Phasing

2.13

Brock University has made very efficient use of its infrastructure for the past 30 years and it is commendable that the original planning for the campus had the foresight to provide the infrastructure necessary to guide campus growth over such a long period. However, the need to extend the campus network of streets, utilities and parking lots will become increasing pressing over the next decade. Brock University, like all Ontario universities, is currently preparing for both the *double cohort* and the baby boom echo generation that will result in a peak in continued high levels of enrolment growth for the University until at least 2010. Regional demographic projections and the University's move toward comprehensive education suggest that significant growth may be sustained beyond these horizons. In terms of the provision of development parcels and parking areas, Brock University has used much of its street and parking network to capacity, and it will need to carefully tie future development to the incremental extension of streets, parking and open spaces to ensure that the University avoids a situation where it must make a substantial one-time investment in infrastructure to simply unlock the next parking lot or development site.

The Campus Plan makes several recommendations regarding the creation of infrastructure to ensure that the road and parking network will be "out-in-front" of the development needs of the University. The following are recommendations that the University will consider in the development of the interim plan, representing approximately a planning horizon of approximately 10 years.

1. Create new parking at a sufficient distance from the heart of Main Campus so as to avoid the redevelopment of parking lots in the near-term as building sites. The most immediate opportunity to achieve this is the creation of a substantial amount of parking on *South Campus*. This parking will need to be accessed by the portion of *Campus Drive* that will exist south of *St. David's Gate* and the construction of this road will be tied to the provision of parking. The creation of this parking will likely have to occur in the next few years to address the demands of the *double cohort*. As well, the reconstruction or expansion of *St. David's Gate* may also need to be initiated, depending on the vehicular circulation phasing. It may also be advantageous to access this parking directly from Merritville Highway and the University may consider the construction of *Campus Drive* from *Tecumseh Gate* to *St. David's Gate* to achieve this access. The construction of *Thorold Gate* and *Tecumseh Gate* should be considered in the next 5 years.

2. Academic expansion will likely happen first on Development Parcels 1, 5, 6, 7, 8, or 9 as development of these parcels is possible without further investment in road infrastructure for access or address. Nor do they require demolition of existing buildings. Care should be taken to ensure that other major streets, primarily Hydro Road and the portion of *Campus Drive* north of *St. David's Gate* continue to be built or upgraded in the interim, to avoid a significant infrastructure investment to develop beyond these sites. These roads will likely need to be in place in 10 to 15 years.

3. The benefits of upgrading Hydro Road and extending *University Road* to meet it in the interim will be:

- the potential for the creation of interim surface parking on *West Campus* relatively close to Main Campus; and

- improved vehicular circulation throughout the campus, particularly to the Village.

4. Development of remaining parcels, after 1, 5, 6, or 8 will likely require the construction of a parking structure to accommodate parking demand. The construction of a parking structure should be considered within the next 10 years.

5. Development of parcels 2 and 4 may be highly desirable due to their proximity to existing academic buildings. Development of these parcels will require the construction of *Campus Drive* north of *St. David's Gate* and the extension of *University Road* to meet it.

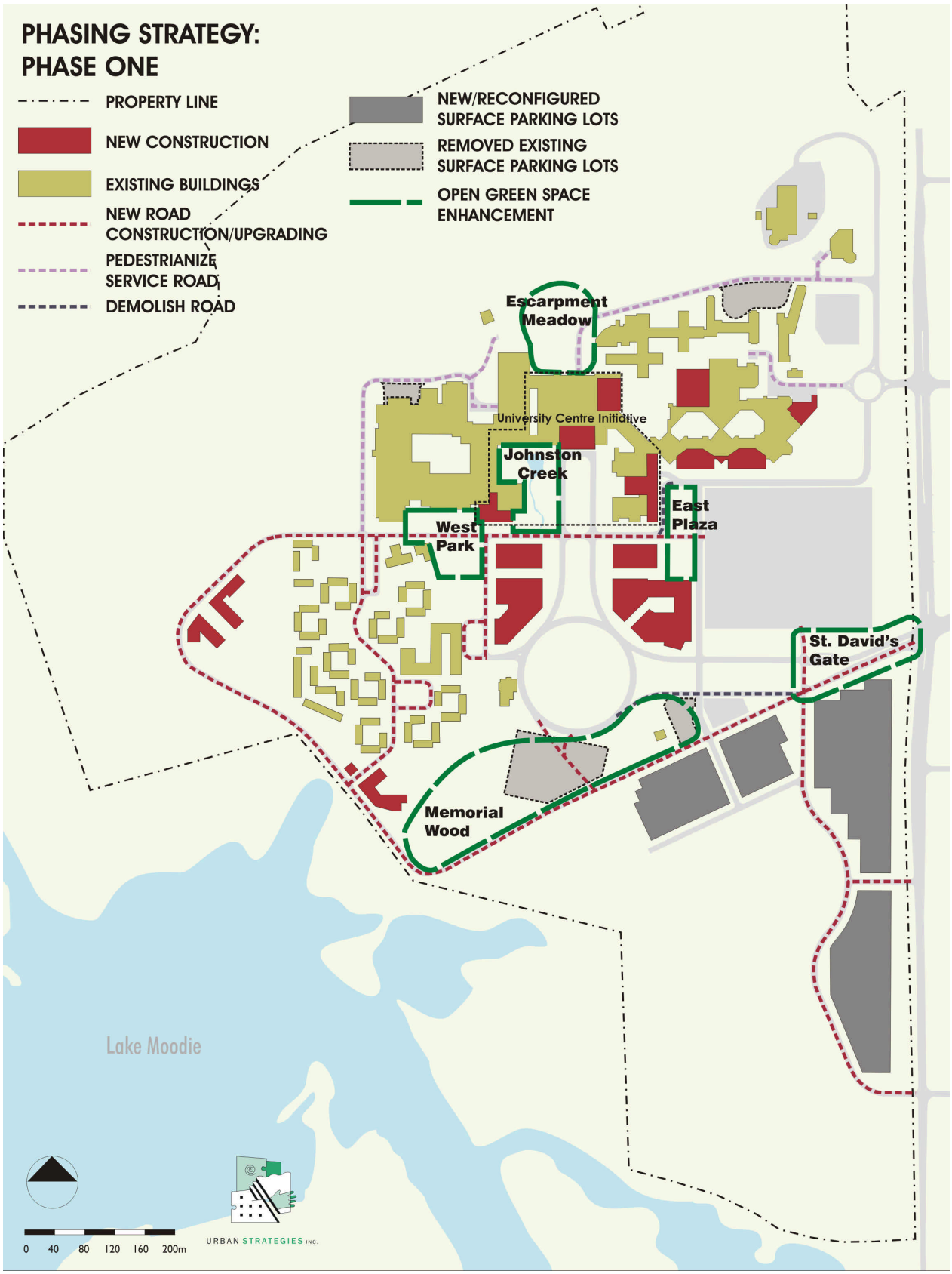

Figure 69: Phase 1

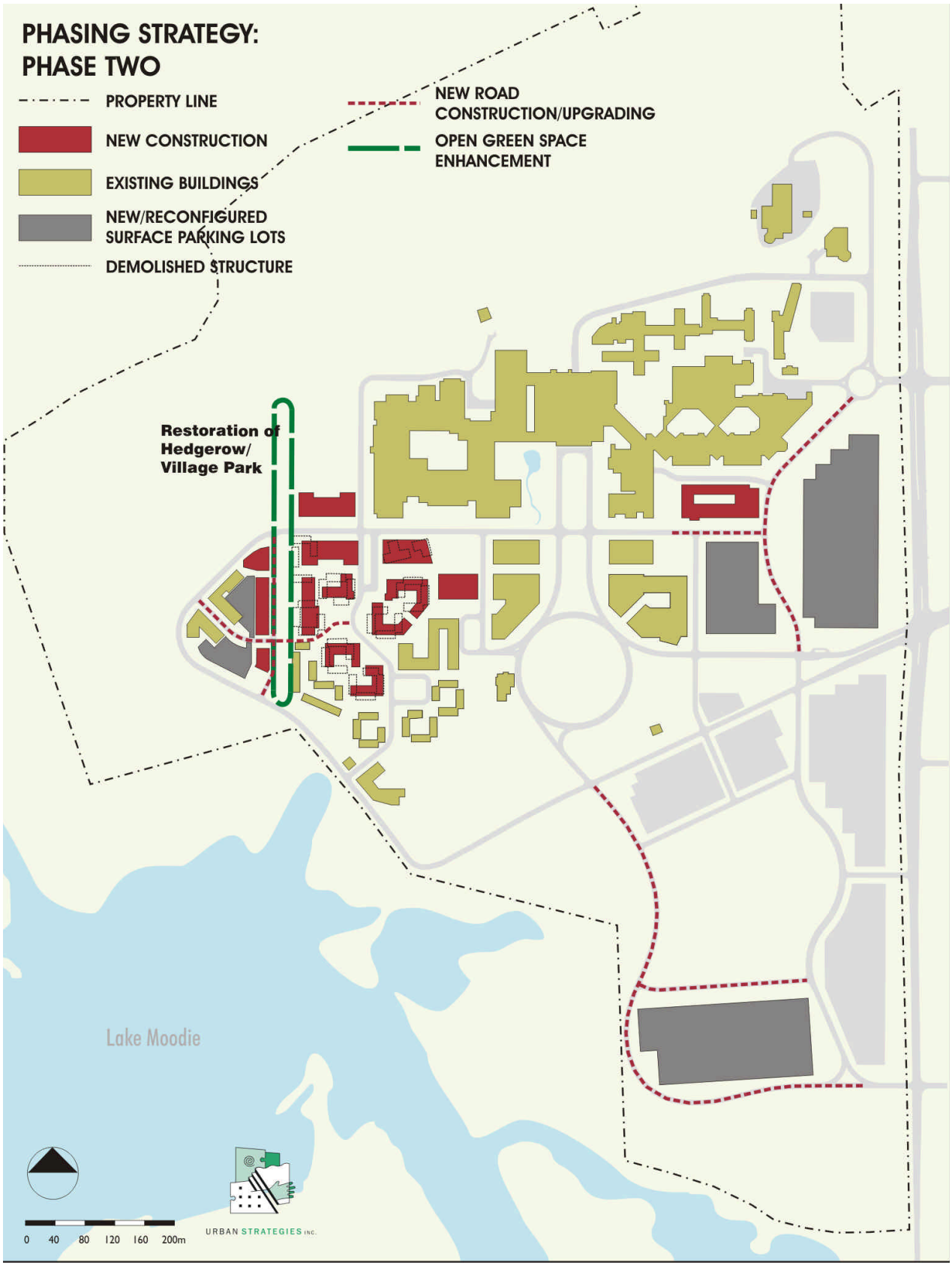

Figure 70: Phase 2

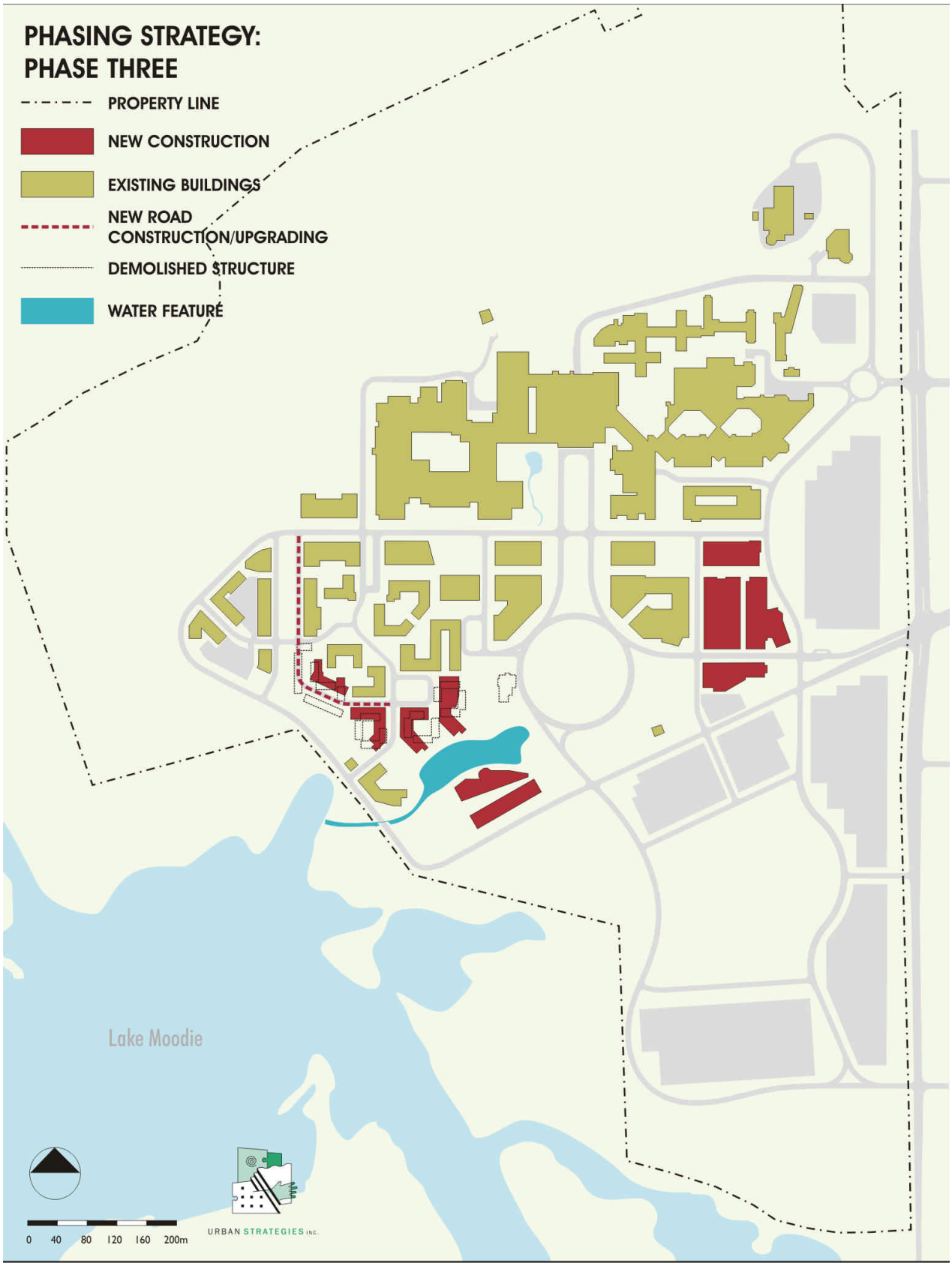

Figure 71: Phase 3