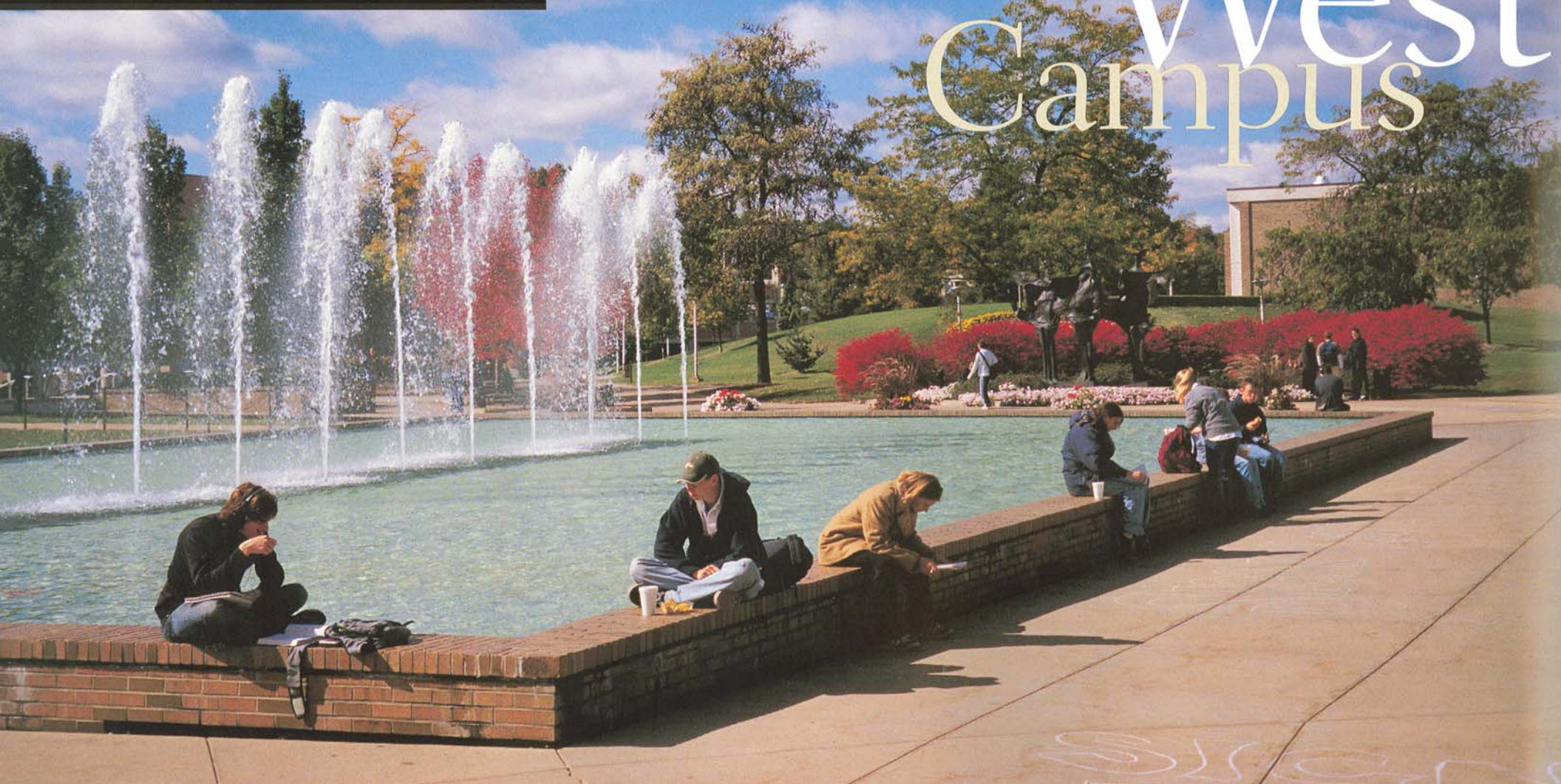


The campus is comprised of three major areas. These subcampus areas are known as West Campus, Oakland Drive Campus and East Campus. Future growth requires a careful look at the physical composition of these smaller campus areas and how they interrelate to form an integrated whole. The following recommendations apply the broader Master Plan concepts to each of the three subcampus areas.

Subcampus Recommendations

# West Campus







West Campus is the academic core of the University and the vibrant focus of student activity. Because this area has been extensively developed, planning for West Campus development emphasizes the use of infill to clarify existing patterns and to create a hierarchy of open space and pedestrian corridors.

#### Open Space and Pedestrian Circulation

West Campus includes a number of significant and sacred open spaces, including Goldsworth Valley, Goldsworth Pond, the Oaklands, the Tent Plaza and the Miller Auditorium reflecting pool and plaza. The Master Plan enhances these spaces by recommending new connecting corridors to create a continuous open space system.

- **Michigan Mall** A new central open space spine, including pedestrian walkways, plazas and a highly maintained landscape, is proposed along the West Michigan Avenue corridor. This new pedestrian mall will replace the existing four-lane road and adjacent parking lots with a core open space that connects visually from the West Michigan Avenue/Howard

Street entry to the intersection of West Michigan Avenue and North Dormitory Road on the east. The Michigan Mall will be defined by strongly articulated buildings and incorporate activity nodes, plazas and congregation areas.

- **Valley Path** The existing north-south pedestrian corridor from Goldsworth Valley to Miller Plaza will be upgraded and extended, via a bridge, to Oakland Drive Campus. The Loop Road will be realigned to the southern edge of Goldsworth Valley, and a vehicular/pedestrian bridge will elevate the Loop Road above the at-grade pedestrian path to establish a safer pedestrian connection. The open space character of Goldsworth Valley will be extended, connecting with the Michigan Mall and providing more direct access for North Valley residents to the academic core.
- **Goldsworth Valley** As noted above, the proposed Loop Road will be relocated to the toe of the slope on the southern valley edge. Pathways for pedestrians and bicycles on the western edge of the valley will link the campus to student housing. The Master Plan also recommends that buildings be removed





from the valley floor and that active and passive recreation opportunities be expanded. Intramural recreation fields in Goldsworth Valley should be relocated to the east end of the valley, at the site of the older family housing units.

### **Circulation**

**Major Campus Entries** Major vehicular entries are proposed at West Michigan Avenue/Howard Street, West Michigan Avenue/Western Avenue and Oliver Street/Stadium Drive. The primary visitor entry to campus will be located at the intersection of West Michigan Avenue and Howard Street where additional travel lanes and a rotary (at the Loop Road/entrance drive intersection) are needed to accommodate existing and anticipated traffic volumes. To maximize development potential inside the Loop Road, its alignment will be shifted westward and an entry plaza and drop-off will be created.

- **West Michigan Avenue/Stadium Drive** The campus entry at Stadium Drive can be reconfigured to more safely accommodate vehicles, bicycles and pedestrians traveling from the west and downtown by creating a perpendicular intersection. Pedestrians

can benefit from crossing Stadium Drive at the signaled intersection opposite Waldo Stadium.

- **West Michigan Avenue/North Dormitory Road** The entry at North Dormitory Road will include a drop-off in front of the Bernhard Student Center and the Oaklands. This drop-off terminates the proposed Michigan Mall.

**Internal Campus Roads** The automobile plays an important role on the WMU campus. A large number of students have automobiles and utilize them in traversing the campus. Faculty and visitor volumes also contribute to high levels of vehicular traffic.

- **Loop Road** A continuous Loop Road can be created by upgrading and extending the existing perimeter road to encircle the campus. To minimize impacts on the Goldsworth and Arcadia Valleys, and to facilitate traffic flow, irregular and tight curves will be smoothed and access to each district will be clearly identified. A dedicated bike lane is also envisioned.
- **Stadium Drive Bridge** West Campus can be linked to Oakland Drive Campus via a proposed bridge across Stadium Drive that accommodates automobiles, transit vehicles, bicycles and pedestrians.







CURRENT AERIAL VIEW (ABOVE) AND RENDERING OF THE PROPOSED WEST CAMPUS MICHIGAN MALL

