

# Site Analysis

## Campus Organization



The Salisbury University campus is defined by a system of roads, open spaces, and buildings. Some campus land holdings extend beyond the general boundaries. U.S. Route 13 and its commercial strip development and an existing railroad divide the campus into the main campus and the east campus. Bateman Street further divides the east campus into northern and southern areas.

The primary organizing element within the main campus is the mall, which establishes a north-south axis off which extend several other open spaces. The primary organizing elements within the east campus include Wayne Street and Bateman Street. The main and east campuses connect via the Route 13 pedestrian underpass.

Locating more people and functions near the south end of the main campus will serve to re-center campus while strengthening linkages from this end of campus to the mall. This can be accomplished through proposed housing at the Allenwood and Dogwood corners of campus. These developments also will serve to strengthen the University's presence by completing the placement of significant architecture on the four corners of the main campus.

While the open spaces that organize the main campus tend to “knit” buildings and use areas together, the streets on the east campus tend to separate and divide. This is compounded by the nature of the uses along these roads – open athletic fields, vacant property, parking, and low-rise, commercial buildings. There is the opportunity to use these roads as a framework to improve the campus organization for the east campus. Bateman Street, College Avenue, and Milford Street can be reinforced with land uses and streetscape enhancements to better link the east campus with the main campus. As purchased properties increase activity in this area, it will naturally gain more of a sense of being part of “one campus.”

## Land Use

Academic, administrative/support, residential, and parking uses are concentrated within the main campus; athletic, parking, and student housing uses comprise the southern part of the east campus; and vacant land and parking comprise the northern part of the east campus.

Generally, the distribution of land uses works well. There is a desire and need for more student housing on the main campus. To address that need, efforts are underway to develop a new 600-bed residence hall with first floor retail space through a public-private partnership. This development will be located on the southeast corner of the main campus on the site of what is currently the Allenwood shopping center. Additional large building footprints are recommended for the east campus.

Since the 2003 Facilities Master Plan, the University has been building new academic facilities on the main campus and relocating some of the parking facilities to the east campus. This has been a positive direction, in that additional development reinforces the compact main campus as well as enhancing the approach along Route 13. The compact campus was identified in discussions as a positive attribute. Most notable is the development of the new TETC, which establishes a presence at the corner of Route 13 and West College Avenue. As the campus develops on both sides of Route 13, there is an opportunity to anchor all corners with significant architecture. In addition to the Allenwood site, this should be considered at the Dogwood Village site, at the corner of Bateman and Division streets, at the corner of College Avenue and Division Street, and along College Avenue just east of the railroad.

As the density of the main campus increases, there is a corresponding opportunity to create a compact environment on the east campus. Athletic fields should remain south of Bateman Street, and new buildings should be located north of Bateman where they can begin to create a critical mass and compact district.

Open space surrounds the Teacher Education and Technology Center.



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## Access and Vehicular Circulation

Historically, the main entrance to Salisbury University was off Camden Avenue at Holloway Hall. More recently, multiple access points to the campus and its facilities provide several options for motorists without concentrating all of the vehicular activity in one location. Visitors arriving from the north along Route 13 are greeted by the new TETC building and

are directed to Camden Visitors Parking Lot F. With the development of the new Perdue School of Business building, the larger drop-off loop at Henson Lawn will be eliminated and replaced with a smaller drop-off area between Route 13 and the new Perdue School, which will include a visitors/reception desk.

The existing way-finding signage is fairly effective at directing visitors to the appropriate campus entrance off Camden Avenue, and campus faculty, staff, and students to the appropriate parking along the perimeter of the main campus. It is important to continue to maintain and enhance an effective signage program. College Avenue will play a more important role as the Dresser Property is programmed with campus facilities. Therefore, it will be important to

provide appropriate signage along Route 13 well before motorists have to make a decision to turn at College Avenue.

With completion of the parking garage on the east campus, Bateman Street's role as an important front door for the east campus will increase, as will the role of Wayne Street. The City of Salisbury is currently planning to create a more continuous alignment of Bateman Street and Onley Road at Division Street. With the proposed new alignment, the intersection will be safer for pedestrians. This also will make it easier for motorists to use this as an efficient through connection to Snow Hill Road. While this is the objective of the City, it is not in the best interest of the University. Though vehicular traffic should not be eliminated from Bateman Street, Bateman should be designed as a pedestrian-friendly street. Traffic calming devices should also be considered for Bateman Street.

Bus service is provided to and from the main campus and east campus. Currently, there is one stop on the main campus in front of Caruthers Hall. Buses also stop at Dresser Parking Lot A, University Park, and



University Village. Bus service on the campus should be expanded to two pick-up/drop-off locations. In the future, multiple bus stops should be established on the east campus as new facilities, particularly parking resources, are developed.

The University should work with the City of Salisbury and State Highway Administration to explore redesigning Route 13 to make it more of an urban boulevard. This will not only make it more attractive, but it also will slow traffic and make it more compatible with pedestrian usage.

On the west side of the main campus, the University should explore the installation of traffic roundabouts with pedestrian crossings at the Camden Avenue intersections at both Dogwood Drive and West College Avenue. These will aid in slowing traffic and make pedestrian travel safer along this University border.

## Pedestrian and Bicycle Circulation

Generally, pedestrian circulation functions well within the main campus. The primary circulation within the main campus extends along and off the mall, through Red Square, and between Chesapeake and St. Martin halls. A safe and convenient pedestrian connection between Allenwood and the rest of the main campus is lacking. The development of student housing on the Allenwood site, coupled with moving the Physical Plant to east campus, will improve pedestrian connections from this corner of campus to the mall. Even though adequate walkways are provided around Camden Parking Lot E, many pedestrians choose the shortest path through the parking lot. In addition, a path is worn in the lawn beneath the copse of trees on the northwest side of Henson Science Hall. This path accommodates flow between the Henson food court and the mall and should be replaced with a paved path.

The primary pedestrian circulation between the main campus and east campus utilizes the existing U.S. Route 13 pedestrian underpass at Bateman Street. The 2003 master plan recommended reinforcing the use of the existing Route 13 pedestrian underpass. The University is accomplishing this by placing a significant destination near each end.

**Convenient and safe pedestrian and bicycle traffic must be ensured.**



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Pedestrian crossing of Route 13 at College Avenue has increased, however, since the University began leasing the Dresser Parking Lot and opened the TETC. Consideration should be given to an improved pedestrian crossing—either an underpass or an overpass—of U.S. Route 13 at this northern location. Another enhanced crossing of Route 13 also should be considered at the southern end of campus at the intersection of Dogwood Drive. A significant number of students already cross at this location. A long signal time favoring Route 13, however, results in students crossing against the light. The University and the City of Salisbury should partner to create a safer pedestrian crossing in this location. In addition, a recently installed turning arrow at this location should be assessed for safety and effectiveness.

Pedestrian circulation on east campus is facilitated by sidewalks associated with the road network and functions well for the uses that exist currently. However, there are pedestrian safety concerns related to students crossing railroad tracks as well as walking in isolated areas at night.



As the east campus evolves, accommodations for pedestrians will need to evolve as well, with greater consideration given for pedestrian safety. With the completion of the parking garage, the sidewalk will be enhanced between the garage and the underground walkway. Lighting also will need to be improved throughout east campus to enhance pedestrian safety.

There is no sidewalk along Milford Street between Route 13 and University Park. Students walk a short distance along Route 13 after crossing at Dogwood Drive and then cut behind the businesses and across the railroad

tracks to reach University Park. While the distance between University Park and the Commons is about the same as the distance between the TETC and the Commons, the experience of the former walk is less pleasant because of the conditions described above.



As the bike system is expanded, the University should work closely with the City to coordinate this effort. The bike path proposed by the City along the north side of Bateman Street would make more sense on the south side, where it would tie into the pedestrian underpass.

## Open Space

The campus includes a hierarchy of open spaces on the main campus, ranging from large open lawns to small intimate garden spaces. A description of the open space system is included in the FMP.

Focus group discussions confirm that the open space contributes significantly to the positive qualities of the main campus in terms of aesthetics and opportunities for play and social interaction. It is important to preserve, protect, enhance, and expand open space and make it more useable.

Because the mall is the central campus open space, consideration should be given to extending it to the south to provide a stronger visual and physical connection with the Commons and the Guerrieri Center. With the overuse of Holloway and Henson lawns, it is clear that additional large open spaces that can support active play and gathering are needed to alleviate some of the pressure on those spaces. This will be particularly important as additional student housing is developed. If Camden Avenue Parking Lot E is not used as an alternate site for the third phase of student housing, it is recommended that the lot be converted to open space.

Red Square is the crossroad for many students and faculty moving throughout the campus. The Square should be renovated in conjunction with development of the proposed new library to enhance this function and to serve as an appropriate forecourt for the new building.

The forest corridor stretching from Route 13 to Camden Avenue just south of Maggs Center is an important resource. There is an opportunity to expand and enhance it with the redevelopment of the southeastern corner of the main campus. Consideration should also be given to planning for a similar forest environment on a part of the east campus.

The most significant addition proposed for campus open space is development of a mall on the east campus. There is currently no traditional open space on the east campus. It will be important to establish this open space early to provide a framework around which to grow and to begin changing perceptions about the east campus.



**Streetscape development on east campus will help link it with main campus both physically and visually.**

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As larger spaces are expanded and developed, consideration must be given to providing additional intimate and contemplative space, which also maintains safety. Building programs that include food service need to incorporate these elements adjacent to the outdoors where they can help to activate these spaces. The most successful open spaces are those that provide maximum flexibility for users and are comfortable for all. All open spaces should be named and marked.

Streetscapes are also an important part of the open space system. A variety of improvements are envisioned for the streetscapes around and through the University campus.



**The parking garage opened in summer 2009, providing more than 800 additional spaces.**

## **Parking**

Salisbury University currently has approximately 3,960 available parking spaces. Most of the parking areas function quite well in terms of circulation. Stakeholders indicated that Dresser Parking Lot A is underutilized.

SU has been successful over the years in avoiding the development of parking internal to the main campus and moving a significant amount of parking onto east campus and to the periphery. The new parking garage on Wayne Street, opened during August 2009, will help activate the east campus. An exception to this is Camden Lot E,

which creates a visual and physical barrier separating the Commons building from the heart of the campus. Camden Lot E should be eliminated. Camden Visitors Lot F should be redesigned and perhaps expanded at the time Blackwell Library is replaced. Once the tennis courts are moved to the east campus as proposed, a new parking lot with 120 to 150 spaces is proposed to take its place on the main campus.

Additional parking should be developed on the east campus in the future to serve developments in that area and particularly the proposed fine and performing arts center.

The University will need to continue changing the mindset that parking should be immediately adjacent to the facilities it serves. Any expansion to parking lots on the west side of Camden Avenue should be divided into smaller lots and heavily landscaped.

## Campus Landscape

The 155-acre Salisbury University campus enjoys its status as a national arboretum and includes a collection of over 2,000 species of plants. The campus is registered in the Maryland Big Tree Program and has several trees on Holloway Lawn that are among the largest in Maryland. In addition to plants, the University Arboretum includes a collection of over 26 sculptures. The plan details a number of recommendations regarding plant diversity, heights, and maintenance. It also recommends that additional sites for gardens be identified as a part of future developments, particularly on the east campus.

The University should continue moving in the direction of implementing the campus standards for benches, trash receptacles, and bike racks, just as it has for signage. Predominant paving materials should also be standardized in the future. Where possible, brick pavers should be incorporated into pedestrian paths.

As the campus landscape expands, it also will be important to provide adequate facilities for the horticulture staff. The University also should attempt a lawn restoration rotation program once additional open spaces are added.

The main campus is well illuminated, utilizing a standard ornamental fixture throughout the campus. Lighting problems seem to be isolated in a few specific areas or around a few maintenance issues. Consideration should be given to providing more site lighting throughout east campus, particularly along the streets where students travel and in the Dresser parking area. An increased number of lights on east campus will help increase the feeling of safety as the level of activity increases in this area.

The University might consider preparing a detailed landscape master plan that would identify desired species and plant locations with the overall goal of enhancing the arboretum. A detailed landscape master plan could provide much more specific direction than is possible with this Facilities Master Plan. Similarly, the University should develop a campus-wide lighting plan.

**Clear campus entrances must be maintained and established.**



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