LOUISIANA TECH UNIVERSITY

2014 MASTER PLAN REPORT

SASAKI

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INTRODUCTION 1

EXECUTIVE SUMMARY

Louisiana Tech is a public research university in Ruston, Louisiana. In recent years, the university has focused on expanding its excellence in and commitment to undergraduate teaching, advancing collaborative research, and providing an enhanced student life experience.

The Louisiana Tech master plan is the result of a collaborative process. The university formed a broadly representative Master Planning Committee, and the bones of the plan resulted from work sessions, stakeholder interviews, and public meetings. Constituents provided continual feedback which greatly influenced the plan's development.

The vision represented in the master plan is grounded in a rigorous examination of existing conditions and available data sets conducted during an initial analysis phase. The key outcomes of the analysis and the resulting master plan strategies are:

- The university has a considerable deferred maintenance liability. Investment in existing buildings is critical to the long-term sustainability of Louisiana Tech.

- The university generally has a sufficient quantity of academic space; however, the quality of space limits the ability to support modern pedagogy and research.

- Existing on-campus residential communities should be strengthened with increased density and improved student life amenities such as collaborative meeting and study spaces.

- A growing residential population requires an expansion of recreational amenities. Outdoor recreation facilities should be relocated closer to the on-campus residential population, thereby freeing land for necessary investment in athletic facilities.

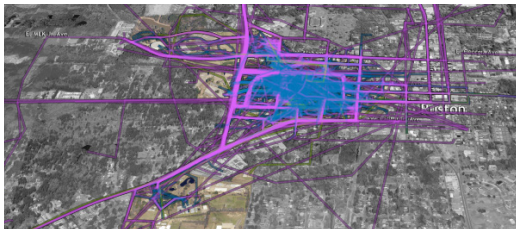
- The university's transportation needs are best met by a road network that promotes clarity and simplicity.

- Campus open spaces lack cohesion and the core is dominated by surface parking. A clear hierarchy of open space and a reduction in impervious surface in the core will improve the overall sense of place and contribute to wayfinding clarity.

- Enrollment for the 2013-2014 academic year was 11,014. Louisiana Tech has identified an enrollment target of 15,000 by 2020, a 36% increase. Such an increase would have dramatic impacts on campus, particularly for new academic space use, residential growth, and parking demand.

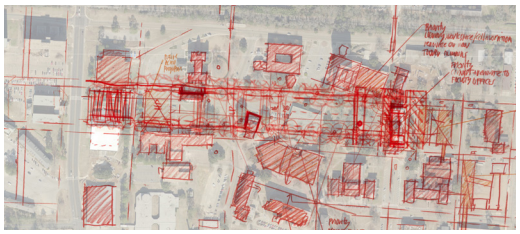
THE PLANNING PROCESS

I. DISCOVERY + ANALYSIS



OCTOBER - DECEMBER 2013
Phase I included a broad investigation to record existing conditions including building suitability, space use, landscape character, circulation patterns, existing natural systems, and utilities infrastructure. In addition to worksessions and stakeholder interviews, we collected data through the use of interactive surveys, including myCampus and a faculty collaboration survey.

II. CONCEPT DEVELOPMENT



DECEMBER 2013 - JANUARY 2014
Phase II developed a planning and design concept for near and long-term campus development including building use, campus circulation, parking, and open space. This was an iterative process with the President's Cabinet and was a direct result of the Phase I findings.

III. CONCEPT REVISION

FEBRUARY - MAY 2014
Phase III refined the Phase II process through more detailed iteration. Specific site condition analysis, further feedback from the university, and testing of multiple alternatives were taken into consideration in this process.

IV. MASTER PLAN SYNTHESIS

JUNE - AUGUST 2014
Phase IV further developed the design concept into a cohesive framework through rigorous documentation of the planning process, including multiple draft alternatives. The resulting master plan is an exhibit of the planning process findings, carefully considering both short and long-term goals and developing an organizational strategy for campus growth.

ANALYSIS

Existing building conditions for 36 buildings were surveyed across campus. A total deferred maintenance liability of ~$110 million was identified. Facilities targeted for renovation or demolition are labeled.

KEY ISSUES

BUILDING CONDITION

As a part of Phase I of the master planning process, 36 campus buildings were surveyed to assess building condition. Each building was given a composite score from 1-100% for architectural quality and MEP condition. Buildings in 100% condition are brand new construction, while buildings under 40% are considered for demolition. Of the 36 buildings surveyed, 11 scored below 40% and another 10 were within 5% of the demolition range. The estimated deferred maintenance liability across campus is $110 million. This report references ten of these assessed buildings which are the most critical to the success of the master plan and require near-term attention.

The results of the building survey indicate a need for near-term demolition of the lowest scoring facilities including Cottingham Hall (16%), Mitchell Hall (17%), and Richardson Hall (13%) which are primarily residential use. The MS Carroll Natatorium (32%) is also considered for demolition because of its existing non-use, potential safety hazard for students, and lack of renovation potential. While Harper Hall received a score that qualifies it for demolition (35%), its density of beds and ideal location close to student life amenities suggest it is suitable for renovation.

Other facilities that should be considered for long-term demolition are the Band Building (28%), South Hall (20%), and Woodard Hall (36%), while Graham Hall (37%) and Pearce Hall (39%) should be considered for long-term residential renovation.

From left to right: crowded hallway in Carson-Taylor Hall; conditions in the Prescott Library; a kitchen in Harper Hall.

Signature landscapes such as the Quad impress the identity of campus upon current students and faculty as well as prospective students and alumni. Attention to details such as appropriate bicycle parking can go far in promoting an iconic image for Louisiana Tech.

QUALITY + SENSE OF PLACE

Central to Louisiana Tech is the pride that the university has for its campus; such great pride should be reflected in a high quality of place. Moments like the Lady of the Mist, Alumni Walk, and Keeny Circle are celebrated today as memorable open spaces, but do not work to create a cohesive campus. Contributing to the lack of cohesion is the proliferation of surface parking, with 24% of the total area dedicated to this land use. More critical, the campus core consists of 82% impervious surface (buildings, surface parking, walks, or roads). Of the total open space on campus, only 4.7% is active public space (quads or plazas).

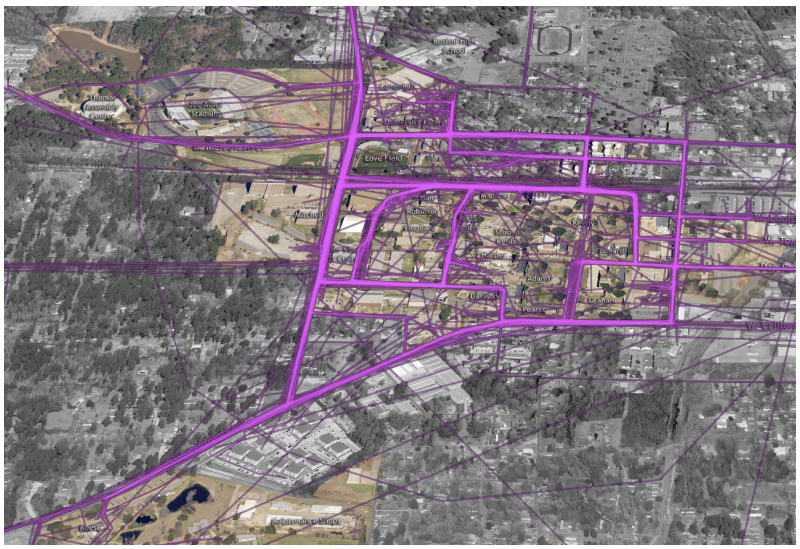
A lack of tree canopy cover also detracts from the overall sense of place. The context surrounding the campus boundary has a dense 49% tree cover, with only 7.9% tree cover on campus. In a climate with high heat and humidity throughout a majority of the year, shade cover is of paramount importance for human comfort and improved building efficiency.

From left to right: seating area outside Tolliver Hall; campus gateway at the terminus of Dan Reneau Drive; plaza outside of Hale Hall along Wisteria Drive. These spaces are valuable for identity and function, but are disjointed rather than act as a cohesive landscape.

MY CAMPUS

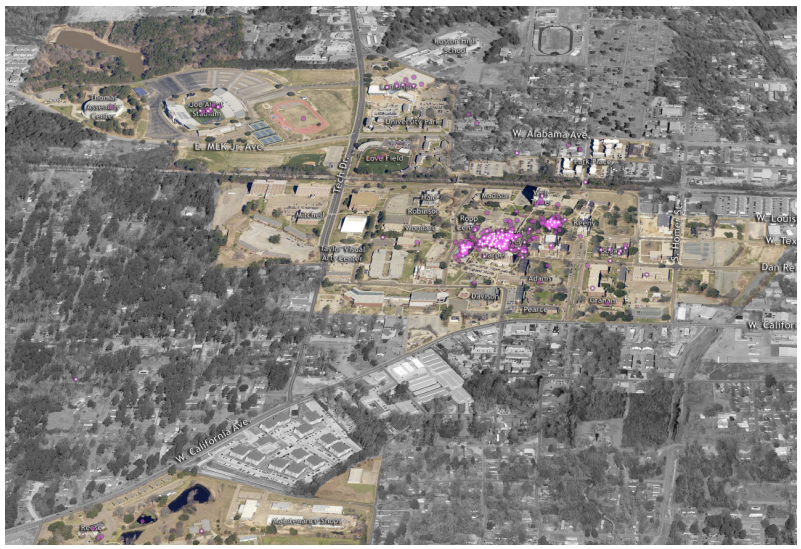
myCampus is an interactive online mapping application that allows us to engage stakeholders. This web-based tool enables individuals to comment on how they use the campus and surrounding neighborhood today and how they would like to use it in the future. Students, faculty, and staff provided feedback on a range of topics, including mobility, outdoor space, central campus nodes, and safety. Some of the results of myCampus are summarized below.

DRIVING



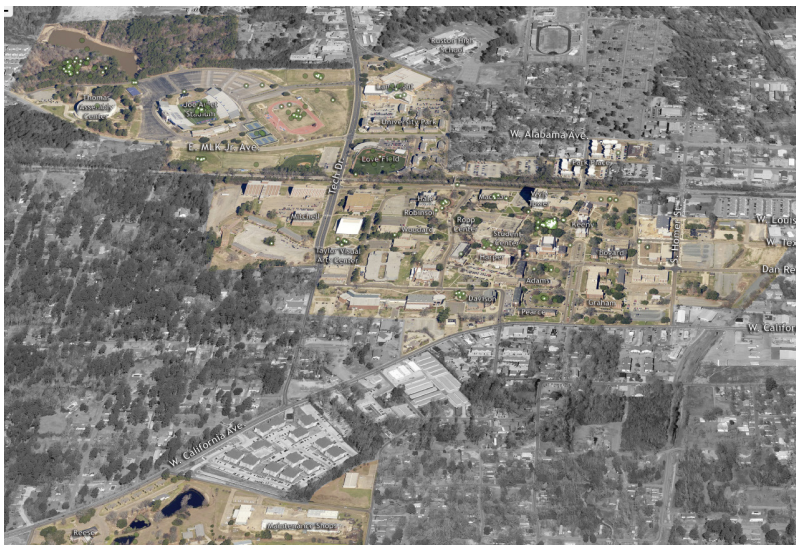
The survey results indicate that vehicular circulation is heavy through the campus core as students search for desired parking areas. Ideally, traffic would be contained on the perimeter to allow for a safe pedestrian environment in the geographic center of campus.

HEART OF CAMPUS



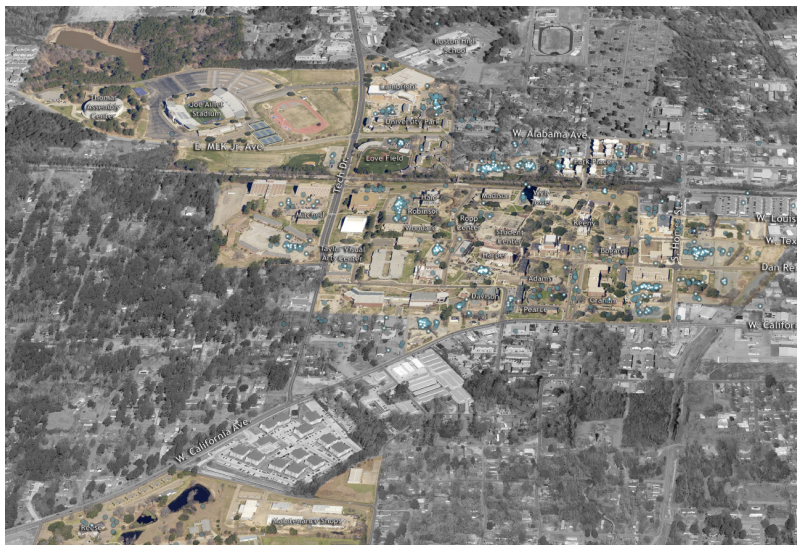
Centennial Plaza is strongly represented as the “heart” of the Louisiana Tech campus. A great amount of student activity is concentrated here, with the presence of the Student Center, Tolliver Hall and dining, as well as adjacent residential. The Quad is also represented, but results indicate that it serves more as a symbolic than active presence in student life. Also receiving attention are the “The Joe,” Lambright Sports Center, and Bogard Hall – the center of science and engineering.

OUTDOOR SPACE



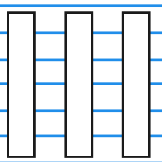
Responses were generally positive about campus open spaces, such as Hide-a-way Park, The Quad, and Centennial Plaza. The general consensus tended toward a lack of open space across campus, particularly programmed locations for studying, recreation, and other activities. Other issues included discomfort from lack of shade cover, a need for improvements to promote bicycle use, and a call for more spaces that have outdoor seating. Pride and great care were expressed for campus icons such as The Lady of the Mist, the Aillet Football Stadium, the university logo in Centennial Square, and Alumni Walk.

PARKING + SAFETY



Issues pertaining to parking and safety were intertwined. Respondents noted the need for more lighting, particularly when walking to parking lots on the periphery of campus at night. Comments about proximity of parking to buildings had less to do with convenience and more to do with perceived safety risks due to lack of lighting. Pedestrian safety along California Ave. and Tech Dr., crosswalk locations , and crossing the bridges to residential areas to the north of campus were also highlighted in the survey.

THE FRAMEWORK




BULLDOG DR
ATHLETICS
E MARTIN LUTHER KING JR AVE
RECREATION
ATHLETICS
RESIDENTIAL
ATHLETICS
KANSAS CITY SOUTHERN RAILWAY
DOWNTOWN
RUSTON
GYM
ADMIN.
ACADEMIC
ACADEMIC
ENTERPRISE
W LOUISIANA AVE
TECH GREEN
ENTERPRISE
W TEXAS AVE
SCIENCE + ENGINEERING
SCIENCE + ENGINEERING
ARTS
DAN RENEAU DR
RECREATION
WISTERIA WALK
EDUCATION
STUDENT LIFE
ADAMS BLVD
ARTS
SCIENCE + ENGINEERING
TECH DRIVE
ENGINEERING
RESIDENTIAL
W CALIFORNIA AVE

FRAMEWORK

CORE CAMPUS VISION

The Louisiana Tech University Master Plan establishes a framework that guides development in a way that is sensitive to the unique qualities of the campus, while providing a bold vision for a sustainable future. The intent of the framework is to organize physical development in a way that creates dynamic relationships between programs, establishes a cohesive circulation pattern, and energizes a strong relationship with the City of Ruston – all woven together by a cohesive campus landscape.

Within the framework, academic program is concentrated at the core of campus and the heart of student life activity. Existing campus organization is enhanced by establishing recreation with current athletic program to the west, and continuing physical connections towards Downtown Ruston to the East. These geographies are connected by a bold open space, Tech Green, running east/west along which academic program is concentrated. Residential and student life are concentrated along two primary open space axes running north/south.

Together these connections provide a critical link to surrounding destinations, providing shade, comfort, and wayfinding to pedestrians. They become the fiber that knits the campus together and strengthens its relationship with the context of Ruston.

ACADEMIC

- 01 SPEECH + PATHOLOGY
- 02 INFILL SITE
- 03 COLLEGE OF BUSINESS FUTURE ADDITION
- 04 TECH POINTE FUTURE ADDITION
- 05 INTEGRATED ENGINEERING + SCIENCE EDUCATION BUILDING (IESE)

ATHLETICS

- 01 STADIUM ADDITION
- 02 ATHLETICS SUPPORT FACILITY
- 03 FIELDHOUSE
- 04 BAND PRACTICE / FLEX FIELD
- 05 RELOCATED MIZE TRACK
- 06 FOOTBALL PRACTICE FIELD
- 07 FLEX FIELD / PARKING / FUTURE TENNIS

RESIDENTIAL

- 01 SEMI-SUITE HOUSING

STUDENT SERVICES

- 01 ONE STOP

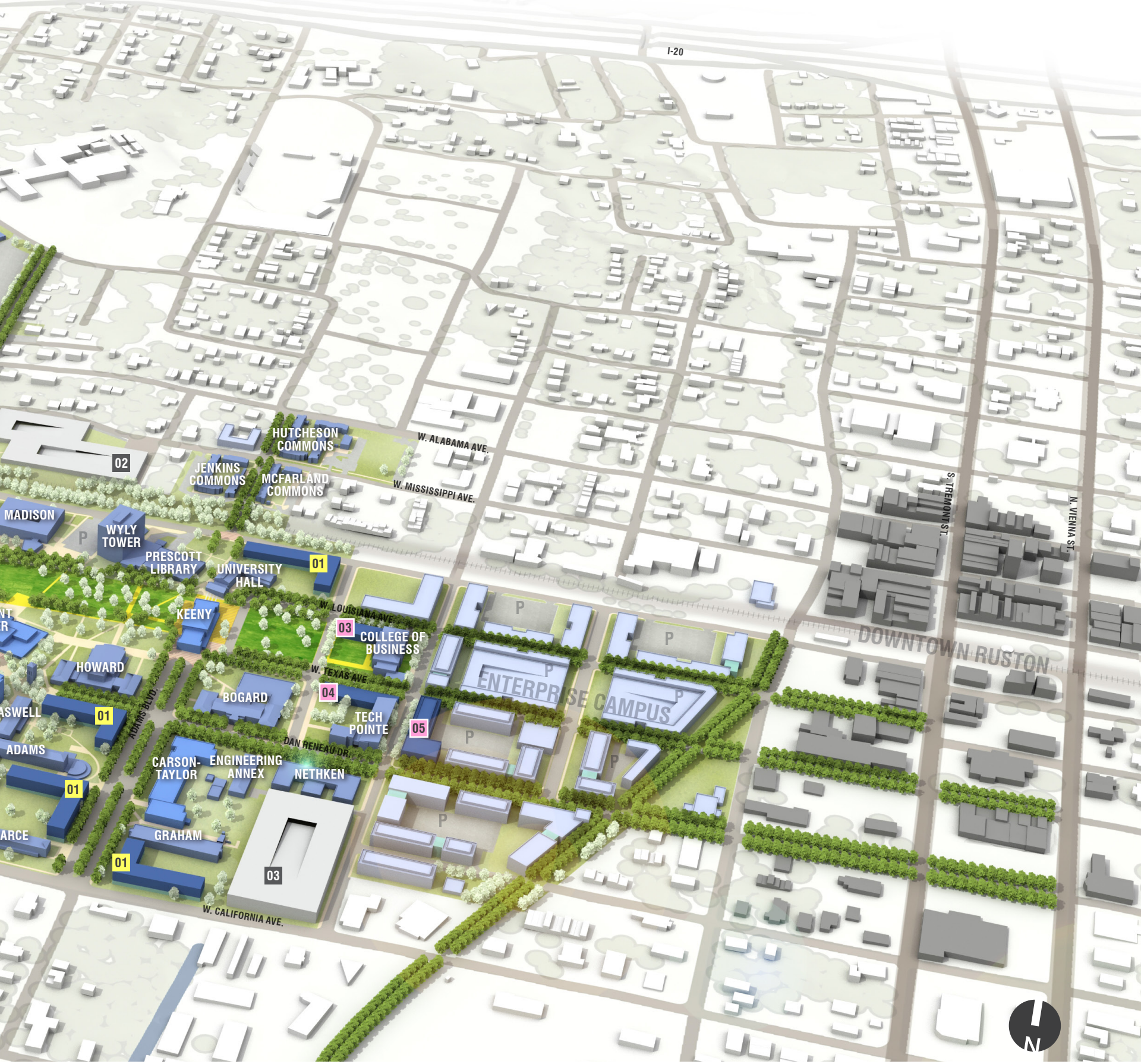
PARKING

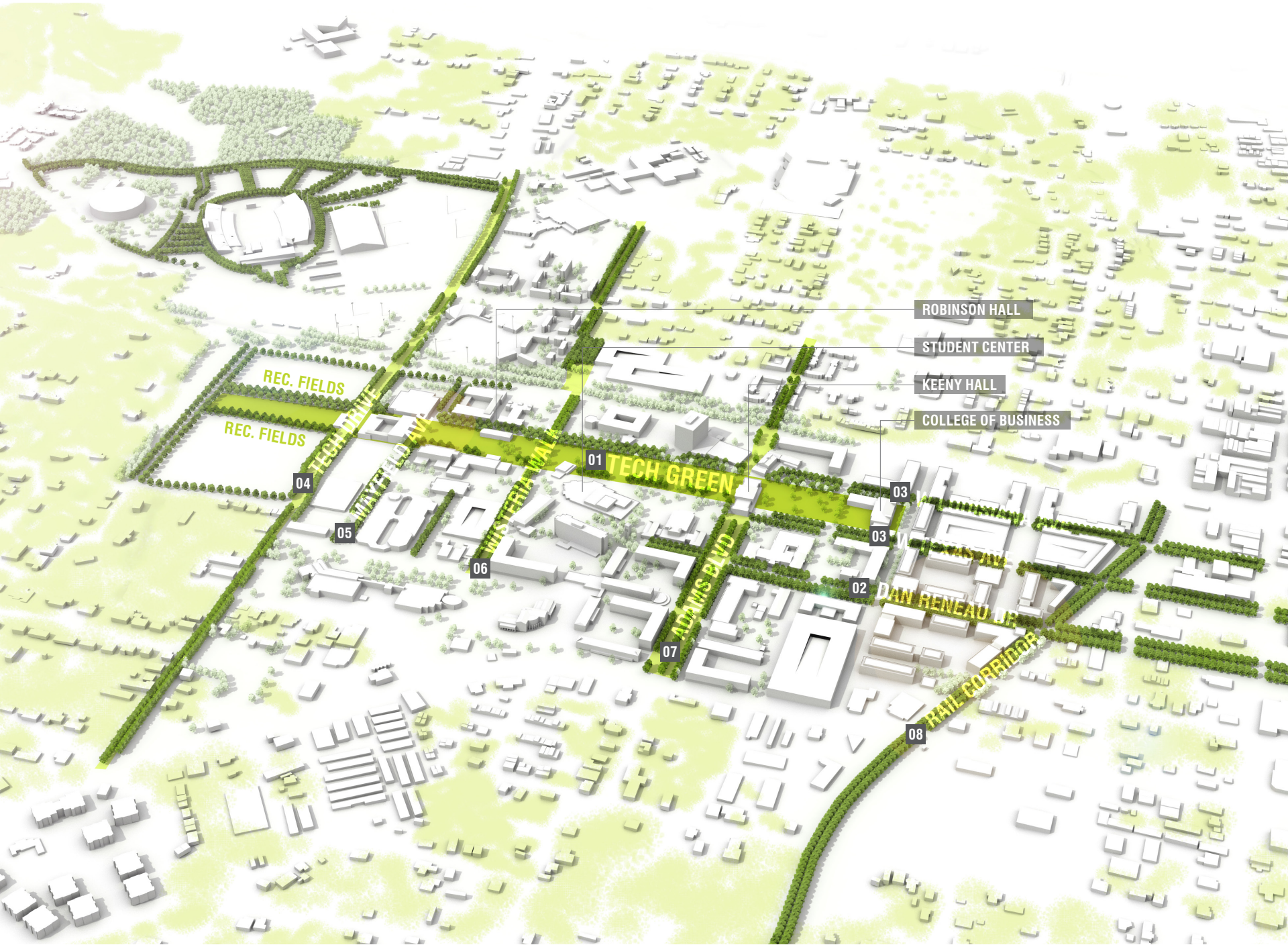
- 01 TOLLIVER GARAGE
- 02 MISSISSIPPI GARAGE
- 03 NETHKEN GARAGE (FUTURE)

RECREATION

- 01 FLEX FIELDS
- 02 SUPPORT FACILITY
- 03 BASKETBALL COURTS

- EXISTING BUILDINGS
- RENOVATED BUILDINGS
- PROPOSED BUILDINGS
- FUTURE EXPANSION


I-20
HUTCHESON COMMONS
JENKINS COMMONS
MCFARLAND COMMONS
W. ALABAMA AVE.
W. MISSISSIPPI AVE.
S. TREMONT ST.
N. VIENNA ST.
MADISON
WYLY TOWER
PRESCOTT LIBRARY
UNIVERSITY HALL
KEENY
W. LOUISIANA AVE.
COLLEGE OF BUSINESS
DOWNTOWN RUSTON
HOWARD
W. TEXAS AVE
BOGARD
ENTERPRISE CAMPUS
TECH POINTE
ADAMS BLVD.
DAN RENEAU DR.
ADAMS
CARSON-TAYLOR
ENGINEERING ANNEX
NETHKEN
GRAHAM
W. CALIFORNIA AVE.
01
02
03
04
05
P
N


ROBINSON HALL
STUDENT CENTER
KEENY HALL
COLLEGE OF BUSINESS
REC. FIELDS
REC. FIELDS
TECH DRIVE
MAYFIELD AVE
WISTERIA WALK
01 TECH GREEN
04
05
06
03
03
02 DAN RENEAU DR
ADAMS BLVD
07
RAIL CORRIDOR
08

EAST / WEST CONNECTIONS

The primary east/west connection is Tech Green – a 250' x 3,000' open space that runs from the proposed recreations fields across from Tech Drive to the west all the way east to the College of Business. Tech Green acts as the organizational backbone of current and future academic program, providing an iconic landscape that expands upon the historic qualities of the existing quad.

Also running east/west are improved connections of W. Louisiana Ave., W. Texas Ave., and Dan Reneau Dr. that directly link the Louisiana Tech campus with Downtown Ruston. Dan Reneau Dr. acts as the primary connection with the burgeoning downtown by narrowing the existing street from four lanes to two, including on-street parking and a widened sidewalk that creates a bold, tree-lined boulevard. By improving the lighting and tree coverage along these streets, pedestrians can safely access existing gravel parking lots and, in the future, more directly connect to the Enterprise Campus.

NORTH / SOUTH CONNECTIONS

There are five north/south connections that intersect Tech Green to form the landscape framework. The first is Tech Drive, which serves as the primary vehicular gateway from I-20 and West California Ave. Where Tech Drive is currently four lanes between West Barnett Springs Ave. and West Railroad Ave., it is recommended that the road be narrowed to two driving lanes, with the remaining two lanes serving for parallel parking. This effectively slows the traffic speed to allow safe east-west passage along Tech Green between the proposed recreation fields and the main campus. It is acknowledged that this stretch of Tech Drive is a state highway (544) which disallows parking in DOTD regulations. If feasible, it is recommended to pursue legislation to discontinue the state highway within the core campus and let it begin beyond Railroad Ave. to facilitate safe pedestrian crossing.

The second connection is Mayfield Ave. The proposed realignment straightens the street to enforce visual connectivity and create a future academic infill site on the west side of Hale Hall. Trees are planted to add to the existing Ponderosa Pines that line Mayfield.

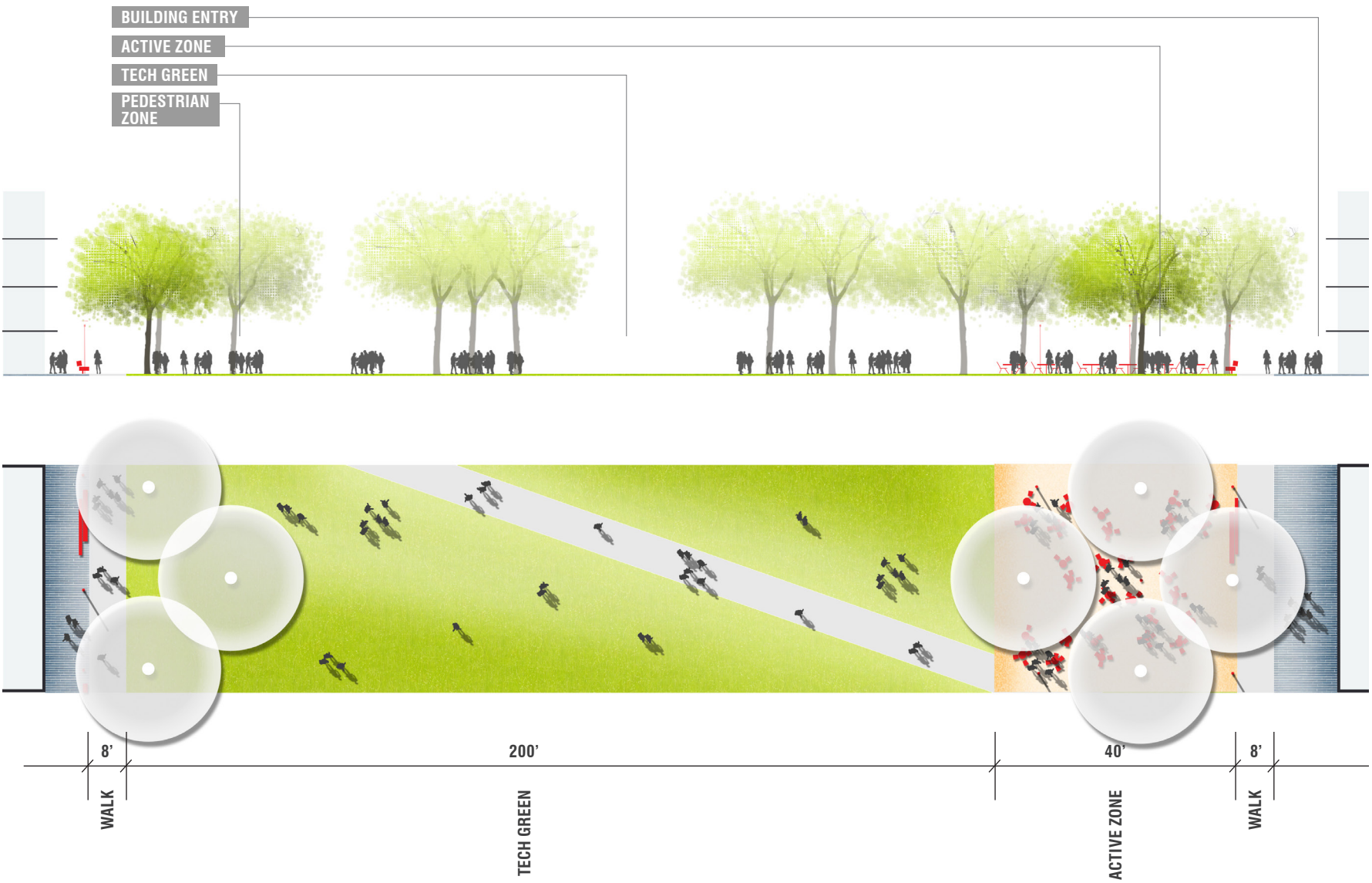
Wisteria St. is reimagined as a pedestrian and service corridor, Wisteria Walk, which directly links Davison Hall to Madison Hall and the existing pedestrian bridge over the railroad to University Park. This connection continues north to the Lambright Sports Center and the Marbury Alumni Center.

Adams Blvd. is reinforced as a primary gateway to the heart of campus. Street tree densification along the boulevard creates a strong visual connection to the iconic Keeny Hall and continues north towards the residential communities at Park Place. This connection and Wisteria Walk serve as the north-south pedestrian companions to the east-west Tech Green.

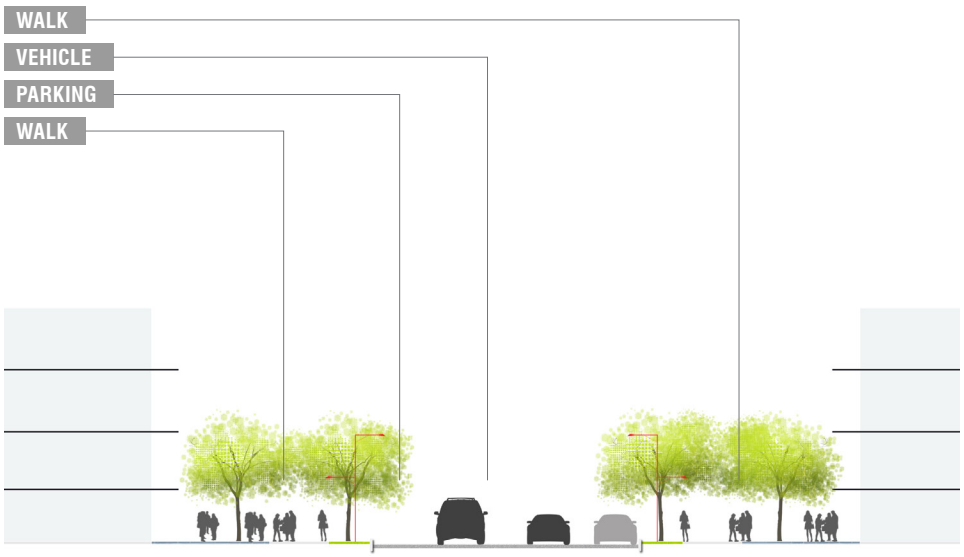
The final north-south connection is the abandoned Arkansas Southern Rail corridor that links South Campus to the Enterprise Campus and into Downtown Ruston. This connection provides an alternative pedestrian and bicycle thoroughfare that serves both the university and the Ruston community.

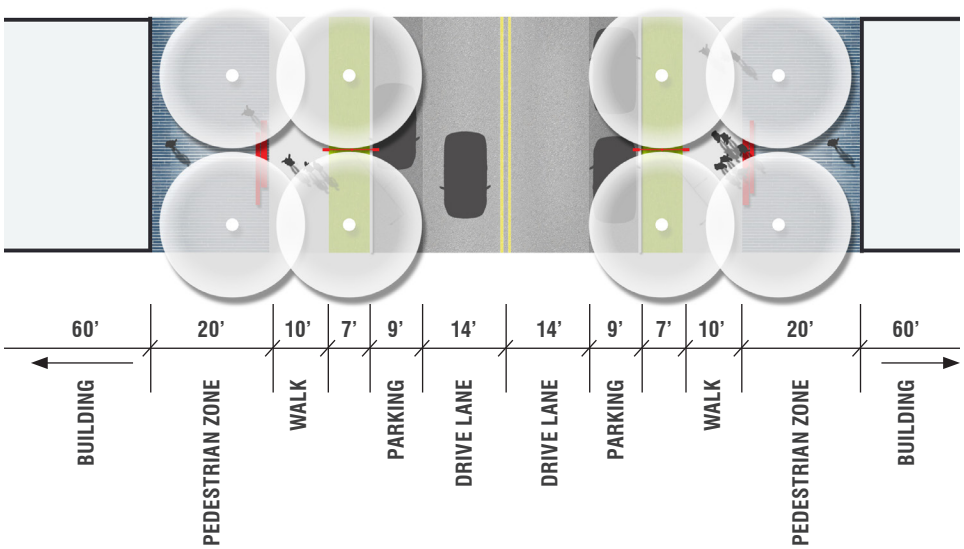
EAST / WEST CONNECTIONS

01 TECH GREEN

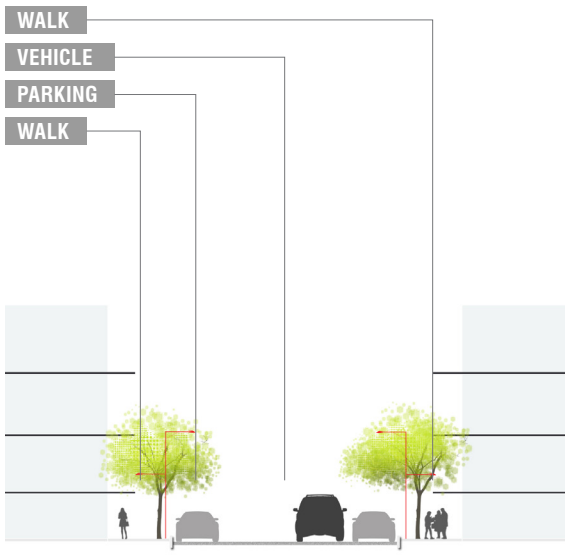


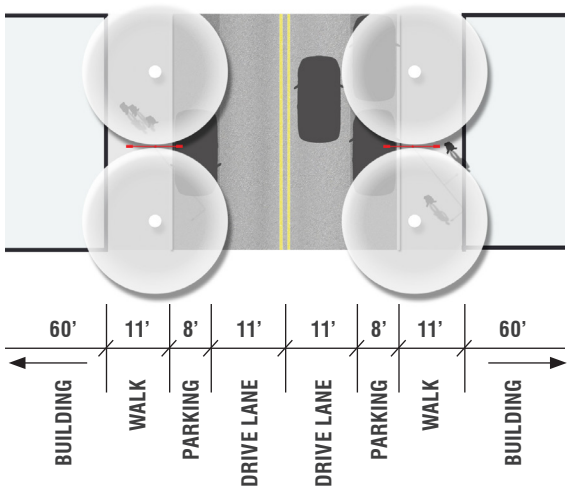
02 DAN RENEAU DRIVE





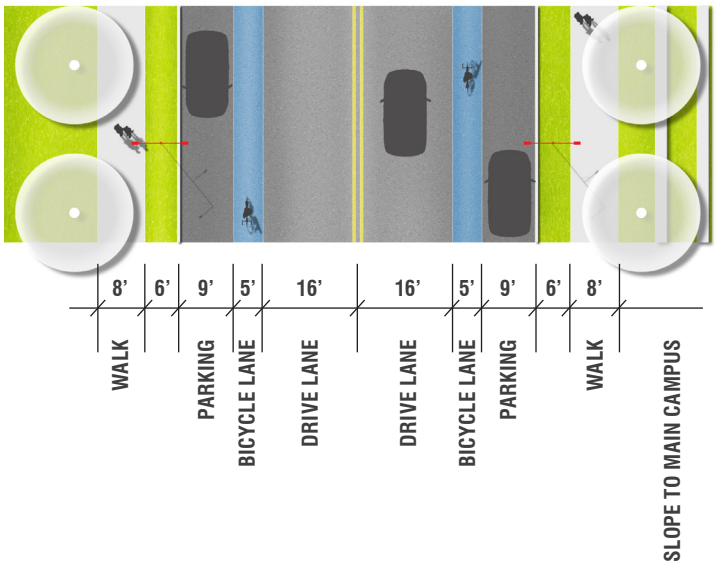
03 TEXAS + LOUISIANA AVENUE



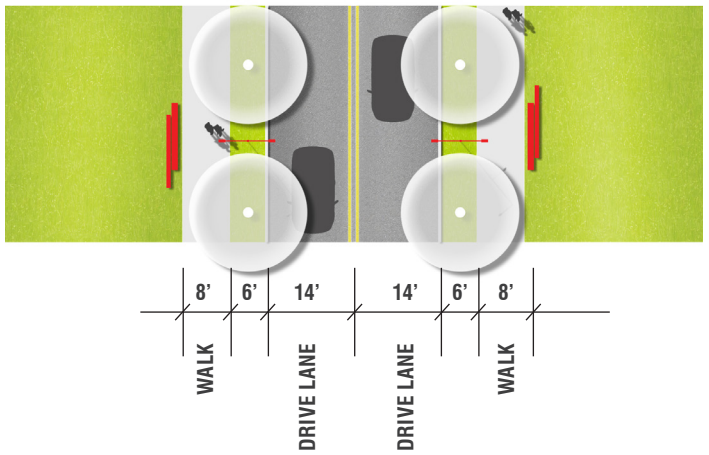


NORTH / SOUTH CONNECTIONS

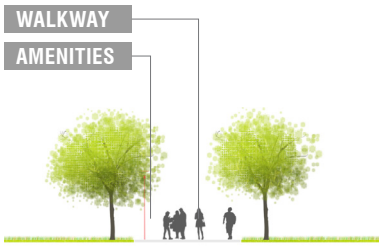
04 TECH DRIVE

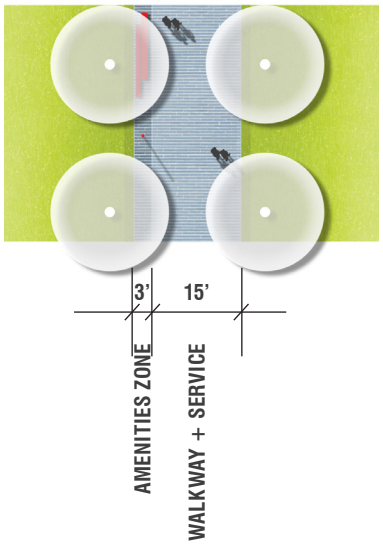


05 MAYFIELD AVENUE

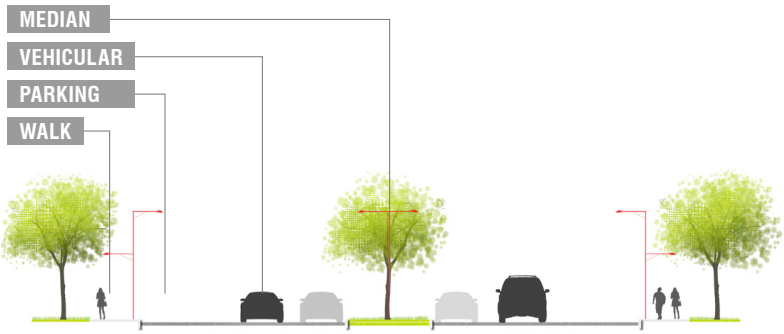


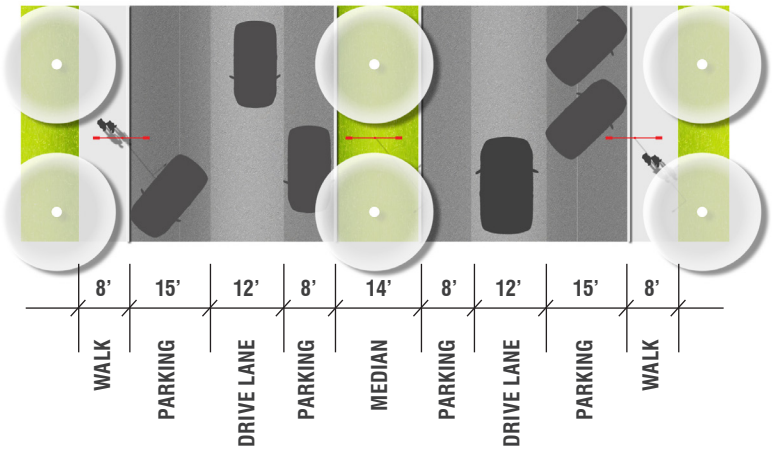
06 WISTERIA WALK



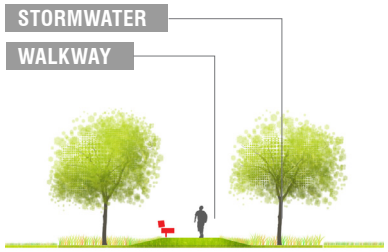


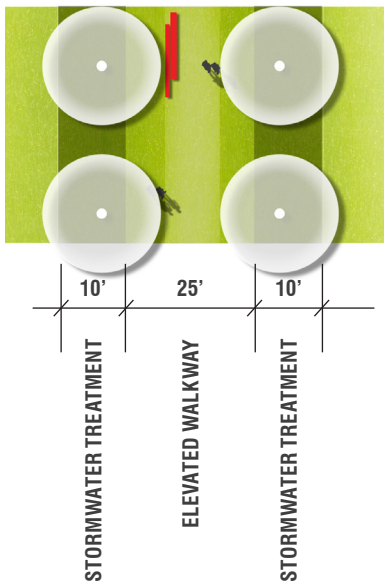
07 ADAMS BOULEVARD

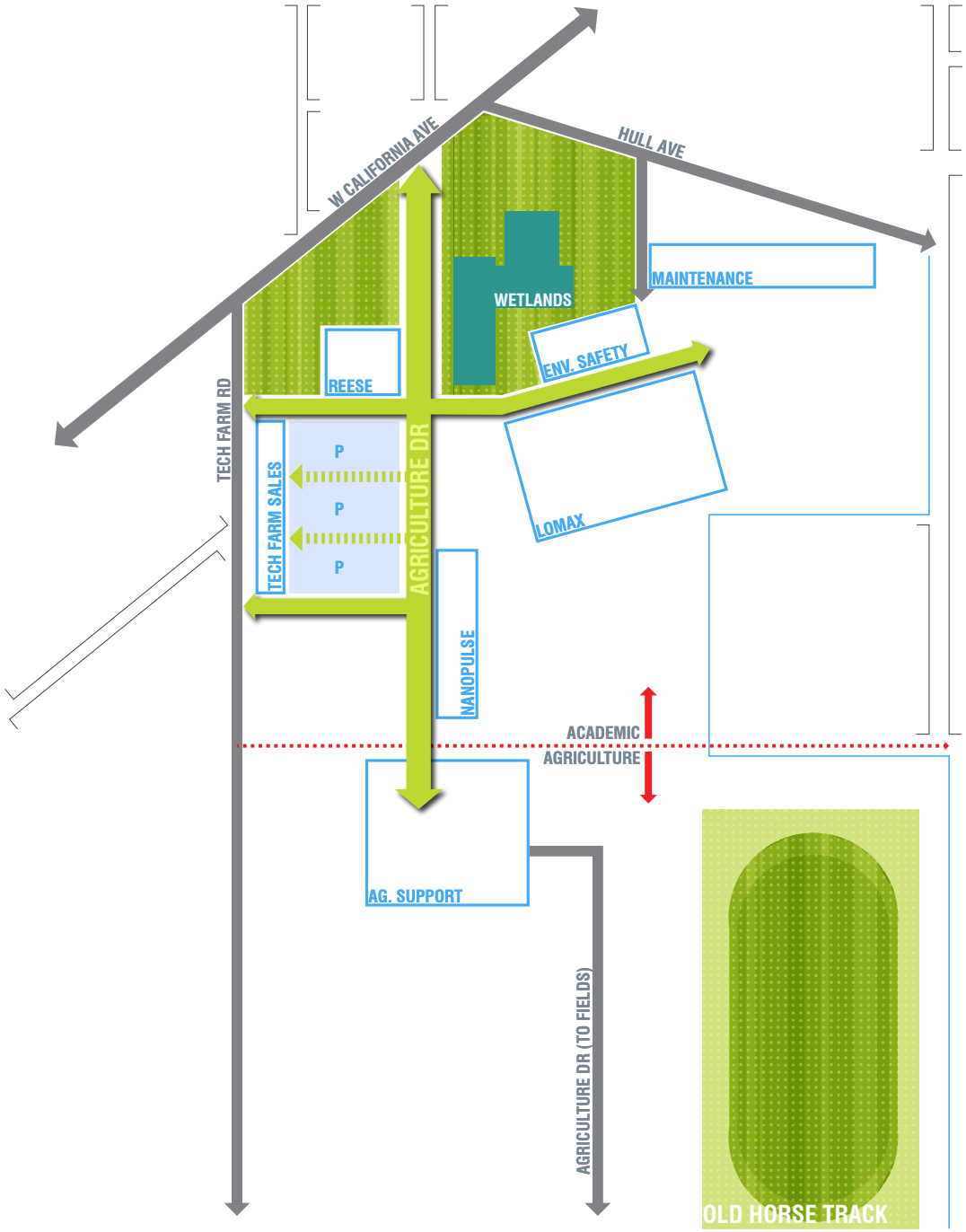




08 REPURPOSED RAIL CORRIDOR






W CALIFORNIA AVE
HULL AVE
MAINTENANCE
WETLANDS
ENV. SAFETY
REESE
TECH FARM RD
TECH FARM SALES
P
P
P
AGRICULTURE DR
LOMAX
NANOPULSE
ACADEMIC
AGRICULTURE
AG. SUPPORT
AGRICULTURE DR (TO FIELDS)
OLD HORSE TRACK

FRAMEWORK

SOUTH CAMPUS VISION

The South Campus is defined by the presence of the School of Forestry, the Center for Rural Development, Department of Agricultural Sciences, other support facilities for the core campus, and large acreage of agricultural land.

The framework for South Campus reorganizes the main entry by leveraging the iconic quality of Reese Hall, creating a formal axial gateway from W. California Avenue. Agriculture Drive serves as an organizing axis for Lomax Hall, Environmental Safety, and the Forestry Lab. The existing wetland landscape provides a unique visual identity as well as an opportunity to showcase environmental research.

The Tech Farm Sales facilities are relocated to have a primary address on Tech Farm Road with parking located behind to serve both commercial and academic demand. The Trenchless Technology Center, Nanopulse Center, and Workshops terminate the academic realm, with everything south dedicated to research and agricultural production.

ACADEMICS IV


PROPOSED SPEECH + PATHOLOGY
FUTURE ACADEMIC INFILL
WOODARD HALL
ROBINSON HALL
HALE HALL
ROPP CENTER
MADISON HALL
KEENY HALL
UNIVERSITY HALL
COLLEGE OF BUSINESS
ACADEMIC
TECH GREEN
ACADEMIC

ACADEMIC VISION

A NEW HOME ON TECH GREEN

Space analysis of existing academic facilities revealed a surplus in classroom and office space, with 82% of classrooms scheduled less than 30 hours per week and significant seat capacity in those rooms that are scheduled. Therefore, the primary space issue is not the quantity of space but rather the quality of space to support modern pedagogy and research. These findings indicate that a consolidation of existing academic space into high-performing buildings, along with prioritized demolition/renovation of low-performing buildings, can enhance and expand upon the mission of Louisiana Tech University. Tech Green serves as the spatial organization for current and future academic buildings and anchors physical relationships between departments and programs.


CARSON - TAYLOR HALL
BOGARD HALL
TECH POINTE
PROPOSED IESE
DAN RENEAU DR

SCIENCE + ENGINEERING

A CAMPUS GATEWAY

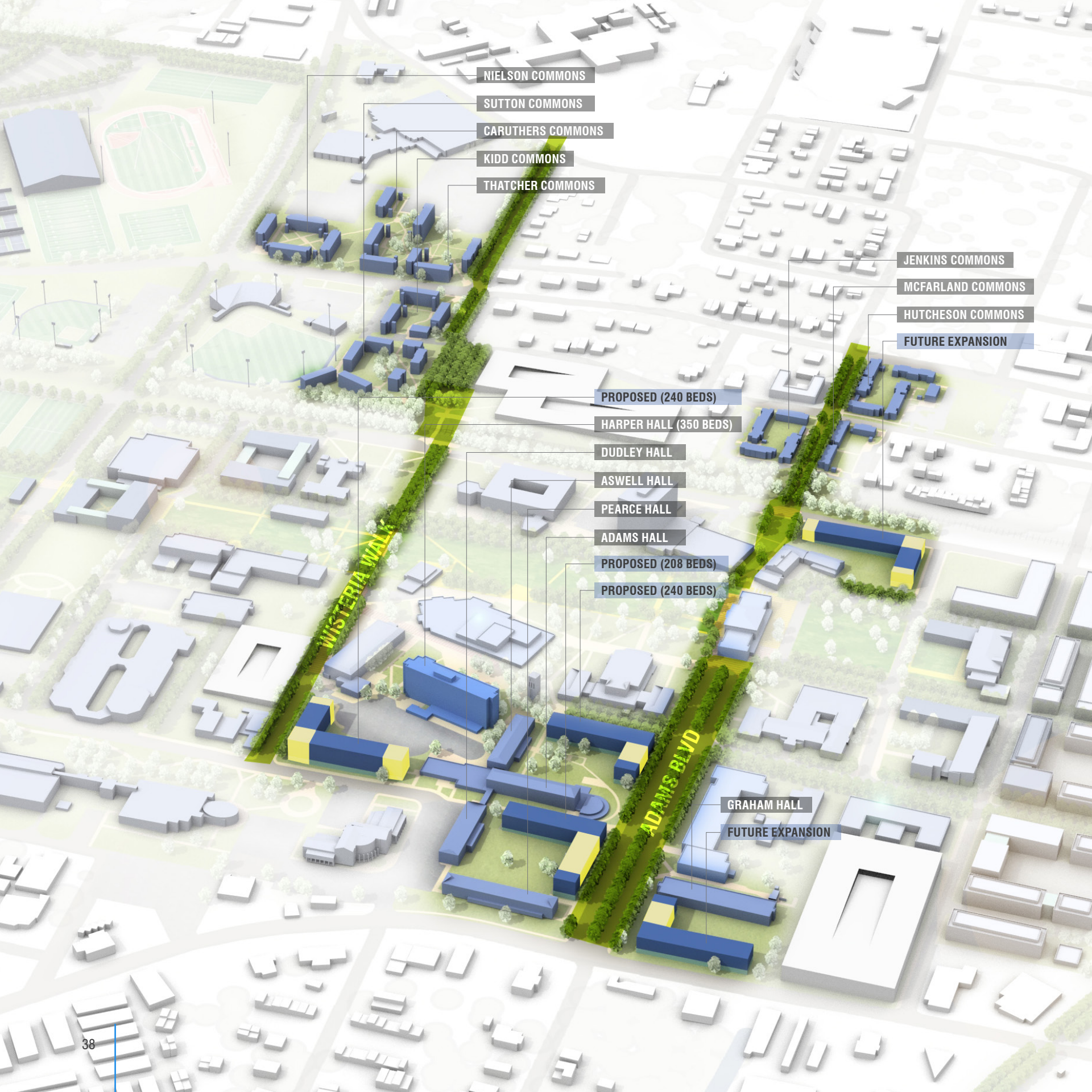
The science and engineering disciplines are concentrated on the Eastern edge of the core campus. In the near term, a new 100,000+ GSF Integrated Engineering and Science Education building will come online to provide high-quality space for existing science and engineering programs, providing wet and dry lab space, and relieving pressure on the aging Carson Taylor, Bogard, and Nethken Halls. Placed to the east of Tech Pointe along Homer Street, the IESE building will become a new gateway for campus along Dan Reneau Drive. This gateway will be strengthened by proposed improvements to make Dan Reneau Drive a grand, tree-lined boulevard that links Downtown Ruston with the core campus.

With the addition of the IESE building, the eastern area of campus will be solidified as the science and engineering district of campus. A hub of activity, this district will energize a future relationship with the Enterprise Campus and continuing synergies with the Ruston community.

The existing Micromanufacuring and Biomedical Engineering buildings will remain in their current location south of Hergot Avenue.

STUDENT LIFE

V


NIELSON COMMONS
SUTTON COMMONS
CARUTHERS COMMONS
KIDD COMMONS
THATCHER COMMONS
JENKINS COMMONS
MCFARLAND COMMONS
HUTCHESON COMMONS
FUTURE EXPANSION
PROPOSED (240 BEDS)
HARPER HALL (350 BEDS)
DUDLEY HALL
ASWELL HALL
PEARCE HALL
ADAMS HALL
PROPOSED (208 BEDS)
PROPOSED (240 BEDS)
WISTERIA WALK
ADAMS BLVD
GRAHAM HALL
FUTURE EXPANSION

HOUSING

CONSOLIDATING DENSITY

The building conditions assessment revealed that the demolition and renovation of existing housing facilities is an immediate priority for the university. Mitchell and Cottingham Halls are high priorities for demolition, totaling 482 beds (364 freshmen). Harper is in need of renovation, which would temporarily displace 354 beds (289 freshmen).

Demolition of existing housing in poor building condition creates a minimum demand of 482 beds. These are replaced with a total of 688 beds in three new semi-suite housing facilities located adjacent to Harper, Aswell, Adams, Dudley, and Pearce. These new facilities expand upon an established and successful on-campus student enclave, and adjacenct to Tolliver Hall and the Student Center. Adams Blvd. serves as the north/south armature that links this community with the Park Place apartments to the north, while Wisteria Walk links to the University Park apartments adjacent to the Lambright Sports Center.

The renovation of Harper Hall will require swing space for a net demand of 148 beds. This can be accommodated in two future expansion sites located adjacent to Graham Hall and University Hall, respectively. The construction at these locations would exceed demand, but will ideally correspond with the university's goal of increasing enrollment to 15,000 students and subsequent increase in demand for on-campus housing options.

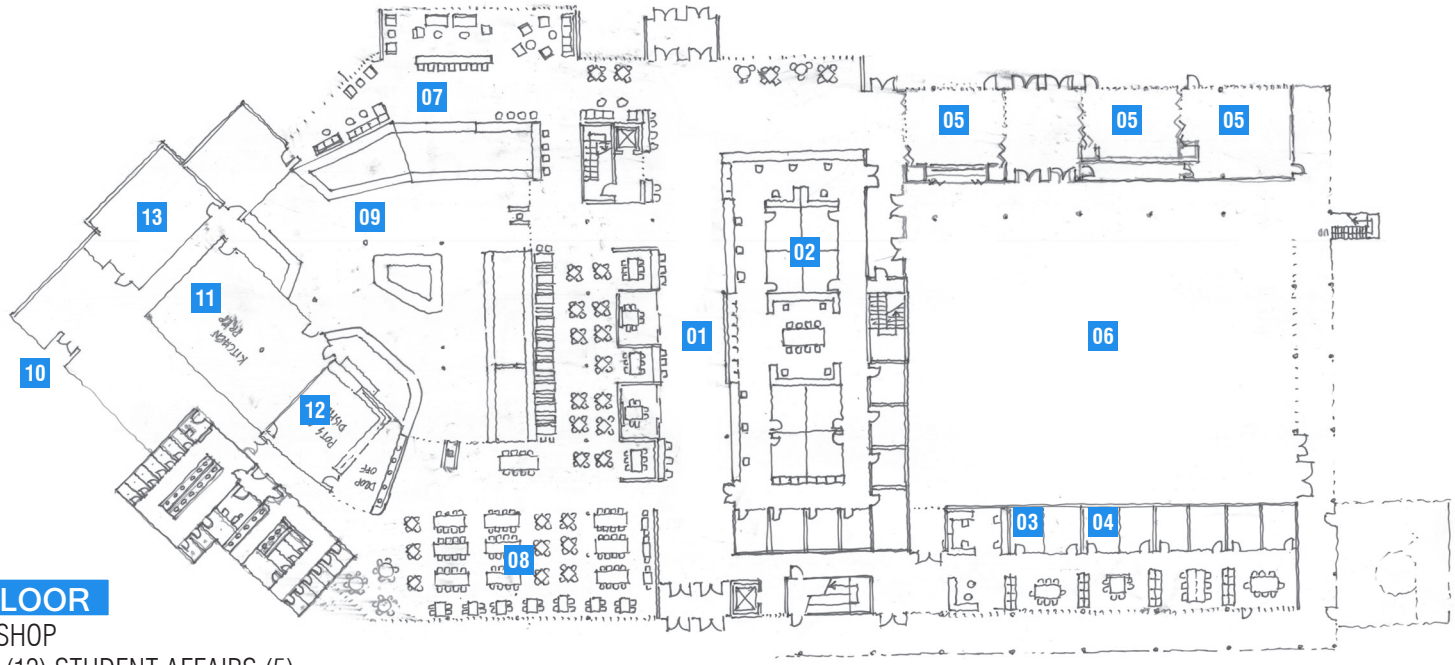

WISTERIA WALK
TECH GREEN
STUDENT CENTER
DAN RENEAU DR

STUDENT CENTER

THE HEART OF CAMPUS ACTIVITY

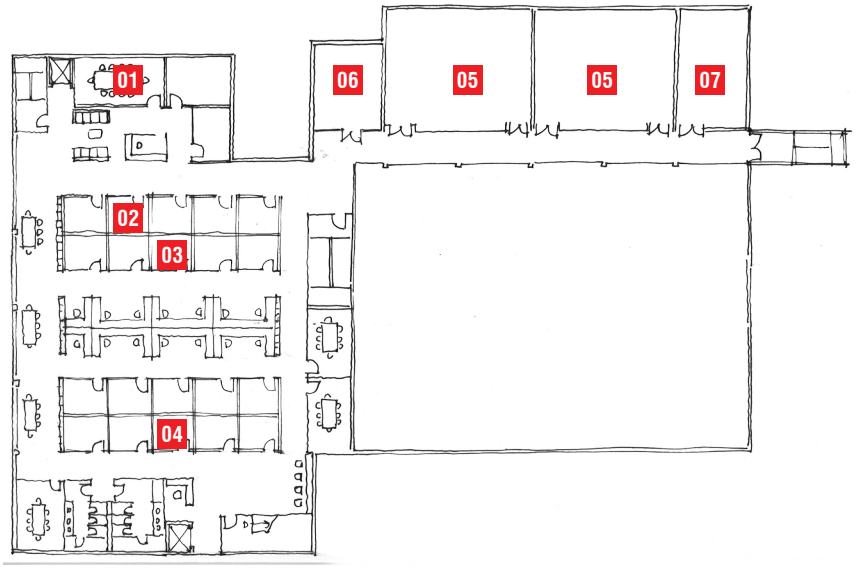
The Student Center undergoes a renovation to create more student activity in the heart of campus. A key aspect of the renovation is the location of a new one-stop shop for student services. Along with refreshed dining and collaborative areas for socializing and study, the ground floor of the Student Center is transformed into the central hub of student activity. The renovation also takes advantage of the Center's prime location by creating a direct, ground-level link between the adjacent residential district and the academic core.

STUDENT CENTER RENOVATION



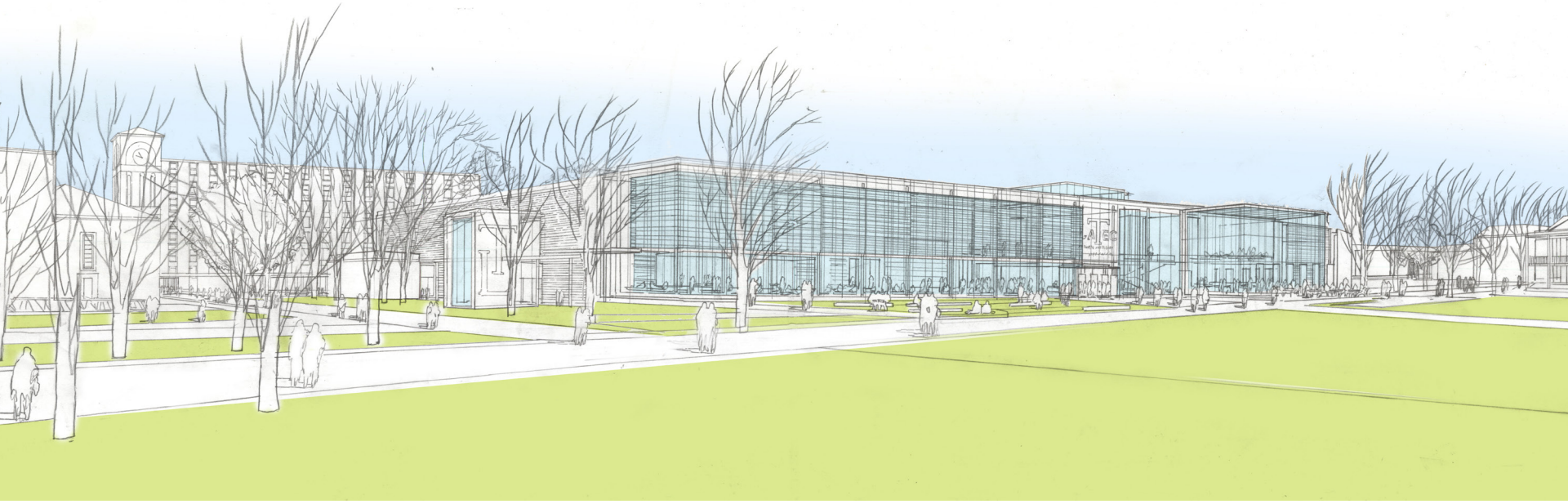
FIRST FLOOR

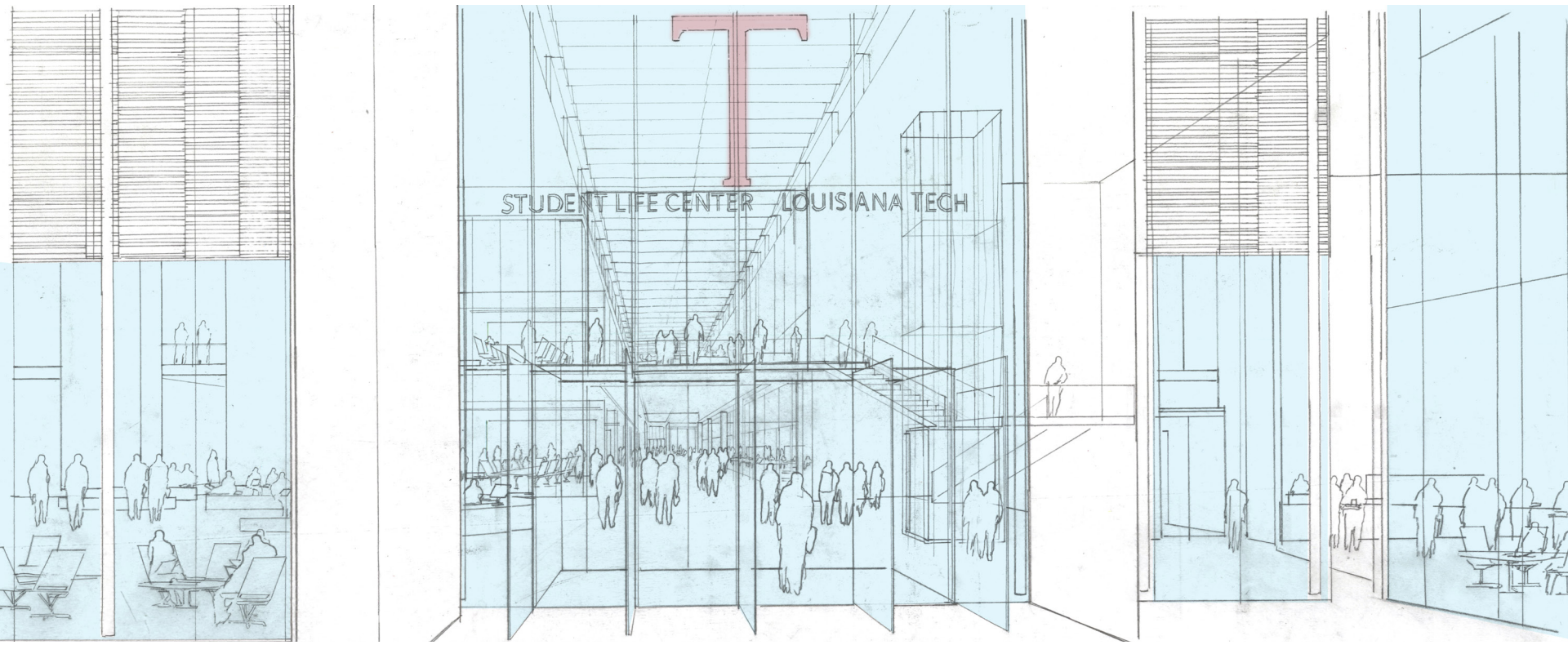
01 ONE-STOP SHOP
02 REGISTRAR (12) STUDENT AFFAIRS (5)
03 CAREER CENTER
04 COUNSELING SERVICES
05 CLASSROOMS / GALLERY SPACE
06 MULTI-PURPOSE SPACE (BALLROOM)
07 CAFÉ
08 SEATING / LEARNING
09 SERVERY
10 DELIVERY
11 KITCHEN PREP
12 DISHWASHING
13 MECHANICAL



SECOND FLOOR

01 ENROLLMENT DEAN SUITE (3)
02 FINANCIAL SERVICES (4)
03 PERKINS LOAN (2)
04 FINANCIAL AID (14)
05 MULTI-PURPOSE ROOM (2)
06 KITCHENETTE
07 CONFERENCE ROOM





The renovated Student Center becomes a beacon of student activity along Tech Green, while a new transparent facade creates a visible focal point of campus idenity.

ATHLETICS VI


THOMAS ASSEMBLY CENTER
ARGENT PAVILION
PROMENADE
JOE AILLET STADIUM
SOUTH END ZONE EXPANSION
ATHLETICS OFFICE
INDOOR PRACTICE
BAND
MIZE TRACK
TENNIS
FOOTBALL PRACTICE
ALABAMA AVE.
FLEX
SOCCER
SOFTBALL
J.C. LOVE FIELD
TECH DR.
MEMORIAL GYM

ATHLETICS

STRATEGIC EXPANSION

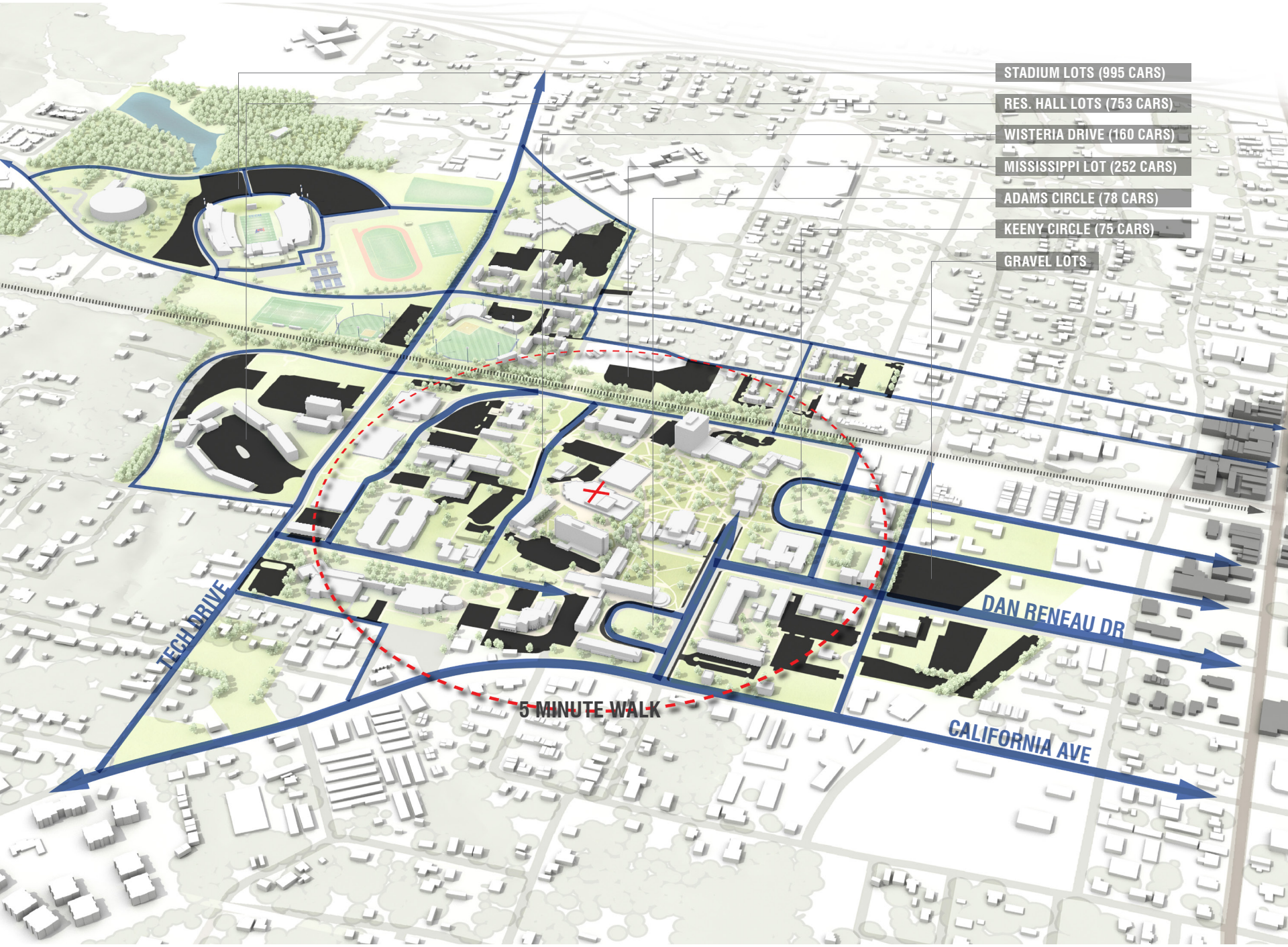
Athletics at Louisiana Tech are a critical component of enhancing a vibrant student experience. The master plan focuses on improving existing facilities and appropriately expanding, where necessary, to accommodate program needs. Joe Aillet stadium will be expanded with a new addition at the south end zone in the near term. This project will be the first in a series of space moves to create a cohesive athletics district.

Existing circulation in the athletics district functions adequately during day-to-day activity, but lacks clarity during game days and other special events. The master plan organizes the circulation pattern as the framework for the district. Bulldog Drive is realigned and straightened as it connects to Tech Drive to create more developable land for new facilities. A tree-lined promenade axis extends from the stadium for players to process to the field as game day tradition. The existing parking lots are reorganized to maintain the same number of parking stalls and tailgating locations as existing with added shade from radiating allees of trees. The stadium itself is enclosed by a pedestrian and service walk that leads from a new entrance off of Alabama Ave. to a new parking area that serves the athletics office and training facility all the way to the ceremonial promenade at the north end zone.

Facilities to remain in place are the Aillet Stadium, Thomas Assembly Center, Argent Pavilion, Tech Tennis Complex, Lady Techster Soccer and Softball, and the J.C. Love Field. The master plan locates an indoor multi-use training facility to the east of Aillet Stadium, which necessitates the replacement of the Mize Track in the same axial orientation as the football field. South of the proposed indoor training facility are one and a half outdoor football practice fields, while a dedicated band practice field is situated north of the new track. The south end zone addition is enhanced in the front by a new 40,000 GSF facility that includes locker rooms, offices, and sports medicine.

The master plan identifies continued use of Thomas Assembly Center with likely long-term renovations. Memorial Gymnasium will continue to be used as flexible space for indoor practices and training. The existing intramural field/parking lot to the west of the women's soccer field will potentially be used for the relocation of tennis, more parking, or a flexible use practice field.

MOBILITY VII



Existing parking areas on campus. Current utilization of perimeter parking including the stadium lots, residential lots west of Tech Drive and the gravel lots east of Homer St. is below 90% during peak hours.

EXISTING PARKING + CIRCULATION

A CAR-CENTRIC ENVIRONMENT

The current campus core organizes parking to facilitate pedestrian movement as close as possible to building entrances. This type of organization results in a large amount of impervious surface parking that detracts from the aesthetic appearance of the campus as well as congested pedestrian and vehicular movement. As the university continues to expand in pursuit of higher target enrollments, these issues will continue to exacerbate unless parking organization and policy is amended.

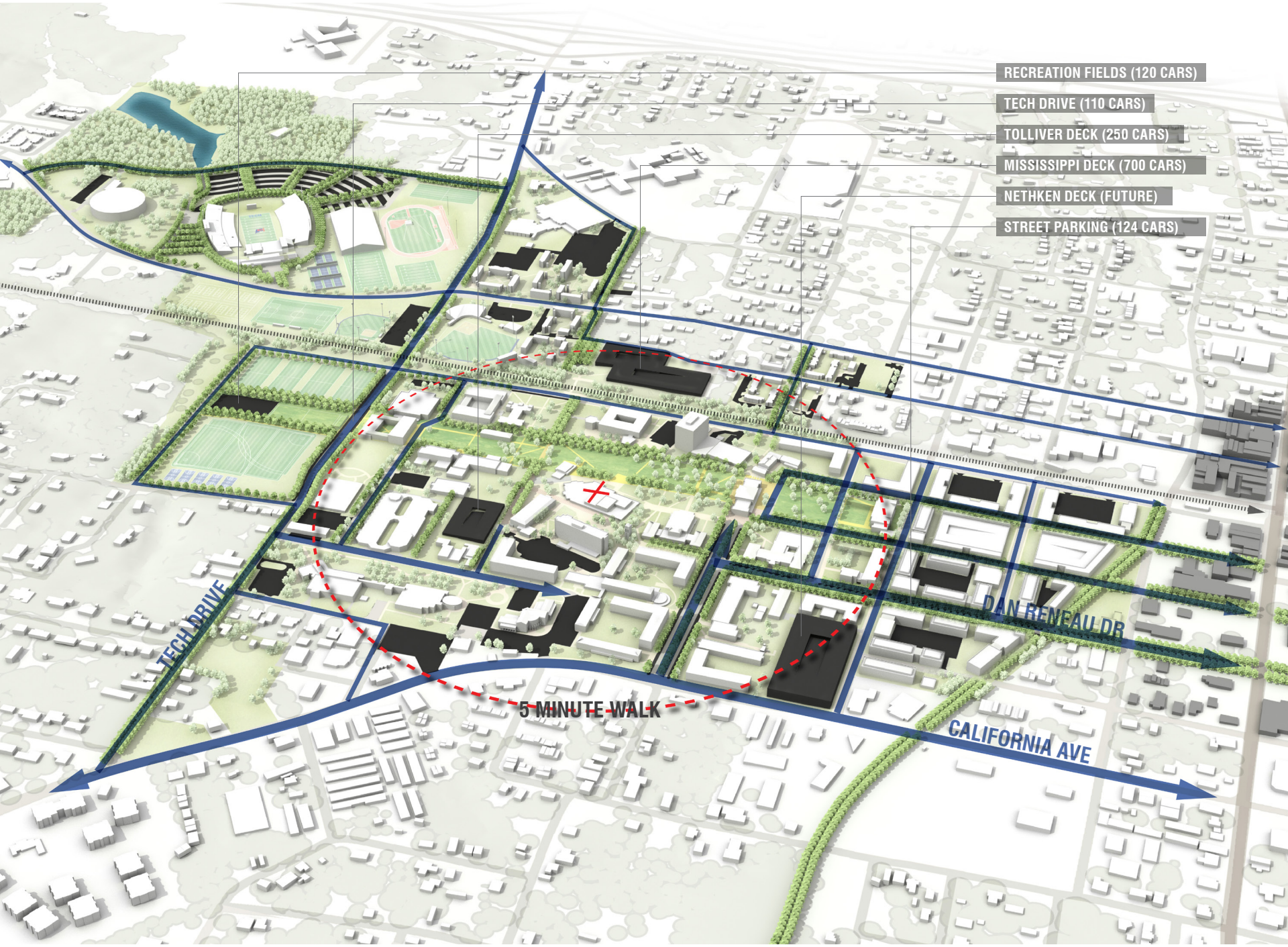
Campus parking analysis shows that there are a total number of 5,074 parking spaces used by students, faculty, and others. Despite a perceived lack of parking in the core, there are 204 surplus parking spaces. Combined with the daily underuse of the 995 parking spaces at the stadium, this totals 1,199 in surplus parking spaces. Long term use of this surplus parking will be critical as the campus evolves.

CURRENT CONDITIONS

CURRENT ENROLLMENT	FACULTY / STAFF	STUDENT PARKING	FACULTY/STAFF PARKING	OTHER	TOTAL PARKING
11,014	996	3,906	884	284	5,074

STADIUM / SURPLUS
1,199

The prominence of parking in the heart of campus contributes to a negative aesthetic impression and vehicular/pedestrian circulation conflicts (left image of Keeny Circle and middle image of Wisteria Drive). Perimeter parking (right image of Mississippi lot), is perceived as unsafe because of a lack of lighting and pedestrian amenities leading out from the campus core.



Proposed parking and vehicular circulation. Parking decks are located within a five minute walk of the heart of campus. Other parking areas are concentrated on the perimeter, with improved pedestrian connections safely linking to the core campus.

MOBILITY

A PEDESTRIAN-ORIENTED CAMPUS CORE

Vehicular and pedestrian safety and mobility is a critical issue for the Louisiana Tech campus. Currently, surface parking dominates the core campus which contributes to a perceived lack of pedestrian safety. The master plan concentrates parking on the perimeter, establishing a strong pedestrian realm in the heart of campus with the addition of Tech Green. Wisteria Drive becomes pedestrian and service access only and heals a thoroughfare that divides the campus in its current condition. Mayfield Avenue remains as a vehicular access point to the west edge of campus, but is enhanced with vegetation and lighting to provide a safe pedestrian experience. Tech Drive and West California Avenue remain as the primary vehicular arteries that bound the campus on the west and south edges, respectively.

Wayfinding is an integrated set of strategies that create a more accessible and inviting campus. At a high level, the north/south and east/west connections mentioned above organize the campus in a recognizable and navigable framework. These connections also establish transitions at critical gateways into campus. A well-organized framework and structure of the campus core is supported at a fine grain by uniform signage that directs people to important locations. The intent for the signage system is to be clearly visible but not distract from the visual appeal of the campus.

Pedestrian accessibility across campus must comply with ADA (Americans with Disabilities Act) requirements and universal access as desired. A more detailed accessibility assessment study may be required to understand individual building compliance with ADA. A high priority should be placed on campus improvements to increase accessibility and meet code compliance.

Adequate bicycle parking and efficient bicycle circulation are also necessary for an improved campus environment. Bicycle parking should use campus standard racks that are located near major building entrances and other important locations. Limiting vehicular traffic in the campus core creates fewer conflicts with bicycles and encourages their use. Establishing the major north/south and east/west “green” connections to the campus context will further encourage students to use bicycles with the inclusion of dedicated bicycle lanes for safety.

As the campus increases enrollment to 15,000 students, parking demand will increase accordingly. Such a demand will necessitate the use of the stadium parking area in tandem with a shuttle system, which is typical of institutions that grow to this size. This will decrease the demand to an additional 635 parking spaces, which will be met through the use of proposed parking deck structures that are located to balance the parking dispersal across campus. The increase in enrollment assumes the full build out of the Enterprise Campus, which contains internal and structured parking as part of that master plan.

PROJECTED GROWTH

STUDENT ENROLLMENT	FACULTY / STAFF
15,000	1,356

ADDITIONAL NEED

STUDENT PARKING	FACULTY/STAFF PARKING	OTHER	STADIUM / SURPLUS
1,413	319	102	1,199

DEMAND

ADDITIONAL NEED	TOTAL ADDITIONAL NEED
1,834 -1,199 STADIUM / SURPLUS	635


TECH GREEN
ENTERPRISE CAMPUS
DOWNTOWN RUSTON
SOUTH CAMPUS
RAIL CORRIDOR
AGRICULTURE FIELDS
PASTURE
RESTORED RIPARIAN ECOLOGY

LA TECH + RUSTON

A VITAL RELATIONSHIP

This master plan for Louisiana Tech was preceded by two other efforts: The Louisiana Tech University Enterprise Campus Master Plan (June 2008) and Ruston 21 Comprehensive Plan for the City of Ruston (March 2011). The Ruston 21 Plan defined a series of guiding principles for the long-term development of the community, with a particular emphasis on creating synergies between academia and commerce. Ruston 21 strives to focus energy on the core of Downtown Ruston while renewing connections to Louisiana Tech, the community, and the region.

The connections between Louisiana Tech and the core of Ruston geographically overlap at the Enterprise Campus. The Enterprise Campus presents both a symbolic and physical link as it occupies the existing void between the western edge of Downtown and the eastern border of Louisiana Tech. Because of its geography, the campus necessitates partnerships between the university and the City to improve infrastructure, create successful development, and work collaboratively to ensure long-term economic and social vitality. The Enterprise Campus Master Plan outlines the details for creating a successful development in the interest of both the university and the City with appropriate density, land use, and phasing.

The current master plan reinforces the ideas and strategies of the aforementioned documents to improve the relationship between Louisiana Tech and Ruston. The Master Plan seeks to promote economic and social vitality by facilitating the physical connections that will allow for new opportunities. Tech Green stitches the core campus to the Enterprise Campus with a powerful gesture. This connection will continue to be strengthened as the Enterprise Campus builds out over time and improvements to Dan Reneau Dr., Texas Ave. and Louisiana Ave. extend the campus environment to Downtown Ruston. Further connections to the south via California Ave., the abandoned rail corridor, and a revitalized framework for the South Campus will engage these disparate geographies of the University with the Ruston community.