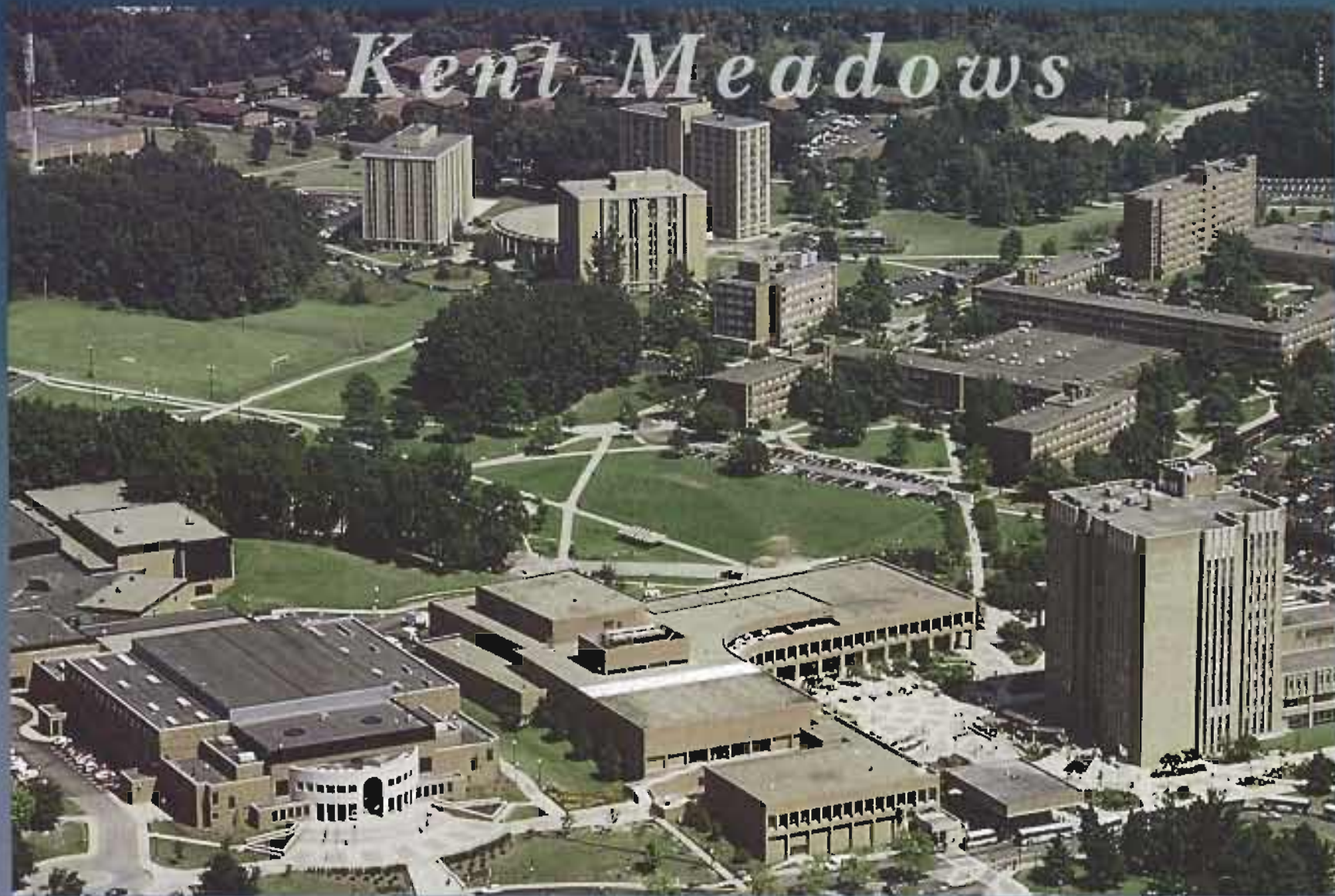


Kent State University



Kent Campus Master Plan

Kent State University

Kent Campus Master Plan

The Kent Meadows

June 1996

NBBJ

ARCHITECTURE DESIGN PLANNING

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Acknowledgments

The Kent Campus Master Plan was completed with a gracious amount of time and effort given by a diverse and representative group of participants. The thoughts, ideas, and collaborations of these participants were integral to the development of The Kent Campus Master Plan, Kent State University:

Board of Trustees
Executive Officers
University Facilities Planners
University Community
Citizens of Kent
City and County Officials.

Campus History

The northeast area of Ohio has played a major historic role in the evolution and development of America. Due to the relative ease and safety of travel, migration into the area from Pennsylvania and further east occurred nonstop through the mid-to late 1800's. Availability of water for industry and transportation helped speed economic development, and availability of employment further fueled population growth. As crossroads became villages and villages became towns, communities developed complete with centers of commerce, churches, and institutions.



Normal School Subscription.

The undersigned hereby agrees to pay the sum of *Twenty five* Dollars to The Kent National Bank Trustee to be used in fulfilling obligations made by The Kent Board of Trade to the State of Ohio in the matter of securing in Kent the location of The North-eastern Ohio Normal School, which amount I agree to pay on or before February 1, 1911.

Kent, O., *Nov 7* 1910 *Phil Christensen*

AN EVIDENCE of "hump and hustle."
(Photo courtesy of Dudley Weaver)

In the early 1900's, the Village of Kent was a vibrant, active community blessed with strong civic leadership and civic pride. While competition to be the host community for the to-be-formed Kent Normal School was indeed fierce, this community of 4,500 won out, due in large part to both the generous gift of the original campus land by William Kent and to the commitment to major street construction as a prerequisite to campus development by the Village of Kent. This first phase of campus development ("original campus") was developed at the edge of the city, with the downtown five city blocks to the west, and fully utilized the natural features of the site. University buildings were constructed on the hillsides overlooking a preserved meadow that would serve as the linchpin between the campus and the community.

As the newly formed Kent State Normal School, and ultimately Kent State University, continued to attract enrollment, physical growth necessitated development beyond and behind the original Normal Hill in successive phases to the east and southeast, forming the campus we see today.

Campus evolution includes several major physical hallmarks: a campus comprising rolling hills and meadows, with multiple yard spaces versus a single major yard space; development generally in parallel with the existing roadway framework, including East Main Street, East Summit Street, and Loop Drive; and preserved campus open space or "meadows" on the interior. Throughout its developmental history, Kent State University has been a residential campus, a commuter campus, and, overall, part and parcel of its host community.

Kent's history includes the following key snapshots:

- First Master Plan, a 50-year plan, was completed in 1915 by President McGilvrey.
- First use of transit was a red Stanley Steamer in 1914.
- "Overflow" students were always housed in the community, from the earliest inception of the campus.
- First City investment was in 1910, in the paving of East Main Street.
- First major student unrest took place in 1920, with the firing of President McGilvrey by the Board of Trustees.
- First red brick versus yellow brick building was constructed in 1937.
- First major identified parking problem was in 1947.



"THEY TOOK A WOODED RIDGE . . ." Trustee Frank A. Merrill (left) carefully inspected the site of the future Merrill Hall in 1911. (Photo courtesy of Davey Tree Expert Company)



IN 1913 Architect George F. Hammond envisioned a semi-circle of classical buildings.

1996 — The Age of Limits

The leadership of Kent State University through the years has successfully adapted to and met continual changes in University mission, program, and resulting physical facilities. The key planning issues of the 1990's are a sense of vision, direction, and response to the future; stable enrollment; competition and rationing of State resources; new measures of accountability for University performance; competition for students and students as customers; finite land resources; and off-campus as well as on-campus planning needs.

To address these impacts upon the Kent Campus and its surroundings, the Campus Master Plan must be, in essence, a long-range planning document with the following components:

- **A vision document.** The Campus Master Plan must further enhance University pride with a clear focus and sense of direction.
- **Marketing plan.** The Campus Master Plan must identify the best features, character, and image of place and communicate the value of the educational experience.
- **Customer strategy.** Planning recommendations must be derived from a clear understanding of the student, campus quality of life, and informal as well as formal educational opportunities.
- **Resource plan.** Campus operating and capital funds must be leveraged, coordinated, and managed to achieve increasing efficiency, and the determination of needs and priorities requires clear justification.
- **Communications plan.** The long-term success of a campus requires interface with its host community; communications, forums, and action agendas must meld together campus and community as co-sponsors of regional objectives.



Executive Summary

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A. Purpose of the Plan

A comprehensive Campus Master Plan was commissioned, in brief, for the following purposes: to review campus physical resources and character; to determine appropriate long-term and short-term use of University lands and buildings; to develop and enhance an appropriate character or image for the University; and to identify related off-campus as well as on-campus planning issues and needs.

The nine-month study process entailed an in-depth physical analysis of the campus; consultant interviews with 26 planning units, including both the University and non-University groups; and review with the Kent State University Board of Trustees, the University Executive Officers and Cabinet, and the President, as well as specific, focused review by campus parking, transit, and facilities personnel.

The Campus Master Plan process includes these outcomes:

1. **Planning Principles and Goals.** Forty-nine written statements describe key planning principles in eight categories, which include campus and community, land and building use, transportation and parking, open space and pedestrian circulation, image and identity, and campus services.
2. **Kent Meadows.** A pictorial display of key Campus Master Plan recommendations, including possible recommended building siting, open space concepts, and parking and roadway configurations.
3. **Component plans.** A written and pictorial description of planning recommendations by campus component, including these plans:
 - a. Building siting and use plan.
 - b. Parking and transportation plan.
 - c. Open space plan.
 - d. Implementation plan.



B. Key Planning Assumptions

The physical development of the Kent Campus of Kent State University has occurred in response to continuing evolution in the delivery of higher education. Since its founding in 1910, Kent State University has undergone change and development in broad phases:

1. **Start-up phase.** The initial establishment of the Kent Normal School, with community leaders winning the right to establish the foundation of what has become the University of today, and the subsequent excitement and vision regarding institutional goals and expectations.
2. **Identity phase.** The continued development and evolution of academic programs and competition for both students and financial resources, as well as increasing competition with other institutions of higher learning within the State of Ohio.
3. **Growth phase.** The growth of the University, as a state-assisted university receiving both operating and capital funds, to accommodate the postwar influx of students.
4. **Maturity phase.** An era of post-growth; campus quality as well as quantity, resource management, and the built-up nature of physical campus are planning issues.



PROFESSOR CLINTON S. VAN DEUSEN found parking no problem in 1916.

As Kent State University progresses toward its one hundredth anniversary in the year 2010, key planning assumptions drive the development of the Campus Master Plan recommendations. These are the key assumptions:

1. **Stable student enrollment in the near- and mid-term.** Significant increases in student population are not anticipated, nor are they a driver for physical planning recommendations. Sufficient in-place capacity can service a student population of 25,000 (head count) without significant increases in academic, housing, or support space.
2. **Increasingly competitive environment in attracting and retaining students.** The State of Ohio in general, and the northeast region of the state in specific, are well-served by a broad number of higher education institutions. The state-supported institutions of Cleveland State University, Youngstown University, and the University of Akron are located less than an hour's drive from Kent State University. Kent State University is the dominant state-assisted residential university in the northeast region of Ohio; approximately one-third of Kent State students are housed on campus, one-third are located off-campus but within the community, and one-third utilize the University as commuter students.
3. **Continued change in the near- and mid-term regarding academic programs and mix of academic programs.** Although aggregate student growth above the 25,000 level is not anticipated, continued change in academic interests, teaching methods, and technology will necessitate physical change in allocation of land and buildings, reconfiguration of space, and campus infrastructure needs.
4. **Major campus framework largely in place.** Over its 86-year history, the campus has physically grown radially outward from the City of Kent and the campus core in a general south to southeast direction. At this stage in the development of the region, as well as the campus, little or no vacant land remains available adjacent to the Kent Campus. As University needs continue to shift and priorities change, the physical response to these changes must occur within an increasingly finite physical framework.
5. **Greater focus on future building renovation vs. new construction.** Given both limited net student growth and the generally fixed nature of campus land and buildings, future needs should be primarily met through systematic renovation versus new construction of academic, housing, and/or support space.
6. **Quality rather than quantity will drive near- and mid-term campus planning.** Given a broad array of educational options, students have become customers, thus requiring colleges and universities to address both the quality of the educational product, and, as well, the quality of the collegiate experience of the student customer. An attractive, well-serving collegial setting supports and undergirds the overall educational process.

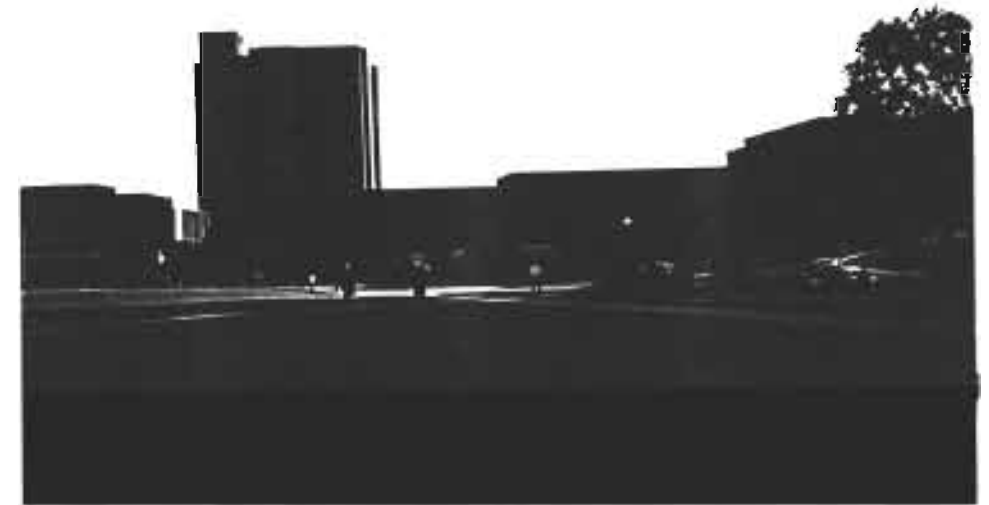
C. “Big Picture” Conclusions

A detailed physical assessment of the campus and its environs and interviewee input from over 26 planning units provided a keen insight into both the character and use of the Kent Campus. The following “big picture” conclusions result from those activities:

1. **The Kent Campus of Kent State University has considerable land holdings** (approximately 1,200 acres):
 - a. Kent Campus (S.R. 261 to East Main Street/South Lincoln to Loop Drive): 482 acres.
 - b. Adjacent and/or peripheral holdings:
 - (1) East Summit Street corridor (between Loop Drive and S.R. 261): 96 acres.
 - (2) Dix Stadium complex: 120 acres.
 - (3) South of S.R. 261: 56 acres.
 - (4) Kent State Airport: 291 acres.
 - (5) Kent State Golf Course: 190 acres.

The University has, over time, wisely acquired additional land that has provided options for major as well as minor campus development. The relocation of the football stadium complex permitted construction of the University hub, comprised of the Student Center and the Library. This planning move was possible because of the land available east of the campus for relocation.

2. **The University has developable, usable land in all zones**, with proportionally less developable acres on specific subareas of the Kent Campus core than on the periphery. By definition, the highest density of campus development is on the center campus, with the lowest density on areas of the campus periphery, notably to the south. Long-term stewardship of campus land and its development and use are nevertheless critical in all campus zones.
3. **Specific areas at or near the campus core may over time be expanded and/or redeveloped to meet future academic and support uses.** The concept of “highest and best use” will become increasingly important at the center of the campus as various University functions compete for increasingly limited site and building options. Over time, selective redevelopment at the core, potential shift in uses and priorities, and potential building demolition and replacement may be necessitated by the value of close-in real estate.



4. **Remaining major interior campus open spaces (the Kent Meadows) provide essential intramural and informal yard spaces, and should not be considered as a source of future building and parking siting.** By both design and happenstance, the campus interior green spaces have been created by campus building development generally occurring along major roadways at the periphery of the campus, resulting in remaining green spaces to the interior of the campus. As the campus core becomes increasingly built out, pressure for continued incremental development into remaining campus core green spaces must be addressed.
5. **The campus pattern of open space to the inside and cars to the outside should be preserved and extended southward by future East Summit Street realignment.** While the core of the Kent Campus is largely finished on its west, north, and east faces, the south face is not yet fixed and should be successfully planned and appropriately designed as an outcome of the Campus Master Plan.
6. **Major new visitor-oriented facilities, such as a Student Wellness & Recreation Center, will require reserving specific site locations having sufficient size, access, and image.** It is not the purpose of the Campus Master Plan to recommend specific building construction, but rather to identify and preserve appropriate site options for near-term and long-term campus needs. Specific uses, such as a Student Wellness & Recreation Center, have specific siting requirements that necessitate tailoring the physical Campus Master Plan recommendations to meet these needs.

7. **The Kent Campus core must succeed as a pedestrian campus.** While the success of the Kent Campus is dependent, in part, upon convenient transit and parking facilities, the campus core must be well-serving to pedestrians. The quality and the convenience of on-campus pedestrian facilities strongly and directly contribute to campus quality of life.
8. **The enhancement of campus arrival and access will require both on- and off-campus improvements,** including street widenings, signage, and well-located visitor parking. As part of a larger regional setting, the Kent Campus, in its convenience and attractiveness, is part and parcel of overall regional patterns of access to and from the campus. The University and its host community, as well as other public agencies, must mutually identify and achieve common planning goals to service both the region and the campus.
9. **The University, through management of its land resources, can positively impact its host community and adjacent properties.** Mutually beneficial objectives for the City of Kent, Portage County, and Brimfield Township may include joint planning, traffic, and transit upgrades, compatible joint redevelopment, neighborhood enhancement, and/or shared economic development as future planning priorities.
10. **A key unifying campus feature is an image of spaciousness and open lawn areas.** As the density of regional development increases, the Kent Campus as an “oasis” becomes increasingly important in providing permanent, high quality open space not only as an educational campus but also simply as a place of beauty.



D. Planning Principles and Goals

An integral component of the Campus Master Plan are written Planning Principles and Goals that resulted from a series of campus interviews, review sessions, and campus assessment. These 49 statements serve as both the benchmark and the evaluative tests by which Campus Master Plan concepts and recommendations have been crafted and measured.

Campus and Community

1. Ensure campus participation in planning regional and City of Kent traffic improvements to ensure adequate capacity to service both the area and the campus.
2. Work with local zoning officials to coordinate future campus development and redevelopment with community land use development and redevelopment, especially west of the campus core.
3. Jointly identify campus and City of Kent initiatives that reinforce campus linkages to the Central Business District and adjacent campus neighborhoods, and address community issues with off-campus student housing.
4. Create joint development standards for shared edges between the campus and the community, including East Main Street, South Lincoln Street, and East Summit Street.
5. Develop a consistent signage and wayfinding system for visitors with locations at freeway and major highway points of entry to and through the campus.

Land and Building Use

6. Ensure the long-term vitality and functionality of the campus core, generally defined as the Student Center, Library, and Memorial Athletic and Convocation Center area.
7. Carefully analyze and determine appropriate highest and best use for space allocation within the campus core.
8. Provide for appropriate coordinated, continued development of the campus core south of East Summit Street.
9. Over time, through new development, create stronger campus linkages between the campus core and Dix Stadium for the area along East Summit Street.

10. Identify within the campus the potential recycling of occupied sites through longer-term, logical building demolition.
11. Provide for continued expansion of and development within the Science Mall to meet continued academic and research needs.



12. Over time, consolidate arts-related disciplines in a more central zone or grouping.
13. Utilize future building projects, both new construction and renovation, as appropriate vehicles for continued construction and upgrade of campus yard spaces, pedestrian pathways, and other infrastructure needs.
14. Develop and maintain an inventory of future building sites that both reinforce the Planning Principles and Goals and provide appropriate locations for specific program needs.

15. Reinforce and protect the existing residential quality of campus housing areas through adequate provision of open space, convenient campus pedestrian linkages, and well-located student services.
16. Create public/private development opportunities for off-campus University properties, including the University Golf Course, University Airport, and south of S.R. 261, that both reinforce the University's mission and provide income to the University.
17. Develop a land acquisition and disposition policy that reinforces approved campus planning concepts and the Planning Principles and Goals.

Transportation and Parking

18. In coordination with the City of Kent and other public officials, plan for appropriate improvement of adjacent campus streets, including East Summit Street and South Lincoln Street.
19. Work with state, regional, and local transportation officials to ensure the planned upgrade of major highway access within and to the campus, including the S.R. 43 corridor north and south and the long-term resolution of S.R. 261 future development.
20. Incorporate East Summit Street into an overall campus design as a "spine" versus a "divide."
21. Maintain the existing campus "superblock" form, including the present cul-de-sac street entries south into the campus from East Main Street and west into the campus from Loop Road.
22. Develop appropriate signage that clearly identifies campus uses and addresses access from each campus entry.
23. Ensure, over time, the adequate provision of campus parking, including identification and preservation of well-conceived sites for future structure parking, that is in balance with campus open space and campus quality, is well serviced by campus pedestrian routes, and is well distributed in relation to campus visitor destinations.
24. Maintain a maximum walking and/or travel distance between major parking and the campus core of ten minutes.
25. Further enhance and develop the campus transit system to include, where possible, separate transit travel lanes and the strategic location of major transit stops.



Open Space and Pedestrian Circulation

26. Reinforce and further develop major pedestrian east-west pathways serving the Student Center and Library as a pedestrian hub or core.
27. Develop clear, major north-south pedestrian and bikeway connections into an east-west pedestrian/bikeway system that services or links other campus areas, including the oldest portion of campus at the northwest corner of the campus and other key north campus facilities.
28. Ensure appropriate safety, security, and attractiveness of all pedestrian routes through concentration of activity on key routes, lighting, and design.
29. Ensure that campus facilities are accessible, usable, and appropriately signed for persons with disabilities when renovating and remodeling existing facilities, constructing new facilities, or undertaking site improvements.
30. Utilize consistent design and use of paving materials in the construction of campus pedestrian pathways.
31. Develop north-south pedestrian linkages both overhead and at grade across Summit Street to further interconnect the Michael Schwartz Center to the campus core and to extend pedestrian pathways to and through continued campus development south of East Summit Street.



32. Inventory and label remaining campus open spaces as inviolate open space, active recreation and athletic space, and areas available for future conversion to other uses.
33. Establish inviolate campus open spaces to include the original campus lawn, lawn areas associated with the May 4, 1970 Memorial, and campus wetlands.
34. Avoid further encroachment upon remaining campus core open spaces and wooded areas, and protect existing black squirrel habitats on-campus.
35. Incorporate central yard space and other open space features into campus development south of East Summit Street that are linked to and a continuation of existing campus yard spaces north of East Summit Street.
36. Provide for continued use of campus core open spaces for outdoor intramural and recreational activities in servicing both residential and commuter students.
37. Within campus housing neighborhoods, avoid further conversion of residential area lawn space into parking.

Image and Identity

38. Protect and enhance the suburban, green character of the existing campus setting, especially at campus edges and with remaining campus core open spaces.
39. Preserve long views to the south from the campus activity hub at the Student Center and from adjacent main pedestrian pathways.
40. Develop consistent campus signage, streetscape, lighting, and pedestrian furniture standards.
41. Reinforce a welcoming sense of arrival at the campus core for campus visitors.
42. Develop Campus Center Drive into a major campus gateway through landscaping, signage, land use, and curb cut controls.
43. Create a consistent streetscape ethic or design for East Summit Street and South Lincoln from East Main Street to Dix Stadium.
44. Identify appropriate campus opportunities for creative/innovative design of campus features such as signage, landscaped areas, and/or selected building sites.



Campus Services

45. Ensure that the Michael Schwartz Center and associated campus facilities are so located and designed to provide high quality service to both residential and commuter students.
46. Reinforce the concept and function of the Michael Schwartz Center through appropriate allocation and reallocation of available building space and provision of adequate parking and pedestrian connections.
47. Ensure, through appropriate lighting, design, and location of campus improvements, pedestrian safety and security.
48. Develop additional future food service/vending locations that reinforce major pedestrian pathways and destinations, with particular emphasis on servicing the oldest campus area to the northwest and other north campus locations.
49. Ensure that all future campus development and redevelopment, both new construction and renovation, provide for the full integration of technology systems to ensure campus-wide technology linkage, access, and utilization.



E. Key Recommendations and Objectives

A key outcome of the Campus Master Plan process, resulting from detailed analysis, campus interviews, and development and review of planning alternatives, is key Campus Master Plan recommendations that then drive specific planning concepts and objectives. These are the nine key Campus Master Plan recommendations:

1. **Conserve campus land.** The campus physical framework is largely set, and its land resources are finite. All future use and/or development of campus land should be clearly linked to the University mission and be done in careful balance between campus building needs, campus quality, and long-term stewardship of campus resources.
2. **Reserve campus open space.** The University is at a crossroads regarding preservation versus continued incremental development of campus interior yard spaces. Demands for building sites and incremental increases in core parking can threaten the quality, quantity, and character of remaining campus open spaces. Key open spaces must be defined, given a clear identity and purpose, and, through both policy and investment, preserved and enhanced as a vital core or heart of the campus development pattern.
3. **Define future limits to building siting and expansion.** While it is not the purpose of the Campus Master Plan to recommend specific building construction, the Campus Master Plan does address identification and preservation of future site options that can both support future construction if needed and, as well, achieve and/or preserve other campus objectives regarding campus open space and infrastructure needs



4. **Define and create an attractive campus image.** Campus issues of quality are as important as campus issues of quantity. For students, faculty, staff, and visitors, the task of defining, achieving, and preserving a vibrant and attractive campus character undergirds all aspects of the University's educational mission.
5. **Unify the campus appearance.** The Kent Campus is both large in size and physically spread out, with over two miles between its northwest corner at East Main and South Lincoln Streets to the Dix Stadium complex to the southeast. Future campus investment should help unify and achieve a consistent campus appearance by utilizing a common language of signage, lighting, landscaping, and other physical improvements.
6. **Foster a pedestrian campus.** All future planning and design decisions must contribute to the success of the Kent Campus as a pedestrian environment, including features that address "people needs," as individuals and as members of an education community.
7. **Encourage renovation versus new construction.** The Campus Master Plan supports continued reinvestment in the original campus buildings as well as yard spaces and linkages. Campus investment must reaffirm the value and utility of in-place campus buildings and infrastructure to ensure leverage and efficient use of University capital and operating funds.
8. **Invest in and upgrade campus infrastructure.** A major contributor to the success of the campus as an educational setting are the "infrastructure systems" that service the campus. Campus parking, the campus transit system, and, as well, the campus utility system must each support and undergird the daily operation of the campus and significantly contribute to the functionality and attractiveness of the campus. Parking, transit, and campus utilities systems must be carefully integrated into the overall campus design and be appropriately planned and funded to meet ongoing campus needs.
9. **Encourage and participate in area-wide planning.** Many future impacts upon the campus and its long-term success include off-campus planning needs. Regional highway access, major community land use decisions, and University neighborhood redevelopment are examples of planning issues requiring joint initiatives including the University, the City of Kent, the Ohio Department of Transportation, and other public agencies and officials. The University must assume consistent sponsorship in these issues in jointly identifying, promoting, and achieving off-campus public and private improvements.

Campus Services

45. Ensure that the Michael Schwartz Center and associated campus facilities are so located and designed to provide high quality service to both residential and commuter students.
46. Reinforce the concept and function of the Michael Schwartz Center through appropriate allocation and reallocation of available building space and provision of adequate parking and pedestrian connections.
47. Ensure, through appropriate lighting, design, and location of campus improvements, pedestrian safety and security.
48. Develop additional future food service/vending locations that reinforce major pedestrian pathways and destinations, with particular emphasis on servicing the oldest campus area to the northwest and other north campus locations.
49. Ensure that all future campus development and redevelopment, both new construction and renovation, provide for the full integration of technology systems to ensure campus-wide technology linkage, access, and utilization.



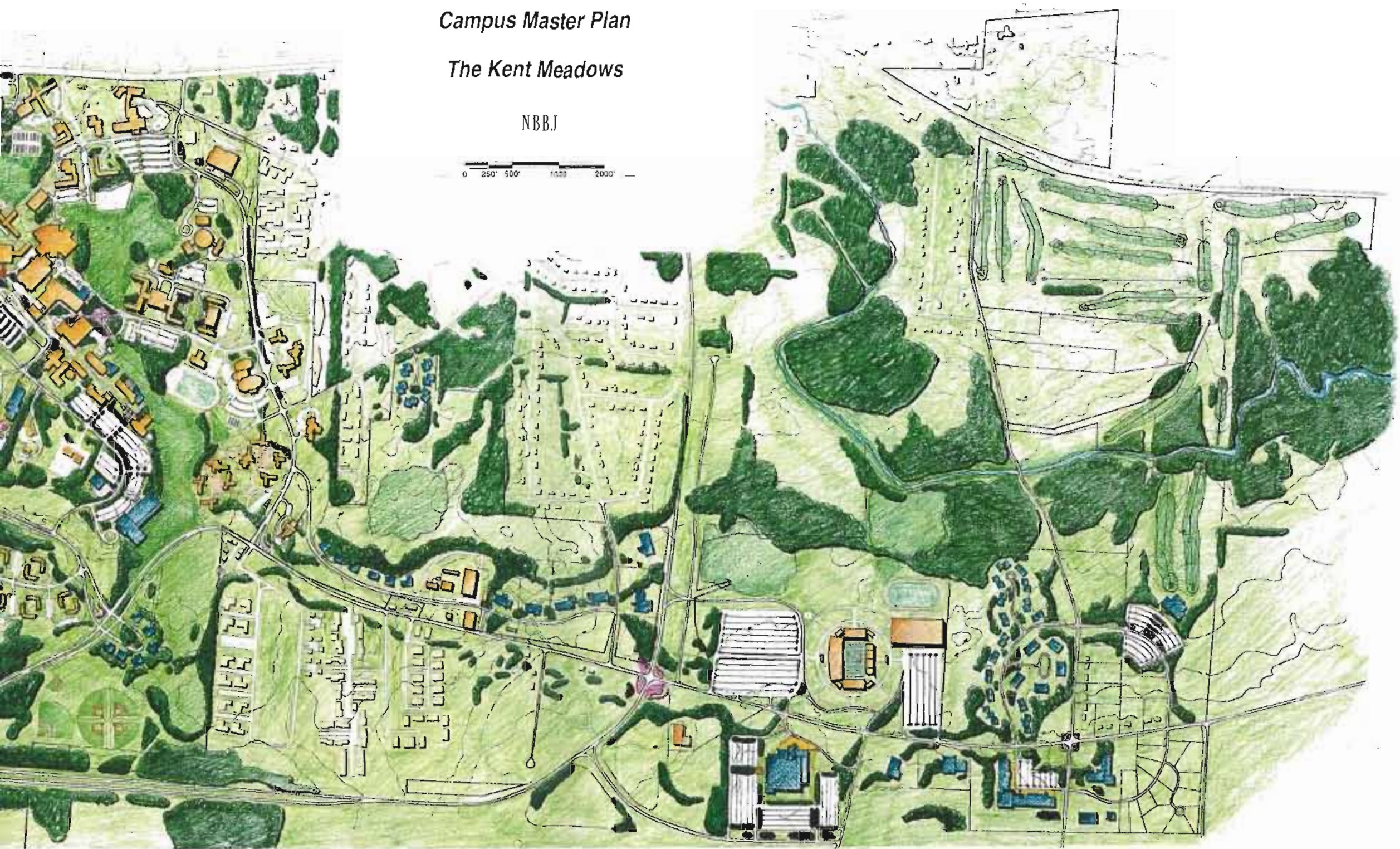
Kent State University

Campus Master Plan

The Kent Meadows

NBBJ

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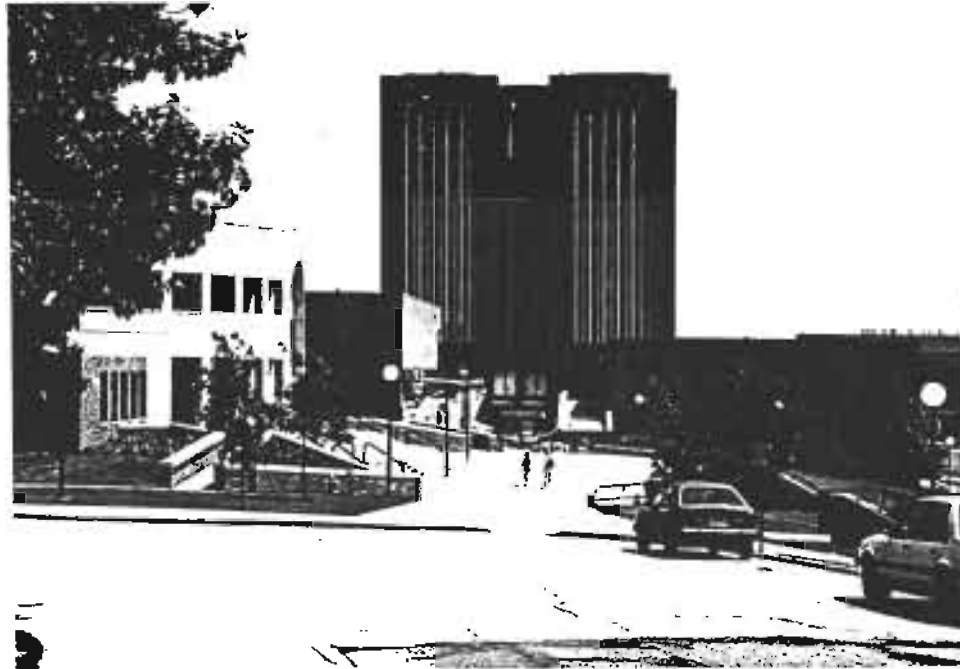
F. Kent Meadows: Key Features

The Kent Campus Master Plan is embodied in words — 49 planning principles and goals — and in pictures — the Campus Master Plan display and component plans. A broad variety of both conceptual and detailed recommendations are included within those words and pictures. The key Campus Master Plan features include these seven concepts:

1. **An expanded campus core zone.** The campus core zone is largely fixed on its west (South Lincoln Street), north (East Main Street), and east (Loop Drive) faces, while remaining options exist for final development of its south face. A key Campus Master Plan recommendation is to create a south meadow, parallel in character to the existing, original campus north meadow, as the south campus face to the campus core. To accomplish this objective, East Summit Street should be relocated to allow aggregation of existing open space north (within the campus core) of relocated East Summit Street versus being severed by East Summit Street, and to provide a permanent, attractive south gateway entry to the campus core. Similar to the existing, original campus, future building sites are created on the sloped hillside which overlooks the newly created south campus meadow. In addition, the expansion of the campus core zone further reinforces and expands the basic framework of the campus with cars to the outside and pedestrians to the inside.
2. **The Kent Meadows.** The organizational pattern of the campus should focus on preserving, enhancing, and expanding its core open spaces or meadows, including the original meadow at the northwest, the commons, the intramural fields, and a newly created south meadow. Future planning steps should include both enhanced linkages between each of these four meadow areas and major enhancements, including selective removal of vehicular streets and parking to further pedestrian quality and safety. In total, the Kent Meadows constitute approximately 60 acres, or 17 percent of the campus core acreage of 355, to be preserved as the essential part of the Kent Campus.
3. **The Campus Core.** Thirty years ago, the University implemented a planning recommendation to relocate Dix Stadium farther east, allowing development of a true campus center in the vacated site of the stadium, including the Student Center, Library, and main outdoor plaza. This campus hub provides a key gathering point, campus services and functions, and, as well, an identity and point of orientation and linkage to other campus zones. Campus Master Plan concepts include enhancement and investment to reinforce the sense of center, including upgraded parking and circulation, upgraded pedestrian linkages, and future building sitings.



4. **The “Esplanade” — Main Street.** The major pedestrian pathway that extends 2,500 feet from the original campus on the northwest to the future LCI building on the southeast is a major armature that links the campus core or hub to adjacent campus academic and housing zones. Recommended planning features include further extension of “Main Street” in both directions, including major linkage to the original campus on the northwest and connection to major building sites and/or a future Student Wellness & Recreation Center on the southeast.



5. **Campus gateways.** The definition of campus as “a place apart” reinforces the concept of clear campus entry and arrival. Through the use and design of existing and proposed campus features, including campus open space and building and roadway alignments, key campus gateways have been created utilizing the north meadow, the south meadow, and the relocation of East Summit Street.
6. **Campus neighborhoods.** Plan recommendations address both on- and off-campus neighborhoods in relation to pedestrian and open space linkage to the campus core, long-term residential quality, and need for future development and redevelopment. For off-campus neighborhoods, key features include relationship and access to a future Student Wellness & Recreation Center, access to the campus core, access to the downtown area, and coordinated development efforts with the City of Kent.

G. Near- and Mid-Term Implementation

A broad series of recommendations has been provided within the Campus Master Plan pertaining to campus land, buildings, and infrastructure. While the University must maintain flexibility in tailoring planning options to future needs, the following planning projects represent candidates for near- to mid-term implementation:

1. Near- to Mid-Term Building Projects

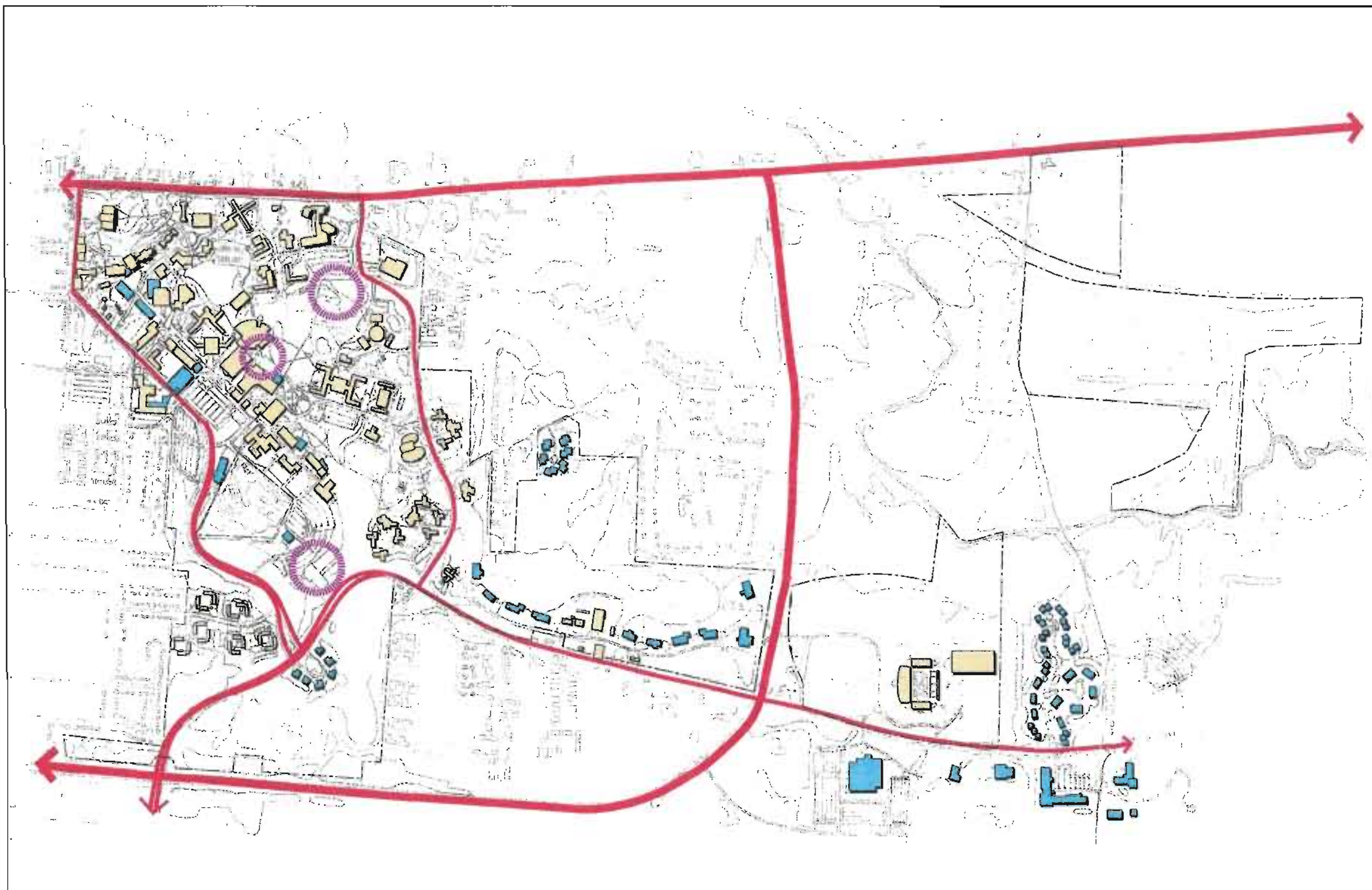
- a. **Construction of a Student Wellness & Recreation Center.** A Student Wellness & Recreation Center would represent a major addition to the Kent Campus and would entail specific requirements regarding site footprint, adjacent parking, linkage to on- and off-campus housing, campus image, and adjacent open space. Possible sites have been identified within the Campus Master Plan for a Student Wellness & Recreation Center as part of the south meadow/south campus gateway. Future programming and more detailed design study will be required to define the ultimate size, character, and location of a Student Wellness & Recreation Center. The Master Plan reflects one siting option for a newly constructed center, located at the southern entry to the campus. An additional site for new facility construction (see page 19) has been identified as the general area south of the Music Building parking area. A third site, adjacent to the gym annex, would support partial new construction and renovation of the gym annex to meet student recreation needs.
- b. **Power plant relocation.** As campus expansion has continued in a general northwest to southeast direction, campus infrastructure needs have increased to include relocation of major power plant functions more central to the overall campus. Because of existing and proposed distribution systems, a power plant site has been identified immediately northwest of the future Student Wellness & Recreation Center.
- c. **Additions to the Sciences complex.** Seven buildings comprise the Sciences zone, providing a critical mass of related study and technology that, over time, will require additional new construction as well as renovation of existing space. Carefully identified sites for building additions are detailed within the Campus Master Plan.
- d. **Addition and/or renovation of Technology building.** As the role and function of technology programs change on the Kent Campus, the Technology building in specific may become a candidate for reuse, given its convenient location and workable floorplate.

2. Key Enhancement Projects

- a. **The Kent Meadows enhancement.** In the near- and mid-term, selective parking lot removal and relocation and potential street relocation should be undertaken to upgrade and complete the Kent Meadows. Additional projects include between-meadow linkages, landscaping upgrade, and pedestrian furniture.
- b. **Wayfinding.** A comprehensive campus signage and wayfinding system should be developed and reinforced in parallel with campus unification and appearance goals.
- c. **Parking lot treatment.** Selected parking areas should be visually enhanced through careful screenings, plantings, and signage, including potential parking lot reconfigurations as recommended within the Campus Master Plan.
- d. **Walkways (“Esplanade”) extension and upgrade.** Continued focus on key pedestrian areas, including the campus pedestrian Main Street, represents a near- and mid-term priority.

3. Key Infrastructure Projects

- a. **Parking lot alterations and expansions.** As outlined within the Parking component plan, parking recommendations include creating new parking areas, alteration and/or removal of specific existing parking areas, and eventual construction of structured parking. Near- and mid-term projects must address ongoing parking needs and may also entail selective land acquisition.
- b. **Interior transit links, transit stop upgrades.** A variety of planning recommendations have been made in reviewing transit route options and potential transit stop locations as integrated into overall Campus Master Plan recommendations. Further study is required to both test and finalize specific transit recommendations.
- c. **Utility systems.** Major near- and mid-term utility projects will include steam line renovations, underground chilled water storage, and power plant relocation.



***Potential Siting Options
Proposed Student Recreation Center***

4. Near- to Mid-Term Development Projects

- a. **Greek housing development project.** A variety of options have been identified providing sites for development of Greek housing, in coordination with other Campus Master Plan objectives.
- b. **Golf Course reconfiguration.** The Kent State University Golf Course, in its current configuration, is bisected by the CSX railroad line. The potential consolidation of the course south of the rail line, in concert with developing City of Kent water well fields, can both provide a contiguous 18 holes of play and, potentially, free up property north of the railroad tracks, fronting on East Main Street (S.R. 59), for development.
- c. **South of S.R. 261 Development Plan.** The development of a public/private research and development zone should anchor University land south of S.R. 261 and further serve as a linchpin

5. Near- to Mid-Term Land Acquisition:

- a. **Transfer of Ohio Department of Transportation (ODOT) highway property.** ODOT controls a major ownership generally south of Dix Stadium and adjacent to and east of S.R. 261. This ownership represents land acquired for the proposed I-435 project, which has now been officially abandoned. The University should seek transfer of that property for its long-term use.
- b. **Potential selective acquisition south of the campus core.** The University should explore acquisition of selected portions of the nursery property for integrated use as parking or student housing. Additional acquisition may be justified dependent upon location, contribution to the campus, and cost.

Introduction

The Kent Campus Master Plan represents a compilation of planning concepts that entail building use, transportation and parking, campus open space, pedestrian framework, and other infrastructure issues. The validity of the Campus Master Plan is a direct result of the individual appropriateness of each component plan and the ability to combine component plans to produce a comprehensive plan.

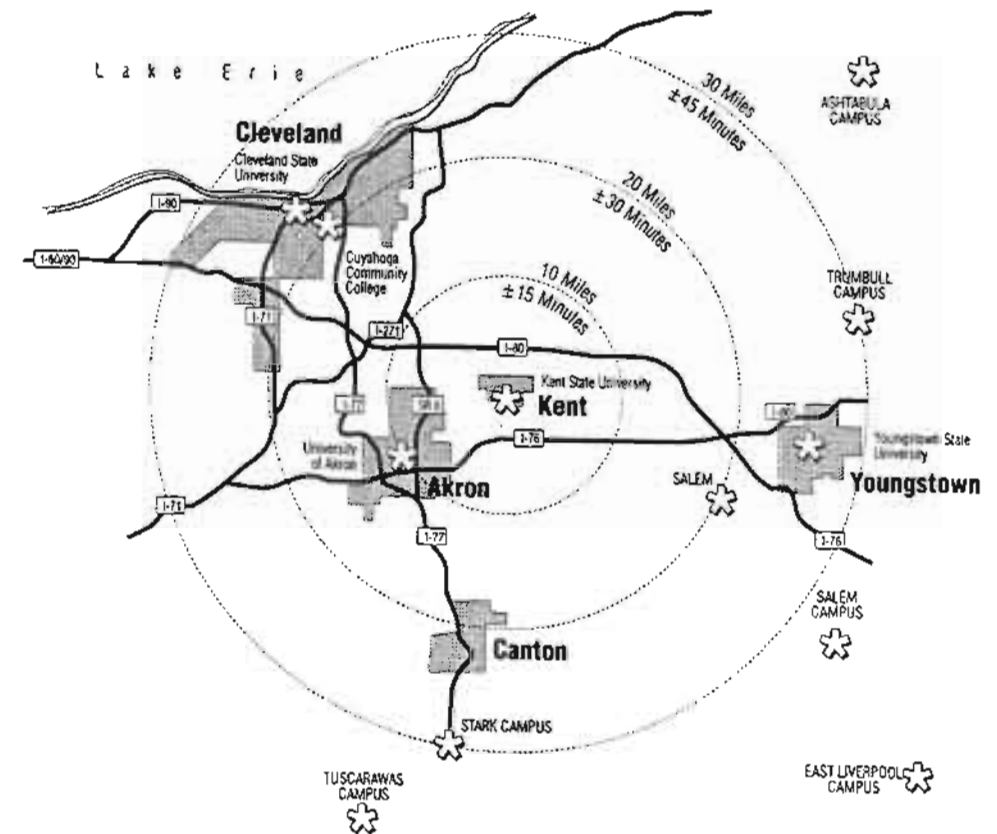


Campus/Regional Setting

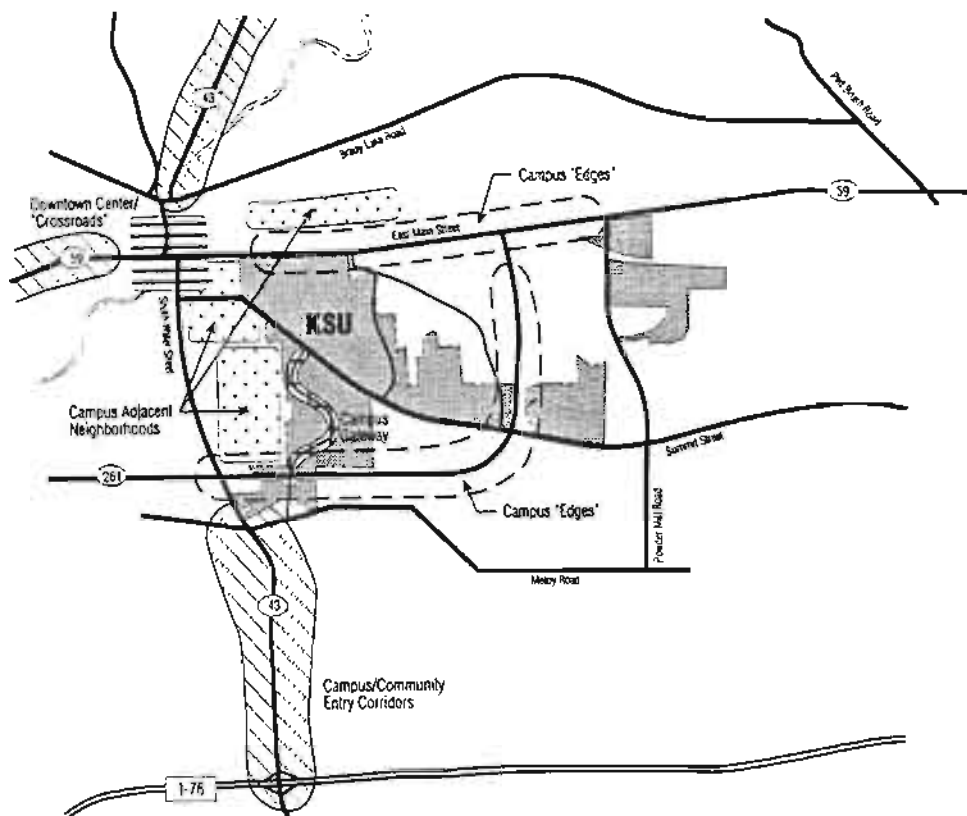
The northeast region of Ohio is largely characterized by a series of individual towns that have grown into a chain of connected cities along major highway corridors, with the generally built-up nature of the region extending from west of Cleveland to east of Youngstown. The regional transportation system serving in-place development includes a network of linked-together local streets and a regional network of major arterial highways and freeways.

The Kent Campus is at the heart of this development pattern and, given its almost one hundred-year history, is largely surrounded by built-up development. While a campus master plan must by definition focus on the campus itself, the interwoven nature of the Kent Campus within its regional setting necessitates an understanding of regional and community as well as campus planning issues. By way of example, roughly one-third of the Kent State student body lives on campus, while the remaining two-thirds either live off-campus within the City of Kent or commute from within the regional area.

Key campus and community planning issues include regeneration and redevelopment of campus neighborhoods, access patterns to the community and to the campus, the image and quality of both campus and community, and regional infrastructure needs.



Regional Setting



Campus Context

As both an activity center and an economic engine, the Kent Campus has considerable impact upon adjacent residential neighborhoods and retail goods and services. The quality, safety, integrity, and image of neighborhoods adjacent to the campus, and downtown Kent in specific, are important campus as well as community objectives. Coordinated investment and planned development and redevelopment must be joint planning objectives.

The image and capacity of the regional roadway system also represents a community and campus issue. Convenience and travel times are a major issue for the typical commuting student, and protecting and enhancing access to the community and the campus are key. Future roadway improvements, including new or relocated roadway construction, intersection upgrades, and other ongoing roadway capital improvements, must be planned, programmed, and completed to meet this objective. In addition, land use development and redevelopment along major accessways into the region, specifically S.R. 43 both north and south of Kent, should help achieve a character and quality that increases community pride and visitor perception of the community as well as the campus.

Specific planning recommendations include these four components:

1. Continued joint planning forums, to include the City, the County, Brimfield Township, and the University.
2. Development of a South S.R. 43 Corridor Plan, including broad recommendations regarding land use, an internal traffic system, and development standards in conjunction with its future widening.
3. Sponsorship and completion of a traffic circulation study for the campus and its immediate environs, identifying required key street system improvements.
4. Development of an East Summit Street precinct plan in conjunction with major property owners and public officials for the area generally east of Dix Stadium and south of and adjacent to the Kent State University Golf Course.





State Route-43 Long Term Expansion Corridor

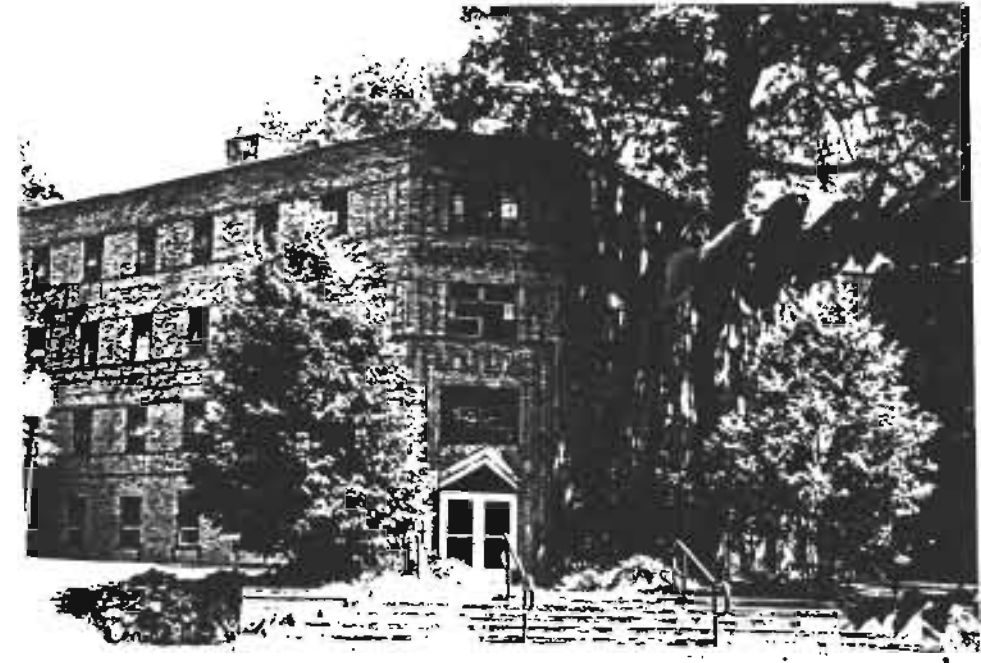
Campus Functional Zoning and Building Use

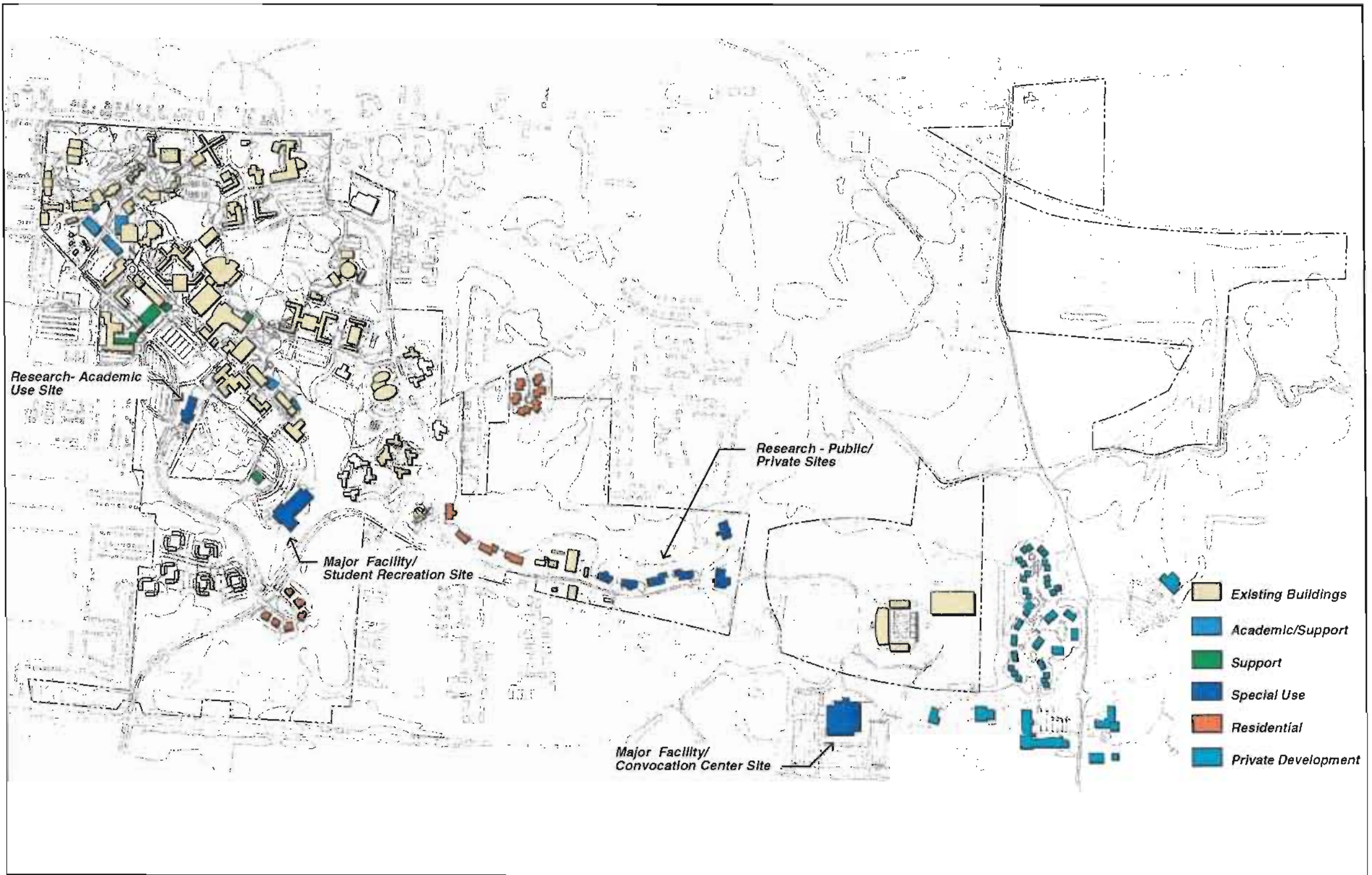
The current Kent Campus represents eighty-six years of campus development for academic, housing, support, and related uses. Over that time, the general development pattern was essentially in an east and southeast direction radially away from the original campus at the northwest corner. Relocation of the football stadium in the 1960's to the east created the only major redevelopment on the present campus, providing the current sites for the Student Center, the Library, and related parking. In general, the current campus contains logical functional zones of uses:

1. The campus core, characterized by the Student Center, the Library, the plaza, main campus arrival, campus parking, and the campus pedestrian "Main Street."
2. Academic zones adjacent to the campus core, including the Sciences zone immediately to the southeast of the core and an academic zone immediately to the northwest, including the academic uses of the College of Business Administration and the Arts Building.
3. The original campus academic and support zone, containing uses and activities that are second or third generation from those originally housed in these buildings and judged to be somewhat removed from the campus core.
4. The Loop Drive residence neighborhoods. A significant percentage of Kent State student housing is located in a north-south band parallel to Loop Road between East Main Street to the north and East Summit Street to the south.
5. Single-site academic and residence hall zones. Specific uses and facilities have developed independent of a given functional zone. Examples include the College of Education in White Hall, the Music and Speech Building, and the residence halls of Engleman, Stopher, and Johnson.

In general, Master Plan recommendations reinforce existing functional use zones, encourage increased linkages between use zones (e.g., the original campus and the campus core), and identify logical future building sites to service potential academic, residential, and support needs within these functional zones. Identification and preservation of future academic sites, by example, are largely contained within each of the two major academic zones to the northwest and southeast of the campus core. Future academic development in either of these zones would further strengthen existing pedestrian relationships to the campus core and reinforce physical linkages between academic disciplines.

Future housing needs, with the exception of potential Greek housing neighborhoods, can largely be met within the existing inventory of campus student housing. For Greek housing, three specific housing options have been identified, including a site within the wooded area of the south campus green space, a site on Rhodes Road east of Loop Road, and a ribbon of property between the wetlands to the north and the service road to the south, adjacent and parallel to East Summit Street east of the radio/TV station.





Building Use

Transportation and Parking Plan

The Kent Campus sits within a largely built-up area of northeast Ohio, crisscrossed by a network of freeways, major and minor arterial highways, and local and campus streets. The rolling topography of this region and its historic pattern of development have created a largely radial roadway system, with towns as “hubs” and street systems as “spokes” interconnecting towns. The campus itself is largely contained between two such radial “spoke” streets: East Summit Street and East Main Street. Both streets converge in the downtown area of Kent. Initial campus development required upgrading and paving of East Main Street and utilized both East Main Street and South Lincoln Street as access points interconnected with a single campus loop road, Hilltop Drive. Subsequent campus development occurred in a generally eastern and southeastern direction and included and encapsulated interior streets between East Main Street to the north and East Summit Street to the south, including Midway Drive and Johnson Road. Subsequent campus development and enhancement led to development of the current “superblock,” where automobiles are generally to the outside of the campus core (on Lincoln, Main, Summit, and Loop Road) while pedestrians remain within that framework.

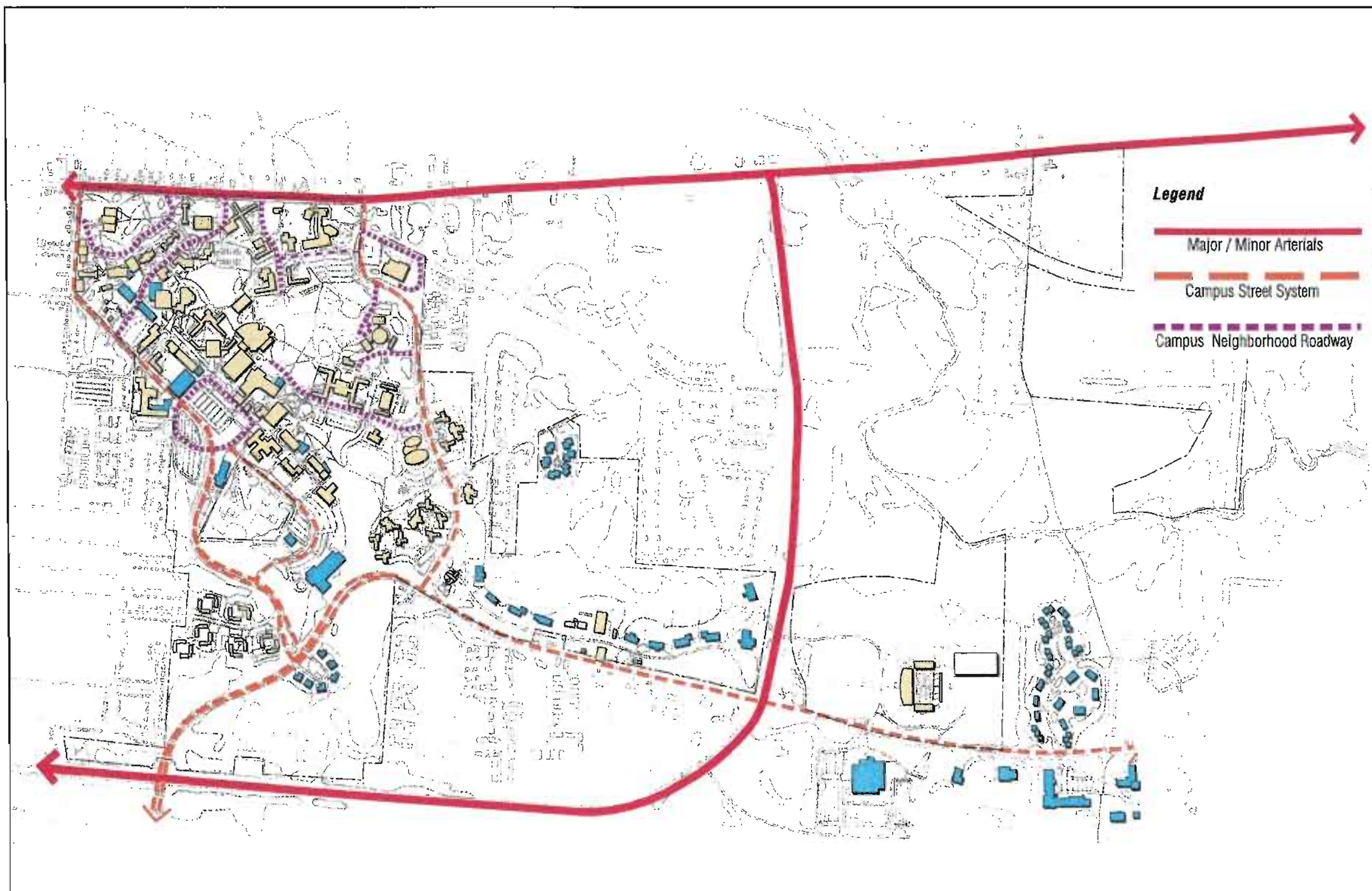
Major regional components of the transportation network include both completed and uncompleted major projects. The interstate freeway system provided considerably more convenient travel to the Kent Campus and its environs (via I-77 and I-76). The construction of S.R. 261 as part of a larger I-435 project has been only partially completed, and, in fact, is no longer considered an active transportation planning goal. In general, a limited number of additional regional or local highway improvements have been made, with the community and the campus largely utilizing an in-place network of two-lane streets (with the exception of the S.R. 59 connection and S.R. 43 widening through town, as well as the widening of East Main Street north of campus).

Issues regarding the current transportation system and service to and within the Kent State campus include the following:

1. **Traffic movement on East Summit Street.** Peak hour congestion of East Summit Street is a result both of its two-lane capacity and of the many intersections along its alignment servicing campus and non-campus destinations for left and right turns. Accommodating major events at Dix Stadium is a related issue, aggravated by the absence of alternative north-south roadways independent of utilizing either East Summit Street or the S.R. 261 intersection.
2. **Roadway capacity of South Lincoln Street and East Summit Street between South Lincoln Street and S.R. 43.** East Summit Street, as a radial road, intersects with the city grid at Lincoln Street and S.R. 43, which places considerable peak hour flows onto two-lane streets.

3. **Campus access from the north via S.R. 43.** Considerable congestion is noted, with the dominant commuter flow from the northwest to the Kent Campus. Access through the downtown area of Kent is congested and also suffers from a contorted alignment in moving cars to the campus.
4. **Access via S.R. 43 between I-76 on the south and the campus on the north.** Peak hour congestion is also noted on S.R. 43 south, which is planned to be widened to four and five lanes between the freeway and current four-lane alignment in the City of Kent. This proposed improvement will certainly facilitate traffic movement, but will also fuel commercial development along both sides of the S.R. 43 corridor, tending to interrupt north-south movement through the accessing of individual commercial properties.

In general, planning recommendations regarding the regional campus transportation system must address upgrades to the present public street system. Outside of those streets contained within the campus core superblock and ancillary service roads, the University must work directly with various city, county, and state authorities in effecting significant change to the local and regional roadway network. Considerable competition for federal, state, and county highway dollars necessitates a clear, unified approach to required regional highway improvements, priorities, and responsibilities. Joint traffic planning and sponsorship must be undertaken by the University and the City of Kent as a foundation for future traffic improvements.



Vehicular Circulation

Additional localized traffic system recommendations include the relocation and widening of East Summit Street between the campus core/Michael Schwartz Center to the north, including its realignment between Loop Road on the north and S.R. 261 to the south. This proposed realignment and widening of relocated East Summit Street would also include service road access to existing and future concentrations of campus parking and provide controlled intersections along the realigned highway sections to permit ease of flow.

In the Dix Stadium area, the Campus Master Plan recommends that the University, in concert with the County and State, seek a break in the S.R. 261 limited access to provide a direct right turn in and right turn out for the stadium parking area to relieve event traffic. Additional on-campus traffic recommendations include minor roadway realignments as part of campus open space and pedestrian safety improvements. In addition, the relocation of Loop Road to the south and west of the present Administrative Services Building has been recommended in order to provide easier southbound flow from East Main Street.

Recommendations regarding the transportation system must work hand-in-hand with current and future campus parking. At present, the campus, in its various zones, contains approximately 11,000 spaces in the following distribution:

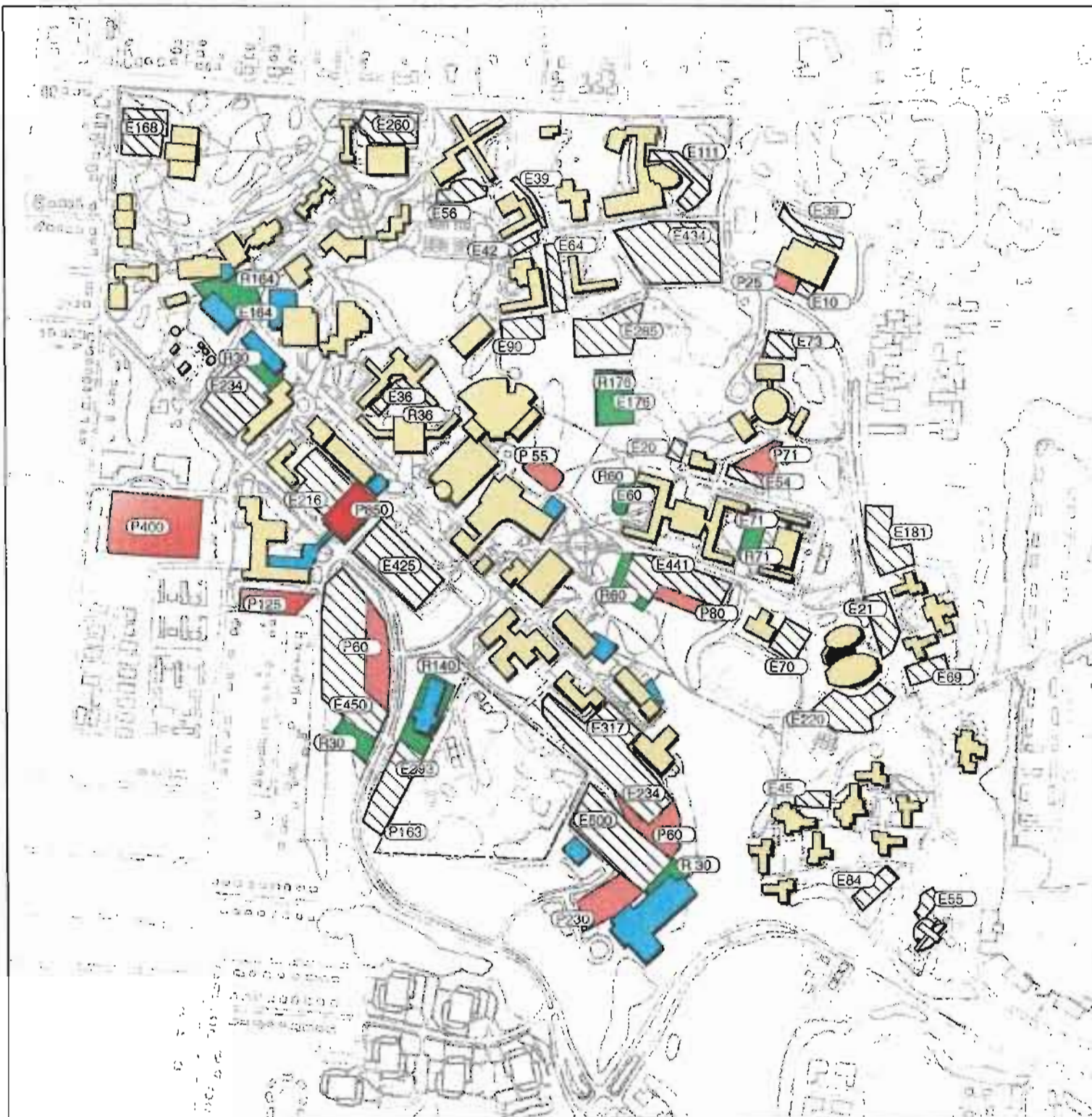
Parking by Category





Faculty/Staff	2,950
Residence Hall Students	1,250
Commuter Students (Central)	1,818
Freshman Commuter and Residence Hall Students (Stadium)	3,100
Allerton Married Students	284
Visitor	815
Handicap	90
Miscellaneous	336
Total	10,643



Specific campus parking issues include these main points:

1. **Campus parking supply and demand.** The dynamics of a major community and University setting is such that parking supply can rarely meet parking demand. Significant increases in supply tend to generate additional increases in demand. A policy that leads to significant increase of on-campus parking may encourage a disproportionate increase in cars moving from off-campus housing to on-campus spaces. A policy that leads to significant increase in campus and community spaces may lead to more cars being brought to the campus than is presently the case.
2. **Mismatch between distribution of spaces on campus and demand for spaces.** In reality, all available campus parking is never fully occupied at any one time. Rather, those lots most in demand reach capacity the soonest, and more remote, inconvenient parking remains unused. By definition, University parking supply is, then, linked to the University transit system. The more convenient the transit link to remote parking areas, the higher the rate of utilization will be. Therefore, any recommendations or solutions to an on-campus parking problem must include features of the transit system.
3. **Limitation on visitor parking locations and number of spaces.** Major event parking at the campus core and, as well, visitor access to non-core locations, are not easily identified.
4. **Disproportionate lack of parking in original campus area.** The generally fixed nature of the original campus (i.e., the treed meadow) and buildings on the hillside, as well as the adjacency of the Commons immediately to the east, provide little opportunity for well-integrated surface parking in this zone.
5. **"Hunt and search" parking along East Summit Street.** For many commuter and in-town off-campus students, the morning ritual is to park by searching for the most close-in space, dependent upon the time of campus arrival, in those lots immediately parallel to East Summit Street. These parking movements further congest both through movements and transit movements on Summit Street.
6. **Perceived frequency and convenience of transit system.** In several on-campus interviews, a general perception was detected that the use of transit is for "the other guy," which then allows the interviewee to be assured of a parking space for their automobile. It is understandable that parking in a remote location requiring a bus ride into and out of the campus core does not represent first choice.



-  Existing Surface Parking
-  Surface Parking Removed
-  Proposed Surface Parking
-  Proposed Structured Parking

Main Campus Parking Data

Existing Surface	6107
Surface Parking Removed	797
Proposed Parking	1956
Total Parking Gain	1159
Surface Parking	(27%)309
Structured Parking	(73%)850

Campus Parking

A broad variety of planning and transit recommendations have been made within the Campus Master Plan. In aggregate, approximately 2,167 additional spaces have been provided on the campus through reallocation and construction of new surface and structured parking facilities. These recommended new spaces are not intended to remove some alleged deficit in total aggregate spaces, either current or in the future, but rather to address issues of parking distribution and demand for parking within a given zone or area. All such parking recommendations have been carefully analyzed and balanced with other Campus Master Plan objectives, including campus image and identity, open space, and preserving future building sitings. The Campus Master Plan makes the following specific planning recommendations:

1. **In the mid- to long-term, construction of a parking structure at the northwest face of the campus core area.** As described earlier, this facility could contain up to 240 cars, shielded from view via construction into the existing slope, and could serve as a platform for a future academic or support building.
2. **Acquisition of some or all of nursery property to the south of the campus for major surface lot and transit station.** This site is within 900 feet of the campus core and would represent a welcome addition of needed parking without further encroachment upon the existing campus green space. Approximately 400 spaces could be provided.
3. **Rearrangement and reallocation of existing surface parking to meet both parking and open space objectives.** A variety of integrated parking and open space projects have been identified that preserve or enhance on-campus surface parking, and at the same time help to achieve open space objectives, e.g., meadow enhancement.






4. **General transit/routing recommendations.** Preliminary recommendations have been provided in searching for the most convenient routing systems and maximizing the use of campus parking in all campus destinations. In specific, two broad transit options were reviewed:
 - a. **The "Dix Express."** A single transit line moving between the Dix Stadium parking area and the Student Center and then back again in a continuous loop.
 - b. **The "Blue and Gold Lines."** Two on-campus, continuous loop routes, one moving clockwise, the other counterclockwise, with a broad number of transit stops, allowing a transit rider to move in both directions from a given transit location. As shown on the exhibit "Transit Routing Concept," this proposed routing would require maintaining the section of Midway Drive generally east of the gym annex as a transitway.



5. **Higher-quality parking areas and pedestrian linkages.** Campus surface parking, while a necessary feature of campus infrastructure, should help contribute to campus appearance, not detract from it. Development standards and other design recommendations have been provided to help achieve this end. In addition, the campus pedestrian infrastructure should provide high-quality pedestrian linkages between campus parking and pedestrian destinations.



-  Existing Surface Parking
-  Surface Parking Removed
-  Proposed Surface Parking

Main Campus Parking Data

Existing Surface	6107
Surface Parking Removed	367
Proposed Parking	501
Total Parking Gain	134

Near-Term Parking Plan

Campus Open Space

A consistent theme from many of the on-campus interviews with students, faculty, and staff was an appreciation for the general spaciousness and openness of key parts of the campus. While most campus road edges are generally developed with buildings and parking, the interior of the campus reads as a respite, with open lawn areas, wooded hillsides, and open views. This character or image is the essence of the campus and is at the core of the identification, preservation, and enhancement of the open space character of the University.

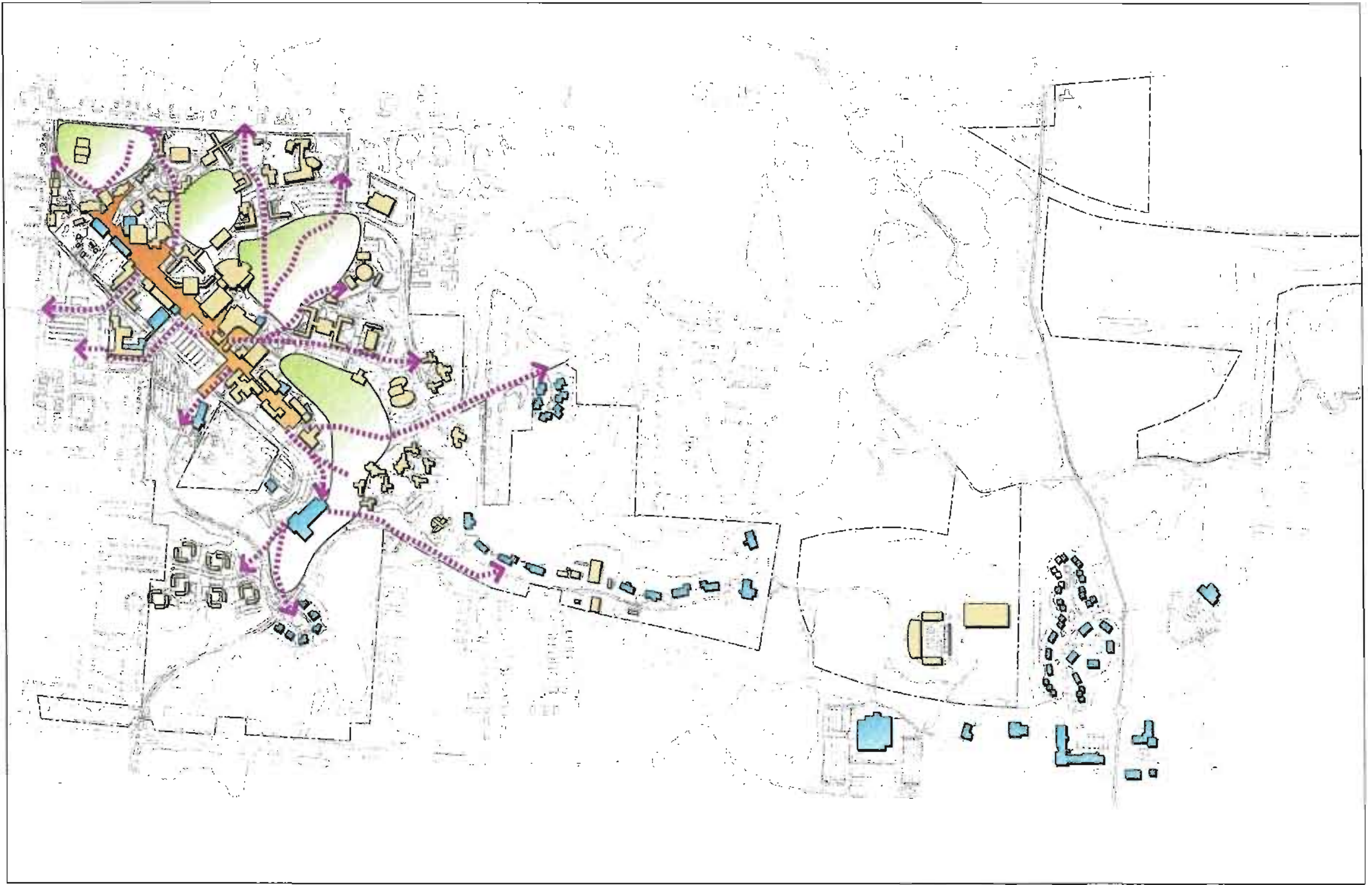
Experientially, the campus can be perceived as having these features:

1. **Edges.** A campus edge is perceived along East Main Street, on East Summit Street, on South Lincoln, etc.
2. **Major yard spaces.** These include the interior campus meadows, undeveloped, rolling open space to the south of East Summit Street, and the original campus meadow to the northwest.
3. **Campus wetlands and other natural features.** A significant percentage of both mid-campus and the Dix Stadium zone consists of natural wetlands and biological reserve.
4. **Special features or areas.** These include the campus gardens to the north of the Library and Student Center, the May 4, 1970 Memorial area, and the Sciences zone “courtyard.”
5. **Residential lawn areas.** Lawn areas are those green spaces that provide informal recreation and a residential quality to the student residence zone.

One of the more significant issues addressed by the Campus Master Plan is analyzing and recommending the allocation and relationship of remaining campus green space and existing and future needs for building siting, parking, and general campus development. Over time, campus yard space is often incrementally converted to parking and building sites, and the loss of campus quality and general spaciousness is only truly perceived after the fact. Campus open space, like other demands on campus land, including parking and buildings, should not be viewed as a unilateral need, but rather one that occurs in balance with other campus land uses. The recommendations within the Campus Master Plan achieve a balance in meeting all campus land needs while ensuring that the essential character and quality of the campus are enhanced, not degraded, by development and changes in land allocation.

The Campus Master Plan makes the following recommendations regarding campus open space:

1. **Identification, preservation, and enhancement of the Kent Meadows.** Four meadows constitute the interior open space framework of the campus within the recommended superblock formed by East Main Street, Loop Road, relocated East Summit Street, and South Lincoln Street. Individually, from northwest to south, these meadows include the original campus, the Commons, the “center” meadow, and the south meadow (newly created with the relocation of East Summit Street). In total, these four meadow areas constitute 60 acres, which is 17 percent of the area contained within the described superblock. The plan recommends both the preservation of these meadow areas and, as well, the enhancement of these areas as exemplified by recommended removal of sections of Midway Drive, interior parking, and removal of specific vehicular driveways to further enhance the open, pedestrian nature of these spaces. A second feature of the Kent Meadows concept is providing high-quality spaces at campus arrival, both north and south. The original campus meadow has long provided a beautiful yard space for those arriving at the campus from the north; the plan recommends that a similar entry meadow be established to the south, utilizing the wooded, sloped areas that would be framed by the relocation of East Summit Street.
2. **Meadow “link-pieces.”** While each meadow is generally individually bounded, the linkage between each meadow should be enhanced. Specific plan recommendations have been provided to improve both the aesthetic and functional pedestrian connections, including extension of the main pedestrian “Esplanade” northwest into the original campus zone, more direct pedestrian connection between Engleman, Ritchie, and Lowry Halls to interconnect the Commons to the original campus meadow, and expansion of the present arboretum/garden space to the north of the Student Center as a key link between the center and south meadows.
3. **Identification and preservation of campus natural areas.** The wetland areas in both mid-campus and the Dix Stadium area have been delineated and set aside as natural areas in biological reserve. Development areas on both the north and south edges of these natural areas have been identified and carefully sited.
4. **The campus core pedestrian “Esplanade.”** While not an open space feature per se, the campus “Main Street” serves to interconnect the Sciences zone and future construction to the south, as well as campus academic zones in the northwest quadrant, with the campus core. Pedestrian movement from other areas of the campus should intersect “Main Street,” and points of intersection should be points of collegiality, with quality features, pedestrian furniture, and areas of beauty.



Pedestrian Framework



Campus Open Space

5. **Campus edges.** Campus edges, including East Main Street, South Lincoln Street, and East Summit Street, vary in their character and visual quality. Along each of these edges, specific planning recommendations have been made:
 - a. **East Main Street.** Preserve all remaining front yard setback along East Main Street and repair the landscape of the White Hall north parking setback. In concert with the City, examine the feasibility of East Main Street as a boulevard between South Lincoln Street and Midway Drive to both beautify the street and provide safe, clear points of pedestrian crossing.
 - b. **South Lincoln Street.** In cooperation with the City, seek to upgrade the west as well as the east side of South Lincoln Street, possibly in conjunction with its future widening.
 - c. **Summit Street corridor.** Upgrade and soften existing surface parking areas and provide parking area screening and landscape features. With longer-term relocation of East Summit Street, identify and protect south campus open space on each side of the relocated street and its connection to existing Campus Center Drive.
6. **Campus signage, lighting, furniture, and places of beauty.** The Campus Master Plan also provides recommendations regarding a common “language” of campus features to address issues of wayfinding, campus unification, and overall campus attractiveness. These development recommendations reflect current cues and features of the present, built portions of the campus in combination with campus open space and overall campus design opportunities.



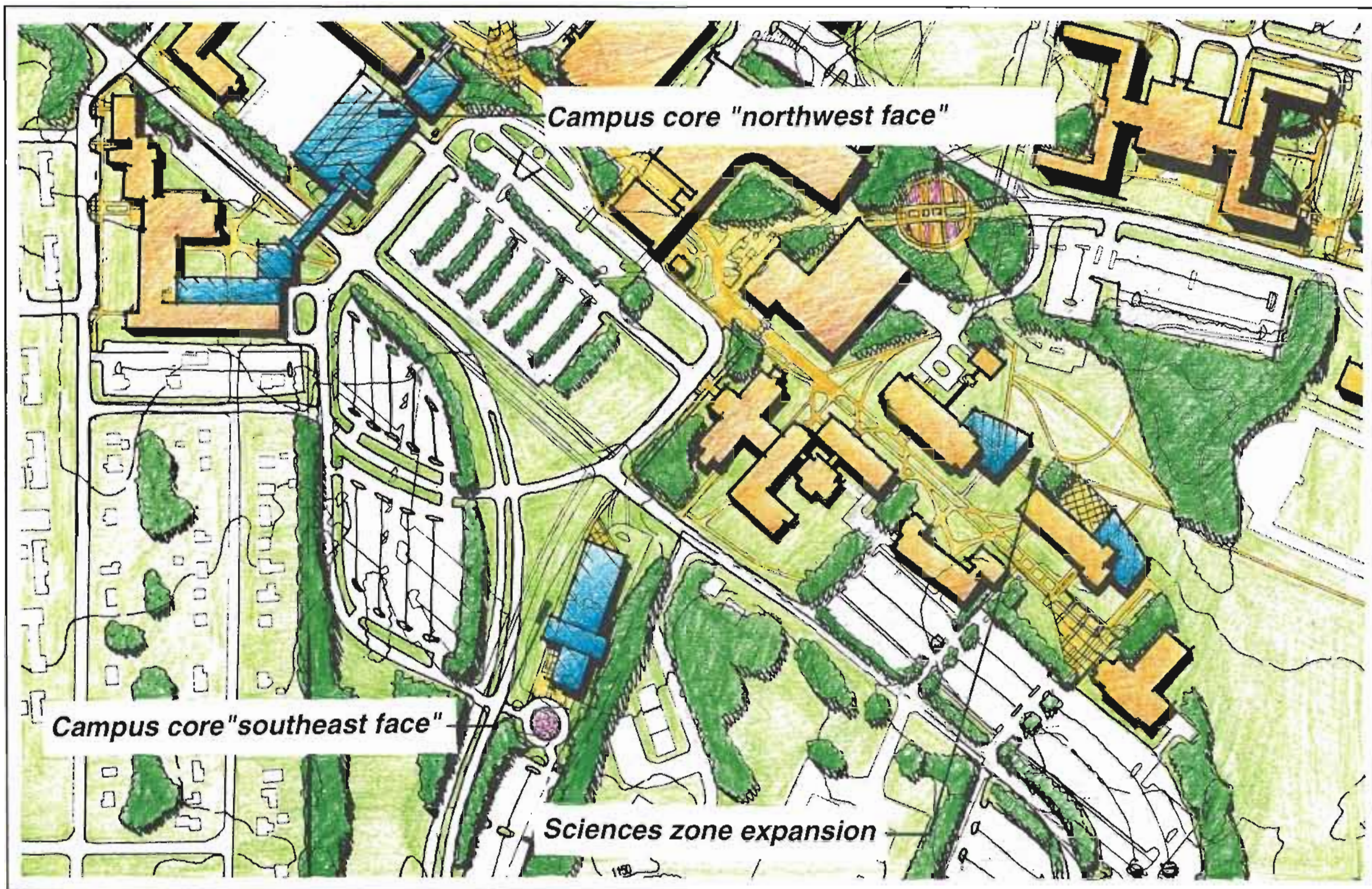
Design Recommendations and Key Features

1. **Campus “Esplanade” — northern extension.** It is unclear whether the original planners who laid out initial campus development anticipated future growth or how the original campus might link to eastward and southward growth. The original campus is, to a degree, separated from the remaining Kent Campus by the hillside; the backs of buildings, notably the former gymnasium site; the power plant; and Terrace Drive, including parking areas served off that road. The northward extension of the Campus Esplanade, in combination with future building development, is intended to firmly link the original campus to the campus core. This future building development includes a major pedestrian connector, grade separated vehicular movement, creation of an omni-sided entry to the original campus by an atrium and/or refacing Wills Hall, and reformatting of existing parking areas. This pedestrian concept would create new building addresses and be reinforced by strategically located future sitings, but could also be constructed independently.
2. **New “meadow link” between original campus and the Commons.** A further separator of the original campus from the remaining campus is by enclosed pedestrian connectors that close off surface pedestrian movement between buildings. The Campus Master Plan recommends that the pedestrian connector between Engleman and Ritchie Halls be demolished and site access be constructed to interconnect the original meadow and the Commons.
3. **Campus core “northwest face.”** The campus core will continue as epicenter for the campus proper, and future planning recommendations have provided for expansion of center parking, building sites, and pedestrian movement along the northwest face of the campus core zone. Utilizing the sloped hillside, potential structured parking could be constructed into the hillside with the use of both natural site slope and future building construction to screen the structured parking from the campus core. Construction of structured parking and a major building also provides opportunity for a general north-south pedestrian connector over East Summit Street, connecting the Esplanade on the campus core to the Michael Schwartz Center.
4. **Campus core “southeast face.”** The future realignment of East Summit Street creates an additional building site and related parking in relation and orientation to the existing faces of the campus core. The visual prominence of this site would require high-quality architecture and an academic, support, or other use that justifies this most central site location.
5. **Additions to Sciences zone.** The current Sciences zone comprises seven buildings and provides a wonderful interdisciplinary Sciences complex. Although largely built out, two sites for building additions have been identified within that zone. Additional planning recommendations for the Sciences zone include upgrading the pedestrian quality of the interior spaces as well as parking lot landscaping for the currently open lots between the Sciences zone and East Summit Street.
6. **Power plant relocation.** The University power plant will be relocated to a new site adjacent to the present electrical substation south of Summit Street and the Sciences and Technology zone. Campus Master Plan recommendations provide a possible site area circumscribed by a service road relocation of East Summit Street, to be completed as part of the siting and construction of a potential Student Wellness & Recreation Center or other major facility as part of the south meadow planning concept.
7. **The south campus gateway.** A major planning feature is the recommended possible relocation of East Summit Street, allowing creation of a south gateway meadow and siting and access of a potential Student Wellness & Recreation Center or other major facility on the upper hillside overlooking the meadow. As recommended, additional parking would be added to the existing concentration of parking, both as a major campus parking reservoir and to service new construction. Such parking would be accessed, via a service road, at an early point in campus arrival, and would therefore help reduce unnecessary travel farther northward into the campus core.



-Campus " Esplanade"- northern extension

Enlarged Area Plan



Enlarged Area Plan

8. **East Summit Street relocation/campus gateway entry.** A major feature of the Campus Master Plan is the relocation and interconnection of East Summit Street to the present alignment of Campus Center Drive, generally in the vicinity of existing married student housing. Major street access to the campus core would largely utilize remaining portions of Campus Center Drive to the northwest from relocated East Summit Street and access to campus residential neighborhoods would continue to utilize Loop Road. Both access points would frame continuation and completion of the “south meadow” as a key campus entry feature, being bounded by central campus access to the west, relocated East Summit Street to the south, and Loop Road to the east.
9. **Creation of new student housing neighborhoods.** Three areas of potential student (Greek) housing have been identified in three separate possible locations and site conditions. Due south of the future Student Wellness & Recreation Center and on the opposite side of relocated East Summit Street, a six-acre, wooded site has been identified that could contain a small number of Greek residences if carefully and judiciously designed. Two additional housing areas have been identified: one a six-acre site south of Rhodes Road and adjacent to the major campus wetlands; and a second site, comprising five acres, on the south side of these wetlands, accessed via Seiberling Drive through mid-campus.
10. **Additional mid-campus development.** Potential development sites have been identified east of the existing services complex that could serve a variety of campus support and/or public/private campus needs. Such development should be in concert with a “mid-campus plan” that includes easterly extension of Seiberling Drive, protection and enhancement of yard space contained between East Summit Street and the service road as preserved front yard, and physically upgrading the visual quality of the present services compound.
11. **Dix Stadium street system upgrade.** Major event parking at Dix Stadium creates considerable congestion on the existing S.R. 261/East Summit Street network and intersection, given a lack of street alternatives for movement to the northwest and southwest. The Campus Master Plan that the University request a direct right-in/right-out access point approximately 1,500 feet north of the S.R. 261/East Summit Street intersection as a break in the S.R. 261 limited access. The concept for S.R. 261 has changed dramatically since its construction, and the necessity for maintaining limited access by the Ohio Department of Transportation has, arguably, lapsed. The development of such a street system could be further extended southward in conjunction with acquisition and/or control of a site owned by the Ohio Department of Transportation in the general north or southeast quadrant of S.R. 261 and East Summit Street.
12. **Campus core meadow upgrade.** A variety of individual planning recommendations have been made to protect, enhance, and define campus core meadow space:
 - a. Relocation of access to Student Center north face parking and service areas, utilizing the extension of Eastway Drive.
 - b. Removal of existing Midway Drive south from a point south of access to the Taylor Hall parking.
 - c. Relocation of existing parking servicing the Library and campus core area to allow expansion and reconfiguration of the Campus Arboretum.
 - d. Removal of driveway and parking along the west face of Fletcher/Manchester Hall to remove the pavement barrier between student residences and open space.
 - e. Replacement and removal of parking, utilizing the old tennis courts, and conversion back to green space.
 - f. Preservation of site area for potential north pedestrian entry to the Student Center, opening up the Student Center onto the newly defined meadow to the north.
 - g. Loop Road relocation at its intersection with Horning Road. This planning recommendation is a carryover from the 1966 Kent State University Master Plan that would remove the travel jog created by current Loop Road access from East Main Street. This relocation would help clarify traffic movements into and around the Music Building and would further require separation and screening of service docks on the south face of the service building on the newly relocated road.

Power plant relocation

**East Summit street relocation/
campus gateway entry**

New student housing

South campus gateway

Enlarged Area Plan

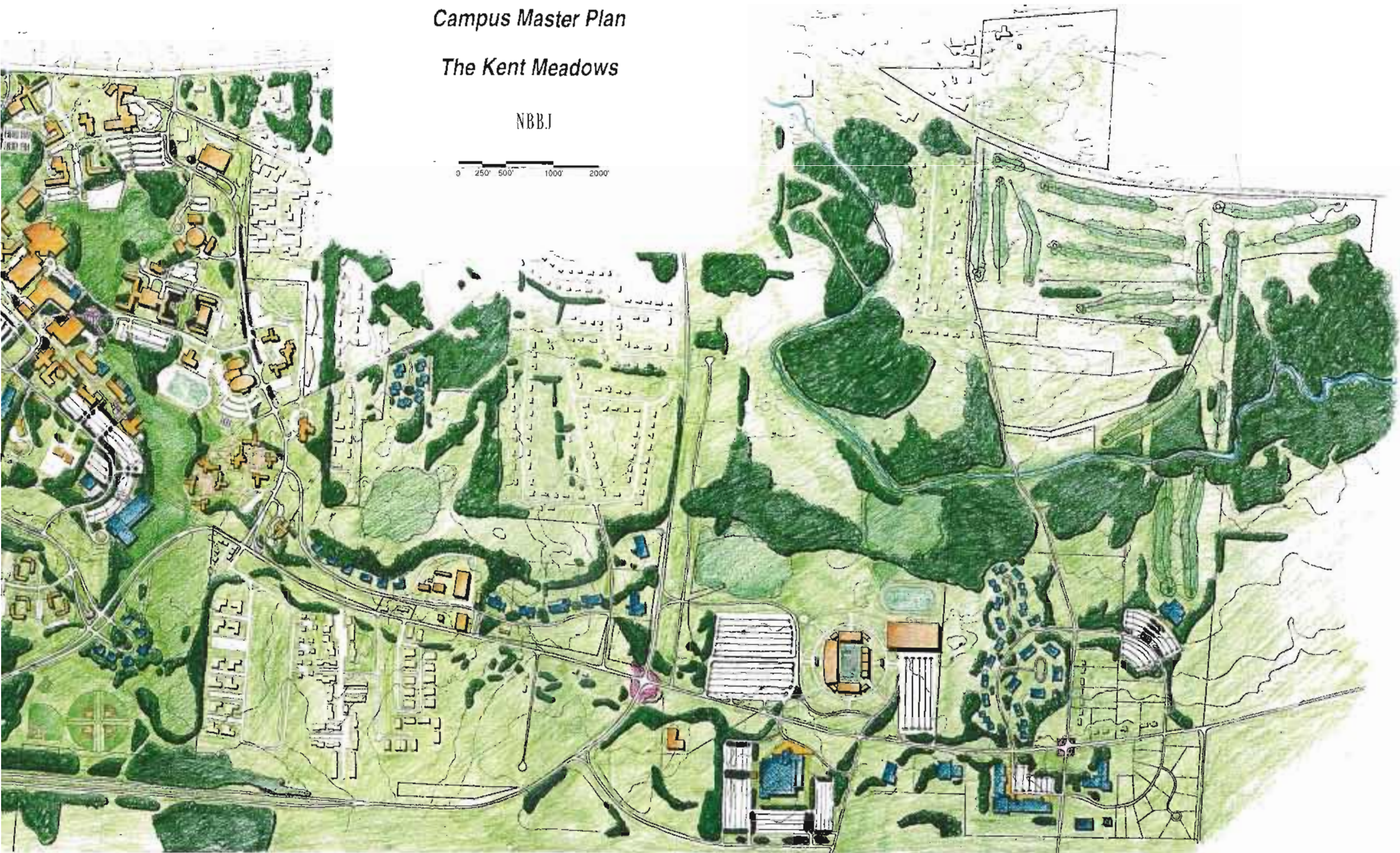
Kent State University

Campus Master Plan

The Kent Meadows

NBBJ

0 250' 500' 1000' 2000'



Additional Campus Master Plan recommendations have been provided that address areas that impact the campus but are not University-owned. These recommendations do not mandate a specific planning answer for private property, but rather suggest potential development opportunities that would mutually enhance the value of privately owned real estate and its relationship to the University.

13. The East Summit Street “Golf Course Neighborhoods.” As reviewed previously within this report, the current Kent State University Golf Course is bisected by the CSX railroad line, which is recommended to be reconfigured by a potential land exchange with the City of Kent for city water well field development. This reconfiguration would allow eighteen holes of play south of the railroad track and free up that area north of the railroad track and south of East Main Street for potential development. As part of a broader area plan, the City and/or Township, in concert with private property owners and the University, could create development value through joint planning in conjunction with a redeveloped golf course and its linkage and access to adjacent parcels. The development of a high quality residential community could provide increased value to individual property owners, new housing starts within the community, and a high-quality, finished east edge of the campus.

14. South of Summit Street development and/or acquisition. A major undeveloped and, in fact, deteriorated property exists to the south and west of East Summit Street and the Michael Schwartz Center. The acquisition and development of some or all of the former nursery property could benefit both the University and its students via additional housing and parking and also could serve to upgrade the visual and physical quality of adjacent multi-family neighborhoods.

Implementation “Bundling Plan”

The Kent Campus Master Plan identifies a broad number of future physical changes to the campus that are long-term in nature. The physical expression of the Campus Master Plan must be achievable over time through a series of short-term, individual building and campus enhancement projects. In the long term, academic and support needs will change, priorities will be altered, and not all recommendations will be implemented as planned. It is therefore important that each major individual Campus Master Plan recommendation be self-supporting and not require a further future step in order to complete a logical planning concept or campus enhancement. In addition, the Campus Master Plan must provide flexibility in the manner and order in which recommendations are implemented. The Campus Master Plan recommendations have been individually listed and costed. The purpose of this matrix is to provide options for project funding on behalf of donors and other capital fund sources. Such projects can be tailored to the requirements of a specific donor. The Master Plan Implementation Matrix also reflects a rational “bundling” of related Campus Master Plan improvements, logically associated with a specific building or other infrastructure project. In this manner, the implementation of a building project also helps achieve and complete other campus site components of the overall Campus Master Plan.

Note: Cost estimates are for preliminary planning purposes only and are expressed in 1996 dollars. Actual costs are subject to more detailed, future programming and design study by the Board of Trustees and the Ohio Board of Regents.

Project Bundles

AR-1 Major Facility Recreation Center Site

Roads and Parking	\$ 908,000
Site/Landscape/Streetscape	\$ 175,000
Utilities	\$ 200,000
Total	\$1,283,000

AR-2 Major Facility Convocation Center Site

Parking & Drives	\$1,857,000
Site/Landscape/Streetscape	\$ 320,000
Utilities	\$ 425,000
Total	\$2,602,000

B-1 West Campus: Academic/Support Van Duesen Addition Site

Site/Landscape/Streetscape	\$ 200,000
Utilities	\$ 50,000
Total	\$ 250,000

B-2 West Campus: Academic/Support Building

Site & Plaza

Plaza	\$ 160,000
Roads & Bridge	\$ 312,000
Site/Landscape/Streetscape	\$ 175,000
Utilities	\$ 125,000
Total	\$ 772,000

B-3 West Campus: Academic Support Building

Site and Plaza

Plaza	\$ 144,000
Parking Removed	\$ 5,000
Site/Landscape/Streetscape	\$ 150,000
Utilities	\$ 200,000
Total	\$ 499,000

B-4 Central Campus: Academic/Support Building and Parking Structure Site

Site/Landscape/Streetscape	\$ 35,000
Utilities	\$ 25,000
Total	\$ 60,000

B-5 Schwartz Center Addition and Parking Expansion

Parking	\$ 75,000
Site/Landscape/Streetscape	\$ 125,000
Utilities	\$ 60,000
Total	\$ 260,000

B-6 Research Building Site and Campus Boulevard Realignment

Parking	\$ 512,000
Site/Landscape/Streetscape	\$ 175,000
Utilities	\$ 60,000
Total	\$ 747,000

B-7 Sciences Building Additions

Site/Landscape/Streetscape	\$ 100,000
Utilities	\$ 15,000
Total	\$ 115,000

B-8 Research Building Sites

Roads & Parking	\$ 600,000
Site/Landscape/Streetscape	\$ 95,000
Utilities	\$ 150,000
Total	\$ 845,000

B-9	Power Plant Building Site	
	Parking	\$ 6,000
	Site/Landscape/Streetscape	\$ 25,000
	Utilities	\$ 15,000
	Total	\$ 46,000
E-1	Campus Esplanade	
	Site Development	\$ 132,000
	Landscape	\$ 90,000
	Signage	\$ 12,000
	Utilities	\$ 25,000
	Total	\$ 259,000
H-1	Greek Housing Site	
	Roads & Parking	\$ 30,000
	Site/Landscape/Streetscape	\$ 164,000
	Utilities	\$ 30,000
	Total	\$ 224,000
H-2	Student Housing Site	
	Parking	\$ 370,000
	Site/Landscape/Streetscape	\$ 90,000
	Utilities	\$ 125,000
	Total	\$ 585,000
H-3	Married Student Housing Site	
	Roads & Parking	\$ 156,000
	Site/Landscape/Streetscape	\$ 75,000
	Utilities	\$ 90,000
	Total	\$ 321,000
P-1	Parking	
	Parking Improvements	\$ 221,000
	Site/Landscape/Streetscape	\$ 90,000
	Utilities	\$ 125,000
	Total	\$ 436,000
P-2	Parking	
	Roads & Parking Improvements	\$ 33,000
	Site/Landscape/Streetscape	\$ 15,000
	Utilities	\$ 20,000
	Total	\$ 68,000

R-1	Campus Boulevard and Enhancement	
	Roadway	\$ 311,000
	Site/ Landscape	\$ 50,000
	Utilities	\$ 60,000
	Total	\$ 421,000
R-2	Campus Boulevard and Enhancement	
	Roadway	\$ 520,000
	Site/ Landscape	\$ 75,000
	Utilities	\$ 95,000
	Total	\$ 690,000
R-3	State Route 43 Campus Gateway	
	Roadway	\$ 620,000
	Site /Landscape	\$ 110,000
	Utilities	\$ 175,000
	Total	\$ 905,000
R-4	Loop Road Realignment	
	Demolition	\$ 249,070
	Roadway	\$ 30,000
	Site/ Landscape	\$ 50,000
	Total	\$ 329,000
M-1	Meadow Expansion	
	Demolition	\$ 16,000
	Paving	\$ 164,000
	Site /Landscape	\$ 18,000
	Utilities	\$ 30,000
	Total	\$ 228,000
M-2	Fleming Circle Enhancement	
	Site/ Landscape	\$ 65,000
	Total	\$ 65,000
PF	Off-Campus Private Development	
	Roads & Parking	\$ 220,000
	Site/Landscape	\$1,669,000
	Utilities	\$ 360,000
	Total	\$2,249,000

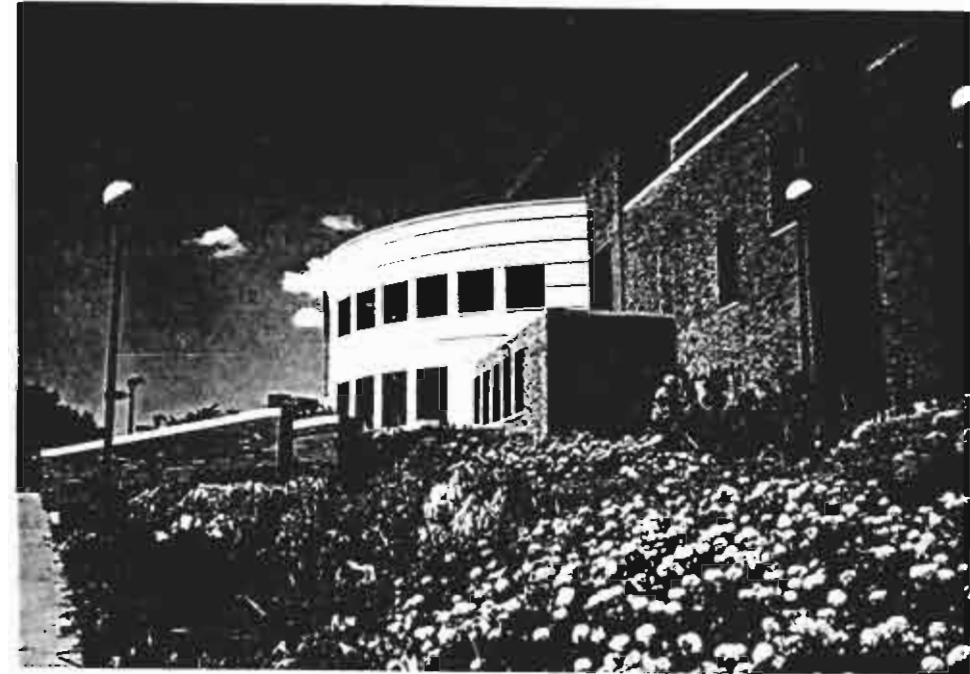


Implementation Bundling

Campus Image

The definition or perception of the Kent Campus image is a composition of physical features that includes elements of the built and natural environment. Planning recommendations that seek to achieve campus image enhancement must first be based on a dissection and analysis of the component pieces of that image:

1. **Campus natural environment.** The campus is characterized by a series of rolling hills or knolls that provide long views of campus meadows and longer views generally to the south of the campus core. Remaining campus wooded spaces are generally located on remnants of sloped hillsides and ring the campus core green space or meadows. "Outdoor rooms" are generally defined both by remaining campus woodlands and by campus buildings.
2. **Campus architecture.** Campus buildings contribute to campus appearance in three primary ways: as roof forms or edges against the sky; as physical mass, defining and edging open spaces; and as visual facades with a specific design, color, and use of materials. The dominant campus architectural character is utilitarian and, with the exception of the original campus buildings and Taylor Hall, are generally neutral contributors to campus image. The arrangement of the Student Center and the Library juxtaposed across a major plaza space provides a landmark mass that provides spatial identity to the campus core and to the zones on each side of the campus core.
3. **Campus visual approach.** Dependent upon arrival path, the character of the University can be perceived in several different ways. When moving northward from S.R. 261 to the campus core, visitors drive through generally low density development, breaking curves, and changing vistas and arrive at the "landmark" of the Library. Movement from the north, via South Lincoln Street to southeasterly on East Summit Street, represents quite a different character, with built-up non-campus development to the west or south and long vistas that include the more urban parts of the campus, with buildings and parking paralleling East Summit Street.
4. **Campus density.** Perceived density represents a balance or ratio between the built environment and remaining yard space within each zone. By definition, the campus core is the most densely developed campus zone; the campus areas south of East Summit Street, and certainly south of S.R. 261, are the least dense; and the campus residential zone is in-between.
5. **Campus features.** Many other visual elements contribute to the visual composition and perception of the campus, including signage, lighting, utility structures, and site vegetation. A major contributor (or detractor) to overall campus image is campus surface parking, which, by definition, contains a broad number and variety in shape and color of vehicles.

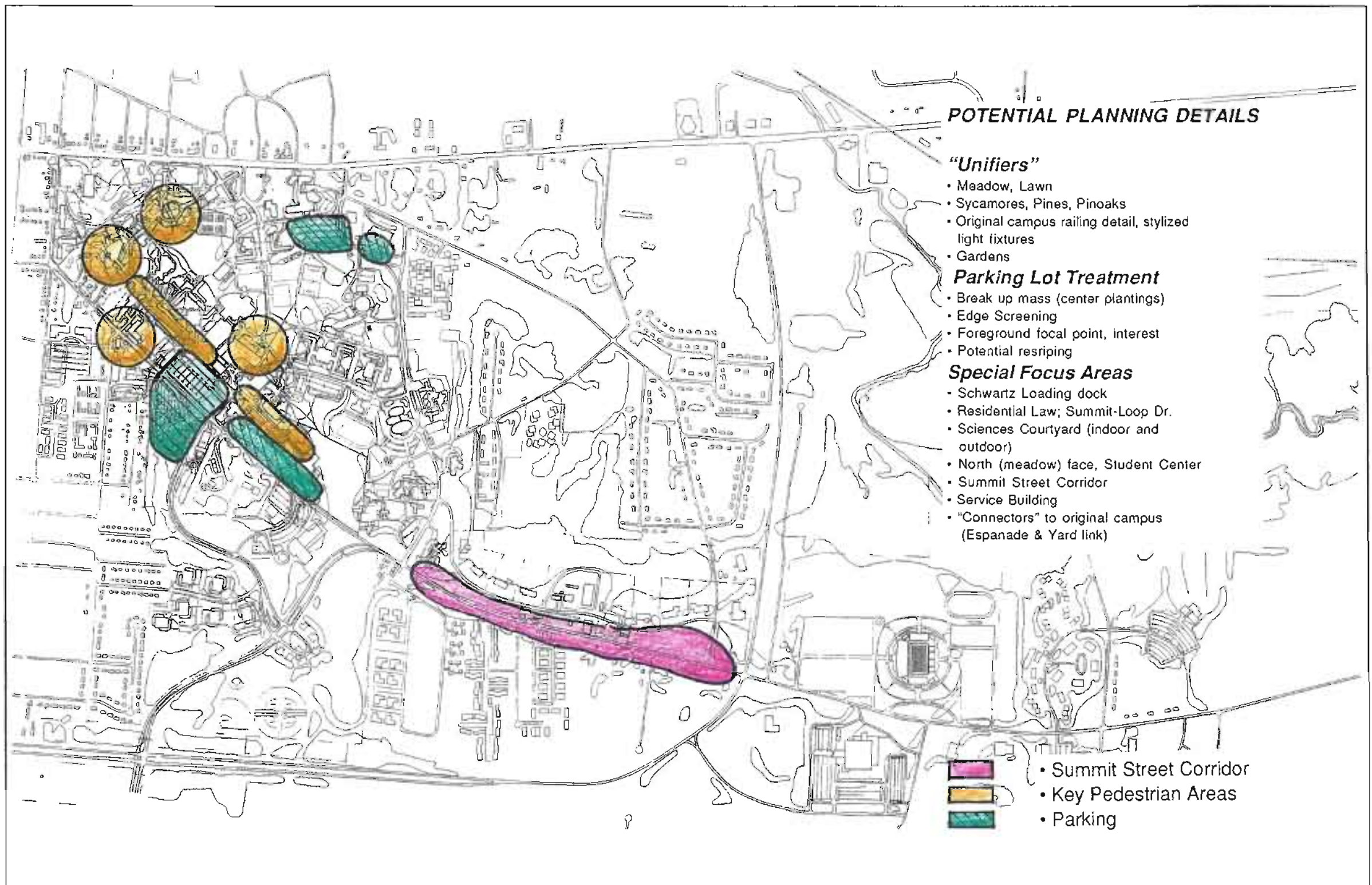


To be successful, the Campus Master Plan must identify and recommend powerful, attractive, three-dimensional (not just two-dimensional) concepts. While use relationships, flows, and functions are central planning components, a well-functioning campus in two dimensions must serve as a platform for strong campus design in the third dimension. As part of the Campus Master Plan effort, considerable study was undertaken to reviewing campus composition and design quality. Many of the written Planning Principles and Goals and plan recommendations address both two-dimensional and three-dimensional outcomes to achieve a high-quality campus setting. An overview of key campus includes five design issues:

1. **Creating opportunities for high-quality campus building design.** Recommended sitings for future new construction can provide exciting design possibilities to enhance not only an individual use and its structure but also the perception and image of the campus. By way of example, the potential location of a Student Wellness & Recreation Center or other major facility overlooking the newly created south entry meadow provides a significant opportunity for a gateway campus image.
2. **Balance of campus density.** Delineation, preservation, and manipulation of campus open spaces serves to reinforce existing and future building orientation and, likewise, helps define key campus open spaces. The resulting relationship between preserved yard space and the built environment achieves a balanced density within the campus core, utilizing the four campus core meadow areas. The Master Plan also recommends preserving the low-density nature of campus entry from the south as a permanent campus feature.

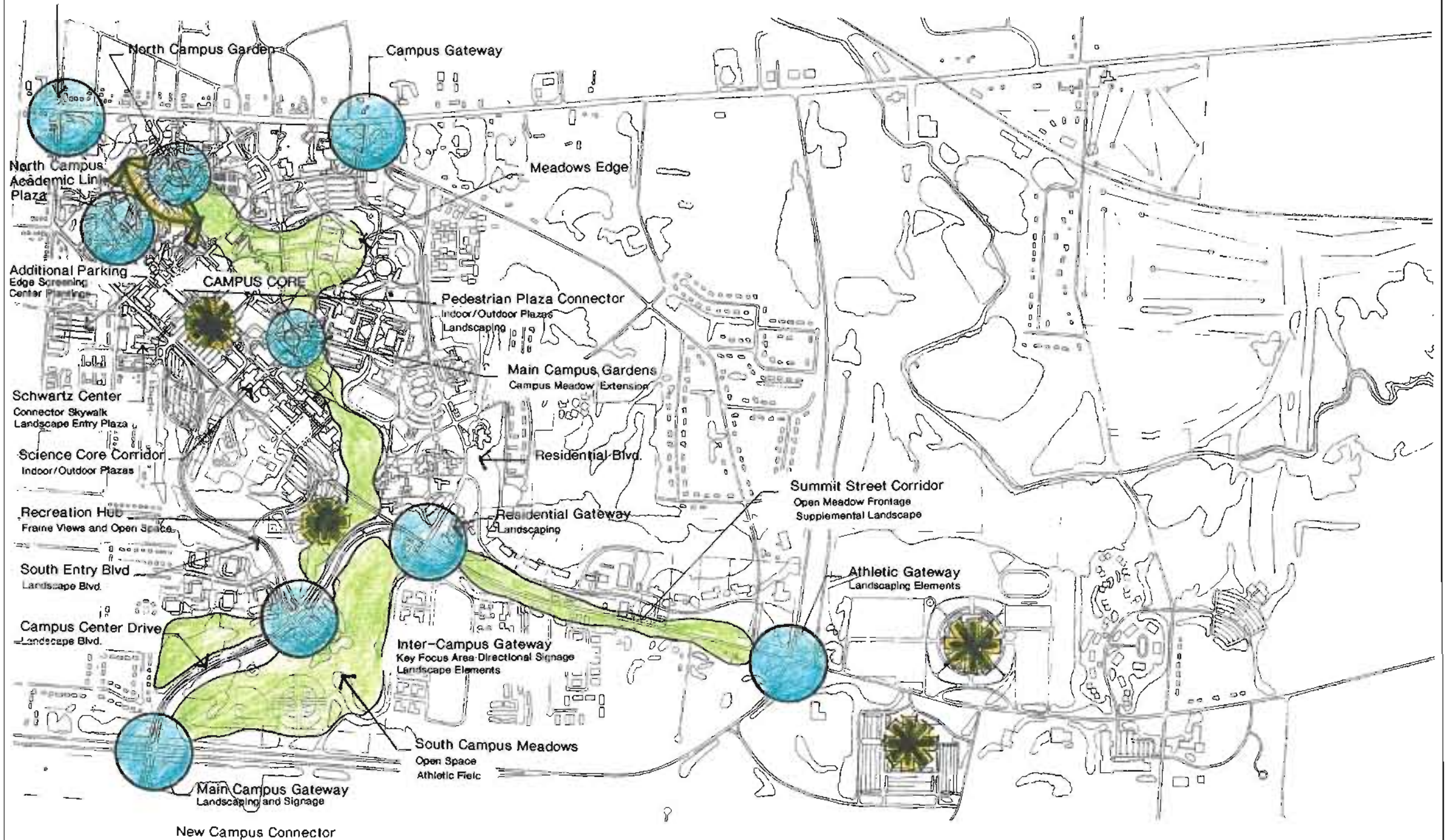
3. **Campus travel segments and visual quality.** A key campus design recommendation is the relocation of East Summit Street, which not only provides southward extension and completion of the campus core south face, but also allows “repair” of the visual corridor along East Summit, currently dominated by surface parking and a lack of mature vegetation.
4. **Preserved meadow links.** The concept of both north and south campus meadows as a unifying element is further reinforced by the recommended preservation of the “Kent Meadows” and utilization of the space between the current service road and East Summit Street on mid-campus as front-yard setback and as a site plate for placing unifying campus elements such as landscaping, signage, and lighting.
5. **Campus meadows “edge definition.”** Embodied within the Campus Master Plan are specific, tailored recommendations to further enhance key meadow areas, including actual removal of in-place parking and driveway sections that represent current penetrations of the logical boundary of yard space in relation to existing edging created by woods and buildings. The recommended removal of such areas can be done in concert with construction and reallocation of parking as part of the Parking and Circulation component plan.



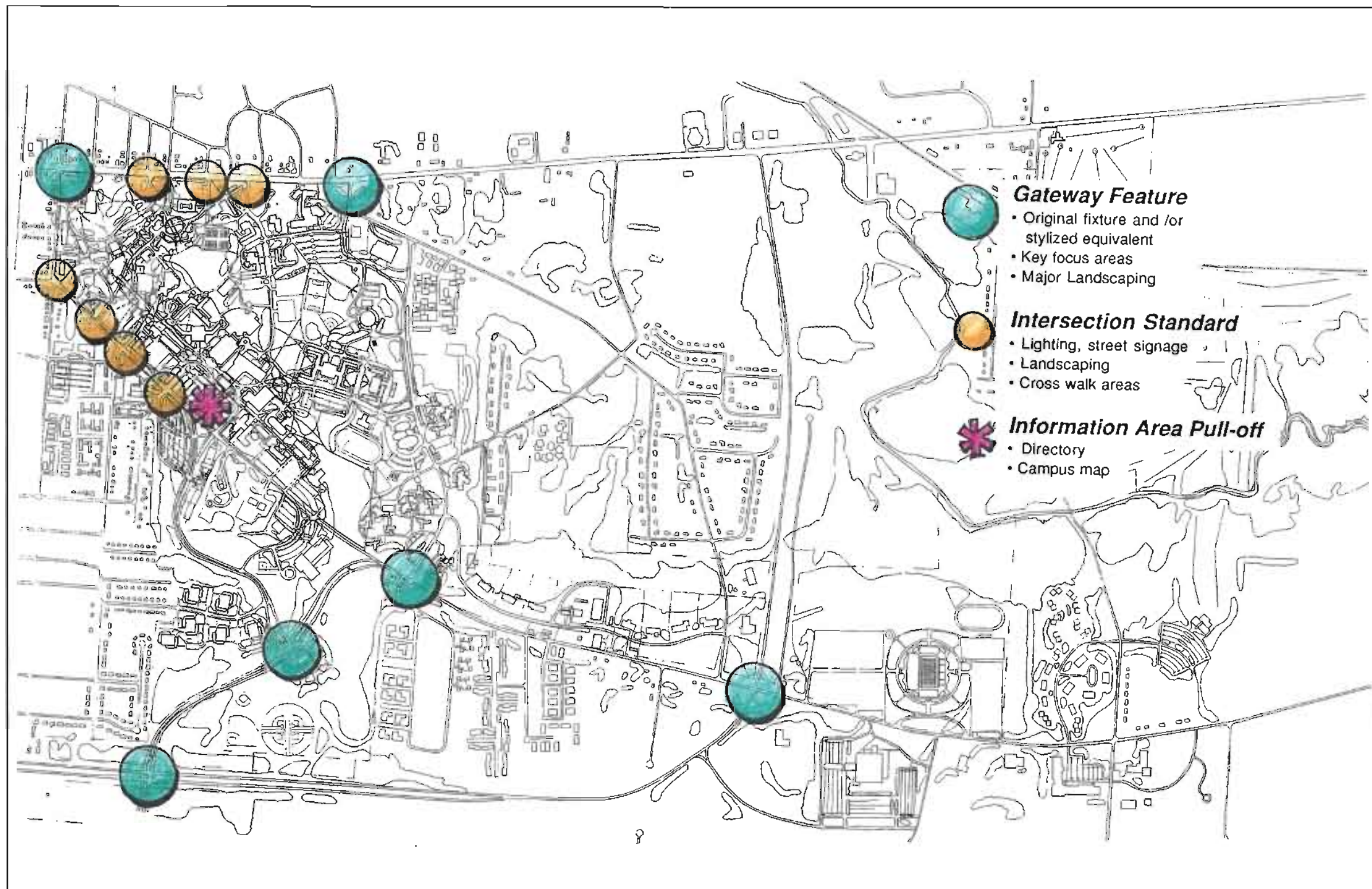


Special Focus Areas

Historic Campus Gateway



Landscape Framework Plan



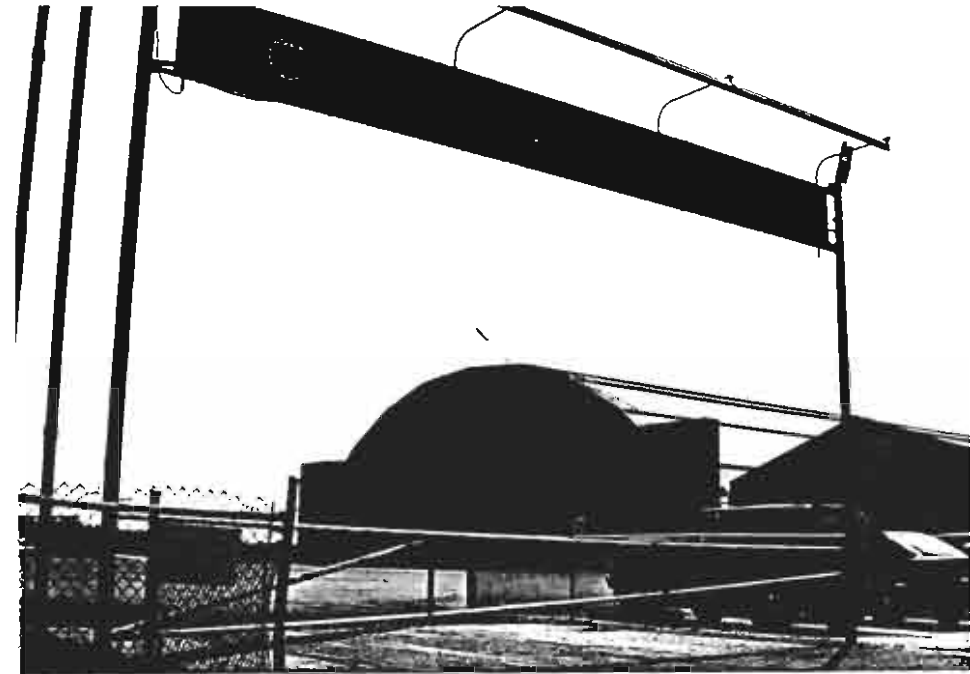
Signage and Wayfinding

The Kent State University Airport

The Kent State University Airport, comprising approximately 291 acres, is located approximately three miles west of the Kent Campus adjacent to the City of Stow. The airport property is generally bounded by S.R. 59 to the north, North River Road to the south, commercial and residential development to the west, and mixed residential and commercial development to the east. Present improvements at the airport include a major southwest-to-northeast paved runway, approximately 4,000 feet in length, and an east-west grass runway approximately 2,400 feet in length, as well as supporting aviation facilities and hangars. As part of receiving FAA funding, a general airport plan is in place that indicates areas set aside for actual airport use, aviation-related use, and additional, unrelated development.

Key planning issues for the airport include potential loss through development of required clear zones, most notably for the east-west runway; general inaccessibility of development parcels, which complicates future road access; and a largely built-out site area for aviation-related facilities.

The viability or appropriateness of continued airport use of the tract is beyond the scope and purview of the Campus Master Plan. The airport site is located within a rapidly developing area of new commercial development, multi-family housing, and single-family housing. Given the current configuration of airport facilities within the existing site, the development of residual airport property for commercial or residential uses is severely hampered by the lack of roadway access, as well as its orientation to an airport, which does not add value for either commercial or residential purposes. If, at some future date, in cooperation with the FAA, the University either relocates or ceases to operate the airport, the site could be effectively redeveloped for an integrated mix of commercial, residential, and recreational purposes.

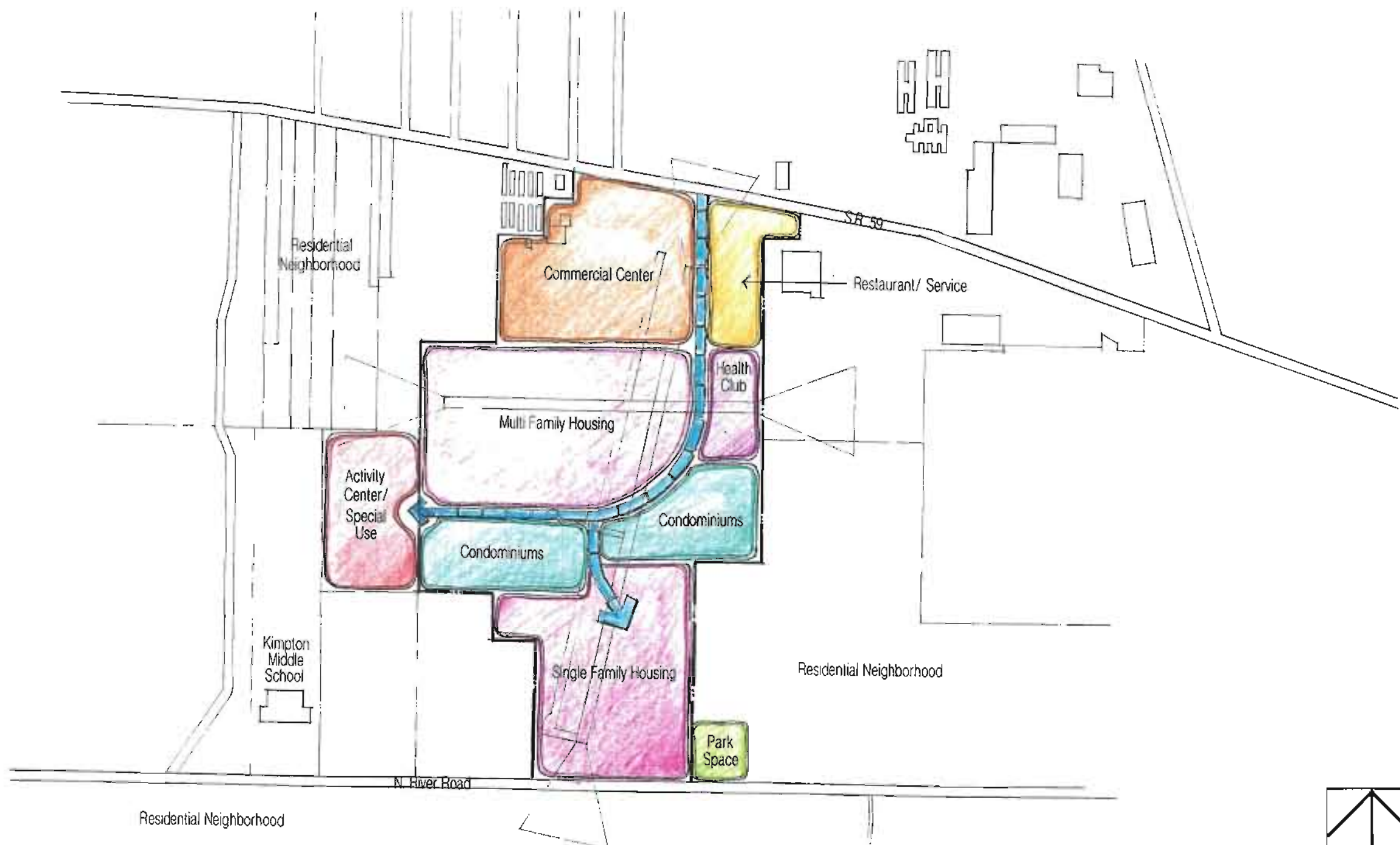




Kent State University Airport Planning Issues



Kent State University Airport Potential Development Plan



Kent State University Airport Total Reuse Plan

Introduction

An essential part of a master plan study process is understanding the nature of the existing campus: its potential, its problems, physical features, limitations, overall environment and setting, location, access and circulation, and its current state of development. Campus analysis has several purposes: to establish current conditions on the campus; to determine an understanding of problems and issues that are defined in other steps of the planning process; and to determine the "givens" regarding land use and campus development that must be respected in the process of deriving the master plan.

Existing Campus - Land Components

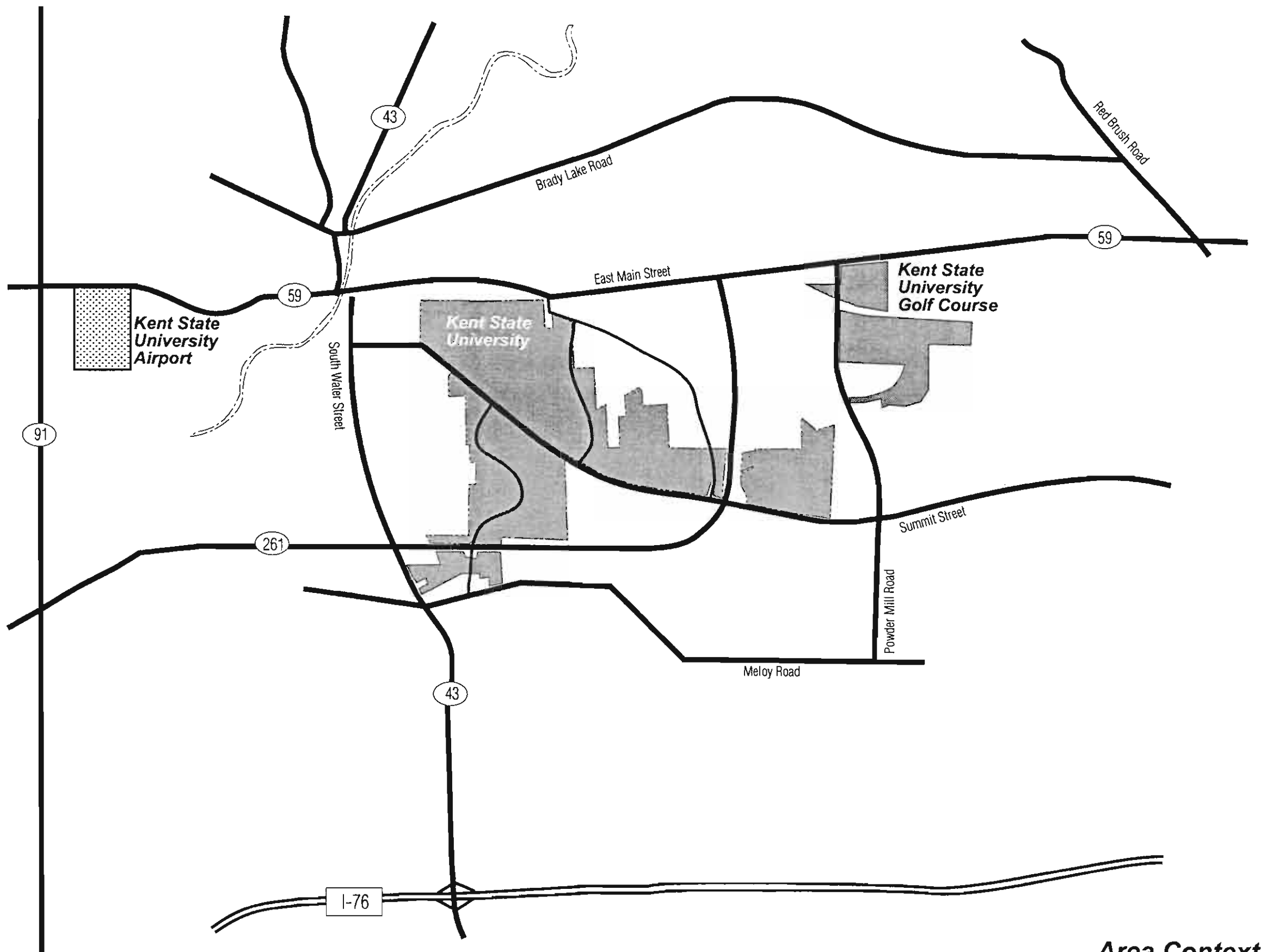
The present campus and community roadway system has divided the campus into specific land areas which have then been further reinforced in containing and defining development within each of those areas:

1. **The campus core.** Defined and bounded by South Lincoln Street, East Main Street, Campus Loop Road, and East Summit Street, this zone contains the bulk of campus development and is the most densely developed of all campus zones. It contains 275 acres.
2. **The "south" campus ownership.** Bounded by East Summit Street to the north, S.R. 261 to the south, and non-University housing to the east and west, this zone comprises 181 acres and, in contrast to the core campus, is substantially undeveloped, with over 65 percent in passive and active open space.
3. **"Mid-campus."** Generally defined by University property between Loop Road to the west, Rhodes Road to the north, East Summit Street to the south, and S.R. 261 to the east, the mid-campus zone comprises approximately 175 acres. The dominant features of this zone are campus wetlands to the north and the service compound and undeveloped property to the south.
4. **The Dix Stadium complex.** Located east of S.R. 261 and north of East Summit Street, this zone contains major athletic and recreation facilities, including 30,000-seat Dix Stadium, the Field House indoor field, associated fields, and parking.
5. **The S.R. 43 "south entry" zone.** Located generally at the southeast corner of S.R. 43 and S.R. 261, this 40-acre tract is currently undeveloped and serves as potential linkpiece between Campus Center Drive to the north and S.R. 43 to the south.

6. **The Kent State University Golf Course.** Comprising approximately 190 acres, the University Golf Course is generally bounded by East Main Street to the north, Powder Mill Road to the west, and City and other, private ownerships to the east and south. The golf course is presently physically and visually separate from other campus holdings.
7. **The Kent State University Airport.** Comprising 291 acres, the University Airport is approximately 4 miles west of the campus core, with primary access from State Route 59 to the north and further bounded on the south by North River Road and existing commercial and residential developments on its west and east sides.

In overview, the key planning issues that impact the character and relationship of these campus parcels are potential shifting of south campus acreage into the campus core via relocation of East Summit Street, use and future development of mid-campus to both unify and reinforce linkage between the campus core to the west and the Dix Stadium to the east, and long-term development and/or redevelopment or reconfiguration of the area south of S.R. 261 and the golf course zone to enhance campus edges and campus arrival.





Area Context

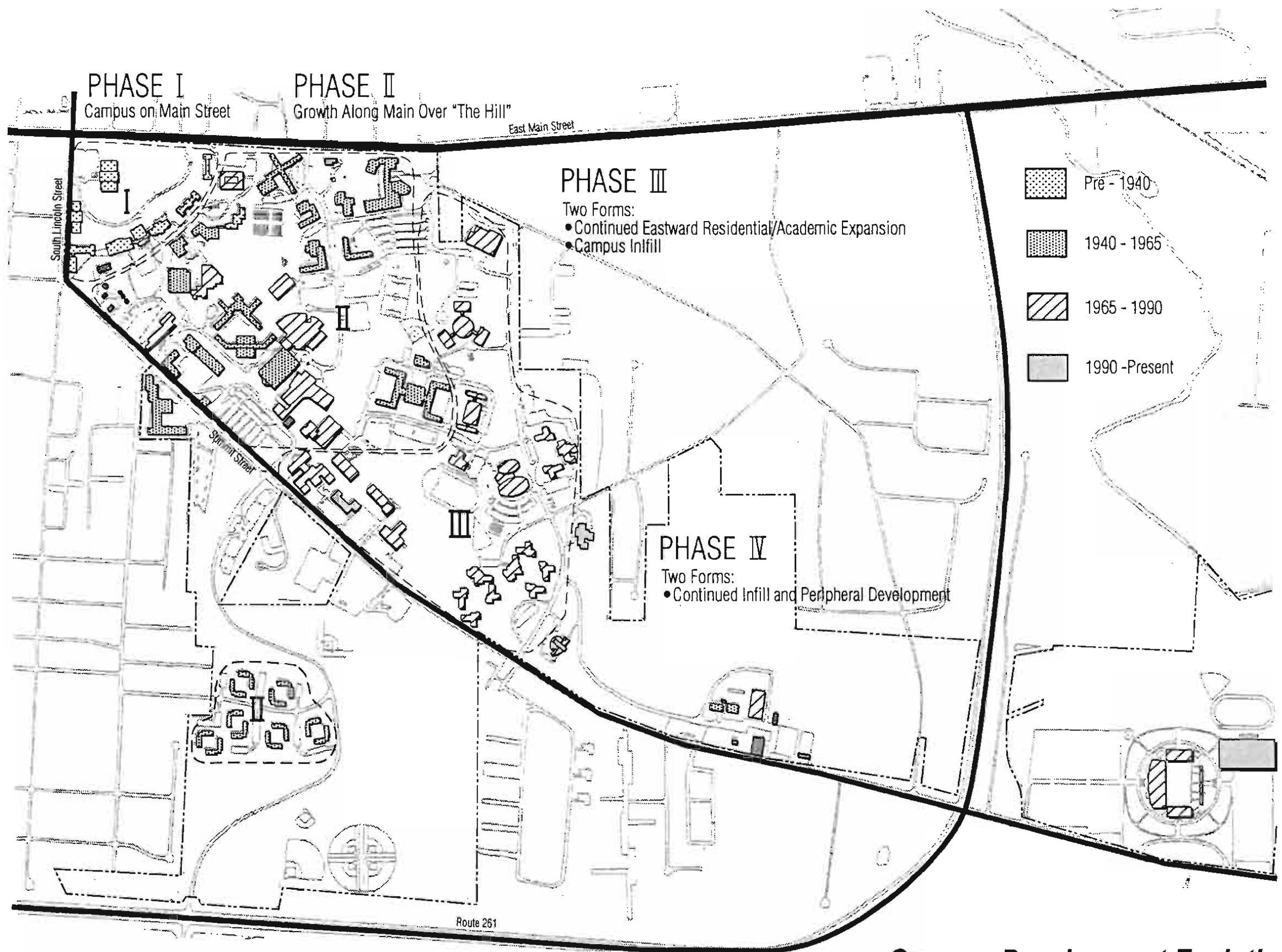
Campus Interviews

A major element of the Campus Master Plan process, done in parallel with consultant campus analysis, was undertaking a series of on-campus interviews with campus constituents. Representatives from 26 planning units, including city and other government officials, were interviewed in order to develop a holistic, comprehensive understanding of campus life and perceptions. This listening and review process served as a sounding board by which written Planning Principles and Goals and planning concepts were reviewed as a series of prerequisite steps to final Campus Master Plan recommendations. This process proved invaluable not only in the completion of the Campus Master Plan but also in developing an increasing sense of commitment and pride regarding the campus and University itself.

These key objectives were gleaned from the interview process:

1. Create an active, vibrant campus.
2. Develop a true sense of community.
3. Ensure that the campus is attractive and functional.
4. Create a campus that is reflective of a major comprehensive university.
5. Lessen traffic congestion.
6. Provide for campus green space, a campus that is beautiful.
7. Develop a campus setting that accommodates and welcomes innovation, research, and technology.

In a very real sense, those that participated in the interview and exchange forum share a degree of co-authorship of the Campus Master Plan and its recommendations.

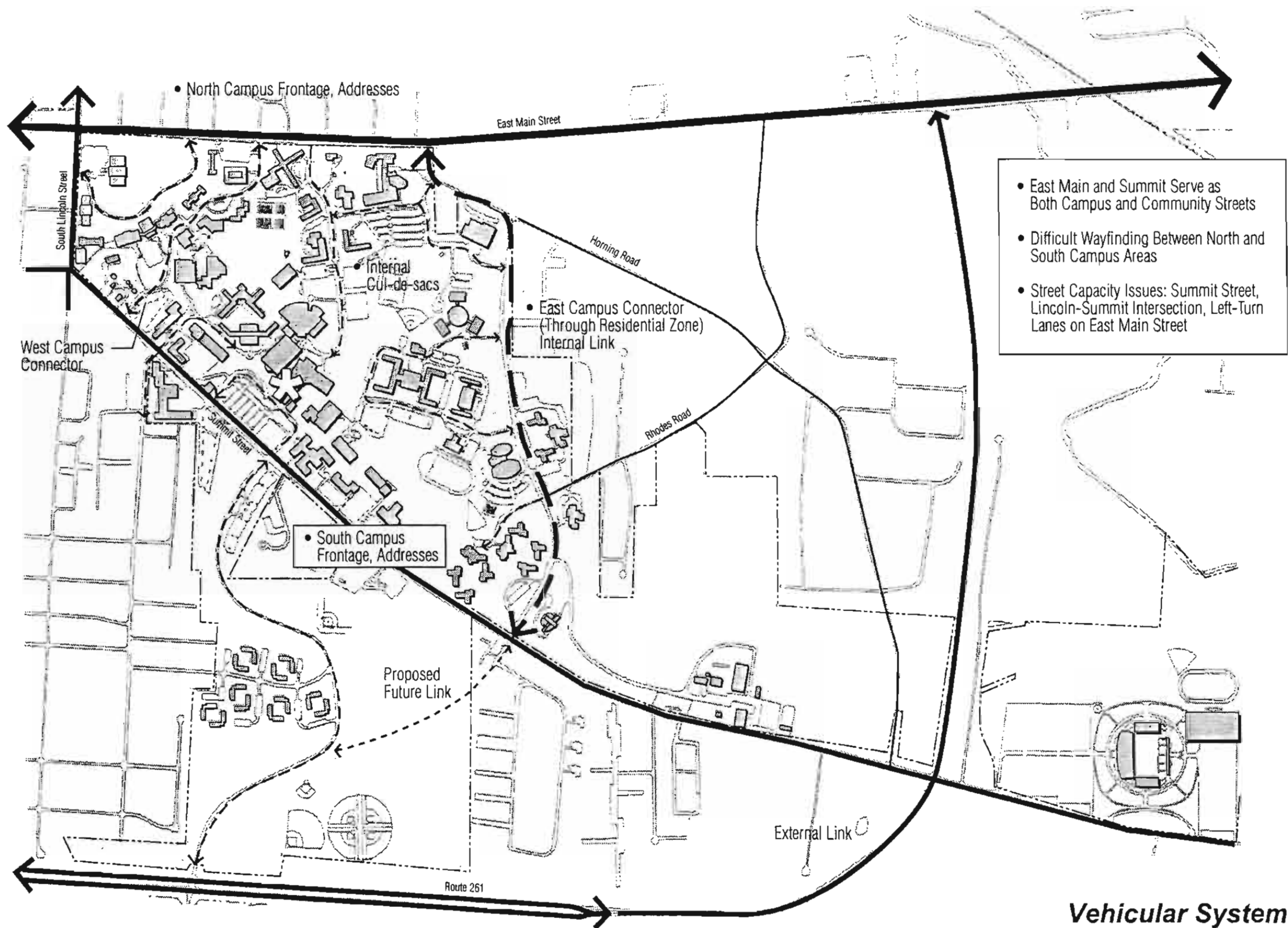


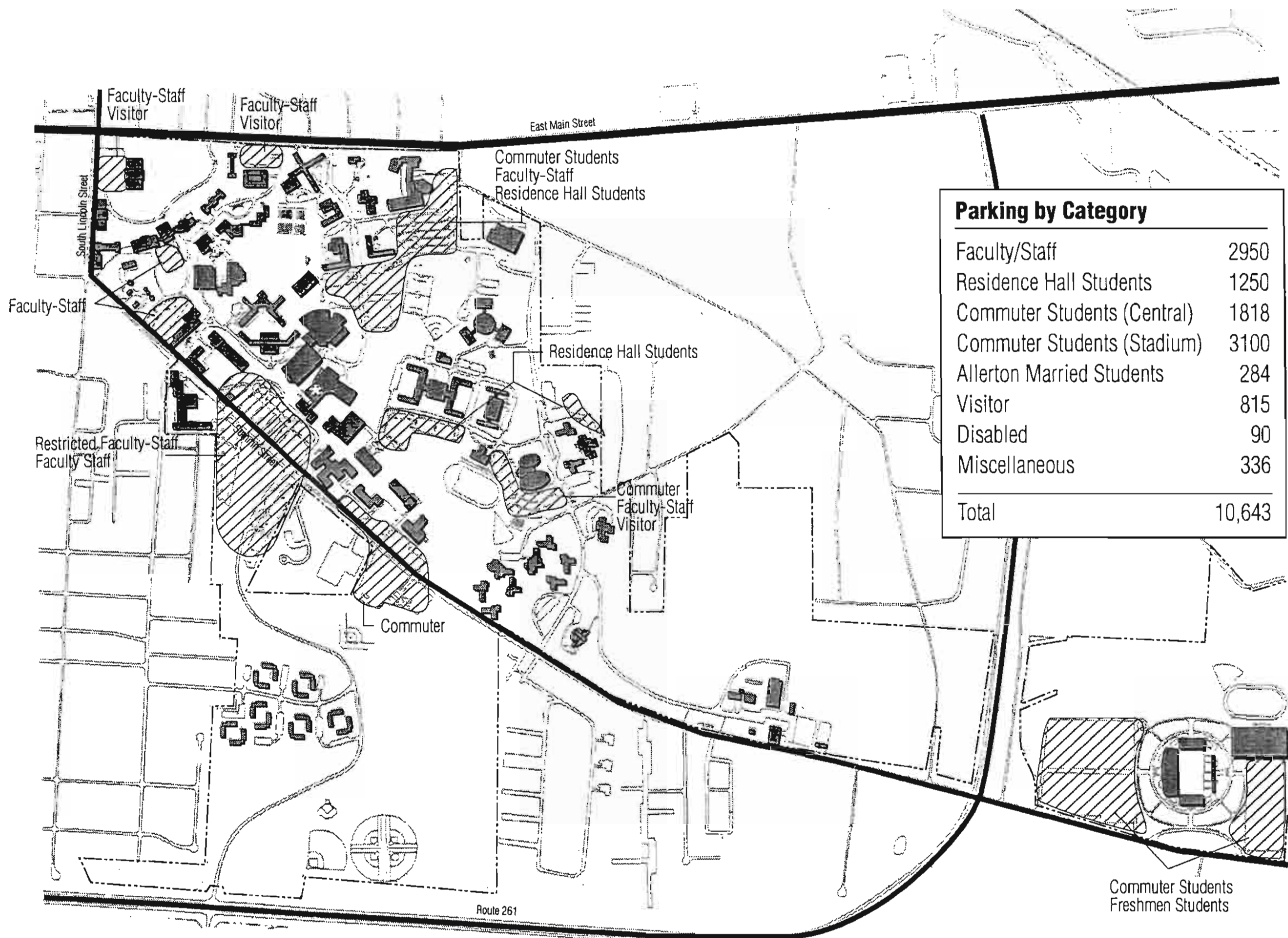
Campus Development Evolution





Building Use

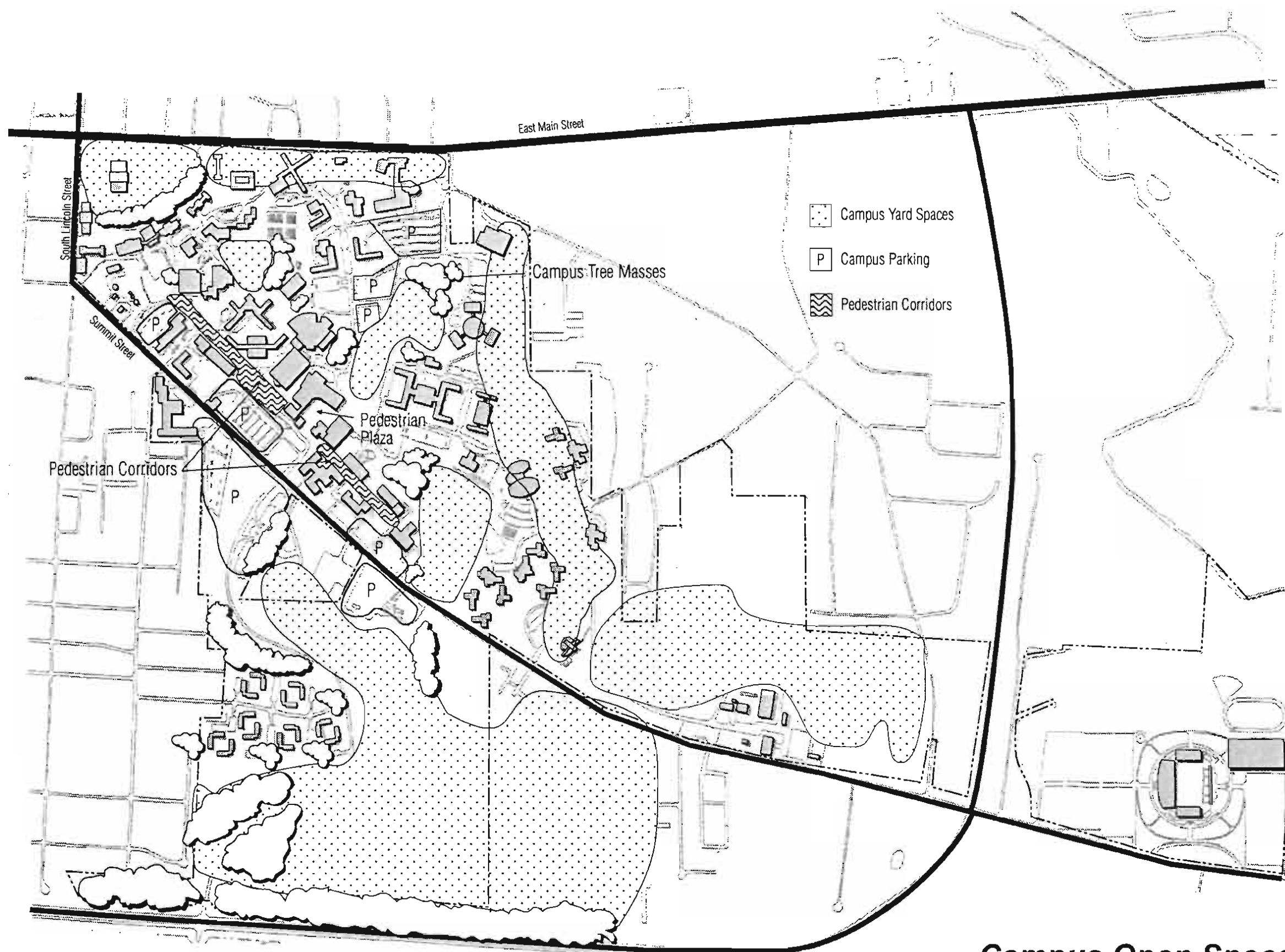




Parking by Category

Faculty/Staff	2950
Residence Hall Students	1250
Commuter Students (Central)	1818
Commuter Students (Stadium)	3100
Allerton Married Students	284
Visitor	815
Disabled	90
Miscellaneous	336
Total	10,643

Campus Parking



Campus Open Space



Campus Topography