Facilities Master Plan

UPDATE

2015-2020

NWACC

NORTHWEST ARKANSAS COMMUNITY COLLEGE

Maximize Potential.
Exceed Expectations.

Produced by

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ARCHITECTURE / PLANNING / INTERIOR DESIGN

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INTRODUCTION & ACKNOWLEDGEMENTS

Introduction

NorthWest Arkansas Community College completed a comprehensive ten year Master Plan in 2004 which has served as a basis for development since adoption. In 2009, an update to the Master Plan was completed in response to growth issues. As well, a Landscape Master Plan was executed in 2006 which set forth landscape concepts to be implemented within the framework of the facilities master plan.

The current update process has entailed the study of current and long term issues impacting the design and layout of the Bentonville campus. Review of the previous master plans, assessment of current needs and deficiencies, and evaluation of longer term goals and initiatives for the future have been considered throughout this process toward formation of an updated master plan. This updated plan evolves and builds on applicable aspects of the previous facility master plan and landscape master plan with attention to elements requiring modification due to current issues and goals.

Characteristic of a Master Plan, this plan has been created with the expectation it will guide the development of the campus for the next 3 to 5 years. The plan does not serve as a static nor final solution to growth and development, but should serve as a framework and concept by which specific opportunities and needs may be considered as they emerge in the next three to five years.

Acknowledgements

The update process has been effected by the guidance and significant input of the following individuals:

Dr. Evelyn Jorgenson, President NWACC
Debi Buckley, Senior VP Administrative Services/CFO NWACC
Dr. Steve Gates, Senior VP for Learning & Provost NWACC
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Steven Hinds, Executive Director of Public Relations NWACC
Dr. Todd Kitchen, VP Learner Support Services NWACC
Dr. Ricky Tompkins, VP for Learning NWACC
Dr. Meredith Brunen, Executive Director of the Foundation NWACC
Dr. Diana Nagel, President of the Faculty Senate NWACC
Jim Lay, Executive Director for Facilities, Planning, & Construction NWACC
Jim Hall, Executive Director of Community & Governmental Relations NWACC

NWACC Board of Trustees

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Design Team

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NorthWest Arkansas Community College Mission

NorthWest Arkansas Community College is a comprehensive, public two-year college that serves and strengthens the community through learning for living.

Mission of this Master Plan Update

The purpose of this update is to study and define a campus growth concept which provides a framework for development of the Bentonville campus for the next five years and beyond. Three primary and urgent issues act as the genesis for refinement and update of the campus master plan:

i. **8th Street Extension:** Development and extension of 8th Street from the west side of I-49, across the north half of NWACC property, to intersect with Water Tower Road. Integral with the street extension is the construction of a new bridge over I-49 with new exit and access ramps to I-49. Design of the 8th Street development is currently underway and construction is projected to start in 2017. The creation of this street extension will critically impact how the campus is developed.

ii. **Railroad Property Acquisition:** The possibility exists of NWACC purchasing the railroad property which bisects the southern half of the campus property. The potential for purchase of the railroad property creates a land use issue to which the master plan must respond.

iii. **Water Tower Road Development:** With the extension of 8th Street to Water Tower Road, the Cities of Bentonville and Rogers plan to widen and develop Water Tower Road. The street development will significantly affect NWACC access to Water Tower Road and thus requires consideration in the master plan.

Mission of this Master Plan Update
(continued)

The primary task of this update is to study and define a facilities layout for the Bentonville campus. This process has not been tasked as a comprehensive master plan undertaking. The college is currently reviewing and amending its strategic plan and continues to study growth and demographic data. Some aspects of this master plan update reflect developments of the college's considerations of these planning tools. Goals were established to guide the planning process. The mission of this update process was:

- To strategically modify the master plan to respond to the creation of an 8th Street extension across the northern portion of the campus property.

- To establish a planning solution in response to the possible acquisition of the railroad property. Alternatively, establish a planning solution to the long term existence of the railroad.

- To objectively review the previous master plan and development guidelines.

- To strategically establish future potential building sites and space potential.

- To study the future potential for development of the campus property north of the 8th Street extension.

- To study and determine program and services needs as related to facility layouts, growth, and locations.

- To update the Master Plan to serve as a guideline and framework for campus growth for the next 5 years.

1. Define & Discover
The team completed a review of the merits of previous master plans, established the **assumptions** under which the update process was to take place, determined **goals** and **objectives** for this update study, and discussed the **heritage and traditions** valued by NWACC.

2. Analysis
The team macro-analyzed the campus, assessed spaces and needs, and analyzed external impacts on the campus design. (Information was gathered from the highway bridge and access designers and City of Bentonville planning officials.)

3. Idea & Concept Development
The team created and discussed the merits and deficiencies of several concepts in an effort to define elements to **Preserve, Improve, Transform, or Create**.

4. Refinement and Declaration
The team further scrutinized the solutions and developed concepts deemed the best and most appropriate solutions. Upon refinement of the details, a concept was declared the most suitable and best solution.

5. Initiatives & Implementation Approaches
Selected solutions and concepts were prioritized, phasing was studied where appropriate, and specific milestones or initiatives were defined.

6. Documentation & Drafts
Drafts of the master plan drawings were prepared for review and approvals. A master plan document recording the process and results of the master plan update was also prepared for review and approval.

7. Final Publish & Presentation

The following basic planning assumptions have been established for this update process:

• 8th Street and Water Tower Road will be expanded and will have significant impact on the NWACC master plan.

• An amphitheater is no longer an identified need. Interior performing arts spaces are in greater need and more desired by college administration, faculty and students.

• Parking capacity is adequate currently and is projected to be adequate for the immediate future (2 -3 years) due to anticipated construction of Washington County facility.

• Due to on-going planning of Washington County facility, planning issues for Washington County will not be addressed in this update. The Bentonville campus shall be the focus of this update.

The following basic planning assumptions are adopted from previous master plans:

• Classes will be scheduled 6 days per week

• The "one large building" philosophy will not continue with any new construction

• Parking will need to be multi-story in the future to conserve land

• Creative class scheduling will optimize classroom utilization rates

• Social space for students is important

• The College will continue to regionalize its programs to better serve constituents in Benton and Washington Counties

• The College will explore opportunities offered through public-private partnerships

• New buildings should be a minimum of three stories to conserve land. Any offsite facilities should be a minimum of two stories.

• The center of the main campus will be located more toward the center of the property

• The College is committed to preservation of its natural resources

The following basic planning assumptions are adopted from previous master plans and have been amended to reflect current campus environment, conditions and rational:

• Growth rate: At this time, enrollment is at a leveling period until new growth strategies are implemented or external factors influence growth.

• Maximum classroom size: 24 to 30 students is the set classroom size range, but needs to remain flexible. Not all classrooms should be built the same, some may need to be built for 45 - 60. Varying designs to accommodate different learning styles should be considered.

• Landscape and hardscape exterior space between buildings is as important as the buildings themselves for comfort and socialization.

• Full Time Equivalent (FTE) and Student Semester Credit Hours (SSCH) are level and currently not trending significantly upward.

• An estimated 40% of NWACC students reside in Washington County, and NWACC is currently in process of planning a new facility in Washington County.

The following plan shows the state of the existing main campus in Bentonville as of the undertaking of this master plan update.

The current property can be divided into four land tracts:

Tract One (south of railroad)	36.07 Acres
Tract Two (immediately north of railroad)	40.52 Acres
Tract Three (Shewmaker Center)	16.34 Acres
Tract Four (north of wooded nature areas)	34.16 Acres
Area of Overall Property	127.09 Acres

Existing facilities on the main campus include:

Burns Hall (±181,000 sqft.)
Becky Panietz Student Center (±82,000 sqft.)
Parking Deck (800 vehicles)
Shewmaker Center for Workforce Technologies (±42,000 sqft.)
Shewmaker Center for Global Business Development (±43,000 sqft.)
Melba Shewmaker National Child Protection Training Center (±17,000 sqft.)
Health Professions Building (±80,000 sqft.)
Physical Plant Building (±12,000 sqft.)
Central Energy Plant (±3,200 sqft.)

Existing Campus Plan

SCALE: 1″=300′-0″
at 11″ x 17″

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A basic aspect of campus planning is to consider major utility corridors. The following plan identifies major utility locations on campus. Care has been taken to avoid structure development over or near these utilities.

Existing Major Utilities

SCALE: 1"=300'-0"
at 11" x 17"

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During the analysis phase, NWACC and the design team assessed and reviewed the issues which were to inform the process and design of the master plan update. Below are the factors, observations, data, and conclusions.

Challenges, Informing Factors & Observations:

East / West Railroad

The existing east/west railroad which runs parallel to NWAC Blvd. is a bisecting element dividing the southern portion of the campus. NWACC continues to negotiate a potential purchase of the railroad property running through the campus, however several unknowns remain in realizing the purchase. The following are the challenges and issues discussed with regard to the railroad:

- The railroad presents a safety challenge
- The railroad is a "barrier" element inhibiting development of the campus core.
- The railroad impedes pedestrian travel from the southern campus sector (Burns Hall, Student Center, Parking Deck) to the Shewmaker buildings and Health Sciences buildings.
- The railroad presents an aesthetic challenge to the campus setting.

NWACC SE Blvd.

- Parallels the railroad and magnifies the safety challenge, pedestrian travel, and campus core development represented by the railroad.
- Heavily used by Shewmaker Center vehicles leaving and accessing Water Tower Rd.
- Utilized by Mercy clientel also to exit and access Water Tower Rd. (by agreement)

Challenges, Informing Factors & Observations:
(continued)

8th Street Extension

The extension of 8th Street from the west side of I-49 across NWACC property will bisect the northern portion of the campus property. The following are the challenges and issues discussed:

- Raises urgent planning concerns for NWACC
- NWACC will soon be "boxed in" by I-49, Hwy 102, Water Tower Rd., and 8th Street. Vehicular campus entries and exits need to be carefully studied in relation to the master plan.
- The college is concerned that Eagle Way will become a "thru-way" for traffic between the new 8th street and Hwy 102 and wishes to avoid this result.
- General understanding by NWACC is that 8th street development is to be completed by 2017. Design is slated to be completed later this year. Section of 8th Street may be completed prior to interstate overpass and ramps.
- Native green space shall be protected and the plan shall show concepts which do not disturb the established green space and tree grove.

Water Tower Road Widening

Water Tower Road is scheduled to be widened to four lanes, with a median or turn lane. It will be the major connection to 8th street from Hwy 102. It is understood by NWACC that this is to occur within the next 2-3 years. The following are challenges and issues discussed:

- NWACC access to Water Tower Rd. from existing parking deck needs to be considered.
- NWACC will most likely need to achieve future access to Water Tower further north of NWACC Blvd.
- Mercy Clinic assisted in the construction of Eagle Way and NWACC SE Blvd for the purpose of giving their patrons the ability to access Water Tower Rd. in order to access a signaled left turn to Hwy 102 in effort to alleviate left hand turning traffic at Eagle Way and Hwy 102.

Sound Trespassing Issue

Arkansas Highway and Transportation Department (ADHT) has completed a sound study per federal highway regulations and has concluded there should be no sound abatement / attenuation required for the project. (NWACC may pursue their own sound study to document current sound levels prior to interstate bridge and ramp construction.) There is concern on the part of NWACC that sound trespassing may be an issue at the Shewmaker buildings, considering 8th Street will be elevated about 25 feet above existing grades at the new overpass.

Challenges, Informing Factors & Observations:
(continued)

Campus entries / gateways

- There are existing challenges exiting campus (and entering) at Hwy 102.
- Left (east) onto 102 from Eagle Way or College Drive is nearly impossible during high volume traffic periods, which occurs the vast majority of a day.
- Turning north / south onto Water Tower Road from the parking deck exit/entry is difficult during high volume periods.

Shewmaker buildings

- More classes are being offered in the Shewmaker buildings which will equate to greater foot traffic to Shewmaker buildings.
- Shewmaker centers have credit and non-credit classes and events. The centers host a high volume of events which bring the public to campus resulting in periods of high vehicular traffic moving from Hwy 102 or Water Tower Road to the Shewmaker centers.
- Shewmaker buildings / Walmart Auditorium feel "disconnected" from Burns & Student Center.

Additionally:

• NWACC is in progress with a classroom utilization study which will help inform future classroom space needs.

• Public transportation to campus should be considered, including where stops will be as the campus develops and how pathways will be planned to connect to key campus elements.

• Additional parking capacity per observation seems adequate at present campus enrollment and use load, but may become inadequate when the Adult Education program moves to the NWACC main campus. New parking is indicated at the southern edge of the parking lots at the Shewmaker centers.

• Access to/from Hwy 102. Many vehicles enter Mercy facility and cut over on NWACC parking lots to Water Tower.

• It is the understanding of NWACC and SCM that the City of Bentonville is considering a pedestrian tunnel under 8th Street for access to the northern campus property.

Challenges, Informing Factors & Observations:
(continued)
• Campus Walking Trail / Bentonville-Rogers Trail System: both promote after hours use of campus grounds - lighting and safety are issues to be considered.

• 8,600 students may place current facilities at maximum use capacity. Building of Washington County facility will represent some reduction in use of main campus (Wash. Co. enrollment is ±16% of total enrollment). NWACC is in progress of a classroom utilization study. Current NWACC credit enrollment is about 8,200 students with another 6,000 students taking non-credit or personal enrichment courses over all campuses.

Deficiencies Identified:

Sidewalks are lacking:

- Eagle Way has limited or no sidewalks
- No connection from NW campus to Burns Hall / Student Center
- Connections between Health Professions, Shewmaker buildings, Student Center and the National Child Protection Training Center (NCPTC) are weak.

Additionally:

• Shewmaker Buildings, NCPTC and Center for Health Professions building feel "isolated" or "disconnected". They are difficult to access from the Student Center and Burns Hall by walking.

• Generally, exterior spaces and sidewalks can be harsh, with little protection from sun and wind.

• South Entrance to Burns Hall

- Currently houses Public Safety, and Library (first thing you see)
- Does not orient visitors (way-finding connection with the rest of campus is lacking, particularly in locating student services).

• Nursing students have inconvenient access to Student Center for food, advising, financial services.

• Due to growth, the campus has limited areas for casual student gathering.

• Campus way-finding / signage needs improvement. There is not a consistent or strategic signage system.

Merits Identified:

• Exterior plaza between Burns Hall and Student Center is nice, and a large number of students utilize it well.

• Students make heavy use of first floor of Student Center for casual gathering.

• Existing facilities present a high quality, clean, well maintained image from both exterior and interior perspectives.

• At present, parking is adequate during all periods of the day.

• Existing grounds and landscape are well maintained and present a pleasant atmosphere.

• Since seating has been provided at the south entrance to Burns Hall, it is well utilized by students.

Needs Identified:

• Events space adequate for holding graduation and event leasing.

• Adequate performing arts space / center.

• Fine arts space / art gallery.

• More casual spaces for students to study, chat, socialize, rest between classes. (Gathering spaces)

• Library space: A more campus central location is desired. The model and needs of the college library are changing. The concept of an "Academic Commons" is being considered; a technology driven space for collaborative and project oriented gathering with fewer book stacks. It is not anticipated the library space need is large enough for a stand alone building.

• Food service- How can food service be made more accessible, particularly to the northwest area of campus?

• Wireless Internet (or Wi-Fi) service in outside spaces is desired.

• Additional *student charging stations* for digital devices are needed.

• Adult Education/ESL: NWACC has researched the viability of continuing to lease program space off campus or to build on campus (if needed) to assure enough space to integrate these programs into the Bentonville campus facilities. It is generally believed these programs need to be integrated on to campus in some way. It has been determined that the Adult Education program will move from off-campus leased property to the Shewmaker Center for Workforce Technologies.

Planning Concepts Identified:

In the course of developing preliminary schemes for the master plan, the following conclusions for the design of the master plan were identified by NWACC:

• A campus core developed with buildings formally placed around a quadrangle type sidewalk system with formal, densely populated landscaping beds juxtaposed to large lawn areas is desired. The core should be developed over a period time with phases feeling "complete"; though may not represent the complete master plan.

• The future structure at the north end of the quad should be a formal, more monumental structure.

• Locating the Arts / Events Center on the east side of the campus quad, north of the existing parking deck, visible from Water Tower Road, is most desired location.

• The concept of a bridge from the existing south parking deck to a Fine Arts / Events Center is desirable as it provides an immediate parking solution as well as an accessible route (A.D.A.) across the railroad.

• An element or elements on Eagle Way such as a roundabout or enhanced pedestrian crossings are desirable to slow vehicular traffic and promote student safety.

• Signalized access from campus to arterial streets is needed now and in the future.

• A vehicular artery is needed on campus to move traffic from the Shewmaker buildings and the Mercy facility east/ west across or around campus to access Water Tower Road and/or 8th Street.

• A "loop" road on campus south of 8th street is a desirable concept to move traffic east/west on campus.

Planning Concepts Identified:
(continued)

• Extension of Eagle Way St. to a traditional intersection with 8th street is:

i. Technically extremely difficult if not impossible due to street design parameters influenced by the height of the interstate bridge and the anticipated traffic volume on 8th Street.
ii. Most likely not desirable as it may inadvertently increase use of Eagle Way as a "pass through" street.

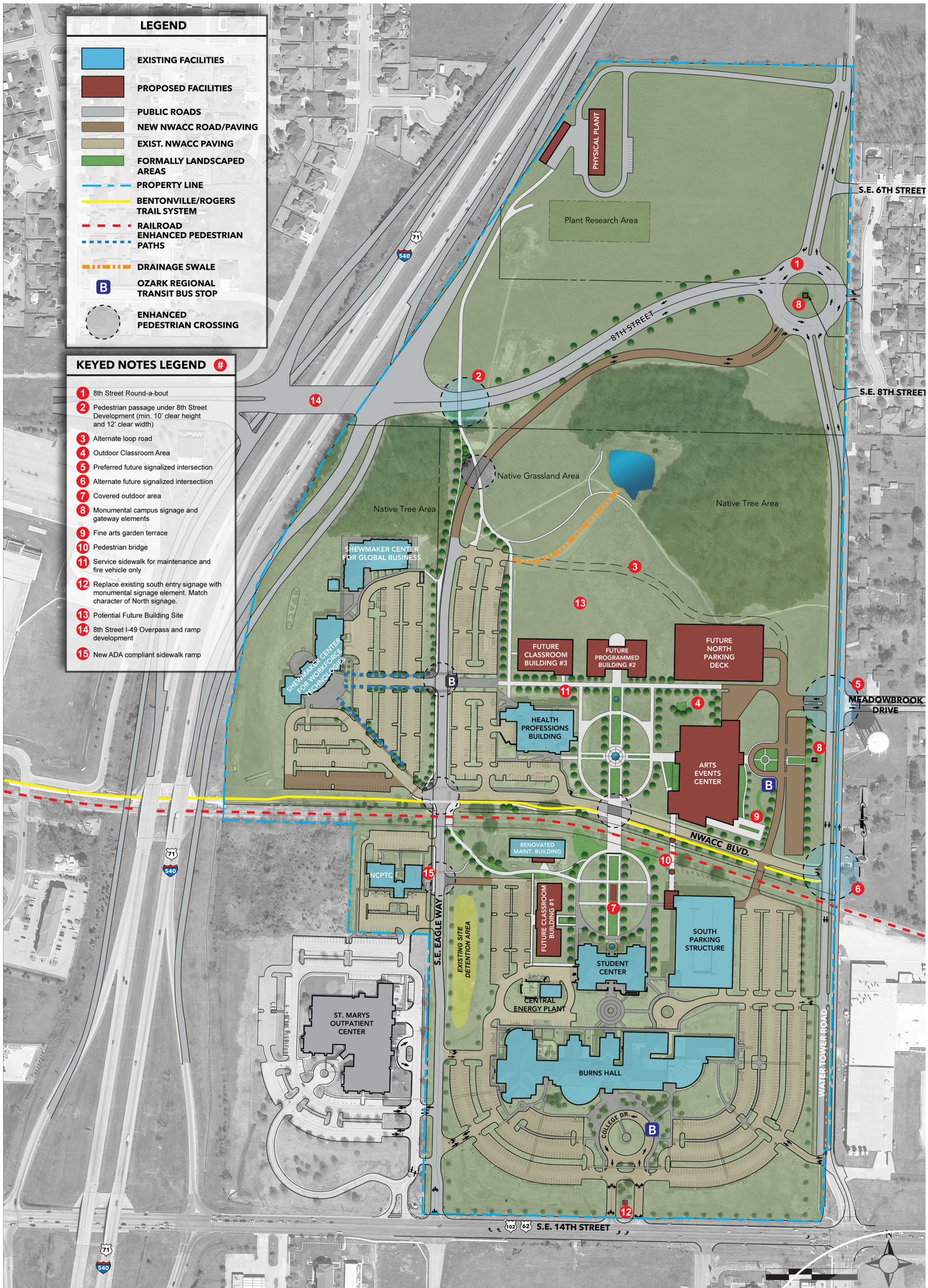
• For the future, a strategy is needed to conveniently move vehicular traffic from the campus south of 8th Street to the future campus area north of 8th Street.

• At some point in the near future, the existing maintenance facility needs to be relocated.

The NWACC main campus is at the threshold of major events which will greatly impact the future development of the campus. The extension of 8th Street by the City of Bentonville across the northern quadrant of campus property, recent developments raising the potential for NWACC to purchase the railroad property bisecting the campus, and the widening of Water Tower Road are three primary and urgent issues acting as the genesis for refinement and update of the campus master plan. The significant impact of these issues and the development of other agents of change mandate a study and review of the master plan to enact revisions which appropriately respond.

Considering the position of the railroad as a major bisecting element on the campus property, and in consideration of developments which greatly heightened the potential for purchase of the railroad, a unique planning response was generated to respond to the two different railroad scenarios which may occur in the future. The primary Master Plan Update was created based on the premise that the railroad may remain in place well into the future. An **Alternate Scenario A** master plan was created to consider the campus should the purchase of the railroad property be realized in the near future. The drawings presented herein essentially offer two scenarios – a campus with the railroad remaining, and a campus without the railroad, should it be purchased and demolished. The plans are developed to pose congruent core options that are somewhat interchangeable with other design elements which may be developed regardless of the railroad status. In effect, elements of **Alternate Scenario 'A'** are capable of being implemented should elements of the primary master plan be realized prior to purchase and removal of the railroad.

An important value expressed throughout this process is that each phase or initiative of implementation be accomplished such that the resulting condition feels "complete", though the entire master plan may not be built out to completion. A primary concern of the existing state of the campus is that the exterior environment, though developed congruent with the established master plan, feels disconnected and "unfinished". This master plan update endeavors to provide a designed framework which can be phased or initiated in elements which provide positive evolution with connectivity and a perceived level of completion at each interval of development.



Master Plan Update

SCALE: 1"=300'-0"
at 11" x 17"

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Master Plan Update:

The Master Plan Update was created via the process, analysis and factors outlined in this document. The following have been incorporated into this master plan update:

1. Facilities

Existing facilities on the main campus:

Burns Hall (±181,000 sqft.)
Becky Panietz Student Center (±82,000 sqft.)
Parking Deck (800 vehicles)
Shewmaker Center for Workforce Technologies (±42,000 sqft.)
Shewmaker Center for Global Business Development (±43,000 sqft.)
Melba Shewmaker National Child Protection Training Center (±17,000 sqft.)
Health Professions Building (±80,000 sqft.)
Physical Plant Building (±12,000 sqft.)
Central Energy Plant (±3,200 sqft.)

Future Facilities incorporated on the master plan update:

Building	Footprint	Classroom Potential*	Notes
Arts / Events Center	65,000 sqft		
Future North Parking Deck	42,000 sqft		800 vehicles
Future Classroom Bldg. 1	18,000 sqft	10 / floor plate	
Future Program/ Classroom Bldg. 2	20,000 sqft	12 / floor plate	
Future Classroom Building 3	20,000 sqft	12 / floor plate	
Future Maintenance Facility	±15,000 sqft		
Renovated Maintenance Building	±10,000 sqft		

*Classroom potential calculation based on average classroom size for 30 students within floor plate square footage at 20% efficiency. Actual classroom count will be dependent upon building design and plan efficiency.

1. Facilities

Future Facilities incorporated on the master plan update:
(continued)

Arts / Events Center:

NWACC has a need for a large auditorium space for performing arts and events. It is anticipated the center would encompass a large formal auditorium with multiple adjacent multi-purpose spaces and space for a fine arts gallery and outdoor garden space. Such events as graduation, large student body events, music performances, and community events will utilize the facility.

Locating the center on the east side of campus adjacent to Water Tower Road presents several advantages:

• The location gives the facility prominent street presence with a visual connection to the community, as well as making it convenient for visitors to locate and access the facility.

• The structure is located just north of the South Parking Deck, allowing utilization of the existing deck for major events immediately upon opening of the Events Center.

• Pedestrian Bridge: A key advantage is the opportunity to construct a pedestrian bridge from the South Parking Deck to the Events Center. The bridge will serve a dual purpose. It will provide covered access from the parking deck to the center for students and patrons, as well as serve as a safe and A.D.A. compliant means for persons with mobility needs to cross the railroad. The design shall be created in a manner allowing the bridge to be accessible during all campus open hours even when the Events Center may be closed.

• If, at the time of construction, it is deemed additional parking is required, the future north parking deck may be constructed such that both decks are located near the Arts / Events Center, as well as allowing the parking decks to serve the north and south ends of the campus core.

• Several vehicular access points to Water Tower Road may be created versus attempting to move event traffic east/west across the campus if the structure were to remain in the previously planned location near the Shewmaker buildings. With the widening of Water Tower Road, event traffic will have the advantage of moving north to 8th Street, or south to Highway 102.

1. Facilities

Future Facilities incorporated on the master plan update:
(continued)

Future North Parking Deck:

This location is desirable for a future parking deck as it is located at the northern end of the campus core allowing the deck to serve both the northern end of the campus as well as the Performing Arts / Events Center. The location also presents an opportunity for direct access to Water Tower Road for efficient movement of vehicular traffic during major events. The footprint is similar to that of the existing South Parking Deck with the anticipation that the deck may be constructed in a similar manner to serve approximately 800 vehicles or a quantity as determined at the time of construction. A north core central mechanical plant may also be included in the construction of the parking deck depending on remaining capacities of the existing Central Mechanical Plant at the time of construction.

Future Classroom Building 1:
Building site is desirable for a future general education classroom building to be constructed as growth and need may dictate.

Program / Classroom Building 2:
Located at the north end of the core, the building site is desirable for a formal, monumental building mirroring the Student Center at the south end of the quadrangle. This location may be suitable for a building constructed for a future specified program or purpose.

Future Classroom Building 3:
Building site is desirable for a future general education classroom building to be constructed as growth and need may dictate.

Existing Physical Plant Building:
For the near future (3 – 5 years), it is assumed the existing maintenance facility can be relocated to the future location shown on the updated plan. It is anticipated the existing structure will be renovated and utilized to relocate Public Safety offices or another department because the structure will be centrally located as the campus grows. It should be noted that additions or future buildings placed on this site will require detailed coordination of several utilities located at the site as well as geotechnical considerations due to the existence of a back filled pond on the west side.

Future Physical Plant Facility:
Facility is located at the far northwest corner of the property. This location is a "least desirable" site for academic building development. It

Future Facilities incorporated on the master plan update:
(continued)
is anticipated maintenance vehicles can access the campus core via the pedestrian tunnel planned to cross below 8th Street. The facility will require a site layout which allows an eighteen wheel semi truck to enter and exit the site for the delivery of packages and freight.

Plant Research Area:
The plant research area will be located at the north area of campus where it is conveniently located near a path from the 8th Street pedestrian tunnel.

2. 8th Street Extension / Water Tower Road Development

8th Street Extension:

The City of Bentonville is extending 8th Street to Water Tower Road. The extension project includes a bridge and access ramps at I-49. The proposed design for 8th Street per this master plan update is based on the following assumptions and concepts:

• NWACC is dedicated to protecting the native tree grove and nature space located on campus. Therefore, it is imperative the 8th street extension curve northward around the tree grove.

• Due to the road slope required coming down from the I-49 bridge, the required curve radius of the road, and the design speed for the street, a traditional "T" intersection with SE Eagle Way Street is most likely not technically feasible. Also of concern is the potential traffic queing (or back up) from the signalized intersections at the bridge as well as at the Water Tower intersection (should a signal be located there.) Additionally, NWACC has great concern that a traditional intersection of Eagle Way and 8th Street would increase the likelihood that Eagle Way would be utilized as a "through" street between Highway 102 and 8th Street.

• Roundabout Intersection at 8th Street and Water Tower Road: The roundabout intersection will allow for the continuous flow of traffic lessening the potential back up of north bound traffic on Water Tower Road and east bound traffic on 8th Street. The roundabout also allows SE Eagle Way Street to be extended to the roundabout giving NWACC and the Mercy medical facility traffic access to 8th Street and Water Tower Road.

• The roundabout design must be designed of an adequate size to accommodate 18 wheeled trucks accessing I-49 to and from FM Corporation located on Water Tower Road.

2. 8th Street Extension / Water Tower Road Development:
(continued)

• A pedestrian tunnel will be constructed by the City of Bentonville for access to NWACC's property north of 8th Street. The tunnel shall be constructed so that it allows access for Physical Plant vehicles to reach the south end of the campus. The anticipated clear dimensions of the tunnel are 10 feet high and 12 feet wide.

• It is anticipated 8th Street will be four lanes.

Water Tower Road Development:

With the extension of 8th Street, the City of Bentonville (and Rogers) will widen Water Tower Road to four lanes with a possible center median or turn lane. As NWACC grows, a signalized intersection will be needed for students and patrons to access Water Tower. Two locations are anticipated with the City's preferred location being at Meadowbrook Drive. The alternate location may be at NWACC Blvd., however this location requires further consideration as it is recommended NWACC Blvd. be abandoned if the railroad is purchased and removed.

3. Railroad

The railroad bisects the core of the campus and represents a safety concern and impediment to both a walking connection and a visual connection between the southern half and northern half of the campus core. There is a possibility of NWACC purchasing the railroad property which bisects the southern half of the campus property. The master plan update presents a solution which assumes the railroad will remain existing in the near future (5 to 10 years). The **Alternate Scenario 'A'** plan sets forth a congruent plan which anticipates purchase and removal of the railroad.

4. Campus Core / Quadrangle

The campus core continues to take on the predominant concept of the previous master plan with modifications to address the current issues. As established in the previous master plans, a well landscaped campus presenting a pleasant academic environment is a key value of NWACC. A campus core well connected with convenient pathways between buildings is also key to creating an environment convenient to students. The following are key elements of the planned core:

• Quadrangle: In this plan update, the oval concept has been enhanced with traditional quadrangle elements in effort to create a setting which enhances community, connection, and comfort. The use of longitudinal and crossing sidewalks achieve a greater degree of connection which has been deemed lacking.

4. Campus Core / Quadrangle
(continued)

• Railroad and Street Crossing: The intersection of the railroad and NWACC Blvd with the campus core is focused on a single point of crossing as indicated on the plan. The railroad crossing will require scaled crossing gates for pedestrian crossing. The street crossing zone is proposed to be enhanced with greater lighting, raised or textured paving of a contrasting color and signage.

• Compressed Core: This plan update compresses or shortens the north/ south length of the campus core in effort to create a more intimate proportion. The shortened core also addresses the connectivity issue as it shortens walking distances and compacts the space to promote a more human scale for comfort and the promotion of community. Additionally, the plan creates greater density promoting efficient land use leaving property north of the core (south of the new 8th Street) for a block development of future academic buildings further into the future.

• Landscape: Landscape elements in accordance with the Landscape Master Plan concepts shall be formally established adjacent sidewalks. Trees, benches and shade structures shall be utilized to create moments of shade and opportunities for outdoor student gathering.

• Water Elements: The use of circular water feature fountains is also indicated to create continuity with the existing campus features.

• Buildings: Academic buildings developed around the quadrangle should have multiple prominent entry points to serve students and faculty entering the building from various directions on campus. Building facades fronting the quadrangle should address the core in a formal manner with remaining facades designed with a 360 degree approach giving equal aesthetic value to each and avoiding a "back of building" presentation on a given façade.

• "Bookend" Concept: With the established and iconic presence of the existing Student Center at the south end of the core, this master plan sets forth the development of a formal structure at the north end of the core on axis with the Student Center which "bookends" the core with a structure of similar formal geometry and massing.

• Technology: An amenity highly valued by students is the establishment of wireless internet (Wi-Fi) 'hot spots' and electrical power for charging personal technology devices. Such infrastructure is desirable at key outside gathering points established by the placement of shading structures, benches, and various landscape features.

5. Vehicular Traffic Circulation

A key component of this master plan update was determining efficient vehicular traffic flow given the coming 8th Street extension, possible railroad acquisition, and future quadrangle development. Following are key assumptions and concepts set forth in this master plan:

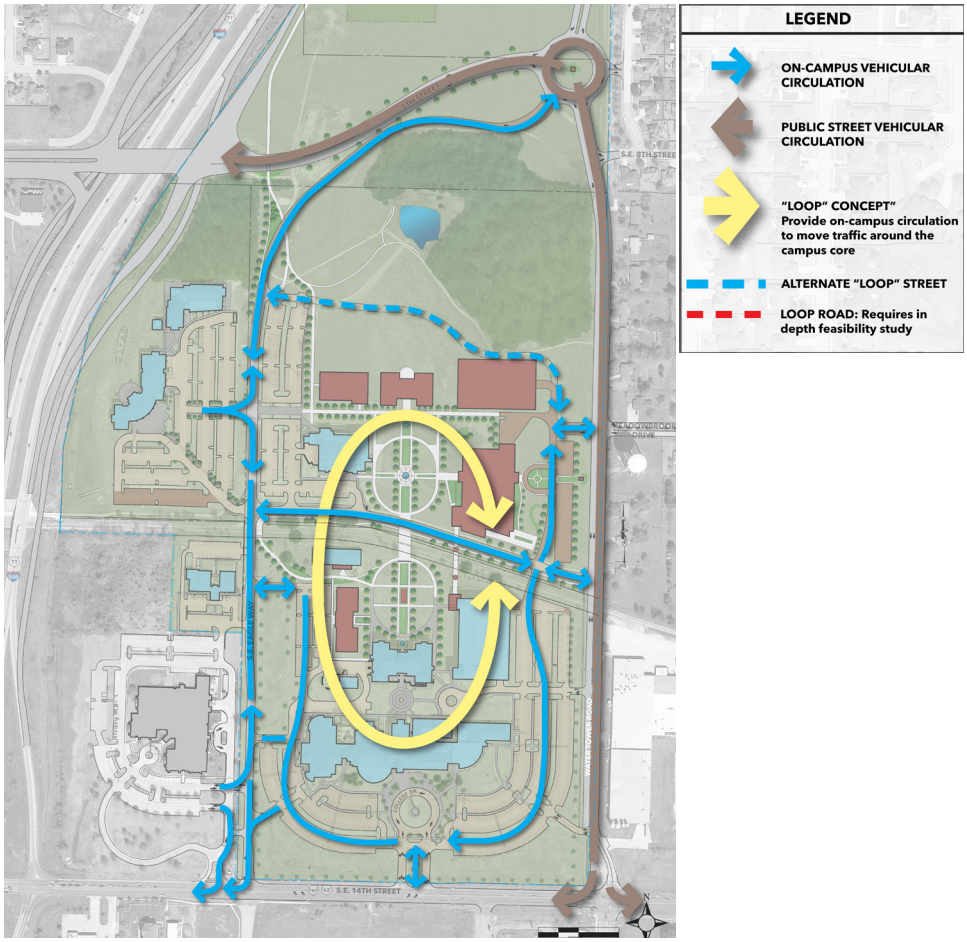
- The updated plan continues to place parking areas at the perimeter of the campus core in effort to eliminate and minimize pedestrian / vehicle conflict.

- Extension of S.E. Eagle Way: Extending S.E. Eagle Way to the roundabout will allow both NWACC and Mercy medical facility traffic to access 8th Street and subsequent access to I-49. The roundabout also provides for this traffic to access Hwy 102 east to Rogers via Water Tower Road.

- As S.E. Eagle Way Street is extended, enhanced pedestrian crossing zones should be implemented as a measure of safety to slow traffic. These enhancements may include raised or narrowed paving elements intended to slow traffic as well as discourage use of the street to thru vehicles between Hwy 102 and 8th Street.

5. Vehicular Traffic Circulation
(continued)

• "Loop" Concept: The extension of 8th Street, widening of Water Tower Road, and abandonment of NWACC Blvd. present a concern moving vehicular traffic on campus as street developments proceed in the future. Of particular concern is moving traffic from the west side of campus (Shewmaker buildings and Mercy medical facility) to the east side. The extension of SE Eagle Way Street to the 8th Street roundabout answers this challenge in terms of accessing city streets. However, moving traffic within and across campus is a concern. The loop concept presented offers an alternate loop street connecting Eagle Way Road to the east side of campus just north of the future north parking deck. This element provides east/west circulation once NWACC Blvd. is abandoned. **Alternate Scenario 'A'** offers a loop road paralleling Water Tower Road as well as the alternate loop road north of the future north parking deck. The loop road paralleling Water Tower Road is a clean solution which affords keeping the property north of the core free from street development; however, there are concerns with this solution which will require detailed investigation (refer to explanation below under "**Alternate Scenario 'A'**).



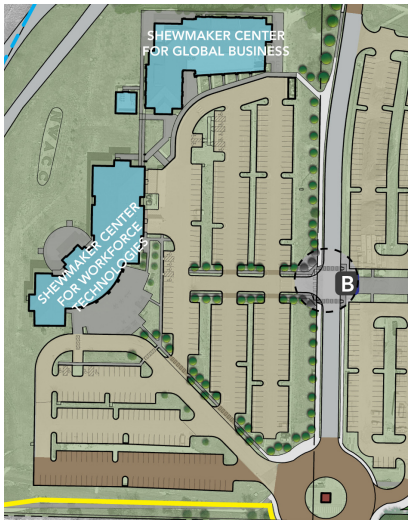
5. Vehicular Traffic Circulation
(continued)

• Signalized Intersection at Water Tower Road: Traffic requiring access to Hwy 102 (particularly to turn east to Rogers) must access via Water Tower Road. With the higher volumes expected at Water Tower, it is anticipated a signalized intersection from the NWACC campus will be needed for these high volume periods as well as for event traffic once the Performing Arts / Events Center is constructed. The City's preferred location is at Meadowbrook Drive which will also assist residents needing to turn left to access Hwy 102. An alternate location may be where NWACC Boulevard currently intersects Water Tower, which can remain as a primary campus access point once NWACC Boulevard is abandoned as shown on **Alternate Scenario 'A'**.

6. Pedestrian Circulation / Sidewalks/ Bicycles

Key to creating a student-focused campus is the campus setting's ability to provide safety, convenience and comfort. The establishment of positive connectivity is a crucial element toward providing such a setting. The following are the key pedestrian circulation assumptions and concepts set forth in this master plan:

• Enhanced connections to the Shewmaker buildings: This plan calls for creation of and enhancement of sidewalks and landscaping at key pathways from the Student Center to the Shewmaker buildings. The current path is narrow, harsh during high heat days, and lacking pedestrian lighting. The pathway should be repositioned to accommodate future development with landscape elements providing shade and pedestrian lighting per the lighting guidelines established by the Landscape Master Plan. As well, the sidewalk connecting the Shewmaker buildings to the Center for Health Professions should be enhanced in a similar manner for current and future connectivity to the campus core.



6. Pedestrian Circulation / Sidewalks
(continued)

• Creation of connection to Center for Health Professions building: Per development of the quadrangle, this plan provides for a more direct sidewalk connection to the Center for Health Professions building from the Student Center. This may be accomplished in the near future by completion of the south "oval" and sidewalk link crossing the railroad and NWACC Blvd.

• Links and Connections: This plan update enhances and emphasizes sidewalk connections to link existing and future buildings in a manner which augments approach from multiple origins. Such links will promote reduced vehicular use to move from one point on campus to another.

• Pedestrian Tunnel: Per discussions with the City of Bentonville, it is anticipated the City will provide a pedestrian tunnel structure facilitating future access to the college property located north of the new 8th Street extension. The tunnel shall be constructed so that it allows access for Physical Plant vehicles to reach the south end of the campus. The anticipated clear dimensions of the tunnel are 10 feet high and 12 feet wide.

• Lighting: Crucial to connectivity and comfort is safety. All sidewalk development shall be constructed with pedestrian lighting standards set forth in the Master Landscape Plan.

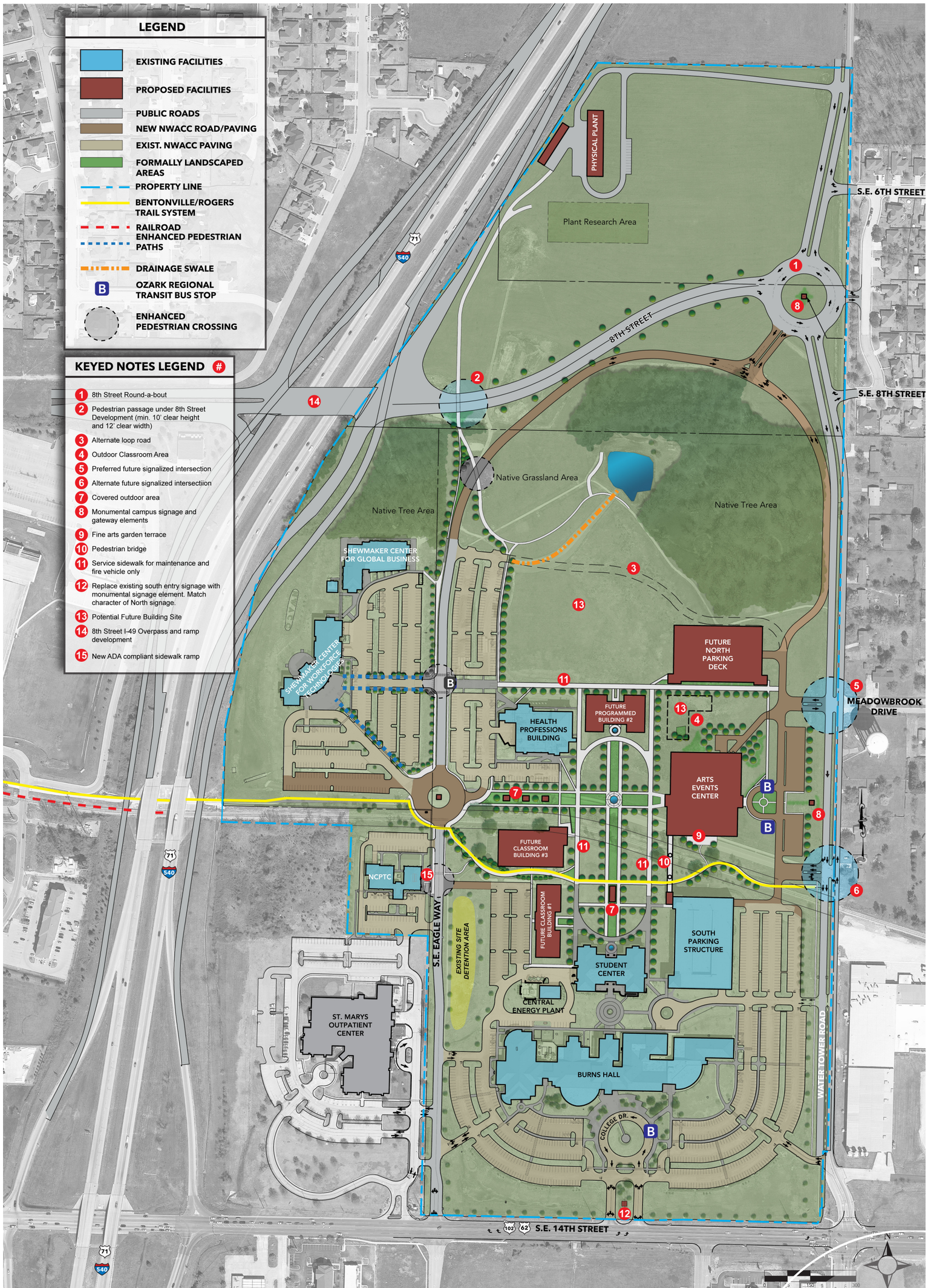
• Way-Finding: As a community college with patrons of the community frequenting the campus for events, seminars, etc., enhancement of way-finding should be completed holistically as a system of consistent and complimenting elements.

• Formal Landscape / Unification: As a unifying element to enhance sense of place and comfort, landscape elements shall be implemented integral with sidewalk development consistent with the Landscape Master Plan. Other unifying elements, such as signage, banners, pedestrian lighting elements should continue to be utilized to enhance a sense of community on campus.

• Bicycle Circulation: The Bentonville / Rogers Trail System is indicated to path through the core of campus providing an alternative bike access path to the municpalties. As the campus develops, care should be taken to plan specific bike paths on campus *seperate from the pedestrian sidewalks.* Primary paths should be created as bicycle lanes integrated with the road system and secondary paths may be required to allow for bicycle access to each building at the campus core.

Alternate Scenario 'A' Master Plan Update:

A unique planning response was generated to respond to the possibility of a campus with the railroad remaining and a campus without the railroad should it be bought and demolished by NWACC. The primary Master Plan Update was created in consideration that the railroad may remain in place well into the future. An **Alternate Scenario 'A'** master plan was created to consider the campus should the purchase of the railroad property be realized in the near future, the railroad demolished, NWACC Boulevard right-of-way abandoned, and the street removed. The plans are developed to pose congruent core options that are somewhat interchangeable and other design elements which may be developed regardless of the railroad status. In effect, elements of **Alternate Scenario 'A'** are capable of being implemented should elements of the primary master plan be realized prior to purchase and removal of the railroad.
The following are key elements of the **Alternate Scenario 'A'** Master



Master Plan Alternate Scenario 'A'

SCALE: 1"=300'-0"
at 11" x 17"

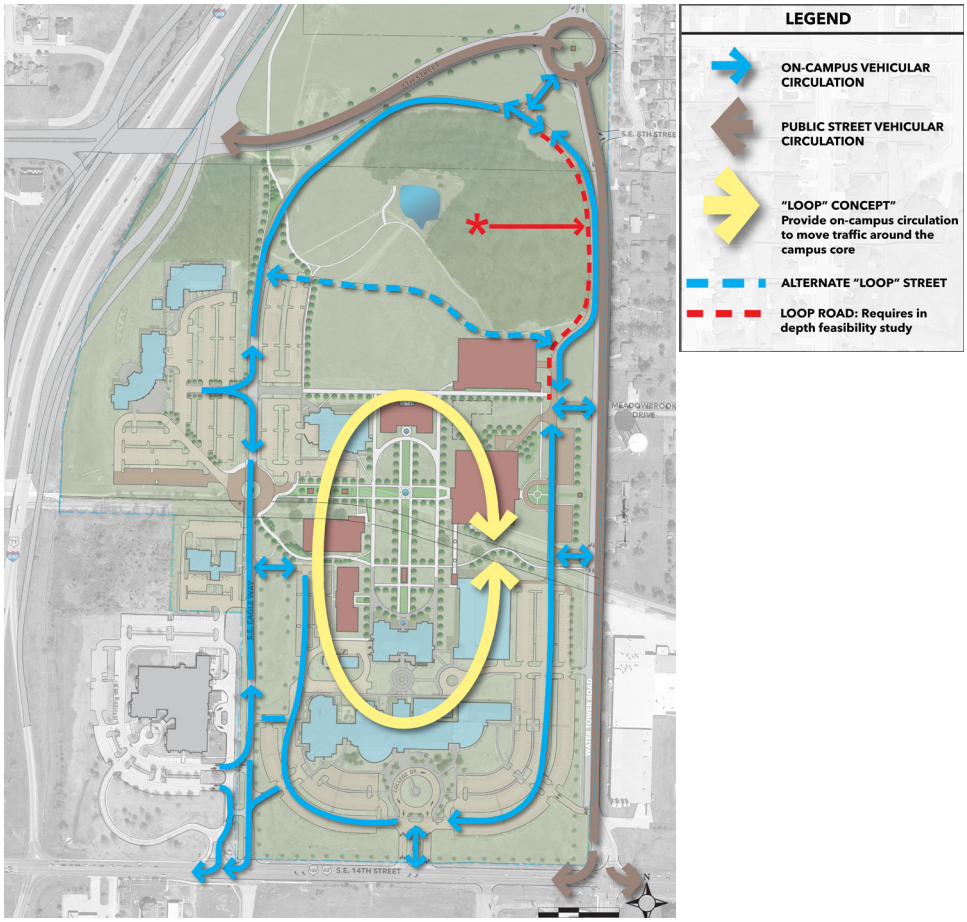
SCM
SCMArchitects.com

NWACC
NORTHWEST ARKANSAS COMMUNITY COLLEGE

Plan update:

• Loop Road Concept: To promote better circulation of on-campus traffic, **Alternate Scenario 'A'** proposes a loop road paralleling Water Tower Road as well as the alternate loop road north of the future north parking deck. The loop road paralleling Water Tower Road is a clean solution which affords keeping the property north of the core free from street development; however, there are concerns.
Loop Road Concerns – It should be noted that a loop road element parallel to the widened Water Tower Road will require careful considerations. It is of primary concern that the loop road may not be feasible as it may impede upon specific native trees to be preserved. Careful study and a location survey of the native trees to be preserved should be executed prior to implementation a loop road paralleling Water Tower Road.

• **Alternate Scenario 'A'** introduces the concept of a roundabout



intersection on SE Eagle Way to slow traffic and discourage thru traffic.

• **Alternate Scenario 'A'** sets forth the option of demolishing the existing Maintenance Building and construction of a new academic facility at the building site.

Elements & Studies

Elements of the master plan update have been studied to outline conceptual scenarios or create visualization tools for specific components:

• Pedestrian Tunnel

Features, concepts and assumptions:

- The structure of the tunnel will be provided and constructed by the City of Bentonville during the 8th Street extension construction.
- The width of the tunnel shall be a minimum of 12 feet wide and a minimum of 10 feet in height. This intent of these dimensions is to allow NWACC maintenance vehicles to utilize the tunnel for operations.
- It will be the responsibility of NWACC to provide architectural enhancements to the tunnel structure.
- The conceptual visualization of the tunnel calls for the use of brick and stone finish materials, formal landscaping at the entry, dense plantings at the hillside above the tunnel retaining wall as a buffer to 8th Street, high footcandle lighting for security, sidewalk lighting, and emergency call boxes.

Elements & Studies
(continued)

• Pedestrian Crossings
As the campus experiences growth and greater pedestrian activity is encouraged, enhancement of street crossings will be required.
The effects of enhancing pedestrian street crossings:

- Increase pedestrian safety on campus
- Slow vehicular traffic and increase driver awareness
- Create greater comfort and ease for walking on campus
- Decrease the thru traffic

With the proposed extension of S.E. Eagle Way, several crossings on the street should be enhanced. The highest priority is the crossing at the intersection of NWACC Blvd and S.E. Eagle Way. Other crossing points on S.E. Eagle Way as noted on the master plan update should be heavily considered for enhancement beyond standard markings. Crossing enhancement elements might include:

- Raised paving of a contrasting color.
- A textured paving element of contrasting color such as vehicular grade paver units or textured concrete.
- Increased area lighting.
- Breakaway signage mounted at the center of street.
- Narrowed street curbs at the crossing area.
- Flashing warning lights; bollards or roadway mounted.

Elements & Studies
(continued)
• Pedestrian Crossings
(Examples of enhanced pedestrian crossings)

Elements & Studies
(continued)

• Crossing the Railroad - Sidewalks / Pedestrian Bridge
The east/west orientation of the railroad and NWACC Boulevard impose an obstructing element on the campus core. The proposed core concept creates a focused ground-level crossing point. The sidewalks of the northern end of the south "oval" slope down to the railroad elevation. The center sidewalk area steps down to the railroad crossing then ramps upward to the street crossing at NWACC. Offering a fully compliant handicap accessible route, a pedestrian bridge is proposed from the South Parking Deck, over the railroad and NWACC Blvd to the future Arts & Events Center.

• Outdoor Spaces
As it has been noted by faculty and students, the creation of outdoor spaces for casual student gather and individual respite is of key interest. Such spaces promote community and provide for student satisfaction. Green space, trees, benches, umbrella tables and shade structures may be utilized to create moments of shade and opportunities for outdoor student gathering. The strategic availability of a wireless networks and power for charging of personal technology devices at key outdoor spaces will further enhance the student experience in outdoor spaces.

Elements & Studies
(continued)

• Library relocation
A more campus central location is desired for the Library. The model and needs of the college library are changing. The concept of an "academic commons" or "learning commons" is being considered. Such a space is a technology driven space for collaborative and project oriented gathering with fewer book stacks. It is not anticipated the library space need is large enough for a stand alone building; however, future Building #1 as located on the master plan update has been identified as a favorable location for a future library space whether it may be a stand alone building or a component of a new structure. This location will allow for reserved parking at the east side for convenient access by public patrons.

• Identify potential space for Culinary Arts Program
The Culinary Arts program will probably move to the main campus between 5 and 10 years from the date of this plan update. As this move nears, a space within an existng structure or new structure will need to be identified for the program.

• Entry signage / identity/ monument
Identifying the major entrance points of the campus with monumental signage or structures will further enhance the college's identity in the community as well as make entry points clear to new students and patrons from the community visiting the college for various events. The proposed roundabout at 8th Street is also identified as an opportunity to identify the campus boundary as future development occurs north of 8th Street. It has been proposed that considerations for a digital video type of sign might be architecturally integrated into the monumental signage along Hwy 102 to announce events and other general information.

Elements & Studies
(continued)

• Burns Hall - "front door" to campus from the south
NWACC faculty and students have identified the south entry to Burns Hall as a deficient "first impression" of the campus. Most visitors and new students enter at this entry. Upon entering, the connection and pathway to the Student Center is not clear and the overall appeal of the entry could be enhanced.

The following initiatives have been identified as top priorities for improvements on the main campus.

Development Initiatives

- Extension of S.E. Eagle Way to the 8th Street roundabout or intersection
- Library Relocation
- Improvement and development of sidewalks from student center to Shewmaker buildings and Health Professions.
- Enhancement of Pedestrian crossings
- Outdoor gathering spaces

The following building construction priorities have been identified via this update process:

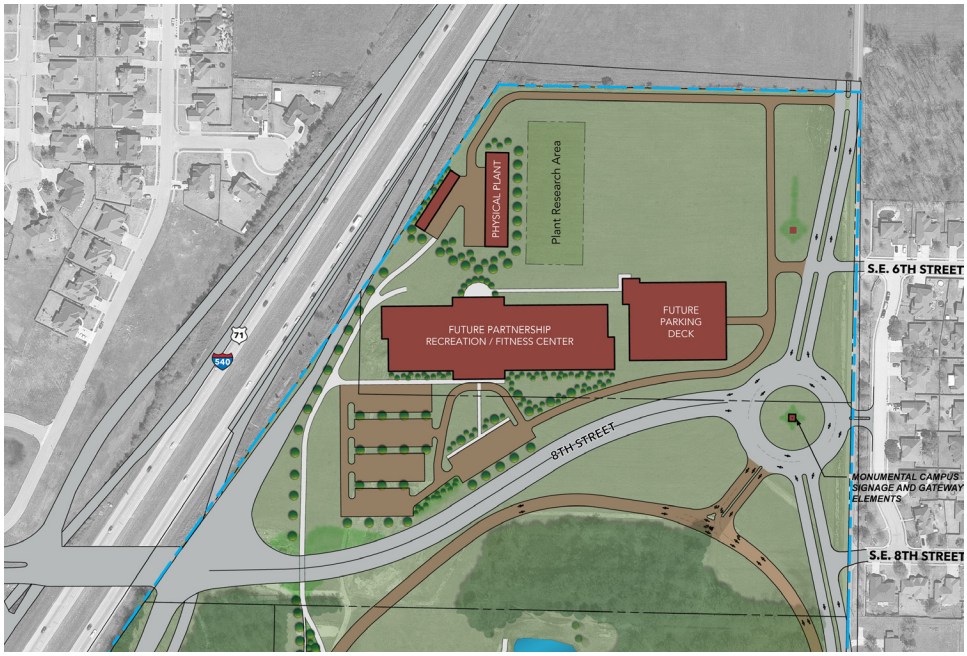
Identified Priorities For Future Building Construction

- Arts / Events Center
- Library Space
- Space for Culinary Arts program on main campus (5 - 7 years)
- Relocate Maintenance Facility
- Academic Buildings as needed

Private-Public Partnerships (PPP) continue to be a viable means for the College to address development needs and growth opportunities. The College's goals, potential needs, and information regarding PPP's have been extensively addressed in the previous master plan documents. The development of the property north of the new 8th Street extension has been identified as college property to have the greatest potential for PPP development. During the process of this update, the concept of a 100,000 square foot exercise and recreational facility for use by the college and community was conceptually explored simply to establish a potential scale of development for the property north of 8th Street.

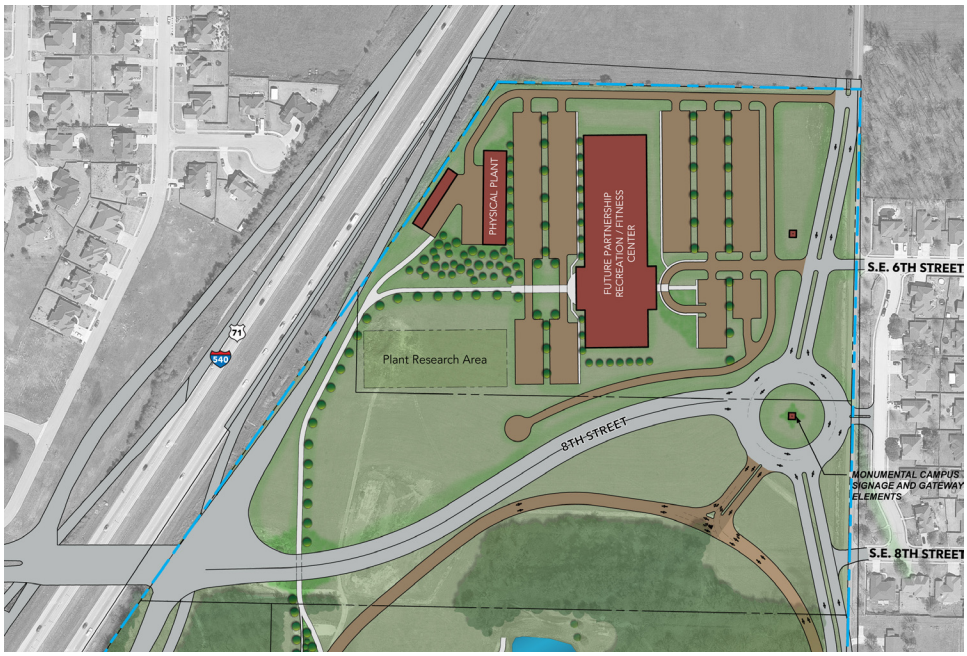
• North Property Study
A brief study of potential layouts to discover scale, massing, and land area use potential was performed for the campus property north of the 8th Street extension.

Layout 1:
Layout 1 explored positioning an exercise and recreation facility of approximately 100,000 sqft total area with an approximately 75,000 sqft footprint (assumes a portion of facility will have a second story) fronting Water Tower Road. The layout shows serving the facility with surface parking only. Also, the layout illustrates the land area which may remain for future development after construction.



• North Property Study
(continued)

Layout 2:
Layout 2 explored positioning an exercise and recreation facility of approximately 100,000 sqft total area with an approximately 75,000 sqft footprint (assumes a portion of facility will have a second story) fronting 8th Street. The layout shows serving the facility with a combination of surface parking and a parking deck, thus leaving greater remaining land area for future development.



Evolution Toward Alternate Scenario 'A'

Should the acquisition of the railroad be delayed and elements of the master plan are constructed prior to acquisition of the railroad, the "Evolution" plan shows a development scenario which bridges the updated primary master plan and the Alternate Scenario 'A' plan. Upon demolition of the railroad and NWACC Blvd., the "Evolution" plan shows how the separate "ovals" of the quadrangle may be connected and future buildings may address the core and development of the campus.

The anticipated phasing of campus development has been adjusted with this master plan update. The campus will continue to grow northward as established in previous master plans. Property located north of the new 8th Street extension will remain for future development or potentially for Public / Private Partnership opportunities.

As discussed previously in this document, an important value expressed throughout this process was that each phase or initiative of implementation is accomplished such that the resulting condition feels "complete", though the entire master plan may not be built out. This master plan update endeavors to provide a framework which can be phased or initiated in elements which provide positive evolution with connectivity and a perceived level of completion at each interval of development.

Phase I (5 year outlay)

Major developments as part of phase one development:

- Development and enhancement of Sidewalks, Landscape, and Crosswalk connections to the Shewmaker buildings (SCWT & SCGBD) and Center for Health Professions buildings.
- Development of the campus core and outdoor spaces south of the railroad.
- Development of space on campus for the Culinary Arts program.
- Relocation of the Library.
- Railroad property acquisition. (subsequent demolition)
- Abandonment of NWACC Blvd. street right-of-way.
- Extension of S.E. Eagle Way Street to 8th Street. (subsequent demolition)

Phase I (5 year outlay)
(continued)

Probable Phase I Development Scenario
A probable phase one sequence scenario is set forth below:

1. Development of landscape and sidewalk connection to Shewmaker buildings (SCWT & SCGBD). (Refer to phasing illustration.)
2. Development of landscape and sidewalk connection to the Health Professions building. (Refer to phasing illustration.)
3. Development of the campus core/ quadrangle north of the Student Center and south of NWACC Blvd. (Refer to phasing illustration.)
4. Development of outdoor spaces in the campus core / quadrangle. (Refer to phasing illustration.)

5. Enhancement of crosswalks at intersection of SE Eagle Way and NWACC Blvd.

6. Relocation of the Library
7. Construction of new maintenance facility
8. Construction of Culinary Arts Program space on main campus

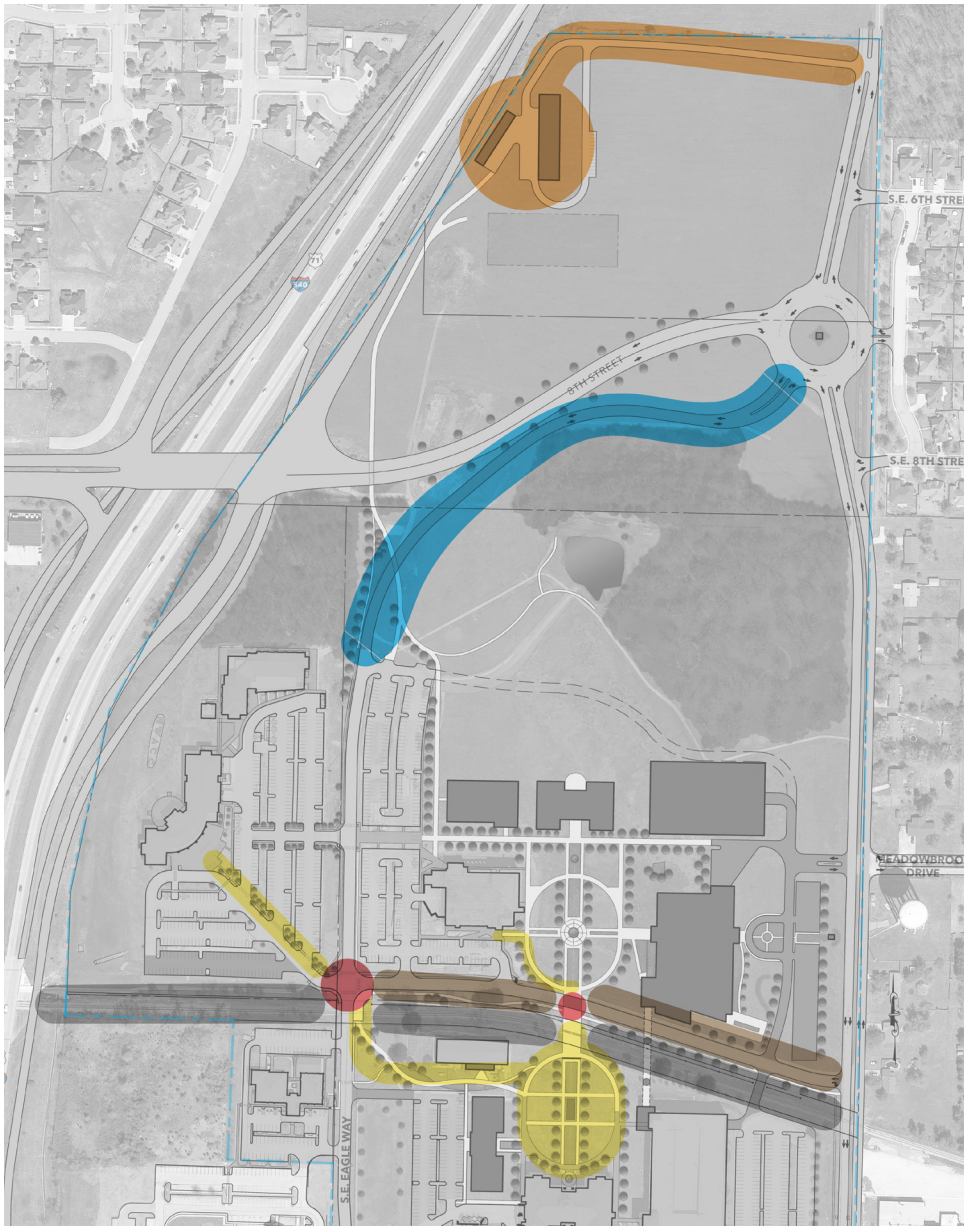
9. Acquisition of railroad

10. Construction of S.E. Eagle Way street extension to 8th Street roundabout intersection .

11. Abandonment of NWACC Blvd right-of-way. Demolition of

Phase I (5 year outlay)

Probable Phase I Development Scenario
(continued)
Refer to previous page for sequence and key.



railroad and NWACC Blvd.

Phase II (to be executed as need dictates)

- Campus "loop" roads
- Construction of new Maintenance Facility at northwest corner of property
- Renovation of existing large Maintenance Building / Demolition of small structure.
- Planning / Construction of Classroom Building 1
- Arts & Events Center / Pedestrian Bridge
- North Parking Structure
- Northern half of the campus core/ quadrangle
- Design / Construction monumental signage at campus entries

Phase III (to be executed as need dictates)

- Planning / Construction of Program / Classroom Building 2
- Planning / Construction of Classroom Building 3

The following guidelines are adopted from the previous master plan and are included in this update as they remain relevant approaches for development.

"Special Landmark Collegiate Place" - The faculty, administration, and students have all expressed the desire to have the campus become a "special landmark collegiate plan." Regional stakeholders have expressed a similar interest.

Separate Buildings - There continues to be a strong interest in creating a more collegiate setting with separate buildings connected by pedestrian walkways and surrounded by well- landscaped green spaces.

Hierarchy of Exterior Spaces - Creating a hierarchy of exterior spaces is an important element in the design of the new campus. There should be a variety of usable spaces that provide opportunities for student and faculty interaction from formal and informal spaces. Additionally there should be places to study between classes, places for small gatherings, and place for larger groups or classes to meet. These spaces could be along the north-south circulation paths, at intersection of the walkway, at the entrances to the buildings, or in a courtyard formed by the buildings. These should be inviting with comfortable seating, good accessibility, and shade for sunny weather.

Visual Character and Image - An important factor to consider when creating an inviting collegiate campus is to have consistent unified visual character and image throughout the campus.

- The first step in achieving this unified appearance would be to continue the use materials, colors, and form similar to other building elements presently located throughout the campus. Care should taken to design all new buildings sensitively to address the issues of scale and massing. Large unarticulated building facades should be avoided.

- The use of arches over entrances to building could be a familiar element to unify the various buildings on campus.

Natural Light and View - Efforts should be made to design building's envelope that foster opportunities for natural light and view into and out of the buildings.

Large Lineal "Green Space" Quadrangle - The principal organizing element for all future growth will be a large linear green space and quadrangle which begins on the north side of the Student Center Facility and extends northward across the railroad tracks to a "bookend" structure located on axis with the Student Center Facility. This green space or quadrangle is meant to be the core or heart of the campus around which all new buildings will be organized and should formally address.

Major Pedestrian Circulation Paths - Flanking the Green on either side will be two major pedestrian circulation paths that provide links between all the buildings along the north-south axis. The Green, or Quadrangle is intersected by tangential, minor sidewalks forming connection between buildings. As a community college campus serving commuting students, it is important to provide for the placement of sidewalks and pathways which promote convenient passageway between buildings and to parking areas.

Placement, Massing and Configuration of all New Buildings - The placement, massing and configuration of all new buildings should be signed to reinforce the linear nature of the pedestrian circulations pathways and to define the edges of the Green.

Edges of the Campus - As the campus grows to the north it will be important to define the edges of the campus. This could be done by constructing a brick and wrought iron fence along Water Tower Road to define the eastern edge. Another alternative would be to begin planting trees around the entire perimeter of the site now, so that when further development actually does take place, the trees will be established and of a size to be effective defining elements. Trees planted along I-49 would provide a clear visual demarcation of the western boundary of the property from the highway.

Long-Range Planting Strategy - One of the important elements of any campus is the beauty of large established trees that surround the buildings and often line the drives and walkways. It is important to develop a long-range planting strategy that would anticipate future development and begin to plant trees now that would be closer to maturity when future building actually takes place. This would make it possible to have a head start on creating an inviting campus. A plant nursery could be established on the northern part of Tract 4 to provide a source for future planting needs. A variety of trees and other plant materials should be used to keep from creating a campus of a single type of tree or plants All landscaped or planting areas should have an irrigation system. Development of plantings should be in compliance with the guidelines of the Landscape Master Plan created for the main campus.

Entrances or Gateways - Efforts should be made to define the entrances or gateways leading into the campus. These points should be well-marked and well-lighted with recognizable entrance elements that borrow from the color and material established by the current sign at the main campus entry.

Parking Problem - The parking problem south of the railroad tracks has been addressed. An 800 car parking structure north of the tracks in Phase Two will be required to continue the conservation of land space for academic facilities and open space for students.

Improvement of Vehicular Circulation - With future growth, improvement of vehicular circulation around and into the campus must be a high priority. As student numbers increase, higher vehicular traffic counts will dictate primary routing of vehicles north-south (S.E. Eagle Way Street) as well as road elements which provide for east-west movement of vehicles to access the 8th Street intersection, Water Tower Road campus entries, and the existing Hwy 102 entries. Establishment of perimeter parking, well planned internal campus roads promoting positive circulation will encourage a balanced use of campus access points to public roads.

Separation of Pedestrian and Vehicular Circulation – In order to further improve safety, the proposed Master Plan provides for a clear separation of pedestrian and vehicular circulation on campus. Circulation on the Green or Quadrangle in the center of the campus would be pedestrian circulation only. Vehicular circulation would be concentrated around the periphery of the campus. Enhancement of key pedestrian crosswalks will also significantly increase safety as the campus grows.

Service and Emergency Vehicles – Access for service and emergency vehicles must still be provided to each building. This would be possible by designing the pedestrian walkway to provide the width, turning radiuses, and structural support sufficient to allow access for these vehicles on a limited basis. Use of structural paving blocks that support emergency traffic while still allowing grass to grow through is an alternative to impervious paving.

Bicycle Paths – Plans should be made to connect the bicycle paths on campus to the community bicycles path proposed along the railroad tracks.

Accessibility Guidelines – All circulation must conform to the accessibility guidelines of the Americans with Disabilities Act. Care should be taken to provide accessible routes to all buildings from accessible parking spaces as well as between the various buildings on campus. The proposed parking structures will have accessible parking spaces that will connect to the nearby buildings.

Security and Safety Plan – A comprehensive security and safety plan for the campus has been developed. Students must feel safe and secure on campus especially for evening classes. The key element of any security plan is visibility of all areas on the campus. When areas are well-lighted and can be observed at all times from the interiors of the buildings or by people circulating nearby, there is a lower incidence of criminal activity. Visibility of the path from parking to building entrances is very important. Security cameras should cover all areas of the campus within and around buildings. Provisions should be made for dedicated emergency telephones to be strategically located through the campus. Limiting access to the campus to selected points that could be continuously observed could also have a positive effect on reducing criminal activity. Perimeter fencing discussed earlier would discourage unauthorized access to the campus in remote areas.

Two Wooded Areas – The two wooded areas located along the northern boundaries of Track Two and Track Three should be preserved and should remain as teaching laboratories to allow study of wooded ecosystems. The grassland ecosystem located between the wooded areas should also be preserved for study and possible restoration to native conditions.

Walking Trails – The existing walking trails should be preserved and should be enhanced or expanded as growth continues in the areas north of the railroad. Walking trails with nature study stations in the wooded areas could be a useful teaching tool.

Architectural Vocabulary – As new buildings are constructed on the campus, care should be taken to build on the established architectural vocabulary represented by the Student Center, Shewmaker buildings, and Health Professions building.

Materials for the Exterior Walls – Any new buildings should use materials for the exterior walls that are currently used on the campus. Red brick to match the existing brick on Burns Hall and the Shewmaker Center and the Student Center should be used along with pre-cast concrete accents of a light sand color.

Exterior Insulation and Finish Systems – Exterior insulation and finish systems should be used in limited amounts. EIFS should not be used in large flat unarticulated wall surfaces. Use of split-faced concrete masonry units is discouraged.

Windows, Exterior Doors and Exterior Aluminum Frames – All windows, exterior doors and exterior aluminum frames should be mill-finish aluminum. Color of all glazing should match green tint similar to glass in the Shewmaker Center. Every effort should be made to protect the glass from direct sunlight. The design of the window walls in the Shewmaker Center that open the rooms up to a larger amount of natural light are preferred over the small square windows of Burns Hall.

Sloping Metal Roofs – Roofs for all new buildings should be sloping standing seam metal roofs with wide overhangs of similar slopes to the Student Center and Health Professions building. Flat roofs should not be used. Roof color should be green to match the Becky Panietz Student Center. All buildings should have metal gutters and downspouts in factory-finished green to match the existing color.

Natural Light in the Hallways and Stairwells – Every effort should be made to introduce natural light into the hallways and stairwells by use of clearstories, skylights or atrium spaces to provide a more inviting environment.

Classrooms and Faculty Offices – All classrooms and faculty offices should also have abundant access to natural light.

Larger Gathering Spaces – More and larger gathering spaces should be incorporated in new buildings with a variety of seating types and arrangements to create opportunities for student and faculty interaction or collaboration.

Informal Seating Spaces – Informal seating spaces should be provided at various places along the interior circulation spaces so students will have places to gather before and after classes.

Seating, Trash Receptacles and Bulletin Boards – Careful selection, design, and placement of seating, trash receptacles, bulletin boards or other furnishings should be considered to avoid cluttering the hallways in the new buildings.

Accessibility Guidelines – Access to all buildings from the parking lot, as well as all public spaces within buildings, must be accessible and must conform to the accessibility guidelines of the Americans with Disabilities Act.

Signage Package – The incorporation of a well-designed and comprehensive signage system throughout each building and throughout the campus is very important to facilitate student and visitor "way-finding".

Interior Finish Package – The interior finish package for floors, base, walls, chair rails and ceiling should be similar to those in the Student Center and Health Professions building. Vinyl tile, rubber base, painted gypsum board walls, wood chair rails, and 2' x 2' acoustical lay-in ceilings in similar colors and patterns should be provided in all classrooms, circulation spaces and offices.

Tile Artwork – The incorporation of tile artwork should be encouraged to continue as new buildings are constructed. Public gathering spaces or lobby entrances to buildings would be excellent places for the artwork to be displayed.

Display Student Work – Opportunities to display student work should be explored in all new buildings to enliven the public gathering and circulation spaces.

Hardware - All hardware used in new buildings should conform to the campus standard for accessibility, style, finish, and keying practices. Security needs should be addressed where critical.

Security and Safety Issues – Special care should be taken during the design process to address security and safety issues on campus. Security cameras should cover all interior and exterior spaces. Locations for card access readers should be carefully considered to address security requirements.

Window Coverings – All classrooms and offices should have window coverings to control natural light coming into the spaces. These coverings should conform to a campus standard so they appear the same from the exterior of all buildings.

Interior Doors – All interior doors should be solid core wood doors matching the campus standard and should be provided with the appropriate fire rating. All interior doors should be installed in fully welded hollow metal frames.

Smart Classrooms/Open Computer Labs – All new classrooms must be smart classrooms. Each room must be fully connected to the campus fiber optic network. Each classroom must be equipped with cutting edge technology to facilitate use of computer technology and innovative presentation techniques. Students should have access to open computer labs with the same level of technology available to complete their assignments out of class.

Heating, Ventilating, and Air Conditioning Systems – The heating, ventilating, and air conditioning systems for all new construction should be designed to provide the maximum level of comfort in each space keeping the temperature and humidity levels at acceptable ASHRAE standards. Careful thought should be given to providing system controls that would facilitate acceptable levels of comfort in individual spaces. Special efforts should be taken to provide the most energy efficient HVAC system design that is economically available. Use of alternate energy systems, such as geothermal, that could provide long-term energy saving should be explored.

Sustainability – Use of materials, systems, and construction methods which contribute to the conservation of the natural environment should be given priority in the design and construction of buildings and infrastructure. Practical application of environmentally friendly materials and systems should be prudently employed as measured and appropriate for each unique project and established budget.

As stated in the Elements of Campus Organization and Design section, the use of a clear, coordinated and informative signage system throughout the campus will be accomplished by following the Signage Elevation drawing. The signs will be visible without overwhelming the viewers and will still create an identifying element that is unique to NWACC.

Location – The signs will be ground mounted and located at the entrance to each building on campus at both the pedestrian walk ways and the vehicular drive that leads to it. Its size will be very pedestrian-friendly while at the same time visible from cars searching for specific campus features. These signs will serve as the only identification for a location and will eliminate the need for signage on the buildings. Slightly larger directional signs will be used at vehicular intersections to point the visitor in the direction of the various facilities or to the nearest parking.

Form – The form of the sign provides an inherent directional element. By offsetting the post, the simplicity of the form points visitors in the right direction. The longer cantilevered dimension from the supporting post should always point in the direction of the destination. When more than one location is noted, the majority of arrows should be on the cantilevered side.

Materials and Colors – In order to establish a consistent visual image the directional signage will be constructed of uniform materials and colors. Readily available tube steel members will be used for the post and frame. The tubes are covered with ¼" steel plates welded to the frame with plug welds that can be ground smooth to create a smooth paintable surface. A consistant color scheme should be utilized, the signs should be painted a uniform color with raised, contrasting colored, aluminum letters that match the college's official logo font.

Lighting – The lighting for the signs should be as simple and maintenance free as possible. A ground-mounted, waterproof, durable fixture should be specified that is recessed sufficiently to allow for lawn mowers to go over it without damage. The light must be able to focus directly on the sign. By using solar powered lights, the cost of conduit will be eliminated and the signs can be placed in any location independent of electricity.

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