



WICHITA STATE
UNIVERSITY

Design Program for New Perimeter Road and Pedestrian Linkage Projects

March 2013

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Introduction

The catalyst for undertaking the Perimeter Road and Pedestrian Projects is WSU's proposed New Student Residence Complex which is now in the design stage.

Parallel with the ongoing design of the Residential Complex, WSU initiated a campus master planning process and retained the team of Sasaki Associates and local partners GLMV Architecture and Professional Engineering Consultants.

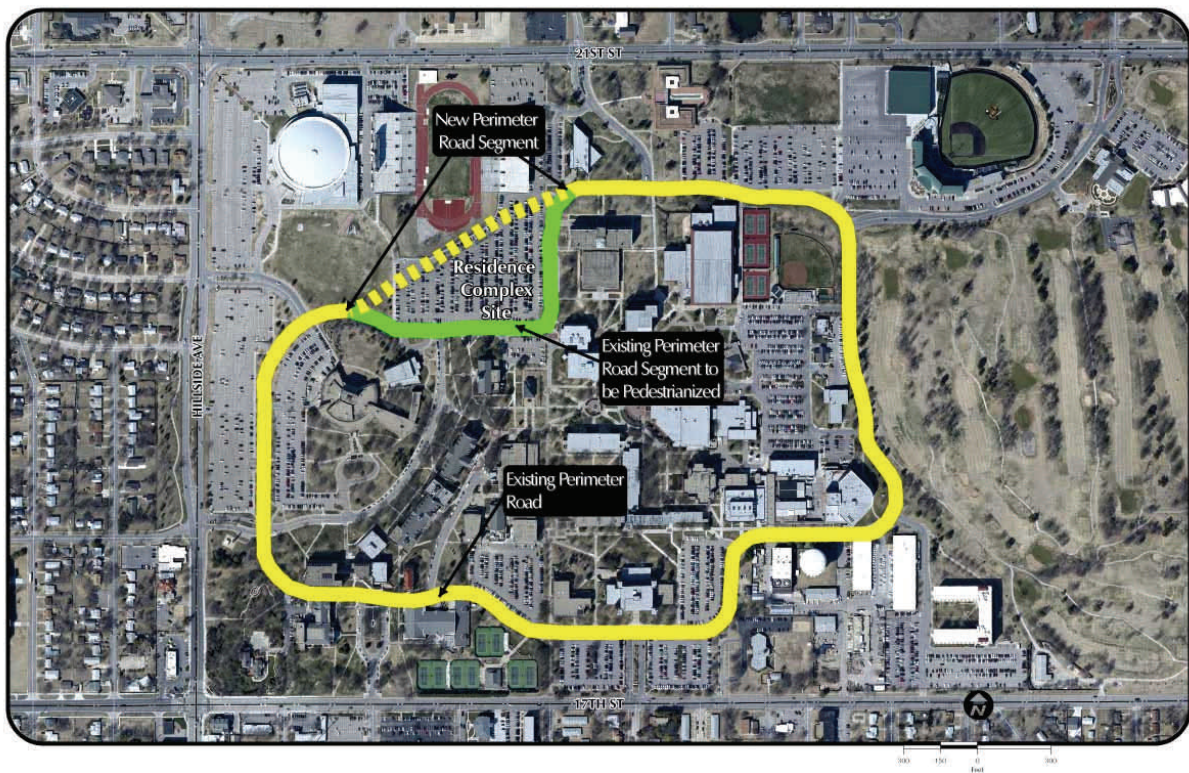
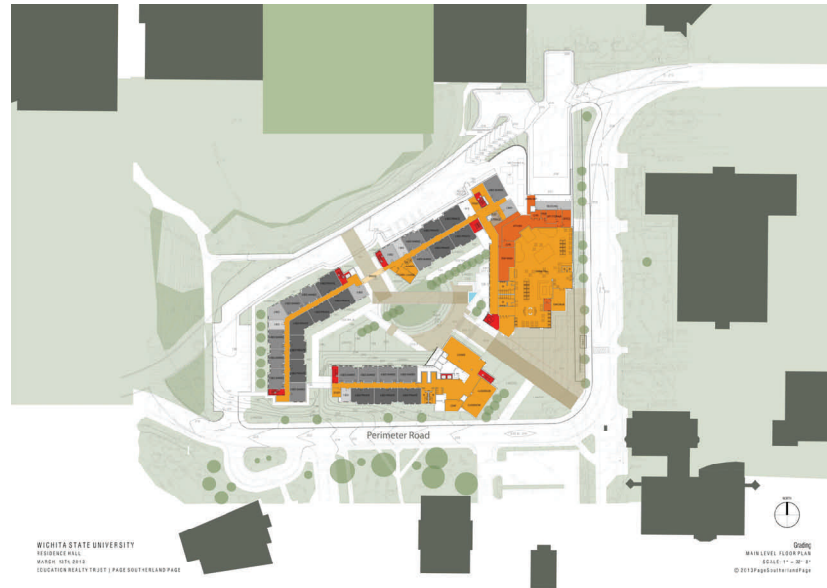
The Sasaki Team evaluated five potential sites for the Residential Complex and a site located south of Cessna Stadium, at Parking Lot 4, was selected by the President's Executive Team. In December 2012, Sasaki issued a memorandum listing the following design criteria for the Residential Complex:

- Future housing site will be located on Parking Lot 4, adjacent to the core campus
- A minimum of 700 student beds are required at 400 gross square feet (GSF) per bed, based on the 4 bed x 2 bath x 1 living area model for a total of 280,000 GSF
- Dining to serve 700 students, which generates demand for 400 seats, assuming a double turn at 40-50 GSF/seat for a total of 16,000—20,000 GSF
- Dining should be a stand alone facility
- Building height target is 4 stories, but may extend to 5 stories
- **Clear pedestrian connections and new campus open spaces are desired**
- **Impact on Perimeter Road and service to core buildings should be considered**

As indicated by the last two criteria (**bolded**) vehicular and pedestrian circulation systems need to support the Residential Complex. The Perimeter Road and Pedestrian Projects described herein will provide such support and will implement WSU's long standing goal of completing the Perimeter Road system. Additional Urban Design and Connectivity Guidelines pertaining Perimeter Road and Pedestrian Projects are listed on pages 14 and 15.

Student Residence Complex Site Plan/New Perimeter Road & Pedestrian Linkage Projects

Although subject to further refinement, the site plan immediately below shows the March 13, 2013, version of the design for the Residential Complex. The final design by Page Southerland Page, LLP, is to be supported and enhanced by the Perimeter Road and Pedestrian Projects. The general location of both of these Projects are shown at the bottom of this page.



General Considerations

Program Statement Purpose

The purpose of this statement is to provide information to those involved in the design of the Perimeter Road and Pedestrian Projects and to aid in the approval of the Projects by the appropriate authorities having jurisdiction over the project. This document will further be used to communicate information to the Kansas Board of Regents, Division of Budget, Office of Facilities and Property Management, Joint Committee on State Building Construction and Legislative Staff. This is a multi-purpose document, and some of the contents may not be applicable to all involved.

Additional details as required will be developed in concert with James Freed, Director of Facilities Planning.

Refinement of Program Information

It is likely that revisions of the information contained in this document will be forthcoming. This program statement is one of the first steps in the planning process, and should be considered a work in progress.

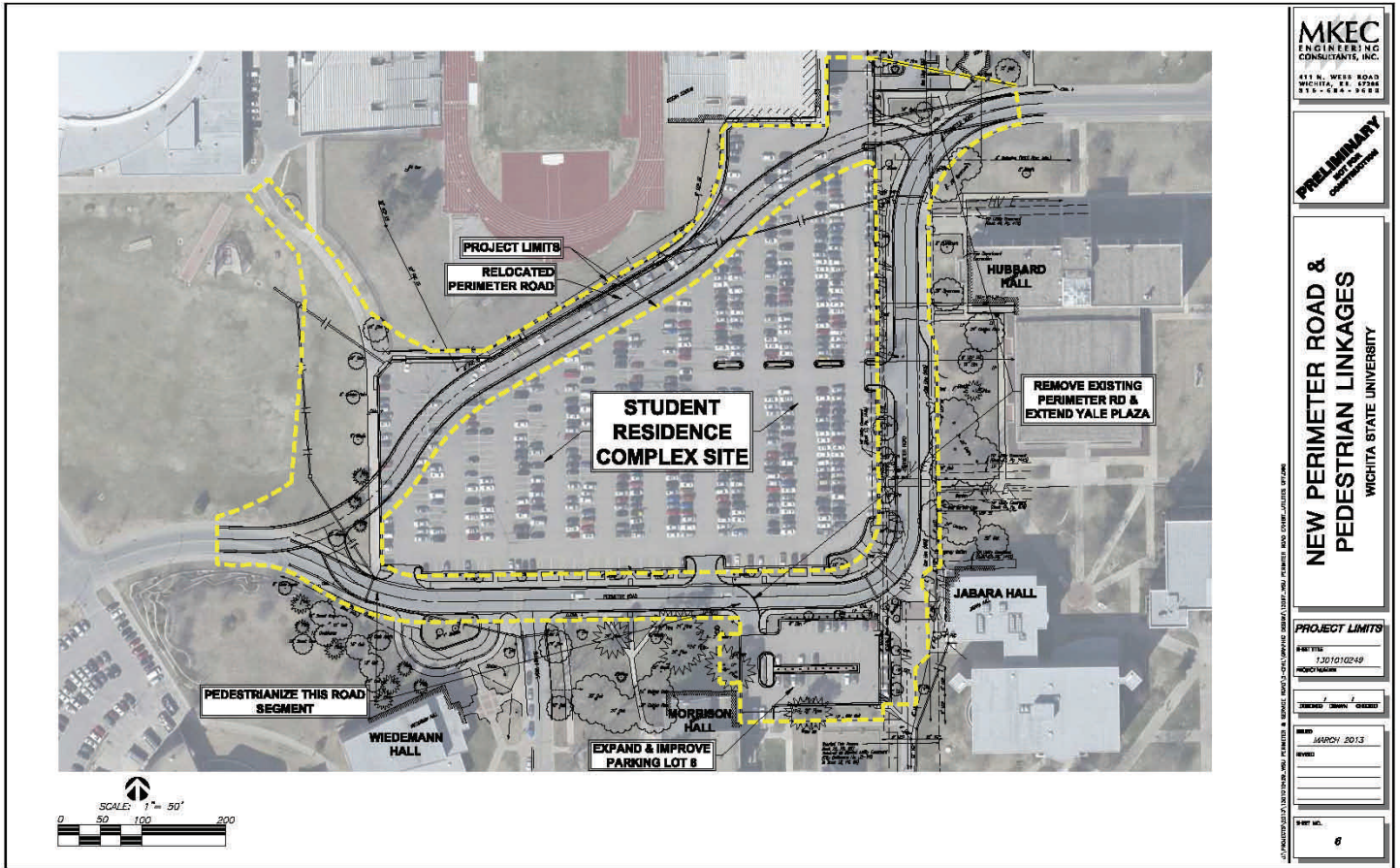
General Guidelines

A WSU appointed design team for the Perimeter Road and Pedestrian Projects will provide general information to assist in the preparation of plans by a soon to be selected consultant. Exhibits A, B, C, and D on the following pages, conceptually show the Projects; limits of work; and the related utilities. These graphic depictions, although descriptive of design intent, are not intended to be all-inclusive, nor do these preclude any additional information or pertinent details which the selected consultant, will need to consider in order to design and achieve a successful project. To this end, as additional information becomes necessary, it will be developed in concert between the selected consultant and the design team for the Perimeter Road and Pedestrian Projects.

Applicable Codes and Regulations

Design code requirements applicable to Perimeter Road and Pedestrian Projects shall be those established by the State of Kansas Office of Facilities and Property Management, the City of Wichita, and the Kansas Department of Health and Environment. It shall be the responsibility of the consultant, however, to verify any other regulations or codes that may apply.

Exhibit A



MKEC
ENGINEERING
CONSULTANTS, INC.
411 N. WEST ROAD
WICHITA, KS 67260
913-624-3688

PRELIMINARY
DESIGN FOR
CONSTRUCTION

**NEW PERIMETER ROAD &
PEDESTRIAN LINKAGES**
WICHITA STATE UNIVERSITY

PROJECT LIMITS

DATE: 1/30/10 10249

REVISION: 1 1

DATE: MARCH 2013

REVISION: 1

DATE:

REVISION:

DATE:

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DATE:

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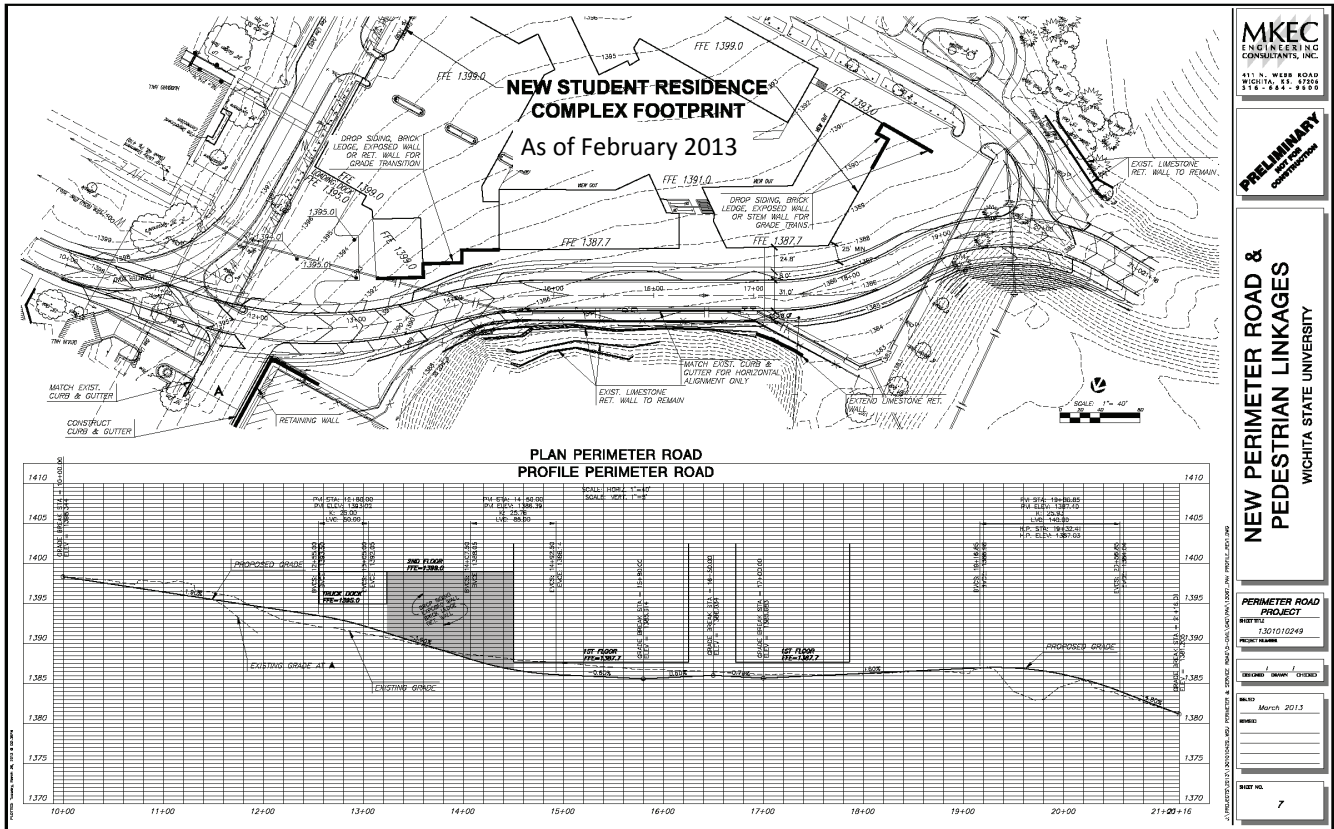
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MKEC
ENGINEERS & ARCHITECTS
CONSULTANTS, INC.

411 N. WEBB ROAD
WICHITA, KS 67202
316.264.1800

PRELIMINARY
FOR INFORMATION ONLY
NO CONTRACT

NEW PERIMETER ROAD & PEDESTRIAN LINKAGES
WICHITA STATE UNIVERSITY

PERIMETER ROAD PROJECT
WSPR# 1301010249
PROJECT NUMBER

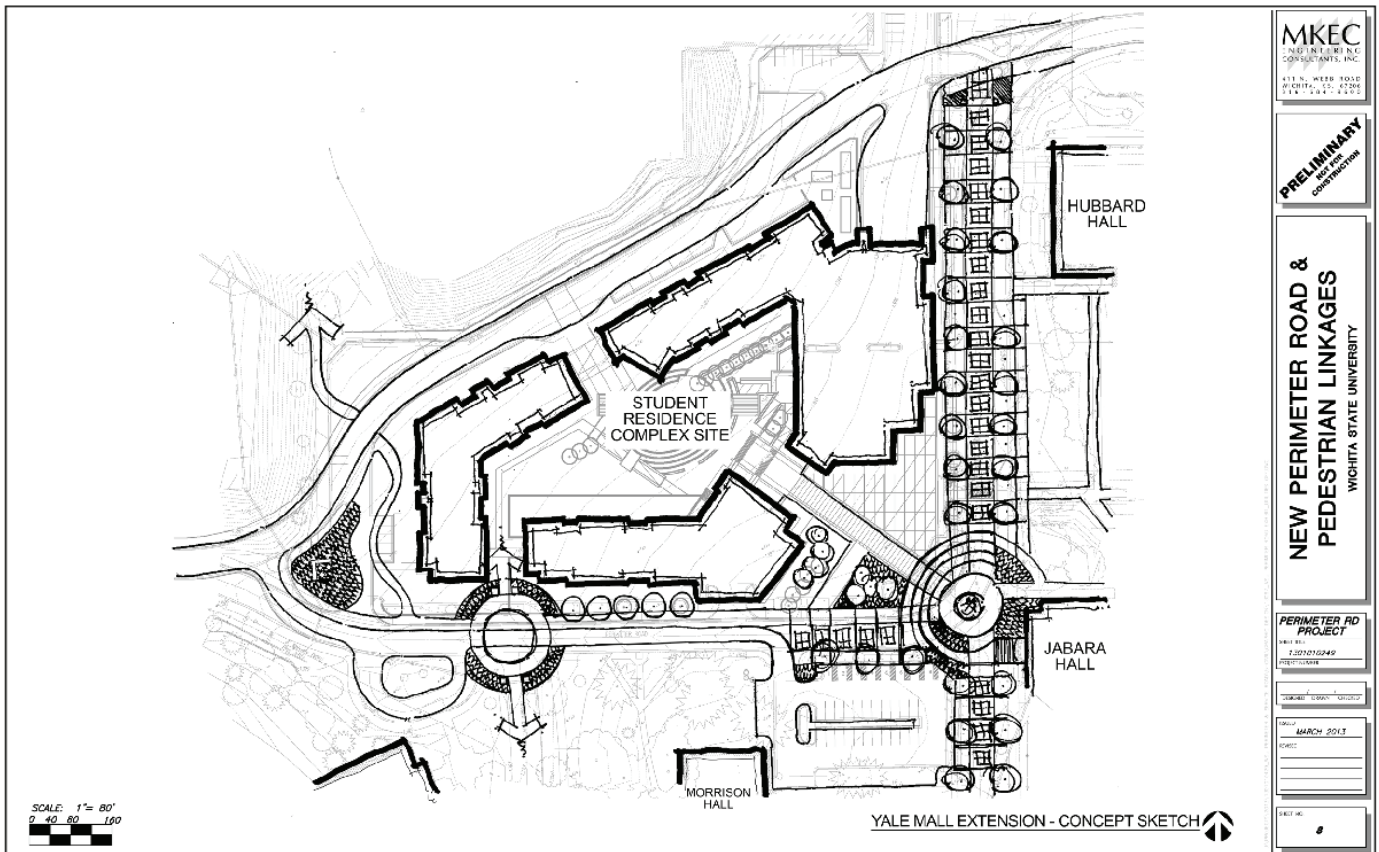
DESIGNED BY: []
CHECKED BY: []

DATE: March 2013

SCALE: []

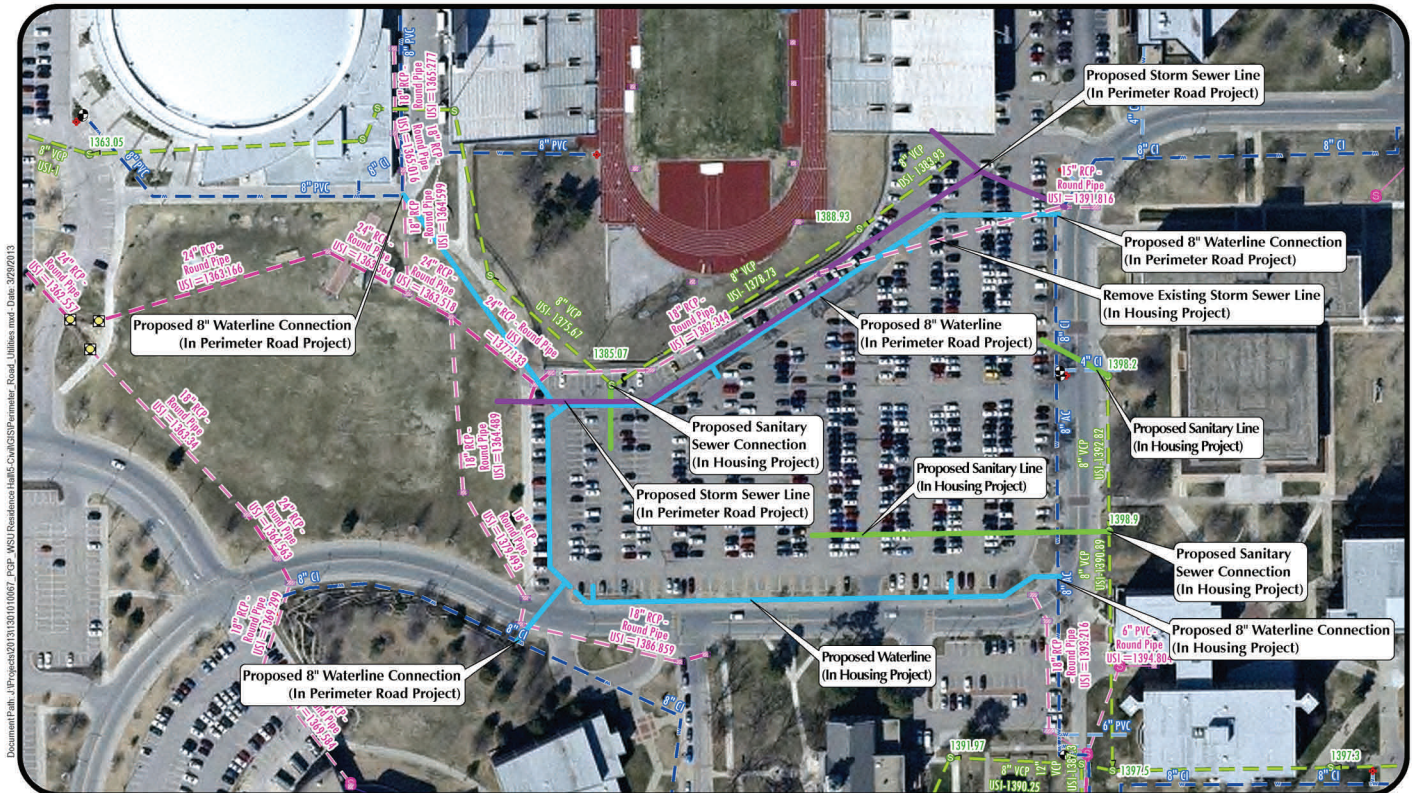
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Exhibit C



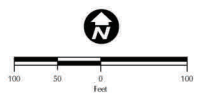
The Campus Master Planning effort currently underway advocates the extension of the Yale Mall from 17th to 21st Street and the completion of the Perimeter Road. The Perimeter Road and Pedestrian Projects will help implement these goals.

Exhibit D



Perimeter Road and Pedestrian Linkages - Utilities

The information presented hereon is best available data gathered by MKEC from various outside sources. MKEC does not guarantee the positional accuracy the data shown. In no event shall MKEC become liable to users of the data presented hereon, for any loss or damages, consequential or otherwise, including but not limited to time, money, or goodwill, arising from the use of the presented data. In using the data presented hereon, users further agree to indemnify, defend, and hold harmless MKEC for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data.



Project Summary

Construction of the Residential Complex is to get underway this summer and be finished by late summer 2014. Along with it will be the generally concurrent construction of the Perimeter Road and Pedestrian Projects. The Perimeter Road and Pedestrian Projects will enhance the integration of the Residential Complex into the pedestrian core of the campus. The Perimeter Road and Pedestrian Projects will also embrace Wichita State University's current goal of completing the perimeter road system: a goal that was originally set forth in its 1973 Master Plan (see below), the 1990 Master Plan and remains as a part of the Sasaki Master Planning effort now underway.

The Perimeter Road and Pedestrian Projects will also be designed to provide vehicular access to official and accessible parking spaces, as well as emergency and service vehicular movement into the campus core, without infringing upon safe and convenient pedestrian movement.

WICHITA STATE UNIVERSITY



Prepared for Wichita State University and Kansas Board of Regents by Oblinger Smith Corporation / Consultants in Planning, Design, and Development / Wichita, Kansas / Fall 1973.

SITE CONTEXT

The proposed area of the Perimeter Road and Pedestrian Projects is shown on previous pages 5, 6, 7, and 8, as Exhibits A, B, C, and D. The site surrounds the Residential Complex and extends into the campus core.

On this and the following pages are a number of photos of the Project area from the “Architectural Program for New Residential Complex/Replacement of Existing Student Housing Report”. The design criteria for the Perimeter Road and the esthetics of the Pedestrian Linkages will be consistent with the existing significant design aspects of the overall campus as indicated in these photos.

VIEW TO SOUTH

GRACE CHAPEL

MORRISON HALL



GRACE CHAPEL

- STANDARD CAMPUS BRICK
- STRONG PYRAMID SHAPE
- ADJACENT TO MAIN PEDESTRIAN AXIS

MORRISON HALL

- STANDARD CAMPUS BRICK
- MODEL OF PRIMARY-HISTORICAL CAMPUS STYLE
- CLOCK TOWER IS HIGHLY VISIBLE
- FRONTS ALUMNI DRIVE

VIEW TO SOUTH-WEST

WIEDEMANN HALL



BRICK

- STANDARD CAMPUS BRICK
- BUFF COLORED CAST STONE ACCENTS
- FRONTS ALUMNI DRIVE
- OUTDOOR AMPHITHEATRE TO THE NORTH-WEST

VIEW TO EAST

JABARA HALL



- STANDARD CAMPUS BRICK
- HORIZONTAL BANDS WITH BUFF COLORED CAST STONE
- SOME ACUTE ANGLES AND CURVES
- FRONTS MAIN PEDESTRIAN AXIS BETWEEN RESIDENCE HALL AND RSC
- SOME UTILITY CONNECTIONS IN BASEMENT, NW CORNER

VIEW TO EAST

HUBBARD HALL



- STANDARD CAMPUS BRICK
- TAPERED VERTICAL BUFF COLORED PRE-CAST COLUMNS
- BLIMPIE SUBS HOUSED ON MAIN LEVEL
- LOCATED BETWEEN RESIDENCE HALL AND FITNESS CENTER TO THE EAST

VIEW TO NORTH-EAST

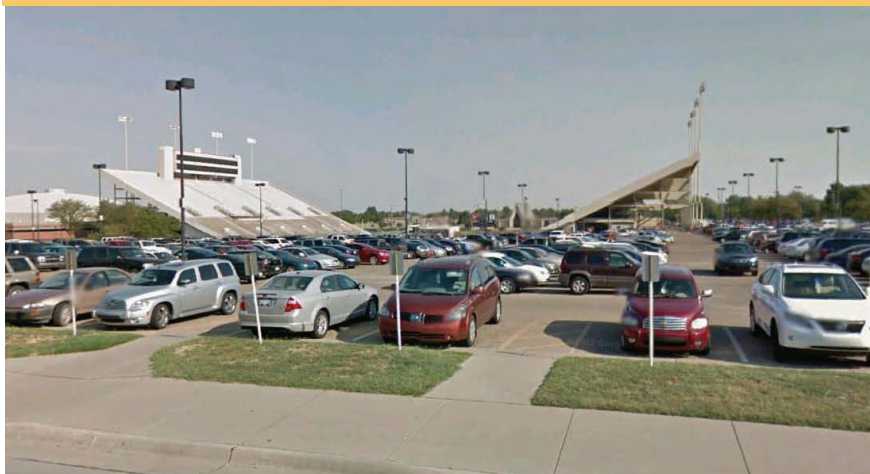
DEVLIN HALL



- MINOR USE OF STANDARD CAMPUS BRICK
- MODERN LOOK WITH SHARP ANGLES
- PRIMARY CLADDING IS STANDARD CAMPUS BLACK TINTED GLASS
- VIEW FROM SITE IS LOADING DOCK

VIEW TO NORTH

CESSNA STADIUM



- PAINTED STEEL FRAME EXPOSED
- PRESS BOX ON WEST SIDE
- USED FOR TRACK AND FIELD EVENTS AND HIGH SCHOOL FOOTBALL AND BAND COMPETITIONS
- WEST SIDE RECENTLY RENOVATED

VIEW TO SOUTH

ALUMNI DRIVE



- HISTORIC, TRADITIONAL STYLE BUILDINGS ON THE EAST SIDE
- WIEDEMANN HALL AND DUERKSEN FINE ARTS CENTER ON WEST SIDE
- PLANNED CONVERSIONS FROM A VEHICLE AND PARKING STREET TO A PEDESTRIAN AND EMERGENCY VEHICLE PATHWAY.

VIEW TO WEST

PERIMETER ROAD AND KOCH ARENA



- KOCH ARENA TO THE NORTH
- FIELD EVENTS ON LAWN, WHICH IS ALSO STORM DETENTION AREA
- PERIMETER ROAD CONNECTS TO HILLSIDE AVE. TO THE WEST



date 28 March 2013
to MKEC
from Sasaki Associates
project name Wichita State MP
project # 26049.00
subject Urban Design and Connectivity Considerations

INTRODUCTION

The following are the urban design and connectivity considerations for the realignment of Perimeter Road and pedestrian spaces at Wichita State University. These considerations are meant to work in concert with the *Design Program for New Perimeter Road and Pedestrian Linkage Projects*, dated March 2013 – an effort by MKEC. Sasaki recommends that the following considerations be inserted in the document after the section entitled “Strategic Gateway: Reinforce Student Life Precinct.”

URBAN DESIGN AND CONNECTIVITY CONSIDERATIONS

1. Perimeter Road

The relocation of Perimeter Road should be designed to offer clear continuity between the existing sections of Perimeter Road and the proposed section. The application of existing roadway materials as well as a clear rhythm of street trees, lighting, and site amenities will ensure a consistent and defined edge to the site. With the construction of student residences, Perimeter Road should also be designed to handle pedestrian traffic in a safe and clear manner (i.e. sidewalks and crosswalks).

2. Yale Walk

Yale Walk is the primary circulation spine on campus, connecting the new student residences to the core of campus to the south, and athletic and academic programs to the north. As such, Yale Walk at the project site is a continuation of the walk in other portions of campus and is not an isolated site. The nature of this space should be 1) pedestrian, then 2) service and emergency access. No through vehicular traffic should be permitted along Yale Walk.

This space should include all amenities inherent to traditional campus pedestrian promenades; distinctive materials, a clear rhythm of trees, lighting, seating opportunities, and trash/recycling receptacles. With its adjacency to the housing and dining program on the project site, Yale Walk should also provide opportunities for activities to spill out onto the walk and into the campus.

3. Campus Connections

Campus connections should be reinforced coming into and out of the site. Connections to take into consideration are Alumni Walk (formerly Alumni Drive) and existing pedestrian circulation

routes, such as paths to Heskett Center, paths near the Grace Memorial Chapel, and paths south of Hubbard Hall. Alumni Walk is currently being conceptualized as a pedestrian-only space. This path should pass through the site and connect to Koch Arena, to establish a link to the Fairmount Towers and Koch Arena. Restoring this continuation of Alumni Drive would reestablish the historic arc of circulation that defined the early campus (see historic plans). The built environment – architecture and landscape – should reinforce these major connectors.

The existing pedestrian circulation paths are considered “desire lines,” which connect to the various academic and student life areas on campus. These “desire lines” are and will be a major source of movement to the proposed site. These connections should be acknowledged with building entries, portals, view corridors, and pedestrian paths.

Adjacent Service

Service to the proposed student residences for daily operations, including trash removal and deliveries, should be considered along with maintaining service access to adjacent campus buildings (Hubbard Hall, Jabara Hall, and Morrison Hall). Where appropriate, service access areas can be designed as pedestrian routes which also support service and emergency vehicles to code.

Open Space Network

A critical resource for a residential campus is a developed network of open space. The proposed residence hall site should be designed to provide new campus open space, relating directly to residents and offering opportunities for informal recreation as well as programmed events. Open spaces should be designed to maximize indoor-outdoor movement, especially at main residential and dining entries. Open lawns, shade trees and plazas should be considered in the design process along with landscape amenities including lighting, seating elements, trash and recycling receptacles, and bicycle racks. It is important that these new spaces connect to existing campus landscapes, creating an overall clarity and seamless quality in the campus environment.

Site Survey

A survey of the proposed site has been completed and will be a crucial tool in developing the site.

TOPOGRAPHICAL SURVEY

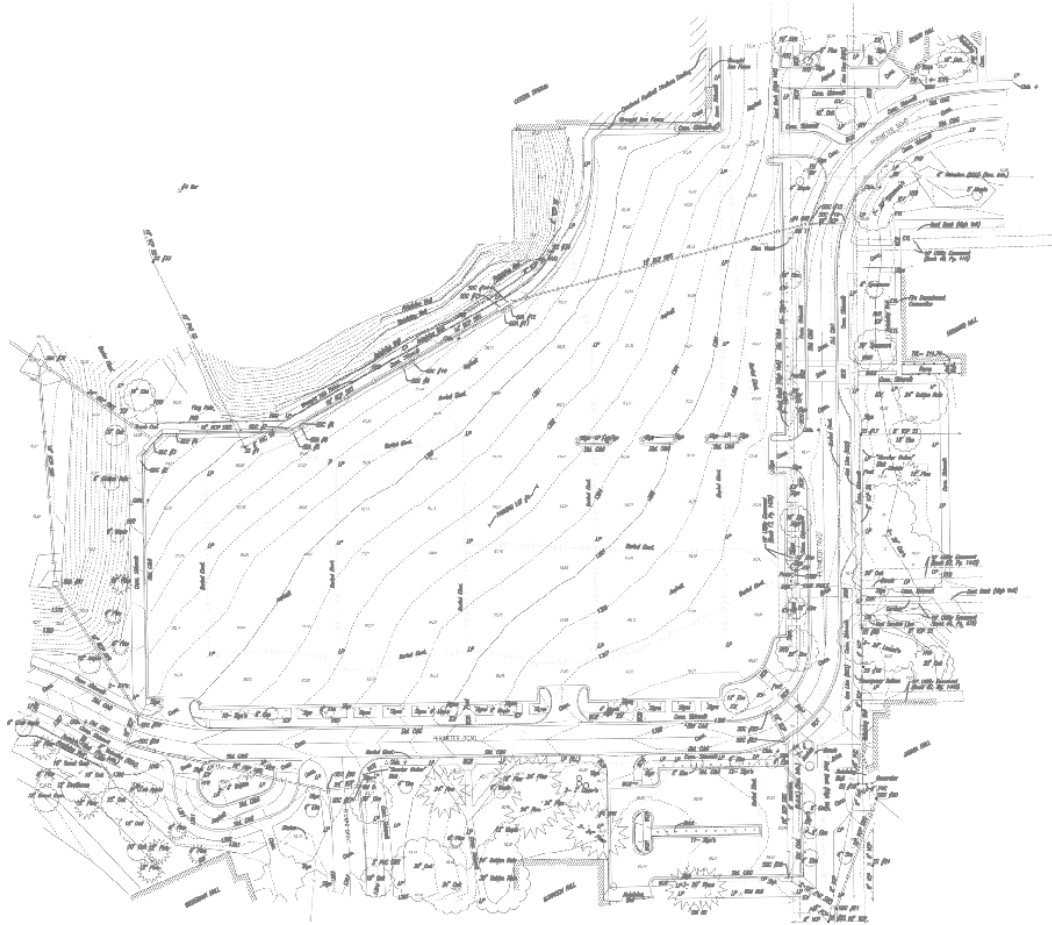


Exhibit E - Cost Estimate

New Perimeter Road (1,030 LF)

CONSTRUCTION COST	\$1,254,750
CONTINGENCY 25% *	\$313,688
SUB-TOTAL	1,568,438

Pedestrian Linkages (1,380 LF)

CONSTRUCTION COST	\$824,500
CONTINGENCY 25% *	\$206,125
SUB-TOTAL	\$1,030,625

TOTAL PROJECT COST **\$2,599,063**

**Contingency includes unknown as yet construction elements, administrative & A/E fees, and geotechnical*

Exhibit F

