Agenda

Day 1:
- Summary of key campus observations
- Campus Walk
- Programmatic Needs
- Campus Framework Plan Options
- Discussion

Day 2:
- Summary of first day
- Open Space Improvements
- Traffic Calming / Pedestrian Safety Improvements
- Refined Alternatives
  - Option A1
  - Option A2
  - Option B

Scenario Planning Workshop
Identity

- We like who we are
  - Selective, mid-size, public comprehensive
  - Have grown rapidly in the past, but the growth is tapering

- Cultural hub of the region

- Strong sense of campus community
Campus

- The campus feels alive and vibrant because it is compact.
- Landscape and arboretum are important.
- Getting across Route 13 safely is a challenge.
- The east campus doesn’t feel like the core campus.
- We don’t have a front door, especially from Route 13.
- Finding parking can be challenging.

What we heard
Facilities

• New and renovated buildings make needs in older buildings more acute
  • Devilbiss
  • Maggs
  • Fulton

• New facilities would support academic excellence and student life
  • Fine and performing arts
  • Field house
  • Lab space
  • Student space

What we heard
Building Age

Generally, campus building area has increased proportionally with enrollment growth, but there are still underlying needs.

- Enrollment Growth (Headcount):
  - 1980: 4,318 students
  - 2000: 5,833 students
  - Enrollment increase since 2000: 48%
  - 2000 - present: 20% of GSF built

GSF constructed every 20 years:
- 1920 - 1939: 6%
- 1940 - 1959: 7%
- 1960 - 1979: 19%
- 1980 - 1999: 20%
- 2000 - present: 48%
Building Condition

The University has made significant investments in newer buildings and renovations of residence halls. However, there are several buildings which are in need of improvement especially Devilbiss, Maggs, the Dining Center, the Commons, and Fulton. Dogwood Village is a candidate for replacement housing.
Building and Land Use

The campus is compact and well organized with a good overlap of academic and student life functions:

- Compact academic core
- Housing clusters
- Athletic fields clustered
- Rec and Athletics overlap
- Dining and union far from core
Residence Life

The campus has a strong sense of community by the number of students housed as well as the proximity of housing to the academic core.

- Currently house nearly 2,300 students on the west campus (31%)
- 900 additional beds in public/private complexes east of Route 13
- Recent renovations of legacy halls and new Seagull Square has provided improved housing options
- Should St. Martin and Chesapeake Halls be replaced long-term?
- Dogwood Village may be candidate for replacement
- Additional on-campus housing demand?
- First and Second year on-housing is required. Should the on-campus goal rise to 50% of the undergraduates

“Suite” – Semi-suites
“Cluster” – Suites with no living area
Apartment

* Circles sized based on number of beds
Parking is rather evenly distributed across the west campus and between the east and west sides of Route 13.

- Total: 3,713 parking spaces
  - Excludes University Park
- Approximately even split west and east of Route 13
- There are relatively few parking permit types which tends to throw nearly everyone into the parking search. This approach can lead to frustration when parking cannot be found.
- Should the parking be evenly distributed across Route 13?
- Should the west campus be more focused on new buildings vs. more parking?

### Surface parking – SU owned
### Surface parking – leased
### Structured parking

**EAST CAMPUS:** 1582 cars

**WEST CAMPUS:** 1504 cars

**Parking Distribution**
Aggregated Parking

This diagram illustrates how much land is used for surface parking by sliding all of the parking lots together.

- Surface parking area is nearly as much land area as is used by the academic core.
- If Salisbury was to buy this much land adjacent to the campus, it would be a significant investment.
- Options include leasing more land for surface parking for the near term, to new parking structure(s).

Surface parking – SU owned
Surface parking – leased
Structured parking
Future Parking Demand:

- 8.7% potential headcount enrollment increase over next 10 years
- Similar increase in future parking expected:
  - 3,713 spaces today
  - 4,036 in future equals
  - 323 additional spaces needed
Recent new buildings have addressed majority of academic space needs

Needs remain in:
- Teaching, class, and research labs
- Office space
- Support: Shop and storage
- Swing space for renovations
- Performing and Fine Arts Space for education and regional cultural resource
Student Life

- Recent renovations and new buildings have addressed majority of residence life needs

- Needs remain in:
  - Dining capacity and location
  - Student union and assembly spaces
  - Separate Recreation and Athletic indoor venues – New Fieldhouse and Maggs renovation / expansion
  - Possible residence hall replacement and new capacity
Observations – Natural Environment
Landscape Character

The character of the campus changes significantly from the wooded residential neighborhood to the commercial edge on Route 13 to the athletic and recreation zone on the east campus.

The West campus has the scale and experience of a small liberal arts residential campus, however the frontage on Route 13 seems like a back door and is radically different from one side of the street to the other.
Landscape Typologies

- Natural/Undisturbed
- Naturalistic – Grove
- Naturalistic – Lake
- Mall
- Quads/ Open Lawn
- Courtyard
- Plaza
- Gardens/Special Places
- Perimeter – Front Lawn
- Perimeter – Streetscape
- Entrance/Gates
- Internal Streets
- Recreation/Fields
- Parking
- Gateway Intersection
Naturalistic Landscapes

Nearly all of the campus landscape has been planted since its founding. In some instances there are "remnant forests" which evoke more of a native landscape. Other areas are more formally planted groves which can be a mix of turf and trees.

All of these areas could have enhanced naturalized landscapes that provide outdoor gathering spaces.
Naturalized Landscapes
Grasses and Meadows

University of Maryland, College Park, MD

Towson University, MD

Hagerstown Community College, MD

Swarthmore College, PA

Towson University, MD
Quads and Lawns

Some of the most memorable places are campus are the quads, malls, and courtyards. These spaces are formed by buildings or lines of trees as outdoor rooms. Most have a clearly identifiable shape and share similar functions around their edges: residential quad, academic quad, etc.

Some of the quads feel unfinished and could benefit from clearer edges whether by additional buildings or more shade trees. The mall from Fulton to Devilbiss is very strong with its allee of trees. The elimination of the middle, third row of trees would enhance this mall. Other allees could be introduced to give spaces more definition.
Events

Quads, lawns, and plazas also need to accommodate events throughout the year. Events include orientation, graduations, rallies, fairs, and community events such as the Sea Gull Century. The spaces need to be durable and flexible.
Quads shaped by buildings and trees
Allees of Trees

Penn State University, PA

University of Pennsylvania, PA

Lehigh University, PA

Old Dominion University, VA
Plazas and Outdoor Dining

Often there are events on campus which require open spaces or plazas. Red Square has been a geographic and event center on campus. However, when an event isn't going on the space seems large and vacant with forlorn picnic tables along its edges. Other outdoor dining areas also lack shade and a sense of scale.

More shade, interesting paving, and a variety of scales can improve these vital outdoor spaces.
Separation of Public and Semi-Public Spaces
Route 13

Route 13 is one of the many front doors to the campus. Recent new buildings as well as the new Academic Commons will continue to build a stronger presence of the University along Route 13.

However, with the parking visible from the road and some buildings turning their back to the street, this frontage continues to struggle with feeling more like a back door.

Route 13 is a state highway with seven drive lanes and a median which reduces in width from south to north. It is a very wide road with very wide lanes. As a result, vehicles tend to drive faster than the 35 mph posted speed limit resulting in safety concerns for pedestrians.
US 13 through Campus

- Improve Pedestrian Crossings
- Reduce crossing distances
  - Examine removing outside access lanes
  - Impact to traffic / level of service
  - Initial studies suggests little to no impact to traffic
Route 13
US Route 13 – Existing Section

<table>
<thead>
<tr>
<th>Pedestrian Zone</th>
<th>Travel Zone</th>
<th>Median</th>
<th>Travel Zone</th>
<th>Pedestrian Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>10’</td>
<td>50’</td>
<td>38’</td>
<td>42’</td>
<td>10’</td>
</tr>
</tbody>
</table>

150’ estimated ROW – US 13
The SHA's policy is to incorporate a comprehensive approach to street design, Complete Streets, which accommodates pedestrians, bicycles, transit, daily traffic and service vehicles. It is possible to reduce the width and number of lanes, introduce separated bicycle lanes, and add a landscaped buffer between the sidewalk and the curb resulting in a safer and more beautiful street. This will take the cooperation of various agencies but the university can offer guidance and support for improvements.

<table>
<thead>
<tr>
<th>Pedestrian Zone</th>
<th>Bicycle Zone</th>
<th>Travel Zone</th>
<th>Median</th>
<th>Travel Zone</th>
<th>Bicycle Zone</th>
<th>Pedestrian Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>16'</td>
<td>11'</td>
<td>34'</td>
<td>38'</td>
<td>24'</td>
<td>11'</td>
<td>16'</td>
</tr>
</tbody>
</table>

150’ estimated ROW – US 13
Buffered Bike Lanes
Camden is an unusually wide street which leads to higher traffic speeds. In addition there are no striped bicycle lanes.
Camden Ave – Proposed

The existing road bed can easily accept painted bike lanes which would have the added benefit of reducing the width of the drive lanes and subsequently calm traffic speeds.
Raised Crosswalks

Raised crosswalks can greatly improve pedestrian safety acting as a visual signal to drivers and pedestrians as well as becoming large speed humps which will naturally slow traffic. These raised crosswalks could be located at key intersections and mid block pedestrian crossing on Camden, College, and Dogwood.
Parking Lots

Most of the West Campus core is free from parking lots which results in a great pedestrian core. However there are a few parking lots which could be meaningful new green spaces. In addition, there are a few lots at the perimeter of campus in which pedestrian pass through in the drive lanes.

These lots may be improved with additional landscaping and dedicated pedestrian pathways which would improve safety and reduce the heat island effect of the lots.
Dogwood Crossing: Existing Condition
Dogwood Crossing: Proposal
Residential Quads: Existing Conditions

The Quad around the traditional halls is well used but showing a bit of wear and tear. There is a lack of adequate informal recreation space.

The parking lot next to the high rise residence halls ideally would move elsewhere creating the opportunity to create more useable open space.
Residential Quads: Proposed New Quad

The University of Delaware created a new residential quad with an artificial turf field which is heavily used.

A similar new open space could be created which connects the Dining Center and the Commons into the campus.
Walkway Design

New pedestrian paths can be designed to be opened for move-in / move-out, service, and emergency access only when needed.
Pedestrian Desire Lines

Crossing Route 13 at Dogwood is a challenge.
Proposed Bike/ Ped Connections

The university is working to acquire a bike and pedestrian easement which would connect the Dogwood intersection with a new trail along the rail line and across the athletic fields.
The existing rail corridor right of way needs to be respected, but a narrow strip of university property could be set aside for a new ped and bike trail.
Section along Rail Trail

Within a 30’ minimum strip of land, an evergreen screen could be planted along the rail line separating a paved, lit, and landscaped path.
Athletics District Plan

The rail trail builds a strong north south spine on the East Campus and connects several east-west pathways.

The rail-trail could also become a component of a larger ecological corridor that integrates the campus open space system in a more naturalized approach.
Storm Water Management

The State of Maryland has modified storm water management requirements to not only address the quantity of storm water but the quality of the runoff as well. There are several strategies which can be used such as green roofs (which will be on portions of the Academic Commons), cisterns to collect water for reuse such as grey water in buildings or landscape irrigation, and bio-retention or rain gardens which collect water and slowly dissipate it into the soil.

The University has built one bio-retention area which functions well, but is not designed to be an aesthetic enhancement to the campus. With the proper design, these rain gardens can be beautiful and functional.

The rain gardens should be distributed across the campus to accept runoff from building roofs, parking lots, and other impervious surfaces. Designed correctly, they can even become water features showing how rain water travels from the sky to the ground.
Bio-Retention with appropriate landscaping
Storm Water Management as a water feature
Arboretum Strategies

The Salisbury campus is designated an Arboretum and has several incredible specimen plants. The Arboretum could be strengthened by:

• Extending the Arboretum into the East Campus
• Provide unifying (predominant) landscape against which specimens are showcased.
• Consider groves, allees and groupings of trees (and shrubs) – not just individual specimens (Pine Grove, Maple Walk, etc.)
• Incorporate rain gardens and bio-retention areas.
• Consider showcasing ornamentals and potential native “substitutes” near one another.
• Increase diversity
• Establish mechanism for expanding arboretum with each new capital project.
Planning Principles

• Preserve and enhance the assets on campus today.

• Establish a long-term framework for growth with the capacity to accommodate future needs and the University mission.

• Build connections with the Salisbury community both on and off-campus.

What will guide our decision making?
Planning Principles

• Steward campus resources through sustainable actions.

• Improve pedestrian connectivity, especially between the east and west campuses.

• Strengthen sense of arrival and the university presence to the east.

What will guide our decision making?
Existing Campus

- SU Building
- Geothermal field
- Open space
- Athletic field
- Path
Scale Comparison

- There is the possibility of acquiring the property at the corner of College and Division.

- The east campus land area is similar in size to the academic core on the west campus.

- Important opportunity to
  - Use land resources wisely
  - Extend the character of the west side to the east.
As part of the first day workshop, the planners took the stakeholder group on a campus walk to point out strengths of the campus as well as areas needing improvement.
Concept Plan

- Establish the University District
- Strengthen Front Door(s) Impressions
- Unify East and West Campus character
- Create safe campus connections
Planned Projects

- Academic Commons
- Tennis Court and parking
- New Stadium
- Fieldhouse and Recreation Center
- Athletic Complex Renovation
- Maggs Renovation and expansion
- GUC Renovation
- Blackwell renovation
- Fine and Performing Arts Center

- New building – near term
- New building – long term
- Relocated field
- Relocated tennis courts
- New parking
Fine and Performing Arts - Existing

Existing Spaces:
• 200 Seat Holloway Great Hall - Music
• 700 Seat Holloway Auditorium – no fly
• 200 Seat Black Box
• 200-400 Seat Wicomico Room GUC
• Future Academic Commons Meeting Room
• Orchestra Rehearsal
• Choral Rehearsal
• Small gallery
• Downtown Gallery
• Film Viewing
Fine and Performing Arts - Ideal

Performance Spaces:
- 50-60 Seat Recital Hall
- 200 Seat Black Box
- 400 Seat Small Proscenium with stage and fly
- 1200-1500 Seat Proscenium Theater
- Choral Rehearsal
- Orchestra Rehearsal

Departments
- Music
- Dance
- Theater
- Film and Media Studies
- Fine Arts – Ceramics and Glass, Sculpture, Drawing and Painting, Digital and Communication Arts

Space Needs
Performance Space Design

Three types of performance space

Music
- Long reverberation time
- Minimal backstage space

Spoken Word
- Short reverberation time
- Full stage, fly, and back of house support

Combination
- Accommodate music and spoken word
- Full stage, fly, and back of house support
Theaters

Drama Theatres - *spoken word*
- Small Proscenium (300-1000 seats)
- Studio/Courtyard (180-300 seats)
- Black Box (100-200 seats)
- Thrust / Arena (500-1200 seats)

Lyric Theatres: - *music plus visual elements*
- Small Proscenium (500-1200 seats)
- Large Proscenium (1100-2400 seats)
- Large Multi-Purpose Proscenium (1800-2800)
Lyric and Drama Theaters

Concert Hall
- 400-2400 seats
- 1 to 100 musicians
- 40-120 Chorus

Recital Hall
- 100-600 seats
- 1 to 24 musicians

Rehearsal Room
- 24 to 100 musicians
- 40-120 chorus
Music Performance Spaces

Concert Hall
- 400-2400 seats
- 1 to 100 musicians
- 40-120 Chorus

Recital Hall
- 100-600 seats
- 1 to 24 musicians

Rehearsal Room
- 24 to 100 musicians
- 40-120 chorus
**Music Performance**

**Concert Hall**
- 400- 2400 seats
- 1 to 100 musicians
- 40-120 Chorus

**Recital Hall**
- 100- 600 seats
- 1 to 24 musicians

**Rehearsal Room**
- 24 to 100 musicians
- 40-120 chorus
Fine and Performing Arts Precedent: University of Delaware

- Campus Core
- Existing Arts Center
- New Arts Quad
- New Performing Arts Center
- New Parking Structure
Main Venues

Proscenium Theatre 480 seats
Recital Hall 220 seats
Orchestra Rehearsal 350 seats
Theatre Rehearsal 175 seats
Performing Arts Test Fit

The Delaware Performing Arts Center program is not dissimilar to the ones desired by Salisbury University. We expect the footprint of the building to be comparable so we tested the footprint to scale to test three potential sites.
Scenario 1: East Campus
- Academic expansion on East Campus
- Performing Arts and associated parking on East Campus reinforce presence on College Avenue
- Fine & Performing Arts on East Campus
- Field House in central East Campus
- Residential accommodated off-campus

Scenario 2: Campus Core
- Increased academic density in West Campus
- Fine & Performing Arts and associated parking on northwest campus - reinforce presence on Route 13
- Field House in central East Campus
- Relocated residential on West Campus to accommodate expanded academic core and Dogwood replacement

Scenario 3: South Campus
- Increased academic expansion on West campus - linking south to Simulations Lab
- Fine & Performing Arts and associated parking on southwest campus: shared service corridor and compatible venue adjacencies
- Field House in central East Campus
- Relocated residential on West Campus to accommodate expanded academic core and Dogwood replacement
Scenario 1: East Campus

OPTION A: FAVORITE

Scenario 2: Campus Core

OPTION B: FAVORITE

Scenario 3: South Campus
Option A1: East Campus

**PROS**

- F&PA in one location with brand new facilities
- Significant adjacent parking available
- Easy to find for first-time visitors
- Acts as new northeast gateway
- Leaves West Campus to grow academics in future

**CONS**

- Land is not currently owned by SU and has environmental challenges prolonging timeframe
- Forces students to travel back and forth from west and east campus for classes
- In the near term may feel like a lone soldier
- Higher Costs: replicate existing program spaces, build new GSF, and costs to acquire property
Option A1: East Campus Acquired Property

A. Fine Arts Buildings
B. Performing Arts Building
C. Potential Tunnel
D. Parking
E. Potential Route 13 intersection and at-grade pedestrian crosswalk
F. Intramural Fields
G. Residence Halls
H. Tennis Complex
Option A1: East Campus Phase 1

A. Fine Arts Buildings
B. Performing Arts Building
C. Potential Tunnel
D. Parking
E. Potential Route 13 intersection and at-grade pedestrian crosswalk
F. Tennis Complex
Option A2: East Campus: Property Currently Owned

**PROS**

- F&PA in one location with brand new facilities
- Significant adjacent parking available
- Easier pedestrian connections back to west campus
- Land is owned by SU

**CONS**

- More challenging location to find
- Does not act as proper gateway, adjacent uses not compatible with F&PA facility
- Forces students to travel back and forth from west and east campus for classes
- Higher Costs: replicate existing program spaces, build new GSF, and costs to acquire property
Option A2:
East Campus:
Property Currently Owned

A. Performing Arts Building
B. Parking
C. Tennis Complex
D. Fine Arts Buildings
Option A2:
East Campus:
Phase 1

A. Performing Arts Building
B. Parking
C. Tennis Complex
Option B: Core Campus

PROS

• Acts as new northern Gateway on Route 13
• Land is currently owned by SU
• Integrated nicely into the existing academic campus
• Comfortably supports students academic needs between F&PA and other classes.
• Sufficient adjacent parking available
• Well integrated with other campus facilities
• Introduces visitors to the University beyond just the F&PA.
• Implementation and associated costs can be phased.
• Lower Capital costs: no duplication of program spaces and reduced new GSF necessary

CONS

• F&PA in adjacent but dispersed locations
• Dispersed locations may be more difficult for first time visitors to locate facilities
Option B: Core Campus

A. Performing Arts Building
B. New Gallery and Fine Arts Expansion
C. Renovation of Holloway and Fulton
D. Parking
E. New Arts Quad
Option B: Core Campus

A. Performing Arts Building
B. New Gallery and Fine Arts Expansion
C. Renovation of Holloway and Fulton
D. Parking
E. New Arts Quad
Option A1: East Campus

Option B: Core Campus
Option A1: East Campus: Acquired Property

PROS

• F&PA in one location with brand new facilities
• Significant adjacent parking available
• Easy to find for first-time visitors
• Acts as new northeast gateway
• Leaves West Campus to grow academics in future

CONS

• Land is not currently owned by SU and has environmental challenges prolonging timeframe
• Forces students to travel back and forth from west and east campus for classes
• In the near term may feel like a lone soldier
• Higher Costs: replicate existing program spaces, build new GSF and costs to acquire property
Option B: Core Campus

PROS

• Acts as new northern Gateway on Route 13
• Land is currently owned by SU
• Integrated nicely into the existing academic campus
• Comfortably supports students academic needs between F&PA and other classes.
• Sufficient adjacent parking available
• Well integrated with other campus facilities
• Introduces visitors to the University beyond just the F&PA.
• Implementation and associated costs can be phased.
• Lower Capital costs: no duplication of program spaces and reduced new GSF necessary

CONS

• F&PA in adjacent but dispersed locations
• Dispersed locations may be more difficult for first time visitors to locate facilities
Workshop Conclusion

• Since land acquisition is uncertain, the master plan should show what can be accommodated on property currently owned as well as the possibility of the East Campus acquisition.
• Quantify building capacities of each plan
• Verify long-term parking quantity
• Add smaller lots around the perimeter of the west campus for accessible parking and service vehicles
• Incorporate 10 year space needs projections and develop phasing scenarios
• Develop land acquisition areas of interest to guide the university but do not share as part of the public document