# Table of Contents

**Master Plan Vision – A Comprehensive View** ..................................................... 1

**Master Plan Process and Products** .................................................................. 3
  - Overview ........................................................................................................ 3
  - Inventory and Analysis .................................................................................. 3
  - Identify Fundamental Planning Concepts ..................................................... 5
  - Master Plan Alternatives and Preliminary Master Plan ............................ 5
  - Millennium Master Plan .............................................................................. 6
    - Development Zones and Capacity Table .................................................. 9

**Campus Background** ..................................................................................... 10

**Master Plan Findings and Recommendations** ............................................. 11
  - Campus/Community Interface and Identity ............................................... 12
  - Campus Access and Circulation ................................................................. 14
    - Regional and Community Access ......................................................... 14
    - Campus Movement ............................................................................... 15
  - Parking ....................................................................................................... 17
  - Transit ....................................................................................................... 20
  - Pedestrian Circulation ............................................................................. 21
  - Bicycle Use ............................................................................................... 23
  - Open Space ............................................................................................... 24
  - Service and Utilities ................................................................................ 26
    - Service .................................................................................................. 26
    - Utilities .................................................................................................. 27
  - Campus Organization .................................................................................. 28
    - Historic District ..................................................................................... 30
    - Academic Campus Core ....................................................................... 33
    - Agriculture District ............................................................................... 36
    - Athletic District ..................................................................................... 38
    - Housing District .................................................................................... 40

**A Framework for the Future** ........................................................................ 43
  - Overview ...................................................................................................... 43
  - Short-Term (1 – 5 years) ........................................................................... 43
  - Mid-Term (5 – 10 years) ............................................................................ 45
  - Long-Term (15 – 25 years) ........................................................................ 47

**Acknowledgements**

---

*South Dakota State University Millennium Master Plan*  
SmithGroup JJR  
Technical Report  
July 2002
# List of Figures

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1:</td>
<td>Aerial View of SDSU Campus from Southwest <em>(photo)</em></td>
<td>2</td>
</tr>
<tr>
<td>Figure 2:</td>
<td>Master Plan Process <em>(diagram)</em></td>
<td>3</td>
</tr>
<tr>
<td>Figure 3:</td>
<td>Workshop in Progress at SDSU <em>(photo)</em></td>
<td>4</td>
</tr>
<tr>
<td>Figure 4:</td>
<td>Inventory and Analysis <em>(graphic)</em></td>
<td>4</td>
</tr>
<tr>
<td>Figure 5:</td>
<td>Master Plan Alternative A Concept <em>(graphic)</em></td>
<td>5</td>
</tr>
<tr>
<td>Figure 6:</td>
<td>Master Plan Alternative B Concept <em>(graphic)</em></td>
<td>6</td>
</tr>
<tr>
<td>Figure 7:</td>
<td>Master Plan Alternative C Concept <em>(graphic)</em></td>
<td>6</td>
</tr>
<tr>
<td>Figure 8:</td>
<td>SDSU Millennium Master Plan <em>(11x17)</em></td>
<td>8</td>
</tr>
<tr>
<td>Figure 9:</td>
<td>Coughlin Campanile <em>(photo)</em></td>
<td>10</td>
</tr>
<tr>
<td>Figure 10:</td>
<td>Proposed Performing Arts Center <em>(sketch)</em></td>
<td>13</td>
</tr>
<tr>
<td>Figure 11:</td>
<td>Proposed East Parkway <em>(graphic)</em></td>
<td>13</td>
</tr>
<tr>
<td>Figure 12:</td>
<td>Regional Access <em>(graphic)</em></td>
<td>14</td>
</tr>
<tr>
<td>Figure 13:</td>
<td>Proposed Campus Circulation Plan <em>(graphic)</em></td>
<td>16</td>
</tr>
<tr>
<td>Figure 14:</td>
<td>Current Distribution of Parking <em>(graphic)</em></td>
<td>17</td>
</tr>
<tr>
<td>Figure 15:</td>
<td>Parking Policy <em>(photo)</em></td>
<td>18</td>
</tr>
<tr>
<td>Figure 16:</td>
<td>Parking Image <em>(photo)</em></td>
<td>18</td>
</tr>
<tr>
<td>Figure 17:</td>
<td>Proposed Campus Parking Plan <em>(graphic)</em></td>
<td>19</td>
</tr>
<tr>
<td>Figure 18:</td>
<td>Proposed Campus Transit System Plan Phase 1 <em>(graphic)</em></td>
<td>20</td>
</tr>
<tr>
<td>Figure 19:</td>
<td>Proposed Campus Transit System Plan Phase 2 <em>(graphic)</em></td>
<td>20</td>
</tr>
<tr>
<td>Figure 20:</td>
<td>Proposed Campus Transit System Plan Phase 3 <em>(graphic)</em></td>
<td>20</td>
</tr>
<tr>
<td>Figure 21:</td>
<td>Current Distribution of Parking <em>(graphic)</em></td>
<td>21</td>
</tr>
<tr>
<td>Figure 22:</td>
<td>Proposed Campus Pedestrian Circulation Plan <em>(graphic)</em></td>
<td>22</td>
</tr>
<tr>
<td>Figure 23:</td>
<td>Undesirable Image of Bicycles on Campus <em>(photo)</em></td>
<td>23</td>
</tr>
<tr>
<td>Figure 24:</td>
<td>The “Connected” Concept of Open Spaces <em>(graphic)</em></td>
<td>24</td>
</tr>
<tr>
<td>Figure 25:</td>
<td>McCrory Gardens <em>(aerial photo)</em></td>
<td>25</td>
</tr>
<tr>
<td>Figure 26:</td>
<td>Proposed Service Route on Pedestrian Walks of Central Heating Plant and Dairy Microbiology <em>(graphic)</em></td>
<td>26</td>
</tr>
<tr>
<td>Figure 27:</td>
<td>Undesirable Image of Equipment on Campus <em>(photo)</em></td>
<td>27</td>
</tr>
<tr>
<td>Figure 28:</td>
<td>Existing Campus Uses <em>(graphic)</em></td>
<td>28</td>
</tr>
<tr>
<td>Figure 29:</td>
<td>SDSU Campus Districts <em>(graphic)</em></td>
<td>29</td>
</tr>
<tr>
<td>Figure 30:</td>
<td>Sylvan Theater <em>(photo)</em></td>
<td>30</td>
</tr>
<tr>
<td>Figure 31:</td>
<td>Central Heating Plant <em>(photo)</em></td>
<td>31</td>
</tr>
<tr>
<td>Figure 32:</td>
<td>Proposed Plan for Historic District <em>(graphic)</em></td>
<td>32</td>
</tr>
<tr>
<td>Figure 33:</td>
<td>Current Aerial View of Historic District <em>(photo)</em></td>
<td>32</td>
</tr>
<tr>
<td>Figure 34:</td>
<td>Proposed Plan for Academic Campus Core <em>(graphic)</em></td>
<td>33</td>
</tr>
<tr>
<td>Figure 35:</td>
<td>Current Aerial View of the Academic Campus Core <em>(photo)</em></td>
<td>34</td>
</tr>
<tr>
<td>Figure 36:</td>
<td>Proposed Aerial View of Academic Campus Core <em>(sketch)</em></td>
<td>34</td>
</tr>
<tr>
<td>Figure 37:</td>
<td>Proposed Academic Quadrangle <em>(graphic)</em></td>
<td>35</td>
</tr>
<tr>
<td>Figure 38:</td>
<td>Proposed Jackrabbit Green <em>(graphic)</em></td>
<td>35</td>
</tr>
<tr>
<td>Figure 39:</td>
<td>Proposed Gateway Garden <em>(graphic)</em></td>
<td>35</td>
</tr>
<tr>
<td>Figure 40:</td>
<td>Proposed Plan of Agriculture District <em>(graphic)</em></td>
<td>37</td>
</tr>
<tr>
<td>Figure 41:</td>
<td>Current Aerial View of Agriculture District <em>(photo)</em></td>
<td>37</td>
</tr>
</tbody>
</table>
Figure 42: Proposed Plan of Athletic District (graphic)........................................39
Figure 43: Current Aerial View of Athletic District (photo)....................................39
Figure 44: Proposed Plan of Housing District Southeast of Academic Campus Core (graphic)......41
Figure 45: Current Aerial View of Housing District Southeast of Academic Campus Core (photo) 41
Figure 46: Proposed Plan of Residential District Northwest of Campus (graphic)..................42
Figure 47: Current Aerial View of Residential District Northwest of Campus (photo) ..............42
Figure 48: Proposed Short-Term Enhancements at SDSU (graphic)..................................44
Figure 49: Proposed Mid-Term Enhancements at SDSU (graphic)....................................46
Figure 50: Proposed Long-Term Enhancements at SDSU (graphic)...................................48
MASTER PLAN VISION - A COMPREHENSIVE VIEW

Continuing to expand the quality and diversity of facilities and services available to students and to the community as well as enhancing the functional and aesthetic qualities of the campus environment will have a significant impact on SDSU’s ability to attract students and meet challenges into the 21st century. The SDSU Millennium Master Plan (the Plan) will provide a flexible philosophical and physical framework focused on defining opportunities for accommodating growth in an orderly and efficient manner. Its purpose will be to provide a guide for how future growth will be visualized and tested and, if appropriate, eventually implemented.

The campus has and will continue to become too complex to consider buildings, open space, roads, walks, and parking as isolated elements. Instead, each must be viewed within the context of the entire campus and made to work in concert with the other to achieve a coordinated positive campus image. As the campus outgrew its historic boundary along Rotunda Lane and Ninth Street, its campus center shifted eastward with the development of important student destinations such as the H.M. Briggs Library (Library), University Student Union (Union), and HPER Center/Frost Arena (HPER). The proposed Performing Arts Center at the eastern edge of campus once again illustrates the campus center move and underscores the need for careful long-range planning to accommodate growth.

In the future, development should be viewed as an opportunity to strengthen existing land use patterns, balance new investments and protect valuable cultural and natural resources, and improve the quality/image of the campus environment. Piecemeal decision-making that treats individual building and improvement projects as discrete and unrelated elements only lead to less than optimum results. Within this context, the Plan encourages the careful application of broader planning concepts with more specific guidelines or recommendations. The following master planning principles were established at the beginning of the process, which became the underpinnings of the Plan’s Vision:

1. Celebrate the SDSU commitment to its Land Grant mission and heritage.
2. Promote the SDSU commitment to the city of Brookings by continuing to work to preserve critical natural and manmade resources, and establish welcoming and mutually beneficial physical relationships.
3. Set a standard for the quality of spaces within the campus to enrich the student’s academic and campus-life experience and engender respect for the physical environment.
4. Embrace the unique identity of SDSU by preserving and/or restoring the best architectural, landscape, and planning elements of the historic campus and translating these qualities to new areas of campus development.
5. Create a user-friendly campus that is welcoming, easily navigable, and safe for visitors, students, faculty, and staff.
6. Establish an environment that nurtures interaction and communication by providing spaces and amenities such as benches, walkways, and common areas that invite the exchange of ideas.
Figure 1: Aerial View of SDSU Campus from Southwest
MASTER PLAN PROCESS AND PRODUCTS

Overview

The development of the Plan began in October 1999 and was completed in fall 2001. The focus of the planning effort was to produce a document to guide the University through both short-term and long-term (20 years) planning decisions.

Figure 2: Master Plan Process

The planning process followed a series of logical steps that proceeded from the definition of broad principles and concepts to more detailed recommendations expressed in words and plan graphics contained herein. The process included the following steps:

1. Inventory and Analysis

   The planning team toured the campus and conducted a series of interviews with both campus and community representatives. Information was collected and analyzed relative to the campus and community. This included:
   - Regional and community access and circulation.
   - Campus access, entry, and circulation.
- Movement patterns of cars, service and emergency vehicles, pedestrians and bicyclists.
- Parking distribution and quantity.
- Open space patterns.
- Organization and condition of existing land use and buildings.

![Figure 3: Workshop in Progress at SDSU](image)

The data collected and its analysis was presented to both the campus and community in meetings and open community sessions for confirmation of findings before proceeding to the next step.

![Figure 4: Inventory and Analysis](image)
2. Identify Fundamental Planning Concepts

Fundamental Planning Concepts were identified at the outset of the planning process. These concepts are strongly rooted in historic community and campus patterns, current needs, as well as a fundamental understanding by the campus and community of its goals and aspirations for the future. Therefore, these concepts become the foundation on which the recommendations in the Plan are set. The Fundamental Planning Concepts are:

- A University within or contiguous to an existing community must work to define a unified identity and a consistent growth management policy.
- The grouping of land uses into functional campus districts provides a sense of organization, enhances the campus experience, and improves operational efficiency.
- A well-defined vehicular approach to campus with clearly identified entry points, and a logical on-campus circulation and parking system are important components for creating a safe, attractive, and orderly pedestrian-oriented environment.
- The identification of infill opportunities within the Academic Campus Core is vital to creating a concentrated, "walkable" campus.
- Quality of space, convenience, safety, and a sense of pride and ownership are essential ingredients of a collegiate setting.

Consensus for the Master Plan was achieved through a comprehensive public participation component that sought input at every major decision-making point throughout the process. Various forums ranging from personal interviews, workshops with administrators, faculty, staff, and students as well as through open forums with the Brookings community were held, and the result is a plan that integrates the campus and local resident perspectives, needs, and expectations.

3. Master Plan Alternatives and Preliminary Master Plan

Three (3) Master Plan Alternatives were developed that explored various locations for site access and arrangements of campus access and circulation, and land use – respectful of existing site opportunities and constraints in keeping with the established Fundamental Planning Concepts. The alternatives were:

- Alternative A: Historic – Recommended infill development along Campus Green to strengthen the focus on this important, historic area of campus

![Figure 5: Master Plan Alternative A Concept](attachment:figure5.png)
• Alternative B: New Center – Proposed a new campus open space that would become the nucleus of the campus with future development edging the newly formed space

![Diagram](image)

*Figure 6: Master Plan Alternative B Concept*

• Alternative C: Connected – Proposed concentrating development along a spine that links the campus to the community to the west, and to McCrory Gardens to the east

![Diagram](image)

*Figure 7: Master Plan Alternative C Concept*

A review of alternatives with the University and Brookings community in open sessions formed the basis for the development of a Preliminary Master Plan based primarily on the “connected” alternative, with select recommendations included from the other two alternatives. This plan was reviewed with the campus and community, and after extensive review and discussion, the final Millennium Master Plan was developed.

4. **Millennium Master Plan**

The Plan is neither implementation focused nor based on explosive growth. It is based on the understanding that the University administration anticipates student enrollment levels to remain at present levels over the next decade. While the extent of academic programs offered by SDSU is projected to remain relatively constant, more specialized and technologically advanced facilities will inevitably continue to supplement existing facilities.
The Plan is a collection of concepts and ideas presented in both written and graphic form. Its longevity is dependent upon how closely it is followed, the pace of implementation, and how divergent the future is from the planning assumptions on which it is based. It should be viewed as a “living document” – in need of regular review (typically every five years) as the campus reshapes itself through new development projects, the advent of new technologies, and changing lifestyles.

The complete Master Plan includes the following documentation:

**The SDSU Millennium Master Plan Summary Report.** This document is intended to summarize and convey the essence of the Plan in terms of future physical planning and design opportunities. It is a valuable tool for generating excitement about the Master Plan and soliciting potential funding sources.

**The Master Plan Technical Report.** This document is a reference document for physical planning. It provides a more complete description of the Plan’s concepts and recommendations for University administrators and physical plant managers. The document’s loose-leaf format is intended to provide a quick reference and allow ease of updating.

**The Master Plan Technical Report Appendix.** This document includes the complete minutes for all the meetings that were held as a part of the planning process. These minutes are provided as additional reference material to understand how the Master Plan developed. Two copies of this volume are available along with this report, one each, at the SDSU Office of Physical Plant and at the office of the Vice President for Administration.

**Slide Presentations.** The master planning process is documented in six separate PowerPoint presentations, copies of which are included on CD-ROM. Two copies of the CD-ROM are available along with this report, one each, at the SDSU Office of Physical Plant and at the Office of Vice President for Administration.

While detailed guidelines for managing the physical framework established are not identified, they should be developed as a supplement to this report to ensure that implementation of the Plan proceeds in a coordinated manner in keeping with the University standards and desired visual quality.
Figure 8: SDSU Millennium Master Plan
### Development Zones and Capacity Table

<table>
<thead>
<tr>
<th>Development Zone</th>
<th>No. of Floors</th>
<th>Capacity (gross sq. ft.)</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dev. Zone 1</td>
<td>- na -</td>
<td>- na -</td>
<td>Eleventh and Twenty-Seventh Streets</td>
</tr>
<tr>
<td>Dev. Zone 2</td>
<td>1</td>
<td>10,000</td>
<td>Eighth and MSU Road</td>
</tr>
<tr>
<td>Dev. Zone 3</td>
<td>3</td>
<td>80,000</td>
<td>Eleventh Street</td>
</tr>
<tr>
<td>Dev. Zone 4</td>
<td>1</td>
<td>10,000</td>
<td>Eleventh Street</td>
</tr>
<tr>
<td>Dev. Zone 5</td>
<td>1</td>
<td>10,000</td>
<td>South of Campus</td>
</tr>
<tr>
<td>Dev. Zone 6</td>
<td>3</td>
<td>100,000</td>
<td>North of H.M. Hall</td>
</tr>
<tr>
<td>Dev. Zone 7</td>
<td>3</td>
<td>36,000</td>
<td>North of Universtity</td>
</tr>
<tr>
<td>Dev. Zone 8</td>
<td>4</td>
<td>240,000</td>
<td>West of University</td>
</tr>
<tr>
<td>Dev. Zone 9</td>
<td>4</td>
<td>60,000</td>
<td>North of Pribyl Hall</td>
</tr>
<tr>
<td>Dev. Zone 10</td>
<td>4</td>
<td>60,000</td>
<td>Medary and Diercks Halls</td>
</tr>
<tr>
<td>Dev. Zone 11</td>
<td>4</td>
<td>60,000</td>
<td>Southeast of Library</td>
</tr>
<tr>
<td>Dev. Zone 12</td>
<td>4</td>
<td>250,000</td>
<td>East of University</td>
</tr>
<tr>
<td>Dev. Zone 13</td>
<td>4</td>
<td>60,000</td>
<td>West of University</td>
</tr>
<tr>
<td>Dev. Zone 14</td>
<td>4</td>
<td>60,000</td>
<td>West of Library</td>
</tr>
<tr>
<td>Dev. Zone 15</td>
<td>4</td>
<td>60,000</td>
<td>West of Library</td>
</tr>
<tr>
<td>Dev. Zone 16</td>
<td>4</td>
<td>60,000</td>
<td>East of Diercks Hall</td>
</tr>
<tr>
<td>Dev. Zone 17</td>
<td>4</td>
<td>60,000</td>
<td>Medary and Diercks Halls</td>
</tr>
<tr>
<td>Dev. Zone 18</td>
<td>4</td>
<td>60,000</td>
<td>East of Agriculture</td>
</tr>
<tr>
<td>Dev. Zone 19</td>
<td>4</td>
<td>60,000</td>
<td>East of Agriculture</td>
</tr>
<tr>
<td>Dev. Zone 20</td>
<td>4</td>
<td>60,000</td>
<td>Coughlin St.</td>
</tr>
<tr>
<td>Dev. Zone 21</td>
<td>4</td>
<td>60,000</td>
<td>Coughlin St.</td>
</tr>
<tr>
<td>Dev. Zone 22</td>
<td>4</td>
<td>60,000</td>
<td>Coughlin St.</td>
</tr>
<tr>
<td>Dev. Zone 23</td>
<td>- na -</td>
<td>30,000</td>
<td>Coughlin St.</td>
</tr>
</tbody>
</table>
CAMPUS BACKGROUND

The Territorial Legislative Assembly authorized the Agriculture College for the territory of Dakota in Brookings, South Dakota in 1881. Today, SDSU is the largest university in South Dakota and the state's only Land Grant institution. The University has gained a reputation of fulfilling its three-part mission of teaching, research, and service by providing high quality academic programs, conducting nationally competitive strategic research, scholarly, and creative activities, and reaching all corners of the state through the Cooperative Extension Service and the Agricultural Experiment Station.

SDSU has developed from a small agricultural college into a significant research institution. Today, SDSU employs over 3,000 people with an enrollment of more than 8,600 students. From its beginnings at the corner of Medary Avenue and Ninth Street, the campus has grown to 271 acres with facilities covering over 3 million gross square feet (GSF). The University also leases or owns over 15,000 acres of land statewide. With more than 58,000 graduates to date, SDSU is the cornerstone of the state’s higher education system. SDSU will continue expanding its role as South Dakota’s University while remaining supportive of the needs and aspirations of the Brookings community.

Figure 9: Coughlin Campanile
MASTER PLAN FINDINGS AND RECOMMENDATIONS

Many unique opportunities were identified during the master planning process that have been translated into recommendations for improving the physical condition of the campus environment and its interface with the Brookings community. These recommendations are based on the input that was received in numerous settings that included one-on-one interviews, workshops, and open house meetings, which obtained input from University representatives, city of Brookings, local financial institutions, faculty, students, staff, and residents of adjacent neighborhoods. Primary guidance was provided by the President’s Advisory Council and the Master Plan Task Force Committee.

The input received supplemented a thorough investigation and analysis of the campus. The analysis and subsequent recommendations for improvements are organized into the following five key interrelated components for ease of comprehension:

1. Campus/Community Interface and Identity
2. Campus Access and Circulation
   • Regional and Community Access
   • Campus Movement
3. Parking
4. Transit
5. Pedestrian Circulation
6. Bicycle Use
7. Open Space
8. Services and Utilities
9. Campus Organization
   • Historic District
   • Academic Campus Core
   • Agriculture District
   • Athletic District
   • Housing District

It is important to note that each of the key components has a symbiotic relationship to one another, and how well they relate determines the overall success in terms of organization, function, safety, and appearance of the campus.
Campus/Community Interface and Identity

SDSU and the city of Brookings are partners who have demonstrated a long history of working together successfully. Their physical proximity, common interests in land use patterns, aesthetic appearance, distinctiveness, commitment to historic patterns, automobile use, and the need to create appropriate edges and interface provide the foundation for a cooperative approach.

As the campus is located on the peripheral edge of town, it functions as a transition between the active downtown and the surrounding agricultural fields. The campus grid itself is visually consistent with the surrounding agricultural fields and urban patterns. A joint policy that conserves agricultural lands and natural features, protects historic neighborhoods, and strengthens the viability of the campus and town must continue to be pursued.

The University, by undertaking this Master Plan, has demonstrated its commitment to the city. Throughout the planning process, the University leadership has challenged the Master Plan to define supportive approaches and techniques for both the town and campus.

As the flagship institution within the state, SDSU plays a critical role not only in terms of academic and cultural excellence, but also in its connection to the community. The physical campus communicates institutional priorities, an understanding of future needs, and fiscal responsibility to visitors, regents, and state officials. The campus is also the venue for numerous cultural, athletic, and special events that attracts visitors from the region.

Visitors to the campus should be welcomed by an attractive setting that is easily traveled and understandable, where major destinations are located without difficulty, and convenient parking is available. This reflects the institution’s public responsibilities and encourages a bonding that promotes support and commitment to higher education within the state.

Carefully identified building setbacks, the location of open spaces, and streetscape treatments such as landscaping, appropriate lighting, and the choice in use of site furnishings and finishes along campus edges will convey a positive campus/community image and provide an aesthetic means for linking the SDSU campus to the adjacent neighborhoods and community owned properties.

Landmark campus facilities such as the Coughlin Stadium, SDSU Foundation, Alumni Center, HPER, Library, Union, South Dakota Art Museum, and Agricultural Heritage Museum will continue to increase campus/community interface opportunities. Opportunities to increase this campus/community interface will continue with the addition of the new Performing Arts Center, the proposed Wellness Center, and expanded athletic facilities.
The existing drainage way to the east of campus, across Sixteenth Street, and also adjacent to the proposed Performing Arts Center, presents a poor campus image. Sections of this seasonal waterway have been piped and buried. Water has been observed to stagnate at various sections along the drainage way.

The proposed East Parkway, a "greenway" pedestrian corridor, will connect McCrory Gardens to the campus and community beyond to provide yet another opportunity for physically linking the campus to the community. This east approach to campus on Eleventh Street will be significantly improved from the intersection of Sixth Street, along Twenty-Second Avenue and McCrory Gardens, to Gateway Garden to create a major east entrance. Recognizing the importance of directing regional visitors to campus from the east off Interstate 29, upgrades will include road modifications, signage, and landscape respectful of the McCrory Gardens setting.
Campus Access and Circulation

A properly functioning educational campus such as SDSU needs to have a well-defined system of getting to and circulating around campus. A first time visitor must easily be able to determine where campus is located within a community. Once at campus, major entrances and important campus destinations should be easily located. Most importantly, parking should be conveniently situated near entry points to convert drivers and their passengers into pedestrians as quickly as possible to ensure that the automobile does not detract from a safe and aesthetically pleasing pedestrian-oriented environment. This would mean removing a majority of the existing parking spaces and non-essential traffic from the campus core.

Regional and Community Access

Regional access to SDSU is direct from Interstate 29 (located to the east) via US Highway 14 Bypass (Eighteenth Street) and Sixth Avenue – two major community east/west thoroughfares located immediately north and south of the campus, respectively. Primary local access to campus is available from Eighteenth Street and Sixth Avenue, as well as the north/south corridors of Medary Avenue and Twenty-Second Avenue.

![Figure 12: Regional Access](image)

While numerous routes for accessing campus are available, a clear approach is not as yet defined. Complicating the difficulty in wayfinding is the fact that the traditional “front door” to campus from the west along Medary Avenue has been significantly diminished by the presence of the interstate located to the east and the closing of the historic gate to campus at Ninth Street. Additionally, the
steady commercialization of Sixth Avenue has reduced its carrying capacity and has made it more
difficult to direct traffic to campus in a clear and concise manner. Currently, a small sign directs
visitors to approach the campus from Sixth Street via Twelfth Avenue – a north/south residential
street that culminates at the Industrial Arts Building on Ninth Street. Here the visitor must decide to
turn on Ninth Street west towards the Administration Building or east towards Rotunda Lane to
access the Union and Library parking. The arrival experience presented to the visitor by this route is
not befitting of a university the caliber of SDSU.

The Plan recommends that a wayfinding system be implemented that leads the visitor to multiple
entrance points to campus and that clear and identifiable signs be used to invite visitors into campus
and to their destination. To be most effective, the positioning of proposed entrances must take into
consideration the location of significant development that has and will continue to occur on campus –
particularly to the east (i.e., the proposed Performing Arts Center, McCrory Gardens, and Athletic
Complex).

Campus Movement

Traffic patterns on the campus are often linked to the patterns of the surrounding context; problems
generated by one have a profound impact on the other. Existing intersection alignments and traffic
volumes on campus have resulted in numerous traffic problems and pedestrian conflict
zones. For example, Medary Avenue and Rotunda Lane once served as the edges of the historic
campus. However, as the campus continued to grow, facilities such as the Library and Union outgrew
their requirements, and the functions were relocated to newer facilities outside of the Historic
Campus. Vehicular, pedestrian, and bicycle movement is made even more confusing by numerous,
not-so significant roads which traverse campus so that parking at the center is more accessible for
some campus groups. With the exception of the Campus Green, this has resulted in a fragmented
campus core that is dominated visually and made unsafe by the automobile.

To solve campus movement issues on campus, the Plan recommends a perimeter circulation system
that is made complete by combining portions of existing roadways and newly established corridors.
From this perimeter roadway system, a series of “penetrator” loop roads are proposed to provide
access to key campus destinations (e.g., Administration, Library, Union, HP ER Center, and parking
lots that edge the campus core). The proposed Student Center Loop to the south and Briggs Loop to
the north will provide convenient drop-off at the Union and Library, respectively, and provide short-
term parking, and service and emergency access to the campus core. The Administration Loop will
provide easy access and short-term parking for visitors to the Administration Building. Roads and
parking areas that impede pedestrian safety or occupy key open space or building sites are
recommended for modification, removal, or restriction to service and emergency use only. Key
recommendations include:

- Introducing traffic calming measures on Medary Avenue and creating designated crosswalks to
  allow pedestrians to traverse between the historic neighborhoods and campus.
- Reopening Ninth Street as the historic campus entry and as a part of the Administration Loop.
- Converting Rotunda Lane to a pedestrian walkway to eliminate a barrier to east/west pedestrian
  movement and strengthen the connection between the Historic District and the Academic Campus
  Core.
- Pedestrianizing Ninth Street from Twelfth Avenue to Student Center Lane and enhancing its image as a primary east/west collector.
- Developing Eighth Street as the south edge of campus.
- Relocating North Campus Drive, north of the consolidated Agriculture District and Sixteenth Avenue east of the proposed Performing Arts Center as East Campus Drive. This will consolidate the existing campus and expand the campus bounding edge to allow for adequate long-term growth opportunities within.

As a general guideline, campus roadways should be appropriately sized based on the anticipated volume. They should be hard surfaced with curb and gutter, adequate lighting, and posted speed limits that are adhered to. Traffic signs must, at the minimum, meet applicable state standards. Directional signage must clearly lead to campus destinations.

Figure 13: Proposed Campus Circulation Plan
Parking

A well-planned parking configuration is essential to the functioning of any educational institution and always a challenging issue to resolve. The situation at SDSU is equally formidable. The severe climate of the area only adds to the challenge. Parking must be adequate in terms of supply and within and strategically positioned to be a convenient walking dimension from facilities it will serve. It must also be coordinated with the planning for vehicular and pedestrian movement as well as land use organization.

SDSU has traditionally been, and will remain for the foreseeable future, a commuter-oriented campus. Parking has been added as needs have arisen, and in close proximity to facilities, with a greater concentration at the campus core. As a result, parking distribution is very convenient for most faculty and staff – perhaps less so for students. This culture of convenient parking within the academic core is not without its consequences. For example, parking distribution and utilization is currently unbalanced, and the policy that reserves spaces at the center of campus for faculty, staff, and commuter students with permits often limits efficient usage. Parking lots such as those to the east and west of the University Student Union occupy primary campus building or open space areas, present a poor campus image, and create safety concerns for pedestrians.

The Plan identifies a strategy to improve the quality and distribution of parking on campus by recommending the incremental removal of surface lots within the Academic Campus Core and replacing them at its periphery near heavy demand areas. This allows the University opportunities to reclaim the campus core for development of quality open space environments that will contribute to the campus setting. Also, placing a majority of parking at or near major campus entries will ensure that vehicles will be “captured” and its occupants converted to pedestrians more quickly. Also, these parking areas will be shared with event parking on evenings and weekends, thus reducing, if not eliminating, the need for dedicated event parking. The implementation of a campus transit system will also facilitate this transition. A simplified system of internal roadways will direct visitors to drop-off areas and “short-term” and accessible parking lots that can serve groups of buildings within a 2-½ minute walk radius. In proposing these changes, the Plan has maintained the existing parking ratio on campus and used the same to predict future parking needs. However, parking policy and distribution need to be revised. Efforts must be made to reduce parking demand by providing incentives for transit and bicycle use.

Figure 14: Current Distribution of Parking
It is equally important for any campus to adequately accommodate visitor and event parking. The quantities required are often difficult to estimate, and the cost to build capacity at convenient locations to serve occasional use is time prohibitive. Event parking has been in short supply, especially at HPER and Coughlin Stadium, with visitors having to park along Eleventh Street, Sixteenth Avenue and North Campus Drive, and at times having to walk over a mile to reach their destination. Ease of access and egress also becomes an issue for events that attract a large number of participants. There is also an inadequate supply of visitor parking for facilities with significant public interface, such as the Administration Building and University Student Union. Parking in the Historic District to the east of the Administration Building and Solberg Hall is scattered and presents a poor campus image. The Plan recommends that parking close to the campus core be restricted to primarily short-term and visitor parking.

Student parking at dormitories is also a major concern, as the supply is not in keeping with demand. While a majority of students who were asked said they were comfortable parking on the campus periphery and walking to their destinations, others were less enthused—particularly those female students who work at night and live in campus housing. Such special needs must be carefully considered as the University evaluates and revises its parking policy.

Street parking will supplement the parking requirements on campus. Event parking immediate to significant facilities will be reduced in favor of sharing campus lots and using transit to transport people to special events.

As a general guideline, parking layout should be consistent across campus in terms of parking angles, stall widths, and standardized bay distances. Lots laid with 90 degree parking stalls are often the most efficient and allow for ease of parking. Standard 9 by 18 foot parking bays with 60 feet from center to center of aisles would be ideal. Adequate ADA compliant parking spaces should be provided close to buildings, where possible. In order to mitigate the visual impact of large parking expanses, 10 to 15 foot wide landscape islands with canopy trees must be introduced, mindful of ease of snow removal. Landscape islands can also be used to store snow.
Figure 17: Proposed Campus Parking Plan
Transit

As discussed earlier, a significant piece to realizing a pedestrian-oriented campus is the implementation of a campus transit system. This system will provide a convenient means of moving commuting students and campus residents between campus and perimeter parking lots and patrons of special events to their venue. The recommended transit system is planned to follow the proposed internal loop road, stopping at high demand destinations along its route – typically within a 2-½ minute walk from any transit stop. The benefits of a transit system will be realized in severe weather conditions when it is especially difficult to walk between campus destinations.

For a new campus transit system to be effective, it is important that it be viewed as a viable alternative from its inception. It should follow the phased modifications to campus circulation as proposed by the Plan. It must adopt and maintain a higher standard of service and amenities. Adequately sized transit shelters must be provided at convenient locations. The system must be easy to understand and use with adequate signage indicating transit stops, route maps posted at transit shelters, and transit maps easily available for transit users.

The proposed campus transit system and a future community transit system could potentially work in concert, as has been successfully achieved in similar campus oriented towns.

Figure 18: Phase 1

Figure 19: Phase 2

Proposed Campus Transit System Plan Phases

Figure 20: Phase 3
Pedestrian Circulation

A well-designed walkway system can help impart order to an institution. A campus in which the pedestrian has clear priority over vehicles will be a safer, more convenient and attractive environment. Campus safety, convenience, amenity, and physical order are significantly enhanced by direct and clearly defined walkway connections between campus destinations. As parking is removed from the campus core and improvements are made to open space, or new open space opportunities are realized, the campus setting will be greatly enhanced for the enjoyment of the campus and community. New entry plazas are proposed that will help define the entry to key campus buildings. Additionally, walkway dimensions must be adequate to accommodate pedestrian volumes and the potential use as service and emergency routes. They must also be safe, well lit, accessible and designed to promote social interaction.

![Figure 21: Current Distribution of Parking](image)

A critical measure of the organizational effectiveness of a campus is the walking distance between functions. Fortunately, all major focus areas on campus are within a comfortable five-minute walk. However, numerous walkways on campus lack direction or destination, and wayfinding is also difficult. In keeping with the concept of creating a “connected campus,” the Plan recommends modifications to existing campus walkways to establish a clear hierarchy of pedestrian corridors that strongly connect campus destinations to one another and to the surrounding community. A key component of the Plan includes a primary east/west walkway that will connect the community west across Medary Avenue east to the Performing Arts Center. From here the corridor transitions to a hike and bike path that connects the campus to the community to the north (Northbrook Park) and to the south (McCory Gardens, Larson Park, and to and community trail network).
While walking should be the most important form of movement within a campus, it must be recognized that extreme winter conditions is a concern in Brookings, South Dakota and must be factored into the layout and design of campus walkways. Opportunities to utilize existing and proposed interior building corridors and covered walks to connect to important destinations should be identified to accommodate pedestrian movement in inclement weather. Shelterbelts can be integrated into the campus landscape to offer additional protection from high winds along distant and less intensively used routes.

As a general guideline, walkways must be direct between major destinations. It should be a clear and recognizable system throughout the campus, and consistent in character in the use of landscaping, pedestrian scale light fixtures, and paving materials. Walkways must be appropriately sized to accommodate nominal surges of pedestrian flow, and service vehicles in certain instances. Walkway alignments must take into consideration future building locations.

Figure 22: Proposed Campus Pedestrian Circulation Plan
Bicycle Use

Bicycles can be a flexible, intermediate, and efficient means to commute in and around campus, thereby reducing demand for on-campus parking and reducing walking distances. Bicycle routes on campus can connect to hike and bike trails within the community and region. Community bicycle routes (where available) can directly connect to paths leading to campus destinations.

Bicycle usage on the SDSU campus is not significant given inadequate accommodations (designated paths, parking, and night lighting) and severe winter weather conditions that occur during a majority of the academic calendar year. However, a significant number of students stated that they would be willing to consider using a bike on campus if adequate facilities are provided and parking and roads are relocated to make traversing the campus more safe and convenient.

Figure 23: Undesirable Image of Bicycles on Campus

To ensure that all areas of the campus are “bicycle-friendly,” the Plan recommends, where possible, designated bicycle routes and paths be separate from vehicular and pedestrian flow, and that secure and convenient bicycle storage facilities be added at strategic locations. In addition, a unified bicycle sign and pavement-marking scheme should be recommended to make it clear where bicycles are encouraged/discouraged.

In recognition of the recreational value bicycles offer, the Plan recommends that campus routes be directly tied to the city of Brookings hike and bike trail system.

As a general guideline, wherever practicable, curbs or changes in pavement texture and material should delineate bicycle paths. Conflicts between bicyclists and pedestrians, especially at intersections, must be carefully avoided by design. Adequate bicycle storage areas must be provided close to bicycle paths and not in front of building entries, at which the user would alight and proceed on foot to their destination. Storage areas should be partially concealed with low planting or walls, and also well lit for nighttime use.
Open Space

The treatment of open spaces on campus reflects on the image and the level of amenity offered. A well-planned and designed open space system – working in concert with an orderly system of walks – can be a powerful organizing element that can serve as a basis for locating and orienting both existing and future academic facilities and providing recreation and social interaction. Open space can enhance visitor orientation by making the overall structure of the campus more “readable.” Open spaces can also create a unifying visual matrix that can help to blend a variety of architectural styles as found at SDSU. Open space treatments or landscaping at the campus edge, along the edges of roads and at entrances will help to establish a positive identity for the campus and can, by extension, work to improve campus-community relations.

The campus today currently lacks well-defined and connected open spaces as well as opportunities for informal recreation and social interaction. Presently, most open spaces on campus are not programmed or exist as the result of leftover spaces between buildings. The center of campus – between the Library and the Union – is occupied by two large parking lots. This area lacks either structure or identity, and does not present itself to be the center of campus. Conversely, the historic Campus Green, with its frontage on Medary Avenue, punctuated by the Coughlin Campanile, speaks strongly to SDSU’s Land Grant heritage. It is a sacred space on campus, cherished for its unique qualities that must be adopted in the planning of future open spaces, where appropriate. The Campus Green also provides a critical visual and physical linkage and integrator between the campus and the Brookings community to the west.

*Figure 24: The “Connected” Concept of Open Spaces*
Figure 25: McCrory Gardens

At the heart of the open space concept proposed by the Plan is a connected concept that links the community west of Medary Avenue to McCrory Gardens through a variety of open space environments and experiences to serve different functions and activities in each of the campus districts, and also maintain a continued sensitivity to visual quality. The Plan builds on the character of the Campus Green, encourages future development patterns to be organized to define the proposed campus open spaces, and enhances the University’s existing natural amenities. A progression of focal points, entry plazas to important campus facilities, and courtyards will enhance the open space experience and provide new opportunities for interaction with students and staff, and the communities who are invited and encouraged to experience the campus.

Recognizing the severity of the climate of the region, the landscape for the primary open spaces on campus should be simple and defined by expanses of lawns edged by canopy trees. Special areas such as plazas would be planted for seasonal interest. In keeping with the character of the regional landscape, shelterbelts and agricultural fields will identify the edges of campus.
Service and Utilities

Service

The efficiency of campus functioning, its appearance, and overall quality are influenced by the location of existing and proposed service points and routes. The impact of street closures proposed in the Plan on individual buildings, particularly those requiring frequent servicing or buildings that require a large service vehicle access, must be carefully considered. In addition to routine services required on any campus, including food service, campus mail delivery, deliveries to the Union and Library, fuel supplies to the Central Heating Plant, research, and lab facilities have special service requirements that may include special care needed to dispose of toxic or contaminated waste.

The Plan recommends changes to the routing of service access primarily in response to adjustments to circulation, parking, and pedestrian circulation proposals described previously. The Plan proposes that numerous internal roads be converted to pedestrian walkways that can accommodate service vehicles. Vehicular service access may be restricted to specific routes and limited times during the day. These need to be carefully considered and planned for.

Figure 26: Proposed Service Route on Pedestrian Walks of Central Heating Plant and Dairy Microbiology
Brookings receives a large quantity of snow that must be quickly cleared to ensure pedestrian safety. New walks must also be of appropriate width for snow removal equipment. It was also noted that the location and site of on-site equipment such as condensers and electrical transformers are often not well coordinated and attempts have not been made to effectively screen them.

Utilities

A well-planned utilities infrastructure that can adequately accommodate existing needs and added to as future demands arise is important to ensure that the campus is able to perform its functions. The Plan did not include a detailed inventory or analysis of existing utilities on the SDSU campus. The observations and recommendations included herein are based on a visual study of existing site conditions that relate to services and utilities.

Existing utility corridors need to be reviewed to confirm adequate capacity and where marginal distribution systems exist. Future utility corridors must follow defined corridors that take future development patterns and increased capacity requirements into consideration so as not to preclude future development opportunities. The location of equipment such as condensers and electric transformers must also be carefully considered and screened to ensure they do not detract from a positive campus image.

Figure 27: Undesirable Image of Equipment on Campus

The Central Heating Plant presently operates primarily on fuel oil. While it relies on coal as a fuel source to a lesser extent, the University anticipates not using any coal in the near future. This will make it possible to enhance the image of the plant by removing some of the components such as coal silos. In the longer term, opportunities to completely remove the facility so that a new facility at the edge of campus or smaller dispersed facilities can be built based on the available technology must be considered.
Campus Organization

Clear principles for campus organization are needed to establish the basis for coordinating future facility locations. Planning for the future must build upon the positive attributes of existing patterns. The organization of campus land uses into functionally related groups of facilities (i.e., districts) could improve convenience, enhance orientation, and improve operational effectiveness. A compact campus with common or shared uses at the center also increases opportunities to improve social interaction. The relationship of buildings to open spaces, streets, and other buildings plays an important role in establishing a visible, comprehensible sense of land use organization. The existing SDSU campus layout conveys a pattern that can be strengthened by architectural infill, landscape improvements, and circulation and parking modifications.

Currently, SDSU is organized into five districts comprising facilities with similar use or function. The four perimeter districts (Historic, Agriculture, Athletic, and Housing) provide functional support to the centrally located Academic Campus Core. The University must strengthen these districts by continuing to locate compatible uses within. The Plan builds on this foundation to organize the campus districts to accommodate and gain strength from any future growth by continuing to locate compatible uses within the districts.

Figure 28: Existing Campus Uses
The Plan does not deal with programmatic issues or define who will be accommodated within a specific future building. It does define where buildings can be located and how much capacity each building zone can accommodate (refer to Development Zones and Capacity Table, page 9). No specific facility needs have been identified beyond the potential to add general classrooms and expand the Union and the Library. Buildings no longer functional, inefficient in use, or occupying key sites should be removed to provide additional building sites or open space opportunities as additional needs arise. SDSU currently has 1,732,000 gross square feet (GSF) of built space on campus. The Plan identifies potential development zones that promote future growth by infill rather than sprawl. These zones typically define placeholders for future buildings ranging from three to four stories, keeping with current patterns and appropriate for their required programs. New functions will be sited within their respective districts, in keeping with University requirements.

*Figure 29: SDSU Campus Districts*
Historic District

The Historic District, the original SDSU campus, makes a special and unique contribution to the perception of SDSU and must maintain a positive image, character, and composition to conserve SDSU’s cultural heritage. The Master Plan acknowledges the district’s contribution, celebrates its character, and applies its planning concepts, quality, and characteristics to new development.

The district originally housed the primary campus functions. It is an area of major community/campus interface and currently serves as the primary location for administrative, alumni, and visitor-oriented functions. Its buildings must continue to be reserved for such functions.

Significant buildings reflecting diverse architectural styles that had dominated collegiate architecture at the turn of the twentieth century complement the Historic District and must be conserved. These include the Coughlin Campanile, Sylvan Theater, Music Hall, Administration Building, and Solberg Hall. These graceful historic buildings were organized around the Campus Green, projecting an appropriate sense of scale and visual harmony. This space opens onto Medary Avenue, allowing for the passing public to view the campus.

Figure 30: Sylvan Theater
Significant historic buildings to the west of Medary Avenue include the Woodbine Cottage and Wecota and Wenona Halls. However, both the campus and the district need definition along its western edge on Ninth Avenue. The landscape and streetscape on Ninth Avenue must reflect the campus edge character.

The Historic District also includes the Agriculture Heritage Museum, South Dakota Art Museum, Tompkins Alumni Center, and University Foundation. These facilities are significant campus-community ties and must be better integrated into the campus. The new SDSU Foundation building is proposed on Medary Avenue to the southwest of campus. Along with Tompkins Alumni Center, Woodbine Cottage, Wecota and Wenona Halls, these facilities can integrate both the district and the campus with the community.

The Historic District needs well-defined approaches and entry points along Medary Avenue. Medary Avenue, between Sixth Street and Eighteenth Street should be promoted as the historic approach to campus and as a community tie. Campus identities are needed at both these intersections. The approaches to campus along Medary Avenue need to be cleared of visually undesirable elements such as large expanses of parking, antennae farms, and equipment yards, and replaced with landscaping. The Plan also identifies campus entry points at Eighth Street and the proposed new North Campus Drive. Streetscape improvements and traffic-calming measures need to be introduced and pedestrian connectivity across Medary Avenue improved.

Historically, the campus was accessed from Ninth Street, elegantly defined by a gate, with the Coughlin Campanile, Sylvan Theater, and Music Hall along the approach. This entry is currently closed and the road converted to a parking lot on either side of the closure. The historic campus entrance at Ninth Street needs to be reopened and celebrated as an integral element of the Historic District.

Some of the buildings in the district such as the ROTC Building, Industrial Arts Building, and the Communications Building are incompatible in appearance and use. They must be removed and their functions relocated to a newer facility when the opportunity presents itself. The Central Heating Plant, while once appropriately located at the edge of the historic SDSU campus, now occupies the center of campus. Its surrounding areas, including the coal silos and service areas are not well maintained and do not present a positive image. Its image must be enhanced and its surrounding areas improved. Non-operational components of the Central Heating Plant must continually be removed. With the shift of athletic and intramural facilities to the east and outside the campus core, Sexauer Field is no longer well positioned in relation to campus athletic functions.

Figure 31: Central Heating Plant
Figure 32: Proposed Plan for Historic District

Figure 33: Current Aerial View of Historic District
Academic Campus Core

The Plan identifies opportunities for strengthening an Academic Campus Core that is reflective of the tradition and character of the Historic Campus. It recommends the conversion of existing roads that prevent the formation of a cohesive district into pedestrian corridors and replacing asphalt parking lots with green open spaces and/or “placeholders” for potential future facilities.

The Academic Campus Core is currently occupied by key facilities including the Library, the Union, HPER, and several general classroom buildings. These facilities generate significant student activity at the center of campus.

The campus center as it exists today emerged by default and lacks any transition to other districts or activity types. As the University needs outgrew its historic setting, it built a new library, student union, classroom buildings, and intramural facilities beyond its historic edge on Rotunda Lane. However, unlike the Historic District that was clearly organized around the Campus Green, the new center is devoid of an organizing element.

As a result, the center is not distinctly different, nor does it have a transition from its surrounding Historic, Agriculture, Athletic, and Housing Districts. Some of the earlier facility locations such as the Sexauer Field Track Facility and tennis courts have not been relocated to their respective campus districts and continue to function in the campus center.

The Plan proposes that the Academic Campus Core extend east to west from the present location of Rotunda Lane to Student Center Lane, and north to south from the Library to Eighth Street. It encourages future growth in the district by infill to increase the density and intensity of activity. Future expansion to the Library should be planned to its north as originally envisioned in its design. Any future expansion of the Union should be planned to its north, thus helping to define the Academic Quadrangle and Jackrabbit Green.

Figure 34: Proposed Plan for Academic Campus Core
Figure 35: Current Aerial View of the Academic Campus Core

Figure 36: Proposed Aerial View of Academic Campus Core
Academic Quadrangle. The Library, Union, Rotunda for Arts and Science Building, Nursing/Family and Consumer Sciences Building, proposed pedestrian corridors, and future growth opportunities will frame the Academic Quadrangle as the primary campus open space. It is proposed to become the focus of campus activity, creating an activity node at the new center of campus south of the Library, where most of the students are concentrated. The space can be achieved by relocating the existing parking west of the Union. Potential infill development and landscaping will define the Academic Quadrangle. Richly detailed plazas at the entrances to the Library and Union will enhance the campus setting and provide opportunities for social interaction.

Jackrabbit Green. Jackrabbit Green will be a new secondary campus open space west of HPER, framed by potential building opportunities to the south and north, and either landscaping or a potential northward expansion of the Union. The space can be achieved by relocating the existing parking east of the Union. This informal space is planned as an extension of activities in the Union and HPER and could provide opportunities for seasonal active recreation such as informal lawn games, ice sculpting, ice-skating, and band performances.

Gateway Garden. The proposed Performing Arts Center and Gateway Garden will be uniquely located as the east anchor on campus and a visual terminus for both the Academic Campus Core and campus east approach on Eleventh Street.

The Gateway Garden will be a primary campus open space on the east edge of campus and is envisioned as a complement to the historic Campus Green. This space, like the Campus Green, will be framed by significant public and student-oriented facilities. Oriented to and open to the public on its east end, this space will be vehicle-oriented with drop-offs to various facilities and easy access to parking. It will extend the "natural" creek corridor environment into the more traditionally designed campus environment and also extend the campus to McCrory Gardens and further through connections to recreational opportunities along the city of Brookings hike and bike trail system.
Agriculture District

The Agriculture District forms a unique and appropriate transition from campus to the south to agricultural fields to the north. The Agriculture District is presently located to the northwest of the Academic Campus Core on either side of North Campus Drive. The Northern Plains Biostress Lab, Animal Sciences Complex, the new Animal Resource Wing, Animal Disease Research Building, and Dairy Microbiology form the core of the Agriculture District. This existing grouping of buildings, however, lacks a clear identity of function and organization.

The district does not relate back to the campus core, as North Campus Drive, Rotunda Lane North, Jackrabbit Drive, and numerous parking lots divide it. This configuration of roads and parking also does not allow for a safe pedestrian connection to the campus core. Sexauer Field, a track facility, represents an incongruent use type within the district. By removing the roads that divide the district and non-conforming uses, the Plan offers the opportunity to consolidate the Agriculture District components around a secondary campus open space, the Biostress Field at the Sexauer Field location, with direct pedestrian corridors to the Academic Campus Core.

The Plan also recommends the establishment of a 300 foot wide agricultural greenbelt, on either side of Eighteenth Street, and to the west of Interstate 29. This will preserve the transition from the campus to the agricultural fields, and also present an appropriate setting for the Agriculture District.

Facilities like the Seed House and the greenhouses west of the Plant Sciences Building do not reflect a high quality campus image. The Seed House function represents an important community interface and must be relocated to a representative new facility within the district. Also, functions within the Plant Sciences Building and associated greenhouses should be relocated north of Eighteenth Street. Physical Plant and campus support functions are currently located north of North Campus Drive, immediate to the district’s core functions. They form an incongruent use and poor transition from the campus to the agricultural fields and must be relocated north of Eighteenth Street.
Figure 40: Proposed Plan of Agriculture District

Figure 41: Current Aerial View of Agriculture District
Athletic District

The 1993 Athletic Facility/Grounds Planning Study made recommendations for establishing a comprehensive Athletic District. However, with the addition of the Performing Arts Center at the northeast corner of Sixteenth Avenue and Eleventh Street, a site originally designated for parking in the Athletic Campus Plan, the study needs to be updated.

Most of the athletic/intramural facilities are concentrated towards the northeast corner of the campus, though not in the best locations. Existing components in the Athletic District include the Coughlin Stadium, HPER, practice fields, baseball and softball fields, and tennis courts that are physically adjacent to each other but lack a clear connection to the campus, or the semblance of a district.

This Plan consolidates existing athletic and intramural facilities into an Athletic District to the northeast of the Academic Campus Core by realigning existing roadways. This district incorporates the best ideas and essential components of the original study and makes recommendations for locating future facilities. Key improvements to athletic facilities on campus, as proposed in the Plan include:

- New or improved athletic/intramural facilities including a new track and field facility north of the new North Campus Drive.
- New practice fields north of Coughlin Stadium.
- Softball and baseball fields relocated to the north of Coughlin Stadium.
- A Wellness Center tied into the south end zone of Coughlin Stadium. Its design should allow players access from the north and also relate to the campus community to the south.
- Coughlin Stadium improvements including new permanent east stands.
- Additional shared campus/athletic event parking.
Figure 42: Proposed Plan of Athletic District

Figure 43: Current Aerial View of Athletic District
Housing District

The proximity of housing to campus and the presence of students on or near campus promotes an attractive and inviting image of campus, enlivens the campus edge, and improves campus security.

Residential life on the SDSU campus includes a variety of residence halls and family housing. The majority of residence halls are currently located to the southeast of the Academic Campus Core. The State Village family housing is located to the south of Eighth Street. The newly constructed Berg and Bailey residential halls are located to the west of the Agriculture District. This arrangement allows for a good transition from the campus to the community and also relieves pressure on campus parking.

The Plan makes recommendations to strengthen the relationship of existing student housing with the campus and the Brookings community. Converting segments of Ninth Street from Twelfth Street to Larson Commons into a major pedestrian/service road will improve safety and aesthetics. Further upgrades to visual quality of the district will include additional landscaping and better-programmed use of Rotunda Green and Larson Lawn.

The Plan recognizes the University's commitment to limiting growth across Medary Avenue. It makes recommendations to help integrate the existing student housing west of Medary Avenue into the campus. On-street parking should be eliminated at strategic points to create well-defined pedestrian crosswalks. Landscaping (large canopy trees and ornamentals) and lighting of suitable character will help reduce the visual scale of the Medary Avenue cross-section and encourage a reduced traffic speed, thus improving pedestrian safety.

At the time of completion of this Plan, the University does not anticipate providing any additional housing in its long-range plan. The Plan does not identify any additions to existing housing capacities.
Figure 44: Proposed Plan of Housing District Southeast of Academic Campus Core

Figure 45: Current Aerial View of Housing District Southeast of Academic Campus Core
Figure 46: Proposed Plan of Residential District Northwest of Campus

Figure 47: Current Aerial View of Residential District Northwest of Campus
A FRAMEWORK FOR THE FUTURE

Overview

Implementation of this Plan will be a major milestone in the continuing development of SDSU. The broad framework established by the Plan identifies special opportunities, which will enhance the experience of SDSU. These recommendations will also help the University better focus its resources. Short-term enhancements will make small but meaningful changes to the campus image and affirm the University’s commitment to the Plan. The mid-term and longer-term opportunities are aimed at improving the functional efficiency of the campus. It must be noted that the proposed phasing of the Plan is flexible to accommodate changing needs and economic condition.

I. Short-Term (1 – 5 years)

A. Campus Land Use Organization
   • Buildings/Facilities Added
     • Performing Arts Center – Development Zone 1
     • New Visitor’s Center at McCrory Gardens – Development Zone 2
     • New SDSU Foundation Building – Development Zone 3
     • Additions to the Agriculture Heritage Museum and a New Storage Barn – Development Zones 4 and 5
     • Wellness Center – Development Zone 6
   • Buildings/Facilities Removed/Relocated
     • Industrial Arts Building
     • Communications Building

B. Open Space
   • Establish Academic Quadrangle
   • Enhance Campus Drainageway Environment (East Parkway)

C. Vehicular Circulation
   • Modifications to Circulation
     • Establish Administration Loop
     • Reopen Ninth Street
     • Establish Student Center Loop

D. Parking
   • Parking Addition
     • Parking added north of Performing Arts Center
     • Parking in the Historic Core consolidated
     • Parking west of the Coughlin Stadium expanded
- Parking Removal
  - Parking west of the University Student Union reduced

E. Pedestrian Circulation
- Pedestrian walks redefined
- University Student Union drop-off constructed

F. Transit System
- Introduce 1st Phase of Transit Loop

Figure 48: Proposed Short-Term Enhancements at SDSU
II. Mid-Term (5 – 10 years)

Significant changes to the campus structure are proposed in the second phase of the Plan.

A. Campus Land Use Organization
   - Buildings/Facilities Added
     - Potential addition to H.M. Briggs Library – Development Zone 7
     - Potential addition to Existing University Student Union or a New Student Union Building – Development Zone 8, or 9 and 15 together
     - Potential new building/facility locations – Development Zones 10 and 11
     - New practice fields north of Coughlin Stadium
   - Buildings/Facilities Removed/Relocated
     - Seed House
     - Biology Annex
     - Physical Plant, Motor Pool Facilities, etc. relocated north of Eighteenth Street
     - Sexauer Field Track relocated north of Coughlin Stadium
     - Greenhouses to the west of Northern Plains Biostress Lab relocated north of Eighteenth Street

B. Open Space
   - Agriculture District organized around the New Biostress Lawn
   - Jackrabbit Green created west of HPER Center

C. Vehicular Circulation
   - Modifications to Circulation
     - North Campus Drive relocated north of Animal Sciences Complex
     - Eleventh Street realigned as a Boulevard
     - Rotunda Lane and Jackrabbit Drive replaced with pedestrian walks capable of handling vehicular traffic for service and emergency only
     - Ninth Street pedestrianized east of Thirteenth Avenue to Student Center Lane
     - Briggs Loop (library drop-off) established north of H.M. Briggs Library

D. Parking
   - Parking Addition
     - Parking added north of H.M. Briggs Library
     - Parking north of Performing Arts Center expanded
     - Parking consolidated in Agriculture District
   - Parking Removal
     - Parking west of University Student Union removed
     - Parking added to the north of Performing Arts Center to supplement event parking and compensate for parking lost in the Campus Core

E. Pedestrian Circulation
   - Continued refinement to pedestrian walks to encompass future campus additions
   - Develop East Parkway and hike/bike trails
F. Transit System
   - Introduce 2nd Phase of Transit Loop

Figure 49: Proposed Mid-Term Enhancements at SDSU
III. Long-Term (15 – 20 years)

The SDSU Plan envisions a connected concept that integrates the campus and the community to enliven the campus core and its edges through common activities and spaces for interaction. A greenway corridor, punctuated by a series of primary campus open spaces, will connect key destinations on the campus to the community. Resources on campus such as the Performing Arts Center, Coughlin Stadium, and McCrory Gardens, hence, are made integral to both the campus and Brookings.

Long-term planning for SDSU completes the connected concept envisioned in the Plan. It effectively establishes the link from town, through campus, to McCrory Gardens and beyond, thus unifying the community and the campus.

A. Land Use Organization
   - Buildings/Facilities Added
     - Potential new building locations identified – Development Zones 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22
     - Potential new east stands added to Coughlin Stadium to replace existing bleachers – Development Zone 23
   - Buildings/Facilities Removed/Relocated
     - ROTC Building removed, functions relocated to a new facility
     - Baseball and Softball Fields relocated to the Athletic District north of North Campus Drive
     - Plant Sciences Building functions and greenhouses relocated north of Eighteenth Street (US Highway 14 Bypass)

B. Open Space
   - Gateway Garden established
   - South of Coughlin Stadium, a common use open space for both the community and University will be established

C. Vehicular Circulation
   - Modifications to Circulation
     - New East Campus Drive established parallel to Sixteenth Street and existing Sixteenth Street pedestrianized – this new road alignment will establish the new east edge of campus
     - Ninth Street completely pedestrianized, except for the section between Medary Avenue and Twelfth Street

D. Parking
   - Parking Modifications
     - Parking east of residence halls consolidated

E. Pedestrian Circulation
   - Continued refinement to pedestrian walks to encompass future campus additions
F. Transit System
   • Introduce 3rd Phase of Transit Loop

Figure 50: Proposed Long-Term Enhancements at SDSU
ACKNOWLEDGEMENTS

The Master Planning Team would like to thank the faculty, staff, and students for their invaluable contribution to the effort. The Master Plan is a reflection of their dedication, deliberation, and enthusiasm.

President's Advisory Council
Dr. Peggy Gordon Elliott
President

Dr. Michael P. Reger
Executive Vice President for Administration

Dr. Carol J. Peterson
Provost and Vice President for Academic Affairs

Dr. Marysz Rames
Dean of Student Affairs

Dr. Edward P. Hogan
Assistant Vice President for Academic Affairs and Chief Information Technology Officer

Mr. Wesley Tschetter
Assistant Vice President and Director of Finance and Budget

Mr. David Marquardt
Executive Director, SDSU Foundation

Master Plan Task Force Committee

Dr. Michael P. Reger
Chair, Campus Planning and Design

Dr. Gary Anderson

Mr. John Awald

Dr. Fred Cholick

LTC Keith Corbett

Mrs. Pat Fishback

Mr. Van Fishback

Mr. Allyn Frerichs

Dr. James Gerwing

Mr. Joseph Gilpin

Dr. Dean Isham

Mr. George Krenz

Dr. Bill Lytle

Mr. Martin Maca

Mr. Paul Moriarty

Dr. Fed Oien

Mr. Les Olive

Mr. Wesley Tschetter

Dr. Charles Ullery

Ms. Lynn Verschoor

Mr. Dick Waldner

Consultant

SmithGroup JJR
Campus Planning