

# OUTLINE PLAN AND SPECIFICATIONS

## CONSTRUCTION OF A COMMONS (PLAZA)

IN THE 900 AND 1000 BLOCKS OF LINDEN STREET,

SCRANTON, PA.

THE UNIVERSITY OF SCRANTON

SCRANTON, PENNSYLVANIA 18510

NOVEMBER 30, 1978

## OUTLINE PLAN AND SPECIFICATIONS

### UNIVERSITY COMMONS (PLAZA)

1. Outline Specifications: The University plans construction of a "commons" in the 900 and 1000 blocks of Linden Street. This "commons" (or plaza) design includes reconstruction and development of Linden Street between Monroe and Clay Avenues with landscaping, a 20-24 foot wide brick type serpentine lane, large trees, shrubs, benches, lounging areas, a water fountain, utility easements, an outdoor community events forum and lighting. In designing the "commons" access will be provided for emergency vehicles and utility easements. Project plans, a photograph of the architect's rendering, utility/site drawings, traffic engineering analyses and maps, parking data and campus maps are attached.
2. Justification: An attractive, functional plaza, serving as an entrance to the University from north, east, or west will beautify the area, improve the economic attractiveness of the surrounding community, and complement revitalization of the Central Business District. Studies also indicate that construction of a campus commons is important to maintenance of long-term enrollment and future stability of the University, and business enterprises which depend on University and student expenditures. A CEEB survey of 1.5 million students in September, 1977, found 65% of the students surveyed rejected schools because of unattractiveness of, or lack of a campus and recreational/athletic facilities. University of Scranton studies indicate of those whom we accept, but reject us, 70% stated the same reason. The Chronicle of Higher Education (9-5-78) reports a 20% decrease in 18 year olds by 1990, and a 13.2% decrease in 18-25 year olds by 1990. Commons and other similar innovations like Galvin Terrace are vital to future success of the University. The commons will eliminate existing pedestrian and vehicle safety hazards within the center of campus, it will slow down traffic volume on Linden Street between Webster and Harrison, it will provide a beltway flow of traffic around the University, and it will provide additional facilities for our community to use and enjoy.

3. Problem: The opposition of neighbors on the immediate perimeter of the University campus is apparently focused on emergency vehicle access, parking, and traffic flows. The problem, however, is overstated since all or most of the present traffic using Linden Street can be diverted to a Ridge Row beltway, and/or handled on Mulberry Street by the addition of two (2) traffic signals, by limiting parking from 3:30 p.m.-5:00 p.m. on the Harrison Avenue NEB traffic approach to Mulberry, by making the 300 block of Monroe Avenue two (2) way, and by enforcing existing no parking restrictions on Ridge Row. Emergency vehicle access and throughpass will be provided through the commons by using the 20-24 foot wide brick type lane to be constructed, not only meets acceptable planning, engineering, and safety standards, but will be subject to the final approval of the Bureau of Fire Protection.
4. Concepts: The concept of implementation does not include closing the two (2) blocks of Linden Street immediately following passage of a City resolution, but includes provisions for coordinating implementation plans with, and under the supervision of, appropriate City officials. We do not expect construction to begin before the summer of 1980 at the earliest. It provides for removal of about 10 - 12 feet from the triangle at Linden and Monroe, and improving the turning radius at the corner of Ridge Row and Monroe by cutting the corner on an arc sufficiently large enough to accommodate the largest tractor trailers and other traffic. It includes a 20-24 foot wide lane, with fire and emergency vehicle access, as finally approved by the City's fire department. It includes enforcement of existing no parking restrictions on Ridge Row so as to permit the unobstructed flow of two-way traffic. It includes provision of two (2) traffic signals on Mulberry, if PennDOT studies determine such signals are warranted, and it provides for replacement parking space for each of the legal parking spaces now available on the 900 and 1000 blocks of Linden Street, which will be lost once the street is closed. It should be noted the University has already provided (September 1, 1978) for 75 off-street parking spaces in anticipation of this project (i.e., to offset the future loss of 43 legal parking spaces in the two /2/ blocks of Linden Street, and the future loss of 41 legal spaces in two blocks on Ridge Row--if restricting parking on both sides of Ridge Row were required by the City Council). The University plans to use its own sources of funds, not public funds, to construct the commons (plaza) in the 900 and 1000 blocks of Linden Street. In addition, the University is willing to participate in funding (up to \$40,000) traffic signal lights on Mulberry at the intersections of Madison or Monroe, and at the intersection of Clay or North Webster, if PennDOT studies determine such signals are needed.

5. Summary: The University has a superb project; worthy of strong, positive community support. We note with pleasure recent support of the Chamber of Commerce, WNEP-TV, the Community Medical Center, the City Fire Department, the Scranton Times, the Lackawanna County Regional Planning Commission, and the announcement of a private \$125,000 capital grant for the Downtown Revitalization Program--supporting the goals of the Mayor's Downtown Action Committee, LIFE, Chamber of Commerce, the Scranton Commercial Association and others. We also point out that the City's Master Plan formally endorsed the closing of Linden Street between Monroe and Clay (see the Master Plan, page 15, September 1973). We believe our recently completed sports-recreational complex--the Galvin Terrace--our commons project, our bookstore expansion project, along with innovative academic programs we have planned and the recently completed architecturally compatible Wyoming Avenue Plaza--will help launch our region into the 1980's with a dynamic new look. We believe that's what our region needs to survive.



John S. Flanagan  
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Enclosures:

Testimony of Rev. William J. Byron, S. J., President, University of Scranton, before Scranton City Council on November 22, 1978.

Planning:

Extract, Article III, Section 303, Pennsylvania Municipalities Planning Code, Act 247, as amended, April 1978.

City of Scranton Master Plan Endorsement to close Linden Street between Monroe and Clay, page 15, September 1973.

Blueprint Site Plan Drawing (previously furnished).

Outline Plan, Physical Plant Development, UofS (previously furnished).

Campus Guide (previously furnished).

Photo of A/E Rendering (previously furnished).

Utility Overlay and Site Plan (previously furnished).

Traffic Engineering Analyses (previously furnished).

Traffic Flows-Maps & Counts-Posted on Maps (previously furnished).

Parking Data (previously furnished).

Legal Parking Spaces (previously furnished).

Posted Ambulance Routes (previously furnished).

Coordination:

Fact Sheet

LCRPC Report

WNEP-TV Endorsement

CofC Endorsement

Scranton Times Endorsement

CMC Letter

Fire Department Letter

CPC Report

Letters--City, County and State.