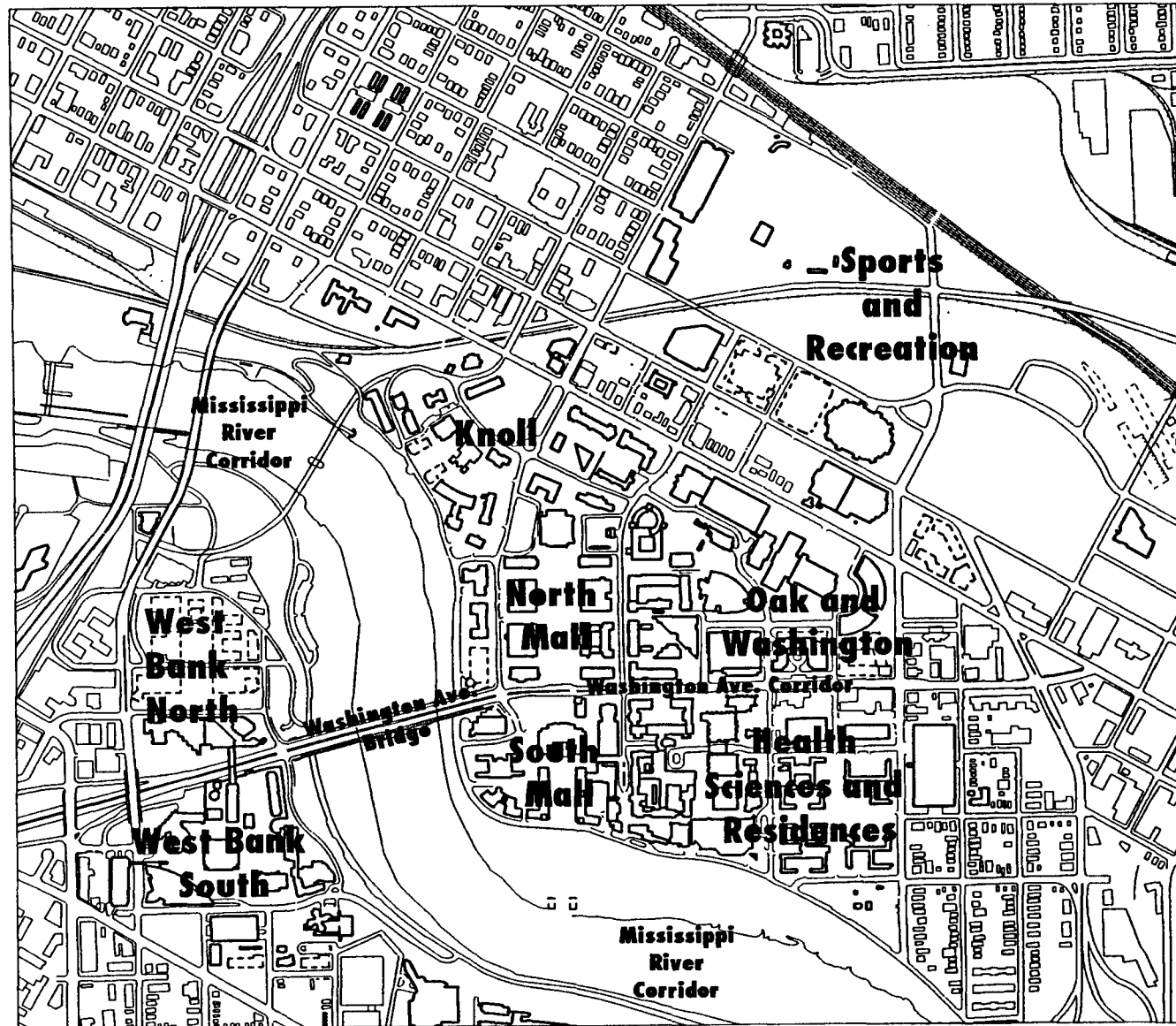
In this section, the Twin Cities Campus is divided into fifteen

Precinct Plans

Precincts and a

Corridor. Based on the **Structure Plan Elements** and **Policies** developed in Section 4, **Precinct Plan Guidelines**, together with the accompanying illustration - the **Precinct Plan** - are outlined to direct decision making at the level of the **Precinct**. Through the process described in Section 6, Implementation, Precinct Plans are intended to be refined and amended over time, ensuring the Master Plan remains an up-to-date, living and relevant decision making tool. It is anticipated that each of the Precinct Plans will ultimately be resolved to a greater level of detail in response to specific projects and initiatives.

Minneapolis Campus Precincts





Plan view showing potential build out of the Minneapolis Campus Master Plan (Source: Lenscape Inc.)



The Mississippi River Corridor

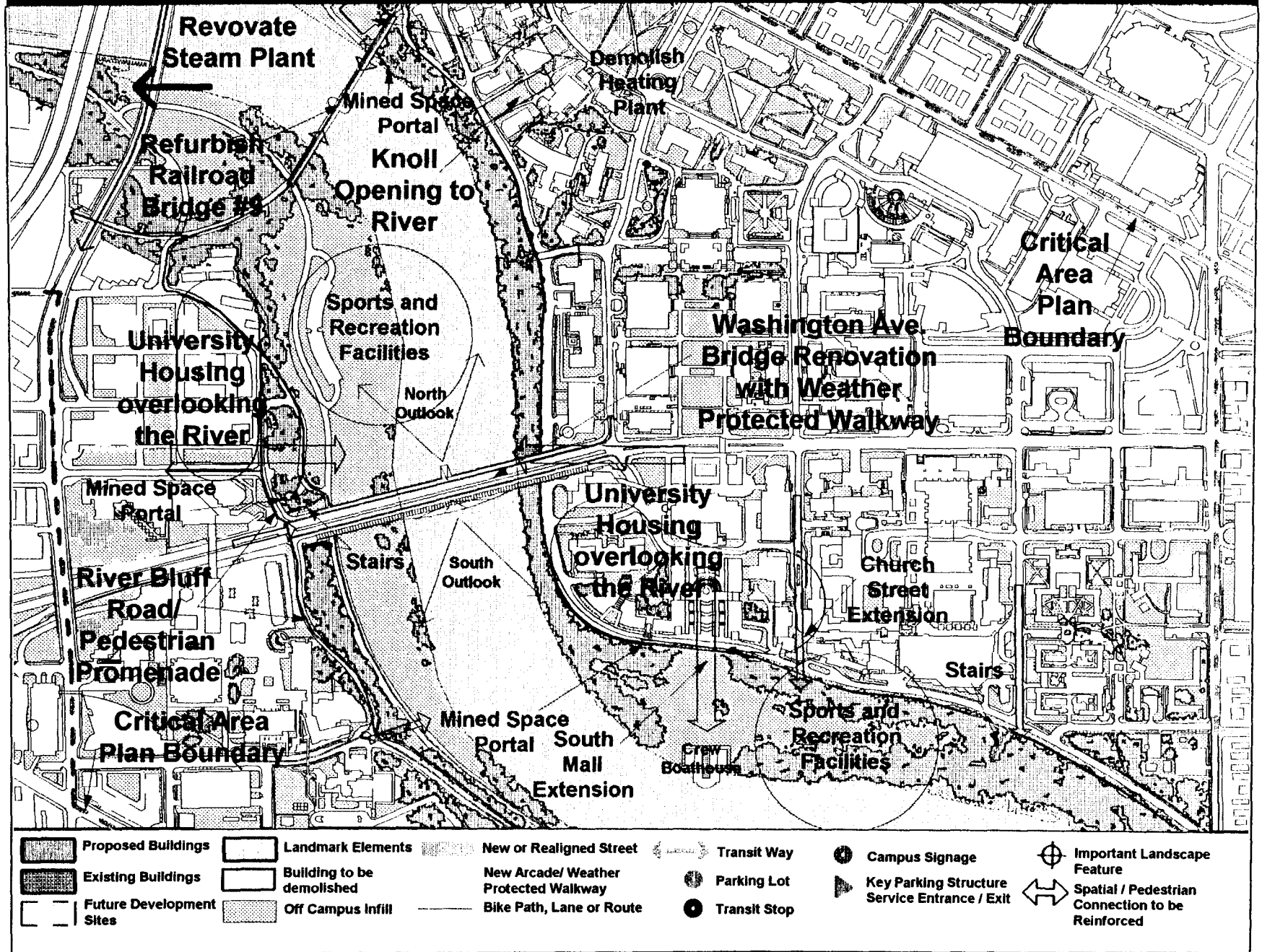
The Mississippi River Corridor is the major natural feature and green corridor flowing through the campus. The intent of the Master Plan is to create physical and visual connections to it, make the river flats and trail system easily accessible for campus users, and position the river as a valued recreational and environmental resource for the campus and community.

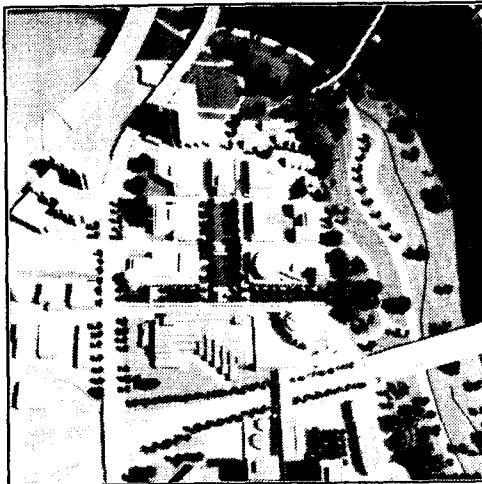
P r e c i n c t G u i d e l i n e s

21 The Mississippi River Corridor

- 21.1 The Mississippi River Precinct Plan is shown in Figure 29.
- 21.2 The top of the bluff should be public and accessible.
- 21.3 Access and views to the river should be improved by:
- opening the Knoll to the river
 - extending the South Mall to the river
 - facilitating connections to recreational routes and bike paths
 - locating pedestrian paths and stairs where needed
 - creating weather protected glazed walkways and lookout points on the Washington Avenue Bridge
 - opening the south end of Church Street.
- 21.4 Student residence uses should be encouraged on suitable sites overlooking the river.
- 21.5 Recreation and sports facilities should be encouraged on the river flats in the vicinity of the University including:
- a crew boathouse(s)
 - sports and recreation fields
 - open lawn areas for informal activity.
- 21.6 Landscape development should focus on the use of native plant materials and providing informal open spaces.
- 21.7 The South East Steam Plant should be renovated and connections to regional open space systems enhanced.
- 21.8 The Heating Plant should be demolished and East River Road extended.
- 21.9 Railroad Bridge #9 should be refurbished for pedestrians and bicycles and access to East River Road or Pillsbury Drive created to complete a regional and campus circulation loop and provide views of the Mississippi River gorge.
- 21.10 A new River Bluff Road/pedestrian promenade should be created extending north and south from Washington Avenue on the West Bank.
- 21.11 Portals to mined space should be preserved.
- 21.12 All initiatives should respond to and be integrated with the University of Minnesota Mississippi River Corridor Critical Area Plan, the Mississippi National River and Recreation Area Comprehensive Management Plan as well as the requirements of the Minneapolis Park and Recreation Board.

Figure 29: The Mississippi River Corridor





West Bank North of Washington

The potential has been identified for the creation of an ensemble of new buildings framing a new north-south mall which terminates at the Willey

Hall/Law Building complex. The historic axis of the Washington Avenue Bridge is preserved in an intersecting second east-west mall, providing physical and visual links to the Mississippi River.

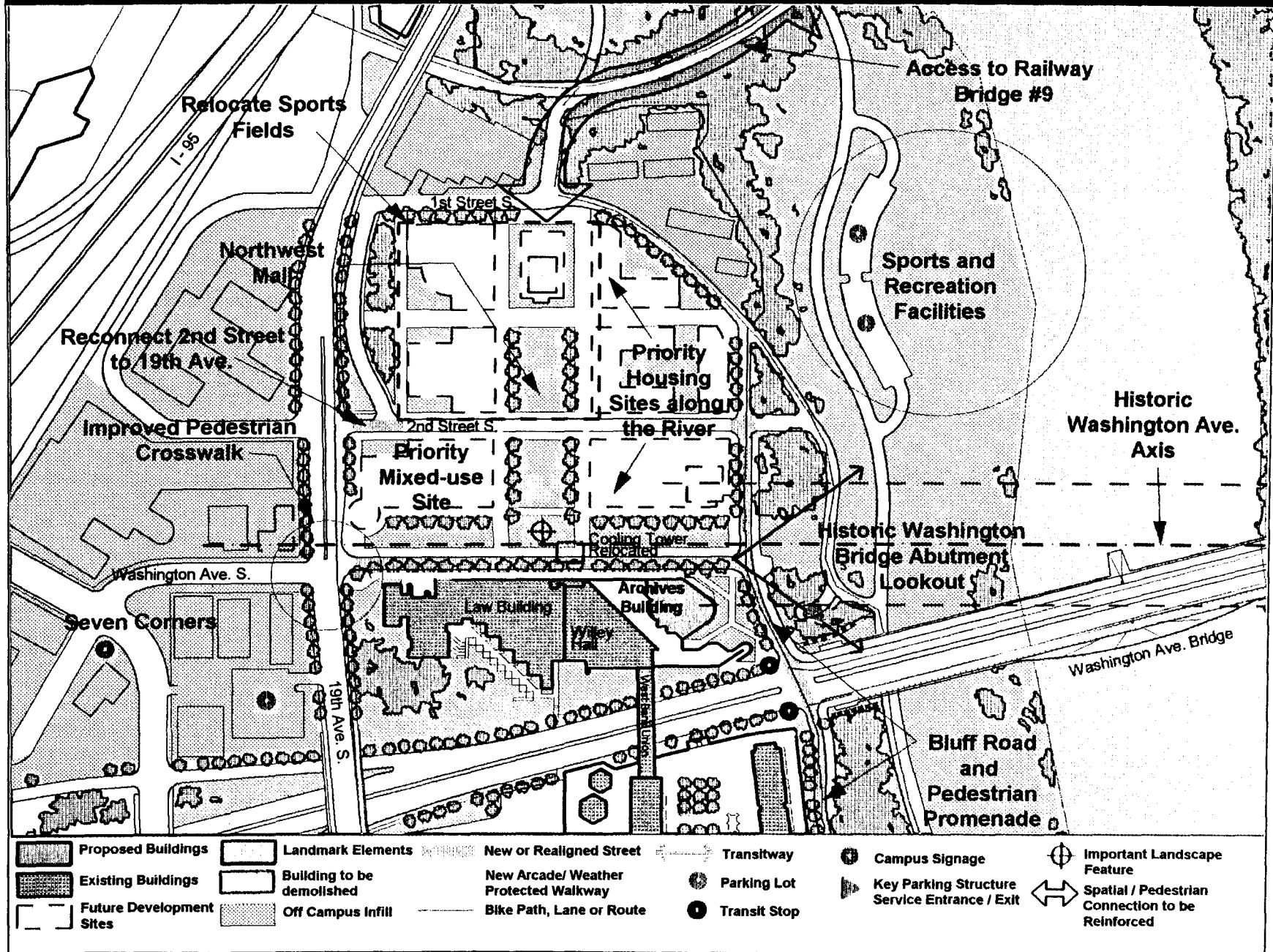
The corners of the historic axis are identified with landmark buildings on each side of the river complementing the Weisman Art Museum on the East Bank. The proposed Archives Building is understood to be one of these landmark buildings.

P r e c i n c t G u i d e l i n e s

22 West Bank North of Washington

- | | | |
|--|---|--|
| <p>22.1 The West Bank North of Washington Precinct Plan is shown in Figure 30.</p> <p>22.2 Sites along the Mississippi River should be a priority for housing.</p> <p>22.3 Buildings which front the new landscaped malls should form a coherent ensemble and have active uses and convertible arcades at grade.</p> <p>22.4 New buildings fronting onto the Mississippi River corridor should celebrate the unique location and topography. Buildings could incorporate terraces or balconies to provide views of the river.</p> <p>22.5 Medium density, mixed use buildings with street level retail uses should be located adjacent to Seven Corners to extend the community into the campus.</p> <p>22.6 The existing recreational fields should be relocated to the Sports and Recreation Precinct.</p> | <p>22.7 The intersection of the north-south and east-west malls should be celebrated through landscape design.</p> <p>22.8 A new River Bluff Road/pedestrian promenade should be created extending north from Washington Avenue.</p> <p>22.9 At key points along the River Bluff Road/pedestrian promenade, vegetation should be trimmed to allow views to the river gorge, especially at the east end of the mall where the old Washington Avenue Bridge abutment is preserved and treated as a lookout.</p> <p>22.10 Washington Avenue S. is extended as a campus local street and as a visual corridor. The cooling tower is relocated into new development.</p> <p>22.11 Access to Railway Bridge #9 from 1st St. S. should be created with stairs, ramps or a combination of both.</p> | <p>22.12 2nd Street S. should be reconnected to 19th Ave.S.</p> <p>22.13 Parking associated with the Law Building should be replaced incrementally through a combination of parking products including at-grade and structured facilities.</p> |
|--|---|--|

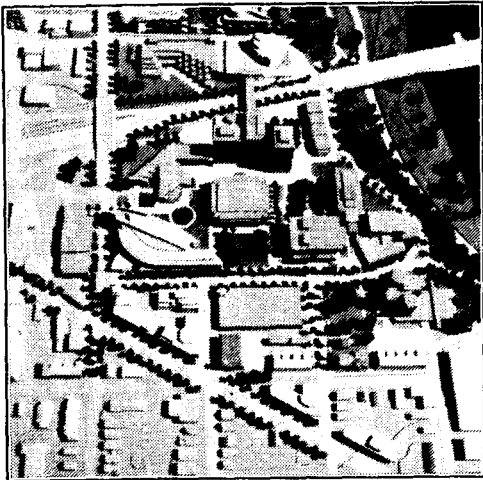
Figure 30: West Bank North of Washington



0 200 400 ft.



The West Bank South of Washington is predominantly built out and there are few opportunities for large new campus developments. The campus edges along Cedar and Riverside Avenues, currently used for surface parking lots, are identified as sites for mixed use infill. Washington Avenue is to be an urban pedestrian boulevard running through the campus, which involves the removal of the upper deck of the Washington Avenue Bridge. A new intersection is created at the west end of the Bridge to create a more pedestrian friendly environment and signal to drivers that they are entering the campus.



West Bank South of Washington

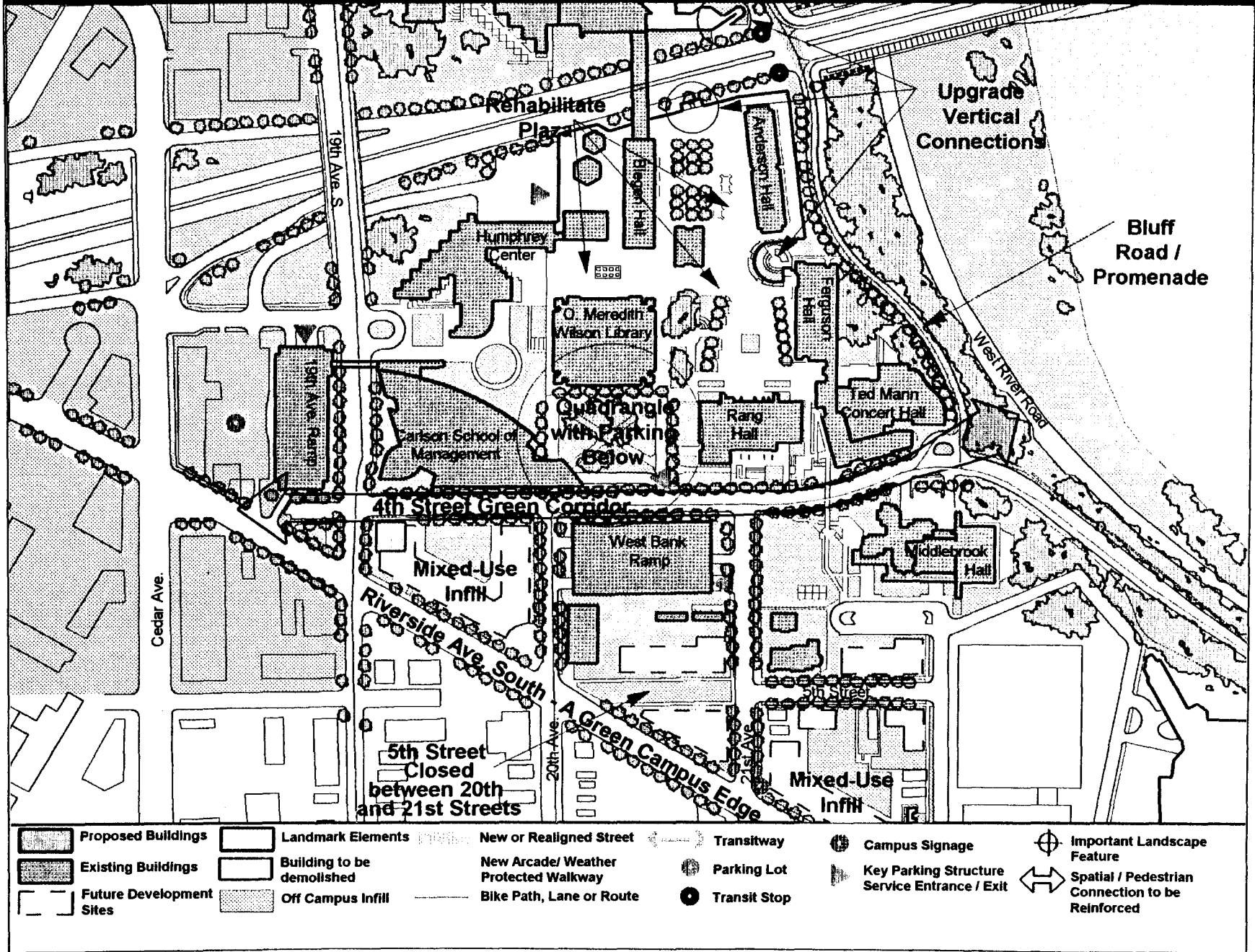
As part of a process of realigning the relationship of uses to the street, any renovations to buildings fronting onto Washington Avenue should include the addition of retail uses at grade. Initiatives focus on creating a more pleasant pedestrian environment and improving the circulation on the plaza deck as well as below grade. 5th Street is to be closed between 20th Avenue and 21st Avenue to remove traffic conflicts at the intersection and to create a more developable block. 4th Street is to remain open to maintain connections between the campus, the river and the surrounding neighborhood.

P r e c i n c t G u i d e l i n e s

23 West Bank South of Washington

- | | |
|--|--|
| 23.1 The West Bank South of Washington Precinct Plan is shown in Figure 31. | designed as an open, green space with parking below. |
| 23.2 Further development in this precinct should focus primarily on the mixed use infill of vacant parcels at the southern edge. | 23.6 The significant open space between Blegen and Anderson Halls should be rehabilitated, respecting the original design. |
| 23.3 Access and orientation through the precinct below grade should be enhanced through the strategic introduction of vertical connections and new skylight openings. | 23.7 The visual corridor between Cedar Avenue and the river along 4th Street should be enhanced through the creation of a green corridor with pockets of open space. |
| 23.4 The West Bank Plaza should be rehabilitated to increase pedestrian comfort through strategies such as: <ul style="list-style-type: none">- the use of convertible arcades and overhead canopies- new planting wherever permitted by the underground structures and roof deck circulation- identifying and lighting safe night routes. | 23.8 Riverside Avenue should be designed to become a green, richly detailed edge to the adjoining neighborhood which should include trees, special paving and University identification. |
| 23.5 The quadrangle south of Wilson Library should be preserved and | 23.9 All streets should remain open except 5th Street S. between 20th Ave.S. and 21st Ave.S. |
| | 23.10 A new River Bluff Road/pedestrian promenade should create direct access to the river. |

Figure 31: West Bank South of Washington





The Knoll, a late 19th century pastoral landscape, plays an important role in establishing the character of the Minneapolis Campus, conveying a sense of history and place. The Master Plan focuses on preserving this precinct. A number of historic buildings of architectural merit and structural integrity are identified for adaptation to

The Knoll

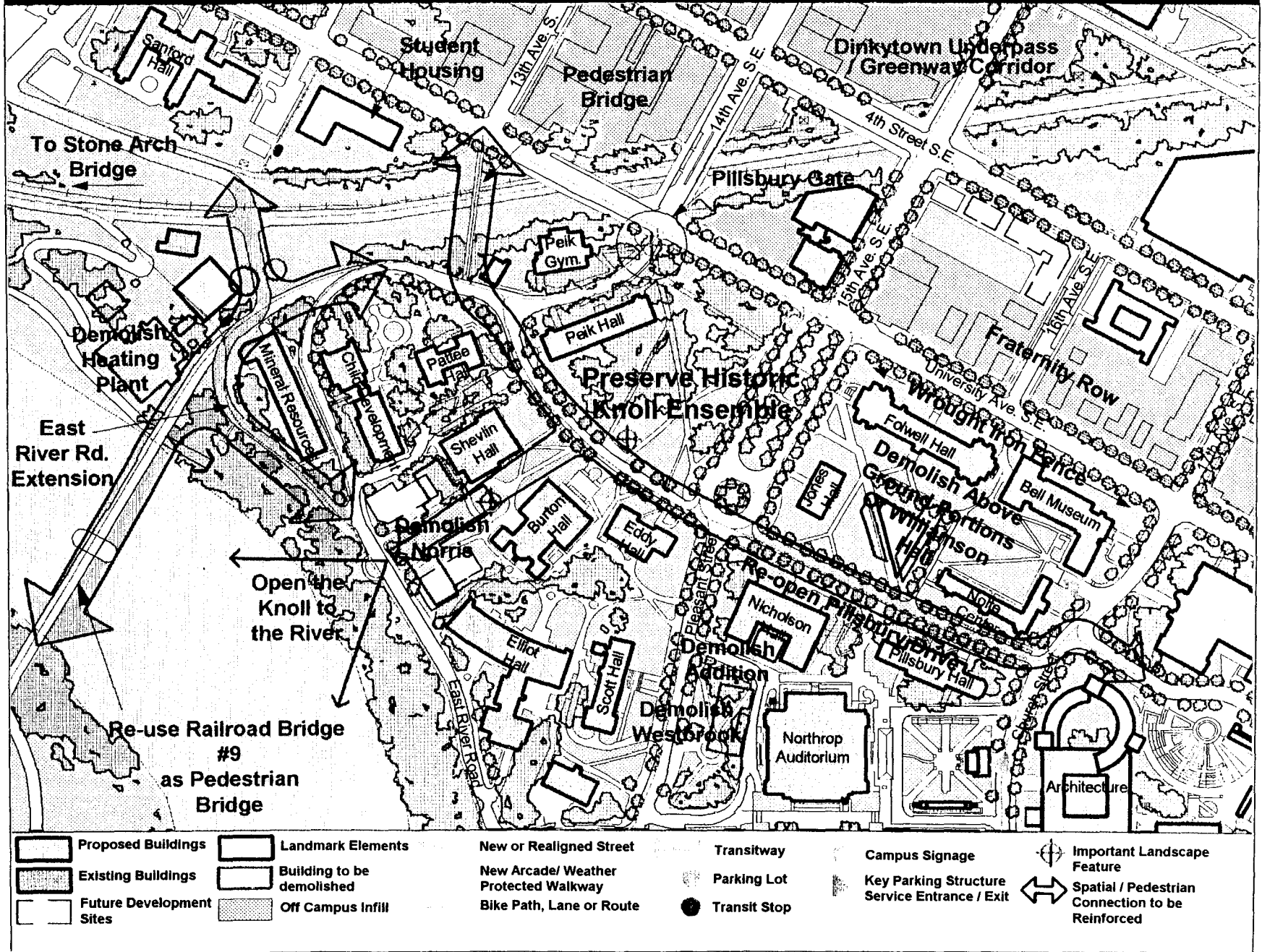
housing. Strategic “pruning”, involving the careful removal of selected buildings, restores a balance between the original radial pattern of buildings and landscaped grounds, while re-opening views from Pillsbury Drive and the Knoll to the Mississippi River gorge. The Burlington Northern Line, now planned for the Dinkytown Underpass and a recreational greenway, provides access to and along the river.

P r e c i n c t G u i d e l i n e s

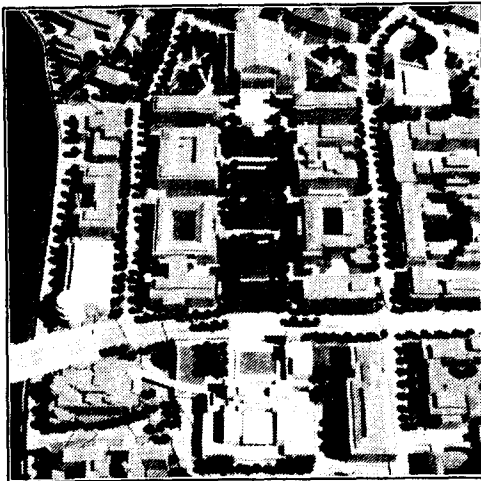
24 The Knoll

- 24.1 The Knoll Precinct Plan is shown in Figure 32.
- 24.2 The integrity of the Knoll, both as a cohesive ensemble of buildings and an important element in the open space sequence should be preserved and enhanced.
- 24.3 Historic buildings of merit should be retained. Where they are not required or appropriate for their current purpose, they should be adapted to office/housing or student service uses.
- 24.4 Adaptive re-use of selected historic buildings should respect the character of the existing buildings.
- 24.5 Possible examples of selective removal or "pruning" of existing structures include:
- Norris Hall to open the Knoll to the Mississippi River
 - Wesbrook Hall to create a greater informal green space adjacent Northrop Auditorium
 - the southern addition to Nicholson Hall to improve the relationship to Northrop Auditorium.
- 24.6 The above ground portion of Williamson Hall should be partially or entirely demolished and a green quadrangle reclaimed.
- 24.7 The campus should be enlivened by relocating retail and student services currently underground in Williamson Hall to grade level.
- 24.8 Development should be sensitive to the historic landscape design in this precinct, including plantings, paving, lighting and artifacts. Historic relics, such as the wrought iron fence along University Ave. and Pillsbury Gate at 14th Ave., are important to the spirit and memory of place and should be restored.
- 24.9 An informal open space should be created between Shevlin and Burton Halls terminating in an overlook at the bluff.
- 24.10 Pillsbury Drive should be restored and as a highly managed campus local street and an important ceremonial street extending across the northern end of the campus accommodating major pedestrian and bicycle routes.
- 24.11 A greenway and the Dinkytown Underpass should be developed in the Burlington Northern Railroad corridor.
- 24.12 Within the Dinkytown Underpass/Greenway Corridor the old stream bed should be recalled in the treatment of storm water and as an amenity in this area.
- 24.13 The conversion of Railroad Bridge #9 to a bike/pedestrian bridge should be pursued.
- 24.14 East River Road should be extended northwest along the river to the Stone Arch Bridge.
- 24.15 A bicycle path (Expressway) which extends to the Stone Arch Bridge should be developed in coordination with the Dinkytown Underpass.

Figure 32: The Knoll



Northrop Mall conveys a strong sense of history and is acknowledged and preserved as one of the most significant places on campus. Two rows of high quality, neo-classical buildings define a formal, rectangular open space lined with majestic mature trees. Northrop Auditorium together with its paved forecourt anchors the northern end of the Mall and provides a venue for artistic activities. Northrop Auditorium is to be renovated



Northrop Mall

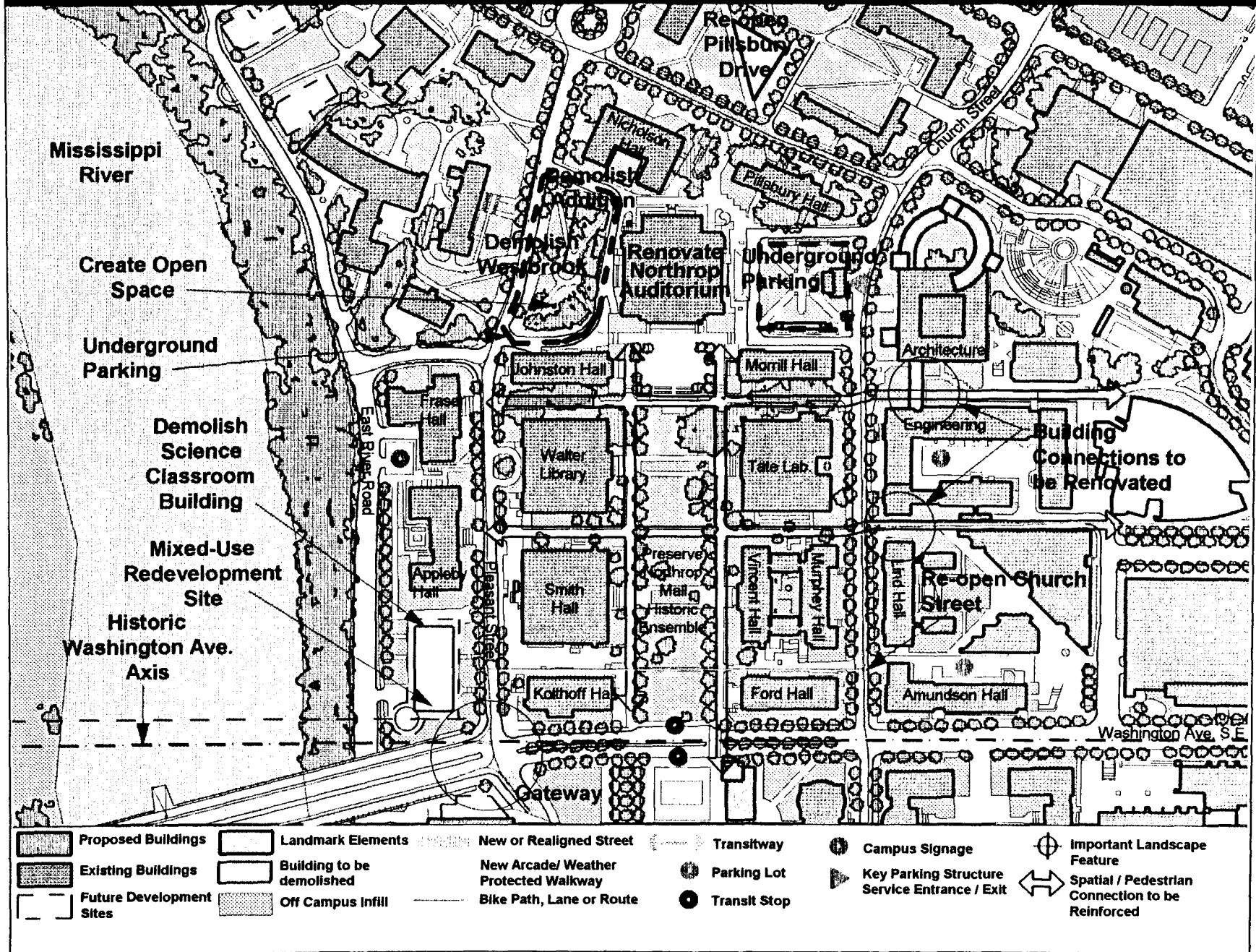
to provide upgraded facilities including accommodations for the Board of Regents in a spectacular space behind the pediment. Two east-west green links are improved, one south of Walter Library extending east from Appleby Hall and one extending north of Fraser Hall from the river east between Morrill Hall and the Tate Lab of Physics. The northern green link is facilitated by either removing or improving the at-grade connection between Architecture and Engineering. Church and Pleasant Streets are landscaped to improve the pedestrian environment.

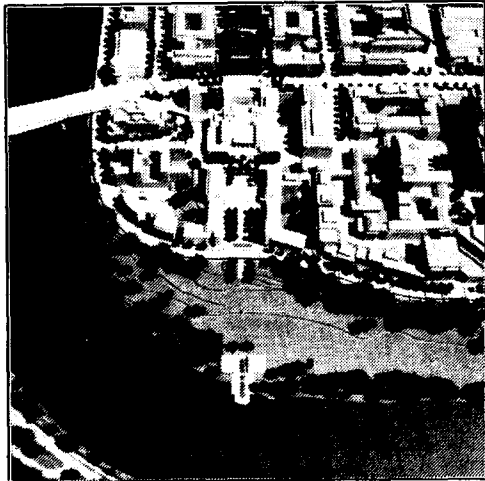
P r e c i n c t G u i d e l i n e s

25 Northrop Mall

- 25.1 The Northrop Mall Precinct Plan is shown in Figure 33.
- 25.2 The integrity of the architectural and landscape character of Northrop Mall should be preserved.
- 25.3 The Science Classroom Building site should be redeveloped as a mixed use gateway which responds more appropriately to its location along the axis of the historic Washington Avenue Bridge and along the river.
- 25.4 Northrop Auditorium should be renovated as an important meeting and conference center and the home of cultural programming on campus by:
- adding new uses
 - creating additional facilities in the space behind the existing pediment to accommodate the Board of Regents
 - improving the theater and its support spaces
 - demolition of the most recent addition to Nicholson Hall to improve the relationship to Northrop Auditorium
- 25.5 Two east-west green links should be extended across Northrop Mall to improve inter-campus connections:
- one south of Walter Library extending east from Appleby Hall
 - one extending east from Fraser Hall facilitated by the removal or renovation of the at-grade connection between Architecture and Engineering.
- 25.6 Pleasant and Church Streets should form important elements in the greenway system.
- 25.7 Church Street should be reopened as a highly managed campus local street and emphasized as a major pedestrian and bicycle route.
- demolition of Wesbrook to create an open space with parking below.

Figure 33: Northrop Mall





A Master Planning Design Charrette was held in January 1996 to develop a refined Precinct Plan for this area of the campus in light of the upcoming need to replace the East River Road Ramp and the Board of Regents housing initiative. The Charrette elaborated the concept of the “South Mall”, a proposed extension to Northrop Mall which visually and physically links the campus to the Mississippi River. The East River Road Ramp is replaced by an underground parking garage

South Mall

above which the South Mall terraces down to the River. The South Mall is framed by mixed use buildings. Connected and accessible public weather protected arcades are located at grade along the length of the Mall facilitating pedestrian movement. Uses which enhance the sense of vibrancy are located within the Mall. CMU is reconfigured to be more responsive to campus needs.

P r e c i n c t G u i d e l i n e s

26 South Mall

- 26.1 The South Mall Precinct Plan is shown in Figure 34.
- 26.2 The classic form of the Northrop Mall should guide the design of a generous and contemporary South Mall extending to the Mississippi River.
- 26.3 A connection between Northrop Mall and the Mississippi River should be created by modifying Coffman Memorial Union to create two "front doors", on the north and south side, and a clear visual and pedestrian connection through the existing building.
- 26.4 Reworking of CMU should create space for innovative food services and other campus community uses, such as major entertainment, meeting, and ballroom facilities and an attractive central lounge area.
- 26.5 A series of low to medium rise, stepped buildings should be located on both sides of the Mall and should accommodate housing and other uses. The buildings should incorporate weather protected arcades and active uses at grade.
- 26.6 The Magnetic Resonance Research Lab (MRRL) should be relocated to facilitate the construction of the structures flanking the South Mall.
- 26.7 To respond to the change in grade conditions created by removing the top deck of the Washington Avenue Bridge, a new entrance to the Weisman Art Museum should be created at grade in addition to the entrance on the bridge level from CMU.
- 26.8 The landscape design should be more formal on campus and more natural along the Mississippi River.
- 26.9 Facilities for sports and recreational activities should be developed on the river flats.
- 26.10 Views should be created through the vegetation from the Mall to the river.
- 26.11 Following the demolition of the East River Road Ramp, a large proportion of this parking should be replaced in the same location in excavated areas under the terraced South Mall.
- 26.12 Some of the "replacement" parking for the East River Ramp, should also be located in fringe decks and/or satellite lots served by a simplified and improved internal campus transit system.

Figure 34: South Mall

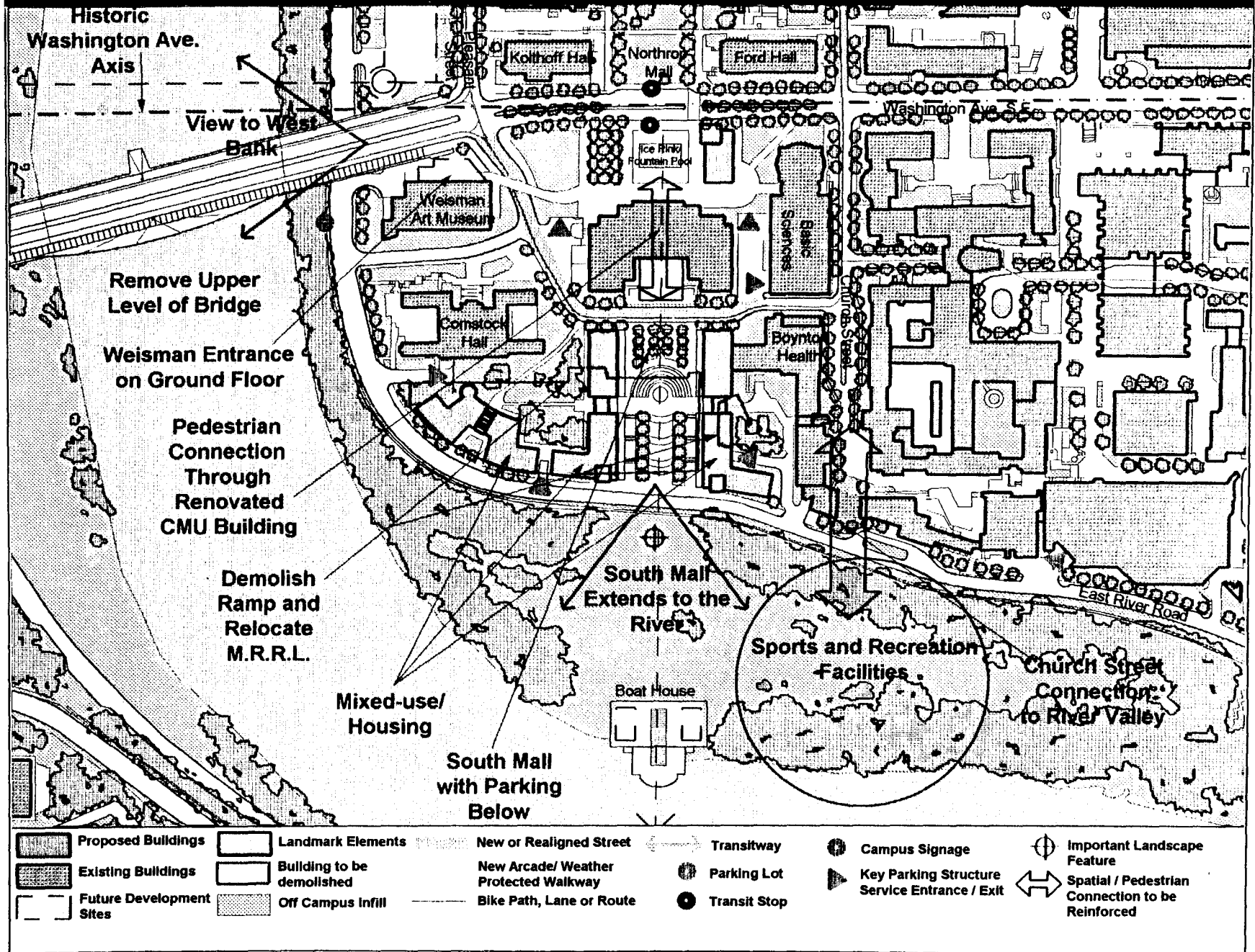


Illustration of Concept

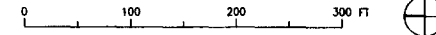
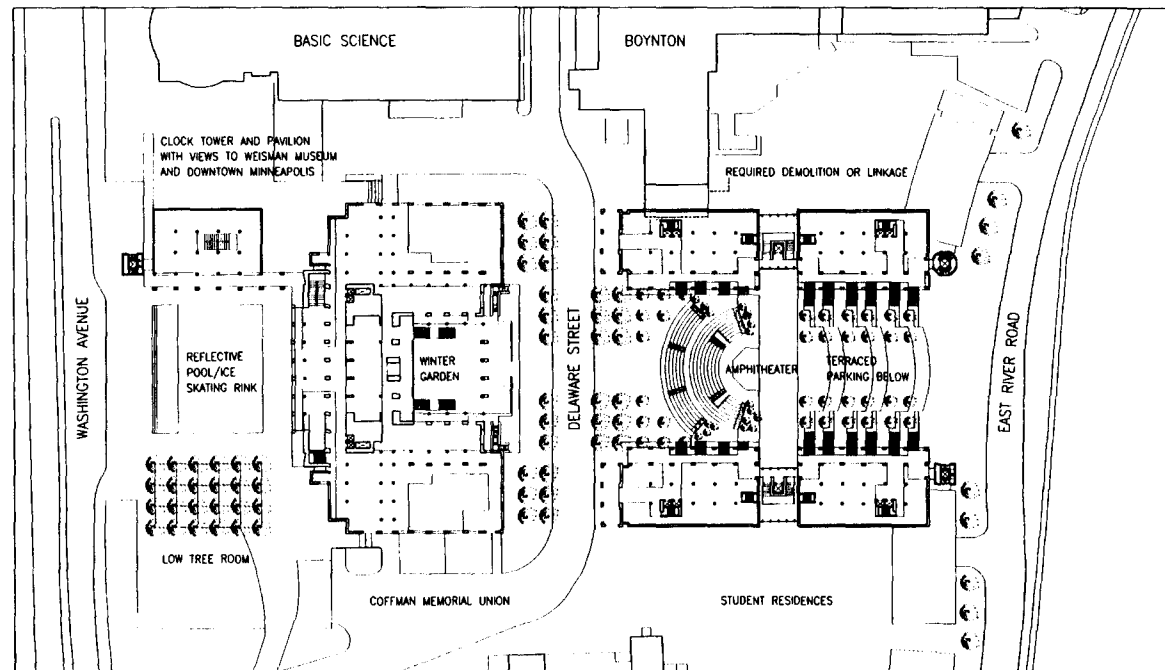
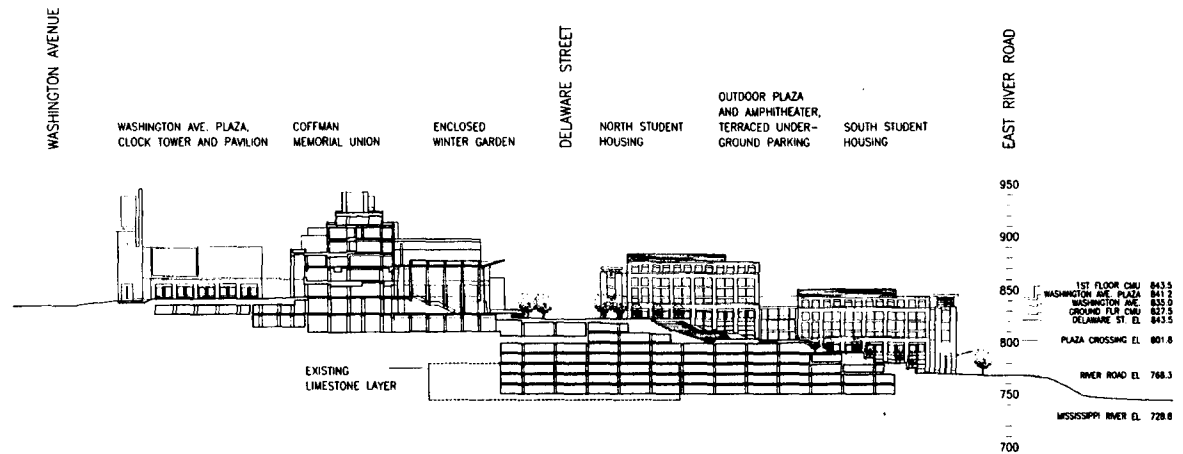
The challenge of the Planning Charrette was to use the opportunity afforded by several simultaneous planning initiatives to revisit Cass Gilbert's 1907 vision of extending an open space to the Mississippi River.

The drawings shown in these two facing pages illustrate a potential interpretation of the Precinct Plan developed during the Charrette (for further detail on the findings of the Charrette, see Coffman Memorial Union/South Mall Precinct Plan Concept prepared by the Master Planning Team, March 1996).

The cross-section to the right (above) illustrates the excavation of the limestone layer for a multi-level parking structure. CMU servicing has been relocated below grade under Delaware Street.

The site plan to the right (below) illustrates a potential new terraced open space, the South Mall, extending south of CMU and connecting the campus to the Mississippi River. Residential buildings, linked with at-grade weather protected walkways, flank the open space.

CMU is renovated to create two "fronts". On the north side of CMU, a pool/rink and pavilion are added to increase the sense of enclosure and position CMU as the southern terminus of Northrop Mall as well as the transition between Northrop Mall and the new South Mall. On the south side, a sculpture garden is added in a new central courtyard.



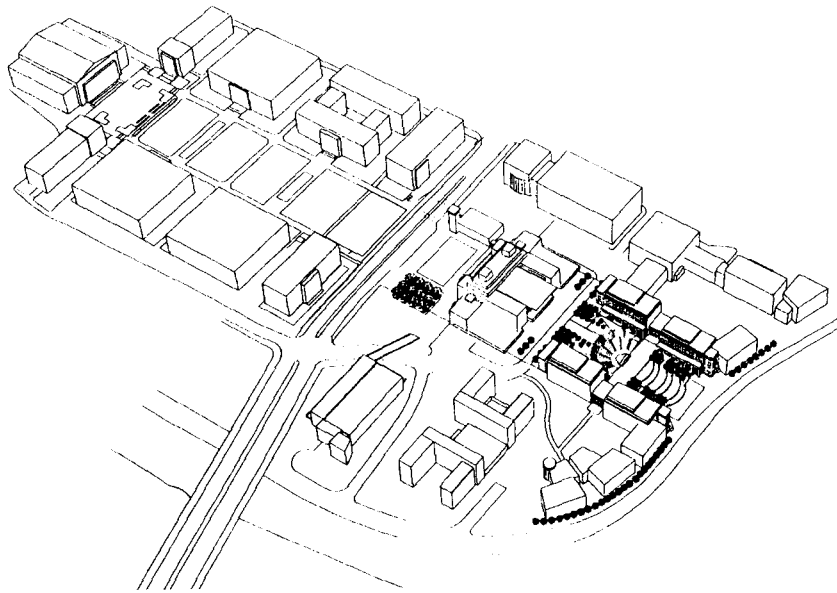
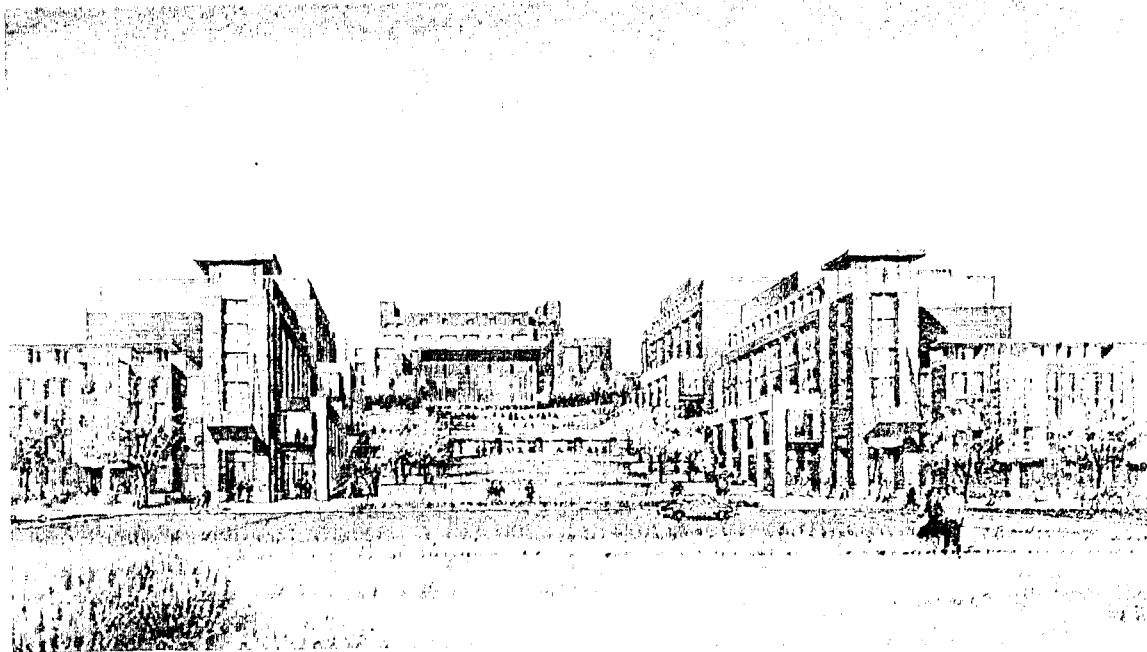


Illustration of Concept

The axonometric to the left (above) illustrates the potential build out of the CMU/South Mall Precinct. The residential buildings flanking the South Mall are medium rise (4-6 storeys) and step down to the Mississippi River. An amphitheater/gathering place is located in the South Mall.

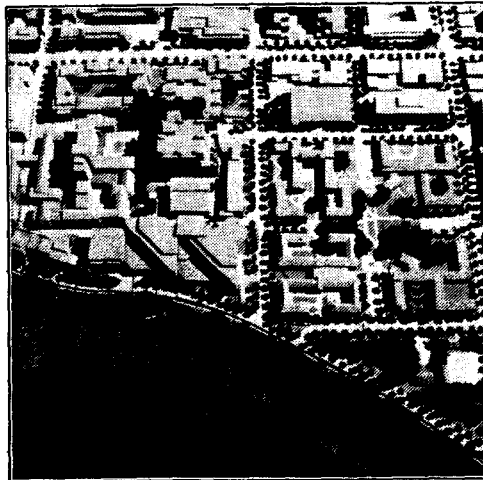
Additional residential buildings edge the river banks and form a coherent courtyard south of the existing Comstock Hall.

A new pavilion building located in the existing plaza links CMU to Washington Avenue. The existing pedestrian bridges are removed and a new, at-grade signalized crossing allows pedestrians to easily move from Northrop Mall to CMU.



The rendering to the left (below) illustrates the potential character and scale of the South Mall. The winter/sculpture garden on the south side of CMU can be seen. Covered pedestrian walkways run along the ground floor of the residential buildings on both sides of the South Mall, making pedestrian movement easier and more comfortable in winter months.

The creation of the South Mall serves to link the campus to the Mississippi River, giving this significant natural feature a high profile.



Health Sciences and Housing Superblock

The Health Sciences and Housing Superblock Precinct is a largely developed precinct. The focus of the Master Plan is to improve the quality of this area as a pedestrian environment and improve the way finding for visitors and daily users. This is particularly relevant in light of the recent sale of the University of Minnesota Health Center (UMHC) which will likely place greater emphasis on accessibility and possibly require

modification to the local parking strategy. The sale of the UMHC will also free up space either for re-use and/or the possibility of space pruning including parts of Jackson, Owre and Millard

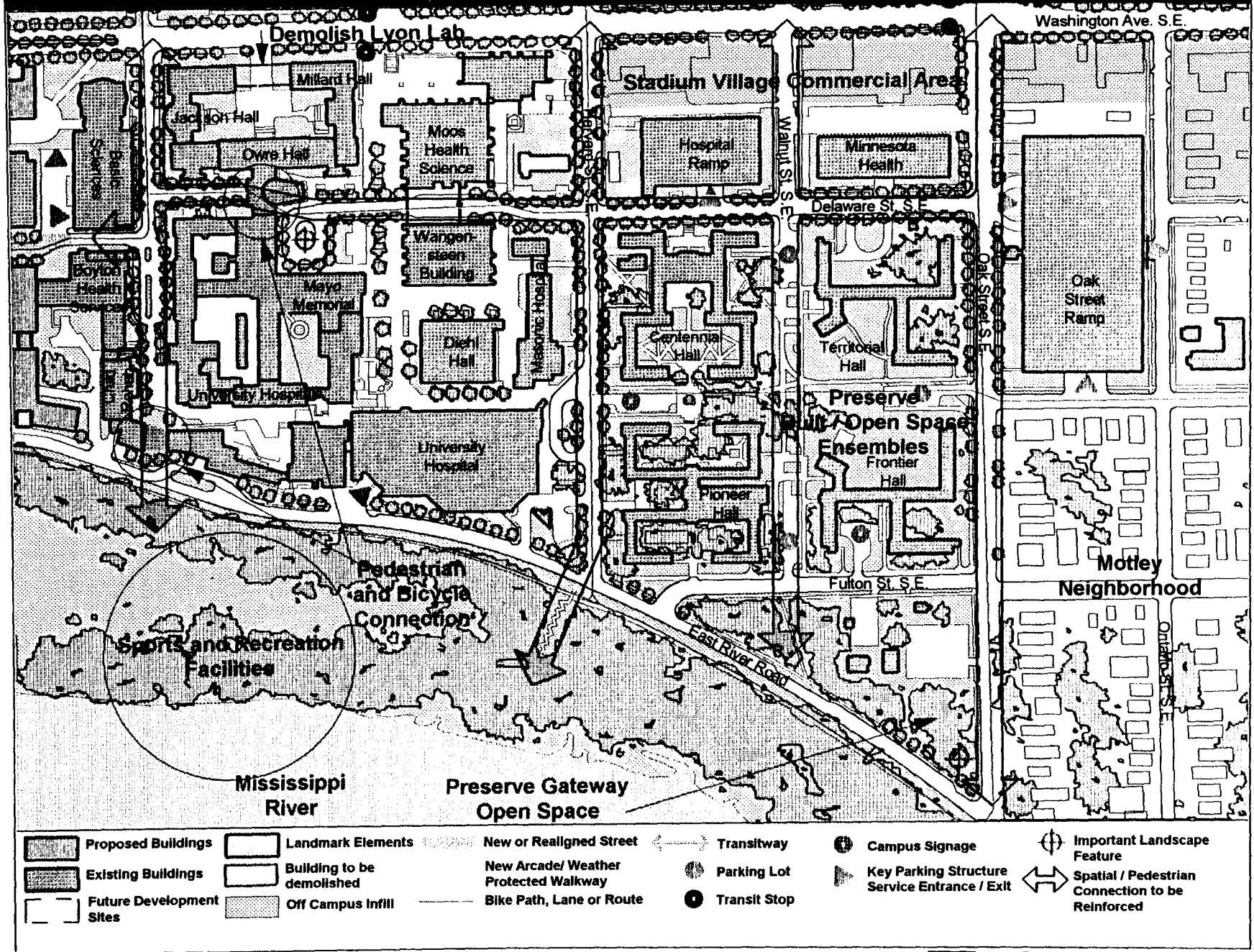
and possibly all or part of the old Mayo Hospital building. Potential view corridors to the river are identified. The existing Housing Superblock and the courtyards are preserved as valuable open space resources.

P r e c i n c t G u i d e l i n e s

27 Health Sciences and Housing Superblock

- 27.1 The Health Sciences and Housing Superblock Precinct Plan is shown in Figure 35.
- creating a landscape focal point in the turnaround north of the Mayo Memorial Building
- 27.2 Existing academic and health facilities, student housing and associated open spaces are to be enhanced and preserved.
- identifying opportunities for improved orientation and a more welcoming way of accessing the Health Sciences complex.
- 27.3 An open courtyard fronting onto Washington Avenue should be created through the demolition of the Lyon Lab.
- 27.4 Church Street should be extended to create a north-south pedestrian connection to East River Road.
- 27.5 The pedestrian environment should be improved by:
- reinforcing a pedestrian route from the Oak Street Parking Ramp through the Mayo Auditorium and along Delaware Street to the South Mall through the use of signs, lighting, and planting
- 27.6 A secondary gateway to the campus is located at Oak and East River Road. The triangular open space should be preserved, appropriately landscaped and signed.

Figure 35: Health Sciences and Housing Superblock



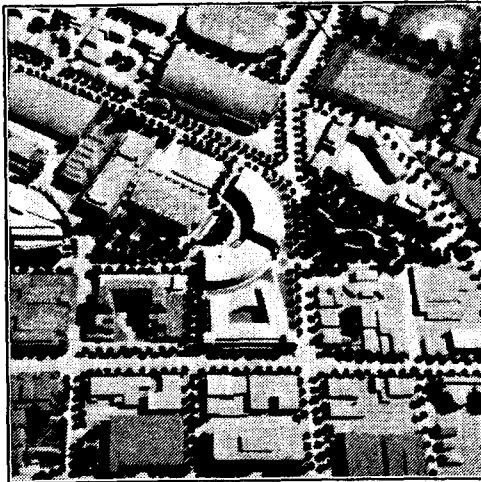
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|--------------------------|---------------------------|---------------------------------------|--------------|---|--|
| Proposed Buildings | Landmark Elements | New or Realigned Street | Transitway | Campus Signage | Important Landscape Feature |
| Existing Buildings | Building to be demolished | New Arcade/ Weather Protected Walkway | Parking Lot | Key Parking Structure Service Entrance / Exit | Spatial / Pedestrian Connection to be Reinforced |
| Future Development Sites | Off Campus Infill | Bike Path, Lane or Route | Transit Stop | | |

A Master Planning Design Charrette was held in September 1995 to develop a refined Precinct Plan for this area of the campus in light of the Alumni Association's initiative to develop a Gateway/Alumni Center. The Charrette positioned the Oak and Washington Precinct as the main eastern gateway and entrance to the campus. Its role as a gateway is reinforced by the proposed construction of a Gateway/Alumni Center on Oak Street, just north of Washington

Avenue built on the historic footprint of Memorial Stadium. The mixed use Gateway/Alumni Center forms the focus of the precinct and has high visibility from all sides. The concept com-

pletes the Appleby Hall/Gateway Center east-west axis which terminates in a well defined crescent shaped open space. Connections are extended to all surrounding precincts and uses. A potential housing and retail site is identified on the north west corner of Washington Avenue and Oak Street.

Oak and Washington



P r e c i n c t G u i d e l i n e s

28 Oak and Washington

- | | | |
|--|---|--|
| <p>28.1 The Oak and Washington Precinct Plan is shown in Figure 36.</p> | <p>28.7 The site of the proposed Earth Sciences Building should be reserved as an open space if the building project does not proceed as currently planned.</p> | <ul style="list-style-type: none"> - a park between Huron Blvd and the Gateway/Alumni Center which should function as a gateway to the campus - a focal point in the crescent west of the Gateway/Alumni Center - Oak Street as a greenway linking the river with the Sports and Recreation Precinct. - landscaped Walnut and Harvard Sts. |
| <p>28.2 The Oak and Washington Precinct is to accommodate a mix of uses including:</p> <ul style="list-style-type: none"> - the Gateway/Alumni Center - University housing - academic uses - student services - office and retail - parking. | <p>28.8 The four corners of Oak Street and Washington Avenue should be emphasized and the northwest corner used to add to and reinforce existing retail uses.</p> | <p>28.12 The broomball courts should be relocated to the Sports and Recreation Precinct.</p> |
| <p>28.3 The Gateway/Alumni Center is proposed to occupy a portion of the footprint of the old Memorial Stadium and incorporate the original Memorial Processional Arch as a new entry to the campus.</p> | <p>28.9 Mixed-use development should be encouraged along the north side of University Avenue east of Oak Street on the Poucher/Holman sites.</p> | <p>28.13 Limited vehicular access should be allowed to provide service and visitor drop off at the Gateway/Alumni Center.</p> |
| <p>28.4 New buildings along Washington Avenue should accommodate retail uses.</p> | <p>28.10 At-grade connections between Architecture and Mechanical Engineering should be eliminated or improved to facilitate pedestrian movement.</p> | <p>28.14 Harvard St. should be extended north of Washington Ave.</p> |
| <p>28.5 A second floor connection should be created between the Gateway/Alumni Center and a future addition to the rear of the Radisson Hotel.</p> | <p>28.11 A number of important landscape elements should be created including:</p> <ul style="list-style-type: none"> - the completion of the Appleby Hall/Gateway Alumni Center link, a green pedestrian route designed around a rhythm of green spaces | <p>28.15 Union St. is to be closed north of the Washington Avenue Ramp.</p> |
| <p>28.6 The addition to Architecture should proceed as planned.</p> | | <p>28.15 Underground parking should be maximized in the Gateway/Alumni Center site.</p> <p>28.16 Parking and loading access should be limited to Walnut Street.</p> |

Figure 36: Oak and Washington

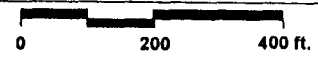
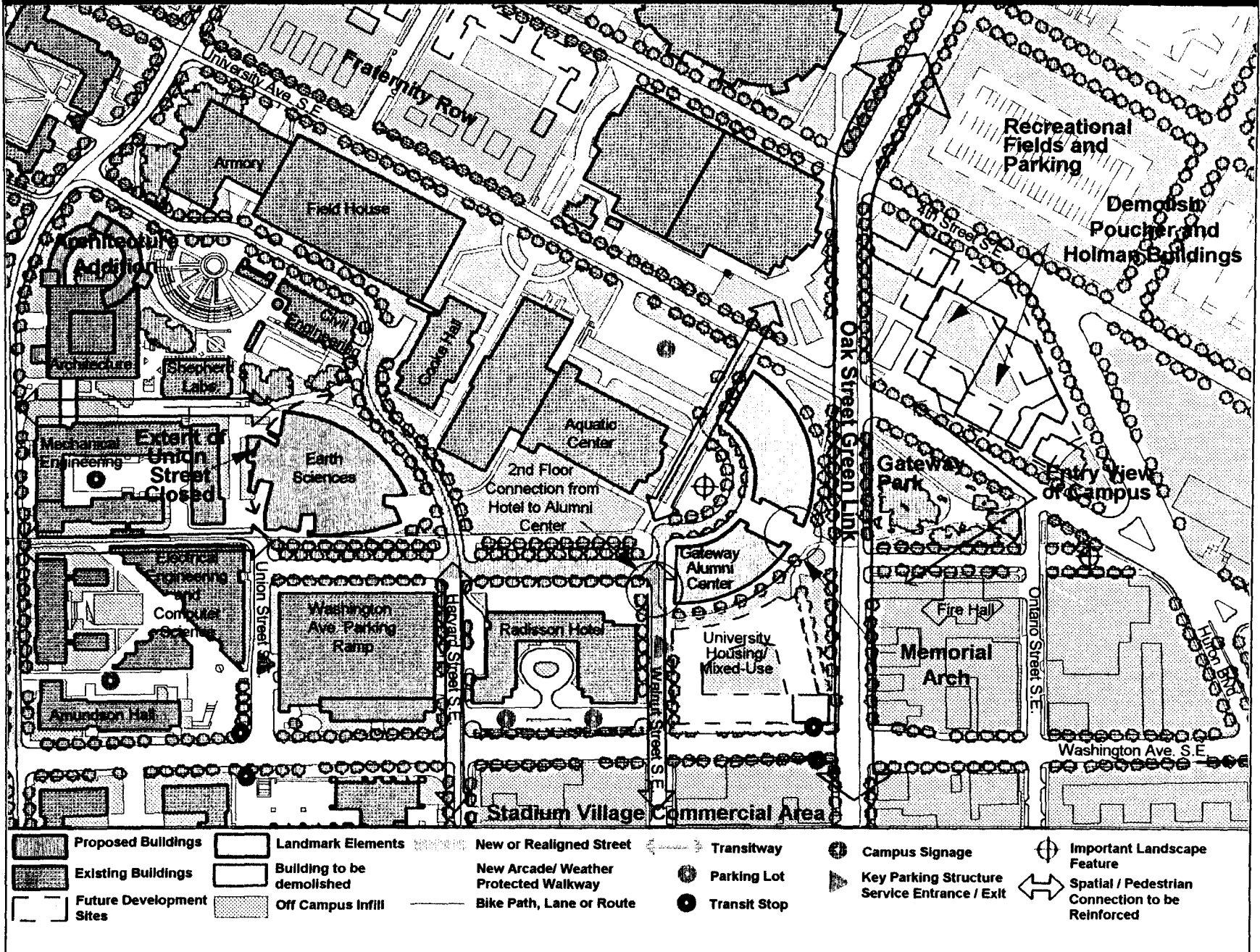


Illustration of Concept

The challenge of the Planning Charrette was to transform an area, currently consisting of a collection of large and predominantly opaque buildings, surrounded by residual open spaces and parking lots, into a vibrant and coherent campus precinct.

The driving force was the proposed Gateway/Alumni Center. The drawings shown in these two facing pages illustrate a possible interpretation of the Precinct Plan developed during the Charrette (for further detail on the findings of the Charrette, see Oak and Washington Precinct Plan Concept prepared by the Master Planning Team, September 1995).

The rendering to the right (above) illustrates the proposed Gateway/Alumni Center as the focus of the new mixed use precinct. The building follows the footprint of the historic Memorial Stadium. The ground floor of the building is designed to incorporate uses which will enhance the sense of vibrancy. A new pedestrian walkway is integrated with a convertible arcade for seasonal adaptability. A new open space forms an interesting and inviting courtyard.

The rendering to the right (below) illustrates the potential to incorporate the historic Memorial Stadium Processional Arch. A new building at the corner of Oak and Washington could incorporate University housing.

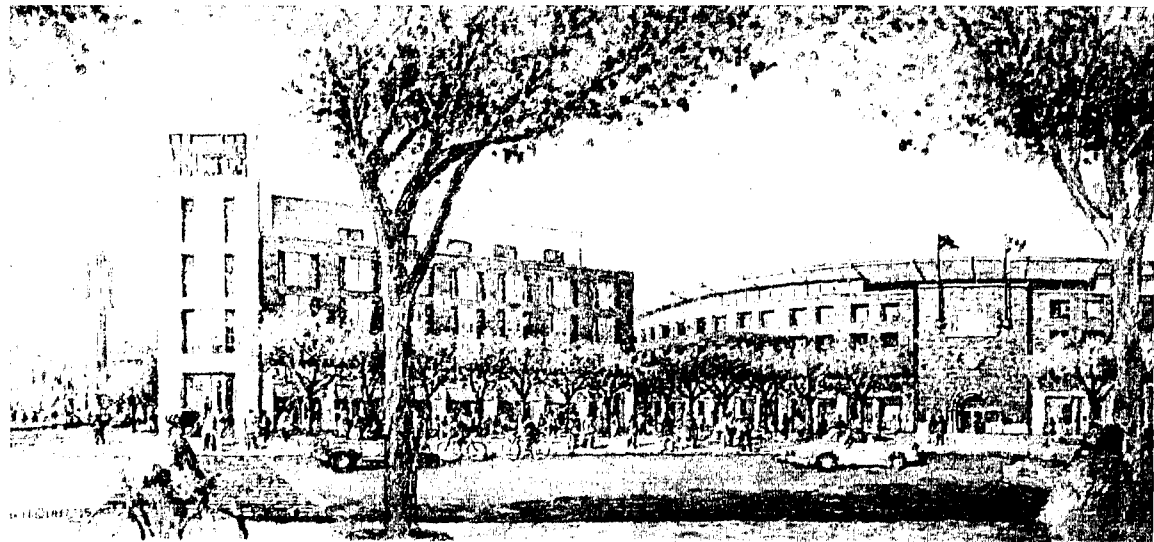
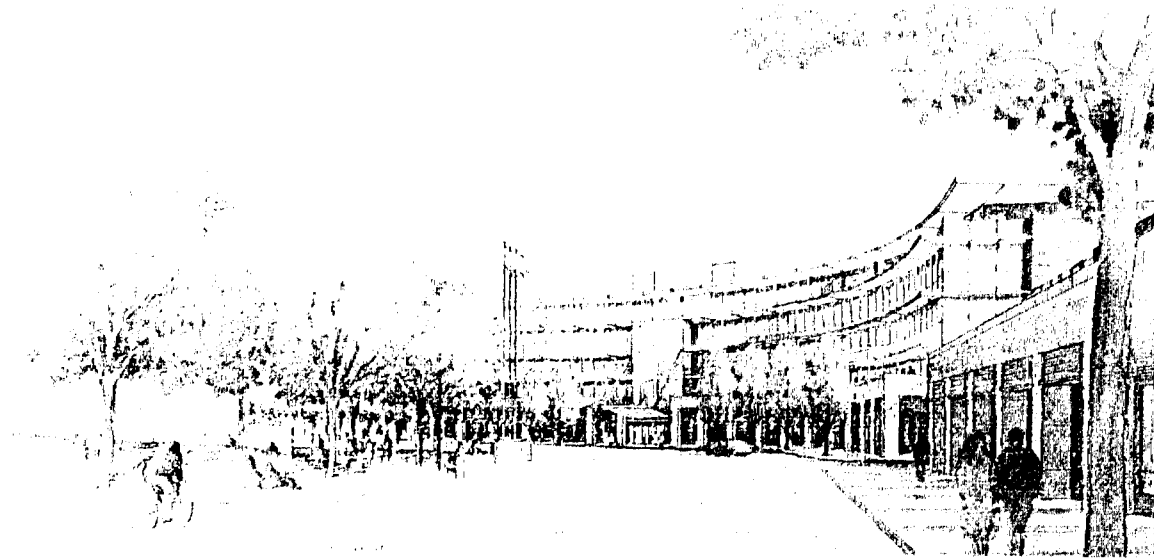
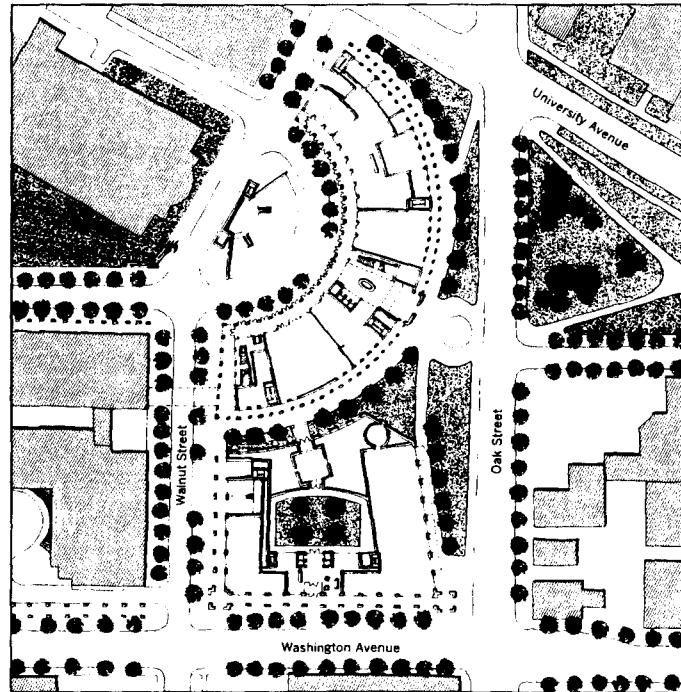
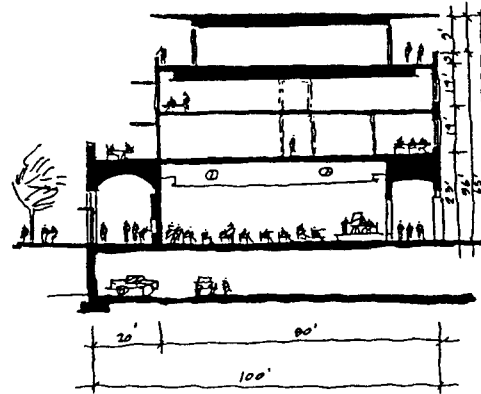
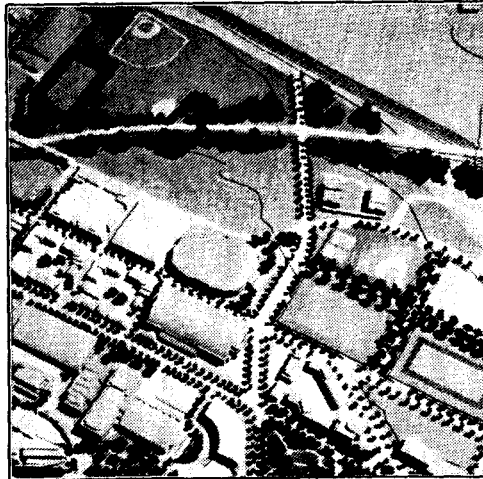


Illustration of Concept

The sketch cross section to the left (above), illustrates the potential for incorporating a mix of uses in the Gateway/Alumni Center. Parking is located underground. A covered pedestrian walkway is located on the ground floor of the building.

The site plan to the left (below) illustrates the footprint of the proposed Gateway/Alumni Center. A second floor connection is proposed between the Gateway/Alumni Center and the Radisson Hotel to permit ease of service access. A new building, potentially incorporating University housing, is situated at the corner of Oak and Washington. Parking and loading access is limited to Walnut Street. A formal internal "crescent" serves as a drop-off as well as an outdoor campus "room" for special events and alumni functions.





Sports and recreation utilize a significant number of acres and the intent is to consolidate them in a park like setting south of the Burlington Northern Through Line, north and south of the Dinkytown Underpass as well as on the current Transitway Lots. Parking currently located in the

Sports and Recreation

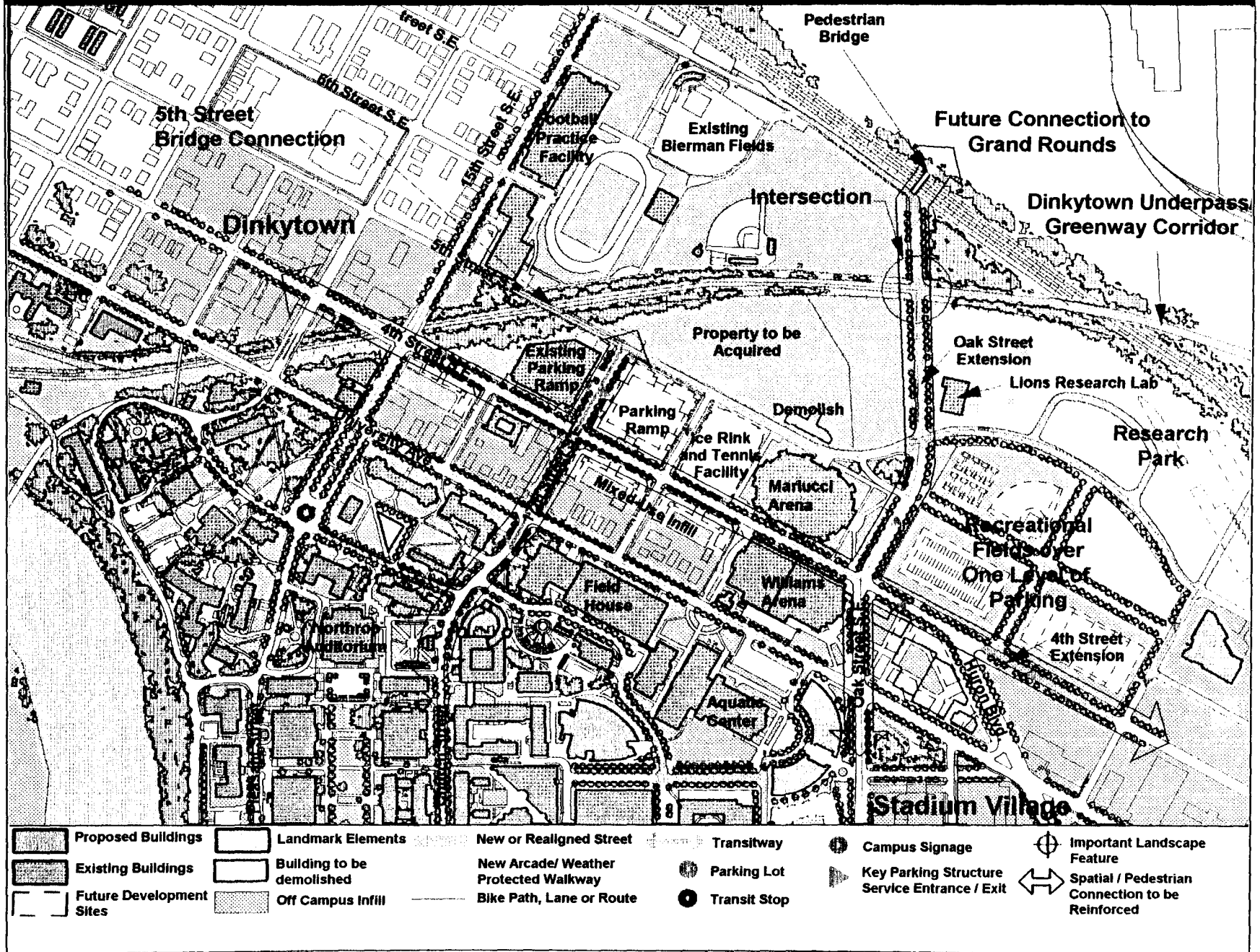
Transitway Lots is proposed to be developed sequentially with new sports and recreation fields, one half level underground. 4th Street is enhanced by the addition of infill buildings which could accommodate student housing. The consolidation of facilities and open space contributes to the definition of this important quadrant and creates a high quality environment in which to host high profile sports events.

P r e c i n c t G u i d e l i n e s

29 Sports and Recreation

- 29.1 The Sports and Recreation Precinct Plan is shown in Figure 37.
- 29.2 Infill along 4th Street could accommodate additional sports facilities, University housing and/or parking.
- 29.3 Additional research oriented facilities north of 5th St. should complement the existing Lions Research Building and contribute to the creation of a research park.
- 29.4 Streetscaping should be coordinated with adjacent Dinkytown and Stadium Village areas.
- 29.5 Less intensive uses, such as sports and recreation fields, should be located on the outer edges of the precinct while major sports facilities are located adjacent to the main campus.
- 29.6 Playing fields should be located in an informal and connected park like setting.
- 29.7 The Burlington Northern Line should accommodate both the Dinkytown Underpass and the Greenway Corridor connecting the sports fields to the Mississippi River.
- 29.8 A pedestrian bridge should be built to enable crossing of the Burlington Northern Through Line at the northern end of Oak Street and provide future connections to the Grand Rounds.
- 20.9 Oak Street, Church Street and 17th Avenue should be landscaped to form links in the open space system.
- 29.10 The Transitway Lots will be replaced sequentially over time by a combination of on-site decks with sports and recreational fields one half level above grade, fringe parking solutions, on street parking and, in the long term, satellite parking along the Transitway.
- 29.11 All of the property bounded by Oak Street, 5th Street S.E. and the Dinkytown Underpass not currently in University ownership should be acquired.

Figure 37: Sports and Recreation



In Cass Gilbert's 1907 vision for the campus, Washington Avenue was seen as an urban and pedestrian oriented boulevard. The Master Plan reclaims Washington Avenue in line with this original vision. Washington Avenue is a corridor of shared movement which accommodates pedestrians, bicycles, transit and vehicles, in a safe and attractive environment. This change is achieved through a revised cross section which

allows vehicular traffic in one lane in each direction while the second, outside lane, accommodates a bus in the short term and LRT in the long term.

Transit stations are located on both the East and West Banks. New development and renovations along

Washington Avenue are encouraged to accommodate active uses on the ground floor which will enliven the street. A new signal is located in close proximity to CMU and intersections are created at either end of the bridge to improve pedestrian safety.

Washington Avenue Corridor



The Washington Avenue Bridge is the vital link connecting the East and West Banks as well as a place of arrival. As part of the larger objective of restoring movement on campus to the grade level, one solution is to restore the bridge to a widened one-level structure shared by all modes of movement. This is a long term objective which may be precipitated by LRT or other projects. In this scenario, pedestrian and bicycle circulation previously located on the upper deck occurs on the lower deck widened on either side to accommodate separate pedestrian and bicycle lanes. Vehicular movement occurs in one lane in each direction. The outside lane is used for buses and, in the long term, LRT. Weather protection is developed on the south side of the bridge. A bow in the bridge is created to provide a lookout over the river.

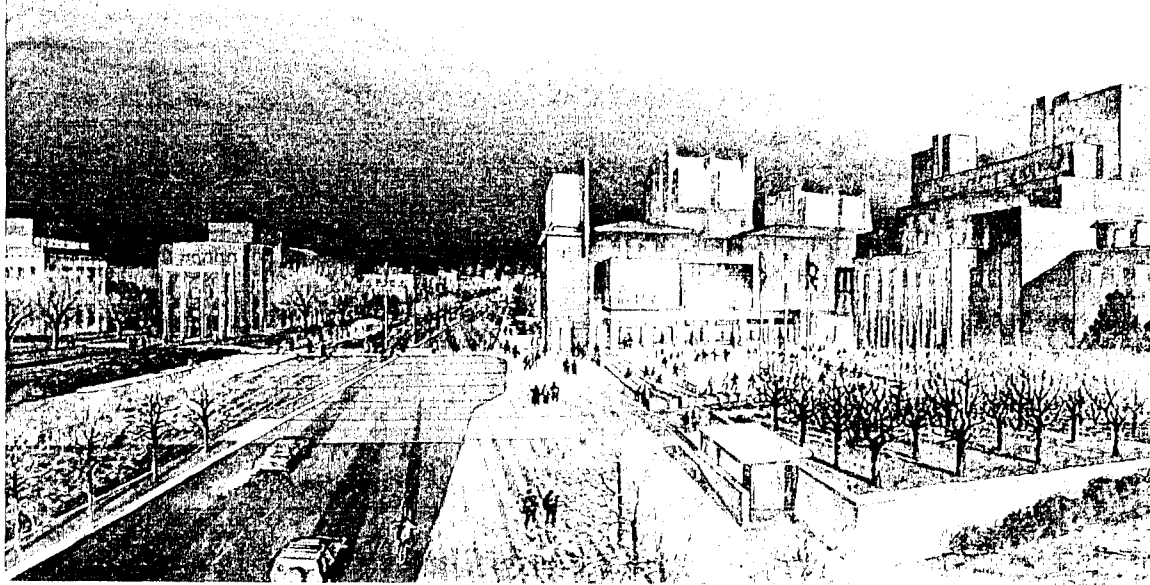


Illustration of Concept

This rendering illustrates the potential redesign of Washington Avenue as an urban, pedestrian-oriented boulevard with the possibility of accommodating LRT in the future. A pavilion building is added on the east side of the CMU plaza framing a skating rink/reflecting pool which enlivens the street. An at-grade crossing on the east side of the plaza facilitates movement between Northrop Mall and a revitalized CMU.

P r e c i n c t G u i d e l i n e s

30 Washington Avenue Corridor

- | | | |
|--|---|--|
| <p>30.1 The Washington Avenue Corridor Plan is shown in Figure 38.</p> | <p>to facilitate north-south pedestrian movement across Washington Avenue and reinforce the primacy of grade level.</p> | <p>30.7 Washington Avenue transit stations should serve as major identifying features for the University and celebrated with color, light, and high quality materials.</p> |
| <p>30.2 Consideration should be given to changing the cross-section of the Avenue to accommodate a single lane of traffic in each direction, separated by a landscaped "pedestrian-friendly" median. At most intersections, a left-turn lane should replace the landscaped median. The two outside lanes of the street should be dedicated to a busway route, with the potential to accommodate Light Rail Transit in the future</p> | <p>30.5 A gateway should be created at the east and west end and designed to accommodate:</p> <ul style="list-style-type: none"> - low maintenance landscaping along the access ramp - lighting - University identification. | <p>30.8 The Washington Avenue street edge should be reinforced with mixed use infill projects.</p> |
| <p>30.3 Two new signalized intersections and at grade pedestrian crossings should be created at either end of the Washington Avenue Bridge: one at Pleasant Street and one at the new Bluff Road on the West Bank.</p> | <p>30.6 Transit stations, which could be converted for LRT use in the future, should be located along Washington Avenue in the vicinity of:</p> <ul style="list-style-type: none"> - the West Bank Union - Coffman Memorial Union - Health Sciences - Oak and Washington. | <p>30.9 Renovations to existing buildings addressing Washington Avenue should be designed to create a sense of arrival, an active street frontage, and weather protection for pedestrians.</p> |
| <p>30.4 The pedestrian bridges on the East Bank should be removed and a signalized at-grade pedestrian crossing created at the east side of Northrop Mall</p> | | <p>30.10 Buildings facing Washington Avenue at the bridge-head should be articulated to identify the entrance to the bridge.</p> <p>30.11 Bicycle routes should be created parallel to the north and south sides of Washington Avenue, as there is not sufficient right-of-way for a designated bicycle route.</p> |

P r e c i n c t G u i d e l i n e s

Washington Avenue Bridge

30.12 Consideration should be given to altering the bridge cross section by:

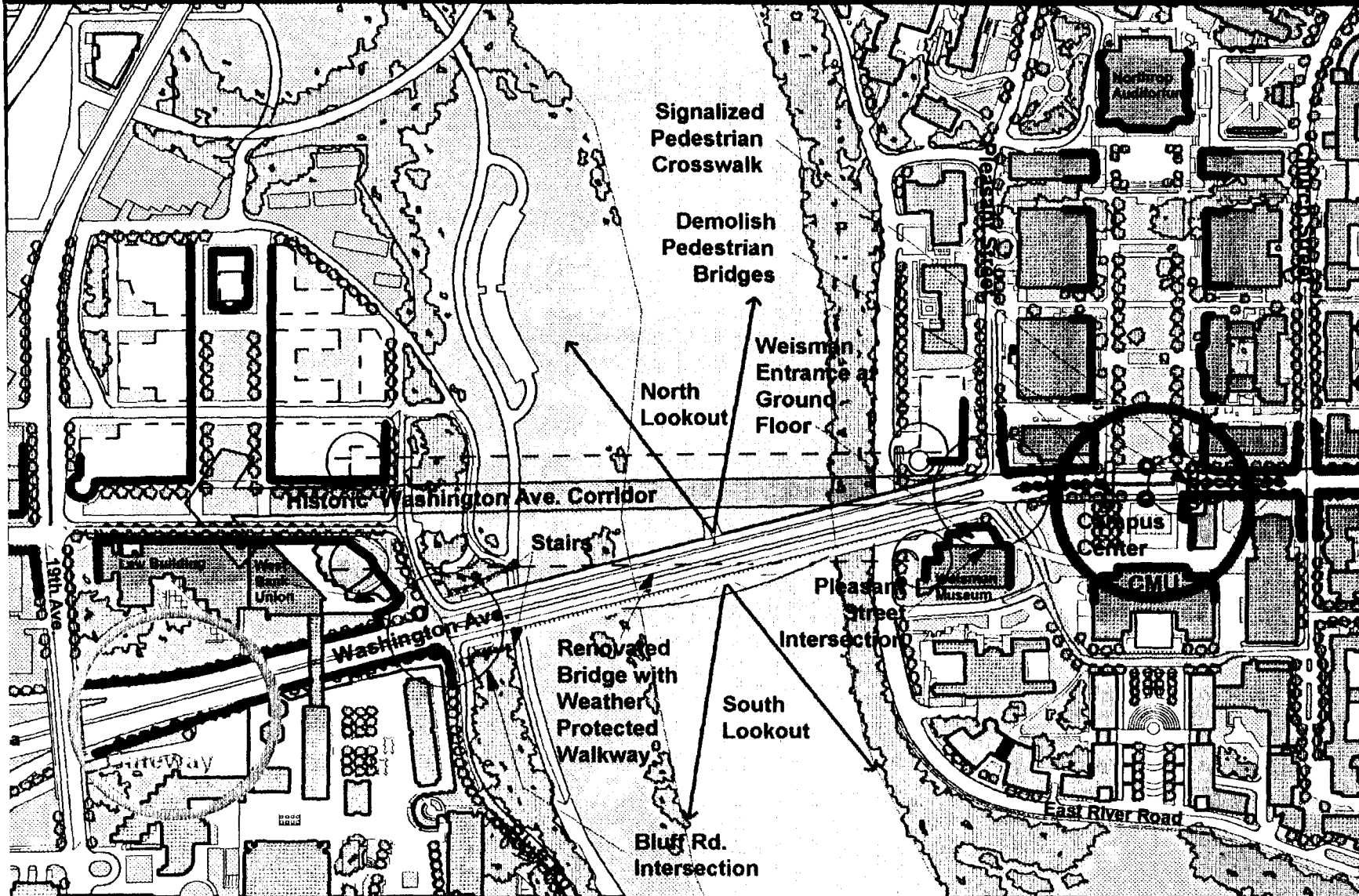
- removing the upper deck
- permitting vehicular traffic in one lane in each direction and converting the two outside lanes of the bridge to a dedicated busway/Light Rail Transit route
- widening the lower deck to accommodate separate pedestrian and bicycle lanes on the north and south side
- incorporating a weather protected walkway onto the south side
- creating a bow at mid span to facilitate views of the campus and the river.

30.13 A new entrance to the Weisman Art Museum should be created at the level of Washington Avenue as part of the potential long term plan to remove the upper deck of the Washington Avenue Bridge.

30.14 Improvements to the Washington Avenue Bridge should be phased in order not to diminish access to the Weisman Art Museum.

30.15 Significant short term renovations to the Washington Avenue Bridge should not be pursued without further study of the removal of the upper deck.

Figure 38: Washington Avenue Corridor



	Proposed Buildings		Landmark Elements		New or Realigned Street		Transitway		Campus Signage		Important Landscape Feature
	Existing Buildings		Building to be demolished		New Arcade/ Weather Protected Walkway		Parking Lot		Key Parking Structure Service Entrance / Exit		Spatial / Pedestrian Connection to be Reinforced
	Future Development Sites		Off Campus Infill		Bike Path, Lane or Route		Transit Stop				

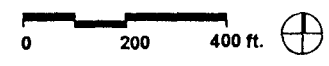
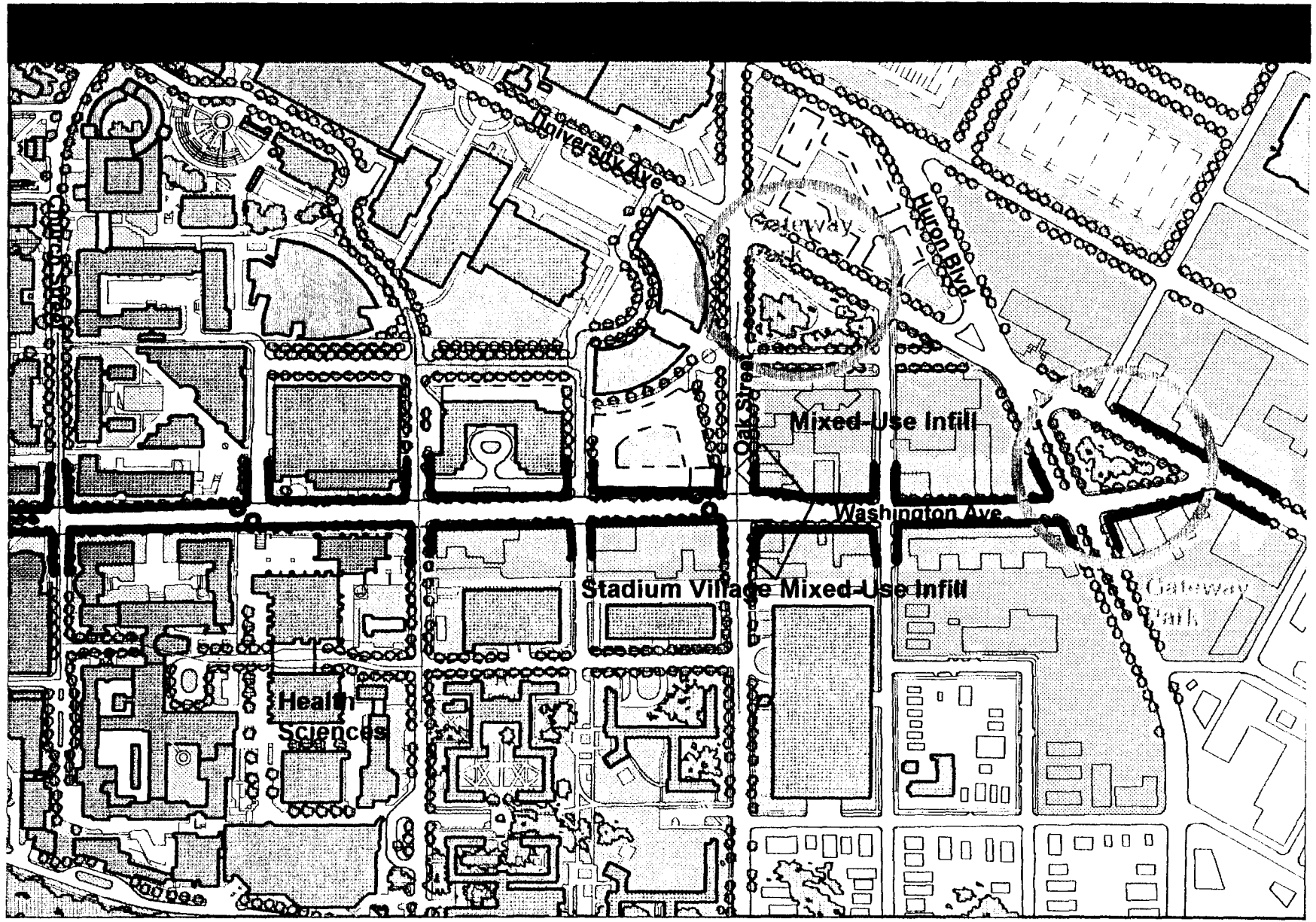
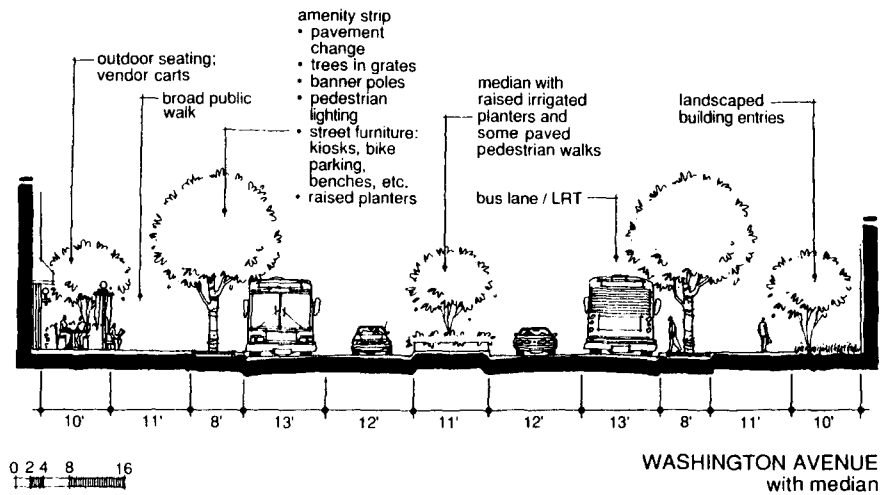
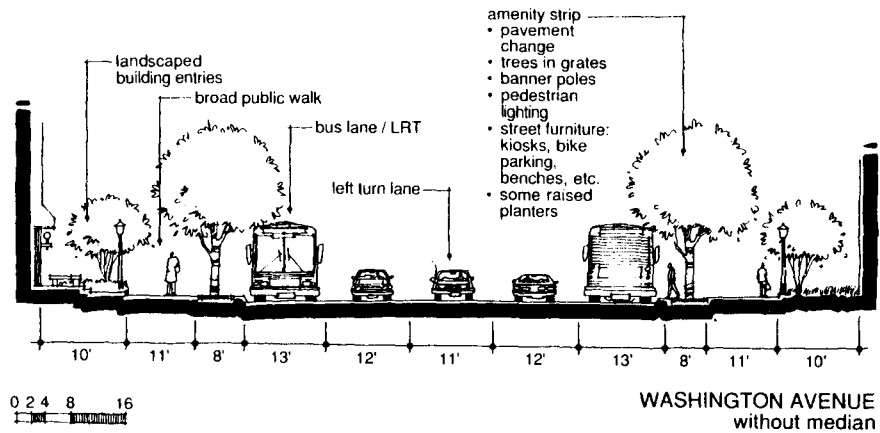


Illustration of Concept

These sketch drawings illustrate the potential to change to the cross section of Washington Avenue to a single vehicular lane in each direction. The two outside lanes are dedicated to a busway route which could accommodate Light Rail Transit in the future.



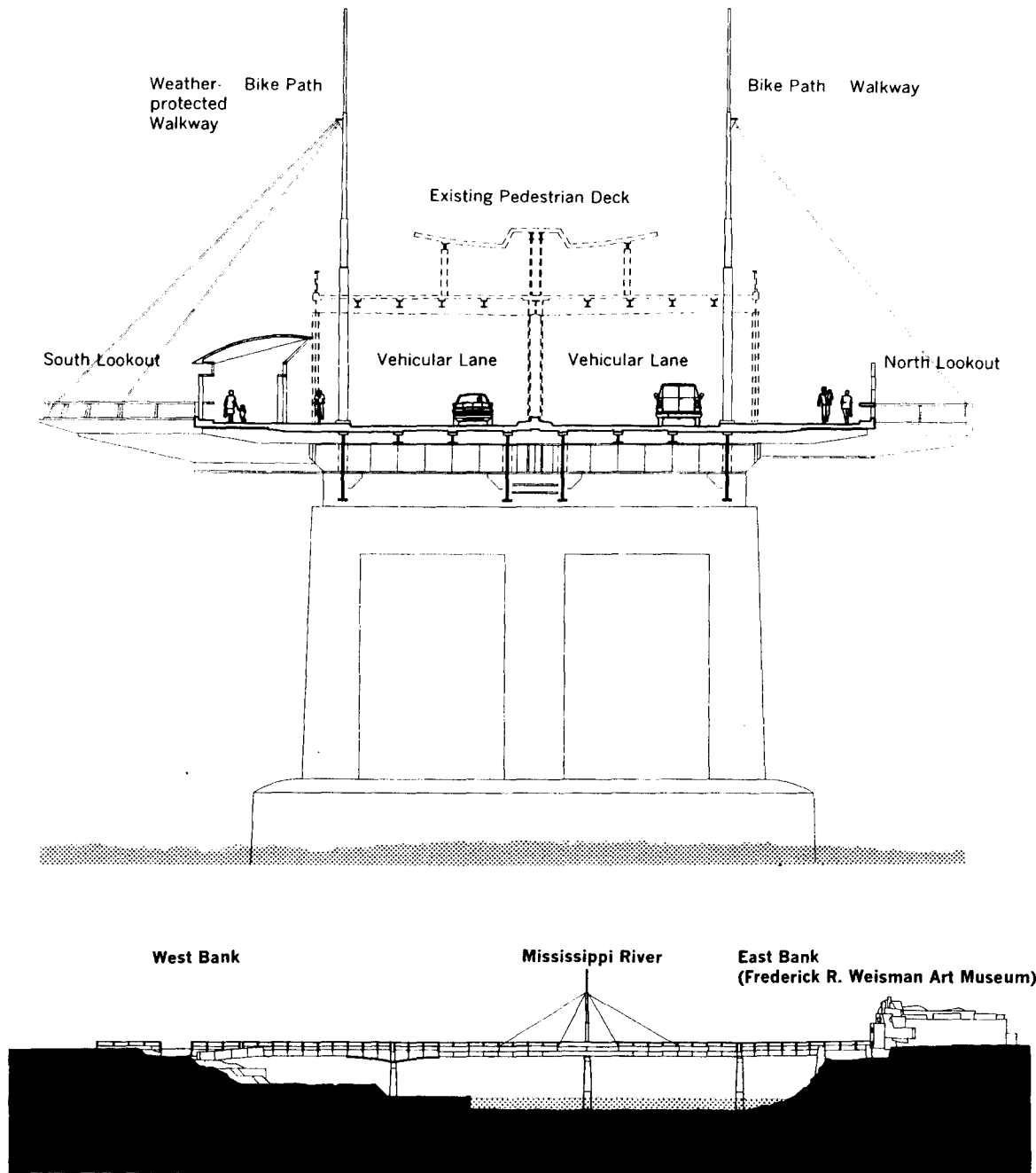
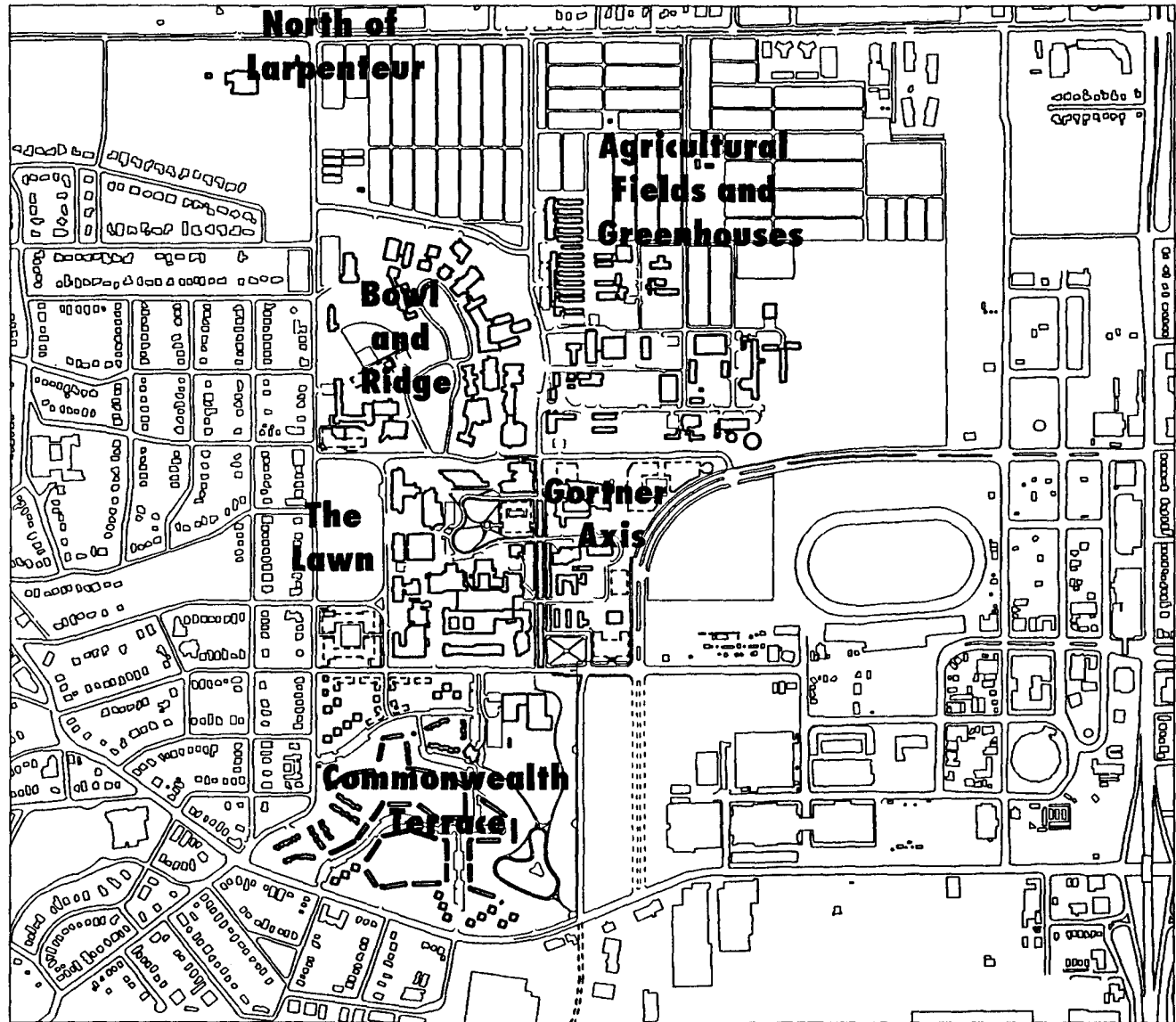
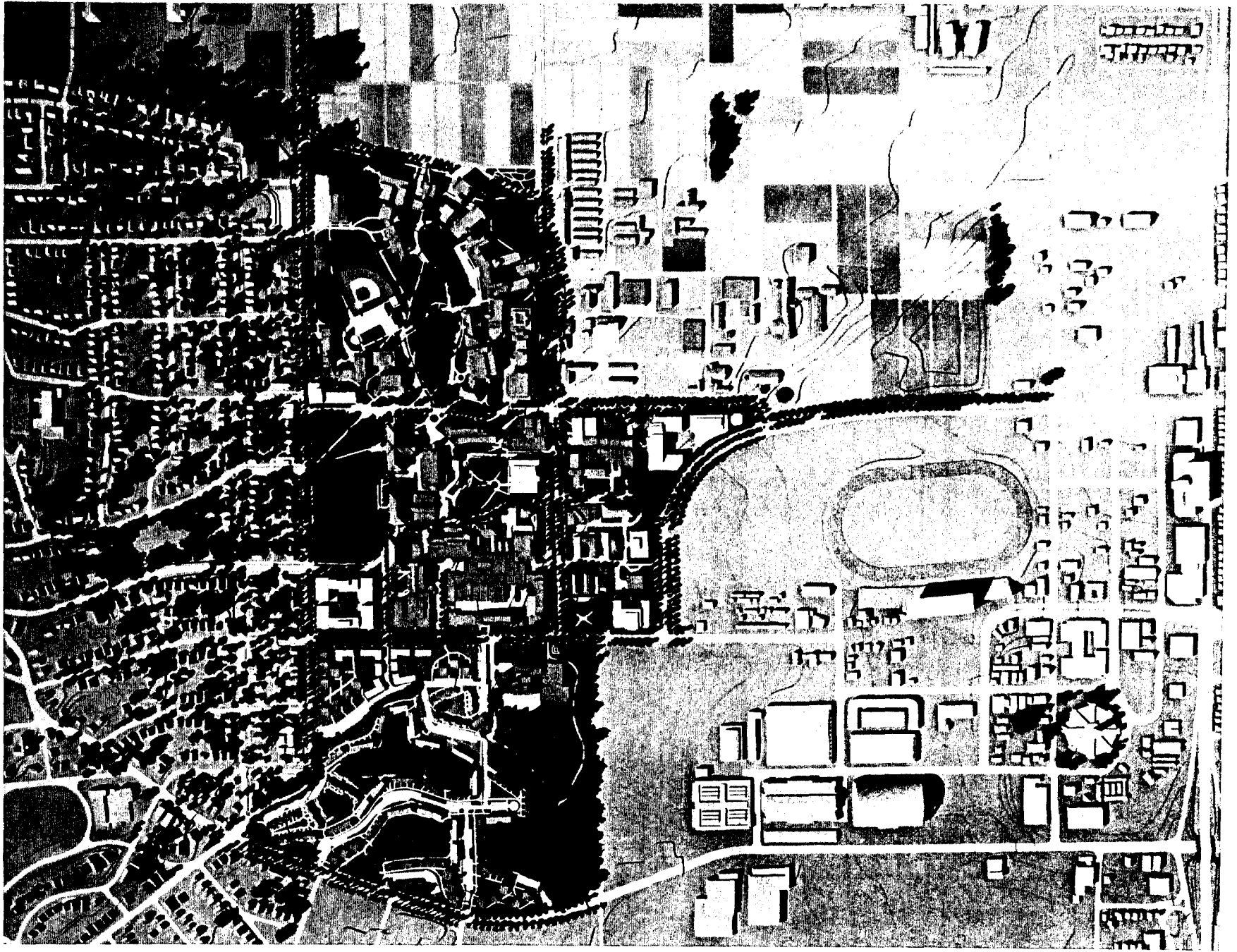


Illustration of Concept

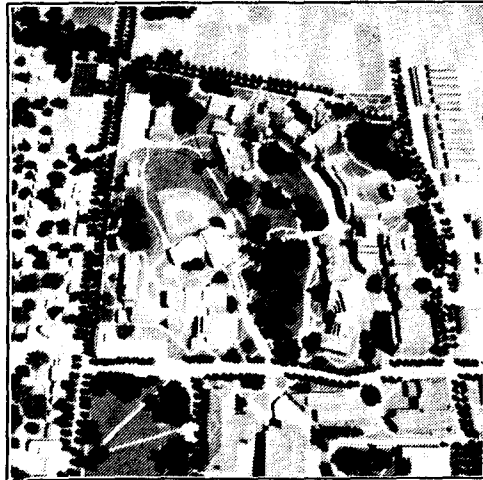
This sketch drawing illustrates the potential to change the cross section of the Washington Avenue Bridge. The upper deck of the Washington Avenue Bridge is removed and the lower deck widened on both sides to accommodate separate bicycle and pedestrian lanes. Weather protection is incorporated on the south side. A bow is added to the south side to create a lookout over the Mississippi River.

St. Paul Campus Precincts





Plan view showing potential build out of the St. Paul Campus Master Plan (Source: Lenscape Inc.)



Bowl and Ridge

The Bowl and Ridge plays a key role in defining the sense of place and character and is recognized as a key topographical and open space structuring element. The hilltop is reclaimed by relocating the existing surface parking lot into a variety of parking products. Views from the Ridge to the north and south are preserved. Landscaping focuses on naturalization and restoration of existing plantings including the oaks north of Bailey Hall. The pedestrian environment is improved through more clearly defining and improving lighting along corridors of movement.

P r e c i n c t G u i d e l i n e s

31 Bowl and Ridge

31.1 The Bowl and Ridge Precinct Plan is shown in Figure 39.

31.2 The buildings and open spaces associated with the Bowl and Ridge should be preserved and enhanced.

31.3 A redevelopment site is located on the historic North Hall site to frame the recreational field which may incorporate a mix of uses including parking.

31.4 Landscaping should focus on:

- preserving the major stands of trees and pockets of woods including the oaks north of Mullin's Woods at the north east corner, the wooded slope between McNeal Hall and the St. Paul Student Center, and the slope between Cleveland Ave. and the Bowl
- restoring native plant communities for educational purposes such as oak savannah, prairie, and maple/basswood forests

- naturalizing vegetation adjacent the agricultural research fields

31.5 Pedestrian improvements should include:

- enhancing lighting along Folwell and Gortner Avenue
- creating and/or maintaining pedestrian corridors from the Ridge to Folwell and Gortner Avenues
- maintaining and enhancing the pedestrian route from the Ridge to the Student Center as part of a green north-south connection
- continuing to utilize the area south of the Gym for casual recreation.

31.6 The original landscaped character of the Bowl and Ridge should be restored by replacing the existing surface parking lots on the hilltop and the North Hall sites with a combination of parking products including: on-street parking, vest pocket surface lots, and the construction of a new parking ramp on the

North Hall, Commonwealth/ Cleveland or south of the Central Library sites.

31.7 New parking facilities planned for the North Hall site should be built into the topography of the land or constructed as part of a mixed use building in order to minimize visual impact.

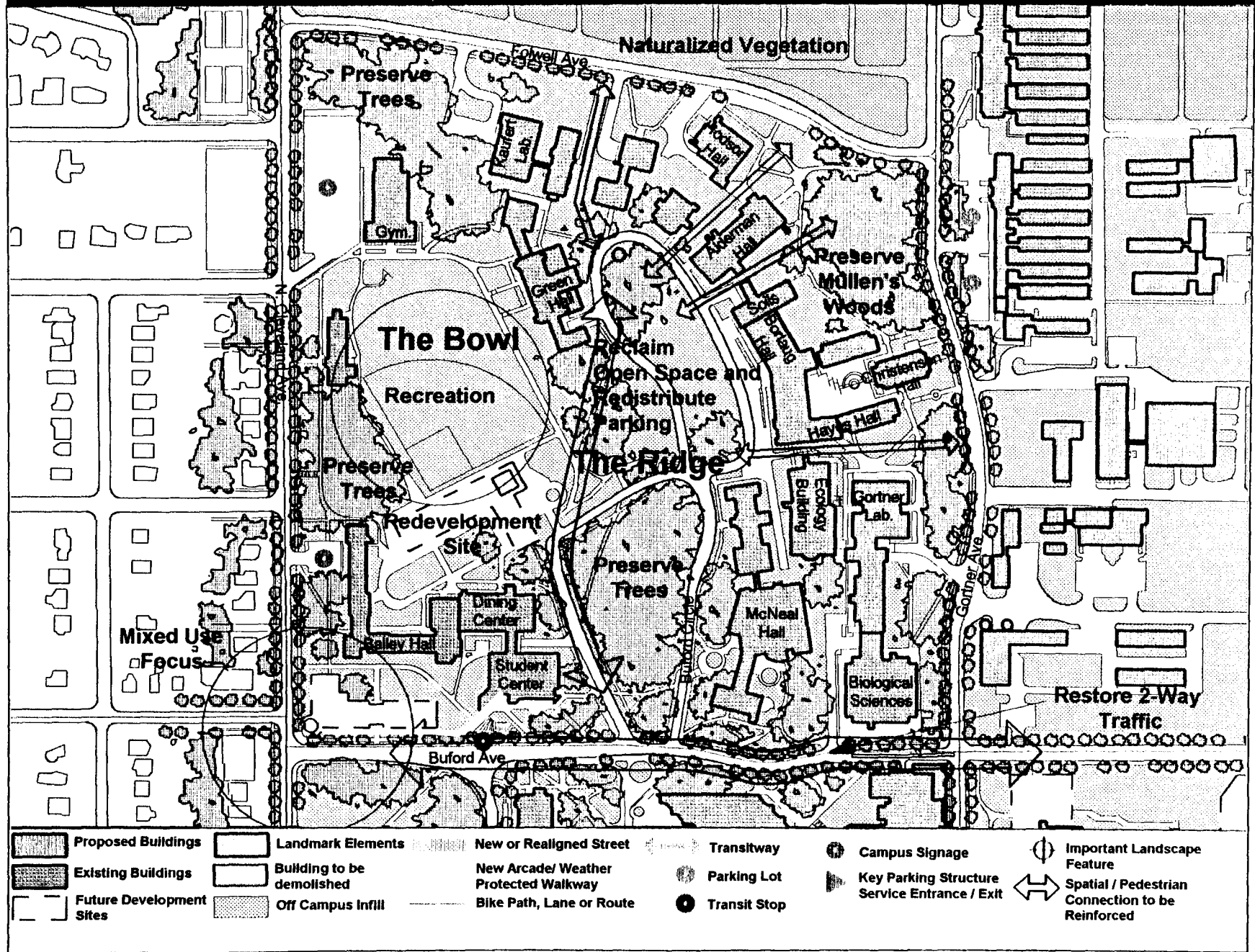
31.8 Two way traffic should be restored to Buford Avenue.

31.9 The landscaping and appearance of Buford Avenue should be upgraded as an important ceremonial route for campus access.

31.10 More on-street parking should be added along Buford Avenue and Buford Circle.

31.11 The existing transit stop in front of the Student Center should be upgraded including the improvement of passenger waiting areas with more seating, weather protection, and bicycle parking.

Figure 39: The Bowl and Ridge



- | | | | |
|--------------------------|---------------------------|---------------------------------------|--|
| Proposed Buildings | Landmark Elements | New or Realigned Street | Transitway |
| Existing Buildings | Building to be demolished | New Arcade/ Weather Protected Walkway | Parking Lot |
| Future Development Sites | Off Campus Infill | Bike Path, Lane or Route | Transit Stop |
| | | | Campus Signage |
| | | | Key Parking Structure Service Entrance / Exit |
| | | | Important Landscape Feature |
| | | | Spatial / Pedestrian Connection to be Reinforced |



The historic Lawn is recognized as the formal entrance to the campus. The St. Paul Student Center remains the heart of student life on the campus. Activity in the vicinity of Buford and Cleveland Avenues is enhanced by the addition of a new mixed use structure to the west of the St. Paul Student Center which accommodates

The Lawn

ground floor uses intended to enliven the street. Design of this building should aim to preserve as best as possible the existing grove of oak trees in this area. The new structure establishes a continuous weather protected pedestrian arcade connecting Cleveland Avenue with the existing St. Paul Student Center. Buildings are sited to the north and south of the Lawn to complete the framing of the Lawn.

P r e c i n c t G u i d e l i n e s

32 The Lawn

- 32.1 The Lawn Precinct Plan is shown in Figure 40.
- 32.2 The existing character of the Lawn together with the historic buildings along Eckles Avenue should be preserved and enhanced as an ensemble.
- 32.3 Buildings should be developed on the north and south side of the Lawn and should create a direct relationship to the Lawn.
- 32.4 The mixed use node at the intersection of Buford and Cleveland Avenues should be reinforced by adding a new building west of the St. Paul Student Center which should:
- be scaled to relate to the Lawn
 - accommodate grade related uses
 - preserve view corridors and allow for sidewalk cafes and gathering space
 - contribute to a continuous,
- convertible arcade connecting Cleveland Avenue to the existing Student Center facilities
- provide a visible focus of campus activity.
- 32.5 The landscaping and appearance of Buford Avenue should be upgraded as an important ceremonial route for campus access.
- 32.6 Commonwealth Avenue should be landscaped to acknowledge its position as a link in the regional Figure Eight open space system.
- 32.7 Two way traffic should be restored to Buford Avenue.
- 32.8 The residential nature of Cleveland Avenue should be recognized.
- 32.9 More on-street parking should be added along Buford Avenue and Commonwealth Avenue.
- 32.10 New parking facilities planned for the Commonwealth/Cleveland site should be constructed as part of a mixed use building in order to minimize visual impact.

Figure 40: The Lawn

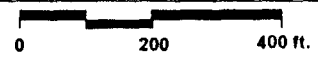
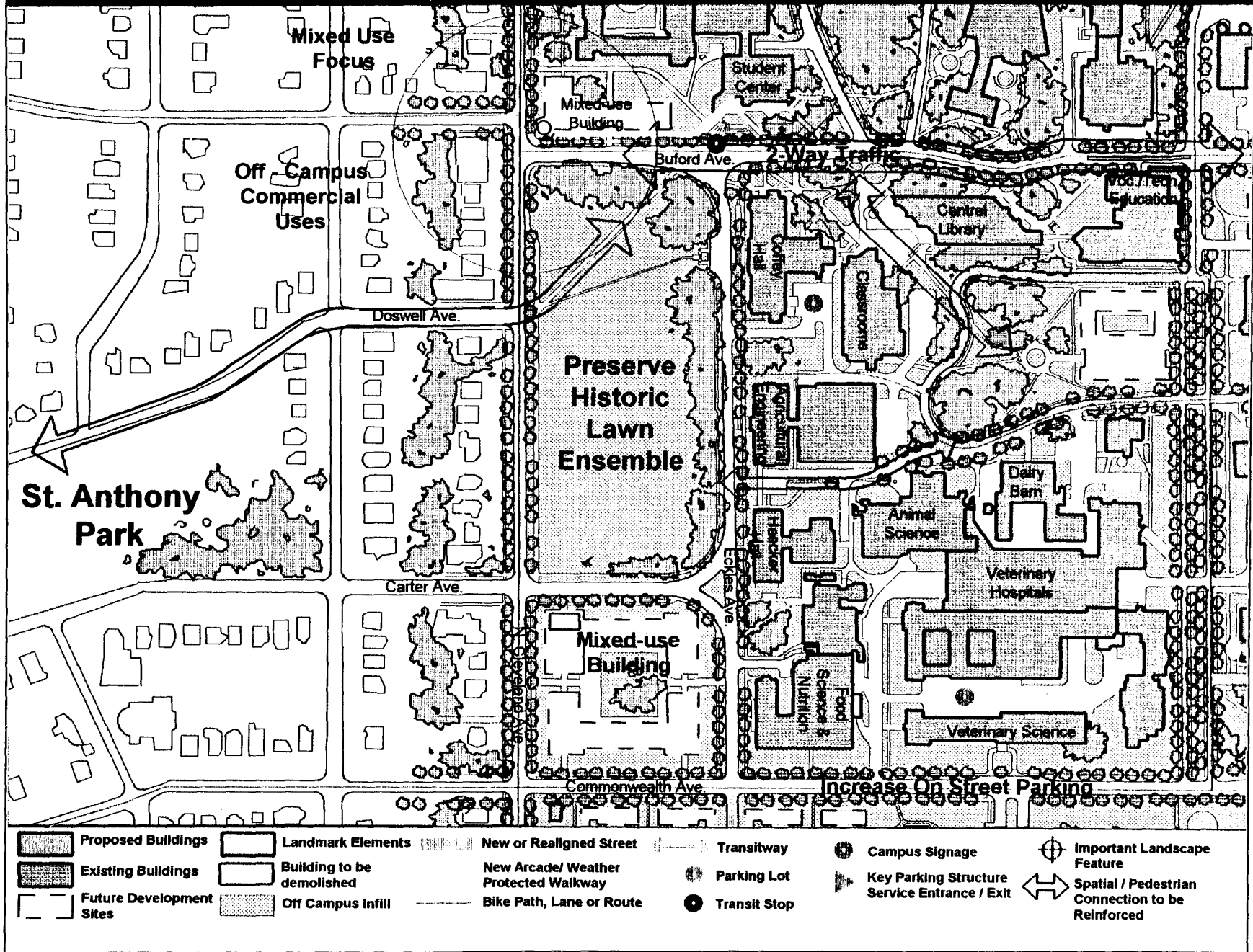
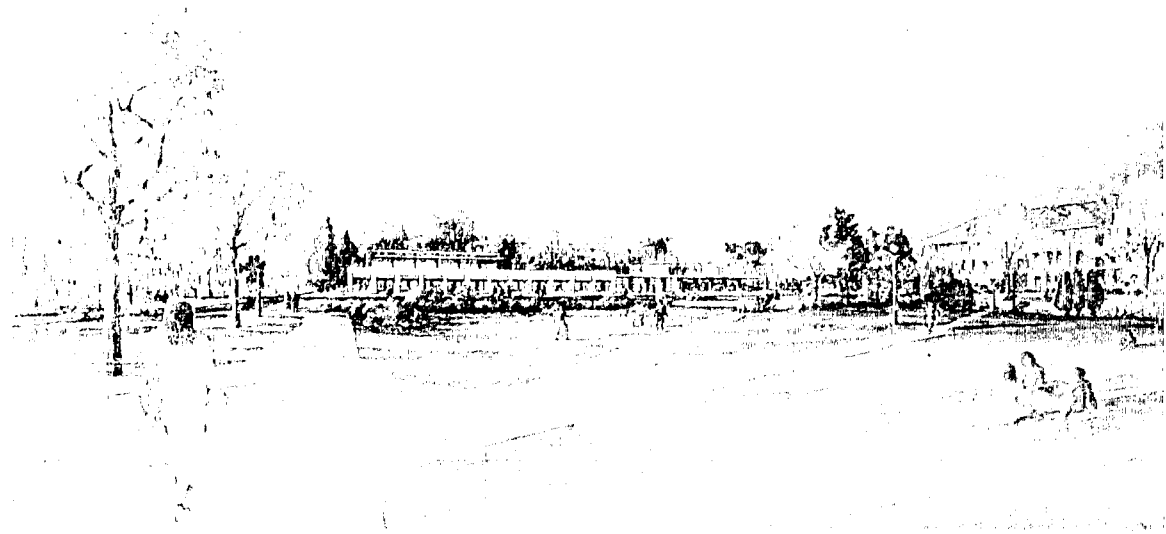
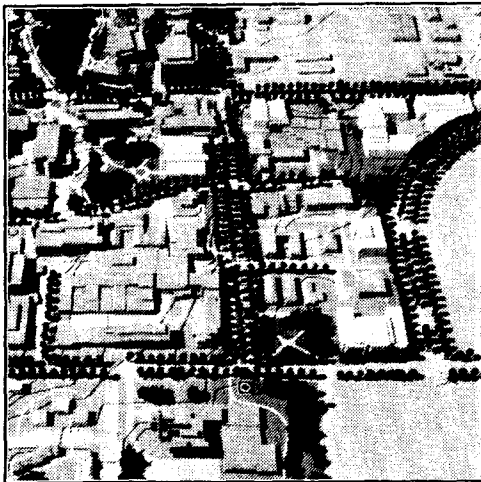


Illustration of Concept

Conceptual rendering of the Lawn illustrating a new building with grade related activities and walkways at the corner of Buford and Cleveland Avenues.





The Gortner Axis

Through plantings and landscaping, Gortner Avenue is transformed from a service oriented street to a green, north-south axis and a key greenway link connecting the Bowl and Ridge

and agricultural fields with the southern end of the campus. An informal quadrangle south of the Central

Library is reclaimed. The eastern boundary of the campus shared with the Minnesota State Fair is further defined through the potential extension of Randall Avenue as a collaborative effort to enhance this entry and define a greater sense of place. In the long term, parking is to be predominantly located in closer proximity to destination points.

P r e c i n c t G u i d e l i n e s

33 The Gortner Axis

- 33.1 The Gortner Axis Precinct Plan is shown in Figure 41.
- 33.2 The existing surface lot south of the Central Library should be phased out and replaced with a combination of parking products including: on-street parking; vest pocket surface lots; and the construction of a new ramp planned for one or a combination of the North Hall, Commonwealth/ Cleveland or Central Library sites. In the long term, satellite parking along the Transitway should be added to the range of replacement parking products.
- 33.3 New parking facilities planned for the Central Library site should be built into the topography of the land or constructed as part of a mixed use building in order to minimize visual impact.
- 33.4 A quadrangle or informal green south of the Central Library should be reclaimed.
- 33.5 New buildings, located along the west side of Randall Avenue, should further define the edge of the campus.
- 33.6 Commonwealth Avenue should be landscaped to acknowledge its position as a link in the regional Figure Eight open space system.
- 33.7 Gortner Avenue should be enhanced as a green axis and as an important ceremonial route for campus access and should incorporate:
- a tree lined boulevard/median
 - a surface stormwater system
 - an open space at the south end.
- 33.8 More on-street parking spaces should be added to Commonwealth and Fitch Avenues.

Figure 41: The Gortner Axis

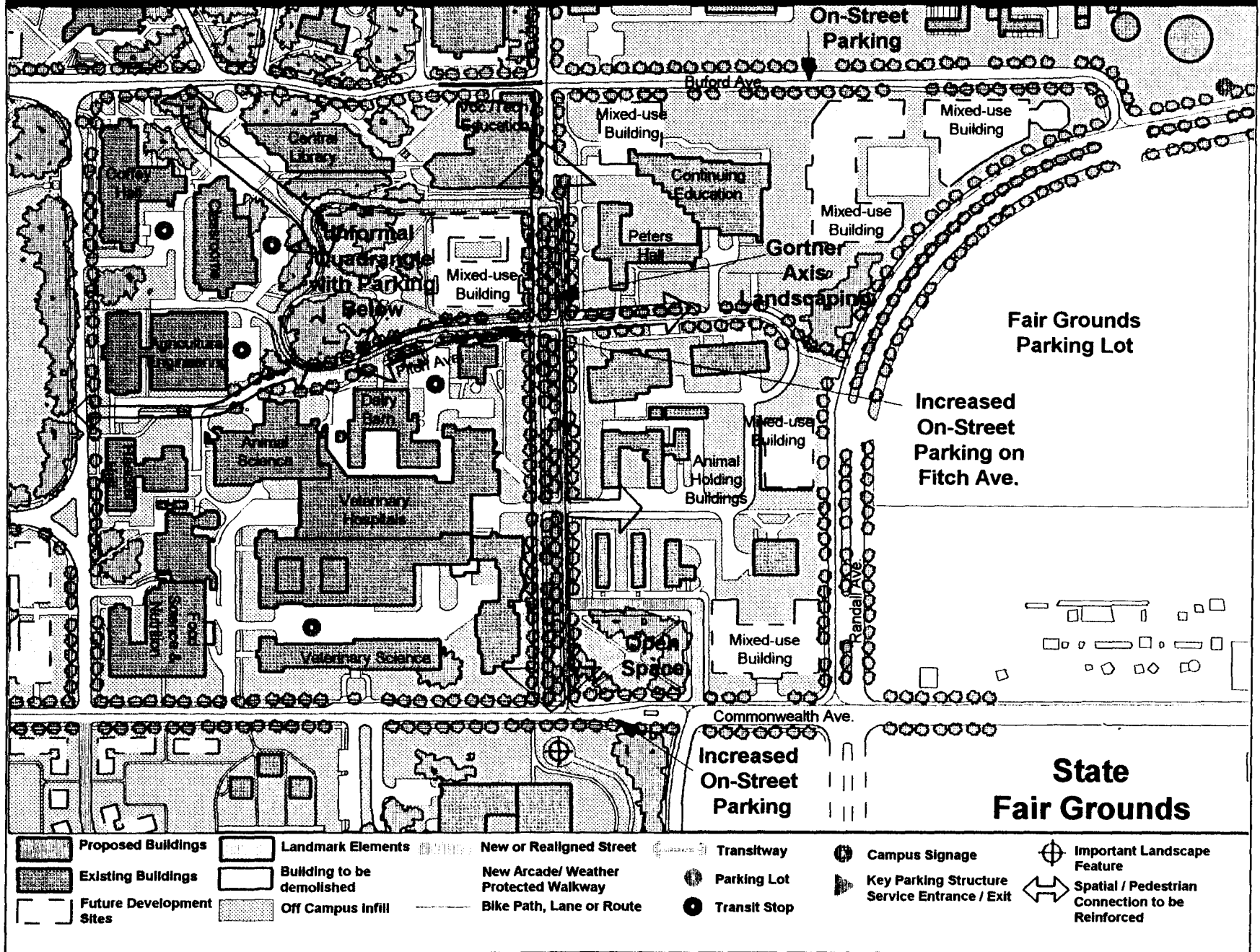
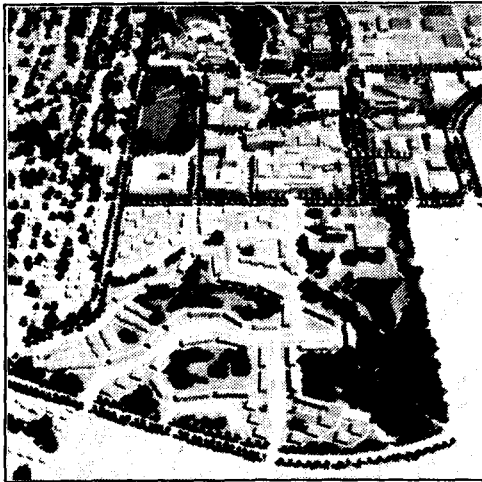


Illustration of Concept

This rendering illustrates the proposed informal quadrangle west of Gortner Avenue. The rendering anticipates the preservation of the Dairy Cattle Barn which is seen on the far side of the quadrangle.





Commonwealth Terrace

Commonwealth Terrace, a low density housing complex and generous network of open spaces is preserved and better connected into the fabric of the campus by extending Eckles Avenue south of Commonwealth Avenue. The wetland at the southern tip of the campus is naturalized and enhanced both through plantings and the devel-

opment of a stormwater detention pond immediately to the north. To protect wildlife, primary pedestrian access is to be limited to the detention pond.

Randall Avenue is extended south to Como Avenue to improve access to the campus. In the long term, the vacant lands immediately south of Commonwealth Avenue are considered an appropriate location for future intensification of housing.

P r e c i n c t G u i d e l i n e s

34 Commonwealth Terrace

34.1 The Commonwealth Terrace Precinct Plan is shown in Figure 42.

34.2 The formal and informal open spaces associated with Commonwealth Terrace should be preserved and enhanced.

34.3 Commonwealth Avenue should be landscaped to acknowledge its position as a link in the regional Figure Eight open space system.

34.4 The wetland, a Department of Natural Resources (DNR) Protected Water, should be reclaimed to function as a naturalized stormwater retention facility and park amenity and should be preserved and enhanced by:

- encouraging naturalization
- removing barriers which reduce its visibility such as the coal pile and parking
- providing drainage swales and

retaining stormwater in the area north of the wetland.

34.5 A landscape focal point should be created as a terminus to Gortner Avenue.

34.6 Campus stormwater should flow through a settling basin before entering the reclaimed and protected wetland and a new path should provide visual access only.

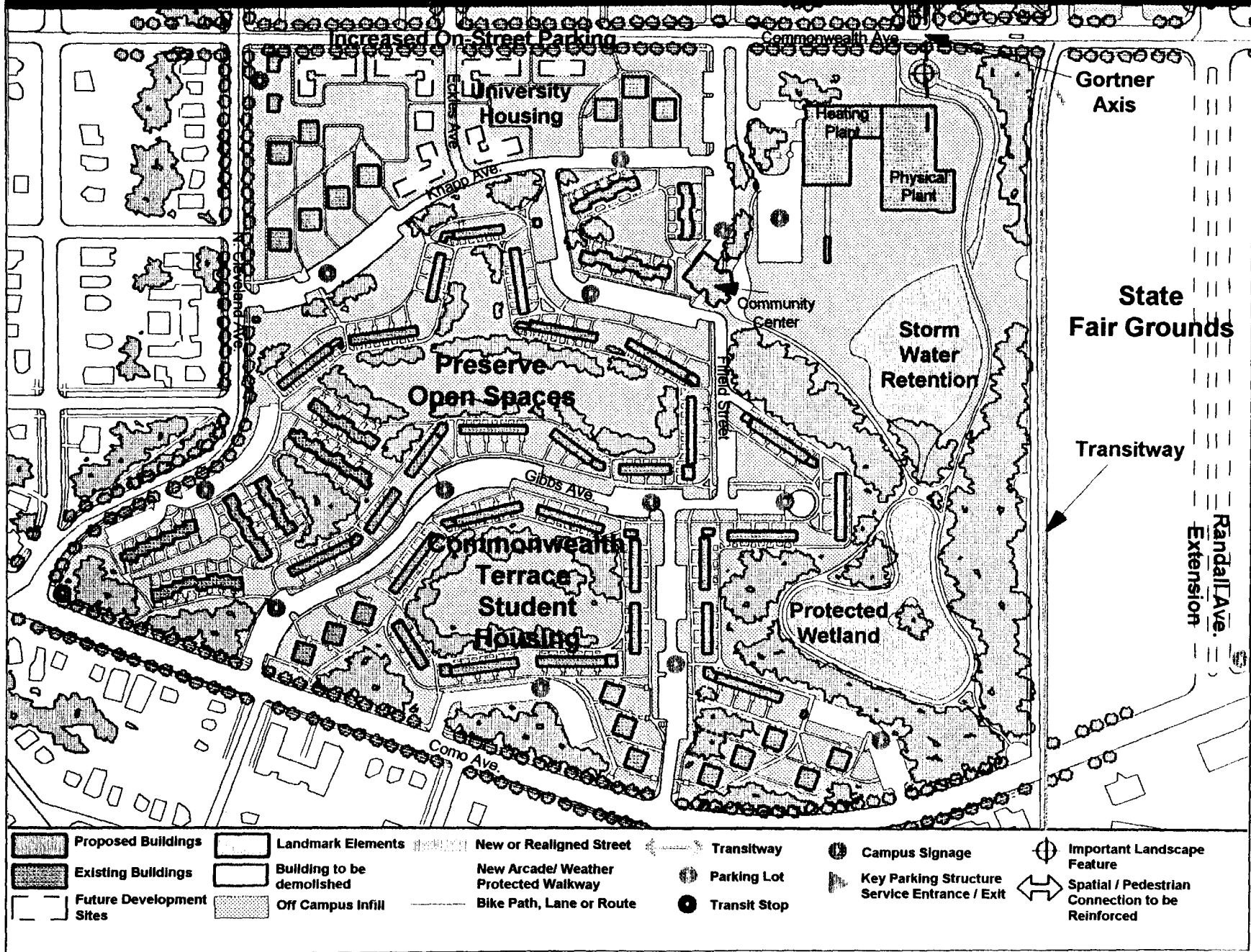
34.7 Eckles Avenue should be extended south and potentially edged with 3-4 storey buildings appropriate for University housing.

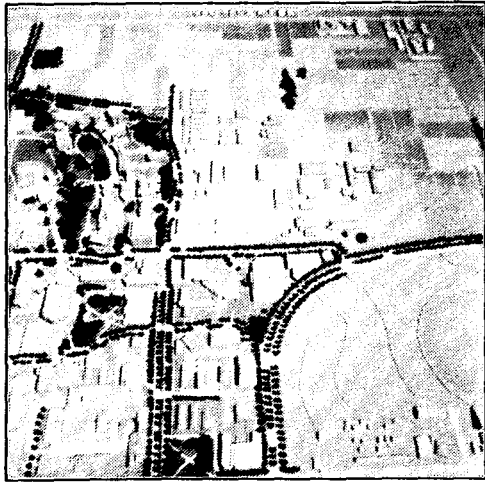
34.8 Randall Avenue should be extended to Como Avenue in collaboration with the State Fair as an important access point from the south.

34.9 More on-street parking should be added to Commonwealth Avenue.

34.10 The sharing of the superblock by the University and the Minnesota State Fair warrants resolution in greater detail. A coordinated strategy should be established regarding circulation, image, entrances, gateways and planning. Opportunities exist for land exchanges.

Figure 42: Commonwealth Terrace





Agricultural Fields and Greenhouses

The agricultural fields, including the grid pattern of fields, pastures, gardens, and greenhouses are acknowledged and preserved as a historic landscape which plays a key role in the educational experience and in establishing the rural character of the campus. Access to the agricultural fields, while not prohibited, is downplayed due to their research role.

P r e c i n c t G u i d e l i n e s

35 Agricultural Fields and Greenhouses

35.1 The Agricultural Fields and Greenhouses Precinct Plan is shown in Figure 43.

35.2 The agricultural fields and associated buildings should be preserved.

35.3 Any new buildings or landscape elements in this area should:

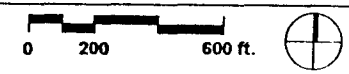
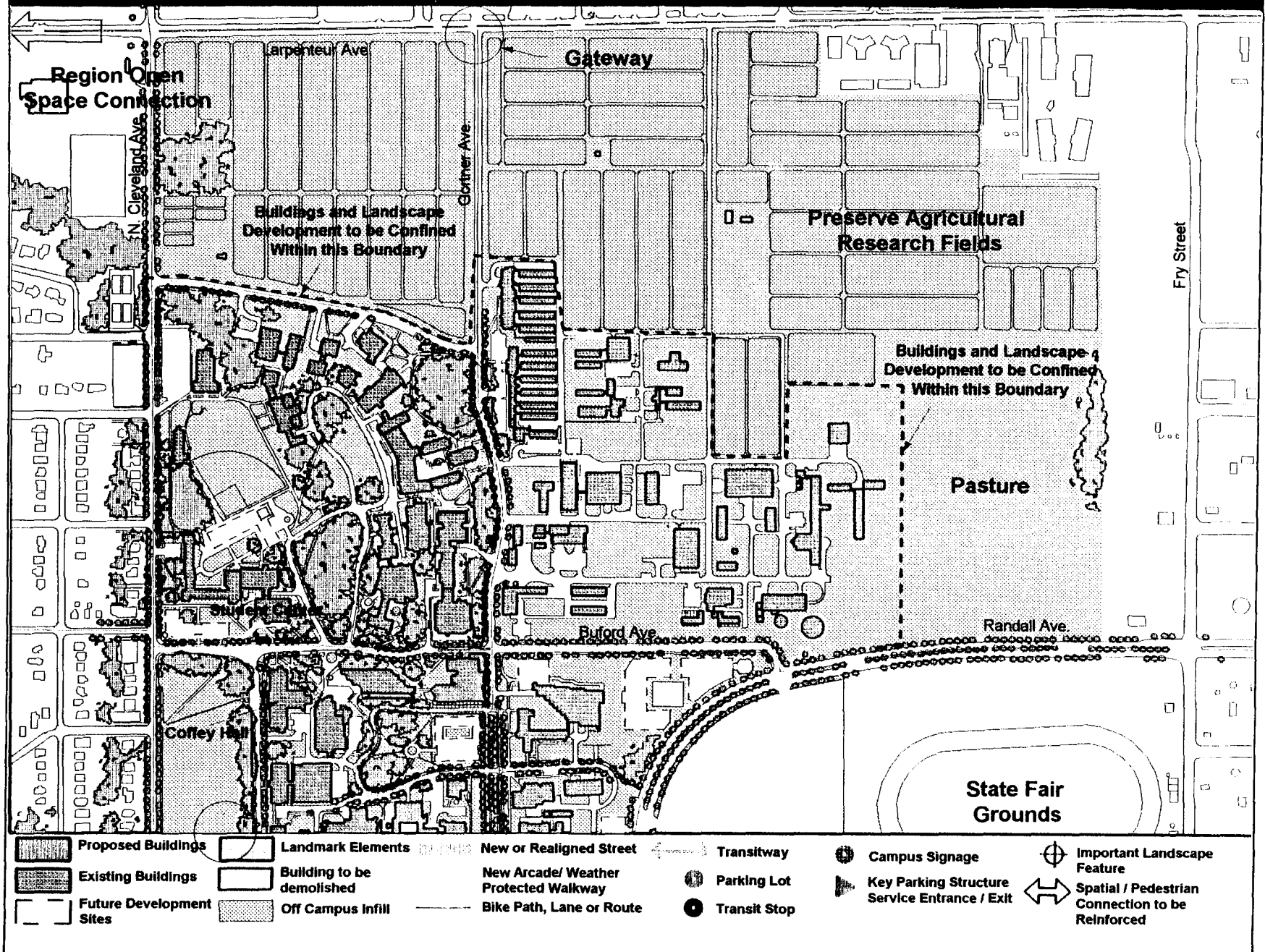
- be confined to the area currently occupied by the greenhouses and not be permitted in the agricultural fields
- ensure that the orientation, spacing, heights and massing of new buildings in this precinct respect the requirements for sunlight and maintenance of greenhouse environments
- respect the character of the agricultural landscape.

35.4 Due to their research role the agricultural fields should be enjoyed primarily as a visual landscape.

35.5 A regional open space connection should be developed west to Minneapolis along Larpenteur to Industrial (Stinson) Boulevard.

35.6 The landscape design along Gortner, Cleveland, Larpenteur and Buford Avenues should employ plant material which does not interfere with the experimental fields.

Figure 43: Agricultural Fields and Greenhouses



North of Larpenteur and west of Cleveland Avenue the University owns fields and the University Golf Course which are important recreational and academic resources. The agricultural fields interwoven with residential blocks

North of Larpenteur

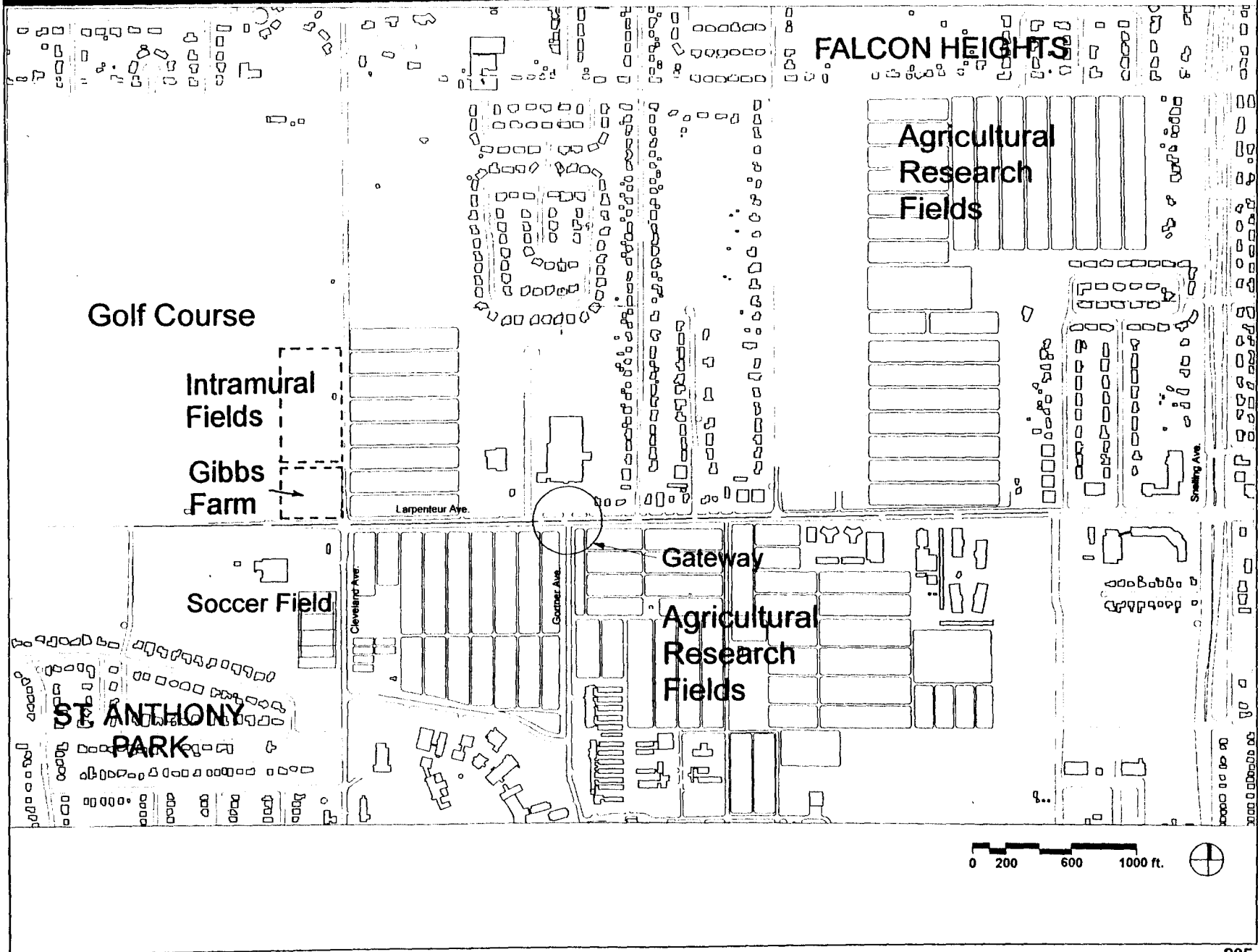
north of Larpenteur provide considerable amenity to the adjacent residential neighborhoods. For some time, there has been casual discussion on the possibility of developing on these lands as a means of earning revenue. This is a solution to financial pressures which is not recommended to be pursued. The intent of the Master Plan is to preserve these spaces for the continued use of University staff, faculty and students.

P r e c i n c t G u i d e l i n e s

36 North of Larpenteur

- 36.1 The North of Larpenteur Precinct Plan is shown in Figure 44.
- 36.2 The agricultural fields north of Larpenteur Avenue should be preserved.
- 36.3 The Golf Course north of Larpenteur Avenue should be preserved.
- 36.4 The fields in the south west quadrant of the intersection of Cleveland and Larpenteur Avenues should be preserved and their role as a recreational field acknowledged.

Figure 44: North of Larpenteur



6

Implementing the Master Plan

This Master Plan provides a framework for change to the Twin Cities Campus over the coming decades. It is intended to be the basis on which the University will make its future land use and development decisions.

The Components of the Master Plan

The key ideas which underpin the Master Plan are embodied in eleven **Guiding Principles**. These represent the vision and set the tone for all that follows in the Master Plan. The **Guiding Principles** are then elaborated in **Structure Plan Elements** and **Policies** which define the overall Master Plan for each campus and establish policies dealing with each substantive issue such as open space, housing or transportation. They will be relied upon for coordination across the Twin Cities Campus and will be the basis from which the **Precinct Plans** and **Precinct Guidelines** are composed.

A series of **Precinct Plans** and **Precinct Guidelines** will bring together the various **Structure Plan Elements** and **Policies** and apply them in some detail to the precincts, within each campus. These areas overlap so that the activities at edges of precincts are coordinated. This will provide those responsible for project implementation with a simple and understandable interpretation of the Master Plan as it relates to implementation.

P o l i c i e s

37 The Components of the Master Plan

37.1 The Master Plan comprises:

- a) The Guiding Principles, being the overall themes underlying the entire Master Plan.
- b) The vision and general approach for each substantive issue on each campus as defined in Structure Plan Elements and Policies.
- c) The Precinct Plans and Precinct Guidelines interpret the Structure Plan Elements and Policies for each campus Precinct. The Precinct Plans establish the intent and spirit of the Master Plan and the detailed physical guidelines for lands, buildings or open spaces, proposed developments, landscape and infrastructure improvements.
- d) The processes and steps required for the implementation of the Master Plan.

A Formal Approval Process

The Master Plan will assist in identifying the best way to respond to change and give guidance to its form and its relationships to the rest of the campus, making each initiative a catalyst in promoting the vision of a livable campus.

Many universities have their campus development process administered through the local municipality under the statutory provisions of State planning law. The University of Minnesota is fortunate in having direct control over its land development process, however, it lacks the formal decision making process necessary to assure present and future generations that the Master Plan endorsed today will indeed form the basis of land use and development decisions in the future.

This Master Plan will be given the highest policy recognition: formal adoption by the Board of Regents as the Master Plan to guide all future development of the Twin Cities Campus. A formal structure needs to be determined to then administer this Master Plan on behalf of the Board of Regents. The Board of Regents fourth Principle for Planning (Board of Regents Resolution passed in 1993) has defined the essen-

tial objectives of such a structure:

- that a process for uniformly determining conformance (of capital projects with the Master Plan) must be established by the Senior Officers, the Chancellors and the President;
- that a procedure must be established whereby these plans can be continuously applied to the dynamics of change, subjecting such change to an open and inclusive forum for campus and community participation;
- that the President and Senior Officers and the Chancellors must be held accountable to the Board of Regents for progress in implementing the Master Plan.

In order to realize these objectives three interrelated levels of responsibility and review are proposed to administer the Master Plan.

- The highest level of review remains the Board of Regents which should continue to approve amendments to the

P o l i c i e s

38 A Formal Approval Process

- 38.1 The Master Plan for the Twin Cities Campus is to be formally adopted as policy by the University of Minnesota Board of Regents. The numbered Figures and Policies shall formally constitute the Master Plan.
- 38.2 The Board of Regents shall continue to approve all elaborations or amendments to the Master Plan and shall receive an annual report as to how the Master Plan has served the University over the past year.
- 38.3 Responsibility for the Master Plan will rest with the President who will delegate responsibility for the Master Plan to a Master Planning Implementation Committee.
- 38.4 The Master Planning Implementation Committee will be responsible for reviewing the compliance of individual projects to the Master Plan, recommending elaborations or amendments to the Master Plan and reporting on an annual basis on how the Master Plan has served the University over the past year. The Committee will create an ongoing forum for the discussion of the Master Plan by interested parties both inside and outside the University.
- 38.5 The Master Planning Office will provide staff advice and assistance to the Master Planning Implementation Committee and will undertake the day-to-day administration of the Master Plan. This office will prepare evaluations of projects and make recommendations to the Master Planning Implementation Committee.

Master Plan and receive the annual report from the President as to how the Master Plan has served the University over the previous year.

- The President will be accountable to the Board of Regents for the Master Plan, but cannot be expected to pay more than passing attention to Master Plan matters among its many responsibilities. The President's review will, however, represent the final step in elaborating or amending the Master Plan, before reaching the Board of Regents. This is also the point at which the final financial implications of development decisions must be fully evaluated.
- The primary responsibility for the Master Plan should rest with an implementation committee, called the Master Plan Implementation Committee (MPIC). This committee has the time and the understanding to carefully consider Master Plan matters and to ensure that there is an opportunity for participation, discussion and input when considering changes

to the Master Plan. The composition of the MPIC is to include senior academics, senior financial and administrative officers, students, and key individuals from outside with a strong interest in the University or in the surrounding community. The MPIC would report through the Committee of the President and Senior Officers to the Board of Regents.

The day-to-day administration of the master planning process will be the responsibility of the Master Planning Office (MPO), serving as staff support to the MPIC to ensure that each initiative proposed is in conformity with the Master Plan, to assist in reviewing projects and to prepare reports. This master planning responsibility is separated from the project implementation function. While a close and ongoing dialogue between planning and project administration is essential, a separation is desirable in order to free those administering the Master Plan from dealing with the day-to-day conflicts associated with projects.

The Twin Cities Campus is integrally linked to the surrounding urban area.

P o l i c i e s

- 38.6 The Master Plan Office will be responsible for liaison with the surrounding community organizations, municipalities and agencies on Master Plan matters. Regular discussion and information sharing should be established between the University, the surrounding cities, relevant agencies and community representatives of the surrounding neighborhoods.
- 38.7 The Master Planning process is continuous and assumes that initiatives may originate with any unit of the campus community. All initiatives will be submitted for the formal review and approval process, to ensure conformance to the Campus Master Plan.

The creation of strong connections with the surrounding communities and cities will offer the opportunity for joint planning and problem solving at the interface between the campus and the surrounding cities. Regular discussion and information sharing between the University and the surrounding communities, at the local and metropolitan level, and other agencies responsible for aspects such as the surrounding parks or street systems, is an important component of the ongoing planning process at the University. This process of coordination will be met through the Master Planning Office.

Administering the Master Plan

The planning process at the University campus should be as simple and direct as possible. The review and approval process set out below is not intended to replace the present system of project management and approval through Facilities Management. That process will continue and be supplemented by the process set out below. Coordination between the two is essential and can be achieved through representation of Facilities Management on the MPIC.

The suggested process for consideration of physical changes for conformance with the Master Plan would be as follows:

Step 1: Proponent's project brief

The Proponent of a project prepares the usual project brief. Part of the brief requires an assessment of the relevant portions of the Master Plan. Consideration must be given to the reuse of an existing building at this stage. The proponent shall consult with the Master Planning Office during this process. If a site has been identified the proponent reviews the Precinct Plan which must form part of the brief, as

would the proponent's assessment of their project's compliance with the Master Plan.

Step 2: First review

Once the brief is complete, the proponent must review it with the Master Planning Office. If it is agreed that the brief conforms to the Master Plan, the proponent proceeds to the schematic design phase of the project. Should there be no agreement the matter is left to a decision of the MPIC.

Step 3: MPIC's first contact with the project

If there is agreement that the project complies with the Master Plan in Step 2, the MPIC is simply informed of the project and given the brief. Where there is no agreement about conformity with the Master Plan, the MPIC hears from the proponent and the MPO staff. The MPIC either agrees that the project complies with the Master Plan or it requires reconsideration from Step 1. A third alternative is for the MPIC to set in motion an elaboration or amendment to the Precinct Plan, as set out below in Steps 8 to 12,

P o l i c i e s

39 Administering the Master Plan

- 39.1 All aspects of studies, designs or proposals dealing with lands, buildings or open spaces, proposed developments, landscape and infrastructure improvements within the Twin Cities Campus, shall comply with the Master Plan.
- 39.2 In order to ensure the compliance of any study, design or proposal with the spirit and intent Master Plan, the brief, program or terms of reference describing each such initiative shall be accompanied by the Precinct Plan as a point-of-departure.
- 39.3 No project shall proceed beyond the brief stage without agreement with the Master Planning Office or the Master Planning Implementation Committee that it complies with the Master Plan.
- 39.4 No project shall proceed beyond the schematic design stage without formal confirmation from the Master Planning Implementation Committee that it conforms to the Master Plan.

which would require a short delay for the project.

Step 4: Schematic design review

When schematic design is completed, the proponent again reviews the project with Master Planning Office. The Master Planning Office prepares a report to the MPIC on compliance with the Master Plan.

Step 5: MPIC project review

The MPIC reviews the project, affording the proponent and others who might have an interest in the project an opportunity to make a presentation. The Committee either formally agrees that the project complies with the Master Plan or requests revisions and a further review by the MPIC.

Step 6: Design review after schematic design

After completion of schematic design, the proponent reviews the architectural and landscape design in detail with a small subcommittee of the MPIC responsible for Design Review. This Design

Review Committee would ideally include outside architectural and landscape architectural advisors. The review focuses on the adherence of the project to the various guidelines included in the Master Plans and seeks to ensure a consistent quality of detailed design of buildings and landscape elements across the campus.

Step 7: Final Approval

The proponent will provide the President and Senior Officers with documentation of compliance with the Master Plan from the MPIC and of approval by the Design Review Committee after completion of the schematic design stage.

P o l i c i e s

- 39.5 A small Design Review Committee, a subcommittee of the MPIC, will be established to undertake design review after the schematic design stage of a project has been completed.
- 39.6 No building, landscaping or infrastructure project may proceed beyond the schematic design stage unless the Master Planning Implementation Committee and the Design Review Committee, have indicated that the project is in accordance with the Master Plan.

Elaborating or Amending the Master Plan

While the Master Plan provides an understanding of the present and likely future, it cannot take into account all eventualities. Thus it is essential for the University to have a system whereby the Master Plan can be amended and modified if it is to remain a useful long term guide for change.

It is likely that the Precinct Plans will not provide sufficient information or detail to enable many projects to proceed without the elaboration or refinement of part or all of each Precinct Plan, particularly in the early years of this Master Plan. This process of elaboration has already occurred with respect to the Oak and Washington Precinct and the South Mall Precinct, where Precinct Plans were elaborated to consider specific projects. This process of Precinct Plan refinement illustrates how the Master Plan is conceived as a living and continually evolving plan which is facilitated through updating the computer and the physical models by the Master Planning Office. The physical model will be on permanent display so that the public can be kept informed and involved in an open and evolving planning process.

It is desirable that all or part of the Precinct Plans be amended or elaborated on a regular basis as new information becomes available or when some significant improvement or project is contemplated which will impact the relationship between the built and open space elements within the precinct. This will allow the impact of the particular initiative to be considered in context without necessitating a review of the whole Master Plan. It is likely that as changes occur, some Precinct Plans will be amended a number of times.

The suggested process for elaborating or amending all or part of a Precinct Plan is as follows:

Step 8: The MPIC authorizes a Precinct Plan elaboration or amendment

The MPIC recommends a Precinct Plan review in response to a specific project application as set out in Step 3, or because there are a number of unresolved issues in the precinct which require consideration and resolution.

P o l i c i e s

40 Elaborating or Amending the Master Plan

40.1 The Master Plan is considered to be an evolving basis for planning and development of the Twin Cities Campus and will be elaborated or amended from time to time through revisions to Precinct Plans. A study leading to the elaboration or amendment to a Precinct Plan must be authorized by the Master Planning Implementation Committee when a proposed initiative does not meet the spirit and intent of the Master Plan.

40.2 The Precinct Plan study will be prepared in the context of the Structure Plan Elements and Policies follow the direction established by the existing Precinct Plan and Precinct Plan Guidelines, and be undertaken by consultants or the Master Plan staff, as follows:

- All the available information about the lands and buildings within the precinct shall be assembled including: base maps, topography, infrastructure, the program needs of the project being proposed, and known or speculative information about program needs for surrounding lands and buildings.
- If necessary, a charrette or design workshop which brings together a variety of different interests, is to be held with all those who have an interest in the precinct and the surrounding area, including those responsible for delivering services such as transportation, housing and food.

Step 9: The Precinct Plan review

The study is undertaken by consultants or the Master Planning Office and includes participation of key stakeholders in the area. A charrette or design workshop is a useful format to ensure that the views of all parties are taken into account in resolving the various issues. The results of the review are compiled in a report recommending an elaborated or amended Precinct Plan.

Step 10: The MPIC considers the revised Precinct Plan

The report is reviewed by the MPIC, giving an opportunity for all interested parties to make their views known before adopting or further revising the new Precinct Plan.

Step 11: The President and Senior Officers review

The new proposed Precinct Plan is forwarded to the President and Senior Officers for consideration. Upon their concurrence it is sent on to the Board of Regents.

Step 12: Confirmation by the Board of Regents

The Board of Regents gives final approval to the new Precinct Plan, after which it supersedes the previous Precinct Plan as the Master Plan for the precinct.

P o l i c i e s

40.3 The Precinct Plan is intended to provide direction for the development of projects. While each Precinct Plan will of necessity have differing levels of detail and information, a fully complete Precinct Plan includes the following:

- topographical information
- existing buildings, infrastructure and open spaces
- pedestrian circulation (including key points of entry)
- bicycle circulation (including storage)
- vehicular circulation (including points of entry, parking and loading)
- future building sites (and building footprints where applicable)
- building envelopes (heights, setbacks)
- interim land uses (parking, open space)
- specifically designated land uses where applicable
- phasing of development where critical
- future open spaces
- critical linkages to adjacent areas
- views and vistas
- heritage resources - buildings
- heritage resources - open spaces
- way finding/signage
- specific building guidelines
- specific open space guidelines
- proposed new infrastructure.

P o l i c i e s

- 40.4 The report dealing with the proposed elaboration or amendment will include an explanation and the revised Precinct Plan illustrating its relationship to the previous Precinct Plan. In considering the revision, the Master Planning Implementation Committee will hear from interested parties before recommending the proposed revision.
- 40.5 The completed Precinct Plan will be referred to the President and Senior Officials for its consideration. Ultimately the revised Precinct Plan will be approved by the Board of Regents, and will then supersede the previous Precinct Plan within the Master Plan.