Texas State University Campus Plan Update

January 13th, 2011
Agenda

- Introductions
- Schedule
- Draft Report
- Growth Observations
- Transportation Symposium Segway
- Transportation Symposium Agenda
- Discussion
## Schedule

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<td><strong>ACADEMIC CALENDAR</strong></td>
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<td>Fall 2010</td>
<td>Spring 2011</td>
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<td>Phase 1 (8 weeks)</td>
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<td>ANALYSIS &amp; ASSESSMENT</td>
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<td>(kick-off, analysis, assessment, symposia planning)</td>
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<td>Phase 2 (20 weeks)</td>
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<td>Symposia</td>
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<td>(further analysis, internal and external user outreach)</td>
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<td>Phase 3 (12 weeks)</td>
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<tr>
<td>Recommendations &amp; Reporting</td>
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<td>(key observations, symposia results, ROM cost, recommendations)</td>
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### LEGEND
- □ Web-Conference
- ○ Symposia/Meeting

### Symposia Process
- Web-Orientation
- Symposia Preparation
- Symposia Visit
- Reporting

Each symposia "cycle" will last approximately 4-6 weeks in duration, consisting of four steps: 2 hour web-orientation, 2-3 weeks preparation, 2-3 day event, and a 1-2 week report generation.

### Meeting Process
- Meeting/Work-session
- Reporting

Each meeting "cycle" will be approximately 2-3 weeks in duration, consisting of two steps: 1/2-day or 1 day work session/meeting, and 2-3 weeks of report generation.
Draft Report

1. 75 Projects – Exhaustive Review
   - Completed
   - In-Progress
   - Planned
   - Canceled

2. Coveys Information that you already know

3. Is meant to inform outside consultants

4. Will be reviewing with Transportation Consultants next week
Growth Observations

Growth from 2005 Master Plan to 2010

1. Review of Long Term Goals Based on 2005 Planning Principles:
   - IDENTITY
   - CAMPUS COMMUNITY
   - NATURAL ENVIRONMENT
   - ARCHITECTURE
   - MOBILITY

2. Transportation Symposium Segway: Thoughts for the Future
How Close did we follow our 2005 Planning Principles?

GUIDING PRINCIPLES

IDENTITY
As a public institution, the University has a symbiotic relationship with the San Marcos community. The Master Plan prescribes visual cues that define the campus boundaries without restricting physical access. The intersections of Comanche, North 21st, and 31st Street along the northern edge and the intersections of Moon and South 21st on the southern edge will be highlighted with planted medians, entrance signage, and traffic lights. As the pedestrian node, the campus will be identified by uniform paving and street furniture. The University will be visually defined by a formal green space extending from the Theatre Center to LBJ Street, the new Fine Arts and Communication Center, and the new Undergraduate Academic Center. Old Main will remain the most important symbol of Texas State and the character of the original academic Quad will be maintained as a way of preserving the small campus atmosphere.

COMMUNITY
The historical practice of juxtaposing academic, residential, and cultural facilities creates the unique character of the Texas State campus. As formal education spills from the classrooms, students and faculty cross paths in a series of outdoor rooms where the opportunity to congregate and converse encourages a vibrant intellectual community. Future residence halls should be limited to five stories with patios and green space to help further stimulate social interaction away from the classroom. Students will have easy access to computer facilities by relocating the open computer lab from the fourth floor of the Jackdaw Science building to the first floor of Derrick Hall, directly accessible from the Quad. Additionally, the entrance to the campus will engage the San Marcos community through the distinctive Fine Arts and Communication Center and a public green. The seamless blending of the southern edge of campus with the surrounding community will help to create a dynamic college town.

NATURAL ENVIRONMENT
Because the quality of the physical environment has a tremendous influence on the image and function of the institution, the Master Plan guides the extension of the natural character of the central Quad through a series of pedestrian corridors. Pedestrian access for walkers from McCoy Hall to the College of Education building will be achieved by converting Bobcat Trail to a shaded walkway parallel to the original academic Quad. The green space created from native planting will create a comprehensive network of green open spaces and new building footprints. This change to the physical character of the campus is beneficial on many levels: ecologically, it assists with stormwater management and water retention; it softens the look and feel of the campus; socially, it fosters spontaneous student interaction creating a sense of campus community; and physically, it supports a campus on which walking is preferable over driving. A holistic appearance with the consistent use of native plants, paving materials, and site furnishings will unify the campus and reinforce the unique character of the campus landscape.

ARCHITECTURE
Campus buildings serve different functions, but each contributes to the identity and sense of place at Texas State. A variety of architectural styles adds visual diversity to a campus. However, diversity turns to chaos unless architectural individuality is in harmony with adjoining structures and in context with the balance of the campus. Texas State's buildings are an eclectic assemblage of architectural styles. Design guidelines now exist to present a unified approach that respects the historical process and embraces the technological advances of modern times. As the University adds square footage over the Master Plan anticipates the need to address infrastructure requirements of the campus in the least intrusive manner. New buildings will sit in close proximity to existing buildings to better use the land, and create a compact pedestrian friendly campus.

MOBILITY
Creating an efficient and safe campus network of thoroughfares and pathways for pedestrians, bicyclists, buses, and cars is of paramount concern. Therefore, the Master Plan prescribes a new transportation strategy: Reallocating core surface parking to conveniently located parking garages will free-up space for new buildings and open spaces. Parking garages will serve resident and commuter students, faculty, staff, and visitors to the campus. Students and faculty are encouraged to park cars and walk or bike during their time on campus. Thoughtful separation of the pedestrian and automobile reaches the campus experience and creates meaningful large scale and intimate gathering spaces. Covered walkways help pedestrians more conveniently, sheltered from rain or excessive summer sun. Cyclists will have designated routes to travel – routes connecting key areas of campus and the San Marcos community. Also, on the southern edge, the streets and sidewalks from downtown San Marcos will penetrate the campus in a seamless pedestrian experience.
IDENTITY

The University has a symbiotic relationship with the San Marcos Community, where the campus boundaries provide identifiable gateways as visual cues without restricting access.

1. Addition of major gateways along the campus perimeter has begun to help identify primary entries, improved landscaping and pedestrian access for both campus community and the adjacent San Marcos neighbors.

2. Image of campus from San Marcos community members is important and therefore the attention to detail, materials, and construction quality is important for a visually-stimulating environment.
IDENTITY

The University has a symbiotic relationship with the San Marcos Community, where the campus boundaries provide identifiable gateways as visual cues without restricting access.

1. Other examples of gateways to campus are academic buildings such as the new UAC. This building is currently being design in such a way that the central portal becomes an important physical gateway to both campus and the City of San Marcos. This building in may ways will become the pinnacle for Texas State University as it relates to Town / Gown relations.

2. The Rec Center Addition, especially the tower entrance, which not only becomes an identifiable icon and gateway to campus, but also helps to define the street-edge in a very urban way.

3. The new Football Stadium expansion is the ultimate gateway to the University as it is a structure that can be seen from a great distance as well as being located along Aquarena Springs, the primary entry to campus. In many ways it becomes a very large “bill board” for the institution.

Buildings are Gateways too!
Juxtaposing academic, residential, and cultural facilities creates the unique character of the Texas State campus.
The physical environment has a tremendous influence on the image and function of the institution.
NATURAL ENVIRONMENT

Part 1: The systematic removal of surface parking lots will create a comprehensive network of green open spaces and new building footprints.
NATURAL ENVIRONMENT

Part 2: A holistic appearance with the consistent use of native plants, paving materials, and site furnishings will unify the campus and reinforce the unique character of the campus landscape.

Campus has shown that they are serious about implementing consistent landscape design guidelines as proposed in the 2005 master plan.
A variety of architectural styles adds visual diversity to a campus. However, diversity turns to chaos unless architectural individuality is in harmony with adjoining structures and in context with the balance of the campus.
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Historical References:
Architectural design standards have been successfully implemented
ARCHITECTURE

Very successful interpretation of how to design an addition to a building that was based on modern architecture.

Family & Consumer Sciences
ARCHITECTURE

Very successful interpretation of how to design an addition to a building that was based on modern architecture

Family & Consumer Sciences

Family & Consumer Sciences – 2009 Addition
MOBILITY

Creating an efficient and safe campus network of thoroughfares and pathways for pedestrians, bicycles, buses, and cars is of paramount concern.

[Image of a campus map with labels for Thomas Rivera Dr., Elm St., LBJ Bus Loop, and Student Center Dr.]
MOBILITY

Creating an efficient and safe campus network of thoroughfares and pathways for pedestrians, bicycles, buses, and cars is of paramount concern.

It’s great we built the LBJ Shuttle Bus Loop as a first step toward this goal, but…..
MOBILITY

Creating an efficient and safe campus network of thoroughfares and pathways for pedestrians, bicycles, buses, and cars is of paramount concern.

...we still need to address its impact on vehicle and pedestrian conflicts
MOBILITY

Creating an efficient and safe campus network of thoroughfares and pathways for pedestrians, bicycles, buses, and cars is of paramount concern.
MOBILITY

Part 1: Reallocating core surface parking to conveniently located parking garages will free-up space for new buildings and open spaces.

Because we built Garages
We now have room to do this
Premise: Build Garages & remove surface parking lots for future green space or Building sites

Surface Parking Lots

Parking Garage
- Garages are located at the perimeter of campus at key locations to capture the majority of commuters and provide parking for resident students.
- Thus eliminating reducing surface parking and traffic congestion in the core of campus.
2010 Campus Parking Today

- Matthews St. Garage (953 sp) Incorporates 240 spaces (net gain of 713 spaces)
- Speck St. Garage (721 sp) Removed Green Space Pecan Grove
- Student Rec Center Removed 80 spaces
- N. Housing Removes 230 spaces
- Bobcat Trail Removes 110 sp
- U. Acad. Center (UAC) Removes 72 spaces
- Green Houses Removed 86 spaces
- University Concho Green Removed 114 spaces
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Surface Parking Lots Added 1,434 spaces

Removed 692 spaces

Net Gain 742 spaces
MOBILITY

Part 2: Thoughtful separation of the pedestrian and automobile enriches the campus experience and creates meaningful large scale and intimate gathering spaces.
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One of the areas that we still need to work on….
2005 – Pedestrian Network

- Primary pedestrian circulation paths were limited to central campus
- Western most Student housing (Blanco Hall) and connections to South campus (Conch Green) and City of San Marcos are disconnected and tenuous.
- Pedestrian circulation to the north (Student Health Center) is non-existent.
Long Range goal extends pedestrian circulation of the core campus to as many portions of campus as possible without conflicting with roads and vehicles.
2005 - Streets

- Street network is complicated by a series of one-way segments and awkward intersections.
- Street network is complicated by a series of one-way segments and awkward intersections.
- There are too many, circuitous vehicular routes through campus that create dangerous situations for pedestrians.
Long Range goal was to remove un-necessary streets (especially one-way) and parking lots in order to:
- create a safer pedestrian campus experience
- provide more meaningful large scale and intimate open spaces.
Shuttle Bus Access

- Conflict with Buses Turning left while exiting Buses turn left
Bus + Vehicle Access

- Conflict with Buses Turning left while exiting Buses turn left
- Becomes bigger problem when vehicles try to get in and out of garages
Bus + Vehicle + Pedestrian Access

- Conflict with Buses Turning left while exiting Buses turn left
- Becomes bigger problem when vehicles try to get in and out of garages
- Combined with pedestrian circulation – becomes dangerous
Transit Hub: Shuttle Bus Access

- Bus Routes into Transit Hub
- Intersection of Sessoms and LBJ – conflict with buses turning left.
- Bus Loop - Very good access and design
Transit Hub: Bus + Vehicle Access

- Add in vehicular access to Pleasant St. Garage, Pleasant and State Streets,
- Intersection of Sessoms and LBJ become bigger issue.
- Real conflict at intersection of Pleasant St. and LBJ with Buses and vehicles getting in and out of Pleasant St. garage.
Transit Hub: Bus + Vehicle + Pedestrian

- As pedestrians are arriving on campus the experience is fine.
- Problem comes when they are departing – trying to walk from core part of campus to the right side of the bus loop, they must cross Pleasant St intersection.
- Buses are leaving, cars from Pleasant St garage are leaving and Pedestrians are trying to cross all of this.
Transportation Symposium Segway
City Owned Streets

- Streets and Roads that we have very little if no ability to change.
Two-Way Vs One-Way
2010 to 2015: Reduce Internal Streets
2010 to 2015: Expand Campus Connections
Day 1: Tuesday, February 1, 2011

- Kickoff Meeting with Steering Committee (8:00AM to 9:00AM)
  - Issues
  - Constraints
- Walking Campus Tour with Associate Vice President for Finance & Support Services Planning (9:15AM to 10:15AM)
- Work Session and Tour with Transit Staff (10:30AM – Noon)
- Lunch (Noon to 1:30PM)
- Work Session and Tour with Parking Staff (1:30PM – 3:00PM)
- Discussion of Future CMP Project Impacts on Traffic Flow with Facilities Planning, Design and Construction staff and Chief of University Police (3:15PM – 4:15PM)
- Transportation Consultants meet with Project Sponsors on discussions from earlier sessions and dinner (5:00PM – 6:30PM)
- Open Session with Students (7:00PM – 8:30PM)
Day 2: Wednesday, February 2, 2011

- Work Session with Transportation Consultants, Broaddus Planning and AVPFSSP (8:00AM – 9:30AM)
- Open Session with Faculty and Staff (10:00AM – 11:30AM)
- Lunch (11:45AM – 1:00PM)
- Open Session with Faculty and Staff (1:30PM – 3:00PM)
- Open Session with City of San Marcos and Transit Staff (3:30PM to 5:00PM)
- Dinner (5:15PM – 6:30PM)
- Open Session with Students (7:00PM – 8:30PM)
Day 3: Thursday, February 3, 2011

- Transportation Consultants debrief with Project Sponsors (8:00AM – 9:00AM)
- Work Session and Lunch with Transportation Consultants, Broaddus Planning and AVPFSSP (9:00AM – 2:00PM)
- Debrief with Steering Committee and Transportation System Group (2:30PM – 4:00PM)

- Note: The Transportation Consultants, Broaddus Planning and the Associate Vice President for Finance and Support Services Planning will attend all sessions.
Transportation Symposia Agenda

Transportation Consultants
• Rod Weis, Executive Director, Facilities Services Administration, Texas A&M
• Bill Martin, Martin, Alexiou, Bryson
• Shawn Turner

Transportation System Group
• Bob Gratz, Co-Chair of Transportation Parking Committee and Special Assistant to the President
• Bill Peeler, Co-Chair of Transportation Parking Committee and Professor, Theatre and Dance
• Joanne Smith, Vice President for Student Affairs
• Bill Nance, Vice President for Finance & Support Services
• John Root, Director of Auxiliary Services
• Ralph Meyer, Director of University Police
• Brad McAllister, Assistant Director of Auxiliary Services
• Paul Hamilton, Manager of Shuttle Service
• Stephen Prentice, Assistant Director of Parking Services
• Rickey Lattie, Captain, University Police
• Daniel Benitez, Captain, University Police
• Mark Jesse, Parking Garage Manager

Project Sponsors
• Joanne Smith, Vice President for Student Affairs
• Bill Nance, Vice President for Finance & Support Services
• Nancy Nusbaum, Associate Vice President for Finance & Support Services Planning (AVPFSSP)

Broaddus Planning
• Stephen Coulston, Chris Rice, Catherine Sckerl
Discussion