

Bradley University
Institutional Facilities Master Plan

I. Background

In 1990, the City of Peoria established zoning requirements for all area institutions which necessitated preparation of a Bradley facilities institutional plan (Plan). The University's need for an updated Plan was further evidenced by a housing deficiency in the summer of 1990 which ultimately resulted in construction of a temporary dormitory. In addition, perennial parking shortages have plagued the campus and the immediate neighborhoods. These factors, and others, contributed to the mutual desire of the neighborhood and University for "meaningful dialogue."

In September of 1990, an Institutional Planning Committee (Committee) was established by the West Bluff Council. The Committee, chartered by the West Bluff Council, was established to take an active and meaningful role in advising the University in its development of an institutional plan and, in the process, to help address planning issues for the University and adjacent neighborhoods.

Each of the three neighborhoods adjacent to Bradley appointed two (2) members to the Committee. They were:

Bradley-West:	Armond Ciota
	Jim Thomas
Moss-Bradley:	Jay Edmonds
	Lee Murray
	subsequently Dave Wentworth
Uplands:	Jim Morrison
	Jan Stringer

In addition, the President of the West Bluff Council, Jerry Jackson and subsequently Jim Lytle, were asked to serve. Bradley University representatives were Gary Anna and Ken Goldin with Linda Guinn of Bradley serving as secretary to the Committee.

II. The Process

At the onset, the Committee agreed to:

- A. Review Neighborhood/University issues
- B. Identify those issues which could be addressed via the institutional plan
- C. Openly discuss the issues with the purpose of seeking meaningful and long-term solutions

To accomplish its objective, the Committee also agreed that the process should initially involve only committee members. This approach was thought best because open dialogue could occur and sensitive issues could be discussed. Further, matters of a confidential nature (particularly dealing with property) could be addressed and considered as necessary. It was the Committee's consensus that issues would best be initially addressed through Committee discussions rather than through the media. Upon identifying its best preliminary plan, the Committee agreed to then present it to the Neighborhoods for comment and input. Subsequently, the

Committee's timetable called for presentation of the plan to the West Bluff Council and, finally, through the process established by the City of Peoria.

III. The Issues

A variety of issues have been identified which include: parking, housing, zoning violations and enforcement, traffic, noise and related neighborhood irritations, recreational space for students, security, University academic and support service space, the Greenway Project, and a need for ongoing communication between the University and Neighborhoods.

Those issues which were agreed could be meaningfully addressed in the institutional facilities plan have been categorically distilled to:
a) Parking and traffic, b) housing, c) neighborhood aesthetics and quality of life issues, d) recreational space for students and e) academic and support service space.

A. Parking/Traffic

Simply stated, the age-old problem is insufficient University parking and parking deficiencies in certain areas of the campus which contribute to overflow campus parking in the Neighborhoods.

To resolve the issue, three questions have to be addressed:

1. What is the real demand for campus-related parking?
2. What is the current supply and in what form does this supply satisfy existing demand?
3. What discipline or enforcement mechanics will keep Bradley-generated parking in Bradley-supplied spaces (and out of the Neighborhoods)?

Using very approximate data and conservative estimates, the Committee fashioned a pro-forma to help establish the parking demand and deficiency of spaces. Due to the unscientific process used and the unreliability of the results, a consultant was ultimately hired (selected by the Committee). The consultant was asked to quantify demand, identify supply, and suggest solutions which could be considered.

Explicit in the process of review and consideration was a goal that proposed solutions would accommodate campus-generated parking demand and ultimately allow University-Neighborhood cooperation in development of Neighborhood parking ordinances. The University supports neighborhood efforts to develop their ordinances. Without the ordinances, any University solution will not provide the desired effects. It was also agreed upon that the University would not be held responsible for providing parking for students living in off-campus rental units.

Also, proposed solutions would hopefully be sensitive to the nature and aesthetic needs of the Neighborhoods and University and not cause traffic volumes which could compound existing safety and traffic pattern concerns.

The parking consultant, Rich and Associates, completed a parking analysis which indicates the University requires an additional 244 spaces to satisfy existing demand. The Committee has accepted this report and provided a contingency of at least 10% to reflect a parking supply shortage of no less than 270 spaces. The conclusion and recommendations of the Rich and Associates' report are attached as appendix A to this report. Copies of the complete report are available for review.

B. Bradley Housing

With the construction of the temporary dorm (Becker Hall) in 1990, the University provided 98 beds to its housing system which may need to be permanently replaced.

In addition to providing an appropriate inventory of suitable campus housing, a most pressing need is to provide housing which will appeal to students now moving off-campus and who, as a result, are contributing to congestion, unacceptable unit crowding, and quality of life concerns to the Neighborhood. The real issue is more than adding to existing housing -- it is to provide the right type of housing which will relieve Neighborhood student housing problems. Directly related, however, is the dilemma of the potential for vacant rental housing which is not convertible to single family usage or rental housing which economically will not support itself without illegal occupancy numbers.

C. Neighborhood aesthetics/quality of life issues

"The old thought that one cannot be rich except at the expense of his neighbor, must pass away. True prosperity adds to the richness of the whole world, such as that of the man who makes two trees grow where only one grew before. The parasitical belief in prosperity as coming by the sacrifices of others has no place in the mind that thinks true. 'My benefit is your benefit, your success is my success,' should be the basis of all our wealth." -Anne Rix Miltz

It will, however, never be a perfect world with a concentration of 6000 young adults within traditional residential neighborhoods. The Committee frequently acknowledged that the University will not be as prominent an institution, nor will the Neighborhood maintain or improve its character, without cooperation and consideration of the needs of each other.

The institutional plan, therefore, must recognize that the needs for long-term Neighborhood stability and institutional progress are not mutually exclusive. If nothing other than physical considerations are present, it is important that the Plan:

1. Provide an opportunity for at least 20-25 years of usefulness
2. Recognize that Neighborhood stability requires a critical mass of owner-occupied housing
3. Consider certain "quality of life" issues for both the long-term needs of students and neighbors. These concerns

include noise, improper behavior, security, and overall adherence to the spirit of zoning regulations.

D. Recreational space

Bradley has consistently recognized, but not solved, its lack of adequate student recreational space. For a student body the size and caliber of Bradley's, there needs to be access to adjacent tennis courts, outdoor basketball facilities and open space to accommodate casual activities such as softball/frisbee/football throw-and-catch activities.

E. Academic and support service space

To provide a meaningful facilities plan, the obvious space needs associated with the direct operation of the University must be considered. With the important premise that Bradley does not intend to grow in enrollment, most academic and support service space needs are manageable within current facilities. Needs, however, do exist for:

1. Academic space for the Department of Communications and related support services (i.e. television services)
2. Visitors Center to accommodate the admissions function as well as serving as a focal point for the campus visitor
3. A contingency site or sites within the campus boundary to develop currently unanticipated needs due to program or service requirements

IV. Solutions

A. Parking/Traffic

The proposed solutions to the University parking deficiency are represented in two distinct phases: a short/intermediate-term solution and a long-term solution.

1. Parking - short/intermediate-term

Through use of the consultant, Committee discussion and review, the University has identified three sources of additional parking which can be completely implemented by Fall of 1992. These sources are proposed to absorb all University-related parking demands without intrusion into the Neighborhoods. They are as follows:

	<u>Additional Capacity</u>	<u>Timing</u>
<u>Reconfigurations of existing lots</u>		
Widen Elmwood between Main & Bradley	100	Fall '92
Slightly modify Heuser and Swords lots	35	
<u>Utilization of long-term leases</u>		
St. Marks' and Newman lots	85	Done
<u>Use of on-street spaces within University district</u>		
Fredonia, College & Duryea Streets	63	available immediately
Conversion of Fredonia to one-way with angle parking on one side	<u>22</u>	Fall '92
	305	
	===	

In addition, 70 spaces will be reclaimed when Becker Hall is removed from service.

SEE ATTACHED CAMPUS PLAN - PARKING (#3)

2. Parking - Long-term

Subject to further specific study and of course financing, the ultimate solution for additional parking supply appears to rest with construction of a parking structure. The proposed structure concept would lie underground from Main Street to Bradley Avenue under what is now Elmwood Avenue. The facility, which would be at least one level underground, would be accessible only from St. James (the campus entranceway). Surface parking would be retained.

In providing this solution, there is the related effect of improving parking to the central campus without encouraging additional neighborhood traffic. The plan would also allow the University to remove campus internal parking on the ODK circle (in front of Bradley Hall). Furthermore, the additional capacity of approximately 600 spaces could allow the University to vacate Fredonia Avenue for use as a pedestrian mall and also alleviate (or eliminate) the need for ancillary lot usage of the St. Mark and Newman Center lots.

SEE ATTACHED CAMPUS PLAN - PARKING (3A)

B. Housing Solution

The University proposes to immediately study the feasibility to construct a multi-unit housing complex which could accommodate 350 to 450 students. It is currently envisioned that the site bordered by College, Underhill, Duryea Place and the Newman lot could support a six- to seven-story facility and related underground and surface parking of approximately 175 to 225 spaces. These units are envisioned to provide two-, three-, four- and five-bed complexes which will allow various student needs to be met. Kitchen, living and bath facilities will accommodate off-campus living styles.

Complexities of satisfying demand for this type of student housing at affordable prices to retain students on campus will be carefully studied. A variety of risks, such as transferring students within Bradley's housing system, or emptying neighborhood rental units will be considered in a continuous evaluation before a final decision is made. The entire project will be reviewed with an ongoing Neighborhood/University planning committee and reviewed with the Neighborhoods before submission to the City at a future date.

One of the site risks associated with the conceptual apartment complex is the proximity to St. Mark School. In the present conceptual form, the building will be placed as far North as feasible to allow for proper screening and buffering from the Parish. In addition, any parking considerations will funnel traffic to the North or West (away from St. Mark).

Also identified as a consideration are mini-dorms or group living/theme house facilities. Sites along Fredonia Avenue in an already zoned institutional district are highlighted.

SEE ATTACHED CAMPUS PLAN - FACILITIES (#2)

C. Neighborhood aesthetics/quality of life issues

This plan addresses a 20-25 year time frame which in itself should provide major benefits to the Neighborhood and to the University. The stability and certainty of future University needs can facilitate Neighborhood planning and improvements without the threat of future University expansion into Neighborhood "turf."

For the most part, the existing or proposed campus boundaries provide adequate natural (by Street) or landscape buffering. The one area of particular sensitivity is the Southern campus border from Glenwood to N. Duryea Place. The existing border involves an alleyway. When better determination of actual campus parking demand is available (after the "Shell Ordinance" is adopted by any of the neighborhoods in Fall '92), the University will commit to appropriate buffering and screening of the Fraternity/Sorority back yards. This screening could likely involve removal of some parking and therefore be timed with either replacement parking or implementation of long-term parking solution, whichever comes first. This screening would be discussed with the neighborhood and will be part of the ongoing dialogue as referenced to in Section VI, and shall include, but not be limited to, open trash dumpster areas.

The University is furthermore committed to continue to exchange information and have open dialogue with Neighborhood representatives which will hopefully lead to further improvements toward resolving quality of life issues. Many of the issues, by their nature, cannot be solved alone by a facilities plan, but rather can be complemented through addressing traffic, housing and student-related recreational needs.

D. Recreational space

The University proposes to ultimately acquire properties which will accommodate tennis, outdoor basketball and an open recreational space area for student softball, football and soccer activities. While the areas are part of traditional neighborhoods, they have been identified due to their location as complementary to the campus and as areas whose loss would least negatively influence adjacent neighborhoods.

SEE ATTACHED CAMPUS PLAN - OPEN SPACES (#4)

E. Academic and support service space

With the construction of a new residential facility, the University will have sufficient housing capacity to convert an existing residence hall to academic and support service use. Heitz Hall is expected to ultimately convert to a facility for the Division of Communications and related activities.

In addition, the University has targeted the north side of the bookstore as the location for a visitors center, accommodating admissions and providing them additional administrative space.

Future academic needs beyond those presently identified could conceivably be accommodated in the area bounded by Elmwood Avenue, Haussler Hall and the buildings adjacent to Glenwood. No specific plans currently exist for this space, but the need for contingency is paramount to the success of this plan.

SEE ATTACHED CAMPUS PLAN - FACILITIES (#2)

V. Request for input

In addition to the counsel received from the Planning Committee, there have been multiple meetings with interested parties, neighborhood associations and two open, general sessions to preview the plan and receive comment.

All of these meetings have been helpful and influential to the form of the Plan presented here.

VI. Ongoing process

Aside from the urgent necessity of developing a workable facilities institutional plan, the process undertaken during the last twelve months has reaffirmed the need for ongoing dialogue between the Neighborhoods and the University. This ongoing exchange will occur via the West Bluff Council and appropriate committees established by the Council. Annual reviews will continue, dealing particularly with parking data, to help ensure that proposed solutions are actually effective. The future housing unit, as previously stated, also will require considerable study to ensure it is adequate in addressing neighborhood student housing issues as well as University housing needs. This study and the proposed solutions will only be effective with proper neighborhood input.

The timetable attached as Appendix B further illustrates the ongoing nature of this plan and the continuing need for neighborhood advice and University/neighborhood cooperation.

Any specific questions regarding this document may be addressed to Gary Anna, 1501 W. Bradley Avenue, Peoria, Illinois 61625, phone 677-3150.

G. Anna
12/3/91



September 10, 1991

Mr. Gary Anna
Vice President, Business Affairs
Bradley University
Peoria, Illinois 18625

RE: Parking Analysis for Bradley University
R.A. #9116

Dear Gary:

This study represents the efforts of not only Rich and Associates, but the efforts of you and the neighborhood committees in both establishing the goals and objectives of the analysis, actually conducting much of the fieldwork, and everyone's diligent effort in reviewing and questioning the results.

In summary, we have calculated a current deficit of approximately 244 spaces on campus. This is based on a need at peak time of 2,138 spaces and an available supply at a 95% occupancy level of 1,894 spaces. There are 1994 on-street and off-street spaces attributable to Bradley University overall. This deficit correlated very closely with the observed occupancies for off-street and on-street spaces used by Bradley University.

In order to help alleviate the projected deficit, we have investigated the proposal of increasing the parking on Elmwood Avenue by approximately 100 spaces and strongly recommend that Bradley University continue with that plan. Additionally, there is the potential of 55 additional spaces on block 21 on an off-street parking lot and the addition of 63 on-street spaces on block faces 32A, 19C, 19D, and 21D. With these additions, there is expected to only be a 26 space deficit on campus. Other means of increasing the parking on campus would be to look at relayout and reorientation of existing parking lots, specifically lots 4, 14 and 15. Additionally, there was also the potential of pickup up on-street spaces on block face 18D.

We reviewed an option for a parking structure on campus and have found that at this time the best course of action is for Bradley University to seek the changes outlined above and continue to look for surface parking opportunities for the parking supply.

Finally, we reviewed the operations of parking at Bradley University and found that the current method of operating the parking is more than adequate and that any change to more control or limited access parking would increase the overall parking needs for the University. Therefore, going to card reader and gated parking lots is not recommended at this time.

We enjoyed the opportunity of working with you and your staff and the neighborhood committees. If there are any questions, please feel free to contact us.

Sincerely,
RICH AND ASSOCIATES, INC.

Richard A. Rich
Vice President

RECOMMENDATIONS

There is a calculated 244 space deficit on the Bradley University campus. The two purposes of this study were to; 1) determine the calculated deficit of spaces on campus and 2) provide recommendations and analysis and potential mitigating measures to help Bradley University provide the required number of spaces on campus and to decrease the reliance of on-street parking within the residential areas and its associated impacts.

The goal of removing Bradley University associated cars from residential areas is an understandable goal. However, to do so is going to require, in our opinion, the use of residential parking permits. In our experience there are both pros and cons to this system. From a positive standpoint it provides active control of the on-street, assuming enforcement can be consistent and that a majority of the residents in the area approve of the system. The negatives are however, the cost to the City which in many cases is passed along to the residents in the form of a fee to have the permits and secondly is the problem of visitors coming to the residents and not having a permit. Residents would have to obtain visitor permits and would have to go through the mechanics of giving those to the visitors. In conjunction with this is also the problem of insuring that every car on the street has a permit. In some cities a charge is place on visitor permits to the residents. Finally, one of the biggest concerns is how to provide permits for residents of building in the study area that are multi-unit dwellings, particularly those multi-unit dwellings with Bradley students.

In our experience we have seen buildings transformed to multi-unit dwellings that have not gone through appropriate zoning and therefore do not provide the required number of off-street parking spaces. However, this building, and the residents of the building would have the possibility of obtaining on-street parking permits. One way is to limit the number of permits per single family household. If a building is not single family, although zoned for such, they could only receive the limited number of on-street parking permits.

In general, though, on-street parking must remain a parking supply for Bradley University. Rich and Associates has identified 283 spaces that we consider to be Bradley University on-street spaces. Additionally, however, there are other areas that legitimately could be considered University functions and those parking spaces added onto the supply. Specifically, block face 32A on Fredonia opposite of block face 26C, there are University functions as well as fraternity and sorority buildings, and two multi-family dwellings. Continuing on Fredonia, block face 31A across from 25C is again mostly multi-family housing, fraternities and sororities. Therefore, it is the opinion of Rich and Associates that although 283 parking spaces should be considered as Bradley University supply and included in their supply count, there are additional spaces that are legitimately used by Bradley students, faculty or staff that should not be discounted.

Additionally, there is the potential for providing additional parking on the Bradley campus. In discussions with Bradley University, there is the potential of adding additional parking spaces to the campus supply. A proposal has been put forward to redesign the parking on Elmwood Avenue in the Bradley campus area. This redesign would add an additional 55 spaces to the supply. There is also the potential of adding a parking lot on block 21, which would add 55 spaces to the campus supply. Finally, on-street spaces could be added where parking is now not allowed, which would provide an additional 63 spaces to the campus. These additional on-street spaces can be found on block faces 32A, 19C, 19D, and 21D. This would result in a total add of 218 new parking spaces on campus, which would still leave a deficit of 26 spaces.

It is the opinion of Rich and Associates that additional spaces could be picked up by possibly utilizing block 18D with 16 additional on-street spaces and by reviewing the relayout of parking lots on campus now, specifically lots 4, 14 and 15. The changes that would be investigated would include reconfiguration of the parking aisles and reorientation of the parking spaces. This should, in our opinion, make up the 26 space remaining deficit.

It is important to note in the analysis that in completing the parking demand calculation and the calculation of surplus or deficit, only the on-street parking supply located within the blocks as previously identified was used. There is, however, other on-street parking that in all likelihood is used by commuting students and faculty and staff. However, the calculations for on-street spaces that are not the responsibility of Bradley University have not included these spaces. Obviously, Bradley University cannot control the parking of individuals in blocks surrounding the University, and therefore it has been recommended that Bradley University provide sufficient parking, including the on-street (283 spaces) that has been identified. It is up to others provide a program for controlling other on-street parking areas.

In the analysis for additional parking on campus, it should be noted that there is still a need for visitor and event parking, that for the most part has not been addressed by this report. It is not typical in planning for parking at a university to provide all of the event parking on campus. The rationale is that an event may only occur 10 to 20 times per year, and it is generally not good planning nor cost effective to provide all of the parking for those 10 to 20 days in an academic year. However, Bradley University should continue to look for additional parking above and beyond the needs of this report. There will also be the need in the future for additional parking when a new resident's hall is planned and built. On a conservative estimate, based upon 400 beds, there would be the potential of a need for 200 additional parking spaces. This exceeds the existing ratio of about one space for every three beds that we found in this study and has assumed one space for every two beds.

In looking at the parking options for Bradley University, Rich and Associates also considered the potential for a parking structure. Regardless of the sites identified, there are pros and cons of a parking structure option that should be discussed.

The pros for a parking structure on Bradley University are; 1) it would help to concentrate Bradley University parking, 2) it would help to add flexibility to other campus decisions, and 3) it would reduce the land area that is set aside for parking.

We feel that the second point is important. By providing parking in one location and providing that parking to be expandable, the University could make planning decisions in terms of the most appropriate location for buildings regardless of the parking options.

The cons for a parking structure are; 1) the limited number of sites, 2) the parking structure may have a negative impact on the neighborhood, 3) cost, both overall capital cost and the cost for parking, 4) the concentration of parking in one area that may impact traffic.

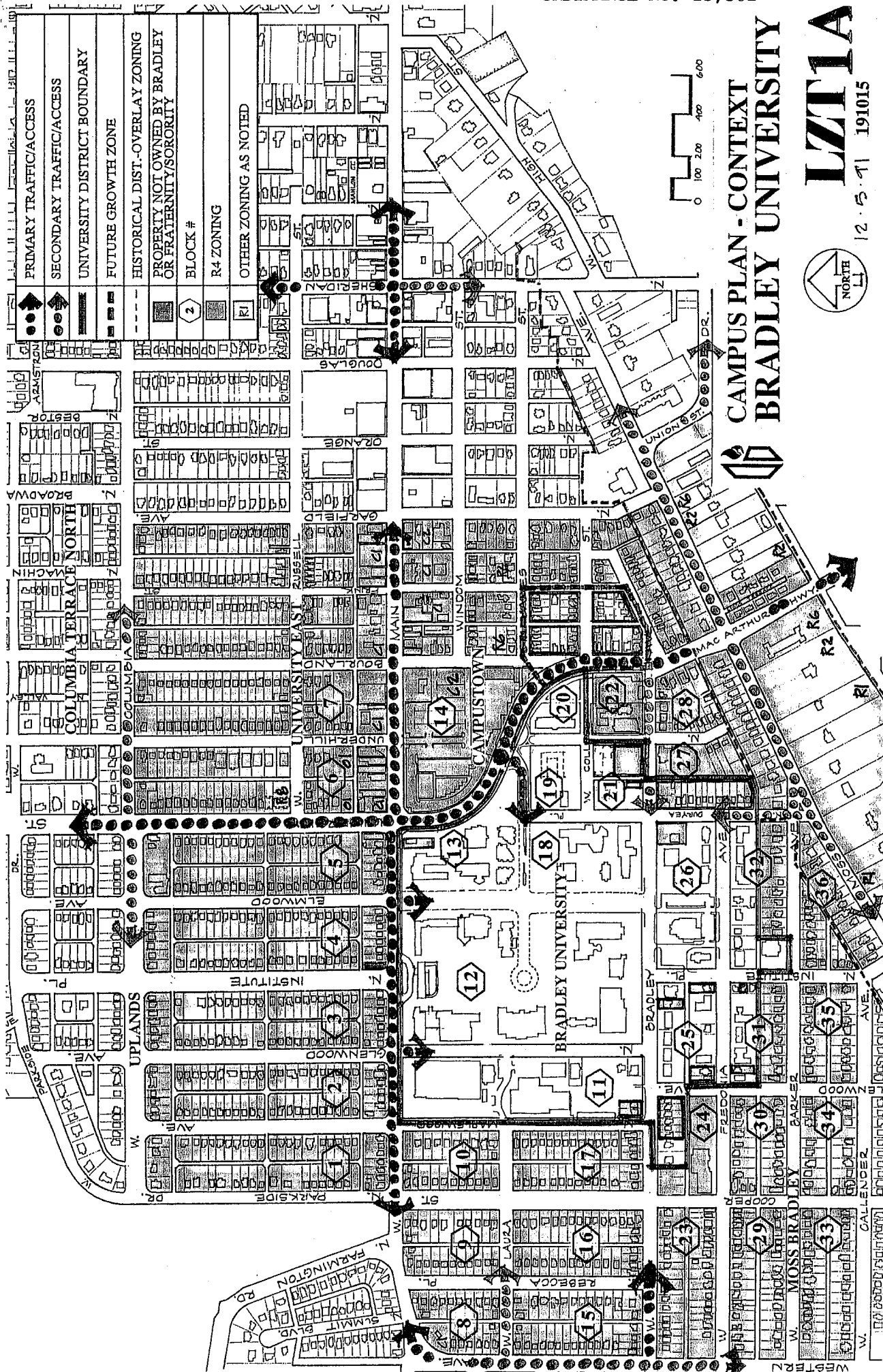
In general, it is our feeling that at this time a parking structure should not be considered at Bradley University. By adding the spaces identified above, reconfiguration and the possibility of other surface parking areas, Bradley University should be able to meet their parking goals. However, in the future, a parking facility may be considered. Sites that were investigated were lots 14 and 15, and the possibility of lot 4, all of which offer a big enough footprint to provide a reasonable parking facility.

However, each of these sites contain existing spaces, and any parking structure built on those sites would have to replace those low cost at grade spaces with expensive structure spaces, i.e. if 200 additional spaces are needed on campus and the existing surface lot has 100 spaces, 300 total spaces must be built to satisfy the net parking increase of 200 spaces.

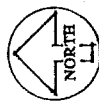
Finally, the parking operations at Bradley, which consist of open parking areas with permits required and no active controls or special assignment, is the optimum way to run the parking at Bradley as it now exists. To limit or regulate the parking any more would increase the parking needs, and therefore impact not only the University, but the neighborhood.

Bradley University
Facilities Institutional Master Plan
Approximate Timetable

<u>Item</u>	<u>Timetable</u>		<u>Subject to</u>		
	<u>Firm</u>	<u>Estimate</u>	<u>Study</u>	<u>Financing</u>	<u>Acquisition</u>
<u>Parking</u>					
<u>Short-term</u>					
On-Street	8/92				
Lease lots	done				
Reconfigure lots	8/92				
<u>Long-term</u>					
Underground structure		Commitment 1997	X	X	
<u>Facilities</u>					
<u>Housing</u>					
study	'92				
construction		'93-94	X	X	
Demolish Becker Hall		'94 or '95			
Convert Heitz		'94 or '95			
Visitors Center		?		X	
Other - contingency		?			
<u>Recreational/open space</u>					
Tennis Courts		ongoing		X	X
Basketball Courts		ongoing		X	X
Open space		ongoing		X	X
Screen Fraternities		'92-93	X		
Close Fredonia		?	X	X	



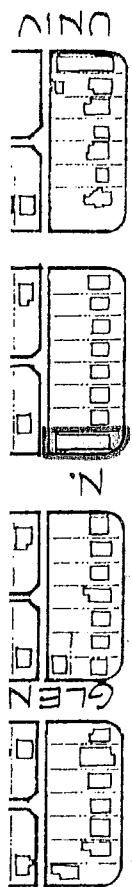
CAMPUS PLAN - CONTEXT
BRADLEY UNIVERSITY



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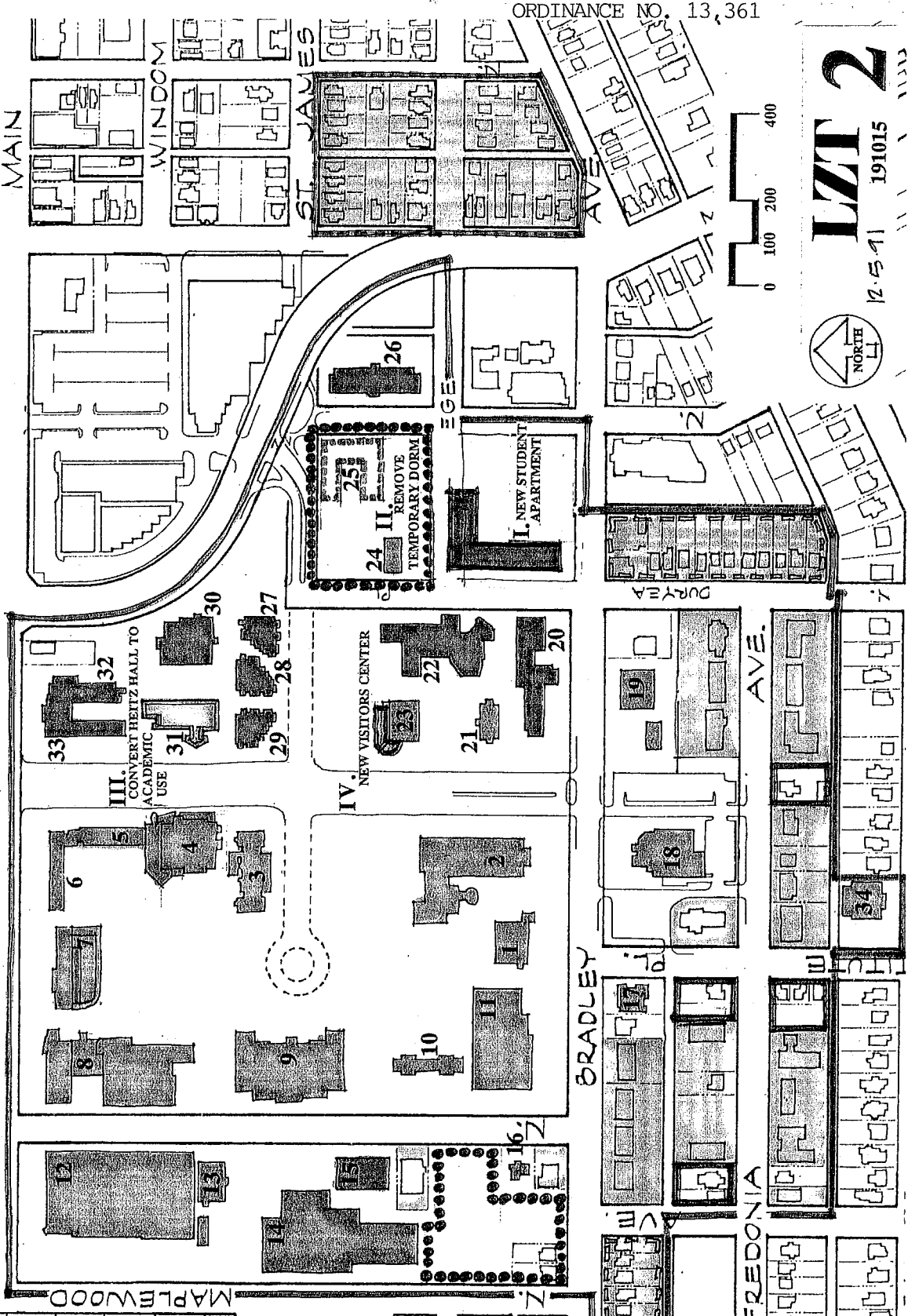
CAMPUS PLAN - FACILITIES BRADLEY UNIVERSITY



	UNIVERSITY HOUSING
	FRATERNITY & SORORITY
	ACADEMIC & SUPPORT BUILDINGS
	FUTURE MINI-DORM SITES
	FUTURE DEVELOPMENT SITE
	OPEN SPACE/RECREATIONAL SITE

AURA

1. SWORDS HALL (ADMIN)
2. OLIN HALL
3. HARTMANN CENTER
4. STUDENT CENTER
5. SISSON HALL
6. BURGESS HALL
7. BAKER BUSINESS COMPLEX
8. JOBST ENGINEERING COMPLEX
9. BRADLEY HALL
10. WESTLAKE HALL
11. LIBRARY
12. ROBERTSON FIELDHOUSE
13. HOLMES HALL
14. HAUSSLER HALL
15. MORGAN HALL
16. ALUMNI CENTER
17. CONSTOCK HALL
18. HEUSER ART CENTER
19. MACMILLAN HALL
20. UNIVERSITY HALL
21. CONSTANCE HALL
22. WILLIAMS HALL
23. BOOKSTORE
24. GARRETT CENTER
25. BECKER HALL
26. S.A.C.
27. LOVELACE HALL
28. ST. JAMES HALL
29. ELMWOOD HALL
30. GEISERT HALL
31. HEITZ HALL
32. HARPER HALL
33. WYCKOFF HALL
34. DINGLENDINE MUSIC CENTER



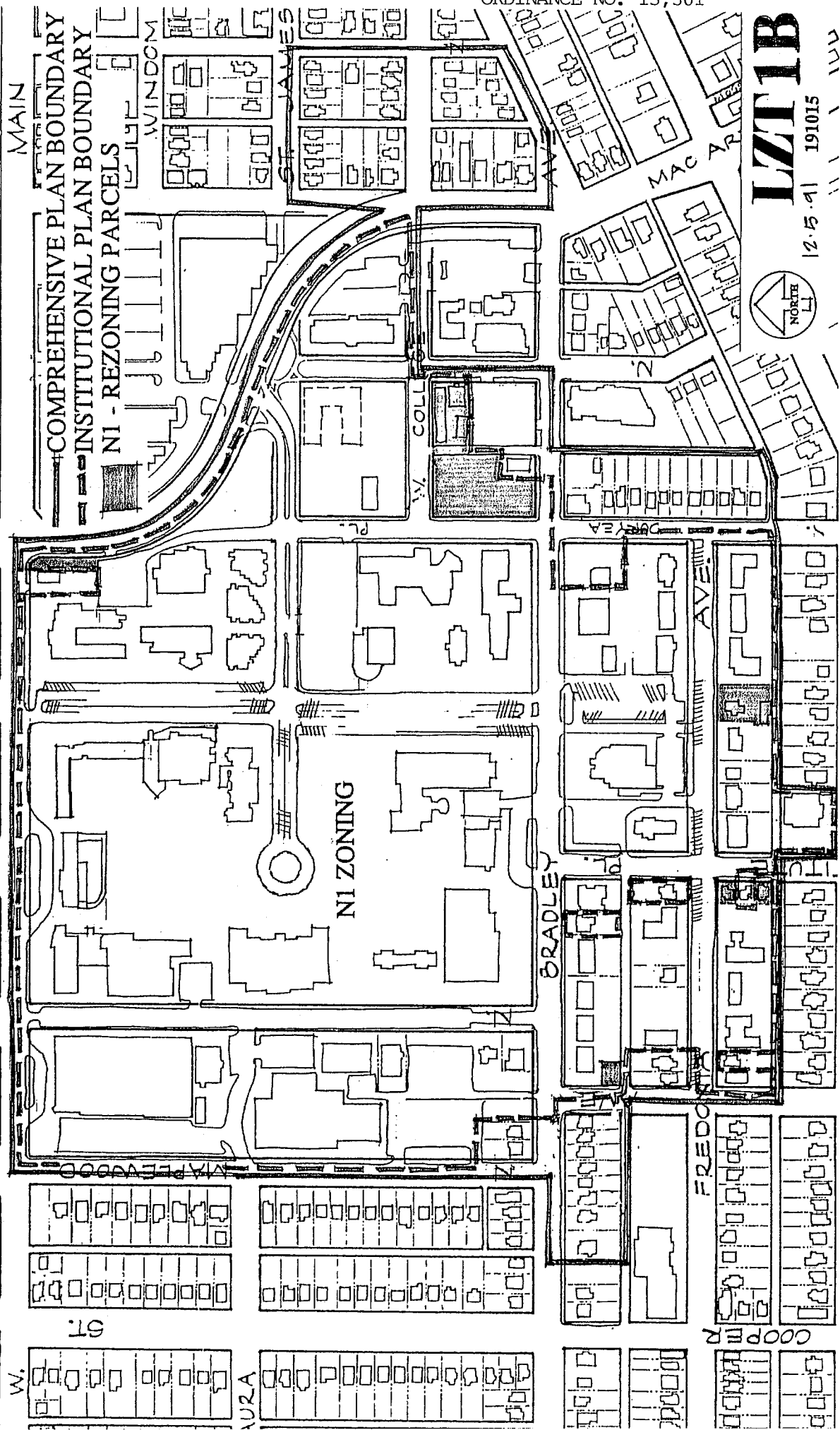
ORDINANCE NO. 13,361



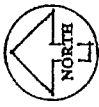
MAP 2

12-5-41 191015

CAMPUS PLAN BOUNDARIES BRADLEY UNIVERSITY



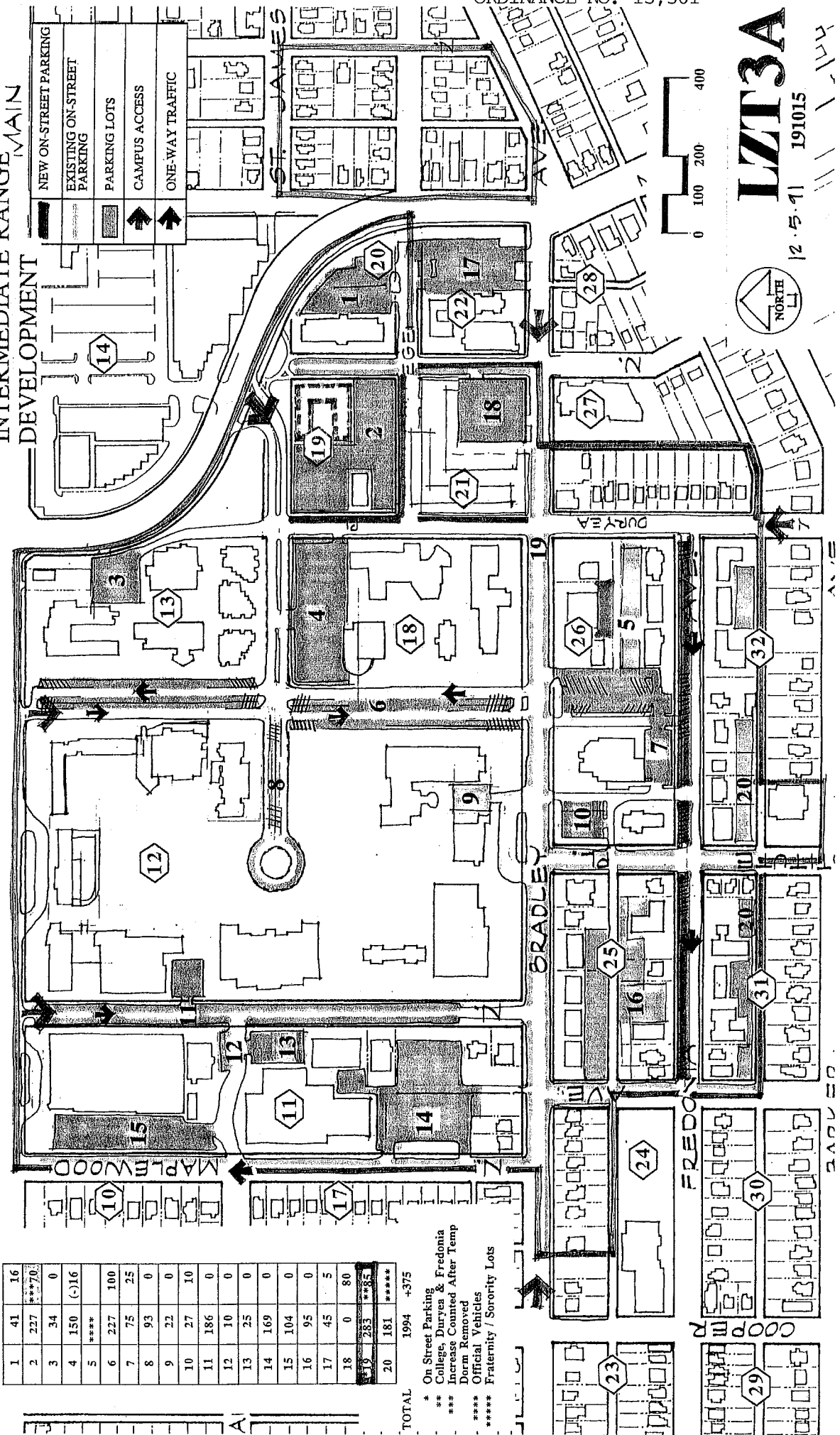
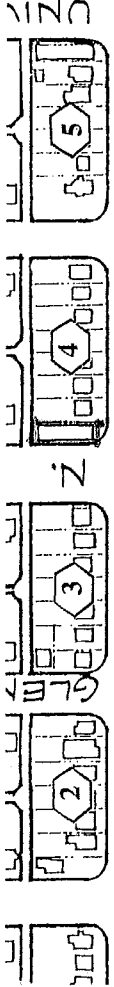
- COMPREHENSIVE PLAN BOUNDARY
- - - INSTITUTIONAL PLAN BOUNDARY
- NI - REZONING PARCELS



WMB

12.15.91 191015

CAMPUS PLAN - PARKING
BRADLEY UNIVERSITY
 INTERMEDIATE RANGE MAIN DEVELOPMENT

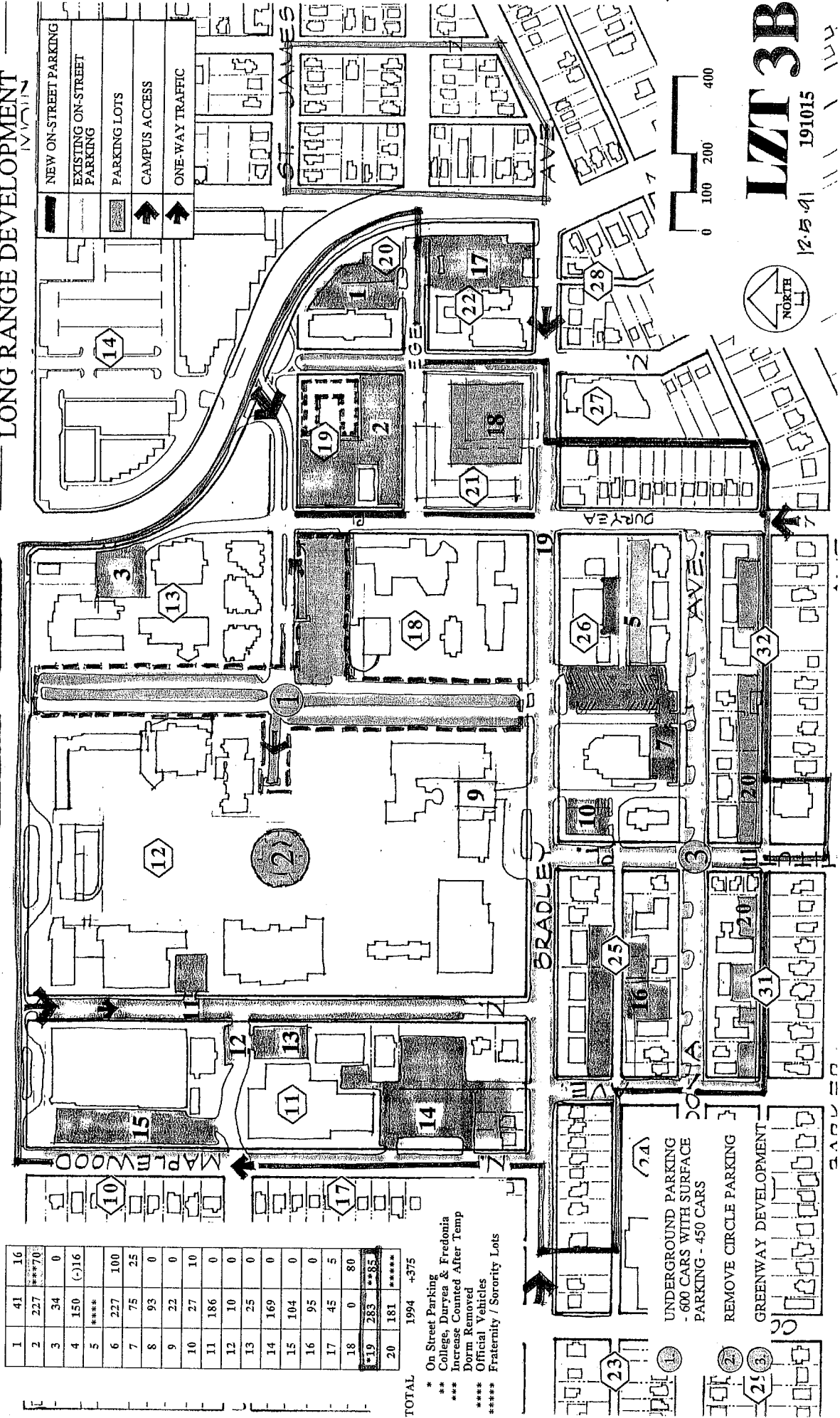


13A
 12.5.41 191015

Lot #	Spaces	Proposed #
1	41	16
2	227	***70
3	34	0
4	150	(-16)
5	****	
6	227	100
7	75	25
8	93	0
9	22	0
10	27	10
11	186	0
12	10	0
13	25	0
14	169	0
15	104	0
16	95	0
17	45	5
18	0	80
19	283	***8
20	181	*****
TOTAL	1994	+375

* On Street Parking
 ** College, Duryea & Fredonia
 *** Increase Counted After Temp
 **** Dorm Removed
 ***** Official Vehicles
 ***** Fraternity / Sorority Lots

**CAMPUS PLAN - PARKING
BRADLEY UNIVERSITY
LONG RANGE DEVELOPMENT**



LMT 3B
12.5.11 191015

Lot #	Spaces	Proposed ±
1	41	16
2	227	***70
3	34	0
4	150	(-)16
5	****	
6	227	100
7	75	25
8	93	0
9	22	0
10	27	10
11	186	0
12	10	0
13	25	0
14	169	0
15	104	0
16	95	0
17	45	5
18	0	80
*19	283	**85
20	181	****
TOTAL	1994	+375

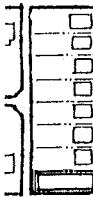
* On Street Parking
 ** College, Duryea & Fredonia
 *** Increase Counted After Temp
 Dorm Removed
 **** Official Vehicles
 ***** Fraternity / Sorority Lots

UNDERGROUND PARKING
 - 600 CARS WITH SURFACE
 PARKING - 450 CARS

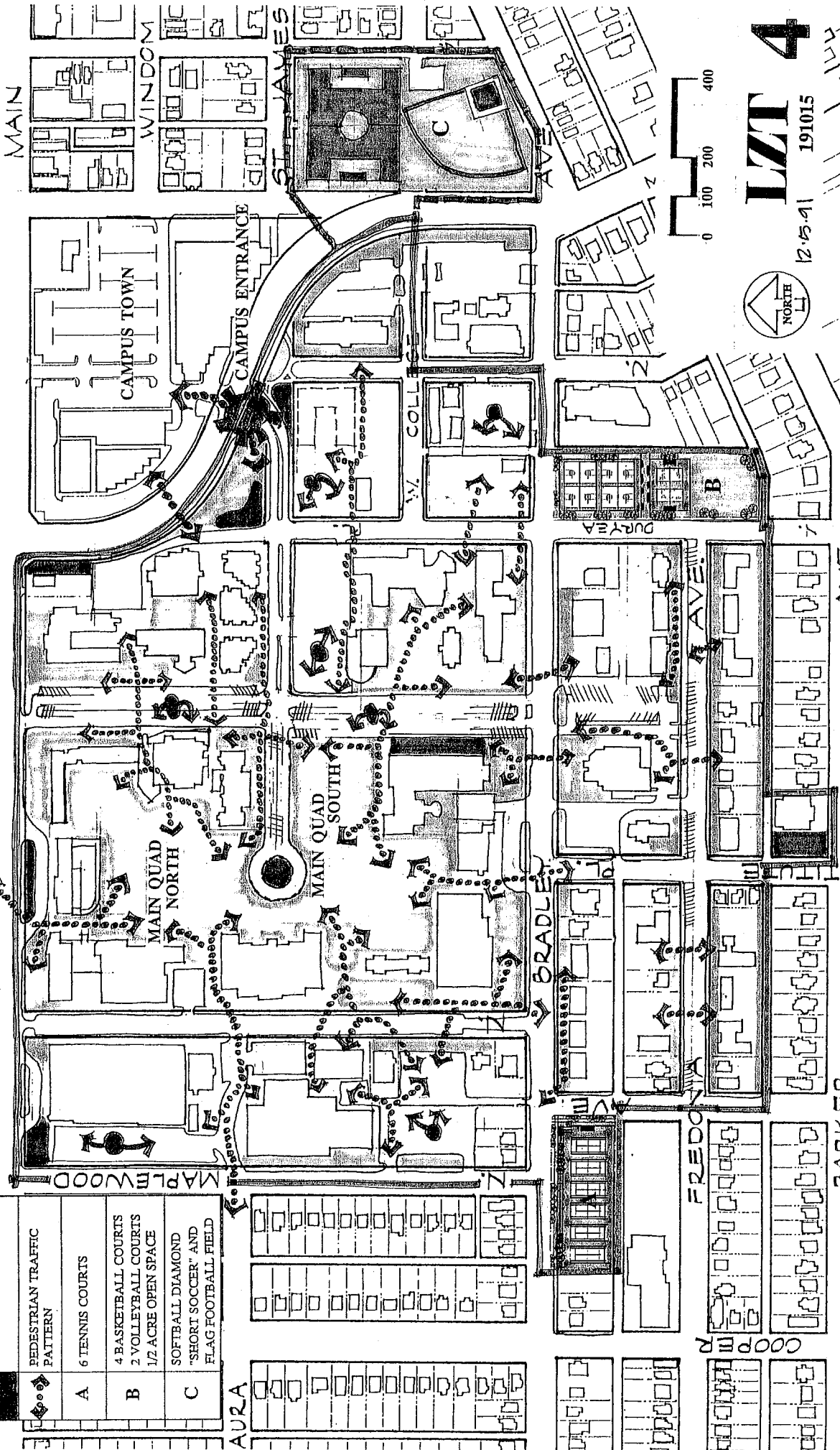
REMOVE CIRCLE PARKING

GREENWAY DEVELOPMENT

**CAMPUS PLAN - OPEN SPACES
BRADLEY UNIVERSITY**



	OPEN SPACE
	LANDSCAPE FEATURE
	PEDESTRIAN TRAFFIC PATTERN
	6 TENNIS COURTS
	4 BASKETBALL COURTS
	2 VOLLEYBALL COURTS
	1/2 ACRE OPEN SPACE
	SOFTBALL DIAMOND
	"SHORT SOCCER" AND
	FLAG FOOTBALL FIELD



LM 4

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