Farm House Lane. Feasibility Study
Programming Statement
Iowa State University
March 2011
Working Committee Members

Dean Morton  
Cathy Brown  
Angie Solberg  
Rhonda Martin  
Margie Tabor  
Kerry Dixon-Fox  
Ray Klein  
Labh Hira  
Mike Whiteford  
David Acker  
University Architect and Director for FP&M Design  
Assistant Director for Space Planning and Management  
FP&M Landscape Architect, Farm House Lane Project Manager  
FP&M Landscape Architect  
Assistant Director for Space Planning and Management  
FP&M Project Manager  
Executive Director of Development  
Dean, College of Business  
Dean, College of Liberal Arts and Sciences  
Associate Dean, Academic and Global Programs  
College of Agriculture and Life Sciences

Planning Team

Jerod Gross, P.E., LEED AP  
Daryl Metzger, AIA  
Brett Douglas, ASLA  
Dylan Jones, Assoc. ASLA  
Grant Thompson, LEED AP  
Snyder & Associates, Inc.  
Architects Smith Metzger  
Genus Landscape Architects  
Genus Landscape Architects  
Genus Landscape Architects
Project Description
The University proposes to develop a pedestrian-focused corridor between Osborn Drive and Gerdin that will connect Bessey Hall, Horticulture Hall, Troxel Hall, Agronomy Hall, Landscape Architecture, Food Sciences Building, Heady Hall, East Hall, Curtiss Hall, Ross Hall, Farm House and the Gerdin Building.

Relationship to Institution’s Mission and Strategic Plan
The Campus Master Plan identifies several design objectives that support the overall development of the campus. These are organized around land use, transportation systems and open space. At a general level the plan seeks to:

- Create an environment that supports the mission of the University and its programs in instruction, research, extension and professional service;
- Establish an appropriate image for ISU which is an institution of regional, national and international importance;
- Accommodate projected growth within the established physical fabric of the campus in a way that reinforces and improves existing patterns of land use, circulation, parking and open space while making wise use of limited land resources.

More specifically additional design objectives that relate to this project include:

- Reinforce and extend the concept of the campus as a primarily pedestrian environment.
- Limit the land area devoted to parking in the core campus area to maintain a high quality and safe pedestrian open space.
- Enhance pedestrian linkages from the Central Lawn to campus edges.
- Expand and clarify the campus bicycle system.
- Maximize service efficiencies -- explore a regional service philosophy

The Campus Master Plan proposes several pedestrian links; one specifically is the partial closure of Knoll Road (aka Farm House Lane) to provide a better and safer connection to the campus for students and to place greater importance on the campus as a place for pedestrians rather than as a place for cars.
Project Size and Disposition of Existing Space
This project constructs a new service access drive of approximately 1,500 feet, 21 parking stalls, building service access, five bike parking areas, new widened walks, a court yard, special paving and other landscape enhancements in an overall area of approximately four acres.

Physical Properties
- A site survey has been completed of the corridor.
- Geotechnical exploration of the site(s) has not been performed at this time.
- Identification of significant plant and cultural features has been performed at this time.

Adjacencies
Bus stops are located at the north and south corridor entries.
The North stop is a transfer site and the south stop is part of the ISC shuttle.

Existing Feature Design Considerations
Preservation of Central Campus:
- Preservation of Central Campus is an important consideration in the linkages created between the Farm House Lane Corridor and Central Campus. Corridor connections should guide how and where pedestrians enter central campus. These connections should enhance the experience of entering central campus both functionally and aesthetically while also minimizing any potentially negative impacts, e.g. newly created desire paths.

Open green spaces:
- The existing open green spaces should be preserved, celebrated and enhanced where possible throughout the corridor.

Vehicular Access:
- A widened walk currently connects the Honors Building to a small vehicular drop-off area. This walk with a vehicular drive connection must be maintained for emergency vehicular access or an alternative route provided. (Additional needs for Ross, Curtiss, Gerdin, and the Farm House).
Plant Materials:

- Care should be taken to preserve existing plant materials where possible, individual plants have been identified for special designation.

View Vistas:

- Views into central campus should be carefully considered for design sensitivity and pedestrian orientation.
- The view from the Gerdin building into the Curtiss courtyard should be considered in the development of this courtyard.
- Views throughout the corridor should be created and used to enhance the corridor’s character while guiding the pedestrian movement.
- Screening of select views, particularly the south elevation of Ross, will be taken into consideration.

Site Entries:

- Entries into the corridor from the south and north should clearly define these as points of entry, setting the stage for corridor theme(s) and facilitating users’ wayfinding.

Historic:

- Farm House was the first building on the Iowa State campus. It currently operates as a University museum open to the public and offers educational programs and tours. The Farm House Museum offers visitors a view into a 19th century home on the campus at a time when most faculty members lived with their families on the college grounds. Site for the Farm House should remain untouched as part of this project.
- Provide for special event activities. Site access, view vistas and wayfinding are all important considerations in the development of the corridor connection to the Farm House site. Parking within proximity to the site is very limited. The final design solution should solve this need for special event parking by providing a clearly defined historically sensitive pedestrian route(s) to designated parking area(s).
- Medical parking (ADA accessible) is critical within the corridor.
Design and Circulation Objectives

Sense of Place:

- The final corridor design should create a backbone to the collection of buildings/walkways throughout the corridor. The final design should create a seamless interface between the various building sites, resulting in a unique sense of place.
- The courtyard area east of Curtiss Hall and perhaps Farm House Lane may have a component that celebrates the history of the College of Agriculture and Life Sciences and significant Alumni and leadership. The degree to which will be clarified in programming and schematic design.

Pedestrian:

- Provide a safe environment for pedestrians. The corridor’s focus should very clearly convey the image of a pedestrian rather than a vehicular corridor.

Vehicular:

- The corridor’s final design should provide access along the corridor for school buses, fire & emergency response vehicles as well as service vehicles (including commercial delivery and garbage trucks). Although these vehicles must be accommodated in the road width, turning radius and paving design; these roadways should be minimized to emphasize pedestrian traffic. Additionally, the design should encourage vehicular traffic to slow and pause for pedestrians. Traffic calming techniques should be considered as well as aesthetic development of site features. Potential also exists to limit delivery and service vehicle activity during peak student use hours to reduce pedestrian and vehicle conflict.
- Parking areas should be screened from major views and separated from major through walkways as much as possible.
- Separate bike paths from walks paths where possible to provide a greater emphasis on the pedestrian walkways.

Program:

**Standard Parking**

Provide a minimum of 21 standard parking spaces throughout the corridor. Standard parking is required near Curtiss/Gerdin and the Farm House. Standard parking spaces should be a minimum of 9 feet wide.
Medical Parking (ADA Accessible)
Provide a total of 19 medical visitor/client parking spaces throughout the corridor. Spaces are required adjacent to Curtiss, Gerain, Farm House and Bessey with an accessible route to the accessible entry of each building.

Service Parking
Provide 2 short-term vendor spaces and 1 service parking space adjacent to and servicing Curtiss, Ross and Gerdin.

Pedestrian & Bicycle Circulation:

- Provide eight foot wide walkways where possible and increase the number of bike parking spaces from a total of 144 (86 @ Curtiss/Ross and 58 @ Dairy) to approximately 250. The greatest concentration of bicycle parking is required near East Hall, Ross, Curtiss, Troxel, Food Science and Gerdin but additional parking should also be provided near Bessey and Agronomy.
- Wider pedestrian walks should be considered at building entrances to accommodate high use periods between classes.
- Consider possible shared use corridor that combines pedestrians, bicycles and vehicles in one “shared roadway” section.
- Define the accessible route from medical parking spaces to each building’s accessible entry.
- Provide accessible route to Wallace Road from the Farm House Lane corridor.

Entries:

South:
- The south entry should be developed at a pedestrian scale. Major pedestrian traffic is anticipated to enter the corridor from the south. Pedestrians from the RCA resident halls, the Greek houses, CyRide and parking ramp users will enter the corridor from this location.
- There is a strong desire to provide an accessible route from Farm House Lane to the East Campus Parking Deck.
• This entry should accommodate large groups and facilitate efficient entry and exist while also providing a scaled appearance that sits comfortably on the site and does not require the presence of a large number of users to give it life.

• Finally, the south entry should tie both functionally and aesthetically to the new parking ramp and Gerdin.

**North:**

• North entry will serve as the sole entry/exit point for vehicles. Although this entry should functionally provide vehicular access; aesthetically the north entry should set the tone for the corridor as pedestrian focused. Specific functional requirements include:
  - Provide access with appropriate turning radius for snow plows, delivery and other service vehicles to Curtiss, Ross, Gerdin, Troxel and Jischke
  - Maintain emergency vehicle access to Curtiss, Ross, Jischke, Troxel & Horticulture greenhouses.

**Seating:**

• Corridor design should contribute to the goal of student collaboration by creating nodes for interaction and both formal and informal group gatherings predominately concentrated at major classroom buildings.

• Provide seating areas to accommodate groups of varying sizes throughout the corridor.

**Site Features:**

• Additional design elements/furniture should be reflective of the ISU landscape vernacular and enhance the corridor’s sense of place.

• Locations for artwork in addition to signage should be defined.

• Lighting and trash containers should be considered.
Service:
• Provide a location with service vehicle access for trash dumpsters at Gerdin, Curtiss, Ross, and Bessy.
• Accommodate Fire, Dining, Deliveries, Central Stores, Building Maintenance, Mail, Printing Services, Custodial and Book Store.

Building Uses:
• Farm House – museum
• Office, classroom/auditoriums, research labs etc...
• Review student clock hours
• Review faculty & staff

Plantings:
• Additional plantings added to the site should aesthetically and functionally enhance the space.
• Focus on the use of native materials.
• Final planting design should not require excessive maintenance.

Utilities and Stormwater:
• Utilities have been located in the survey process.
• Location of utilities should be considered; particularly the implications of replacing or relocating them based on design decisions.
• Methods for handling on site stormwater should be retained and preferably improved.
The Dinkey
Ames + College Railroad
1915

Curtiss Hall
Access from Wallace
Significant Campus Expansion

1930
Osborn Cottage and Sloss connected to FHL with parking
1979

Campus Development
buildings begin to frame FHL
Knoll Road – thru street

Parking – surface southeast of Wallace
Farmhouse Lane
South access eliminated

East Campus Parking Deck

Gerdin Business Building

Future
Curtiss Hall Renovation
Troxel - 400 seat auditorium
Greenhouse Improvements
Student Circulation

- Bus Stops
- Bus Transfer
- Primary Building Entrances

Primary Sidewalks
Bicycle Circulation

- Bicycle Parking
- Off Street Route
- On Street Route
- Possible Connection

[Map of bicycle circulation with key points and routes]
Fire Lane [20’ min.] with acceptable turnaround

How to address?

Non-Sprinkled Building

Sprinkled Building

Actual Attack Point

Fire Truck Access Zone

Lot 49

Lot 43

Lot 44

Connection Point

Connection Point

Connection Point

N
Historic Elements

1. Farm House Arbor – Class 2002 Gift
2. Farm House Plaque – Nat’l. Historic Landmark
3. Farm House Interpretive Sign
4. Farm House Building Sign
5. Blue Cheese Plaque
6. Ross Hall Plaque
7. ASLA Plaque
Outdoor Art on Campus

1. Janus Agri Alter – Beverly Pepper
2. History of Dairying – Christian Peterson
3. Bravo III - Bill Barrett
4. Untitled - Julius Schmidt
Utilities - Chilled Water + Steam

Steam Tunnel

Chilled Water
Farm House Lane. Feasibility Study

Programming Statement

Iowa State University

March 2011