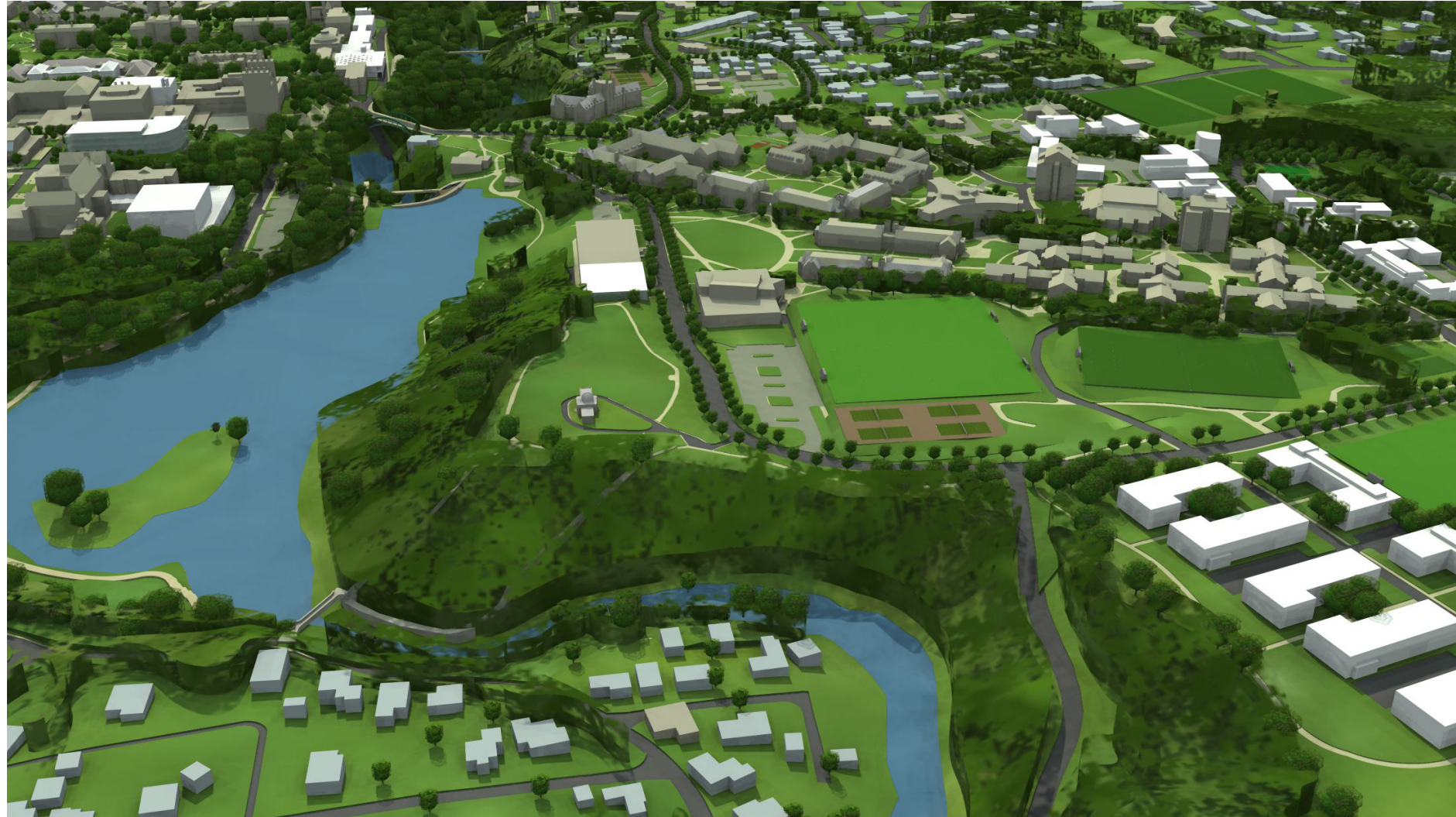
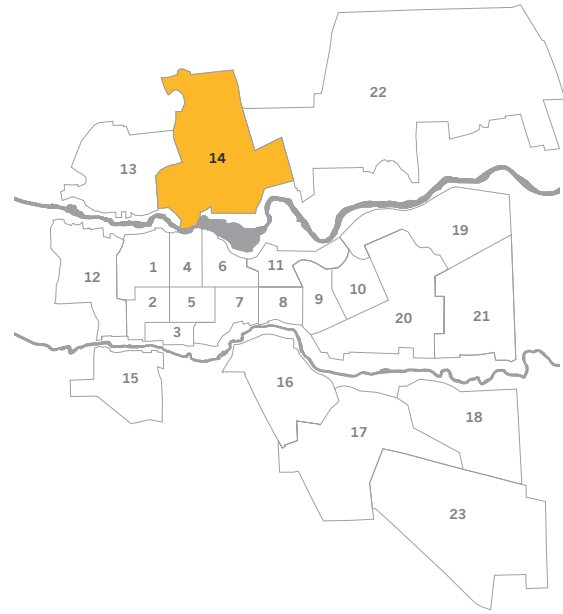


North Campus Precinct  
**Zone N14 North Campus Zone**



View of North Campus looking west



## Zone N14 Overview

North Campus has been built primarily as a series of complexes over time, beginning with the Balch Hall, Risley Hall and Clara Dickson Hall complexes. A number of other residential complexes have been added, each with their own distinctive character and housing format. In the past, this “collage” of development resulted in a disjointed image and an inconsistently defined hierarchy of open spaces within North Campus. Beyond the clear pedestrian routes through the Balch Hall Quadrangle and Rawlings Green, the hierarchy and coordination of pedestrian connections northward to Jessup Road become less clear. This is due, in part, to the pavilion-like nature of many of the North Campus residences. Building “front-and-back” relationships are not consistent, and loading areas conflict with pedestrian routes, building address and arrival sequences. The recent demolition of the Pleasant Grove Apartments and the additions of Court Hall, Mews Hall, Kay Hall, Bauer Hall, Appel Commons and Rawlings Green have done a great deal to physically unify the various housing complexes through the integration of building geometries and the introduction of clearly defined open spaces. The introduction of Cradit Farm Drive has provided a clear and intuitive route to Core Campus, providing panoramic views to Fall Creek, Beebe Lake and the campus beyond.



Zone Overview for North Campus Zone






Existing Building		Transit Supportive Node	
Historic Districts (National and/or Local Register)		Potential Information Kiosks	
Historic Buildings		Gateway	
Buildings with Architectural Merit		Pedestrian Gateway	
Buildings/Planning Currently In Progress		Bike Route	
Unique Natural Area		Primary Pedestrian Route	
Potential Building Footprint: Program / Public		Secondary Pedestrian Route	
Primary Entrance		Steep Terrain / Slope	
Transit Circulator Loop with Stop		Important View	
Transportation Hub			






## Zone N14 General Guidelines




- Housing development should generally be two to four stories in height, but additional height may be considered. Housing formats should promote a community feeling and identity. Development proponents must demonstrate how new proposed development fits within and supports its physical and programmatic context.
- Jessup Road is the primary east-west vehicular connection through this zone. It provides an opportunity for shared uses, such as amenities and other services, to be located in a “main street” type environment, providing a focus for campus life within the zone, and further strengthening its structure and organization.
- As the North Campus Zone continues to evolve, establishing a clear hierarchy of pedestrian connections will help improve wayfinding and guide the siting of new development. Clear primary pedestrian routes will also help inform pedestrian road crossing locations and design throughout the zone, improving pedestrian safety. This is most important near the Thurston Avenue Bridge where pedestrian routes and walkways converge. Two new/ reinforced north-south primary pedestrian routes are proposed, west of George Jameson Hall and east of the North Campus Dormitories. Two east-west routes have also been identified. The exact location and nature of these connections may vary, but a more direct and coherent pedestrian network should be pursued.
- A potential roadway link between Warren Road and Pleasant Grove Road north of the golf course should be considered to improve the northern approach to campus. Although there is not a pressing need for this link at this time, preservation of the right-of-way for future consideration is recommended.
- The area immediately northeast of the Thurston Avenue Bridge may also be considered for a visitor information station.



General Guidelines for North Campus Zone

Potential Storm Water Management Area   
 Parking and Service Route   
 On-Street Parking   
 Above Grade Parking   
 Ground Level Service/Loading Areas 

Existing Major Campus Utility Corridor   
 Future Major Campus Utility Corridor   
 Below Grade Parking   
 Potential Service   
 Basement 

Building Demolition   
 Parking Lot Removal   
 Athletics Field Removal 



Surface Parking and Servicing

- Naturalization of the Palmer Woods landscape should be considered with improved natural, habitat and pedestrian connections between Palmer Woods and Fall Creek. The design of this landscape link should be considered in the reconfiguration of Triphammer Road and the construction of the new road connecting Jessup Road to A Lot and Pleasant Grove Road.
- Some areas along Fall Creek and Beebe Lake require slope stabilization and landscape regeneration, particularly below Helen Newman Hall.



Below Grade Parking, Servicing and Utilities

**Parking and Service Access**

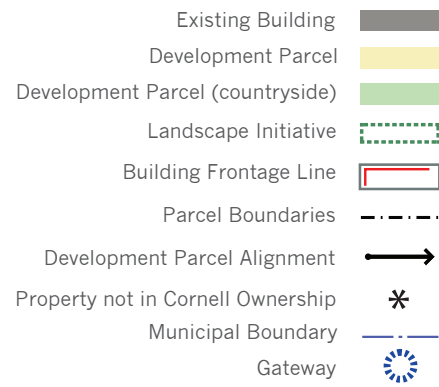
- Parking and service access in this zone should be planned in conjunction with proposed development and should be provided in multiple small lots rather than one large central lot.
- Parking and service areas should be located in inconspicuous, yet safe and accessible places.
- Shared parking between multiple users is encouraged, particularly north of Jessup Road.
- Future development of CC Lot should include a below-grade parking structure.



Strategic Renewal

## Zone N14 Parcel Development and Key Landscape Initiatives

- Additional development is proposed on what is currently “CC” lot. Development on this site should consider improved pedestrian connections and further landscape naturalization in conjunction with Palmer Woods to the north. This development will also have strong relationships to both Jessup Road and the new arrival sequences from the north. The siting, design and programming of this site should take these landscape and infrastructure improvements into consideration.
- The proposed redevelopment of the townhouse community north of Jessup Road will have a strong relationship to Jessup Road and should support a “main street” character. North-south pedestrian connections through these development parcels between A Lot and the North Campus dormitories should be created. These connections must be logical extensions of the primary pedestrian routes/walkways.
- The proposed redevelopment of the Hasbrouck Community calls for additional space to support playing fields and other recreation and student life amenities. This space may be created by locating new development further east of Pleasant Grove Road to strengthen open space connections along the proposed North Campus Greenway.
- The proposed North Campus Greenway Landscape Plan should strengthen the sense of arrival to campus and highlight the long views over Beebe Lake and onto Core Campus. The edge condition between the open space and the housing developments should be improved through landscaping and improved pedestrian connections, and additional playing fields should be coordinated within the overall structure of the greenway. The natural landscape of the Fall Creek corridor can be drawn into the greenway to improve habitat and strengthen North Campus’s relationship with the natural setting of the creek. Improvements to pedestrian conditions should be coordinated with traffic calming, intersection changes and streetscaping measures identified for the area.



Parcel Development and Key Landscape Initiatives for North Campus Zone

0 450 900 1800 FT

- The intersection of Cradit Farm Road and Pleasant Grove Road should be reconfigured to clarify and wayfinding for campus visitors (P10). The intersection with Forest Home Drive should become a “T” intersection, with Pleasant Grove Road and Cradit Farm Road joining to eliminate the existing turn. Design of the Cradit Farm Road platform and right-of-way should promote the slow movement of vehicles through such devices as narrow lane widths, textured paving and other traffic calming measures (P13). Landscaping of the road and design of the roadway should be configured to convey a pedestrian-priority, campus environment. Signal controlled pedestrian cross-walks may be considered.
- Triphammer Road/Wait Avenue/Thurston Avenue should also be reconfigured for pedestrian safety and clarify wayfinding towards Core Campus (P11). Design of the Triphammer road platform and right-of-way should promote the slow movement of vehicles through such devices as narrow lane widths, textured paving and other traffic calming measures. Landscaping of the

- road and design of the roadway should be configured to convey a pedestrian priority, campus environment. Signal controlled pedestrian cross-walks may be considered.
- A gateway is located at the intersection of Pleasant Grove Road and the new road proposed south of A Lot (L18, P12). This location provides opportunities for panoramic views to Core Campus, the golf course and Palmer Woods to the north. Coordination with other initiatives in this area, including the daycare and a potential visitor information station or kiosk, should be considered so as to best use infrastructure and parking resources. This gateway is also located within the proposed North Campus Greenway (L05).
  - A secondary gateway is located at the intersection of Triphammer Road and Jessup Road. Integration of the design of this gateway with Jessup Field and roadway improvements should be considered (L18).

#### Corresponding Landscape Initiatives:

- L05 North Campus Greenway landscape plan
- L18 Campus gateways (x2)

#### Corresponding Access and Parking (University Projects)

- P01 Campus circulator

#### Corresponding Road and Intersection Initiatives:

- P10 Cradit Farm Road at Pleasant Grove Road
- P11 Triphammer Road realignment
- P12 A Lot Road
- P13 Cradit Farm Road redesign

Parcel	Parcel Footprint (ft²)	Building Footprint (ft²) % Parcel Coverage	Height (range in stories)	Potential GSF (range in ft²)	Potential units per acre (residential)	Number of Units (residential)	Permitted Uses (required uses in bold)	Enabling Projects	Concurrent Projects
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Zone N14 – North Campus									
Parcel 14A	166,614		3 – 6 (42 – 84ft)	86,062 – 172,123	30 – 60	115 – 229	• Residential	• Remove and replace parking lot	• Enhance primary pedestrian network in North Campus • Develop and implement Palmer Woods Greenway initiative
Parcel 14B	23,735		3 – 6 (42 – 84ft)	12,260 – 24,520	30 – 60	16 – 33	• Residential • Active use/public space encouraged at grade fronting Jessop Road	• Remove and replace parking lot	
Parcel 14C	160,587		2 – 4 (28 – 56ft)	41,474 – 82,948	15 – 30	33 – 111	• Residential • Active use/public space encouraged at grade fronting Jessop Road	• Remove Townhouse Community	
Parcel 14D	36,223	9,056 – 16,300 25% 45%	3 – 4 (42 – 56ft)	27,167 – 65,201			• Residential • Active use/public space at grade • Visitor Station	• Remove Townhouse Community	• Develop and implement North Campus Greenway Plan • Implement gateway improvements at A-Lot and Pleasant Grove Road
Parcel 14E	163,466		2 – 4 (28 – 56ft)	42,218 – 84,436	15 – 30	56 – 113	• Residential	• Remove portion of Hasbrouck Apartments	• Develop and implement North Campus Greenway Plan
Parcel 14F	266,191		2 – 4 (28 – 56ft)	68,748 – 137,496	15 – 30	92 – 183	• Residential	• Remove portion of Hasbrouck Apartments and parking area	
Parcel 14G	18,006	4,502 – 8,103 25% 45%	3 – 4 (42 – 56ft)	13,505 – 32,411			• Athletics/recreation • Social/cultural	• Remove and replace parking and loading area	
<b>Total</b>	<b>834,822</b>	<b>13,557 – 24,403</b>		<b>291,434 – 599,136</b>		<b>334 – 669</b>			

